

CITY OF BLOOMINGTON

**PARKING COMMISSION
WORK SESSION
PACKET**

November 2021

Thursday, November 18, 2021
Virtual Meeting on Zoom
5:30 PM — 6:30 PM

Next Regular Meeting: December 2, 2021, 5:30 PM — 7:00 PM

CITY OF BLOOMINGTON
PARKING COMMISSION
WORK SESSION
AGENDA

November 18, 2021, 5:30 PM — 6:30 PM

This meeting will be conducted electronically. Virtual meetings will be accessible at:
<https://bloomington.zoom.us/j/81376001161?pwd=OUw5ejlzVCsyMlZ1OHpKVk56WWlmdz09>

Dial by your location: 312 626 6799 (Chicago), Meeting ID: 813 7600 1161, Passcode:
692769, find your local number: <https://bloomington.zoom.us/j/81376001161>

- I. Call to Order

- II. Discussions of Coming Topics
 - A. Parking Commission Annual Report (Volan, Binder)

- III. Topic Suggestions for Future Agendas

- IV. Member Announcements

- V. Commission Schedule (Regular Meeting and Work Session)

- VI. 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: December 2, 2021, 5:30 PM — 7:00 PM
Deadline for regular meeting packet material is Monday, November 22, 2021

The State of the City's Parking System in the Year 2017

The Annual Report of the
City of Bloomington Parking Commission

Draft submitted October 2021

DRAFT

Executive Summary

The Commission was formed at the beginning of 2017, and spent most of the year organizing, developing policy, and generating its first annual report.

Overall, the financial performance of the City's parking system in 2017 was relatively stable compared to 2016. Revenues from operations increased 2.5 percent to \$4.3 million; operational expenses increased 8.3 percent to \$2.3 million, dropping operational revenues less than 1 percent to almost \$2.7 million. A significant capital expenditure increase of more than 22 percent reduced the overall system earnings to \$1.8 million, a 20 percent drop from 2016. (See Figure 2.2.)

The Garages & Lots program [changed in these ways].

The Metered Parking program [changed in these other ways].

The Neighborhood Zones program [changed in these ways].

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Preface

New report format

This report is at least three years overdue.

The Commission's mandate is to file a report for the previous year by October of the following year. Even its first report, for the year 2016, was not delivered by that deadline; it was presented to the Council in January 2018. This is partly because 2017 was the Commission's inaugural year, during which it struggled to find its footing, and partly because, under the leadership of Jim Blickensdorf as its inaugural chair, embarked on as ambitious a reporting project as could be imagined.

The initial report was a *tour de force* compilation of virtually every possible document related to parking in the city of Bloomington. The report itself ran to 90 pages; there were another 300 pages of addenda. Only someone with the intellect, attention to detail, and sheer enthusiasm for accounting as Jim could have drafted such a report.

On the other hand, the report was of such magnitude that its format proved impossible to replicate. Jim left the Commission in early 2019 before a second report could be completed. There were many wise observations to be followed in future reports, enmeshed with many static inclusions that should have been abstracted to a standing reference work of Parking Commission knowledge. The task of separating the two proved too difficult to accomplish until now.

This draft is not just a reporting of parking in the year 2017 simplified from its predecessor. It has also been engineered as a template for the rapid compiling of future reports. In future reports, for example, Chapter 3 should always be about the Garages & Lots program of Bloomington's parking system; Figure 3.1 should always be a listing of the program's inventory of spaces. In addition, for the sake of better readability, attention has been given to the report's design. The typefaces are larger throughout; the figures less complex when possible; color figures have been reduced to grayscale. The body text is Times New Roman, while headline and chart text is Avenir Next Condensed; both were chosen for their readable narrowness. It is hoped that this new format will permit the 2018 report to follow within two months of this report's adoption, so that the Commission may both fulfill its obligation, and glean long-overdue knowledge of the trends shown in the data, so that it may recommend better parking policy to the public.

Change in accounting method from previous report

A note about the accounting in this report. In its first report, the Commission reorganized some expense line items in an effort to more accurately determine general expense categories like personnel costs or services rendered. Expenses-related tables in the 2016 report thus did not conform to the traditional four-category budgeting method, long observed by the Controller's office, of reckoning with expenses (category 1: personnel, 2: equipment & supplies, 3: services, 4: capital). The 2016 report's "staffing" category, for example, included lines from traditional categories 1, 2 and 3; its "operational" and "equipment & supply" categories each included lines from traditional categories 2 and 3.

This report, except in a few isolated cases where noted, has resumed using the traditional accounting categories observed by the Controller. As such, some tables in this report which show 2016 numbers alongside 2017 numbers will not reflect totals from the previous report.

CHAPTER 1: The Commission's Activities During the Year

A. ABOUT THE PARKING COMMISSION

Purpose

Ordinance 16-22 established the Parking Commission, whose purpose is: "in coordination with decision-makers and others as is necessary or prudent:"

- To develop, implement, maintain, and promote a comprehensive policy on parking that takes into account the entirety of, and furthers the objectives of, the City's comprehensive plan;
- To coordinate parking activities;
- To carry on educational activities in parking matters;
- To supervise the preparation and publication of parking reports;
- To receive comments and concerns having to do with parking matters; and
- To recommend to the common council and to appropriate city officials ways and means for achieving the city's comprehensive plan objectives through the administration of parking policies and the enforcement of parking regulations.

Commissioners

This was the inaugural year of the Parking Commission, whose first meeting was held January 30, 2017. The Commission soon decided to hold its meeting on the fourth Thursday of the month at 5:30 pm in the Hooker Room of City Hall, and was administratively supported in its work by Seyedamir Kaboli Farshchi, long-range planner in the city's department of Planning & Transportation.

Appointees hold their seats for two-year terms unless otherwise noted; term expiration dates were staggered to reduce the likelihood that the whole Commission would turn over at once. The Commission elected Jim Blickensdorf as its inaugural chair, Adrienne Evans Fernandez as vice-chair, and Stephen Volan as secretary. (See Figure 1.1 for a complete list of Commission members for the year.)

Figure 1.1: Members of the Parking Commission, 2017

Seat	Qualification	Term		Appointee	Affiliation or Neighborhood	Start Date	End Date
		Expires on 1/31	Length (years)				
C-1	merchant	2018	2	Jim Blickensdorf chair	Grazie Italiano	1/26/17	continuing
C-2	resident	2019	2	Adrienne Evans Fernandez vice-chair	Broadview	1/18/17	continuing
C-3	resident	2019	2	Faith Hawkins	Elm Heights	1/26/17	continuing
C-4	Council ex-officio	2018	1	Stephen Volan secretary	Member, District 6	1/18/17	continuing
M-1	merchant	2018	2	Donna Disque	MarDon Salon	1/30/17	continuing
M-2	not-for-profit organization	2018	2	Randy Lloyd*	Trinity Lutheran Church	1/30/17	10/24/17
				Jennifer Jenkins	WonderLab	11/1/17	continuing
M-3	resident	2019	2	Mary Jo Shaughnessy	Blue Ridge	2/28/17	continuing
M-4	resident	2018	2	Mark Need	Courthouse Square	3/3/17	continuing
M-5	Planning & Transport.	2018	1	Josh Desmond	Assistant Director	1/24/17	continuing

**Did not attend any meetings.*

B. SUMMARY OF THE COMMISSION'S ACTIVITIES DURING THE YEAR

Major Topics

FORMATION. The Commission held its inaugural meeting in January, with Commissioner Volan as interim chair, at which he circulated a memo with some basic history of and facts about parking in Bloomington, discussed the ordinance that created the Commission, and pointed to the parking subplan of the Growth Policies Plan of 2002 (GPP), the comprehensive plan that was in effect at the time for the city. The Commission spent its next two meetings determining the logistics of conducting business, including meeting times and lengths, and bylaws. The latter were adopted in March. The Commission at that meeting also elected Jim Blickensdorf its first chair, Adrienne Evans Fernandez its first vice-chair, and Volan as its first secretary.

