CITY OF BLOOMINGTON

A Financial Report on the City Of Bloomington's Parking System

City of Bloomington
Parking Commission
Annual Report

November 2017

The City of Bloomington's Parking Commission prepared the following report on financial status of the City's parking system in consultation with many of the City staff and offices.

This report would not be possible without the efforts and cooperation of the following City of Bloomington departments: Office of the Mayor, Controller, Legal, the City Clerk, the Department of Public Works, Bloomington Police Parking Enforcement, Planning and Transportation, and Information and Technology Services.

The Chair of the Commission would especially like to thank the following for their contributions to the report:

Mick Renneisen. Deputy Mayor
Mary Catherine Carmichael, Communications Director
Jeff McMillian, Deputy City Controller
Anahit Behjou, Assistant City Attorney
Nicole Bolden, City Clerk
Stephen Volan, District VI Council Member
Scott Robinson, Planning Services Manager
Ryan Daily, Garage Manager
Raye Ann Cox, Parking Enforcement Manager
Seyedamir Kaboli Farshchi, Long Range Planner
Terri Porter, Director of Planning and Transportation

— and —

the members of the 2017 Parking Commission.

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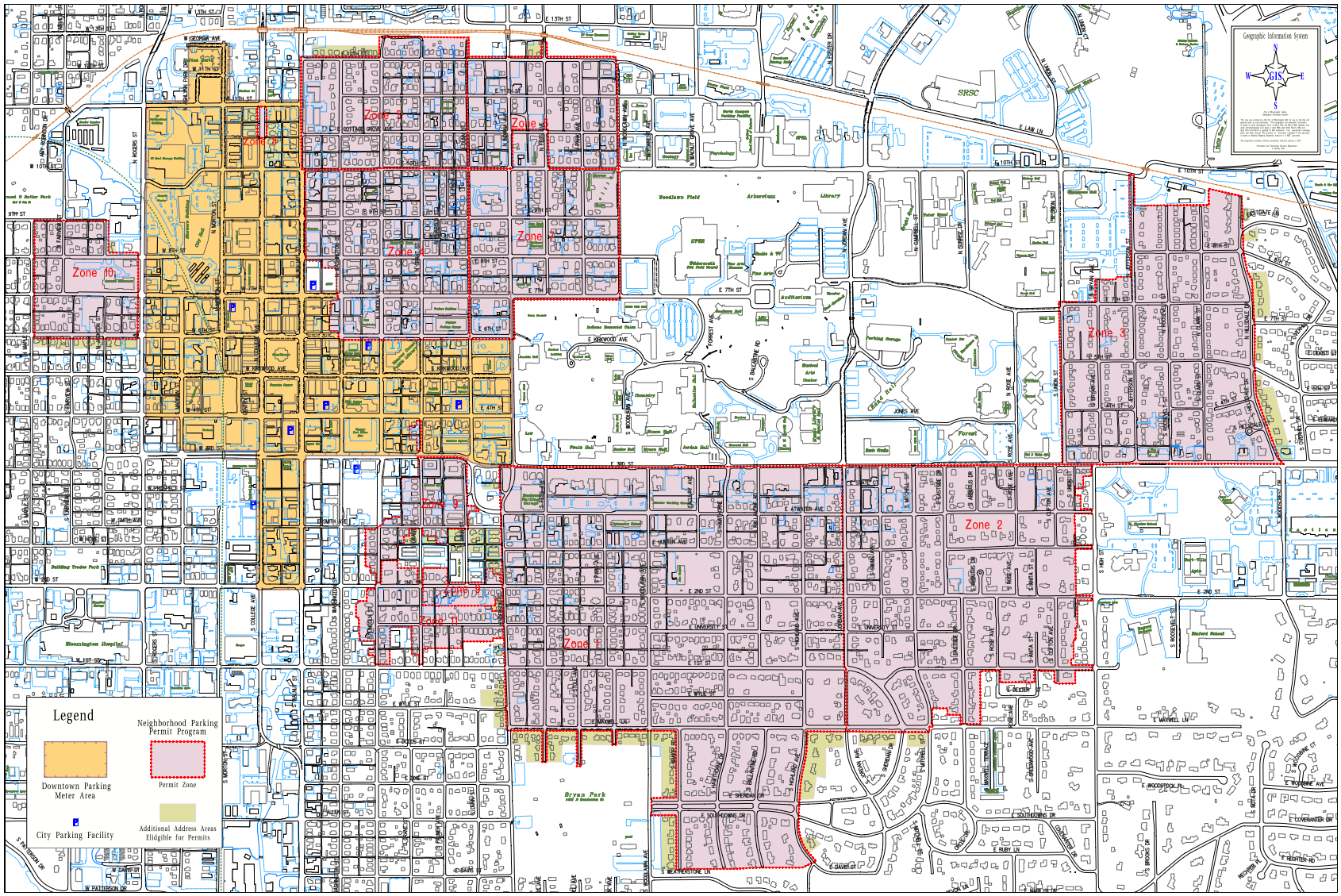

City of Bloomington
Parking Enforcement
January 17, 2014

Neighborhood Residential Permit Parking Zones and Downtown Meter Parking Area

Jan 17, 2014 TrpknresD

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About the Parking Commission

From the City Ordinance establishing the Bloomington Parking Commission, the purpose of the Commission 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.

Parking Commission Mission Statement

The City of Bloomington Parking Commission is committed to ensuring that existing parking spaces are well used for the designated highest priority users. We contribute to the City of Bloomington's parking management strategy by researching best practices, listening to and involving stakeholders in the decision making process, formulating and recommending changes to the municipal code and administrative policy which result in a reduced need to build parking for future development, and promoting the combination of high-intensity of use and high sharing of existing parking resources to achieve two primary effects (a) to reduce the quantity of parking occupied for a given population, area or zone, and (b) increase the efficiency with which space devoted to parking is used.

Areas of Concern

The Parking Commission considers the City's parking system to be comprised of six different programs:

I. Garages & Lots;
II. Metered Parking;
III. Neighborhood Zones;
IV. Special Uses of and Restrictions on Parking;
V. Citations of and Enforcement of Parking Regulations; and
VI. Administration of Parking Services.

Standing Agenda

The Commission observes the following standing agenda at its regular, monthly meetings:

I. Call to Order
II. Approval of Minutes
III. Reports for City Offices
IV. Reports for the Public
V. Discussions of Topics Not the Subject of Resolutions
VI. Resolutions for First Readings
VII. Resolutions for Second Readings
VIII. Member Announcements
IX. Adjournment

2017 Members of the Parking Commission

Members [1]

Jim Blickensdorf, Chair	Council Appointee (Merchant in Meter Zone: Grazie Italiano)
Josh Desmond	Mayoral Appointee (Planning Staff Member: Assistant Director)
Donna Disque	Mayoral Appointee (Merchant in Meter Zone: MarDon Salon)
Adrienne Evans Fernandez, Vice-Chair	Council Appointee (Resident of City: Broadview)
Faith Hawkins	Council Appointee (Resident of Neighborhood Zone: Elm Heights)
Jennifer Jenkins[2]	Mayoral Appointee (Not for profit representative: Wonderlab)
Mark Need	Mayoral Appointee (Resident of Downtown Meter Zone)
Mary Jo Shaughnessy	Mayoral Appointee (Resident of City: Blue Ridge)
Stephen Volan, Secretary	Council Appointee (City Council Member: District VI)

Staff Support

Seyedamir Kaboli Farshchi	Long Range Planner, City of Bloomington
Scott Robinson, Staff Liaison	Planning Services Manager, City of Bloomington

Advisory Members

Anne Bono	Interim President/CEO, Greater Bloomington Chamber of Commerce
Amanda Turnipseed	Director of Parking Operations, Indiana University Bloomington
Ron Walker	Vice President of Commercial Real Estate, CFC Properties

[1] The Commission was comprised of five Mayoral and four Council appointees.

[2] Appointed November 6, 2017 as a Mayoral appointee representing not-for-profit organizations.

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Executive Summary

Considering the value of land devoted to on-street parking, the cost of meter technology, and the replacement value of the parking garage structures, the City of Bloomington has conservatively $50 million in parking assets under management. This estimate does not include the value of land apportioned to on-street Neighborhood Zone parking. In Fiscal Year 2016, the parking system generated $3.63 million in Program Revenue – a total of $4.9 million when including the value TIF monies contributed by the Redevelopment Commission (RDC) and the value of citation revenue. Total revenue was equivalent to 4.4% of the City's projected revenue.[3]

Financial data used to create this report was provided by the Deputy City Controller, and all tables that summarize financial data were derived from the Controller's ledgers. The Department of Public Works and the Office of the City Clerk provided additional data on garage operations and citations. The Parking Commission sourced information from Common Council packets, minutes of the Redevelopment Commission and the Board of Public Works, and reports available on the City's website. This report focuses on Fiscal Year 2016 with analysis presented in six chapters: an introduction to the Commission and methodology used for the compilation of this report; a look at the system's overall financial status; detailed analysis of the Garages & Lots, Metered Parking, and Neighborhood Zone programs, and an analysis of the violation types, citation frequency and revenues, and analysis of enforcement costs.

The Commission's intent is to present to the Common Council and Office of the Mayor a report and analysis of the available data purposefully devoid of recommendations. The Commission believes that this report, along with those prepared by Walker Parking Consultants in 2007 and 2012 and the forthcoming report from Desman Design Management, includes essential information for Council members and administrators of the parking system and forms the foundation for future recommendations of changes to the prevailing regulations. However, none are included or implied in this document.

In 2016, the City of Bloomington's parking system produced an overall surplus. However, not all of the individual parking programs contributed to the surplus of $284,411 and the system was still heavily subsidized by TIF monies. Analysis of historical data revealed that in 2011 the City subsidized the overall parking system by $2.5 million. By 2016, new revenues from Metered Parking contributed to the significant improvement in the overall financial health of the parking system, resulting in a $1.56 million surplus including TIF contributions and revenues from Citations.

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[3] <http://transparency.tylertech.com/bloomington/Pages/default.aspx>

The Metered Parking program posted a significant surplus; Garages & Lots and Neighborhood Zones operated at a shortfall.

Garages & Lots Program

Garages & Lots expenses outpaced Program Revenues by $261,000. The annual cost per garage space was $1,114.00, while average permit revenue amounted to $608.00 per space during Fiscal Year 2016. The Garages & Lots program was subsidized by monies from the TIF fund which the RDC has preferentially allocated to cover the cost of the garage lease payments during the term of the garages' leases. In 2016, $662,700 was paid from the TIF fund to pay the garage lease payments.

Walker Parking Consultants noted in their 2012 report that garage rates did not generate enough revenue to recover costs of ownership and operation.[4] No changes to monthly garage permit rates have been brought to the Common Council since 2010.

The Cash Balance of the Parking Facilities account at the end of 2016 was $2.242 million.

Metered Parking Program

In March of 2013, the Common Council established 1539 on-street metered spaces and 179 "Free Two Hour" parking spaces in the downtown business district. Even when accounting for the parking meter's substantial monthly communications contract expense and credit card processing fees, the program generated an operational surplus of $618,000 in Fiscal Year 2016.

Key Metered Parking metrics for 2016 included:

- Average number of active meters: 1,480[5]
- Annual revenue from usage, per meter: $1499.00[6]
- Revenue from usage, per meter per week: $28.83[7]
- Mean Block Face Occupancy rate: 37.51%[8]

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[4] Walker Parking Consultants. Parking Operations Plan for the City of Bloomington. December, 2012. p. 32.

[5] Ordinance 13–03 authorized the installation of 1,539 parking meters.

[6] Total Revenues from hourly parking divided by the 1480 metered spaces.

[7] Total Revenues from hourly parking divided by number of metered spaces divided by 52 weeks.

[8] Calculated using IPS Group transaction data files, assuming 72 hours of enforcement per week.

- Weighted-average aggregate time purchased: 61.6 minutes[9]
- Annual revenues from citations, per meter: $259.00 [10]
- Citation revenues per enforcement labor hour in the Metered Parking program: $23.94[11]
- Cost per enforcement labor hour in the Metered Parking program: $29.74 — 25% more than citation revenues per hour;[12]

Staffing expenses for the enforcement of Metered Parking and Neighborhood Zones exceeded the revenue generated by citations – not only is this true when comparing the costs per hour but also the aggregate amounts of staffing expenses and citation revenues. The Commission examined the staffing costs related to enforcement, the type and frequency of citations, and the rate at which citations escalated from $20 to $40 due to non-payment of the citation within fourteen days. The break-even citation cost was calculated to be $24.97 per citation. Although revenue generation is not the top priority of enforcement, an increase of $5 in the base Citation Rate has the potential to generate $149,644 in revenue for the City, assuming no change in parker behavior; however, an increase in the base citation cost may increase compliance with the prevailing rules, thereby decreasing overall citation revenues.[13]

Revenue from citations issued at meters and in the City's surface lots were deposited in the City's General Fund. This portion of citation revenues amounted to $383,108. When revenue from citations was considered with program revenues, Metered Parking generated more than a $1 million surplus after all expenses. (Surplus generated by Metered Parking pays for Crossing Guards, program maintenance, and street and intersection improvements on streets intersecting or adjacent to the parking meters. The complete, specific uses for monies in this fund are enumerated in Bloomington Municipal Code (BMC) §15.40.015 and may be referenced in Appendix 3.) The program balance of the Metered Parking program will increase by an additional $225,000 in the first quarter of 2018, the first full quarter after the parking meters lease has been paid off.

At the end of 2016, the Cash Balance of the Parking Meter Fund was $1.61 million.

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[9] Calculated using IPS Group transaction data files.

[10] Rate calculations based on 1480 metered spaces. 1496 Meters were in service in December 2016.

[11] 8 FTEs were tasked to Metered Parking enforcement. Calculation assumes 2000 hours per year, per enforcement officer.

[12] Rate derived from the Neighborhood Zone program. Actual cost is likely less, due to seniority of Neighborhood Zone officers.

[13] D. Shoup. *The High Cost of Free Parking*. (American Planning Association, 2011), p. 486-489.

Neighborhood Zones Program

Expenditures from the Common Council's Sidewalk Fund were embedded in the Neighborhood Zone Fund also designated as the Alternative Transportation Fund. In 2016, the City transferred $500,000 from a capital account into the Neighborhood Zone account for use in accordance with BMC §15.37.160. Council designated and directed these funds to be used for capital improvements to sidewalks and intersections and spent $400,496 of the $500,000 on capital improvements. The unspent balance of $99,504 remained in the Neighborhood Zone account, and the parking system was a beneficiary of remainder.

In Neighborhood Zones, Program Expense exceeded Program Revenues by $73,071. The ratio of citation revenues to Program Revenue was 170%. The Neighborhood Zones program generated $131,000 from the sale of permits, with a majority of revenues derived from the sale of all-zone commercial permits. Parking Enforcement officers wrote $224,700 in citations in Neighborhood zones. The high ratio of Citation revenues to Program Revenues implies that Neighborhood Zones are not being used solely by compliant residents of the Zone, or are not well understood by the general public, or that in some Zones, permits are oversold resulting in occupancies greater than 85%. At the Commission's request, Planning & Transportation studied the relationship between the number of legal parking spaces available in each zone and the number of permits sold, and with this data has demonstrated that in many of the Zones, Neighborhood Zone parking permits are being significantly oversold. A more detailed review of the use of the public right-of-way, acceptable occupancy rate levels, and cost structure for resident parking in Neighborhood Zones is required.

The Cash Balance of the Neighborhood Zone Fund, also known as the Alternative Transportation Fund, at the end of 2016 was $996,865.

Citations Program

Violation of the parking rules in the Metered Parking, Neighborhood Zone, or Garages & Lots program resulted in the issuance of citations. Citation revenues generated in Garages & Lots and in the Metered Parking program were deposited into the City's General Fund while revenue from citations issued in the Neighborhood Zones was deposited into the Neighborhood Zone account, as specified by BMC §15.37.160.

The City issued over 21,000 citations and recorded $609,400 in Citation Revenues which was equal to 17.3% of system-wide revenue. The average value of a citation was calculated to be $28.90. The total of staffing expenses and ancillary enforcement costs was $805,400, outpacing Citation revenues by $196,000.

Analysis of the Metered Parking and Citation data indicated that for stays under 61.6 minutes, the average time purchased, it is always better for the consumer to not pay the meter risking the issuance of receiving a citation.

Parking System Overall

The Program Cash Flow of the entire parking system was $284,412. The total Program Balance, which included TIF monies, revenue from citations, and capital funds left unspent in the Alternative Transportation Fund, the Parking Facilities Account and Parking Meter Fund, was $1.66 million.

The Total Cash Balance at the end of the 2016 Fiscal Year in all City parking accounts was $4.85 million.

The Commission is required by Ordinance 16–22[14] to submit "an annual report of its activities and programs to the Mayor and Council by October of each year." After members were appointed in January 2017, the Commission organized, wrote and adopted by-laws,[15] advocated for and persuaded the Administration[16] to conduct a parking study to address the long-term needs of the Bloomington community,[17,18] assembled source data from at least eight separate City departments and two outside entities, and analyzed the data assembled. The Commission believes it has achieved its goal to create the first comprehensive report on the City's parking system, presenting relevant facts not available in any other forum or report, for review and careful consideration by the Administration and Common Council. It was not the intent of the Commission to act as an arbiter of how City departments spent parking-related funds, and the Commission makes no policy recommendations as part of this report.

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[14] See Appendix 2 for the full text of Ordinance 16–22.

[15] See Appendix 4 for the City of Bloomington Parking Commission By-Laws adopted March 2017.

[16] See Appendix 5 for the full text of PKG 2017–03.

[17] Appendix 6: City of Bloomington 2017 Parking Study RFP.

[18] Appendix 7: Responses to the City of Bloomington 2017 Parking Study RFP.

Chapter 1. The City's Parking System

Introduction

In 2006, the City of Bloomington issued a request for proposal (RFP) for a comprehensive parking study of the City's parking system. The contract was awarded to Walker Parking Consultants of Indianapolis. When Walker made their initial presentation, attendees were treated to the first comprehensive review of the City's parking system. City officials, merchants of the downtown, and residents of Bloomington were introduced to terms such as "parking inventory", "block face occupancy rate", the concept of managed parking, and discussed appropriate uses of on-street and off-street parking.[19]

The Walker Reports

Walker's 2007 report examined 8,229 parking spaces. Their study found that 5,843 of the spaces were controlled by time limits or permit parking, and the remaining spaces (both on- and off-street) were available to the general public without restriction. In their report, Walker noted that "regulating, organizing and improving the parking supply requires a collective effort of the property and business owners and the City."[20]

In 2012, the City re-engaged Walker to produce an update to their 2007 report. In both the 2007 and 2012 Walker focused on the use and occupancy rates in the Downtown business district, both on-street and off-street. Their studies were informed by building occupancy, employment data, and planned future developments, and they determined future parking surplus and deficiencies using the local data, national averages, and their experience and proprietary methodology.

Many of the questions raised in Walker's reports regarding appropriate use, departmental structure, communication strategies and marketing plans, wayfinding and signage, and appropriate pricing policies were never incorporated into a formal City parking policy, adopted as standard operating procedure, or codified in the Bloomington Municipal Code.

Walker consistently advocated for a centralized parking authority that would consolidate operations, hire and compensate staff, set rates and collect revenues, establish an annual budget, and acquire and manage parking

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[19] See Appendix 1: Glossary of Terms.

[20] Walker Parking Consultants. Downtown Bloomington Parking Master Plan. April, 2007. p. 31.

facilities.[21] They advocated for enforcement officers to serve a dual role as "parking ambassadors" — an idea that would not be adopted by the Common Council until 2015 and not fully realized until 2017.[22],[23] The City has made significant investments in bicycling — paths, dedicated lanes, and racks in the downtown — but few other of Walker's recommendations have been regularly discussed or implemented since the dissemination of their initial report.

The 2012 Walker update had a narrow scope that focused on the occupancy rates of the downtown business district. At the time the second study was conducted, Bloomington and West Lafayette were the only two Big Ten cities that did not charge for on-street parking. The report found that occupancy on many blocks routinely exceeded the recommended level of 85% — compared to the 62% observed in 2007, while garages were less than half full. Walker's update proposed changes to on-street and off-street parking rules. The 2012 report concluded by setting forth the conceptual basis for the installation of meters:

> *"In the Downtown, on-street parking is perceived by the public as the most valuable asset in the parking system. In Bloomington, the most valuable parking asset is free! Even though this most convenient of parking is being provided for free, it is not without significant cost. Because of higher land cost, greater density of development, higher development costs of structured parking and the higher property tax burden, the real cost of providing adequate parking is higher than in comparable suburban markets. As building sites become fully utilized with highest and best use, a significant portion of the parking requirement must be satisfied off-street. The existing supply (1,200 spaces) of on-street parking is finite….As growth occurs, the current supply of on-street parking will not be sufficient to provide the convenience of short-term and errand parking."*[24]

Walker made specific recommendations about parking meter technology, a communications strategy, a garage management strategy, and a pricing strategy for on-street parking and the City's garages. They included a pro forma for the installation and on-going costs of a metered parking program. At the time the report was delivered, the parking system was operating a deficit of $2.5 million per year, being subsidized by monies from the City's General Fund.

The Walker reports made an argument for fully integrating the City's parking programs into one management system. Each of the three programs — Garages & Lots, Metered Parking and Neighborhood Zones — were "constructed" independent of each other, at different times and to serve different interests and purposes. Over

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[21] Walker Parking Consultants. Downtown Bloomington Parking Master Plan. April, 2007. p. 94.

[22] Walker Parking Consultants. Downtown Bloomington Parking Master Plan. April, 2007. p. 54-56.

[23] Tonsing, A. "Parking officers providing more eyes & ears for City." The Herald Times, 2017 May 31.

[24] Walker Parking Consultants. Parking Operations Plan for the City of Bloomington. December, 2012. p.31.

time, a variety of enforcement measures, management policies, and branding and communication strategies have been used, yet the programs are still not fully integrated and, as a result, may not be configured for maximum efficiency and public benefit.

Changes to the System Since 2013

In March 2013 the Kruzan administration proposed and the Common Council adopted Ordinance 13–03, which authorized the installation of parking meters in the downtown business district.[25] Meters were installed and operational by August 2013. Shortly after the installation of the parking meters, Public Works completed substantial upgrades in the appearance, lighting, and security of the City's garages.

In 2015, Council adopted Ordinance 15–09,[26] which amended the hours of enforcement for Garages & Lots and Metered Parking, and expanded the "three hours free" rule to all three parking garages and most surface lots.

Throughout all of these changes, the City chose not to centralize parking services in one department and did not have a comprehensive policy for the management of parking assets. In fact, as many as seven different City departments had jurisdiction over and made decisions that affected parking operations:

- Mayor's Office — oversight of policy, staff, and Boards and Commissions;
- Police — provided direct oversight of Parking Enforcement officers, was responsible for off-hour enforcement of parking regulations, and data collection;
- Public Works — responsible for the maintenance of parking facilities, and had actual authority over the issuance of Garage and Neighborhood Zone permits;
- Controller's Office — had apparent authority over the sale of permits and cash handling, and performed system-wide record keeping and financial management;
- Planning & Transportation — issued temporary permits for construction and private parking under BMC §15.36, and provided oversight and staff liaisons to the Traffic Commission;
- Legal — drafted lease agreements and amendments and coordinated collection of bad debt; and
- Clerk's Office — administered the process of citation appeals.

There was no single individual with the mandate to collect, review and analyze parking data recorded by each of the City departments. Further complicating matters, each of the departments had different record-keeping procedures and methods, software platforms, bureaucratic inertia, and policy priorities.

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[25] See Appendix 8 for the full text of Ordinance 13–03.

[26] See Appendix 9 for the full text of Ordinance 15–09.

To address this void, in November 2016, the Common Council created the Parking Commission with the passage and veto-override of Ordinance 16-22. Among its mandates are to publish an annual report on the state of parking in Bloomington. This report is the first fulfillment of that mandate, and the result of many hours spent studying thousands of pages of City documents.[27]

Recognizing that parking impacts the lives of all visitors, the Commission has collected data from diverse parts of the City government and outside agencies. The Commission presents a financial report in the hopes that it will guide the Administration and Common Council when making recommendations that improve the management of parking. These recommendations should serve the best interests of every visitor and every resident of Bloomington.

[27] Appendix 10: Minutes of the City of Bloomington's Parking Commission

Chapter 2. Introduction to the Financial Report

Background

The Commission was authorized by City Ordinance 16–22 to "[access] all data regarding the City's parking inventory, including usage, capital and operating costs, so long as the data is released in a manner consistent with exemptions from disclosure of public records set forth in Indiana Code § 5–14–3–4."

On March 28, 2017, the Parking Commission adopted Resolution 2017–02, which authorized and directed the Chair to obtain and report on specific information about parking from City departments.[28]

The Chair submitted a written request for information to City Legal, a copy of Parking Commission Resolution PKG 2017–02 which authorized the request, and a public records access request form. Assistant City Attorney Anahit Behjou provided Detail General Ledger Reports for funds related to Collections, Garages & Lots, the Alternative Transportation Fund (which also holds funds from Neighborhood Zones), and the Parking Meter Fund. The Chair's letter, Ms. Behjou's response, and supporting documents were included in the Commission's May 2017 meeting packet. An excerpt from a typical Detail General Ledger Report is shown in Figure 1.

Detail General Ledger Report

G/L Date Range 01/01/16 - 04/30/17
Include Sub Ledger Detail
Exclude Accounts with No Activity

G/L Date	Journal	Journal Type	Sub Ledger	Description/Project	Source	Reference	Debit Amount	Credit Amount	Actual Balance
G/L Account Number	452-26-260000-43130 Hourly Parking							Balance To Date:	$0.00
01/01/2016	2016-00000373	JE	RA	Revenue Collection Payment Post	Collections			123.75	(123.75)
Receipt Number	Receipt Batch	Receipt Description			Received From		Payment Date	Amount	Distribution Amount
2016-00002215	2016-01000153	Parking Garage CC 12/31 & 1/1			Parking Garage CC 12/31 & 1/1		01/01/2016	123.75	(123.75)
							Total	$123.75	($123.75)
01/04/2016	2016-00000626	JE	RA	Revenue Collection Payment Post	Collections			163.75	(287.50)
Receipt Number	Receipt Batch	Receipt Description			Received From		Payment Date	Amount	Distribution Amount
2016-00003998	2016-01000292	Parking Garage CC 1/4			Parking Garage CC 1/4		01/04/2016	565.75	(163.75)
							Total	$565.75	($163.75)
								144.00	(431.50)

Figure 1. Example of data reviewed to the Parking Commission.

[28] See Appendix 11 for the full text of Parking Commission Resolution 2017–02.

City Accounting Methods

Deputy Controller Jeff McMillian explained that the City separates revenues into account codes beginning with "4", and expenses with account codes beginning with "5". The second number of each code refers to the City's budget categories, with "1" referring to personnel, "2" to supplies, "3" to other services and expenses, and "4" to capital expenditures.

After the annual budget has been adopted, a department head has wide discretion to direct funds within a category. To move funds between categories, however, the department head is required to submit an appropriation ordinance to Common Council for approval.

At year's end, unspent funds continue to accumulate in the account to which budgeted funds were deposited. Additional appropriations from an account that are not the subject of an approved budget request must be introduced by the Administration and then approved by the Common Council. By default, unspent parking funds in City accounts are non-reverting, i.e., they stay in the specific account and do not automatically get transferred back to the City's General Fund. As an example, in August of 2017, the Administration requested $80,000 to conduct a parking study in 2017-2018 as part of the Administration's 2016 reversion requests.[29]

City Accounting Systems

The Controller's Office records revenues at the time they are received, and expenses at the time funds are available to satisfy payment. In this fashion, the office may receive a bill for a service performed in November of one year but not actually pay the bill until January of the next year.

Governmental cash accounting introduces elements of standard and random error into the report. Fortunately, many of the routine expenses have comparable amounts month-to-month, minimizing the standard error. However, the random error is a harder factor to assess, particularly with larger and infrequent expenses occurring in the system and capital improvements to the system. For instance, if an HVAC unit needs to be replaced, that particular expense may not reoccur for another seven to ten years — until the unit fails. In this report, all of the revenue and expense items that were either collected or disbursed by the Controller from the first to the last day of a particular month were considered and classified as revenues and expenses originating in that month.

To prepare the statements in this report, the Commission reviewed the Detail General Ledger reports prepared by the City Controller. Revenues and expenses were summarized in spreadsheets, sorted by month, and reconciled against the Controller's reports. Source data spanning over 1,000 pages was attached to the Commission's May 2017 meeting packet.

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[29] See Appendix 12 for the full text of App Ordinance 2017–02.

Methodology

The City used separate accounts to manage funds for Garages & Lots, Metered Parking, and Neighborhood Zones. The master account code for each program is 452, 455, and 454, respectively. An system-wide statement summarizing all programs, and a detailed statement of revenues and expenses recorded in each program was prepared as well as program statements which detailed revenues by source and expenses by category sorted into Operational and Equipment & Supply categories.

Budget categories "2" and "3" were divided into Operational and Equipment & Supply. Operational expenses included items such as office supplies, utility bills, and other basic needs. Equipment & Supply expenses included those particular to the program which they support — for instance, in the Neighborhood Zone program, the printing costs of permits, or in the Metered Parking program, the costs of replacing meter batteries.

A program's cash flow was defined as Program Revenues less Program Expenses. Program Expenses included staffing expenses, operational and equipment & supply expenses, and General Fund overhead charges. Other income recorded from the TIF, citations, and reimbursements or miscellaneous income was not included in the cash flow definition. The analysis of each program's cash flow found that the Garages & Lots and Neighborhood Zone programs operated at a deficit, while the Metered Parking program generated a surplus.

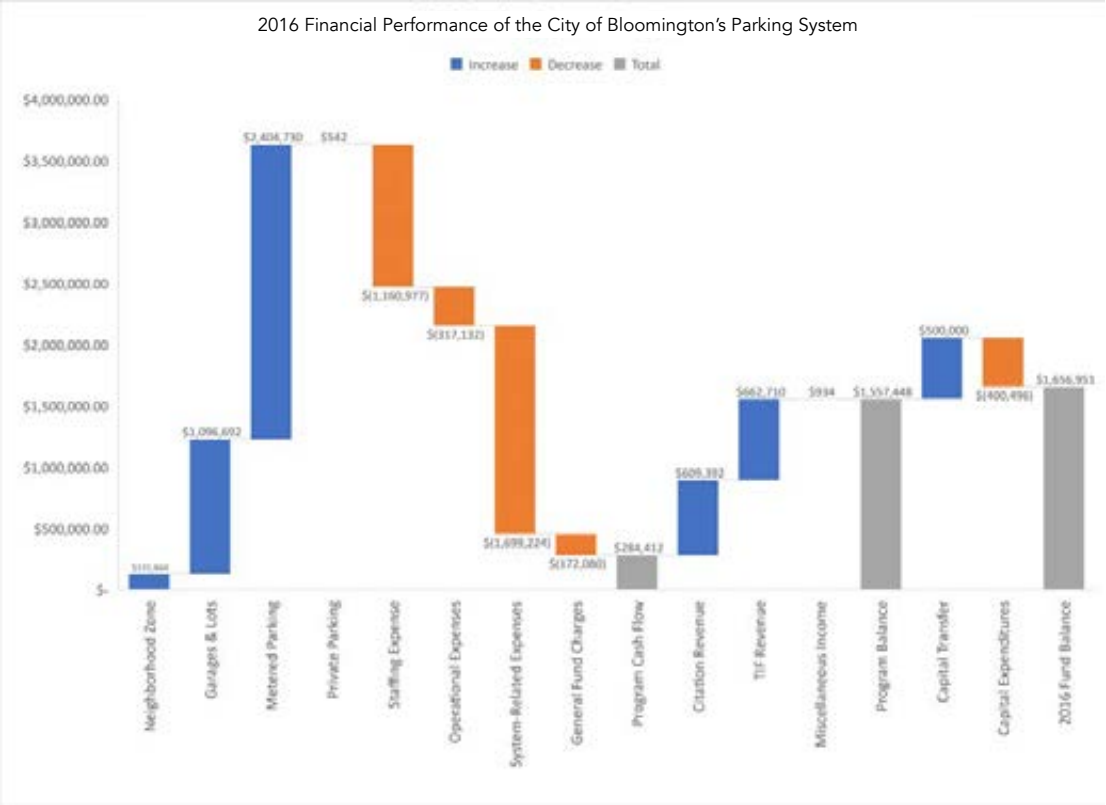


Figure 2. 2016 Financial Performance of the City of Bloomington's Parking System.

Enforcement of the rules in each program commonly resulted in the issuance of citations. The stated purpose of enforcement is compliance, not generation of revenue. Total revenues from citations varied widely from year to year and have a different economic elasticity than parking fees.[30] Revenues from Neighborhood Zone citations were deposited into City Account 454 also referred to as the Neighborhood Zone Fund or the Alternative Transportation Fund. Revenues from Garage (but not Lot) citations were deposited into City Account 452, also known as the Parking Facilities Account. Revenues from Metered Parking citations — including surface lot spaces as well as on-street spaces — were ***not*** deposited into account 455, the Parking Meter Fund, but instead into 101-02, the General Fund.

Other financial data that would complete the picture of the parking system's performance must be found elsewhere in the City budget. Other accounts in which parking-related expenses may be found were not examined during the preparation of this report.

The Redevelopment Commission (RDC) preferentially allocates Tax Increment Financing (TIF) monies to support the Garages & Lots program.[31] Capital expenditures from the Common Council's Sidewalk Fund were disbursed from the Neighborhood Zone / Alternative Transportation Fund. These three types of dollars — revenue from citations, TIF contributions, and capital expenditures — were treated as separate line items added back to Program Cash Flow to determine the overall financial picture of each program, which in this report is termed the Program Balance.

Overall Financial Summary

$284,411 Parking System Surplus in Fiscal Year 2016

Figure 2 shows overall performance of the parking system. In 2016, the City's parking system-wide cash flow was $284,411. Its system-wide balance, including TIF contribution, citation revenues, capital transfers and expenditures, and miscellaneous income, was $1.66 million. The sum of funds remaining in non-reverting City parking-related accounts at the end of 2016 was $4.85 million (Figures 3 & 4).

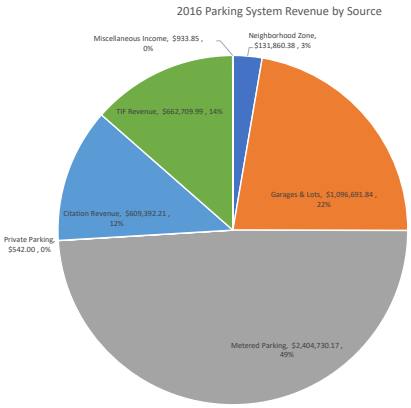


Figure 3: Parking System Revenue by Source.

[30] Aaron Adi, and Wanzhi Wang: On-street Parking Meter Behavior. The University of Michigan Transportation Research Institute (1987), p 27-29.

[31] The Redevelopment Commission contributed $662,709.99 of TIF fund dollars to pay the 7th Street and Morton Street garages' lease payments during 2016.

In support of the Council's Sidewalk Fund, the City transferred $500,000 from Capital Account 601 into the Neighborhood Zone account. The Council disbursed $400,500 in 2016, leaving a remainder of $99,500. The remainder was retained in the Alternative Transportation Fund, City Account 454, artificially increasing the balance of the Neighborhood Zone program. Since revenues from citations in the Metered Parking program, which totaled $383,000 were deposited into the City's General Fund, the parking system was a $117,000 net beneficiary of the capital transfer.

Figure 4: 2016 Financial Performance of the City of Bloomington's Parking System.

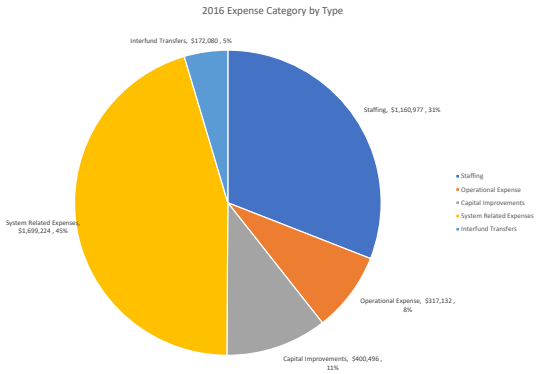
Category	Amount	
Total Parking System Funds - Balance Forward	**$**	**3,190,063.99**
Parking System Revenues		
Neighborhood Zone– Permit Revenue	$	131,860.38
Garages – Hourly Revenue	$	150,040.28
Lots – Hourly Revenue	$	74,847.01
Garages – Special Event Permit Revenue	$	740,856.30
Garages – Lot Leases	$	109,945.07
Garages – Other Revenue	$	21,003.18
Parking Meter -- Permits	$	25,555.10
Parking Meter – Hourly Revenue	$	2,218,005.77
Parking Meter – Convenience Fee	$	161,169.30
Private Parking	$	542.00
Total System revenues	**$**	**3,633,824.39**
Parking System Expenses		
Staffing Expenses	$	(1,160,976.56)
Operational Expenses	$	(317,132.01)
Equipment & Supply Expenses	$	(1,699,224.31)
General Fund Charges	$	(172,080.00)
Total System Expense	**$**	**(3,349,412.88)**
System Cash Flow	**$**	**284,411.51**
Other System Revenues		
Neighborhood Zone Citations	$	224,712.10
Garage & Lots Citations	$	1,572.00
Metered Parking Citations	$	383,108.11
TIF Monies	$	662,709.99
Miscellaneous Income	$	933.85
Total Other System Revenues	**$**	**1,273,036.05**
Parking System Balance	**$**	**1,557,447.56**
Capital Transfer to Neighborhood Zone Program	$	500,000.00
Capital Expenditures	$	(400,496.25)
System Balance after Capital Expenditures	**$**	**1,656,951.31**
Parking System Closing Balance	**$**	**4,847,015.30**

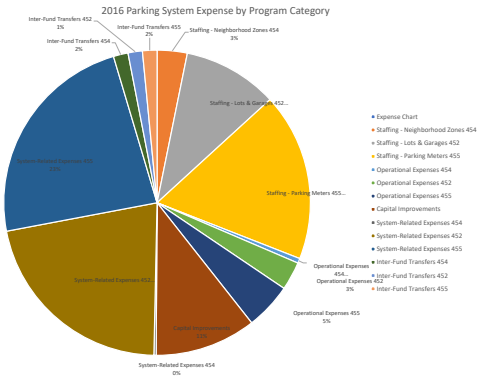
City Parking System Subsidized by TIF Fund and Citations Revenues

Although TIF dollars allocated to the parking system declined from $748,000 in 2011 to $663,000 in 2016, the RDC still contributed 13.5% of the total revenues of the parking system. The Redevelopment Commission was obligated as a condition of the garages' leases to preferentially allocate TIF monies to the garages' leases until the leases are satisfied.[32,33] As a result, between 2011 through 2017, the TIF will have contributed $5 million to the City's parking system. The literature suggests that continued use of TIF dollars creates a cross–subsidy from those without cars to those who have them and represents a significant opportunity cost to the community.[34] In 2016, revenues from all citations totaled $609,000, representing an additional 12.5% of system-wide revenue. Together, citation revenues and TIF funds made up more than one-quarter of the parking system's overall source of revenue.

System-wide revenues outpaced expenses by $284,411.51. Expenses incurred by the parking system were analyzed by the Commission and separated into Staffing expenses, Operational expenses and Equipment & Supply expenses. Additionally, the City charged each program an overhead fee for accounting services, office space, etc., which was listed as "General Fund" charges.

Figures 5 and 6: 2016 Parking System Expense by Category and 2016 Parking System Expense by Program Category.





[32] Regester Parking Garage Operating Lease, 2003 December 11. Section 4.8.2-4.8.3.

[33] 7th and Walnut Garage Operating Lease, 2001 February. Section 4.2.

[34] R. Willson, *Parking Management for Smart Growth*. Washington: Island Press, 2015, p. 13.

Financial Performance Since 2011

The Chair, in consultation with Deputy Controller Jeff McMillian, obtained and reviewed detailed general ledger summaries for the years 2011-2015.

Since 2011, there have been a number of changes to the City's chart of accounts used to categorize revenues and expenses. Revenues and expenses for each year were assigned to categories that closely approximated the City's 2016 Chart of Accounts. The 2011-2015 source data may be reviewed by referencing the Commission's June 2017 meeting packet.

Because the City's accounting methods and the parking system's rules changed frequently before 2016, it is important to know the following facts about the parking system when comparing historical financial data:

- From 2011 until August 2013, garage spaces were metered at a rate of $0.25 per hour and on-street spaces were enforced as "Two Hours Free" per block face from 5 a.m. until 5 p.m.
- In 2013, the Controller's Office recorded revenues from the newly-installed on-street parking meters as hourly garage revenue.
- Beginning in 2014, the Controller's Office created separate accounts to differentiate revenues and expenses for parking meters from Garages & Lots.[35]
- The difference between lot lease revenue from 2011 to 2014 reflects the methods used to record permit parking revenue by the City Controller. The majority of 2014 revenue should be ascribed to permit revenue, not bulk-lease arrangements.
- The City's reports did not reflect any General Fund charges in 2015; however, the amount recorded in 2014 most likely represents charges for 2014 and 2015.[36]
- Revenues from Metered Parking citations from August 2013 through 2015 were not included in Figure 7, *Summary Table of Parking System Financial Data, 2011-2016*.[37]
- Capital expenditures related primarily to the Common Council's Sidewalk Fund projects and included street repairs necessary for the installation of the parking meters.

Financial performance data for the years 2011-2016 have been summarized in Figure 7.

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[35] In 2013, hourly revenues from Garages, Surface Lots and Metered Parking were recorded in the same revenue account. Beginning in 2014, separate accounts for each program were used by the City Controller.

[36] The Commission was unable to verify this assumption.

[37] Revenues from parking meter citations was deposited in the General Fund. For 2011-2015, the Commission did not separate Metered Parking citation revenues from other transactions in the General Fund account 101-02.

Figure 7. Summary Table of Parking System Financial Data, 2011-2016.

Revenue	2011	2012	2013	2014	2015	2016
System Revenues						
Garages – Hourly Revenue	$ 36,813	$ 40,281	$ 829,968	$ 125,960	$ 127,221	$ 150,040
Lots – Hourly Revenue				$ 74,119	$ 120,475	$ 74,847
Garages – Permit Revenue	$ 416,196	$ 417,042	$ 435,986	$ 525,675	$ 722,522	$ 740,856
Garages – Lot Leases	$ 187,616	$ 184,694	$ 190,368	$ 365,003	$ 82,926	$ 109,945
Garages – Other Revenue				$ 14,990	$ 16,590	$ 21,003
Metered Parking – Event Permits				$ 19,948	$ 38,483	$ 25,555
Metered Pkg. – Hourly Revenue				$ 2,157,473	$ 2,170,726	$ 2,218,006
Metered Pkg. – Convenience Fee			$ 53,779	$ 153,081	$ 147,661	$ 161,169
Neighborhood Zone Permits	$ 114,869	$ 115,555	$ 122,075	$ 124,929	$ 125,438	$ 131,860
NZ Resident-Only Parking Permits				$ 167	$ 156	$ 542
Total System Revenues	**$ 755,494**	**$ 757,572**	**$ 1,632,176**	**$ 3,561,344**	**$ 3,552,198**	**$ 3,633,824**
System Expenses						
Staffing Expenses	$ (842,030)	$ (880,862)	$ (939,630)	$ (981,153)	$ (1,247,264)	$ (1,160,977)
Operational Expenses	$ (1,143,928)	$ (877,208)	$ (389,800)	$ (275,607)	$ (365,143)	$ (317,132)
Equipment & Supply Expenses	$ (1,160,411)	$ (1,441,268)	$ (1,220,793)	$ (1,505,189)	$ (1,672,529)	$ (1,699,224)
General Fund Charges	$ (109,192)	$ (215,835)	$ (225,000)	$ (372,568)		$ (172,080)
Total System Expenses	**$ (3,255,561)**	**$ (3,415,173)**	**$ (2,775,223)**	**$ (3,134,517)**	**$ (3,284,937)**	**$ (3,349,413)**
System Cash Flow	**$ (2,500,067)**	**$ (2,657,601)**	**$ (1,143,047)**	**$ 426,827**	**$ 267,261**	**$ 284,412**
Neighborhood Citations	$ 362,380	$ 420,563	$ 452,892	$ 272,290	$ 234,540	$ 224,712
Garage & Lots Citations‡‡	$ 578,778	$ 581,137	$ 452,256	$ 2,810	$ 827	$ 1,572
Meter Citations†††	††	††	‡‡‡	‡‡‡	‡‡‡	$ 383,108
TIF Monies	$ 748,734	$ 756,221	$ 704,362	$ 666,080	$ 670,678	$ 662,710
Other Revenues	$ 1,244	$ 7,284	$ 1,532	$ 562	$ 12,141	$ 934
Grants		$ (10,000)	$ (5,000)			
System Balance	**$ (808,931)**	**$ (902,397)**	**$ 462,995**	**$ 1,368,569**	**$ 1,185,446**	**$ 1,557,448**
Capital Transfer to 454	$ 765,000	$ 765,000	$ 350,000	$ 200,000	$ 500,000	$ 500,000
Capital Expenditures	$ (238,312)	$ (722,615)	$ (229,627)	$ (737,351)	$ (251,708)	$ (400,496)
System Balance after Capital Expenditures	**$ (282,243)**	**$ (860,012)**	**$ 583,368**	**$ 831,217**	**$ 1,433,738**	**$ 1,656,951**

‡‡ Revenues from on-street parking citations in 2011 and 2012 were reported as Program Revenues and were deposited into the Parking Facilities account.

†††Beginning in August 2013, revenues from on-street citations were deposited into the General Fund. Due to the large number of transactions and co-mingling with other departments, the Commission used citation data recorded by the City Clerk.

Year-to-Year Comparisons

During 2015 and 2016, the City recorded revenues and expenses in the parking system using the same methodology. During these years, Public Works, Planning & Transportation, and the Controller's Office managed the parking system in a manner consistent with the prior year. Consistency in the number of and management of assets, accounting methods, and types of permitted uses make historical comparisons from the 2015 and 2016 fiscal years most meaningful.

Parking Meters Improved Performance

Challenges faced by the parking system before the installation of metered parking were well-documented by Walker Parking Consultants and local media.[38,39] System-wide financial performance has rebounded from a $2.5 million shortfall in 2011 to a $1.66 million surplus for 2016, due in large part to the installation of parking meters.

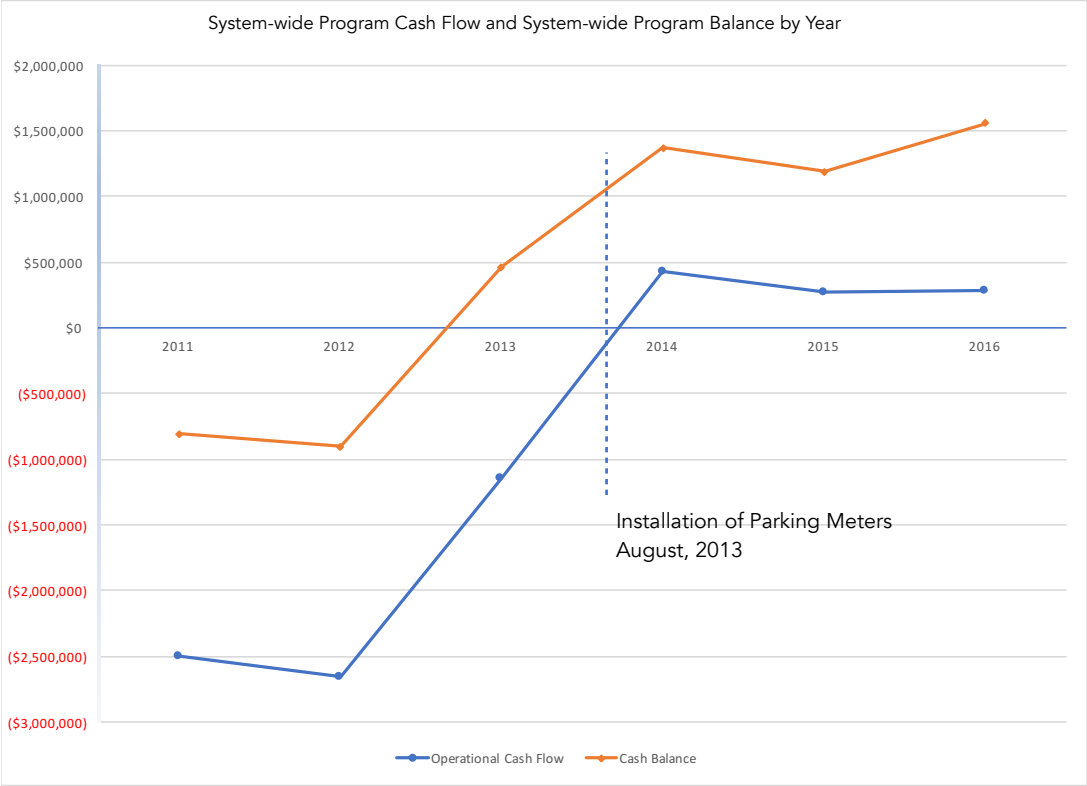

Figure 8: Graph of the Parking System's Program Cash Flow and Cash Balance by Year.

[38] Walker Parking Consultants. City of Bloomington Parking Operations Plan. December 2012, p. 31-47.

[39] Blau, J. "Paid parking in Bloomington: An issue of dollars and sense." *The Herald Times*, 2013 January 2.

Chapter 3. Garages & Lots Program

Key Findings

Public Works maintained three parking garages with a total inventory of 1,219 spaces and eleven surface lots — each with varying parking regulations during Fiscal Year 2016. Parkers were provided with three hours of "free" parking in surface lots and off-street garages with the exception of Lot 1, located at the intersection of Dunn Street and East Fourth Street.

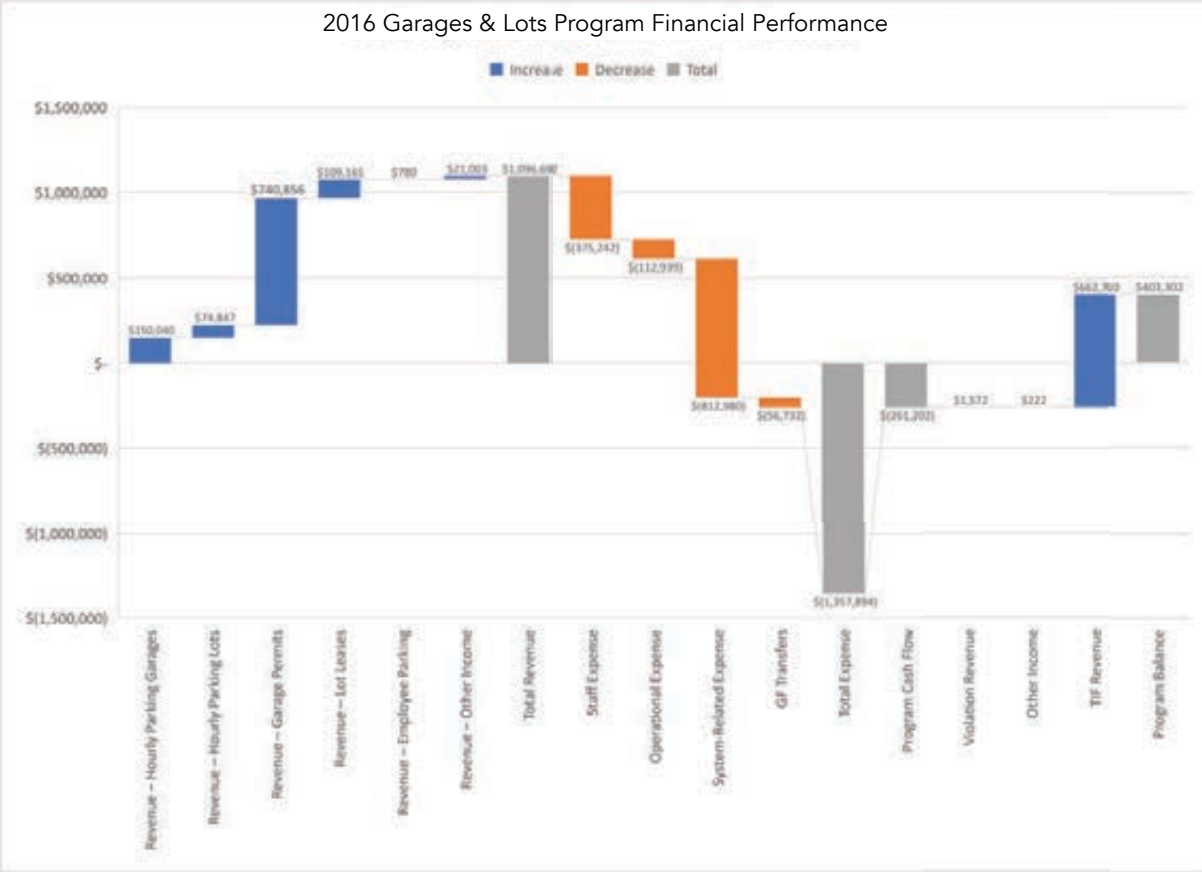

Figure 9: 2016 Garages & Lots Financial Performance.

Two-thirds of the City's garage spaces were allocated to permit parking. Monthly permit cost ranged from $40 to $76 per month. Garage permit prices have not been adjusted since 2010. Hours of Garage enforcement were not aligned with enforcement of the on-street Metered Parking program. Surface lots were priced at $1.00 per hour, the same as on-street parking, while garages were priced at $0.50 per hour, configured as pay-on-exit. Unlike 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.

In 2016, the Fourth Street Garage's average occupancy was observed to be 98% while the Morton Street Garage's average occupancy was recorded as 92%. In every month except for June and July, the Walnut Street Garage's monthly occupancy rate consistently approached the recommended 85% occupancy level cited in the literature.[40] Pay-on-exit (POE) ticket data demonstrated that 71% of transient parkers exited the garages within three hours, and 46% of transient parkers entered and exited the garage within 1.5 hours. Analysis of Fourth Street Garage ticket data showed that as many as 25% of transient parkers may be engaging in a "three-hour shuffle," and that only half of all garage tickets were returned as parkers were able to exit the garage outside the hours of enforcement. Not only are these parkers exiting the facility without paying any fee, but the lack POE ticket data makes the garage's usage patterns difficult to discern. The Commission estimates that the total cost of providing three-hour "free" parking could amount to $100,000-150,000 in lost revenue in 2016, alone. In fact, hourly surface lot revenue declined $50,000 from 2015 to 2016, presumably as a result of this policy.

Garages & Lots revenues totaled $1,096,691.84 with expenses of $1,357,893.71 resulting in a revenue shortfall of $261,201.87. The single largest expense in Garages & Lots was the cost of garage lease payments totaling $662,709.99, which was paid entirely by the TIF rather than user fees and hourly parking revenues. TIF dollars that subsidize the operation of City garages represent a significant opportunity cost to the community.

Key Per-Space Garage Metrics for 2016[41]

- Total annual cost per garage space: $1,114.00
- Average annual permit revenue per space: $608.00

[40] D. Shoup. *The High Cost of Free Parking*. (American Planning Association, 2011), p. 685-686.

[41] 1,219 spaces in inventory across the three garages.

Garages & Lots Introduction

In this chapter, the Commission describes the current configuration of the City's Garages & Lots, explains the methodology used to determine garage occupancy rates, reports that occupancy by month, and presents a detail of the City's Parking Facility account. This use-mix and usage pattern data was compiled to address the following questions: Are parking occupancies regularly above 85%, indicating a need for additional off-street parking? Do the rules that govern the program appropriately balance the consumers' needs against the City's fiduciary responsibility — in particular, are the costs of providing three "free" hours of parking well understood and in balance with providing a public service? In the same way, do public-private partnerships serve the public good or do they benefit the private developer? Is the opportunity cost of using TIF monies to pay parking garage leases being considered or in the best interest of the taxpayer? Moreover, should the City migrate the costs of City-owned parking structures from TIF subsidy to user fees?

Excerpts from the 2007 Walker Study on Garages & Lots

The 2007 Walker study examined the occupancy and use-mix of the City's three garages. Walker determined that 1,294 spaces were available, with 23% available to the public as metered, hourly parking, 36% of the spaces reserved, and 39% of the spaces allocated to permit parkers. By comparison, the City's 2016 garage space inventory was 1,219 spaces with only 10% reserved and the remaining spaces divided at a ratio of two permit parker stalls for every hourly parker.

Walker measured garage occupancy at five intervals starting 7:00 am and again at 10:00 am, 1:00 pm, 6:00 pm and after 10:00 pm. Overall occupancy in the garages was very low as illustrated by Figure 10. Walker noted that peak weekend occupancy in the non-gated parking area of the Walnut Street Garage was due mainly to nightclubs adjacent to the facility.

Figure 10: 2007 City of Bloomington Garage Weekday and Weekend Peak Occupancy Rate and Times.

Garage	Weekday Peak Occupancy %	Weekend Occupancy %
Fourth Street	58% at 10:00 am	23% at 1:00 pm
Walnut Street	31% at 1:00 pm	58% at 12:00 am
Morton Street	56% at 10:00 am	43% at 10:00 am

The Walker study reported that permit rates ranged from a low of $45.00 per space per month to a high of $56.00 per space per month. By comparison, 2016 permit rates ranged from $40 to $76 per month. The Walker report noted that "due to political and economic pressures, some cities keep rates artificially low to encourage economic development or to provide an incentive to lure patrons to the downtown area."[42] Walker recommended that the City

[42] Walker Parking Consultants. City of Bloomington Downtown Parking Master Plan. April, 2007. p. 77.

consider annual reviews of parking rates and establish a reasonable rate increase schedule tied to the standard cost of living increases. Had the City followed Walker's advice, the current rate structure of comparable permit types would range from $66 to $82.

Parking adequacy is defined as the ability of the parking supply to accommodate the parking demand. In the case of the 2007 study area, Walker estimated the demand based on the observed peak parking occupancy counts, adjusted for seasonality. The observed peak occupancy was determined by subtracting the weekday count from the effective supply to determine the adequacy. The parking adequacy for the study area is summarized by type in Figure 11. Citing a 75.5% off-street parking peak occupancy and 89.8% on-street parking peak occupancy, Walker recommended that the City consider reinstallation of parking meters.[43]

Figure 11: 2007 Summary of Weekday Peak Parking Adequacy Determined by Walker Parking Consultants

Off-Street Public Effective Supply	Peak Occupancy	Off-Street Private Effective Supply	Peak Occupancy	On-Street Effective Supply	Peak Occupancy	Total Adequacy
822	620	5,555	3,370	1,255	1,127	2,515
	75.4%		60.7%		89.8%	

2016 Garages & Lots Configuration

There were three public parking garages — the Fourth Street, Walnut Street, and Morton Street garages — and five public off-street surface parking lots located in the downtown business district which accommodated transient and permit parkers. The City's three garages have 1,219 spaces which were monitored — but not enforced — by staff 24 hours a day, 7 days a week. Garages were configured as pay-on-exit with rates of $0.50 per hour, half of the on-street rate. Surface lot rates were the same as on-street Metered Parking rates, $0.25 per 15 minutes. Most of the City's surface lots were equipped with single-space IPS Group brand smart meters. BMC §15.40 governed the operation of the City's Garages & Lots, which were managed by the Department of Public Works. The City maintained additional surface parking lots as part of the City's Parks & Recreation department which were not regulated or restricted by permit or hourly rate.

In both garages and surface lots, some spaces were restricted by permit to certain users. These included 24/7 permits, and 12/6 permits along with spaces allocated to juror parking (provided by the City free-of-charge to the Monroe County Court system) and twenty spaces free-of-charge to Ameritech in the Walnut Street Garage as a condition of the structure lease.[44] The City leased 80 spaces in the Fourth Street Garage to CFC Properties, Inc. 7th

[43] Walker Parking Consultants. City of Bloomington Downtown Parking Master Plan. April, 2007. p. 48.

[44] 7th and Walnut Garage Operating Lease. 2001 February. Section 1.1.

& Walnut, LLC, the developer of the Walnut Street Garage, retained the option to designate 75 spaces immediately above the retail portion of the garage over the term of its operating lease as either metered or monthly rental spaces reserved for tenants of the retail spaces.[45,46] Similarly, Mercury Development, LLC, the developer of the Morton Street Garage, maintained an option on 115 spaces (as part of its operating lease) for use by the Hilton Garden Inn.[47,48] Overall, the City's garages offered 1,065 spaces to the general public, the majority of which were allocated to monthly permit holders. The locations, hours of operation, cost and capacity of the City's garages are summarized in Figure 12

.

Figure 12: Downtown Parking Garage Locations, Pricing Policy and Capacity.

Downtown Parking Garages: 1219 total spaces (1065 Available for Permit and Hourly Parkers)		
Fourth Street Garage 105 W. Fourth Street	Pay to Park $0.50 per hour Monday through- Friday 8 am — 6 pm First three hours are free Monday through Friday 7 am — 6 pm Free after 6 pm daily and all day on weekends	**352 Spaces** 80 Reserved 10 ADA 262 Public Spaces
Morton Street Garage 220 N. Morton Street	Pay to Park $0.50 per hour 24/7 First three hours are free 24/7 Gated garage monitored 24/7	**521 Spaces** 30 Reserved 10 ADA 481 Public Spaces
Walnut Street Garage 302 N. Walnut Street	Pay to Park $0.50 per hour 24/7 First three hours are free - Monday through Friday 6 am —6 pm and Saturday and Sunday 6 am — noon Gated garage monitored 24/7	**346 Spaces** 14 Reserved 10 ADA 322 Public Spaces

[45] Appendix 13: 7th & Walnut, LLC Operating Lease.

[46] 7th and Walnut Garage Operating Lease. 2001 February. Section 5.3.

[47] Appendix 14: Mercury Development, LLC Operating Lease.

[48] Regester Parking Garage Operating Lease, 2003 December 11. Section 5.3.

Public Works also maintained the City's surface parking lots. Figure 13 describes the location and rules which governed lots in the downtown business district. Each lot had different rules regarding permits, cost to park, and hours of enforcement which were not aligned with any other program in the parking system. Over time, some of the lots were repurposed to "permit-only parking" or restricted in other, substantial ways. In 2016, it was the policy of the City to provide three hours of parking at no-charge in all surface lots except Lot 1 located at the intersection of Dunn and East Fourth Street.

The City collected revenues from other lot leases, as in payments from the Courtyard by Marriott for spaces adjacent to the Monroe County Convention Center. The City also leased space in the Showers Center West parking lot to CFC Properties, Inc, which co-developed Showers Center with the City and Indiana University Bloomington. Revenues generated from lot leases was recorded by the Controller as separate line items referencing each individual lot in the Parking Facilities Account, which also known as City Account 452.

Indiana University's Parking System Inventory

Indiana University Bloomington (IUB), whose flagship campus lies entirely within the borders of the City, maintained an extensive parking system. The systems of the City and the campus are completely separate; neither has any direct influence or oversight over the other. Their numbers are reported here for context.

In December 2010, IUB reported a parking supply of 20,639 spaces, which included 6,500 remote parking spaces used by commuters and for athletic events near the stadium, and 14,139 spaces on campus, including the surface lots east of the 45/46 Bypass. Spaces were divided among faculty and staff permits, student residential permits, visitor spaces, and other commuter lots. IUB's six structured parking decks (including the garage in Ballantine Hall) contained 3,023 spaces, while the remainder were in surface lots.[49] The Poplars Garage and a few of IUB's surface lots were located within the City's metered zone.

[49] IU Bloomington Master Plan, p. 78-79. December, 2010. <http://masterplan.indiana.edu/iub/conditions.pdf>.

Figure 13: Downtown Bloomington surface lots pricing policy

Downtown Surface Parking Lots	
Lot 1: Dunn Street and E. Fourth Street	Rate: $1.00 per hour Meters can be paid up to 2 hours or via ParkMobile Enforced 8 am to 5 pm Monday – Friday Free after 5 pm daily and on weekends
Lot 3: E. Fourth Street and Washington Street	Rate: $0.50 per hour Consumers may pay using ParkMobile First three hours free Monday – Friday 8am – 5pm Enforced 8 am to 5 pm, Monday – Friday Free after 5 pm daily and on weekends
Lot 5: E. 6th Street and Lincoln Street	Rate: $0.50 per hour Consumers may pay using ParkMobile First three hours free Monday - Friday 8am – 5pm Reserved spaces are for permit holders only Enforced 8 am to 5 pm Monday – Friday Free after 5 pm daily and on weekends
Lot 6: E. 3rd Street and Washington Street	Rate: $0.50 per hour Consumers may pay using ParkMobile First three hours free Monday – Friday 8 am – 5pm Enforced 8 am to 5 pm Monday – Friday Free after 5 pm daily and on weekends
Lot 10: Convention Center	Leased to the Convention Center
Lot 11: 8th and Morton	Requires Red Lot Permit Leased to Indiana University
Lot 12,13,14: Showers Center, City Hall	City Employee Parking, Leased to CFC
Lot 15, 16: Police Headquarters	Some Spaces Require a White Lot permit Metered Rate: $0.50 per hour Meters can be paid up to 2 hours or via ParkMobile

Figure 14: Number of Permit Type Issued by Garage, Fiscal Year 2016.

Permit Type	Fourth Street	Morton Street	Walnut Street
12/5 Non Reserved	12	222	96
12/5 Reserved	320	12	7
24/7 Non-Reserved	56	185	257
24/7 Reserved	0	44	0
No Charge	5	0	20
Total Passes Issued	**378**	**657**	**340**

Garage Occupancy Rates and Usage Patterns

Occupancy in City Garages Consistently Exceeded 85%

Ryan Daily, Garage Manager for the City of Bloomington, computed and reported average garage occupancies during January through November 2016 as:

- 98% for the Fourth Street Garage;
- 92% for the Morton Street Garage;
- 79% for the Walnut Street Garage.[50]

As illustrated by Figure 15, the garages' 2016 monthly occupancy rates approached or exceeded the 85% level recommended by the literature.[51] An occupancy rate of 85% or greater indicates either a need for an increase in supply or an increase in rates.[52,53] The Fourth Street Garage is effectively full all year long, with no additional parking permits available. The Morton Street Garage's occupancy rate consistently exceeded 85% while the Walnut Street Garage's occupancy rate was most closely aligned with the academic year — dipping below the 85% level during the summer months as there were more student permit holders assigned to the Walnut Street Garage than any of the other garages. City garages consistently exceeded 85% occupancy levels during the nine months of the academic year, and there was a substantial waiting list for 24/7 and 12/5 permits. Since supply is constrained, occupancy at these levels is a strong argument for an increase in permit rates. A table summarizing occupancy rates as computed by City garage staff has been included in Appendix 15.

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[50] For reasons the Commission was unable to explain, garage occupancy counts were not completed in December 2016.

[51] D. Shoup. *The High Cost of Free Parking*. (American Planning Association, 2011), p. 685-686.

[52] D. Shoup. *The High Cost of Free Parking*. (American Planning Association, 2011), p. 38-43.

[53] R. Willson, Parking Management for Smart Growth. (Island Press: Washington, 2015), p. 108-109.

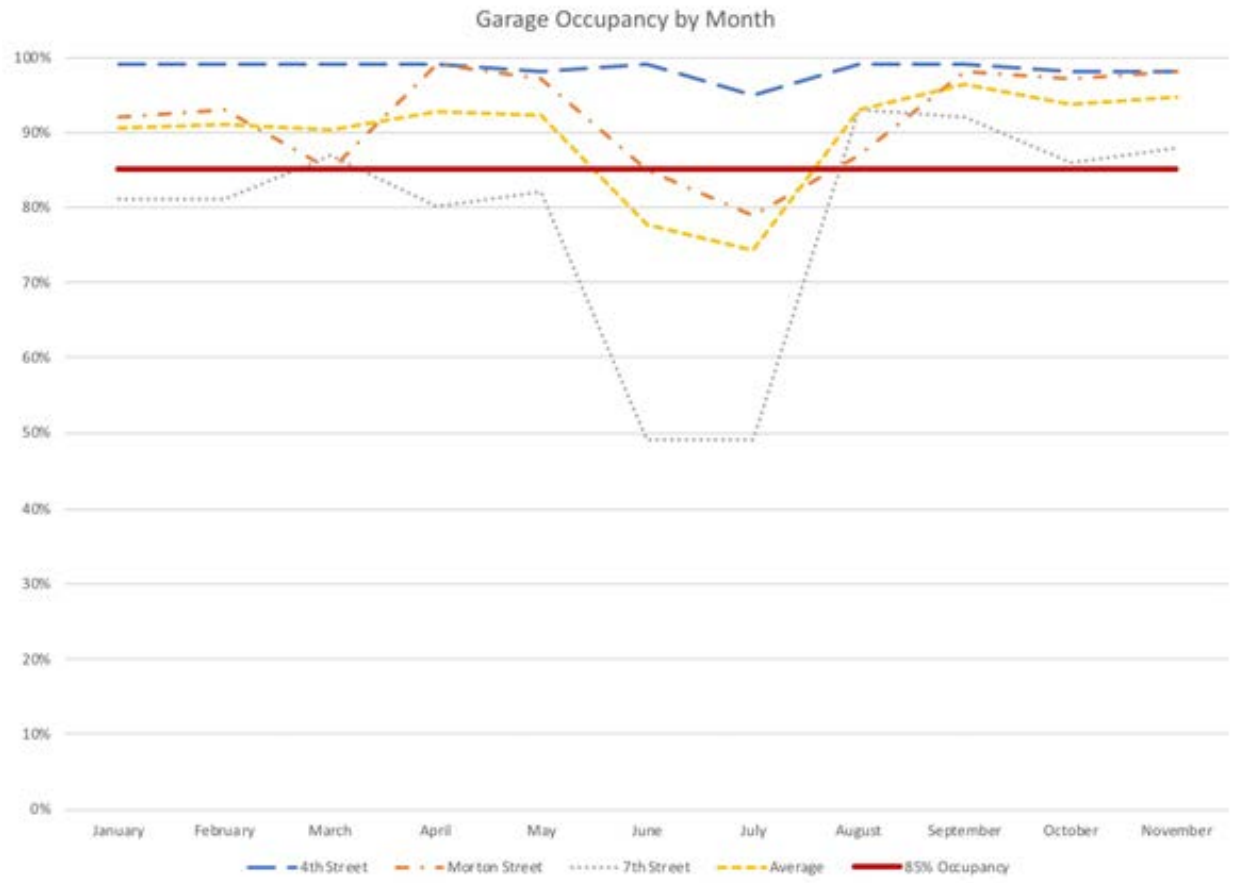


Figure 15: Graph of Garage Occupancy Levels by Month.

Monthly Garage Permits

Parkers were able to purchase a permit in a specific garage from the City at the office located in the Morton Street Garage. The range of permits offered to downtown employees and commuters is summarized in Figure 16.

Figure 16: Garage Permit by Type and Expense.

Downtown Parking Garage Permits		
Part-time Garage Parking Permits for Downtown Employees	30 hours a week	$25/month (Morton Street Garage only)
Non-Reserved	24 hours a day, 7 days a week	$67/month
Non-Reserved	24 hours a day, 7 days a week	$67/month
Non-Reserved	12 hours a day, Monday – Friday	$40/month
Reserved	24 hours a day, 7 days a week	$76/month
Reserved	12 hours a day, Monday – Friday	$57/month (Fourth Street Garage only)

According to Willson, off-street parking garages should be prioritized for non-visitor demand and long-term commuter parking access.[54] During 2016, the use-mix of the City's garages was approximately 67% permit parking and 33% hourly parking. Figure 14 approximates the use-mix of the City's parking garages.

In order to determine the number of permits to be sold, the City's garage staff computed occupancy by counting the number of vacant spaces each day during peak-use times in each facility.[55] Peak-use time is defined as the time of day when the garages are at maximum capacity. At the end of each month, staff computed the average and the minimum number of vacant spaces in each garage and determined the maximum and average occupancy rates (Appendix 15). Garage occupancy rate was calculated by using the following formula:

$$Garage\ Occupancy\ Rate = \frac{Usable\ Spaces\ per\ Month - Min[Daily\ Vacant\ Space\ Count]}{Usable\ Spaces\ per\ Month}$$

Garage staff maintained counts of permits issued (Figure 14) to determine trends as well as the number of parking permits available for sale, based on the minimum number of vacant spaces available. Some operators of garages, both private and public, use a monthly average of their vacant spaces to determine the number of permits available to be sold. The monthly average number of vacant spaces will always be higher than the minimum number of vacant spaces on any given day, unless the garage is at 100% capacity, in which case, both numbers are zero. The City used the minimum number of vacant spaces to determine the ability to sell additional permits, thereby ensuring that the garage was never over-sold, which would exclude some permit holders from parking in their assigned garage.

[54] R. Willson, *op. cit.*, p. 108.

[55] Ryan Daily, *City of Bloomington Parking Garages 2017 Report & Recommendations.*

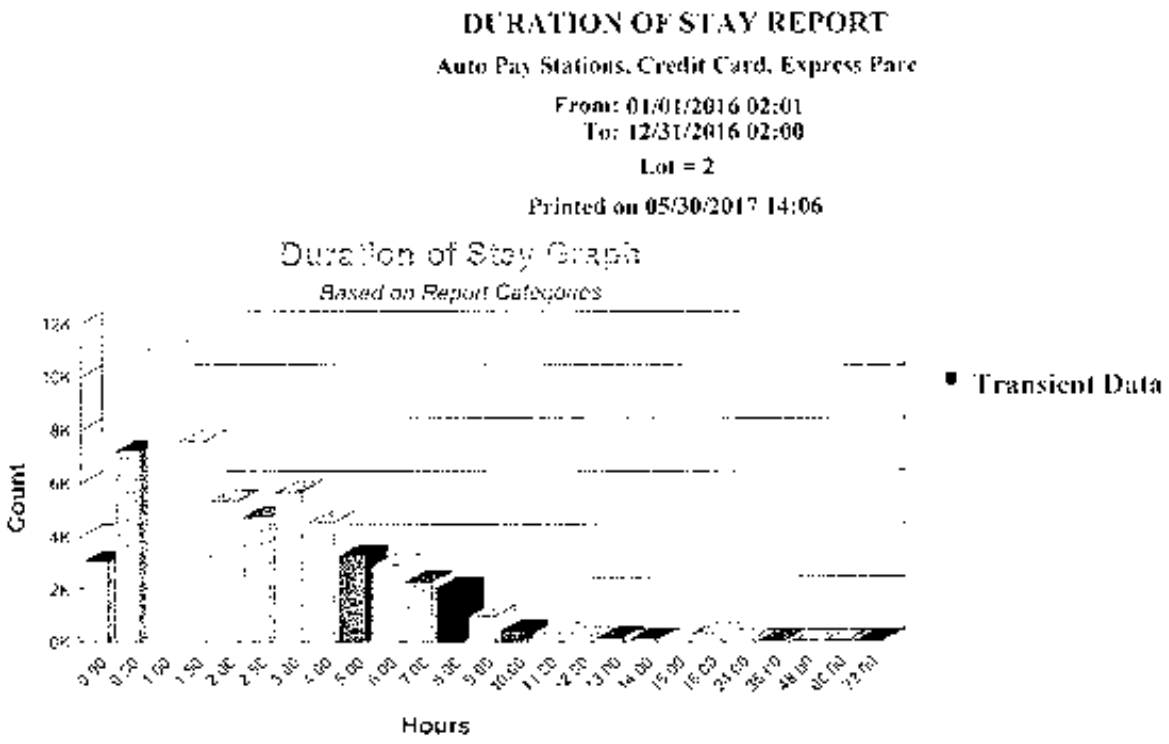


Figure 17: Graph of Duration of Stay Report, Fourth Street Garage.

Garage Duration of Stay

Ryan Daily, Garage Manager for the City of Bloomington, provided a Duration of Stay Report for the Fourth Street Garage which is illustrated in Figure 17. During 2016, a majority of the parkers exited the Fourth Street Garage within one hour, with an additional, significant spike at the three hour mark.

With respect to the Fourth Street Garage, the City's revenue reports show that transient parkers in City garages were engaging in one of three activities which result in avoidance of parking fees:

- Completing their business and exiting the garage within the first three hours; the highest percentage of parkers exit the garage within this time period;
- Exiting and immediately re-entering the garage after three hours of parking in order to gain another free three hour period, e.g., the "three hour shuffle"; and
- Exiting the Fourth Street Garage outside the hours of enforcement, paying no fee for parking.

This pattern, which was also noted anecdotally at other garages, may indicate abuse of the "three hours free" parking policy, a consequence not envisioned prior to the passage of the 2012 and 2015 Common Council Ordinances. In the Fourth Street Garage, garage pay-on-exit ticket data showed that 71% of transient parkers

entered end exited the garage within the first three hours, and 46% of transient parkers entered and exited the garage within the first ninety minutes. Analysis of the garage ticket data showed that up to 25% of transient parkers may be engaging in a "three hour shuffle," and that only half of all POE garage tickets were returned with the other half of parkers exiting the structure without paying any fee. Parkers who did not return a ticket were not required to pay a fee upon exiting the garage. Not only does this limit the usefulness of the duration of stay report, but if a commuter can park in the Fourth Street Garage without paying any fee, frequent users of the garage may be not have an incentive to purchase a monthly parking permit.

Impact of "Three Hours Free" Policy on Viability

The "three hours free" parking policy impeded the City's ability to collect hourly parking and had a measurable impact on the garages' ability to pay for themselves. For instance, under the prevailing rules, a commuter may enter the Fourth Street Garage prior to or after the commencement of enforcement and exit after enforcement ends at 6 p.m. without incurring any fee; the same is true of anyone who parks in any City garage or surface lot for less than three hours (with the exception of Lot 1).[56] Fourth Street Garage revenue per space lags behind the other garages primarily due to these limited hours of gate enforcement (Figures 12 and 18).

Figure 18. Hourly Parking Revenue by Garage and Year.

Garage	2014	2015	2016
Fourth Street	$ 9,986.54	$ 8,063.75	$ 10,974.25
Walnut Street	$ 83,252.94	$ 80,535.91	$ 62,865.29
Morton Street	$ 70,983.75	$ 49,638.01	$ 52,900.50
Total	**$ 164,223.23**	**$ 138,237.67**	**$ 126,740.04**

There were days during 2016 when the Walnut or Fourth Street Garages did not generate enough revenue to cover staffing expenses. These costs could be offset by aligning the hours of gate enforcement at the Fourth Street and Walnut Street Garages to 24/6, as is the case at the Morton Street Garage. Ryan Daily, Garage Manager for the City of Bloomington, estimated that by so aligning the hours of enforcement, the Fourth Street Garage would generate at least $30,000 of additional revenue per year.

"Three Hours Free" Also Affected Hourly Lot Revenues

Hourly revenues in Garages & Lots has declined since the 2015 expansion of the "three hours free" policy. Referencing the revenues section of Figure 7, the "Lots - Hourly Revenue" line item declined $50,000 from 2015 to 2016. In years prior, this number was combined with the "Garages - Hourly Revenue" line item. The total cost of providing free parking when considering surface lots could amount to $100,000-150,000 in lost revenue per year.

[56] Ryan Daily, *City of Bloomington Parking Garages 2017 Report & Recommendations.*

Figure 7: Excerpt of Parking System Financial Data, 2011-2016.

Revenue	2011	2012	2013	2014	2015	2016
Revenues						
Garages – Hourly Revenue	$ 36,813	$ 40,281	$ 829,968	$ 125,960	$ 127,221	$ 150,040
Lots – Hourly Revenue				$ 74,119	$ 120,475	$ 74,847
Garages – Permit Revenue	$ 416,196	$ 417,042	$ 435,986	$ 525,675	$ 722,522	$ 740,856
Garages – Lot Leases	$ 187,616	$ 184,694	$ 190,368	$ 365,003	$ 82,926	$ 109,945
Garages – Other Revenue				$ 14,990	$ 16,590	$ 21,003
Metered Parking – Permits				$ 19,948	$ 38,483	$ 25,555
Metered Pkg. – Hourly Revenue				$ 2,157,473	$ 2,170,726	$ 2,218,006
Metered Pkg. – Convenience Fee			$ 53,779	$ 153,081	$ 147,661	$ 161,169
Neighborhood Zone Permits	$ 114,869	$ 115,555	$ 122,075	$ 124,929	$ 125,438	$ 131,860
NZ Resident-Only Parking Permits				$ 167	$ 156	$ 542
Program Revenues	**$ 755,494**	**$ 757,572**	**$ 1,632,176**	**$ 3,561,344**	**$ 3,552,198**	**$ 3,633,824**

The Commission estimated that $150,000 in normally expected revenue was lost due to the "three hours free" policy due to the following factors:

- 71% of parkers exited the Fourth Street Garage prior to three hours: a maximum cost of $67,000 with at least $30,000 of the $67,000 of lost revenue related to a lack of 24/6 gated enforcement;
- a $50,000 drop in hourly surface lot revenues from 2015 to 2016;
- approximately $15,000 in lost revenue at the Walnut Street Garage from lack of 24/6 enforcement; and
- a $20,000 net annual decrease from 2014 to 2016 at the Morton Street Garage.

Garages & Lots Financial Performance

2016 Revenues

During 2016, 78% of Garages.& Lots revenues were derived from lot permit fees and leases, with 20% from hourly parking. The smallest amount, 2%, was derived from lease income of the first-floor commercial spaces. While first floor commercial space may be desirable from a planning perspective, lease revenue has not contributed substantially to the financial viability of the 7th Street or Morton Street garages.

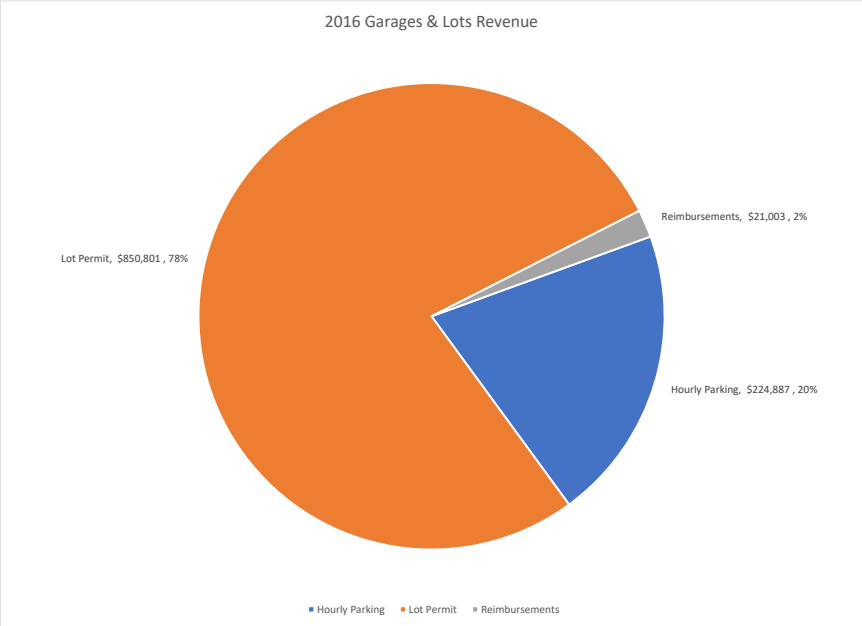
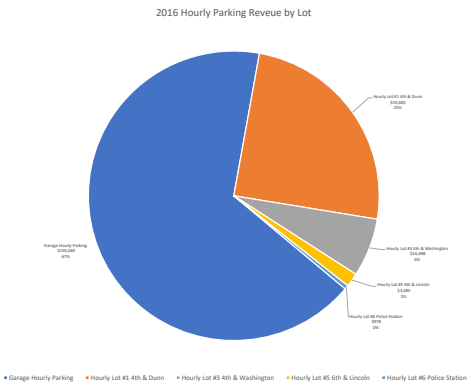
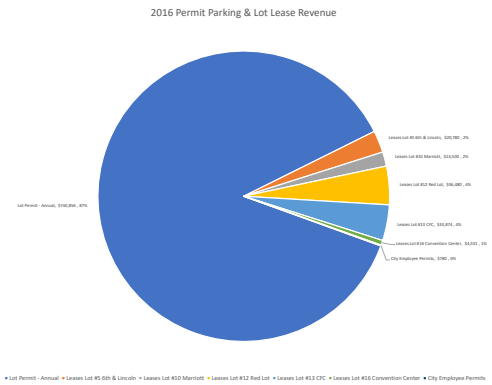


Figure 19: 2016 Garages & Lots Revenues by Type.





Figures 20 and 21 The Garages & Lots program's Hourly Parking and Lease Revenues by Lot.

Revenue Shortfall of $261,202 in Fiscal Year 2016

Expenses in Garages & Lots fell into four major categories: Staffing expenses, Equipment & Supply expenses, and Operational expenses and General Fund charges for overhead (Figure 22). The largest expense category, Equipment & Supply, included the lease payments on the Walnut Street and Morton Street garages and totaled $662,709.99. Garages & Lots Program Expenses were equivalent to 124% of Program Revenues, resulting in a revenue shortfall of $261,202. The following strategies would increase the financial performance Garages & Lots program:

- increase hours of gated enforcement,
- aligning the hours of enforcement to create consistent enforcement of parking regulations,
- increase permit costs and/or hourly parking costs,
- reduce the amount of time of free parking to less than three hours, or
- reduce staffing costs by reducing the number of active staffing hours.

Figure 23 summarizes the financial performance of the City's Garages & Lots for 2016. The Program cash flow shortage was compensated for by revenues from citations and TIF monies contributed by the RDC. Program Balance was $403,302. The balance of the Parking Facilities Account, also known as City Account 452, at the end of 2016 was $2,241,769.23.

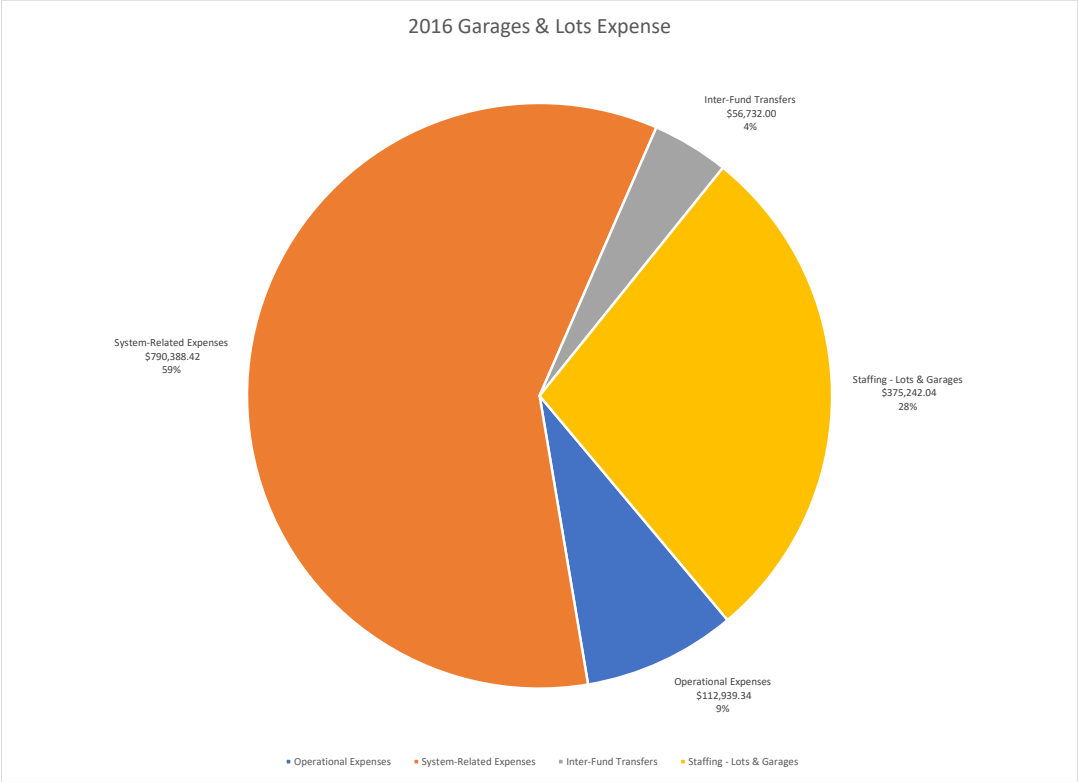


Figure 22: 2016 Garages & Lots Expenses.

Figure 23: 2016 Garage & Lots Financial Performance.

Item	Amount	Notes
Parking Facilities Account Balance Forward	$ 1,838,467.01	
Garages & Lots Program Revenues		
Revenue – Hourly Parking Garages	$ 150,040.28	
Revenue – Hourly Parking Lots	$ 74,847.01	
Revenue – Garage Permits	$ 740,856.30	
Revenue – Lot Leases	$ 109,165.07	
Revenue – Employee Parking	$ 780.00	Printing Cost of Permits: $1,377.51
Revenue – Other Income	$ 21,003.18	
Total Program Revenues	**$ 1,096,691.84**	
Garages & Lots Program Expenses		
Staffing Expenses	$ (375,242.04)	
Operational Expenses	$ (112,939.34)	
Equipment & Supply Expenses	$ (812,980.33)	
General Fund Charges	$ (56,732.00)	
Total Program Expenses	**$ (1,357,893.71)**	
Program Cash Flow	**$ (261,201.87)**	
Other Income		
Citation Revenues	$ 1,572.00	0.92% of Hourly Revenue
Miscellaneous Income	$ 222.10	
TIF Subsidy	$ 662,709.99	
Total Other Income	**$ 664,504.09**	
Program Balance	**$ 403,302.22**	
Garages & Lots Closing Balance	**$ 2,241,769.23**	

Staffing Expenses

Salaries drawn from the Parking Facilities account were paid to the Garage Manager and attendants, Parking Enforcement employees, four employees of Public Works including a fifth who has since left the City, and three employees of the Controller's office — staff whose primary focus is parking operations.

Total payroll expense including benefits was $375,242 (Figure 24).

Figure 24: 2016 Garages & Lots Staffing Expenses.

Staffing - Garages & Lots	Amount	Subtotal
452-26-260000-51110 Salaries and Wages - Regular	$ 212,644.58	
452-26-260000-51130 Salaries and Wages - Overtime	$ 2,205.00	
452-26-260000-51210 FICA	$ 15,420.72	
452-26-260000-51220 PERF	$ 28,521.66	
452-26-260000-51230 Health and Life Insurance	$ 92,911.00	
452-26-260000-52430 Uniforms and Tools	$ 1,878.87	
452-26-260000-53420 Worker's Comp & Risk	$ 15,937.00	
452-26-260000-53210 Telephone	$ 5,723.21	**$ 375,242.04**

Operational Expense

The City incurs significant costs from processing credit cards transactions. Costs include the monthly rental fee of credit card processing terminals, a per-swipe charge, and interchange fees — a percentage of the transaction amount charged by the card issuer. The City's garages accepted credit cards for monthly permit fees and for parking time purchased at the pay-on-foot and pay-on-exit terminals.

Significant Potential Savings through ACH Payment Processing

The City would save a significant amount of fees by transitioning the processing of monthly permit subscriptions from credit card payments to ACH (automatic clearing house) payments. In fact, Garage Manager Ryan Daily recommended a shift to ACH payment processing in his 2017 report. This issue was beyond the purview of the Parking Commission and was referred to the City's Office of Innovation.

Figure 25: 2016 Garages & Lots Operational Expenses.

Operational Expense – Garages & Lots	Amount	Subtotal
452-26-260000-52110 Office Supplies	$ 1,493.99	
452-26-260000-52210 Institutional Supplies	$ 1,015.10	
452-26-260000-52310 Building Materials and Supplies	$ 3,202.51	
452-26-260000-53410 Liability / Casualty Premiums	$ 8,103.00	
452-26-260000-53510 Electrical Services	$ 64,167.58	
452-26-260000-53530 Water and Sewer	$ 786.53	
452-26-260000-53830 Bank Charges	$ 30,043.50	
452-26-260000-53940 Temporary Contractual Employee	$ 4,055.00	
452-26-260000-53990 Other Services and Charges	$ 72.13	**$ 112,939.34**

Equipment & Supply Expenses

TIF monies subsidized the City's parking garages at the expense of other projects in the TIF district. In 2016, The RDC used $662,710 of TIF funds to pay the full balance of lease installments on the Walnut Street and Morton Street Garages.

Monthly Lease Payments:

- $18,759.98 per month paid to 7th & Walnut, LLC to service debt on the Walnut Street Garage
- $36,405.49 per month paid to Mercury Development, LLC to service debt on the Morton garage

Figure 26 details payments made to key vendors that support the City's Garages & Lots.

Figure 26: Parking Facilities Payments by Vendor – Equipment & Supply Expenses, 2016.

Vendor	Amount Paid	Vendor Notes
Evens Time, Inc	$ 60,530.74	provided services essential for garage enforcement including time clocks, gate arms and ticket machines
Otis Elevator Company	$ 47,264.92	provided repairs and maintenance of elevators in all three garages along with an annual maintenance agreement
The Toledo Ticket Co	$ 9,742.16	printed tickets used by the POF and POE garage equipment.
Cassady Electrical Contractors	$ 9,633.16	performed repair and maintenance at the direction of the City
Koorsen Fire & Security, Inc	$ 3,166.48	provided fire protection and inspection service–a service that may be performed by the City Fire Department

In 2016, $812,980 was spent on Equipment & Supply in support of Garages & Lots. Figure 27 details expenses by account code. The largest expenditure was the lease payments on the garages. The City owns the Fourth Street Garage outright.

Figure 27: 2106 Garages & Lots System Related Expense.

Equipment & Supply Expenses – Garages & Lots	Amount	Subtotal
452-26-260000-52420 Other Supplies	$ 18,085.59	
452-26-260000-52340 Other Repairs and Maintenance	$ 4,506.32	
452-26-260000-53610 Building Repairs	$ 51,727.48	
452-26-260000-53630 Machinery and Equipment Repairs	$ 20,474.79	
452-26-260000-53640 Hardware and Software Maintenance	$ 54,976.16	
452-26-260000-53650 Other Repairs	$ 500.00	
452-26-260000-53840 Lease Payments	$ 662,709.99	**$ 812,980.33**

Public–Private Partnerships, Rate Increases, and User Fees

The Commission cautions future Administrations and Common Councils to carefully examine the balance of the public benefit in any public-private partnership, along with the City's relationship with developers, prior to entering into new agreements to build additional parking structures near the Monroe County Convention Center, in the Trades District, or when it is time to replace the Fourth Street Garage. The story of how the city's two newer garages were negotiated demonstrate why.

Presumably, the City entered into agreements with private developers, on the advice of the Redevelopment Commission (RDC), for expertise in construction and retail space management. In 2001, the RDC negotiated with 7th and Walnut, LLC for the development, construction, and management of the first floor retail spaces of the Walnut Street Garage. The term of the structure lease with 7th and Walnut, LLC was 30 years. Similarly, in 2003 the RDC negotiated a 50-year land and 30-year structure lease with Mercury Development, LLC, a separate private developer. In both cases, the RDC negotiated the leases which were ratified by the Common Council.[57,58]

In addition to meter and permit parking revenues in the Walnut Street Garage, the City received a share of rent from the commercial spaces. Twenty parking spaces were reserved free-of-charge to Ameritech in exchange for property located behind a City-owned lot upon which the garage was built. The developer guaranteed the City payments of $100,000 per year to the City, a total of $3,000,000 over the term of the lease.[59] The Commission inferred from the terms of the lease that the developer of the 7th and Walnut Street Garage will earn a return of more than of $3 million on the asset cost of $5.6 million over the term of lease — a minimum return on investment of 54%. The developer also earned income from the commercial leases and arbitrage on the interest of the debt.

The cost of the Walnut Street Garage was estimated to be $5.6 million—a cost of $16,200 per space. The RDC paid down $493,678 of construction costs and financed the garage over 30 years at an interest rate of 7.1%. The City had the option to renegotiate the interest rate every five years. During this five year period, the developer likely profited from the arbitrage of the interest rates. As part the real estate lease, the developer paid the City $100,000 towards the annual lease costs and shared a portion of revenue from the retail space leases in excess of $12 per square foot.

The estimated payment for the first five-year term of the lease was $311,793.44 per year with a total project cost of $9.85 million over the term of the lease. In 2016, payments for the Walnut Street Garage totaled $233,812.

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[57] The Walnut Street Garage was approved by Resolution 01-15 in January 2001, and the Morton Street Garage was approved by resolution 03-34 in March 2003.

[58] Appendix 13 and 14 for the full text of the. 7th & Walnut and Morton Street garages' operating leases.

[59] 7th and Walnut Garage Operating Lease. (February, 2001).

7th Street Garage

Scenario 2 - $600,000 project paydown from Downtown TIF

Leases @ $450/month, inc every 2 years; meters increased $.25/ every 5 years

Retail leased at $14.95 net, increased 1%/year thereafter

Feasibility Analysis Cash Flow Statement	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Year 11	Year 12	Year 13	Year 14
Parking annual lease price	450	450	480	480	510	510	540	540	570	570	600	600	630	630
Meter rate	0.25	0.25	0.25	0.25	0.25	0.50	0.50	0.50	0.50	0.50	0.75	0.75	0.75	0.75
Retail revenue sharing	17,250	18,124	19,007	19,899	20,800	21,709	22,628	23,556	24,493	25,440	26,396	27,362	28,347	29,322
Friedman - 40 leases (24/7)	18,000	18,000	19,200	19,200	20,400	20,400	21,600	21,600	22,800	22,800	24,000	24,000	25,200	25,200
Other leased spaces - 155 (12/5)	69,750	69,750	74,400	74,400	79,050	79,050	83,700	83,700	88,350	88,350	93,000	93,000	97,650	97,650
Lot Permits (Monroe Co.)-100 @ $305	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500	30,500
Metered Parking	7,500	7,500	7,500	7,500	7,500	15,000	15,000	15,000	15,000	15,000	22,500	22,500	22,500	22,500
Ameritech comp. - 20 spaces (20 yrs.)	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TIF Revenue	249,429	246,555	241,822	240,930	234,179	225,770	219,001	218,073	211,286	210,339	196,033	195,067	188,241	187,267
Subtotal City-Generated	392,429	392,429	392,429	392,429	392,429	392,429	392,429	392,429	392,429	392,429	392,429	392,429	392,429	392,429
Add:														
Developer's Guaranteed Income	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000	100,000
Total Net Income	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429
Lease Expenses														
Annual lease $5.1mm @ 9.0%	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429	492,429
Income after lease payment	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Additional TIF required	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total TIF required	249,429	246,555	241,822	240,930	234,179	225,770	219,001	218,073	211,286	210,339	196,033	195,067	188,241	187,267

Bonding Analysis*	Annual pmt.	NPV Interest Cost - Gross		NPV Interest Cost w/W&G Payment	
		Annual	Total	Annual	Total
30 year bond @ 5.95%	$366,584	$125,845	$1,741,538	$25,845	$357,659

* excludes bond issuance expenses and fees

Proforma_7TV_LLC.xls
6/8/00
1 of 2

Figure 28: RDC pro-forma for the Walnut Street Parking Garage.

