



# City of Bloomington Common Council

## Legislative Packet

**16 January 2013**

*Regular Session*

*Material for Ordinance 13-03 is included in this packet.  
For all other legislation and background material, please consult the  
[Legislative Packet](#) for 09 January, 2013.*

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## Packet Related Material

### Memo

### Agenda

### Calendar

### Notices and Agendas:

- **Notice of Council Rules Committee** on Thursday, January 17<sup>th</sup> at 3:00 p.m. in the Council Library
- **Notice of Council Sidewalk Committee** on Thursday, January 24<sup>th</sup> at 3:00 p.m. in the McCloskey Room

### Legislation for Second Reading at Regular Session on January 16th:

- **Ord 13-01** To Vacate a Public Parcel - Re: A 50-Foot Wide, 768-Foot Long, Segment of South Tech Boulevard Running North of West Schmaltz Boulevard (Public Investment Corporation, Petitioner)  
*Contact: Tom Micuda at 349-3423 or micudat@bloomington.in.gov*
- **Res 13-02** To Designate an Economic Revitalization Area, Approve the Statement of Benefits, and Authorize a Period of Abatement - Re: Tech Park Blvd, Schmalz Blvd, Lots 1, 6, 7, 8, 10, 11, 12, 13, Mill Creek PUD (Hoosier Energy Rural Electric Cooperative, Inc, Petitioner)  
*Contact: Danise Alano-Martin at 349-3477 or alanod@bloomington.in.gov*
- **Res 13-01** To Adopt a New Vision Statement for Updating the Growth Policies Plan
  - **Am 01** – Based upon discussion Wednesday night, it's possible an amendment will be introduced next week  
*Contact: Nate Nickel at 349-3523 or nickeln@bloomington.in.gov*

- **Ord 13-02** To Amend Title 2 of The Bloomington Municipal Code Entitled “Administration and Personnel” and Title 20 of the Bloomington Municipal Code Entitled “Unified Development Ordinance” - Re: Various Changes to Make the Local Code Consistent with Other Provisions of the Code, State Law and Federal Law, and Best Practice

*Contact: Tom Micuda at 349-3423 or micudat@bloomington.in.gov*

- **Res13-04** To Consolidate the Council Board and Commission Interviewing and Nominating Committees

*Contact: Darryl Neher at 349-3409 or neherd@bloomington.in.gov, or Dan Sherman at 349-3562 or shermand@bloomington.in.gov*

*For the legislation, summaries, and related materials, please see the [Weekly Council Legislative Packet](#) distributed for the January 9<sup>th</sup> Organizational Meeting and Committee of the Whole*

### **Legislation and Background Material for First Reading:**

- **Ord 13-03** To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic” - Re: Authorizing the Expanded Use of Parking Meters in the Downtown and Related Changes
  - Memo from Susie Johnson, Director, Public Works
  - Map of Metered Area
  - Frequently Asked Questions about the parking meter proposal
  - Guide to Supplemental Materials
    - Excerpts of Title 15 with annotated changes is available in the Council Office;
    - 2007 Walker Parking Study is available in the Council Office; and
    - 2012 Walker Parking Update is available online via link

*Contact:*

- *Susie Johnson, 349-3411, johnsons@bloomington.in.gov*

### **Minutes from Regular Sessions, Special Sessions, and Organizational Meetings:**

- January 9, 2013 (Organizational Meeting)

## Memo

### **Reminder:**

**Thursday**

**Rules Committee**

**3 pm in Council Library**

### **Five Items Ready for Second Reading and One Item Ready for Introduction at the Regular Session on Wednesday, January 16<sup>th</sup>**

There are five items ready for second reading and one item ready for introduction at the Regular Session next Wednesday. All items ready for second reading can be found online as indicated above. The item ready for introduction can be found in this packet and is summarized below.

#### **Second Readings – Possible Amendment to Res 13-01 (Adopting a New Visioning Statement Toward Revising the Growth Policies Plan)**

Just a reminder that there may be an amendment to Res 13-01 (Visioning Statement for Revised Growth Policies Plan).

#### **First Readings:**

#### **Item One – Ord 13-03 Amending Title 15 (Vehicles and Traffic) – Authorizing the Expanded Use of Parking Meters in the Downtown and Making Other Related Changes**

The one item ready for first reading next week, Ord 13-03, amends Title 15 of the BMC (Vehicles and Traffic) to authorize the expanded use of parking meters in the downtown and to make other related changes to that title.

#### Background on the Proposal

The expanded use of parking meters has taken many years and much discussion before getting to the Council. Rather than try to provide a history and summary of the policy implications of this proposal, I'll attempt to frame the problem and point the reader to background material for further reading. The problem, in brief, is that the City has the duty of managing use of on-street parking spaces as a public resource for the betterment of the community. However, the combination of a fixed supply of spaces (~1200), the increasing demand for them (from new residents, employees of

new businesses, and the growing number of visitors and patrons), and an inverted price structure (where the most attractive spaces [i.e. on-street ones] are cheaper for the motorist than the least attractive spaces [i.e. those in lots and garages]), make the duty of effectively managing this public resource untenable over time. The use of parking meters offers an opportunity to achieve a better allocation of this resource through a rebalancing of the price of all public parking. Needless to say that, while this statement of the problem helps frame the discussion, it does not address all of the issues that flow from the use of parking meters.

For further reading please see:

- The Memo to the Council from Susie Johnson, Director of Utilities;
- FAQs regarding the proposal found on the City’s Parking Enforcement webpage and included in this packet;
- The 2007 Walker Parking Consultants – Downtown Parking Master Plan which is available in the Council Office; and
- The 2012 Walker Parking Consultants “update” of the 2007 plan.

Please also note that the Council Office has received a petition in opposition to this proposal with over 1,400 signatures.

### What Ordinance Does and Doesn’t Do

The rest of the memo describes the proposed changes to Title 15. It begins with a table indicating what the ordinance does and doesn’t do and is followed by a summary of the changes.

#### **The ordinance:**

- Broadens the definition of parking meters to authorize new technology
- Establishes what might be called a Downtown Parking Meter Zone;
- Sets the rate and times the parking meters will be enforced;
- Creates a new part-time, nonreserved permit for use in the City’s garages (targeting downtown employees);

#### **The ordinance doesn’t:**

- Choose between meter technologies, or
- Appropriate funds for the implementation of the program (which may not be necessary if the program is funded out of the Downtown TIF)

- Provides for the continued use of certain parking permits in the Downtown Parking Meter Zone and, in some cases, under revised procedures;
- Integrates overlapping Parking Zones; and
- Revises violations related to parking meters.

## **Summary of Proposed Changes – The Ordinance:**

### Broadens the Definition of Meters

The ordinance broadens the definition of a “parking meter” to include modern parking meter technology. The definition dispenses with the limited concept of coin-fed timing devices in favor of one that refers to a “mechanical device ... placed ... on any parking area of the city for the regulation of parking.” BMC 15-04.080 (Section 1 of the Ordinance)

- It appears from Susie Johnson’s memo that the Administration intends to install single-space meters for handicapped accessible spaces along with multi-space meters or a mix of multi-space and single-space meters;

### Establishes What Might be Called the Downtown Parking Meter Zone – Where Metering is Authorized (See Map Attached to Ordinance)

The ordinance defines the area where meters may be installed. This area (see Map) is roughly shaped like an “L” with the:

- base bounded by 7<sup>th</sup> on the north<sup>1</sup>, Indiana on the east, 3<sup>rd</sup> on the south<sup>2</sup>, and Rogers<sup>3</sup> on the west; and the
- stem bounded by 11<sup>th</sup> on the north<sup>4</sup>, Walnut on the east, 7<sup>th</sup> on the south, and Rogers<sup>5</sup> on the east.

*See BMC 15.40.010 – Schedule U [On-Street Metered Parking] - in the Annotated Excerpts of Title 15 available in the Council Office and Sections 4 & 10 of the ordinance.*

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<sup>1</sup> The block between Dunn and Indiana is in a Neighborhood Parking Zone and will not be metered.

<sup>2</sup> Walnut and College will have meters as far south as 2<sup>nd</sup> Street.

<sup>3</sup> Rogers serves as a boundary, but will not have meters

<sup>4</sup> The streets including Morton, a block-long segment of 12<sup>th</sup> Street, and a new street called Ashlynn Park Drive will have meters north of 11<sup>th</sup> Street.

<sup>5</sup> The southwestern most block at the corner of Rogers and 3<sup>rd</sup> will be *outside* of the zone.