POLICY STATEMENT. The first substantive act the Commission undertook was to pursue a comprehensive policy statement on parking as called for in Ordinance 16-22, which it began at the May meeting. The comprehensive plan, still under development, would not be adopted in 2017, so the existing GPP was used as the basis for discussion. By the November meeting, the Commission had deliberated over the text of a policy, but Res. 2017-4 was not brought for a vote. The last draft of the policy is included below.

Parking Commission Policy Objectives (Draft #3)

- The Commission shall maintain a commitment to openness and sharing of information with stakeholders with emphasis on involving stakeholders and soliciting stakeholders' opinions;
- Establish priority levels for each parking use type and access mode within an area or zone, with nonmotorized and shared ride modes ranking higher than solo driving;
- Establish a Parking Services department that efficiently manages the City's parking system assets and staffing resources;
- Reduce cruising/search time for parking spaces implementing improved signage, wayfinding, marketing, real-time parking availability,
- Increase the rate at which the most convenient spaces turn over by managing the occupancy time through the use of differential and escalating pricing and 30-minute and 2-hour time limits;
- Establish rate schedule that satisfies the capital and ongoing operating costs of a financially stable, integrated parking system;
- Reduce Vehicle Miles Travelled. implement differential pricing to help drivers find a parking space efficiently without cruising for parking and price parking to induce some travelers to adopt other travel modes, thereby reducing VMT and parking use;
- Create a brand that provides an exceptional customer service experience and communicates the goals and benefits of managed parking;
- Recommend policies that align land-use for parking with the GPP and draft Comprehensive Plan;
- Support alternate modes of transportation in furtherance of the GPP and draft Comprehensive Plan. Provide the ways and means for better walking, bicycling, shuttle, ride-sharing, bus, and temporary vehicle rental alternatives and services which reduce use of parking;
- Allocate surplus parking revenue to parking benefit districts.

NEW PARKING STUDY. The Commission passed a resolution calling for funds for a new citywide parking study, which were appropriated by the City. Two companies submitted bids: Walker, which had done the two previous studies in 2007 and 2012; and Desman. The firms both submitted strong proposals. In the end, Desman was chosen because Walker had done the previous studies.

ANNUAL REPORT. The Commission developed, as per its mandate, its first annual report, which covered the year 2016 in parking. The 390-page tome was finished in November, but not presented to Council before year's end.

Minor Topics

POPLARS GARAGE POLICY CHANGE. In April, Amanda Turnipseed, Director of IU Bloomington Parking Operations, discussed the realignment of IU's parking permit system and the changes to the Poplars garage that take effect May 8, after which the garage will be restricted to people with IU parking permits 8a-5p. IU will offer free, unattended parking after 5p and on weekends.

GARDEN HILL PARKING. At the very first meeting, residents of Garden Hill spoke about their desire for a new twelfth neighborhood parking zone that would be enforced evenings and weekends, a first for the city. It was brought up several times throughout the year, as Cmsnr Volan in his role as councilmember pursued legislation to that effect, but no action was taken either by the Commission or City Council in 2017.

RESERVED PRIVATE STREET PARKING. The city had for decades a "resident-only" parking program (BMC 15.36) under which residents could apply to reserve an on-street parking space. Discussion of the issue was brought to the Commission by Planning and Transportation staff, who advocated for its elimination, as did the Traffic Commission. The City Council did not agree, so in August staff came back with a proposal to more greatly restrict eligibility for the program, which the Parking Commission in a 3-3 vote decided not to endorse. The Council voted to end the program, but grandfathered in the remaining 19 holders of permits.

Resolutions

In its effort to organize, the Commission was not consistent in its administrative technique. At least two potential resolutions did not get recorded in the minutes in 2017; indeed, minutes do not exist for the October and November meetings as of this publication. The following were resolutions that were heard and voted on by the Commission. Only resolution 4 was not adopted.

Resolution 2017-1: Adopt Bylaws

Res. 2017-2: Gather All Data Necessary for an Annual Parking Report

Res. 2017-3: Request Funding for a Parking Study in 2018

Res. 2017-4: Adopt a Comprehensive Parking Policy Statement

Res. 2017-7: Adopt the Commission's Annual Report for 2016

Res. 2017-8: Recommend Changes to Parking System Based on Annual Report

CHAPTER 2: General Performance of the City's Parking System

A. SUMMARY OF SYSTEM ACTIVITY FOR THE YEAR

1. Inventory

The City of Bloomington parking system is made up of three components: off-street parking both surface and structured; on-street parking in the public right of way in the commercial and mixed-use downtown; and on-street parking in residential neighborhoods surrounding downtown and the IU campus. In total, more than 7400 spaces were under management by the City in 2017. (See Figure 2.1.)

Figure 2.1: Inventory of the City of Bloomington's Parking System, 2017

Program	Spaces Under Management
Garages & Lots	1807
Metered Parking	1539
Neighborhood Zones	4098
TOTAL	7444

[MAP GOES HERE]

2. Revenues & Expenses

Overall, the financial performance of the City's parking system in 2017 was relatively stable compared to 2016. Revenues from operations increased 2.5 percent to \$4.3 million; operational expenses increased 8.3 percent to \$2.3 million, dropping operational revenues less than 1 percent to almost \$2.7 million. A significant capital expenditure increase of more than 22 percent reduced the overall system earnings to \$1.8 million, a 20 percent drop from 2016. (See Figure 2.2.)