The City's lease with Mercury Development, LLC specified a cost of $7,310,223 plus the cost of the construction loan and origination fee for a total estimated cost of $14,031 per parking space. The interest rate paid by the City was set at 250 basis points above the five year Treasury yield. Similar to the Walnut Street Garage lease, the City was able to renegotiate the interest rate every five years. During this period the developer was able to profit from the difference between the interest rate specified in the lease agreement and actual Treasury rates. The developer maintained an option to lease 115 spaces of the 521 space in the garage for the adjacent residential and hotel properties.[60] During 2016, the monthly lease payments for the Morton Street Garage were $36,405.49 per month, totaling $436,865.88. As was the case at the Walnut Street Garage, this amount was paid by the RDC from the TIF fund.

[60] Regester parking Garage Operating Lease. (December 11, 2003).

Although the 2001 and 2003 Common Councils ratified the garage leases, later Councils have not raised rates to keep pace with the RDC's projections.[61] The last permit price increases were in 2010 resulting in an increase of $5 and $7 to monthly 12/5 and 24/7 permits, respectively. The ordinance passed narrowly, 5-4.[62] Parking rates are presently below the costs of operating expenses and capital recovery. The 2015 expansion of three hours of "free" parking to users of the City's Garages & Lots compounded the fiscal challenges observed in the Garages & Lots program. By offering "three hours free" parking, the City collected less than 25% of the maximum hourly revenue in the garages. The policy shift further contributed to the continued need for an annual subsidy of TIF monies.

For this report, the Commission examined the Council packets which included the leases and proposals presented by the City Attorney and the RDC at the time the Walnut Street Garage was ratified by the BCC. As part of the lease packets presented to the Common Council, the RDC included a pro forma in their proposal prepared for the Walnut Street Garage (Figure 28). This information was attached to the Commission's June 2017 meeting packet. After examining the pro forma of the Walnut Street Garage, the Commission determined that in 2016, the RDC paid more than $55,000 than projected. The RDC paid $233,812 to service the debt on the Walnut Street Garage, though its projections forecast payments of $178,462. Since we know that the garages are near full occupancy, this discrepancy may only be attributed to a lack of steady increases to parking fees. In total, during 2016, the RDC subsidized the operation of the City's parking garages using $662,710 of TIF monies to pay full the costs of lease payments — the cost of which could not be covered by permit fees or hourly parking revenues.

As part of its due diligence, the RDC recommended that the Common Council regularly increase meter rates and permit rates to pay for the operation and debt-service of the garage. At the time, garage spaces were equipped with single-space coin-operated meters and rates were scheduled to increase 100% of the initial rate or $0.25 every five years. Permit rates were scheduled to increase 6.66% every three years. The RDC proposal showed the allocation of TIF monies would be offset over time by an increase from parking revenues. <u>These increases were never sought and not approved; garage lease payments have been wholly subsidized by TIF revenues since the execution of the garage leases</u>.

It is always a difficult political decision to raise rates. However, the annual average cost of a garage permit is below the costs of capital recovery, and far less than the operating cost per space.[63] The RDC's pro forma demonstrated that it did not intend to subsidize the garages at the current rate. Their projections showed TIF dollars steadily declining as revenue from parking operations was increased. TIF dollars that subsidize the operation of City garages represent a significant opportunity cost to the community.

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[61] See Appendix 16 and Appendix 17 for the full text of Ordinances 01–05 and 03–34, respectively.

[62] See Appendix 18 for the full text of Ordinances 10–15.

[63] Walker Parking Consultants. <u>City of Bloomington Parking Operations Plan</u>. December, 2012. p. 32.

The Fourth Street Garage, the City's oldest, was built in 1985 and is owned by the City. The expected lifespan of the garage — a precast concrete structure — is conservatively estimated to be 40 years. In contrast, the Walnut Street and Morton Street Garages were "poured-in-place" and should exceed 75 years of service with appropriate, preventative maintenance. According to Garage Manager Ryan Daily, Public Works will request $1.4 million in funding over the next two years to extend the life of the Fourth Street Garage.[64] A portion of funding for this work is expected to be included in 2018 budget requests.

Assuming a construction cost of $17,000 per space, the Fourth Street Garage could be replaced for a cost of $6 million, or expanded from a 352-space garage to a 500-space garage for $8.5 million. Both of the estimates exclude the costs of demolition.[65] The City has an opportunity to replace the garage during a period with historically low-interest rates without disrupting permit holders which are located in the Fourth Street Garage. Fourth Street Garage permit holders could be relocated into other City garages in the month of May at a time when student permit-holders typically release their permits, minimizing disruption to permit holders during the construction process.

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[64] Ryan Daily, *City of Bloomington Parking Garages 2017 Report & Recommendations.*

[65] Transportation Cost and Benefit Analysis II – Parking Costs. Victoria Transport Policy Institute, January 2017, p. 5.4-6. <http://www.vtpi.org/tca/tca0504.pdf>

Chapter 4. Metered Parking Program

Key Findings

Parking Enforcement, a division of the City's Police department, enforced Metered Parking regulations from 9 am to 9 pm, six days per week. During 2016, an average of 1,480 of the 1,539 parking meters authorized by Ordinance 13–03 were available to transient parkers in the downtown. In addition to metered stalls, 179 on-street spaces were available to employees and visitors to the downtown at no cost, limited to a two hour stay. Each metered space generated an average of $1,499 per year in parking fees and $259 in citation revenues.

More than 1.9 million transactions were initiated in 2016 using a combination of coin-operated meters, smart meters, and the ParkMobile platform. Of these transactions, 95% were processed at smart meters, with 45% of parking fees paid by coin and 55% by credit card. Users purchased a total of 134 million minutes of parking. However, 19% of credit card and coin purchases were made outside of the normal hours of enforcement. The average amount of time purchased in a single meter transaction was 61.6 minutes. The mean block face occupancy (BFO) was computed to be 37.73%. For context, Walker Parking Consultants reported the observed mean BFO as 62% in their initial report. The break-even block face occupancy rate, the point at which revenues from the Metered Parking program are equal to the costs of administering and enforcing the program, was calculated to be 32%. Only 47 of the 96 metered blocks performed above this level.

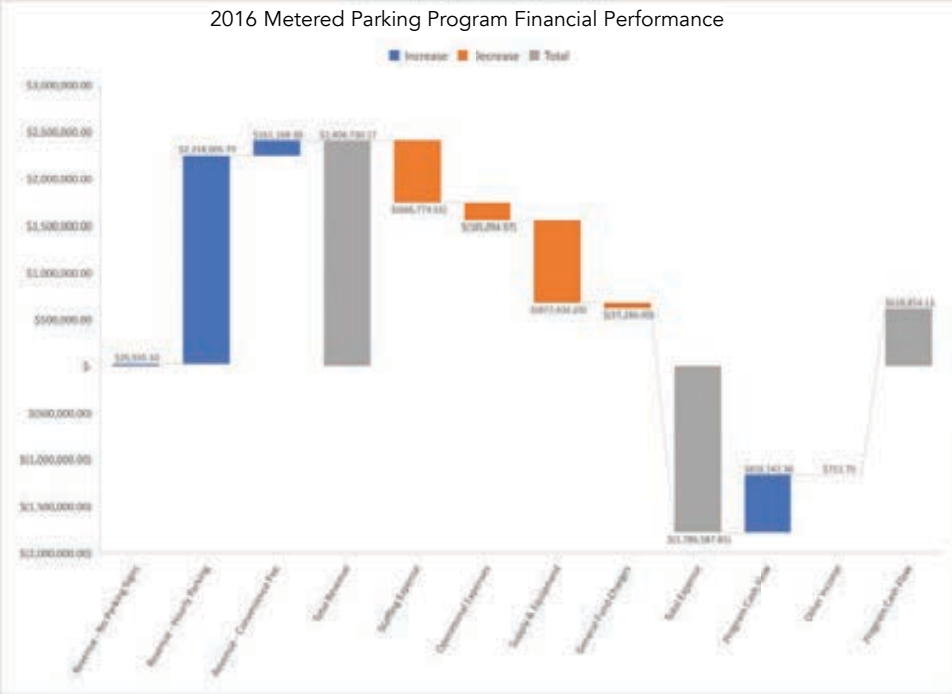

Figure 29: 2016 Metered Parking Fund Summary.

The 11,407 unique ParkMobile users accounted for 5% of all Metered Parking transactions. The top 10% of ParkMobile users ("users") accounted for 68.2% of all ParkMobile transactions. 74.2% of users initiated fewer than five transactions during 2016; 42.8% of users initiated only one transaction. Analysis of the data revealed that 10% of users paid more in transaction fees over the course of the year than they received in parking credit, and that 3.1% of users paid for parking outside the hours of enforcement.

The Metered Parking program generated a surplus of $618,900 which was deposited into the City's Parking Meter Fund, also known as City Account 455. The Parking Meter Fund began the year with a balance of $989,500. By the end of 2016, the balance had grown to $1,608,400. Revenue from citations generated an additional $383,100 in revenues that was deposited into the City's General Fund.

On-Street Parking Best Practices

Even though the bias of the City's parking system has historically favored the parker, on-street parking in the public right-of-way has always had qualities of the sharing economy as land devoted to parking is collectively owned and used by many different people over the course of the day. On-street parking is a useful and important aspect of land-use and transportation policy, but it must be actively managed for efficient and optimal use.

The value of a scarce resource can be defined as a function of intensity or the frequency of use and its sharability, with emphasis given to priority users. A never-used parking space is worthless – it serves nobody's transportation needs. Accordingly, the value of a parking space increases as the intensity changes from almost never used to being used many times per day, most of the days of the week, and many months of the year. Furthermore, on-street parking should ensure access to the defined priority users. In areas that have high parking constraints that are also intended for short-term visitor access, it is critical that parking management strategies preclude employees, residents, and other long-term parkers from monopolizing the limited supply. If high priority users are prevented from using on-street-parking, then the parking resources are inefficiently used. This inefficiency contributes to conflicts between users and is not supportive of off-street parking or alternative (transportation) mode options. Therefore, the goals of on-street metered parking should be to efficiently manage and promote turnover of a limited amount of on-street spaces, and, where demand exceeds supply, emphasis should be given to policies which encourage a combination of a high intensity of use and a high degree of sharing of the available parking spaces.

Management of public on-street parking would not be necessary if low-cost land were abundant and available for parking construction. Parking management is necessary since the value of land dedicated to parking is always less than any other permitted use. Parking management reduces the need to build additional parking for future development, and allows the existing parking supply to be reduced, if better uses exist for vacant parcels or building areas in downtown Bloomington. It also improves the prospects for the development and use of alternative travel modes. For example, high parking fees induce some travelers to walk, bicycle, use transit, or be dropped off.

Parking behavior is largely predictable: users consider the trade-off between out-of-pocket parking price, proximity, parking search time, walking distances, parking convenience, and personal safety in deciding where to park. Increased enforcement and penalties can reduce illegal parking, while an increase in the value of walking distance or searching time will increase the rate of violation.[66]

The implication is that drivers will respond to changes in price in a relatively predictable way. However, pricing is not the only strategy shown to be effective in changing drivers' behavior. Properly calibrated time limits, adjusting the hours or time(s) of enforcement combined with differential and dynamic pricing — adjusting the price by the time purchased (length of stay), time of day, or by demonstrated demand — can maximize the use of a limited parking supply.

In this chapter, the Commission provides data to address the following questions: Were parking occupancies regularly above 85% — indicating that spaces in popular locations were difficult to find, resulting in extended cruising times which produce visitor frustration? What were the space demand patterns (using occupancy standards for decision making) that would trigger an upward or downward adjustment of rates? Further, were rates appropriate to cover normal annual increases in operations of the system? Moreover, what were the key performance metrics that indicated the City was operating the Metered Parking program in an efficient, cost-effective manner that supported the continued growth of the system and furthered economic well-being of the downtown?

History of Parking Meters & Past Parking Studies

2007 Parking Study

On-street parking was metered from sometime before 1950 until 1982, when meters were removed in the name of making the downtown business district more competitive with College Mall and environs. The conversation about replacing two hour free parking with meters once again began in earnest in 2006 when Donald Shoup was invited to speak at Council Chambers in April 2006. A recording of his speech can be found at catstv.net. One year later, the City published the results of the first study conducted by Walker Parking Consultants. Walker's study focused on a 56-block area centered around the central business district and it included a review of the available parking supply, a forecast for the next five and ten year periods, and a number of recommendations about the management of on-street and off-street parking in the central business district.

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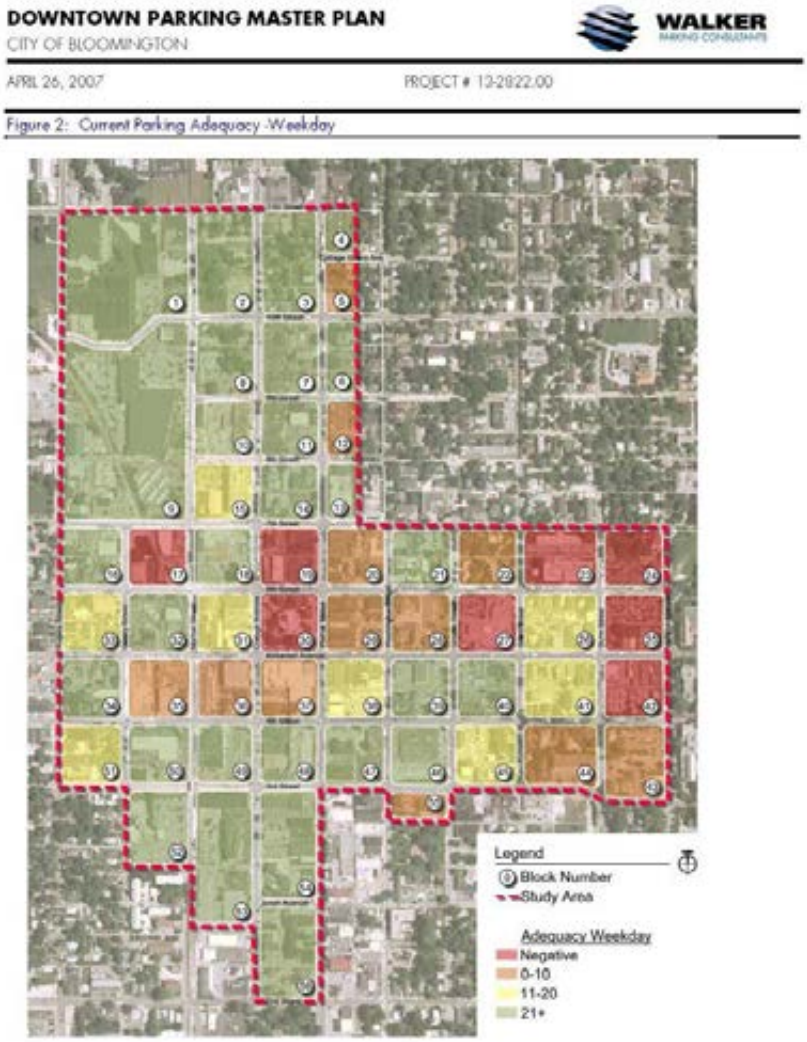
[66] Gur, Y.J., Beimborn, E.A.: Analysis of Parking in Urban Centers: Equilibrium Assignment Approach. Transportation Research Record *957* (1984), p. 55–62.

Figure 30: 2007 Weekday Parking.Adequacy Map.



Walker reported a total of approximately 8,229 spaces in the study area: 1,475 were on-street, and 6,754 were off-street. Of the off-street spaces, 890 were open to the public and 5,864 were private or restricted-use spaces.[67] Walker reported the study area's effective supply as 7,632 spaces. The observed peak parking occupancy for the study area was approximately 5,117 vehicles.[68] Peak occupancy occurred during the weekday daytime counts and represented 62% of the parking supply.[69]

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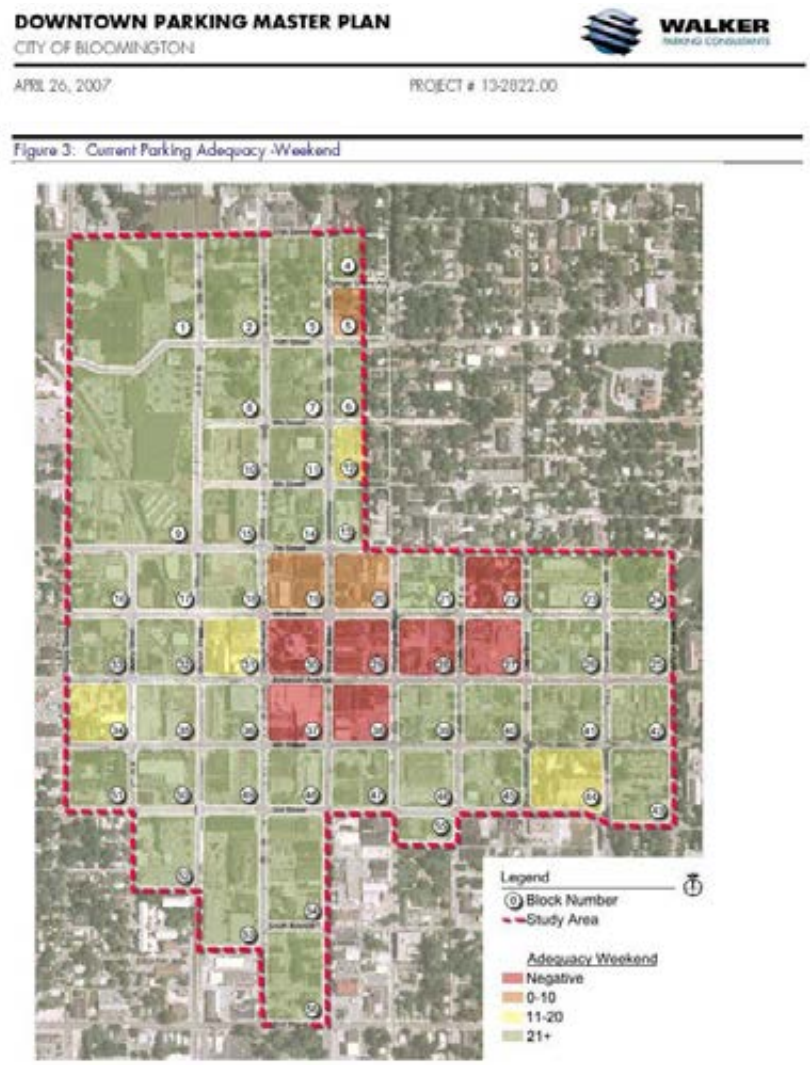
[67] Walker Parking Consultants. City of Bloomington Downtown Parking Master Plan. April, 2007. p. 6.

[68] [68] Walker Parking Consultants. City of Bloomington Downtown Parking Master Plan. April, 2007. p. 13.

[69] Walker Parking Consultants. City of Bloomington Downtown Parking Master Plan. April, 2007. p. 6.

Approximately 24 blocks had negative on-street adequacy. Most of the blocks experiencing either shortage of parking or tight parking conditions were located within the central core of the downtown study area, and the eastern portions of the study area, near the Indiana University campus. Figures 30 and 31 highlight the findings of the 2007 Walker report.

Figure 31: 2007 Weekend Parking.Adequacy Map.



Parking supply operates at peak efficiency when parking occupancy is adjusted to 85 percent of the available supply. When occupancy exceeds this level, users may experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though there are some spaces available in the parking system.

The 2007 Walker Report assumed a 3% growth rate and projected a parking space deficit over a 10-year period. To accommodate growth below the 85% occupancy threshold, Walker recommended the creation of an additional 320 spaces (plus any displaced spaces) in the same general area as the blocks that were experiencing deficits during the study period.[70] During the last ten years, no additional on-street or public off-street parking spaces have been added to the available supply.

Walker noted that many of the on-street parking spaces were occupied by long-term parkers. During the time of the study, a user could park on a block face for two hours without incurring a charge. Some users re-parked at two-hour intervals, moving their car to a different block face at the end of each two-hour interval.[71]

At the time the study was conducted, parking was being provided to parkers by the City for free, but not without significant cost. Because of higher land cost, greater density of development, higher development costs of structured parking, and the higher property tax burden, the real cost of providing adequate parking was far higher than in comparable suburban markets. Providing free on-street parking damages the profitability of private parking investments and deprives the City's parking system of an important revenue stream. Thus, Walker noted,

> "providing free short-term parking spaces puts the City of Bloomington in the position of being the ultimate provider of parking for the foreseeable future. As parking revenue is not sufficient to amortize the costs of constructing parking at today's parking rates, free parking increases the required subsidy of the cost of parking, which in turn increases the property tax burden on all City property owners. The current policy also damages the ability of the parking system to accommodate future growth."

Walker made the following recommendations as part of the 2007 report:

<u>On-street Parking Recommendations</u>

1. Increase and improve wayfinding (signage) to direct patrons to other parking options .
2. Increase signage notifying patrons of the two-hour limit.
3. Reintroduce parking meters in the downtown core area.
4. Implement a parking ambassador program.
5. Re-evaluate locations of loading zones on College and Walnut Streets.
6. Clearly mark on-street spaces on the pavement.

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[70] Walker Parking Consultants. <u>City of Bloomington Downtown Parking Master Plan</u>. April, 2007. p. 25.

[71] Walker Parking Consultants. <u>City of Bloomington Downtown Parking Master Plan</u>. April, 2007. p. 47.

Off-street Recommendations

1. Establish standard procedures for implementing shared parking.
2. Educate planning officials and developers on the potential of shared parking.
3. Explore a downtown shuttle program to include full-time regular routes between parking locations.
4. Increasing the feel of safety and comfort for patrons.
5. Limit or eliminate the use of guaranteed, reserved spaces.
6. Expand wayfinding to include pedestrian signs from Garages & Lots to merchant/business locations.
7. Evaluate current lighting resources and update to new lighting fixtures that are more energy efficient.
8. Allow vending machines in parking structures to capture alternative revenue.

Public resistance and concern about the recession caused the Kruzan administration to delay a proposal for the installation of parking meters, and the two hours free parking policy in the central business district was continued. Few of the recommendations of the 2007 Walker report were adopted.

2012 Parking Study

The Kruzan administration revisited the issue of Downtown parking in 2012, contracting with Walker for an update of the 2007 study. In the updated report, Walker noted that the Downtown area had experienced increased parking demand from numerous new developments: two hotels, several apartment complexes, the development of the B-Line trail and several other projects.

> In the 2012 report, Walker addressed the integrated nature of on-street and off-street parking, noting that "Ideally, the off-street parking would be used for longer-term parking and would provide an easy place to park in the area without having to search for an open on-street space. When on-street parking, which is the most convenient, is priced lower than the off-street parking, demand for on-street parking only increases. Thus, parking and conversely, traffic, increase as patrons and employees circulate looking for on open, 'free,' and convenient on-street parking space. Demand from employees further exacerbates the problem, as these parkers tend to utilize the on-street parking spaces for extended periods of time. The recommended strategy for encouraging turnover and reducing the number of employees parking in the prime on-street areas is to implement metered parking."[72]

In their 2012 report Walker recommended the following changes to on-street parking regulations:

1. Eliminating the "two hours free" on-street parking regulations and transition to a metered parking program.
2. Installation of multi-space meters
3. Providing free parking in blocks 52 and 53.

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[72] Walker Parking Consultants. Parking Operations Plan for the City of Bloomington. December, 2012. p. 5.

4. Developing an effective communications plan.
5. Developing a website and printed materials focusing on how the meters work.
6. Emphasizing credit card acceptance.
7. Enhancing the Residential Permit Program: increasing the size or number of zones; and analyzing the cost of administration of the program and adjusting rates to cover the costs, as needed.
8. Changing enforcement hours to 8 a.m. – 10 p.m.

2013: Re-establishment of Meters

In 2013, the Common Council adopted Ordinance 13–03, re-establishing parking meters in the central business district.[73] Following a public process involving the Greater Bloomington Chamber of Commerce, BTOP, downtown merchants, and concerned citizens, the Kruzan administration proposed an Ordinance that would bring about the installation of single-space smart meters in the central business district rather than the multi-space meters recommended by Walker Parking Consultants.[74] The Common Council adopted Ordinance 13–03 in March 2013. Regulations that governed Metered Parking were codified in BMC §15.40.

Ordinance 13–03 converted 1,539 on-street spaces to single-space smart metered stalls. Rates for on-street metered parking were set at $0.25 per fifteen minutes, and enforced 8 a.m. until 10 p.m., six days per week. Figure 32 illustrates the location of the meter zone. At the same time, ParkMobile was approved as the mobile payment vendor.

Out of a concern that there should always be "free" and available parking in the downtown area, the Common Council designated a significant number of spaces in the Fourth Street Garage as "free" for the first three hours of parking— a policy which would be expanded in 2015— and Council retained 179 on-street parking spaces (located throughout the downtown) as free parking.

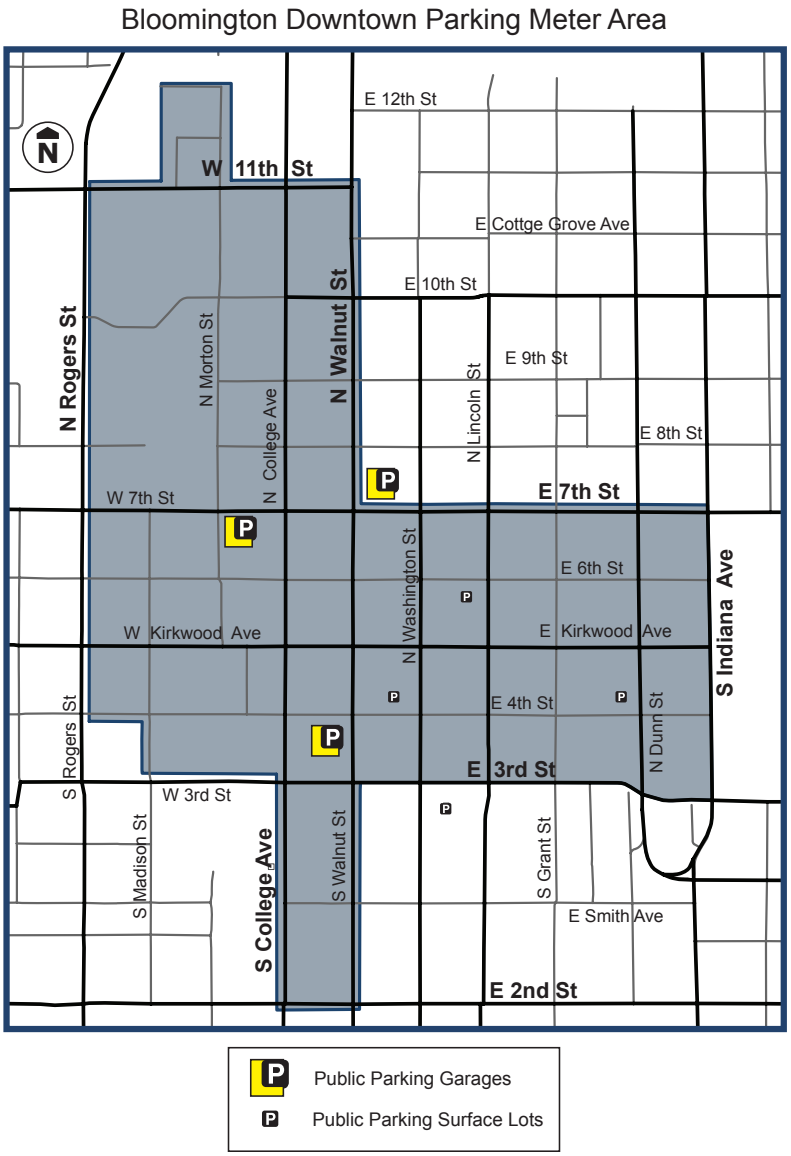
Free on-street parking was available at the following locations:

- Rogers Street from 5th to 11th (limit of two hours)
- Madison Street from 2nd to 3rd
- Washington Street from 2nd to 3rd
- Lincoln Street from 3rd to Smith
- Grant Street from 2nd to Smith

[73] See Appendix 7 for the full text of Ordinance 13–03.

[74] To guard against a conflict of interest, Walker was prohibited from providing parking equipment as a condition of the 2007 Parking Study NTP.

Figure 32: 2013 City of Bloomington Meter Zone.



Following the adoption of Ordinance 13–03, Mayor Kruzan shifted oversight of the parking enforcement office from the Department of Public Works to the City Police Department. Parking Enforcement officers began to serve as ambassadors of the City and as a force-multiplier for the Police Department during their routine enforcement duties.[75] Additionally, the Kruzan administration distributed parking enforcement responsibilities among seven different City departments.

[75] Tonsing, A. "Parking officers providing more eyes & ears for City." The Herald Times, 2017 May 31.

2015 Changes to Metered Parking Regulations

In 2015, the Common Council further revised parking regulations by the passage of Ordinance 15–10.[76] The Common Council shortened the hours of enforcement to 9 a.m. until 9 p.m., six days per week; modified the functionality of the ParkMobile payment platform from a fixed-time purchase to a stop-start mode; and expanded "three hours of free" policy to include to all of the City's Garages & Lots with the exception of Lot 1, located at the intersection of Dunn Street and East Fourth Street.

The 2015 amendments to BMC §15.40 gave the Mayor the ability to suspend enforcement of on-street parking and parking in the City's Garages & Lots, and authorized the Board of Public Works to modify rates "in conjunction with special events and promotional activities."[77] For example, the Office of the Mayor may suspend enforcement in the event of inclement weather, or under other circumstances the Mayor deems "appropriate and reasonable," and customarily suspends enforcement on Saturdays during December. Further, the Board of Public Works routinely suspends parking regulations for the Lotus Festival.

Metered Parking Configuration

All on-street parking stalls in the Meter Zone were equipped with IPS Group smart meters allowing visitors the choice to pay for parking by using a combination of coins or credit cards. Conventional meters were retained at a majority of the City's off-street surface lots and accepted only coins. At both on-street and off-street surface lots, visitors were able to pay parking fees using the ParkMobile platform which was available for iPhone, Android, and as a web-based applications.

- Using coins, the rate was $0.25 per 15 minutes of time.[78] IPS Group smart meters accepted $1 coins, quarters, dimes, and nickels; conventional meters installed in surface lots accepted only quarters, dimes, and nickels;
- Using credit or debit cards, the rate was $0.25 per 15 minutes of time with a minimum purchase of one hour. A convenience fee of $0.30 per swipe was added to the transaction cost. This fee offset the City's credit card processing costs and was recorded as a separate revenue item by the City Controller's office.[79]
- Using ParkMobile, the rate was $0.25 per 15 minutes, rounded up to the nearest fifteen minute interval, plus a service charge ranging from $0.30 to $0.50 paid by the end-user. ParkMobile charged lower transaction fee to frequent users of the ParkMobile platform. ParkMobile accepted credit and debit cards

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[76] See Appendix 1610 for the full text of Ordinance 15–10.

[77] BMC§15.40.20 (c): "The Board of Public Works is authorized to alter or modify the hourly charge or method of payment for parking in all municipal parking lots, garages and on-street metered parking spaces in conjunction with special events and promotional activities."

[78] BMC §15.40.020 (b) specifies, "The charge for the use of each on-street metered parking space shall be one dollar per hour between the hours of 9 a.m. and 9 p.m. every day, except Sundays and City holidays."

[79] The City paid IPS Group $0.13 for every credit card swiped at a smart meter.

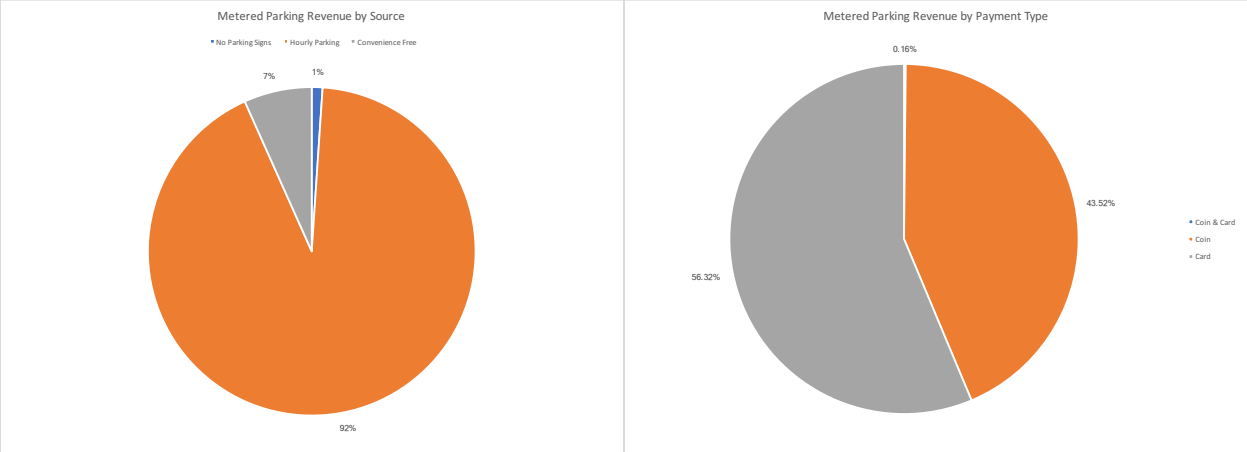
and electronic fund transfers from PayPal. ParkMobile service charges were retained by the company. The City received no share of the service charge.

During 2016, Metered Parking was enforced Monday through Saturday from 9 a.m. until 9 p.m. On-street parking was free on Sundays, City holidays, and on-street metered parking was free every Saturday during December 2016.

Certainly, maintaining sound fiscal management plays a role in rate setting, but the key goal is to balance supply against demand, maintaining occupancy rates in the range of 85-90%. Below 85%, users are likely to find a parking space close to their destination. Understandably, adjusting parking rates is a very controversial topic among stakeholders. However, if parking rates are not routinely reviewed and adjusted within the context of a clear, fair and objective policy framework, then when rates are increased, the increase may be substantial as a long period passes before fiscal challenges or occupancy patterns necessitate increases.

Metered Parking Accounting

The City derived revenue from Metered Parking from hourly parking fees, convenience fees charged to users who paid for parking using credit cards, and from the sale of special event permits. The Controller separated the revenues into three sub-accounts of City Account 455 — hourly parking, credit card convenience fees, and revenue from special event permits which were charged at a rate of $5 per day plus $1 for every hour of regular enforcement hours, per metered space.



Figures 33 and 34: 2016 Metered Parking Revenue by Source and Payment Type.

Usage Patterns

In preparing this report, the Commission requested and obtained the complete transaction history from IPS Group and ParkMobile for Fiscal 2016. The Commission reviewed 1.8 million IPS Group transactions and 95,000 ParkMobile transactions and determined parking session start and end times, total amount in fees paid per transaction, the methods of payment, and the meter ID number (which indicated zone and block face). Using this data, the Commission was able to calculate the distribution of payment methods, accumulation and parking load, meter performance by block face, and the mean block face occupancy.

Distribution of Transactions by Payment Method

For the period January 1, 2016 through December 31, 2016:

- Coin-only: 41.71% of transactions, 43.52% of revenue;
- Card-only: 58.25% of transactions, 56.32% of revenue;
- Coin and Card: 0.05% of transactions, 0.16% of revenue;

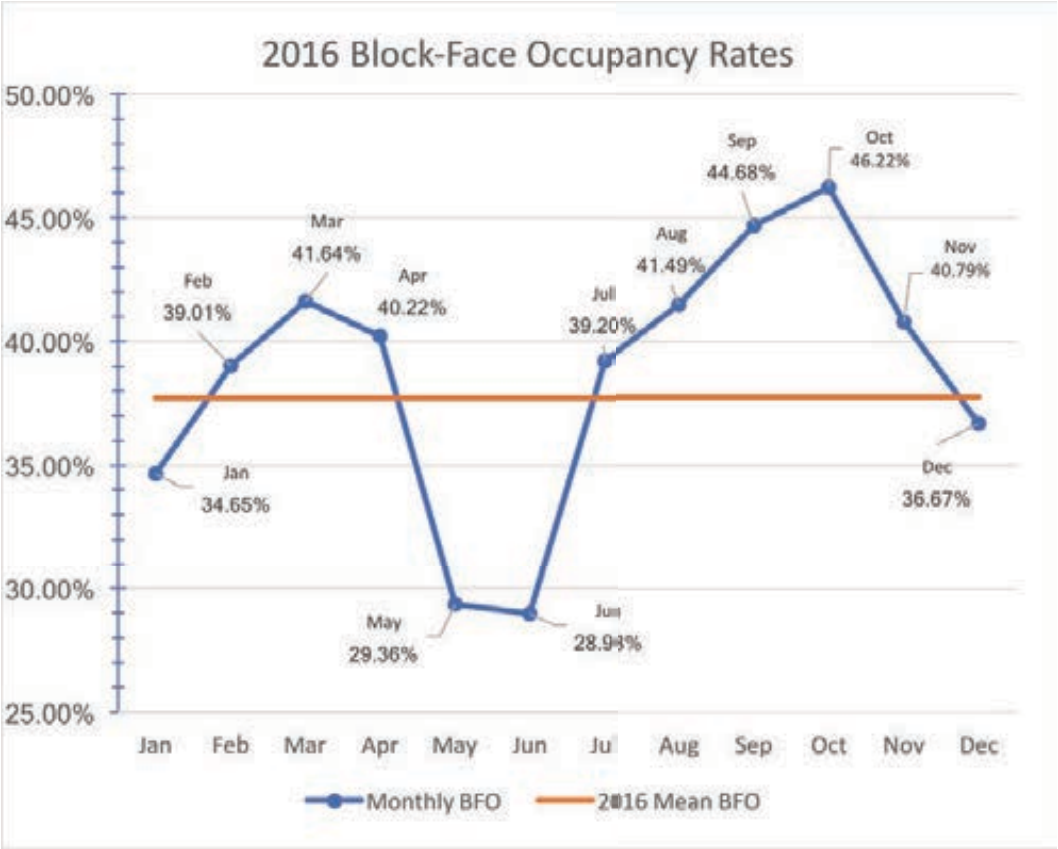


Figure 35: Block face Occupancies by Month and Mean Block Face Occupancy.

Mean Block Face Occupancy

Block face occupancy describes a ratio of meter utilization over the period of regular enforcement hours. It was calculated by dividing the aggregate amount of time purchased at each meter, on each block face, by the total available enforcement time specified per month.[80] The mean block face occupancy (BFO) was computed by month as a weighted average, considering the varying number of meters per block face and the varying number of days of enforcement along with City holidays and other dates on which enforcement was suspended. The annual mean block face occupancy was computed as a weighted average of the monthly BFO s and found to be 37.73%.This rate is far less than the peak occupancy of 62% reported by 2007 Walker in their initial report. Figure 36 lists the BFO by month while Figure 35 illustrates this graphically. In Figure 36, occupancies that exceeded 70% are highlighted in yellow; occupancies in excess of 85% are highlighted in red.

[80] See Appendix 19 for the complete set of transaction counts, dollar amounts, and block face occupancy data.

Figure 36: Block face Occupancies by Month and Mean Block Face Occupancy.

Blockface	Zone	Jan Park Occ	Feb Park Occ	Mar Park Occ	Apr Park Occ	May Park Occ	Jun Park Occ	Jul Park Occ	Aug Park Occ	Sep Park Occ	Oct Park Occ	Nov Park Occ	Dec Park Occ	Mean BFO
100 W 8TH	Zone 1	12%	16%	13%	18%	5%	8%	9%	29%	24%	25%	10%	9%	14%
100 W 9TH	Zone 1	18%	18%	16%	17%	8%	21%	15%	29%	38%	42%	22%	16%	21%
200 W 11TH	Zone 1	20%	24%	20%	24%	5%	11%	10%	29%	26%	30%	18%	20%	19%
200 W 8TH	Zone 1	8%	6%	9%	13%	2%	6%	7%	17%	17%	16%	9%	15%	10%
200 W 9TH	Zone 1	25%	28%	19%	27%	9%	19%	17%	48%	32%	34%	22%	17%	25%
300 N College	Zone 1	55%	66%	62%	60%	31%	64%	52%	69%	67%	61%	48%	55%	57%
300 N Morton ST	Zone 1	41%	47%	40%	46%	23%	40%	47%	54%	56%	55%	45%	43%	44%
300 N Walnut	Zone 1	29%	38%	35%	31%	11%	25%	21%	38%	32%	36%	22%	29%	28%
300 W 11TH	Zone 1	29%	37%	50%	40%	18%	33%	31%	38%	27%	32%	22%	26%	31%
300 W 12TH	Zone 1	12%	20%	21%	23%	5%	14%	10%	11%	15%	14%	7%	9%	13%
400 N College	Zone 1	38%	40%	33%	40%	14%	32%	36%	48%	39%	45%	33%	34%	35%
400 N Morton ST	Zone 1	46%	49%	52%	52%	25%	52%	57%	66%	56%	61%	46%	47%	50%
400 N Walnut	Zone 1	22%	25%	16%	17%	8%	13%	15%	18%	37%	34%	19%	13%	20%
400 W 11TH	Zone 1	18%	39%	44%	26%									32%
400 W 8TH	Zone 1	2%	5%	5%	12%	5%	8%	9%	4%	7%	7%	4%	3%	5%
500 N College	Zone 1	18%	24%	16%	20%	5%	15%	18%	38%	27%	29%	18%	17%	20%
500 N Morton ST	Zone 1	20%	22%	29%	34%	22%	37%	48%	57%	34%	31%	21%	16%	31%
500 N Morton St - Permit	Zone 1	13%	19%	13%	21%	7%	15%	20%	29%	15%	17%	10%	5%	15%
500 N Walnut	Zone 1	13%	16%	12%	11%	6%	25%	21%	21%	28%	29%	21%	19%	18%
600 N College	Zone 1	15%	18%	16%	16%	7%	15%	14%	29%	22%	25%	15%	17%	17%
600 N Morton ST	Zone 1	12%	16%	13%	18%	6%	16%	15%	36%	23%	19%	11%	10%	16%
600 N Walnut	Zone 1	10%	7%	8%	9%	4%	9%	9%	11%	15%	17%	13%	10%	10%
700 N ASHLYNN PARK	Zone 1	19%	34%	51%	42%	13%	25%	19%	29%	21%	19%	12%	15%	24%
700 N MORTON	Zone 1	14%	21%	18%	22%	5%	12%	12%	17%	19%	17%	7%	9%	14%
800 N MORTON	Zone 1	11%	11%	11%	13%	6%	11%	7%	5%	9%	11%	7%	6%	9%
100 N Madison	Zone 2	10%	14%	9%	12%	4%	10%	12%	11%	14%	13%	10%	10%	10%
100 N Morton ST	Zone 2	50%	55%	52%	50%	25%	54%	59%	52%	55%	58%	42%	49%	50%
100 S Madison	Zone 2	11%	15%	16%	16%	6%	16%	18%	18%	14%	15%	8%	12%	13%
200 N Madison	Zone 2	15%	16%	12%	11%	8%	19%	15%	13%	21%	23%	20%	21%	16%
200 N Morton ST	Zone 2	45%	56%	49%	49%	25%	58%	56%	60%	56%	61%	44%	48%	50%
200 S Madison	Zone 2	5%	8%	13%	13%	4%	12%	16%	11%	9%	13%	13%	12%	11%
200 W 4TH	Zone 2	42%	49%	45%	37%	20%	44%	49%	48%	40%	44%	31%	41%	40%
200 W 6TH	Zone 2	58%	68%	61%	54%	29%	60%	60%	65%	66%	65%	50%	66%	58%
200 W 7TH	Zone 2	58%	68%	61%	58%	28%	69%	59%	54%	62%	66%	52%	51%	57%
200 W Kirkwood	Zone 2	61%	64%	57%	49%	26%	60%	61%	68%	57%	66%	47%	61%	56%
300 W 4TH	Zone 2	27%	41%	44%	37%	18%	47%	45%	38%	30%	41%	27%	39%	35%
300 W 6Th	Zone 2	23%	28%	23%	26%	12%	28%	32%	38%	34%	33%	24%	24%	26%
300 W 7TH	Zone 2	32%	40%	37%	39%	17%	44%	44%	46%	40%	47%	36%	35%	37%
300 W Kirkwood	Zone 2	37%	41%	43%	36%	18%	41%	42%	48%	40%	41%	31%	44%	38%
400 W 4TH	Zone 2	13%	18%	18%	17%	7%	18%	18%	11%	16%	18%	12%	11%	15%
400 W 6TH	Zone 2	10%	13%	8%	9%	6%	16%	16%	13%	15%	15%	13%	11%	12%
400 W 7TH	Zone 2	9%	13%	10%	16%	7%	15%	15%	13%	15%	29%	18%	7%	14%
400 W Kirkwood	Zone 2	0%	8%	9%	8%	3%	8%	1%	2%	12%	12%	9%	9%	7%
100 E 4TH	Zone 3	29%	31%	30%	33%	14%	28%	30%	38%	44%	42%	30%	48%	32%
100 E 6TH	Zone 3	47%	55%	49%	45%	20%	47%	47%	57%	50%	59%	42%	58%	47%
100 E 7TH	Zone 3	33%	39%	33%	29%	17%	41%	35%	48%	49%	49%	36%	40%	37%
100 E Kirkwood	Zone 3	72%	82%	75%	67%	35%	81%	76%	79%	72%	84%	63%	82%	71%
100 N College	Zone 3	72%	83%	83%	70%	35%	78%	76%	80%	79%	85%	65%	84%	73%
100 N Walnut	Zone 3	70%	82%	83%	73%	38%	85%	84%	88%	83%	86%	72%	88%	77%
100 S College	Zone 3	49%	62%	56%	50%	26%	56%	58%	64%	64%	62%	44%	62%	53%
100 S Walnut	Zone 3	63%	78%	69%	64%	33%	73%	74%	75%	73%	78%	62%	82%	67%
100 W 4TH	Zone 3	35%	60%	44%	42%	16%	42%	42%	48%	44%	52%	30%	47%	41%
100 W 6TH	Zone 3	73%	77%	73%	73%	36%	70%	77%	88%	65%	80%	63%	78%	70%
100 W 7TH	Zone 3	54%	58%	58%	52%	23%	54%	51%	50%	56%	58%	46%	55%	51%
100 W Kirkwood	Zone 3	65%	74%	72%	64%	33%	68%	72%	75%	64%	76%	57%	78%	65%
200 N College	Zone 3	43%	56%	54%	45%	23%	54%	52%	60%	56%	53%	42%	50%	49%
200 N Walnut	Zone 3	55%	59%	67%	50%	26%	58%	58%	61%	55%	58%	42%	57%	53%
200 S College	Zone 3	15%	22%	21%	23%	7%	19%	17%	13%	30%	24%	15%	20%	19%
200 S Walnut	Zone 3	11%	26%	19%	27%	8%	23%	19%	29%	38%	31%	19%	24%	23%
300 S College	Zone 3	2%	2%	2%	4%	2%	3%	2%	2%	9%	3%	3%	1%	3%
300 S Walnut	Zone 3	14%	17%	14%	21%	11%	16%	20%	13%	27%	20%	13%	12%	17%
400 S College	Zone 3	11%	17%	21%	13%	7%	13%	15%	13%	15%	20%	11%	12%	14%
400 S Walnut	Zone 3	16%	24%	22%	23%	15%	26%	29%	29%	38%	30%	20%	26%	24%
100 N Lincoln	Zone 4	46%	69%	59%	58%	21%	49%	45%	52%	64%	64%	49%	57%	52%
100 N Washington	Zone 4	37%	49%	39%	42%	14%	35%	42%	61%	55%	55%	39%	43%	42%
100 S Lincoln	Zone 4	25%	44%	35%	41%	13%	33%	28%	48%	58%	60%	44%	45%	39%
100 S Washington	Zone 4	40%	50%	46%	43%	20%	44%	44%	46%	43%	53%	40%	56%	43%
200 E 4TH	Zone 4	17%	32%	25%	27%	8%	13%	12%	29%	33%	34%	23%	27%	22%
200 E 6TH	Zone 4	9%	9%	9%	11%	5%	8%	7%	13%	13%	13%	9%	13%	10%
200 E 7TH	Zone 4	4%	7%	5%	5%	2%	6%	3%	13%	12%	12%	6%	7%	7%
200 E Kirkwood	Zone 4	48%	63%	59%	57%	22%	52%	48%	54%	63%	70%	48%	65%	53%
200 N Lincoln	Zone 4	16%	25%	21%	23%	6%	11%	11%	13%	14%	12%	8%	8%	14%
200 N Washington	Zone 4	6%	6%	6%	5%	5%	9%	8%	13%	10%	10%	6%	9%	8%
200 S Lincoln	Zone 4	35%	46%	40%	40%	11%	24%	28%	36%	45%	38%	29%	31%	33%
200 S Washington	Zone 4	13%	26%	12%	21%	4%	7%	9%	13%	25%	21%	11%	24%	15%
300 E 4TH	Zone 4	56%	76%	64%	63%	24%	56%	57%	64%	68%	80%	61%	62%	61%
300 E 6TH	Zone 4	38%	49%	47%	43%	24%	46%	44%	48%	50%	48%	38%	43%	43%
300 E 7TH	Zone 4	7%	10%	10%	15%	4%	6%	9%	13%	14%	18%	9%	8%	10%
300 E Kirkwood	Zone 4	65%	91%	84%	74%	37%	82%	76%	90%	90%	91%	71%	83%	77%
100 N Dunn	Zone 5	83%	100%	89%	77%	39%	89%	84%	98%	98%	106%	76%	88%	85%
100 N Grant	Zone 5	72%	87%	78%	70%	37%	81%	78%	88%	91%	90%	71%	83%	76%
100 S Dunn	Zone 5	65%	84%	75%	69%	30%	74%	68%	81%	81%	84%	64%	69%	69%
100 S Grant	Zone 5	73%	75%	82%	75%	34%	75%	71%	88%	80%	89%	70%	80%	73%
100 S Indiana	Zone 5	74%	88%	85%	72%	37%	84%	89%	88%	89%	93%	69%	78%	78%
200 N Dunn	Zone 5	63%	83%	71%	72%	29%	56%	57%	75%	75%	72%	51%	53%	62%
200 N Grant	Zone 5	17%	23%	22%	19%	12%	20%	24%	29%	26%	32%	18%	20%	22%
200 S Dunn	Zone 5	52%	73%	60%	64%	20%	35%	37%	54%	57%	68%	48%	43%	51%
200 S Grant	Zone 5	40%	45%	43%	41%	22%	47%	46%	54%	53%	60%	45%	51%	45%
200 S Indiana	Zone 5	74%	90%	81%	77%	38%	76%	76%	75%	87%	82%	67%	72%	74%
400 E 4TH	Zone 5	62%	83%	72%	70%	27%	65%	64%	77%	76%	82%	62%	71%	67%
400 E 6TH	Zone 5	29%	40%	44%	36%	25%	59%	52%	54%	38%	38%	28%	37%	40%
400 E 7TH	Zone 5	19%	26%	22%	25%	12%	23%	23%	25%	32%	31%	23%	23%	23%
400 E Kirkwood	Zone 5	77%	88%	90%	75%	43%	91%	84%	98%	90%	91%	71%	88%	81%
500 E 4TH	Zone 5	75%	95%	82%	79%	36%	86%	84%	88%	91%	92%	68%	81%	79%
500 E 6TH	Zone 5	61%	83%	64%	68%	27%	53%	56%	68%	85%	93%	64%	64%	65%
500 E Kirkwood	Zone 5	72%	86%	77%	69%	35%	77%	74%	88%	85%	84%	70%	80%	74%
														37.51%

Block Face Financial Performance

Using the same data files provided by IPS Group, the Commission calculated the net financial performance of the meters by block face by month. The Commission calculated average number of meters in use on each block face per month and the total revenues generated by block face. By utilizing the expense reports provided by the City Controller, and distributing the total expense across the average number of meters installed on each block face, the Commission determined that only 47 of the 96 metered blocks generated a surplus (Figure 37). The break-even block face occupancy rate is the point at which Metered Parking revenues are equivalent to the portion of the Program Expenses apportioned to a block. The break even BFO rate was calculated to be 32%. Above this percentage, a meter block contributes to the Metered Parking and system-wide surplus. A complete set of block face calculations is listed in Appendix 19.

Figure 37: Block Faces Contributing to the Metered Parking Program Surplus.

Blockface	Zone	Total Revenue $	Avg Stalls N	Weighted Mo. Avg Revenue	Operational Expense	System Expense	Staffing Expense	GF Expense	Total Expense	Block-face Net	Contribution %
300 N College	Zone 1	18,595.65	11.00	$ 1,549.64	$ 1,365.40	$ 6,472.42	$ 4,918.65	$ 422.59	$ 13,179.26	$ 5,416.39	2.56%
300 N Morton ST	Zone 1	30,676.90	23.00	$ 2,556.41	$ 2,854.94	$ 13,533.46	$ 10,284.44	$ 883.59	$ 27,556.62	$ 3,120.28	1.47%
400 N College	Zone 1	11,798.40	9.67	$ 984.81	$ 1,199.90	$ 5,688.06	$ 4,322.45	$ 371.36	$ 11,581.77	$ 216.63	0.10%
400 N Morton ST	Zone 1	36,792.50	22.00	$ 3,066.04	$ 2,730.81	$ 12,945.24	$ 9,837.29	$ 845.17	$ 26,358.51	$ 10,433.99	4.92%
100 N Morton ST	Zone 2	18,658.60	11.00	$ 1,554.88	$ 1,365.40	$ 6,472.42	$ 4,918.65	$ 422.59	$ 13,179.26	$ 5,479.34	2.59%
200 N Morton ST	Zone 2	58,451.45	35.00	$ 4,870.95	$ 4,344.47	$ 20,594.20	$ 15,650.24	$ 1,344.59	$ 41,933.99	$ 16,517.46	7.80%
200 W 4TH	Zone 2	18,089.75	13.00	$ 1,507.48	$ 1,613.66	$ 7,649.46	$ 5,812.94	$ 499.42	$ 15,575.48	$ 2,514.27	1.19%
200 W 6TH	Zone 2	45,000.60	23.00	$ 3,750.05	$ 2,854.94	$ 13,533.46	$ 10,284.44	$ 883.59	$ 27,556.62	$ 17,443.98	8.23%
200 W 7TH	Zone 2	21,389.55	13.00	$ 1,782.46	$ 1,613.66	$ 7,649.46	$ 5,812.94	$ 499.42	$ 15,575.48	$ 5,814.07	2.74%
200 W Kirkwood	Zone 2	27,301.70	14.00	$ 2,275.14	$ 1,737.79	$ 8,237.88	$ 6,260.09	$ 537.84	$ 16,773.60	$ 10,528.10	4.97%
300 W Kirkwood	Zone 2	17,197.15	13.00	$ 1,455.79	$ 1,613.66	$ 7,649.46	$ 5,812.94	$ 499.42	$ 15,575.48	$ 1,621.67	0.77%
100 E 6TH	Zone 3	67,388.85	41.00	$ 5,615.74	$ 5,089.23	$ 24,125.22	$ 18,333.13	$ 1,575.09	$ 49,122.68	$ 18,266.17	8.62%
100 E 7TH	Zone 3	20,775.15	16.00	$ 1,731.26	$ 1,986.04	$ 9,414.22	$ 7,154.39	$ 614.67	$ 19,169.83	$ 1,605.32	0.76%
100 E Kirkwood	Zone 3	37,500.70	16.00	$ 3,125.06	$ 1,986.04	$ 9,414.22	$ 7,154.39	$ 614.67	$ 19,169.83	$ 18,330.87	8.65%
100 N College	Zone 3	75,231.90	32.00	$ 6,269.33	$ 3,972.08	$ 18,829.44	$ 14,308.79	$ 1,229.34	$ 38,339.65	$ 36,892.25	17.41%
100 N Walnut	Zone 3	67,377.95	28.00	$ 5,614.83	$ 3,475.57	$ 16,475.36	$ 12,520.19	$ 1,075.67	$ 33,547.19	$ 33,830.76	15.97%
100 S College	Zone 3	29,829.90	16.00	$ 2,485.83	$ 1,986.04	$ 9,414.22	$ 7,154.39	$ 614.67	$ 19,169.83	$ 10,660.07	5.03%
100 S Walnut	Zone 3	49,055.90	22.00	$ 4,087.99	$ 2,730.81	$ 12,945.24	$ 9,837.29	$ 845.17	$ 26,358.51	$ 22,697.39	10.71%
100 W 4TH	Zone 3	16,097.80	11.00	$ 1,341.48	$ 1,365.40	$ 6,472.42	$ 4,918.65	$ 422.59	$ 13,179.26	$ 2,918.54	1.38%
100 W 6TH	Zone 3	59,344.55	26.00	$ 4,945.38	$ 3,227.32	$ 15,298.52	$ 11,625.89	$ 998.84	$ 31,150.97	$ 28,193.58	13.31%
100 W 7TH	Zone 3	30,338.45	18.00	$ 2,528.20	$ 2,234.30	$ 10,591.56	$ 8,048.69	$ 691.50	$ 21,566.05	$ 8,772.40	4.14%
100 W Kirkwood	Zone 3	97,672.65	45.00	$ 8,139.39	$ 5,585.74	$ 26,478.90	$ 20,121.73	$ 1,728.76	$ 53,915.13	$ 43,757.52	20.65%
200 N College	Zone 3	32,667.00	19.67	$ 2,731.41	$ 2,441.18	$ 11,572.26	$ 8,793.94	$ 755.53	$ 23,562.91	$ 9,104.09	4.30%
200 N Walnut	Zone 3	34,478.20	19.00	$ 2,873.18	$ 2,358.42	$ 11,179.58	$ 8,495.84	$ 729.92	$ 22,764.17	$ 11,714.03	5.53%
100 N Lincoln	Zone 4	31,711.80	18.00	$ 2,642.65	$ 2,234.30	$ 10,591.56	$ 8,048.69	$ 691.50	$ 21,566.05	$ 10,145.75	4.79%
100 N Washington	Zone 4	24,310.20	17.17	$ 2,017.87	$ 2,130.86	$ 10,101.21	$ 7,676.07	$ 659.49	$ 20,567.63	$ 3,742.57	1.77%
100 S Lincoln	Zone 4	19,673.10	14.75	$ 1,643.19	$ 1,830.88	$ 8,679.20	$ 6,595.46	$ 566.65	$ 17,672.18	$ 2,000.92	0.94%
100 S Washington	Zone 4	23,542.30	15.92	$ 1,963.10	$ 1,975.70	$ 9,365.49	$ 7,117.13	$ 611.47	$ 19,069.98	$ 4,472.32	2.11%
200 E Kirkwood	Zone 4	28,690.15	16.00	$ 2,390.85	$ 1,986.04	$ 9,414.22	$ 7,154.39	$ 614.67	$ 19,169.83	$ 9,520.32	4.49%
300 E 4TH	Zone 4	18,857.30	9.00	$ 1,571.44	$ 1,117.15	$ 5,295.78	$ 4,024.35	$ 345.75	$ 10,783.03	$ 8,074.27	3.81%
300 E 6TH	Zone 4	19,615.55	14.00	$ 1,634.63	$ 1,737.79	$ 8,237.88	$ 6,260.09	$ 537.84	$ 16,773.60	$ 2,841.95	1.34%
300 E Kirkwood	Zone 4	38,239.15	15.33	$ 3,195.14	$ 1,903.29	$ 9,022.44	$ 6,856.29	$ 589.06	$ 18,371.08	$ 19,868.07	9.38%
100 N Dunn	Zone 5	24,165.05	9.00	$ 2,013.75	$ 1,117.15	$ 5,295.78	$ 4,024.35	$ 345.75	$ 10,783.03	$ 13,382.02	6.32%
100 N Grant	Zone 5	22,412.65	9.00	$ 1,867.72	$ 1,117.15	$ 5,295.78	$ 4,024.35	$ 345.75	$ 10,783.03	$ 11,629.62	5.49%
100 S Dunn	Zone 5	23,179.65	9.92	$ 1,933.61	$ 1,230.93	$ 5,835.17	$ 4,434.23	$ 380.97	$ 11,881.30	$ 11,298.35	5.33%
100 S Grant	Zone 5	22,140.45	9.00	$ 1,845.04	$ 1,117.15	$ 5,295.78	$ 4,024.35	$ 345.75	$ 10,783.03	$ 11,357.42	5.36%
100 S Indiana	Zone 5	25,066.40	10.00	$ 2,088.87	$ 1,241.28	$ 5,884.20	$ 4,471.50	$ 384.17	$ 11,981.14	$ 13,085.26	6.18%
200 N Dunn	Zone 5	18,397.55	9.00	$ 1,533.13	$ 1,117.15	$ 5,295.78	$ 4,024.35	$ 345.75	$ 10,783.03	$ 7,614.52	3.59%
200 S Dunn	Zone 5	10,494.45	6.00	$ 874.54	$ 744.77	$ 3,530.52	$ 2,682.90	$ 230.50	$ 7,188.68	$ 3,305.77	1.56%
200 S Grant	Zone 5	9,418.55	6.00	$ 784.88	$ 744.77	$ 3,530.52	$ 2,682.90	$ 230.50	$ 7,188.68	$ 2,229.87	1.05%
200 S Indiana	Zone 5	21,451.35	9.00	$ 1,787.61	$ 1,117.15	$ 5,295.78	$ 4,024.35	$ 345.75	$ 10,783.03	$ 10,668.32	5.03%
400 E 4TH	Zone 5	61,798.70	27.00	$ 5,149.89	$ 3,351.45	$ 15,887.34	$ 12,073.04	$ 1,037.26	$ 32,349.08	$ 29,449.62	13.90%
400 E 6TH	Zone 5	26,197.70	20.00	$ 2,183.14	$ 2,482.55	$ 11,768.40	$ 8,942.99	$ 768.34	$ 23,962.28	$ 2,235.42	1.06%
400 E Kirkwood	Zone 5	59,556.45	23.00	$ 4,963.04	$ 2,854.94	$ 13,533.66	$ 10,284.44	$ 883.59	$ 27,556.62	$ 31,999.83	15.10%
500 E 4TH	Zone 5	50,679.30	20.00	$ 4,223.28	$ 2,482.55	$ 11,768.40	$ 8,942.99	$ 768.34	$ 23,962.28	$ 26,717.02	12.61%
500 E 6TH	Zone 5	43,335.00	20.92	$ 3,612.30	$ 2,596.34	$ 12,307.79	$ 9,352.88	$ 803.55	$ 25,060.55	$ 18,274.45	8.62%
500 E Kirkwood	Zone 5	33,609.55	14.00	$ 2,800.80	$ 1,737.79	$ 8,237.88	$ 6,260.09	$ 537.84	$ 16,773.60	$ 16,835.95	7.95%

Analysis of Average Time Purchased

Using the IPS Group block face usage data, the Commission calculated that users paid for 134,093,598.43 minutes of parking, but received credit for only 112,337,888.35 minutes. The difference of 19% between payments made and parking credited to users is due to users paying for parking outside of the normal hours of enforcement. This may indicate a need for better signage about the hours of enforcement. By examining purchased time credited when during the normal hours of enforcement, the Commission determined that the weighted-average aggregate time purchased was 61.6 minutes.

Time purchased varies by block face from a minimum average of 32.7 minutes to a maximum average of 98.0 minutes. Figures 38 and 39 list the lower and upper quartiles of average time purchased by block face along with the block face occupancy rates and the number of transactions (N).

Lower Quartile Blocks by Average Amount of Time Purchased

Blockface	Zone	Mean BFO	Total N	Avg Length of Stay
400 N Morton ST	Zone 1	50%	35,806.00	58.1
100 N Walnut	Zone 3	77%	65,210.00	58.0
200 S Madison	Zone 2	11%	3,202.00	57.9
300 N Morton ST	Zone 1	44%	31,905.00	57.7
600 N Walnut	Zone 1	10%	3,629.00	57.4
100 E Kirkwood	Zone 3	71%	37,305.00	56.9
400 S Walnut	Zone 3	24%	5,907.00	56.6
400 E Kirkwood	Zone 5	81%	59,762.00	56.3
300 E Kirkwood	Zone 4	77%	37,995.00	56.3
200 S Lincoln	Zone 4	33%	7,998.00	55.6
200 S Grant	Zone 5	45%	9,257.00	55.5
200 N College	Zone 3	49%	32,348.00	55.5
100 N Lincoln	Zone 4	52%	32,378.00	55.1
600 N College	Zone 1	17%	17,406.00	53.9
200 W Kirkwood	Zone 2	56%	27,750.00	53.5
100 N College	Zone 3	73%	79,504.00	53.4
300 E 6TH	Zone 4	43%	21,178.00	52.1
200 W 7TH	Zone 2	57%	25,857.00	49.8
400 W 8TH	Zone 1	5%	1,202.00	49.7
400 W 7TH	Zone 2	14%	16,398.00	49.7
100 S College	Zone 3	53%	33,458.00	49.7
300 W 7TH	Zone 2	37%	24,199.00	48.7
300 S Walnut	Zone 3	17%	7,380.00	45.0
400 W 4TH	Zone 2	15%	14,788.00	40.7
300 W 6Th	Zone 2	26%	31,919.00	32.7

Upper Quartile Blocks by Average Amount of Time Purchased

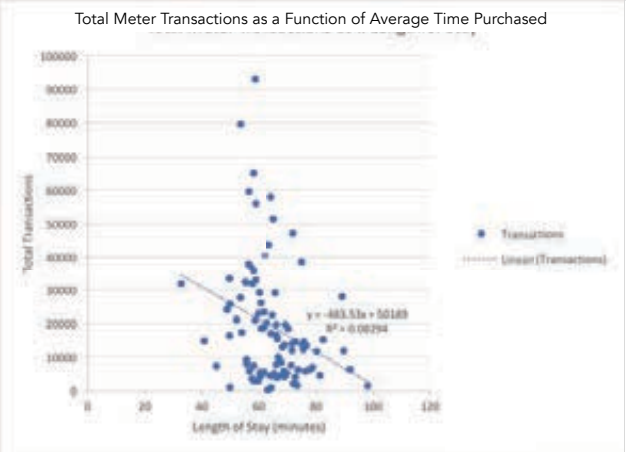
Blockface	Zone	Mean BFO	Total N	Avg Length of Stay
200 S Dunn	Zone 5	51%	6,453.00	91.8
500 N Morton ST	Zone 1	31%	12,006.00	89.6
500 E 6TH	Zone 5	65%	28,087.00	89.0
200 S Indiana	Zone 5	74%	15,292.00	82.5
300 E 7TH	Zone 4	10%	4,733.00	81.3
600 N Morton ST	Zone 1	16%	11,757.00	80.2
100 W 8TH	Zone 1	14%	7,137.00	78.7
100 S Madison	Zone 2	13%	6,452.00	77.8
200 N Dunn	Zone 5	62%	13,576.00	76.4
200 W 9TH	Zone 1	25%	5,844.00	76.2
400 E 7TH	Zone 5	23%	14,519.00	75.6
100 E 4TH	Zone 3	32%	12,238.00	75.5
500 E 4TH	Zone 5	79%	38,748.00	75.2
100 N Morton ST	Zone 2	50%	13,791.00	75.1
200 S Walnut	Zone 3	22%	6,370.00	73.6
400 W Kirkwood	Zone 2	7%	1,596.00	73.3
300 W 4TH	Zone 2	35%	14,524.00	72.7
800 N MORTON	Zone 1	30%	4,156.00	72.7
200 S Washington	Zone 4	15%	1,975.00	72.5
400 E 4TH	Zone 5	67%	47,083.00	72.2
200 E 7TH	Zone 4	7%	2,117.00	71.9
200 E 4TH	Zone 4	22%	12,048.00	71.6
700 N ASHLYNN PARK	Zone 1	24%	7,598.00	71.2

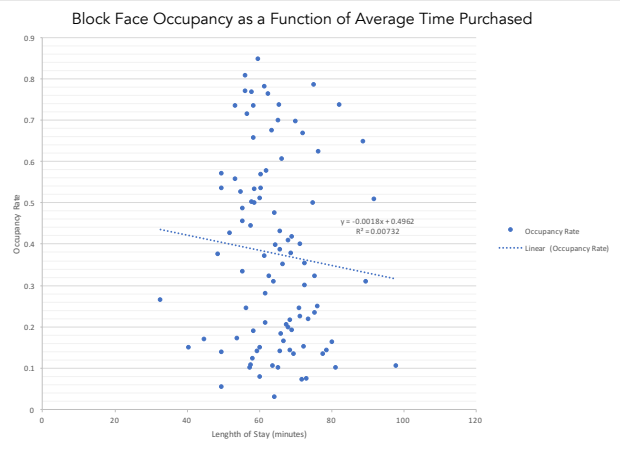
Figure 38 and 39: Lower and Upper Quartile Block face Average Time purchased.

Relationship between Time Purchased, Transaction Count and Occupancy Rates

A scatter plot of the number of transactions as a function of time purchased (Figure 40) reinforces to the idea that longer lengths of stays may lead to fewer overall transactions; however, a similar scatter plot of BFO as a function of time purchased (Figure 41) does not negatively correlate. That is to say, greater amounts time purchased does not contribute to higher block face occupancy rates.

Figure 40: Total Transactions as a Function of Average Time Purchased and Figure 41: BFO as a Function of Average Time Purchased.





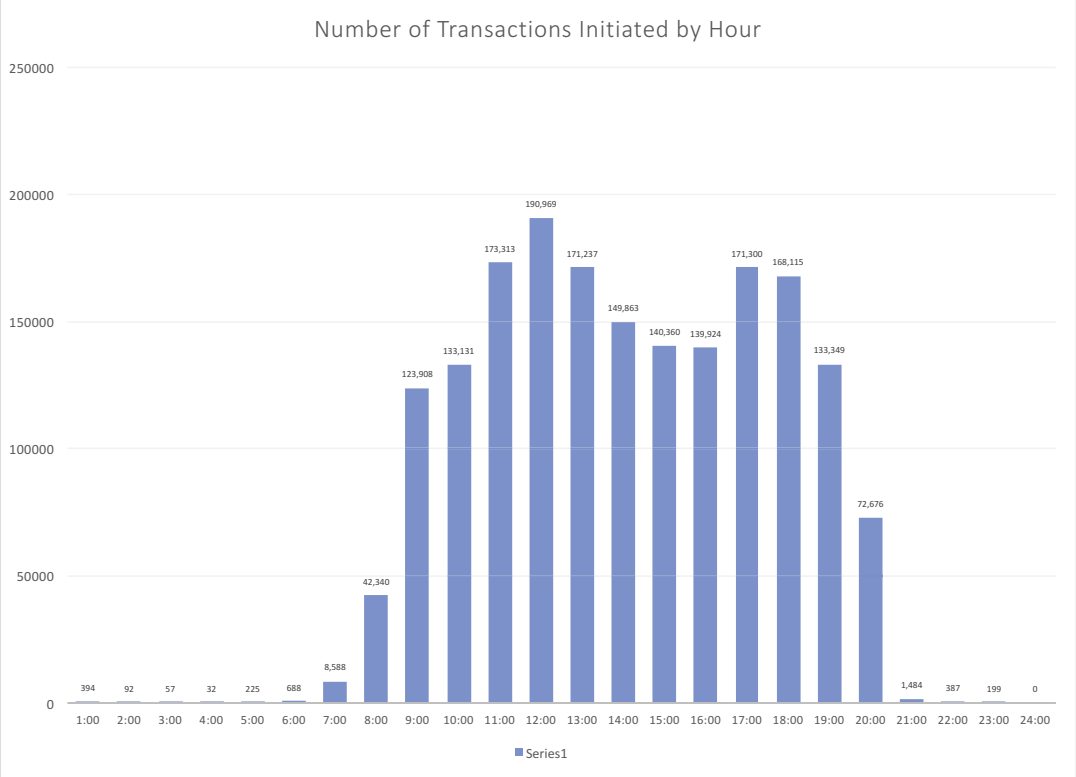


Figure 42: Frequency of Meter Transactions Initiated per Hour, 2016.

Analysis of ParkMobile Transactions

Since transactions initiated in ParkMobile are not recorded by IPS Group, the Commission requested the complete history of ParkMobile transactions processed by users during 2016. From January to December of 2016, 94,995 transactions were initiated by 11,407 unique ParkMobile users. This number represents 5.0% of all transactions in the Metered Parking program. Although the ParkMobile user base is quite small, they are an active group: the top 5% of ParkMobile users accounted for 45.6% of transactions, and the top 10% of ParkMobile users account for 68.2% of all ParkMobile transactions.

When a user paid for parking fees using ParkMobile, the user was charged a transaction fee ranging from $0.30 to $0.50 per transaction. The City did not retain any portion of the convenience fee. During 2016, users paid $46,922 in convenience fees on parking fees of $241,102. The top 10% of unique ParkMobile users generated 76.9% of the total revenues, or $185,420. Analysis of the data revealed that 10% of ParkMobile users paid more in transaction fees than they received in parking credit, and that 3.1% of ParkMobile users paid for parking outside the hours of enforcement. ParkMobile usage data suggests that additional marketing of the availability and benefits of the platform may be warranted. 74.2% of unique ParkMobile users initiated fewer than five transactions during 2016, while 42.8% of ParkMobile users initiated only one transaction.

Metered Parking Financial Performance

Parking Meters Generated a Surplus of $618,000

The Commission defined Program Cash Flow as the difference between the total revenues generated by Metered Parking and the total expenses charged to the program which included staffing, lease payments and finance charges, communication contracts and other operational costs, and General Fund charges. During Fiscal Year 2016, the Metered Parking program produced a surplus Program Cash Flow of $618,142. (Figure 43). Citation revenues generated from citations issued at metered spaces were deposited in the City's General Fund, rather than the Parking Meter Fund, and as a result, citation revenues were not included when calculating the programs cash balance or Program Balance. However, with the additional revenues from citations, Metered Parking contributed a $1 million surplus to the City's parking system. This surplus amount will increase by nearly $240,000 annually, once the equipment lease is fully satisfied after 2017.

The balance of the Metered Parking Program Fund at the end of 2016 was $1,608,381.51. The Parking Meter Fund, which was also known as City Account 455, was a special, non-reverting fund with a specific scope defined by BMC §15.40.015. Disbursements from the fund could only be made by the Board of Public Works for the following purposes:

1. The purchase price, rental fees, and cost of installation of the parking meters;
2. The cost of maintenance, operation, and repair of the parking meters;
3. Incidental costs and expenses in the operation of the parking meters, including the cost of clerks and bookkeeping;
4. The cost of traffic signal devices used in the municipality;
5. The cost of repairing and maintaining any of the public ways, curbs, and sidewalks where the parking meters are in use, and all public ways connected with them in the municipality;
6. The cost of acquiring, by lease or purchase, suitable land for off-street parking facilities to be operated or leased by the municipality;
7. The principal and interest on bonds issued to acquire parking facilities and devices;
8. The cost of improving and maintaining land for parking purposes and purchasing, installing, and maintaining parking meters on that land; and
9. The cost of providing approved school crossing protective facilities, including the costs of purchase, maintenance, operation, and repair, and all other incidental costs.

Figure 43: 2016 Parking Meter Zone Financial Performance.

Item	Amount
Parking Meter Fund Balance Forward	**$ 989,527.40**
Metered Parking Program Revenues	
Revenue – No Parking Signs	$ 25,555.10
Revenue – Hourly Parking	$ 2,218,005.77
Revenue – Convenience Fee	$ 161,169.30
Total Program Revenues	**$ 2,404,730.17**
Metered Parking Program Expenses	
Staffing Expenses	$ (666,774.55)
Operational Expenses	$ (185,094.97)
Equipment & Supply Expenses	$ (877,432.29)
General Fund Charges	$ (57,286.00)
Total Program Expenses	$ (1,786,587.81)
Program Cash Flow	$ 618,142.36
Other Income	$ 711.75
Program Balance	$ 618,854.11
Parking Meter Fund Closing Balance	$ 1,608,381.51

2016 Summary of Metered Parking Metrics

- Average number of operational meters: 1,480[81]
- Annual revenue from usage, per meter: $1499.00[82]
- Revenue from usage, per meter per week: $28.83[83]
- Mean block face occupancy rate: 37.51%[84]
- Weighted-average aggregate time purchased was 61.6 minutes[85]
- Annual revenues from Metered Parking citations, per meter: $259.00[86]
- Revenue from Metered Parking citations, per enforcement labor hour: $23.94[87]
- Cost of Metered Parking enforcement, per labor hour: $29.74[88,89]
- Return on Staffing Expense: -19.50%
- Metered Parking citation revenues are equal to 17.3% of parking fee revenues
- IPS Group overhead is equivalent to15.4% of Metered Parking revenues

Staffing Expenses

The City of Bloomington employed eight full-time Parking Enforcement officers to supervise, maintain and enforce the Metered Parking program. Two additional full-time officers were assigned to enforced regulations in Neighborhood Zones, and their salaries were paid from the City's Alternative Transportation Fund, also known as City Account 454. Figure 44 illustrates the variety of positions needed to manage the Metered Parking program, while Figure 45 summarizes staffing expenses paid from the Parking Meter Fund. Employee salary data was provided by City Legal in response to the Commission's APRA request, and was included in the Commission's May 2017 meeting packet.

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[81] Ordinance 13–03 authorized the installation of 1,539 parking meters.

[82] Total revenue from hourly parking divided by the 1480 metered spaces.

[83] Total revenue from hourly parking divided by number of metered spaces divided by 52 weeks.

[84] Calculated using IPS Group transaction data files, assuming 72 hours of enforcement per week.

[85] Calculated using IPS Group transaction data files.

[86] Rate calculations based on 1480 metered spaces. 1496 meters were in service in December 2016.

[87] FTEs were tasked to Metered Parking enforcement. Calculation assumes 2000 hours per year, per enforcement officer.

[88] Cost of Metered Parking enforcement is 24% more than Citation revenues per hour, indicating a need to raise the base rate.

[89] Rate derived from the Neighborhood Zone program. Actual cost is likely less, due to seniority of Neighborhood Zone officers.

Figure 44: 2016 Employees by Department/Job Code Paid from the Parking Meter Fund.

Position	Position
Customer Service/Security Specialist	1 Full Time Eqivalent (FTE)
Parking Enforcement Supervisor	1 FTE
Enforcement Officers	8 FTE
Facilities Staff	1 FTE
Crossing Guards	16 part-time positions

The staffing expenses for Metered Parking (Figure 45) included salaries paid to a full-time supervisor and customer service/security specialist and reimbursement to the City Legal department for services provided by an assistant City attorney.

Figure 45: 2016 Parking Meter Zone Staffing Expenses.

Staffing - Parking Meter Fund	Amount	Subtotal
455-26-260000-51110 Salaries and Wages - Regular	$ 351,726.76	
455-26-260000-51120 Salaries and Wages - Temporary	$ 60,919.60	
455-26-260000-51210 FICA	$ 29,070.25	
455-26-260000-51220 PERF	$ 49,945.33	
455-26-260000-51230 Health and Life Insurance	$ 146,004.56	
455-26-260000-51240 Unemployment Compensation	$ 729.00	
455-26-260000-53420 Worker's Comp & Risk	$ 15,937.00	
455-26-260000-52430 Uniforms and Tools	$ 4,989.07	
455-26-260000-53210 Telephone	$ 7,452.98	**$ 666,774.55**

Figure 46 illustrates a typical weekly schedule of Parking Enforcement officers. Although this schedule may be typical, users should expect the times, methods, and locations of enforcement to be random, to a certain extent.

Figure 46: Representative Staffing Schedule, 2016.

Postion	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Neighborhood	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	
Neighborhood	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	7:30 am - 4:30 pm	
Meter Collection	7:30 am - 3:30 pm	7:30 am - 3:30 pm	7:30 am - 3:30 pm	7:30 am - 3:30 pm	7:30 am - 3:30 pm	
Meter Technician	8 am - 5 pm	8 am - 5 pm	8 am - 5 pm	8 am - 5 pm	8 am - 5 pm	
Lots/Downtown	7:45 am - 3:45 pm	7:45 am - 3:45 pm	7:45 am - 3:45 pm	7:45 am - 3:45 pm	7:45 am - 3:45 pm	
Downtown Enforcement	9 am - 5 pm	9 am - 5 pm	9 am - 5 pm	9 am - 5 pm	9 am - 5 pm	
Downtown Enforcement			9 am - 7 pm	9 am - 7 pm	9 am - 7 pm	9 am - 7 pm
Downtown Enforcement	11 am - 9 pm	11 am - 9 pm	11 am - 9 pm	11 am - 9 pm		
Downtown Enforcement	11 am - 9 pm	11 am - 9 pm			11 am - 9 pm	11 am - 9 pm
Technician/Enforcement (34 Hr)			9 am - 5 pm	9 am - 5 pm	9 am - 5 pm	9 am - 7 pm
As-Needed Enforcement	Part-time. No benefits. 20 hours per week. Scheduled as needed.					

A review of the City's historical citation data demonstrated that changes in staffing, staff sick leave, and vacation schedules have a noticeable impact on the number of citations issued by Parking Enforcement officers. However, consistent and regular enforcement is a vital tool that ensures compliance with the regulations and regular turn over of scarce, limited parking spaces. Although revenue from citations is an important benefit to the City, it should not be the sole goal of parking enforcement.

Although not widely known by the general public, Crossing Guards' salaries have traditionally been paid for by downtown parking revenues, and this practice pre-dates the installation of parking meters. This benefit of managed parking is an example of a Business Improvement District (BID) described by Shoup.[90] In Ordinance 13–03, the Common Council codified this expenditure as one of the permitted uses of the Parking Meter Fund. The City Controller recorded school Crossing Guard salaries in account '455-26-260000-51120 Salaries and Wages - Temporary'. During 2016, the City disbursed $60,919.60 in Crossing Guards' salaries, which was equivalent to 10% of the Metered Parking program's surplus. This benefit to the community is an example of a Business Improvement District (BID) described by Shoup.[91]

[90] [http://shoup.bol.ucla.edu/CruisingForParkingAccess.pdf]

[91] [http://shoup.bol.ucla.edu/CruisingForParkingAccess.pdf]

Operational Expenses and Equipment & Supply Expenses

The Commission examined expenses detailed in general ledger reports provided by the City Controller. Expenses were separated into two areas: Operational expense and Equipment & Supply Expenses. Operational Expenses were categorized as departmental operating expenses while Equipment & Supply were defined as specific and particular expenses relating to the installation, up-keep and maintenance, and repair of the parking meters. Figure 47 details the Operational Expense and Figure 48 details Equipment & Supply.

Figure 47: 2016 Parking Meter Zone Operating Expenses.

Metered Parking Operating Expense	Amount	Subtotal
455-26-260000-52110 Office Supplies	$ 637.15	
455-26-260000-52240 Fuel and Oil	$ 3,706.60	
455-26-260000-52420 Other Supplies	$ 5,299.91	
455-26-260000-53220 Postage	$ 10,000.00	
455-26-260000-53410 Liability / Casualty Premiums	$ 8,103.00	
455-26-260000-53620 Motor Repairs	$ 17,701.00	
455-26-260000-53630 Machinery and Equipment Repairs	$ 25,187.50	
455-26-260000-53830 Bank Charges	$ 114,459.81	**$ 185,094.97**

Figure 47: FY2016 Parking Meter Zone Equipment & Supply Expenses.

Parking Meter Zone Equipment & Supply	Amount	Subtotal
455-26-260000-53150 Communications Contract	$ 213,565.13	
455-26-260000-52340 Other Repairs and Maintenance	$ 20,294.61	
455-26-260000-53310 Printing	$ 10,599.72	
455-26-260000-53640 Hardware and Software Maintenance	$ 66,623.33	
455-26-260000-53840 Lease Payments	$ 473,169.14	
455-26-260000-53990 Other Services and Charges	$ 5,603.21	
455-26-260000-54310 Improvements Other Than Building	$ 87,577.15	**$ 877,432.29**

Key Metered Parking Vendors

Expenses generated in the Metered Parking program were paid to four primary vendors:

IPS Group supplied the smart meter hardware and secure gateway to interface with T2 Flex and provided credit card processing of meter transactions.

T2 Systems supplied hand-held hardware and software used by Parking Enforcement officers; provided backend software for asset management and reporting; provided a frontend for users to appeal and pay violations; and provided license plate lookup via the RovR software.

ParkMobile provided an online payment platform for iOS, Android and web users of the parking system; provided access to the parking system via a convenience fee surcharge paid by users its platform; and processed a user's credit card, PayPal or mobile-wallet transactions.

First Financial underwrote the equipment lease for the City's parking meters; served as the City's primary bank; provided courier services to City Hall.

IPS Group

After the Common Council approved the installation of meters, Public Works chose IPS Group as the meter vendor through a public RFP process. In addition to the meter hardware, IPS Group provided a "secure gateway" and provided an interface to T2 Flex, the platform used by City staff to record and process parking and citation transactions.

When users paid for parking fees using a credit or debit card, IPS Group added a $0.30 convenience fee to the cost of parking. The City was charged $0.13 by IPS Group for every credit card processed at the single-space meters, and retained the balance of the convenience fee. Payments to IPS Group for credit card collection fees were the largest Operational Expense for Metered Parking.

The IPS Group meter transaction file revealed $1,827,866.65 in revenue transacted using the IPS Group meters. 56.5% of the transactions were initiated by the use of a credit or debit card. The remaining 43.5% were coin-based. During Fiscal Year 2016, the City paid IPS Group $114,460 in fees to process $1,032,744 in credit cards transactions — equivalent to 11% of Metered Parking fees. To mitigate this expense, the City charged $0.30 per card swipe, resulting in the collection of $161,169 in total revenue, an offset of $46,700.

In addition to credit card processing fees, IPS Group charged the City a per-meter management fee of $2.00 per month ($2,992 per month, on average) and another $5,610 per month to maintain the secure gateway. Each month, the City paid IPS Group an average of $14,800 for parking meter overhead. During 2016, the City paid IPS Group a total of $213,565 for management fees and the secure gateway. This amount included the first of four $20,000 installment payments by City Legal for monies withheld due to concerns about meter performance. Excluding the installment payment, the cost of overhead was calculated to be 10.6% of Program Revenues.

According to the Controller's ledgers, IPS Group was paid $281,305, or 15.4% of revenues recorded by IPS Group meters as program overhead. The City Controller recorded convenience fee revenues in account "455-26-260000-43490 Credit Card Convenience Fee"; costs of credit card processing were recorded as "455-26-260000-53830 Bank Charges"; and management fees and gateway charges paid to IPS Group were recorded in account "455-26-260000-53150 Communications Contract."

T2 Systems

T2 provided the hand-held hardware and software used by Parking Enforcement officers and provided back-office software for asset management and reporting. They also provided a front-end platform for parkers who received citations to make payments in real-time. On average, the City paid T2 $3,231.63 per month for the Flex subscription, a fee of $1,050 per-month for Flex hosting, and $262.60 per month for web-hosting (Figure 49). The City Controller recorded these costs in account "455-26-260000-53640 Hardware and Software Maintenance."

Parking Enforcement maintained a database of offenders and sent monthly statements via US mail. As part of the billing process, Parking Enforcement staff obtained the name and address registered to the owner of a license plate by performing a RovR lookup. The RovR service was provided by T2 Systems at the cost of $1.95 per search.

The total amount paid to T2 during Fiscal Year 2016 as $66,723, or 3.2% of Program Revenue. This amount included the $100 cost of freight charges to return units to T2 for service.

ParkMobile

$241,102 of revenue was generated separately from the IPS on-street meters by the users of ParkMobile. When a user paid using the ParkMobile platform, ParkMobile collected the parking fee and a convenience charge. ParkMobile reimbursed the City for parking time purchased by users of the ParkMobile platform, however, the City did not receive any portion or benefit from the ParkMobile convenience fee. During Fiscal Year 2016, the City incurred a single, nominal overhead charge of $1,404 for meter sticker signage.

First Financial

First Financial acted as the City's bank. During 2016, the City made semi-annual lease payments of $236,584.57. Lease payments will continue through the end of 2017, after which time the City will own the on-street parking meters.

Other Expenses

Operating Expense and Equipment & Supply expenses are summarized in Figures 46 and 47, respectively. Selected Equipment & Supply expenses were categorized by vendor and listed in Figure 49. In February 2016, In 2016, Parking Enforcement purchased a new Ford Colorado pickup truck with snow removal equipment for $87,577.15.[92] This purchase was recorded under "Improvements Other Than Building." 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."

2016 Neighborhood Zone Program Financial Performance

Figure 49: Selected Equipment & Supply Expenses categorized by Vendor, 2016

Vendor	Amount
Biller Press & Manufacturing,	$ 2,147.00
Dri-Stick Decal Corp. (Rydin Decal)	$ 1,506.00
First Financial Equipment Finance, LLC	$ 473,169.00
Freedom Business Solutions	$ 274.00
IPS Group, Inc	$ 238,690.00
Karl Clark (KC Designs)	$ 1,060.00
KNJ, LLC (Quality Collision)	$ 2,229.00
Midwest Color Printing, Inc	$ 994.00
OneBeacon Insurance Group	$ 2,721.00
Paper Solutions, Inc	$ 2,445.00
ParkMobile, LLC	$ 1,404.00
Safeguard Business Systems, Inc	$ 1,045.00
T2 Systems, Inc	$ 66,723.00

[92] The City also contracted with private entities for snow removal in the garages, and those expenses were recorded in the Parking Facilities account.

Chapter 5. Neighborhood Zones Program

Key Findings

Established in 1992, the Resident Neighborhood Zone parking program was established to protect residents, bicyclists and pedestrians from excessive commuter traffic in the neighborhoods and competition for parking spaces. Throughout 2016, eleven Neighborhood Parking Zones located around the City were enforced by two full-time Parking Enforcement officers. Parking in a zone between the hours of 8am — 5pm required the parker to display a permit, and only residents of the zone were eligible to obtain permits for their and their visitors' vehicles.

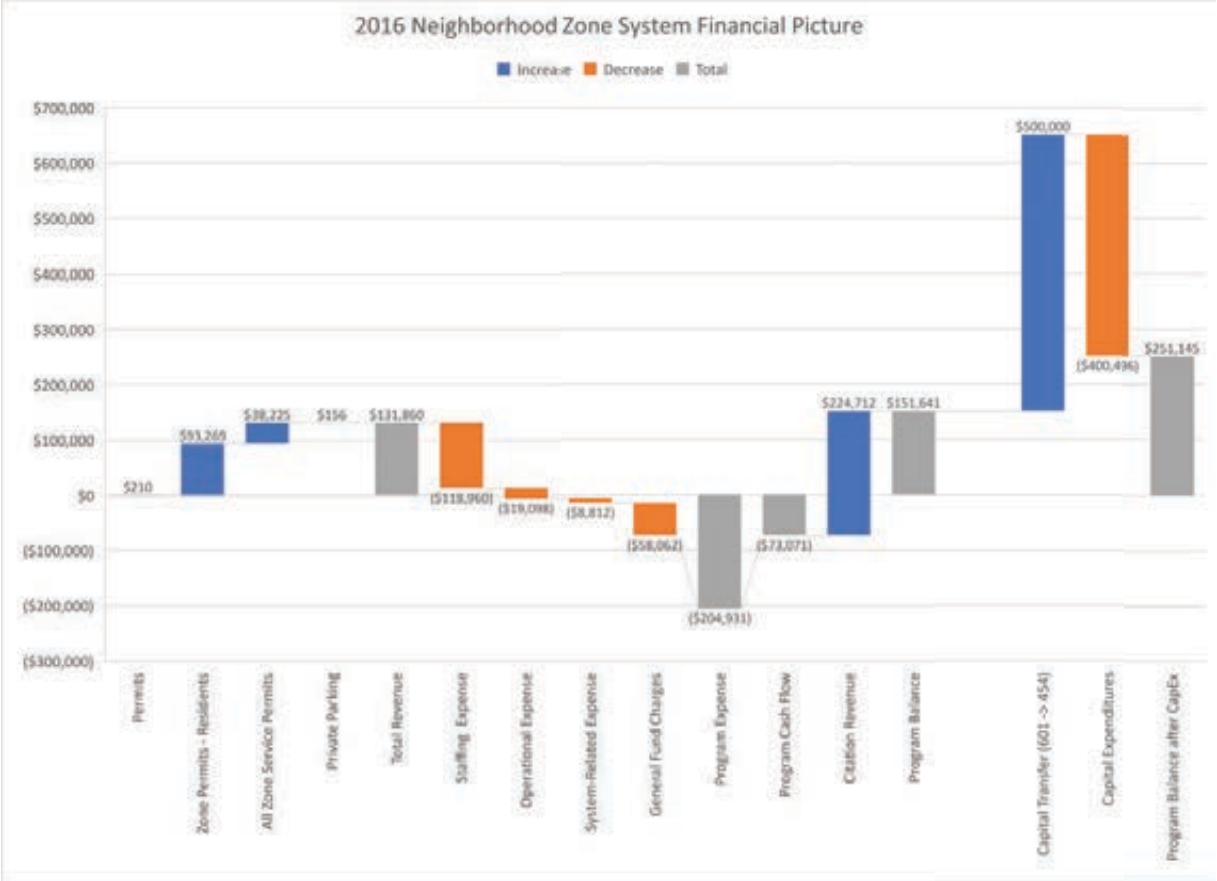

Figure 50: 2016 Neighborhood Zone Fund Summary.

The City issued "hunting licenses" with few restrictions for $25 per year, and did so without consideration of the occupancy rate of the Neighborhood Zone. The Commission's support staff examined the number of legal parking spaces available in each zone and compared that number of permits sold, finding that in most cases, the zones were oversold, exceeding the recommended 85% occupancy level. While the Bloomington Municipal Code (BMC) specified that issuance of a permit does not a guarantee a parking space, it is clear from the data that many of the permit holders experience difficulty parking legally in their designated zone.

In Neighborhood Zones, expenses outpaced revenues by 156% resulting in a cash flow shortage of $73,000. The high occupancy rate in zones, as well as the Program Revenue shortfall indicates a need for an increase in permit costs. Permit prices were last adjusted in 2011.[93] BMC §15.37.050 specifies that all "parking permits and visitor permits issued under this chapter…shall cost twenty-five dollars per permit;" however, there are multiple recorded instances where the correct permit fee has not been properly charged or not charged at all.

The Program Balance, which included revenues from citations, was $151,641. BMC §15.37.160 designated the Alternative Transportation Fund, specifying that all surplus revenues from permits and fines shall be used to "reduce the community's dependency on the automobile."[94] In practice, this fund primarily became the source of the Common Council's Sidewalk Fund. Since expense outpace revenues, there is no surplus derived from Program Revenue; however, in support of this goal, the City transferred $500,000 into the Alternative Transportation Fund, of which only $400,496 was spent on intersection, bike and pedestrian improvements. The balance of $99,504 remains in the Alternative Transportation Fund.

At the end of Fiscal Year 2016, the Program Balance after capital expenditures was $251,144.87, and the total fund closing balance was $996,864.56.

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[93] See Appendix 20 for the full text of Ordinance 11–07.

[94] BMC §15.37.160: "Disposition of Revenue. All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating this program. Funds received in excess of the annual cost of operating the program shall go into an alternative transportation fund. The alternative transportation fund shall be for the purpose of reducing our community's dependence upon the automobile. Expenditures from the fund shall be approved by the Common Council."

Overview

There were eleven Neighborhood Parking Zones around the City (Figure 51). On-street parking in these zones was limited to permit holders Monday through Friday between 8 am and 5 pm. Neighborhood residents were eligible to purchase permits, while others (service providers such as contractors, for instance) were able to purchase City-wide permits. Permits expired August 15 of each year. This Ordinance was meant to protect residents, bicyclists and pedestrians from excessive commuter traffic in the neighborhoods and competition for parking spaces.[95] BMC §15.37 summarized Neighborhood Zone regulations.

Authorizing Legislation

The Elm Heights Neighborhood Zone was established in 1992 by Ordinance 92–06[96]. Since creating the first zone, the Common Council created new zones and amended the governing regulations. BMC §15.37 summarized the regulations that governed the Neighborhood Zone permit program. Subsection §15.37.160 designated the Alternative Transportation Fund,[97] and specified that all surplus revenues from permits and fines shall be used to "reduce the community's dependency on the automobile." In practice, this fund became the source of the Common Council's Sidewalk Fund and was augmented by capital transfers from City Account Code 601.

BMC §15.37.170 though §15.37.240 authorized the Board of Public Works and the Controllers office to issue permits for select groups under special conditions and included provisions for residents of Collins dormitory, Zone 7 fraternities and sororities, and employees of Kirkwood businesses and the Monroe County Public Library. In some cases, BMC Title 15 did not specify a cost for the permit. In the majority of cases, the permit's use was not in line with the stated goals of the City's 2002 Growth Policy Plan or the current draft of the City's Comprehensive Plan, particularly in the furtherance of the goal of promoting alternative modes of transportation and reducing traffic and congestion. Further complicating the problem, the numbers of special permits sold were not tracked contemporaneously with the sale of the permit. Because of this, the number of permits issued may exceed the number specified in the Bloomington Municipal Code. City Legal was unable to provide a response to several of the Commission's questions related to permits issued under BMC §15.37 due to the lack of available tracking data.

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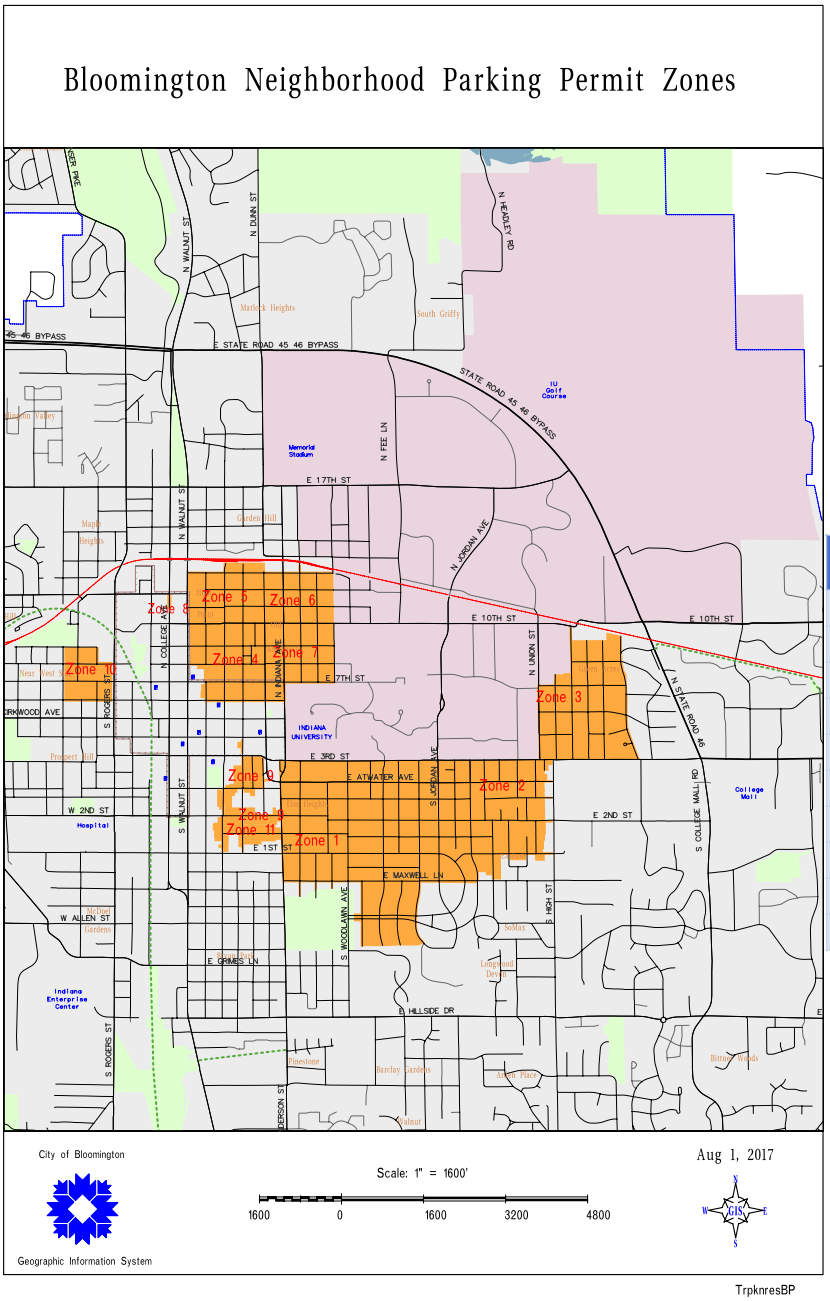
[95] See Appendix 21 for the full text of Ordinance 92–06.