### Sets the Rate and Times for the Parking Meters

The ordinance sets the rate for parking at \$1 per hour from the hours of 8:00 a.m. to 10:00 p.m. every day except Sundays and holidays. *See BMC 15.40.020 and Section 11 of the ordinance.*

### Creates a New Part-Time, Nonreserved Permit (Targeting Downtown Employees) for Use in the City's Garages

As suggested by downtown business owners, the ordinance creates a new, part-time, nonreserved permit at a reduced price to accommodate employees of downtown businesses. Currently there are four types of parking permits for the City's lots and garages. These include nonreserved (i.e. "hunting licenses") and reserved permits, which are further divided into 24/7 permits and what might be called "work day"<sup>6</sup> permits. The price of these permits ranges from \$40 to \$76 per month. The new permit will cost \$32.50 per month and allow the holder to park for 30 hours per week.<sup>7</sup> *See BMC 15.40.020 Schedule V and Section 12 of the ordinance.*

### Provides for the Continued Use of Certain Parking Permits in the Downtown Parking Meter Zone, in Some Cases, Under Revised Procedures

The ordinance continues to allow the use of Special Event Parking Permits, Contractor/Construction Permits, and Delivery Parking Permits in the Downtown Parking Meter Zone, but under slightly different procedures:

- **Special Event Parking Permits (SEPP)** allow buses and other vehicles associated with downtown events (e.g. a bus for a band) to buy a permit to park for more than the posted time limit. This ordinance allows those permits to be used in metered spaces, but requires the applicant to pay a \$5 fee for the permit along with an amount equal to the hourly rate for each space taken by the vehicle. *See BMC 15.32.090 (f) and Sections 2 & 3 of the ordinance;*
- **Contractor/Construction Parking Permits** allows those engaged in the construction, remodeling, servicing, maintaining and repairing of buildings

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<sup>6</sup> The nonreserved permit allows parking from Monday – Friday from 6:00 a.m. to 6:00 p.m. and on weekends from 6:00 a.m. to noon. The reserved permit, allows the same parking times during the week, but does not allow parking on the weekends.

<sup>7</sup> The week runs from 12:00 am Sunday to 11:59 pm Saturday and any unused hours do not carry-over for use during the rest of the month.

and structures to park in limited parking zones longer than the posted time. The ordinance allows those permits to be used in metered spaces under the same arrangement as SEPPs, but requires permits lasting more than 14 days to be approved by the Board of Public Works. *See BMC 15.32.180 and Section 6 of the ordinance.*

- **Delivery Parking Permits** allows delivery drivers to park their vehicles for no more than 15 minutes while on deliveries at a cost of \$100 per year. The ordinance allows the permits to be used in metered spaces without any other changes to the permit procedures. *See BMC 15.32.185 and Section 7 of the ordinance.*

### Integrates Overlapping Parking Zones

The ordinance continues to allow Neighborhood Parking Zone Permits to be used in those areas where the Neighborhood Parking Zone and the Downtown Parking Meter Zone overlap. *See BMC 15.37.020 and Section 8 of the ordinance.*

The ordinance also provides for No Parking Zones, Loading Zones, Bus Zones, and Official Vehicle Zones to continue to be in force in the Downtown Parking Meter Zone. *See BMC 15.40.010 and Section 9 of the ordinance.*

### Adds to, and Elaborates upon, Violations Related to Parking Meters

The ordinance adds to, or elaborates upon, violations related to parking meters. In particular it:

- Removes an antiquated reference to parking meters that does not account for the new technology; and
- Provides for tickets to be issued every two hours in the event of a continuing violation. *See BMC 15.40.060 and Section 13 of the ordinance.*
- Prohibits the depositing of any substitute for proper payment in the meters (formerly referring to the use of “slugs”). *See BMC 15.40.060(g) and Section 14 of the ordinance;* and
- Makes various violations in regard to parking meters a Class D Violation, which imposes a \$20 fine (escalating to \$40 if not paid within 7 days). *See BMC 15.64.010(d) and Section 15 of the ordinance.*

### Effective Date

Assuming its adoption, the ordinance would go into effect seven days after notification of the activation of the parking meters.



**NOTICE AND AGENDA  
BLOOMINGTON COMMON COUNCIL REGULAR SESSION  
7:30 P.M., WEDNESDAY, JANUARY 16, 2013  
COUNCIL CHAMBERS  
SHOWERS BUILDING, 401 N. MORTON ST.**

**I. ROLL CALL**

**II. AGENDA SUMMATION**

**III. APPROVAL OF MINUTES FOR:**     January 9, 2013     Organizational Meeting

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

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

**V. APPOINTMENTS TO BOARDS AND COMMISSIONS**

**VI. LEGISLATION FOR SECOND READING AND RESOLUTIONS**

1.     Ordinance 13-01 To Vacate a Public Parcel – Re: A 50-foot Wide, 768-Foot Long Segment of South Tech Boulevard Running North of West Schmaltz Boulevard (Public Investment Corporation, Petitioner)

Recommendation:                     Do Pass 7 – 0 – 1

2.     Resolution 13-02 To Designate an Economic Revitalization Area, Approve the Statement of Benefits, and Authorize a Period of Abatement - Re: Tech Park Blvd, Schmalz Blvd, Lots 1, 6, 7, 8, 10, 11, 12, 13, Mill Creek PUD (Hoosier Energy Rural Electric Cooperative, Inc, Petitioner)

Recommendation:                     Do Pass 7 – 1 – 0

3.     Resolution 13-01 To Adopt a New Vision Statement for Updating the Growth Policies Plan

Recommendation:                     Do Pass 5 – 0 – 3

4.     Ordinance 13-02 To Amend Title 2 of the Bloomington Municipal Code Entitled “Administration and Personnel” and Title 20 of the Bloomington Municipal Code Entitled “Unified Development Ordinance” - Re: Various Changes to Make the Local Code Consistent with Other Provisions of the Code, State and Federal Law, and Best Practice

Recommendation:                     Do Pass 6 – 1 – 0

5.     Resolution 13-04 To Consolidate the Council Board and Commission Interviewing and Nominating Committees

Recommendation:                     Do Pass 6 – 0 – 0

**VII. LEGISLATION FOR FIRST READING**

1.     Ordinance 13-03 To Amend Title 15 of the Bloomington Municipal Code Entitled “Vehicles and Traffic” - Re: Authorizing the Expanded Use of Parking Meters in the Downtown and Related Changes

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

**IX. COUNCIL SCHEDULE**

**X. ADJOURNMENT**

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



**City of Bloomington**  
**Office of the Common Council**

To Council Members  
From Council Office  
Re Weekly Calendar – 14 – 18 January 2013

**Monday, 14 January**

12:00 pm BEAD Advisory Committee, McCloskey  
5:00 pm Utilities Service Board, Utilities Board Room, 600 E. Miller Dr.  
5:30 pm Housing and Neighborhood Development 2013 CDBG Social Service Public Hearing, Council Chambers

**Tuesday, 15 January**

11:30 am Plan Commission -- Work Session, Kelly  
3:00 pm Board Public Safety, McCloskey  
5:30 pm Animal Control Commission, McCloskey  
5:30 pm Bloomington Public Transportation Corporation Board of Directors, Public Transportation Center, 130 W. Grimes Lane  
5:30 pm Board of Public Works, Council Chambers  
5:30 pm Commission on the Status of Children and Youth, Hooker Room

**Wednesday, 16 January**

9:30 am Tree Commission, Rose Hill Cemetery Office, 930 W. Fourth Street  
4:00 pm Board of Housing Quality Appeals, McCloskey  
4:30 pm Dr. Martin Luther King, Jr. Birthday Commission, Hooker Room  
7:30 pm Common Council – Regular Session, Council Chambers

**Thursday, 17 January**

8:00 am Bloomington Housing Authority Board of Commissioners, Bloomington Housing Authority Community Room, 1007 N. Summit  
10:00 am Crisis Preparedness Training, Council Chambers  
2:00 pm Crisis Preparedness Training, Council Chambers  
3:00 pm Council Rules Committee, Council Library  
5:15 pm Solid Waste Management District- Citizens' Advisory Council, McCloskey  
7:00 pm Environmental Commission, McCloskey

**Friday, 18 January**

12:00 pm Monroe County Domestic Violence Taskforce, McCloskey

*Posted and Distributed: Friday, 11 January 2013*



**City of Bloomington  
Office of the Common Council**

# **NOTICE**

## **COUNCIL RULES COMMITTEE**

**THURSDAY, 17 JANUARY 2013**

**3:00 p.m.**

**COUNCIL LIBRARY (#110)  
CITY HALL, 401 N. MORTON**

Because a quorum of the Council may be present, this meeting may constitute a meeting of the Council as well as of this Committee under the Indiana Open Door Law.

This statement is provides notice that this meeting will occur and is open for the public to attend, observe, and record what transpires.

Posted: Friday, 11 January 2013



**City of Bloomington  
Office of the Common Council**

# **NOTICE**

## **COUNCIL SIDEWALK COMMITTEE**

**TUESDAY, 24 JANUARY 2013**

**3:00 p.m.**

**McCLOSKEY ROOM (#135)  
CITY HALL, 401 N. MORTON**

Because a quorum of the Council may be present, this meeting may constitute a meeting of the Council as well as of this Committee under the Indiana Open Door Law.

This statement is provides notice that this meeting will occur and is open for the public to attend, observe, and record what transpires.

Posted: Friday, 11 January 2013

**ORDINANCE 13-03**

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

**- Re: Authorizing the Expanded Use of Parking Meters in the Downtown and  
Related Changes**

WHEREAS, the Department of Public Works has recommended certain changes be made in Title 15 of Bloomington Municipal Code entitled “Vehicles and Traffic;”

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

SECTION 1. CHAPTER 15.04 DEFINITIONS shall be amended by deleting Section 15.04.080 Parking meter as it appears and replacing it with the following:

“Parking meter” means any mechanical device, not inconsistent with the provisions of this Title, placed or erected on any parking area of the city for regulation of parking.

SECTION 2. Section 15.32.090 Limited parking zones shall be amended by deleting 15.32.090(f) Special Events Parking Permits, subsection (6), as it appears and replacing it with the following:

- (6) The fee for a special events parking permit shall be the hourly parking rate per vehicle parking space for each hour reserved by the permit.