Figure 2.2: Financial Performance of the City of Bloomington's Parking System, 2017

Category	2016	2017	Change
Parking System Revenues			
Garages & Lots Program	\$ 1,077,261	\$ 1,019,933	-5.3%
Metered Parking Program	\$ 2,787,838	\$ 2,971,733	6.6%
Neighborhood Zones Program	\$ 358,530	\$ 337,737	-5.8%
Miscellaneous Income	\$ 934	\$ 0	-100.0%
Total System Revenues	\$ 4,224,563	\$ 4,329,403	2.5%
Parking System Expenses			
Garages & Lots Program	\$ (693,428)	\$ (941,033)	35.7%
Metered Parking Program	\$ (495,233)	\$ (528,438)	6.7%
Neighborhood Zones Program	\$ (146,869)	\$ (163,329)	11.2%
General Fund Charges	\$ (172,080)	\$ 0	-100.0%
Total System Expenses	\$ (1,507,610)	\$ (1,632,800)	8.3%
Total System Earnings from Operations	\$ 2,716,953	\$ 2,696,603	-0.7%
System Capital Revenues			
Garages & Lots – Capital	\$ 662,710	\$ 661,986	-0.1%
Metered – Capital	\$ 0	\$ 0	
Capital Transfer to Neighborhood Zone Program	\$ 500,000	\$ 439,233	-12.2%
Total Other System Revenues	\$ 1,162,710	\$ 1,101,219	-5.3%
System Capital Expenditures			
Garages & Lots – Capital	\$ (662,710)	\$ (782,766)	18.1%
Metered – Capital	\$ (560,746)	\$ (746,144)	33.1%
Neighborhood Zones – Capital	\$ (400,496)	\$ (462,508)	15.5%
All Capital Expenditures	\$ (1,623,952)	\$ (1,991,418)	22.6%
Total Parking System Earnings	\$ 2,255,711	\$ 1,806,404	-19.9%

3. Citations

The 2016 report broke out citations as a separate fourth program of the parking system. While it is a distinct concern, from a financial perspective the Commission decided to integrate revenues related to citations in financials for each of the three main parking programs. However, some cross-program observations are worth making here.

Citation revenue shrank by about 5 percent in 2017, reflecting a downward trend across all programs. (See Figure 2.x.) Citations in garages and lots soared, but still only amount to 1 percent of citation revenues.

Figure 2.x: Revenues from Citations, 2016 and 2017

Category	2016	2017	Change
Neighborhood Zone Citations	\$ 224,712	\$ 213,231	-5.1%
Garage & Lots Citations	\$ 1,572	\$ 7,750	393.0%
Metered Parking Citations	\$ 383,108	\$ 359,002	-6.3%
Citations Total Revenues	\$ 609,392	\$ 579,983	-4.8%

[ex-Fig. 7, p. 32) 2011-2016 Overall Data: move to here]

CHAPTER 3: Garages and Lots Program

A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

1. Inventory

The City owned and operated more than 1,800 spaces of off-street structured and surface parking in the city's center: two-thirds in three parking garages, and the other third on eleven surface lots, figures which did not change from the previous year.

Figure 3.1: Garages and Lots: Locations, Pricing Policy and Capacity, 2017

Facility	Location	Public Rate/Hr	Hours Enforced	Notes	Rsvd.	ADA	Public	Total
Fourth St Garage (Lot 9)	105 W. Fourth St.	\$ 0.50	8a-6p Mon-Fri	First three hours free Mon-Fri 7a-6p; free after 6 pm weekdays, all day on weekends	80	10	262	352
Morton St Garage (Lot 7)	220 N. Morton St.	\$ 0.50	24/7	First three hours free 24/7; gated garage monitored 24/7	30	10	481	521
Walnut St Garage (Lot 2)	302 N. Walnut St.	\$ 0.50	24/7	First three hours free Mon-Fri 6am-6pm, Sat-Sun 6am-noon; ated garage monitored 24/7	14	10	322	346
					124	30	1,065	1,219
Lot 1	4th & Dunn	\$ 1.00	8a-5p Mon-Fri	2-hr limit via meter or ParkMobile; free after 5pm every day	0	3	49	52
Lot 3	4th & Washington	\$ 0.50	8a-5p Mon-Fri	Pay via meter or ParkMobile; first three hours free Mon-Fri 8a-5p; free after 5pm every day	0	3	71	74
Lot 5	6th & Lincoln	\$ 0.50	8a-5p Mon-Fri	Pay via meter or ParkMobile; first three hours free Mon-Fri 8am-5pm; reserved spaces for permit holders only; free after 5pm every day	31	2	17	50
Lot 6	3rd & Washington	\$ 0.50	8a-5p Mon-Fri	Pay via meter or ParkMobile; first three hours free Mon-Fri 8a-5p; reserved spaces for permit holders only; free after 5pm every day	0	2	13	15
Lot 10	Convention Ctr	-	-	Leased to the Convention Center	0	0	126	126
Lot 11	Showers Ctr S	-	-	City employee parking	95	4	0	99
Lot 12	Showers Ctr NE	-	-	Requires Red Lot permit; leased to Indiana University (2016?)	56	6	7	69
Lot 13	Showers Ctr W	-	-	Leased to CFC	46	3	0	49
Lot 14	Showers Ctr NW	-	-	~20 spaces used by Roeder mini-recycling center	0	0	0	0
Lot 15	BPD HQ SE, 3rd & Lincoln	\$ 0.50	-	2-hr limit via meter or ParkMobile; some spaces require a White Lot permit	0	0	26	26
Lot 16	BPD HQ SW, 3rd & Washington	-	-		0	0	28	28
					228	23	337	588

[INSERT MAP HERE]

Permit parking monthly costs, last adjusted in 2010, ranged from \$40 to \$76 per month. Transient parking at garages and lots were priced at \$0.50 per hour. Transient parkers were provided with three hours of “free” parking in garages and lots, with the exception of Lot 1 at the intersection of Dunn and Fourth Streets, which was priced \$1.00 per hour, the same as on-street metered parking. (See Figure 3.1.)

2. Revenues & Expenses

Revenues from operations were down 7 percent from the previous year, primarily due to a 10 percent drop in garage permit revenue. Operations costs, meanwhile, increased 25 percent. (See Figure 3.2.)

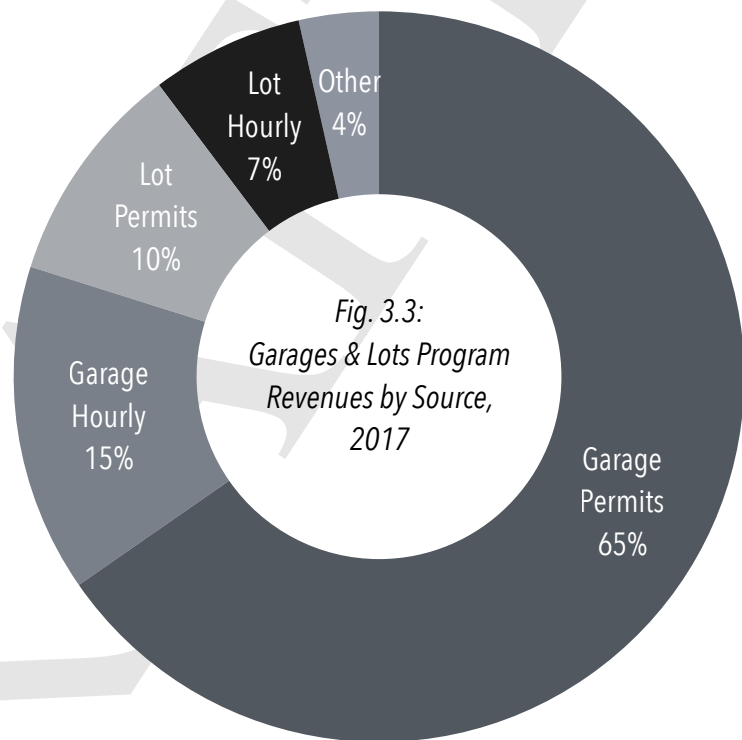
Figure 3.2: Financial Performance of the Garages & Lots Program (Garage Fund #452), 2017