[96] See Appendix 22 for a survey of Neighborhood Zone Ordinances.

[97] BMC §15.37.160: "Disposition of Revenue. All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating this program. Funds received in excess of the annual cost of operating the program shall go into an alternative transportation fund. The alternative transportation fund shall be for the purpose of reducing our community's dependence upon the automobile. Expenditures from the fund shall be approved by the council."



Neighborhood Zone Areas
Zone 1: Elm Heights
Zone 2: East of Jordan
Zone 3: Green Acres
Zone 4: Old Northeast and Downtown
Zone 5: High Point
Zone 6: Old Northeast
Zone 7: University Courts
Zone 8,9: North College
Zone 10: Near West Side
Zone 11: Wylie House

Figure 51. Neighborhood Zones,

Current Rules for Issuance of Permits

Any person who maintained a residence within a Neighborhood Parking Zone was eligible to apply for one parking permit per vehicle. A current property tax statement or current utility bill served as proof of residency for homeowners. Renters were required to submit a current lease. A current vehicle registration was also necessary.

Permit cost for residents was $25. A visitor permit was an additional $25. Permit rates have not been adjusted since 2011. Permits expired on August 15 of the year. Permits were required to be affixed to the vehicle in the lower left corner of the rear window and be visible to the Parking Enforcement officer. Visitor permits were required to be hung from the rearview mirror. A resident living in the Neighborhood Zone was able to purchase a visitor permit for use only by a visitor temporarily visiting that address. Only one visitor permit could be purchased per address. Businesses did not qualify for visitor permits. Permits were non-transferable. Figure 52 summarized the type and number of permits sold in Fiscal Year 2016.

Figure 52: Permits issued by Zone and and Type.

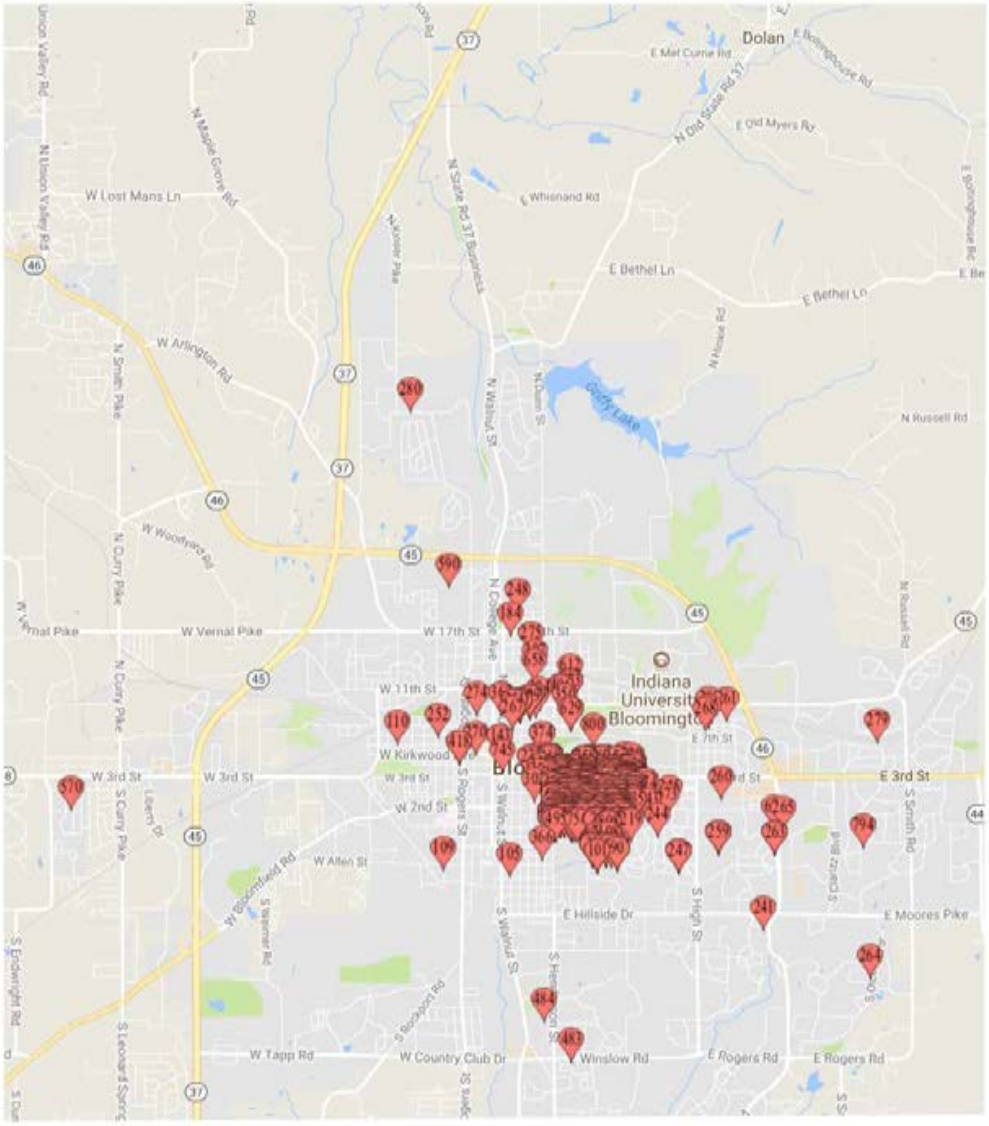
Permit Type	Permits Issued	Visitor Permits	Construction	Temporary Permits
Zone 1	862	346	87	91
Zone 2	183	83	7	12
Zone 3	131	45	9	12
Zone 4	522	113	14	37
Zone 5	292	73	6	38
Zone 6	88	27	16	13
Zone 7	286	42	80	55
Zone 8	21	4	0	3
Zone 9	139	56	5	23
Zone 10	51	16	1	10
Zone 11	27	9	1	6
SubTotal	2,602	814	226	300
All-Zone Permits	702			
Total	**3,304**	**814**	**226**	**300**

A resident or visitor permit allowed the permit holder to park on-street anywhere in the zone for which the permit was issued, where there was not any other parking restriction, such as a no-parking zone or a yellow curb.

The Commission obtained the permit holders' address of record from T2 account data, geo-coded the addresses, and plotted the addresses on a Google map. Figure 53 illustrates a representative plot using Zone 1 permit data. Although permits were non-transferrable and businesses did not qualify for permits under BMC §15.37, Figure 53 shows that approximately 10% of the permits issued in Zone 1 were issued to persons with an address of record outside of the boundaries of the Neighborhood Zone. These outliers cannot be readily explained. The address data may represent prior address information provided by the applicant, commercial real estate entities acquiring permits

on behalf of their tenants which was prohibited under BMC §15.37, Zone 1 tenants whose parents' or permanent address was located in another part of Bloomington (however, this is unlikely to be the case in Zone 1 as many of the houses are owner-occupied) or data entry errors. Additional review of the application process and the eligibility requirements of persons or entities which apply for a permit is required, particularly since Zone 1 is above the 85% recommended occupancy level when considering the number of resident and visitor permits issued.

Figure 53: Plot of Zone 1 Permit Holders' Address of Record,



Neighborhood Zones were enforced Monday thru Friday, 8 a.m. to 5 p.m. every day that City Hall was open. Neighborhood Zone regulations were in effect throughout the year. Permit holders were required to comply with emergency regulations and other existing parking ordinances. Violation was subject to a citation of $20 that escalated to $40 if unpaid after two weeks.

Non-resident landlords, realtors and service agents were authorized to use a visitor permit from the resident while conducting service. Contractors were able to purchase a yearly permit for all eleven Neighborhood Zones for $55. Contractors were also purchase a one-day permit for all Neighborhood Zones for a $5.00 fee.[98]

Best Practices

In their 2007 report, Walker Parking Consultants provided a summary of best practices used by other communities to regulate Neighborhood Zone programs. Walker noted that Neighborhood Zone parking programs are most common in university communities and tourist and resort communities. Their summary of best practices included:

- Proof of residency requirements, i.e. driver's license, utility bill, voter registration, etc.;
- Proof of state vehicle registration;
- Restrictions related to special event, emergency, street-cleaning and snow-emergency parking;
- Restrictions on the number of permits issued per household. For instance, in Denver, CO residents are restricted to one permit per household;
- For communities that issue more than one permit per household, escalating permit rates are common;
- Provisions allowing non-profit organizations to qualify for and obtain visitor parking permits for a zone if the organization is located within the zone or on either side of an adjacent commercial block;
- Prohibitions against parking in violation of parking meters, loading zones and no-parking zones; and
- Prohibitions against parking for more than 72 hours in the same on-street parking space.

98 <https://bloomington.in.gov/transportation/parking/neighborhood-parking>

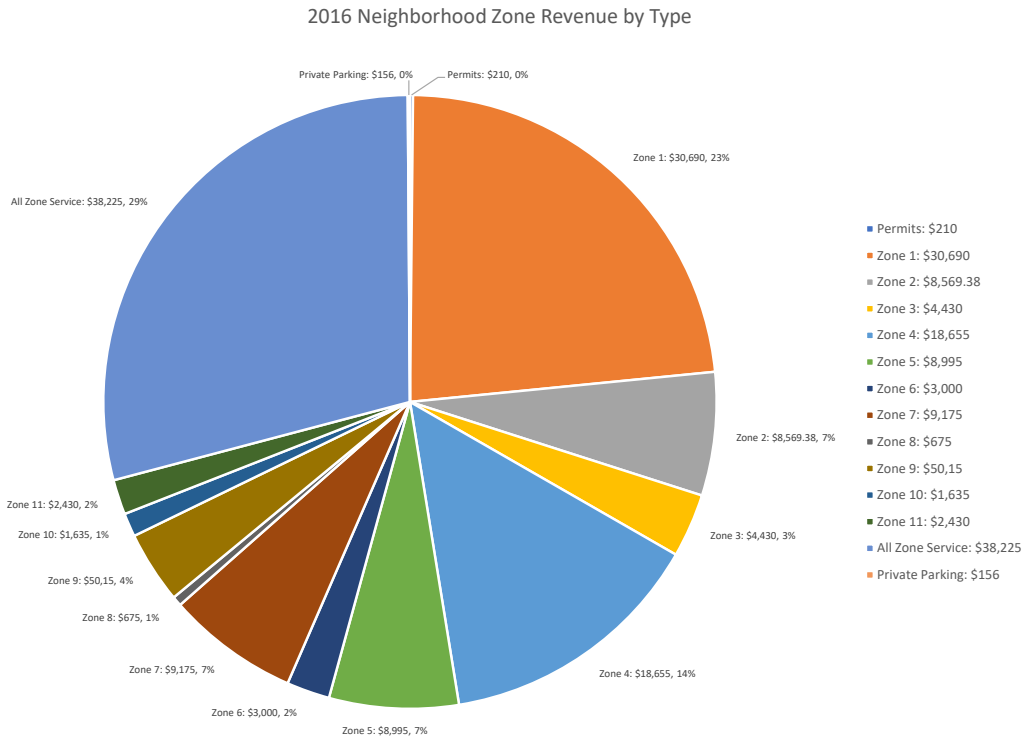
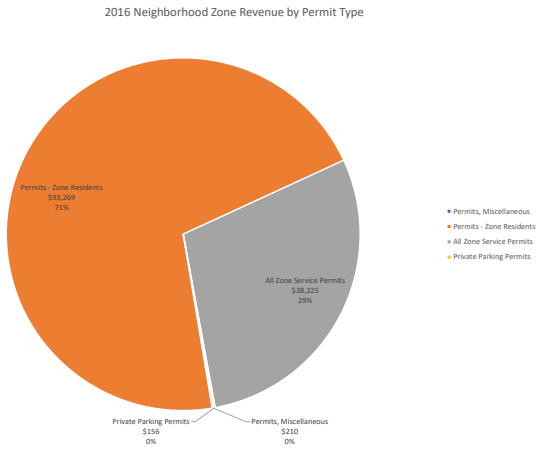
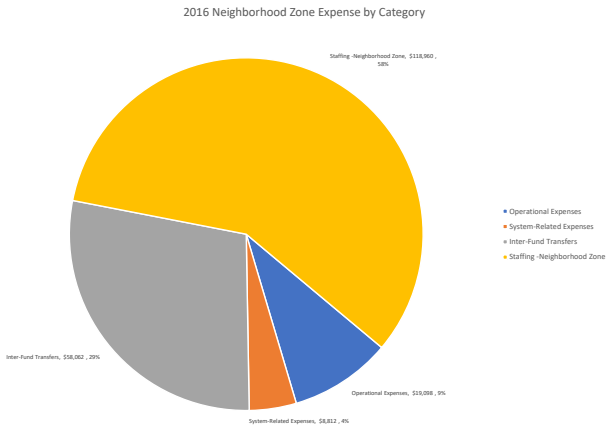


Figure 54: Neighborhood Zone Revenue by type





Figures 55 & 56: 2016 Neighborhood Zone Revenues by Permit Type and Neighborhood Zone Expense by Category.

Figure 57: 2016 Financial Performance of Neighborhood Zones.

Item	Amount	Notes
Neighborhood Zone Fund Balance Forward	**$ 745,719.69**	
Neighborhood Zone Program Revenues		
Permits	$ 210.00	
Zone 1 Permits	$ 30,690.00	
Zone 2 Permits	$ 8,569.38	
Zone 3 Permits	$ 4,430.00	
Zone 4 Permits	$ 18,655.00	
Zone 5 Permits	$ 8,995.00	
Zone 6 Permits	$ 3,000.00	
Zone 7 Permits	$ 9,175.00	
Zone 8 Permits	$ 675.00	
Zone 9 Permits	$ 5,015.00	
Zone 10 Permits	$ 1,635.00	
Zone 11 Permits	$ 2,430.00	
All Zone Service Permits	$ 38,225.00	
Private Parking	$ 156.00	
Total Program Revenues	**$ 131,860.38**	
Neighborhood Zone Expenses		
Staffing Expenses	$ (118,959.97)	
Operational Expenses	$ (19,097.70)	
Equipment & Supply Expenses	$ (8,811.69)	
General Fund Charges	$ (58,062.00)	
Total Program Expenses	**$ (204,931.36)**	
Program Cash Flow	**$ (73,070.98)**	Operational Shortfall
Other Income		
Citation revenues	$ 224,712.10	170% of Program Revenues
Total Other Income	**$ 224,712.10**	
Program Balance	**$ 151,641.12**	
Capital Transfer (601 -> 454)	$ 500,000.00	$500,000 from 601
Capital Expenditures	$ (400,496.25)	
Program Balance after Capital Expenditures	**$ 251,144.87**	
Neighborhood Zone Fund Closing Balance	**$ 996,864.56**	

Neighborhood Zone Occupancy Calculations

At present, Bloomington has few restrictions on the issuance of Neighborhood Zone permits, and issues permits without regard to the occupancy rate of the Neighborhood Zone. At the request of the Commission, Seyedamir Kaboli Farshchi, Long Range Planner for the City of Bloomington, performed a study of Zone 1, Elm Heights, Zone 4 —Old Northeast, Zone 10—Near Westside, and Zone 11—Wylie House.

General legal parking space numbers for each block were measured and calculated through the use of Google Maps, Google Earth, and the City's GIS system, considering a typical parking space to be approximately 22' in length. Driveways, alleys, corners and intersections were excluded from the legal parking area in order to determine the most accurate estimate of the number of legal parking spaces. Heretofore, the information presented in Figure 58 has not been available to any of the City's departments which manage the Resident Neighborhood Zone parking program. This data is essential for determining the occupancy rates and for appropriate parking rates in Neighborhood Zones.[99]

Figure 58 calculates the zone occupancy two different ways. "Permit Occupancy," the best case, assumes only permit holders are parked on the street. "Permit and Visitor" occupancy assumes that all permit holders and all visitor permits are parked on the street, simultaneously. The actual occupancy at any given time is likely to be found between the bounds of the "Permit Occupancy" and "Permit and Visitor Occupancy."

[99] Appendix 22: Neighborhood Zone Occupancy Calculations.

Figure 58: Neighborhood Zone Permits by Type and Occupancy Rates.

Zone	Permits	Visitor	Temp	Total Permits	Legal Spaces	Permit Occupancy	Permit & Vistor Occupancy
Zone 1	862	346	173	1381	1341	64.3%	90.1%
Zone 2	183	7	12	202	749	24.4%	25.4%
Zone 3	131	45	102	278	351	37.3%	50.1%
Zone 4	522	113	51	686	454	115.0%	139.9%
Zone 5	292	72	46	410	292	100.0%	124.7%
Zone 6	88	27	27	142	149	59.1%	77.2%
Zone 7	286	43	135	464	333	85.9%	98.8%
Zone 8	20	5	3	28	14	142.9%	178.6%
Zone 9	139	57	32	228	119	116.8%	164.7%
Zone 10	49	16	8	73	184	26.6%	35.3%
Zone 11	75	25	9	109	112	67.0%	89.3%
Total	**2,647**	**756**	**598**	**4,001**	**4,098**	**64.6%**	**83.0%**

Neighborhood Zone Financial Performance

Revenue Shortfall of $73,000; Citations and Capital Transfer Subsidize the Program

The Neighborhood Zone parking program operated with an Program Cash Flow deficit in 2016. Program Expense was 156% of Program Revenues resulting in a revenue short-fall of $73,071 (Figure 57). Program Balance which included revenues from citations was $151,641. Program Balance after capital expenditures was $251,144.87. This number included $99,500 in funds unspent by the Council Sidewalk Committee.

The fund balance or cash-on-hand at the end of 2016 was $996,864.56.

Neighborhood Zone Citation Revenue is Equivalent to 170% of Program Revenue

In 2016, two of Bloomington's full-time Parking Enforcement officers were assigned to patrol Neighborhood Zone and issued 10,419 citations — 170% of Program Revenue.[100] Citations for Neighborhood Zone violations were issued at a rate of $20 which escalated to $40 if unpaid within 14 days. According to the information provided by City Legal, the City issued 3,949 resident and visitor permits and 702 all-zone service permits. Although the Commission was unable to calculate or deduce the number of unique vehicles cited, the ratio of citation revenues to Program Revenues was ostensivly high. The literature cites a unique vehicle Citation Rate of 5-7% and suggests that any amount over 10% is punitive.[101]

Council Sidewalk Fund Subsidizes Neighborhood Zones

City Account 454 was known as both the Neighborhood Zone Fund and the Alternative Transportation Fund and is the source of funds for the Council Sidewalk program. In 2016, the City transferred $500,000 from Capital Account 601 into the Neighborhood Zone account. The Common Council's Sidewalk Committee designated and directed these funds to be used for capital improvements to sidewalks and intersections. In 2016, $400,496 of the $500,000 was spent on capital sidewalk and intersection improvements. The balance of $99,504 remained in the Neighborhood Zone account.

Staffing Expenses

Staffing expenses represented 85% of Program Revenues (Figure 59). Two of the City's most senior, full-time officers were tasked with enforcement of Neighborhood Zones, and their salaries paid from the Neighborhood Zone Fund. As Figure 59 indicates, health insurance and PERF were substantial contributors to the costs of staffing Neighborhood Zones. Enforcement officers also received reimbursements for cellphone bills related to enforcement, uniforms and shoes.

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[100] Citation revenues divided by Program Revenues.

[101] R. Willson, *Parking Management for Smart Growth. (Island Press: Washington, 2015), p. 191-192.*

Based on staffing expenses and citation revenues, we calculate the following metrics:

- Total program expense per hour of Neighborhood Zone enforcement: $51.23[102,103]
- Staffing expenses per hour of Neighborhood Zone enforcement: $29.74[104]
- Citation revenue per hour of Neighborhood Zone enforcement: $56.18[105]
- Neighborhood Zone hourly productivity: 189%[106]

Figure 59: 2016 Neighborhood Zone Staffing Expenses.

Staffing - Neighborhood Zones	Amount	Subtotal
454-02-020000-51110 Salaries and Wages - Regular	$ 74,719.31	
454-02-020000-51210 FICA	$ 5,381.30	
454-02-020000-51220 PERF	$ 10,610.16	
454-02-020000-51230 Health and Life Insurance	$ 26,546.00	
454-02-020000-53210 Telephone	$ 1,010.72	
454-02-020000-52430 Uniforms and Tools	$ 692.48	**$ 118,959.97**

Operational Expenses

Bank Charges Equal 6.5% of Program Revenues

Operational expense represented 13.6% of Program Revenues. Bank charges, the costs of fuel, and the cost of fleet repair apportioned to this program of the parking system were the three largest expenses for the Neighborhood Zone program (Figure 60).

Fees for processing credit cards (the majority of costs), card-processing equipment rental charges, and bank courier fees represented 6.5% of Neighborhood Zone Program Revenues. The industry standard interchange rate is 14 to 18 basis points (1.4-1.8%), therefore, there is a substantial opportunity to reduce this expense. This matter was beyond the purview of the Parking Commission and was referred to the City's Office of Innovation.

[102] Program Expenses divided by 4,000 hours of enforcement.

[103] This number includes staffing expenses, Operational and Equipment & Supply expenses, and General Fund charges.

[104] Staffing costs including benefits divided by 4,000 hours of enforcement.

[105] Total citation revenue divided by 4,000 hours of enforcement.

[106] Total citation revenue divided by total staffing expenses.

Figure 60: 2016 Neighborhood Zone Operational Expense.

Neighborhood Zone Operational Expenses	Amount	Subtotal
454-02-020000-52110 Office Supplies	$ 58.04	
454-02-020000-52240 Fuel and Oil	$ 2,666.82	
454-02-020000-52340 Other Repairs and Maintenance	$ 137.01	
454-02-020000-52420 Other Supplies	$ 365.50	
454-02-020000-53620 Motor Repairs	$ 6,902.00	
454-02-020000-53830 Bank Charges	$ 8,455.92	
454-02-020000-53830 Bank Charges	$ (6.49)	
454-02-020000-53990 Other Services and Charges	$ 518.90	**$ 19,097.70**

Equipment & Supply Expenses

Figure 61: 2016 Neighborhood Zone Equipment and Supply Expenses.

Equipment & Supply Expenses	Amount	Subtotal
454-02-020000-53310 Printing	$ 8,534.19	
454-02-020000-53640 Hardware and Software Maintenance	$ 277.50	**$ 8,811.69**

All-Zone Commercial Permits Generate More Revenue than Any Single Zone

The largest program expense was the design and printing of decals and hang-tags issued to residents and visitors. This expense totaled 6% of Program Revenues (Figure 61). In 2016, resident permits and visitor permits were sold for $25 each, temporary permits were $5, and all-zone commercial permits were sold for $55. The City issued 4,007 resident, temporary, and visitor permits and 702 all-zone commercial permits. All-zone permits outpaced the two largest residential zone areas,Zone 1 and Zone 4, by $7,500 and $19,500, respectively (Figure 62).

Discrepancy between Permits Sold and Recorded Revenue

A discrepancy existed between the quantity of permits reported sold by Parking Services staff and the revenues recorded by the City Controller.[107,108] Based on the number of permits reported sold, fees should have amounted to at least $139,500 in Program Revenues, but only $131,860 was recorded by the Controller's Office. This difference could not be reconciled using reports provided by City Legal or the Office of the City Controller, but may be related to the methods used by the Parking Services staff to respond to the Commission's APRA request or to the special provisions of BMC §15.170-15.210 that, in many cases, do not specify a cost for the issuance of a permit.

Figure 62: Neighborhood Zone Permit Revenue by Permit Type.

Residential Zone Permit Type	Recorded Revenues
Permits - Uncatategorized	$ 210.00
Residential Neighborhood Permits Zone # 1	$ 30,690.00
Residential Neighborhood Permits Zone # 2	$ 8,569.38
Residential Neighborhood Permits Zone # 3	$ 4,430.00
Residential Neighborhood Permits Zone # 4	$ 18,655.00
Residential Neighborhood Permits Zone # 5	$ 8,995.00
Residential Neighborhood Permits Zone # 6	$ 3,000.00
Residential Neighborhood Permits Zone # 7	$ 9,175.00
Residential Neighborhood Permits Zone # 8	$ 675.00
Residential Neighborhood Permits Zone # 9	$ 5,015.00
Residential Neighborhood Permits Zone #10	$ 1,635.00
Residential Neighborhood Permits Zone #11	$ 2,430.00
Residential Neighborhood Permits All Zones Sevice	$ 38,225.00
Private Parking	$ 156.00
Total Revenues	**$ 131,860.38**

[107] Question '1' of the Commission's APRA request: Please provide a detail of revenues derived from the sale of Neighborhood Zone stickers, itemized by zone, by month for the calendar year 2016 and 2017-to-date. The complete request and response was attached to the Commission's May 2017 meeting packet.

[108] Detailed General Ledger Reports provided by Jeff McMillian, Deputy City Controller. Reports were included in the Commission's May 2017 meeting packet.

Chapter 6: Citations Program

Key Findings

Parking Enforcement officers issued more than 28,000 citations during 2016. The most common violation was for overtime parking (14,896 citations) followed by violation of the Neighborhood Zone regulations (6,882 citations). The base value of a citation was $20 if paid within 14 days of issuance; 44.5% of violations escalated from the base to $40. The average value of a citation was calculated to be $28.90. Historically, 1.52% of citations were unpaid and referred to outside collections.

In 2016, the City recorded $609,400 in Citation revenues, equal to 17.3% of total parking revenues. The total cost of enforcement personnel (including FICA, PERF and insurance premiums) and ancillary enforcement costs totaled $720,155, outpacing Citation revenues by $109,191.

Citation Metrics

- Annual Citation revenues from Metered Parking: $383,108.00
- Annual Citation revenues from Neighborhood Zone: $226,284.00
- Annual Citation revenues from Garages & Lots: $1572.00
- Total Annual Citation revenues: $610,964.00
- Total Cost of Staffing Expenses $720,155.00[109]
- Annual Ancillary Costs of $85,276.00
- Annual Citation revenue of $30.54 per enforcement labor hour[110]
- Annual Total Cost of $36.00 per labor hour[111,112]
- Total Annual Citation revenues is equal to 16.81% of system-wide revenues[113]
- Hourly Productivity: -17.88%

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[109] Metered Parking enforcement costs: $599,195.00; Neighborhood Zone costs: $118,960.00.

[110] Based on 10 FTEs. However, only 8 FTEs are actively engaged in enforcement, 2000 hours per year.

[111] Based on 10 total Parking Enforcement FTEs, 2000 hours per year.

[112] A deficit of $16.82 per labor hour.

[113] Total annual Program Revenues of $3,633,824.39.

Citation Revenues

Violation of the parking rules in the Metered Parking, Neighborhood Zone, and Garages & Lots programs results in the issuance of citations. Citation revenues generated in Garages & Lots and the Metered Parking programs were deposited into the City's General Fund. Revenue from citations issued in the Neighborhood Zones was deposited into the Neighborhood Zone Fund, as specified by BMC §15.37.160.

Figure 63: 2016 Citations by Violation and Status Summary.

Citations by Violation and Status Summary

For dates beginning 1/1/2016 through 12/31/2016

Violation	Unpaid Fines	Unpaid	Zero Bal	Undr Apl	Trnsfrd	Inactive	Total	Escalated
Expired Meter - A01	$36,300.00	1,815	12,829	0	0	342	14,986	6,747
Yellow Curb - A02	$2,300.00	115	705	0	0	11	831	351
Overtime Parking - A03	$1,080.00	54	250	0	0	14	318	126
Alley - A04	$80.00	4	10	0	0	0	14	9
Loading Zone - A05	$40.00	2	13	0	0	0	15	7
Obstruct Traffic - A06	$60.00	3	26	0	0	0	29	15
Permits/Leased - A07	$1,950.00	39	130	0	0	10	179	0
Backed in Space - A08	$20.00	1	97	0	0	0	98	10
No Parking Zone - A09	$360.00	18	144	0	0	2	164	84
Sidewalk Parking - A10	$60.00	3	31	0	0	1	35	10
Angled Parking - A11	$0.00	0	1	0	0	0	1	0
Left Side Parking - A12	$0.00	0	1	0	0	0	1	0
NH-NEIGHBORHOOD PARKING	$14,460.00	723	6,119	0	0	40	6,882	2,934
NH-PLATE NON MATCH	$380.00	19	155	0	0	1	175	49
Fire Lane - A16	$200.00	4	9	0	0	2	15	0
NH-Wrong Zone - A18	$400.00	20	294	0	0	6	320	115
Here To Corner - A19	$0.00	0	1	0	0	0	1	1
Green Permit Only - A20	$100.00	5	39	0	0	0	44	12
Red Permit Only - A21	$0.00	0	32	0	0	1	33	5
CFC/White Lot - A22	$0.00	0	1	0	0	1	2	1
Expired Permit - A23	$80.00	4	26	0	0	2	32	6
Overnight Parking - A25	$20.00	1	0	0	0	0	1	1
Showers Permit Parking - A27	$40.00	2	46	0	0	9	57	11
Private Parking Only - A29	$20.00	1	3	0	0	0	4	2
City Hall Visitor Parking	$0.00	0	5	0	0	1	6	2
Parked Facing Traffic - A31	$860.00	43	376	0	0	3	422	116
Too Far From Curb - A33	$40.00	2	21	0	0	0	23	9
Too Close To Intersection -A34	$0.00	0	2	0	0	0	2	0
Electric Veh Parking Only - A35	$20.00	1	0	0	0	0	1	1
Handicapped - A15	$1,400.00	14	74	0	0	13	101	0
Outside Of Marked Space	$280.00	14	183	0	0	7	204	55
NH-PARKED FACING TRAFFIC	$720.00	36	359	0	0	9	404	146
NH-YELLOW CURB	$700.00	35	313	0	0	3	351	158
NH-OVERTIME PARKING	$3,280.00	164	1,154	0	0	1	1,319	632
NH-ALLEY	$120.00	6	47	0	0	0	53	18
NH-LOADING ZONE	$0.00	0	4	0	0	0	4	3
NH-OBSTRUCT TRAFFIC	$60.00	3	20	0	0	1	24	7
NH-NO PARKING ZONE	$820.00	41	263	0	0	1	305	98
NH-SIDEWALK PARKING	$320.00	16	187	0	0	2	205	70
NH-HANDICAPPED	$0.00	0	18	0	0	1	19	0
NH-FIRE LANE	$200.00	4	36	0	0	0	40	0
NH-HERE TO CORNER	$300.00	15	45	0	0	2	62	36
NH-PRIVATE PARKING ONLY	$0.00	0	9	0	0	0	9	3
NH-OVERSIZE VEHICLE	$0.00	0	2	0	0	0	2	0
NH-TOO FAR FROM CURB	$120.00	6	71	0	0	0	77	30
NH-TOO CLOSE TO INTERSECTION	$0.00	0	6	0	0	0	6	0
NH-UNAPPROVED SURFACE	$800.00	16	139	0	0	4	159	0
BPD/White Lot	$0.00	0	10	0	0	3	13	0
UNAPPROVED SURFACE PARKING	$150.00	3	65	0	0	2	70	0
Reserved Parking Only	$0.00	0	2	0	0	0	2	0
NH-ALTERED PERMIT	$0.00	0	3	0	0	0	3	0
	$68,140.00	**3,252**	**24,376**	**0**	**0**	**495**	**28,123**	**11,880**

Figure 63 lists the number, type and disposition of violations in the City of Bloomington's parking program. In Figure 63, the notation "NH" refers to citations issued in Neighborhood Zones. Bethany Wages, hearing officer for the City of Bloomington, pointed out that not all Parking Enforcement officers cite violations in the same way, using different categories for the same types of violations.

The goal of enforcement is not to generate revenue but to ensure compliance and turnover of a scarce and limited resource. The Commission examined the total revenues, staffing expenses, and ancillary costs of enforcement to determine the point at which the Citation revenues is equivalent to the costs of enforcement. This point is referred to as the break-even citation base value.

The total cost of Staffing Expenses were reported to be $720,155; $599,195 in Metered Parking Enforcement and $118,960 in the Neighborhood Zones. Additional costs associated with violations included paper tickets and envelopes, license plate look-ups using the RoVR software platform ($1.95 per search), costs related to the preparation of statements, postage, and expenses paid to T2 for software and hardware maintenance and front-end web hosting. Ancillary costs were totaled to be $85,276.

During 2016, revenue from citations, fees and collections totaled $609,392. $383,108 was generated in the Metered Parking and Garages & Lots systems, while $226,284 in citation revenues was derived from Neighborhood Zones. The cost of a citation ranged from $20 to $100, depending on the violation. During 2016, Parking Enforcement officers issued 28,123 citations. The most common violation was for overtime parking (14,896 tickets) followed by violation of the Neighborhood Zone regulations (6,882 tickets). In both cases, the base cost of the citation was $20, which escalated to $40 if unpaid after 14 days. By comparison, citations issued by Indiana University Bloomington ranged from $25 to $200. Citations for expired meter parking issued by Indiana University were $25, but by far the most common violation issued by IU was a $50 citation for parking without the proper permit.

Not all violations are paid within the 14-day grace period. City Clerk Nicole Bolden provided a "Citations by Violation and Status Summary" report from 2011 through 2015.[114] The report tallied citations by type, the number overturned on appeal, and the number unpaid. Historically, citations from expired meters accounted for 56.0% of the total number of citations, with 44.9% escalating from a base rate of $20 to a $40 fine. In the Neighborhood Zone program, 39.6% of citations escalated from the base rate. The overall escalation rate was observed to be 44.5%; that is to say, each citation generated, on average, $28.90 in revenue.

[114] See Appendix 24 for the Citations by Violation and Status Summary, 2011-2015.

Some citations were never paid, and, as a result, the City incurred bad debt. The Clerk's report showed 1.52% remained unpaid. Presumably, these citations were placed into collections and will be settled at a fraction of the escalated value.

The staffing expenses and ancillary enforcement costs outpaced revenues by $194,467. Distributing that amount over 28,123 citations, 11,880 of which escalated from $20 to $40, would result an increase in the base citation value from $20 to $24.97 such that revenues from enforcement of parking regulations would be equal to the total costs of enforcement. This estimate took into consideration the 1.52% of bad debt.

Decision Making Theory in Choosing to Park Illegaly

The primary objective of on-street metered parking is to provide short-term parking for visitors to conduct transactions with downtown merchants. Enforcement of the existing parking regulations combined with appropriate time limits, and differential pricing controls (where appropriate) ensure regular turnover of the available parking spaces and provide revenues to the City. Parking controls bring order to an often chaotic situation by regulating demand through price, while providing a valuable transportation service to the parker and downtown merchants, provided that parking regulations are correctly observed.

Each time a parker selects a stall, they consciously or unconsciously balance the expected costs of parking against search time, walking time and proximity to the destination. The illegal parker considers that if the expected value of receiving a parking ticket is small, there is no need to pay for parking. In this context, consider the following decisions and events:[115]

Decision	Event
D_1 = Pay the meter	E_1 = Receive a Citation
D_2 = Do not pay the meter	E_2 = No Citation Issued

[115] Davtyan, R. (2014). Decision Making Analysis on Parking Meters, ASEE 2014 Zone 1 Conference, University of Bridgeport, April 3-5, 2014. Bridgeport, CT, USA: Department of Technology Management, University of Bridgeport.

Based on these two decisions and two events, four possible outcomes with associated probabilities are possible:

Outcome	Outcome Description
O_1	Represents a users who pay the meter and receives a Citation. This should never happen, but when it does, it may be reversed by appealing the citation, thus, the probability of this event is considered to be zero.
O_2	When user pays the meter and is in compliance with parking regulations, no citation is issued. The probability of this even is considered to be 100%.
O_3	Describes a user who is in violation of the parking regulations and receives a citation. The average cost of a citation and postage is considered to be $29.39 and the probability of receiving a citation was calculated by examining the total number of citations and the total number of transactions.
O_4	Rqepresents a user who disregards parking regulations and is in violation but does not receive a citation. In this case, the user's expected value to park is zero. The probability of this even is calculated as $1 - p(O_3)$since, the probability of O_3 and O_4 must total 100%.

A full description of the decision tree probabilities is listed in Figure 64, below.

Figure 64: Decision Tree Probability.

	E_1 Receive a Citation	E_2 No Citation Issued	Probability Total
D_1 Pay the Meter	O_1 = <D_1,E_1> Pay Meter, Citation Issued $p(O_1) = 0\,\%$	O_2 = <D_1,E_2> Pay Meter, No Citation Issued $p(O_2) = 100\,\%$	100%
D_2 Do Not Pay Meter	O_3 = <D_2,E_1> Do Not Pay Meter, Citation Issued $p(O_3) = \frac{Citatons\ Issued}{Number\ of\ Transactions}\,\%$	O_4 = <D_2,E_2> Do Not Pay Meter No Citation Issued $p(O_4) = [1 - P(O_3)]\,\%$	100%

A review of the 2016 observed data in the Metered Parking program revealed 14,986 citations were issued at an average cost of $29.39, which considered the historical percentage of escalated citations and the cost of postage. The total number of transactions was 1,816,569 and total revenues was $1,827,866.65. Therefore, based on the average time purchased of 61.63 minutes and the total revenues collected, the average amount paid for parking per transaction was calculated to be $1.003 per transaction.

Using this data, the expected value of each event was calculated by multiplying the probability of each event with the expected cost of each event. For a duration of 61.63 minutes, a user's expected cost of compliance was -$1.003, the probability of which is 100%. For a user in violation, the expected cost was $29.39 multiplied by the percent of transactions found to be in violation.

Figure 65 lists the calculated, expected values of D_1 and D_2.

The sum of the expected values of O_1 and O_2, calculated to be $-\$1.003$ and represents the expected costs of compliance. The sum of the expected values of O_3 and O_4, which was determined to be $-\$0.242$ represents the expected cost of a receiving violation over the same period. Comparing these two values, it is always better for the consumer not to pay the meter, provided the length of stay is less than 61.6 minutes, the average time purchased. Another interpretation is that a user, on average, may park in violation for $average\ time\ purchased\ *\ \left|\frac{D_1}{D_2}\right|$ or 4.25 hours without receiving a citation.

Figure 65: Decision Tree Expected Value Calculations.

	E_1 Receive a Citation	E_2 No Citation Issued	Sum of Expected Values
D_1 Pay the Meter	$O_1 = <D_1,E_1>$ Pay Meter, Citation Issued $p(O_1) = 0\,\%$ $Expected\ Cost: -\$1.003$ $EV[O_1] = -\$1.003\ *\ 0\,\% = -\$0.00$	$O_2 = <D_1,E_2>$ Pay Meter, No Citation Issued $p(O_2) = 100\,\%$ $Expected\ Cost: -\$1.003$ $EV[O_2] = -\$1.003\ *\ 100\,\% = -\$1.003$	$\sum EV[O_1] + EV[O_2] = -\$1.003$
D_2 Do Not Pay Meter	$O_3 = <D_2,E_1>$ Do Not Pay Meter, Citation Issued $p(O_3) = \frac{Citatons\ Issued}{Number\ of\ Transactions}\,\%$ $Expected\ Cost: -\$29.39$ $EV[O_3] = \frac{-\$29.39\ *\ 14{,}986}{1{,}822{,}636} = -\$.242$	$O_4 = <D_2,E_2>$ Do Not Pay Meter, No Citation Issued $p(O_4) = [1 - P(O_3)]\,\%$ $Expected\ Cost: -\$0.00$ $EV[O_4] = -\$0.00\ *\ [1 - p(O_3)] = -\$0.00$	$\sum EV[O_3] + EV[O_4] = -\$0.242$

The minimum Citation Rate required to introduce an economic reason for compliance is described by the following inequality, where S is the total number of transactions (vehicles parked):

$$Average\ Parking\ Cost\ <\ \frac{(Average\ Citation\ Cost\ +\ Postage)\ *\ (Number\ of\ Citations)}{S}$$

or, simplified,

$$1.003\ <\ \frac{29.39\ *\ 14{,}986}{S}$$

Solving the inequality for S, we find the solution to be

$$0\ <\ S\ <\ 439{,}121$$

Since the number of violations issued for overtime parking during 2016 was 14,986 and the upper bound of S is 439,121, it follows that Parking Enforcement officers must cite 3.41% of vehicles to ensure that the expected value of D_1 will be greater than D_2, introducing an economic rationale to comply with the rules in the Metered Parking program. Alternately, the base violation rate could be raised by a factor of $\left|\frac{D_1}{D_2}\right|$, provided $D_1 < D_2$.

From these calculations, we can infer that the City's 2016 Citation Rate was far below the 5-6% Citation Rate described in the literature.[116] Without direct observation, we are unable to determine if the low Citation Rate was due to a lack of enforcement or a high degree of voluntary compliance.

Although revenue generation is not the top priority of enforcement, it should be noted that every increase of $5 in the base Citation cost has the potential to generate $149,644 in revenue for the City, assuming no change in parker behavior; however, an increase in the base citation cost may increase compliance with the prevailing rules, thereby decreasing overall citation revenues.[117]

The Commission does not specifically advocate for an increase in Citation costs as part of this report; however, depositing citation revenues from Metered Parking into the Parking Meter Fund rather than the General Fund (as is the practice with Neighborhood Zones) ,along with providing a more detailed accounting of back-office support and overhead for General Fund charges, would result in clearer reporting of parking-related expenses.

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[116] R. Willson, Parking Management for Smart Growth. (Island Press: Washington, 2015), p. 191-192.

[117] D. Shoup. *The High Cost of Free Parking.* (American Planning Association, 2011), p. 486-489.

Appendix 1: Glossary of Terms

12/5 Permit	*A City garage parking permit valid 12 hours per day, 5 days per week.*
12/6	12 hours per day, 6 days per week The City issues garage permits that are valid 12/6.
12/6 Permit	A City garage parking permit valid 12 hours per day, 6 days per week
24/7 Permits	A City garage parking permit for a reserved space that can be accessed 24 hours per day, 7 days per week.
Alternative Transportation Fund	City Account 454
APS	Acronym for an Automated Pay Station
Base Citation Cost	The initial cost of a Citation, $20
Block face	The area of on-street parking along one side of a street, on one block between two intersecting streets.
BMC	Bloomington Municipal Code
Break-even Citation Cost	The point at which citation revenue is equal to the total costs of enforcement
Citation	Violation of parking regulations specified in the Bloomington Municipal code results in the issuance of a fine referred to as a Citation
Citation Rate	The number of unique vehicles found in violation of the parking regulations that also receive a citation over a specified period of time
Citation Revenues	revenue generated by the issuance of fees resulting from violations
City Account 101	a City general fund account where Garages & Lots and Metered Parking's citation revenue is deposited

City Account 452	a City account designated for management of the City's parking garages, also known as the Parking Facilities account
City Account 454	a City amount designated for management of Neighborhood Zones, also known as the Alternative Transportation Fund
City Account 455	a City account designated for management of the Parking Meter Fund
City Account 601	a City Capital Account used to fund the Alternative Transportation Fund
Differential Pricing	price variation as a function of location
Duration	The length of time parked, often reported as the average duration for a specific block face.
Dynamic Pricing	price variation as a function of time
Equipment & Supply	includes expense particular to the program which they support — for instance, in the Neighborhood Zone program, the printing costs of permits, or in the Metered Parking program, the costs of replacing meter batteries.
Escalated Citation	a citation that increases in cost from $20 to $40 when not paid within 14 days, as specified by Bloomington Municipal Code
Escalated Citation Cost	$40
Escalating Pricing	price variation as a function of duration of stay
Facility	Any parking garage or off-street parking lot.
Garages & Lots	a parking program which includes all City garages and lots managed by the Department of Public works
General Fund	the primary or catchall fund of the City used by the Controller to record all assets and liabilities of the City that are not assigned to a special purpose fund.

Managed Parking	regulations that govern the parking system, managing demand through price controls and
Mean Block Face Occupancy	the weighted average of meter utilization on a specified block face
Metered Parking	managed parking thru the use of parking meters. Revenue and expenses in the City's Metered Parking system are recorded in City Account 455.
Multi-space meter	Freestanding parking meter equipment that is associate with multiple spaces, either on-street or off-street.
Neighborhood Zone	managed parking thru the use of residential neighborhood zone parking permits. Revenue and Expenses in the City's Neighborhood Zone system are recorded in City Account 454, also known as the Alternative Transportation Fund.
Occupancy	the number of spaces in a facility that are occupied at a given time divided by the total number of spaces
On-street parking	parking spaces provided on street, in the public right-of-way
Off-street Parking	parking spaces provided in the City's Garages & Lots system
Operational Expense	Operational expenses included items such as office supplies, utility bills, and other basic needs.
Parking Adequacy	the ability of the existing parking system to meet the demand for parking
Parking demand	The number of occupied parking stalls at a particular moment in time under conditions of market pricing.
Parking Facilities Account	City Account 452
Parking Meter Fund	the City Account used by the Controller to record revenues and expenses in the Metered Parking system also known as City Account 455.

Parking supply	The number of spaces available on a site or in a defined district.
Pay & display	A payment system in which the parker pays at a station in advance and then displays proof of payment in a parked vehicle.
Pay-by-plate	A payment system in which the parker pays at a pay station and enters the vehicle's license plate number.
Pay-on-entry	A payment system in which the parker pays when entering a facility.
Pay-on-exit	A payment system in which the parker pays in the lane when exiting a facility.
Pay-on-foot	A payment system in which the parker pays at a pay station before exiting a parking facility and then inserts proof of payment on exit.
Peak Occupancy	the maximum of the measurement of occupied stalls divided by total parlomg stalls over a specified period of time
Peak-use time	The time of day and week when facilities are at maximum use.
Permit parking	A parking system that provides a permission (or credential) for certain groups to park on street or in a designated facility.
Program Cash Balance	the net income generated by a program including funds from other City funds and other income
Program Cash Flow	Program Revenue less Program Expenses
Program Expenses	the total of Operational expenses and Equipment & Supply expenses
Program Revenues	the total of a program's earned income
RDC	the Redevelopment Commission
Scofflaw	A repeat parking offender
Share(d) parking	A parking system in which two or more land uses share a parking resource because they have different occupancy times.

Single-space meter	Freestanding equipment associated with a single parking space, on-street or in parking lots, that access either coins or credit cards.
Three Hours Free	a policy which allows three hours free parking in City garages and surface lots, with the exception of Lot 1
Three-Hour Shuffle	moving a vehicle every three hours to avoid paying parking fees
TIF	acronym for Tax Increment Financing, a type of financing that permits local governments to finance the redevelopment of blighted areas and the economic development of rapidly developing areas. The tax "increment" is the property tax revenues collected on the increase in assessed value (AV) of property in the TIF district over the baseline AV at the time of the TIF district's creation. TIF funds can be used for the acquisition of property, and provides another means for communities to finance infrastructure improvements in a district.118
Total Cash Balance	the sum of all monies in a program account
Transient	A parker who parks short-term and pays by the hour, either at a meter or in a garage.
Turnover	The number of times a space is occupied by a different vehicle per unit of time.
Two Hours Free	a policy that permits two hour parking on a block face without fee
Use-mix	the percentage of spaces in a garage allocated to permit parkers, transient parkers, and special use parking
Violation	failure to comply with the prevailing parking system regulations

[118] Source: https://bloomington.in.gov/documents/viewDocument.php?document_id=7403

Appendix 2: Ordinance 16–22

PASSED: 7-0-1

ORDINANCE 16-22

TO AMEND TITLE 2 (ADMINISTRATION AND PERSONNEL) OF THE BLOOMINGTON MUNICIPAL CODE
(To Establish a Parking Commission)

WHEREAS, in March of 2013, the City adopted 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* which, after implementation and minor amendments:

- broadened the definition of parking meters to authorize new technology;
- replaced a limited parking zone covering most of the downtown with a Parking Meter Zone;
- set the rate for parking meters and times those rates would be enforced;
- created a new part-time, non-reserved permit for use in the City's garages (to provide downtown employees with an alternative to on-street parking);
- provided for the continued use of certain parking permits (i.e. construction/contractor and delivery vehicles) in the Downtown Parking Meter Zone and, in some cases, under revised procedures; and
- integrated overlapping Parking Zones; and

WHEREAS, parking management and policy responsibilities, after a 2013 reorganization by the Administration, are now divided among at least eight departments (Clerk, Controller, Economic & Sustainable Development, Housing and Neighborhood Development, Legal, Planning & Transportation, Police, and Public Works); and

WHEREAS, over the years, the City's parking management actions have appeared at times ad hoc, inconsistent, and not grounded in an overall parking policy or management plan; and

WHEREAS, parking issues are not merely transportation issues, playing a primary role in at least five of the seven guiding principles of the city's current comprehensive plan, the 2002 city Growth Policies Plan (GPP) — namely, "compact urban form," "nurture environmental integrity," "leverage public capital," "mitigate traffic," and "conserve community character"; and

WHEREAS, these concerns about vehicle storage are at least as important as vehicle movement and deserve a commission whose scope is as broad as these concerns; and

WHEREAS, no city commission, department, or official has as their purpose the management of private vehicles once they stop moving; concerns such as how much land or public money is devoted to vehicle storage, what the community's goal for its ratio of vehicle storage to other land uses should be, and the role that the addition of vehicle storage should play in the city's economic or sustainable development; and

WHEREAS, some parking-related policy oversight body is necessary to develop and implement parking-related policies that further or fulfill the goals of the GPP; and

WHEREAS, the Traffic Commission, whose purpose is "to coordinate traffic activities, to carry on educational activities in traffic matters, to supervise the preparation and publication of traffic reports, to receive complaints having to do with traffic matters, and to recommend to the common council and to appropriate city officials ways and means for improving traffic conditions and the administration and enforcement of traffic regulations," is primarily concerned with issues involving the smoothest possible movement of vehicles;

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

SECTION 1. Chapter 2.12 entitled "Boards, Commissions, and Councils" shall be amended by inserting Section 2.12.110, entitled "Parking Commission" with the title appearing in the Table of Contents for the chapter and the text reading as follows:

2.12.110 Parking Commission

(a) Purpose. It shall be the primary purpose of the Parking Commission (commission), in coordination with decision-makers and other entities as is necessary or prudent:

(1) 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; and

(2) 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.

(b) Composition – Appointments. The Parking Commission shall be composed of nine voting members. These voting members shall be composed of five members appointed by the Mayor and four members appointed by the Common Council.

(c) Qualifications of Voting Membership.

(1) One member appointed by the Mayor and one member appointed by the Common Council shall be a merchant owning and operating a business located at an address within Schedule U – On-Street Metered Parking;

(2) One member appointed by the Mayor shall be a board member or an employee of a non-profit organization which operates at property that is owned or leased by the non-profit organization and located within Schedule U – On-Street Metered Parking;

(3) Four members, two appointed by the Mayor and two appointed by the Council, shall be residents living within the City limits. At least one of these four shall be a resident living at an address within Schedule U — On-Street Metered Parking, and at least one other of these four shall be a resident living at an address within a Residential Neighborhood Permit Parking Zone as described in Section 15.37.020;

(4) One member appointed by the Common Council shall be from among its membership; and

(5) One member appointed by the Mayor shall be from within the Transportation and Traffic Services Division of the Planning and Transportation Department.

(d) Terms. The initial terms of three mayoral and two council citizen appointments shall expire on January 31, 2018. The terms of the remaining initial citizen appointments shall expire on January 31, 2019. Thereafter, all terms of citizen appointments shall be for two years and expire on January 31. The terms for the one mayoral appointment made from within the Planning and Transportation Department and the one council appointment made from within the members of the Council shall be for one year and expire on January 31.

(e) Powers and Duties. The commission shall meet at least one time each month, unless it votes to cancel the meeting. Its powers and duties shall include, but are not limited to:

(1) accessing all data regarding the City's parking inventory, including usage, capital and operating costs, so long as the data is released in a manner consistent with exemptions from disclosure of public records set forth in IC 5-14-3-4;

(2) reviewing the performance of all meters, lots, garages, and neighborhood zones in the City's parking inventory, and reviewing the performance of all divisions of City departments devoted specifically to parking management;

(3) making recommendations on parking policy, including but not limited to: pricing, hours of operation, addition or removal of parking spaces, and changes when necessary to City code, enforcement procedures, or any other aspect of parking management policy;

(4) submitting an annual report of its activities and programs to the Mayor and Council by October of each year;

(5) adopting rules and regulations for the conduct of its business; and

(6) applying for appropriations through the Mayor, or researching and applying for grants, gifts, or other funds from public or private agencies, for the purpose of carrying out any of the provisions of this section.

(f) Staff. The Commission shall be staffed by the Transportation and Traffic Services Division of the Planning and Transportation Department.

SECTION 2. 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 3. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor and publication in accordance with State law.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 2nd day of November, 2016.

ANDY RUFF, President
Bloomington Common Council

ATTEST:

NICOLE BOLDEN
Clerk, City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 3RD day of November, 2016.

NICOLE BOLDEN
Clerk, City of Bloomington

SIGNED and APPROVED by me upon this _____ day of _____, 2016.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance is authored by Councilmember Volan and, after evaluation of expansion of the downtown metered parking established with the adoption of Ordinance 13-03 in March of 2013, amends Title 2 of the Bloomington Municipal Code (Administration and Personnel) to create a new nine-member Parking Commission. The Parking Commission would improve parking management across the city, and would develop policies regarding parking in the context of, and to further or fulfill the goals of, the Growth Policies Plan.

Note: This ordinance was revised after distribution in the Council Weekly Packet and introduced at the Regular Session on October 19, 2016. The revisions corrected grammatical errors in the sixth Whereas clause and parts (d) and (e) of Section 1 of the Now Therefore provisions.

Clerk's Notes:

The following is a chronology regarding Ordinance 16-22:

October 19, 2016 – In a Common Council Regular Session (First Reading), the council introduced Ordinance 16-22.

October 26, 2016 – In a Common Council Committee of the Whole meeting, the council adjourned before consideration of Ordinance 16-22, which had been on the agenda for the meeting.

November 2, 2016 – In a Common Council Regular Session (Second Reading), the council took final action with a vote of 7-0-1 (Mayer).

November 3, 2016 – The Clerk presented the adopted legislation to Mayor John Hamilton for signature.

November 10, 2016 –Mayor Hamilton officially vetoed Ordinance 16-22. The Mayor's veto statement (dated November 10, 2016) was filed with the ordinance.

November 16, 2016 – In a Common Council Regular Session, the council overrode the Mayor's veto with a vote of 9-0.

Certify:

ANDY RUFF, President
Bloomington Common Council

Attest:

NICOLE BOLDEN, Clerk
City of Bloomington

Distributed to: Legal, Office of the Mayor, Office of the City Clerk, Council Administrator, Controller, ESD, Planning and Transportation, Police, HAND, and Public Works

JOHN HAMILTON
MAYOR
CITY OF BLOOMINGTON
401 N Morton St Suite 210
PO Box 100
Bloomington IN 47402

OFFICE OF THE MAYOR
p 812.349.3406
mayor@bloomington.in.gov

November 10, 2016

VETO MESSAGE

To Members of the Common Council:

I am returning Ordinance 16-22 without my signature.

The proposal's author did extensive research on the important issue of parking in our community and particularly in our downtown core area. I appreciate and agree that this issue merits attention and additional study and review.

In earlier discussions with the proposal's author, the administration indicated an interest in considering combining existing commissions, such as the traffic and bicycle/pedestrian commissions, with the proposed parking commission, or in creating a time-defined task force. From my perspective, the topic of parking management is inherently linked to other mobility options and all related issues should be considered collectively in order to review and present the best options for our community.

As the Council is aware, there are approximately 37 current boards, commissions and committees. Each of these groups requires staff support. While adding one more commission may not itself seem a significant drain on staff resources, collectively the total number of hours committed to staffing these groups is very substantial. The administration would suggest that it may be time to assess together how and whether all the current boards, commissions and committees are fulfilling their intended purposes. I would encourage a joint effort in reviewing the value of these bodies prior to adding a 38th to the list.

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I understand that a sufficient number of votes were cast for the ordinance as proposed to overturn the veto. I respectfully request that the Council consider either creating a Mobility Management Commission that would replace the Traffic and Bicycle/Pedestrian commissions and add parking as a topic of review, or join in an overall review of each of our existing boards, commissions and committees in an effort better to utilize both citizen and staff time in the most efficient and effective way for our community.

Respectfully,

John Hamilton, Mayor
City of Bloomington

Appendix 3: BMC §15.40.015

15.40.015 Parking meter fund, purpose and expenditures.

(a) A parking meter fund (fund) is hereby established within the office of the controller. This special non-reverting revenue fund is authorized under Indiana Code 36-9-12 et seq.

(b) All monies received by the City of Bloomington from fees paid for the on-street parking of a vehicle by the use of a parking meter shall be deposited into this fund.

(c) All expenditures from this fund shall be subject to appropriation by the city's fiscal body.

(d) Disbursements from the fund shall be made only on orders of the board of works for the purposes provided in IC § 36-9-12-4 (b), which include:

(i) The purchase price, rental fees, and cost of installation of the parking meters;

(ii) The cost of maintenance, operation, and repair of the parking meters;

(iii)Incidental costs and expenses in the operation of the parking meters, including the cost of clerks and bookkeeping;

(iv) The cost of traffic signal devices used in the municipality;

(v)The cost of repairing and maintaining any of the public ways, curbs, and sidewalks where the parking meters are in use, and all public ways connected with them in the municipality;

(vi) The cost of acquiring, by lease or purchase, suitable land for off-street parking facilities to be operated or leased by the municipality;

(vii) The principal and interest on bonds issued to acquire parking facilities and devices;

(viii) The cost of improving and maintaining land for parking purposes and purchasing, installing, and maintaining parking meters on that land; and

(ix) The cost of providing approved school crossing protective facilities, including the costs of purchase, maintenance, operation, and repair, and all other incidental costs.

(e) Money deposited into the fund may be expended only upon a specific appropriation made for that purpose by the common council in the same manner that it appropriates other public money. The board of public works shall prepare an itemized estimate of the money necessary for the operation of parking meters for the ensuing year at the regular time of making and filing budget estimates for other departments of the city. These estimates shall be made and presented to the common council in the same manner as other department estimates.

(f) The fund shall continue in this form until amended or terminated by ordinance. Unless indicated otherwise by ordinance, the proceeds of the fund at termination shall be deposited into the general fund.

(Ord. No. 13-13, § 1, 10-9-2013; Ord. No. 14-11, § 139, 7-2-2014)

Appendix 4: City of Bloomington Parking Commission By-Laws
Adopted March 2017

City of Bloomington, Indiana
Parking Commission
BYLAWS

Article I.
MEMBERS

I.1. Appointment. Bloomington Municipal Code (BMC) §2.12.110 (b), or its successors specifies the appointment mechanism. BMC §2.08.020 or its successors specifies filling of vacancies.

I.2. Qualifications of Voting Membership. BMC §2.12.110 (c), or its successors, specifies the composition of the Commission and Qualifications for voting Membership.

I.3. Appointment of Non-Voting Advisory Members. BMC §2.02.040, or its successors, sets forth the guidelines and requirements to expand the Commission, by adopting and filing with the City of Bloomington Common Council a motion which states the Commission's intention to expand membership by as many as four (4) non-voting advisory Members. As directed by BMC §2.08.020 (2), the motion shall set forth the initial period of staggered terms and, after that period, the terms shall be the same length as other positions on those entities.

I.4. Meetings. The commission shall meet at least one time each month, unless the Commission votes to cancel a meeting. Changes to dates and times may be approved by the Chairperson (including cancellations and the scheduling of the special meetings.)

I.5. Attendance. Members shall give prior notice to the Chairperson, or to the staff liaison appointed by the Transportation and Traffic Services Division of the Planning and Transportation Department, if they are unable to attend a regular or special meeting.

I.6. Resignation. Resignations shall be in writing by the resigning Member, and shall be conveyed to the Chairperson and the appointing office of the resigning Member.

I.7. Removal of Members. Except for appointees who serve at the pleasure of the Mayor, a member of the Commission may be removed for cause. Cause shall include, but not be limited to, failure to attend three consecutive regularly-scheduled meetings of the board, commission, or council or four regularly-scheduled meetings in any twelve-month period, provided that any member may submit in writing to the appointing authority any extenuating circumstances. Such written submission shall be made within five business days before the formal decision to remove is reached. Acceptance of extenuating factors by the appointing official or body puts the member on notice that further excessive absenteeism shall result in removal. The Chairperson shall provide notice of absenteeism of Mayoral appointees to the Office of the Mayor. *BMC §2.08.20 (4).*

I.8. Vacancies by Death, Resignation–Failure to Appoint. In the event that a vacancy occurs through resignation or death, the appointing authority shall appoint a person to fill the unexpired term of the resigned or deceased member. If a Member's term has expired, but the appointing authority has failed to act, the appointment of the Member whose term has expired carries over until the appointing authority reappoints or appoints a successor. *BMC § 2.08.20 (5).*

Article II.
MEETINGS

II.1. Regular Meetings. Regular meetings of the Commission shall be held monthly.

II.2. Annual Meeting. The regular meeting in February shall be known as the annual meeting and shall be to elect officers and for any other business that may arise.

II.3. Special Meetings. BMC §2.08.020 (11) or its successors specifies requirements for calling special meetings. A special meeting of the Commission or council may be called by the Chairperson, the Mayor, or by a majority of the Members then serving on the Commission requesting such meeting in writing to the Chairperson. Upon receiving such request, the Chairperson shall thereafter call a special meeting to be held within twenty days. Notice of special meetings must be given in advance and the purpose of a special meeting shall be set forth in the notice thereof. Public notice of the date, time, and place of any meetings, executive sessions, or of any rescheduled or reconvened meeting, shall be given at least forty-eight (48) hours (excluding Saturdays, Sundays, and legal holidays) before the meeting.

II.4. Notice. Notice of each regular meeting shall be conveyed to Commission Members before each meeting and shall include the agenda. The news media shall also be notified in accordance with I.C. 5-14-1.5-1 through 7 or its successors.

II.5. Quorum. BMC §2.08.020 (7) or its successors specify requirements for a quorum. A majority of the serving, Members, excepting the nonvoting appointed and *ex officio* Members, shall constitute a quorum for purpose of conducting the official business of the Commission.

II.6. Parliamentary Procedure. BMC §2.08.020 (8) or its successors specifies requirements for Parliamentary Procedure.

II.7. Conduct of Meetings. The order of business of all meetings shall be as follows:

(a) Call to Order;
(b) Approval of Minutes;
(c) Reports from Commissioners and City Offices including, but not limited to:
1. Office of the City Controller;
2. Department of Public Works;
3. Parking Enforcement Devision of the Police Department;

4. Office of the City Clerk;
5. Department of Planning & Transportation;

(d) Reports from the Public;
(e) Discussions of Topics Not the Subject of Resolutions;
(f) Resolutions for Second Reading and Discussion;
(g) Resolutions for First Reading and Discussion;
(h) Member Announcements;
(i) Adjournment.

The Chairperson may limit the length of time and number of times an individual may comment during public comment. The Chairperson shall explain the limits prior to hearing any public comment. This also may include limitations on repetitive or redundant comments to help ensure each individual has an opportunity to provide their comments.

II.8. Votes. Each voting Member shall be entitled to one vote. Routine business may be conducted by voice vote. The outcome of a vote shall be determined by the majority of the serving Members present and eligible to vote and voting. In no event shall less than four votes cast in the affirmative carry a motion or adopt a Resolution of the Commission. A member who wishes not to vote may remain silent during a voice vote or roll call vote, or may submit a blank ballot during a ballot vote No member may be forced to vote.

II.9. Minutes. Minutes shall be recorded at all meetings, and the Secretary shall ensure that all minutes, correspondence, committee reports, etc., are available for review by Members within thirty (30) days after a meeting, in draft, summary or final form.

Article III.
RESOLUTIONS

III.1. Resolutions. The Commission shall have the authority to adopt resolutions. Resolutions shall be given two readings before a vote may be taken on its passage and no resolution shall be adopted on the same day or at the same meeting as it is introduced except by unanimous consent of the Members present, at least two-thirds of the serving Members being present and voting.

III.2. Recommendations. Published recommendations of the Commission and the Annual Report shall be adopted and approved by Resolution.

III.3. Recorded Votes. For Resolutions considered by Commission, the Secretary shall call the roll and record the votes of each serving Member, the results which shall be published in the minutes of the Commission's meeting.

III.4. Annual Report. BMC §2.12.110 specifies that the Commission shall submit an annual report of its activities and programs to the Mayor and Common Council by September 30 of each year. Such report shall be approved by the Commission by Resolution.

Article IV.
OFFICERS

IV.1. Positions. Officers of the Commission may include but are not limited to the Chairperson, the Vice-Chairperson, and the Secretary.

IV.2. Eligibility. All officers shall be members of the Commission and no member shall hold more than one office at a time. The Chairperson shall have been a member for at least six months prior to becoming Chairperson, unless no current Members have been appointed for a period longer than six months.

IV.3. Election. All officers shall be elected at a regular meeting by a majority of the current membership of the Commission.

IV.4. Term. Officers shall be elected to serve for one year or until their successors are elected, and their terms of office shall begin at the close of the meeting at which they are elected. Officers shall deliver to their successors all accounts, papers, records, and other Commission property within two weeks of their expired term.

IV.5. Removal. An Officer of the commission may be removed from office for cause. Cause shall include, but not be limited to, misuse of office, improper representation of the commission, failure to carry out minimum duties of office, failure to attend three consecutive regularly scheduled meetings in any twelve month period or four regularly scheduled meetings in any twelve month period without just cause as determined by the Commission; provided, that any member may submit in writing to members of the commission any extenuating circumstances. Such written submission shall be made within five business days before the formal decision to remove is reached. A member or members of the commission shall submit a signed statement outlining the charges to the Commission and, following the proper procedure, cause is established. Proper procedure includes distribution of the statement to all Commission members. Decision as to removal will be made by majority vote at the next scheduled meeting. Removal from office is not a vote for dismissal from the Commission.

IV.6. Vacancies. If an office becomes vacant, the term shall be filled by election at the next regular meeting. If the Officer resigns from the office giving advance notice, the election shall take place at the next regular meeting after the resignation is submitted.

IV.7. Chairperson. The Chairperson shall prepare the agenda for all meetings, and preside over all meetings (except when she/he designates another person, or the Vice-Chairperson). The Chairperson shall distribute the agenda and related documents no

less than 48 hours prior to a scheduled meeting. The Chairperson shall be responsible for preparing and submitting the Commission's annual report, as required by §III.4 above.

IV.8. Vice-Chairperson. The Vice-Chairperson shall serve as the Chairperson in the absence of the Chairperson; shall perform all duties that may be delegated by the Chairperson; shall aid the Chairperson on request; shall post notice of vacancies of the Commission's Advisory Committee positions and the requirements thereof; and shall perform such other duties applicable to the office as prescribed by the parliamentary authority adopted by the Commission. In the absence of the Secretary, the Vice-Chairperson shall serve as or appoint a Member to serve as Secretary.

IV.9. Secretary. The Secretary shall keep for every meeting written minutes in which the results of any vote are recorded and, when appropriate, specific findings of facts and conclusions, and shall handle the correspondence of the Commission. A copy of all minutes, committee reports, etc. are to be kept on file in the Transportation and Traffic Services Division of the Planning and Transportation Department or its successor.

IV.10 Executive Committee. The Executive Committee shall consist of the Chairperson, the Vice Chairperson, and the Secretary. The Executive committee shall meet with the Planning and Transportation Department staff liaison to discuss the business and set the agenda in advance of a the regular meetings and recommend to the Common Council candidates for nonvoting, advisory membership.

IV.11. Staff Liaison Duties. The Planning and Transportation Department staff liaison shall provide notice of all Commission meetings as required by the Indiana Open Door Law; provide and report in a timely manner on all data requests regarding the City's parking inventory, including usage, capital and operating costs, so long as the data is released in a manner consistent with exemptions from disclosure of public records set forth in Indiana Code § 5-14-3-4; and provide other support for Commission activities as agreed to by the Director of Planning and Transportation or its successor.

Article V.
ADVISORY COMMITTEE

V.1. Appointment. BMC §2.02.040 or its successors specifies the appointment mechanism of Advisory Committee members.

V.2. Notice of Vacancy. The Vice-Chairperson shall post notice of vacancy with the Office of the City Clerk.

V.3. Residency Requirement. BMC §2.08.20 or its successors specifies all appointments to city boards, commissions and councils shall be made from residents of

the city except those positions that are directed otherwise by state law or city ordinance.

V.4. Terms. As directed by BMC §2.08.020 (2), the motion shall set forth the initial period of staggered terms and, after that period, the terms shall be the same length as other positions on those entities.

Article VI.
APPROPRIATIONS

VI.1. Appropriations. BMC §2.12.110 or its successors specifies that the Commission may apply for appropriations through the Mayor, apply for grants, gifts or other funds from public or private agencies. All monies shall be placed on deposit in accounts designated by the City Controller and may be disbursed by Resolution of the Commission. The Vice-Chairperson shall prepare an annual statement of appropriations, grants, gifts, and expenditures to be presented to the Members at its annual meeting.

Article VII.
AMENDMENT OF BYLAWS

VII.1. Amendment. A two-thirds (2/3) majority of the Commission may vote to amend these by-laws only after discussing proposed amendments during at least two regularly scheduled Commission meetings that have been called with proper notice.

Bylaws of the City of Bloomington Parking Commission, adopted March 28, 2017.

Appendix 5: PKG Resolution 2017–03

CITY OF BLOOMINGTON

PARKING COMMISSION

Resolution 2017-3
A Budget Request to Fund a Parking Study in the Fiscal Year 2018

WHEREAS, the City of Bloomington Common Council in November of 2016 adopted Ordinance 16-22 ("Ordinance") amending Title 2 of the Bloomington Municipal Code;

WHEREAS, the ordinance created the Bloomington Parking Commission, whose powers and duties include, but are not limited to reviewing the performance of all meters, lots, garages, and neighborhood zones in the city's parking inventory, and reviewing the performance of all divisions of City departments devoted specifically to parking management;

WHEREAS, the Commission's duties include making recommendations on parking policy, including but not limited to: pricing, hours of operation, addition or removal of parking spaces, and changes when necessary to city code, enforcement procedures, or any other aspect of parking management policy;

WHEREAS, the Commission may apply for appropriations through the mayor, or researching and applying for grants, gifts, or other funds from public or private agencies, for the purpose of carrying out any of the provisions of the Ordinance;

WHEREAS, Walker Parking Consultants conducted a comprehensive parking study on behalf of the City of Bloomington at the cost of $55,000 in 2006 and an update to the parking study in 2012;

WHEREAS, Walker Parking Consultants has represented that is qualified by training and experience to conduct parking studies;

WHEREAS, the Commission may desire to engage Walker Parking Consultants to render services in connection with preparation of the annual report and the formulation of Comprehensive Parking Policy for the City of Bloomington;

NOW THEREFORE BE IT RESOLVED that the Members of the Bloomington Parking Commission requests as follows:

1. **Request for Budget Item.** The City of Bloomington Parking Commission petitions the City of Bloomington Department of Planning and Transportation to coordinate a request for a one-time budget item for the fiscal year 2018 for the sum of $60,000, drawn from the Parking Meter Fund.

2. **Purpose of Budget Item.** The budget item shall be used to conduct a review of parking habits and for formulating a Comprehensive Parking Management Policy by the Commission.

3. **Disbursement of Funds.** Pursuant to the by-laws of the Commission, funds shall be placed on deposit in accounts designated by the City Controller and disbursed by Resolution of the Commission.

4. **Effective Date.** Funds shall be available January 1st, 2018.

#

APPROVED this ____ day of _____, 20 ____, by the Parking Commission, at a regular meeting of the Bloomington Parking Commission at which a quorum was present and voted.

We the below-signed, do hereby certify that the above is a true and correct copy of the resolution.

X _____
Chairperson, Parking Commission
Jim Blickensdorf,
Council Appointee

X _____
Secretary, Parking Commission
Stephen Volan,
Council Member

CITY OF BLOOMINGTON

PARKING COMMISSION

Amendments to Resolution 2017-3
A Budget Request to Fund a Parking Study in the Fiscal Year 2018

1. Proposed by Faith Hawkins: Remove perambulatory clause 6, in its entirety.

2. Proposed by Faith Hawkins: Remove perambulatory clause 7, in its entirety.

3. Proposed by Steve Volan: Replace Operative Cause 1 with:

   5. **Request for Budget Item.** The Commission requests from the Department of Planning and Transportation a one-time budget item for the fiscal year 2018 for the sum of $60,000, drawn from the Parking Meter Fund.

4. Proposed by Steve Volan: Replace Operative Cause 2 with:

   6. **Purpose of Budget Item.** The budget item shall be used only for the purposes of conducting a review of parking habits, and for formulating a Comprehensive Parking Management Policy by the Commission.

5. Proposed by Steve Volan: Replace Operative Cause 3 with:

   7. **Disbursement of Funds.** The funds shall be placed in an account deemed appropriate by the City Controller, who shall disburse them only upon adoption of subsequent Resolution(s) of the Commission.

6. Proposed by Jim Blickensdorf: Add Operative Cause 5:

   5. **Final Disposition of Funds.** The Commission shall direct the Office of the City Controller to return any unencumbered funds to the CIty's Parking Meter Fund on December 28th, 2018.

Appendix 6: City of Bloomington's 2017 Parking Study Request for Proposal

Planning and Transportation Department

Downtown Area Parking Study
REQUEST FOR PROPOSALS

ISSUED:
September 1, 2017

DEADLINE FOR PROPOSALS:
September September 25, 2017
12:00 PM Eastern Daylight Time

SUBMIT PROPOSALS TO:
Terri Porter, Director
Planning & Transportation Department
porteti@bloomington.in.gov

GENERAL INFORMATION AND SUMMARY

Organization Requesting Proposals:
City of Bloomington
Planning and Transportation Department
401 N. Morton St, Suite 130
Bloomington, Indiana 47404

Contact:
Scott Robinson, AICP
Planning Services Manager
robinsos@bloomington.in.gov
812-349-3423

Summary of Request:
The City of Bloomington (the City) is issuing a Request for Proposals (RFP) to select a consultant (or team of consultants) to assist in the assessment of public parking assets within the downtown Bloomington area. The assessment will include the management, regulatory, and fiscal aspects of the public parking system, including structures, surface lots, meters and on-street parking, and make recommendations on anticipated near-term and longer-term needs. Analysis of private development parking standards, adjacent neighborhood parking controls and inventory, as well as private and other public agency parking assets should also be considered as part of near-term and longer-term strategies. The City will soon initiate an update to the Unified Development Ordinance (UDO) which includes details for private parking requirements on new development proposals. The timing of this request is complimentary to the update of the UDO with regards to only the parking standards within the downtown area. Completing a thorough assessment of current downtown parking assets and the management of those assets will better assist the City and community on meeting current, near-term, and longer-term parking needs.
Interested parties must submit proposals electronically by Monday, September 25, at 12:00 PM local time (EDT).

Communications and Project Management:
The project will be managed by the City's Planning and Transportation Department with the support of a team of staff primarily from the Public Works, Police, and Economic and Sustainable Development departments. All communications from interested parties to the City during the proposal submittal process shall be made to Scott Robinson at robinsos@bloomington.in.gov or 812-349-3423.

If necessary, interpretation of or changes to this RFP may be made by written addendum. A copy of each addendum will be posted at the City's website at https://bloomington.in.gov/planning/bids no later than September 18, 2017. Interested parties are responsible for checking the City's website for addenda, though the City may choose to contact all known interested parties with notification of posted addenda. The City will not be responsible for any other explanations or interpretations of this RFP. If significant changes to this RFP are required, the City may postpone the final date for submission through an addendum.

Interested parties may notify the City via email of their intent to submit a proposal but are not required to do so. Failure to notify the City of intent to submit a response may result in omission from future communications including possible notification of addenda.

Proposals must be submitted in pdf format no later than September 25, 2017. Responses which, in the judgment of the City, are in any way incomplete, inaccurate, or otherwise not in compliance with the requirements described in this RFP will be rejected.

Any costs incurred while responding to this RFP in anticipation of receiving a contract award shall be the responsibility of the entity submitting the response. The City shall not reimburse any respondent for any such expenses.

Process Schedule:

September 1, 2017	RFP Advertisement
September 18, 2017	Last Day for Addenda Posted by the City
September 25, 2017 (12:00pm EDT)	Proposal Deadline
September 26 – October 5, 2017*	Response Evaluation
October 6, 2017*	Notify Respondents of Results and Begin Discussions with Selected Respondent
October 20, 2017*	Issue Notice to Proceed (NTP) to Selected Respondent

**Dates indicated are tentative and subject to change as needed*

PROJECT DETAILS

Overview:
The City has completed two prior parking studies for the Downtown area (2007 and 2012). The purpose of this study is to provide a continuum of best management strategies to consider for the greater Downtown Bloomington area in regards to the many aspects of public parking. The study must consider key aspects of a new comprehensive plan that is expected to be approved later this year. The Comprehensive Plan provides additional guidance on the growth, development, and services within the Downtown. The City and Monroe County are both actively pursuing economic development initiatives within the Trades District and the Bloomington/Monroe County Convention Center, respectively. Parking is an important element for these initiatives, requiring collaboration and coordination on parking management strategies. Finally, the City has established a Parking Commission that is charged with, amongst other duties, producing an annual report on the City's parking system. Their first report is expected this October. This study must provide overall consistency in the assessment of these aspects and the objectives listed below with both short-term and long-term strategies and recommendations to consider.

Objectives:
The following objectives should be considered as part of this downtown parking study:

- Assess the public parking capacity (City parking garages and lots, on-street parking, zones 4, 5, 8, 9, and 10), and projected near-term and longer-term needs. The study will include one month of occupancy counts during peak business hours, afternoon and evening.
- Assess fiscal revenues and expenditures and provide strategies that sustain the fiscal stability of the public parking system. Provide multiple rate and fee structures and display, by line, the effect of each rate and fee band on revenues and projected growth/decrease in usage of parking services..
- Assess the ongoing maintenance of the parking system and key long-term investment needs to sustain the parking system.
- Assess the enforcement and education of the parking systems and strategies to optimize effective enforcement and education activities of the parking system.
- Assess parking permits (types, fees, etc.) and strategies to optimize efficient permit utilization rates.

- Assess garage transient parking rate and fee structure and provide multiple recommendations, by line, the effect of each rate band change on revenues and projected growth/decrease in usage of parking services
- Assess standardization methods for payments, times, and other functions to improve efficiency, understanding, and enforcement of all parking facilities.
- Assess all parking zones and strategies consistent with best practices for university/college towns/cities.
- Identify interim strategies, such as public-private partnerships or shared parking agreements, that can augment the supply of public parking within the Downtown.
- Assess the Trades District and the Bloomington/Monroe County Convention Center and identify key performance indicators for strategic implementation of public parking investments.
- Provide recommendations that promote a multi-modal transportation system.
- Provide recommendations that promote a sustainable built and natural environment.
- Provide recommendations that promote the incorporation of public spaces and art in public parking facilities.
- Provide recommendations that help preserve the character of adjacent downtown neighborhoods and historic districts.

The City would like to complete the parking study in approximately three months. The process should involve public participation, stakeholders, data collection, data and policy analysis, and other tasks identified by the proposal necessary to complete the study. A draft report must be presented to the Parking Commission by the firm with the purpose of feedback so key items identified can be further considered before a final report is submitted to the City.

This RFP is open to any individual/firm wishing to submit a proposal.

Proposed Budget Requirements:
Proposals shall provide a detailed budget proposal for core or essential tasks identified. Any additional services that can be provided as optional services must be explicitly labeled, as optional services, and may be proposed. The proposed budget will provide information on cost effective approaches for the City to consider. The proposed budget is one of several factors used in the evaluation and selection of consultants submitting proposals and may be used when negotiating a contract.

PROPOSAL SUBMITTAL REQUIREMENTS:

General Requirements:
Submissions must be prepared electronically using 8.5" x 11" paper format and must be submitted as a single pdf file. File size may not exceed 10MB. **Submissions are strictly limited to a maximum of 10 total pages (total includes the submittal form)**. Additional pages such as cover pages, tables of contents, appendices, etc., will be counted towards the 10 page maximum. Any page beyond page 10 will be omitted for consideration. The following table displays the order in which respondents shall arrange content and a suggested number of pages per category.

Order	Proposal Content	Suggested Number of Pages
1	Submittal Form	1
2	Introductory Letter	1
3	Project Team and Structure	2
4	Relevant Project Experience and Outcome/Status	2
5	Project Approach	3
6	Detailed Project Schedule	1
	Maximum Total	10 pages

Submissions must be emailed to Scott Robinson at robinsos@bloomington.in.gov. Submissions received after 12:00PM local time on September 25, 2017 <u>will not be considered.</u>

Content Details:
Proposals should include all of the information required below.

1) **Submittal Form**
- Complete and sign the Submittal Form attached to this document.
- The content of this form shall not be modified other than to fill in the required information.

2) **Introductory Letter**

- Name of the individual or firm.
- Contact information for the person authorized to serve as point of contact during the RFP evaluation process and to negotiate on behalf of the firm or team if selected for projects.
- General statement of interest and availability for the project described in this RFP.

3) **Project Team and Structure**

- Identification, qualifications, expertise, and availability of the project manager and key staff proposed to be assigned to the project.
- Identification of proposed subconsultants for any tasks not to be completed by the prime consultant and the type and percentage of work each subconsultant will complete.
- Relevant information regarding team organization or leadership in place to ensure efficiency and accountability during the course of the project as well as quality control and schedule control.
- Location of all project team members and their applicable licensure and certifications.
- Knowledge of and experience with pertinent federal, state, and local laws, regulations, and policies.
- Disadvantaged Business Enterprise (DBE) or other relevant certifications.

4) **Relevant Project Experience**

- Specific examples of projects that are relevant and similar to this project (provide a link to the project, a reference name and contact information for the clients of these projects).
- Identification of which key personnel were responsible for the relevant tasks.
- Experience with college/university town contexts and public engagement and public education processes.
- Experience with data collection, data analysis, disruptive technology analysis, and key implementation benchmarks/assessments/benefit-cost.
- Experience with multimodal transportation planning.
- Experience with effective public education .

5) **Project Approach:**

- Description of project approach and deliverables.

- Timeline with proposed milestones (e.g. public engagement, data collection, draft report, final report, and other proposed key milestones).
- Assume a two to three month process from Notice to Proceed to final report delivery.
- Assume internal draft, public draft, and final draft reports with a minimum of two rounds of revisions (one after internal draft and one after public draft).
- Specific examples of potential challenges and strategies for successfully dealing with those challenges.
- Description of innovative ideas or strategies for project prioritization and project implementation.
- Discussion of budget and any anticipated expenses above that budget.
- Other relevant information related to project approach.

6) Public Participation and Education Plan:
Briefly describe the role of public participation in the development of the study and the types of approaches necessary for ongoing public education (public relations). Outline a public participation proposal for this process and methodologies utilized. Identify any tasks for which the City would be responsible for completing during the process.

SELECTION CRITERIA & EVALUATION

Consultant selection for this project will be based on an evaluation of the proposals. The City reserves the right to request additional information or to reject all proposals and not select a consultant. The Consultant Selection Rating Form used to evaluate and score the submittals is included in this RFP for reference.

ATTACHMENTS

1. Submittal Form

Submittal Form

The undersigned declares that the Proposal submitted in response to the Downtown Area Parking Study Request for Proposals (RFP) advertised on September 1, 2017 is, in all respects, an accurate and true representation of the Individual's/Firm's/Project Team's Experience and Qualifications. The undersigned further acknowledges that the Proposal submitted is absent any collusion with an employee/official of the City of Bloomington. The undersigned acknowledges they reviewed and are familiar with the City of Bloomington RFP documents issued on September 1, 2017, and they acknowledge their responsibility for checking the City website for any addenda to this RFP and incorporating or responding to information presented in such addenda as necessary.

If any omissions, erasures, and/or alterations (collectively "modifications") are required to be made to the Proposal Documents, the undersigned acknowledges that they have carefully examined the modifications to the Proposal Documents submitted by the Individual or Firm, and have approved all such modifications. If said modifications are handwritten, the modifications must be initialed. The undersigned further acknowledges that the individual initialing any such modifications has authorization to do so on behalf of the Individual, Firm, or Team.

Individual/Primary Firm Name:

_____

Firm Representative Name:

_____

Authorized Signature:

_____

Title: _____

Date: _____

Address:

_____

City: _____ State: _____ Zip: _____

E-Mail: _____

Telephone: _____

Appendix 7: City of Bloomington's 2017 Parking Study Request For Proposal Responses

Submittal Form

The undersigned declares that the Proposal submitted in response to the Downtown Area Parking Study Request for Proposals (RFP) advertised on September 1, 2017 is, in all respects, an accurate and true representation of the Individual's/Firm's/Project Team's Experience and Qualifications. The undersigned further acknowledges that the Proposal submitted is absent any collusion with an employee/official of the City of Bloomington. The undersigned acknowledges they reviewed and are familiar with the City of Bloomington RFP documents issued on September 1, 2017, and they acknowledge their responsibility for checking the City website for any addenda to this RFP and incorporating or responding to information presented in such addenda as necessary.

If any omissions, erasures, and/or alterations (collectively "modifications") are required to be made to the Proposal Documents, the undersigned acknowledges that they have carefully examined the modifications to the Proposal Documents submitted by the Individual or Firm, and have approved all such modifications. If said modifications are handwritten, the modifications must be initialed. The undersigned further acknowledges that the individual initialing any such modifications has authorization to do so on behalf of the Individual, Firm, or Team.

Individual/Primary Firm Name:

Walker Parking Consultants

Firm Representative Name:

John W. Dorsett, AICP, CPP

Authorized Signature: John W Dorsett

Title: Senior Vice President

Date: 09-25-17

Address:

6602 E 75th Street, Suite 210

City: Indianapolis State: IN Zip: 46250

E-Mail: john.dorsett@walkerparking.com

Telephone: 317.842.6890

WALKER
PARKING CONSULTANTS

6602 E 75th Street, Suite 210
Indianapolis, IN 46250
Voice: 317.842.6890
www.walkerparking.com

September 25, 2017

Terri Porter, Director
City of Bloomington
Planning & Transportation
401 N. Morton St, Suite 130.
Bloomington, IN 47404

Dear Terri:

Walker Parking Consultants is pleased to submit this proposal for professional services relating to the referenced RFP. Our submittal offers the following advantages to the City of Bloomington:

- Our **reputation as the leading and largest** parking consulting firm carries gravitas and helps the city implement change. We are **qualified to provide all of the services requested** by the city as we have performed **countless numbers of similar** projects. In its 52-year history, Walker has successfully delivered on more than 2,600 parking structure designs, 3,700 parking facility restoration engineering projects, and 7,800 parking consulting and study services projects.
- **Character, Integrity, Reputation, Judgment, Experience, and Efficiency:** Walker's goal is to provide a high quality service and to become the "consultant of choice" for all of our clients. Walker's high percentage of repeat business (90%) is proof of our ability to meet and exceed your expectations. We strongly encourage you to contact our references to find out more about our past performance, reliability, technical expertise, and philosophy toward parking planning and sustainability. By selecting Walker, the city can rest assured that its needs will be met.
- **Capacity**: The team members assigned to this project are available to devote their attention to your project. All of the Walker personnel assigned to this project have short-term assignments that are scheduled to end within the next 30 days. Beyond 30 days, schedules are essentially "wide open." We are **flexible, easy to work with**, and we are **eager to accommodate the requests of the city**, regardless of the time frame. We provide knowledgeable and competent professional services in a **customer-friendly** manner.
- **Team Experience and Local Knowledge:** There is nothing more important to the success of your project than the people and the expertise that they bring to the table. Walker has assigned experts to your project that actually performed the work for the cities listed within this proposal. Our team members have worked together as a team on dozens of successful projects across the nation. This makes your life easy. We host a seamless team that will walk you through the process and do all the heavy lifting for you. We bring broad parking planning experience, coupled with soft skills, technical knowledge regarding parking policies and procedures, and intimate knowledge regarding the capabilities, pros, cons, and costs of a variety of parking technologies used in support of paid parking and enforcement programs.
- **Customized and Workable End Product:** Walker will not be providing you a "one mile wide – one inch deep" document with fluff and little substance that will end up on a bookshelf. We will customize a detailed parking strategy that is realistic and can be implemented. We have a thorough understanding of parking. The fact is parking is a necessity that is not going away any time soon. Americans love their cars and want to drive to their next destination! Our goal is to promote a "park one time and walk" philosophy, shared parking, and on-street parking turnover, in support of optimizing available resources, supporting economic development, and the financial sustainability of the local business community. Walker will tailor a study that works for the City and can leverage the authority of Walker's name and credibility to support its initiatives.
- **Accuracy of Results:** The data we collect and the analyses we perform will be a significant component of the parking management study. The study must be accurate and reliable. We have performed several hundred municipal parking and mobility studies across the nation. Walker's experienced and seasoned judgment from many similar studies will ensure a quality product.

Our goal is to provide a quality service and product that conforms to your requirements and specific needs; anything less is unacceptable. The entire Walker team is committed and available to provide the services listed in this response. We remain available to answer questions regarding our submittal and look forward to hearing from the City of Bloomington.

Sincerely,

John W Dorsett

John W. Dorsett, AICP, CPP
Senior Vice President
john.dorsett@walkerparking.com

Project Team and Structure
Team Members

Walker team members will perform all tasks in house and will not utilize a subconsultant:

JOHN W. DORSETT, AICP, CPP
SENIOR VICE PRESIDENT / PROJECT MANAGER — INDIANAPOLIS, IN

As Senior Vice President and Director of Consulting Resources, John guides a parking consulting and study services group responsible for leadership in functional design, operations consulting, planning and financial studies, and parking access and revenue control systems consulting and design. He provides leadership and the necessary resources to successfully deliver 250+ engagements annually. He will be the project manager, responsible for day to day coordination of team activities. Availability: 50%

DAVID M. GARZA
STAKEHOLDER LEAD / ASSISTANT PROJECT MANAGER — INDIANAPOLIS, IN

David is an Analyst in Walker's Consulting Resource Group and is located out of the Indianapolis office. David specializes in parking planning, supply/ demand studies, shared parking analysis, and financial modeling. His project work has supported a range of clients including municipalities. David has recently completed parking studies with the City of Dublin, OH, Grandview Heights, OH, the City of Williamsburg, VA, and Uptown Charlotte, NC. Availability: 75%

DAN KUPFERMAN, CAPP
DIRECTOR OF CAR PARK MANAGEMENT SYSTEMS — BOSTON, MA

Dan has over 20 years of experience in parking operations and parking technology. Dan's responsibilities include researching, analyzing and recommending operational solutions to parking problems involving technologies such as parking access and revenue control systems, multi-space meters, parking meters, license plate recognition systems, sensors, handheld enforcement units, parking guidance systems, cell phone and internet applications and permitting systems. Dan presents and publishes regularly and is frequently featured in the Parking Professional Magazine's "Ask the Experts" column. Availability: 40%

MICHAEL CONNOR
SENIOR PARKING CONSULTANT — BOSTON, MA

Michael has over 25 years experience in transportation and parking planning from both public and private sectors. He has managed multi-disciplanry consulting efforts and smaller community-based and sponsorled planning initiatives with a particular focus on the relationship of land use activity, trip mode, walkability, and market conditions. Availability: 60%

JIM CORBETT, CAPP
PARKING CONSULTANT — TAMPA, FL

Jim is an innovative parking executive with 20 years of successful parking operation leadership and fiscal governance. Jim joined Walker after a ten-year career as the Parking Division Manager with the City of Tampa. He has specialized experience managing municipal and private parking assets, sustainable operation goals, new revenue opportunities, and financial accountability while enhancing community and consumer satisfaction. Availability: 60%

JON R. MARTENS, AICP, CAPP
PARKING CONSULTANT — INDIANAPOLIS, IN

Jon specializes in Car Park Management Systems (CPMS) and planning studies and he has over 20 years of experience in planning, management, and operations. Since joining Walker in 2003, Jon has led the successful completion of over 150 parking study engagements on a variety of projects.

Availability: 50%

Project Team and Structure
Relevant Information

EXPERIENCE

Walker has produced key industry research, including the important update to the Urban Land Institute's landmark Shared Parking study. Our research keeps us at the leading edge of creative parking solutions for our clients. No matter what questions our clients come up with about their parking system, we have someone within our staff who can help. Walker's team members are active in the professional organizations that train the rest of the industry. In particular, we have several consultants on the Parking Consultants Council. This group interprets policy for the entire parking industry, and provides publications that guide other consultants on issues ranging from right-sizing to revenue to parking system management to efficient design guidelines. As an organization that invests in research and staff development, Walker has developed expertise in all areas of parking, including both planning (shared parking, financing), design (automated garages, circulation), restoration, and operations (equipment, management).

Within just the last 5 years, Walker has completed more than 280 municipalities and 77 universities/colleges studies on a variety of parking issues. Walker has completed a number of studies that investigated and provided specific recommendations regarding parking and transportation related interactions between cities and resident colleges and universities, which are commonly referred to as "Town and Gown" issues. Tasks performed include public engagement and education processes, data collection, data analysis, disruptive technology analysis, key implmentation benchmarks/assessments/ benefit-cost, and multimodial transportation planning.

ON TIME AND WITHIN BUDGET

Performing on time and within budget is a given at Walker. Our project management and delivery are based on the tripod of quality, budget and schedule, with quality the first among equals. We perform quality assurance though written Standard Operating Procedures, planning guidelines and checklists. We perform project quality control through advisory meetings and in-house Peer Reviews. We apply the lessons learned on thousands of previous projects to every new project.

With our clients, we control project budgets by carefully developing a written scope of work and mutually agreeing on a lump sum fee. We include not only everything that our client tells us about the project, but based on our experience, issues and items that the client may not have considered. A lump sum contract protects the City against cost overruns and there are no surprises. We control the schedule by careful planning, involving senior staff and past experience. We then monitor management and delivery progress using a proven project review system that tracks both the actual schedule and budget against the plan so that we can make course corrections effectively.

The right experience will help the consultant cost effectively provide the right information to the City by allowing it to focus on critical tasks, relying on previous similar projects, and not "reinventing the wheel" when it is not required. Inexperienced firms will struggle with this and it will show in the quality of their work. They will be forced to spend time on things that an experienced will already know about and this time will detract from the time available to spend on other more important matters.

Walker has established an effective communication system to ensure needed information is transmitted, received, logged and acted upon in a timely manner. Communications between Walker and the City of Bloomington will be in the forms of Telephone Communication - Followed up by "Project Memorandum" of all essential conversations, Project Memorandum, Letters, Reports, Meeting Minutes, and E-mail. ParkNet, our Intranet, includes best practices, data collection and survey tools, standard drawing details, specifications, and project planning tools to help with internal communications and resource sharing. It's a repository of the decades of our unmatched experience that we bring to bear on every project as we scope, plan, manage and deliver it.

TEAM CAPABILITY

The uniqueness of each project requires the proper mix of personnel from our firm. We have assessed the projected workload for each of the team members assigned to this project to make sure that they will have the appropriate amount of time in which to properly address your project requirements.

Because of the size of our group, we have the ability to respond to unforeseen and unfortunate events such as serious illness or accident that may remove key personnel from this project. If that occurs, we will be able to replace that team member with a person of equal or greater expertise, skills, and experience. This will minimize the downtime that would occur and allow your project and Walker Parking Consultants to remain on schedule. In all cases, our approach is to schedule team members that will remain with their project from beginning to end.

CLARITY OF ACCOUNTABILITY

Walker's project organizational structure and accountability approach has been successfully used on thousands of other projects. The accountability for this project rests with this project team and the team is led by our project manager, John Dorsett.
John Dorsett is a Senior Vice President and the Director of Consulting Resources at Walker and has proven to deliver quality projects, on-time, and within budget.

The Project Manager is responsible for assuring that services provided by the Project Team meet the requirements of the project contract. This will be accomplished by making periodic checks during the various phases of the project to assure proper coordination between the specialists. The specialists' ability to respond to project needs, capability to supply information in a timely manner, and responsiveness to project schedule will all be evaluated by the Project Manager. Corrective measures will be taken if necessary assuring that all phases of the project are within budget and on schedule.

Relevant Project Experience

Borough of State College, Pennsylvania

Comprehensive Planning Study
Project Manager: John Dorsett

The Borough of State College study area consisted of a 46 block area that has unique demand days during Penn State Football games and a large concentration of entertainment and bar areas that cater to Penn State students. Walker completed an inventory and analysis of current parking supply with projections for future parking conditions, identification of parking shortages based on future projects, strategies for improvments for their current internal parking system, and alternatives to reduce the strain on areas where future projects indicate a shortage in parking, and financing options for construction of new parking facilities in the future for projected shortages.

Outcome:

The Borough has continued to use Walker's comprehensive plan and recommendations to support the development strategy outlined in the Master Plan. The parking operations utilize the latest technologies and equipment. The borough continues to adapt to the changing completion of parking demands as new development is added.

Reference: Thomas Fountaine | Borough Manager
Tfountaine@statecollegepa.us | 814.287.4700

City of Williamsburg, Virginia

Comprehensive Parking Needs Assessment
Project Manager: John Dorsett | Analyst: David Garza

Williamsburg has continued to encourage new development in character of the original town. Walker developed a parking Master Plan that met the needs of visitors, merchants, employees, residents, the Colonial Williamsburg Foundation, and the College of William and Mary. Walker's analysis focused on opportunities to improve the efficiency and effectiveness of the existing parking/ transit options without investing significant capital and taking advantage of services already available in the community.

Outcome:

Walker's observations and ten-year projections suggest that adequate parking is available downtown, but may not be perceived as convenient for some users. Opportunities were identified to increase capacity, including surface lot reconfiguration and expansion and multi-story parking structures. Walker recommended to pursue surface lot options, holding off on a parking structure, and focusing on parking management strategies that can address parking challenges, if implemented effectively.

Reference: Carolyn Murphy, AICP | Director of Planning
cmurphy@williamsburgva.gov | 757.220.6132

City of Westfield, Indiana

Comprehensive Parking Needs Assessment
Project Manager: John Dorsett

Westfield is a rapidly growing community where officials are planning a major revitalization of the city's downtown. Grand Park is a substantial and newly constructed 400-acre sports campus with a projection of 1,513,870 daily visitations. Walker determined the adequacy of the parking capacity today and in the future to provide options to the city to better plan and manage its parking resources.

Outcome:

In addition to measuring the overall parking supply and occupancy, potential shared-use opportunities were identified and incorporated into our analysis. Current and future conditions were projected. Alternatives analysis builds upon the knowledge from the first phase and solutions for mitigating current and future parking issues are developed and ranked using a weighted-value matrix created with the client. The final selection of the preferred alternative will reflect community parking-related values.