SECTION 3. Section 15.32.090 Limited parking zones shall be amended by adding a new 15.32.090(f) Special Events Parking Permits, subsection (7) Administrative Fee, to read as follows:

- (7) Administrative Fee. An administrative fee of \$5.00 per permit applicant shall be levied at the issuance of a permit to offset the cost of implementing, enforcing and administering the provisions of this section.

SECTION 4. Section 15.32.090 Schedule N shall be amended to delete the following street segments:

**LIMITED PARKING ZONES**

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>	<b>Limit</b>
College Avenue	1 <sup>st</sup> Alley North of Second Street	Third Street	East	2 Hr. (3)
College Avenue	2 <sup>nd</sup> Alley North of Tenth Street	Eleventh Street	West	2 Hr. (11)
College Avenue	2 <sup>nd</sup> Space North of Eighth Street	4 <sup>th</sup> Space North of Eighth Street	West	30 Min. (8)
College Avenue	4 <sup>th</sup> Space North of Eighth Street	Bus Stop South of Ninth Street	West	2 Hr. (8)
College Avenue	58’ North of Tenth Street	80’ North of Tenth Street	West	1 Hr. (8)
College Avenue	74’ North of Sixth Street	205’ North of Sixth Street	West	2 Hr. (8)
College Avenue	80’ North of Tenth Street	212’ North of Tenth Street	West	2 Hr. (8)
College Avenue	205’ North of Sixth Street	293’ North of Sixth Street	West	15 Min. (12)
College Avenue	Eighth Street	Seventh Street	West	30 Min.
College Avenue	Eleventh Street	2 <sup>nd</sup> alley north of 10 <sup>th</sup> Street	East	2 Hr. (8)

College Avenue	Fourth Street	67' North of Fourth Street	West	30 Min. (3)
College Avenue	Kirkwood Avenue	67' north of Fourth Street	West	2 Hr. (3)
College Avenue	Kirkwood Avenue	Third Street	East	2 Hr. (3)
College Avenue	Seventh Street	Sixth Street	East	2 Hr. (8)
College Avenue	Sixth Street	Kirkwood Avenue	West	2 Hr. (8)
College Avenue	Sixth Street	Second space south of Sixth Street	East	1 Hr. (8)
College Avenue	Tenth Street	Ninth Street	West	2 Hr. (8)
College Avenue	Up to 2 spaces south of Sixth Street	Kirkwood Avenue	East	2 Hr. (8)
Dunn Street	70' North of Fourth Street	Sixth Street	East	30 Min. (2)
Dunn Street	Fourth Street	70' North of Fourth Street	East	30 Min. (2)
Dunn Street	Sixth Street	Seventh Street	East	2 Hr. (7)
Dunn Street	Third Street	Fourth Street	East	2 Hr. (3)
Eighth Street	College Avenue	Walnut Street	North	2 Hr. (8)
Eighth Street	College Avenue	Walnut Street	South	2 Hr. (8)
Eighth Street	Morton Street	College Avenue	North	2 Hr. (8)
Eighth Street	Morton Street	College Avenue	South	2 Hr. (8)
Eighth Street	Rogers Street	247' East of Rogers Street	Both	2 Hr. (8)
Eleventh Street	College Avenue	Rogers Street	North	2 Hr. (8)
Fourth Street	1 <sup>st</sup> Alley East of Madison Street	3 <sup>rd</sup> Space East of the 1 <sup>st</sup> Alley West of Madison Street	North	2 Hr. (8)
Fourth Street	1 <sup>st</sup> Alley West of Walnut Street	College Avenue	South	2 Hr. (8)
Fourth Street	1 <sup>st</sup> Space E. of Gentry		North	15 Min. (3)
Fourth Street	1 <sup>st</sup> Space E. of Walnut		North	2 Hr. (3)
Fourth Street	2 <sup>nd</sup> Space East of the 1 <sup>st</sup> Alley West of Madison Street	1 <sup>st</sup> Space West of the 1 <sup>st</sup> Alley West of Madison Street	North	1 Hr. (8)
Fourth Street	37' E. of 1 <sup>st</sup> Alleyway E. of Madison Street	119' E. of 1 <sup>st</sup> Alleyway E. of Madison Street	North	2 Hr. (8)
Fourth Street	100' W. of Grant Street	80' E. of Dunn Street	North	2 hr. (5)
Fourth Street	100' W. of Grant Street	Dunn Street	North	2 Hr. (5)
Fourth Street	134' E. of Dunn Street	Indiana Avenue	North	2 Hr. (5)
Fourth Street	140' W. of Grant Street	Dunn Street	South	2 Hr. (5)
Fourth Street	College Avenue	Gentry Street	North	2 Hr. (8)
Fourth Street	College Avenue	Rogers Street	South	2 Hr. (8)
Fourth Street	Dunn St.	Indiana Avenue	South	2 Hr. (5)
Fourth Street	Walnut Street	College Avenue	North	2 Hr. (8)
Fourth Street	Washington Street	Lincoln Street	North	15 Min. (2)*
Fourth Street	Washington Street	Lincoln Street	South	15 Min. (8)

Fourth Street	Washington Street	Walnut Street	South	2 Hr. (3)
Gentry Street	Fourth Street	The 1 <sup>st</sup> alley north of Fourth Street	East	2 Hr. (8)
Grant Street	Fourth Street	Sixth Street	West	2 Hr. (4)
Grant Street	Sixth Street	Seventh Street	West	2 Hr. (7)
Grant Street	Third Street	Fourth Street	West	2 Hr. (14)
Indiana Avenue	1 <sup>st</sup> Alley North of Fourth Street	125' South of Kirkwood Avenue	West	15 Min. (3)
Indiana Avenue	125' South of Kirkwood Avenue	Kirkwood Avenue	West	2 Hr. (3)
Indiana Avenue	140' N. of Third Street	50' S. of Fourth St.	West	2 Hr. (3)
Indiana Avenue	Fourth Street	1 <sup>st</sup> Alley North of Fourth Street	West	2 Hr. (3)
Kirkwood Avenue	1 <sup>st</sup> & 2 <sup>nd</sup> Spaces East of Washington St.		South	15 Min. (3)
Kirkwood Avenue	1 <sup>st</sup> Alley East of Lincoln Street	1 <sup>st</sup> Space West of Lincoln Street	South	2 Hr. (3)
Kirkwood Avenue	50' East of Lincoln Street	Walnut Street	North	2 Hr. (3)
Kirkwood Avenue	57' East of Walnut Street	167' East of Walnut Street	South	2 Hr. (8)
Kirkwood Avenue	1 <sup>st</sup> & 2 <sup>nd</sup> Spaces East of the Alley between Lincoln Street and Grant Street		South	2 Hr. (3)
Kirkwood Avenue	113' E. of Lincoln Street	69' E. of Lincoln Street	North	30 Min. (3)
Kirkwood Avenue	135' West of Indiana Avenue	Grant Street	North	2 Hr. (3)
Kirkwood Avenue	139' W. of Grant Street	Grant Street	North	1 Hr. (3)
Kirkwood Avenue	143' W. of Indiana Avenue	Dunn Street	South	2 Hr. (3)
Kirkwood Avenue	167' East of Walnut Street	189' East of Walnut Street	South	30 Min. (8)
Kirkwood Avenue	189' East of Walnut Street	Washington Street	South	2 Hr. (8)
Kirkwood Avenue	College Avenue	Morton Street	North	2 Hr. (8)
Kirkwood Avenue	Dunn Street	3 <sup>rd</sup> Space East of Alley between Grant & Lincoln Streets	South	2 Hr. (3)
Kirkwood Avenue	From but not including the parking space reserved for persons with physical disabilities	To and including one parking space west	South	15 Min. (8)
Kirkwood Avenue	Gentry Street	College Avenue	South	2 Hr. (8)
Kirkwood Avenue	Madison Street	Gentry Street	South	2 Hr. (8)
Kirkwood Avenue	Madison Street	Rogers Street	North	2 Hr. (8)
Kirkwood Avenue	Morton Street	Madison Street	North	2 Hr. (8)
Kirkwood Avenue	Rogers Street	Madison Street	South	2 Hr. (8)