Category	2016	2017	Change
GARAGES & LOTS PROGRAM REVENUES			
43130 Lots - Hourly	\$ 74,847	\$ 68,868	-8.0%
43130 Garages - Hourly	\$ 150,040	\$ 148,075	-1.3%
43150 Lots - Annual Leases (Permits)	\$ 109,945	\$ 100,491	-8.6%
43160 Garages - Annual Leases (Permits)	\$ 740,856	\$ 666,449	-10.0%
46060 Violations	\$ 1,572	\$ 7,750	393.0%
47080 Other Reimbursements	\$ 19,431	\$ 28,299	45.6%
Garages & Lots Program Revenues	\$ 1,077,261	\$ 1,019,933	-5.3%
49010 Inter-Fund Transfers	\$ 662,710	\$ 661,986	-0.1%
Garages & Lots Program Total Revenues	\$ 1,739,971	\$ 1,681,918	-3.3%
GARAGES & LOTS PROGRAM EXPENSES			
51xxx Personnel	\$ (351,703)	\$ (377,989)	7.5%
52xxx Equipment & Supplies	\$ (30,182)	\$ (76,461)	153.3%
53xxx Services	\$ (897,616)	\$ (1,094,755)	22.0%
54xxx Capital	\$ (662,710)	\$ (782,766)	18.1%
Garages & Lots Program Total Expenses	\$ (1,942,211)	\$ (2,331,971)	20.1%
GARAGES & LOTS PROGRAM EARNINGS	\$ (202,241)	\$ (650,052)	221.4%

B. REVENUES AND USAGE DATA

1. Breakdown

Seventy-five percent of revenues came from monthly permit buyers, 21 percent from hourly parkers. Less than 4 percent of revenues came from other sources. Eighty percent of revenues in the off-street parking program came from garages, despite only accounting for about two-thirds of the city's off-street parking inventory, compared with 17 percent from lots. (See Figure 3.3.) The discrepancy in revenue between types (\$668 per year for the average garage space, \$288 for the average lot space) is partially explained by much of the surface-lot inventory being leased in bulk at less than the market rate for permit or hourly parking, or being used for free parking for city employees.



2. Usage/Occupancy Data

Usage of structured parking can be derived from permit sales and gate data from hourly parkers. Unlike with the garages or on-street metered parking, not all lot stalls were equipped with IPS Group smart meters; owing to that fact, the Commission was unable to calculate occupancy in surface lots.

Permit data shows that in an average month in 2017, 973 permits were sold in its three garages, about 60 percent of which were likely for commercial purposes (“12/5” — 12 hours a day, 5 days a week) and about 40 percent of which were for residential or hotel purposes (“24/7”). (See Figure 3.4.)

Figure 3.4: Permits Issued by Type and Garage, 2017

Type/Garage	\$/Mo.	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YEAR	Gross Rev.	Average
12/5 Non Rsvd.	\$40	584	583	551	514	487	491	491	491	490	489	493	474	6138	\$245,520	512
12/5 Reserved	\$57	90	90	90	83	83	82	82	82	80	80	80	80	1002	\$57,114	84
24/7 Non-Rsvd.	\$67	381	377	361	349	229	198	198	200	457	459	444	437	4090	\$274,030	341
24/7 Reserved	\$76	42	42	40	35	34	36	36	36	36	36	36	36	445	\$33,820	37
Total Passes		1097	1092	1042	981	833	807	807	809	1063	1064	1053	1027	11675	\$610,484	973
Fourth St		374	372	368	365	363	366	366	366	363	363	368	357	4391		
Morton St		445	447	408	368	299	287	287	287	407	405	396	395	4431		
Walnut St		278	273	266	248	171	154	154	156	293	296	289	275	2853		
Total Passes		1097	1092	1042	981	833	807	807	809	1063	1064	1053	1027	11675		

While the number of spaces in a garage used by hourly parkers is hard to determine from the available data (many spaces are shared with 12/5 non-reserved permit users), the figures for surface lots are more clear-cut. By far the most popular lot is at 4th and Dunn. Despite being priced the same as meters, Lot 1 is used at least three times as much as others. (See Fig. 3.5).

Figure 3.5: Annual Revenue from Hourly Parking in Surface Lots

Lot	Spaces	2017	\$/Space/Year
Lot 1	52	\$52,017	\$1,000
Lot 3	74	\$12,507	\$169
Lot 5	19	\$3,495	\$184
Lot 6	13	\$850	\$65
		\$68,868	

In the 2016 report, data was presented regarding the duration of stay of a typical parker in city garages, in particular illustrating the effects of the three-hours-free policy on usage and revenue. Unfortunately, due to the great delay in compilation of this report, an equipment upgrade in 2019 caused duration-of-stay data from 2017 and 2018 to be lost. (In future reports, duration-of-stay data in the garages will appear in a Figure 3.6.)

C. EXPENSES

The cost of operations increased 28 percent in 2017, and overall expenses (operations and capital) by 23 percent. (See Fig. 3.7.)