Reference: Teresa Skelton | President of Downtown Westfield Association
teresa.otis.skelton@gmail.com | # 317.508.3392

Relevant Project Experience

Downtown Valparaiso, Indiana

Comprehensive Parking Needs Assessment
Project Manager: John Dorsett | Parking Specialist: Jon Martens

The City of Valparaiso went through a series of successful improvements which created a need for a comprehensive parking plan to quantify the current and future parking conditions to effectively manage public parking.

Walker offered the City a clear understanding of the current and future parking needs along with presenting alternative strategies that will help the city address parking challenges downtown. Walker also reviewed the City's parking ordinance and recommended parking demand ratios for future developments.

Outcome:

Walker was able to quantify and localize current and future demands associated with the planned developments and provided the City with a tool box of recommendations to effectively manage the parking supply now and in the future.

Reference: Bill Oeding | City Administrator
boeding@valpo.us | # 219.462.1161

City of Michigan City, Indiana

Comprehensive Parking Needs Assessment and Master Plan
Project Advisor: John Dorsett | Project Manager: Jon Martens

Parking plays a key role in continuing redevelopment efforts and ensuring public parking is sufficient, easy to locate, and available for the appropriate users. The City of Michigan City engaged Walker to address the continued and planned redevelopment activities within the Uptown Arts District.

Walker evaluated the potential impact of several redevelopment options and their impact on parking. Walker provided parking planning and operating strategies that embody the philosophy of managing public resources in a way that supports community well-being, connection, and a growing sense of place.

Outcome:

Walker recommended an action plan that outlined existing parking needs and various planned and proposed developments that will impact parking in and around the study area. Action items were broken down into short term, mid-term, and long-term.

Reference: Craig Phillips | Planning Director
cphillips@emichigancity.com | # 219.873.1419

Downtown Noblesville, Indiana

Comprehensive Planning Study
Project Manager: Jon Martens

Downtown Noblesville experiences high parking demand on a daily basis. In order to maintain an vibrant and growing community, the City of Noblesville asked Walker to evaluate parking needs within the downtown area.

Walker developed a plan to improve the current parking conditions and provide clarity and direction in regards to future development and management of existing future parking resources in downtown Noblesville. Walker evaluated seven potential sites that could accommodate a parking structure and evaluated the existing surface lots for efficiency improvements. Walker also established Short-, Mid-, and Long-Term plans of action for the City.

Outcome:

The city is implementing the recommendations developed by the Parking Taskforce and Walker and they have a clear plan to help the city as it continues to grow.

Reference: John Beery | City Engineer
jbeery@noblesville.in.us | # 317.776.6330

Project Approach

The City of Bloomington parking study should build on previous parking study efforts and the recent work of the newly-created Parking Commission, and address future proposed development projects in the downtown. Consistent with the City's RFP, our approach includes attention to the following project elements:

- Startup meetings, consensus building among the various stakeholders, and data collection.
- An evaluation of the current parking system, including the identification of areas where parking surpluses and deficits occur. Also included is a projection of future demand based on known development.
- An assessment of existing City parking policies and practices, including parking ratios required within the Unified Development Ordinance, parking rates, parking citations rates, parking time limits, the use of parking technologies, enforcement practices, and suggestions for more effective parking management.
- An assessment of the condition of the City's parking assets and recommendations for the care and upkeep of these assets.
- A financial plan that details how recommended improvements, whether these be technology upgrades, additional parking supply, or policy changes, be funded.

Our approach is to maximize the utility of existing parking assets and recommend that additional parking be built only as a last resort. We understand that additional parking may not address Bloomington's parking issues. Walker has a history of developing parking plans that exclude recommendations to build more parking. For example, this was the case for the City of Middleton, Wisconsin. Although the client proposed the construction of a parking structure prior to Walker's study, we presented study findings to city officials, residents and stakeholders that the new structure was unnecessary and that more desirable alternatives should be pursued, including an improved parking management plan. Instead, we suggested that the city channel resources into cost effective and sustainable use of existing parking spaces and improved parking management practices. By accepting Walker's recommendations, the city saved millions of dollars, leaving these funds available for other priorities. Subsequent to our initial work which included the recommendation to not build more parking, the city has re-engaged our firm on two additional occasions.

This project will be led by John Dorsett, AICP, and senior vice president of Walker. John, a lifelong Hoosier with knowledge and familiarity of Bloomington, brings 27 years of parking consulting experience to this project and this experience includes similar work with dozens of other cities. John will be supported by dozens of other Walker consultants, including those specializing in parking technology, parking policies, and parking operations. Walker will manage this project out of its Indianapolis office.

STAKEHOLDER MEETINGS

Our team will base recommendations on a thorough understanding of what stakeholders envision for the downtown. What do people value? How can their values be expressed in the built environment? From a community standpoint, stakeholders need to feel that their fingerprints can be found in the resulting plan. From an administrative standpoint, the plan needs to have sufficient buy-in so that downtown leaders can feel confident that the conclusions from the stakeholder process will gain the political support required for implementation. A successful stakeholder outreach program must both inform and gather input.

TASK I – PARKING NEEDS ANALYSIS

OBJECTIVE: Before an effective parking plan can be formulated, a clear understanding of current and future parking conditions in the City study area is required.

Some of the questions that need to be resolved include:

- What is the parking supply and demand?
- Is there a surplus or deficit?
- What will parking conditions be like in the future and how might autonomous vehicles impact parking demand?
- Is additional parking required? If so, how much and when might the parking be needed?
- Who needs additional parking?

1. Obtain and review land use data within the study area, provided in terms of square footage by land-use type (i.e. retail, restaurant, hotel, office, etc.)
2. Update parking inventories of on- and off-street parking within the study area. Inventories will include space counts, rates, and restrictions.
3. Conduct parking occupancy counts of parking in the study area. Counts will be performed during peak morning, afternoon, and evening hours during two representative weeks.
4. Project future parking needs associated with proposed developments and occupancy of now-vacant space.
5. Determine the surplus or shortfall within the area under current and future conditions, and create tabular and graphic illustrations of the parking system adequacy.

TASK II: REVIEW OF PARKING POLICIES AND PRACTICES

OBJECTIVE: A review of parking policies and practices includes an objective look at the rules that govern parking and the activities that the City employs to enforce these rules. The overall objective of this task is to provide a professional outsider's perspective with the aim to help the City make its parking system the best it can be. To succeed at meeting this objective, we consider stakeholder input, historical policies and practices, the character of the city, and the City's organizational structure with respect to its parking operation, and develop a parking management plan that represents opportunities for improvements. This task is intended to answer a myriad of questions regarding parking policies and practices, including the following:

- Are parking rates working effectively?
- What should the relationship be between on- and off-street parking rates?
- Is the city's Unified Development Ordinance supporting economic development and protecting property owner rights? Is it minimizing waste and promoting sustainability?
- Is the City committing enough staffing resources to address its parking needs?
- Are parking citations rates achieving their intended purpose?
- Is the City writing an appropriate number of tickets in support of its overall objectives?
- Are parking enforcement days and hours supportive of the needs of the community?
- Are parking spaces turning over at desirable rates?
- Are there effective strategies in place to keep long-term parking patrons out of short-term spaces?
- Is technology being used effectively in support of customer service? Are there technologies that could be cost effectively employed to provide patrons with additional and more convenient options? If so, what are these?
- Are current organizational structures effectively supporting the City's parking assets?
- How can the City's parking operation be the best it can be?

1. Obtain and review city parking policies, practices, and ordinances relating to parking.
2. Identify and gather parking policies, practices, and the parking element of zoning ordinances of up to six other cities for purposes of benchmarking.
3. Review and if appropriate, recommend changes to the City's organizational structure and the staffing associated with its parking assets.
4. Review and comment on parking rates, time restrictions or lack thereof, and enforcement hours.
5. Review existing parking equipment and recommend upgrades where necessary.
6. Draft a policy statement regarding the relationship between on- and off-street parking.
7. Recommend modifications to the parking element of the City's zoning ordinance that align with its comprehensive plan and parking plan.
8. Review and comment on existing parking signage and identify opportunities for improvement.
9. Identify potential customer-service enhancements

"In our fifteen-year history, Renaissance Group, Inc. has never hired a consulting firm which more accurately and thoroughly accomplished the proposed objectives."

Renaissance Group, Inc.
Cedar Rapids, Iowa

"In every one of the projects that we have worked with Walker Parking Consultants they have provided an extremely professional product in each and every instance. Walker has presented many of their projects to the Ft. Lauderdale Mayor and City Commission and has received noteworthy praise from the City Commission as well as from the City Management on the accuracy and professionalism of their delivered product. We in the Parking Operation are very pleased with Walker's services."

D. Douglas Gottshell
Parking and Central Services Manager,
City of Ft. Lauderdale

TASK III –FINANCIAL PLAN

Objective: A financial plan anticipates the market demand, operating revenues, operating expenses, and debt service for a proposed parking project and/or parking system, including expansions to existing facilities, new facilities, technology upgrades, and other potential expenditures aimed at improving parking conditions. It is tailored to help guide the decisions that must be made to promote a financially sustainable parking system.

1. Project annual operating expenses for the City's parking assets over a five-year period, including but not limited to the following: direct labor and fringe benefits; utilities; supplies; daily maintenance; and structural maintenance.
2. Identify capital costs that are essential to support recommendations.
3. Research comparable market parking rates and recommend a rate structure for City-owned parking assets. Recommendation will be based on meeting the City's goals relative to promoting the use of alternative transportation modes and sustainability.
4. Based on the needs assessment findings and the recommended rate structure, project the annual net operating income of the City's parking assets for a five-year period.

PUBLIC PARTICIPATION AND EDUCATION PLAN

Our methodology for community participation is guided by two principles. First, a good study that is not accepted by stakeholders is of no use. In this age of actively-involved citizenry and stakeholders, citizen and other stakeholder participation and "buy in," the study process is not only the right thing to do, it is crucial in order to accomplish results.

Our experience is that parking is an emotional issue. For the public, we believe that many parking policy solutions are counterintuitive and that many popular policies result in unintended consequences. We therefore embark on a process to educate the public in tandem with the public educating us. We take pride in the results that we have achieved by deepening the public's understanding of the issues and the solutions.

REPORT PREPARATION

1. Prepare and email draft report and plan documenting existing and future conditions, findings, and recommendations associated with each task.
2. Prepare and email final report. Final report will address City comments pertaining to the draft report.

MEETINGS

1. Kick-off meeting with City staff to plan stakeholder/public participation process and dates.
2. Stakeholder meetings with downtown business owners, employers, residents, Parking Commission, Chamber of Commerce, Downtown Bloomington Inc., Monroe County, Monroe County Public Library, Indiana University, and City staff.
3. Interim presentation of findings and draft recommendations.
4. One (1) final presentation of the final study and plan.
5. Teleconferences as needed, to supplement face-to-face meetings.

Schedule and Fee

SCHEDULE

Walker can complete the parking plan within ninety (120) days of a signed contract. Specifically, Walker will provide draft and final reports within a 12-week run time. Several meetings are envisioned including those to elicit input and buy-in from the community. Teleconferences are also envisioned as appropriate.

Proposed Project Schedule	Oct	November					December				Jan	
	22-28	29-4	5-11	12-18	19-25	26-2	3-9	10-16	17-23	24-30	31-6	7-13
Kick-Off Meeting	X											
Stakeholder Meetings			X									
Field Data Collection												
Task 1: Needs Analysis												
Task 2: Parking Policy and Practices Review												
Interim Presentation							X					
Draft Report Submittal												
City Review of Draft Report												
Task 3: Parking Financial Plan												
Final Report Submitted												
Final Presentation												X

PROJECT FEE

Walker agrees to perform all scope items as described in the RFP document. Walker proposes a lump-sum, not-to-exceed fee of $51,500. The lump sum fee protects the City of Bloomington from any cost overrun.

	TOTAL
Task 1: Needs Analysis	$15,000
Task 2: Parking Policy and Practices Review	$24,000
Task 3: Parking Financial Plan	$12,000
Estimated Expenses	$500
TOTAL	$51,500

Submittal Form

The undersigned declares that the Proposal submitted in response to the Downtown Area Parking Study Request for Proposals (RFP) advertised on September 1, 2017 is in all respects an accurate and true representation of the Individual's/Firm's/Project Team's Experience and Qualifications. The undersigned further acknowledges that the Proposal submitted is absent any collusion with an employee/official of the City of Bloomington. The undersigned acknowledges they reviewed and are familiar with the City of Bloomington RFP documents issued on September 1, 2017, and they acknowledge their responsibility for checking the City website for any addenda to this RFP and incorporating or responding to information presented in such addenda as necessary.

If any omissions, erasures, and/or alterations (collectively "modifications") are required to be made to the Proposal Documents, the undersigned acknowledges that they have carefully examined the modifications to the Proposal Documents submitted by the Individual or Firm, and have approved all such modifications. If said modifications are handwritten, the modifications must be initialed. The undersigned further acknowledges that the individual initialing any such modifications has authorization to do so on behalf of the Individual, Firm, or Team.

Individual/Primary Firm Name:

DESMAN, Inc.

Firm Representative Name:

DESMAN, Inc.

Authorized Signature:

Title: Associate Vice President

Date: 9/19/17

Address:

20 N Clark, 4th Floor

City: Chicago State: IL Zip: 60438

E-Mail: gsalzman@desman.com

Telephone: 312.263.8400

DESMAN
Design Management

ARCHITECTS
STRUCTURAL ENGINEERS
PLANNERS
PARKING CONSULTANTS
RESTORATION ENGINEERS
GREEN PARKING CONSULTING

September 19, 2017

Ms. Teri Porter, Director
Planning & Transportation Department
City of Bloomington
401 N. Morton St.
Bloomington, IN 47404

Re: Downtown Area Parking Study RFP
Bloomington, IN

Dear Ms. Porter:

We wish to thank you and the City of Bloomington for allowing DESMAN the opportunity to submit our proposal to complete the Downtown Area Parking Study, as described in your Request for Proposals (RFP).

For those on the selection panel/committee who may not already be familiar with us, DESMAN is a nationally recognized Parking Consulting firm. Our company specializes in parking planning, feasibility studies, restoration engineering, and architecture/engineering related to the construction of new parking facilities. Since our inception in 1973, DESMAN has successfully completed over 5,000 parking projects, involving one or more of those parking related services. We have a total of nine offices and a nationwide staff of over 100 people. DESMAN offers the complete range of professional consulting services necessary for the successful completion of this project. Within the last few years, DESMAN has completed numerous municipal parking supply and demand studies and financial feasibility studies, in addition to consulting on parking management best practices and parking policy across the country. Many of the projects were in communities like Bloomington with major universities.

Mr. Gerald Salzman, an Associate Vice President with DESMAN, will be the Project Manager on this assignment and will be personally involved with all aspects of the study. Mr. Salzman (email: gsalzman@desman.com) has been a parking consultant for more than 30 years. He and DESMAN's Study Group have just completed a similar study for Lawrence, Kansas. Our study process as reflected in our Project Approach, includes a three part "Listen-confirm-respond" process which we would be pleased to explain in more detail to you. We have also suggested several optional tasks for which there is no room in this proposal to provide details. We would be happy to discuss them with you. Resumes for Jerry and the rest of the DESMAN team are enclosed.

On behalf of our staff of professionals and our team, we thank you for this opportunity to submit our qualifications and trust that our submission is complete, in compliance and worthy of your review and further consideration. Please do not hesitate to contact us should you have any questions or require any additional information.

Sincerely,

DESMAN

Gerald Salzman
Associate Vice President

Stephen Rebora
President

20 N. CLARK STREET, 4th FLOOR, CHICAGO, IL 60602 www.DESMAN.com PHONE 312.263.8400 FAX 312.263.8406
BOSTON CHICAGO CLEVELAND DENVER FT. LAUDERDALE HARTFORD NEW YORK PITTSBURGH WASHINGTON D.C.

DESMAN
Design Management

Section 3 | *Project Team and Structure*

GERALD SALZMAN, AICP
Associate Vice President

Years with DESMAN
14

Education
Master of Urban Planning, Transportation, Texas A&M University, 1979

Project Assignment
Project Manager

Mr. Salzman has been conducting multimodal traffic and parking studies at consulting firms for more than 30 years. He brings vast experience in planning effective traffic and parking systems for cities, suburbs, industrial corridors, mixed-use developments, hospital, medical center campuses, colleges and universities across the country. He has successfully negotiated access, circulation, and parking plans for projects in large cities, small towns, and major metropolitan suburbs, providing plans that meet the development's needs for access and parking while protecting residential streets.

Downtown Transportation/Traffic Planning

- Lawrence Downtown Parking Study, Lawrence, KS
- City of Green Bay Downtown Parking Study, Green Bay, WI
- Montgomery Cty Courthouse Area Access Plan, Bethesda, MD
- Bricktown Area Parking Plan, Oklahoma City, OK
- Village of Western Springs, IL
- Village of Arlington Heights, IL
- City of Evanston, IL
- City of Stamford, CT
- City of Milwaukee, WI
- Texas Medical Center Area Plan, Houston, TX
- City of St. Louis, MO
- University Circle Neighborhood, Cleveland, OH

ERIC HAGGETT
Associate

Years with DESMAN
9

Education
Ohio University
Athens, Ohio
B.B.A. Finance and Economics

Project Assignment
Project Manager

Mr. Haggett provides analytical and planning services for DESMAN. He is involved with all technical aspects of the planning and management of parking studies including data collection supervision, data analysis and report production. Specifically, Mr. Haggett has been involved in tabulation and analysis of parking data, parking needs analysis, financial feasibility analysis, revenue analysis, and shared-use parking analysis.

- Lawrence Downtown Parking Study, Lawrence, KS
- City of Green Bay Downtown Parking Study, Green Bay, WI
- Downtown Parking Management Plan, Burlington, VT
- Comprehensive Review and Analysis of the Easton Pkg System, Easton, PA
- City of Meadville Downtown Parking Study, Meadville, PA
- Downtown Pkg Plan and System Management Strategy, Niagara Falls, NY
- Feasibility Study for a Backyard Lot Parking Garage, Bar Harbor, ME
- City of Dayton Parking System Analysis, Dayton, OH
- City of Covington Downtown Parking Management Plan, Covington, KY

Section 4 | *Relevant Project Experience*

TEN YEAR OPERATIONS AND DEVELOPMENT PLAN
Lawrence, KS

The City of Lawrence, Kansas contracted with DESMAN to conduct a parking study of the downtown area and surrounding neighborhoods. The key goals of the study were to document the existing and projected demand for parking in the downtown area, identify parking pressure in the residential neighborhoods adjacent to downtown and the university, review the City's parking and enforcement operations, engage a variety of stakeholders, and develop a sustainable plan to provide adequate parking for all user groups, upgrade technology, and accommodate long-term growth in the City.

Client: Brandon McGuire
City of Lawrence, KS
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LawrenceKS.org
785-832-3466

The first phase of the study focused on data gathering, extensive stakeholder interactions, the identification of future developments and detailed observations of parking operations. The result was a list of issues to be addressed and a menu of recommendations covering parking rates, demand, parking technology, enforcement and operations, policy issues and functional redesign of parking lots to increase supply.

CITY OF GREEN BAY DOWNTOWN PARKING STUDY
Green Bay, WI

DESMAN analyzed the existing and future parking supply and demand over a five and ten year period. The analysis also considered the loss of the Main Street Garage and the repair program for the existing parking facilities. An investment in public transit to support future parking demand was performed, which showed that a substantial investment in the transit infrastructure would have a minimal impact on the overall parking demand. A site evaluation and preliminary garage concepts were prepared for four potential sites in the Downtown area. The concept drawings show the ramping system, spaces per level and the overall efficiency of the site. Cost estimates for each of the four potential parking ramp sites were calculated.

Client: Chris Pirlot, P.E.
Operations Director,
Parking Manager
City of Green Bay - DPW
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P: (920) 492-3736
chrispi@greenbaywi.gov

DESMAN performed a review of the City's existing parking management and operation practices, on-street and off-street parking rates, and revenue control equipment. Interview meetings were held with selected operations and administrative staff involved with the City of Green Bay parking and operations management. Recommendations were provided to help improve efficiency, reduce cost and simplify the organization of the parking management and operations department. These recommendations concentrated on improving enforcement, maintenance, collections, staffing, organizational structure, communications and oversight.

Section 4 | *Relevant Project Experience*

CITY OF EAST LANSING PARKING SYSTEM MANAGEMENT STUDY
East Lansing, MI

Client: Timothy Dempsey
Director of Planning & Community Development
City of East Lansing
410 Abbot Road
East Lansing, MI 48823
P: (517) 319-6930

DESMAN was retained by the City of East Lansing to perform an analysis of its Parking Department organizational and operating structure in an effort to streamline the delivery of services, eliminate duplicated activities, enhance the program's overall efficiency and effectiveness and to explore creative and practical ways to reduce costs while not diminishing the level of service provided to its various user groups. The City of East Lansing's parking system is organized and managed as a division under the Planning & Community Development Department. The Parking Division was comprised of 42 employees; six full-time and six part-time administrative staff in addition to approximately 30 part-time parking attendants. Bordering the Michigan State University's campus, the City of East Lansing's downtown parking system is comprised of more than 2,700 spaces dispersed among 5 parking garages, 8 surface lots and on-street meter parking.

The most significant organizational deficiency of the City of East Lansing's parking program was that the responsibility for a variety of parking-related functions are horizontally dispersed across several line departments, rather than being centralized or vertically integrated within a single department or division causing both the mission and performance of the parking program to suffer. The Police, Public Works, Finance, Community Planning and Development and the District Court have full or shared responsibility for key aspects of the management and operations of the Parking System but none of these departments viewed and fully understood how their respective responsibility areas influenced the overall goals and objectives for system. While the Parking Division, lodged within the Community Planning and Development Department, clearly had guardianship responsibility for the City's parking assets, it lacked accountability in a number of key managerial areas that ultimately impact the overall performance of the system.

DOWNTOWN PARKING INITIATIVE
Burlington, VT

Client: Kelly Devine
Executive Director
Burlington Business Association
110 Main Street
Burlington, VT 05401
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director@bbavt.org

Through a series of working groups, small focus meetings and large community forums, DESMAN was able to identify key issues and develop responsive solutions to each. Using industry best practices as a foundation and actual data germane to the area as support, DESMAN developed and promoted a plan that would place management of the parking system under a public/private entity which would solely be responsible for the development and promotion of environmentally and fiscally sustainable parking and transportation programs in the downtown district.

DESMAN plan included a transition scheme which would be revenue neutral to municipal budgets, but would generate enough cost savings and modest revenue increases to support the new agency's operations and programs. Program components included immediate physical improvements to the existing garages, substantial upgrades to existing wayfinding systems, a cross-branding and –promotion program to increase recognition and identification of ALL publicly accessible parking assets in the district, cooperative programs with other agencies and groups to promote transportation alternatives including mass transit and bicycling, and reforms to existing municipal code to allow for shared parking and reductions in requirements for participation in car sharing and other TDM programs.

The following is DESMAN's proposed task-based work plan to successfully complete the Downtown Area Parking Plan. This work plan is based on the purpose and goals outlined in the RFP and is intended to be used as a starting point for completing this project. Adjustments to the plan are likely and welcomed based on discussions with the City prior to and throughout the course of the project.

Phase I: Research

Task I.1: Kickoff Meeting with City Staff and the Steering Committee – The purpose of this meeting will be to introduce the DESMAN team to the city staff and project steering committee (or Parking Commission), establish lines of communication, confirm the proposed study schedule, and gather the reports and base data identified in the RFP. During this meeting, we will seek to discuss and refine our methodology for engaging stakeholders, in order to create a plan to effectively gain stakeholder/public input and participation. We will also ask the city staff to identify potential stakeholders to be interviewed at a later date.

In addition to the above, it is our intent to discuss the following specific topics during the kickoff meeting:

- Scope of work
- Goals of the study
- Project schedule
- Parameters of the study area
- Potential dates and times for parking occupancy surveys
- Future developments in the study area
- Parking issues and concerns

Task I.2: Review and Evaluate Existing Data – Our team will review the existing reports and data described in the RFP and others gathered during the kickoff meeting. Additionally, we will review the City of Bloomington's codes and ordinances related to parking within the study area.

Task I.3: Conduct Stakeholder Meetings – the DESMAN team will conduct interviews with the various public/private entities identified by the city staff in Task I.1, which typically include: business and property owners, University, Bloomington Monroe County Convention Center, Trades District, employees, neighborhood representatives, developers, residents, and members of the public. DESMAN plans to host private interviews with key stakeholders such as the University, Bloomington Monroe County Convention Center, and Trades District in addition to conducting group meetings in which stakeholders with similar interests will be invited to provide their views on parking conditions and the City's parking operation, and share ideas on potential solutions.

In an effort to minimize the expense associated with face-to-face interviews, we would request that the City staff take the lead in scheduling all stakeholder meetings, with the goal being to conduct the interviews during a one- or two-day period in a central office or location, if at all possible. In cases where scheduling conflicts exist, follow-up conferences with individuals who could not attend will be completed via phone or other digital means of communication. DESMAN will organize the questions, comments and notes from these stakeholder meetings and include them in the Phase I deliverable.

Task I.4: Operations Review – The operation of the Parking System will be reviewed and evaluated to identify the effectiveness of operational practices and policies, including the following:

- On- and off-street parking policies
- Parking ticket writing and fee collection procedures
- Parking permit types, rates and policies
- Zoning codes and regulations
- Use of technology
- Procedures to address security
- Residential Parking Permits

Task I.5: Prepare and Submit Phase I Deliverable – Following the completion of the Phase I tasks, our team will prepare a concise deliverable which documents, in tabular, graphic and text format, the Phase I findings. This work paper will be submitted to the City and steering committee for review and further discussion. It is anticipated that the DESMAN team will meet with the city staff and steering committee at this

time to discuss the Phase I results. Comments to the Phase I work paper received from the city staff and steering committee will be incorporated into a finalized version of the document for inclusion in the final report.

Phase II: Parking Analysis

Task II.1: Conform Public & Private Parking Inventory – The DESMAN team will conduct an inventory of on- and off-street parking within the study area, including both publicly- and publically available privately-owned spaces; any parking facilities that may be outside of the study area, but which support activity within the area, will be identified and noted. In addition to the location and number of spaces on each street and in each facility, this inventory will identify as much as possible: the type of parking (public/private; surface/structured; short-/long-term; reserved/unreserved), the users served by each facility (employees/visitors/residents/special event patrons/etc.), hours of operation, the method of control/enforcement (gates/pay boxes/meters/etc.), parking rates charged, the entity operating each parking facility, and the number of spaces in each facility. If the City provided the labor for collecting the data, project costs would be significantly lowered.

Task II.2: Perform Peak Occupancy Surveys – In consultation with the city staff and steering committee, the DESMAN team will identify an appropriate week during which parking occupancy counts and observations will be conducted. Ideally, these counts would occur on a Wednesday or Thursday, and possibly on a weekend, during both the daytime and evening peaks. Additionally, these surveys should be conducted during a week of "normal" activity – avoiding any major festivals, political events, etc. that might skew the data. In addition to these surveys, it is anticipated that our team may conduct additional occupancy counts at some facilities in order to capture unique parking demand characteristics that may not be captured during the identified survey periods. If the City provided the labor for collecting the data, project costs would be significantly lowered.

Task II.3: Analyze Existing Parking Utilization and Capacity and Identify Surplus/Deficit Conditions – The parking utilization data will be analyzed in order to identify the existence of current parking surpluses or deficits within the study area. At a minimum, this analysis will identify surpluses and deficits by block, area and type of parking.

Task I. 4: Prepare and Submit Phase II Deliverable – Following the completion of the Phase II tasks, our team will prepare a deliverable which presents the data gathered during this phase and our methodology for collecting that data, along with maps and other graphics which clearly illustrate the current parking conditions within the study area. This deliverable will be submitted to the City and steering committee for review and further discussion. It is anticipated that the DESMAN team will meet with the city staff and steering committee at this time to discuss the Phase II results. Comments to the Phase II deliverable received from the city staff and steering committee will be incorporated into a finalized version of the document for inclusion in the final report.

Phase III: Parking Demand Assessment and Scenario Planning

Task III.1: Review Information on In-Progress/Planned/Proposed Development – DESMAN will examine the information provided by the city staff and stakeholders during the previous phases of work related to in progress/planned/proposed development within the study area. This information will inform our analysis of how the downtown will build out in the future and whether the existing and planned parking supply can reasonably accommodate future levels of parking demand.

Task III.2: Test Supply/Demand Impacts of Future Development Projects/Scenarios – Based on the identified projects, DESMAN will determine the potential impact of these developments on parking supply and demand in the study area over the short-term (1-5 years) and long-term (6-10 years). These analyses will

factor in the effects of the loss of existing surface parking lots to development, the conversion of existing buildings to more parking-intensive land uses, the demolition of existing buildings for replacement with new development in the same location, and anticipated changes in mode split.

In addition to this first scenario, DESMAN will conduct an alternative analysis which looks at potential future parking supply and demand conditions assuming the City implements aggressive TDM, pricing and transit enhancement strategies. The use of a combination of these strategies may make it possible to effectively serve the growing population of people living, working and playing in downtown, without the need to expand the future supply of parking as aggressively as in the first scenario.

Task III.3: Identify Future Parking Surplus/Deficit Conditions – The results of the analyses conducted in Task III.2, along with the existing parking deficit(s) identified in Phase II, will be used to identify the locations and scale of anticipated future parking surpluses and/or deficits within the study area. For each of the future parking demand scenarios developed in the previous task, localized surplus/deficit conditions will be identified by area and type of parking. Additionally, based on the anticipated dates of completion for the in-progress/planned/proposed development projects, a timeline of projected parking surplus/deficit conditions will be developed for each neighborhood. This will be a valuable tool for the City for determining when action will need to be taken in order to address future parking deficits (i.e. when to build a new facility or when to implement creative TDM and parking management strategies).

Task III.4: Prepare and Submit Phase III Deliverable – Following the completion of the Phase III tasks, our team will prepare a deliverable which presents the future analysis, along with maps and other graphics which illustrate the anticipated future parking conditions within the City of Bloomington under each of the identified scenarios. As in the previous phases, this deliverable will be submitted to the City staff and steering committee for review and further discussion. It is anticipated that the DESMAN team will meet with the city staff and steering committee at this time to discuss the Phase III results.

Comments to the Phase III deliverable received from the City and steering committee will be incorporated into a finalized version of the document for inclusion in the final report.

Phase IV: Strategic Implementation Plan

The objective of this phase of the project is to develop a strategic implementation plan which outlines specific actions that can "serve as an economic development and sustainability tool for downtown development." Given the wide range of potential recommendations – from physical solutions to technology upgrades to code and policy changes – it is anticipated that the final phase of this project will be a highly-collaborative effort between DESMAN, the steering committee, the City, and other stakeholders.

DESMAN's ultimate goal for this final phase of work will be to develop a menu of viable solutions to the parking-related issues that have been identified throughout the course of this project, including the pros and cons and potential costs associated with those solutions. Given that the results of the analysis are not yet known, the work plan for this phase of the project may change as the project progresses. However, at this time, DESMAN proposes the following:
Task IV.1: Develop and Evaluate Solutions and Initiatives – Based on the preceding analyses, DESMAN will prepare a series of proposed initiatives to address each issue identified. These initiatives may include tasks such as:

- Revising municipal parking policy as it applies to new development or redevelopment;
- Revising existing municipal parking policy as it applies to enforcement and collections;
- Recommendations for parking rates for on-street and off-street facilities;
- Programs to control non-resident parking in residential neighborhoods
- Recommendations for fees and types of parking violations;
- Programs to promote shared parking between the City and private owners;

- Alterations in current transit planning to link underutilized assets to areas of demand;
- Alterations in current transit planning to promote satellite parking options;
- Recommended short and long-term parking facility asset management; based on a review of the condition assessment previously prepared;
- Programs and technology to improve wayfinding and reduce search times in high-demand areas;
- Programs to improve acceptance and use of ride-sharing, car-sharing services, transit, biking, walking, and other alternative modes of transportation;

As each initiative is developed, DESMAN will identify:

1. What problem or issue the initiative addresses;
2. The estimated capital and/or operating costs associated with implementing the solution;
3. Any potential revenues associated with implementation;
4. The relative social/political liabilities and benefits associated with implementation, and;
5. The community objectives/goals/values the option supports.

The Initiatives will be presented in a work paper and issued to the city staff, steering committee and Parking Commission for review.

Task IV.2: Test Options with the Steering Committee and the City – DESMAN will organize developed solutions into a presentation and meet with the same parties consulted during the initial public engagement process. This presentation will include:

- A synopsis of the public engagement process to date;
- A summary of field work and analysis to date;
- A summary of current and future conditions;
- A synopsis of anticipated issues, and;
- A synopsis of proposed solutions

Task IV.3: Prepare and Present Final Plan – DESMAN will revise the work papers into a formal report. This report will include:

- A synopsis of the public engagement process;
- A summary of field work and analysis;
- A summary of current and future conditions;
- A synopsis of anticipated issues;
- A synopsis of proposed solutions;
- A recommended timeline for implementation of each solution;
- Action steps necessary prior to implementation, and;
- Responsible parties for each action step

DESMAN will submit this plan to the Steering Committee and City for initial comment, revise as necessary, and issue a final plan for use and dissemination. If needed, DESMAN will also attend a City Council meeting or other appropriate public meeting to present the final plan.

Budget

The cost for the scope outlined above is $73,600 plus $3,000 for expenses.

Alternative Tasks

- Benchmark Similar Municipal Parking Programs
- Parking Turnover Survey
- On-line Opinion Survey

Additional information on these Alternative Tasks can be provided upon request.

DESMAN
Design Management

Section 6 | *Detailed Project Schedule*

ANTICIPATED PROJECT SCHEDULE

Project Tasks		Weeks from Initial Meeting												
		1	2	3	4	5	6	7	8	9	10	11	12	13
Phase I	**Research and Data Review**													
Task I.1	Kickoff Meeting	M												
Task I.2	Review and Evaluate Existing Data													
Task I.3	Conduct Stakeholder Meetings	MM												
Task I.4	Operations Review													
Task 1.5	Work Paper #1						M							
Phase II	**Parking Analysis**													
Task II.1	Confirm Parking Inventory													
Task II.2	Perform Peak Occupancy Surveys													
Task II.3	Analyze Existing Parking Utilization Surveys													
Task II.4	Work Paper #2						M							
Phase III	**Parking Demand Assessment and Scenario Planning**													
Task III.1	Review Information on Proposed Developments													
Task III.2	Test Supply/Demand Impacts of Future Developments													
Task III.3	Identify Future Parking Surplus/Deficit Conditions													
Task III.4	Work Paper #3										M			
Phase IV	**Strategic Implementation Plan**													
Task IV.1	Develop and Evaluate Solutions													
Task IV.2	Test Options with City													
Task IV.3	Prepare and Present Final Plan													M

Appendix 8: Ordinance 13–03

Passed 6-3 (Ruff, Sandberg, Rollo)

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;" and

WHEREAS, along with the installation of on-street parking meters, the City will begin the process of making improvements to Garage Art, Garage Band and Garage Market. Such improvements will include, but not necessarily be limited to, improved cleanliness, enhanced lighting, improved signage and safety; and

WHEREAS, along with the changes contained herein, the City will investigate the viability of a Parking Commission whose authority may include advising on matters of meter rate adjustments, strategies to maximize on-street parking occupancy rates, the need for new neighborhood parking zones and who may also review the efficacy of parking measures and report to the Common Council:

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

Street	From	To	Side of Street	Limit
College Avenue	1st Alley North of Second Street	Third Street	East	2 Hr. (3)
College Avenue	2nd Alley North of Tenth Street	Eleventh Street	West	2 Hr. (11)
College Avenue	2nd Space North of Eighth Street	4th Space North of Eighth Street	West	30 Min. (8)

College Avenue	4th 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	2nd alley north of 10th 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	1st Alley East of Madison Street	3rd Space East of the 1st Alley West of Madison Street	North	2 Hr. (8)
Fourth Street	1st Alley West of Walnut Street	College Avenue	South	2 Hr. (8)
Fourth Street	1st Space E. of Gentry		North	15 Min. (3)
Fourth Street	1st Space E. of Walnut		North	2 Hr. (3)
Fourth Street	2nd Space East of the 1st Alley West of Madison Street	1st Space West of the 1st Alley West of Madison Street	North	1 Hr. (8)
Fourth Street	37' E. of 1st Alleyway E. of Madison Street	119' E. of 1st 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 1st 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	1st 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	1st Alley North of Fourth Street	West	2 Hr. (3)
Kirkwood Avenue	1st & 2nd Spaces East of Washington St.		South	15 Min. (3)
Kirkwood Avenue	1st Alley East of Lincoln Street	1st 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	1st & 2nd 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	3rd 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	1st 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	1st 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	1st 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	1st 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	1st 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	1st 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	2nd 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 2nd 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	1st alley South of Sixth Street	113' south of Sixth Street	East	30 min. (8)
Walnut Street	1st 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	1st 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	1st Alley S. of 4th 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

Street	From	To	Side of Street
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 twenty-five cents per fifteen 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
PERMITS

	Nonreserved part-time permit	**Nonreserved permit per month**	**Nonreserved permit per month**	**Reserved space lease per month**	**Reserved space lease per month**
Municipal Lot	**Not to exceed 30 hours per week 12:00 am Sun – 11:59 pm Sat**	**Admission Monday - Friday 6:00 am - 6:00 pm, Sat. & Sun 6:00 am - Noon**	**Admission 7 days per week 24 hours per day**	**Monday through Friday 6:00 a.m. - 6:00 p.m.**	**7 days per week 24 hours per day**
Lot 2 Garage Band	$ 25.00	$ 40.00	$ 67.00	$ 57.00	$ 76.00
Lot 5* (6th and Lincoln)		$ 40.00		$ 57.00	$ 76.00
Lot 7 Garage Market	$ 25.00	$ 40.00	$ 67.00	$ 57.00	$ 76.00
Lot 9 Garage Art	$ 25.00	$ 40.00	$ 67.00	$ 57.00	$ 76.00

SECTION 13. Section 15.40.020, Schedule W shall be amended by deleting the existing table as it appears and replacing it with the following:

SCHEDULE W
HOURLY PARKING

Municipal Lot	Parking charge per 30 minutes	Applicable times for parking charges
Lot 1		
4th and Dunn	$0.50	8:00 a.m. 5:00 p.m. Monday through Friday
Lot 2*		
Garage Band		Monday through Friday
		6:00 a.m. 6:00 p.m.
	$0	• For first three consecutive hours
	$0.25	• Beyond first three consecutive hours
	$0.25	6:01 p.m. 5:59 a.m.
		Saturday and Sunday
		6:00 a.m. Noon
	$0	• For first three consecutive hours
	$0.25	• Beyond first three consecutive hours
	$0.25	12:01 p.m. – 5:59 a.m.

Lot 3*		
(4th & Washington)		8:00 a.m. — 5:00 p.m. Monday through Friday
	$0	• For first three consecutive hours
	$0.25	• Beyond first three consecutive hours
Lot 5*		
(6th and Lincoln)		8:00 a.m. — 5:00 p.m. Monday through Friday
	$0	• For first three consecutive hours
	$0.25	• Beyond first three consecutive hours
Lot 6*		
3rd St. BPD lot		8:00 a.m. — 5:00 p.m. Monday through Friday
	$0	• For first three consecutive hours
	$0.25	• Beyond first three consecutive hours
Lot 7		
Garage Market	$0.25	24 hours per day 7 days per week
Lot 9*		
Garage Art		8:00 a.m. — 5:00 p.m. Monday through Friday
	$0	• For first three consecutive hours
	$0.25	• Beyond first three consecutive hours

* No vehicle may park for a free, three-hour period of time in more than one of the aforementioned lots (Lots 2, 3, 5, 6 or 9) more than one time per calendar day.

SECTION 14. 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 15. 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 16. 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 17. Section 15.64.010 Violations and penalties of the Bloomington Municipal Code Chapter 15.64 "Traffic Violation Schedule" shall be amended in the following manner:

A. Subsection (d) "Class D Traffic Violations (most parking violations)" shall be amended by deleting "$20.00, $40.00 (depending upon when paid)" after "Fine" in the first row of the table and replacing it with the following:

Fine:	$20.00, $40.00 $40.00, $80.00 $100.00 (depending upon when fine is paid and the number of violations received within a twelve-month period)

B. Subsection (d)(1) shall be amended by deleting the entire subsection and replacing it with the following:

(d)(1) Any person committing a Class D Traffic Violation shall be subject to the following fines:
A. The first calendar day within a twelve-month period on which a person receives a citation under this section, the fine shall be twenty dollars, if paid within seven calendar days. The fine shall automatically increase to forty dollars if not paid within seven calendar days.
B. The second calendar day within a twelve-month period on which a person receives a citation under this section, the fine shall be forty dollars, if paid within seven calendar days. The fine shall automatically increase to eighty dollars if not paid within seven calendar days.
C. The third calendar day, and all subsequent calendar days within a twelve-month period on which a person receives a citation under this section, the fine shall be one hundred dollars.

SECTION 18. The City shall retain a consultant to conduct a follow-up study of Downtown metering and other changes outlined in this ordinance. The study shall be completed no later than 15 months after the installation of Downtown parking meters.

SECTION 19. 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 20. 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 20th day of MARCH, 2013.

DARRYL NEIER, 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 21st day of MARCH, 2013.

REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 22nd day of MARCH, 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.

Note: On March 20, 2013, the Council adopted Am 01 which affected the Whereas clauses as well as Sections 11, 12, 13, 14, 15, 16, 17, 18, 19, and 20.

Appendix 9: Ordinance 15–09

Passed 9-0

ORDINANCE 15-09

TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED "VEHICLES AND TRAFFIC" AND TO MAKE OTHER CHANGES RELATED TO METERED PARKING
Re: Shortening the Hours of Enforcement of On-Street Metered Parking, Eliminating the Credit Card Convenience Fee for Meter Use, Authorizing the Mayor to Declare "Parking Holidays," and Extending the Hours of Enforcement for Lot 9 (Fourth Street Garage)

WHEREAS, on March 22, 2013, the City adopted Ordinance 13-03, a measure that made numerous changes to parking policy in the Downtown, including the authorization of expanded use of on-street parking meters; and

WHEREAS, Ordinance 13-03 also required that the City analyze the results of these policy changes in a follow-up study to be completed no later than 15 months after the installation of Downtown parking meters; and

WHEREAS, the Downtown parking meters were installed in August 2013; and

WHEREAS, the Downtown parking follow-up study was completed in November 2014; and

WHEREAS, in response to the study, the City wishes to shorten the hours of enforcement of on-street meters, eliminate the convenience fee associated with credit card use at City meters, and to authorize the Mayor to implement "parking holidays" as appropriate; and

WHEREAS, the City also wishes to extend the hours of enforcement for Lot 9 (Fourth Street Garage) to better provide for the community's parking needs.

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

SECTION 1. Section 15.40.020(b) of the Bloomington Municipal Code, regarding the applicable times and charges for on-street metered parking shall be deleted and replaced with the following:

> The charge for the use of each on-street metered parking space shall be one dollar per hour between the hours of nine a.m. and nine p.m. every day, except Sundays and City holidays. Additionally, the Mayor may suspend enforcement of parking meters during the holiday season, in the event of inclement weather, or under other circumstances the mayor deems appropriate and reasonable.

SECTION 2. Section 15.40.020 Schedule W, "Hourly Parking" shall be amended by deleting the current table and replacing it with the following:

Municipal Lot	Parking charge per hour	Applicable times for parking charges
Lot 1		
4th and Dunn	$1.00	8:00 a.m. – 5:00 p.m. Monday through Friday
Lot 2*		
Walnut Street Garage		Monday through Friday 6:00 a.m. — 6:00 p.m.
	$0	• For first three consecutive hours
	$0.50	• Beyond first three consecutive hours
	$0.50	6:01 p.m. – 5:59 a.m.
		Saturday and Sunday
		6:00 a.m. — Noon
	$0	• For first three consecutive hours
	$0.50	• Beyond first three consecutive hours
	$0.50	12:01 p.m. – 5:59 a.m.
Lot 3*		
(4th & Washington)		8:00 a.m. – 5:00 p.m. Monday through Friday
	$0	• For first three consecutive hours
	$0.50	• Beyond first three consecutive hours
Lot 5*		
(6th and Lincoln)		8:00 a.m. – 5:00 p.m. Monday through Friday
	$0	• For first three consecutive hours
	$0.50	• Beyond first three consecutive hours
Lot 6*		
3rd St./BPD lot		8:00 a.m. — 5:00 p.m. Monday through Friday
	$0	• For first three consecutive hours
	$0.50	• Beyond first three consecutive hours
Lot 7		
Morton Street Garage	$0.50	24 hours per day 7 days per week
Lot 9		
Fourth Street Garage		7:00 a.m. – 6:00 p.m. Monday through Friday
	$0	• For first three consecutive hours
	$0.50	• Beyond first three consecutive hours

SECTION 3. Chapter 15.32 of the Bloomington Municipal Code, Entitled "Parking Controls" shall be amended to insert Section 15.32.155, which shall be reflected in the table of contents for this chapter and shall read as follows:

15.32.155 Parking for Specially Endangered Persons

The parking spaces described in Schedule S-1 of this section are designated as parking spaces reserved for specially endangered persons on public streets.
(a) The term specially endangered persons applies to individuals who are seeking protection from situations of violence.

(b) The parking spaces shall solely be available to vehicles owned or under the control of specially endangered persons while those persons are being served as a client of an organization described in part (c) and during the time of restriction set forth in Schedule S-1.

(c) Organizations whose purpose is to provide shelter for specially endangered persons are eligible to apply for designation of these parking spaces. Prior to implementation, the organization shall enter into an agreement with the City to assure effective administration and enforcement of these provisions. The agreement shall include a reasonable fee to help offset the cost of implementing and administering this provision.

SCHEDULE S-1
Parking for Specially Endangered Persons

Location	Number of Spaces	Time of Restriction
318, 320 & 338 South Washington	7 *	All Time

* These restrictions are subject to any other provision of this code which regulates parking relevant to this area and shall be in effect once appropriate signage is in place.

SECTION 4. Section 15.64.010(d), entitled "Class D Traffic Violations (most parking violations)", shall be amended to add the following:

15.32.155 Parking for specially endangered persons

SECTION 5. 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 6. 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 and publication in accordance with State law.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 15th day of April, 2015.

DAVE ROLLO, 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 16th day of April, 2015.

REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 16th day of April, 2015.

MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance is sponsored by Councilmember Neher and makes a number of changes to the City's parking policies. These changes include: shortening the hours of enforcement of on-street parking meters; authorizing the Mayor to declare "parking holidays" wherein enforcement of parking meters is suspended; eliminating the convenience fee associated with the use of credit cards at parking meters; and, extending the hours of enforcement at Lot 9 (4th Street Garage). In the interest of making parking meter charges easier to understand, the ordinance also makes a housekeeping change by stating parking meter charges as a rate "per hour," rather than a rate per fifteen minutes or thirty minutes, as previously codified.

Note: This ordinance was revised after its issuance in the Legislative Packet, but before First Reading to: 1) render the existing Bloomington Municipal Code language regarding parking rates clearer, by stating parking meter charges as a rate "per hour;" 2) delete the previous section of the ordinance establishing metered parking on Washington from 2nd to 3rd Street; and, 3) remove provisions establishing the hours of enforcement at surface lots from 9:00am-9:00pm.

Note: On April 15, 2015, the Council adopted this ordinance after the passage of two amendments. Here is the record of those actions:

- *ACTION: The motion for Amendment 02 to change enforcement hours from 9:00 am-9:00 pm to 9:00 am-8:00 pm failed 4-5-0;*
- *ACTION: The motion for Amendment 01 to delete the section which eliminated the convenience fee associated with credit card payment passed 5-4-0;*
- *ACTION: The motion for Amendment 03 to establish parking for specially endangered persons passed 7-2-0; and*
- *ACTION: The motion to approve Ordinance 15-09 as amended received a roll call vote of Ayes: 9, Nays: 0*

Signed copies to:

legal(5)	Clerk
controller(1)	BMC
Planning	HT for pub.
PED	Public Works
Police	Street
T&T engineer	

Appendix 10: Minutes of the Parking Commission

City of Bloomington, Indiana
PARKING COMMISSION
Meeting Minutes
Monday, January 30, 2017
McCloskey Conference Room, Bloomington City Hall
— Inaugural Meeting —

PRESENT

Jim Blickensdorf	C-1 Council merchant appointee (Grazie Italiano)
Adrienne Evans Fernandez	C-2 Council at-large appointee
Faith Hawkins	C-3 Council residential-zone appointee (Zone 1/Elm Hts.)
Steve Volan	C-4 Councilmember appointee (District 6)
Donna Disque	M-1 Mayoral merchant appointee (MarDon Salon)
Josh Desmond	M-5 Planning Dept. appointee (Asst. Dir. of Planning)

Not present

Randy Lloyd	M-2 Mayoral not-for-profit appointee (Trinity Lutheran)
Vacancy	M-3 Mayoral at-large appointee (not yet named)
Vacancy	M-4 Mayoral meter-zone appoints (not yet named)

Also Present

Tom Miller	City Director of Innovation
Scott Robinson	Staff Support (Planning Services Manager)
Bob Baird	]
Kerry Slough	] Garden Hill Neighborhood Association
Phil Worthington	]

Meeting called to order at 5:30 pm. Members introduced themselves.

Opening Remarks

Robinson opened the meeting inviting the group to consider adopting formal rules of procedure and to consider future meeting dates.

History of Parking

Volan gave a brief history of parking in Bloomington and the commission. Parking has been regulated since before 1950, and then eliminated after some consideration in 1982 due to the perception of declining business trade in the downtown core. Residential parking zones were implemented in 1992, concurrent with a change in IU policy permitting freshman students to bring cars to campus. The most recent

parking policy discussion began again in 2007 with the first Walker Parking study; soon after Walker's followup study in 2012, City Council ordinance 13-04 that re-instated metered parking in downtown Bloomington.

Due to technical issues, we were not able to project and discuss the various lots, garages and zones that fall under the parking commission's mandate; however, Volan committed to forwarding this information (or links to) prior to the next meeting.

The commission reviewed a packet, incorporated for reference, that includes the authorizing legislation, a table of the lots, garage spaces, street spaces, and residential zones that fall under CoB Parking Enforcement's jurisdiction, along with a table summarizing citations and appeals for the previous years compiled by the CoB Clerk's office.

Discussion of Commission's Mandate

Volan began a discussion of the Commission's mandate, reviewing the scope of authority. The Commission has no direct decision-making authority, being only a body that makes recommendations. However, it has the authority to weigh in on any issue that could be construed to involve parking. For example: private lot restrictions (there has been a ban on privately charged lots and restriction of surface-street parking by ordinance since 2001); towing authority and/or towing of high-volume offenders; the creation of revision of parking zones (e.g.: Zone 10 was created as a response to students from the Smallwood, etc., developments parking in the near-west side neighborhoods). Volan remarked that these are the types of issues that the Commission members should expect to consider.

Volan displayed a heat map of parking occupancy in the parking meter overlay, compiled from the first year of parking meter data. From this data, it can be shown that of all street-metered spots in the first year, 40% were occupied, on-average, during the period of 8am-10pm. For this dataset, 3% of all meter transactions were initiated via ParkMobile, the city's vendor for electronic/online processing of end-user parking transactions.

The current ParkMobile pricing structure is:

$0.50 for single-use credit card transactions,
$0.40 per transaction when using a ParkMobile registered account and walled,
$0.30 per transaction when using a corporate ParkMobile program.

There is a $0.30 credit card fee for single-use transactions at the meter.

Volan noted, after question from Disque that in 2015 the City Council voted to amend the original parking ordinance to (among other things) adjust the enforcement hours from 8am-10pm to 9am-9pm.

Garage data from Public Works is on the way and Robinson noted that he's engaged Public Works about the types of data or reports that may be readily available for consideration.

Robinson discussed a variety of data that is available from Public Works regarding the usage of the ParkMobile app/website, information from the meters and the T2 software used by Parking Enforcement, permit sales/inventory data on garages and street zones, and the types of tickets/violations issued by Parking Enforcement.

Robinson opened comments to the commission members.

Volan informed the group that the commission is subject to open-door law (Indiana Code § 5-14-1.5-1 *et seq.)*, and that all communications between members will become part of the public record. Volan discussed quorum and chance gatherings of members that would constitute a quorum, exceptions which are defined by IC § 5-14-1.5-2(c).

Volan suggested that the first three months would be devoted to getting members "up-to-speed", and during that time he would serve as the temporary chair of the Commission.

Though no dates or times were prescribed the authorizing legislation, the Commission arrived at a consensus that future meetings would take place on the last Monday of the month at 6PM, subject to room availability.

Blickensdorf suggested that a retreat in February to discuss the positions, agendas and objectives of individual Commission members, and hold "brain-storming" session that might focus the Commission's next months of agendas.

Hawkins requested that prior to the February meeting Commission members receive up-to-date data and discussed the use of data to understand issues relating to the utilization of garages, neighborhood parking, and meter usage, and how each fits into the city's Growth Policies Plan (GPP).

Robinson agreed to email Commission members to finalize dates for the February, 2017 meeting and to prepare a packet for distribution prior to the meeting.

Disque raised the question of garage pricing, asking if all garage rates are the same cost per hour, and noted her concern that the 4th Street garage is frequently at capacity. Volan confirmed and noted that frequently the garage is full due to the free spots that are issued, but how many outstanding permits which are licenses to hunt and how many are paid were not available at the moment. Volan stated that during peak times, the garage is full as people take advantage of the 3 hours of free parking.

Public Business

Worthington spoke on behalf of the Garden Hill Neighborhood Association (GHNA), explaining their desire for a permanent parking plan to address the high percentage of student-occupied housing, the influx of people and cars on IU football/basketball game days, and other special-event dates which draw students to their neighborhood. Worthington said that in 1985, 70% of the houses in Garden Hill were owner-occupied and that today, 98% are student rentals. The shift, along with development of the area, has increased frustration, vandalism, and illegal parking, including parking in the yards and grass. Residents feel as though a parking plan has been needed for many years, and that it's time that the city take more control of the problem rather than provide oversight on a complaint-based system.

Volan explained that the neighborhood's unique situation requires evening enforcement of residential zone permits or meters, and that there are challenges with staffing, accounting, and oversight to balance the cost vs. return on investment. Volan confirms conversations with the Police Chief, Deputy Mayor, Controller and Planning officials about the cost of and mechanics of enforcing such a zone.

Hawkins felt that city code should require an accounting / planning for parking spaces as part of the planning process, but that in her experience or judgment, often the developer receives a variance on the parking requirements. The questions become, who makes the decision about parking minimums or maximums, and should parking be a larger part of the planning process?

Slough, a member of the GHNA, said that 61 spots have been cannibalized by the redevelopment of the Dunnhill project and that there will be a huge influx of traffic in this neighbored as the development grows from 320 bedrooms to 750 bedrooms.

Hawkins noted that if the development is eating into on-street parking, that's a problem.

Desmond noted that currently, parking standards are maximums rather than minimums, except for multi-family units, and that there are currently minimums in the GH district. Variances are granted case by case. Exemptions to the maximum request have been mostly denied.

Hawkins asked for data on the last 10 buildings that were approved by Planning to determine if the developers provided the appropriate parking as part of the development, and to ascertain what, if any, effect development has on on-street parking.

Fernandez [I thought this was Disque? SV] suggested that spaces originally allocated for businesses at the 10th & College development were later allocated or sold to tenants, reducing the number of parking spots for customers of the business, and that

the developer's lack of adherence to Planning's approval caused problems for the business down the road.

Volan responded, citing Ordinance 16-22-(e)-2: these questions are within the scope of the Commission, and that the goal of the Commission is not to build parking for parking's sake, nor to add or take away parking, but to craft parking policy to fulfill the goals of the GPP.

Volan discussed the trend of moving the parking ratio in the downtown below 0.7 spaces per bedroom towards 0.5, with most new construction 0.5 or below. A zero-parking minimum was established south of 4th street, in the 2006 UDO, the idea being that if you don't provide parking, residents won't be induced to bring their cars.

There was a brief group discussion of about the difficulties of enforcement, creating a dialog with Indiana University Police, and the allocation of reserved spots in certain neighborhoods. Robinson remarked that parking spaces marked by CoB must conform to ADA rules and other regulations of which the Commission may not be fully aware.

To close the meeting, Volan polled the Commission members on their areas of interest / focus:

Disque: Access to Downtown
Hawkins: Residential Zone Parking
Fernandez: ADA compliance and meters downtown
Blickensdorf: Turn-over of Inventory
Robinson: Private parking and public parking policy
Volan: Meters

Robinson committed to sending an email to members to finalize a date in February for the retreat.

Meeting adjourned at 7:00 pm.

Bloomington Parking Commission
February 28th 5:30 PM
Meeting Minutes

Members Present
Jim Blickensdorf – Grazie Italiano, Council Appointee
Josh Desmond – Asst. Director of Planning, City of Bloomington
Donna Disque – Mardon Salon, Mayoral Appointee
Adrienne Evans Fernandez – At Large Appointee
Faith Hawkins – Elm Heights Neighborhood Association
Steve Volan – City Council Appointee, *ex officio*

Members Not Present
Randy Lloyd - Not-for-profit appointee representing Trinity Lutheran Church
Two Mayoral appointees were not present.

Also Present
Scott Robinson – Planning Services Manager, City of Bloomington *staff support*

Opening Remarks
Scott Robinson called the meeting to order at 5:30pm. Members introduced themselves. Scott distributed a parking fact sheet, a map of parking zones, a summary of features of the software used by parking enforcement, and general numbers on the capacity of garages, street parking spaces, lots, and neighborhood zones (NZ).

Meeting Times, Frequency, and Location

Steve Volan began a discussion on standing agendas, flow of the meetings, and meetings times. the first topic was meeting times.

Scott Robinson discussed the practices of Traffic, Bike & Pedestrian and MPO, after which the members were polled for general availability. The members present reached a consensus that the 2nd Tuesday of the month at 5:30 pm would be set aside for a work session and that the regular meeting wold be held on the 4th Tuesday of the month at 5:30pm. The work session would not be regularly staff.

Scott suggested meetings to be held in either the Hooker or McCloskey room in City Hall or the Downtown Transit center. We discussed meeting space being an issue, especially when considering public involvement as the Hooker conference room may be too small. Scott pointed out that this date would work, with the exception of December 26th due to holiday schedules.

Steve Volan raised the question of televising meetings. Scott pointed out there may be a cost associated with meeting in council chambers for the purposes of televised meetings. The general consensus of the members present was that at this time, "no" on televised meetings.

Discussion of By-Laws

Scott Robinson introduced a draft copy of the by-laws, prepared byJim Blickensdorf. They bylaws were adapted from the Commission on the Status of Black Males. The members reviewed and discussed changes to each section. Changes are attached to this document as a red-lined edit of the draft.

Section II.8 regarding voting was left unresolved with discussion informally tabled to the March meeting. The draft of II.8 read

> **II.8. Votes.** Each voting Member shall be entitled to one vote. Routine business may be conducted by voice vote. The outcome of a vote is determined by the majority of the serving Members (more than one-half excluding blanks and abstentions) of those present and eligible to vote and voting in the affirmative No member may be forced to vote. A member who wishes not to vote may remain silent during a voice vote or roll call vote, or may submit a blank ballot during a ballot vote.

The discussion revolved around whether three or four votes would be required to conduct business. The phrase, "(more than one-half excluding blanks and abstentions)" was struck from the draft. The following two options will be discussed in March:

Option 1: Three Votes

> **II.8. Votes.** Each voting Member shall be entitled to one vote. Routine business may be conducted by voice vote. The outcome of a vote is determined by the majority of the serving Members of those present and eligible to vote and voting. No member may be forced to vote. A member who wishes not to vote may remain silent during a voice vote or roll call vote, or may submit a blank ballot during a ballot vote.

> Option 2: Four Votes
> **II.8. Votes.** Each voting Member shall be entitled to one vote. Routine business may be conducted by voice vote. The outcome of a vote is determined by the majority of the serving Members of those present and eligible to vote and voting. No member may be forced to vote. A minimum of four votes cast in the affirmative is required to carry a motion or adopt a Resolution of the Commission. A member who wishes not to vote may remain silent during a voice vote or roll call vote, or may submit a blank ballot during a ballot vote

Election of Officers

This item was informally tabled to the March meeting. Scott Robinson suggested that until and after officers are put into place, members of the commission should direct requests for information through him, and that he would be the point person for obtaining requests from other city departments.

The next meeting of the Parking Commission was set for March 28th at 5:30pm. Meeting was adjourned at 7:30pm.

CITY OF BLOOMINGTON

PARKING COMMISSION

MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission
To: Parking Commissions
Date: June 16, 2017
Re: **Agenda Items for the June Meeting**

Special Meeting

The Commission did not have a quorum for the special meeting scheduled on June 13. Agenda Items have been moved to June's regular meeting..

IV. A. Draft of the Annual Report

The Chair is submitting for review and comment a report which details information presented in May's presentation. The following schedule for review and comment has been established:

IV. B. Process for Completing the Annual Report

The Commission's deadline to produce an annual report is September 30. The Commission will discuss a process for preparation of the annual report.

IV. C. Impact of App Ordinance 17-02

On June 7 and June 14, the Common Council discussed additional appropriations of funds budgeted for 2016 but unspent. The Ordinance was adopted 8-0. The Ordinance includes the following appropriations which affect parking:

Parking Meter Fund

- $93,000 from the Bloomington Police Department from fund 455
- $40,000 Category 3 - Expense
- $53,000 Category 4 - Capital Improvement

Parking Facility Fund

- $243,000 from Public Works from fund 452
- $40,000 Category 3 - Expense
- $203,000 Category 4 - Capital Improvement

1. The City requested $80,000 from the Parking Meter and Parking Facilities Funds for a parking study. ~~This makes Parking Commission Resolution 2017-02 unnecessary.~~ The request for funding made by our Resolution PKG 2017-02 has been heard and fulfilled. Who will do the study, how it will be done, and how much it will cost have not been determined, and have not been delegated to the Commission, at least, not yet. The Commission should discuss these matters.

2. From the Parking Facility Fund, the City requested $203,000 for resurfacing of the 7th Street and Morton Street garages. This process will seal and protect the garages, ensuring a longer lifespan.

3. The City requested $53,000 from the Parking Meter Fund to replace three vehicles for parking enforcement. This is not a specifically enumerated use for the parking meter fund under BMC §15.40. In 2015 and 2016 when parking enforcement required vehicles, money was dispersed from 602–the City's capital account for fleet replacement. The Parking Meter fund is also being charged each year for fleet replacement. In the opinion of the Chair, those charges, deposited to 602, should be tapped for vehicle replacement.

V. A. PKG 2017-04: Toward a Comprehensive Parking Policy
[Jim will introduce this item.]

V. B. PKG 2017-05: Neighborhood Zone 12 for Garden Hill
In January, residents of the Garden Hill Neighborhood Association petitioned the Parking Commission to expand the NZ program to their neighborhood. In April, Councilmember Volan updated the Commission with information from the Chief of Police regarding staff requirements along with a commitment to increase enforcement during Little 500. In general. Councilmember Volan has continued discussions with Garden Hill and BPD to develop a Zone 12 tailored to the specific enforcement needs of the neighborhood. Cm. Volan has written a draft ordinance which he plans to introduce to the City Council in August. The ordinance and memo is attached to the packet.

V. C. PKG 2017-06: Resident-Only Private Parking
This topic was vetted by the Traffic Commission in October of 2016 and they recommended eliminating the program. Changes to §15.36, deleting Resident-Only Parking, were introduced as Ordinance 17-24 and discussed at the Council's May 24th Committee of the Whole. The Do Pass Recommendation was 0-7-1.

On May 31, the Common Council had the second reading and discussion of the ordinance. Further discussion and final vote was postponed until August 9. Until then, Parking Commission has the opportunity to make a recommendation to Council.

Andrew Cibor from City planning has provided the minutes from the Traffic Commission, a copy of the draft ordinance and staff recommendations. They have been attached to the packet.

# # #

CITY OF BLOOMINGTON

PARKING COMMISSION

Meeting Minutes
August 22 5:30 PM
Hooker Room

Members Present
Jim Blickensdorf – Grazie Italiano, Council Appointee
Donna Disque – Mardon Salon, Mayoral Appointee
Adrienne Evans Fernandez – At Large Appointee, Council Appointee
Faith Hawkins – Elm Heights Neighborhood Association, Council Appointee
Mary Jo Shaughnessy - Blue Ridge Neighborhood Association, Mayoral Appointee
Steve Volan – City Council Appointee, *ex officio*

Members Not Present
Josh Desmond – Asst. Director of Planning, City of Bloomington
Randy Lloyd - Not-for-profit appointee representing Trinity Lutheran Church
Mark Need - Meter Zone Resident, Mayoral Appointee

Also Present
Seyedamir Kaboli Farshchi, Long Range Planner, City of Bloomington
Scott Robinson – Planning & Transportation, City of Bloomington
Amanda Turnipseed, Director of Parking Operations, Indiana University
Bethany Wages, Hearing Officer, Office of the City Clerk

Call to Order
Meeting was called to order at 5:35 pm.

Reports from Commissioners

Steve Volan
Beth Rosenbarger, Bicycle and Pedestrian Coordinator for the City of Bloomington has organized a trip to New Albany for a 1-to-2-way street seminar on August 31. Steve noted that most of the recent construction in Lafayette has moved streets from one-way to two-way traffic, and that he will be attending a meeting on the 18-20th of October. More information to follow.

Jim Blickensdorf
For transparency and to avoid conflicts with IODL, a complete listing of all meetings (including staff liaison meetings) will be included in each packet. Members of the Commission and members from the public are welcome to attend all meetings.

A survey to determine the best meeting time of r2018 was distributed. The Commission will meet only once in November and December on the 2nd Tuesday of the month at 5:30pm . Meeting are being relocated to the MCPL room 1C.

CITY OF BLOOMINGTON

PARKING COMMISSION

In response to comments about the perceived lack of downtown parking enforcement presence made at the August work session, Jim Blickensdorf requested data from the City Clerk about parking citations issued in June and July of 2017. Citation data shows a 20% drop year-to-year and a 50% drop from the average. This information was shared with the Council at the August 23rd BCC meeting, and is attached to the minutes for reference.

Public Comment

No one from the public was present.

Private Parking 15.36

Changes to BMC §15.36 were scheduled to be discussed at the August 23rd Council Meeting. The initial recommendation of the Traffic Commission and staff was to eliminate the section of the code, but responding to Council's concern staff is putting forward an amendment by substitution that would place restrictions on applicants, requiring a permanent disability or handicap placard, lack of off-street parking as determined by staff, and an increase program fees. Staff's proposal would restrict applicants to owner or occupants to residential uses, only.

Motion to recommend staff's changes failed by role call vote 3-3.

Discussions of Topics Not the Subject of Resolutions

Goal of the Financial Report

The meeting began with an informal discussion of the structure and goals of the report. Faith Hawkins asked commissioners the question, "What do you feel the goal(s) of the report should be?" Come of the comments included :

- [the data] is "an eye-opener"
- We are working toward a better "future for Bloomington"
- That we are in the "system and design thinking / discovery. phase" and that the data is important in order to make meaningful recommendations and understand their impact
- "It's important not make conclusions on data that we don't have"
-

The discussion of a thesis concluded with the statement by Faith Hawkins: "parking impacts the lives of all visitors" The Commission was it appointed, and has studied "an issue that is overseen by diverse parts of the city" and the Commission reports data "in order to manage parking for the best interests almost every visitor , almost every resident of Bloomington, and to identify from that data opportunities and challenges ."

Chapter 4: Garages & Lots

Discussion and amendments were tabled due to the late submission of changes to the draft.

Parking Commission Policy Objectives

CITY OF BLOOMINGTON

PARKING COMMISSION

The Commission discussed points 1,2, 5 and a portion of 8.

The following changes were suggested:

Objective 1:

- Insert "The Commission shall" at the beginning of the sentence.
-

Objective 2:

- Strike "Designate Parking for the highest priority user"
- Strike "for users and access modes"
- Insert "and access mode" after the word "type"
- Strike "having a higher priority and replace with "ranking"

Objective 5:

- Suggested moving this to the 2nd highest priority

Objective 8:

- Strike "Reduce Vehicle Miles Travellled"
- Replace "time for space search" with "competition for spaces" and "searching"
- Insert the word "and" between signage and wayfinding

Adjournment

Meeting adjourned at 7:10pm.

August 22nd

City of Bloomington

Parking Commission

September Schedule

September 2

Deadline for Metered Parking Comments, if not attending the Work Session

September 12 Work Session:

Discussion of the Metered Parking section of the Financial Report

September 16 Comment Deadline

Deadline for Written Comments on policy points 3, 4, 8 (differential pricing)

Deadline for amendments to policy points 1, 2, and 5*

Deadline for amendments to Garages & Lots for inclusion in the packet*

September 18, 9:15 AM

Staff Liaison packet meeting at Crumble Bakery

September 26 Regular Meeting:

Adopt changes to Garages & Lots

Amend and vote to adopt points 1, 2, 5;

Discuss points 3, 4, 8 relating to differential pricing.

October Schedule

October 1

Deadline for Written Comments on Executive Summary, if not attending Work Session

October 10 Work Session:

Executive Summary

October 15 Comment Deadline

Deadline for Written Comments on policy points 6, 8 (marketing)

Deadline for amendments to policy points 3 and 4*

Final Draft of the Financial Report Issued

October 24 Regular Meeting – meeting will likely be 3 hours

Meeting: Adopt Final Financial Report

Amend and vote to adopt points 3, and 4;

Discuss points 6, 8 (marketing)

November & December Meetings

No Work Session in Nov / Dec

November Meeting: November 14

December Meeting: December 12

Both meetings moved to MCPL Room 1C

Meetings begin at 5:30 PM, as usual

June/July Ticket Issued Data

Year	June	July
2009	3624	3667
2010	3684	3658
2011	3518	2990
2012	3454	2614
2013	2474	2167
2014	3284	3137
2015	3485	2989
2016	1705	1709
2017	1399	1219
Avg	2,959	2,683
Std Dev	877	842

Meters installed Aug, ’13

Hours Abbreviated Apr, ’13

Private Parking

City Council 8/23 at 6:30 PM

CITY OF BLOOMINGTON

PARKING COMMISSION

Work Session Minutes
September 12 5:30 PM
Dunlap Room

Members Present
Jim Blickensdorf – Grazie Italiano, Council Appointee
Donna Disque – Mardon Salon, Mayoral Appointee
Adrienne Evans Fernandez – At Large Appointee, Council Appointee
Faith Hawkins – Elm Heights Neighborhood Association, Council Appointee
Mary Jo Shaughnessy - Blue Ridge Neighborhood Association, Mayoral Appointee
Steve Volan – City Council Appointee, *ex officio*

Members Not Present
Josh Desmond – Asst. Director of Planning, City of Bloomington
Randy Lloyd - Not-for-profit appointee representing Trinity Lutheran Church
Mark Need - Meter Zone Resident, Mayoral Appointee

Also Present
Seyedamir Kaboli Farshchi, Long Range Planner, City of Bloomington
David Debikey, Global Gifts

Not Present
Scott Robinson – Planning & Transportation, City of Bloomington

Call to Order
Meeting was called to order at 5:30 pm.

Reports from Commissioners
Faith Hawkins expressed concern about a neighbor's parking habits in her neighborhood. A student was double parked on University and it took 45 minutes to have BPD respond on a Sunday morning. Bethany Wages from the City's Clerk's Office said that she would pass the information along to parking enforcement.

Jim Blickensdorf discussed the City's RFP for a parking study is now live. The RFP was included int he work session packet for reference.

Public Comment
No one from the public was present.

Discussions of Topics Not the Subject of Resolutions

Goal of the Financial Report

CITY OF BLOOMINGTON

PARKING COMMISSION

The meeting began with an informal discussion of the structure and goals of the report. Faith Hawkins asked commissioners the question, "What do you feel the goal(s) of the report should be?" Come of the comments included :

- [the data] is "an eye-opener"
- We are working toward a better "future for Bloomington"
- That we are in the "system and design thinking / discovery. phase" and that the data is important in order to make meaningful recommendations and understand their impact
- "It's important not make conclusions on data that we don't have"
-

The discussion of a thesis concluded with the statement by Faith Hawkins: "parking impacts the lives of all visitors" The Commission was it appointed, and has studied "an issue that is overseen by diverse parts of the city" and the Commission reports data "in order to manage parking for the best interests almost every visitor , almost every resident of Bloomington, and to identify from that data opportunities and challenges ."

Chapter 5: Metered Parking

The commission discussed a number of corrections to chapter 5. Commissioner's comments included:

- Striking the sentence, "Wilson suggests that the…"
- Expanding on the original configuration of parking enforcement oversight
- Striking the word "2-hour" from "retained 2-hour free parking" and replacing it with "free"
- Revising the "System Configuration" section to simplify the methods of payment and to accurately reflect the meter configuration in City Lots
- On page 40, replacing the 2017 partial data with the actual data from 2016 and differentiated between IPS Group data and ParkMobile data
- Striking the duplicate text on page 40
- Revising the "Metrics" to include the words "annual" for clarity
- Adding the words "per year" following "increase by $225,000" on page 41
- Inserting the word "of" in describing the cash balance on page 41
- Inserting a Balance forward on Figure 18
- Clarifying that parking enforcement reimbursed the City for legal expenses and that the Asst. City Attorney listed in Figure 20 is not an FTE of the parking system
- Removing the reference to BMC §15.40.0145
- Clarifying payees of System-Related and Operational expenses in Figure 21/22
- Clarifying the purpose of Figure 23 / relationship between Figure 23 and Figure 21/22
- Moving Citations to its own chapter, since it includes reference to neighborhood zones
- Clarifying and simplification of the citation math
- Removing the equations or moving them to an appendix
- Simplifying Figure 24 and replacing it with 2016-only data

CITY OF BLOOMINGTON

PARKING COMMISSION

MEMO

From: Jim Blickensdorf, Chairperson, Parking Commission
To: Parking Commissions
Date: October 1, 2017
Re: **Packet Material for the October 2017 Work Session**

Parking Study

Scott Robinson has released the responses to the City's parking study RFP. The proposals are included in this package for reference. Comments submitted by Commissioners have been forwarded to the Planning and Transportation department.

IV. A. Financial Report – Executive Summary

The current draft of the financial report is #3. I'm attaching the relevant sections of the financial report draft #2. There is currently no difference between the summary sections of draft #1, #2, or #3.

Commissioners should submit any changes to the document in the form of a written amendments for discussion at the October regular meeting.

Changes to Meeting Dates

Beginning January of 2018, the Commission will meet on Thursdays in the Hooker Room. As a reminder, **November's and December's meeting has been move to MCPL Room 1C.**

CITY OF BLOOMINGTON

PARKING COMMISSION

Parking Commission Meeting Schedule & Preliminary Agenda Items

October 1

Deadline for Written Comments on Executive Summary, if not attending Work Session

October 10 Work Session:

Executive Summary

October 15 Comment Deadline

Deadline for Written Comments on policy points 6, 8 (marketing)
Deadline for amendments to policy points 3 and 4*
Final Draft of the Financial Report Issued

October 24 Regular Meeting – meeting will likely be 3 hours

Meeting: Adopt Final Financial Report
Amend and vote to adopt points 3, and 4;
Discuss points 6, 8 (marketing)

November 5 Comment Deadline

Deadline for Written Comments on policy points 7, 8 (alternate modes), 9, 10
Deadline for amendments to policy points 6 and 8*
Final Draft of the Financial Report Issued

November 9, 9:15 AM

Staff Liaison meeting at Crumble Bakery

OND Executive Committee Meeting – November 14, 4:30 PM

MCPL Room 1C, (Monroe County Public Library)

November Regular Meeting – November 14 5:30 PM, MCPL Room 1C

Amend and vote to adopt points 3,4, and parts of 8;
Discuss 7,8 (alternate modes, TDM), 9,10

December 2 Comment Deadline

Deadline for amendments to 7, 9, 8 10

December Regular Meeting – December 12 5:30 PM, **Location TBA**

Adopt amendments to 7,8, 10
Vote on forwarding the recommendation to Council (***PKG Resolution 17-04***)
Cocktail reception at Grazie, following meeting

CITY OF BLOOMINGTON

PARKING COMMISSION

* Amendments may be proposed at the meeting; however, submitting written amendments by this date will ensure that your comments and amendments will be included in the packet. Please submit all amendments to the Financial Plan and policy document in writing.

No Work Sessions in November or December.

The November meeting has been moved to MCPL Room 1C.

# # #

Appendix 11: PKG Resolution 2017–02

Bloomington Parking Commission

Resolution 2017-2
To Gather All Data Necessary for an Annual Parking Report

WHEREAS, the City of Bloomington Common Council in November of 2016 adopted Ordinance 16-22 ("Ordinance") amending Title 2 of the Bloomington Municipal Code,

WHEREAS, the ordinance created the Bloomington Parking Commission, whose primary purpose is to develop, implement, maintain and promote a comprehensive policy on parking that takes in account the entirety of, and furthers the objectives of, the city's comprehensive plan,

WHEREAS, the Ordinance also directs the Commission 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 enforcement of parking regulations,

NOW THEREFORE BE IT RESOLVED that the Members of the Bloomington Parking Commission hereby authorize and direct members of the Executive Committee to inquire and obtain data for the the calendar year 2016 (attached hereto as Exhibit "A"), and to report this information to the Commission at its next regularly scheduled meeting.

#

APPROVED this ____ day of _____, 20 ____, by the Parking Commission, at a regular meeting of the Bloomington Parking Commission at which a quorum was present and voted.

We the below-signed, do hereby certify that the above is a true and correct copy of the resolution.

X _____
Chair, Parking Commission
Jim Blickensdorf, Council Appointee

X _____
Secretary, Parking Commission
Stephen Volan, Council Member

Exhibit A

Requests for Parking-Related Reports from City Departments

Data from Clerk: Tickets and Appeals

1. Tickets written
2. Appeals filed (total, by type)
3. Appeals upheld/denied/other (total, by type)

Data from the Controller

Revenue

4. Permits sold (of all types other than garage); permit revenue
5. Garage revenue
6. Meter revenue by payment type: cash, credit card, ParkMobile
7. Citation revenue

Expense

8. Repair costs including regular upkeep, improvements and expenses due to vandalism
9. Staffing: broken out by garages, lots, meters and neighborhood zones (NZs)
10. Credit card / ParkMobile fees
11. Licensing fees / costs associated with handheld devices
12. Monies transferred from the Parking Fund to the General Fund by Council

Assets

13. Parking fund balance
14. Garage fund balance
15. Current-assets value of collections

Liabilities

16. History and balance of parking bonds

Data from Police: Meters

17. All meter transaction data, devoid of personal identifying information

Data from Public Works

General

18. Uptime; reasons for being out of service
19. Meter GIS/GPS data
20. Total number of garage permits issued
21. Garage occupancy by permit type including those with no permits

Expense

22. Security costs
23. Signage count and costs for replacement of signs

Appendix 12: App Ordinance 2017–02

Passed 8-0 (Rollo absent)

APPROPRIATION ORDINANCE 17-02

TO SPECIALLY APPROPRIATE FROM THE GENERAL FUND, PARKS GENERAL FUND, MOTOR VEHICLE HIGHWAY FUND, PARKING FACILITIES FUND, PARKING METER FUND, AND VEHICLE REPLACEMENT FUND EXPENDITURES NOT OTHERWISE APPROPRIATED (Appropriating a Portion of the Amount of Funds Reverted to Various City Funds at the End of 2016 for Unmet Needs in 2017)

WHEREAS, the Animal Care & Control desires to increase its budget Classification 4 – Capital Outlays in order to provide for the replacement of vehicles; and

WHEREAS, the City Clerk desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges to provide for additional supplies and equipment; and

WHEREAS, the Council Office desires to increase its budget in Classification 1 – Personal Services, Classification 2 – Supplies and Classification 3 – Services and Charges in order to provide for additional funds for interns, supplies and training; and

WHEREAS, the Community & Family Resources desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges in order to provide additional supplies, education and training for City employees, workshops grants and other needs; and

WHEREAS, the Controller's Office desires to increase its budget in Classification 3 – Services and Charges, in order to replenish funds for outside services; and

WHEREAS, the Office of Economic and Sustainable Development desires to increase its budget in - Classification 3 – Services and Charges in order to provide for arts and sustainable projects; and

WHEREAS, the Public Works Facilities Department desires to increase its budget in - Classification 3 – Services and Charges and Classification 4 – Capital Outlays in order to provide for equipment and vehicles; and

WHEREAS, the Fire Department desires to increase its budget in Classification 3 – Services and Charges in order to provide for additional materials; and

WHEREAS, the Housing & Neighborhood Development Department desires to increase its budget in Classification 2 – Supplies and Classification 3 – Services and Charges in order to provide for supplies, training, equipment and other services; and

WHEREAS, the Human Resources Department desires to increase its budget in Classification 3 – Services and Charges in order to provide for outside services; and

WHEREAS, the Information Technology Department desires to increase its budget in Classification 1 – Personal Services, Classification 3 – Services and Charges, and Classification 4 – Capital Outlays in order to provide for additional part-time assistance, replenish outside services and vehicle replacement; and

WHEREAS, the Legal Department desires to increase its budget in Classification 1 – Personal Services, Classification 3 – Services and Charges, and Classification 4 – Capital Outlays in order to provide for additional outside services and vehicle replacement; and

WHEREAS, the Planning & Transportation Department desires to increase its budget in Classification 3 – Services and Charges, and Classification 4 – Capital Outlays in order to provide for additional outside services and vehicle replacement; and

WHEREAS, the Police Department desires to increase its budget in Classification 4 – Capital Outlays in order to provide for equipment replacement; and

WHEREAS, the Public Works Department desires to increase its budget in Classification 4 – Capital Outlays in order to provide for vehicle replacement; and

WHEREAS, the Parks Department for the Parks General Fund desires to increase its budget in Classification 4 – Capital Outlays in order to provide for equipment and vehicle replacement; and

WHEREAS, the Public Works Department for the Motor Vehicle Highway Fund desires to increase its budget in Classification 4 – Capital Outlays in order to provide for vehicle replacement; and

WHEREAS, the Public Works Department for the Parking Facilities Fund desires to increase its budget in Classification 3 – Services and Charges, and Classification 4 – Capital Outlays in order to provide for outside services and facilities repair; and

WHEREAS, the Police Department for the Parking Meter Fund desires to increase its budget in Classification 3 – Services and Charges, and Classification 4 – Capital Outlays in order to provide for outside services and vehicle replacement; and

WHEREAS, the Controller's Office for the Vehicle Replacement Fund desires to increase its budget in Classification 4 – Capital Outlays in order to provide for vehicle replacement;

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

SECTION I. For the expenses of said municipal corporation the following additional sums of money are hereby appropriated and ordered set apart from the funds herein named and for the purposes herein specified, subject to the laws governing the same:

	AMOUNT REQUESTED
General Fund – Animal Shelter	
Classification 4 – Capital Outlays	$ 135,000.00
Total General Fund – Animal Shelter	135,000.00
General Fund – City Clerk	
Classification 2 – Supplies	$ 7,402.00
Classification 3 – Services and Charges	$ 505.00
Total General Fund – City Clerk	7,907.00
General Fund – City Council	
Classification 1 – Personal Services	$ 6,000.00
Classification 2 – Supplies	$ 1,500.00
Classification 3 – Services and Charges	$ 944.00
Total General Fund – City Council	8,444.00
General Fund – Community and Family Resources	
Classification 2 – Supplies	$ 4,981.00
Classification 3 – Services and Charges	$ 6,150.00
Total General Fund – Community and Family Resources	11,131.00
General Fund – Controller	
Classification 3 – Services and Charges	$ 325,000.00
Total General Fund – Controller	325,000.00
General Fund – Economic & Sustainable Development	
Classification 3 – Services and Charges	$ 10,325.00
Total General Fund – ESD	10,325.00
General Fund – Public Works - Facilities	
Classification 3 – Services and Charges	$ 84,698.00
Classification 4 – Capital Outlays	$ 103,000.00
Total General Fund – Public Works - Facilities	187,698.00
General Fund – Fire	
Classification 3 – Services and Charges	$ 618.00
Total General Fund – Fire	618.00

General Fund – Housing & Neighborhood Development (HAND)		
Classification 2 – Supplies	$	12,000.00
Classification 3 – Other Services & Charges	$	40,000.00
Total General Fund – HAND		52,000.00
General Fund – Human Resources		
Classification 3 – Other Services & Charges	$	46,295.00
Total General Fund – Human Resources		46,295.00
General Fund – Information Technology Services		
Classification 1 – Personal Services	$	2,000.00
Classification 3 – Other Services & Charges	$	16,000.00
Classification 4 – Capital Outlays	$	29,000.00
Total General Fund – ITS		47,000.00
General Fund – Legal		
Classification 1 – Personal Services	$	3,000.00
Classification 3 – Other Services & Charges	$	100,000.00
Classification 4 – Capital Outlays	$	32,000.00
Total General Fund – Legal		135,000.00
General Fund – Planning & Transportation		
Classification 3 – Other Services & Charges	$	174,280.00
Classification 4 – Capital Outlays	$	34,000.00
Total General Fund – Planning & Transportation		208,280.00
General Fund – Police		
Classification 4 – Capital Outlays	$	293,004.00
Total General Fund – Police		293,004.00
General Fund – Public Works		
Classification 4 – Capital Outlays	$	328,000.00
Total General Fund – Public Works		328,000.00
Grand Total General Fund (Fund #101)	**$**	**1,795,702.00**
Parks General Fund - Parks		
Classification 4 – Capital Outlays	$	86,500.00
Total Parks General Fund - Parks		86,500.00
Grand Total Parks General Fund (Fund # 200)	**$**	**86,500.00**
Parking Meter Fund - Police		
Classification 3 – Services & Charges	$	40,000.00
Classification 4 – Capital Outlays	$	53,000.00
Total Parking Meter Fund - Police		93,000.00
Grand Total Parking Meter Fund (Fund #455)	**$**	**93,000.00**
Parking Facilities Fund – Public Works		
Classification 3 – Services & Charges	$	40,000.00
Classification 4 – Capital Outlays	$	203,000.00
Total Parking Meter Fund – Public Works		243,000.00
Grand Total Parking Facilities Fund (Fund #452)	**$**	**243,000.00**

Motor Vehicle Highway Fund – Public Works		
Classification 4 – Capital Outlays	$	440,774.00
Total Motor Vehicle Highway Fund – Public Works		440,774.00
Grand Total Motor Vehicle Highway Fund (Fund #451)	**$**	**440,774.00**
Vehicle Replacement Fund – Controller		
Classification 4 – Capital Outlays	$	48,571.00
Total Vehicle Replacement Fund – Controller		48,571.00
Grand Total Vehicle Replacement Fund (Fund #610)	**$**	**48,571.00**
Grand Total All Funds	**$**	**2,707,547.00**

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 14th day of June, 2017.

Susan Sandberg
SUSAN SANDBERG, President
Bloomington Common Council

ATTEST:

Stephen Lucas
~~NICOLE BOLDEN, Clerk~~ Stephen Lucas, Deputy Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 15th day of June, 2017.

Stephen Lucas
~~NICOLE BOLDEN, Clerk~~ Stephen Lucas, Deputy Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 16th day of June, 2017.

JOHN HAMILTON, Mayor
City of Bloomington

SYNOPSIS

This ordinance appropriates an additional $2,707,547 of funds from the General Fund, Parks General Fund, Motor Vehicle Highway Fund, Parking Meter Fund, Parking Facilities Fund and the Vehicle Replacement Fund. This amount is a portion of the $3,901,854 reverted to various City funds at the end of last year and will be used for temporary labor, supplies training, outside services, grants, equipment, and capital replacements.

Note: This legislation was revised after it was distributed in the weekly Council Legislative Packet on May 26, 2017 and introduced at the Regular Session on May 31, 2017. The revisions corrected references to some city departments which would receive funds via this legislation.

Distributed to: Mayor, Clerk, Council Administrator, Legal, Controller

Appendix 13: 7th & Walnut, LLC Operating Lease

OPERATING LEASE

THIS INDENTURE WITNESSETH, that 7th & Walnut, LLC, an Indiana limited liability company ("Landlord"), and The City of Bloomington, Indiana Redevelopment Commission ("Tenant"), in consideration of their mutual undertakings, agree as follows:

ARTICLE I

DEFINITIONS

Section 1.1. The Demised Premises. The "Demised Premises" consists of approximately three hundred eighty-six (386) parking spaces of the parking garage constructed upon the real estate commonly known as northeast corner of 7th and Walnut Streets, Bloomington, Indiana; the elevator; the landscaping; the security system, dumpster area and other property or improvements described in the Ground Lease which is necessary to comply with the terms of the Ameritech Agreement. A site plan which depicts the Demised Premises, which were constructed in accordance with the Plans and Specifications previously approved by Lessee, is attached hereto as Exhibit A-1 and a site plan which depicts the retail/commercial/telecommunication space is attached to this Lease as Exhibit A-2.

Section 1.2. Additional Rental. "Additional Rental" means the cost of protecting, operating, managing, repairing, repaving, lighting, cleaning, striping, insuring, inspecting and landscaping the Demised Premises; and, all real estate or personal property taxes assessed upon the Demised Premises.

Section 1.3. Commencement Date. "Commencement Date" means the first day the Demised Premises are ready for use and occupancy for their intended purposes.

Section 1.4. Demised Term. "Demised Term" means the period from the Commencement Date until the expiration of the Ground Lease, or any later date as provided in Article 3 of this Lease.

Section 1.5 Minimum Rental. For purposes of this Agreement, the annual "Minimum Rental" shall be calculated using the following formula:

> Minimum Rental = (Project Cost less any expenses prepaid by Tenant, amortized over thirty (30) years at the Applicable Rate) less $100,000 per year

For purposes of illustration, the Minimum Rental for each of the first five (5) years of the Demised Term shall be Three Hundred Six Thousand Eight Hundred Forty-Seven Dollars and Sixteen Cents ($306,847.16), which was calculated according to the foregoing formula assuming that: (a) the Project Cost was $5,600,000; (b) the prepaid Tenant improvements were $493,678; and (c) the Applicable Rate was 6.980%, which was the Applicable Rate as of January 10, 2001. The Applicable Rate as of the date of execution of this Operating Lease is _ _ _ _ _ _ _ percent (_ _ . _ _)%. Tenant's Minimum Rental payments shall cease on the date thirty (30) years from the Commencement Date, provided that Tenant shall have paid all Minimum Rental payments and all other sums owed pursuant to this Operating Lease as of such date.

Section 1.6. Tenant's Notice Address. Any notice required to be given to Tenant under this Lease will be sent to "Tenant's Notice Address" which is:

> City of Bloomington
> P.O. Box 100
> Bloomington, IN 47402

Section 1.7. Ground Lease. "Ground Lease" means the Lease for the real estate between The City of Bloomington, Indiana Redevelopment Commission, as Ground Lessor, and 7th & Walnut, LLC, an Indiana limited liability company, as Ground Lessee, a Memorandum of which

was recorded on February 9, 2000, as Number 2000002041 in the Office of the Recorder of Monroe County, Indiana.

Section 1.8. Operating Lease. "Operating Lease" means this sublease between Landlord and Tenant as subsequently modified or amended.

Section 1.9. Rent. "Rent" means Minimum Rental, Additional Rental and any amounts payable by Tenant to Landlord or on Landlord's behalf as a condition of this Lease.

Section 1.10. Ameritech Agreement. "Ameritech Agreement" means the Agreement between the City of Bloomington, Indiana and Ameritech, a copy of which is attached as Exhibit B.

Section 1.11. Applicable Rate. For purposes of this Agreement, the "Applicable Rate" is an interest rate which equals 225 basis points above the average yield on U.S. Treasury Securities adjusted to a constant yield of five (5) years in effect and published during the calendar week immediately preceding the calendar week in which the Landlord's permanent financing is funded. Landlord agrees that Landlord shall request funding of Landlord's permanent financing within thirty (30) days after the Demised Premises are available for Lease and Landlord and Tenant have both executed this Lease. The Applicable Rate shall be redetermined every five (5) years and the Minimum Rental shall be reamortized using the adjusted Applicable Rate.

Section 1.12. Project Cost. For purposes of this Agreement, "Project Cost" equals Five Million Six Hundred Thousand Dollars ($5,600,000) which is the construction cost of the Demised Premises including but not limited to direct expenses for labor and material incorporated into the Demised Premises. The final Project Cost shall be adjusted for any

increases or decreases in cost as a result of any change orders requested by Tenant and accepted by Landlord which are incorporated into the Demised Premises, and shall also be adjusted for any prepayment of expenses by Tenant.

Section 1.13. Revenues. "Revenues" means the Parking Revenues, Tax Increment, subject to appropriation by the Redevelopment Commission, Retail Income, and any other available funds, including appropriations from the Common Council or disbursements from the Lease Rental Surplus Fund.

ARTICLE 2

LEASED PREMISES

Section 2.1. Premises. Landlord subleases the Demised Premises to Tenant and Tenant accepts the Demised Premises from Landlord subject to all the terms and conditions of the Ground Lease and the Ameritech Agreement; provided, however, Tenant shall indemnify and hold Landlord harmless from any liability resulting from Tenant's failure to perform the Tenant's covenants contained in the Ameritech Agreement.

Section 2.2. Changes in the Demised Premises. Landlord shall not make any material changes to the building dimensions, exterior building facade, landscaping and other exterior site improvements without first obtaining Tenant's written consent which Tenant agrees shall not be unreasonably or arbitrarily withheld.

ARTICLE 3

DEMISED TERMS

The Demised Term of this Operating Lease shall begin on the Commencement Date and shall terminate August 31, 2039; provided, however, if Ground Lessee exercises any extension(s) available pursuant to Section 2.02 of the Ground Lease, then the Demised Term of this Operating Lease shall be extended to correspond with the date of expiration of the Ground Lease as extended.

ARTICLE 4

RENT

Section 4.1. Minimum Rental. During each calendar month of the Demised Term, Tenant promises to pay the Minimum Rental to Landlord, in advance, in equal monthly installments on the first day of each calendar month, without prior demand or setoff.

The final Minimum Rental shall be adjusted based upon the actual Project Costs and, during the first thirty (30) years of the Demised Term, shall be re-amortized every five (5) years based upon the Applicable Rate.

Section 4.2. Retail Revenue Sharing. During the Demised Term, Landlord shall share the lease revenue received from the tenants of the retail/telecommunications portion of the Project by making a payment to Tenant, calculated as follows:

(Base Rental - $12.00) X 50% = Retail Revenue Sharing Payment

For purposes of making the foregoing calculation, the "Base Rental" equals the rental which is paid to Landlord, calculated on an annual leasable square footage basis, by tenants who lease and occupy any portion of the retail/telecommunications portion of the Project **excluding** any

payments received by Landlord as payment for taxes, insurance, maintenance, costs of collection, late fees, interest and tenant finishes and improvements made or supplied by Landlord which are in addition to the Landlord's standard tenant finishes and improvements. Landlord shall remit such payment to the Tenant monthly not later than the fifteenth (15th) day of the month following the calendar month in which the payment was received from the retail/telecommunications tenants; provided, however, that if Tenant is then in default, Landlord may apply such payment to any amount then payable by Tenant under the terms of this Lease.

Section 4.3. Payment of Additional Rental. During the Demised Term, Tenant shall also pay the Additional Rental upon the sooner of sixty (60) days after invoicing by Landlord or as it becomes payable to any other party. During the Demised Term, at intervals chosen by Landlord, Landlord may establish a budget for the Additional Rental to be reimbursed to Landlord which shall be billed to Tenant monthly, in advance. At the end of the calendar year, Tenant shall pay any deficiency to Landlord in one lump sum within sixty (60) days of receipt of an invoice. Any overpayment shall be credited to Tenant's payments of Additional Rental due for the subsequent calendar year. The actual billings for the prior calendar year will be adjusted up or down to reflect the charges for the prior calendar year and the total will then become the basis for the estimated billings for the next calendar year. The estimated payment schedule may be reviewed and adjusted by Landlord from time to time to assure the billings accurately reflect the charges being incurred.

Section 4.4. Late Charges. In the event any installment of Rent is paid later than sixty (60) days after the same is due, a late charge of one and one-half percent (1 1/2%) of the delinquent installment may be assessed by the Landlord against Tenant. An additional charge

of one and one-half percent (1 1/2%) may be charged for each month that said delinquency continues.

Section 4.5. Partial Month. If Tenant's obligation to pay Rent commences on a day other than the first day of any calendar month, Tenant shall pay a daily pro-rata share of the Minimum Rental and Additional Rental upon the Commencement Date of this Lease.

Section 4.6. Place of Payment of Rent. All Rent shall be payable to Landlord, at 501 Woodscrest Drive, Bloomington, Indiana 47401 or to such other person or place as Landlord may hereafter designate in writing.

Section 4.7. No Relief. All payments due from Tenant hereunder shall be without relief from valuation and appraisement laws.

Section 4.8. Utilities. The Demised Premises may not be separately metered but, in any event, Tenant shall pay its pro-rata share on a just and equitable basis, as determined by Landlord, of the sewer and water, gas and electric charges as part of the Additional Rent. Tenant shall hold Landlord harmless and Landlord shall not in any way be liable or responsible to Tenant for any loss, damage or expense that Tenant may sustain or incur, if the quantity or character of any utility service is changed or suspended.

Section 4.9. Funding. The parties acknowledge that the Tenant has expended Four Hundred Ninety-Three Thousand Six Hundred Seventy-Eight Dollars ($493,678) in leasehold improvements made to the Demised Premises in accordance with the terms of a Resolution passed by the Tenant at its regularly scheduled meeting on June 5, 2000. The Rent shall be payable solely from the Revenues and the Rent shall not be payable from any other source and shall not constitute debt of the Tenant in any constitutional or statutory sense. The Tenant will

not pledge any of its taxing power to the payment of Rent; however, during the entire Demised Term, Tenant covenants and agrees that Tenant shall:

4.9.1 set the parking rates for the Demised Premises at a level that when combined with the other Revenues will be sufficient to pay the Rent and all other occupancy expenses;

4.9.2 favorably consider appropriation of Tax Increment Revenues collected by the City of Bloomington Redevelopment Commission within the Downtown TIF expanded for payment of any Rent not paid by Revenues;

4.9.3 appropriate additional sums on an annual basis to ensure that adequate funds are available from Revenues, including but not limited to the Tax Increment Revenues or other sources so that the Tenant shall: (a) Keep an amount in the Lease Rental Surplus Fund equal to not less than twelve (12) months Rent due hereunder; and (b) fulfill Tenant's obligation to pay the Rent to Landlord during the entire Demised Term; and

4.9.4 in addition to the foregoing sources, the Tenant may establish a Lease Rental Surplus Fund which may be used to pay the Rent when due if the Revenues are insufficient.

ARTICLE 5

OCCUPANCY AND USE

Section 5.1. Occupancy. Tenant may occupy the Demised Premises solely for the purpose of operating a parking garage and for no other purpose without the express prior written consent of Landlord.

Section 5.2. Use of Premises. Tenant shall use the Demised Premises for no unlawful purpose or act; shall not commit waste to the Demised Premises; shall comply with all applicable laws, regulations and orders of any governmental authority or agency and all reasonable directions of Landlord; and, shall not do or permit anything to be done in or about the Demised Premises which will injure or harm them.