Kirkwood Avenue	Second space west of the parking space reserved for persons with physical disabilities	College Avenue	South	2 Hr. (8)
Kirkwood Avenue	The third space west of Walnut Street	College Avenue	North	2 Hr. (8)
Kirkwood Avenue	Walnut Street	Through the first two spaces west of Walnut Street	North	1 Hr. (8)
Kirkwood Avenue	Walnut Street	Up to the parking space reserved for persons with physical disabilities	South	2 Hr. (8)
Lincoln Avenue	117' S. of Fourth Street	Sixth Street	East	2 Hr. (3)
Lincoln Avenue	Fourth Street	50' S. of Sixth St.	West	2 Hr. (3)
Lincoln Street	31' N. of Third Street	Fourth Street	East	2 Hr. (2)
Lincoln Street	Sixth Street	Seventh Street	East	2 Hr. (7)
Lincoln Street	Sixth Street	Seventh Street	West	2 Hr. (3)
Madison Street	1 <sup>st</sup> Alley south of Sixth Street	Kirkwood Avenue	West	2 Hr. (8)
Madison Street	85' N. of Third Street	Kirkwood Avenue	West	2 Hr. (8)
Madison Street	100 ft. south of Sixth Street	1 <sup>st</sup> Alley south of Sixth Street	West	15 Min. (8)
Madison Street	Fourth Street	Kirkwood Avenue	East	2 Hr. (8)
Madison Street	Kirkwood Avenue	Sixth Street	East	2 Hr. (8)
Madison Street	Seventh Street	Sixth Street	West	2 Hr. (8)
Madison Street	Sixth Street	100 ft. south of Sixth Street	West	2 Hr. (8)
Morton Street	1 <sup>st</sup> Alley north of Kirkwood Avenue	Sixth Street	East	2 Hr. (8)
Morton Street	40' North of Sixth Street	Sixth Street	West	15 Min. (8)
Morton Street	Eighth Street	Ninth Street	East	2 Hr. (8)
Morton Street	Eleventh Street	First bumpout north of Tenth Street	West	2 Hr. (8)
Morton Street	Entrance to Lot 11 (South of City Hall)	Seventh Street	West	2 Hr. (8)
Morton Street	Ninth Street	1 <sup>st</sup> alley south of Tenth Street	East	2 Hr. (8)
Morton Street	Second space south of Seventh Street	Seventh Street	East	30 Min. (8)
Morton Street	Seventh Street	40' North of Sixth Street	West	2 Hr. (8)
Morton Street	Seventh Street	Eighth Street	East	2 Hr. (8)
Morton Street	Sixth Street	Kirkwood Avenue	West	2 Hr. (8)



Morton Street	Sixth Street	Up to but not including second space south of Seventh Street	East	2 Hr. (8)
Morton Street	Tenth Street	Eleventh Street	East	2 Hr. (8)
Morton Street	Tenth Street	Entrance to Lot 12 (northeast side of Showers Complex)	West	2 Hr. (8)
Ninth Street	Morton Street	College Avenue	South	2 Hr. (8)
Ninth Street	Walnut Street	College Avenue	North	2 Hr. (8)
Seventh Street	1 <sup>st</sup> alley west of College Avenue	Morton Street	North	2 Hr. (8)
Seventh Street	100' E. of Grant Street	160' E. of Grant Street	North	30 Min. (2)
Seventh Street	160' E. of Grant Street	Dunn Street	North	2 Hr. (7)
Seventh Street	B-Line Trail	Rogers Street	North	2 Hr. (2)
Seventh Street	College Avenue	1 <sup>st</sup> alley west of College Avenue	North	30 Min. (6)
Seventh Street	College Avenue	Walnut Street	South	2 Hr. (8)
Seventh Street	Madison Street	Rogers Street	South	2 Hr. (2)
Seventh Street	Morton Street	B-Line Trail	North	2 Hr. (8)
Seventh Street	Morton Street	Madison Street	South	2 Hr. (8)
Seventh Street	Rogers Street	Madison Street	South	2 Hr. (8)
Seventh Street	Walnut Street	College Avenue	North	2 Hr. (8)
Seventh Street	Walnut Street	Washington Street	Both	2 Hr. (8)
Seventh Street	Washington Street	100' E. of Grant Street	North	2 Hr. (7)
Seventh Street	Washington Street	Dunn Street	South	2 Hr. (7)
Sixth Street	College Avenue	2 <sup>nd</sup> space east of College Avenue	South	1 Hr. (8)
Sixth Street	College Avenue	Morton Street	North	2 Hr. (8)
Sixth Street	College Avenue	Morton Street	South	2 Hr. (8)
Sixth Street	Dunn Street	Indiana Avenue	North/South	2 Hr. (3)
Sixth Street	Grant Street	Dunn Street	North/South	2 Hr. (7)
Sixth Street	Lincoln Street	Grant Street	North	2 Hr. (7)
Sixth Street	Lincoln Street	Grant Street	South	2 Hr. (3)
Sixth Street	Lincoln Street	Walnut Street	North	2 Hr. (3)
Sixth Street	Lincoln Street	Walnut Street	South	2 Hr. (3)
Sixth Street	Lincoln Street	Washington Street	North	2 Hr. (7)
Sixth Street	Madison Street	Rogers Street	North	2 Hr. (8)
Sixth Street	Madison Street	Rogers Street	South	2 Hr. (8)
Sixth Street	Morton Street	Madison Street	North	2 Hr. (8)
Sixth Street	Morton Street	Madison Street	South	2 Hr. (8)
Sixth Street	Up to 2 <sup>nd</sup> Space east of College Avenue	Walnut Street	South	2 Hr. (8)
Sixth Street	Walnut Street	College Avenue	North	2 Hr. (8)

Sixth Street	Walnut Street	Washington Street	South	2 Hr. (8)
Sixth Street	Washington Street	Lincoln Street	South	2 Hr. (7)
Sixth Street	Washington Street	Walnut Street	North	2 Hr. (8)
Walnut Street	1 <sup>st</sup> alley South of Sixth Street	113' south of Sixth Street	East	30 min. (8)
Walnut Street	1 <sup>st</sup> space north of Kirkwood Avenue	Second space north of Kirkwood Avenue	West	1 Hr. (8)
Walnut Street	30' north of Tenth Street	50' north of Tenth Street	West	30 Min. (8)
Walnut Street	50' north of Tenth Street	Eleventh Street	West	2 Hr. (9)
Walnut Street	50' south of Ninth Street	Ninth Street	West	30 Min. (8)
Walnut Street	54' South of Seventh Street	Seventh Street	West	15 Min. (8)
Walnut Street	113' south of Sixth Street	Sixth Street	East	2 Hr. (8)
Walnut Street	150' north of Fourth Street	Kirkwood Avenue	West	2 Hr. (3)
Walnut Street	Eighth Street	50' South of Ninth Street	West	2 Hr. (8)
Walnut Street	Fourth Street	Kirkwood Avenue	East	2 Hr. (3)
Walnut Street	Kirkwood Avenue	1 <sup>st</sup> alley south of Sixth Street	East	2 Hr. (8)
Walnut Street	Ninth Street	Tenth Street	West	2 Hr. (8)
Walnut Street	Second Street	Smith Street	East	2 Hr. (3)
Walnut Street	Second Street	Third Street	West	2 Hr. (3)
Walnut Street	Seventh Street	Eighth Street	West	2 Hr. (8)
Walnut Street	Sixth Street	54' South of Seventh Street	West	2 Hr. (8)
Walnut Street	Sixth Street	Seventh Street	East	2 Hr. (8)
Walnut Street	Tenth Street	Eleventh Street	West	2 Hr. (3)
Walnut Street	Third space north of Kirkwood Avenue	Sixth Street	West	2 Hr. (8)
Walnut Street	Third Street	Fourth Street	West	2 Hr. (3)
Washington Street	1 <sup>st</sup> Alley S. of 4 <sup>th</sup> St.	Fourth Street	West	2 Hr. (2)
Washington Street	Fourth Street	Kirkwood Avenue	East	2 Hr. (3)
Washington Street	Kirkwood Avenue	Sixth Street	East	2 Hr. (8)
Washington Street	Kirkwood Avenue	Sixth Street	West	2 Hr. (8)
Washington Street	Sixth Street	Seventh Street	East/West	2 Hr. (7)

SECTION 5. CHAPTER 15.32 PARKING CONTROLS shall be amended by deleting Section 15.32.180 Contractor/construction daily parking permit as it appears in the Table of Contents and replacing it with the following:

15.32.180 Contractor/construction parking permit

SECTION 6. Section 15.32.180 Contractor/construction daily parking permit shall be amended by deleting this section as it appears and replacing it with the following:

**15.32.180 - Contractor/construction parking permit.**

- (a) Upon approval of application, the permit shall allow for parking temporarily on a street to any person who, in the ordinary course of trade or business, is engaged in the construction, reconstruction, remodeling, servicing, maintenance or repair of buildings or other structures. A separate permit shall be required for each parking space needed for any vehicle, equipment or staging. Said permit shall be for a limited period of time at a specifically designated site.
- (b) The permit shall allow parking within the limited parking zones designated in Schedule N, the on street metered parking zones designated in Schedule U, or the residential neighborhood permit parking zones designated in the Bloomington Municipal Code Chapter 15.37 while performing the work described above.
- (c) A contractor/construction parking permit issued under the authority of this section shall exempt permit holders from prohibitions listed in Bloomington Municipal Code Section 15.32.070.
- (d) Fee. The cost for a contractor/construction parking permit shall be the hourly parking rate per vehicle parking space for each hour reserved by the permit.
- (e) Administrative Fee. An administrative fee of \$5.00 per permit applicant shall be levied at the issuance of a permit to offset the cost of implementing, enforcing, and administering the provisions of this section.
- (f) For permits lasting up to fourteen (14) days, the department of public works must approve the application. For permits exceeding fourteen (14) days, the Board of Public Works must approve the application.

SECTION 7. Section 15.32.185 Delivery parking permits shall be amended by deleting subsection (b) as it appears and replacing it with the following:

- (b) The delivery permit shall allow temporary parking, not to exceed fifteen minutes, within the limited parking zones designated in Schedule N, the on-street metered parking zones designated in Schedule U, or the residential neighborhood zones designated in Bloomington Municipal Code Chapter 15.37 while performing the delivery.

SECTION 8. Section 15.37.020 Applicability shall be amended by deleting the second paragraph as it appears and replacing it with the following:

Except for those streets and portions of streets designated as limited parking zones in Schedule N or on-street metered parking zones in Schedule U, it shall be unlawful to park a vehicle in any area of a residential neighborhood permit parking zone unless a valid and appropriate permit is properly displayed. Within on-street, metered parking zones it is lawful to park without a permit, but the restrictions of Section 15.40.020 apply.