Figure 3.7: Garages & Lots Program Expenses by Category

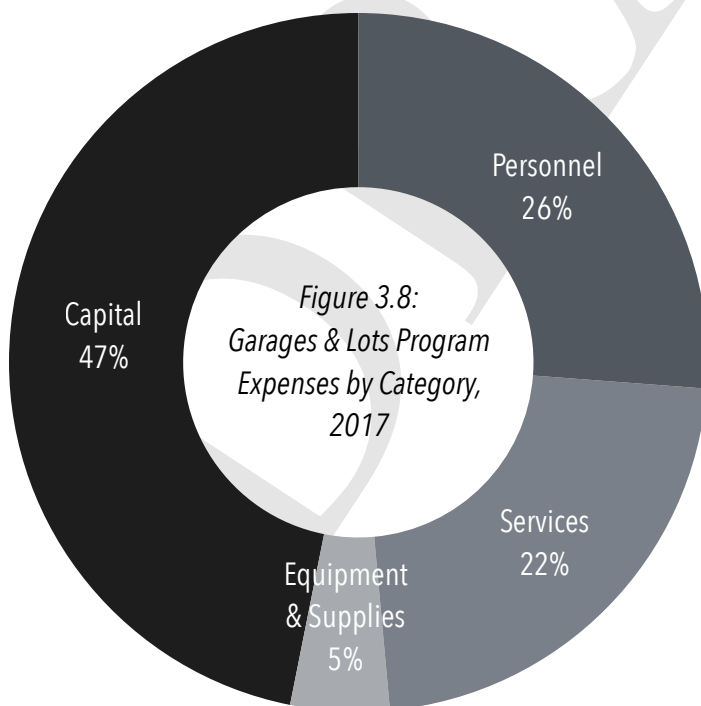
Garages & Lots Program: Category 1 (Personnel)	2016	2017	Change
452-26-260000-51110 Salaries and Wages - Regular	\$212,645	\$229,731	8.0%
452-26-260000-51130 Salaries and Wages - Overtime	\$2,205	\$455	-79.4%
452-26-260000-51210 FICA	\$15,421	\$16,699	8.3%
452-26-260000-51220 PERF	\$28,522	\$31,372	10.0%
452-26-260000-51230 Health and Life Insurance	\$92,911	\$99,918	7.5%
452-26-260000-539010 Inter-Fund Transfers	\$54,976	\$59,410	8.1%
Personnel Total	\$406,679	\$437,585	7.6%
Garages & Lots Program: Category 2 (Equipment & Supplies)			
452-26-260000-52110 Office Supplies	\$1,494	\$1,016	1.0%
452-26-260000-52210 Institutional Supplies	\$1,015	\$2,033	100.3%
452-26-260000-52310 Building Materials and Supplies	\$3,203	\$37,188	1,061.2%
452-26-260000-52340 Other Repairs and Maintenance	\$4,506	\$17,611	290.8%
452-26-260000-52420 Other Supplies	\$18,086	\$12,873	-28.8%
452-26-260000-52430 Uniforms and Tools	\$1,879	\$5,745	205.8%
Equipment & Supplies Total	\$30,182	\$76,465	153.3%
Garages & Lots Program: Category 3 (Services)			
452-26-260000-53150 Communications Contract	\$0	\$288	
452-26-260000-53210 Telephone	\$5,723	\$6,196	8.3%
452-26-260000-53310 Printing	\$0	\$276	
452-26-260000-53410 Liability / Casualty Premiums	\$8,103	\$8,103	0.0%
452-26-260000-53420 Worker's Comp & Risk	\$15,937	\$17,304	8.6%
452-26-260000-53510 Electrical Services	\$64,168	\$59,989	-6.5%
452-26-260000-53530 Water and Sewer	\$787	\$778	-1.1%
452-26-260000-53610 Building Repairs	\$51,727	\$81,544	57.6%
452-26-260000-53630 Machinery and Equipment Repairs	\$20,475	\$745	-96.4%
452-26-260000-53640 Hardware and Software Maintenance	\$54,976	\$53,600	-2.5%
452-26-260000-53650 Other Repairs	\$500	\$163,018	32,503.7%
452-26-260000-53830 Bank Charges	\$30,044	\$25,797	-14.1%
452-26-260000-53940 Temporary Contractual Employee	\$4,055	\$9,345	130.5%
452-26-260000-53990 Other Services and Charges	\$72	\$0	-100.0%
Services Total	\$256,566	\$426,983	66.4%
Garages & Lots Program: Total Operations Expenses			
	\$693,428	\$941,033	35.7%
Garages & Lots Program: Category 4 (Capital)			
452-26-260000-53840 Lease Payments	\$662,710	\$661,986	-0.1%
452-26-260000-54310 Improvements Other Than Building	\$0	\$30,000	
452-26-260000-54420 Purchase of Equipment	\$0	\$60,781	
452-26-260000-54510 Other Capital Outlays	\$0	\$30,000	
Capital Total	\$662,710	\$782,766	18.1%
Garages & Lots Program: Total Expenses			
	\$1,356,138	\$1,723,800	27.1%

There were significant increases in expenditure from the Garages Fund (#452) over the previous year. More than \$96,000 in Other Repairs (line 53650) went to an overhaul of the Fourth St. skywalk between the garage and Fountain Square. The Fourth St. Garage underwent several other repairs in 2017. Another \$11,000 from Building Materials and Supplies (line 52310) and \$13,000 from Other Repairs and Maintenance (line 52340) also were for its skywalk and elevator. An upgrade to the garage’s electrical system cost another \$21,000 out of Other Repairs.

Money came out of Building Repairs (line 53610) for fixes for the elevators at the Walnut Garage (\$13,000), and at the Morton Garage (\$21,000). Another \$21,000 out of Other Repairs went to an engineering study of the Morton Garage’s roof.

Another expenditure from line 52310 was for \$17,000 in artworks for the Morton and Walnut Garages. Other capital expenses included \$36,000 for a new rider sweeper, more than \$24,000 to purchase and install stations for electric vehicles, and \$60,000 for an engineering study by CE Solutions of the aging Fourth St. Garage.

The proportion of each category’s expenses in the Garages Fund still reflects the massive lease payments on the Morton and Walnut Garages, which make up 40 percent of costs. (See Fig. 3.8.)



CHAPTER 4: Metered Parking Program

A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

1. Inventory

After three decades of free two-hour parking downtown, the City began metering on-street parking in 2013. “Smart meters” provided by IPS Group were installed at roughly 1,500 spaces in an L-shaped area that includes the business districts around E. Kirkwood Ave., the Courthouse Square, and the area north of the Square, roughly between Rogers St. to the west, Indiana Ave. to the east, Third St. to the south and Eleventh St. to the north. (See Figure 4.1.) Parkers were charged \$1.00 per hour six days a week, which they could pay with cash, credit card or the ParkMobile smartphone app.

Figure 4.1: Metered Parking: Locations, Pricing Policy and Capacity, 2017

Facility	Location	Rate/Hr	Hours Enforced	Notes	Total
Single-space meters	Downtown meter zone (see map)	\$ 1.00	Mon-Sat 9a-9p	Price is actually 25¢/15 min 30¢ fee per credit card transaction 50¢ fee per ParkMobile transaction	1,539
Unmetered street spaces		Free	24/7	Rogers St. from 5th to 11th (2-hr. limit) Madison St. from 2nd to 3rd Washington St. from 2nd to 3rd Lincoln St. from 3rd to Smith Grant St from 3rd to Smith	179
TOTAL					1,718

The Mayor had the ability to suspend enforcement of on-street parking in the event of inclement weather or circumstances deemed “appropriate and reasonable.” The Mayor invoked this authority to suspend enforcement during the Lotus Festival in September and on Saturdays in December.

The rest are for downtown meters. They do not float. There are two separate funding lines in our budget for enforcement: one for meters and one for neighborhoods. [INSERT MAP HERE]

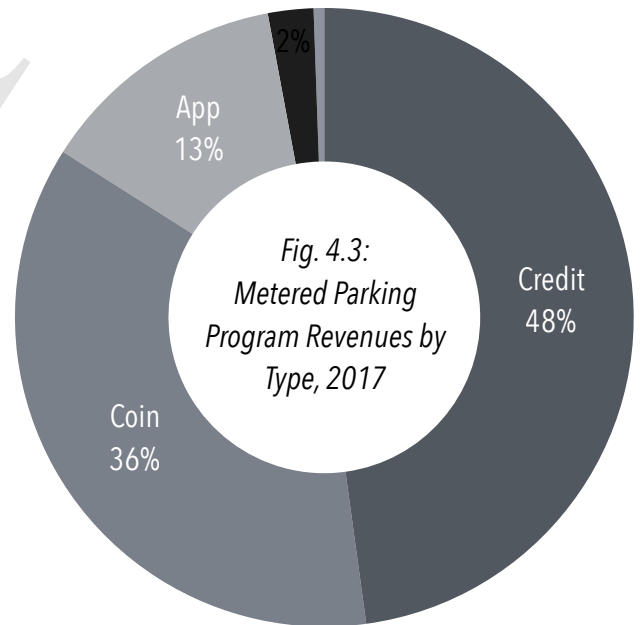
B. REVENUES AND USAGE DATA

Two-thirds of the City’s parking revenue comes from meters. Parkers spent almost \$2.4 million for the convenience of parking on the street downtown in 2017, an increase of more than 7 percent from 2016. Six percent of program revenues go to the convenience fees paid by parkers using credit cards (which are immediately passed on to the credit-card processor); another 2 percent comes from no-parking permits sold to those who wish to reserve one or more street spaces for an event (such as a street festival or a fleet of buses in for an athletic match). (See Fig. 4.2.)