Section 5.3. Use of Spaces Above Retail Space. Tenant shall designate not less than seventy-five (75) spaces immediately above the retail portion of the Project as metered spaces or, at Landlord's option, as monthly rental spaces to be leased to the Project's retail tenants.

ARTICLE 6

TAXES

Section 6.1. Personal Property Taxes. Tenant agrees to pay, prior to the delinquency date, all taxes levied upon personal property, together with any license fees, occupation taxes and other governmental charges arising out of Tenant's use or occupancy of the Demised Premises.

Section 6.2. Payment of Taxes. As a governmental entity, the Tenant does not anticipate any liability for personal property taxes, license fees, occupation taxes or other governmental charges. Tenant agrees to pay, as Additional Rental, all general real estate taxes which become due and payable upon the Demised Premises during the Demised Term, provided, however, that Tenant shall not be obligated to pay any income tax or profit tax, or inheritance or estate or transfer taxes, or any personal or corporation taxes, or franchise or license taxes, levied, assessed against or payable by Landlord.

Section 6.3. Contesting Assessments. As a governmental entity, the Ground Lessor does not anticipate any liability for general real estate taxes. Tenant shall have the right, at its own cost and expense and in its own name and in the name of Landlord, to protest or contest, or to seek to have reviewed, reduced, equalized or abated any tax, by legal proceedings or in such manner as it deems advisable. Landlord agrees to join with Tenant and to execute any and all documents, applications, petitions, instruments or complaints necessary for any such contest,

review or other proceedings desired by Tenant, provided, however, that any such contest review or proceeding shall be carried on by Tenant at its sole cost and expense, and upon the final determination of any such contest, review or proceeding, Tenant shall pay the taxes as are so finally determined, and all penalties and/or costs which may thereupon be due.

ARTICLE 7

LIENS

Tenant shall keep the Demised Premises free from any liens, including but not limited to mechanic's liens, arising from any act or failure to act on the part of the Tenant. If Tenant fails to do so, Landlord shall have the right, but not the obligation, to pay the amount of such lien to cause its release and such amount shall be considered Additional Rental to be paid to Landlord by Tenant on demand. All liens and encumbrances created or suffered by Tenant shall attach to Tenant's interest only.

ARTICLE 8

MAINTENANCE, REPAIRS, ALTERATIONS AND SIGNS

Section 8.1. Maintenance and Repairs. Tenant shall, at Tenant's expense, during the Demised Term or any extension, bear all expenses for maintenance, repair and replacement of the Demised Premises as Additional Rental.

During the Demised Term, Tenant shall also maintain the landscaping and other site improvements which form part of the Demised Premises and shall keep the parking area free of trash or rubbish, free of snow or ice, paved, lighted and striped.

If this Lease terminates prior to expiration of the Demised Term, the Demised Premises shall be returned to Landlord at the termination in as good order, condition and repair as the

same are on the Commencement Date, excepting only ordinary wear and tear, defaults of the Landlord, condemnation, casualty, war and uninsured Acts of God.

Section 8.2. Alterations. Tenant shall not at any time during the Demised Term have the right to make any alterations, additions or improvements to the Demised Premises except with the Landlord's prior written consent. Any such alterations, additions, fixtures permanently installed, or improvements which may be made or installed by Tenant with Landlord's prior written consent shall remain upon the Demised Premises and at the termination of this Lease prior to expiration of the Demised Term, such alterations, additions and fixtures shall be surrendered to Landlord with the Demised Premises.

Tenant agrees that, during the time any such permitted alterations or improvements are being made, Tenant shall indemnify and hold Landlord harmless from any and all liens for labor, materials and supplies which may arise by reason of such alterations and improvements made by Tenant.

Section 8.3. Signs. All signage standards, signs, lettering, advertising, decoration, lighting or any other thing of any kind visible from the Demised Premises installed by Tenant, shall be first approved in writing by Landlord. In addition, Tenant, at Tenant's sole expense will obtain the permission and sign permits required by the City of Bloomington, Indiana. The location and method of installation of any signage shall be as designated or approved by Landlord. Plans drawn to one-fourth inch equals one foot scale showing the dimensions and type of sign, lettering, colors, mounting brackets, advertising, decoration, lighting or any other thing of any kind together with the proposed location thereof shall be submitted to Landlord before installation.

After installation, all signage shall be maintained in good condition and repair at all times by Tenant. All sign costs, including electrical power to sign location, if any, shall be borne by Tenant. Landlord shall have the right to remove any sign erected by Tenant which has not been approved, in advance, by Landlord. Such removal will be done at Tenant's sole cost and expense, which will be paid as Additional Rental within ten (10) days after billing by Landlord.

ARTICLE 9

INDEMNIFICATION AND INSURANCE

Section 9.1. Insurance to be Furnished by Tenant and Indemnification. Tenant, at Tenant's expense, shall purchase and maintain in force at all times during the Demised Term, fire and extended coverage insurance, public liability, property damage and workmen's compensation insurance insuring against loss, cost and expense by reason of injury to or the death of persons or damage to or the destruction of property arising out of or in connection with the occupancy or use of the Demised Premises by Tenant. All such insurance will name Landlord and Tenant as insureds, and will be carried with an insurer acceptable to Landlord, with limits acceptable to Landlord. The minimum amount of public liability and property damage insurance to be carried by Tenant will not be less than $1,000,000.00 for injury to or death of persons, resulting from one accident, and $100,000.00 for injury to property. The fire and extended coverage insurance carried by Tenant will insure the Demised Premises against loss or damage to the full extent of its replacement value as determined annually during each year of this Lease.

Section 9.2. Indemnification of Landlord. Tenant shall INDEMNIFY AND SAVE HARMLESS Landlord from any loss, liability, cost or expense (including attorneys' fees and

court costs incurred in the defense thereof) arising out of or in connection with Tenant's use and occupancy of the Demised Premises, including any injuries to persons or damages to property, unless caused by the acts or omissions of Landlord, its agents, representatives or contractors.

Section 9.3. Copies of Policies to be Furnished by Tenant. Prior to expiration of the prior policy, Tenant shall furnish Landlord with either a copy of each of the policies insuring the risks referred to in the foregoing sections of this Article or certificates of insurance evidencing such coverage and renewals thereof. All policies shall name Landlord and Landlord's mortgage lender(s) as additional insureds and shall contain a provision that the insurer may not cancel or change the coverage afforded by the policy without first giving Landlord at least thirty (30) days' written notice.

Section 9.4. Waiver of Claims. Landlord shall not be liable for and Tenant waives all claims against Landlord for damages to persons or property sustained by Tenant or Tenant's employees, agents, or servants resulting from the Demised Premises or any equipment or appurtenances becoming out of repair, or resulting directly or indirectly from any act or neglect of any third person, firm or corporation; provided, however, Landlord shall remain liable for any damages sustained by Tenant or Tenant's employees, agents or servants resulting from Landlord's willful acts or gross negligence.

Landlord hereby releases Tenant (and anyone claiming through or under Tenant) from any liability to Landlord (or anyone claiming through or under Landlord by way of subrogation or otherwise) for any loss or damage to Landlord's property caused by fire or other perils against which Landlord is provided protection (excepting and excluding all or any portion of such loss or damage not covered because of an applicable deductible clause or in excess of the amount of

coverage provided) by the coverage afforded by the fire and casualty insurance required to be maintained under Section 9.1 of this Lease, even if such loss or damage shall have been caused by the fault or negligence of Tenant (or anyone claiming through or under Tenant) or its agents or employees. Tenant hereby releases Landlord from any liability or responsibility to Tenant (or anyone claiming through or under Tenant by way of subrogation or otherwise) for any loss or damage to Tenant's property caused by fire or other perils normally covered by standard fire insurance (with extended coverage endorsements), whether or not such property is actually insured against any such loss or damage, even if such loss or damage shall have been caused by the fault or negligence of Landlord or its agents or employees. Any fire and casualty insurance obtained by Landlord or Tenant will recognize this Section 9.4 and contain an appropriate waiver of subrogation clause.

ARTICLE 10

ASSIGNMENT AND SUBLETTING

Notwithstanding any other provision of this Lease, Landlord agrees that Tenant shall be permitted, without Landlord's consent, to: (a) provide parking spaces in accordance with the Ameritech Agreement; (b) lease spaces to the public; (c) lease spaces to other tenants of Landlord; or, (d) meter spaces in the Demised Premises.

ARTICLE 11

DAMAGE BY FIRE AND EMINENT DOMAIN

Section 11.1. Fire or Casualty. In the event of any damage to any portion of the Demised Premises, Landlord agrees to repair, restore or rebuild the Demised Premises to substantially the same condition in which the Demised Premises were immediately before such damage or

destruction, in accordance with specifications prepared by Landlord in consultation with Tenant. Landlord shall diligently execute such repair, restoration, replacement or rebuilding in a timely and workmanlike manner using materials and contractors selected by Landlord. If Landlord fails to undertake the repair, restoration, replacement or rebuilding of the Demised Premises in a timely manner, Tenant may serve notice upon Landlord. If, thirty (30) days following receipt of such notice, Landlord still has not commenced the repair, restoration, replacement or rebuilding of the Demised Premises, without legal cause, then Tenant may elect to perform such repair, restoration, replacement or rebuilding and, in that event, Tenant may deduct the expenses therefrom the Rent payable to Landlord hereunder. In the event the whole or any part of the Demised Premises are destroyed or damaged by fire or other casualty, before the termination or expiration of this Lease, then, in every such case, the Rent as herein provided, or a just and proportionate part thereof, according to the nature and extent to which the Demised Premises shall have been rendered unfit for use and occupancy by Tenant, shall be suspended and abated until the Demised Premises shall have been put, by and at the expense of Landlord, in the condition in which they were immediately prior to such destruction or damage (Landlord's work, however, being limited to the insurance proceeds available).

Notwithstanding anything to the contrary contained herein, if that damage or destruction occurs during the last three (3) years of the Demised Term, this Lease shall terminate on the date which is sixty (60) days after the occurrence of such damage or destruction. On such termination, Rent, taxes, assessments and other sums payable by Tenant to Landlord hereunder shall be pro rated as of the termination date and, in the event any Rent, taxes, or assessments

shall have been payable in advance, Landlord shall rebate the same for the unexpired period for which such payment shall have been made.

Section 11.2. Eminent Domain.

11.2.1. If all or any substantial part of the building which is part of the Demised Premises shall be condemned by any competent authority, this Lease shall end on the date when the possession of the part so taken shall be required by such authority, and without apportionment of the award to or for the benefit of Tenant. If any condemnation proceeding shall be instituted in which it is sought to take or damage only a portion of the building located on the Demised Premises, or the land under it, or if the grade of any street or alley adjacent to the building is changed by any competent authority and such partial taking or change of grade makes it necessary or desirable to remodel the building to conform to the taking or changed grade, Landlord shall have the right to cancel this Lease upon not less than ninety (90) days' prior written notice to Tenant. In either of the events above referred to, the Rent at the then current rate shall be apportioned as of the date of the termination. No money or other consideration shall be payable by Landlord to Tenant for the right of cancellation and Tenant shall have no right to share in the condemnation award or in any judgment for damages caused by the change of grade.

11.2.2. If, prior to the termination or expiration hereof, any public or private authority shall, under the power of eminent domain, make a taking resulting in the reduction of the floor area of the building which is part of the Demised Premises by more than fifteen percent (15%) then Tenant may, at its election, terminate this Lease by giving Landlord notice of the exercise of its election within twenty (20) days of the date of notice to Tenant of such taking.

ARTICLE 12

ACCESS TO PREMISES

Landlord and Landlord's authorized representatives shall have the right to enter upon the Demised Premises, with notice when reasonably practicable, at all reasonable hours for the

purpose of inspecting the same, for making repairs, or for exhibiting the Demised Premises to prospective tenants, purchasers or others.

ARTICLE 13

WAIVERS

No waiver by the Landlord of any breach of any one or more of the terms, covenants, conditions and agreements of this Lease shall be deemed to imply or constitute a waiver of any succeeding or other breach hereunder. The failure of Landlord to insist upon the strict performance of the terms, conditions, covenants, and agreements herein contained, or any of them, shall not constitute or be considered as a waiver or relinquishment of the Landlord's rights thereafter to enforce any such default or term, condition, covenant or agreement, and the same shall continue in full force and effect.

ARTICLE 14

DEFAULTS AND REMEDIES

Section 14.1. Default, Notice and Termination. If Tenant defaults in payment of the Rent or in the performance of any of the terms, covenants, or conditions of this Lease, Landlord may give to Tenant written notification of such default. If Tenant does not cure any default which can be cured by a payment of money within sixty (60) days, or does not cure any other default within sixty (60) days, after the giving of such notice, the Rent for the remainder of the Demised Term shall become immediately due and payable to the Landlord in one lump sum and Landlord may then terminate this Lease. Tenant shall be entitled to only one such notice during any calendar year, and upon Tenant's subsequent default, Tenant shall be subject to Landlord's rights without further notice. On the termination date specified in the Landlord's notice, the Demised

Term shall terminate, and Tenant shall then pay all amounts due Landlord and peacefully surrender the Demised Premises to Landlord. If this Lease shall have been so terminated by Landlord, Landlord may at any time resume possession of the Demised Premises by any lawful means and remove Tenant and other occupants and their effects.

Section 14.2. Repossession and Reletting. In any case where Landlord has recovered possession of the Demised Premises by reason of Tenant's default, Landlord may, at Landlord's option, change or prepare the Demised Premises for reletting. Landlord may, but shall not be required to, relet the Demised Premises, or any part thereof, for a term or terms to expire prior to, at the same time as or subsequent to the last day of the Demised Term. Landlord may receive payments from the new tenant and shall apply the same first to the payment of such expenses as Landlord may have incurred in connection with the recovery of possession, redecorating, altering, dividing, or otherwise changing or preparing for reletting, including reasonable legal fees and leasing fees, and then to the payment of damages in amounts equal to the Rent and the costs and expense of performance of the other covenants of Tenant. Tenant agrees, whether or not Landlord has relet, to pay to Landlord damages equal to the Rent and other sums agreed to be paid by Tenant for the remainder of the Demised Term, less the net proceeds of the reletting, if any, as ascertained from time to time. The same shall be payable by Tenant on the date Landlord presents an invoice to Tenant. In reletting the Demised Premises, Landlord may grant rent concessions without credit to Tenant. No such reletting shall constitute a surrender and acceptance or be deemed evidence thereof. Landlord's remedies are in addition to any other remedy allowed at law or in equity.

Section 14.3 Landlord's Default. Landlord's failure to perform or observe any of its obligations under this Lease within ten (10) days after Landlord receives written notice from Tenant that any such performance or observance is past due is a default under this Lease ("Landlord's Default"). If the Landlord Default cannot be cured within such ten (10) days, Landlord will not be in default of this Lease if Landlord commences to cure the Landlord's Default within such ten (10) day period and diligently continues to cure such Landlord Default. If Tenant brings suit against Landlord for any breach by Landlord of any of its obligations hereunder and such a breach is determined by a final judgment of a court of competent jurisdiction to have occurred and to have continued beyond the applicable cure period, Landlord will pay Tenant all costs and expenses incurred by Tenant with respect thereto. If Landlord is in default and has failed to cure the default within the applicable cure period under this Lease, Tenant may, without being obligated and without waiving such Landlord Default, cure such Landlord Default. If, within thirty (30) days after entry of a final judgment of a court of competent jurisdiction Landlord fails to reimburse Tenant as required by this Section 14.3, Tenant will have the right to withhold the sum owed Tenant from the next payment of Rent until Tenant is reimbursed in full for the full sum, plus interest at the rate of eighteen percent (18%) per annum.

ARTICLE 15

ATTORNEY'S FEES

In the event either party defaults in any of the covenants and agreements contained herein, each party shall pay their own costs and expenses, including reasonable attorney's fees, that may arise from enforcing this Lease, by suit or otherwise.

ARTICLE 16

NOTICES

All notices that are required or authorized to be given under the terms of this Lease shall be given in writing by United States certified or registered mail with postage prepaid addressed to the party to whom such notice is given, as follows: to Tenant at the Tenant's Notice Address, or to the last post office address of Tenant furnished to Landlord for such notice; and to Landlord at the address for the payment of rent. Any notice so mailed shall be deemed to have been given as of the time said notice is received by the Landlord or the Tenant.

ARTICLE 17

MORTGAGES AND SUBORDINATION

Section 17.1. Mortgages. Tenant hereby covenants and agrees that during the Demised Term or any extensions thereof, Landlord shall have the right and power to mortgage or otherwise create any security or other liens or encumbrances upon or affecting the fee interest in the Demised Premises, or the building, entrance drives, improvements, fixtures, equipment or other property which may be located thereon. Landlord shall have the right and power to mortgage or to modify, extend, renew, replace, refinance, or otherwise change or affect any such mortgage at any time or from time to time.

Section 17.2. Subordination. Tenant hereby agrees that its leasehold interest hereunder is subordinate to the terms of the Ground Lease and the terms of any mortgage now on, or hereafter to be placed on, the Demised Premises hereunder. Each mortgagee shall expressly covenant or each such mortgage shall expressly provide that so long as the Tenant is not in default under this Lease, the Tenant's quiet possession of the Demised Premises shall remain

undisturbed, on the terms and conditions stated herein, whether or not the mortgage is in default and notwithstanding any foreclosure or other action brought by the holder of the mortgage in connection therewith. This Subordination Agreement shall be self-operative and no further instrument or certificate of subordination shall be required from Tenant.

Section 17.3. Tenant's Certificates. Tenant hereby appoints the City of Bloomington Legal Department as its authorized representative to execute and deliver the certificates described in this Section 17.3. Tenant agrees that from time to time upon not less than five (5) business days' prior request by Landlord, Tenant's authorized representative will execute and deliver to Landlord, any mortgagee or prospective mortgagee of Landlord's interest in the Demised Premises, or any purchaser or prospective purchaser of Landlord's interest in the Demised Premises, a statement in writing certifying (i) that this Lease is unmodified and in full force and effect (or if there have been any modifications that the Lease as modified is in full force and effect); (ii) the dates to which the Rent and other charges have been paid; (iii) the date of commencement and expiration of the Demised Term; (iv) that, to the knowledge of Tenant, Landlord is not in default under any provision of this Lease, or, if in default, the nature thereof in detail; and, (v) such other matters as Landlord may reasonably request.

ARTICLE 18

GENERAL PROVISIONS

Section 18.1. Relationship of Parties. Nothing contained in this Lease shall be deemed or construed by the parties, nor by any third party, as creating the relationship of principal and agent, partnership, joint venture, or any relationship other than that of Landlord and Tenant.

Section 18.2. Headings. The headings, titles, and subtitles in this Lease have been inserted solely for convenient reference and shall be ignored in its construction.

Section 18.3. Entire Agreement. This Operating Lease replaces and supersedes any inconsistent provisions of any prior resolutions, term sheets or agreements heretofore made by Landlord and Tenant. This Operating Lease, the Ground Lease and the Ameritech Agreement, Landlord's financing documents, Resolutions of the Redevelopment Commission, and all other documents executed in connection with this Operating Lease are intended to be complementary and supplementary to one another. In the event of any conflict between the terms of one or more thereof, such terms, shall, to the fullest extent reasonably possible, be construed to be complementary. However, if such terms cannot be construed as complementary, then the terms of this Operating Lease, to the extent that do not conflict with the provisions of Section 17.2 hereof, shall govern. All negotiations, considerations, representations and understandings between the parties are incorporated in this Lease, and may be modified or altered only by agreement in writing between the parties.

Section 18.4. Amendment. No amendment to this Lease shall be valid or binding unless such amendment is in writing and executed by the parties.

Section 18.5. Covenants of Landlord. Landlord covenants, warrants and represents that (a) Landlord has full right and power to execute and perform this Lease and to grant the estate demised herein; and, (b) Tenant, on payment of the Rent herein reserved and performing the covenants and agreements hereof shall peaceably have, hold and enjoy the Demised Premises and all rights, easements, appurtenances and privileges belonging or in any way appertaining thereto during the Demised Term.

Section 18.6. Interpretation. All provisions are to be construed as covenants and agreements as though the words importing such covenants and agreements were used in each section. The necessary grammatical changes required to make the provisions of this Lease apply in the plural sense where there is more than one Landlord or Tenant and to corporations, associations, partnerships or individuals, males or females, shall in all instances be assumed as though in each case fully expressed. If any provision of this Lease shall be held invalid, the validity of the remainder of this Lease shall not be affected.

Section 18.7. Successors. All of the provisions shall be binding upon and inure to the benefit of the parties and their respective successors and assigns. No third party other than such successors and assigns, shall be entitled to enforce any or all of the provisions of this Lease or shall have any rights.

Section 18.8. Remedies. All rights and remedies in this Lease or otherwise existing at law or in equity are cumulative. The exercise of one or more rights or remedies by either party shall not preclude or waive its right to the exercise of any or all of the others.

Section 18.9. Memorandum of Lease. The parties agree that a Memorandum of Lease in the form attached hereto as Exhibit C shall be executed by the parties and recorded in the Office of the Recorder of Monroe County, Indiana.

Section 18.10. Consent. The Landlord agrees that whenever under this Lease provision is made for the Tenant securing the written consent or approval of the Landlord, such written consent or approval shall not be unreasonably withheld, conditioned or delayed.

Section 18.11. Applicable Law. The laws of the State of Indiana shall govern the validity, performance and enforcement of this Lease.

Section 18.12. Not Binding Unless Signed. The submission of the Lease for examination does not constitute an offer to lease. This Lease shall become effective only after signed by both Landlord and Tenant.

SIGNED on the _____ day of _____, 2001.

7TH & WALNUT, LLC
an Indiana limited liability company

By:
Eric C. Stolberg, Member

Approved by the City of Bloomington Common Council, Ordinance No. 01-___, February ___, 2001 and the City of Bloomington, Indiana Redevelopment Commission, Resolution No. 01-___, February ___, 2001.

THE CITY OF BLOOMINGTON,
INDIANA REDEVELOPMENT COMMISSION

By:_____
David Walter, President

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Eric C. Stolberg, personally appeared before me, a Notary Public, on the _____ day of _____, 2001, and acknowledged the execution of the foregoing Lease, for and on behalf of 7th & Walnut, LLC, an Indiana limited liability company, and after being duly sworn, stated that the statements contained therein are true.

County of Residence: _____
_____ Notary Public

My Commission Expires: _____
_____ Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Walter, the President of the City of Bloomington, Indiana, Redevelopment Commission, personally appeared before me, a Notary Public, on the _____ day of _____, 2001, and acknowledged the execution of the foregoing Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

_____

_____
Notary Public

My Commission Expires:

_____

_____
Name Printed

This Instrument Prepared By: James F. Bohrer, **MALLOR CLENDENING GRODNER & BOHRER LLP**, 511 Woodscrest Drive, Post Office Box 5787, Bloomington, Indiana 47407 (812) 336-0200.

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Ord 01-05

To Approve a Lease Between the City of Bloomington Redevelopment Commission and 7th & Walnut LLC

Additional Information

The following attachments can be found in the Common Council Office:

1. Exhibit A-1 (Site Plan – Demised Premises)

2. Exhibit A-2 (Site Plan – Retail/ Commercial Telecommunication Space)

3. Exhibit B (Ameritech Agreement)
- With Further Exhibits

Ord 01-05

To Approve a Lease Between the City of Bloomington Redevelopment Commission and 7th & Walnut LLC

Additional Information - Attachments

The following attachments can be found with the backup material in the Council Office Legislative Files:

1. **Exhibit A-1 (Site Plan – Demised Premises)**

2. **Exhibit A-2 (Site Plan – Retail/ Commercial Telecommunication Space)**

3. **Exhibit B (Ameritech Agreement)**
   - **Joinder**
   - **Exhibit A to Purchase & Sale Agreement**
   - **Seller Acknowledgment of Memorandum..**

4. **Exhibit C (Memorandum of Ground Lease)**
   - **Exhibit "A" (Legal Description)**

Ord 01-05

To Approve a Lease Between the City of Bloomington Redevelopment Commission and 7th & Walnut LLC

Additional Information - Attachments

The following attachments can be found with the backup material in the Council Office Legislative Files:

1. **Exhibit A-1 (Site Plan – Demised Premises)**

2. **Exhibit A-2 (Site Plan – Retail/ Commercial Telecommunication Space)**

3. **Exhibit B (Ameritech Agreement)**
   - **Joinder**
   - **Exhibit A to Purchase & Sale Agreement**
   - **Seller Acknowledgment of Memorandum..**

4. **Exhibit C (Memorandum of Ground Lease)**
   - **Exhibit "A" (Legal Description)**

Appendix 14: Mercury Development, LLC Operating Lease

REGESTER
PARKING
GARAGE

OPERATING LEASE

EXECUTED DECEMBER 11th, 2003

BETWEEN

MERCURY DEVELOPMENT GROUP, LLC

AND

CITY OF BLOOMINGTON REDEVELOPMENT COMMISSION

OPERATING LEASE

THIS INDENTURE WITNESSETH, that Mercury Development Group LLC, an Indiana limited liability company ("Landlord"), and The City of Bloomington, Indiana Redevelopment Commission ("Tenant"), in consideration of their mutual undertakings, agree as follows:

ARTICLE 1.

DEFINITIONS

Section 1.1. The Demised Premises. The "Demised Premises" consists of the real property described in Exhibit "A" attached hereto, together with the improvements constructed upon the property by Landlord including a parking garage and its accoutrements. The property is a portion of the larger parcel which has been leased to Landlord by Tenant pursuant to a Ground Lease executed on January 31, 2003.

Section 1.2. Additional Rental. "Additional Rental" means all real estate or personal property taxes assessed upon the Demised Premises

Section 1.3. Commencement Date. "Commencement Date" means the first day the Demised Premises are ready for use and occupancy for their intended purposes.

Section 1.4. Demised Term. "Demised Term" means the period from the Commencement Date until the expiration of the Ground Lease, or any later date as provided in Article 3 of this Lease.

Section 1.5. Tenant's Notice Address. Any notice required to be given to Tenant under this Lease will be sent to "Tenant's Notice Address" which is:

City of Bloomington
P.O. Box 100

Bloomington, IN 47402

Section 1.6. Ground Lease. "Ground Lease" means the Lease for the real estate between The City of Bloomington, Indiana Redevelopment Commission, as Ground Lessor, and Regester Exchange LLC, an Indiana limited liability company, as Ground Lessee, a Memorandum of which was recorded on February 11, 2003, as Number 2003003623 in the Office of the Recorder of Monroe County, Indiana. The interests of Regester Exchange, LLC, were subsequently assigned to Regester Place, LLC then to Mercury Development Group, LLC.

Section 1.7. Operating Lease. "Operating Lease" means this sublease between Landlord and Tenant as subsequently modified or amended.

Section 1.8. Rent. For the purposes of this Agreement, the Rent to be paid by Tenant under this Agreement shall be calculated by taking the "Project Cost" amortized over 30 years at the "Applicable Rate". The rent shall be paid monthly in advance for 30 years (360 payments).

Section 1.9. Project Cost. . For purposes of this Agreement, "Project Cost" equals $7,310,223.00, which is the estimated construction cost of the improvements constructed upon the Demised Premises, including but not limited to direct expenses for labor and material incorporated into the Demised Premises, as well as the estimated cost of a one year construction loan, including origination fee.

Section 1.10. Applicable Rate. For purposes of this Agreement, the "Applicable Rate" is an interest rate which equals 250 basis points above the average yield on U.S. Treasury Securities adjusted to a constant yield of five (5) years in effect and published during the calendar week immediately preceding the calendar week in which the Landlord's permanent financing is funded. Landlord agrees that the Landlord shall request funding of Landlord's permanent financing within thirty (30) days after the Demised Premises are available for Lease

and Landlord and Tenant have both executed this Lease. The Applicable Rate shall be redetermined every five (5) years, and the Rental shall be adjusted by amortizing the remaining Project Cost balance over the remaining term of the Operating Lease using the newly computed Applicable Rate.

Section 1.11. Revenues. "Revenues" means the Parking Revenues, Tax Increment, subject to appropriation by the Redevelopment Commission, and any other available funds, including appropriations from the Common Council or disbursements from the Lease Rental Surplus Fund.

ARTICLE 2.

LEASED PREMISES

Section 2.1. Premises. Landlord subleases the Demised Premises to Tenant and Tenant accepts the Demised Premises from Landlord subject to all the terms and conditions of the Ground Lease.

Section 2.2. Changes in the Demised Premises. Landlord shall not make any material changes to the building dimensions, exterior building facade, landscaping and other exterior site improvements without first obtaining Tenant's written consent which Tenant agrees shall not be unreasonably or arbitrarily withheld.

ARTICLE 3.

DEMISED TERM

Section 3.1. Demised Term. The Demised Term of this Operating Lease shall begin on the Commencement Date and shall terminate thirty (30) years thereafter. Upon expiration of the Demised Term of this Operating Lease, ownership of the Demised Premises shall be conveyed to

Tenant, however Tenant shall continue to be bound by the terms and conditions of Section 5.3 and 5.4 until the expiration of the initial term of the Ground Lease and any extensions thereto. Upon expiration of the Demised Term of this Operating Lease, Landlord shall execute a Partial Release of Ground Lease entered into between Regester Exchange, LLC and Tenant as Lessee and Lessor, respectively, executed on the 31st day of January, 2003, in order to effect the release of the real property upon which the Demised Premises which are the subject of this Operating Lease from that Ground Lease free of lien or encumbrance.

Section 3.2. Option to Acquire. At any time during the Demised Term, Tenant shall have the option to propose to Landlord that fee simple ownership of the Demised Premises be conveyed to Tenant prior to the expiration of the Demised Term. Following notice of the proposal from Tenant, Landlord and Tenant shall, in good faith, attempt to negotiate terms and conditions for the conveyance and early termination of the Demised Term. Nothing contained in this Section 3.2 shall impose an obligation on Landlord to accept or agree to any proposal submitted by Tenant for conveyance of the Demised Premises prior to expiration of the Demised Term.

ARTICLE 4.

RENT

Section 4.1. Rental. During each calendar month of the Demised Term, Tenant promises to pay the Rent to Landlord pursuant to the provisions of Sections 1.8, 1.9, and 1.10 of this Agreement. The Rent shall be adjusted every five (5) years based on the Applicable Rate. During the Demised Term, Tenant shall also pay the Additional Rental upon sixty (60) days after invoicing by Landlord.

Section 4.2. Late Charges. In the event any installment of Rent is paid later than sixty (60) days after the same is due, a late charge of one and one-half percent (1 1/2%) of the delinquent installment may be assessed by the Landlord against Tenant. An additional charge of one and one-half percent (1 1/2%) may be charged for each month that said delinquency continues.

Section 4.3. Partial Month. If Tenant's obligation to pay Rent commences on a day other than the first day of any calendar month, Tenant shall pay a daily pro-rata share of the Rental upon the Commencement Date of this Lease.

Section 4.5. Place of Payment of Rent. All Rent shall be payable to Landlord at 403 East Sixth Street, Bloomington, IN 47408, or to such other person or place as Landlord may hereafter designate in writing.

Section 4.6. No Relief. All payments due from Tenant hereunder shall be without relief from valuation and appraisement laws.

Section 4.7. Utilities. The Demised Premises shall be separately metered and Tenant shall pay all utility costs for the Demised Premises.

Section 4.8. Funding. The Rent shall be payable solely from the Revenues and the Rent shall not be payable from any other source and shall not constitute debt of the Tenant in any constitutional or statutory sense. The Tenant will not pledge any of its taxing power to the payment of Rent; however, during the entire Demised Term, Tenant covenants and agrees that Tenant shall:

4.8.1. set the parking rates for the Demised Premises at a level that when combined with the other Revenues will be sufficient to pay the Rent and all other occupancy expenses;

4.8.2. favorably consider appropriation of Tax Increment Revenues collected by the City of Bloomington Redevelopment Commission within the Downtown TIF expanded for payment of any Rent not paid by Revenues;

4.8.3. favorably consider appropriating additional sums on an annual basis to ensure that adequate funds are available from Revenues, including but not limited to the Tax Increment Revenues or other sources, so that the Tenant shall fulfill its obligation to pay the Rent to Landlord during the entire Demised Term.

Section 4.9. Surplus Fund. In addition to the foregoing sources, the Tenant may establish a Lease Rental Surplus Fund which may be used to pay the Rent when due if the Revenues are insufficient.

ARTICLE 5

OCCUPANCY AND USE

Section 5.1 Occupancy. Tenant may occupy the Demised Premises solely for the purpose of operating a parking garage and for no other purpose without the express prior written consent of Landlord.

Section 5.2 Use of Premises. Tenant shall use the Demised Premises for no unlawful purpose or act; shall not commit waste to the Demised Premises; shall comply with all applicable laws, regulations and orders of any governmental authority or agency and all reasonable directions of Landlord; and, shall not do or permit anything to be done in or about the Demised Premises which will injure or harm them. Included in the Demised Premises is an easement for the stairwell and stairway servicing the parking garage. Tenant, its subtenants, licensees, contractors and materialmen shall be permitted to use the stairwell and stairway for access to the

parking garage in common with the Landlord and Landlord's subtenants, licensees, contractors, materialmen and assigns. Landlord and Tenant each covenant and agree that their use of the stairwell and stairway shall not interfere with use by the other party and that access to and use of the stairwell and stairway shall remain at all times free and open.

Section 5.3. Use of Spaces. Tenant shall designate not less than one hundred and fifty (150) spaces to be subleased to Landlord. Landlord shall pay $642 per space per year or the annual 24 hours per day/7 days per week City parking permit price, whichever is higher, for use of these spaces by the hotel, residential and commercial portions of this development. The annual payment for these subleased spaces shall be adjusted every 60 months by any increase in the Consumer Price Index for that period unless the Landlord's annual payment per space is equal to the annual City parking permit price. Landlord shall have the option upon sixty (60) days notice in writing to Tenant to reduce the spaces subleased to Landlord to a number not less than one hundred fifteen (115) spaces. The location of the spaces to be subleased by Tenant to Landlord is shown on the attached Exhibit "B".

Section 5.4 Access Doors. Adjacent to and adjoining the Demised Premises are doorways providing pedestrian access from residential and commercial improvements constructed upon real estate described in the Ground Lease. Tenant covenants and agrees that its use of the Demised Premises shall not interfere with the doorways and that access to and use of the doorways shall remain at all times free and open.

ARTICLE 6

TAXES

Section 6.1 Personal Property Taxes. Tenant agrees to pay, prior to the delinquency date, all taxes levied upon personal property, together with any license fees, occupation taxes and other governmental charges arising out of Tenant's use or occupancy of the Demised Premises. As a governmental entity, the Tenant does not anticipate any liability for personal property taxes, license fees, occupation taxes or other governmental charges.

Section 6.2 Payment of Taxes. Tenant agrees to pay, as Additional Rental, all general real estate taxes which become due and payable upon the Demised Premises during the Demised Term, provided, however, that Tenant shall not be obligated to pay any income tax or profit tax, or inheritance or estate or transfer taxes, or any personal or corporation taxes, or franchise or license taxes, levied, assessed against or payable by Landlord.

Section 6.3 Contesting Assessments. As a governmental entity, the Ground Lessor does not anticipate any liability for general real estate taxes. Tenant shall have the right, at its own cost and expense and in its own name and in the name of Landlord, to protest or contest, or to seek to have reviewed, reduced, equalized or abated any tax, by legal proceedings or in such manner as it deems advisable. Landlord agrees to join with Tenant and to execute any and all documents, applications, petitions, instruments or complaints necessary for any such contest, review or other proceedings desired by Tenant, provided, however, that any such contest review or proceeding shall be carried on by Tenant at its sole cost and expense, and upon the final determination of any such contest, review or proceeding, Tenant shall pay the taxes as are so finally determined, and all penalties and/or costs which may thereupon be due.

ARTICLE 7

LIENS

Tenant shall keep the Demised Premises free from any liens, including but not limited to mechanic's liens, arising from any act or failure to act on the part of the Tenant. If Tenant fails to do so, Landlord shall have the right, but not the obligation, to pay the amount of such lien to cause its release and such amount shall be considered Additional Rental to be paid to Landlord by Tenant on demand. All liens and encumbrances created or suffered by Tenant shall attach to Tenant's interest only.

ARTICLE 8

MAINTENANCE, REPAIRS, ALTERATIONS AND SIGNS

Section 8.1 Maintenance and Repairs. Tenant shall, at Tenant's expense, during the Demised Term or any extension, bear all expenses for maintenance, repair and replacement of the Demised Premises as Additional Rental. Tenant's obligations for maintenance repair and replacement of the Demised Premises shall include, but not be limited to, maintaining the structural components of the Demised Premises, the integrity and condition of the concrete surfaces, all utility lines and systems, the stairwell and stairway built within the easement area described in Exhibit "A" and the easement for vehicle ingress and egress described in Exhibit "A".

During the Demised Term, Tenant shall also maintain the landscaping and other site improvements which form part of the Demised Premises and shall keep the parking area, stairwells and elevator free of trash or rubbish, free of snow or ice, paved, lighted and striped.

If this Lease terminates prior to expiration of the Demised Term, the Demised Premises shall be returned to Landlord at the termination in as good order, condition and repair as the

same are on the Commencement Date, excepting only ordinary wear and tear, defaults of the Landlord, condemnation, casualty, war and uninsured Acts of God.

Section 8.2 Alterations. Tenant shall not at any time during the Demised Term have the right to make any alterations, additions or improvements to the Demised Premises except with the Landlord's prior written consent. Any such alterations, additions, fixtures permanently installed, or improvements which may be made or installed by Tenant with Landlord's prior written consent shall remain upon the Demised Premises and at the termination of this Lease prior to expiration of the Demised Term, such alterations, additions and fixtures shall be surrendered to Landlord with the Demised Premises. Tenant agrees that, during the time any such permitted alterations or improvements are being made, Tenant shall indemnify and hold Landlord harmless from any and all liens for labor, materials and supplies which may arise by reason of such alterations and improvements made by Tenant.

Section 8.3 Signs. All exterior signage standards, exterior signs, lettering, advertising, decoration, lighting or any other thing of any kind visible from the Demised Premises installed by Tenant, shall be first approved in writing by Landlord. In addition, Tenant, at Tenant's sole expense will obtain the permission and sign permits required by the City of Bloomington, Indiana. The location and method of installation of any exterior signage shall be as designated or approved by Landlord. Plans drawn to one-fourth inch equals one foot scale showing the dimensions and type of sign, lettering, colors, mounting brackets, advertising, decoration, lighting or any other thing of any kind together with the proposed location thereof shall be submitted to Landlord before installation.

After installation, all exterior signage shall be maintained in good condition and repair at all times by Tenant. All exterior sign costs, including electrical power to sign location, if any,

shall be borne by Tenant. Landlord shall have the right to remove any exterior sign erected by Tenant which has not been approved, in advance, by Landlord. Such removal will be done at Tenant's sole cost and expense, which will be paid as Additional Rental within ten (10) days after billing by Landlord.

All interior signage standards, interior signs, lettering, advertising, decoration, lighting or related features shall not require Landlord's approval, and the cost, responsibility for maintenance, and cost of operation of such interior signage shall be borne entirely by the Tenant.

ARTICLE 9

INDEMNIFICATION AND INSURANCE

Section 9.1 Insurance to be Furnished by Tenant and Indemnification. Tenant, at Tenant's expense, shall purchase and maintain in force at all times during the Demised Term, fire and extended coverage insurance, public liability, property damage and workmen's compensation insurance insuring against loss, cost and expense by reason of injury to or the death of persons or damage to or the destruction of property arising out of or in connection with the occupancy or use of the Demised Premises by Tenant. All such insurance will name Landlord and Tenant as insureds, and will be carried with an insurer acceptable to Landlord, with limits acceptable to Landlord. The minimum amount of public liability and property damage insurance to be carried by Tenant will not be less than $3,000,000.00 total coverage with a minimum of $2,000,000.00 for injury to or death of persons or for injury to property resulting from one accident. The fire and extended coverage insurance carried by Tenant will insure the Demised Premises against loss or damage to the full extent of its replacement value as determined annually during each year of this Lease.

Section 9.2 Indemnification of Landlord. Tenant shall INDEMNIFY AND SAVE HARMLESS Landlord from any loss, liability, cost or expense (including attorneys' fees and court costs incurred in the defense thereof) arising out of or in connection with Tenant's use and occupancy of the Demised Premises, including any injuries to persons or damages to property, unless caused by the acts or omissions of Landlord, its agents, representatives or contractors.

Section 9.3 Copies of Policies to be Furnished by Tenant. Prior to expiration of the prior policy, Tenant shall furnish Landlord with either a copy of each of the policies insuring the risks referred to in the foregoing sections of this Article or certificates of insurance evidencing such coverage and renewals thereof. All policies shall name Landlord and Landlord's mortgage lender(s) as additional insureds and shall contain a provision that the insurer may not cancel or change the coverage afforded by the policy without first giving Landlord at least thirty (30) days' written notice.

Section 9.4 Waiver of Claims. Landlord shall not be liable for and Tenant waives all claims against Landlord for damages to persons or property sustained by Tenant or Tenant's employees, agents, or servants resulting from the Demised Premises or any equipment or appurtenances becoming out of repair, or resulting directly or indirectly from any act or neglect of any third person, firm or corporation; provided, however, Landlord shall remain liable for any damages sustained by Tenant or Tenant's employees, agents or servants resulting from Landlord's willful acts or gross negligence.

Landlord hereby releases Tenant (and anyone claiming through or under Tenant) from any liability to Landlord (or anyone claiming through or under Landlord by way of subrogation or otherwise) for any loss or damage to Landlord's property caused by fire or other perils against which Landlord is provided protection (excepting and excluding all or any portion of such loss or

damage not covered because of an applicable deductible clause or in excess of the amount of coverage provided) by the coverage afforded by the fire and casualty insurance required to be maintained under Section 9.1 of this Lease, even if such loss or damage shall have been caused by the fault or negligence of Tenant (or anyone claiming through or under Tenant) or its agents or employees. Tenant hereby releases Landlord from any liability or responsibility to Tenant (or anyone claiming through or under Tenant by way of subrogation or otherwise) for any loss or damage to Tenant's property caused by fire or other perils normally covered by standard fire insurance (with extended coverage endorsements), whether or not such property is actually insured against any such loss or damage, even if such loss or damage shall have been caused by the fault or negligence of Landlord or its agents or employees. Any fire and casualty insurance obtained by Landlord or Tenant will recognize this Section 9.4 and contain an appropriate waiver of subrogation clause.

ARTICLE 10

ASSIGNMENT AND SUBLETTING

Notwithstanding any other provision of this Lease, Landlord agrees that Tenant shall be permitted, without Landlord's consent, to: (a) lease spaces to the public; (b) lease spaces to other tenants of Landlord; or, (c) meter spaces in the Demised Premises.

ARTICLE 11

DAMAGE BY FIRE AND EMINENT DOMAIN

Section 11.1 Fire or Casualty. In the event of any damage to any portion of the Demised Premises due to fire or other casualty, Landlord agrees, to the extent that proceeds are available

from the insurance to be provided by Tenant in accordance with Section 9.1, to repair, restore or rebuild the Demised Premises to substantially the same condition in which the Demised Premises were immediately before such damage or destruction, in accordance with specifications prepared by Landlord in consultation with Tenant. Landlord shall diligently execute such repair, restoration, replacement or rebuilding in a timely and workmanlike manner using materials and contractors selected by Landlord. Notwithstanding the foregoing, Landlord shall have the right and option to require Tenant to manage and oversee the repair, restoration or rebuilding. If Landlord does not elect to require Tenant to manage and oversee the repair, restoration or rebuilding and then fails to undertake the repair, restoration, replacement or rebuilding of the Demised Premises in a timely manner, Tenant may serve notice upon Landlord. If, thirty (30) days following receipt of such notice, Landlord still has not commenced the repair, restoration, replacement or rebuilding of the Demised Premises, without legal cause, then Tenant may elect to perform such repair, restoration, replacement or rebuilding using any proceeds available from the insurance policies to be provided by Tenant in accordance with Section 9.1. In the event the whole or any part of the Demised Premises are destroyed or damaged by fire or other casualty, before the termination or expiration of this Lease, then, in every such case, the Rent as herein provided, or a just and proportionate part thereof, according to the nature and extent to which the Demised Premises shall have been rendered unfit for use and occupancy by Tenant, shall be suspended and abated until the Demised Premises shall have been put, by and at the expense of Landlord, in the condition in which they were immediately prior to such destruction or damage (Landlord's work, however, being limited to the insurance proceeds available).

Section 11.2 Eminent Domain.

Section 11.2.1. If all or any substantial part of the building which is part of the Demised Premises shall be condemned by any competent authority, this Lease shall end on the date when the possession of the part so taken shall be required by such authority, and without apportionment of the award to or for the benefit of Tenant. If any condemnation proceeding shall be instituted in which it is sought to take or damage only a portion of the building located on the Demised Premises, or the land under it, or if the grade of any street or alley adjacent to the building is changed by any competent authority and such partial taking or change of grade makes it necessary or desirable to remodel the building to conform to the taking or changed grade, Landlord shall have the right to cancel this Lease upon not less than ninety (90) days' prior written notice to Tenant. In either of the events above referred to, the Rent at the then current rate shall be apportioned as of the date of the termination. No money or other consideration shall be payable by Landlord to Tenant for the right of cancellation and Tenant shall have no right to share in the condemnation award or in any judgment for damages caused by the change of grade.

Section 11.2.2. If, prior to the termination or expiration hereof, any public or private authority shall, under the power of eminent domain, make a taking resulting in the reduction of the floor area of the building which is part of the Demised Premises by more than fifteen percent (15%) then Tenant may, at its election, terminate this Lease by giving Landlord notice of the exercise of its election within twenty (20) days of the date of notice to Tenant of such taking.

Section 11.2.3. Neither Tenant nor its affiliates, subsidiaries or related entities shall, during the Demised Term, use the power of eminent domain to initiate the taking of the whole or any part of the Demised Premises.

ARTICLE 12

ACCESS TO PREMISES

Landlord and Landlord's authorized representatives shall have the right to enter upon the Demised Premises, with notice when reasonably practicable, at all reasonable hours for the purpose of inspecting the same, for making repairs, or for exhibiting the Demised Premises to prospective tenants, purchasers or others.

ARTICLE 13

WAIVERS

No waiver by the Landlord of any breach of any one or more of the terms, covenants, conditions and agreements of this Lease shall be deemed to imply or constitute a waiver of any succeeding or other breach hereunder. The failure of Landlord to insist upon the strict performance of the terms, conditions, covenants, and agreements herein contained, or any of them, shall not constitute or be considered as a waiver or relinquishment of the Landlord's rights thereafter to enforce any such default or term, condition, covenant or agreement, and the same shall continue in full force and effect.

ARTICLE 14

DEFAULTS AND REMEDIES

Section 14.1 Default, Notice and Termination. If Tenant defaults in payment of the Rent or in the performance of any of the terms, covenants, or conditions of this Lease, Landlord may give to Tenant written notification of such default. If Tenant does not cure any default which can be cured by a payment of money within thirty (30) days, or does not cure any other default within sixty (60) days, after the giving of such notice, the Rent for the remainder of the Demised

Term shall become immediately due and payable to the Landlord in one lump sum and Landlord may then terminate this Lease. Tenant shall be entitled to only one such notice during any calendar year, and upon Tenant's subsequent default, Tenant shall be subject to Landlord's rights without further notice. On the termination date specified in the Landlord's notice, the Demised Term shall terminate, and Tenant shall then pay all amounts due Landlord and peacefully surrender the Demised Premises to Landlord. If this Lease shall have been so terminated by Landlord, Landlord may at any time resume possession of the Demised Premises by any lawful means and remove Tenant and other occupants and their effects.

Section 14.2 Repossession and Reletting. In any case where Landlord has recovered possession of the Demised Premises by reason of Tenant's default, Landlord may, at Landlord's option, change or prepare the Demised Premises for reletting. Landlord may, but shall not be required to, relet the Demised Premises, or any part thereof, for a term or terms to expire prior to, at the same time as or subsequent to the last day of the Demised Term. Landlord may receive payments from the new tenant and shall apply the same first to the payment of such expenses as Landlord may have incurred in connection with the recovery of possession, redecorating, altering, dividing, or otherwise changing or preparing for reletting, including reasonable legal fees and leasing fees, and then to the payment of damages in amounts equal to the Rent and the costs and expense of performance of the other covenants of Tenant. Tenant agrees, whether or not Landlord has relet, to pay to Landlord damages equal to the Rent and other sums agreed to be paid by Tenant for the remainder of the Demised Term, less the net proceeds of the reletting, if any, as ascertained from time to time. The same shall be payable by Tenant on the date Landlord presents an invoice to Tenant. In reletting the Demised Premises, Landlord may grant rent concessions without credit to Tenant. No such reletting shall constitute a surrender and

acceptance or be deemed evidence thereof. Landlord's remedies are in addition to any other remedy allowed at law or in equity.

Section 14.3. Landlord's Default. Landlord's failure to perform or observe any of its obligations under this Lease within sixty (60) days after Landlord receives written notice from Tenant that any such performance or observance is past due is a default under this Lease ("Landlord's Default"). If the Landlord Default cannot be cured within such sixty (60) days, Landlord will not be in default of this Lease if Landlord commences to cure the Landlord's Default within such sixty (60) day period and diligently continues to cure such Landlord Default. If Tenant brings suit against Landlord for any breach by Landlord of any of its obligations hereunder and such a breach is determined by a final judgment of a court of competent jurisdiction to have occurred and to have continued beyond the applicable cure period, Landlord will pay Tenant all costs and expenses incurred by Tenant with respect thereto. If Landlord is in default and has failed to cure the default within the applicable cure period under this Lease, Tenant may, without being obligated and without waiving such Landlord Default, cure such Landlord Default. If, within thirty (30) days after entry of a final judgment of a court of competent jurisdiction Landlord fails to reimburse Tenant as required by this Section 14.3, Tenant will have the right to withhold the sum owed Tenant from the next payment of Rent until Tenant is reimbursed in full for the full sum, plus interest at the rate of eighteen percent (18%) per annum.

ARTICLE 15

ATTORNEY'S FEES

In the event either party defaults in any of the covenants and agreements contained herein, the non-defaulting party shall be entitled to recover from the defaulting party, in addition to all other relief to which the non-defaulting party may be entitled, the reasonable attorney fees, and related costs incurred in the enforcement of this Lease.

ARTICLE 16

NOTICES

All notices that are required or authorized to be given under the terms of this Lease shall be given in writing by United States certified or registered mail with postage prepaid addressed to the party to whom such notice is given, as follows: to Tenant at the Tenant's Notice Address, or to the last post office address of Tenant furnished to Landlord for such notice; and to Landlord at the address for the payment of rent. Any notice so mailed shall be deemed to have been given as of the time said notice is received by the Landlord or the Tenant.

ARTICLE 17

MORTGAGES AND SUBORDINATION

Section 17.1 Mortgages. Tenant hereby covenants and agrees that during the Demised Term or any extensions thereof, Landlord shall have the right and power to mortgage or otherwise create any security or other liens or encumbrances upon or affecting the fee interest in any improvements which Landlord has constructed on the Demised Premises, including the building, entrance drives, improvements, fixtures, equipment or other property which may be located thereon. Landlord shall not have the right and power to mortgage or otherwise create any security or other liens or encumbrances upon or affecting the fee interest in the real property

which is included in the Demised Premises subject to this Operating Lease. Landlord shall have the right and power to mortgage or to modify, extend, renew, replace, refinance, or otherwise change or affect any such mortgage at any time or from time to time.

Section 17.2 Subordination. Tenant hereby agrees that its leasehold interest hereunder is subordinate to the terms of the Ground Lease and the terms of any mortgage now on, or hereafter to be placed on, the Demised Premises hereunder. Each mortgagee shall expressly covenant or each such mortgage shall expressly provide that so long as the Tenant is not in default under this Lease, the Tenant's quiet possession of the Demised Premises shall remain undisturbed, on the terms and conditions stated herein, whether or not the mortgage is in default and notwithstanding any foreclosure or other action brought by the holder of the mortgage in connection therewith. This Subordination Agreement shall be self-operative and no further instrument or certificate of subordination shall be required from Tenant.

Section 17.3 Tenant's Certificates. Tenant hereby appoints the City of Bloomington Legal Department as its authorized representative to execute and deliver the certificates described in this Section 17.3. Tenant agrees that from time to time upon not less than five (5) business days' prior request by Landlord, Tenant's authorized representative will execute and deliver to Landlord, any mortgagee or prospective mortgagee of Landlord's interest in the Demised Premises, or any purchaser or prospective purchaser of Landlord's interest in the Demised Premises, a statement in writing certifying (i) that this Lease is unmodified and in full force and effect (or if there have been any modifications that the Lease as modified is in full force and effect); (ii) the dates to which the Rent and other charges have been paid; (iii) the date of commencement and expiration of the Demised Term; (iv) that, to the knowledge of Tenant,

Landlord is not in default under any provision of this Lease, or, if in default, the nature thereof in detail; and, (v) such other matters as Landlord may reasonably request.

ARTICLE 18

GENERAL PROVISIONS

Section 18.1 Relationship of Parties. Nothing contained in this Lease shall be deemed or construed by the parties, nor by any third party, as creating the relationship of principal and agent, partnership, joint venture, or any relationship other than that of Landlord and Tenant.

Section 18.2 Entire Agreement. This Operating Lease replaces and supersedes any inconsistent provisions of any prior resolutions, term sheets or agreements heretofore made by Landlord and Tenant. This Operating Lease, the Ground Lease, Resolutions of the Redevelopment Commission, and all other documents executed in connection with this Operating Lease are intended to be complementary and supplementary to one another. In the event of any conflict between the terms of one or more thereof, such terms, shall, to the fullest extent reasonably possible, be construed to be complementary. However, if such terms cannot be construed as complementary, then the terms of this Operating Lease, to the extent that do not conflict with the provisions of Section 17.2 hereof, shall govern. All negotiations, considerations, representations and understandings between the parties are incorporated in this Lease, and may be modified or altered only by agreement in writing between the parties.

Section 18.4 Amendment. No amendment to this Lease shall be valid or binding unless such amendment is in writing and executed by the parties.

Section 18.5 Covenants of Landlord. Landlord covenants, warrants and represents that (a) Landlord has full right and power to execute and perform this Lease and to grant the estate

demised herein; and, (b) Tenant, on payment of the Rent herein reserved and performing the covenants and agreements hereof shall peaceably have, hold and enjoy the Demised Premises and all rights, easements, appurtenances and privileges belonging or in any way appertaining thereto during the Demised Term.

Section 18.6 Interpretation. All provisions are to be construed as covenants and agreements as though the words importing such covenants and agreements were used in each section. The necessary grammatical changes required to make the provisions of this Lease apply in the plural sense where there is more than one Landlord or Tenant and to corporations, associations, partnerships or individuals, males or females, shall in all instances be assumed as though in each case fully expressed. If any provision of this Lease shall be held invalid, the validity of the remainder of this Lease shall not be affected.

Section 18.7 Successors. All of the provisions shall be binding upon and inure to the benefit of the parties and their respective successors and assigns. No third party other than such successors and assigns, shall be entitled to enforce any or all of the provisions of this Lease or shall have any rights.

Section 18.8. Remedies. All rights and remedies in this Lease or otherwise existing at law or in equity are cumulative. The exercise of one or more rights or remedies by either party shall not preclude or waive its right to the exercise of any or all of the others.

Section 18.9 Memorandum of Lease. The parties agree that a Memorandum of Lease in the form attached hereto as Exhibit C shall be executed by the parties and recorded in the Office of the Recorder of Monroe County, Indiana.

Section 18.10. Consent. The Landlord agrees that whenever under this Lease provision is made for the Tenant securing the written consent or approval of the Landlord, such written consent or approval shall not be unreasonably withheld, conditioned or delayed.

Section 18.11. Applicable Law. The laws of the State of Indiana shall govern the validity, performance and enforcement of this Lease.

Section 18.12. Not Binding Unless Signed. The submission of the Lease for examination does not constitute an offer to lease. This Lease shall become effective only after signed by both Landlord and Tenant.

SIGNED on the 11th day of December, 2003.

LESSOR:

MERCURY DEVELOPMENT GROUP, LLC,
an Indiana limited liability company

By: REGESTER PLACE, LLC, an Indiana limited liability company, Member

David Ferguson, Managing Member

LESSEE:

THE REDEVELOPMENT COMMISSION
of the City of Bloomington, Indiana

By:

David Walter, President

Attest:

Timothy A. Hanson, Secretary

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Ferguson, managing member of Regester Place, LLC, member of Mercury Development Group, LLC, personally appeared before me, a Notary Public, on the 22nd day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, for and on behalf of Mercury Development Group, LLC, an Indiana limited liability company, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

Notary Public

My Commission Expires:

March 13, 2009

Vickie Renfrow

Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Walter, President, of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 1st day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

Notary Public

My Commission Expires:

1/22/07

Janet E. Roberts

Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Timothy A. Hanson, Secretary of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 3rd day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

Notary Public

My Commission Expires:

1/22/07

Janet E. Roberts

Name Printed

EXHIBIT A

Legal Description for Real Estate included in Demised Property

Property located on West 7th Street, Lots 221-224, Lots 265-268, and the adjoining alleys all in the City of Bloomington, Monroe County, Indiana; described as follows:

> Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 125.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and crossing Lots 265, 266 and a 12 foot alley, and into Lot 223, 193.99 to the North face of the Graham Plaza Building; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, leaving Lot 223 and crossing a 12 foot alley and Lot 222 and into Lot 221, 125.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 221 and crossing a 12 foot alley and lots 268 and 267 and into West 7th Street, 193.99 feet to the Point of Beginning, containing 0.557 acres, more or less.

Subject to a stairwell easement in favor or Mercury Development Group, LLC, its successors, assigns, tenants, subtenants, invitees, guests and licensees, for the parking garage on West 7th Street and Lot 267 in the City of Bloomington, Monroe County, Indiana; described as follows:

> Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 20.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and into Lot 267, 15.50 feet; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, 20.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 267 and into West 7th Street, 15.50 feet to the Point of Beginning, containing 0.007 acres, more or less.

Including a non-exclusive easement over and across the following described real estate for pedestrian access and for vehicle ingress and egress to the above-described real estate:

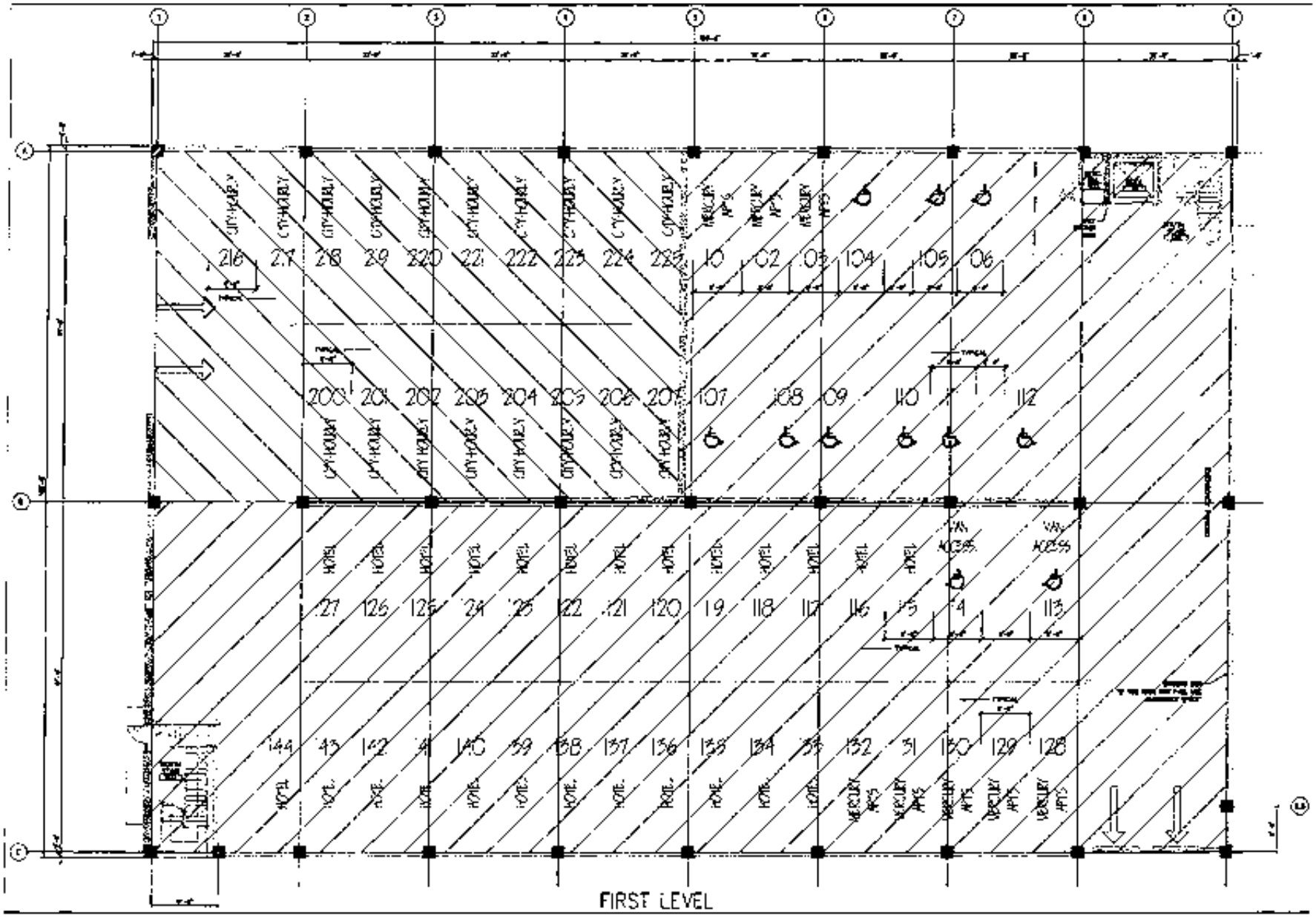
> An Ingress-Egress Easement in Lot 221, Original Plat of Bloomington, City of Bloomington, Monroe County, Indiana, described as follows:
>
> COMMENCING at the Northwest corner of Lot 267, same being in the East line of North Morton Street, Original Plat of Bloomington; thence SOUTH 00 degrees

25 minutes 34 seconds EAST (basis of bearings) along the said East line of Morton Street, 160.27 feet to the point of beginning; thence leaving Morton Street and into Lot 221, the following three (3) courses:

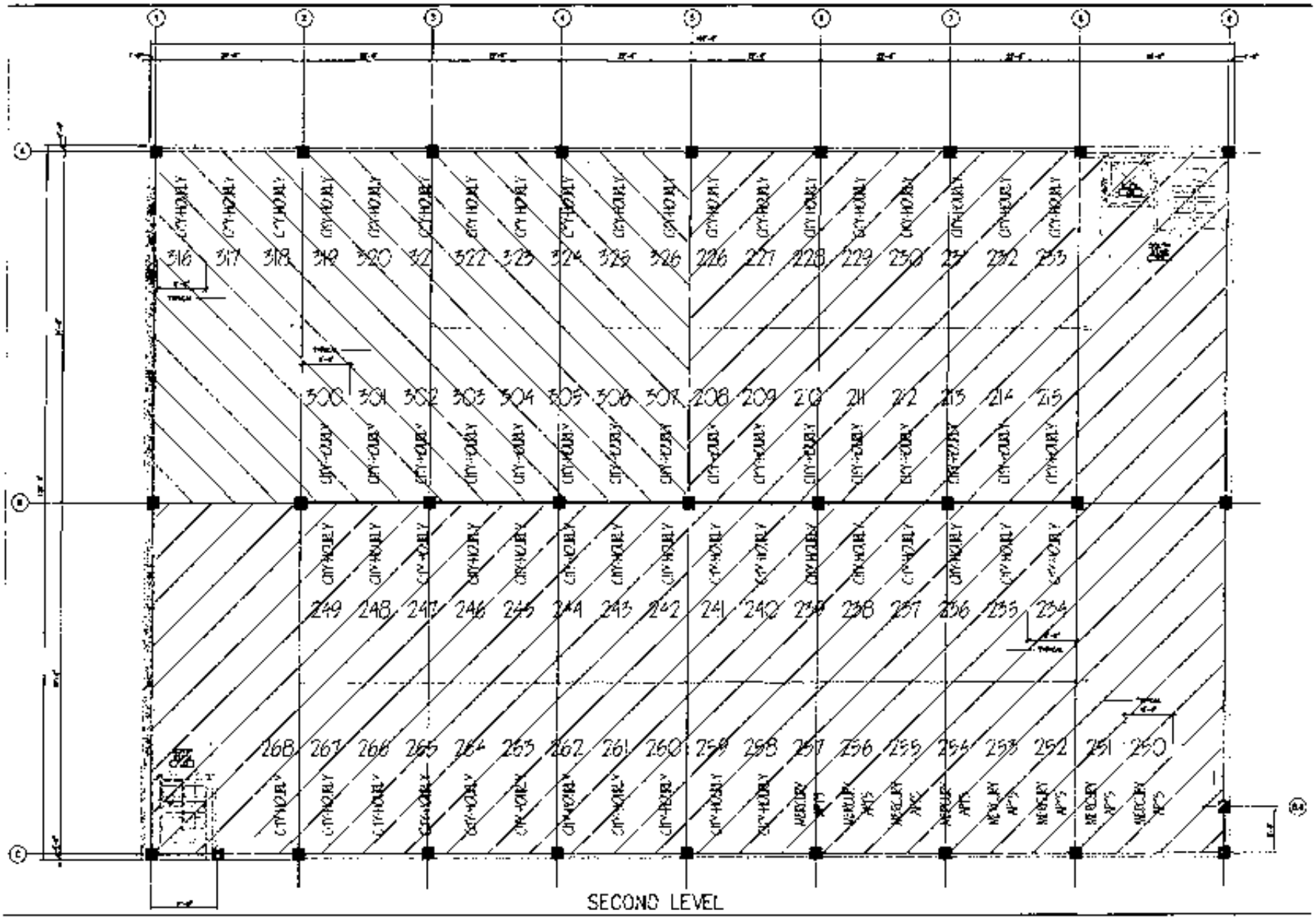
1. NORTH 89 degrees 34 minutes 26 seconds EAST, 34.58 feet;
2. SOUTH 00 degrees 25 minutes 34 seconds EAST, 25.22 feet;
3. SOUTH 89 degrees 34 minutes 26 seconds WEST, 34.58 feet to the East line of North Morton Street; thence NORTH 00 degrees 25 minutes 34 seconds WEST along the East line of North Morton Street, 25.22 feet to the point of beginning, containing 0.020 acres, more or less.

EXHIBIT B

The location of the reserved parking spaces to be subleased by Tenant to Landlord, with the exception of those for the hotel, are as depicted on the attached floor plans and may be modified by mutual agreement of the parties. The final location of the hotel spaces is subject to continuing negotiation and will be determined by mutual agreement of the parties.



REGESTER PARKING GARAGE STRIPING AND SIGNAGE



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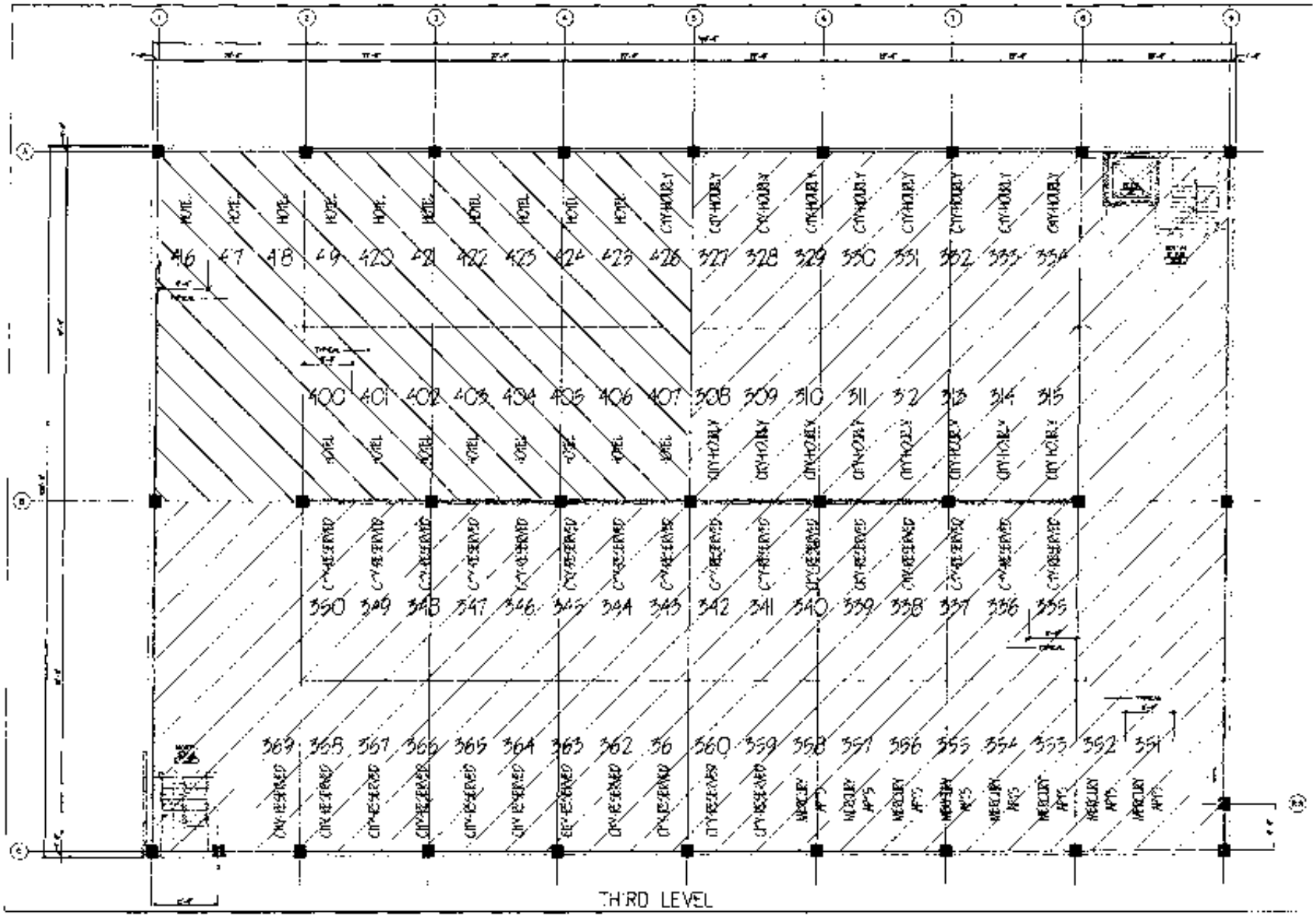
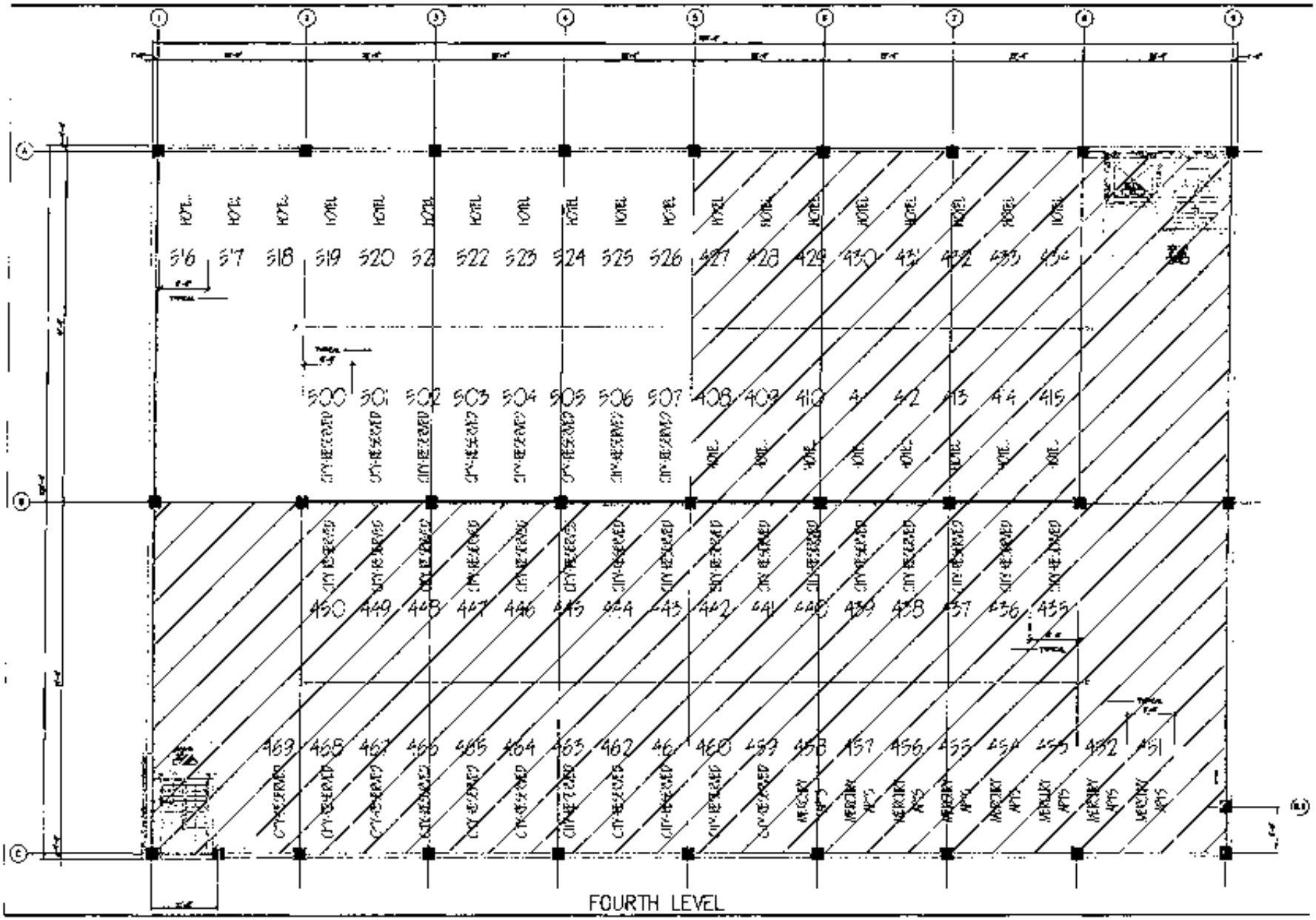
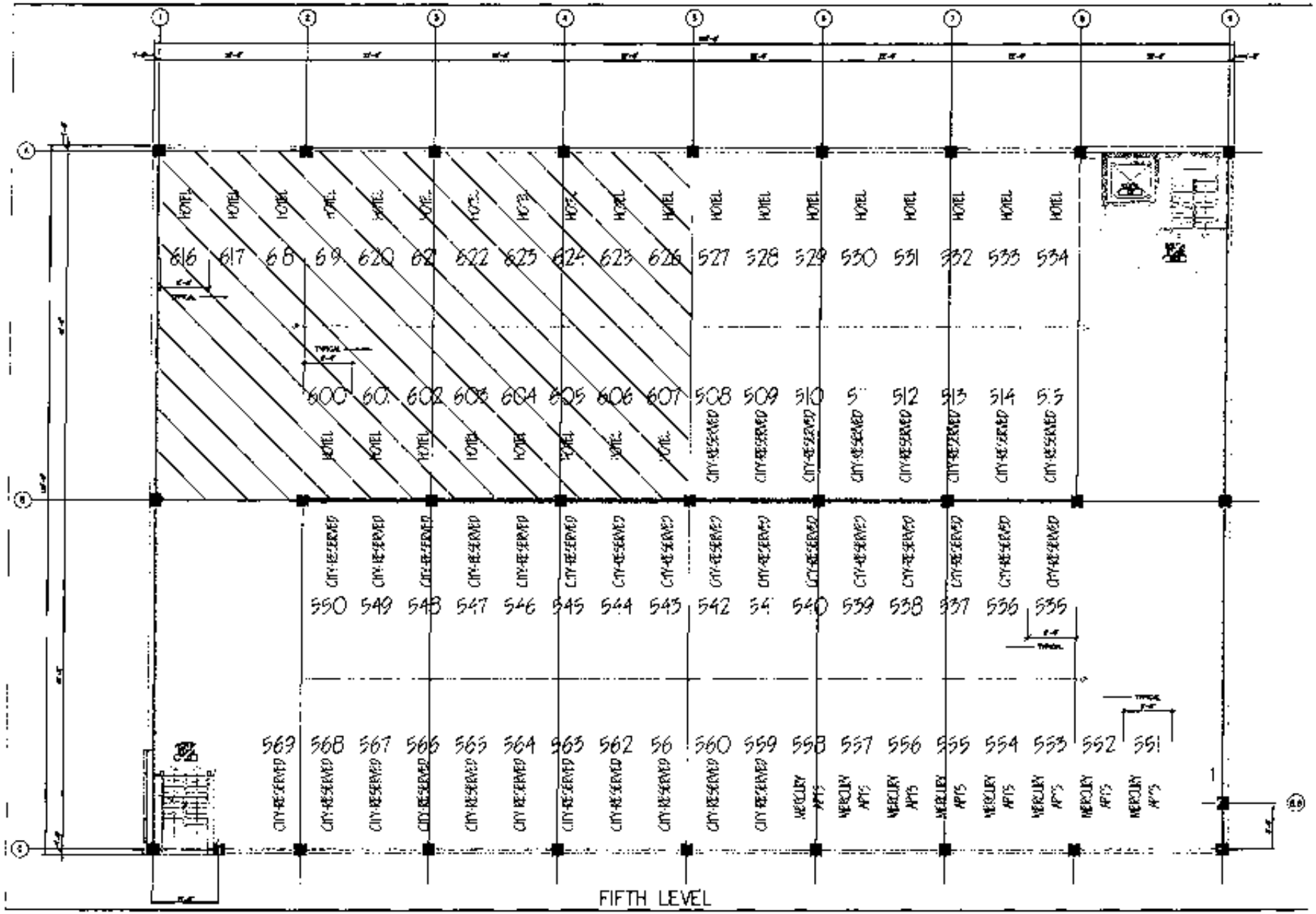


REGESTER PARKING GARAGE STRIPING AND SIGNAGE

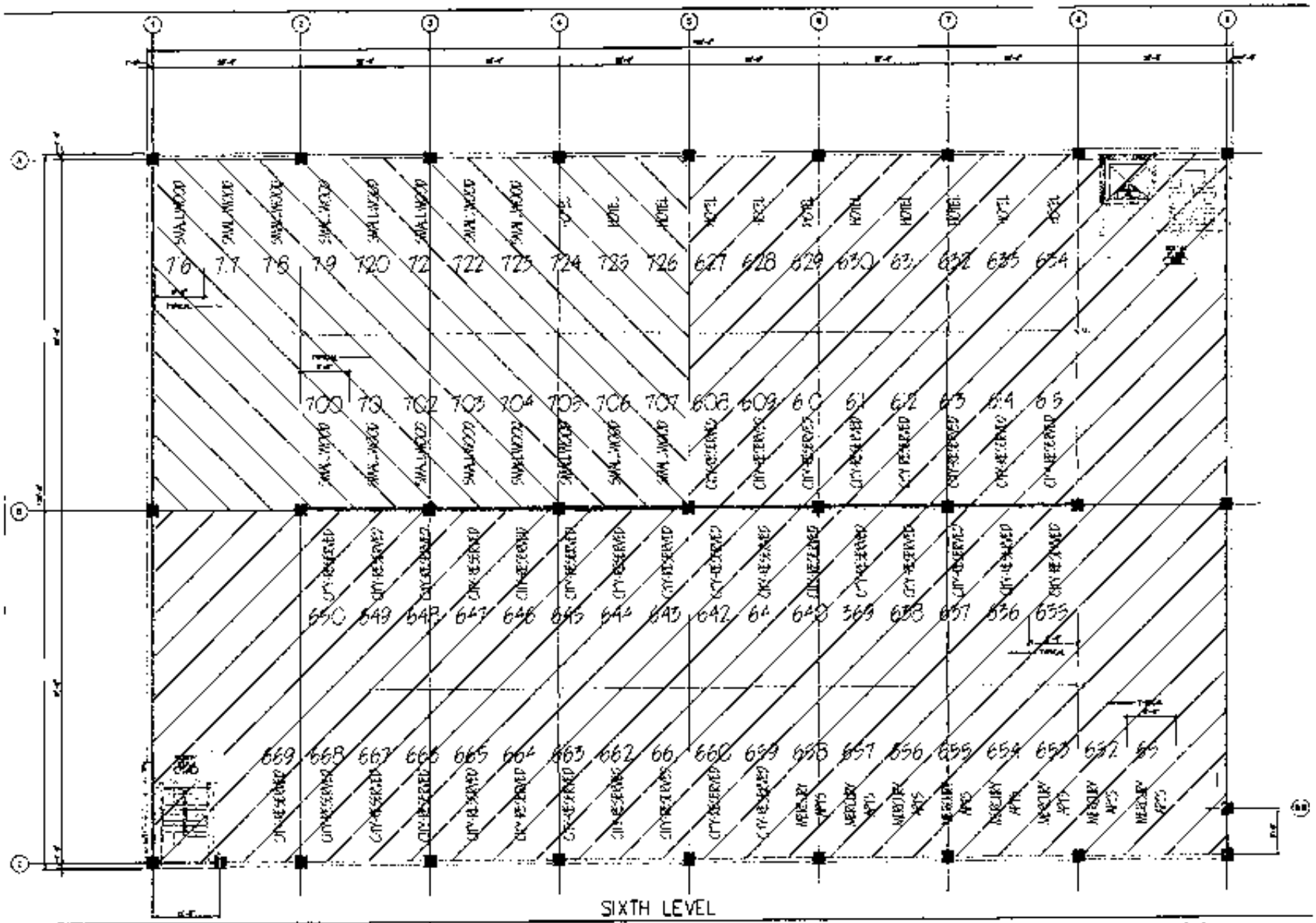


FOURTH LEVEL

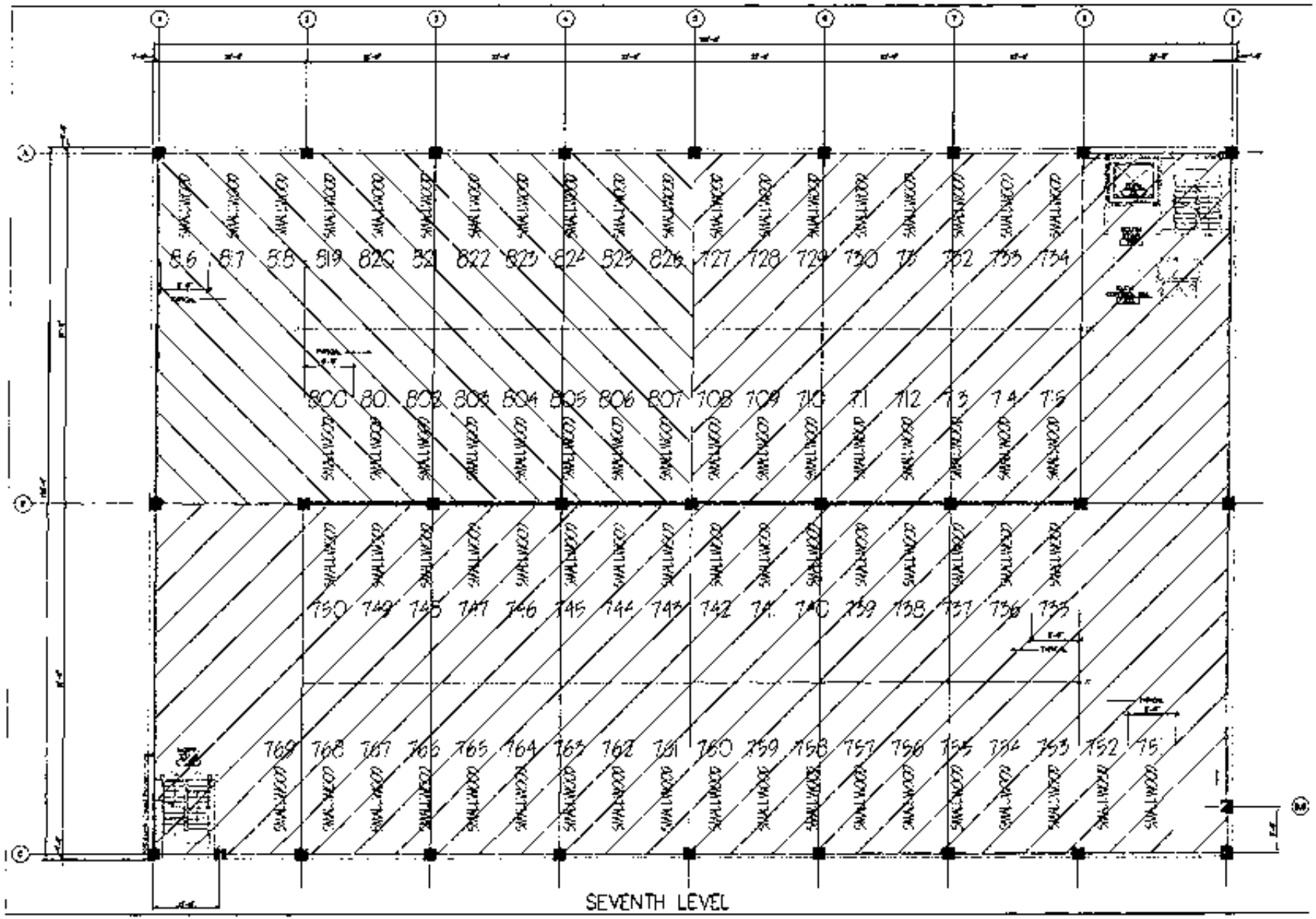
REGESTER PARKING GARAGE STRIPING AND SIGNAGE



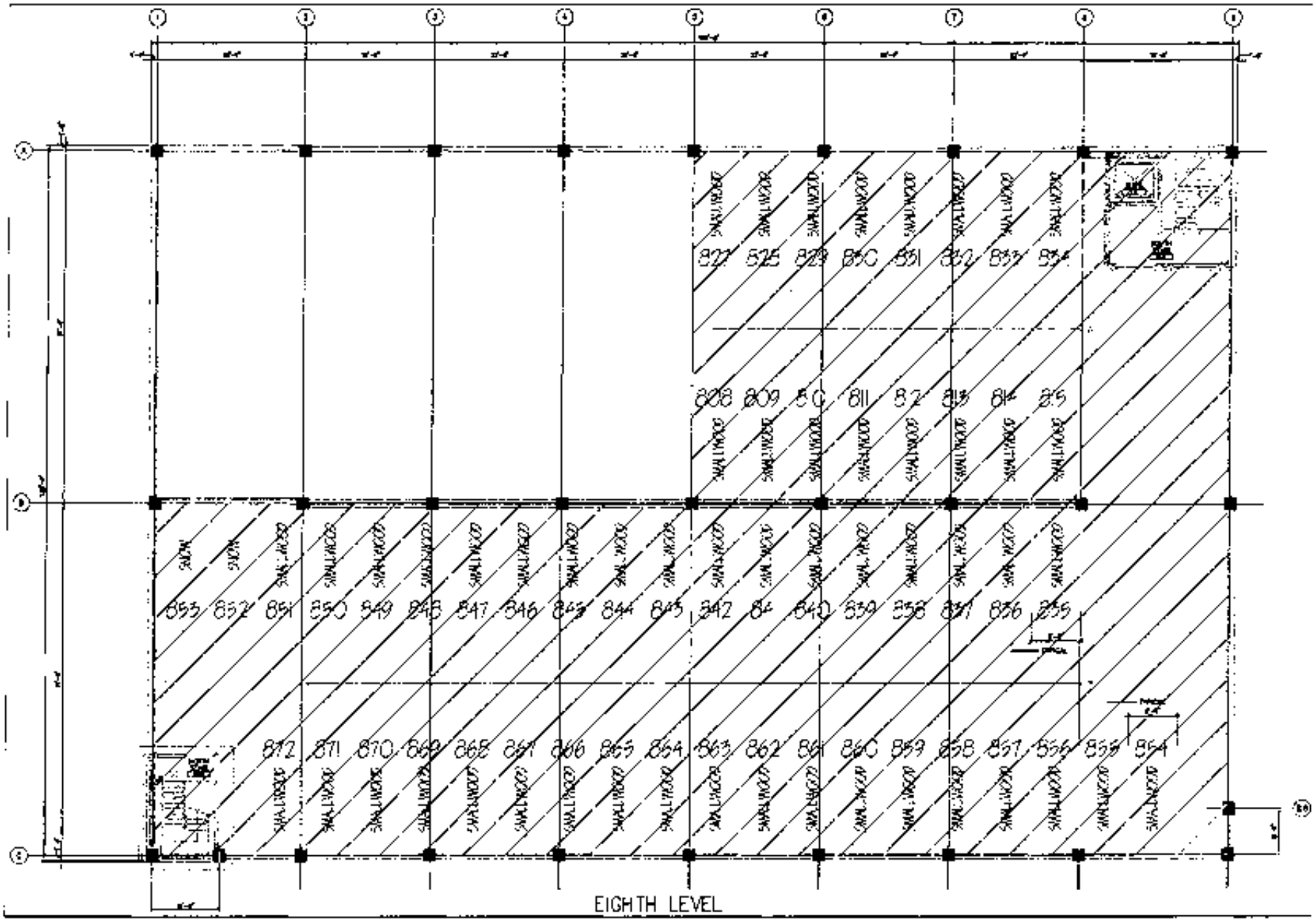
REGESTER PARKING GARAGE STRIPING AND SIGNAGE



REGESTER PARKING GARAGE STRIPING AND SIGNAGE



REGESTER PARKING GARAGE STRIPING AND SIGNAGE



REGESTER PARKING GARAGE STRIPING AND SIGNAGE

EXHIBIT C

(Memorandum of Lease)

This Memorandum of Operating Lease, made and entered into this 11th day of December, 2003, by and between the **City of Bloomington, Indiana Redevelopment Commission** ("Lessor") and **Mercury Development Group, LLC, an Indiana limited liability company**, ("Lessee").

Under date of December 11th, 2003, Lessor and Lessee entered into a Operating Lease for certain premises commonly known as the Regester Parking Garage, which premises are more particularly described as follows ("Demised Premises"):

See attached Exhibit A.

Such Operating Lease provides for certain rights, responsibilities and duties of the parties which will, if performed pursuant to the terms of said Operating Lease and any options contained therein, constitute an encumbrance on the Demised Premises until the 10th day of December, 2033.

This Memorandum of Operating Lease is executed for the purpose of recording and giving notice to the public of the existence of the Operating Lease above referenced. For the full terms of said Operating Lease, reference should be make to the original document.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Lease as of the day and year above written.

LESSOR:

MERCURY DEVELOPMENT GROUP, LLC,
an Indiana limited liability company

By: REGESTER PLACE, LLC, an Indiana limited liability company, Member

David Ferguson, Managing Member

LESSEE:

THE REDEVELOPMENT COMMISSION
of the City of Bloomington, Indiana

By:

David Walter, President

Attest:

Timothy A. Hanson, Secretary

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Ferguson, managing member of Regester Place, LLC, member of Mercury Development Group, LLC, personally appeared before me, a Notary Public, on the 2nd day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, for and on behalf of Mercury Development Group, LLC, an Indiana limited liability company, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

Notary Public

My Commission Expires:

March 13, 2009

Vickie Renfrow

Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Walter, President, of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 1st day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

Notary Public

My Commission Expires:

11/08/03

Janet E. Roberts

Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Timothy A. Hanson, Secretary of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 3rd day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

My Commission Expires:

1/28/07

Notary Public

Janet E Roberts

Name Printed

This instrument prepared by Vickie Renfrow, Attorney at Law
City of Bloomington Legal Department
P. O. Box 100, Bloomington, IN 47402-0100.

EXHIBIT A

Legal Description for Real Estate included in Demised Property

Property located on West 7th Street, Lots 221-224, Lots 265-268, and the adjoining alleys all in the City of Bloomington, Monroe County, Indiana; described as follows:

> Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 125.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and crossing Lots 265, 266 and a 12 foot alley, and into Lot 223, 193.99 to the North face of the Graham Plaza Building; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, leaving Lot 223 and crossing a 12 foot alley and Lot 222 and into Lot 221, 125.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 221 and crossing a 12 foot alley and lots 268 and 267 and into West 7th Street, 193.99 feet to the Point of Beginning, containing 0.557 acres, more or less.

Subject to a stairwell easement in favor or Mercury Development Group, LLC, its successors, assigns, tenants, subtenants, invitees, guests and licensees, for the parking garage on West 7th Street and Lot 267 in the City of Bloomington, Monroe County, Indiana; described as follows:

> Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 20.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and into Lot 267, 15.50 feet; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, 20.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 267 and into West 7th Street, 15.50 feet to the Point of Beginning, containing 0.007 acres, more or less.

Including a non-exclusive easement over and across the following described real estate for pedestrian access and for vehicle ingress and egress to the above-described real estate:

> An Ingress-Egress Easement in Lot 221, Original Plat of Bloomington, City of Bloomington, Monroe County, Indiana, described as follows:
>
> COMMENCING at the Northwest corner of Lot 267, same being in the East line of North Morton Street, Original Plat of Bloomington; thence SOUTH 00 degrees

25 minutes 34 seconds EAST (basis of bearings) along the said East line of Morton Street, 160.27 feet to the point of beginning; thence leaving Morton Street and into Lot 221, the following three (3) courses:

1. NORTH 89 degrees 34 minutes 26 seconds EAST, 34.58 feet;
2. SOUTH 00 degrees 25 minutes 34 seconds EAST, 25.22 feet;
3. SOUTH 89 degrees 34 minutes 26 seconds WEST, 34.58 feet to the East line of North Morton Street; thence NORTH 00 degrees 25 minutes 34 seconds WEST along the East line of North Morton Street, 25.22 feet to the point of beginning, containing 0.020 acres, more or less.

Pat Haley
Monroe County Recorder IN
IN 2003035071 LEASE
12/11/2003 10:12:58 5 PGS
Filing Fee: $19.00

EXHIBIT C

(Memorandum of Lease)

This Memorandum of Operating Lease, made and entered into this 11th day of December, 2003, by and between the **City of Bloomington, Indiana Redevelopment Commission** ("Lessor") and **Mercury Development Group, LLC, an Indiana limited liability company**, ("Lessee").

Under date of December 11th, 2003, Lessor and Lessee entered into a Operating Lease for certain premises commonly known as the Regester Parking Garage, which premises are more particularly described as follows ("Demised Premises"):

See attached Exhibit A.

Such Operating Lease provides for certain rights, responsibilities and duties of the parties which will, if performed pursuant to the terms of said Operating Lease and any options contained therein, constitute an encumbrance on the Demised Premises until the 10th day of December, 2033.

This Memorandum of Operating Lease is executed for the purpose of recording and giving notice to the public of the existence of the Operating Lease above referenced. For the full terms of said Operating Lease, reference should be make to the original document.

IN WITNESS WHEREOF, the parties have executed this Memorandum of Lease as of the day and year above written.

LESSOR:

MERCURY DEVELOPMENT GROUP, LLC,
an Indiana limited liability company

By: REGESTER PLACE, LLC, an Indiana limited liability company, Member

David Ferguson, Managing Member

LESSEE:

THE REDEVELOPMENT COMMISSION
of the City of Bloomington, Indiana

By:

David Walter, President

Attest:

Timothy A. Hanson, Secretary

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Ferguson, managing member of Regester Place, LLC, member of Mercury Development Group, LLC, personally appeared before me, a Notary Public, on the _____ day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, for and on behalf of Mercury Development Group, LLC, an Indiana limited liability company, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

Notary Public

My Commission Expires:

March 13, 2009

Vickie Renfrow

Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

David Walter, President, of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 11th day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

Notary Public

My Commission Expires:

11/22/09

Janet E. Roberts

Name Printed

STATE OF INDIANA)
) SS:
COUNTY OF MONROE)

Timothy A. Hanson, Secretary of the Redevelopment Commission of the City of Bloomington, Indiana, personally appeared before me, a Notary Public, on the 3rd day of December, 2003, and acknowledged the execution of the foregoing Operating Lease, and after being duly sworn, stated that the statements contained therein are true.

County of Residence:

Monroe

My Commission Expires:

1/22/07

Janet E. Roberts
Notary Public

Janet E. Roberts
Name Printed

This instrument prepared by Vickie Renfrow, Attorney at Law
City of Bloomington Legal Department
P. O. Box 100, Bloomington, IN 47401-0100.

EXHIBIT A

Legal Description for Real Estate included in Demised Property

Property located on West 7th Street, Lots 221-224, Lots 265-268, and the adjoining alleys all in the City of Bloomington, Monroe County, Indiana; described as follows:

> Commencing at the Northwest corner of Lot 267, Original Plat of Bloomington, same being on the South line of West 7th Street; thence NORTH 89 degrees 38 minutes 17 seconds EAST (basis of bearings), along said South line of West 7th Street, same being the North line of said Lot 267, 34.21 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving the North line of Lot 267 and into West 7th Street, 6.00 feet to the Point of Beginning; thence NORTH 89 degrees 38 minutes 17 seconds EAST, 125.00 feet; thence SOUTH 00 degrees 21 minutes 43 seconds EAST, leaving WEST 7th Street and crossing Lots 265, 266 and a 12 foot alley, and into Lot 223, 193.99 to the North face of the Graham Plaza Building; thence SOUTH 89 degrees 38 minutes 17 seconds WEST, leaving Lot 223 and crossing a 12 foot alley and Lot 222 and into Lot 221, 125.00 feet; thence NORTH 00 degrees 21 minutes 43 seconds WEST, leaving Lot 221 and crossing a 12 foot alley and lots 268 and 267 and into West 7th Street, 193.99 feet to the Point of Beginning, containing 0.557 acres, more or less.

Subject to a stairwell easement in favor or Mercury Development Group, LLC, its successors, assigns, tenants, subtenants, invitees, guests and licensees, for the parking garage on West 7th Street and Lot 267 in the City of Bloomington, Monroe County, Indiana; described as follows:

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Including a non-exclusive easement over and across the following described real estate for pedestrian access and for vehicle ingress and egress to the above-described real estate:

> An Ingress-Egress Easement in Lot 221, Original Plat of Bloomington, City of Bloomington, Monroe County, Indiana, described as follows:
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> COMMENCING at the Northwest corner of Lot 267, same being in the East line of North Morton Street, Original Plat of Bloomington; thence SOUTH 00 degrees

25 minutes 34 seconds EAST (basis of bearings) along the said East line of Morton Street, 160.27 feet to the point of beginning; thence leaving Morton Street and into Lot 221, the following three (3) courses:

1. NORTH 89 degrees 34 minutes 26 seconds EAST, 34.58 feet;
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3. SOUTH 89 degrees 34 minutes 26 seconds WEST, 34.58 feet to the East line of North Morton Street; thence NORTH 00 degrees 25 minutes 34 seconds WEST along the East line of North Morton Street, 25.22 feet to the point of beginning, containing 0.020 acres, more or less.

Appendix 15: Garage Occupancy Rates by Month

Appendix 15: 2016 Garage Occupancy Levels by Month.