SECTION 9. Section 15.40.010 Locations, subsection (15), shall be amended by deleting the existing section and replacing it with the following:

The location of on-street metered parking spaces shall be as set forth in Schedule U unless the area is otherwise identified in Schedule M “No Parking Zones”, Schedule O “Loading Zones”, Schedule P “Bus Zones” and Schedule R “Official Vehicle Zones”.

SECTION 10. Section 15.40.010 Schedule U shall be amended deleting the schedule and replacing it with the following:

ON-STREET METERED PARKING

<b>Street</b>	<b>From</b>	<b>To</b>	<b>Side of Street</b>
Ashlynn Park Drive	Eleventh Street	Twelfth Street	East/West
College Avenue	Second Street	Eleventh Street	East/West
Dunn Street	Third Street	Seventh Street	East/West
Eighth Street	Rogers Street	Walnut Street	North/South
Eleventh Street	Rogers Street	Walnut Street	North/South
Fourth Street	Rogers Street	Indiana Avenue	North/South
Grant Street	Third Street	Seventh Street	East/West
Indiana Avenue	Third Street	Seventh Street	East/West
Kirkwood Avenue	Rogers Street	Indiana Avenue	North/South
Lincoln Street	Third Street	Seventh Street	East/West
Madison Street	Third Street	Seventh Street	East/West
Morton Street	Kirkwood Avenue	Dead end north of Twelfth Street	East/West
Ninth Street	Morton Street	Walnut Street	North/South
Seventh Street	Rogers Street	Dunn Street	North/South
Sixth Street	Rogers Street	Indiana Avenue	North/South
Third Street	Walnut Street	Indiana Avenue	North/South
Twelfth Street	Morton Street	Ashlynn Park Drive	North/South
Walnut Street	Second Street	Eleventh Street	East/West
Washington Street	Third Street	Seventh Street	East/West

SECTION 11. Section 15.40.020 Applicable times and charges shall be amended by deleting subsection (b) as it appears and replacing it with the following:

- (b) The charge for the use of each on-street metered parking space shall be one dollar per sixty minutes between the hours of eight a.m. and ten p.m. every day except Sundays and city holidays.

SECTION 12. Section 15.40.020 Schedule V shall be amended by deleting the existing schedule and replacing it with the following:

**SCHEDULE V**

<b>Municipal Lot</b>	<b>PERMITS</b>				
	<b>Nonreserved part-time permit</b>	<b>Nonreserved permit per month</b>	<b>Nonreserved permit per month</b>	<b>Reserved space lease per month</b>	<b>Reserved space lease per month</b>
	<b>Not to exceed 30 hours per week 12:00 am Sun – 11:59 pm Sat</b>	<b>Admission Monday - Friday 6:00 am - 6:00 pm, Sat. &amp; Sun 6:00 am - Noon</b>	<b>Admission 7 days per week 24 hours per day</b>	<b>Monday through Friday 6:00 a.m. - 6:00 p.m.</b>	<b>7 days per week 24 hours per day</b>
Lot 2 Garage Band	\$ 32.50	\$ 40.00	\$ 67.00	\$ 57.00	\$ 76.00
Lot 5* (6th and Lincoln)		\$ 40.00		\$ 57.00	\$ 76.00
Lot 7 Garage Market	\$ 32.50	\$ 40.00	\$ 67.00	\$ 57.00	\$ 76.00
Lot 9 Garage Art	\$ 32.50	\$ 40.00	\$ 67.00	\$ 57.00	\$ 76.00

SECTION 13. Section 15.40.060 Violations shall be amended by deleting subsection (a) as it appears and replacing it with the following:

- (a) No person shall permit a vehicle to remain in a metered parking space after the purchased time has elapsed or after any restriction on the length of time a vehicle may park in a particular municipal parking lot, garage and/or on-street metered parking space has elapsed. After the purchased time has elapsed, a separate and/or additional violation occurs no more frequently than every two hours.

SECTION 14. Section 15.40.060 Violations shall be amended by deleting subsection (g) as it appears and replacing it with the following:

- (g) No person shall deposit or cause to be deposited in any parking meter any substitute for proper payment.

SECTION 15. Section 15.64.010 Violations and penalties shall be amended by deleting the entry in subsection (d) referring to “15.40.060(a), (c), (d), (e), (f), (g), (h)” as it appears and replacing it with the following:

- 15.40.060(a), (c), (d), (e), (f), (g), (h) Backing in and overtime parking in municipal parking lots, garages and on-street metered parking spaces; defacing parking meters; depositing or causing to be deposited in a parking meter a substitute for proper payment; and unauthorized parking in a municipal lot or garage

SECTION 16. If any section, sentence or provision of this ordinance, or the application thereof to any person or circumstances shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provisions, or applications of this ordinance which can be given effect without the invalid provision or application, and to this end the provisions of this ordinance are declared to be severable.

SECTION 17. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington, approval of the Mayor, publication in accordance with State law, and after installation and programming of parking meters and seven days after public notification of activation of parking meters.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
DARRYL NEHER, President  
Bloomington Common Council

ATTEST:

\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
REGINA MOORE, Clerk  
City of Bloomington

SIGNED and APPROVED by me upon this \_\_\_\_\_ day of \_\_\_\_\_, 2013.

\_\_\_\_\_  
MARK KRUZAN, Mayor  
City of Bloomington

#### SYNOPSIS

This ordinance makes several changes to the Bloomington Municipal Code. This includes definitions, limited parking zones, permits, residential neighborhood permit parking, on-street metered parking, parking meter charge, parking lots and violations and penalties.

To: Common Council  
From: Susie Johnson  
Date: January 2013  
RE: Ordinance 13-03

In 2007 the City hired Walker Parking Consultants to develop a Downtown parking plan for Bloomington. That plan called for many improvements to our parking policies and procedures. We have implemented many of those recommendations, including hiring REI, branding the garages and improving security. Additionally, at the request of the Chamber of Commerce and DBI, Inc., special pricing for long-term garage permits for employees of Downtown businesses was put into place in parking garages. Currently, a monthly 12-hour per day, 5-day per week permit is available in any of the three parking garages for \$40 per month or \$2 per day.

Additionally, the plan, and subsequently the Chamber of Commerce, recommended the City install parking meters in the Downtown to better manage our on-street parking spaces.

Since the 2007 study, Downtown has seen continued growth. We have added hundreds of new Downtown apartments totaling more than 500 bedrooms. The B-Line Trail is now complete. We have two new hotels that will be built this year for a total of 323 new hotel rooms. The former Stevens Olds site will add another 500-plus bedrooms as well as new commercial space.

With the influx of hundreds of new Downtown residents, hundreds more employees and thousands of visitors, we want to ensure there is sufficient turnover in the 1,200 on-street parking spaces for customers of Downtown businesses. Smart-meter technology is the most effective way to manage our finite, on-street parking resources. Metering will allow for a more universal, consistent and predictable approach for motorists. If approved, ordinance 13-03 would codify metering in our Downtown.

Section 1 defines “meter” liberally so we may utilize a variety of meters types based on the need of a particular location or situation. An example of differing needs was pointed out during our stakeholder meetings. Many business owners explained they have clientele with disabilities who find it difficult to utilize pay stations that may not be located directly adjacent to their parking space. As a result of that feedback, we propose installing single-space meters at all parking spaces posted handicapped. Those single-space meters will accept both coins and credit or debit cards.

Section 2 and Section 3 update the Special Event Parking Permit (SEPP) to work with metering. The SEPP was created to allow buses entering the Downtown for special events -- such as dropping off large numbers of guests at local hotels or buses associated with the production of a performance at an entertainment venue -- to be able to rely on a parking space adjacent to their destination. Currently, the permit costs \$10 per parking space. This ordinance proposes a \$5 permit fee. The posted meter rate will not be waived and will need to be paid at the time the permit is purchased. An example of how the

process will work: The Hilton has a bus coming in with the Quilting Guild and needs two parking spaces in front of the Hilton from 10:30 a.m. to 2:30 p.m. The fee for the permit (and subsequent posting and reserving of spaces) will be the \$5 admin fee as well as \$1 per hour for the two spaces; the total fee will be \$13 and must be paid at the time the permit is issued.

Section 4 and Section 10 of the ordinance work together deleting the proposed metered area from the limited parking Schedule N and adding it to the metered parking Schedule U. Attached is a map of the area proposed for metering.

Section 5 and Section 6 update the Contractor/Construction Permit (CCP) to work with metering. The CCP was created to allow contractors the ability to park necessary trucks and equipment adjacent to the building where they were working and not be limited to the 2-hour restriction. The CCP will work exactly as the SEPP listed above, except if the contractor needs the permit for more than 14 days, the Board of Public Works must approve the application.

Section 7 updates the Delivery Parking Permit (DPP). The DPP was created to allow delivery drivers the ability to park delivery vehicles in available parking spots without restriction to time (or returning to the same block in the same day). The permit costs \$100 annually. This section simply allows the existing system also to apply in metered zones for those permit holders in metered zones.

Section 8 updates the Neighborhood Parking Zone Permit (NPZP). Currently there are areas in which a NPZP allows parking and non-NPZP holders are allowed to park for no more than two hours (known as a combo-zone). This section adds the ability of a non-NPZP to park in a combo zone when paying the meter.