For every eight people paying to park on street, roughly four users wield a credit card, three pay by coin, and one pays by app. In 2016 a distinction was made only between parkers using card or cash (Figure 33, 2016 report), which was happening at a ratio of 56 to 44. Assuming that app users were lumped in with credit card users, it shows a relative decrease in 2017 in the number of coin users. Despite this, the amount collected in convenience fees fell by more than half a percent from the previous year.

Fig. 4.2: Financial Performance of the Metered Parking Program (Parking Meter Fund #455), 2017

Category	2016	2017	Change
METERED PROGRAM REVENUES			
41020 No-Parking Permits	\$ 25,555	\$ 58,306	128.2%
43130 Hourly Revenue	\$ 2,218,006	\$ 2,380,574	7.3%
43490 Convenience Fee	\$ 161,169	\$ 160,187	-0.6%
46060 Violations	\$ 383,108	\$ 359,002	-6.3%
47070 Insurance Reimbursements	\$ 0	\$ 13,665	
Metered Program Total Revenues	\$ 2,787,838	\$ 2,971,733	6.6%
METERED PROGRAM EXPENSES			
51xxx Personnel	\$ (638,396)	\$ (644,543)	1.0%
52xxx Equipment & Supplies	\$ (34,927)	\$ (33,304)	-4.6%
53xxx Services	\$ (495,233)	\$ (528,438)	6.7%
54xxx Capital	\$ (560,746)	\$ (746,144)	33.1%
Metered Program Total Expenses	\$ (1,729,302)	\$ (1,952,429)	12.9%
METERED PROGRAM EARNINGS	\$ 1,058,537	\$ 1,019,304	-3.7%



[The Commission has not yet received a breakdown of revenues per block, either through IPS meters or the ParkMobile app. Figures 4.4-4.6 will be added when the data is received.]

C. EXPENSES

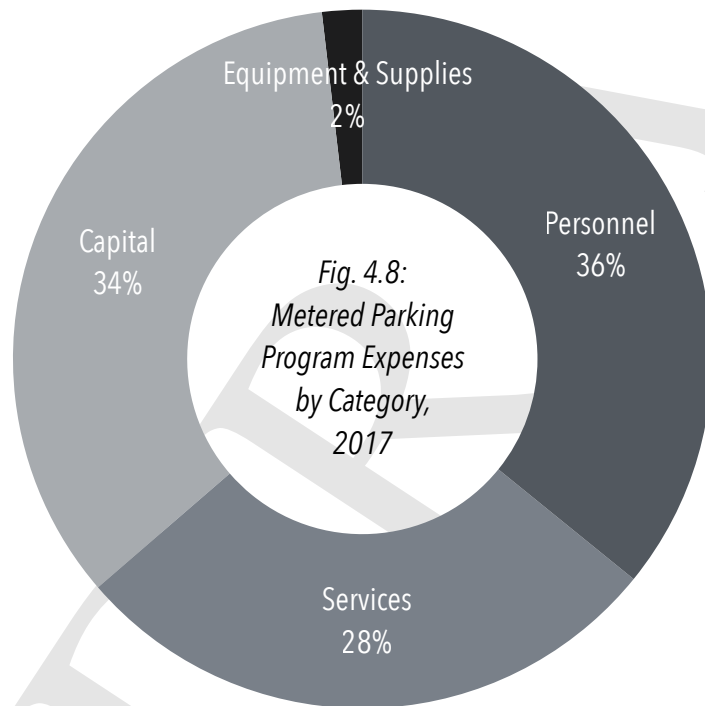
There was relatively little change in Metered Parking's expenses over 2016. (See Fig. 4.7.)

Figure 4.7: Metered Parking Program Expenses by Category

Metered Parking Program: Category 1 (Personnel)	2016	2017
455-26-260000-51110 Salaries and Wages - Regular	\$351,727	\$352,044
455-26-260000-51120 Salaries and Wages - Temporary	\$60,920	\$56,488
455-26-260000-51210 FICA	\$29,070	\$29,007
455-26-260000-51220 PERF	\$49,945	\$49,990
455-26-260000-51230 Health and Life Insurance	\$146,005	\$157,014
PERSONNEL	\$637,667	\$644,543
Metered Parking Program: Category 2 (Equipment & Supplies)		
455-26-260000-52110 Office Supplies	\$637	\$165
455-26-260000-52240 Fuel and Oil	\$3,707	\$5,354
455-26-260000-52340 Other Repairs and Maintenance	\$20,295	\$3,030
455-26-260000-52420 Other Supplies	\$5,300	\$21,735
455-26-260000-52430 Uniforms and Tools	\$4,989	\$3,019
EQUIPMENT & SUPPLIES	\$34,927	\$33,304
Metered Parking Program: Category 3 (Services)		
455-26-260000-53150 Communications Contract	\$213,565	\$173,729
455-26-260000-53210 Telephone	\$7,453	\$7,327
455-26-260000-53220 Postage	\$10,000	\$5,969
455-26-260000-53230 Travel	\$0	\$348
455-26-260000-53310 Printing	\$10,600	\$10,373
455-26-260000-53410 Liability / Casualty Premiums	\$8,103	\$8,103
455-26-260000-53420 Worker's Comp & Risk	\$15,937	\$15,937
455-26-260000-53620 Motor Repairs	\$17,701	\$22,208
455-26-260000-53630 Machinery and Equipment Repairs	\$25,188	\$28,340
455-26-260000-53640 Hardware and Software Maintenance	\$66,623	\$97,062
455-26-260000-53830 Bank Charges	\$114,460	\$135,543
455-26-260000-53990 Other Services and Charges	\$5,603	\$23,498
SERVICES	\$495,233	\$528,438
Metered Parking Program: Category 4 (Capital)		
455-26-260000-53840 Lease Payments	\$473,169	\$473,169
455-26-260000-539010 Inter-Fund Transfers		\$59,975
455-26-260000-54310 Improvements Other Than Building	\$87,577	\$126,000
455-26-260000-54440 Motor Equipment		\$87,000
CAPITAL	\$560,746	\$746,144

The City was still paying off the purchase of the IPS meters in 2017 (line 53840). Of note are the final two lines in category 4. In 2016, Parking Enforcement used line 54310 to purchase a new Ford Colorado pickup truck with snow removal equipment. BMC §15.40.015 states that the Parking Meter Fund may be used for the “...cost of repairing and maintaining any of the public ways, curbs, and sidewalks where the parking meters are in use.” The only question is why it wasn’t recorded as Motor Equipment, as was done in 2017 when Public Works purchased a new Elgin Crosswind Truck Mounted Sweeper for its Street Division for \$87,000. Categories 1, 2 and 3 were roughly equal expenses in the Metered Parking program. (See Fig. 4.8.)