Month	Fourth Street	Morton Street	Walnut Street
January	99%	92%	81%
February	99%	93%	81%
March	99%	85%	87%
April	99%	99%	80%
May	98%	97%	82%
June	99%	85%	49%
July	95%	79%	49%
August	99%	87%	93%
September	99%	98%	92%
October	98%	97%	86%
November	98%	98%	88%
December	Not Calculated	Not Calculated	Not Calculated

Appendix 16: Ordinance 01–05

(Passed 9-0)

ORDINANCE 01-05

To Approve a Lease between the City of Bloomington Redevelopment Commission and 7th & Walnut LLC
Re: Walnut Center Located at the Northeast Corner of 7th & Walnut

WHEREAS, in 1985 the City of Bloomington Redevelopment Commission and the Common Council both passed resolutions that designated an area of downtown Bloomington as a "blighted area" pursuant to the provisions of Indiana Code 36-7-14-1 *et. seq.*; and

WHEREAS, the Redevelopment Commission developed and approved a Development Plan, as required by statute, to revitalize the designated blighted area; and

WHEREAS, the Development Plan identified several primary objectives for revitalizing the blighted downtown area; and

WHEREAS, two of the primary objectives identified were to (1) increase off-street parking opportunities in the downtown area, and (2) encourage land uses which strengthen and intensify existing land use relationships in the area; and

WHEREAS, the City of Bloomington has consolidated a surface parking lot it owns at the northeast corner of 7th and Walnut Street with an adjoining surface parking lot formerly owned by Ameritech (the "consolidated lot"); and

WHEREAS, the Redevelopment Commission has accepted a proposal from 7th and Walnut LLC for a public/private project on the consolidated lot; and

WHEREAS, the Redevelopment Commission has entered into a ground lease with 7th and Walnut LLC, which requires 7th and Walnut LLC to construct a multi-level parking and commercial facility, to be known as "Walnut Center" on the consolidated lot; and

WHEREAS, the Common Council voted unanimously by Ordinance 00-20 to vacate the public alleyway crossing a portion of the consolidated lot in order to facilitate the public/private project; and

WHEREAS, the parking portion of the public/private facility at Walnut Center has reached a point of substantial completion; and

WHEREAS, the Redevelopment Commission has entered into an operating lease with 7th and Walnut LLC, pursuant to its Resolution 01-06, subject to final approval by the Common Council, pursuant to the provisions of I.C. 36-7-14-25.2(c), that gives the City of Bloomington control over the parking portion of the public/private facility, including setting of rates and other terms of use; and

WHEREAS, the Common Council has reviewed the operating lease and finds that it furthers the stated goals of the Redevelopment Plan, provides a vital component in alleviating the current and future parking needs of the downtown, and gives the City of Bloomington a major and continuing role in sustaining and bolstering the economic strength of the downtown and surrounding areas;

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

SECTION 1. The operating lease between the Redevelopment Commission and 7th and Walnut LLC, which was approved by Redevelopment Commission with the adoption of Resolution 01-06 and which governs the public/private project known as Walnut Center located on the northeast corner of 7th, is attached and made a part of this ordinance and is hereby approved.

SECTION 2. 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 3. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington, and approval of the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 7th day of February, 2001.

Patricia Cole, 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 8th day of February, 2001.

REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 8th day of February, 2000.

JOHN FERNANDEZ, Mayor
City of Bloomington

SYNOPSIS

This ordinance approves the lease between the City of Bloomington Redevelopment Commission and the 7th and Walnut, LLC regarding the retail/commercial/parking facility located at the north east corner of 7th and Walnut, known as Walnut Center. The Redevelopment Commission adopted Resolution 01-06 which authorizes them to enter into an operating lease with 7th and Walnut LLC for the leaseback by the City of the parking portion of Walnut Center that has been constructed by 7th and Walnut LLC on land owned by the Redevelopment Commission. The public/private partnership that has resulted in this structure has spanned over two years and has involved the Redevelopment Commission, the Board of Public Works, the Common Council, 7th & Walnut LLC and Ameritech. The resultant structure will add approximately 400 parking spaces to the downtown area, will add retail and commercial space, and will house an important component of the telecommunications infrastructure of the community. The parking portion of the facility is set to come on line at a time of favorable interest rates, which will substantially reduce lease payments by the City from those previously anticipated for the project.

Floor - 2 w/cats.
Legal - 5
HAND
Red. Comm.

Controller
Public Works
Ameritech
7th & Walnut, LLC

Appendix 17: Ordinance 03–34

(passed 9-0)

ORDINANCE 03-34

TO APPROVE A LEASE BETWEEN THE CITY OF BLOOMINGTON REDEVELOPMENT COMMISSION AND MERCURY DEVELOPMENT GROUP, LLC
Re: Regester Parking Garage

WHEREAS, in 1985 the City of Bloomington Redevelopment Commission and the Common Council both passed resolutions that designated an area of downtown Bloomington as a "blighted area" pursuant to the provisions of Indiana Code 36-7-14-1 *et. seq.*; and,

WHEREAS, the Redevelopment Commission developed and approved a Development Plan, as required by statute, to revitalize the designated blighted area; and,

WHEREAS, the Development Plan identified several primary objectives for revitalizing the blighted downtown area; and two of the primary objectives identified were to provide for off-street parking opportunities in the downtown area and encourage land uses which strengthen and intensify existing land use relationships in the area; and,

WHEREAS, the City of Bloomington Redevelopment Commission owns property located on the south side of W. Seventh Street between N. Morton Street and N. College Avenue that has been leased to Mercury Development Group LLC subject to the condition that Mercury Development Group LLC construct a parking garage and lease the newly constructed Regester Garage to the City of Bloomington Redevelopment Commission to operate as a public parking facility; and,

WHEREAS, the Redevelopment Commission has approved the execution of an Operating Lease between itself and Mercury Development Group LLC, pursuant to its Resolution 03-60, for the new Regester Garage structure subject to final approval by the Common Council, pursuant to the provisions of I.C. § 36-7-14-25.2(c), and,

WHEREAS, the Common Council has reviewed the Operating Lease and finds that it furthers the stated goals of the Redevelopment Plan, provides a vital component in alleviating the current and future parking needs of the downtown, and gives the City of Bloomington a major and continuing role in sustaining and bolstering the economic strength of the downtown and surrounding areas;

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

SECTION 1. The lease, approved by Resolution 03-60 of the Redevelopment Commission authorizing execution of the operating lease between the Redevelopment Commission and Mercury Development Group LLC for the newly constructed Regester Parking Garage, is approved.

SECTION 2. 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 3. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington, and approval of the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington on the 10th day of December, 2003.

CHRIS GAAL, President
Bloomington Common Council

Attest:

REGINA MOORE, Clerk
City of Bloomington

Presented by me to the Mayor of the City of Bloomington, Indiana, this 11th day of December, 2003.

REGINA MOORE, Clerk
City of Bloomington

Signed and approved by me, the Mayor of the City of Bloomington, Indiana, this 11th day of December, 2003.

JOHN FERNANDEZ, Mayor
City of Bloomington

SYNOPSIS

This ordinance approves the Operating Lease for the newly constructed Regester Parking Garage. The City of Bloomington Redevelopment Commission approved the Operating Lease between itself and Mercury Development Group LLC by resolution and authorized its execution. The lease provides that the City make payments over thirty years and, at the end of this term, receive ownership of the Garage. The payments represent the amortized cost of construction of the Garage. The Council's approval of the lease by ordinance is required by I.C. 36-7-14-25.2(e).

Signed copies to:

Legal (4) Public Works
Controller Parking Enforcement
CA/CO (2) Mercury LLC

HAND Redevelopment Comm.
CA/CO (2)
Clerk

Appendix 18: Ordinance 10–15

ORDINANCE 10- 15

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

WHEREAS, the Traffic Commission has recommended certain changes be made in Title 15 of Bloomington Municipal Code entitled "Vehicles and Traffic"; and

WHEREAS, Other changes in Title 15 are ready for consideration at this time;

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

SECTION 1. Section 15.12.010 Schedule A shall be amended to delete the following:

STOP INTERSECTIONS

Traffic on	**Shall Stop for Traffic on**
Cardinal Court	Thomson Park Drive
Harmony Place	Thomson Park Drive
Susie Street	Thomson Park Drive
Thomson Park Drive	Countryside Lane
Windsor Drive	Wilton Drive

SECTION 2. Section 15.12.010 Schedule A shall be amended to add the following:

STOP INTERSECTIONS

Traffic on	**Shall Stop for Traffic on**
Anita Street	Hunter Avenue
Anita Street	Second Street
Arbor Ridge Court	Arbor Ridge Way
Arbor Ridge Way	Sudbury Drive
Cardinal Court	RCA Park Drive
Harmony Place	RCA Park Drive
Susie Street	RCA Park Drive
RCA Park Drive	Countryside Lane
Windsor Drive	Wilton Drive (north end)

SECTION 3. Section 15.12.010 Schedule B shall be amended to add the following:

MULTI-STOP INTERSECTIONS

Windsor Drive & Wilton Drive (south end) 3-Way

SECTION 4. Section 15.16.010 Schedule E shall be amended to delete the following:

ONE WAY STREETS

Street	**From**	**To**	**Direction of Travel**
Smith Avenue	First Alley East of Walnut Street	Lincoln Street	East

SECTION 5. Section 15.16.010 Schedule I shall be amended to add the following:

ONE-WAY STREETS

Street	From	To	Direction of Travel
Lindbergh Drive	17th Street	70' South of 17th Street	South
Smith Avenue	Washington Street	Lincoln Street	East
Smith Avenue	Washington Street	Walnut Street	West

SECTION 6. Section 15.24.020 Schedule I shall be amended to add the following:

INCREASED OR DECREASED STATE SPEED LIMITS

Street	From	To	Posted Speed
Third Street	Rogers Street	Walker Street	25 M.P.H.

SECTION 7. Section 15.24.030 School speed zones shall be amended to change the words "Thomson Park Drive" with "RCA Park Drive" so it reads as follows:

SCHOOL, PARK AND PLAYGROUND SPEED ZONES

Street	From	To	Posted Speed
RCA Park Drive	Countryside Lane	End of Street	20 M.P.H.

SECTION 8. Section 15.32.080 Schedule M shall be amended to delete the following:

NO PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Eighth Street	End of Eighth Street West of Elm Street	Rogers Street	South	Any Time
Monroe Street	Cottage Grove Avenue	Eleventh Street	East	Any Time
Eighth Street	Rogers Street	Fairview Street	South	Except Sundays & Holidays
Seventh Street	187' W. of Rogers St.	Adams Street	North	Any Time

SECTION 9. Section 15.32.080 Schedule M shall be amended to add the following:

NO PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Arbor Ridge Way	Sudbury Drive	End of City Street	North/South	Any Time
Eighth Street	End of Eighth Street West of Elm Street	Fairview Street	South	Any Time
Rogers Street	Third Street	145' North of Third Street	East	Any Time
Sixteenth Street	59' West of Dunn Street	Dunn Street	North	Any Time
Seventh Street	Fairview Street	Adams Street	North	Any Time
Willts Drive	Westfield Drive	80' North of Westfield Drive	East	Any Time

SECTION 10. Section 15.32.090 Limited Parking Zones under "Legend" as it appears after Schedule N "Limited Parking Zones" shall be amended by adding the following time restriction:

(14) 8:00 a.m. to 5:00 p.m. Monday through Friday except with a Zone 9 Residential Permit.

SECTION 11. Section 15.32.090 Schedule N shall be amended to delete the following:

LIMITED PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Gentry Avenue	1st space south of the first alley north of Fourth Street	The first alley north of Fourth Street	East	15 Min. (8)
Gentry Avenue	Fourth Street	1st space south of the first alley north of Fourth Street	East	2 Hr. (8)
Grant Street	Third Street	Fourth Street	West	2 Hr. (3)
Kirkwood Avenue	Washington Street	Walnut Street	South	2 Hr. (3)
Rogers Street	Third Street	Fourth Street	East	2 Hr. (4)
Seventh Street	42' West of Rogers	142' West of Rogers	North	2 Hr. (13)
Washington Street	Smith Avenue	40' N of 1st Alley N. of Smith Avenue	West	15 Min. (2)

SECTION 12. Section 15.32.090 Schedule N shall be amended to add the following:

LIMITED PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Gentry Street	Fourth Street	The 1st alley north of Fourth Street	East	2 Hr. (8)
Grant Street	Third Street	Fourth Street	West	2 Hr. (14)
Kirkwood Avenue	57' East of Walnut Street	167' East of Walnut Street	South	2 Hr. (8)
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)
Rogers Street	145' North of Third Street	Fourth Street	East	2 Hr. (4)
Seventh Street	Rogers Street	Fairview Street	North	2 Hr. (13)

SECTION 13. Section 15.32.100 Schedule O shall be amended to delete the following:

LOADING ZONES

200 Block of West Sixth Street, first space east of Morton Street on the north side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday.
300 Block of South Washington, on the west side, at property line between 340-318 South Washington and for 2 parking spaces north of that line
110 East Kirkwood Avenue

Eighth Street, first space west of College on south side.

SECTION 14. Section 15.32.100 Schedule O shall be amended by inserting the following into the Schedule in first numeric, and then alphabetical, order:

LOADING ZONES

100 Block of East Kirkwood Avenue, from 167' to 189' east of Walnut Street on the south side
200 Block of West Sixth Street, first space west of the mid-block alley on the north side from the hours of 5:00 a.m. to 5:00 p.m., Monday through Saturday

SECTION 15. Section 15.32.110 Schedule P shall be amended to delete the following:

BUS ZONES

Street	From	To	Side of Street
Eighth Street	60 West of Jackson	140 W. of Jackson	South

SECTION 16. Section 15.32.110 Schedule P shall be amended to add a new column entitled "time restriction" and add a new area on Seventh Street so the schedule now reads:

BUS ZONES

Street	From	To	Side of Street	Time of Restriction
Blair Avenue	1 space 70 E. of 14th Street	The 1st alley north of Fourth Street	South	All Time
College Avenue	65' South of Ninth Street	Ninth Street	West	All Time
College Avenue	212' North of Tenth Street	The first alley North of Tenth Street	West	All Time
Fourth Street	Washington Street	Entrance to Municipal Lot No. 3	North	All Time
Seventh Street	Walnut Street	First space East of Walnut Street	North	All Time
Seventh Street	Rogers Street	115' East of Fairview Street	North	8:00 a.m. to 9:30 a.m. and 2:30 p.m. to 3:45 p.m. during the months of August thru May
Sixth Street	1 space 50' East of Morton Street		North	All Time
Sixth Street	Elm Street	50' West of Elm Street	South	All Time
Washington Street	Kirkwood Avenue	Fourth Street	West	All Time
Winding Way	1 space 60' East of Kingsley Drive			All Time
Woodside Drive	1 space North of Gifford Road		East	All Time

SECTION 17. CHAPTER 15.32 PARKING CONTROLS shall be amended by adding the section title, "15.32.180 Contractor/Construction Daily Parking Permit" to the table of contents of Chapter 15.32 and by adding the following new section:

15.32.180 Contractor/ Construction Daily Parking Permit.

(a) Upon approval of application, the Department of Public Works may issue permits 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. Such permit shall be for a limited period of time at a specifically designated site.

(b) This permit shall allow parking within the limited parking zones designated in Schedule N or the residential neighborhood zones designated in Bloomington Municipal Code chapter 15.37 while performing the work described above.

(c) A Contractor/Construction Daily Parking Permit issued under the authority of this section shall exempt permit holders from prohibitions listed in Bloomington Municipal Code 15.32.070.

(d) Fee. The cost for a Contractor/Construction Daily Parking Permit shall be five dollars per vehicle per day.

SECTION 18. CHAPTER 15.32 PARKING CONTROLS shall be amended by adding the section title, "15.32.185 Delivery Parking Permits" to the table of contents of Chapter 15.32 and by adding the following new section:

15.32.185 Delivery Parking Permits

(a) Upon approval of application, the parking enforcement manager or designee may issue a permit to any entity that, in the ordinary course of trade or business, is engaged in the delivery of merchandise or supplies. Delivery vehicles eligible for this permit must be visually identified with the name of the entity engaged in the delivery.

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

(c) Fee. The cost for a Delivery Parking Permit shall be one hundred dollars per permit per year. The director of parking enforcement or designee may issue additional permits if such need is shown by permit applicant.

SECTION 19. Section 15.37.190 All Zone permits shall be retitled Section 15.37.190 All-Zone permits and that title shall appear in the table of contents for Chapter 15.37. Further, the term "All Zone" shall be amended to read "All-Zone" wherever it appears in Section 15.37.190. Lastly, subsection (a) entitled "Eligibility", shall be amended by replacing the word "property" with "properties" as it appears in the first sentence after the phrase "for every ten units or" so that the first sentence shall now read:

> Landlords and property managers registered with the city will be allowed to purchase one sticker for every ten units or properties within the residential zones. Landlords and property managers with fewer than twenty units will be allowed a maximum of two permits.

SECTION 20. Section 15.37.190 All-Zone permits, subsection (a) entitled "Eligibility", shall be amended by adding a new final sentence so that the provision now reads:

(a) Eligibility. Landlords and property managers registered with the city will be allowed to purchase one sticker for every ten units or properties within the residential zones. Landlords and property managers with fewer than twenty units will be allowed a maximum of two permits. Realty companies who show property in the residential zones will be allowed a maximum of one All-Zone permit per ten realtors employed by the company. Properly registered and verified service companies will be allowed a maximum of two permits per company. The director of parking enforcement or designee may issue additional permits if such need is shown by permit applicant.

SECTION 21. Section 15.37.190 All-Zone permits, subsection (b) shall be amended by deleting the word "fifty" and replacing it with "fifty-five."

SECTION 22. Section 15.40.010 Locations, subsection (2) shall be amended by deleting the words "Walnut Center Parking Garage" and replacing it with "Garage Band" so that the provision now reads:

(2) Lot 2: Garage Band: located at the northeast corner of Seventh and Walnut Streets.

SECTION 23. Section 15.40.010 Locations, subsection (6) shall be amended by deleting the words "Regester Center Parking Facility" and replacing it with "Garage Market" so that the provision now reads:

(6) Lot 7: Garage Market: located at the northwest corner of the square bounded on the east by College Avenue, on the north by Seventh Street, on the west by Morton Street and on the south by Sixth Street on in-lots 265 and 266 of the city.

SECTION 24. Section 15.40.010 Locations, subsection (7) shall be amended by deleting the words "Fourth and Walnut Street Parking Garage" and replacing it with "Garage Art" so that the provision now reads:

(7) Lot 9: Garage Art: located at the southwest corner of Walnut and Fourth Streets, on lots 34, 35, 36, and the north one-half of lot 33 in the original plat of the city.

SECTION 25. Chapter 15.40.020 Schedule V of Bloomington Municipal Code Chapter 13.40 "Municipal Parking Lots, Garages and On-Street Metered Parking" shall be amended to delete from the following descriptions of lots from the column entitled "Municipal Lot":

Lot 2 Walnut Center Garage 7th and Walnut
Lot 7 Regester Parking Garage
Lot 9 4th & Walnut Parking Garage

SECTION 26. Chapter 15.40.020 Schedule V of Bloomington Municipal Code Chapter 13.40 "Municipal Parking Lots, Garages and On-Street Metered Parking" shall be amended to add the following descriptions of lots contained in the column entitled "Municipal Lot":

Lot 2 Garage Band
Lot 7 Garage Market
Lot 9 Garage Art

SECTION 27. Section 15.40.020 Applicable times and charges shall be amended by deleting Schedule V and replacing it with the following:

SCHEDULE V – PERMITS

	Nonreserved permit per month	**Nonreserved permit per month**	**Reserved space lease per month**	**Reserved space lease per month**
Municipal Lot	**Admission Monday - Friday 6:00 am - 6:00 pm. Sat. & Sun 6:00 am - Noon**	**Admission 7 days per week 24 hours per day**	**Monday through Friday 6:00 a.m. -6:00 p.m.**	**7 days per week 24 hours per day**
Lot 2 Garage Band	$ 40.00	$ 67.00	$ 57.00	$ 76.00

Lot 5 (6th and Lincoln)	$	40.00			$	57.00	$	76.00
Lot 7 Garage Market	$	40.00	$	67.00	$	57.00	$	76.00
Lot 9 Garage Art	$	40.00	$	67.00	$	57.00	$	76.00

SECTION 28. 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 29. 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, and publication in accordance with State law. However, parking garage and lot fees found in Section 40 (regarding Schedule V of BMC 15.40.020) shall be not be effective until January 1, 2011.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 3rd day of NOVEMBER, 2010.

ISABEL PIEDMONT-SMITH, 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 8th day of November, 2010.

REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 8th day of NOVEMBER, 2010.

MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance makes several changes to the Bloomington Municipal Code. This includes stop intersections, multi-stop intersections, one-way streets, increased or decreased state speed limits, school, park and playground speed zones, no parking zones, limited parking zones, loading zones, bus zones, on street metered parking, permits, impounded vehicles, bicycles, pedestrian crosswalks, and violations and penalties.

(Over)

Note: This ordinance was revised after it was distributed in the Legislative Packet and before it was introduced at the Special Session on 27 October 2010. The revision was requested by the Office of the Mayor and deleted the increased speed on Tapp Road from Section 6. This will allow the City to observe the pattern of vehicular and pedestrian traffic after the planned pedestrian underpass on Tapp Road has been constructed before considering any change in speeds at that location.

Further Note: This ordinance was subject to a division of the question at both the 27 October 2010 Committee of the Whole and the 3 November 2010 Regular Session:

On 3 November 2010, the following sections of the revised ordinance were passed by separate votes:

- *Section 4 – 5;*
- *Section 6;*
- *Sections 1 – 3, Section 7, Sections 9 – 10, Sections 13 – 15, Sections 16-17 & Sections 18 – 19;*
- *Section 24;*
- *Sections 33-39 & Section 40;*
- *Section 25 & Section 30 – 32*

At that same meeting, all of the remaining sections except Section 53 and Section 54 were deleted. Those sections included:

- *Section 11, Sections 26-27, Sections 21 & 23, Section 29, Section 8, Section 12, Sections 28 & Sections 33-34, Section 41, Section 42, Section 43, Sections 44-45, Section 46, Sections 47-49, Section 50, Section 50 & Section 51.*

Lastly, at that meeting, the Council directed the Council Attorney/Administrator to compile and renumber the sections passed by the Council into a final ordinance which will then be ready for signatures, publication and codification. As a result of that compilation, Sections 20 and 22, which were empty, place-holder provisions, were deleted from the ordinance.

Please see the attached "Motions and Votes Pertaining to Ord 10-15 at the Regular Session on November 3, 2010" for a more complete record of those actions.

Signed copies to:
Mayor
Legal
Engineering
OTS - Haley
Public Works
DMC
Pub. Insp.

Depts
Clerk (2) DMC (2)
C.A./C.A. (2)
Planning & Development
FTS, Publication

MOTIONS AND VOTES PERTAINING TO ORD 10-15
AT THE REGULAR SESSION ON NOVEMBER 3, 2010

I move that the Council consider Ord 10-15 in the following manner. First, the Council will divide consideration of Ord 10-15 into a series of questions, each of which will contain one or more sections of the ordinance as indicated below.[1] This motion divides the question in a manner similar to what was done at the Committee of the Whole on October 27, 2010. Second, the Council will consider a motion to instruct staff to compile the sections which received a majority vote into one ordinance, with sections appropriately numbered, for signatures and codification. Under this procedure, further divisions of the question or amendments may be considered by the Council.

Sections Involving 90-Day Orders

Division of the Question – Item One

Section 4 - 5 **Adds or modifies one-way streets** – affecting Smith Avenue and Lindbergh. (BMC 15.16.010 – Schedule F)

10/27/10 Committee Recommendation:	***Do Pass:***	***2 – 1 – 5***
11/3/10 Regular Session Action:	***Adopt:***	***8 - 1***

Division of the Question – Item Two[2]

Section 6 **Decreases Speed Limit for Segment of W. 3rd** (in Prospect Hill) (BMC 15.24.020 – Schedule I)

10/27/10 Committee Recommendation:	***Do Pass:***	***7 – 0 – 1***
11/3/10 Regular Session Action:	***Adopt:***	***7 - 2***

Division of the Question – Item Three (Remaining 90-Day Orders)

Section 1-3 **Adds and deletes stop intersections to code** to reflect what is already on the street. (BMC 15.32.060 – Schedule B)

Section 7 **Changes Name of Thomson Park Drive to RCA Park Drive** in Schedule regarding School, Park, and Playground Speed Zones (BMC 15.24.030 – Schedule J)

Sections 9 - 10 **Adds, Deletes or Modifies No Parking Zones** – Affecting 7th, 8th, Rogers, Monroe, 16th, Willis & Arbor Ridge Way (BMC 15.32.080 – Schedule M)

Section 13 **Allows 2-Hour and Zone 9 Residential Parking on Grant between 3rd and 4th Street.** (BMC 15.32.090 – Schedule N) *(Note: This section was added at the Committee of the Whole because it affects the same schedule as Sections 14-15.)*

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[1] Sections 20 and 22 are empty and are not included in this list.
[2] Note that Ord 10-15 was revised to remove the increased speed limit on Tapp Road.

Sections 14-15 **Adds, Modifies or Deletes 2-Hour and 15" Parking Zones** – Affecting 3rd, 4th, Kirkwood, 7th, Grant, Washington, Gentry, & Rogers (BMC 15.32.090 - Schedule N)

Sections 16-17 **Redesignates, Moves, and Deletes Loading Zones** - Affecting East Kirkwood, West 6th, South Washington & West 8th (BMC 15.32.100 Schedule O)

Sections 18-19 **Adds Bus Zones (including a school bus zone)** and Times Zones Apply - Affecting All Bus Zones (BMC 15.32.110 - Schedule P)

10/27/10 Committee Recommendation:	***Do Pass:***	***4 - 1 - 4***
11/3/10 Regular Session Action:	***Adopt:***	***8 - 1***

<u>Sections Involving Fees</u>

Division of the Question – Item Four (Fees) (Subdivided into Four Questions at Committee of the Whole and into Three Questions at the Regular Session.)

Section 24 ***FEE/New Permit*** **Provides for a $5 Daily Permit for Contractors and Construction Vehicles in limited and residential parking zones.** (BMC 15.32.180)

10/27/10 Committee Recommendation:	***Do Pass:***	***7 - 2***
11/3/10 Regular Session Action:	***Adopt:***	***6 - 3***

Section 40 ***FEE*** **Raises Reserved (~10%) and Non-Reserved (~5%) Parking Permits for Lots and Garages.** (BMC 15.40.020 - Schedule V - Permits)

Note if Section 40 fails or the Council wishes to change the effective for these fees from January 1, 2011, then Section 34 must be amended.

Section 35-39 **Reflect New Names for the City's Garages.**(BMC 15.40.010 and 020)
(Note: These sections are included here because they make the name changes that appear in the Schedule V amended by Section 40.)

10/27/10 Committee Recommendation:	***Do Pass:***	***4 -2 - 3***
11/3/10 Regular Session Action:	***Adopt:***	***5 - 4***

<u>Section 25 and 30-32 were subject to one vote at the 11/3/10 Regular Session:</u>

Section 25 ***FEE/New Permit*** **Provides for a $100 Annual Permit for Delivery Vehicles in order to park in limited and residential parking zones.** (BMC 15.32.185)

Committee Recommendation:	***Do Pass:***	***9 - 0***

Section 30-32 ***FEE*** **Raises Fee for All Zone Permits from $50 to $55 per year.** (BMC 15.37.190)

Committee Recommendation: Do Pass: 9 - 0

Am 06 (Wisler) Would Add Hyphen to All-Zone Permit

11/3/10 Regular Session Action: Adopt: 9 - 0

11/3/10 Regular Session Action on Sections 25 & 30-32
Adopt: 8 - 1

<u>Motion Regarding All But Two of the Remaining Sections of the Ordinance</u>

Section 53. Severability Clause.

Section 54. **Provides for the effective date with a delayed effective date for the monthly reserved and non-reserved parking fees.**

Note: The last sentence of Section 54 defers the effective date for adjusting fees for reserved and non-reserved parking to January 1, 2011. This provision will need to be amended if the fees are not adjusted or the Council wishes another effective date.

Motion to Delete All But Section 53 (Severability Clause) and Section 54 (Effective Date Clause) of the Remaining Sections of the Ordinance (for further consideration in future legislation) [3]

10/27/10 Committee Recommendation: Do Pass: 8 – 0 – 1
11/3/10 Regular Session Action: Adopt: 8 - 0

<u>Motion for Staff to Compile Sections Receiving Majority Vote into One Ordinance</u>

Given the multitude of votes involved in dividing the ordinance into the aforementioned series of questions, a motion for staff to compile the renumbered sections into a final ordinance, for signature and codification would help avoid confusion in the future about what transpired. This motion has the effect of an amendment and is reduced to a written form below:

I move that the Council direct the Council Attorney/Administrator to compile and renumber the sections passed by the Council into a final ordinance which will then be ready for signatures, publication and codification.

11/3/10 Regular Session Action: Adopt: 7 - 1

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[3] The motion at the Committee of the Whole overlooked and should have included Sections 53 (Severability) and 54 (Effective Date). This motion corrects that oversight.

LIST OF REMAINING SECTIONS OF THE ORDINANCE

Sections Recommended for Consideration by City Clerk

Section 11 **Restates the 2-Hour Parking Prohibition** to clarify meaning. (BMC 15.32.090(b))

Note: The City Clerk may request that a member of the Council introduce Am 04 which is intended to clarify the meaning of this prohibition

Division of the Question – Item Six (Some of Code Clean-Up Recommended by City Clerk)

Section 26-27 **Corrects language for obtaining a residential parking zone and prohibits issuance to persons or vehicles with debts to the City.** (BMC 15.37.040)

Note: The City Clerk may request that a member of the Council introduce Am 03 which is intended to reflect the current practice of having City Legal arrange for the permit holder to pay the debt.

Division of the Question – Item Seven (Some of Code Clean-Up Recommended by City Clerk)

Section 21&23 Divides BMC 15.32.170 into **Prohibition Against Parking While Facing Traffic** (BMC 15.32.170) and **Proper Parallel and Angle Parking** (BMC 15.32.175) with no change in language.

Section 29 **Clarifies that residential parking permits are invalid if the holder moves from the residence.** (BMC 15.37.110)

Other Remaining Sections of the Ordinance

Section 8 **Shifts approval for parking equipment and machinery on the street from the Chief of Police to Department of Public Works**; changes a permit to approval; and doesn't require approval for emergencies. (BMC 15.32.060)

Section 12 **Broadens Area and Spaces Available for Special Event Parking.** (BMC 15.32.090(f))

Section 28, 33 & 34 **Clarifies that there is a standard fee of $25 for residential parking permits** and **removes reference to lower fees for two categories of permittees (who have not been paying the lower amount).** (BMC 15.37.050)

Section 41 **Extends Notice Requirement before towing vehicles in unrestricted parking areas to 72-Hours** (per request of members of the Council. (BMC 15.48.010)

Section 42 **Changes Information Necessary to Retrieve Towed Vehicle without payment of towing and storage fees.** (BMC 15.48.020)

Section 43 **Removes the Nota/Maxwell Connector Path as a Designated Bike Path (because of a "walk easement").** (BMC 15.56.080)

Section 44-45 **Establishes a Procedure for Bicycle Parking in the City's right-of-way.** (BMC 15.56.090)

Section 46 **Established Procedure for the Removal, Impoundment, Reclaiming, and Disposal of Abandoned Bicycles.** (BMC 15.56.095)

Section 47-49 **Clarifies that vehicles may neither be parked nor operated in non-designated areas of the City's parks.** (BMC 15.60.020 and BMC 15.64.010)

Section 50 **Add Mid-Block Crosswalk on South Liberty Drive at request of IVY Tech.** (BMC 15.60.050)

Section 51 **Corrects clerical error in schedule of fines.** (BMC 15.64.040)

Section 52. **Corrects oversight (adds fine for riding a bicycle on the sidewalk).** (BMC 15.64.010).

Appendix 19: Meter Block Face Calculation Results

Blockface	Zone	Jan Park Occ	Feb Park Occ	Mar Park Occ	Apr Park Occ	May Park Occ	Jun Park Occ	Jul Park Occ	Aug Park Occ	Sep Park Occ	Oct Park Occ	Nov Park Occ	Dec Park Occ	Mean BFO
100 W 8TH	Zone 1	12%	16%	13%	18%	5%	8%	9%	24%	24%	25%	10%	9%	14%
100 W 9TH	Zone 1	18%	18%	16%	17%	8%	21%	15%	23%	38%	42%	22%	16%	21%
200 W 11TH	Zone 1	20%	24%	20%	24%	5%	11%	10%	24%	26%	30%	18%	20%	19%
200 W 8TH	Zone 1	8%	6%	9%	13%	2%	6%	7%	17%	17%	16%	9%	15%	10%
200 W 9TH	Zone 1	25%	28%	19%	27%	9%	19%	17%	48%	32%	34%	22%	17%	25%
300 N College	Zone 1	55%	66%	62%	60%	31%	64%	52%	69%	67%	61%	48%	55%	57%
300 N Morton ST	Zone 1	41%	47%	40%	46%	23%	40%	47%	55%	56%	55%	45%	43%	44%
300 N Walnut	Zone 1	29%	38%	35%	31%	11%	25%	21%	32%	32%	36%	22%	29%	28%
300 W 11TH	Zone 1	29%	37%	50%	40%	18%	33%	31%	31%	27%	32%	22%	26%	31%
300 W 12TH	Zone 1	12%	20%	21%	23%	5%	14%	10%	11%	15%	14%	7%	9%	13%
400 N College	Zone 1	38%	40%	33%	40%	14%	32%	36%	42%	39%	45%	33%	34%	35%
400 N Morton ST	Zone 1	46%	49%	52%	52%	25%	52%	57%	66%	56%	61%	46%	47%	50%
400 N Walnut	Zone 1	22%	25%	16%	17%	8%	13%	15%	18%	37%	34%	19%	13%	20%
400 W 11TH	Zone 1	18%	39%	44%	26%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	32%
400 W 8TH	Zone 1	2%	5%	5%	12%	5%	8%	9%	4%	7%	7%	4%	3%	5%
500 N College	Zone 1	18%	24%	16%	20%	5%	15%	18%	39%	27%	29%	18%	17%	20%
500 N Morton ST	Zone 1	20%	22%	29%	34%	22%	37%	48%	57%	34%	31%	21%	16%	31%
500 N Morton St - Permit	Zone 1	13%	19%	13%	21%	7%	15%	20%	21%	15%	17%	10%	5%	15%
500 N Walnut	Zone 1	13%	16%	12%	11%	6%	25%	21%	21%	28%	29%	21%	19%	18%
600 N College	Zone 1	15%	18%	16%	16%	7%	15%	14%	24%	22%	25%	15%	17%	17%
600 N Morton ST	Zone 1	12%	16%	13%	18%	6%	16%	15%	35%	23%	19%	11%	10%	16%
600 N Walnut	Zone 1	10%	7%	8%	9%	4%	9%	9%	11%	15%	17%	13%	10%	10%
700 N ASHLYNN PARK	Zone 1	19%	34%	51%	42%	13%	25%	19%	24%	21%	19%	12%	15%	24%
700 N MORTON	Zone 1	14%	21%	18%	22%	5%	12%	12%	17%	19%	17%	7%	9%	14%
800 N MORTON	Zone 1	11%	11%	11%	0%	0%	1%	0%	0%	0%	0%	0%	0%	9%
100 N Madison	Zone 2	10%	14%	9%	12%	4%	10%	12%	12%	14%	13%	10%	10%	10%
100 N Morton ST	Zone 2	50%	55%	52%	50%	25%	54%	59%	56%	55%	58%	42%	49%	50%
100 S Madison	Zone 2	11%	15%	16%	16%	6%	16%	18%	14%	14%	15%	8%	12%	13%
200 N Madison	Zone 2	15%	16%	12%	11%	8%	19%	15%	19%	21%	23%	20%	21%	16%
200 N Morton ST	Zone 2	45%	56%	49%	49%	25%	58%	56%	60%	56%	61%	44%	48%	50%
200 S Madison	Zone 2	5%	8%	13%	13%	4%	12%	16%	11%	9%	13%	13%	12%	11%
200 W 4TH	Zone 2	42%	49%	45%	37%	20%	44%	49%	42%	40%	44%	31%	41%	40%
200 W 6TH	Zone 2	58%	68%	61%	54%	29%	60%	60%	66%	66%	65%	50%	66%	58%
200 W 7TH	Zone 2	58%	68%	61%	58%	28%	69%	59%	58%	62%	66%	52%	51%	57%
200 W Kirkwood	Zone 2	61%	64%	57%	49%	26%	60%	61%	68%	57%	66%	47%	61%	56%
300 W 4TH	Zone 2	27%	41%	44%	37%	18%	47%	45%	33%	30%	41%	27%	39%	35%
300 W 6Th	Zone 2	23%	28%	23%	26%	12%	28%	32%	33%	34%	33%	24%	24%	26%
300 W 7TH	Zone 2	32%	40%	37%	39%	17%	44%	44%	45%	40%	47%	36%	35%	37%
300 W Kirkwood	Zone 2	37%	41%	43%	36%	18%	41%	42%	43%	40%	41%	31%	44%	38%
400 W 4TH	Zone 2	13%	18%	18%	17%	7%	18%	18%	15%	16%	18%	12%	11%	15%
400 W 6TH	Zone 2	10%	13%	8%	9%	6%	16%	16%	14%	15%	15%	13%	11%	12%
400 W 7TH	Zone 2	9%	13%	10%	16%	7%	15%	15%	14%	15%	29%	18%	7%	14%
400 W Kirkwood	Zone 2	0%	8%	9%	8%	3%	8%	1%	2%	12%	12%	9%	9%	7%
100 E 4TH	Zone 3	29%	31%	30%	33%	14%	28%	30%	34%	44%	42%	30%	48%	32%
100 E 6TH	Zone 3	47%	55%	49%	45%	20%	47%	47%	57%	50%	59%	42%	58%	47%
100 E 7TH	Zone 3	33%	39%	33%	29%	17%	41%	35%	49%	49%	49%	36%	40%	37%
100 E Kirkwood	Zone 3	72%	82%	75%	67%	35%	81%	76%	79%	72%	84%	63%	83%	71%
100 N College	Zone 3	72%	83%	83%	70%	35%	78%	76%	82%	79%	85%	65%	84%	73%
100 N Walnut	Zone 3	70%	82%	83%	73%	38%	85%	84%	89%	83%	86%	72%	88%	77%
100 S College	Zone 3	49%	62%	56%	50%	26%	56%	58%	63%	64%	62%	44%	62%	53%
100 S Walnut	Zone 3	63%	78%	69%	64%	33%	73%	74%	72%	73%	78%	62%	82%	67%
100 W 4TH	Zone 3	35%	60%	44%	42%	16%	42%	42%	43%	44%	52%	30%	47%	41%
100 W 6TH	Zone 3	73%	77%	73%	73%	36%	70%	77%	83%	65%	80%	63%	78%	70%
100 W 7TH	Zone 3	54%	58%	58%	52%	23%	54%	51%	56%	56%	58%	46%	55%	51%
100 W Kirkwood	Zone 3	65%	74%	72%	64%	33%	68%	72%	75%	64%	76%	57%	78%	65%
200 N College	Zone 3	43%	56%	54%	45%	23%	54%	52%	60%	56%	53%	42%	50%	49%
200 N Walnut	Zone 3	55%	59%	67%	50%	26%	58%	58%	61%	55%	58%	42%	57%	53%
200 S College	Zone 3	15%	22%	21%	23%	7%	19%	17%	18%	30%	24%	15%	20%	19%
200 S Walnut	Zone 3	11%	26%	19%	27%	8%	23%	19%	21%	38%	31%	19%	24%	22%
300 S College	Zone 3	2%	2%	2%	4%	2%	3%	2%	2%	9%	3%	3%	1%	3%
300 S Walnut	Zone 3	14%	17%	14%	21%	11%	16%	20%	18%	27%	20%	13%	12%	17%
400 S College	Zone 3	11%	17%	21%	13%	7%	13%	15%	12%	15%	20%	11%	12%	14%
400 S Walnut	Zone 3	16%	24%	22%	23%	15%	26%	29%	28%	38%	30%	20%	26%	24%
100 N Lincoln	Zone 4	46%	69%	59%	58%	21%	49%	45%	56%	64%	64%	49%	57%	52%
100 N Washington	Zone 4	37%	49%	39%	42%	14%	35%	42%	61%	55%	55%	39%	43%	42%
100 S Lincoln	Zone 4	25%	44%	35%	41%	13%	33%	28%	43%	58%	60%	44%	45%	39%
100 S Washington	Zone 4	40%	50%	46%	43%	20%	44%	44%	46%	43%	53%	40%	56%	43%
200 E 4TH	Zone 4	17%	32%	25%	27%	8%	13%	12%	23%	33%	34%	23%	27%	22%
200 E 6TH	Zone 4	9%	9%	9%	11%	5%	8%	7%	14%	13%	13%	9%	13%	10%
200 E 7TH	Zone 4	4%	7%	5%	5%	2%	6%	3%	16%	12%	12%	6%	7%	7%
200 E Kirkwood	Zone 4	48%	63%	59%	57%	22%	52%	48%	58%	63%	70%	48%	65%	53%
200 N Lincoln	Zone 4	16%	25%	21%	23%	6%	11%	11%	15%	14%	12%	8%	8%	14%
200 N Washington	Zone 4	6%	6%	6%	5%	5%	9%	8%	14%	10%	10%	6%	9%	8%
200 S Lincoln	Zone 4	35%	46%	40%	40%	11%	24%	28%	36%	45%	38%	29%	31%	33%
200 S Washington	Zone 4	13%	26%	12%	21%	4%	7%	9%	13%	25%	21%	11%	24%	15%
300 E 4TH	Zone 4	56%	76%	64%	63%	24%	56%	57%	69%	68%	80%	61%	62%	61%
300 E 6TH	Zone 4	38%	49%	47%	43%	24%	46%	44%	47%	50%	48%	38%	43%	43%
300 E 7TH	Zone 4	7%	10%	10%	15%	4%	6%	9%	12%	14%	18%	9%	6%	10%
300 E Kirkwood	Zone 4	65%	91%	84%	74%	37%	82%	76%	90%	90%	91%	71%	83%	77%
100 N Dunn	Zone 5	83%	100%	89%	77%	39%	89%	84%	99%	98%	106%	76%	88%	85%
100 N Grant	Zone 5	72%	87%	78%	70%	37%	81%	78%	89%	91%	90%	71%	83%	76%
100 S Dunn	Zone 5	65%	84%	75%	69%	30%	74%	68%	81%	81%	84%	64%	69%	69%
100 S Grant	Zone 5	73%	75%	82%	75%	34%	75%	71%	87%	80%	89%	70%	80%	73%
100 S Indiana	Zone 5	74%	88%	85%	72%	37%	84%	89%	89%	89%	93%	69%	78%	78%
200 N Dunn	Zone 5	63%	83%	71%	72%	29%	56%	57%	73%	75%	72%	51%	53%	62%
200 N Grant	Zone 5	17%	23%	22%	19%	12%	20%	24%	27%	26%	32%	18%	20%	22%
200 S Dunn	Zone 5	52%	73%	60%	64%	20%	35%	37%	58%	57%	68%	48%	43%	51%

200 S Grant	Zone 5	40%	45%	43%	41%	22%	47%	46%	59%	53%	60%	45%	51%		45%
200 S Indiana	Zone 5	74%	90%	81%	77%	38%	76%	76%	76%	87%	82%	67%	72%		74%
400 E 4TH	Zone 5	62%	83%	72%	70%	27%	65%	64%	77%	76%	82%	62%	71%		67%
400 E 6TH	Zone 5	29%	40%	44%	36%	25%	59%	52%	55%	38%	38%	28%	37%		40%
400 E 7TH	Zone 5	19%	26%	22%	25%	12%	23%	23%	25%	32%	31%	23%	23%		23%
400 E Kirkwood	Zone 5	77%	88%	90%	75%	43%	91%	84%	93%	90%	91%	71%	88%		81%
500 E 4TH	Zone 5	75%	95%	82%	79%	36%	86%	84%	88%	91%	92%	68%	81%		79%
500 E 6TH	Zone 5	61%	83%	64%	68%	27%	53%	56%	68%	85%	93%	64%	64%		65%
500 E Kirkwood	Zone 5	72%	86%	77%	69%	35%	77%	74%	87%	85%	84%	70%	80%		74%
														Systemwide BFO	38%

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Stalls	Avg Stalls
Blockface	**Zone**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**		
100 W 8TH	Zone 1	563.00	704.00	648.00	734.00	186.00	369.00	400.00	978.00	866.00	858.00	489.00	342.00	240.00	20.00
100 W 9TH	Zone 1	369.00	439.00	411.00	362.00	188.00	476.00	403.00	532.00	663.00	808.00	481.00	316.00	96.00	8.00
200 W 11TH	Zone 1	406.00	480.00	455.00	465.00	96.00	285.00	216.00	632.00	528.00	631.00	427.00	296.00	108.00	9.00
200 W 8TH	Zone 1	99.00	71.00	117.00	169.00	26.00	85.00	80.00	257.00	206.00	175.00	110.00	123.00	84.00	7.00
200 W 9TH	Zone 1	489.00	535.00	417.00	539.00	209.00	411.00	345.00	953.00	586.00	629.00	432.00	299.00	108.00	9.00
300 N College	Zone 1	1,518.00	1,753.00	1,730.00	1,486.00	809.00	1,820.00	1,596.00	1,873.00	1,716.00	1,619.00	1,261.00	1,267.00	132.00	11.00
300 N Morton ST	Zone 1	2,460.00	2,614.00	2,526.00	2,850.00	1,343.00	2,416.00	2,924.00	3,667.00	3,142.00	3,328.00	2,753.00	1,882.00	276.00	23.00
300 N Walnut	Zone 1	442.00	525.00	562.00	513.00	192.00	448.00	372.00	541.00	528.00	549.00	361.00	385.00	72.00	6.00
300 W 11TH	Zone 1	1,271.00	1,561.00	2,231.00	1,720.00	837.00	1,573.00	1,462.00	1,494.00	1,310.00	1,499.00	1,077.00	1,033.00	221.00	18.42
300 W 12TH	Zone 1	407.00	598.00	668.00	678.00	173.00	441.00	359.00	426.00	533.00	465.00	272.00	217.00	168.00	14.00
400 N College	Zone 1	1,021.00	895.00	860.00	789.00	383.00	881.00	942.00	1,104.00	846.00	964.00	703.00	622.00	116.00	9.67
400 N Morton ST	Zone 1	2,817.00	2,871.00	3,161.00	2,937.00	1,553.00	3,175.00	3,451.00	4,085.00	3,338.00	3,444.00	2,749.00	2,225.00	264.00	22.00
400 N Walnut	Zone 1	390.00	457.00	425.00	401.00	161.00	361.00	372.00	491.00	662.00	701.00	388.00	264.00	108.00	9.00
400 W 11TH	Zone 1	39.00	104.00	114.00	65.00	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	4.00	0.33
400 W 8TH	Zone 1	52.00	27.00	37.00	74.00	46.00	66.00	86.00	153.00	199.00	240.00	149.00	73.00	69.00	5.75
500 N College	Zone 1	639.00	835.00	676.00	724.00	290.00	701.00	652.00	1,206.00	849.00	873.00	612.00	489.00	168.00	14.00
500 N Morton ST	Zone 1	714.00	801.00	950.00	1,091.00	579.00	928.00	1,251.00	1,731.00	1,275.00	1,224.00	947.00	515.00	216.00	18.00
500 N Morton St - Permit	Zone 1	431.00	569.00	419.00	602.00	224.00	482.00	580.00	686.00	483.00	546.00	350.00	138.00	143.00	11.92
500 N Walnut	Zone 1	211.00	288.00	270.00	229.00	119.00	395.00	343.00	389.00	469.00	573.00	351.00	269.00	84.00	7.00
600 N College	Zone 1	1,193.00	1,613.00	1,353.00	1,382.00	588.00	1,275.00	1,293.00	2,287.00	1,743.00	1,909.00	#DIV/0!	1,353.00	336.00	28.00
600 N Morton ST	Zone 1	827.00	1,002.00	900.00	1,046.00	386.00	863.00	838.00	2,103.00	1,322.00	1,220.00	769.00	481.00	348.00	29.00
600 N Walnut	Zone 1	304.00	283.00	309.00	254.00	133.00	282.00	292.00	377.00	375.00	413.00	319.00	288.00	120.00	10.00
700 N ASHLYNN PARK	Zone 1	473.00	889.00	1,485.00	1,024.00	317.00	629.00	524.00	604.00	540.00	489.00	298.00	326.00	144.00	12.00
700 N MORTON	Zone 1	559.00	734.00	677.00	628.00	197.00	367.00	357.00	635.00	615.00	554.00	281.00	264.00	168.00	14.00
800 N MORTON	Zone 1	469.00	496.00	475.00	#DIV/0!	#DIV/0!	16.00	#DIV/0!	#DIV/0!	#DIV/0!	43.00	#DIV/0!	#DIV/0!	59.00	4.92
100 N Madison	Zone 2	298.00	413.00	298.00	386.00	155.00	396.00	466.00	546.00	507.00	449.00	358.00	261.00	168.00	14.00
100 N Morton ST	Zone 2	1,067.00	1,129.00	1,244.00	1,120.00	588.00	1,253.00	1,365.00	1,471.00	1,315.00	1,341.00	949.00	949.00	132.00	11.00
100 S Madison	Zone 2	458.00	621.00	649.00	591.00	252.00	640.00	693.00	665.00	532.00	596.00	#DIV/0!	423.00	238.00	19.83
200 N Madison	Zone 2	492.00	578.00	507.00	585.00	366.00	906.00	641.00	862.00	958.00	1,163.00	861.00	513.00	203.00	16.92
200 N Morton ST	Zone 2	4,126.00	4,955.00	4,763.00	4,427.00	2,279.00	5,255.00	5,300.00	5,985.00	5,224.00	5,743.00	4,236.00	3,786.00	420.00	35.00
200 S Madison	Zone 2	139.00	179.00	342.00	298.00	131.00	316.00	389.00	340.00	269.00	287.00	299.00	213.00	108.00	9.00
200 W 4TH	Zone 2	1,200.00	1,326.00	1,294.00	1,092.00	589.00	1,265.00	1,364.00	1,330.00	1,208.00	1,359.00	947.00	1,079.00	156.00	13.00
200 W 6TH	Zone 2	3,391.00	3,837.00	3,733.00	3,145.00	1,669.00	3,561.00	3,583.00	4,055.00	3,760.00	3,805.00	3,028.00	3,102.00	276.00	23.00
200 W 7TH	Zone 2	2,147.00	2,384.00	2,399.00	2,063.00	1,116.00	2,536.00	2,263.00	2,363.00	2,369.00	2,479.00	1,991.00	1,747.00	156.00	13.00
200 W Kirkwood	Zone 2	2,651.00	2,681.00	2,373.00	2,002.00	1,123.00	2,490.00	2,483.00	2,848.00	2,473.00	2,608.00	1,970.00	2,048.00	168.00	14.00
300 W 4TH	Zone 2	965.00	1,330.00	1,523.00	1,143.00	630.00	1,530.00	1,602.00	1,232.00	1,091.00	1,380.00	948.00	1,150.00	192.00	16.00
300 W 6Th	Zone 2	2,265.00	2,645.00	2,518.00	2,483.00	1,249.00	2,933.00	3,111.00	3,608.00	3,266.00	3,162.00	2,583.00	2,096.00	240.00	20.00
300 W 7TH	Zone 2	1,699.00	2,129.00	2,041.00	1,985.00	963.00	2,256.00	2,355.00	2,520.00	2,070.00	2,603.00	1,982.00	1,596.00	204.00	17.00
300 W Kirkwood	Zone 2	1,271.00	1,416.00	1,476.00	1,222.00	517.00	1,182.00	1,133.00	1,238.00	1,202.00	1,181.00	897.00	1,044.00	156.00	13.00
400 W 4TH	Zone 2	1,102.00	1,438.00	1,480.00	1,303.00	675.00	1,366.00	1,455.00	1,410.00	1,373.00	1,389.00	1,034.00	763.00	240.00	20.00
400 W 6TH	Zone 2	423.00	570.00	418.00	472.00	297.00	862.00	873.00	885.00	874.00	800.00	651.00	367.00	215.00	17.92
400 W 7TH	Zone 2	748.00	1,104.00	999.00	1,542.00	629.00	1,425.00	1,519.00	1,482.00	1,460.00	3,104.00	1,893.00	#DIV/0!	380.00	31.67
400 W Kirkwood	Zone 2	1.00	133.00	211.00	176.00	70.00	165.00	14.00	48.00	221.00	219.00	172.00	166.00	96.00	8.00
100 E 4TH	Zone 3	888.00	999.00	1,068.00	989.00	408.00	958.00	967.00	1,192.00	1,382.00	1,254.00	985.00	1,148.00	180.00	15.00
100 E 6TH	Zone 3	4,821.00	5,294.00	5,271.00	4,452.00	2,209.00	5,085.00	5,070.00	6,130.00	4,889.00	5,605.00	4,340.00	4,962.00	492.00	41.00
100 E 7TH	Zone 3	1,402.00	1,564.00	1,443.00	1,191.00	770.00	1,879.00	1,451.00	2,091.00	1,875.00	1,936.00	1,643.00	1,463.00	192.00	16.00
100 E Kirkwood	Zone 3	3,252.00	3,394.00	3,467.00	2,966.00	1,573.00	3,530.00	3,329.00	3,542.00	3,166.00	3,491.00	2,844.00	2,751.00	192.00	16.00
100 N College	Zone 3	6,751.00	7,143.00	8,344.00	6,110.00	3,316.00	7,145.00	6,550.00	7,515.00	6,801.00	7,185.00	6,111.00	6,533.00	384.00	32.00
100 N Walnut	Zone 3	4,912.00	5,530.00	6,383.00	5,162.00	2,776.00	6,407.00	6,019.00	6,423.00	5,639.00	5,972.00	5,003.00	4,984.00	336.00	28.00
100 S College	Zone 3	2,562.00	2,981.00	3,181.00	2,665.00	1,451.00	3,136.00	3,011.00	3,421.00	3,076.00	3,051.00	2,359.00	2,564.00	192.00	16.00
100 S Walnut	Zone 3	3,425.00	3,993.00	3,935.00	3,461.00	1,792.00	4,033.00	3,956.00	4,163.00	3,781.00	4,092.00	3,381.00	3,723.00	264.00	22.00
100 W 4TH	Zone 3	968.00	1,339.00	1,168.00	1,081.00	454.00	1,282.00	1,252.00	1,146.00	1,145.00	1,279.00	857.00	1,076.00	132.00	11.00
100 W 6TH	Zone 3	4,426.00	4,378.00	4,692.00	4,236.00	2,331.00	4,540.00	4,806.00	5,369.00	4,012.00	4,905.00	3,862.00	3,851.00	312.00	26.00
100 W 7TH	Zone 3	2,492.00	2,598.00	2,689.00	2,229.00	1,204.00	2,636.00	2,502.00	2,899.00	2,608.00	2,744.00	2,301.00	2,222.00	216.00	18.00
100 W Kirkwood	Zone 3	7,880.00	8,192.00	9,214.00	7,574.00	3,974.00	8,265.00	8,365.00	9,027.00	7,432.00	8,576.00	6,925.00	7,533.00	540.00	45.00
200 N College	Zone 3	2,157.00	2,760.00	3,295.00	2,770.00	1,243.00	3,173.00	2,923.00	3,647.00	3,011.00	2,785.00	2,282.00	2,302.00	236.00	19.67
200 N Walnut	Zone 3	2,914.00	2,983.00	3,502.00	2,551.00	1,370.00	3,085.00	2,989.00	3,149.00	2,722.00	2,983.00	2,283.00	2,439.00	228.00	19.00
200 S College	Zone 3	231.00	277.00	278.00	287.00	96.00	296.00	263.00	308.00	361.00	354.00	215.00	244.00	60.00	5.00
200 S Walnut	Zone 3	270.00	583.00	521.00	588.00	183.00	678.00	561.00	510.00	762.00	729.00	498.00	487.00	132.00	11.00
300 S College	Zone 3	64.00	56.00	66.00	121.00	47.00	85.00	81.00	65.00	219.00	98.00	93.00	59.00	141.00	11.75
300 S Walnut	Zone 3	482.00	540.00	533.00	704.00	409.00	691.00	726.00	705.00	848.00	770.00	568.00	404.00	119.00	9.92
400 S College	Zone 3	215.00	322.00	405.00	218.00	127.00	255.00	252.00	199.00	276.00	415.00	201.00	147.00	80.00	6.67
400 S Walnut	Zone 3	330.00	403.00	423.00	473.00	287.00	571.00	613.00	619.00	715.00	652.00	420.00	401.00	84.00	7.00
100 N Lincoln	Zone 4	2,449.00	3,305.00	3,262.00	2,845.00	1,222.00	2,790.00	2,525.00	3,034.00	3,146.00	2,989.00	2,520.00	2,291.00	216.00	18.00
100 N Washington	Zone 4	1,759.00	2,192.00	2,025.00	1,853.00	745.00	1,672.00	1,461.00	1,615.00	1,596.00	1,868.00	1,442.00	1,511.00	206.00	17.17
100 S Lincoln	Zone 4	957.00	1,457.00	1,251.00	1,110.00	506.00	1,321.00	1,193.00	1,754.00	2,042.00	1,983.00	1,565.00	1,322.00	177.00	14.75
100 S Washington	Zone 4	1,541.00	1,779.00	1,878.00	1,650.00	802.00	1,723.00	1,662.00	1,953.00	1,677.00	1,896.00	1,437.00	1,691.00	191.00	15.92
200 E 4TH	Zone 4	808.00	1,318.00	1,177.00	1,160.00	341.00	674.00	607.00	1,134.00	1,434.00	1,459.00	995.00	941.00	240.00	20.00
200 E 6TH	Zone 4	400.00	415.00	417.00	490.00	215.00	375.00	325.00	649.00	518.00	545.00	409.00	493.00	214.00	17.83
200 E 7TH	Zone 4	139.00	188.00	132.00	112.00	63.00	164.00	99.00	411.00	279.00	287.00	135.00	108.00	128.00	10.67
200 E Kirkwood	Zone 4	2,028.00	2,503.00	2,484.00	2,284.00	927.00	2,268.00	1,957.00	2,596.00	2,428.00	2,773.00	1,969.00	2,010.00	192.00	16.00
200 N Lincoln	Zone 4	759.00	1,108.00	973.00	1,021.00	277.00	612.00	591.00	702.00	574.00	504.00	392.00	327.00	227.00	18.92
200 N Washington	Zone 4	252.00	257.00	327.00	244.00	191.00	445.00	400.00	716.00	466.00	445.00	283.00	359.00	210.00	17.50
200 S Lincoln	Zone 4	788.00	849.00	885.00	740.00	241.00	535.00	603.00	743.00	810.00	753.00	554.00	497.00	84.00	7.00
200 S Washington	Zone 4	153.00	255.00	144.00	202.00	44.00	96.00	116.00	168.00	242.00	218.00	125.00	212.00	60.00	5.00
300 E 4TH	Zone 4	1,275.00	1,453.00	1,389.00	1,316.00	613.00	1,388.00	1,376.00	1,598.00	1,385.00	1,559.00	1,187.00	1,072.00	108.00	9.00
300 E 6TH	Zone 4	1,595.00	1,878.00	2,000.00	1,722.00	1,065.00	2,128.00	1,972.00	2,118.00	1,962.00	1,825.00	1,521.00	1,392.00	168.00	14.00
300 E 7TH	Zone 4	264.00	400.00	456.00	528.00	134.00	274.00	352.00	531.00	557.00	624.00	382.00	231.00	239.00	19.92
300 E Kirkwood	Zone 4	2,631.00	3,178.00	3,260.00	2,646.00	1,676.00	3,857.00	3,493.00	4,000.00	3,754.00	3,663.00	2,937.00	2,900.00	184.00	15.33
100 N Dunn	Zone 5	1,948.00	2,096.00	2,149.00	1,731.00	1,023.00	2,230.00	2,152.00	2,387.00	2,025.00	2,085.00	1,529.00	1,576.00	108.00	9.00
100 N Grant	Zone 5	1,669.00	1,879.00	1,842.00	1,507.00	816.00	1,820.00	1,682.00	1,999.00	1,898.00	1,872.00	1,586.00	1,480.00	108.00	9.00
100 S Dunn	Zone 5	1,244.00	1,715.00	1,816.00	1,542.00	797.00	1,700.00	1,497.00	1,806.00	1,754.00	1,772.00	1,443.00	1,316.00	119.00	9.92
100 S Grant	Zone 5	1,762.00	1,684.00	2,114.00	1,645.00	921.00	1,950.00	1,858.00	2,174.00	1,825.00	2,001.00	1,553.00	1,581.00	108.00	9.00
100 S Indiana	Zone 5	1,973.00	2,092.00	2,223.00	1,743.00	1,045.00	2,192.00	2,270.00	2,364.00	2,039.00	2,158.00	1,561.00	1,658.00	120.00	10.00
200 N Dunn	Zone 5	1,167.00	1,379.00	1,249.00	1,247.00	551.00	1,110.00	1,131.00	1,435.00	1,385.00	1,220.00	923.00	779.00	108.00	9.00
200 N Grant	Zone 5	310.00	327.00	374.00	309.00	197.00	351.00	380.00	461.00	432.00	464.00	291.00	284.00	84.00	7.00
200 S Dunn	Zone 5	527.00	706.00	673.00	654.00	228.00	414.00	472.00	646.00	629.00	692.00	427.00	385.00	72.00	6.00
200 S Grant	Zone 5	703.00	674.00	726.00	625.00	408.00	906.00	930.00	1,076.00	815.00	971.00	699.00	724.00	72.00	6.00
200 S Indiana	Zone 5	1,272.00	1,399.00	1,418.00	1,238.00	654.00	1,454.00	1,432.00	1,470.00	1,451.00	1,389.00	1,065.00	1,050.00	108.00	9.00
400 E 4TH	Zone 5	3,842.00	4,506.00	4,484.00	3,967.00	1,820.00	4,168.00	4,179.00	4,965.00	4,064.00	4,497.00	3,336.00	3,255.00	324.00	27.00
400 E 6TH	Zone 5	1,443.00	1,790.00	2,087.00	1,660.00	1,296.00	3,009.00	2,571.00	2,704.00	1,651.00	1,661.00	1,306.00	1,379.00	240.00	20.00
400 E 7TH	Zone 5	1,180.00	1,212.00	1,107.00	1,199.00	574.00	1,370.00	1,229.00	1,504.00	1,576.00	1,425.00	1,061.00	1,082.00	293.00	24.42
400 E Kirkwood	Zone 5	4,925.00	5,111.00	5,736.00	4,469.00	2,707.00	6,023.00	5,420.00	6,109.00	5,260.00	5,271.00	4,295.00	4,436.00	276.00	23.00
500 E 4TH	Zone 5	3,257.00	3,608.00	3,673.00	3,078.00	1,573.00	3,729.00	3,580.00	3,899.00	3,376.00	3,552.00	2,690.00	2,733.00	240.00	20.00

500 E 6TH	Zone 5	2,120.00	2,812.00	2,359.00	2,511.00	891.00	2,075.00	2,223.00	2,768.00	3,035.00	3,224.00	2,171.00	1,898.00	251.00	20.92
500 E Kirkwood	Zone 5	2,514.00	2,767.00	2,629.00	2,098.00	1,287.00	2,769.00	2,592.00	3,070.00	2,585.00	2,510.00	2,098.00	2,150.00	168.00	14.00

Blockface	Zone	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total	Total Stalls	Avg Stalls	Weighted Mo. Avg	Operational Expense	System Expense	Staffing Expense	GF Expense	Total Expense	Net	Contribution %
		$	$	$	$	$	$	$	$	$	$	$	$	$	N	N								
100 W 8TH	Zone 1	722.90	917.85	831.35	1,045.95	289.70	494.30	530.85	1,464.45	1,381.60	1,504.05	614.25	443.95	10,241.20	240.00	20.00	853.43	2,501.99	11,860.53	9,013.00	774.35	24,149.88	(13,908.68)	
100 W 9TH	Zone 1	451.40	437.55	412.45	428.65	197.15	494.80	346.95	589.90	903.95	1,013.05	542.75	314.90	6,133.50	96.00	8.00	511.13	1,000.80	4,744.21	3,605.20	309.74	9,659.95	(3,526.45)	
200 W 11TH	Zone 1	551.85	611.60	543.15	610.00	130.90	304.25	290.75	674.25	727.55	818.55	499.10	455.70	6,217.65	108.00	9.00	518.14	1,125.89	5,337.24	4,055.85	348.46	10,867.44	(4,649.79)	
200 W 8TH	Zone 1	186.40	143.35	193.15	293.80	38.35	124.65	137.10	381.70	363.15	353.05	192.30	239.45	2,646.45	84.00	7.00	220.54	875.70	4,151.19	3,154.55	271.02	8,452.46	(5,806.01)	
200 W 9TH	Zone 1	703.10	770.65	536.10	779.65	252.95	536.90	437.05	1,260.30	835.00	931.90	598.75	359.90	8,002.25	108.00	9.00	666.85	1,125.89	5,337.24	4,055.85	348.46	10,867.44	(2,865.19)	
300 N College	Zone 1	1,478.90	1,715.85	1,718.00	1,612.55	777.75	1,714.90	1,415.10	1,927.40	1,875.55	1,727.60	1,392.00	1,240.05	18,595.65	132.00	11.00	1,549.64	1,376.09	6,523.29	4,957.15	425.89	13,282.43	5,313.22	2.55%
300 N Morton ST	Zone 1	2,400.50	2,673.95	2,448.55	2,630.85	1,327.20	2,254.95	2,621.95	3,270.40	3,284.85	3,223.25	2,582.15	1,958.30	30,676.90	276.00	23.00	2,556.41	2,877.29	13,639.61	10,364.95	890.51	27,772.36	2,904.54	1.40%
300 N Walnut	Zone 1	515.10	662.45	665.60	566.15	212.35	455.80	391.05	621.55	588.95	662.30	402.45	412.85	6,156.60	72.00	6.00	513.05	750.60	3,558.16	2,703.90	232.31	7,244.96	(1,088.36)	
300 W 11TH	Zone 1	1,418.70	1,790.20	2,575.55	2,082.85	1,008.55	1,904.05	1,706.00	1,777.15	1,526.30	1,802.55	1,254.80	1,221.00	20,067.70	221.00	18.42	1,663.50	2,303.91	10,921.57	8,299.47	713.05	22,238.01	(2,170.31)	
300 W 12TH	Zone 1	520.15	812.50	844.85	928.45	203.45	596.45	422.20	482.35	598.00	584.40	295.60	332.85	6,621.25	168.00	14.00	551.77	1,751.39	8,302.37	6,309.10	542.05	16,904.91	(10,283.66)	
400 N College	Zone 1	1,053.50	1,165.35	989.35	1,152.65	440.15	950.50	1,072.30	1,228.30	1,008.90	1,141.80	872.85	722.75	11,798.40	116.00	9.67	984.81	1,209.29	5,732.59	4,356.29	374.27	11,672.44	125.96	0.06%
400 N Morton ST	Zone 1	2,847.35	2,991.20	3,307.75	3,161.10	1,574.70	3,183.30	3,402.90	4,113.65	3,374.10	3,639.95	2,779.05	2,417.45	36,792.50	264.00	22.00	3,066.04	2,752.19	13,046.59	9,914.30	851.79	26,564.87	10,227.63	4.91%
400 N Walnut	Zone 1	626.65	649.65	444.15	435.00	194.15	357.60	408.80	519.05	956.55	895.80	512.05	273.60	6,273.05	108.00	9.00	522.75	1,125.89	5,337.24	4,055.85	348.46	10,867.44	(4,594.39)	
400 W 11TH	Zone 1	56.20	106.55	139.90	78.90	-	-	-	-	-	-	-	-	381.55	4.00	0.33	#N/A	41.70	197.68	150.22	12.91	402.50	(20.95)	
400 W 8TH	Zone 1	49.45	37.95	50.20	102.30	40.05	62.45	71.30	101.15	181.40	171.45	100.25	62.80	1,030.75	69.00	5.75	100.43	719.32	3,409.90	2,591.24	222.63	6,943.09	(5,912.34)	
500 N College	Zone 1	814.10	1,024.65	714.35	875.05	242.05	697.35	798.15	1,714.75	1,199.15	1,286.85	784.90	612.35	10,763.70	168.00	14.00	896.98	1,751.39	8,302.37	6,309.10	542.05	16,904.91	(6,141.21)	
500 N Morton ST	Zone 1	1,049.95	1,154.80	1,575.10	1,727.85	995.90	1,876.30	2,329.45	2,866.40	1,797.80	1,638.30	1,105.45	734.30	18,851.60	216.00	18.00	1,570.97	2,251.79	10,674.48	8,111.70	696.92	21,734.89	(2,883.29)	
500 N Morton St - Permit	Zone 1	475.75	621.05	463.75	706.80	257.75	509.10	639.55	722.25	516.00	561.00	349.20	152.30	5,974.50	143.00	11.92	500.29	1,490.77	7,066.90	5,370.25	461.39	14,389.30	(8,414.80)	
500 N Walnut	Zone 1	276.55	321.75	262.35	247.65	131.30	514.20	456.15	441.70	600.25	623.15	441.10	307.60	4,623.75	84.00	7.00	385.31	875.70	4,151.19	3,154.55	271.02	8,452.46	(3,828.71)	
600 N College	Zone 1	1,215.10	1,602.75	1,272.80	1,411.90	549.85	1,285.75	1,248.15	2,165.00	1,886.40	2,098.10	1,324.45	1,071.75	17,132.00	336.00	28.00	1,440.98	3,502.78	16,604.75	12,618.21	1,084.09	33,809.83	(16,677.83)	
600 N Morton ST	Zone 1	1,126.55	1,382.15	1,208.70	1,618.50	538.65	1,394.30	1,283.00	3,166.20	2,020.65	1,729.60	940.55	698.40	17,107.25	348.00	29.00	1,425.60	3,627.88	17,197.77	13,068.86	1,122.81	35,017.32	(17,910.07)	
600 N Walnut	Zone 1	267.55	217.05	247.20	295.15	136.60	278.25	259.20	355.60	448.25	532.70	424.35	238.80	3,700.70	120.00	10.00	308.39	1,250.99	5,930.27	4,506.50	387.18	12,074.94	(8,374.24)	
700 N ASHLYNN PARK	Zone 1	648.55	1,134.75	1,706.25	1,361.65	452.05	870.40	706.60	859.15	749.30	681.20	403.20	423.55	9,996.65	144.00	12.00	833.05	1,501.19	7,116.32	5,407.80	464.61	14,489.93	(4,493.28)	
700 N MORTON	Zone 1	605.30	908.95	805.05	951.60	241.15	513.95	513.95	697.45	784.80	728.85	318.20	311.05	7,380.30	168.00	14.00	615.03	1,751.39	8,302.37	6,309.10	542.05	16,904.91	(9,524.61)	
800 N MORTON	Zone 1	549.05	561.40	588.25	4.35	1.75	5.10	9.00	5.55	-	0.05	-	-	1,724.50	59.00	4.92	480.59	615.07	2,915.71	2,215.70	190.36	5,936.84	(4,212.34)	
100 N Madison	Zone 2	419.80	564.75	390.50	513.15	163.70	394.60	471.20	536.80	573.35	556.30	424.35	332.90	5,341.40	168.00	14.00	445.12	1,751.39	8,302.37	6,309.10	542.05	16,904.91	(11,563.51)	
100 N Morton ST	Zone 2	1,574.90	1,614.90	1,697.35	1,516.20	784.90	1,708.00	1,818.40	1,853.05	1,696.80	1,793.15	1,322.35	1,278.60	18,658.60	132.00	11.00	1,554.88	1,376.09	6,523.29	4,957.15	425.89	13,282.43	5,376.17	2.58%
100 S Madison	Zone 2	599.60	820.80	966.35	944.65	317.05	843.30	1,005.10	864.25	764.10	818.15	501.55	557.85	9,002.75	238.00	19.83	749.78	2,481.14	11,761.69	8,937.90	767.90	23,948.63	(14,945.88)	
200 N Madison	Zone 2	771.05	826.25	629.10	554.20	375.60	944.90	756.15	991.50	1,036.70	1,130.40	985.75	864.75	9,866.35	203.00	16.92	821.99	2,116.26	10,032.03	7,623.50	654.97	20,426.77	(10,560.42)	
200 N Morton ST	Zone 2	4,374.70	5,281.10	5,130.90	4,789.25	2,361.70	5,559.15	5,451.50	6,031.70	5,505.60	5,899.00	4,240.85	3,826.00	58,451.45	420.00	35.00	4,870.95	4,378.48	20,755.93	15,772.76	1,355.12	42,262.29	16,189.16	7.78%
200 S Madison	Zone 2	155.00	203.80	333.50	357.75	121.60	336.05	401.65	292.05	220.00	313.10	322.65	238.35	3,295.50	108.00	9.00	274.63	1,125.89	5,337.24	4,055.85	348.46	10,867.44	(7,571.94)	
200 W 4TH	Zone 2	1,578.45	1,781.40	1,732.20	1,431.05	764.75	1,670.95	1,798.05	1,677.95	1,493.65	1,668.40	1,225.60	1,267.30	18,089.75	156.00	13.00	1,507.48	1,626.29	7,709.35	5,858.45	503.33	15,697.42	2,392.33	1.15%
200 W 6TH	Zone 2	3,702.70	4,253.75	4,129.65	3,447.05	1,890.95	3,938.90	3,848.65	4,469.95	4,317.95	4,224.70	3,288.60	3,487.75	45,000.60	276.00	23.00	3,750.05	2,877.29	13,639.61	10,364.95	890.51	27,772.36	17,228.24	8.28%
200 W 7TH	Zone 2	1,802.20	1,964.40	1,953.40	1,762.05	866.80	2,177.90	1,845.55	1,961.05	1,989.15	2,104.40	1,626.45	1,336.20	21,389.55	156.00	13.00	1,782.46	1,626.29	7,709.35	5,858.45	503.33	15,697.42	5,692.13	2.73%
200 W Kirkwood	Zone 2	2,217.25	2,447.40	2,407.65	2,097.90	1,125.05	2,462.40	2,532.35	2,824.40	2,397.10	2,720.70	1,969.00	2,100.50	27,301.70	168.00	14.00	2,275.14	1,751.39	8,302.37	6,309.10	542.05	16,904.91	10,396.79	4.99%
300 W 4TH	Zone 2	1,260.20	1,761.50	1,965.10	1,636.25	795.05	1,998.60	1,963.50	1,551.80	1,353.10	1,794.60	1,273.90	1,444.85	18,798.45	192.00	16.00	1,566.54	2,001.59	9,488.43	7,210.40	619.48	19,319.90	(521.45)	
300 W 6Th	Zone 2	1,338.20	1,625.55	1,461.10	1,545.70	705.50	1,655.95	1,809.65	1,995.80	1,980.85	1,911.30	1,405.85	1,160.25	18,595.70	240.00	20.00	1,549.64	2,501.99	11,860.53	9,013.00	774.35	24,149.88	(5,554.18)	
300 W 7TH	Zone 2	1,427.70	1,736.20	1,721.05	1,717.10	788.90	1,881.85	1,881.25	2,088.70	1,826.05	2,056.20	1,597.70	1,312.50	20,035.20	204.00	17.00	1,669.60	2,126.69	10,081.45	7,661.05	658.20	20,527.40	(492.20)	
300 W Kirkwood	Zone 2	1,606.95	1,735.00	1,963.65	1,607.00	642.75	1,404.35	1,474.45	1,558.40	1,388.25	1,456.90	1,149.20	1,210.25	17,197.15	156.00	13.00	1,455.79	1,626.29	7,709.35	5,858.45	503.33	15,697.42	1,499.73	0.72%
400 W 4TH	Zone 2	797.60	1,032.00	1,113.15	1,063.65	436.90	1,044.55	1,042.65	920.80	960.80	1,070.30	722.30	554.55	10,759.25	240.00	20.00	896.60	2,501.99	11,860.53	9,013.00	774.35	24,149.88	(13,390.63)	
400 W 6TH	Zone 2	538.55	691.35	475.95	490.70	312.45	819.05	802.10	778.30	793.95	805.20	690.95	452.60	7,651.15	215.00	17.92	638.46	2,241.36	10,625.06	8,074.15	693.69	21,634.27	(13,983.12)	
400 W 7TH	Zone 2	809.55	1,074.45	853.35	1,375.50	558.80	1,257.20	1,193.80	1,204.05	1,255.90	2,412.45	1,443.80	489.15	13,928.00	380.00	31.67	1,164.98	3,961.48	18,779.18	14,270.59	1,226.06	38,237.31	(24,309.31)	
400 W Kirkwood	Zone 2	1.00	182.20	280.40	235.45	92.70	208.90	16.70	64.65	331.20	326.50	245.50	205.85	2,191.05	96.00	8.00	204.63	1,000.80	4,744.21	3,605.20	309.74	9,659.95	(7,468.90)	
100 E 4TH	Zone 3	1,300.55	1,301.25	1,370.75	1,437.25	573.10	1,243.70	1,329.15	1,518.25	1,897.55	1,813.55	1,288.70	1,690.15	16,763.95	180.00	15.00	1,397.00	1,876.49	8,895.40	6,759.75	580.76	18,112.41	(1,348.46)	
100 E 6TH	Zone 3	5,460.00	6,187.35	6,168.45	5,396.80	2,489.65	5,651.25	5,583.20	7,026.90	5,912.70	6,850.35	5,073.70	5,588.50	67,388.85	492.00	41.00	5,615.74	5,129.07	24,314.09	18,476.66	1,587.42	49,507.25	17,881.60	8.59%
100 E 7TH	Zone 3	1,517.95	1,747.75	1,609.10	1,378.35	798.50	1,946.20	1,649.65	2,366.45	2,275.75	2,265.85	1,699.85	1,519.75	20,775.15	192.00	16.00	1,731.26	2,001.59	9,488.43	7,210.40	619.48	19,319.90	1,455.25	0.70%
100 E Kirkwood	Zone 3	3,014.85	3,440.95	3,465.70	2,864.60	1,596.20	3,543.10	3,360.60	3,640.60	3,212.45	3,614.55	2,816.85	2,930.25	37,500.70	192.00	16.00	3,125.06	2,001.59	9,488.43	7,210.40	619.48	19,319.90	18,180.80	8.73%
100 N College	Zone 3	6,216.05	6,552.95	6,861.55	5,824.30	3,099.40	6,890.20	6,701.45	7,440.00	6,828.70	7,269.30	5,677.90	5,870.10	75,231.90	384.00	32.00	6,269.33	4,003.18	18,976.85	14,420.81	1,238.97	38,639.80	36,592.10	17.58%
100 N Walnut	Zone 3	5,265.50	5,903.70	6,186.45	5,140.80	2,854.00	6,231.50	6,077.25	6,736.90	6,147.15	6,407.95	5,222.20	5,204.55	67,377.95	336.00	28.00	5,614.83	3,502.78	16,604.75	12,618.21	1,084.09	33,809.83	33,568.12	16.12%
100 S College	Zone 3	2,279.40	2,726.85	2,731.30	2,333.70	1,217.55	2,603.65	2,679.35	3,040.90	2,910.85	2,892.70	2,097.80	2,315.85	29,829.90	192.00	16.00	2,485.83	2,001.59	9,488.43	7,210.40	619.48	19,319.90	10,510.00	5.05%
100 S Walnut	Zone 3	3,803.10	4,491.85	4,448.60	3,897.65	2,071.05	4,453.35	4,413.55	4,581.50	4,337.45	4,747.85	3,791.75	4,018.20	49,055.90	264.00	22.00	4,087.99	2,752.19	13,046.59	9,914.30	851.79	26,564.87	22,491.03	10.80%
100 W 4TH	Zone 3	1,135.90	1,899.90	1,536.65	1,380.55	558.30	1,410.15	1,359.95	1,432.90	1,398.80	1,723.25	1,003.70	1,257.75	16,097.80	132.00	11.00	1,341.48	1,376.09	6,523.29	4,957.15	425.89	13,282.43	2,815.37	1.35%
100 W 6TH	Zone 3	5,095.60	5,297.35	5,433.75	4,975.15	2,603.65	5,028.20	5,528.20	5,974.75	4,717.90	5,643.50	4,521.90	4,524.60	59,344.55	312.00	26.00	4,945.38	3,252.58	15,418.69	11,716.91	1,006.66	31,394.84	27,949.71	13.42%
100 W 7TH	Zone 3	2,669.30	2,703.45	2,895.10	2,519.95	1,174.35	2,684.55	2,540.45	2,894.75	2,786.60	2,902.05	2,306.40	2,261.50	30,338.45	216.00	18.00	2,528.20	2,251.79	10,674.48	8,111.70	696.92	21,734.89	8,603.56	4.13%
100 W Kirkwood	Zone 3	8,083.90	8,873.20	9,119.65	7,803.20	4,091.30	8,613.20	9,033.05	9,541.65	8,049.50	9,378.95	7,197.85	7,887.20	97,672.65	540.00	45.00	8,139.39	5,629.47	26,686.20	20,279.26	1,742.29	54,337.22	43,335.43	20.81%
200 N College	Zone 3	2,275.90	2,869.30	3,075.50	2,607.95	1,306.00	3,136.55	2,996.00	3,577.70	3,144.65	3,019.75	2,364.20	2,293.50	32,667.00	236.00	19.67	2,731.41	2,460.29	11,662.86	8,862.79	761.45	23,747.38	8,919.62	4.28%
200 N Walnut	Zone 3	2,961.80	3,073.90	3,434.70	2,636.15	1,471.30	3,185.35	3,159.75	3,482.15	3,020.85	3,173.20	2,333.60	2,545.45	34,478.20	228.00	19.00	2,873.18	2,376.89	11,267.51	8,562.35	735.64	22,942.38	11,535.82	5.54%
200 S College	Zone 3	231.25	325.60	336.35	304.40	103.55	292.75	254.65	287.65	455.70	368.25	226.95	256.80	3,443.90	60.00	5.00	286.99	625.50	2,965.13	2,253.25	193.59	6,037.47	(2,593.57)	
200 S Walnut	Zone 3	359.00	826.20	658.25	870.55	247.20	737.50	642.10	737.10	1,217.65	1,019.30	624.30	645.20	8,584.35	132.00	11.00	715.36	1,376.09	6,523.29	4,957.15	425.89	13,282.43	(4,698.08)	
300 S College	Zone 3	73.05	65.00	76.40	159.20	54.15	87.10	73.10	73.95	318.10	110.10	96.00	45.40	1,231.55	141.00	11.75	104.05	1,469.92	6,968.06	5,295.14	454.93	14,188.05	(12,956.50)	
300 S Walnut	Zone 3	408.70	451.85	465.80	601.55	333.60	507.80	609.90	569.55	777.05	602.45	394.10	291.35	6,013.70	119.00	9.92	501.56	1,240.57	5,880.85	4,468.95	383.95	11,974.31	(5,960.61)	
400 S College	Zone 3	216.20	292.50	384.35	212.05	127.75	235.95	238.70	208.10	294.15	404.05	194.50	143.85	2,952.15	80.00	6.67	248.28	834.00	3,953.51	3,004.33	258.12	8,049.96	(5,097.81)	
400 S Walnut	Zone 3	356.65	471.80	491.85	481.50	315.70	547.05	582.45	621.25	760.15	621.75	424.70	446.00	6,120.85	84.00	7.00	510.07	875.70	4,151.19	3,154.55	271.02	8,452.46	(2,331.61)	
100 N Lincoln	Zone 4	2,408.35	3,308.35	3,071.35	2,879.45	1,079.50	2,456.65	2,327.10	2,888.05	3,215.20	3,233.95	2,525.30	2,318.55	31,711.80	216.00	18.00	2,642.65	2,251.79	10,674.48	8,111.70	696.92	21,734.89	9,976.91	4.79%
100 N Washington	Zone 4	1,964.55	2,443.60	2,135.85	2,197.15	729.80	1,855.45	2,032.10	2,677.15	2,392.90	2,476.60	1,770.35	1,634.70	24,310.20	206.00	17.17	2,017.87	2,147.54	10,180.29	7,736.16	664.65	20,728.64	3,581.56	1.72%
100 S Lincoln	Zone 4	1,143.45	1,820.80	1,592.75	1,417.45	593.95	1,393.05	1,227.60	1,923.95	2,442.65	2,578.75	1,938.10	1,600.60	19,673.10	177.00	14.75	1,643.19	1,845.22	8,747.14	6,647.09	571.09	17,810.53	1,862.57	0.89%
100 S Washington	Zone 4	1,854.90	2,183.40	2,161.15	2,008.55	924.90	2,037.70	2,009.20	2,203.85	1,996.40	2,385.20	1,725.20	2,051.85	23,542.30	191.00	15.92	1,963.10	1,991.17	9,439.01	7,172.85	616.26	19,219.28	4,323.02	2.08%
200 E 4TH	Zone 4	1,019.75	1,790.55	1,557.30	1,615.65	441.60	788.90	728.10	1,426.55	1,910.80	1,953.50	1,290.45	1,299.00	15,822.15	240.00	20.00	1,318.51	2,501.99	11,860.53	9,013.00	774.35	24,149.88	(8,327.73)	
200 E 6TH	Zone 4	486.15	458.95	494.10	588.25	246.95	413.00	371.15	784.75	675.95	681.85	469.40	558.95	6,229.45	214.00	17.83	520.67	2,230.94	10,575.64	8,036.60	690.46	21,533.64	(15,304.19)	
200 E 7TH	Zone 4	164.85	235.90	170.75	148.55	64.25	199.70	87.95	569.45	424.60	399.25	179.90	154.10	2,799.25	128.00	10.67	235.94	1,334.39	6,325.62	4,806.94	412.99	12,879.93	(10,080.68)	
200 E Kirkwood	Zone 4	2,099.60	2,757.30	2,683.95	2,460.00	1,023.60	2,382.65	2,140.05	2,701.50	2,839.55	3,039.65	2,194.60	2,367.70	28,690.15	192.00	16.00	2,390.85	2,001.59	9,488.43	7,210.40	619.48	19,319.90	9,370.25	4.50%
200 N Lincoln	Zone 4	856.15	1,299.10	1,192.65	1,296.80	281.80	606.00	572.00	846.00	745.35	646.75	457.05	343.85	9,143.50	227.00	18.92	764.07	2,366.46	11,218.09	8,524.80	732.41	22,841.76	(13,698.26)	
200 N Washington	Zone 4	289.20	280.05	348.05	276.95	217.45	460.35	408.15	763.45	547.60	534.85	317.90	378.05	4,822.05	210.00	17.50	403.64	2,189.24	10,377.97	7,886.38	677.56	21,131.14	(16,309.09)	
200 S Lincoln	Zone 4	664.15	896.05	787.95	799.40	244.10	505.10	575.00	772.80	881.10	791.75	614.00	524.95	8,056.35	84.00	7.00	671.36	875.70	4,151.19	3,154.55	271.02	8,452.46	(396.11)	
200 S Washington	Zone 4	198.90	323.25	180.00	295.15	47.65	97.05	138.75	215.75	367.50	301.70	154.55	289.50	2,609.75	60.00	5.00	217.48	625.50	2,965.13	2,253.25	193.59	6,037.47	(3,427.72)	
300 E 4TH	Zone 4	1,444.30	1,910.25	1,764.05	1,665.80	635.75	1,455.00	1,456.25	1,858.35	1,786.40	2,015.10	1,517.65	1,348.40	18,857.30	108.00	9.00	1,571.44	1,125.89	5,337.24	4,055.85	348.46	10,867.44	7,989.86	3.84%
300 E 6TH	Zone 4	1,460.60	1,799.50	1,871.85	1,638.00	921.85	1,797.05	1,737.30	1,875.90	1,861.20	1,847.80	1,441.45	1,363.05	19,615.55	168.00	14.00	1,634.63	1,751.39	8,302.37	6,309.10	542.05	16,904.91	2,710.64	1.30%
300 E 7TH	Zone 4	383.60	589.50	606.35	862.40	214.80	351.45	479.15	771.80	835.05	1,000.65	523.45	290.80	6,909.00	239.00	19.92	577.26	2,491.56	11,811.11	8,975.45	771.13	24,049.25	(17,140.25)	

300 E Kirkwood	Zone 4	$ 2,537.25	$ 3,264.10	$ 3,369.00	$ 2,790.10	$ 1,624.90	$ 3,557.35	$ 3,335.75	$ 3,992.95	$ 3,848.75	$ 3,865.55	$ 3,110.60	$ 2,942.85	38,239.15	184.00	15.33	$ 3,195.14	$ 1,918.19	$ 9,093.07	$ 6,909.97	$ 593.67	$ 18,514.91	$ 19,724.24	9.47%
100 N Dunn	Zone 5	$ 2,023.55	$ 2,260.95	$ 2,264.65	$ 1,849.10	$ 994.90	$ 2,126.90	$ 2,006.50	$ 2,365.30	$ 2,285.20	$ 2,441.30	$ 1,818.20	$ 1,728.50	24,165.05	108.00	9.00	$ 2,013.75	$ 1,125.89	$ 5,337.24	$ 4,055.85	$ 348.46	$ 10,867.44	$ 13,297.61	6.39%
100 N Grant	Zone 5	$ 1,781.15	$ 2,028.60	$ 2,014.95	$ 1,741.20	$ 917.95	$ 1,991.15	$ 1,880.75	$ 2,273.25	$ 2,236.65	$ 2,183.45	$ 1,739.85	$ 1,623.70	22,412.65	108.00	9.00	$ 1,867.72	$ 1,125.89	$ 5,337.24	$ 4,055.85	$ 348.46	$ 10,867.44	$ 11,545.21	5.55%
100 S Dunn	Zone 5	$ 1,696.90	$ 2,279.40	$ 2,153.15	$ 1,922.05	$ 886.95	$ 2,053.50	$ 1,979.60	$ 2,392.65	$ 2,170.95	$ 2,295.60	$ 1,793.60	$ 1,555.30	23,179.65	119.00	9.92	$ 1,933.61	$ 1,240.57	$ 5,880.85	$ 4,468.95	$ 383.95	$ 11,974.31	$ 11,205.34	5.38%
100 S Grant	Zone 5	$ 1,859.75	$ 1,861.90	$ 2,173.60	$ 1,877.75	$ 868.20	$ 1,905.35	$ 1,793.85	$ 2,253.25	$ 1,987.50	$ 2,206.85	$ 1,730.05	$ 1,622.40	22,140.45	108.00	9.00	$ 1,845.04	$ 1,125.89	$ 5,337.24	$ 4,055.85	$ 348.46	$ 10,867.44	$ 11,273.01	5.41%
100 S Indiana	Zone 5	$ 1,980.75	$ 2,314.20	$ 2,349.35	$ 1,993.10	$ 1,014.05	$ 2,278.70	$ 2,345.40	$ 2,388.30	$ 2,347.30	$ 2,458.35	$ 1,867.45	$ 1,729.45	25,066.40	120.00	10.00	$ 2,088.87	$ 1,250.99	$ 5,930.27	$ 4,506.50	$ 387.18	$ 12,074.94	$ 12,991.46	6.24%
200 N Dunn	Zone 5	$ 1,563.55	$ 1,965.40	$ 1,823.50	$ 1,733.65	$ 755.55	$ 1,423.75	$ 1,422.05	$ 1,837.30	$ 1,842.60	$ 1,744.20	$ 1,234.40	$ 1,051.60	18,397.55	108.00	9.00	$ 1,533.13	$ 1,125.89	$ 5,337.24	$ 4,055.85	$ 348.46	$ 10,867.44	$ 7,530.11	3.62%
200 N Grant	Zone 5	$ 351.80	$ 439.45	$ 477.70	$ 402.30	$ 244.40	$ 422.00	$ 500.55	$ 565.55	$ 516.20	$ 615.50	$ 362.20	$ 340.05	5,237.70	84.00	7.00	$ 436.48	$ 875.70	$ 4,151.19	$ 3,154.55	$ 271.02	$ 8,452.46	$ (3,214.76)	
200 S Dunn	Zone 5	$ 917.50	$ 1,193.25	$ 1,052.50	$ 1,110.60	$ 360.70	$ 622.90	$ 612.75	$ 1,013.15	$ 967.05	$ 1,161.15	$ 862.55	$ 620.35	10,494.45	72.00	6.00	$ 874.54	$ 750.60	$ 3,558.16	$ 2,703.90	$ 232.31	$ 7,244.96	$ 3,249.49	1.56%
200 S Grant	Zone 5	$ 690.30	$ 741.90	$ 787.10	$ 701.00	$ 393.00	$ 833.80	$ 797.80	$ 1,026.05	$ 936.05	$ 1,016.70	$ 796.40	$ 698.45	9,418.55	72.00	6.00	$ 784.88	$ 750.60	$ 3,558.16	$ 2,703.90	$ 232.31	$ 7,244.96	$ 2,173.59	1.04%
200 S Indiana	Zone 5	$ 1,826.30	$ 2,110.70	$ 2,058.70	$ 1,879.40	$ 885.30	$ 1,840.00	$ 1,851.05	$ 1,907.30	$ 2,071.25	$ 1,972.05	$ 1,635.15	$ 1,414.15	21,451.35	108.00	9.00	$ 1,787.61	$ 1,125.89	$ 5,337.24	$ 4,055.85	$ 348.46	$ 10,867.44	$ 10,583.91	5.08%
400 E 4TH	Zone 5	$ 4,858.30	$ 6,206.10	$ 5,888.35	$ 5,317.65	$ 2,124.80	$ 5,116.30	$ 4,887.20	$ 6,006.05	$ 5,852.90	$ 6,306.75	$ 4,803.20	$ 4,431.10	61,798.70	324.00	27.00	$ 5,149.89	$ 3,377.68	$ 16,011.72	$ 12,167.56	$ 1,045.38	$ 32,602.33	$ 29,196.37	14.02%
400 E 6TH	Zone 5	$ 1,631.10	$ 2,121.65	$ 2,583.75	$ 1,994.55	$ 1,357.75	$ 3,137.75	$ 2,820.35	$ 3,077.25	$ 2,108.70	$ 2,112.55	$ 1,574.10	$ 1,678.20	26,197.70	240.00	20.00	$ 2,183.14	$ 2,501.99	$ 11,860.53	$ 9,013.00	$ 774.35	$ 24,149.88	$ 2,047.82	0.98%
400 E 7TH	Zone 5	$ 1,545.90	$ 1,813.80	$ 1,549.70	$ 1,686.05	$ 790.90	$ 1,585.60	$ 1,597.80	$ 1,745.75	$ 2,183.70	$ 2,098.35	$ 1,499.40	$ 1,199.20	19,296.15	293.00	24.42	$ 1,607.87	$ 3,054.51	$ 14,479.73	$ 11,003.38	$ 945.36	$ 29,482.98	$ (10,186.83)	
400 E Kirkwood	Zone 5	$ 4,956.05	$ 5,298.25	$ 5,831.15	$ 4,635.70	$ 2,611.05	$ 5,656.60	$ 5,147.55	$ 5,942.50	$ 5,495.15	$ 5,384.25	$ 4,236.55	$ 4,361.65	59,556.45	276.00	23.00	$ 4,963.04	$ 2,877.29	$ 13,639.61	$ 10,364.95	$ 890.51	$ 27,772.36	$ 31,784.09	15.27%
500 E 4TH	Zone 5	$ 4,071.75	$ 4,826.10	$ 4,652.30	$ 4,209.75	$ 1,994.55	$ 4,594.00	$ 4,524.15	$ 4,902.35	$ 4,739.30	$ 4,988.95	$ 3,692.35	$ 3,483.75	50,679.30	240.00	20.00	$ 4,223.28	$ 2,501.99	$ 11,860.53	$ 9,013.00	$ 774.35	$ 24,149.88	$ 26,529.42	12.74%
500 E 6TH	Zone 5	$ 3,346.50	$ 4,493.30	$ 3,774.60	$ 3,873.65	$ 1,604.60	$ 3,072.15	$ 3,172.00	$ 3,855.45	$ 4,587.55	$ 5,117.95	$ 3,512.40	$ 2,924.85	43,335.00	251.00	20.92	$ 3,612.30	$ 2,616.66	$ 12,404.14	$ 9,426.10	$ 809.84	$ 25,256.75	$ 18,078.25	8.68%
500 E Kirkwood	Zone 5	$ 2,775.30	$ 3,168.40	$ 3,089.80	$ 2,604.60	$ 1,407.85	$ 2,937.30	$ 2,796.35	$ 3,360.25	$ 3,260.65	$ 3,199.55	$ 2,600.60	$ 2,408.90	33,609.55	168.00	14.00	$ 2,800.80	$ 1,751.39	$ 8,302.37	$ 6,309.10	$ 542.05	$ 16,904.91	$ 16,704.64	8.02%
														1,824,176.45		1,479.58	#N/A	$ 185,094.97	$ 877,432.29	$ 666,774.55	$ 57,286.00	$ 1,786,587.81	$ 208,193.29	