Section 9 allows No Parking, Loading, Bus and Official parking zones to continue as they currently are designed with the new meter regulation.

Section 10 was mentioned earlier with Section 4 when describing the boundaries of the meter area.

Section 11 proposes the meter rate and hours of enforcement. The proposed rate is \$1 per 60 minutes, and the hours of enforcement are proposed for 8:00 a.m. – 10:00 p.m.

Section 12 adds a part-time, nonreserved permit to the permit schedule. At our stakeholder meetings many individuals expressed concern about parking for part-time employees. We have added this part-time permit to the schedule, which will allow our customers to purchase a permit for a garage that will have 30 hours of parking time loaded on to an access card. The 30 hours are good for one week beginning at midnight Sunday and running through 11:59 p.m. on Saturday. Unused hours will not roll over to the next week. The permit will be sold only in monthly increments and will be garage specific. The rate will be \$32.50, which is half of the hourly rate yet enough to discourage a regular 12/5 permit holder (the 12/5 permit rate is \$40), from purchasing



two part-time permits.

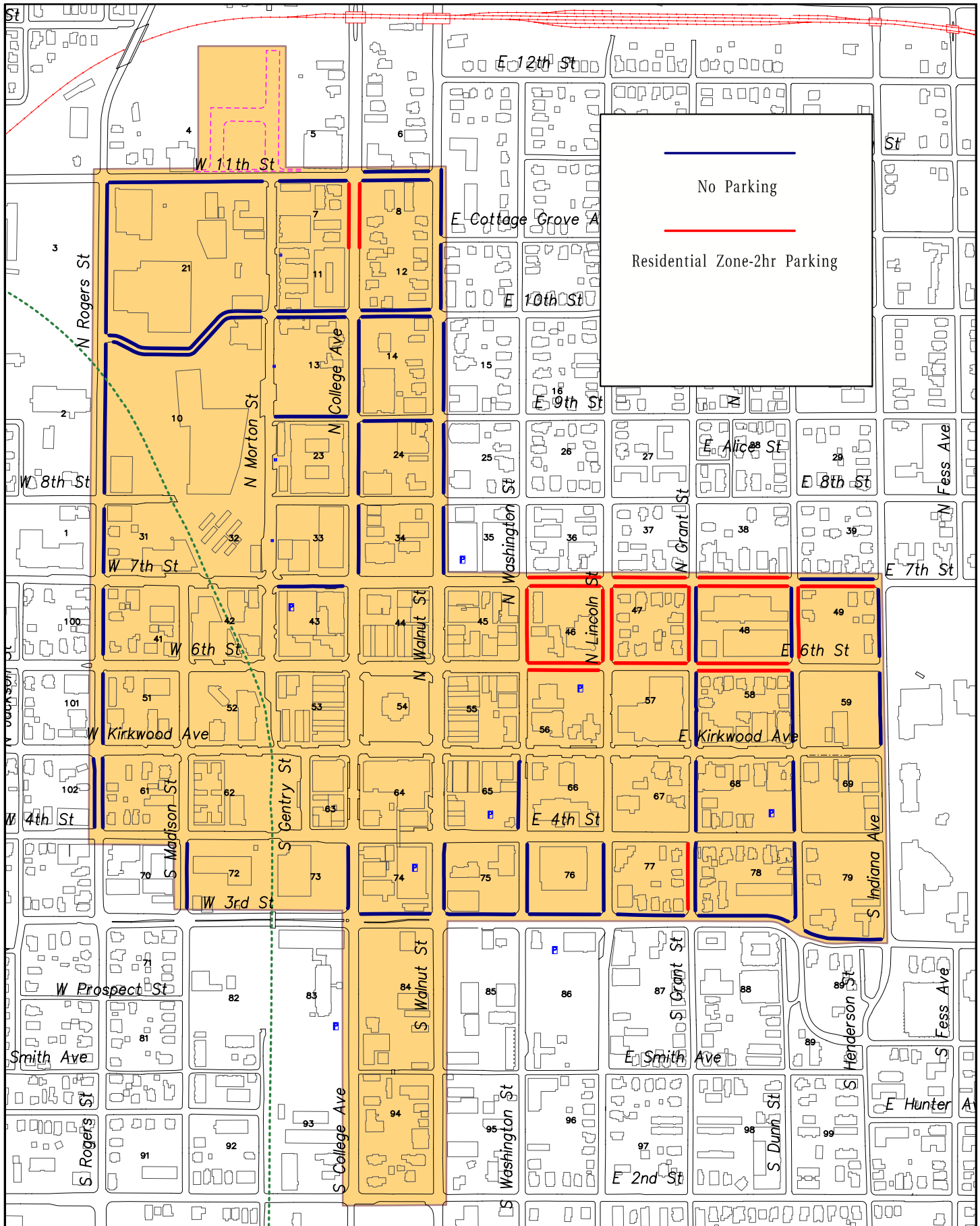
Section 13 removes language from the violation section that would restrict the type of meter we might select. Section 13 also stipulates that a ticket can be written every two hours for a continuing violation of parking at an expired meter.

Section 14 makes depositing items other than appropriate currency or credit/debit card in the meter a violation.

Section 15 makes defacing a meter a violation.

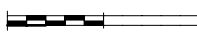
Section 16 is the severable clause.

Section 17 puts the ordinance into effect after the meters are installed and requires the City to publish an effective date at least seven days prior to enforcement.



# Downtown Parking Meter Area

Scale: 1" = 550'



City of Bloomington  
Public Works



Geographic Information System

TdtpkmaLP

Jan 8, 2013

For use as map information only, information is NOT warranted.

# City of Bloomington Parking Frequently Asked Questions

Several public meetings have been held to discuss the proposed parking plan. At those meetings, the City received input and questions that we address in this FAQ.

## Why are we doing this? What problem are we trying to solve? What is our parking philosophy?

There are 1,200 public on-street parking spaces available for public use. That number is stagnant. While the number of cars entering downtown is rising dramatically, the number of on-street spaces remains the same. The number will slightly decrease as we convert a small number of spaces to bicycle parking.

Our goal is to manage those spaces – in conjunction with public pay lots and parking garages – in a way that maximizes the use of all spaces and gets people in and out of downtown as efficiently as possible. With the influx of hundreds of new downtown residents and hundreds more employees, we want to ensure that there is sufficient turnover in on-street parking for customers of downtown businesses. The inclination will be less and less to find the one spot in front of a specific destination and more toward long-term parking elsewhere, whether it be a garage, a remote lot, a park-and-ride lot or for public transit or shuttle service. It could also result in more people relying on biking or walking when possible.

That will result in a reduction in fossil fuels being burned by parking hunters, higher on-street parking spot turnover, and more efficient use of all parking facilities.

The bottom line is that demand for parking is growing, and parking policies need to evolve to maintain a balance for short-term visitors, downtown merchants and employees and year-round residents as well as between on-street spots and parking garage spaces.

## Why are parking pay stations being proposed?

As in the many cities that have installed them, meters are intended to manage problems that stem from the imbalance between high demand for and limited availability of on-street parking. Pay stations are simply a management tool to promote available parking.

Just as we have already started to manage city garages in a specific, measured, and professional manner, we need the tools in place to manage street parking.

Smart meter technology is the most effective way to manage on-street resources. Metering will allow for a more universal, consistent and predictable approach for motorists. The fact they can be altered (in terms of hours, rules and technological options such as remote payment) much more quickly and easily than signage will also provide flexibility empowering us to adapt to changing conditions or simply to information learned from experience.

Parking costs in the city are far below those charged at the university or in most of our peer cities. In fact, of all the Big Ten cities, we're told Bloomington is one of only two without on-street metering. Our low costs are actually exacerbating parking problems by encouraging more and more people to use vehicles to access downtown.

## How did the plan originate?

Based primarily on downtown merchant concerns about parking availability, city government contracted with Walker Parking Consultants in 2007 to study the issue. Walker recommended installing pay stations, among other things. The Chamber of Commerce and Downtown Bloomington, Inc. (DBI), independently evaluated the study and also recommended the installation of pay stations (along with other measures discussed, below).

## What did the Walker Study tell us?

Walker determined that, in 2007, 24 of the 56 blocks studied were over capacity during peak parking times. The study points out that on-street parking is finite. While you cannot increase it, you can increase the number of cars you accommodate through higher turnover, which is what pay stations do.

## Why weren't the study's recommendations implemented at the time they were made?

Much of what was recommended was implemented soon after the study was completed. In particular, we chose to begin with reforming parking garage management. A private firm, REI of Indianapolis, was hired to manage the garages. That venture has been extremely successful. Up until that point, the city was playing catch up when it came to parking management. We caught up and got ahead of the problem. Now we are trying to stay ahead of the larger problem and plan for the future of downtown parking.

The City should have implemented metering either simultaneously with or shortly after garage management was improved. However, we first chose to see how garage parking impacted on-street parking. Then a series of things happened that further delayed metering: garage management seemed to alleviate some of the on-street problem; the economy bottomed out; a few, large downtown residential and commercial developments were either scrapped or delayed; and, more recently, the Courthouse renovation led to sharply reduced parking in the city's center.

## Have things changed since 2007? If so, should we still implement the plan?

The need for the plan has only grown. Walker anticipated the parking demand increase we're seeing. We contracted with the firm again this year to assist us in implementing the earlier recommendations. The firm has been successful in the same effort in many other cities.