Though it cost \$1.8 million to maintain Metered Parking in 2017, the program had earnings of more than \$800,000. Metered street parking continued in 2017 to make the City’s parking system as a whole revenue-positive.



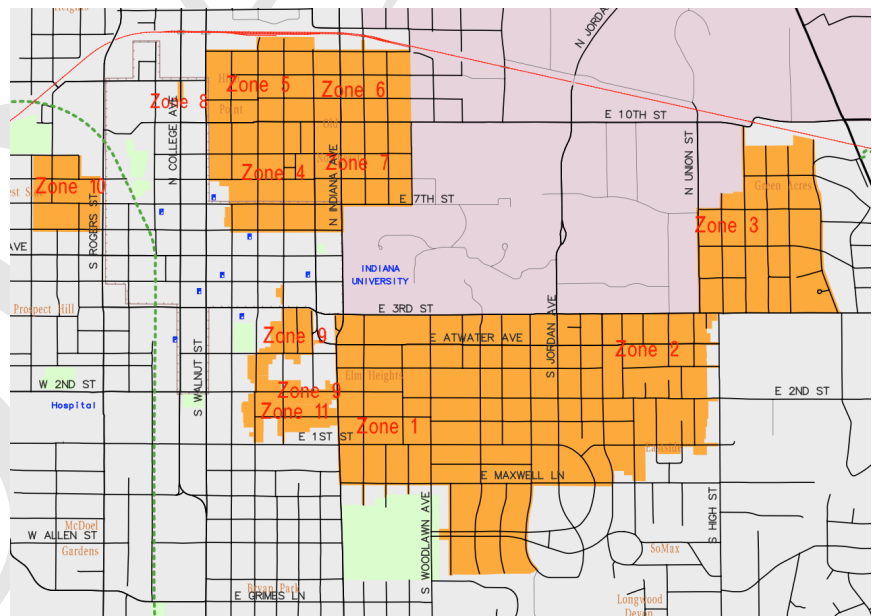
CHAPTER 5: Neighborhood Zones Program

A. SUMMARY OF PROGRAM ACTIVITY FOR THE YEAR

Neighborhood zones have been in continuous existence since the passage of Ordinance 92-06. The City’s eleven zones, surrounding its downtown and the IU campus, were patrolled by two full-time officers designated exclusively to neighborhood zones. Weekdays between 8 am and 5 pm, parking a car in a neighborhood zone required the display of a permit. Only residents of a given zone living in housing structures of four units or fewer were eligible to obtain annual permits for their vehicles, as well as one visitor’s permit per household. As in previous years these permits expired every August 15, sold for \$25 per year, and were issued regardless of the occupancy rate of the neighborhood zone.

Figure 5.1: Inventory by Neighborhood Zone, 2017

Zone	Neighborhood	Legal Spaces
Zone 1	Elm Heights	1341
Zone 2	Elm Heights E	749
Zone 3	Green Acres	351
Zone 4	Old Northeast & Downtown	454
Zone 5	High Point	292
Zone 6	Old Northeast	149
Zone 7	University Courts	333
Zone 8	North College	14
Zone 9	Elm Heights NW	119
Zone 10	Near West Side	184
Zone 11	Elm Heights W (Wylie House)	112
Total		4098



Revenue was down about 6 percent across the board, while program-related expenses increased 11 percent. (See Figure 5.2.) But the program generated positive earnings, primarily due to citations written in the neighborhood zones, which made up five-eighths of revenue.

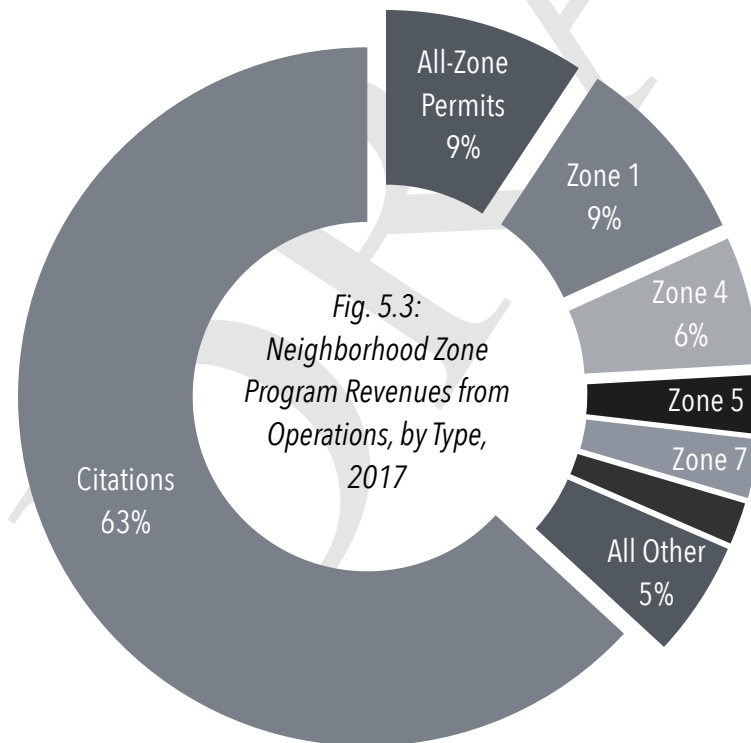
Fig. 5.2: Financial Performance of the Neighborhood Zone Program (Alternative Transportation Fund #454), 2017

Category	2016	2017	Change
NZ PROGRAM REVENUES			
41020 Permits	\$ 210	\$ 1,048	399.0%
43170 NZ Permits	\$ 131,494	\$ 123,002	-6.5%
NZ # 1	\$30,690	\$30,020	-2.2%
NZ # 2	\$ 8,569	\$ 6,570	-23.3%
NZ # 3	\$ 4,430	\$ 4,905	10.7%
NZ # 4	\$18,655	\$20,005	7.2%
NZ # 5	\$ 8,995	\$ 9,210	2.4%
NZ # 6	\$ 3,000	\$ 3,300	10.0%
NZ # 7	\$ 9,175	\$ 9,177	0.0%
NZ # 8	\$ 675	\$ 525	-22.2%
NZ # 9	\$ 5,015	\$ 4,355	-13.2%
NZ # 10	\$ 1,635	\$ 1,725	5.5%
NZ # 11	\$ 2,430	\$ 1,787	-26.5%
All-Zone Permits	\$38,225	\$31,423	-17.8%
43180 Private Parking	\$ 542	\$ 394	-27.3%
46060 Citations	\$ 226,284	\$ 213,231	-5.8%
Other Revenues		\$ 62	
NZ Revenue from Operations	\$ 358,530	\$ 337,737	-5.8%
NZ PROGRAM EXPENSES			
51xxx Personnel	\$(117,257)	\$ (118,661)	1.2%
52xxx Equipment & Supplies	\$ (3,920)	\$ (4,236)	8.1%
53xxx Services	\$ (25,693)	\$ (40,432)	57.4%
NZ Expenses from Categories 1-3	\$(146,869)	\$(163,329)	11.2%
NZ EARNINGS FROM OPERATIONS	\$ 211,661	\$ 174,408	-17.6%
49010 NZ – Inter-Fund Transfers	\$ 500,000	\$ 439,233	-12.2%
NZ Total Revenues	\$ 711,661	\$ 613,641	-13.8%
54xxx Capital (Sidewalks)	\$(400,496)	\$ (462,508)	15.5%
NZ Total Program Earnings	\$ 311,165	\$ 151,132	-51.4%