		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Stalls	Avg Stalls	
Blockface	**Zone**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**	**N**			**Total**
100 W 8TH	Zone 1	563.00	704.00	648.00	734.00	186.00	369.00	400.00	978.00	866.00	858.00	489.00	342.00	240.00	20.00	7,137.00
100 W 9TH	Zone 1	369.00	439.00	411.00	362.00	188.00	476.00	403.00	532.00	663.00	808.00	481.00	316.00	96.00	8.00	5,448.00
200 W 11TH	Zone 1	406.00	480.00	455.00	465.00	96.00	285.00	216.00	632.00	528.00	631.00	427.00	296.00	108.00	9.00	4,917.00
200 W 8TH	Zone 1	99.00	71.00	117.00	169.00	26.00	85.00	80.00	257.00	206.00	175.00	110.00	123.00	84.00	7.00	1,518.00
200 W 9TH	Zone 1	489.00	535.00	417.00	539.00	209.00	411.00	345.00	953.00	586.00	629.00	432.00	299.00	108.00	9.00	5,844.00
300 N College	Zone 1	1,518.00	1,753.00	1,730.00	1,486.00	809.00	1,820.00	1,596.00	1,873.00	1,716.00	1,619.00	1,261.00	1,267.00	132.00	11.00	18,448.00
300 N Morton ST	Zone 1	2,460.00	2,614.00	2,526.00	2,850.00	1,343.00	2,416.00	2,924.00	3,667.00	3,142.00	3,328.00	2,753.00	1,882.00	276.00	23.00	31,905.00
300 N Walnut	Zone 1	442.00	525.00	562.00	513.00	192.00	448.00	372.00	541.00	528.00	549.00	361.00	385.00	72.00	6.00	5,418.00
300 W 11TH	Zone 1	1,271.00	1,561.00	2,231.00	1,720.00	837.00	1,573.00	1,462.00	1,494.00	1,310.00	1,499.00	1,077.00	1,033.00	221.00	18.42	17,068.00
300 W 12TH	Zone 1	407.00	598.00	668.00	678.00	173.00	441.00	359.00	426.00	533.00	465.00	272.00	217.00	168.00	14.00	5,237.00
400 N College	Zone 1	1,021.00	895.00	860.00	789.00	383.00	881.00	942.00	1,104.00	846.00	964.00	703.00	622.00	116.00	9.67	10,010.00
400 N Morton ST	Zone 1	2,817.00	2,871.00	3,161.00	2,937.00	1,553.00	3,175.00	3,451.00	4,085.00	3,338.00	3,444.00	2,749.00	2,225.00	264.00	22.00	35,806.00
400 N Walnut	Zone 1	390.00	457.00	425.00	401.00	161.00	361.00	372.00	491.00	662.00	701.00	388.00	264.00	108.00	9.00	5,073.00
400 W 11TH	Zone 1	39.00	104.00	114.00	65.00	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	4.00	0.33	#N/A
400 W 8TH	Zone 1	52.00	27.00	37.00	74.00	46.00	66.00	86.00	153.00	199.00	240.00	149.00	73.00	69.00	5.75	1,202.00
500 N College	Zone 1	639.00	835.00	676.00	724.00	290.00	701.00	652.00	1,206.00	849.00	873.00	612.00	489.00	168.00	14.00	8,546.00
500 N Morton ST	Zone 1	714.00	801.00	950.00	1,091.00	579.00	928.00	1,251.00	1,731.00	1,275.00	1,224.00	947.00	515.00	216.00	18.00	12,006.00
500 N Morton St - Permit	Zone 1	431.00	569.00	419.00	602.00	224.00	482.00	580.00	686.00	483.00	546.00	350.00	138.00	143.00	11.92	5,510.00
500 N Walnut	Zone 1	211.00	288.00	270.00	229.00	119.00	395.00	343.00	389.00	469.00	573.00	351.00	269.00	84.00	7.00	3,906.00
600 N College	Zone 1	1,193.00	1,613.00	1,353.00	1,382.00	588.00	1,275.00	1,293.00	2,287.00	1,743.00	1,909.00	#DIV/0!	1,353.00	336.00	28.00	#DIV/0!
600 N Morton ST	Zone 1	827.00	1,002.00	900.00	1,046.00	386.00	863.00	838.00	2,103.00	1,322.00	1,220.00	769.00	481.00	348.00	29.00	11,757.00
600 N Walnut	Zone 1	304.00	283.00	309.00	254.00	133.00	282.00	292.00	377.00	375.00	413.00	319.00	288.00	120.00	10.00	3,629.00
700 N ASHLYNN PARK	Zone 1	473.00	889.00	1,485.00	1,024.00	317.00	629.00	524.00	604.00	540.00	489.00	298.00	326.00	144.00	12.00	7,598.00
700 N MORTON	Zone 1	559.00	734.00	677.00	628.00	197.00	367.00	357.00	635.00	615.00	554.00	281.00	264.00	168.00	14.00	5,868.00
800 N MORTON	Zone 1	469.00	496.00	475.00	518.00	190.00	406.00	277.00	256.00	316.00	347.00	223.00	183.00	59.00	4.92	4,156.00
100 N Madison	Zone 2	298.00	413.00	298.00	386.00	155.00	396.00	466.00	546.00	507.00	449.00	358.00	261.00	168.00	14.00	4,533.00
100 N Morton ST	Zone 2	1,067.00	1,129.00	1,244.00	1,120.00	588.00	1,253.00	1,365.00	1,471.00	1,315.00	1,341.00	949.00	949.00	132.00	11.00	13,791.00
100 S Madison	Zone 2	458.00	621.00	649.00	591.00	252.00	640.00	693.00	665.00	532.00	596.00	#DIV/0!	423.00	238.00	19.83	#DIV/0!
200 N Madison	Zone 2	492.00	578.00	507.00	585.00	366.00	906.00	641.00	862.00	958.00	1,163.00	861.00	513.00	203.00	16.92	8,432.00
200 N Morton ST	Zone 2	4,126.00	4,955.00	4,763.00	4,427.00	2,279.00	5,255.00	5,300.00	5,985.00	5,224.00	5,743.00	4,236.00	3,786.00	420.00	35.00	56,079.00
200 S Madison	Zone 2	139.00	179.00	342.00	298.00	131.00	316.00	389.00	340.00	269.00	287.00	299.00	213.00	108.00	9.00	3,202.00
200 W 4TH	Zone 2	1,200.00	1,326.00	1,294.00	1,092.00	589.00	1,265.00	1,364.00	1,330.00	1,208.00	1,359.00	947.00	1,079.00	156.00	13.00	14,053.00
200 W 6TH	Zone 2	3,391.00	3,837.00	3,733.00	3,145.00	1,669.00	3,561.00	3,583.00	4,055.00	3,760.00	3,805.00	3,028.00	3,102.00	276.00	23.00	40,669.00
200 W 7TH	Zone 2	2,147.00	2,384.00	2,399.00	2,063.00	1,116.00	2,536.00	2,263.00	2,363.00	2,369.00	2,479.00	1,991.00	1,747.00	156.00	13.00	25,857.00
200 W Kirkwood	Zone 2	2,651.00	2,681.00	2,373.00	2,002.00	1,123.00	2,490.00	2,483.00	2,848.00	2,473.00	2,608.00	1,970.00	2,048.00	168.00	14.00	27,750.00
300 W 4TH	Zone 2	965.00	1,330.00	1,523.00	1,143.00	630.00	1,530.00	1,602.00	1,232.00	1,091.00	1,380.00	948.00	1,150.00	192.00	16.00	14,524.00
300 W 6Th	Zone 2	2,265.00	2,645.00	2,518.00	2,483.00	1,249.00	2,933.00	3,111.00	3,608.00	3,266.00	3,162.00	2,583.00	2,096.00	240.00	20.00	31,919.00
300 W 7TH	Zone 2	1,699.00	2,129.00	2,041.00	1,985.00	963.00	2,256.00	2,355.00	2,520.00	2,070.00	2,603.00	1,982.00	1,596.00	204.00	17.00	24,199.00
300 W Kirkwood	Zone 2	1,271.00	1,416.00	1,476.00	1,222.00	517.00	1,182.00	1,133.00	1,238.00	1,202.00	1,181.00	897.00	1,044.00	156.00	13.00	13,779.00
400 W 4TH	Zone 2	1,102.00	1,438.00	1,480.00	1,303.00	675.00	1,366.00	1,455.00	1,410.00	1,373.00	1,389.00	1,034.00	763.00	240.00	20.00	14,788.00
400 W 6TH	Zone 2	423.00	570.00	418.00	472.00	297.00	862.00	873.00	885.00	874.00	800.00	651.00	367.00	215.00	17.92	7,492.00
400 W 7TH	Zone 2	748.00	1,104.00	999.00	1,542.00	629.00	1,425.00	1,519.00	1,482.00	1,460.00	3,104.00	1,893.00	493.00	380.00	31.67	16,398.00
400 W Kirkwood	Zone 2	1.00	133.00	211.00	176.00	70.00	165.00	14.00	48.00	221.00	219.00	172.00	166.00	96.00	8.00	1,596.00
100 E 4TH	Zone 3	888.00	999.00	1,068.00	989.00	408.00	958.00	967.00	1,192.00	1,382.00	1,254.00	985.00	1,148.00	180.00	15.00	12,238.00
100 E 6TH	Zone 3	4,821.00	5,294.00	5,271.00	4,452.00	2,209.00	5,085.00	5,070.00	6,130.00	4,889.00	5,605.00	4,340.00	4,962.00	492.00	41.00	58,128.00
100 E 7TH	Zone 3	1,402.00	1,564.00	1,443.00	1,191.00	770.00	1,879.00	1,451.00	2,091.00	1,875.00	1,936.00	1,643.00	1,463.00	192.00	16.00	18,708.00
100 E Kirkwood	Zone 3	3,252.00	3,394.00	3,467.00	2,966.00	1,573.00	3,530.00	3,329.00	3,542.00	3,166.00	3,491.00	2,844.00	2,751.00	192.00	16.00	37,305.00
100 N College	Zone 3	6,751.00	7,143.00	8,344.00	6,110.00	3,316.00	7,145.00	6,550.00	7,515.00	6,801.00	7,185.00	6,111.00	6,533.00	384.00	32.00	79,504.00
100 N Walnut	Zone 3	4,912.00	5,530.00	6,383.00	5,162.00	2,776.00	6,407.00	6,019.00	6,423.00	5,639.00	5,972.00	5,003.00	4,984.00	336.00	28.00	65,210.00
100 S College	Zone 3	2,562.00	2,981.00	3,181.00	2,665.00	1,451.00	3,136.00	3,011.00	3,421.00	3,076.00	3,051.00	2,359.00	2,564.00	192.00	16.00	33,458.00
100 S Walnut	Zone 3	3,425.00	3,993.00	3,935.00	3,461.00	1,792.00	4,033.00	3,956.00	4,163.00	3,781.00	4,092.00	3,381.00	3,723.00	264.00	22.00	43,735.00
100 W 4TH	Zone 3	968.00	1,339.00	1,168.00	1,081.00	454.00	1,282.00	1,252.00	1,146.00	1,145.00	1,279.00	857.00	1,076.00	132.00	11.00	13,047.00
100 W 6TH	Zone 3	4,426.00	4,378.00	4,692.00	4,236.00	2,331.00	4,540.00	4,806.00	5,369.00	4,012.00	4,905.00	3,862.00	3,851.00	312.00	26.00	51,408.00
100 W 7TH	Zone 3	2,492.00	2,598.00	2,689.00	2,229.00	1,204.00	2,636.00	2,502.00	2,899.00	2,608.00	2,744.00	2,301.00	2,222.00	216.00	18.00	29,124.00
100 W Kirkwood	Zone 3	7,880.00	8,192.00	9,214.00	7,574.00	3,974.00	8,265.00	8,365.00	9,027.00	7,432.00	8,576.00	6,925.00	7,533.00	540.00	45.00	92,957.00
200 N College	Zone 3	2,157.00	2,760.00	3,295.00	2,770.00	1,243.00	3,173.00	2,923.00	3,647.00	3,011.00	2,785.00	2,282.00	2,302.00	236.00	19.67	32,348.00
200 N Walnut	Zone 3	2,914.00	2,983.00	3,502.00	2,551.00	1,370.00	3,085.00	2,989.00	3,149.00	2,722.00	2,983.00	2,283.00	2,439.00	228.00	19.00	32,970.00
200 S College	Zone 3	231.00	277.00	278.00	287.00	96.00	296.00	263.00	308.00	361.00	354.00	215.00	244.00	60.00	5.00	3,210.00
200 S Walnut	Zone 3	270.00	583.00	521.00	588.00	183.00	678.00	561.00	510.00	762.00	729.00	498.00	487.00	132.00	11.00	6,370.00
300 S College	Zone 3	64.00	56.00	66.00	121.00	47.00	85.00	81.00	65.00	219.00	98.00	93.00	59.00	141.00	11.75	1,054.00
300 S Walnut	Zone 3	482.00	540.00	533.00	704.00	409.00	691.00	726.00	705.00	848.00	770.00	568.00	404.00	119.00	9.92	7,380.00
400 S College	Zone 3	215.00	322.00	405.00	218.00	127.00	255.00	252.00	199.00	276.00	415.00	201.00	147.00	80.00	6.67	3,032.00
400 S Walnut	Zone 3	330.00	403.00	423.00	473.00	287.00	571.00	613.00	619.00	715.00	652.00	420.00	401.00	84.00	7.00	5,907.00
100 N Lincoln	Zone 4	2,449.00	3,305.00	3,262.00	2,845.00	1,222.00	2,790.00	2,525.00	3,034.00	3,146.00	2,989.00	2,520.00	2,291.00	216.00	18.00	32,378.00
100 N Washington	Zone 4	1,759.00	2,192.00	2,025.00	1,853.00	745.00	1,672.00	1,461.00	1,615.00	1,596.00	1,868.00	1,442.00	1,511.00	206.00	17.17	19,739.00
100 S Lincoln	Zone 4	957.00	1,457.00	1,251.00	1,110.00	506.00	1,321.00	1,193.00	1,754.00	2,042.00	1,983.00	1,565.00	1,322.00	177.00	14.75	16,461.00
100 S Washington	Zone 4	1,541.00	1,779.00	1,878.00	1,650.00	802.00	1,723.00	1,662.00	1,953.00	1,677.00	1,896.00	1,437.00	1,691.00	191.00	15.92	19,689.00
200 E 4TH	Zone 4	808.00	1,318.00	1,177.00	1,160.00	341.00	674.00	607.00	1,134.00	1,434.00	1,459.00	995.00	941.00	240.00	20.00	12,048.00
200 E 6TH	Zone 4	400.00	415.00	417.00	490.00	215.00	375.00	325.00	649.00	518.00	545.00	409.00	493.00	214.00	17.83	5,251.00
200 E 7TH	Zone 4	139.00	188.00	132.00	112.00	63.00	164.00	99.00	411.00	279.00	287.00	135.00	108.00	128.00	10.67	2,117.00
200 E Kirkwood	Zone 4	2,028.00	2,503.00	2,484.00	2,284.00	927.00	2,268.00	1,957.00	2,596.00	2,428.00	2,773.00	1,969.00	2,010.00	192.00	16.00	26,227.00
200 N Lincoln	Zone 4	759.00	1,108.00	973.00	1,021.00	277.00	612.00	591.00	702.00	574.00	504.00	392.00	327.00	227.00	18.92	7,840.00
200 N Washington	Zone 4	252.00	257.00	327.00	244.00	191.00	445.00	400.00	716.00	466.00	445.00	283.00	359.00	210.00	17.50	4,385.00
200 S Lincoln	Zone 4	788.00	849.00	885.00	740.00	241.00	535.00	603.00	743.00	810.00	753.00	554.00	497.00	84.00	7.00	7,998.00
200 S Washington	Zone 4	153.00	255.00	144.00	202.00	44.00	96.00	116.00	168.00	242.00	218.00	125.00	212.00	60.00	5.00	1,975.00
300 E 4TH	Zone 4	1,275.00	1,453.00	1,389.00	1,316.00	613.00	1,388.00	1,376.00	1,598.00	1,385.00	1,559.00	1,187.00	1,072.00	108.00	9.00	15,611.00
300 E 6TH	Zone 4	1,595.00	1,878.00	2,000.00	1,722.00	1,065.00	2,128.00	1,972.00	2,118.00	1,962.00	1,825.00	1,521.00	1,392.00	168.00	14.00	21,178.00
300 E 7TH	Zone 4	264.00	400.00	456.00	528.00	134.00	274.00	352.00	531.00	557.00	624.00	382.00	231.00	239.00	19.92	4,733.00
300 E Kirkwood	Zone 4	2,631.00	3,178.00	3,260.00	2,646.00	1,676.00	3,857.00	3,493.00	4,000.00	3,754.00	3,663.00	2,937.00	2,900.00	184.00	15.33	37,995.00
100 N Dunn	Zone 5	1,948.00	2,096.00	2,149.00	1,731.00	1,023.00	2,230.00	2,152.00	2,387.00	2,025.00	2,085.00	1,529.00	1,576.00	108.00	9.00	22,931.00
100 N Grant	Zone 5	1,669.00	1,879.00	1,842.00	1,507.00	816.00	1,820.00	1,682.00	1,999.00	1,898.00	1,872.00	1,586.00	1,480.00	108.00	9.00	20,050.00
100 S Dunn	Zone 5	1,244.00	1,715.00	1,816.00	1,542.00	797.00	1,700.00	1,497.00	1,806.00	1,754.00	1,772.00	1,443.00	1,316.00	119.00	9.92	18,402.00
100 S Grant	Zone 5	1,762.00	1,684.00	2,114.00	1,645.00	921.00	1,950.00	1,858.00	2,174.00	1,825.00	2,001.00	1,553.00	1,581.00	108.00	9.00	21,068.00
100 S Indiana	Zone 5	1,973.00	2,092.00	2,223.00	1,743.00	1,045.00	2,192.00	2,270.00	2,364.00	2,039.00	2,158.00	1,561.00	1,658.00	120.00	10.00	23,318.00
200 N Dunn	Zone 5	1,167.00	1,379.00	1,249.00	1,247.00	551.00	1,110.00	1,131.00	1,435.00	1,385.00	1,220.00	923.00	779.00	108.00	9.00	13,576.00
200 N Grant	Zone 5	310.00	327.00	374.00	309.00	197.00	351.00	380.00	461.00	432.00	464.00	291.00	284.00	84.00	7.00	4,180.00
200 S Dunn	Zone 5	527.00	706.00	673.00	654.00	228.00	414.00	472.00	646.00	629.00	692.00	427.00	385.00	72.00	6.00	6,453.00
200 S Grant	Zone 5	703.00	674.00	726.00	625.00	408.00	906.00	930.00	1,076.00	815.00	971.00	699.00	724.00	72.00	6.00	9,257.00
200 S Indiana	Zone 5	1,272.00	1,399.00	1,418.00	1,238.00	654.00	1,454.00	1,432.00	1,470.00	1,451.00	1,389.00	1,065.00	1,050.00	108.00	9.00	15,292.00
400 E 4TH	Zone 5	3,842.00	4,506.00	4,484.00	3,967.00	1,820.00	4,168.00	4,179.00	4,965.00	4,064.00	4,497.00	3,336.00	3,255.00	324.00	27.00	47,083.00
400 E 6TH	Zone 5	1,443.00	1,790.00	2,087.00	1,660.00	1,296.00	3,009.00	2,571.00	2,704.00	1,651.00	1,661.00	1,306.00	1,379.00	240.00	20.00	22,557.00
400 E 7TH	Zone 5	1,180.00	1,212.00	1,107.00	1,199.00	574.00	1,370.00	1,229.00	1,504.00	1,576.00	1,425.00	1,061.00	1,082.00	293.00	24.42	14,519.00
400 E Kirkwood	Zone 5	4,925.00	5,111.00	5,736.00	4,469.00	2,707.00	6,023.00	5,420.00	6,109.00	5,260.00	5,271.00	4,295.00	4,436.00	276.00	23.00	59,762.00
500 E 4TH	Zone 5	3,257.00	3,608.00	3,673.00	3,078.00	1,573.00	3,729.00	3,580.00	3,899.00	3,376.00	3,552.00	2,690.00	2,733.00	240.00	20.00	38,748.00
500 E 6TH	Zone 5	2,120.00	2,812.00	2,359.00	2,511.00	891.00	2,075.00	2,223.00	2,768.00	3,035.00	3,224.00	2,171.00	1,898.00	251.00	20.92	28,087.00
500 E Kirkwood	Zone 5	2,514.00	2,767.00	2,629.00	2,098.00	1,287.00	2,769.00	2,592.00	3,070.00	2,585.00	2,510.00	2,098.00	2,150.00	168.00	14.00	29,069.00

Appendix 20: Ordinance 11–07

Passed 7-0
Rugg, Pillo absent

ORDINANCE 11-07

TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED "VEHICLES AND TRAFFIC" -
Re: Various Changes, Including But Not Limited to, Creating a Schedule for Pedestrian Hybrid Beacon Signals (BMC 15.12.030 – Schedule D[2]), Lowering Speed Limits on Neighborhood Streets from 30 mph to 25 mph (BMC 15.24.020 – Schedule I), and Clarifying the Notice Period Before Cars May be Towed (BMC 15.48.010)

WHEREAS, the Traffic Commission 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. Section 15.12.010 Schedule A shall be amended by adding the following:

STOP INTERSECTIONS

Traffic on	**Shall Stop for Traffic on**
Adams Hill Circle	Adams Street
Andrew Circle (Northbound)	Andrew Circle (East/West)
Andrew Circle	Arbors Lane
Andrew Circle	Moores Pike
Coleman Court	Andrew Circle
Driscoll Street	Dunn Street
Dunn Street	Hillside Avenue
Glandore Drive	Marquis Drive
Habitat Street	Hopewell Street
Isabel Court	Adams Hill Circle
Jalen Court	Adams Hill Circle
Lismore Drive	Marquis Drive
Lismore Drive	Seventeenth Street
Marquis Drive	Crescent Road
Maston Court	Adams Hill Circle
Petal Court	Sunflower Drive
Pine Meadows Drive	Twin Oaks Valley
Quarry Court	Countryside Lane
Sunflower Drive	Countryside Lane
Twin Oaks Ridge	Adams Hill Circle
Wilson Street	Dunn Street
Wilson Street	Palmer Avenue

SECTION 2. Section 15.12.020 Schedule C shall be amended by adding the following:

YIELD INTERSECTIONS

Traffic on	**Shall Yield to Traffic on**
Adams Street	Roundabout
Bricklin Court	Atlee Street
Tapp Road	Roundabout
Wyndam Court	Atlee Street

SECTION 3. Section 15.12.030 Signalized intersections shall be amended by deleting the introductory paragraph and replacing it with the following:

a). The intersections described in Schedule D(1), attached hereto and made a part hereof, are designated signalized intersections. When appropriate traffic control signals are installed at each intersection, the operator of a vehicle entering the intersections shall obey the signal displayed as the driver approaches the intersections except when directed by an officer to do otherwise. The city engineer shall determine which intersections shall operate during certain times with flashing signals, which days and hours such intersections shall flash, and the preferentiality of such intersections (i.e. which streets/direction shall flash red and which yellow). The operator of a vehicle entering an intersection controlled by a flashing signal shall obey the signal displayed as the driver approaches the intersection.

b). The intersections described in Schedule D(2), attached hereto and made a part hereof, are designated pedestrian hybrid beacon signal intersections. When appropriate traffic control signals are installed at such an intersection, the operator of a vehicle entering the intersection shall obey the signal displayed as the driver approaches the intersection except when directed by an officer to do otherwise. The operator of a vehicle entering an intersection and facing a pedestrian hybrid beacon on which no indication is displayed may proceed without stopping. The operator of a vehicle entering an intersection and facing a pedestrian hybrid beacon on which a yellow lens with an arrow illuminated with rapid intermittent flashes is displayed may turn only after yielding to oncoming traffic. The city engineer shall determine which intersections shall operate during certain times with flashing signals, which days and hours such intersections shall flash, and the preferentiality of such intersections (i.e. which streets/direction shall flash red and which yellow).

SECTION 4. Section 15.12.030 Schedule D shall be amended by renaming the existing Schedule D to D(1) and adding a new Schedule D(2) entitled "Pedestrian Hybrid Beacon Signals"

SECTION 5. Section 15.12.030 Schedule D(1) shall be amended to delete the following:

SIGNALIZED INTERSECTIONS

Cross Street	**Cross Street**	**Flasher Hours and Days**	**Preferentiality**
Dunn Street	19th Street		

SECTION 6. Section 15.12.030 Schedule D(1) shall be amended to add the following:

SIGNALIZED INTERSECTIONS

Cross Street	**Cross Street**	**Flasher Hours and Days**	**Preferentiality**
Atwater Avenue	Henderson Street		
Third Street	Kimble Drive	22:00 6:00 7 days	Third Street
Third Street	Cory Lane	22:00 6:00 7 days	Third Street

SECTION 7. Section 15.12.030 Schedule D(2) shall be amended to add the following:

PEDESTRIAN HYBRID BEACON SIGNALS

Cross Street	**Cross Street**	**Flasher Hours and Days**	**Preferentiality**
Country Club Drive	B-Line Trail		

Dunn Street	Nineteenth Street

SECTION 8. Section 15.16.010 Schedule E shall be amended by deleting the following:

ONE-WAY STREETS

Street	From	To	Direction of Travel
Smith Avenue	Washington Street	Lincoln Street	East

SECTION 9. Section 15.24.010 State speed laws applicable shall be amended by deleting the word "state" from the title of this section so that the section title now reads Speed Laws Applicable, and the new section title shall be reflected in the Table of Contents for this chapter.

SECTION 10. Section 15.24.010 Speed Laws Applicable shall be amended by deleting the existing section and replacing it with the following:

In accordance with I.C. 9-21-5-6, the speed of vehicles traveling on streets within the City shall not exceed 25 miles per hour except for street segments set forth in Schedule I and Schedule J of this chapter. When appropriate signs are erected these speed limits are the maximum speeds that a vehicle may be driven, and no person may drive a vehicle at a speed greater than that posted.

SECTION 11. Section 15.24.020 Increased or decreased state speed limits shall be amended by deleting the word "state" from the title of this section so that the section title now reads Increased or decreased speed limits, and the new section title shall be reflected in the Table of Contents for this chapter.

SECTION 12. Section 15.24.020 Increased or decreased speed limits shall be amended by deleting the introductory paragraph in its entirety and replacing it with the following:

15.24.020 Increased or decreased speed limits

When appropriate signs are erected that these speed limits are the maximum speeds that a vehicle may be driven, no person shall drive a vehicle at a speed greater than that posted.

SECTION 13. Schedule I shall be amended by deleting the existing schedule and replacing it with the following:

INCREASED OR DECREASED SPEED LIMITS

Street	From	To	Posted Speed
Adams Street	775' South of Millennium Park Drive	Patterson Drive	30 MPH
Adams Street	Patterson Drive	Adams Street	30 MPH
Arlington Road	Monroe Street	West to Corporate Limits	40 MPH
Bloomfield Road	State Road 37	Adams Street	40 MPH
College Avenue	Dodds Street	Second Street	30 MPH
College Avenue	Seventh Street	45/46 Bypass	30 MPH
College Mall Road	SR 46	Moores Pike	30 MPH
Country Club Drive	Rockport Road	Walnut Street	30 MPH
Curry Pike	Bloomfield Road	North to Corporate Limits	35 MPH
Dunn Street	Seventeenth Street	45/46 Bypass	35 MPH
Eleventh Street	Walnut Street	Vernal Pike	30 MPH
Fee Lane	Seventeenth Street	45/46 Bypass	35 MPH
First Street	Rogers Street	Walker Street	20 MPH

Fullerton Pike	SR 37	1,160' East of SR 37	30 MPH
Gordon Pike	Walnut Street	600' West of Walnut Street	30 MPH
Henderson Street	First Street	Atwater Avenue	30 MPH
Henderson Street	South Drive	Heather Drive	30 MPH
High Street	450' North of Wimbleton Lane	Covenanter Drive	30 MPH
Hillside Drive	Woodlawn Avenue	High Street	30 MPH
Indiana Avenue	Atwater Avenue	Seventeenth Street	30 MPH
Jordan Avenue	Atwater Avenue	Seventeenth Street	30 MPH
Kinser Pike	Seventeenth Street	SR 37	30 MPH
Kirkwood Avenue	Adams Street	Walnut Street	30 MPH
Leonard Springs Road	Fullerton Pike	SR 45	30 MPH
Madison Street	Eleventh Street	Seventeenth Street	30 MPH
Moore's Pike	High Street	SR 446	30 MPH
Morningside Drive	Third Street	Concord Drive	20 MPH
Patterson Drive	Allen Street	Second Street	40 MPH
Patterson Drive	Allen Street	Walnut Street	30 MPH
Patterson Drive	Third Street	Second Street	30 MPH
Rhorer Road	Walnut Street	550' East of Walnut Street	30 MPH
Rockport Road	Rogers Street	300' South of Tapp Road	30 MPH
Rogers Road	High Street	1,100' East of Forrester Street	30 MPH
Rogers Street	Country Club Drive	Eleventh Street	30 MPH
Sare Road	Moores Pike	Rhorer Road	30 MPH
Second Street	Patterson Drive	Walnut Street	30 MPH
Seventeenth Street	Monroe Street	Jackson Street	35 MPH
Seventeenth Street	Jackson Street	45/46 Bypass	30 MPH
Seventeenth Street	300' West of Lindbergh Drive	300' East of Lindbergh Drive	20 MPH
Seventeenth Street	300' West of Lindbergh Drive	Crescent Road	30 MPH
Seventeenth Street	300' East of Lindbergh Drive	Monroe Street	30 MPH
Smith Road	SR 45	Moores Pike	30 MPH
Tapp Road	SR 37	800' West of Adams Street	30 MPH
Tapp Road	800' East of Adams Street	Rockport Road	30 MPH
Tenth Street	Morton Street	45/46 Bypass	30 MPH
Third Street	Dunn Street	Rogers Street	30 MPH
Third Street	Franklin Road/Wynnedale Drive	Patterson Drive	30 MPH
Third Street	High Street	College Mall Road	30 MPH
Union Street	Third Street	Law Lane	30 MPH
Vernal Pike	Adams Street	SR 37	30 MPH

Vernal Pike	Adams Street	SR 37	30 MPH
Walnut Street	45/46 Bypass	Blue Ridge Drive	40 MPH
Walnut Street	Blue Ridge Drive	North to Corporate Limits	45 MPH
Walnut Street	Pinewood Drive	Second Street	30 MPH
Walnut Street	Pinewood Drive	Rhorer Road/Gordon Pike	40 MPH
Walnut Street	Seventh Street	45/46 Bypass	30 MPH
Weimer Road	Tapp Road	353' South of Sudbury Drive	30 MPH
Winslow Road	Walnut Street	High Street	30 MPH

SECTION 14. Section 15.32.080 Schedule M shall be amended to add the following:

NO PARKING ZONES

Street	From	To	Side of Street	Time of Restriction
Cory Lane	Third Street	660' South of Third Street	East/West	Any Time
Dunn Street	Grimes Lane	Hillside Drive	West	Any Time
Glandore Drive	Marquis Drive	End of Street	West	Any Time
Lismore Drive	Seventeenth Street	Marquis Drive	West	Any Time
Marquis Drive	Crescent Road	End of Street	South	Any Time
Petal Court	Sunflower Drive	End of Cul-de-Sac	North/South	Any Time
Seventh Street	Oak Street	103' East of Oak Street	North	Any Time
Seventh Street	187' East of Oak Street	Elm Street	North	Any Time
Seventh Street	114' East of Elm Street	307' East of Elm Street	North	Any Time
Seventh Street	Waldron Street	112' East of Waldron Street	North	Any Time
Seventh Street	173' East of Waldron Street	324' East of Waldron Street	North	Any Time
Seventh Street	90' East of Oak Street	243' East of Oak Street	South	Any Time
Seventh Street	Elm Street	125' East of Elm Street	South	Any Time
Seventh Street	292' East of Elm Street	Waldron Street	South	Any Time
Seventh Street	74' East of Waldron Street	200' East of Waldron Street	South	Any Time
Seventh Street	254' East of Waldron Street	Maple Street	South	Any Time
Sunflower Drive	Countryside Lane	End of Cul-de-Sac	West	Any Time

SECTION 15. Section 15.32.090 Schedule N shall be amended to delete the following:

LIMITED PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Kirkwood Avenue	1st & 2nd Spaces East of the Alley between Lincoln Street and Grant Street		South	15 Min.(3)

Kirkwood Avenue	113' E. of Lincoln Street	69' E. of Lincoln Street	North	30 Min.
Kirkwood Avenue	139' W. of Grant Street	Grant Street	North	1 Hr.
Kirkwood Avenue	143' W. of Indiana Avenue	Dunn Street	South	1 Hr. (3)
Norton Street	Seventh Street	Sixth Street	West	2 Hr. (8)
Rogers Street	200' N. of Patterson Drive	50' N. of Dixie Street	East	2 Hr. (4)
Rogers Street	Eighth Street	Tenth	East	2 Hr. (8)
Rogers Street	Seventh Street	Eighth	East	2 Hr. (8)
Rogers Street	Sixth Street	Seventh Street	East	2 Hr. (8)
Rogers Street	Tenth Street	Eleventh Street	East	2 Hr. (8)

SECTION 16. Section 15.32.090 Schedule N shall be amended to add the following:

LIMITED PARKING ZONES

Street	From	To	Side of Street	Time of Restrict.
Kirkwood Avenue	1st & 2nd 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	139' W. of Grant Street	Grant Street	North	1 Hr. (3)
Kirkwood Avenue	143' W. of Indiana Avenue	Dunn Street	South	2 Hr. (3)
Rogers Street	Eighth Street	Tenth	West	2 Hr. (8)
Rogers Street	Seventh Street	Eighth	West	2 Hr. (8)
Rogers Street	Sixth Street	Seventh Street	West	2 Hr. (8)
Rogers Street	Tenth Street	Eleventh Street	West	2 Hr. (8)
Union Street	Seventh Street	Tenth Street	West	2 Hr. (3)

SECTION 17. Section 15.32.110 Schedule P shall be amended to delete the following:

BUS ZONES

Street	From	To	Side of Street	Time of Restriction
Blair Avenue	1 space 70 E. of 14th Street	The 1st alley north of Fourth Street	South	All Time

SECTION 18. Section 15.32.110 Schedule P shall be amended to add the following:

BUS ZONES

Street	From	To	Side of Street	Time of Restriction
Third Street	Wynnedale Drive	85' East of Wynnedale Drive	South	All Time
Third Street	Johnson Avenue	85' East of Johnson Avenue	South	All Time
Third Street	Cory Lane	85' East of Cory Lane	South	All Time

Third Street	Landmark Avenue	85' East of Landmark Avenue	South	All Time

SECTION 19. Section 15.32.120 Schedule R shall be amended to delete the following:

OFFICIAL VEHICLE ZONES

Street	From	To	Side of Street
Morton Street	Fifth Space south of the entrance to Lot 11 (south side of City Hall, 401 N. Morton Street)		West

SECTION 20. Section 15.37.050 Fees shall be amended by deleting this section as it appears and replacing it with the following:

15.37.050 Fees. All parking permits and visitor permits issued under this chapter, except those issued under 15.37.190 and 15.37.210, shall cost twenty-five dollars per permit.

SECTION 21. Section 15.37.200 Zone 7 fraternities and sororities shall be amended by deleting the last sentence so that the section now reads:

15.37.200 Zone 7 fraternities and sororities. The board of public works may provide up to one hundred zone 7 parking permits annually to residents of fraternity and sorority houses on 7th Street and Woodlawn Avenue.

SECTION 22. Section 15.37.220 Collins Center residents shall be amended by deleting the last sentence so that the section now reads:

15.37.220 Collins Center residents. The board of public works may provide up to one hundred zone 7 parking permits annually to residents of the Collins Center dormitory.

SECTION 23. Section 15.48.010 General provisions subsection (a) (14) shall be amended by deleting this subsection as it appears and replacing it with the following:

(14) Any vehicle parked in an unregulated parking location at a time that parking is prohibited by a posted "No Parking" sign. Notice shall be posted at least 72 hours before this parking restriction becomes effective, except when an emergency requires immediate action.

SECTION 24. Section 15.48.010 General provisions subsection (a) shall be amended to add the following subsection

(15) Any vehicle parked in a regulated parking space at a time that parking is prohibited by a posted "No Parking" sign. Notice shall be posted at least 24 hours before the parking restriction becomes effective at any regulated parking space in the public right of way, except when an emergency requires immediate action.

SECTION 25. 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 26. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and the approval of the Mayor.

PASSED AND ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 3rd day of August, 2011.

SUSAN SANDBERG, 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 4th day of August, 2011.

REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 5th day of AUGUST, 2011.

MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance makes several changes to the Bloomington Municipal Code. This includes stop intersections, yield intersections, signalized intersections, one-way streets, increased or decreased speed limits, no parking zones, limited parking zones, bus zones, official vehicle zones, fees, zone 7 fraternities and sororities parking permits, Collins Center resident parking permits and general provisions.

Note: On August 3, 2011, the Council adopted a Motion to Divide the Question and Am 01. Please see the attached sheet for the Motion to Divide the Question and the record of votes on the divided questions. Am 01, amended Sections 15 and 16 to switch the 2-hour parking on Rogers between 6th and 11th Street from the east to the west side in order to make room for a bike lane. (Am 01 is attached)

Signature routing to
Legal Controller BMC Clerk
PW PED H/CA

***** Amendment Form *****

Ordinance #: 11-07
Amendment #: 01
Submitted By: Councilmember Sandberg, At-Large
Date: August 3, 2011

Proposed amendment: Ord 11-07 shall be amended in the following manner:

1. Section 15, regarding the deletion of Limited Parking Zones, shall be amended by removing the following additional lines from Schedule N (Limited Parking Zones):

SCHEDULE N

LIMITED PARKING ZONES

Street	From	To	Side of Street	Limit
Rogers Street	Eighth Street	Tenth	East	2 Hr. (8)
Rogers Street	Seventh Street	Eighth	East	2 Hr. (8)
Rogers Street	Sixth Street	Seventh Street	East	2 Hr. (8)
Rogers Street	Tenth Street	Eleventh Street	East	2 Hr. (8)

2. Section 16, regarding the addition of Limited Parking Zones, shall be amended by adding the following lines to Schedule N (Limited Parking Zones):

SCHEDULE N

LIMITED PARKING ZONES

Street	From	To	Side of Street	Limit
Rogers Street	Eighth Street	Tenth	West	2 Hr. (8)
Rogers Street	Seventh Street	Eighth	West	2 Hr. (8)
Rogers Street	Sixth Street	Seventh Street	West	2 Hr. (8)
Rogers Street	Tenth Street	Eleventh Street	West	2 Hr. (8)

Synopsis

This amendment will allow a bike lane to be added to east side (up-hill side) of Rogers Street from Kirkwood to 11th St. by shifting 2-hour limited parking from the east side to the west side of Rogers Street, between Sixth and Eleventh Streets. This change was heard and approved by the Traffic Commission.

7/27/11 Committee Action:	None
8/3/11 Regular Session Action:	6 1 (Volan)
	Adopted

(August 3, 2011)

MOTION TO DIVIDE ORD 11-07 INTO A SERIES OF QUESTIONS

I move that the Council approach Ord 11-07 in the following manner. First, the Council will divide consideration of Ord 11-07 into a series of questions as indicated below. Second, the Council will instruct staff to compile the sections which received a majority vote into one ordinance, with sections appropriately numbered, for signatures and codification. Under this procedure, further divisions of the question or amendments may be considered by the Council if submitted in writing.

7/27/11 Committee Recommendation:	***Do Pass:***	***(Not Divided)***
8/3/11 Regular Session Action:	***Adopt:***	***5 – 0 – 2 (Mayer and Satterfield)***
		Note: Absent - Rollo and Ruff

The Portion of Section 14 which Proposes Alternate-Side Parking on West 7th Street

Division of the Question – Item One – the 10 lines in Section 14 that propose alternate parking on West 7th Street between Oak and Maple Street shall be subject to a separate vote.

SECTION 14. Section 15.32.080 Schedule M shall be amended to add the following:

NO PARKING ZONES

Seventh Street	Oak Street	103' East of Oak Street	North	Any Time
Seventh Street	187' East of Oak Street	Elm Street	North	Any Time
Seventh Street	114' East of Elm Street	307' East of Elm Street	North	Any Time
Seventh Street	Waldron Street	112' East of Waldron Street	North	Any Time
Seventh Street	173' East of Waldron Street	324' East of Waldron Street	North	Any Time
Seventh Street	90' East of Oak Street	243' East of Oak Street	South	Any Time
Seventh Street	Elm Street	125' East of Elm Street	South	Any Time
Seventh Street	292' East of Elm Street	Waldron Street	South	Any Time
Seventh Street	74' East of Waldron Street	200' East of Waldron Street	South	Any Time
Seventh Street	254' East of Waldron Street	Maple Street	South	Any Time

7/27/11 Committee Recommendation	***Do Pass:***	***(Not Divided)***
8/3/11 Regular Session Action:	***Adopt:***	***6 – 1 (Wisler)***

Section 8 which Proposes Converting Smith Avenue between Washington Street and Lincoln Street from a One-Way (Eastward) to a Two-Way Street

Division of the Question – Item Two - Section 8 – shall be subject to a separate vote.

SECTION 8. Section 15.16.010 Schedule E shall be amended by deleting the following:

ONE-WAY STREETS

Street	From	To	Direction of Travel
Smith Avenue	Washington Street	Lincoln Street	East

7/27/11 Committee Recommendation:	***Do Pass:***	***(Not Divided)***
8/3/11 Regular Session Action:	***Adopt:***	***7 - 0***

All of the Remaining Sections of the Ordinance

Division of the Question – Item three – All the Remaining Sections of the ordinance shall be voted upon together. Those sections include:

Amendment 01:		
7/27/11 Committee Recommendation:	***Do Pass:***	***(Not Considered)***
8/3/11 Regular Session Action:	***Adopt:***	***6 – 1 (Volan)***

Sections 1 – 7
Sections 9 – 13
Sections 14 (portions not voted upon under Item One)
Section 15-26

7/27/11 Committee Recommendation:	***Do Pass:***	***(Not Divided)***
8/3/11 Regular Session Action:	***Adopt:***	***7 - 0***

Instruction for Staff to Compile Sections Receiving Majority Vote into One Ordinance

Council Attorney/Administrator is directed to compile and, if necessary, renumber the sections passed by the Council into a final ordinance which will then be ready for signatures, publication and codification.

Appendix 21: Ordinance 92–06

ORDINANCE 92-06

TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED "VEHICLES AND TRAFFIC" (Neighborhood Parking Plan)

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

WHEREAS, excessive commuter parking creates a traffic safety hazard to pedestrians, bicyclists and other motorists in these neighborhoods; and

WHEREAS, the City desires to protect these streets from excessive noise, traffic, trash and air pollution caused by commuter traffic; and

WHEREAS, restrictions on parking are called for in the Bloomington Growth Policies Plan to preserve neighborhood quality of life and the residential character of neighborhoods; and

WHEREAS, restrictions on parking in these areas would displace hundreds of commuters whose parking and transportation needs must be addressed; and

WHEREAS, those parking and transportation needs were addressed in the recent "Report and Recommendations" of Indiana University Parking and Transportation Task Force; and

WHEREAS, among many recommendations, that Report proposes commuter parking at the Stadium with a shuttle bus running into campus; and

WHEREAS, the ultimate success of a neighborhood parking program requires that the University take positive steps in cooperation with the City; and

WHEREAS, a one year test program extending over a limited area would give the University an opportunity to make meaningful progress on these problems; and

WHEREAS, such a test program would also give the City an opportunity to perform a quarterly review of that progress and of the program in general; and

WHEREAS, depending upon the success of the test program, the City will either discontinue or expand it to other neighborhoods surrounding campus; and

WHEREAS, the Council also directs the Traffic Commission to investigate the feasibility of designing and implementing a pattern of one way streets and one-side-of-the-street parking in an area bounded by Third, Mitchell, First and Henderson, and to report their findings to the Council by December, 1992.

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

SECTION I. Chapter 15.37 shall be created to read as follows:

Chapter 15.37

Residential Neighborhood Permit Parking

Sections:

15.37.010	Definitions
15.37.020	Applicability
15.37.030	Hours in Effect
15.37.040	Eligibility
15.37.050	Fees

15.37.060	Expiration of permits
15.37.070	Information required on Application
15.37.080	Decal required
15.37.090	Parking space not guaranteed
15.37.100	Replacement of permit
15.37.110	Change of Residency
15.37.120	Precedence of Abandoned Vehicle Regulations
15.37.130	Precedence of No Parking Zones
15.37.140	Special Exceptions
15.37.150	Violations
15.37.160	Disposition of revenue

15.37.010 Definitions

"Household" means a single individual living upon the premises as a single housekeeping unit or a collective body of persons living upon the premises as a single housekeeping unit.

"Multiple household dwelling" means a building designed for and legally allowed the occupancy of more than five adults unrelated by blood or marriage.

"Single household detached dwelling" means a building designed for the occupancy of no more than five adults unrelated by blood or marriage.

"Residential Neighborhood Permit Parking Zone" is the list of streets and sections of streets designated in this chapter for restricted parking by residential neighborhood permit only at those designated times.

"Visitor permit" is a permit to park in the Residential Neighborhood Permit Parking Zone on a temporary basis.

15.37.020 Applicability The following Zones are designated as Residential Neighborhood Permit Parking Zones:

Elm Heights Residential Neighborhood Permit Parking Zone shall apply to the following streets:

Street	From	To	Side of Street
S. Henderson Street	Atwater	Maxwell	East/West
Fess Street	Atwater	Maxwell	East/West
Stull Avenue	First	Maxwell	East/West
Park Avenue	Atwater	Maxwell	East/West
Woodlawn Avenue	Atwater	Maxwell	East/West
Faculty Avenue	Atwater	Hunter	East/West
Hawthorne Lane	Atwater	Maxwell	East/West
Ballantine Road	Atwater	First	East/West
Highland	Atwater	Maxwell	East/West
Jordan Avenue	Atwater	Maxwell	East/West
Atwater Avenue	S. Henderson	Jordan	North/So.
Hunter Avenue	S. Henderson	Highland	North/So.
Second Street	S. Henderson	Jordan	North/So.
University Avenue	S. Henderson	Jordan	North/So.
First Street	S. Henderson	Jordan	North/So.
Wylie Street	Woodlawn	Highland	North/So.
Maxwell Lane	S. Henderson	Jordan	North/So.

This Zone shall go into effect on August 15, 1992.

15.37.030 Hours in Effect These Zones shall be in effect from 8 am to 5 pm, Monday through Friday.

15.37.040 Eligibility Each single household detached dwelling and multiple household dwelling is entitled to obtain one Parking Permit per motor vehicle. Each single household detached dwelling and multiple household dwelling is entitled to

purchase one Visitor Permit for each household. Appeals for additional Parking and/or Visitor Permits shall be made in writing, with all relevant documentation attached, to the Parking Enforcement Office Manager, or his or her designee.

15.37.050 Fees Parking Permits and Visitor Permits shall cost $10 per permit.

15.37.060 Expiration of Permits Permits will expire on August 15 of each year. The date of expiration will be clearly marked on all permits.

15.37.070 Information required on Application Permits will be issued only to residents of an address within the Neighborhood Permit Parking Zone. Proof of residency must be submitted upon making an application for a Parking or Visitor Permit. In addition, proof of ownership or principal use of the motor vehicle must be submitted upon making application for a Parking Permit. Final determination of eligibility will be made by the Parking Enforcement Office Manager or designee. Each application for a Parking Permit shall also contain the following information: applicant name and address; make, model and license tag number of motor vehicle(s) for which a application is made, and any other information deemed relevant by the Department of Public Works.

15.37.080 Decal required Regular Permits shall be visibly displayed and permanently affixed to the vehicle in the lower left corner of the rear window or other location as determined by the Parking Enforcement Office Manager. Visitor Permits shall be visibly displayed by hanging the permit from the rear-view mirror in the front windshield.

15.37.090 Parking Space not guaranteed A Residential Neighborhood Permit Parking decal shall not guarantee or reserve the holder an on-street parking space.

15.37.100 Replacement of Permit If the make, model or license tag number of a permitted vehicle changes during the year, the applicant may bring in the new information to the Parking Enforcement Office to obtain a replacement sticker. The fee for a replacement sticker will be $5.00.

15.37.110 Change of Residency If residents of a property change during the calendar year, the new resident may complete a Change of Residency form and request application for Permit.

15.37.120 Precedence of Abandoned Vehicle Regulations No part of this chapter shall conflict with existing regulations for abandoned vehicles, as specified in Section 15.04.020 and Chapter 15.52 of the Bloomington Municipal Code.

15.37.130 Precedence of No Parking Zones The Residential Neighborhood Permit Parking Zones do not take precedence over temporary or permanent No Parking zones posted by the Street Department, Engineering Department or Police Department for tree removal, snow removal, street sweeping, or other actions deemed necessary by the City of Bloomington.

15.37.140 Special Exceptions Any person or persons requesting special exception from the Residential Neighborhood Permit Parking regulations for a one-day period only may make such a request to the Parking Enforcement Office Manager and may be granted a temporary one-day permit. There will be no fee for this permit.

15.37.150 Violations Violations of this chapter shall generally constitute a Class G Traffic Violation and are subject to fines as listed in Section 15.64.010(h). However, it shall be a Class F violation, as listed in Section 15.64.010(g), for a person holding a valid Residential Neighborhood Parking Permit to use or display the permit on an ineligible motor vehicle.

15.37.160 Disposition of Revenue All funds derived from the issuance of permits and from fines shall be used to pay the costs of operating this program. Funds received in excess of the annual cost of operating the program shall go into an Alternative Transportation Fund. The Alternative Transportation Fund shall be for the purpose of reducing our community's dependence upon the automobile. Expenditures from the fund shall be approved by the Council.

SECTION II. Chapter 15.36 Residential Parking Permits shall be amended so that the new chapter title is "Resident-Only Parking Permits."

SECTION III. Chapter 15.36.100 Violation and Penalty shall be amended so that it now reads:

> Chapter 15.36.100 Violation and Penalty Any Violations of this chapter constitute a Class G Violation and are subject to the fines listed in Section 15.64.010(h) as well as enforced removal of the vehicle.

SECTION IV. Chapter 15.64.010 (h) Class G Traffic Violations (Parking in fire lanes) shall be amended so that it now reads:

> Chapter 15.64.010 (h) Class G Traffic Violations (Parking in fire lanes and in Resident-Only Parking Spaces)
>
> Fine: $10.00
>
> Covers: 15.32.160(e) Parking in Fire Lanes
> 15.36.100 Parking in Resident-Only Space

SECTION V. Severability. If any section, sentence, or provision of this ordinance, or the application thereof to any person or circumstance shall be declared invalid, such invalidity shall not affect any of the other sections, sentences, provision, 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 VI. This Ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval by the Mayor and promulgation by law.

SECTION VII. Review and Expiration. In the first year of operation, the Council shall review the program on a quarterly basis, beginning December, 1992.

Unless the Council adopts a subsequent ordinance to continue its operation, this Ordinance shall expire on August 15, 1993.

PASSED and ADOPTED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 20th day of May, 1992.

PAM SERVICE, President
Bloomington Common Council

ATTEST:

PATRICIA WILLIAMS, Clerk
City of Bloomington

PRESENTED by me to the Mayor of the City of Bloomington, Monroe County, Indiana, upon this 21st day of May, 1992.

PATRICIA WILLIAMS, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 21st day of May, 1992.

Tomilea Allison

TOMILEA ALLISON, Mayor
City of Bloomington

SYNOPSIS

This Ordinance designates a 36-block section of the Elm Heights residential neighborhood as a Residential Neighborhood Permit Parking zone, and places restrictions on parking within this zone on Mondays through Fridays, from 8 am to 5 pm. These restrictions are meant to reduce the amount of traffic in this neighborhood, and to protect motorists, bicyclists and pedestrians from excessive commuter traffic competing for parking spaces. Residents of the properties within this zone may apply for Parking and/or Visitor Permits that allow the appropriate vehicle to park on the street within this zone during the above posted hours.

The cost of the annual permits shall be $10.00. Violations of this chapter are subject to fines of $10.00 and, when decals are placed on ineligible automobiles, $20.00. Funds in excess of the cost of operation of the program are to be deposited in an Alternative Transportation Fund.

The program will take effect on August 15, 1992 and will be reviewed on a quarterly basis. Unless the Council adopts a subsequent ordinance continuing its operation, this Ordinance shall expire on August 15, 1993.

In a corollary action, this ordinance increases the fine for violating 15.36.100 (Resident-Only Parking Permit) from a Class D to a Class G Violation.

Signed copies to:
AT - Legal Ad.
BMC File
Council Attorney BMC.
Clerks BMC
Public Works
Parking Enforcement
Pat Bauhmeister - Code Enforcement
Legal Dept 4
Police Dept
George Smerk - 24
Ralph Mertle - Street Dept.
Traffic Commission
Ron Warren - 24 Task Force

Appendix 22: Neighborhood Zone Legislation

Appendix 22: Neighborhood Zone Legislation

Neighborhood Zone Legislation
Ord. 92-06, 1992
Ord. 93-16, 1993
Ord. 95-08, 1995
Ord. 95-26, 1995
Ord. 98-52, 1998
Ord. 03-16, 2003
Ord. 04-14, 2004
Ord. 08-19, 2008
Ord. 10-15, 2010
Ord. 11-07, 2011
Ord. 11-03, 2011
Ord. 14-11, 2014

Appendix 23: Neighborhood Zone Occupancy Calculations

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: October 17, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 1)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 1. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Elm Heights University Proximate Residential Neighborhood Permit Parking Zone (Zone 1) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
Atwater Avenue	South Henderson	Jordan	North/South
Ballantine	Third	First	East/West
Ballantine Road	Maxwell Lane	Dead End	East/West
Faculty Avenue	Third	Hunter	East/West
Fess Avenue	Third Street	North side of Bryan Park	East/West
First Street	South Henderson	Jordan	North/South
Hawthorne Drive	Third Street	Dead End	East/West
Highland Avenue	Third Street	Tarzian Lane	East/West
Hunter Avenue	South Henderson	Jordan	North/South
Jordan Avenue	First	Maxwell	West
Manor Road	Maxwell Lane	Dead End	East/West
Maxwell Lane	South Henderson	Manor Road	South
Maxwell Lane	Manor Road	Jordan Avenue	North/South
Park Avenue	Atwater Avenue	North side of Bryan Park	East/West
Second Street	South Henderson	Jordan	North/South
Sheridan Drive	Woodlawn Avenue	Highland Avenue	North/South
South Henderson	Third	Maxwell	East/West
Southdowns Drive	Woodlawn Avenue	Highland Avenue	North/South
Stull Avenue	First Street	North side of Bryan Park	East/West
University Ave.	South Henderson	Jordan	North/South
Woodlawn Avenue	Third	Maxwell	East/West
Wylie Street	Woodlawn	Highland	North/South

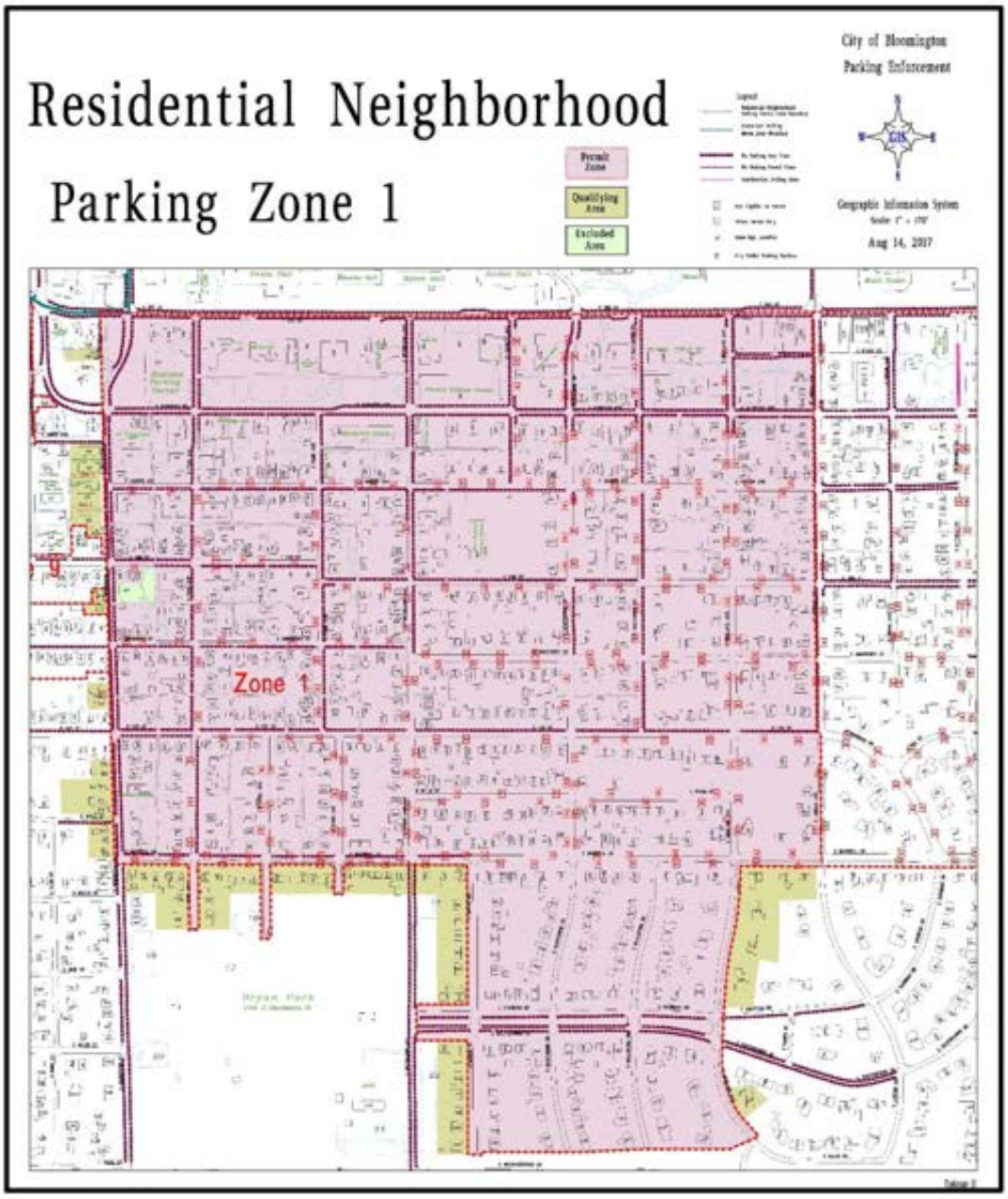
The total number of available Residential on-street parking within Zone 1 is approximately 1341 parking spots.

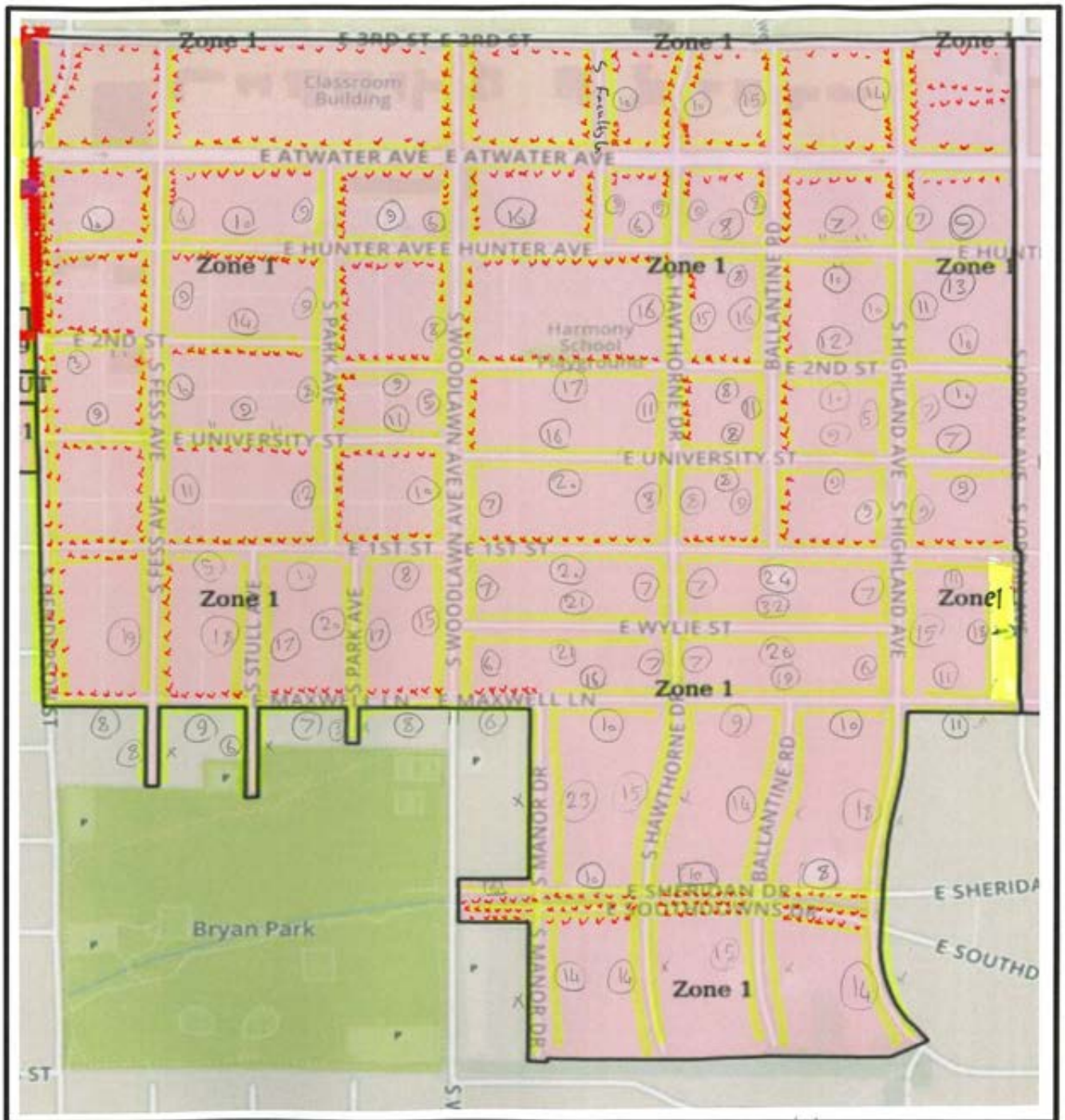
- Permits sold for Zone 1 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 1	89	$1365.00
Temporary Zone 1 Construction	84	$990.00
Zone 1 Permit	862	$19725.00
Zone 1 Visitor	346	$8550.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 1 and surrounded areas as well as the Google map of zone 1 with the number of on-street parking that requires Neighborhood Parking permit in each section.





Residential Parking Zone 1

Total: 1341

Legend
- No parking any time
- Areas require parking permit
- Zone 1 Boundary

City of Bloomington
Planning & Transportation

100 0 100 200 300 400

N

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: October 30, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 2)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 2. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Eastside University Proximate Residential Neighborhood Parking Zone (Zone 2) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
Swain Avenue	Third	Dead End South of University	East/West
Mitchell Street	Third	Maxwell	East/West
Eastside Drive	Third	Maxwell	East/West
South Arbutus Drive	Third	Second	East/West
Rose Avenue	Third	First	East/West
South Anita	Hunter	First	East/West
South Union	Third	Dead End South of Third	
Atwater Avenue	Jordan	High	North/South
Hunter Avenue	Jordan	High	North/South
Second Street	Jordan	High	North/South
University Ave.	Jordan	Eastside	North/South
First Street	Jordan	High	North/South
Sheridan Drive	Jordan	Maxwell	North/South
Clifton Avenue	Third Street	Atwater Avenue	East
Clifton Avenue	Atwater Avenue	First Street	East/West
Maxwell	Jordan	Mitchell	North/South
Jordan Avenue	Third	First	East/West
Jordan Avenue	First	Maxwell	East

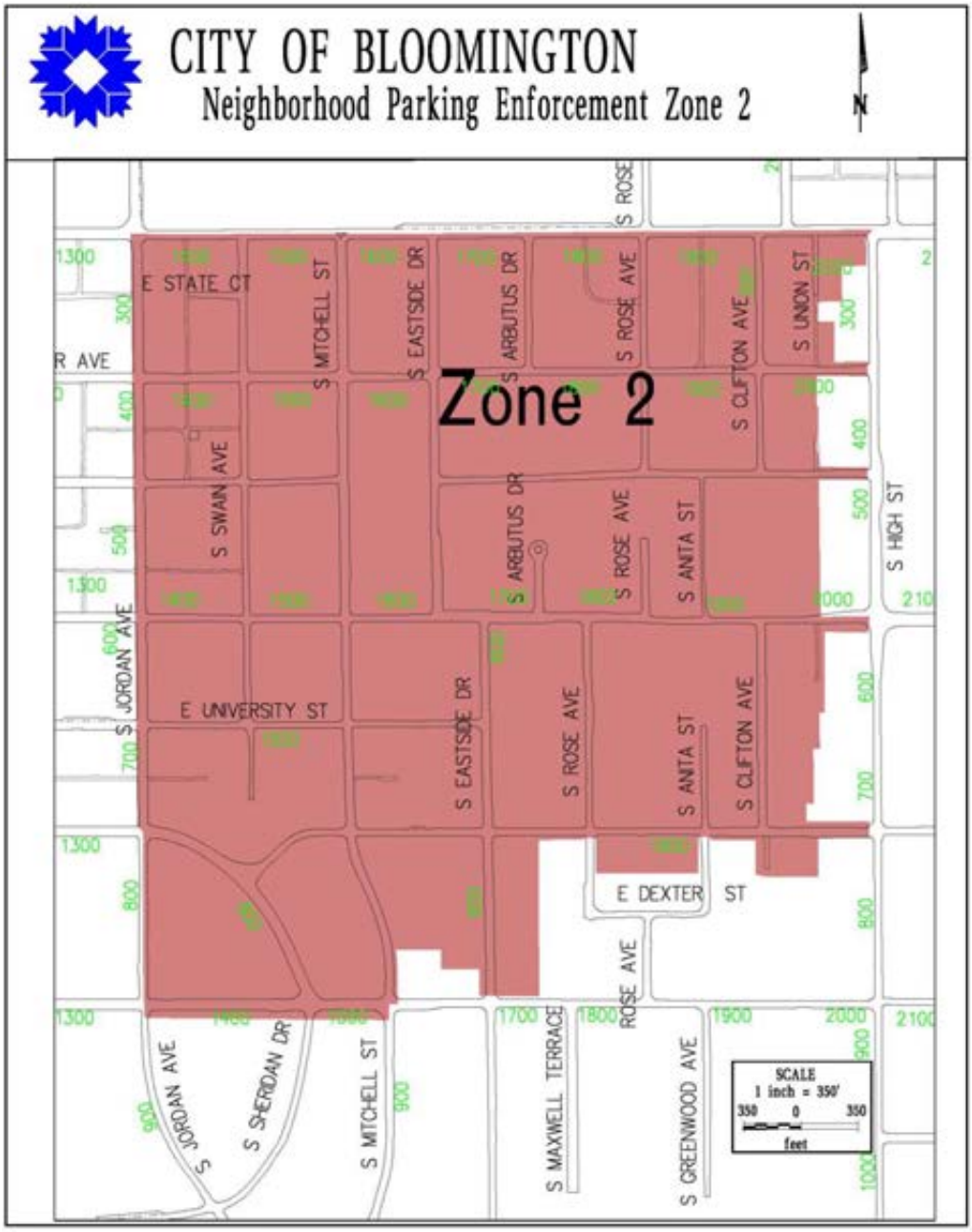
The total number of available Residential on-street parking within Zone 2 is approximately 749 parking spots.

- Permits sold for Zone 2 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 2	7	$85.00
Temporary Zone 2 Construction	12	$130.00
Zone 2 Permit	183	$4385.00
Zone 2 Visitor	83	$2035.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 2 and surrounded areas as well as the map of zone 2 with the number of on-street parking that requires Neighborhood Parking permit in each section.



Residential Neighborhood

Parking Zone 2

City of Bloomington
Parking Enforcement

Legend

Permit Zone

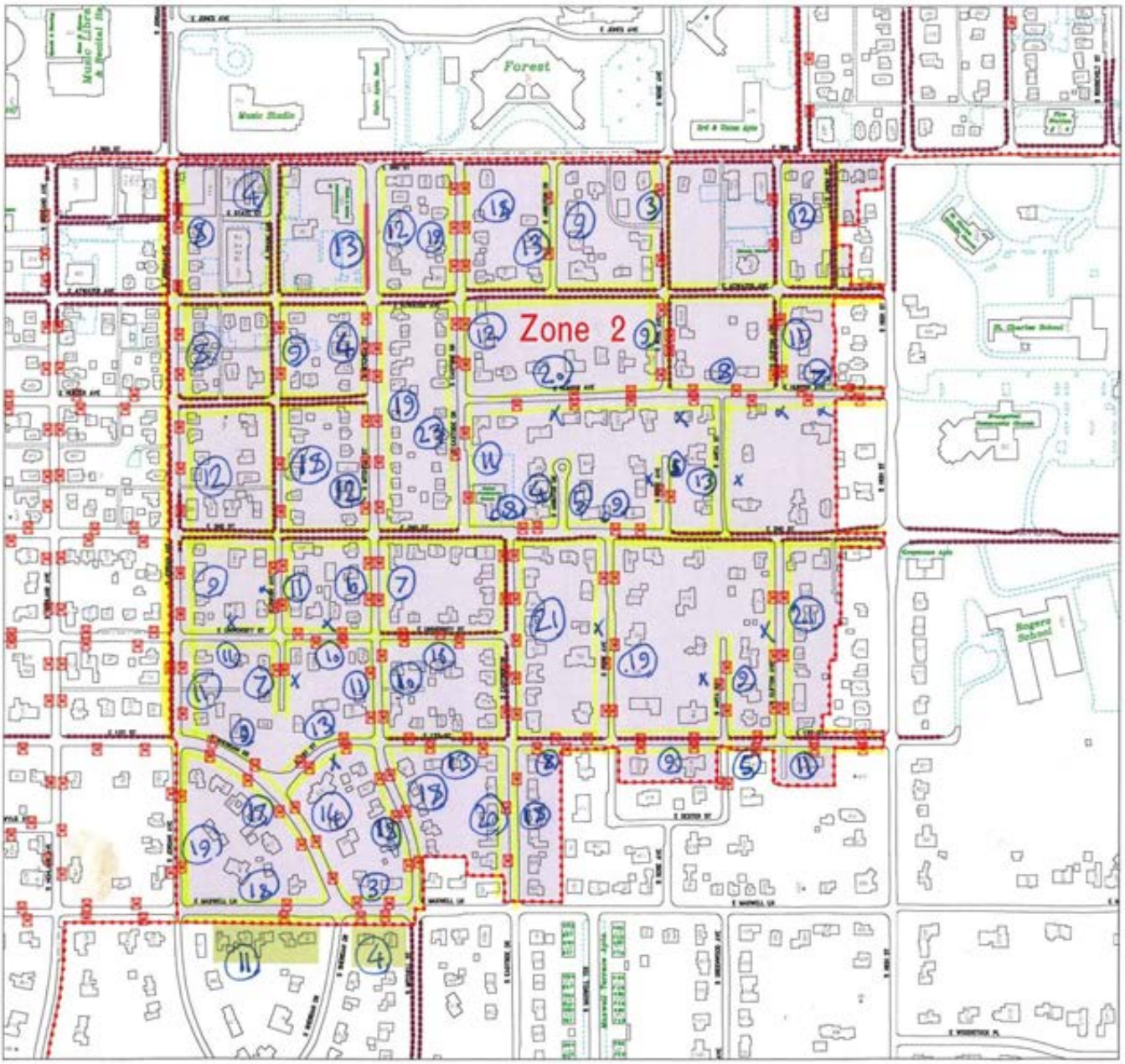
Qualifying Area

Excluded Area

Areas required Permit

Geographic Information System
Scale: 1" = 170'

Aug 14, 2017



Total: 749

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: November 1, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 3)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 3. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Green Acres University Proximate Residential Neighborhood Permit Parking Zone (Zone 3) shall apply to the following streets based on Bloomington Municipal Code

Street	From	To	Side of Street
Bryan Street	Third	Dead End North of Seventh	East/West
Clark Street	Third	Dead End North of Eighth	East/West
Eighth Street	Jefferson	Hillsdale	North/South
Fifth Street	Union	Hillsdale	North/South
Fourth Street	Union Street	Hillsdale Drive	Both
Hillsdale Court	Hillsdale Drive	Dead End	Both
Hillsdale Drive	Third Street	Dead End North of Eighth Street	Both
Jefferson Street	Third	Tenth	East/West
Roosevelt Street	Third Street	Dead End North of Eighth Street	Both
Seventh Street	Union	Hillsdale	North/South
Union Street	Third	Seventh	East/West

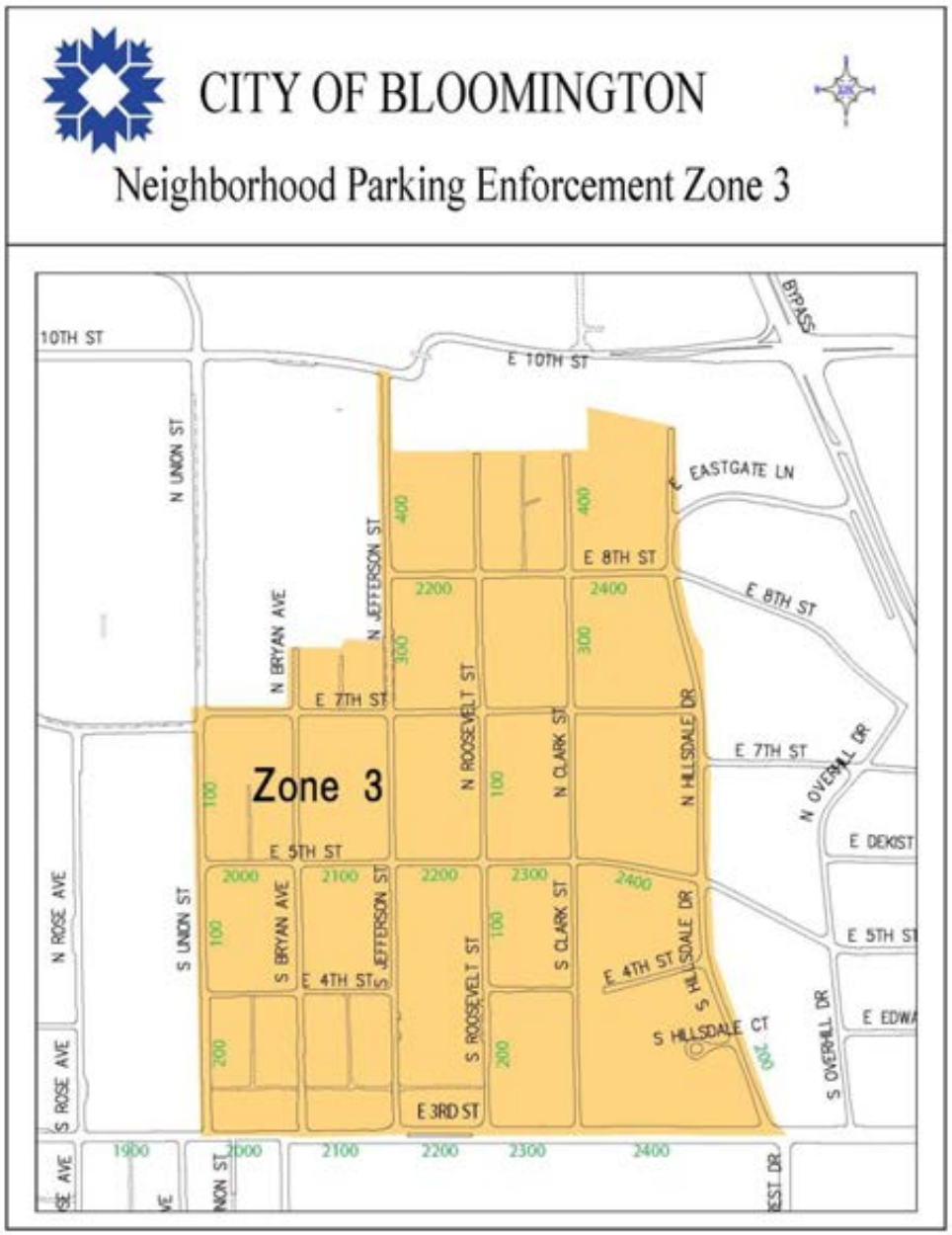
The total number of available Residential on-street parking within Zone 3 is approximately 351 parking spots.

- Permits sold for Zone 3 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 3	12	$140.00
Temporary Zone 3 Construction	90	$70.00
Zone 3 Permit	131	$3095.00
Zone 3 Visitor	45	$1125.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 3 and surrounded areas as well as the map of zone 3 with the number of on-street parking that requires Neighborhood Parking permit in each section.



Residential Neighborhood

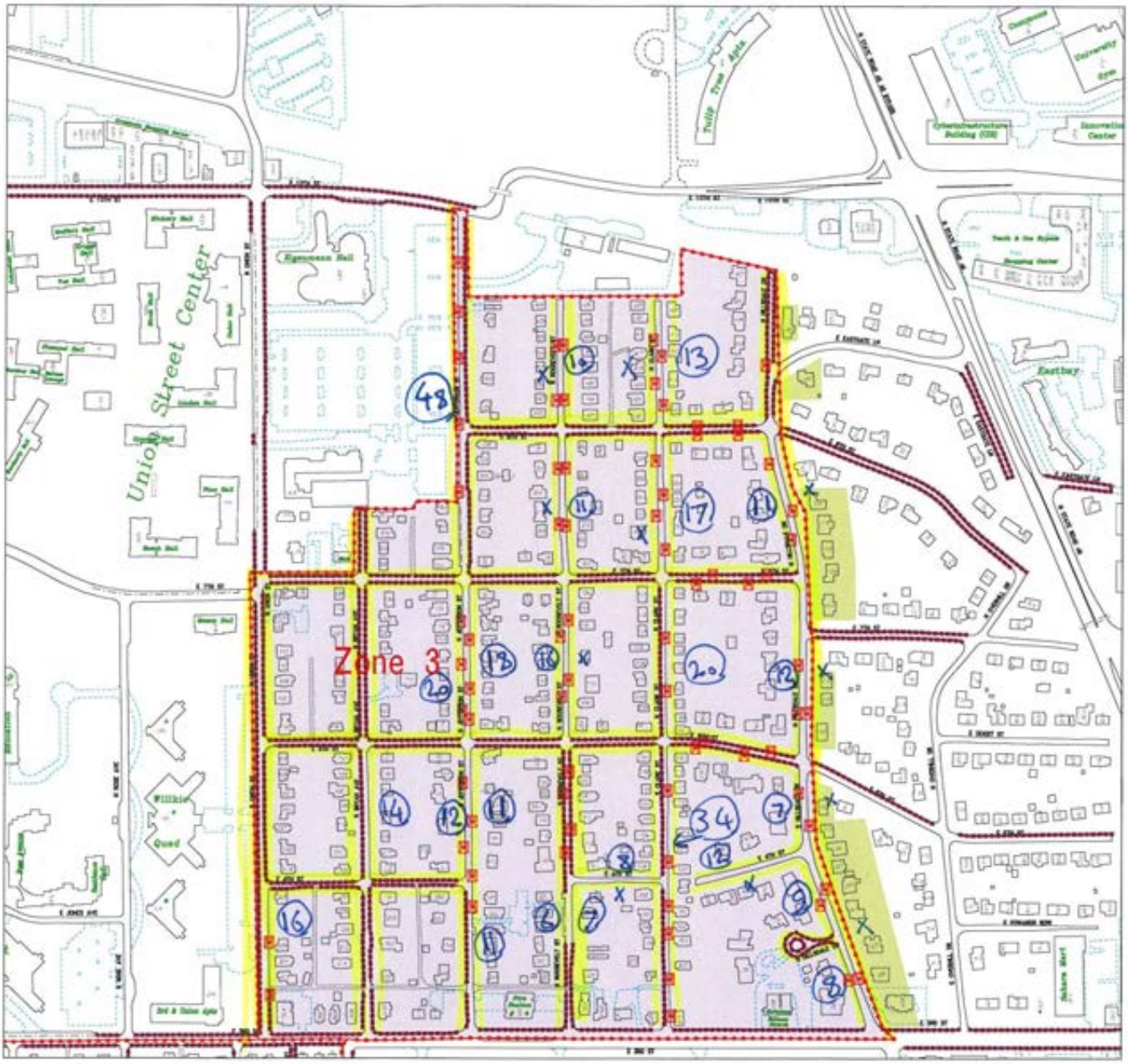
Parking Zone 3

City of Bloomington
Parking Enforcement

Legend

Areas required Permit

Geographic Information System
Scale: 1" = 170'
Aug 14, 2017



Total : 351

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: October 4, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 4)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 4. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 4) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
East 6th	North Washington	North Dunn	North/South
East 7th Street	North Washington Street	North Dunn Street	North/South
East 8th	North Walnut	North Dunn	North/South
East Alice	North Grant	North Harold	North/South
East 9th	North Walnut	North Dunn	North/South
East 10th	North Walnut	North Dunn	South
North Washington	East 6th	East 10th	East/West
North Lincoln	East 6th	East 10th	East/West
North Grant	East 6th	East 10th	East/West
North Harold	East 8th	East 9th	East/West
North Prow	East 9th	East 10th	East/West
North Dunn	East 6th	East 10th	West

Sixteen parking spots of "East 7th Street from North Washington St to North Lincoln St (North/South Side of Street)" as well as "East 6th from N Lincoln St to N Grant St (South Side of Street)" are just Metered spaces (not Meter or Permit according to Bloomington Municipal Code). According to the response of Parking Enforcement Supervisor, Ms. RayeAnn Cox, that is what the last administration wanted so all meters not tied up with college students as well as more parking for visitors to downtown and campus.

- Residential Parking Spots: 314
- Metered or Permits: 140

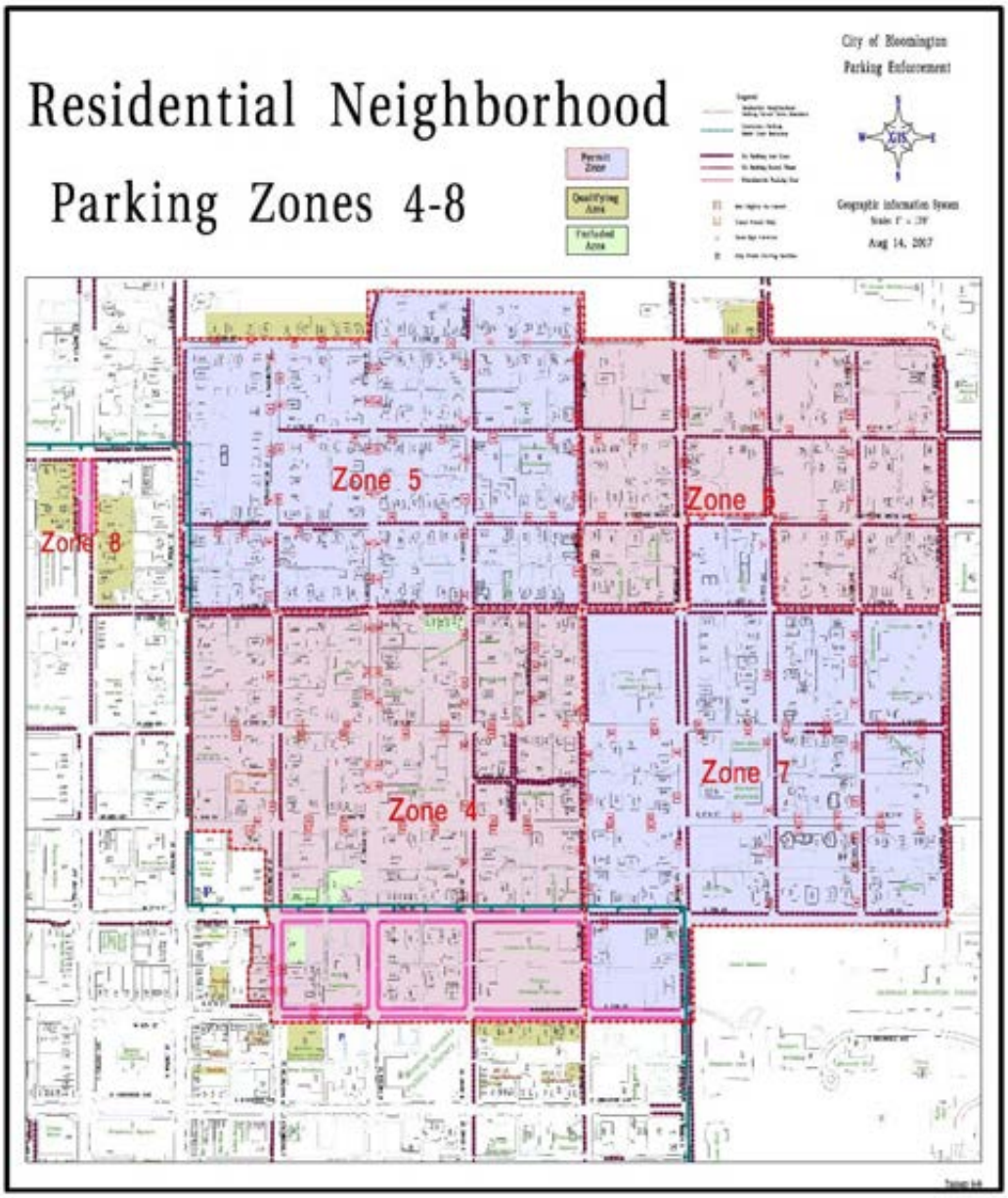
The total number of available Residential on-street parking within Zone 4 is approximately 454 parking spots.

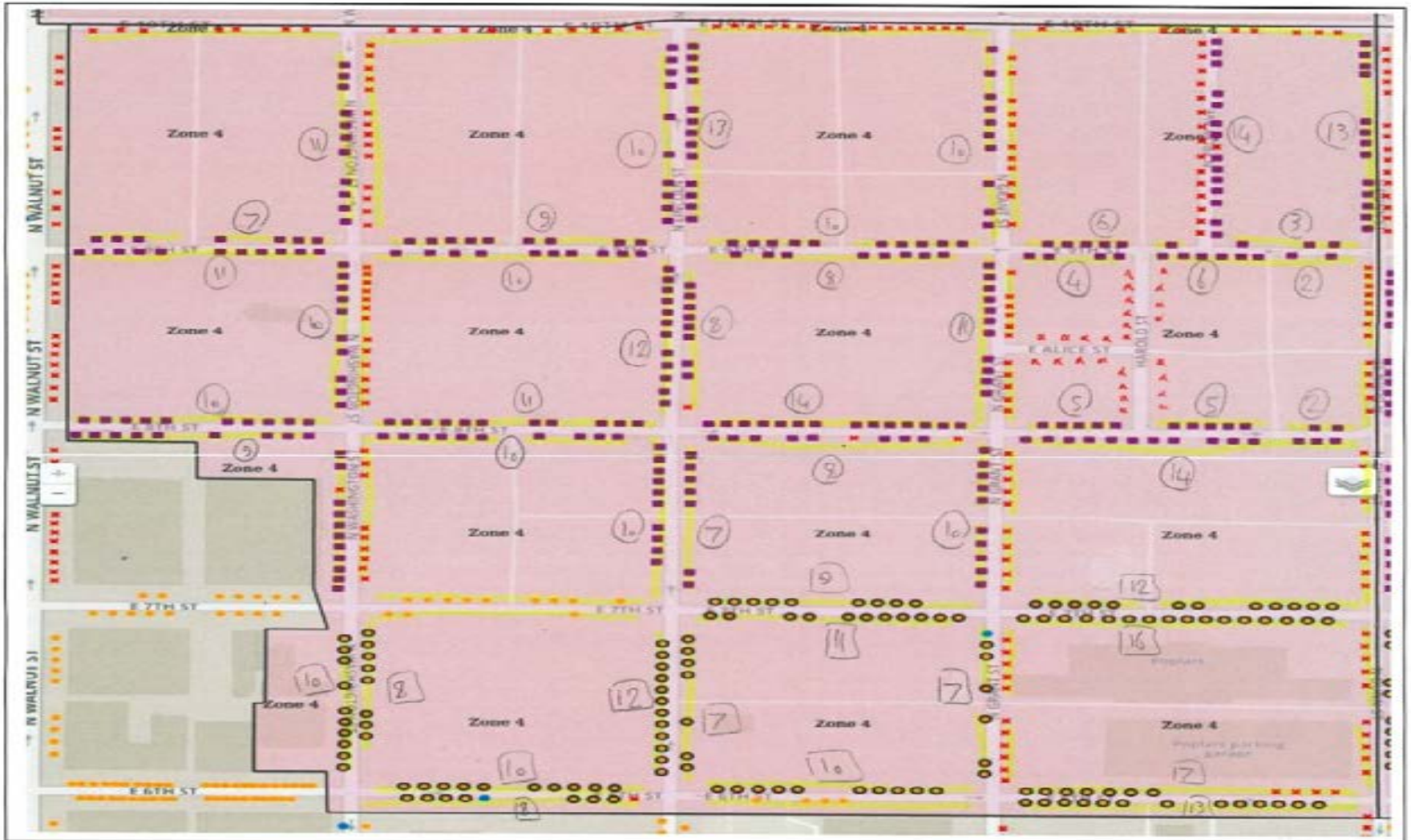
- Permits sold for Zone 4 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 4	37	$460.00
Temporary Zone 4 Construction	14	$85.00
Zone 4 Permit	522	$15260.00
Zone 4 Visitor	113	$2800.00

(Other permits like Monroe County Public Library and All Zones permits are not included)

- Enclosed are the GIS map of Zone 4 and surrounded areas as well as the Google map of zone 4 with the number of on-street parking that requires Neighborhood Parking permit in each section.





Residential Parking Zone 4

- Residential Parking Spots : 314
- Metered or Permit : 140
=> Total : 454

(Metered Space : 16)

Legend

- No Parking
- Unrestricted
- Metered Space
- Metered Handicap Space
- Meter or Permit
- Residential Neighborhood Permit
- Other Permit Required
- Time Restricted
- Reserved Parking
- Loading Zone
- Areas Requiring Permit
- Neighborhood Permit Zone

N

City of Bloomington
Planning & Transportation

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: November 3, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 5)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 5. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 5) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
East 10th	North Walnut	North Dunn	North
East Cottage Grove	North Walnut	North Dunn	North/South
East 11th	North Washington	North Dunn	North/South
East 12th	North Walnut	North Dunn	North/South
North Walnut	East 10th	East 12th	East (boundary)
North Washington	East 10th	East 12th	East/West
North Lincoln	East 10th	Railroad Tracks North of 12th Street	East/West
North Grant	East 10th	Railroad Tracks North of 12th Street	East/West
North Dunn	East 10th	Railroad Tracks North of 12th Street	West

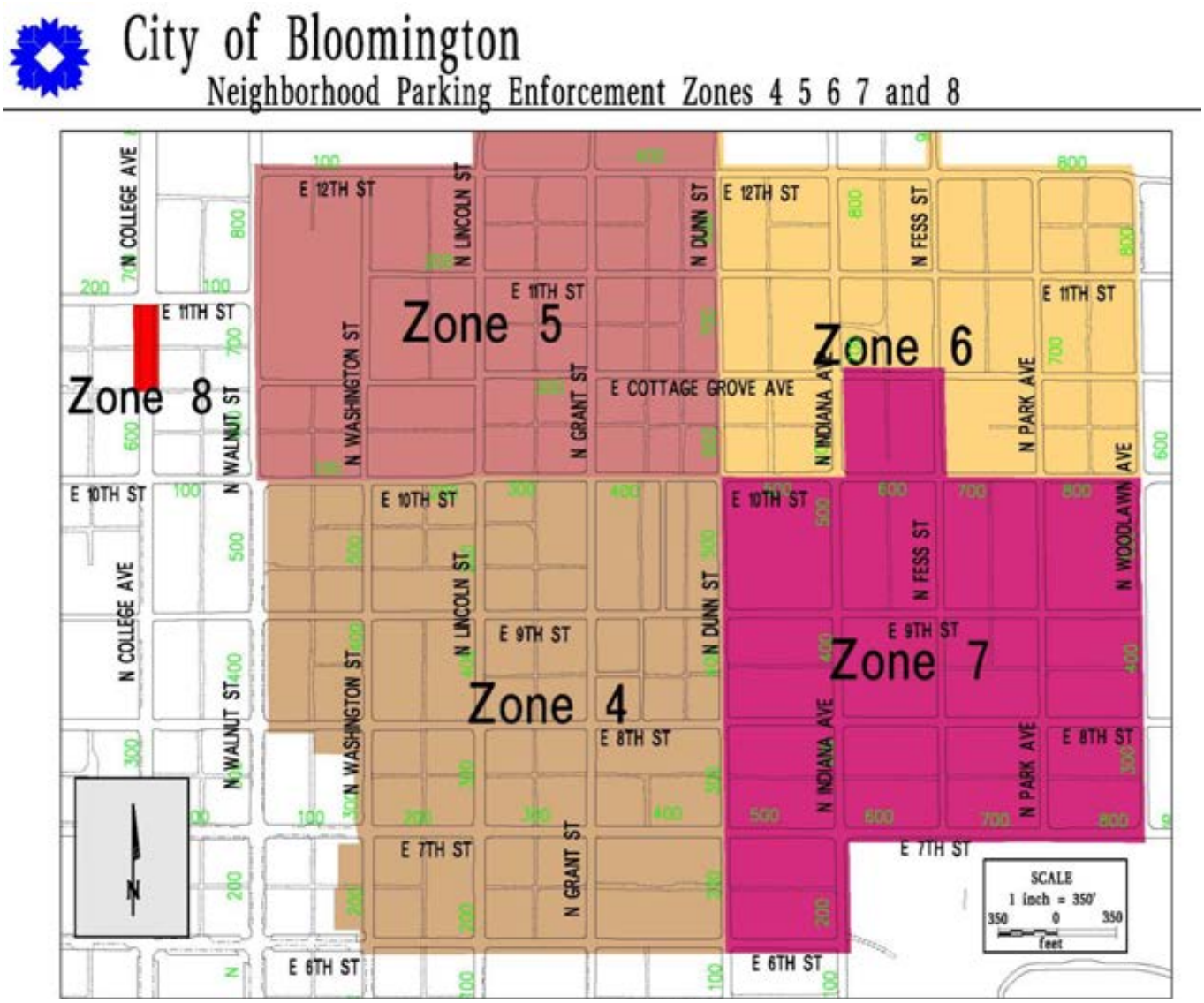
The total number of available Residential on-street parking within Zone 5 is approximately 292 parking spots.

- Permits sold for Zone 5 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 5	38	$530.00
Temporary Zone 5 Construction	8	$85.00
Zone 5 Permit	292	$6555.00
Zone 5 Visitor	72	$1725.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 5 and surrounded areas as well as the map of zone 5 with the number of on-street parking that requires Neighborhood Parking permit in each section.



Residential Neighborhood

Parking Zones 4-8

City of Bloomington
Parking Enforcement

Permit Zone

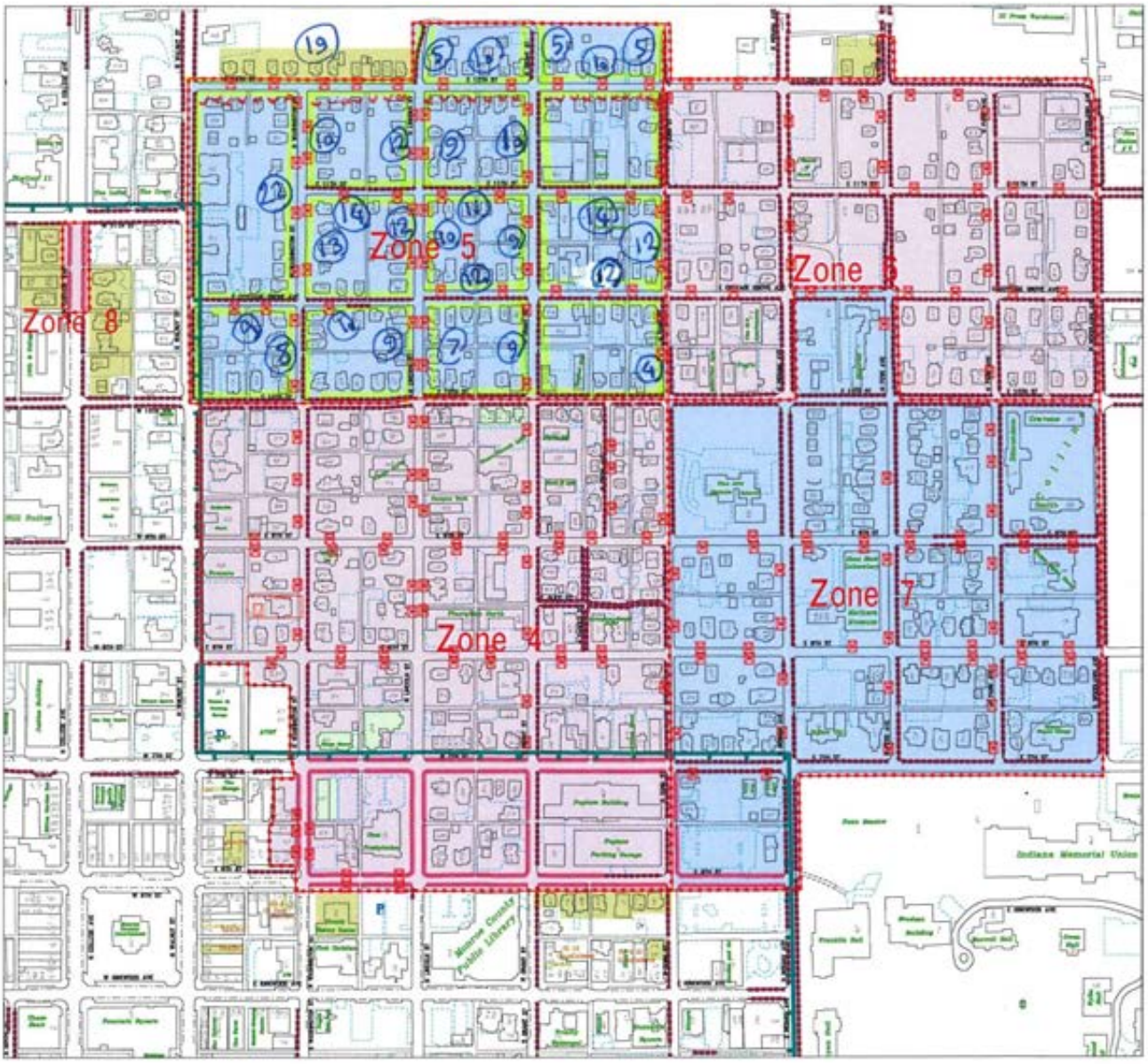
Qualifying Area

Excluded Area

Legend

Areas require permit

Geographic Information System
Scale: 1" = 170'
Aug 14, 2017



Total: 292

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: November 7, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 6)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 6. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Old Northeast Downtown University Proximate Residential Neighborhood Permit Parking Zone (Zone 6) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
East 10th	North Dunn	North Woodlawn	North
East Cottage Grove	North Dunn	North Indiana	North/South
East Cottage Grove	North Fess	North Woodlawn	North/South
East 11th	North Dunn	North Woodlawn	North/South
East 12th	North Dunn	North Woodlawn	North/South
North Indiana	East 10th	East 12th	East/West
North Dunn	East 10th	Railroad Tracks North of 12th	East
North Fess	East Cottage Grove	Railroad Tracks North of East 12th	East/West
North Park	East 10th	East 12th	East/West
North Woodlawn	East 10th	East 12th	West (boundary)

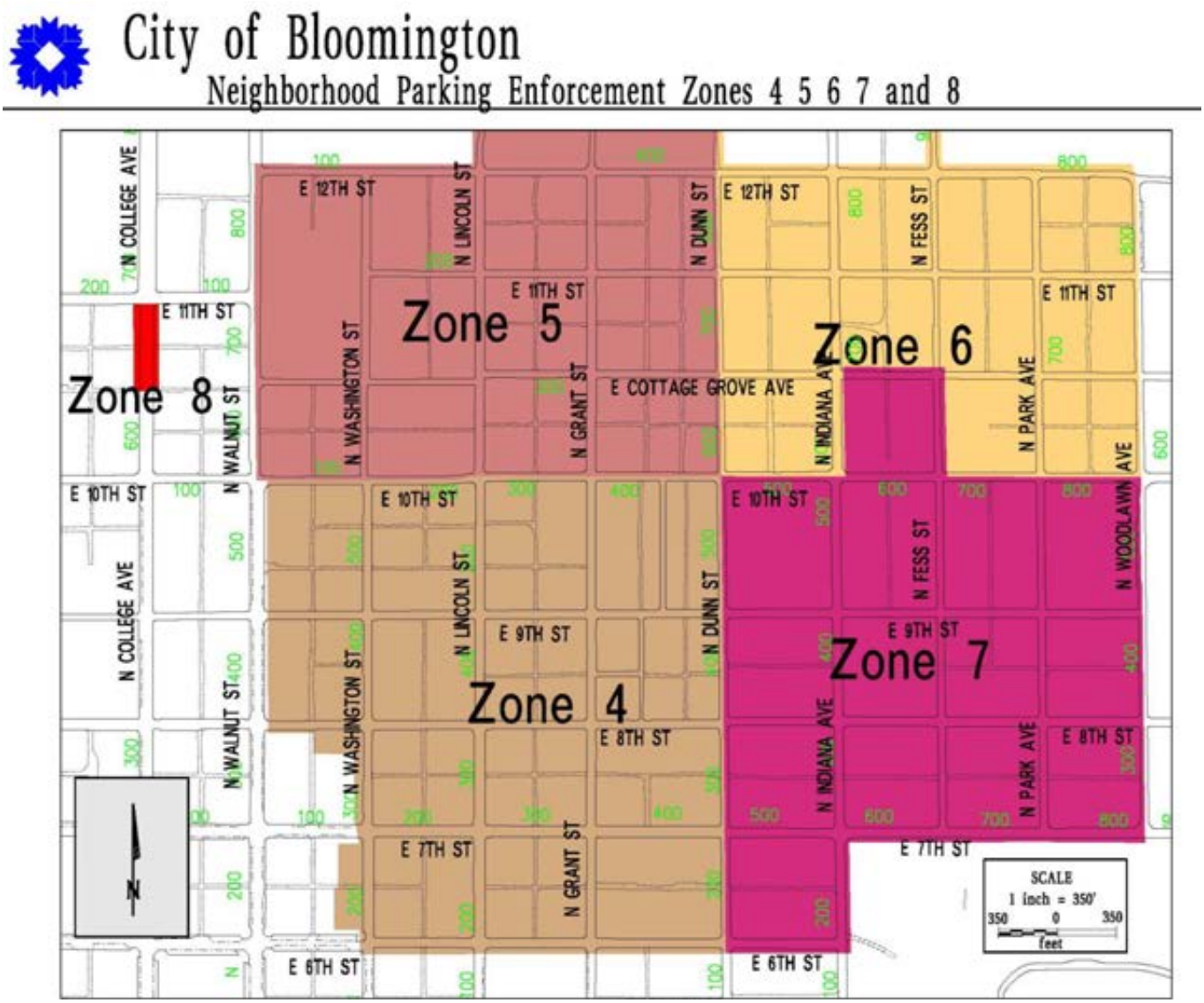
The total number of available Residential on-street parking within Zone 6 is approximately 149 parking spots.