Since the 2007 Walker study, downtown has added:

- 509 new bedrooms,
- 6,080 square feet of office space
- 44,797 square feet of new retail space

This increase comes on top of the impact of hundreds of bedrooms and retail added prior to the 2007 study, including the Hilton Garden Inn, apartment complexes on Morton Street and Smallwood.

Additionally, there are a number of other significant development projects in the pipeline, including:

- 597 new bedrooms
- The 168 room Hyatt Hotel
- The 155 room Spring Hill Suites
- New hotels near the Convention Center
- An expanded Convention Center
- 2 Old National Bank lots and the Workingman's building, all on Kirkwood, have already had large residential and commercial proposals floated
- The old Post Office site, an entire city block, will be developed (perhaps with parking)
- The old Bloomington Transit facility will be replaced at some point.

And all of that growth comes on the heels of the completion of the B-Line Trail, which attracts its own traffic and parking demand and which should generate investment along its downtown path. Also, the City purchased 12 acres just northwest of City Hall that will be developed privately in upcoming years.

### **Aren't parking problems being caused because the City Council allowed new development to have less than 1-to-1 parking ratios?**

A common misperception is that reduced parking ratios (meaning residential developments can have less than one parking space per resident) were driven by council member philosophy. In fact, the development community largely drove policy.

The cost of building parking or incorporating parking into developments is high. Developers want to maximize leasable occupancy space and do not want to build with a 1-to-1 ratio. Most planning professionals agree that the market doesn't dictate a need for 1-1 ratio.

While it is true some council members advocate for reduced parking in favor of reduced vehicle usage, the fact is that many development projects didn't even require city council review. And, of course, most of the buildings that house office and retail in downtown were constructed without any parking, at all. In part, that's why city-owned lots and garages exist. Those parking operations are funded by meter revenue.

### **Advocates for the petition that opposes meters say that city government intends to outsource on-street parking and allow a private company to charge higher prices for publicly owned spaces. Why is that being done?**

That is an inaccurate assertion. There has been no consideration of privatizing on-street parking. That claim is likely confused with Indiana University's exploration of private management of its parking operations.

### **Isn't this just a tax increase that's unfair to those who have to pay it?**

It is accurate that the costs of many public services are paid via fees, fines, charges, etc – all of which are forms of taxation. Notably, public transportation users are required to pay fares to help offset the costs of public transit systems. Generally speaking, parking fees are a method of offsetting the costs associated with the development, maintenance and promotion of parking. Those fees also put public transportation on more equal footing with parking.

There is a great misconception that on-street parking is “free.” The truth is there is a significant cost associated with public parking when it comes to its maintenance (painting, paving, sweeping, plowing) and enforcement.

As it stands, all city taxpayers are subsidizing the cost of people parking in downtown, many of whom are not local residents. Metering in garages, lots, and on-street, while not covering all the costs associated with parking, will mean that users of the service are paying their way more than is currently the case. Businesses located at the Mall, on the Westside, and elsewhere are paying the entire cost of parking in their rents. But they are also paying to subsidize the cost of parking for downtown businesses by way of their tax dollars. Metering in downtown will reduce the city-wide subsidizing of parking costs by allowing the City to reinvest parking revenue into downtown services.

There have, of course, been fees for parking in downtown for decades. The three pay lots have had hourly rates and now our garages do, as well. Just as there is a cost of maintaining those assets, there is a need to maintain street parking as a public asset.

### **The customers of businesses outside of downtown do not have to pay for parking. Isn't this plan creating inequality?**

People often refer to “free” parking at the Mall or Westside retail stores (and elsewhere), but those costs are paid in rents paid by merchants and passed onto consumers in the cost of goods and services. It is true, however, that a perception problem will exist. It will be important to continue to market parking ease and availability in downtown as we move forward.

### **Downtown merchants rely on discretionary spending. Won't this drive customers away?**

It's likely there are people who will say they will never return to downtown if pay stations are installed. There will certainly be more people claiming that than actually doing it. But it is completely understandable why merchants worry about it, and it would be dishonest to claim it will not happen.

The fact remains, however, that there are parking restrictions, parking fees and parking fines already in existence in downtown. People already tell city offices they will never return to downtown because of parking tickets they've received. Many of those tickets result from inconsistent or confusing rules that are in place at the request of merchants with specific needs that vary from business to business. Parking rules should become more consistent and less confusing as pay stations are implemented.

Some merchants are concerned meters will harm impulse shopping. We can't say for sure that they won't, but there's no real way to measure how much impulse shopping actually occurs. What we do know is that more and more drivers are not parking in downtown based on the impulse to shop. Instead, there are many hundreds more renters and employees parking on-street, which would seem to be an even greater threat to impulse shopping.

### **Don't you think this plan will hurt downtown businesses?**

We absolutely respect the fact that people are concerned about adverse impacts of the plan, all the more so given the uncertain economic times. But we've studied the issue closely and put all considerations in the balance. There is no evidence, other than anecdotal, from anywhere in the nation that pay stations result in business closure.

Meters were removed from downtown Bloomington more than 30 years ago, and there are many instances of cities removing parking in order to revitalize economically distressed downtowns, but nowhere was parking identified as the culprit that caused the initial economic distress.

Cities that have installed meters do so where the destination is popular enough to warrant paid parking. Where demand drops, meters have been removed. City government will not realize revenue if people do not park at metered spaces, so metering only works if parking spaces remain close to full. That's a fiscal reality that was studied prior to moving ahead with the proposal. In nearly every example in the country, concerns are stated that meters will "kill downtown," but that scenario has not played out. Instead, on-street spaces remain as premium parking and meters are used.

Downtown will continue to be a destination. People shop downtown because it offers something outlying areas to the east and west of town do not, not because parking is free. Our greatest concern is that not doing anything could hurt downtown.

### **What are the unintended consequences of pay stations?**

Obviously, we cannot know with certainty we are correct. While suppressing downtown shopping has not been the experience of other cities that have installed pay stations, we will still constantly monitor their impact and adapt as necessary.

A concern we have is how much new traffic will be shifted to parking garages and at exactly what hours. The new Walker study is helping assess likely outcomes, but we are proceeding with discussions on new parking facilities as well as on alternatives such as new Bloomington Transit and shuttle services.

While unintended, it will not be surprising to see increasing pressure on neighborhood parking in the downtown area. Neighborhood zones are already in place for the most part, but additional zone area may be added and increased enforcement will occur until parking patterns are established. Nobody can know precisely what will happen with metering, but we do know that parts of downtown parking are already beyond capacity and that the problem will absolutely continue to grow and spread.



### **Can the city provide free parking vouchers or cards for certain people?**

On the parking issue, we receive this kind of request frequently, and that's the problem. There are many people and groups who merit assistance. There are non-profit organizations, volunteers, jurors, election workers, Farmers Market patrons, government workers, private business employees and customers, special events attendees and students who the City would love to provide discounted or even free parking to from time-to-time or year-round. Individually, this approach might be manageable, but collectively, it is unsustainable in terms of cost and policy.

### **Can special parking arrangements be made for employees of downtown businesses?**

In 2007, at the request of the Chamber of Commerce and DBI, Inc., special pricing for long-term garage permits for employees of downtown businesses was put into place in parking garages. Currently, a monthly 12-hour-per-day, 5-day-per-week permit is available in any of the three parking garages for \$40 per month or \$2 per day.

Some employers have told us they are happy to pay for their employees' parking and view it as evidence of how much they value their staff. Other employers have been quoted saying an employee having to pay for parking is "a slap in the face." We expect to see that dichotomy of opinion continue. We will do our best to keep lower-priced options in place and perhaps to make shuttle service available to the employees who make downtown businesses work.

### **How will parking revenue be used?**

The top priority will be to reinvest meter revenue back into downtown. Specifically, revenue will be used to fund:

- Current services, the cost of which is outstripping our funding ability
- Wayfinding and marketing of downtown parking and amenities
- Downtown police patrols (uniformed, plainclothes, squad car, bicycle, foot patrol)
- Graffiti eradication
- Panhandling enforcement
- Downtown specialists (city staff dedicated to downtown cleanliness and customer assistance 40 hours per week)
- Downtown infrastructure
- Signalization modernization
- Streetscapes
- Basics – surfacing, striping, cleaning and sidewalk repair
- Parks facilities (including 30 landscape plots, benches, tables and historical markers and other amenities that attract people to downtown)
- Parking garage management
- Parking garage repair and rehabilitation
- Parking garage security



- Financing new parking structures
- Financing a Downtown Shuttle Service

### There is much opposition to this proposal. Will the plan move forward anyway?

The City never anticipated an outpouring of support for the proposal. Some merchants are supportive but, of those commenting, there are admittedly more opposed than for. This measure is not one we want to do; it's one we feel we need to do.

That having been said, in addition to the public input sessions, which have already occurred in 2007 and this year, the formal proposal must be considered and voted on by the City Council. Public hearings will be held during that process.

### How is the public being included in decision making? I feel like the decision has already been made. Is public input being taken seriously?

Taxpayers paid for the Walker study in 2007. As noted previously, recommendations the public paid for were made at that time and were reviewed and supported by business advocacy organizations. We are now moving to the implementation phase of the plan having already implemented most of the other Walker recommendations.