B. REVENUES

City code required revenues from permits to be deposited into the Alternative Transportation Fund (city account #454), calling for surplus revenues from the neighborhood zone program to be used to “reduce the community’s dependency on the automobile.” In practice, this fund became the source of the City Council’s Sidewalk Fund, but the Mayor has regularly budgeted, and the Council has regularly approved, a transfer in to the Alternative Transportation Fund of non-parking-related capital dollars for such use. In short, there is a disconnect between the NZ program and the fund where its money is managed: the presence of inter-fund transfers is unrelated to the performance of the program, although it is included in this report’s numbers.

As mentioned, the bulk of program revenues come from citations at 63 percent, followed by all-zone and Zone 1 permits at 9 percent each. (See Figure 5.3.) There is no obvious explanation for the fluctuation in individual zone demand from 2016 to 2017, or the overall decrease in neighborhood zone demand.



Zone 4, just north of the East Kirkwood overlay portion of downtown, led all zones in revenue generated per legal space in the zone, which corresponded roughly with the percentage of spaces sold in 2016. (See Figure 5.4. 2017 permit sales were not available as of the time of this draft.) The disparity in demand belied the flat pricing of permits at \$25 per year; differential pricing is called for to temper demand in oversold zones, or the opening of low-demand zones to residents of multi-family housing. (Figures 5.5 and 5.6 depend on receiving NZ permit revenues by zone and month, which were not available at the time of this draft.)

Fig. 5.4: Financial Performance of the Neighborhood Zone Program (Alternative Transportation Fund #454), 2017

Zone	2017 Revenue	Legal Spaces	Annual Revenue/Space	2016 Permits/Spaces
Zone 4	\$ 20,005	454	\$ 44	139.9%
Zone 8	\$ 525	14	\$ 38	178.6%
Zone 9	\$ 4,355	119	\$ 37	163.9%
Zone 5	\$ 9,210	292	\$ 32	125.0%
Zone 7	\$ 9,177	333	\$ 28	98.5%
Zone 1	\$ 30,020	1341	\$ 22	90.1%
Zone 6	\$ 3,300	149	\$ 22	77.2%
Zone 11	\$ 1,787	112	\$ 16	32.1%
Zone 3	\$ 4,905	351	\$ 14	50.1%
Zone 10	\$ 1,725	184	\$ 9	36.4%
Zone 2	\$ 6,570	749	\$ 9	35.5%

C. EXPENSES

Two full-time enforcement officers made up the bulk of expenses as had been true for years. (See Figure 5.7.) The modest increase in expenses was not directly related to the provision of neighborhood parking services: projects improving pedestrian safety at signalized intersections (including 4th & Rogers, and Allen & Walnut) was the reason for a significant increase in engineering dollars (line #53110). The increase in Motor Repairs (line #53620) was not explained in the Commission’s data.

Fig. 5.7: Neighborhood Zone Program Expenses by Category, 2017

NZ Program: Category 1 (Personnel)	2016	2017	Change
454-02-020000-51110 Salaries and Wages - Regular	\$74,719	\$74,232	-0.7%
454-02-020000-51210 FICA	\$5,381	\$5,341	-0.8%
454-02-020000-51220 PERF	\$10,610	\$10,541	-0.7%
454-02-020000-51230 Health and Life Insurance	\$26,546	\$28,548	7.5%
PERSONNEL	\$117,257	\$118,661	1.2%
NZ Program: Category 2 (Equipment & Supplies)			
454-02-020000-52110 Office Supplies	\$58	\$9	-84.1%
454-02-020000-52240 Fuel and Oil	\$2,667	\$2,939	10.2%
454-02-020000-52340 Other Repairs and Maintenance	\$137	\$2,500	1,724.7%
454-02-020000-52420 Other Supplies	\$366	\$511	39.7%
454-02-020000-52430 Uniforms and Tools	\$692	\$777	12.3%
EQUIPMENT & SUPPLIES	\$3,920	\$6,736	71.8%
NZ Program: Category 3 (Services)			
454-02-020000-53110 Engineering and Architectural	\$0	\$10,234	
454-02-020000-53210 Telephone	\$1,011	\$1,099	8.7%
454-02-020000-53310 Printing	\$8,534	\$6,800	-20.3%
454-02-020000-53620 Motor Repairs	\$6,902	\$14,999	117.3%
454-02-020000-53640 Hardware and Software Maintenance	\$278	\$1,000	260.4%
454-02-020000-53830 Bank Charges	\$8,449	\$6,299	-25.4%
454-02-020000-53990 Other Services and Charges	\$519	\$1,000	92.7%
SERVICES	\$25,693	\$41,432	61.3%
NZ Program: Category 4 (Capital)			
CAPITAL	\$0	\$0	

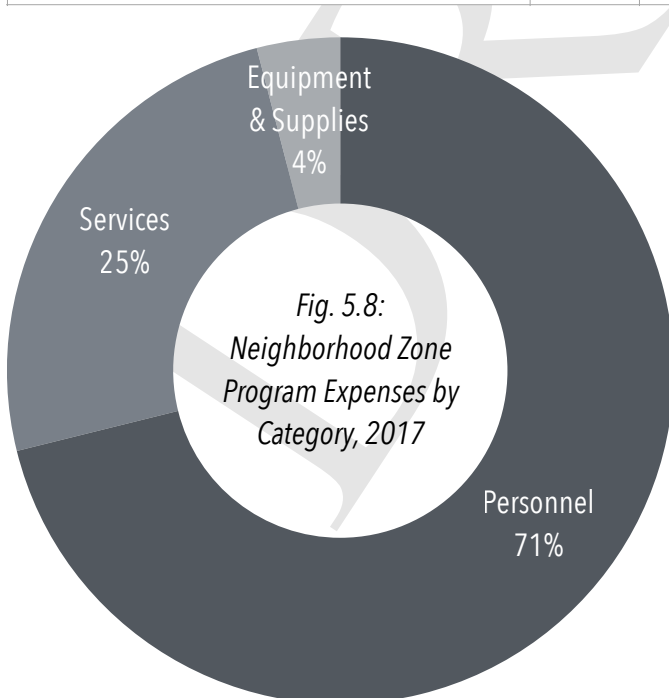


Fig. 5.8:
Neighborhood Zone
Program Expenses by
Category, 2017

Appendices

RESOLUTIONS

DRAFT