Three public input sessions have already been held and were covered by local media. Additionally, the Chamber of Commerce, DBI, Inc., and Visit Bloomington hosted a two-hour forum on Oct. 15 for the Mayor to specifically address business owners' and other stakeholders' concerns. That presentation was also covered in the media and is archived on CATS.

Also, upcoming City Council meetings will allow more opportunities for public input. Something that's important to know is that all input received after the initial Walker Parking study was taken seriously and most of it acted upon by the City. The Chamber of Commerce, DBI, Inc., and other interested parties made specific suggestions, including:

**Suggestion:** Adjust mix of reserved and non-reserved parking spaces.

**Action Taken:** 561 reserved spaces were converted to non-reserved permits.

**Suggestion:** Develop shared parking opportunities.

**Action Taken:**

- City Hall parking lot made available after hours.
- Convention Center parking lot is utilized by County employees.
- Hospital and Cook Pharmica share the lot on Patterson Dr.
- Johnson Creamery, CFC Inc. shares a lot with Farmers Market customers.

**Suggestion:** Implement a program to brand parking districts.

**Action Taken:** Each City garage was given a distinct brand.

**Suggestion:** Improve quality of existing parking facilities; explore public-private partnership for operation.

**Action Taken:**

- Hired REI to take over cleaning and operation of all three garages.
- New lighting in Garage Art; Capital Improvement Plans done for Band, Market.

**Suggestion:** Allow valet service.

**Action Taken:** Worked with two vendors considering a valet business; currently have one vendor expecting to open business this year.

**Suggestion:** Provide reduced cost options for employees.

**Action Taken:** Created 12 hour per day, 5 day per week permit in all three parking garages for \$40 per month or \$2 per day.

**Other suggestions:** Build a new garage, provide trolley service, and create a park-and-ride service.

**Action Taken:** Each of these suggestions carries significant price tags for which there is no funding stream. All three are being considered and could potentially be funded using meter revenue.

**Additional considerations**

- Indiana University is considering entering into a long-term lease for management of its parking. Even without that arrangement happening, IU costs and fines already far exceed city parking costs and fines creating a perverse incentive to park in downtown.
- Even if IU does not contract out all of its parking operations, it is likely to either lease or better utilize parking spaces in its downtown area parking lots, which are currently free and available after hours. In other words, all of that parking will begin to be fee-based. If that happens, pressure will increase on downtown streets.
- There are also “unofficial” parking spaces that have been or will be lost:
- Chase Bank lot is being developed into hotel.
- Spaces along the B-Line were lost to trail construction.
- A significant number of cars are parked at what used to be the 12 acres owned by IU that are now owned by the City northwest of City Hall.
- Some people have said they feel like parking in the center of town has been more available this year. It’s likely we’ve been lulled into false sense of security in part due to Courthouse renovation. With the Courthouse reopening, there will be many more cars seeking parking around the Square.
- Many large residential Downtown developments were either cancelled or stalled due to the economy, sparing us from hundreds more cars seeking parking. With the economic climate turning around, all those properties are back in play, along with many other properties having development being proposed for the first time.

**What will the parking rules and regulations be (i.e. rates, enforcement hours, number of hours/minutes parking will be allowed, type of pay stations, remote payment options)? What are the upcoming decision points concerning the proposal?**

Questions about rules and regulations have not been answered. Two things are happening to determine those answers. First, that is why Walker Parking Consultants have once again been retained. Second, as part of the contract with Walker, the consultants are obligated to seek public input about implementation of pay stations. Just as city government sought, received, and acted on input from the public about initial parking management decisions, we are again seeking advice on how best to implement pay stations. That request in no way assumes someone giving input supports metering, but it also doesn't assume opponents to the proposal don't have opinions on the "how" simply because they oppose the "what."

There are three general areas of decision points to be considered.

- Geography (where pay stations are installed and when)
- Rates & Restrictions (how pay stations should be programmed)
- Technology (what kind of pay stations are used and what capabilities they should have)

**Conclusion**

Bloomington is experiencing growing pains. Our city population has increased by more than 30,000 people since street metering was last used downtown. And the population is forecast to grow by about 1,000 people per year from here on out. Hundreds of residential units have been built downtown and hundreds more will be built in the immediate area in the next couple years.

There's been a significant demographic shift of student housing into downtown. Our plan is to do all we can to balance downtown demographics to include more year-round residents, retirees and young professionals, but even that means more people in and around the area. All those people bring with them additional parking problems, but they also represent a market that generates purchasing power important to local businesses. We're seeking balance.

All of us are somewhat victims of our own success. Parking demand reflects economic growth. Countless communities would love to have our problems. Nonetheless, we face challenges, now.

The pay station proposal is certainly disruptive to some people, a fact we regret. But the disruption that will be caused if no action is taken to manage on-street parking outweighs the upset caused by the proposal. If nothing is done, it is only a matter of time before city government is asked to do something about parking problems as it was in 2007. We managed our way out of that problem and now have the responsibility to anticipate what is coming our way in terms of parking demand.

Please know we are taking all opinions seriously and are doing everything we can to act in what we believe are the best long-term interests of downtown Bloomington.

## **ORDINANCE 13-03**

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

**- Re: Authorizing the Expanded Use of Parking Meters  
in the Downtown and Related Changes**

#### **Supplemental Materials**

**Excerpts of BMC Title 15 Annotated with the Changes  
Proposed by this Ordinance  
(Available in the Council Office)**

**2007 Walker Parking Study  
(Available in the Council Office)**

**2012 Walker Parking Study Update  
[http://bloomington.in.gov/media/media/application/pdf/  
13365.pdf](http://bloomington.in.gov/media/media/application/pdf/13365.pdf)**

In the Council Chambers of the Showers City Hall on Wednesday, January 9, 2013 at 7:30 pm with Council President Tim Mayer presiding over a Organizational Session of the Common Council.

COMMON COUNCIL  
ORGANIZATIONAL SESSION  
January 9, 2013

Roll Call: Granger, Mayer, Neher, Ruff, Sandberg, Spechler, Sturbaum, Volan,  
Absent: Rollo

ROLL CALL

Council President Mayer gave the Agenda Summation

AGENDA SUMMATION

There were no minutes at this meeting to be approved.

APPROVAL OF MINUTES

Steve Volan wished everyone a Happy New Year.

REPORTS

- Council members

Tim Mayer said this would be his last meeting as presiding officer and thanked the council for their support and service.

There were no reports at this segment of the meeting.

- Mayor and City Offices

There were no reports from council committees at this meeting.

- Council Committees

Gabe Rivera thanked Mayer for his service and thanked the council for the opportunity to speak. He spoke about the drug war and justice issues.

- Public Comments

Volan moved and Sandberg seconded the motion that the following slate of officers be elected:

ELECTION OF OFFICERS

President: Darryl Neher  
Vice President: Dorothy Granger  
Parliamentarian: Tim Mayer

The slate was approved by a voice vote. Members changed seats as assigned by the new president. Council President Neher thanked outgoing President Mayer for his service, and presented him with an engraved gavel to commemorate his term as president.

Mayer made a statement thanking Ruff for his encouragement in asking him to seek the office of the president for 2012. He also thanked Volan for being the one to actually make the nomination in January of 2012.

Volan moved and it was seconded that the following appointments to various council positions be approved.

BOARD AND COMMISSION APPOINTMENTS

Citizens Advisory Committee (Community Development Block Grants)

-Social Services	Susan Sandberg
-Physical Improvements	Timothy Mayer
Commission for Bloomington Downtown	Steve Volan
Economic Development Commission (City)	Darryl Neher
Economic Development Commission (County)	Regina Moore
Environmental Resource Advisory Committee	Dave Rollo
Metropolitan Planning Organization	Andy Ruff
Plan Commission	Chris Sturbaum
Solid Waste Management District	Stephen Volan
Urban Enterprise Association Board	Chris Sturbaum
Utilities Services Board	Timothy Mayer
Bloomington Economic Development Corporation	Dorothy Granger
Bloomington Commission on Sustainability	Dave Rollo

The nominations were approved by a voice vote.

President Neher appointed the following council members to the Council Social Services Funding Committee:

Mayer, Neher, Sandberg, Ruff and Spechler

President Mayer appointed the following council members to the Council Sidewalk Committee:

Granger, Rollo, Sturbaum and Spechler

This being the first meeting of the year, there was no legislation for consideration for final action.

Ordinance 13-01 To Vacate a Public Parcel – Re: a 50-foot Wide, 768-Foot Long Segment of South Tech Boulevard Running North of West Schmaltz Boulevard (Public Investment Corporation, Petitioner)

Ordinance 13-02 To Amend Title 2 of the Bloomington Municipal Code Entitled “Administration and Personnel” and Title 20 of the Bloomington Municipal Code Entitled “Unified Development Ordinance” - Re: Various Changes to Make the Local Code Consistent with Other Provisions of the Code, State and Federal Law, and Best Practice

There were no comments in this segment of the meeting.

There were no adjustments or additions to the council schedule.

The meeting was adjourned at 7:58 pm. It was followed by a Committee of the Whole meeting.

APPROVE:

ATTEST:

Darryl Neher, PRESIDENT  
Bloomington Common Council

Regina Moore, CLERK  
City of Bloomington

COMMITTEE ASSIGNMENTS

LEGISLATION FOR SECOND READING

LEGISLATION FOR FIRST READING  
Ordinance 13-01

Ordinance 13-02

ADDITIONAL PUBLIC COMMENT

COUNCIL SCHEDULE

ADJOURNMENT