- Permits sold for Zone 6 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 6	13	$100.00
Temporary Zone 6 Construction	14	$225.00
Zone 6 Permit	88	$2025.00
Zone 6 Visitor	27	$675.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 6 and surrounded areas as well as the map of zone 6 with the number of on-street parking that requires Neighborhood Parking permit in each section.



Residential Neighborhood

Parking Zones 4-8

City of Bloomington
Parking Enforcement

Permit Zone

Qualifying Area

Excluded Area

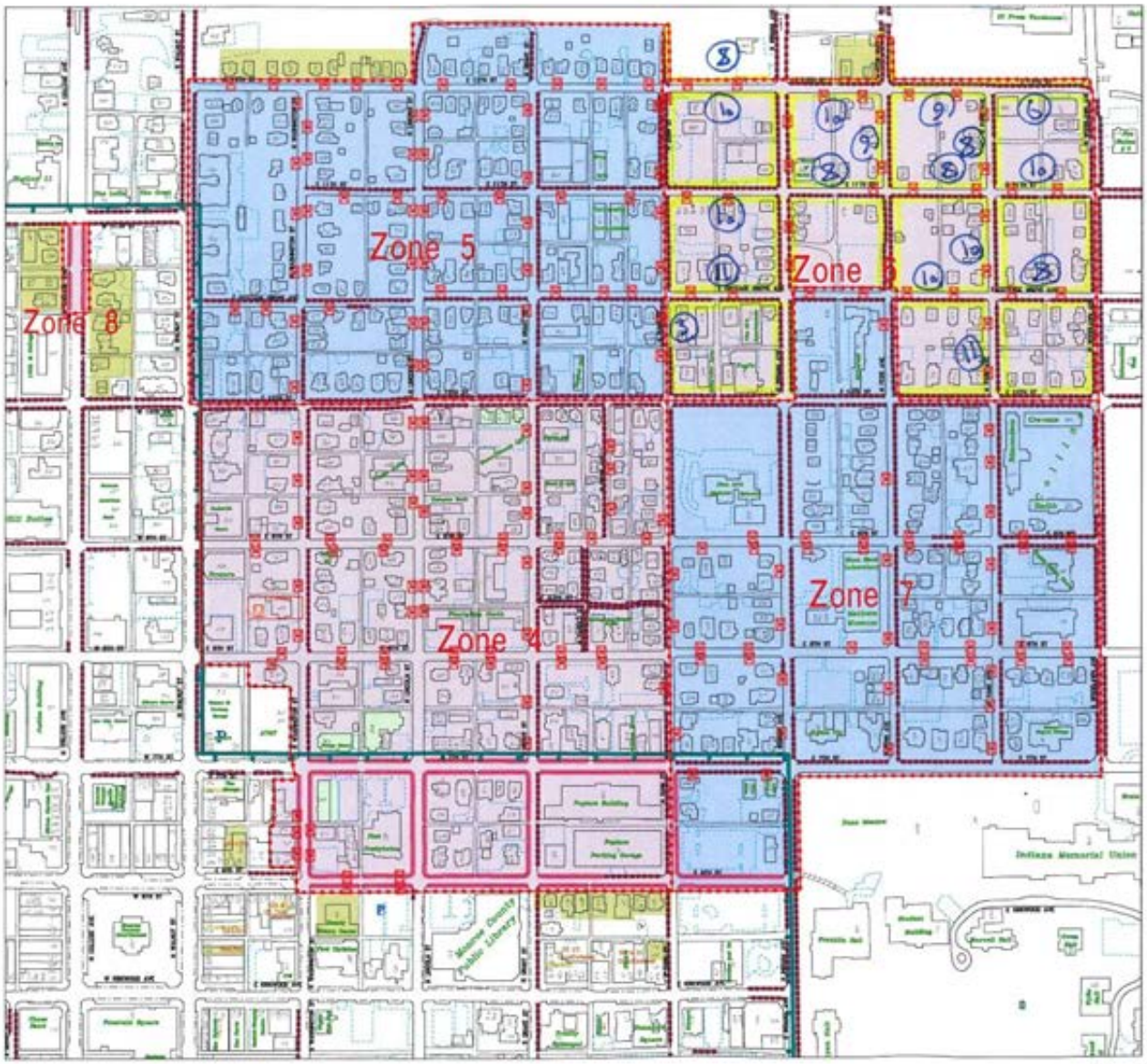
Legend

Areas require permit

Geographic Information System

Scale: 1" = 170'

Aug 14, 2017



Total: 149

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: November 6, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 7)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 7. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Southwest Campus Residential Neighborhood Zone (Zone 7) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
East 6th	North Dunn	North Indiana	North/South
East 7th	North Dunn	North Woodlawn	North/South
East 8th	North Dunn	North Woodlawn	North/South
East 9th	North Dunn	North Woodlawn	North/South
East 10th	North Dunn	North Woodlawn	South
East Cottage Grove	North Indiana	North Fess	North/South
North Dunn	East 6th	East 10th	East
North Indiana	East 6th	East 10th	East/West
North Fess	East 7th	Cottage Grove	East/West
North Park	East 7th	East 10th	East/West
North Woodlawn	East 7th	East 10th	West (boundary)

- Residential Parking Spots: 333
- Metered or Permits: 9

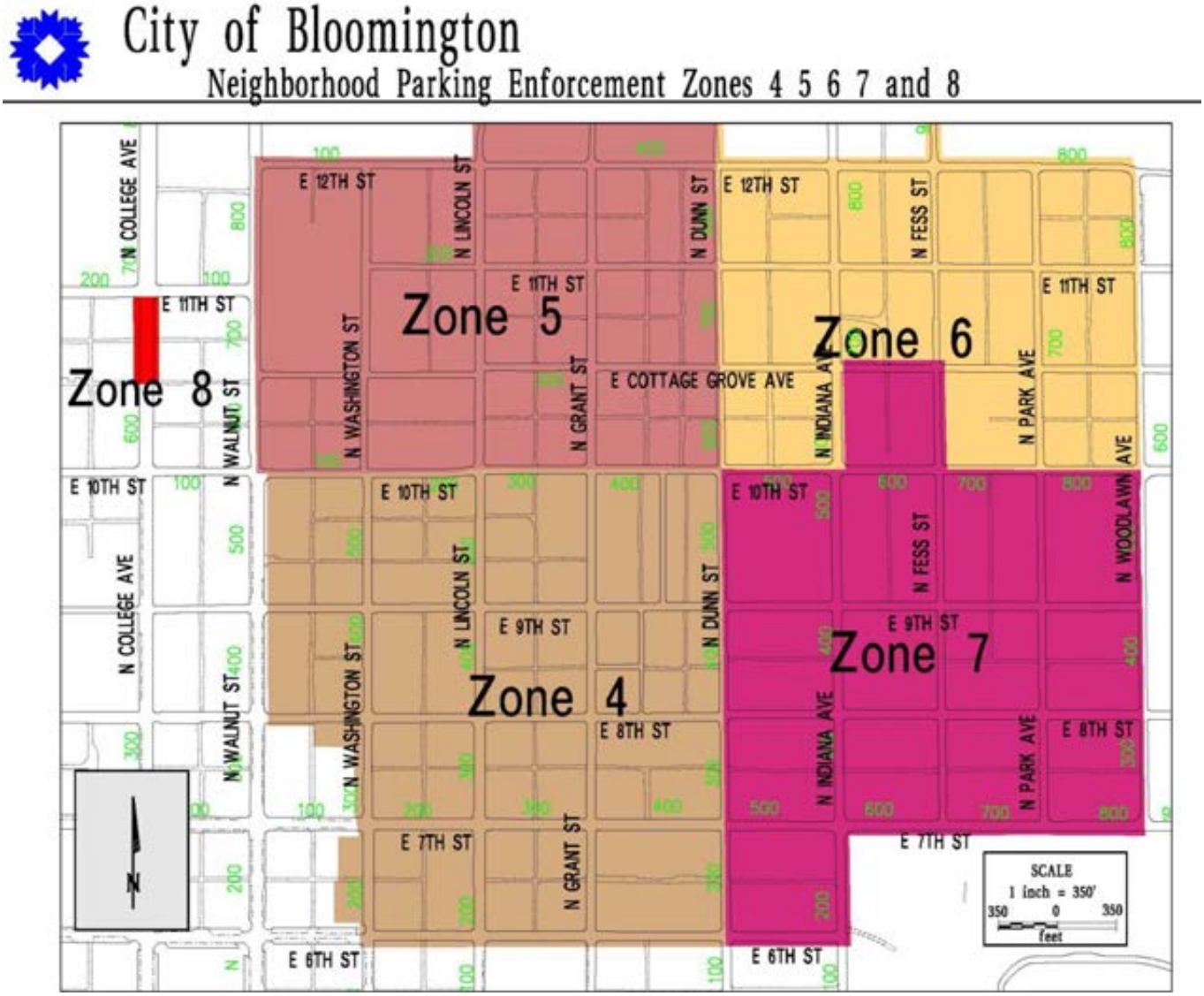
The total number of available Residential on-street parking within Zone 7 is approximately 342 parking spots.

- Permits sold for Zone 7 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 7	55	$650.00
Temporary Zone 7 Construction	80	$1150.00
Zone 7 Permit	286	$6345.00
Zone 7 Visitor	43	$1075.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 7 and surrounded areas as well as the map of zone 7 with the number of on-street parking that requires Neighborhood Parking permit in each section.



Residential Neighborhood

Parking Zones 4-8

City of Bloomington
Parking Enforcement

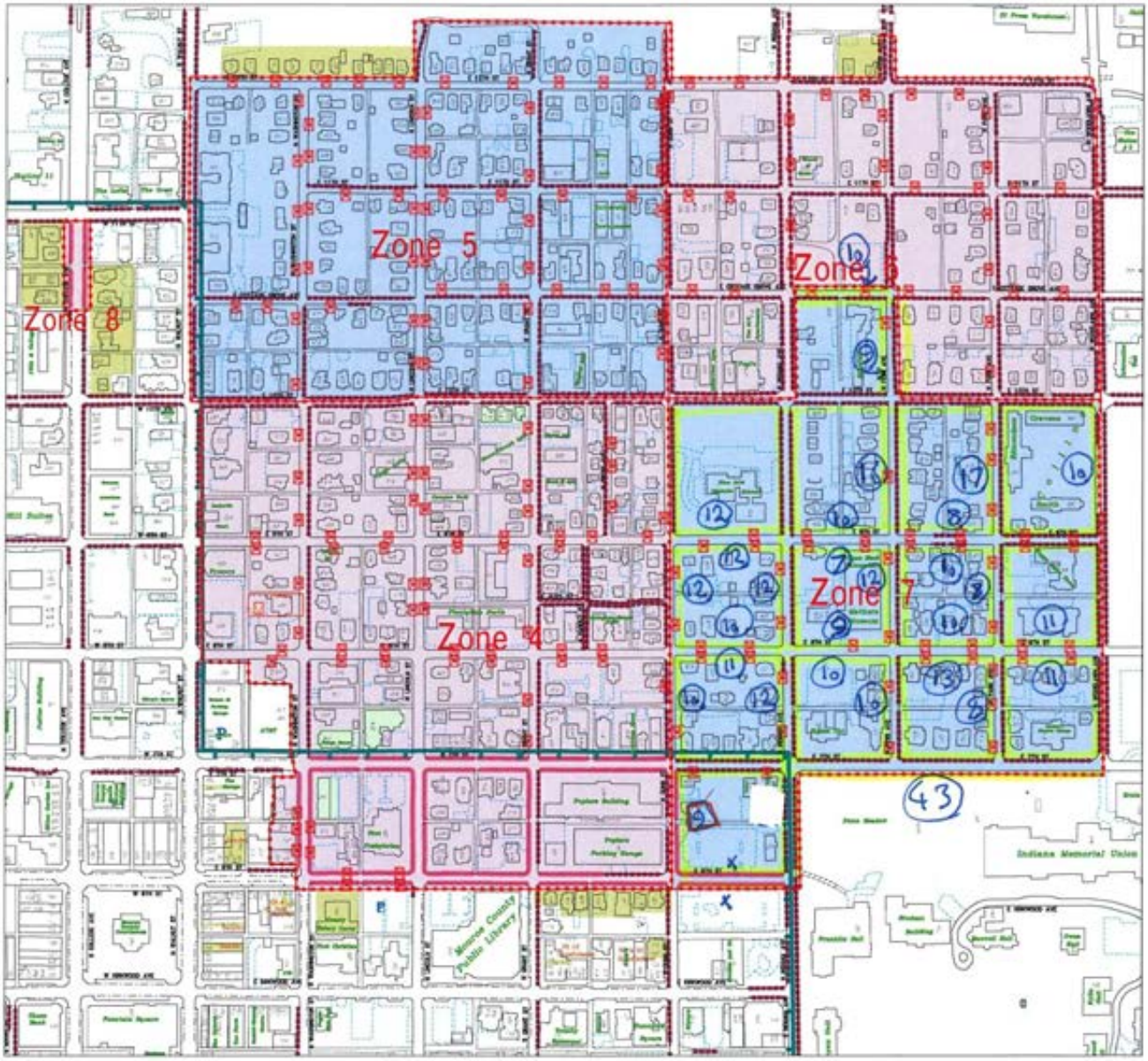
Legend

Permit Zone

Qualifying Area

Excluded Area

Geographic Information System
Scale: 1" = 170'
Aug 14, 2017



- Residential Parking Spots: 333
- Metered or Permit: 9
  Total: 342

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: November 3, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 8)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 8. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- North College Residential Neighborhood Zone (Zone 8) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
North College Avenue	1st Alley North of Tenth Street on west side	Eleventh Street	West
North College Avenue	2nd Alley North of Tenth Street on east side	Eleventh Street	East

The total number of available Metered or Permits on-street parking within Zone 8 is approximately 14 parking spots.

- Permits sold for Zone 8 from 01/01/2016 to 12/31/2016:

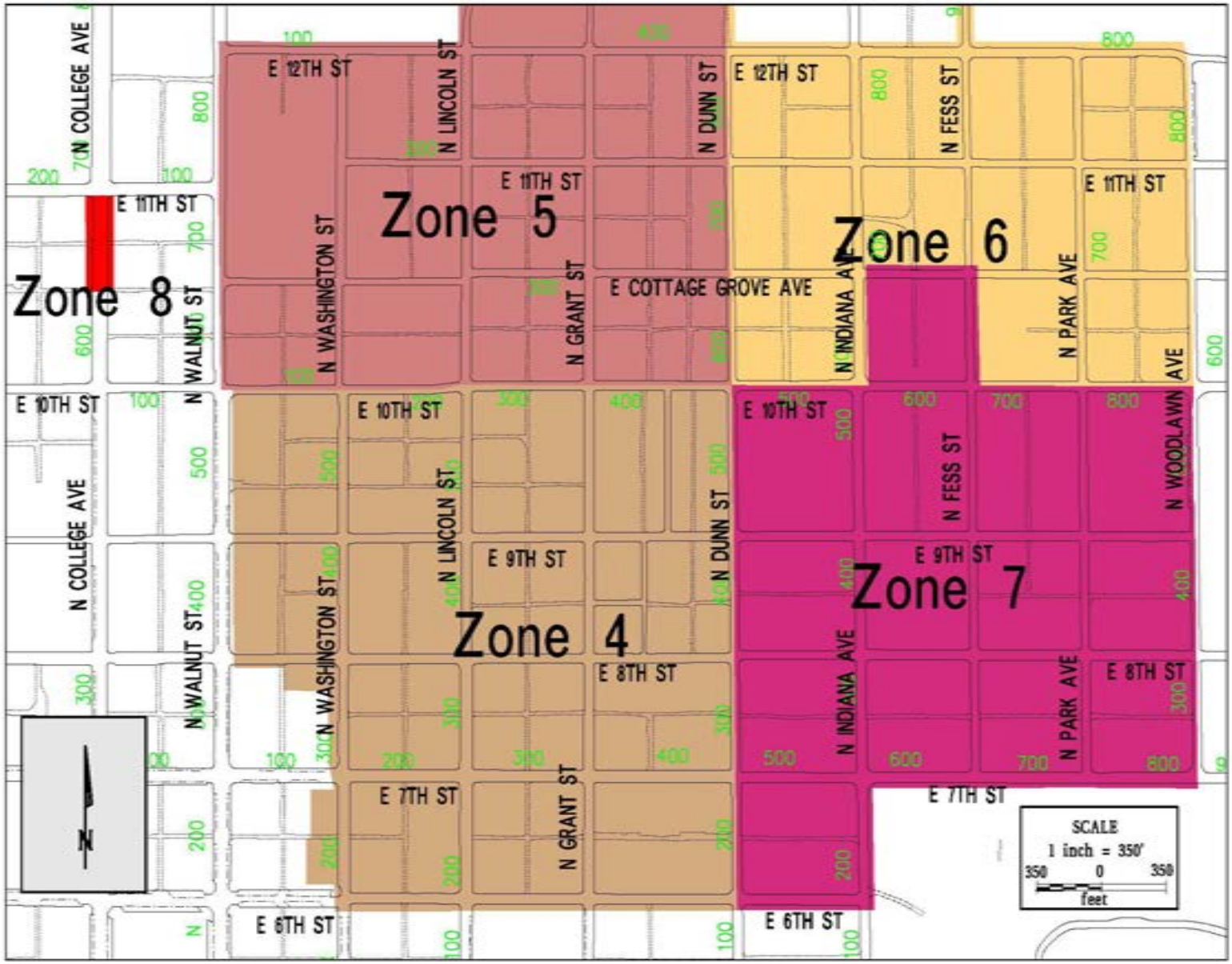
Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 8	3	$50.00
Zone 8 Permit	20	$500.00
Zone 8 Visitor	5	$125.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 8 and surrounded areas as well as the map of zone 8 with the number of on-street parking that requires Neighborhood Parking permit in each section.

City of Bloomington

Neighborhood Parking Enforcement Zones 4 5 6 7 and 8



Residential Neighborhood

Parking Zones 4-8

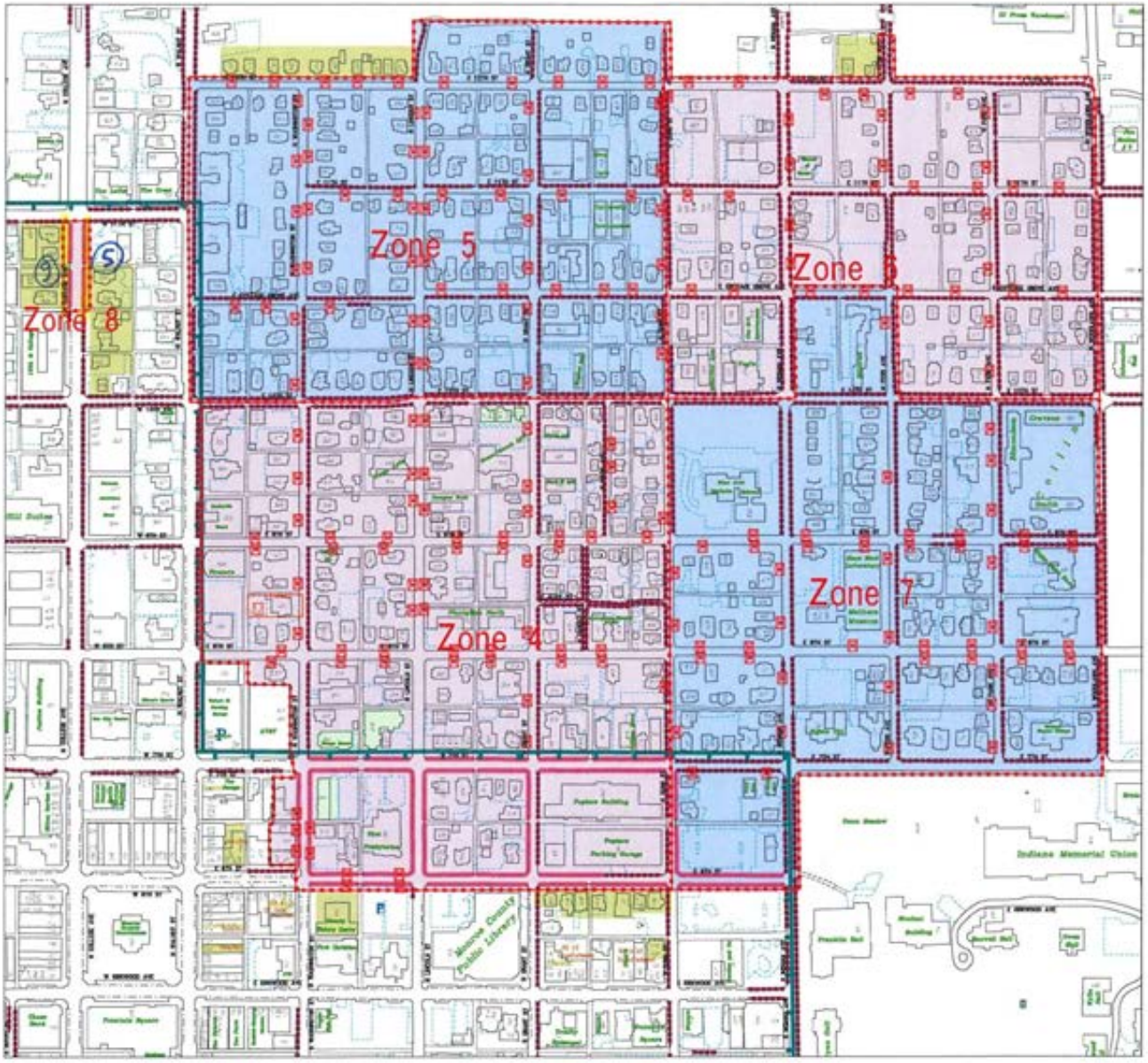
City of Bloomington
Parking Enforcement

Legend

Areas Requires Permit

Geographic Information System
Scale: 1" = 170'
Aug 14, 2017

Permit Zone
Qualifying Area
Excluded Area



Total Metered or Permit: 14

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: November 6, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 9)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff conducted an assessment of zone 9. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Southwest Campus Residential Neighborhood Zone (Zone 9) shall apply to the following streets based on Bloomington Municipal Code:

Street	From	To	Side of Street
Third Street	Grant Street	Dunn Street	South
Smith Avenue	Lincoln Street	Dunn Street	North
Smith Avenue	Lincoln Street	Dunn Street	South
Lincoln Street	Second Street	Smith Avenue	West
Lincoln Street	Second Street	Smith Avenue	East
Grant Street	Smith Avenue	Third Street	East
Grant Street	Smith Avenue	Third Street	West
Dunn Street	Smith Avenue	Third Street	East
Dunn Street	Smith Avenue	Third Street	West
Second Street	Grant Street	Henderson Street	South

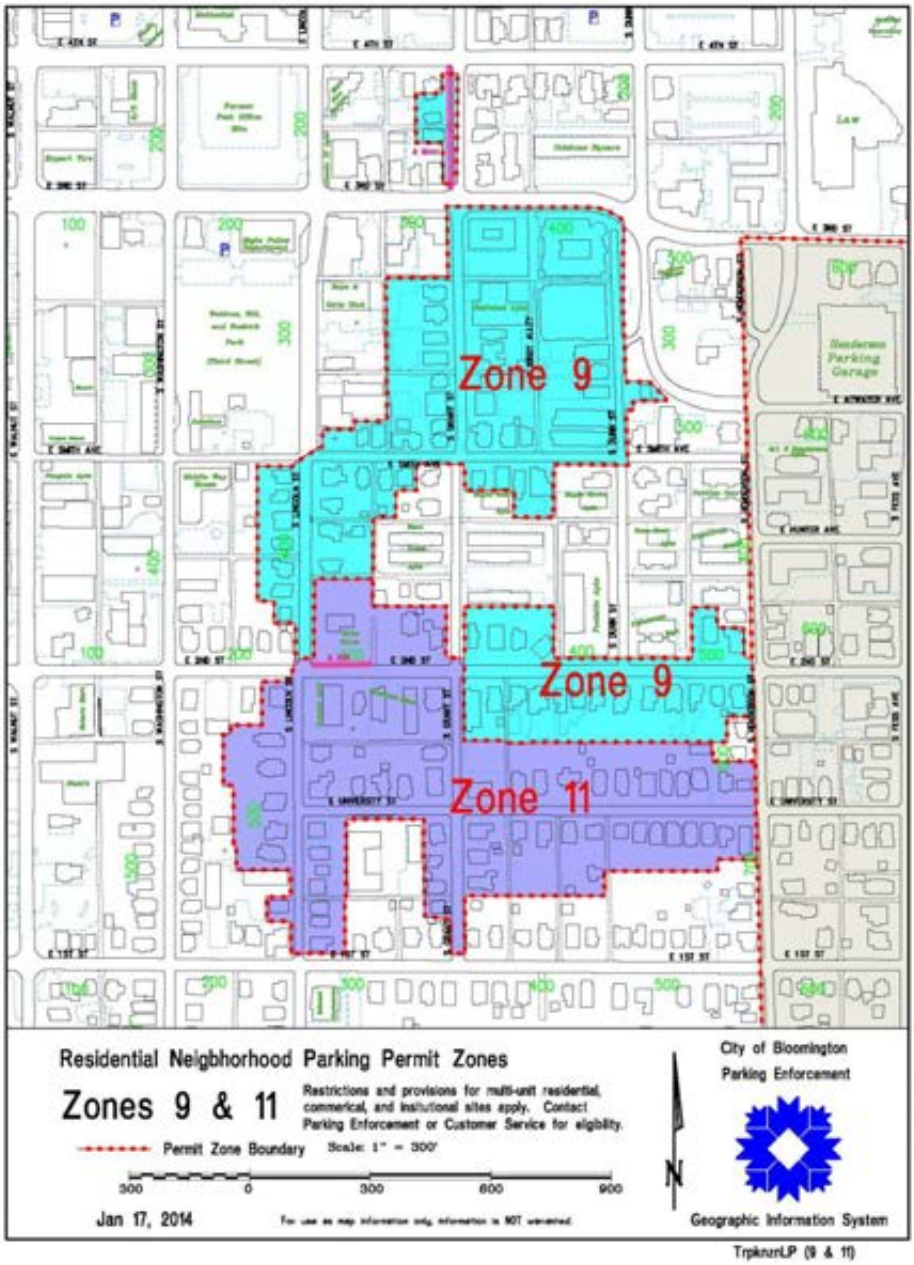
The total number of available Residential on-street parking within Zone 9 is approximately 119 parking spots.

- Permits sold for Zone 9 from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 9	23	$360.00
Temporary Zone 9 Construction	9	$120.00
Zone 9 Permit	139	$3130.00
Zone 9 Visitor	57	$1400.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 9 and surrounded areas as well as the map of zone 9 with the number of on-street parking that requires Neighborhood Parking permit in each section.



Residential Neighborhood

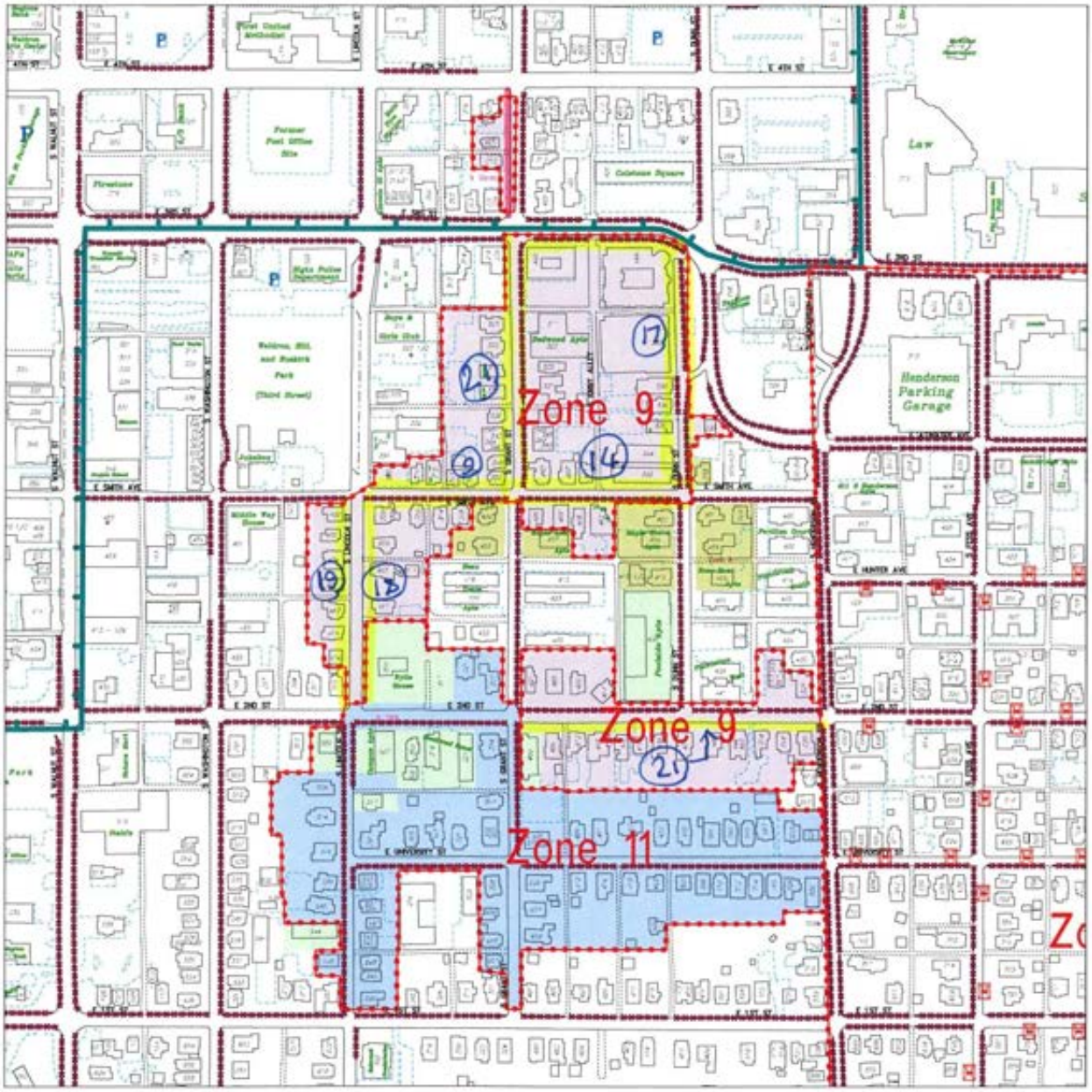
Parking Zones 9 & 11

City of Bloomington
Parking Enforcement

Permit Zone
Qualifying Area
Excluded Area

Areas require permit

Geographic Information System
Scale: 1" = 150'
Aug 14, 2017



Total : 119

MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: September 8, 2017

Re: On-Street Parking, Neighborhood Parking Zones

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff first conducted an assessment of zone 10 as a trial before doing other zones and is seeking feedback. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Residential Neighborhood Parking shall apply to the following streets in Zone 10:

Street	From	To	Side of Street
Eighth Street	Maple Street	Rogers Street	North
Eighth Street	Rogers Street	Fairview Street	South
Fairview Street	Eighth Street	Ninth Street	East
Fairview Street	Seventh Street	Eighth Street	West
Jackson Street	Eighth Street	Ninth Street	East
Jackson Street	Sixth Street	Seventh Street	West
Ninth Street	Maple Street	Jackson Street	South
Seventh Street	42' West of Rogers	142' West of Rogers	North
Seventh Street	Maple Street	Rogers Street	South
Sixth Street	Maple Street	Rogers Street	North/South

The total number of available on-street parking within Zone 10 is approximately 184 parking spots.

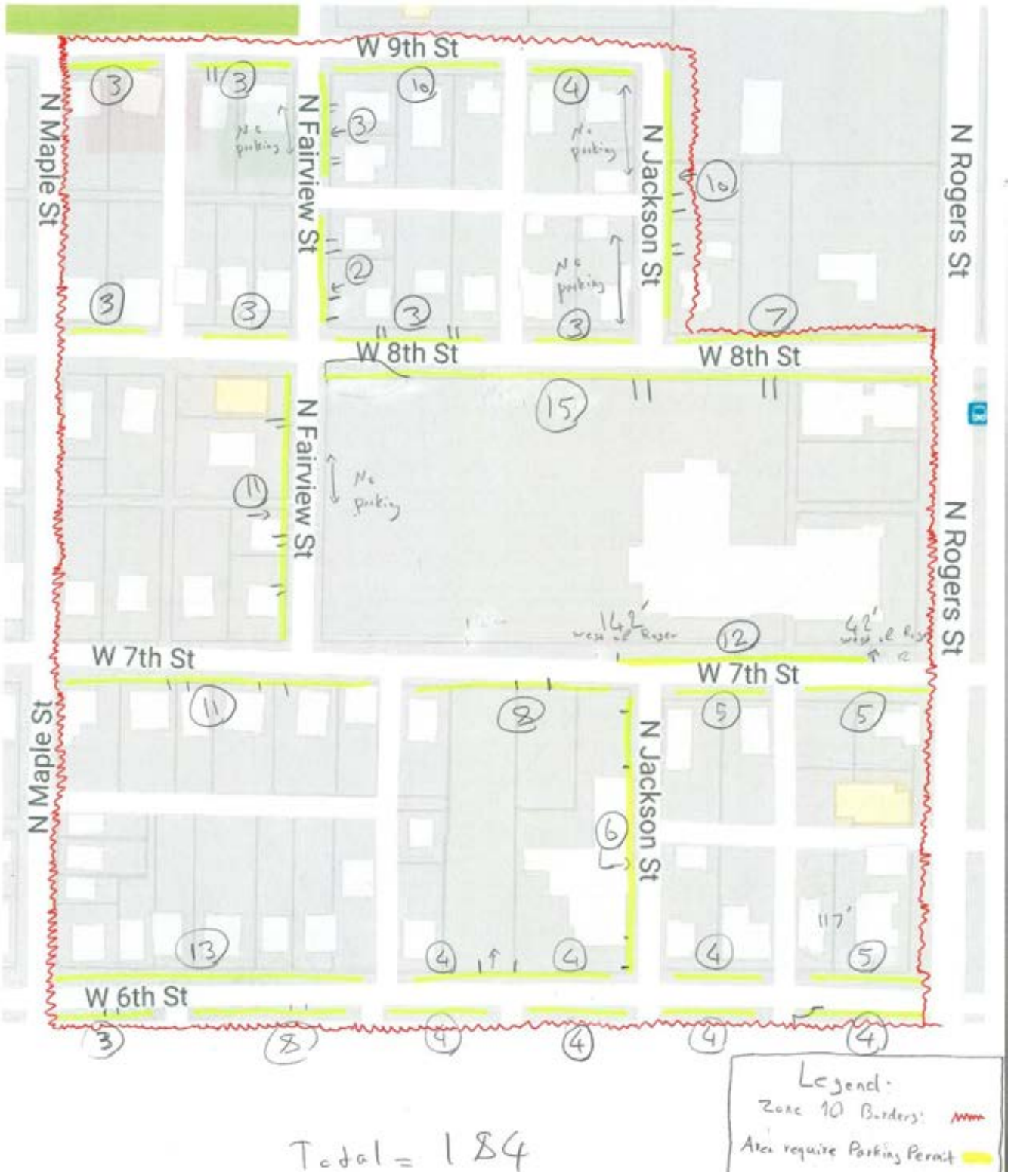
- Permits sold in Zone 10 in from 01/01/2016 to 12/31/2016:

Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 10	7	$75.00
Temporary Zone 10 Construction	1	$10.00
Zone 10 Permit	49	$1150.00
Zone 10 Visitor	16	$400.00

- Enclosed are the GIS map of Zone 10 and surrounded areas as well as the Google map of zone 10 with the number of on-street parking that requires Neighborhood Parking permit in each section.

Neighborhood Permit Parking Zones outlined in red - Additional Eligible Areas in rose - Excluded areas in light green

Zone 10
Neighborhood Parking Counts



MEMORANDUM

To: Parking Commission

From: SeyedAmir Kaboli Farshchi, Long Range Planning

Date: September 21, 2017

Re: On-Street Parking, Residential Neighborhood Permit Parking Zone (Zone 11)

Background

The Parking Commission requests a general assessment of available on-street parking for the Neighborhood Parking Zones. Staff first conducted an assessment of zone 11. General parking number for each block was measured and calculated through the use of Google Maps, Google Earth, and GIS according to the following rules:

- Typical parking space length is 22'.
- Driveways, alleys, and corners/intersections should not be included.
- Residential Neighborhood Parking shall apply to the following streets in Zone 11:

Street	From	To	Side of Street
Grant Street	First Street	Second Street	East/West
Lincoln Street	First Street	Second Street	East/West
Second Street	Lincoln Street	Grant Street	North/South
University Street	Lincoln Street	Henderson Street	North/South
Lincoln Street	First Street	Second Street	East/West

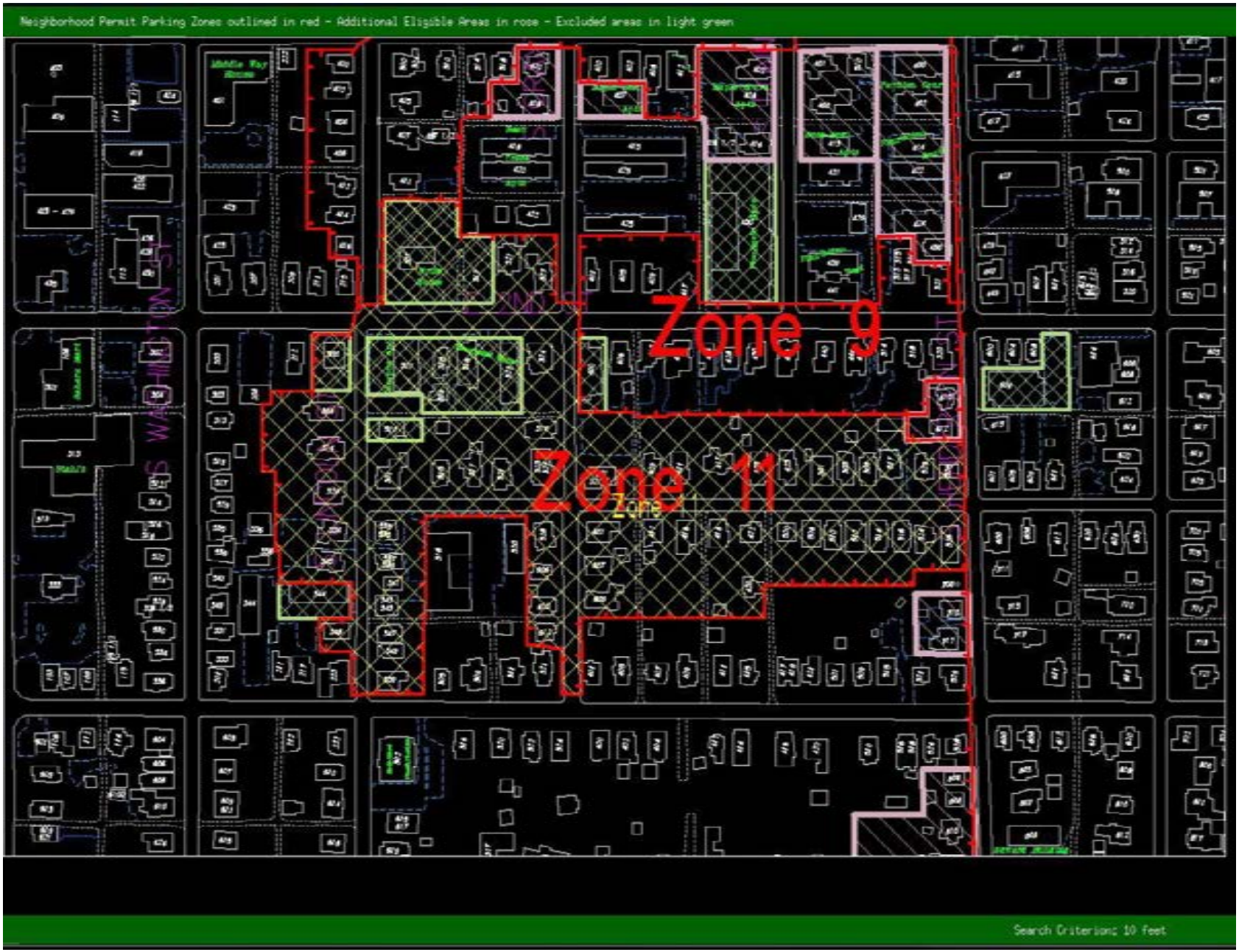
The total number of available Residential on-street parking within Zone 11 is approximately 112 parking spots.

- Permits sold in Zone 11 in from 01/01/2016 to 12/31/2016:

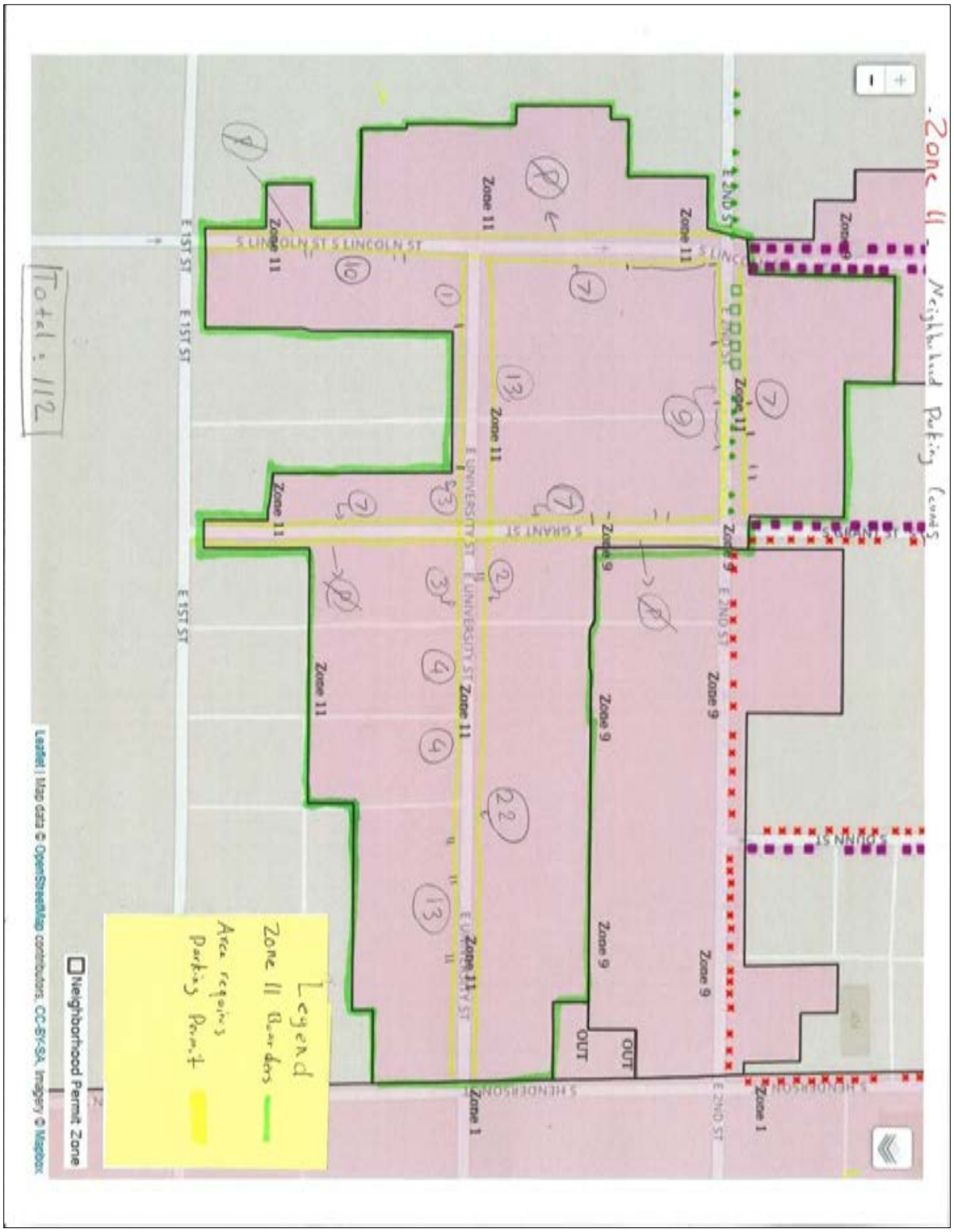
Type of Permit	Number of Permits sold	Total Revenue
Temporary Zone 11	5	$75.00
Temporary Zone 11 Construction	4	$70.00
Zone 11 Permit	75	$1710.00
Zone 11 Visitor	25	$600.00

(Other permits like All Zones permits are not included)

- Enclosed are the GIS map of Zone 11 and surrounded areas as well as the Google map of zone 11 with the number of on-street parking that requires Neighborhood Parking permit in each section.


Neighborhood Permit Parking Zones outlined in red - Additional Eligible Areas in rose - Excluded areas in light green
Zone 9
Zone 11
Search Criterion: 10 feet

Zone 11
Neighborhood Parking Counts



Appendix 24: Citations by Violation and Status Summary, 2011–2015

Citations by Violation and Status Summary

For dates beginning 8/1/2012 through 12/31/2015

Violation	Unpaid Fines	Unpaid	Zero Bal	Undr Apl	Trnsfrd	Inactive	Total	Escalated
Expired Meter x	$0.00	0	1	0	0	0	1	0
Obstruct Traffic - A06-08	$0.00	0	1	0	0	0	1	0
Neighborhood Parking - A13-08	$0.00	0	1	0	0	0	1	1
Other Violation - A17-08	$0.00	0	3	0	0	0	3	2
White Permit Only - A22-08	$0.00	0	1	0	0	1	2	1
Expired Meter - A01	$32,060.00	1,603	80,749	0	0	2,503	84,855	38,103
Yellow Curb - A02	$280.00	14	2,617	0	0	48	2,679	1,248
Overtime Parking - A03	$680.00	34	18,798	0	0	421	19,253	9,445
Alley - A04	$20.00	1	318	0	0	16	335	149
Loading Zone - A05	$0.00	0	132	0	0	4	136	65
Obstruct Traffic - A06	$20.00	1	183	0	0	4	188	93
Permits/Leased - A07	$900.00	18	296	0	0	56	370	0
Backed in Space - A08	$100.00	5	198	0	0	7	210	29
No Parking Zone - A09	$140.00	7	921	0	0	40	968	409
Sidewalk Parking - A10	$40.00	2	621	0	0	13	636	276
Angled Parking - A11	$0.00	0	5	0	0	0	5	2
Left Side Parking - A12	$0.00	0	7	0	0	0	7	4
NH-NEIGHBORHOOD PARKING	$7,680.00	384	28,025	0	0	418	28,827	13,299
NH-PLATE NON MATCH	$80.00	4	686	0	0	30	720	236
Handicapped-A15-13	$0.00	0	92	0	0	42	134	0
Fire Lane - A16	$0.00	0	96	0	0	7	103	0
NH-Wrong Zone - A18	$200.00	10	970	0	0	30	1,010	426
Here To Corner - A19	$0.00	0	90	0	0	1	91	37
Green Permit Only - A20	$0.00	0	89	0	0	34	123	34
Red Permit Only - A21	$20.00	1	80	0	0	21	102	28
CFC/White Lot - A22	$0.00	0	31	0	0	11	42	16
Expired Permit - A23	$0.00	0	54	0	0	8	62	9
Overnight Parking - A25	$0.00	0	1	0	0	0	1	1
Showers Permit Parking - A27	$0.00	0	89	0	0	55	144	30
Private Parking Only - A29	$0.00	0	55	0	0	5	60	25
City Hall Visitor Parking	$0.00	0	83	0	0	8	91	34
Parked Facing Traffic - A31	$360.00	18	2,123	0	0	49	2,190	740
Oversize Vehicle - A32	$0.00	0	8	0	0	2	10	0
Too Far From Curb - A33	$20.00	1	378	0	0	2	381	106
Too Close To Intersection -A34	$0.00	0	41	0	0	2	43	13
Electric Veh Parking Only - A35	$0.00	0	25	0	0	1	26	11
Handicapped - A15	$900.00	9	531	0	0	123	663	0
Outside Of Marked Space	$180.00	9	1,012	0	0	24	1,045	291
NH-PARKED FACING TRAFFIC	$460.00	23	842	0	0	6	871	329
NH-YELLOW CURB	$840.00	42	1,645	0	0	12	1,699	727
NH-OVERTIME PARKING	$1,580.00	79	2,245	0	0	21	2,345	1,126
NH-ALLEY	$60.00	3	184	0	0	4	191	74
NH-LOADING ZONE	$0.00	0	13	0	0	1	14	5
NH-OBSTRUCT TRAFFIC	$40.00	2	37	0	0	1	40	15
NH-NO PARKING ZONE	$360.00	18	684	0	0	9	711	266
NH-SIDEWALK PARKING	$80.00	4	564	0	0	5	573	218
NH-HANDICAPPED	$0.00	0	13	0	0	3	16	0
NH-FIRE LANE	$500.00	10	120	0	0	0	130	0
NH-HERE TO CORNER	$0.00	0	96	0	0	0	96	53
NH-PRIVATE PARKING ONLY	$0.00	0	8	0	0	0	8	3
NH-OVERSIZE VEHICLE	$0.00	0	6	0	0	0	6	2
NH-TOO FAR FROM CURB	$80.00	4	170	0	0	1	175	72

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Violation	Unpaid Fines	Unpaid	Zero Bal	Undr Apl	Trnsfrd	Inactive	Total	Escalated
NH-TOO CLOSE TO INTERSECTION	$0.00	0	34	0	0	0	34	6
NH-ANGELED PARKING	$0.00	0	0	0	0	1	1	1
NH-UNAPPROVED SURFACE	$450.00	9	291	0	0	15	315	0
BPD/White Lot	$40.00	2	8	0	0	9	19	6
UNAPPROVED SURFACE PARKING	$400.00	8	70	0	0	2	80	0
	$48,570.00	**2,325**	**146,441**	**0**	**0**	**4,076**	**152,842**	**68,066**

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Appendix 25: Ordinance 15–10

divided question - see note at end of doc.

ORDINANCE 15-10

TO AMEND TITLE 2 (ADMINISTRATION AND PERSONNEL) AND TITLE 15 (VEHICLES AND TRAFFIC) OF THE BLOOMINGTON MUNICIPAL CODE
(To Improve Parking Management in the Downtown by Imposing a Maximum Charge for On-Street Metered Parking, Setting Forth Actual Times and Fees in an Amended Schedule U, Providing a Period of Free Parking in all Garages, and Establishing a Fee Discount and Waiver Program to be Guided by a New Parking Commission)

WHEREAS, the first-come, first-serve basis of previous parking policy prioritized convenience over need, enabling downtown employees and residents, who should be parking off-street in long-term parking, to park for free in more valuable on-street parking meant for shoppers, patrons and visitors; and

WHEREAS, in March of 2013, the City adopted 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* which, after implementation and minor amendments:

- broadened the definition of parking meters to authorize new technology;
- replaced a limited parking zone covering most of the downtown with a Parking Meter Zone;
- set the rate for parking meters and times those rates would be enforced;
- created a new part-time, non-reserved permit for use in the City's garages (to appeal to downtown employees);
- provided for the continued use of certain parking permits (i.e. construction/contractor and delivery vehicles) in the Downtown Parking Meter Zone and, in some cases, under revised procedures; and
- integrated overlapping Parking Zones; and

WHEREAS, parking management and policy are, after a 2013 Administration's reorganization, of interest to at least six departments (Clerk, Controller, Economic & Sustainable Development, Planning & Transportation, Police, Public Works); and

WHEREAS, the primary objective of an overall system of parking management, including spaces on streets, in garages and in lots, should be to employ all tools necessary to optimize access to the city's center for the broadest and most diverse set of users, and neither to raise city revenue nor to lower it arbitrarily; and

WHEREAS, Ordinance 13-03 also called for a study of the changes to be completed within fifteen months after the meters had been installed, and the Administration's report of the study was received in late October 2014; and

WHEREAS, the Administration has occasionally been arbitrary in its rationale for various aspects of parking management since Ordinance 13-03, such as:

- arguing in 2013 for the implementation of meters as a method of increasing revenue;
- recommending, in the 2014 report, measures of reducing enforcement for the sake of foregoing revenue;
- supporting other measures for the sake of simplifying management, rather than to pursue public policy needs or to otherwise optimize access to downtown; and

WHEREAS, the vendor contracted by the Administration to provide mobile parking management services, ParkMobile, offers services that transcend those provided by physical parking meters, such as:

- allowing a motorist with any cellular phone to call a toll-free number to pay for parking, without need of a "smart" phone;
- allowing a motorist to pay for parking without needing to remain next to his or her car;
- allowing a motorist to continue paying for parking without needing to return to the car;
- allowing a motorist parking on the street to "pay as you go" as if parked in a garage, eliminating worry over being ticketed for an elapsed meter -- a mode that can and should be implemented as soon as possible;

- enabling one person to remotely pay for another person's parking;
- enabling incentive programs to target the needs of specific constituencies who could not otherwise be served by physical meters;
- enabling reservation of certain spaces without need for orange cones and special signs; and
- enabling users to reduce the convenience fees for these services to the same or less than the convenience fee for using a credit card at a physical meter; and

WHEREAS, this ordinance presents changes to Title 15 proposed by Councilmember Volan which would more closely hew to a parking management philosophy that optimizes access to the downtown, including to:

- set a maximum charge for on-street metered parking, so as to allow reduction of the charge on blocks where usage is low;
- provide for free parking in the Morton St. garage commensurate with free parking offered in the other two garages;
- take advantage of ParkMobile's capacities to establish a parking meter fee discount program for merchants to pass on to their customers;
- use ParkMobile to establish a waiver program for not-for-profit organizations to incentivize people to continue volunteering downtown;
- establish a Parking Commission to administer the waiver program, and oversee both programs, and which could eventually be called on to act as an oversight body for other parking-related policy;

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

~~SECTION 1. Chapter 2.12 entitled "Boards, Commissions, and Councils" shall be amended by inserting Section 2.12.110, entitled "Parking Commission" with the title appearing in the Table of Contents for the chapter and the text reading as follows:~~

~~2.12.110~~ Parking Commission

(a) ~~-- Policy -- Purpose. The~~ Parking ~~Commission shall~~ oversee the ~~parking meter fee bulk~~ discount (Section ~~15.40.023~~) and non-profit ~~fee waiver (Section 15.40.024) programs.~~

~~(b)~~ Composition ~~-Appointments.~~ The Parking Commis~~sion shall~~ be composed of seven voting members. ~~These voting~~ members shall ~~be composed of~~ four members ~~appointed by the~~ Mayor and ~~three members appointed~~ by the ~~Common Council~~.

(c) ~~-- Qualifications of~~ Voting Membership. ~~At least~~ one member ~~appointed by the~~ Mayor and ~~one member appointed~~ by the Common ~~Council shall~~ be a merchant ~~owning and operating a business located at an~~ address ~~within Schedule U~~ -- On-Street ~~Metered Parking, with~~ a preference given ~~to merchants affiliated with and recommended~~ by Downtown Bloomington Inc. At least one member ~~appointed~~ by the Mayor ~~and one member~~ appointed ~~by the Common~~ Council shall be on the ~~board or an~~ employee of ~~a non-profit organization operating by lease or~~ other contract at an address ~~within Schedule U~~ -- ~~On-Street Metered~~ Parking. ~~One member appointed~~ by the ~~Mayor~~ shall be a ~~resident living~~ at an address ~~within Schedule U -- On-Street Metered Parking~~. One member appointed by the Common Council ~~shall be from~~ among its membership. ~~One member appointed by~~ the Mayor ~~shall be from within~~ the Transportation and Traffic Services Division of the ~~Planning and Transportation Department.~~

~~(e) -- Terms.~~ The initial terms of ~~two mayoral~~ and ~~one council citizen~~ appointments ~~shall expire on January 31, 2016. The terms of the remaining initial citizen appointments shall be for~~ two years ~~and expire on January 31, 2017. Thereafter,~~ all terms of ~~citizen appointments~~ shall be for two years ~~and expire on January 31st. The terms for the one~~ mayor ~~and one council non-citizen appointments shall be for one year and expire on January 31st.~~

~~(g) Powers and Duties.~~ The ~~commission's powers~~ and duties ~~include, but are not~~ limited to:

(1) ~~-- establishing~~ policies and ~~procedures~~ and ~~overseeing the operation~~ of the parking discount ~~and waiver credits~~ programs as ~~set forth in BMC Section 15.40.023 (On-Street Parking Meter Fees -- Bulk Discount)~~ and ~~15.40.024 (On-Street Parking Meter Fees -- Waiver for Certain Non-profit Organizations).~~

~~-- (2) -- submitting an annual~~ report of ~~its activities and~~ programs to the ~~Mayor and Council by June of each year.~~

~~(h) -- Staff. The Commission shall be staffed~~ by the ~~Transportation~~ and Traffic ~~Services Division of the Planning and Transportation Department~~.

~~SECTION 2. Section 15.40.010, regarding the location of metered parking, part (15), regarding~~ on-street parking ~~shall be amended to temporarily delete Schedule U "On-Street Parking" *(which will be modified and reinserted into BMC Section 15.40.020 by Section 4 of this ordinance)* and shall read as follows:

> ~~(15) The location of on-street metered parking spaces shall be as set forth in the first~~ three columns of ~~Schedule U "On-Street Metered Parking"~~ 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 3. Section 15.40.020, entitled~~ "Applicable times and ~~charges," part (b) shall be~~ deleted and replaced ~~with the following:~~

> ~~(b) The maximum charge for~~ use of each on-street metered parking space shall be ~~one dollar per hour. The~~ actual charge and the hours ~~and days of enforcement~~ shall be as set forth in Schedule ~~U (On-Street Metered Parking). Additionally, the Mayor may suspend~~ enforcement of parking ~~meters during the holiday season, in~~ the event ~~of inclement weather, or under other~~ circumstances the ~~mayor deems appropriate and reasonable.~~

~~SECTION 4. Section 15.40.020, entitled~~ "Applicable times ~~and charges," shall be further amended by inserting Schedule U "On-Street Metered Parking" immediately after Section 15.40.020(d) and said Schedule shall be amended to appear as follows:~~

~~SCHEDULE U~~

~~On-Street Metered Parking~~

Street	Block	Side of Street	~~Time and Fee~~
Ashlynn ~~Park Drive~~	~~700~~ North	~~East/West~~	~~1~~
College ~~Avenue~~	400 South	East	2
College Avenue	~~300~~ South	East	~~2~~
~~College Avenue~~	200 South	~~East~~	2
~~College Avenue~~	100 South	~~East/West~~	~~1~~
~~College Avenue~~	100 North	~~East/West~~	~~1~~
~~College Avenue~~	~~200 North~~	East/West	~~1~~
~~College Avenue~~	300 ~~North~~	~~East/West~~	~~1~~
~~College Avenue~~	~~400 North~~	West	~~1~~
College Avenue	~~500 North~~	~~West~~	~~1~~
College ~~Avenue~~	600 North	~~East/West~~	1
Dunn Street	200 ~~South~~	East	~~1~~
Dunn ~~Street~~	~~100 South~~	East	~~1~~
~~Dunn Street~~	100 North	~~East~~	1
Dunn ~~Street~~	~~200 North~~	East	~~1~~
~~Eighth Street~~	~~400~~ West	~~North/South~~	2
~~Eighth~~ Street	200 ~~West~~	~~North/South~~	1
~~Eighth Street~~	100 West	~~North/South~~	~~1~~
~~Eleventh~~ Street	~~400 West~~	~~North~~	~~2~~
Eleventh ~~Street~~	300 West	North	2

Eleventh Street	200 West	North	1
Fourth Street	400 West	North/South	2
Fourth Street	300 West	North/South	2
Fourth Street	200 West	North/South	1
Fourth Street	100 West	North/South	1
Fourth Street	100 East	North/South	1
Fourth Street	200 East	North/South	1
Fourth Street	300 East	North/South	1
Fourth Street	400 East	North/South	1
Fourth Street	500 East	North/South	1
Grant Street	200 South	West	2
Grant Street	100 South	West	1
Grant Street	100 North	West	1
Grant Street	200 North	West	1
Indiana Avenue	200 South	West	1
Indiana Avenue	100 South	West	1
Kirkwood Avenue	400 West	North/South	2
Kirkwood Avenue	300 West	North/South	2
Kirkwood Avenue	200 West	North/South	1
Kirkwood Avenue	100 West	North/South	1
Kirkwood Avenue	100 East	North/South	1
Kirkwood Avenue	200 East	North/South	1
Kirkwood Avenue	300 East	North/South	1
Kirkwood Avenue	400 East	North/South	1
Kirkwood Avenue	500 East	North/South	1
Lincoln Street	200 South	East/West	2
Lincoln Street	100 South	East/West	1
Lincoln Street	100 North	East/West	1
Lincoln Street	200 North	East/West	1
Madison Street	200 South	East/West	2
Madison Street	100 South	East/West	2
Madison Street	100 North	East/West	2
Madison Street	200 North	East/West	2
Morton Street	100 North	East/West	1
Morton Street	200 North	East/West	1
Morton Street	300 North	East/West	1
Morton Street	400 North	East	1
Morton Street	500 North	East/West	1
Morton Street	600 North	East/West	1
Morton Street	700 North	East/West	1
Morton Street	800 North	East/West	1
Ninth Street	200 West	South	1
Ninth Street	100 East	North	1
Seventh Street	400 West	North/South	2
Seventh Street	300 West	North/South	2

~~Seventh Street~~	~~200 West~~	~~North~~	~~1~~
~~Seventh Street~~	~~100 West~~	~~North/South~~	~~1~~
~~Seventh Street~~	~~100 East~~	~~North/South~~	~~1~~
~~Seventh Street~~	~~200 East~~	~~North/South~~	~~1~~
~~Seventh Street~~	~~300 East~~	~~North/South~~	~~1~~
~~Seventh Street~~	~~400 East~~	~~North/South~~	~~1~~
~~Sixth Street~~	~~400 West~~	~~North/South~~	~~2~~
~~Sixth Street~~	~~300 West~~	~~North/South~~	~~2~~
~~Sixth Street~~	~~200 West~~	~~North/South~~	~~1~~
~~Sixth Street~~	~~100 West~~	~~North/South~~	~~1~~
~~Sixth Street~~	~~100 East~~	~~North/South~~	~~1~~
~~Sixth Street~~	~~200 East~~	~~North/South~~	~~1~~
~~Sixth Street~~	~~300 East~~	~~North/South~~	~~1~~
~~Sixth Street~~	~~400 East~~	~~North/South~~	~~1~~
~~Sixth Street~~	~~500 East~~	~~North/South~~	~~1~~
~~Twelfth Street~~	~~300 West~~	~~North/South~~	~~1~~
~~Walnut Street~~	~~400 South~~	~~West~~	~~2~~
~~Walnut Street~~	~~300 South~~	~~West~~	~~2~~
~~Walnut Street~~	~~200 South~~	~~West~~	~~2~~
~~Walnut Street~~	~~100 South~~	~~East/West~~	~~1~~
~~Walnut Street~~	~~100 North~~	~~East/West~~	~~1~~
~~Walnut Street~~	~~200 North~~	~~East/West~~	~~1~~
~~Walnut Street~~	~~300 North~~	~~West~~	~~1~~
~~Walnut Street~~	~~400 North~~	~~West~~	~~2~~
~~Walnut Street~~	~~500 North~~	~~West~~	~~2~~
~~Walnut Street~~	~~600 North~~	~~West~~	~~2~~
~~Washington Street~~	~~300 South~~	~~West~~	~~2~~
~~Washington Street~~	~~200 South~~	~~West~~	~~2~~
~~Washington Street~~	~~100 South~~	~~East~~	~~1~~
~~Washington Street~~	~~100 North~~	~~East/West~~	~~1~~
~~Washington Street~~	~~200 North~~	~~East/West~~	~~1~~

~~**Legend:**~~

~~(1)~~ One ~~dollar per hour between the hours of nine a.m. and nine p.m. every day except Sundays and city holidays.~~

~~(2) Fifty cents per hour between the hours of nine a.m. and nine p.m. every day except Sundays and city holidays.~~

SECTION 5. Section 15.40.020, entitled "Applicable times and charges," Schedule W, entitled "Hourly parking," shall be amended in the following manner. The provision regarding "Lot 7 -- Morton Street Garage" shall be amended to provide for free parking for the first three consecutive hours and, to that effect, the provision shall be deleted and replaced with the following:

SCHEDULE W
HOURLY PARKING

Municipal Lot	Parking charge per hour	Applicable times for parking charges
Lot 7*		
Morton Street Garage		24 hours per day 7 days per week
	$0	• For the first three consecutive hours
	$0.50	• Beyond the first three consecutive hours

SECTION 6. Section 15.40.020, entitled "Applicable times and charges," Schedule W, entitled "Hourly parking," shall be further amended as follows. The notation indicated by an asterisk shall be amended to reflect the addition of "Lot 7 – Morton Street Garage" and, to that effect, shall be deleted and replaced with the following:

> *No vehicle may park for a free, three-hour period of time in more than one of the aforementioned lots (Lots 2, 3, 5, 6, 7, or 9) more than one time per calendar day.

SECTION 7. Chapter 15.40 entitled "Municipal Parking Lots, Garages and On-street Metered Parking" shall be further amended by inserting Section 15.40.022 entitled "On-street metered parking – In general" with the heading appearing in the Table of Contents for the chapter and the text reading as follows:

> 15.40.022 On-Street Metered Parking – In General
>
> (a) The city through its board of public works may contract with one or more agents to administer on its behalf and at its direction the provisions of this chapter relating to on-street parking meters.
>
> (b) The agent(s) may arrange for the payment for use of a metered parking space by motorists and take an agreed-upon charge before crediting the balance with the City for deposit in the special parking meter fund.
>
> (c) Fees, in an aggregate amount not to exceed $100,000 in any calendar year, may be discounted or waived prior to receipt of funds in accordance with Section 15.40.023 (On-Street Parking Meter Fees – Bulk Discount) and Section 15.40.024 (On-Street Parking Meter Fees – Waiver for Certain Non-profit Organizations). These discount and waiver programs shall be operated under the direction of the Parking Commission established by BMC 2.12.110 (Parking Commission).

SECTION 8. Chapter 15.40 entitled "Municipal Parking Lots, Garages and On-street Metered Parking" shall be further amended by inserting Section 15.40.023 entitled "On-street Parking Meter Fees – Bulk Discount" with the heading appearing in the Table of Contents for the chapter and the text reading as follows:

> 15.40.023 On-Street Parking Meter Fees - Bulk Discount
>
> (a) No more than $50,000 of the amount set forth in Section 15.40.022(c) shall be made available for a bulk-discount program.
> (b) The bulk-discount shall apply to the fee, but not any additional administrative charge imposed by the parking agent (pursuant to Section 15.40.022[b]) and be equal to fifteen percent of the fee for use of an on-street metered space.
> (c) Any retail establishment or restaurant occupying and doing business at an address within Schedule G (On-Street Metered Parking) may, upon determination of eligibility and on a first-come-first-serve basis, purchase up to 10,000 hours per year in discount credits through the City's parking agent (pursuant to Section 15.40.022[b]). With this discount in place, one hundred hours of parking at the maximum rate of one dollar ($1.00) per hour would cost eighty-five dollars ($85.00). For purposes of this section, the

terms "retail establishment" and "restaurant" include any business required to obtain a Registered Retail Merchant Certificate from the State of Indiana that also demonstrates that at least half of the revenue generated at that location is subject to the Indiana sales tax.

(d) Eligibility. These discounts are intended for retail establishments and restaurants to offer customers in order to encourage their patronage by mitigating the cost and perceived inconvenience of metered parking. City policy is to encourage persons with long-term parking needs in the downtown to use off-street facilities or to reduce the use of motor vehicles. For that reason, the employer, employees, and paid contractors of a business, and the vehicles they use, are not eligible for waivers issued to that business. For that reason, as well, vehicles registered to residents at addresses within Schedule U shall be presumed to be ineligible for waivers but such presumption may be overcome by evidence provided by the user of the vehicle.

(e) Policies and Procedures. Staff under direction of the Commission is authorized to develop policies and practices that are necessary to operate this program in an efficient manner that is consistent with overall City policies. This includes the development of applications, memoranda of agreements, and other forms to assist the City obtain information and enter into understandings with businesses regarding use of these discounts. These forms may require these businesses to identify certain categories of persons (e.g. employees) and the license plates of vehicles they use on a regular basis.

(f) Misuse of Discounts. The Commission shall periodically review records of parking usage and may, after notice and a hearing, suspend or terminate credits for a business with evidence of a pattern of misuse of the discounts. The Commission may, after notice and a hearing, determine that a discount has been used improperly in regard to a particular vehicle and deem the vehicle ineligible for discounts.

SECTION 9. Chapter 15.40 entitled "Municipal Parking Lots, Garages and On-street Metered Parking" shall be further amended by inserting Section 15.40.024 entitled "On-Street Parking Meter Fees – Waiver for Certain Non-profit Organizations" with the heading appearing in the index for the chapter and the text reading as follows:

Section 15.40.024 – On-Street Parking Meter Fees— Waiver for Certain Non-profit Organizations

(a) No more than $50,000 of the amount set forth in Section 15.40.022(c) shall be made available for a non-profit parking fee waiver program.

(b) The non-profit parking waiver shall apply to the entire fee, but not to any additional administrative charge imposed by the parking agent (pursuant to Section 15.40.022(b)).

(c) Upon approval of the Commission, eligible 501(c)(3) non-profit organizations operating by lease or other contract at an address within Schedule U (On-Street Metered Parking) may obtain fee waiver credit in an amount not to exceed $10,000 per year.

(d) Volunteers and Clients. The fee waivers are provided in order to protect applicants from loss of volunteer services or client access to services due to the cost and perceived inconvenience of on-street metered parking. It is intended for vehicles under control of persons in the course of volunteering for, or obtaining services as a client at, the aforementioned non-profit organizations. City policy is to encourage persons with long-term parking needs in the downtown to use off-street facilities or to reduce the use of motor vehicles. For that reason, vehicles used by the employer, employees, paid contractors, and residents of the aforementioned organization are not eligible for use of a fee waiver even if acting in a volunteer or client capacity at the time the waiver is applied. For purposes of this section, the term "client" means a person who receives services of an organization, but is not a paying customer or patron of the organization.

(e) Misuse of Waivers. The Commission shall periodically review records of parking usage and may, after notice and a hearing, suspend or terminate credits for a non-profit organization with evidence of a pattern of misuse. The Commission may, after notice and a hearing, determine that the waiver has been misused in regard to a particular vehicle and deem the vehicle ineligible for waivers but such presumption may be overcome by evidence provided by the user of the vehicle.

(f) Policies and Procedures. Staff under direction of the Commission is authorized to develop policies and practices that are necessary to operate this program in an efficient manner that is consistent with overall City policies. This includes the development of applications, memoranda of agreements, and other forms to assist the City to obtain information and enter into understandings with businesses regarding use of these waivers. These forms may require these organizations to identify certain categories of persons (e.g. employees) and the license plates of vehicles they use on a regular basis.

~~(g)~~ Allocation of Waivers. ~~The Commission~~ and its staff shall develop an allocation ~~procedure based~~ upon the following guidelines:

~~(1)~~ Applicants may apply on a periodic basis as determined by the Commission and may be an entire organization or an affected program within the organization.

~~(2)~~ The applicant must demonstrate that its mission and activities either:

~~(i)~~ support and enhance the Bloomington Entertainment and Arts District (BEAD); or

~~(ii)~~ substantially match the criteria for funding under the Jack Hopkins Social Services Funding Program;

~~(2)~~ The applicant must detail and explain the need for waivers in terms of the number of volunteers and clients, the name of the program, and the number, location, blocks of time, and days of week associated with the use of the waivers;

~~(3)~~ The applicant must demonstrate knowledge and appropriate use of opportunities to reduce the need for on-street parking in the downtown;

~~(4)~~ The use of the waiver shall not significantly reduce on-street parking for customers of neighboring businesses and adversely affect their operations; and

~~(5)~~ The granting of waivers will not result in a high risk of misuse.

~~(h)~~ Waiver credits will be available in periods of no less than three months and no more than 12 months.

SECTION 10. Given the additional methods for using the city's parking system that ParkMobile offers, and its current underutilization by the parking public, the Administration shall:

(a) arrange with ParkMobile to change its method of accepting payment through its mobile application, from advance specification of the length of time desired, to "pay-as-you-go" metering, in which the app charges for parking on street in much the same way parking is charged for in a gated garage;

(b) assign new ParkMobile zone numbers to each of the several surface lots, place ParkMobile stickers on each meter in said lots, and instruct parking enforcement officers to accept use of ParkMobile as payment in those lots.

SECTION 11. Unless a report stating good cause to defer the changes prescribed by this ordinance is filed with the Council within the foregoing time period, these steps shall be taken within 120 days of adoption of this ordinance.

SECTION 12. 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 13. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor and publication in accordance with State law.

PASSED by the Common Council of the City of Bloomington, Monroe County, Indiana, upon this 15th day of April, 2015.

DAVE ROLLO, 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 16th day of April, 2015.

REGINA MOORE, Clerk
City of Bloomington

SIGNED and APPROVED by me upon this 16th day of April, 2015.

MARK KRUZAN, Mayor
City of Bloomington

SYNOPSIS

This ordinance is sponsored by Councilmember Volan and amends Title 15 of the Bloomington Municipal Code (Vehicles and Traffic) after evaluation of expansion of the downtown metered parking established with the adoption of Ordinance 13-03 in March of 2013. It would: improve parking management in the downtown by imposing a maximum charge for on-street metered parking; set forth actual times and fees in an amended Schedule U; provide a period of free parking in all garages; and, establish a fee discount and waiver program to be overseen by a new Parking Commission.

Note: This ordinance was revised after it was distributed in the Weekly Legislative Packet and before it was introduced. The revisions added new Sections 10 and 11 regarding implementation of certain ParkMobile services and making ParkMobile services known at the City's surface lots.

Note: On April 15, 2015, the Council divided the question on consideration of this ordinance into three divisions and eventually passed one of the divisions. Here is the record of those actions.

- *ACTION: The motion to divide the question into three parts received a roll call vote of 8-1-0;*
- *ACTION: The motion to amend Division 1 to omit section 9 passed 9-0-0;*
- *ACTION: The motion to approve Division 1 (sections 1,7& 8) as amended failed 3-6-0;*
- *ACTION: The motion to approve Division 2 (sections 2,3& 4) failed 4-5-0;*
- *ACTION: The motion to approve Division 3 (sections 5,6,10,11) passed 8-1-0.*

The Council adopted a motion that authorized staff to reconcile the differences in wording in Schedule W between Ordinance 15-09 and Ordinance 15-10 so that the payment for lots and garage parking spaces be converted from a half-hour to an hour.

Signed copies to:
Legal (5)
Controller (1)
Plan/Trans
PED
Police
T&T Engineer

Clerk 1
BHC 1
HT-for pub.
Public Works
Street

Prescribed by State Board of Accounts

Ordinance 15-10

CITY - CLERK

(Governmental Unit)

Monroe County, Indiana

Herald-Times

x 900 Bloomington, IN 47402

LINE COUNT

Display Matter (Must not exceed 7 ac total more than four solid lines advertisement is set) - number	
Head - number of lines	
Body - number of lines	
Tail - number of lines	
Total number of lines in notice	156
COMPUTATION OF CHARGES:	
156 lines 1 column(s) wide equals	
.406 cents per line	$ 63.34
Additional Charges for notices contai of above amount)	
Charge for extra proofs of publication of two)	
TOTAL AMOUNT OF CLAIM	$ 63.34

DATA FOR COMPUTING COST

Width of single column in picas 9

Number of insertions 1

NOTICE:

The City of Bloomington Common Council passed Ordinance 15-04 on 4/15/15 and it was signed by the Mayor on 4/16/15. It is published here in part to inform interested citizens in the new fees, fines, and penalties. The entire version of Ordinance 15-04 is published on the City of Bloomington website http://bloomington.in.gov/media/media/ordinances/2015/ORD-15-04.pdf and will be incorporated into the Bloomington Municipal Code.

NOTE: The deliberation on this ordinance was divided into three parts. The parts that were approved by the council appear below.

ORDINANCE 15-10 TO AMEND TITLE 2 (ADMINISTRATION AND PERSONNEL) AND TITLE 15 (VEHICLES AND TRAFFIC) OF THE BLOOMINGTON MUNICIPAL CODE (To Improve Parking Management in the Downtown by Imposing a Maximum Charge for On-Street Metered Parking, Setting Forth Around Times and Fees in an Amended Schedule 15, Providing a Period of Free Parking in all Garages, and Establishing a Fee Discount and Waiver Program to be Guided by a New Parking Committee)

SECTION 6. Section 15.40.020, entitled "Applicable times and charges," Schedule W, entitled "Hourly parking," shall be amended in the following manner. The provision regarding "Lot 7 Morton Street Garage" shall be amended to provide for free parking for the first three consecutive hours and, to that effect, the provision shall be deleted and replaced with the following:

SCHEDULE W

HOURLY PARKING

Municipal Lot, Parking charge per hour, Applicable times for parking charges

Lot 7*

Morton Street Garage, 24 hours per day

7 days per week

$0.50, For the first three consecutive hours

$0.50, Beyond the first three consecutive hours

SECTION 6. Section 15.40.020, entitled "Applicable times and charges," Schedule W, entitled "Hourly parking," shall be further amended as follows. The notation indicated by an asterisk shall be amended to reflect the inclusion of "Lot 7 Morton Street Garage" and, to that effect, shall be deleted and replaced with the following:

"No vehicle may park for a free, three-hour period of time in more than one of the aforementioned lots (Lots 2, 3, 5, 6, 7, or 9) more than once per calendar day."

SECTION 10. Given the additional methods for using the city's parking system that ParkMobile offers, and for current understanding by the parking public, the Administration shall:

(a) arrange with ParkMobile to change its method of accepting payment through its mobile application, from advance specification of the length of time desired, to "pay as you go" metering, in which the app charges for parking on street in much the same way parking is charged for in a gated garage.

(b) assign new ParkMobile zone numbers to each of the several surface lots, place ParkMobile stickers on each meter in said lots, and instruct parking enforcement officers to accept use of ParkMobile as payment in these lots.

SECTION 11. Unless a report stating good cause to defer the changes prescribed by this ordinance is filed with the Council within the foregoing time period, these steps shall be taken within 120 days of adoption of this ordinance.

SECTION 12. 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 13. This ordinance shall be in full force and effect from and after its passage by the Common Council of the City of Bloomington and approval of the Mayor and publication in accordance with State law.

SYNOPSIS

This ordinance is sponsored by Councilmember Volan and amends Title 15 of the Bloomington Municipal Code (Vehicles and Traffic) after evaluation of experience of the downtown metered parking established with the adoption of Ordinance 13-03 in March of 2013. It would: improve parking management in the downtown by imposing a maximum charge for on-street metered parking; set forth around times and fees in an amended Schedule 15; provide a period of free parking in all garages; and, establish a fee discount and waiver program to be overseen by a new Parking Committee.

NOTE: The Council adopted a motion that authorized staff to reconcile the differences in wording in Schedule W between Ordinance 15-03 and Ordinance 15-10 so that the payment for lots and garage parking spaces be converted from a half-hour to an hour basis.

Pursuant to the provisions and penal ... ortify that the foregoing account is just and correct, that the amount claime ... all just credits, and that no part of the same has been paid.

I also certify that the printed matter at ... f the same column width and type size, which was duly published in said paper ... h being as follows:

05/05/15

Additionally, the statement checked be ...

..., Newspaper does not have a ...

X...Newspaper has a Web site ... ted on the same day as it was published in the newspaper.

... Newspaper has a Web site, ... r error, public notice was posted on

.....Newspaper has a Web site b ... nce

Date ... Title ... Public Notice Clerk

Presented by State Board of Accounts

ORDINANCE 15-09

CITY - CLERK

(Governmental Un

Monroe County, Ind

LINE COUNT

Display Matter (Must not exce
total more than four colu
advertisement is set) - n

Head - number of lines

Body - number of lines .....

Tail - number of lines .....

Total number of lines in

COMPUTATION OF CHARGE

209 lines 1 column(s) wide ed
406 cents per line .

Additional Charges for notices
of above amount)

Charge for extra proofs of pub
of two)

TOTAL AMOUNT OF CLAIM . . . . . .

DATA FOR COMPUTING COST

Width of single column in picas 9.4 Size of typ

Number of insertions 1

Pursuant to the provisions and penalties of IC 5-11-10-1, I ho
just and correct, that the amount claimed is legally due, after al
the same has been paid.

I also certify that the printed matter attached hereto is a true
which was duly published in said paper 1 time. The dates of pu

05/05/15

Additionally, the statement checked below is true and correct

.....Newspaper does not have a Web site.

X...Newspaper has a Web site and this public notice
the newspaper

...Newspaper has a Web site, but due to technical p
.....Newspaper has a Web site but refuses to post the

Date

NOTICE:
The City of Bloomington Common Council passed Ordinance 15-09 on 05/01/15 and it was signed by the Mayor on 5/01/15. It is published here in part to inform interested citizens of the new fees, times, and penalties. The entire version of Ordinance 15-09 is published on the City of Bloomington website

http://bloomington.in.gov/council/ordinances/2015/ordinance-15-09.pdf

will be incorporated into the Bloomington Municipal Code.

ORDINANCE 15-09 — TO AMEND TITLE 15 OF THE BLOOMINGTON MUNICIPAL CODE ENTITLED "VEHICLES AND TRAFFIC" AND TO MAKE OTHER CHANGES RELATED TO METERED PARKING. Re: Shortening the Hours of Enforcement of On-Street Metered Parking, Eliminating the Credit Card Convenience Fee for Meter Use, Authorizing the Mayor to Declare "Parking Holidays," and Extending the Hours of Enforcement for Lot 11 (Fourth Street Garage)

SECTION 1. Section 15.40.020(b) of the Bloomington Municipal Code, regarding the applicable times and charges for on-street metered parking shall be deleted and replaced with the following: The charge for the use of each on-street metered parking space shall be one dollar per hour between the hours of nine a.m. and nine p.m. every day, except Sundays and City holidays. Additionally, the Mayor may suspend enforcement of parking meters during the holiday season, in the event of inclement weather, or in other circumstances the mayor deems appropriate and reasonable.

SECTION 2. Section 15.40.020 Schedule W, "Hourly Parking" shall be amended by deleting the current table and replacing it with the following:

Municipal Lot, Parking charge per hour, Applicable times

for parking charges

Lot 1

4th and Dunn, $1.00, 8:00 a.m. - 5:00 p.m. Monday through Friday

Lot 2*

Walnut Street Garage, , Monday through Friday 8:00 a.m. - 6:00 p.m.

, $1, *For first three consecutive hours

, $0.50, *Beyond first three consecutive hours

, $0.50, 6:01 p.m. - 8:00 a.m.

, , Saturday and Sunday

, 8:00 a.m. - Noon

, $1, *For first three consecutive hours

, $0.50, *Beyond first three consecutive hours

, $0.50, 12:01 p.m. - 8:00 a.m.

Lot 3*

(4th & Washington), $0.50 a.m. - 8:00 p.m. Monday through Friday

, $1, *For first three consecutive hours

, $0.50, *Beyond first three consecutive hours

Lot 5*

(6th and Lincoln), , 8:00 a.m. - 5:00 p.m. Monday through Friday

, $1, *For first three consecutive hours

, $0.50, *Beyond first three consecutive hours

Lot 6*

3rd & Walnut, 8:00 a.m. - 6:00 p.m. Monday through Friday

, $1, *For first three consecutive hours

, $0.50, *Beyond first three consecutive hours

Lot 7

Morton Street Garage, $0.50, 24 hours per day 7 days per week

Lot 9

Fourth Street Garage , 7:00 a.m. - 6:00 p.m. Monday through Friday

, $1, *For first three consecutive hours

, $0.50, *Beyond first three consecutive hours

SECTION 3. Chapter 15.32 of the Bloomington Municipal Code, Entitled "Parking Controls" shall be amended to insert Section 15.32.156, which shall be reflected in the table of contents for this chapter and shall read as follows:

15.32.156 Parking for Specially Endangered Persons

The parking spaces described in Schedule S-1 of this section are designated as parking spaces reserved for specially endangered persons on public streets.

(a) The term specially endangered persons applies to individuals who are seeking protection from situations of violence.

(b) The parking spaces shall solely be available to vehicles owned or under the control of specially endangered persons while those permits are being served as a client of an organization described in part (c) and during the time of restrictions set forth in Schedule S-1.

(c) Organizations whose purpose is to provide shelter for specially endangered persons are eligible to apply for designation of these parking spaces. Prior to initial designation, the organization shall enter into an agreement with the City to assure effective feasible motion and enforcement of these provisions. The agreement shall include a reasonable fee to help offset the cost of implementing and administering this provision.

SCHEDULE S-1

Parking for Specially Endangered Persons

Location, Number of Spaces, Time of Restriction

518, 520 & 530 South Washington 7 *, All Time

be an Bill force and effect from and after its passage by the Common Council of the City of Bloomington, approval of the Mayor and publication in accordance with State law.

SYNOPSIS

This ordinance is sponsored by Councilmember Kelter and makes a number of changes to the City's parking policies. These changes include: shortening the hours of enforcement of on-street parking meters; authorizing the Mayor to declare "parking holidays" wherein enforcement of parking meters is suspended; eliminating the convenience fee associated with the use of credit cards at parking meters; and, extending the hours of enforcement at Lot 11 (4th Street Garage). In the interest of making parking meter charges easier to understand, the ordinance also makes a bookkeeping change by stating parking meter charges as a rate "per hour," rather than a rate per fifteen minutes or thirty minutes, as previously codified. (sapacja)

DED 15-09

17402

209

$ 84.85

$ 84.85

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s it was published in

as posted on

Public Notice Clerk

(812) 876-0889
Mon-Fri 10-5
Sat 10-3
Closed Sun & Mon

Appendix 26: Exhibits and Graphs

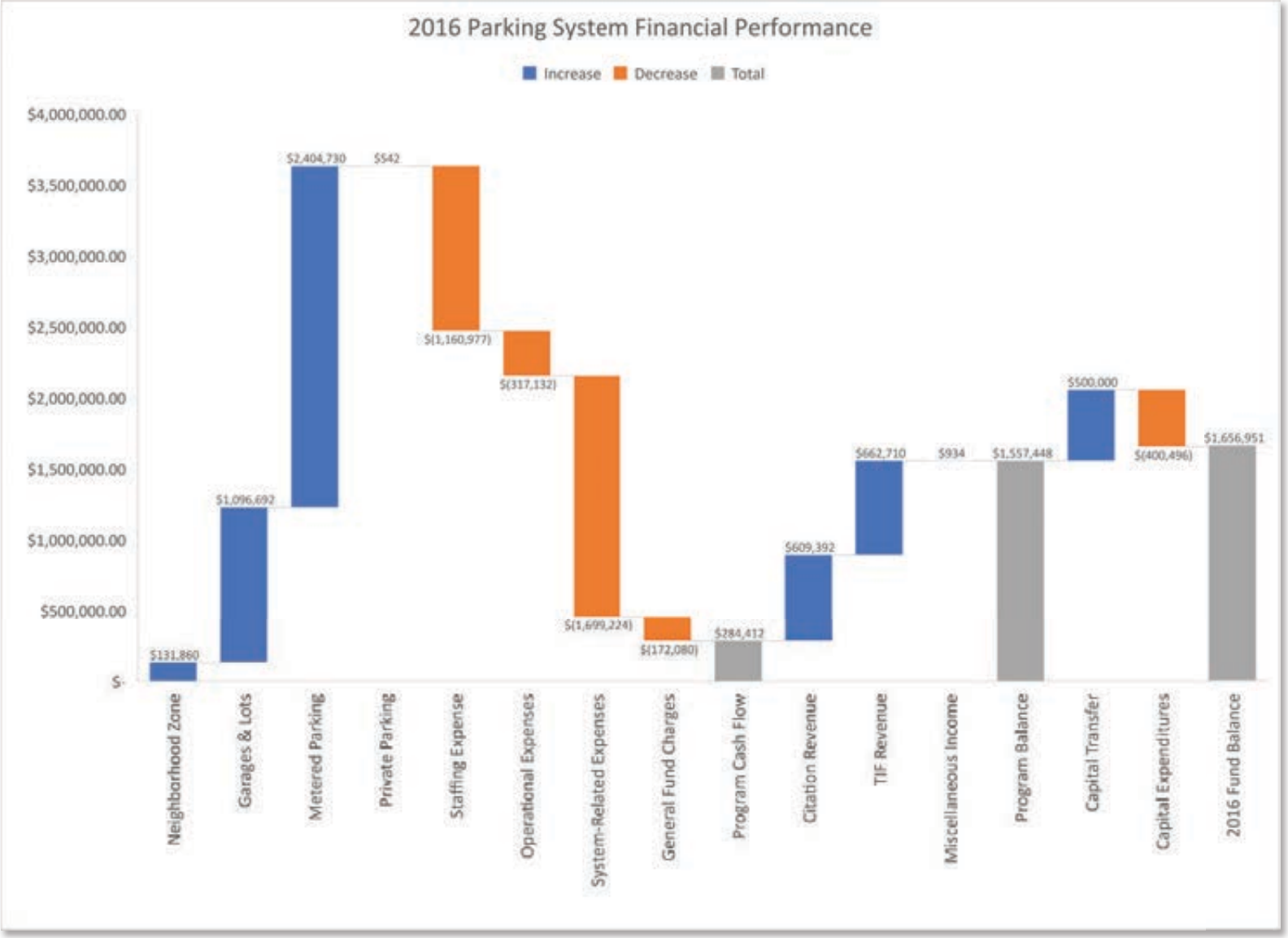

Figure 2: 2016 Financial Performance of the City of Bloomington's Parking System

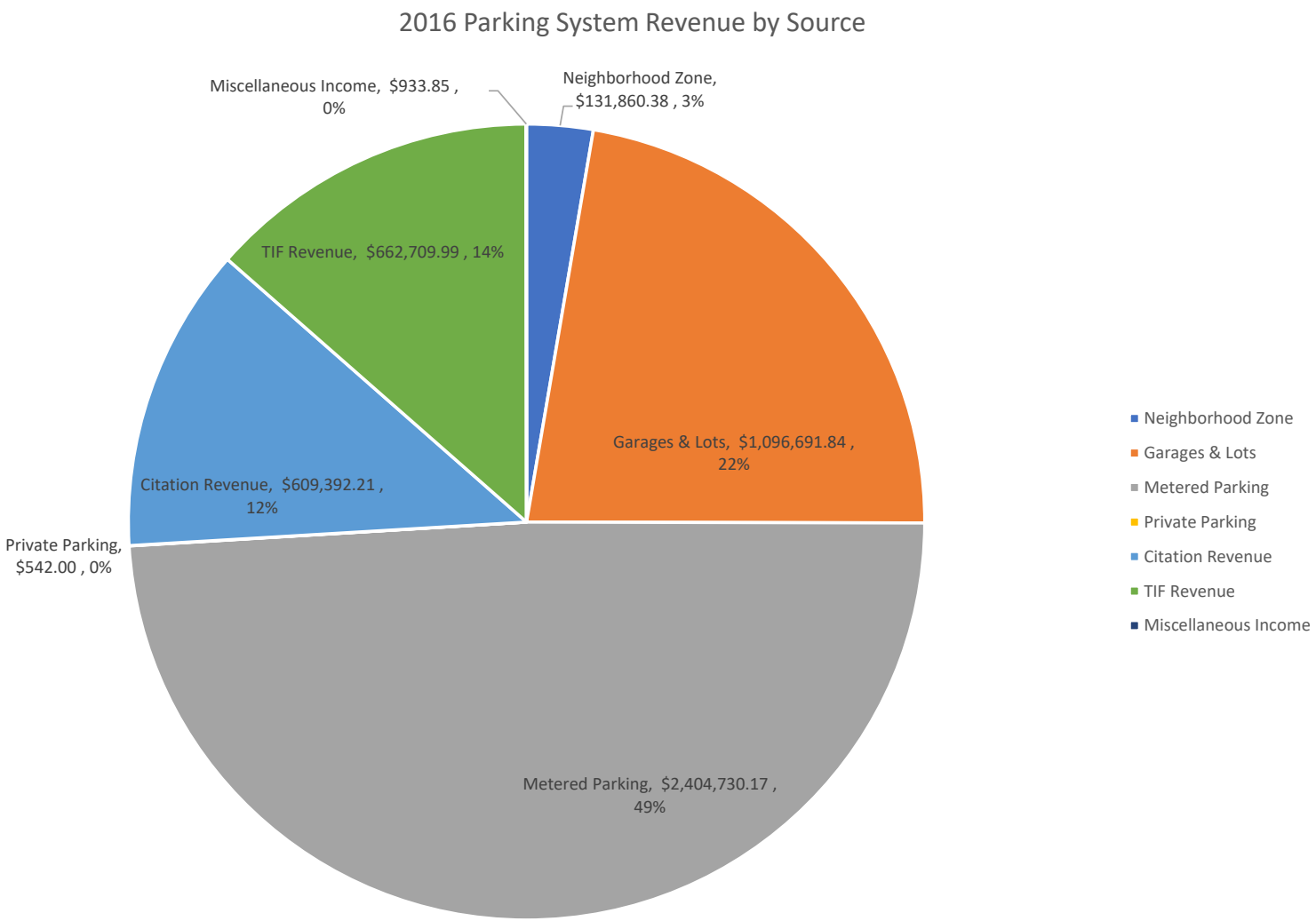

Figure 3: Parking System Revenues by Source 26

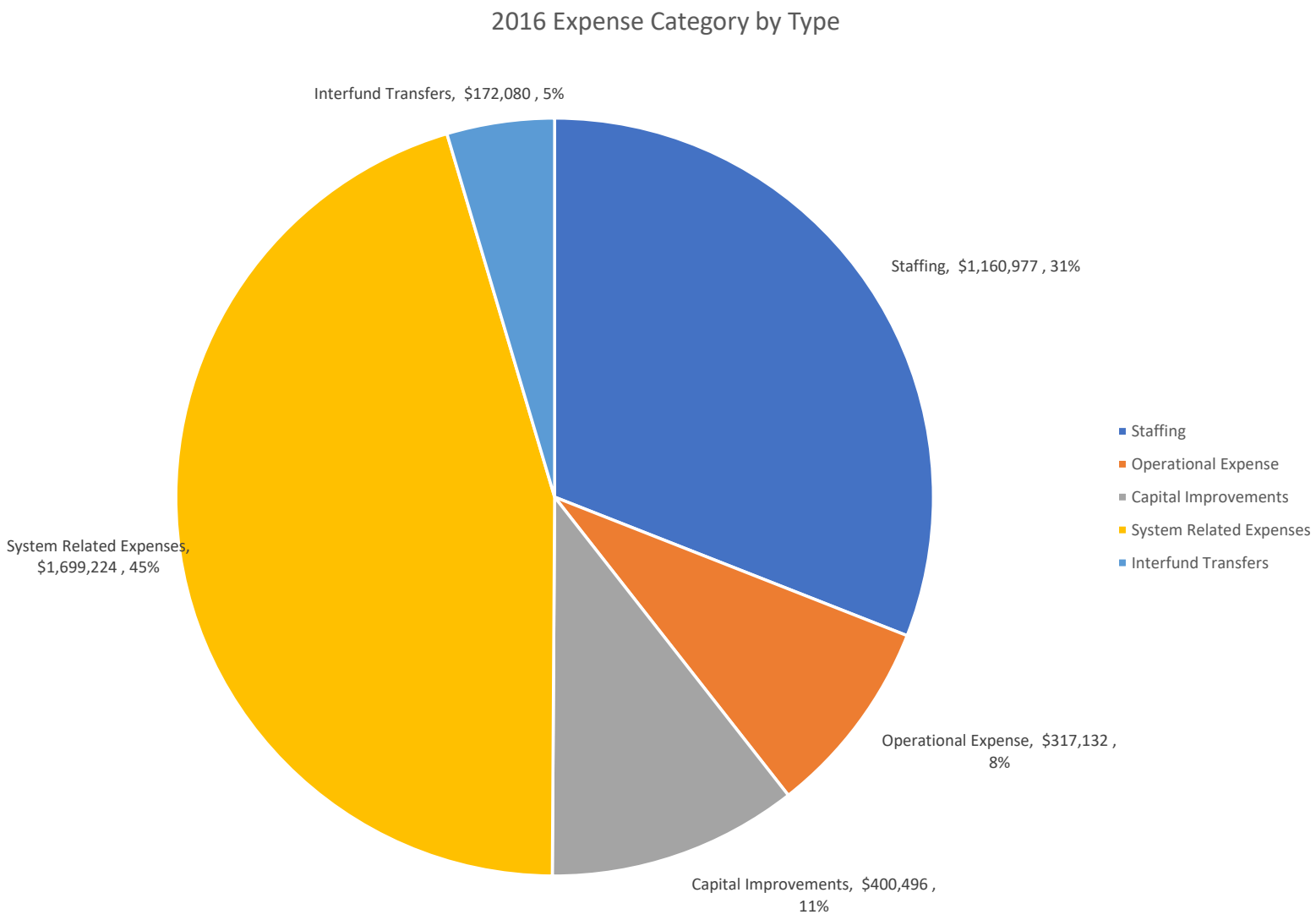

Figure 5: 2016 Parking System Expense by Category

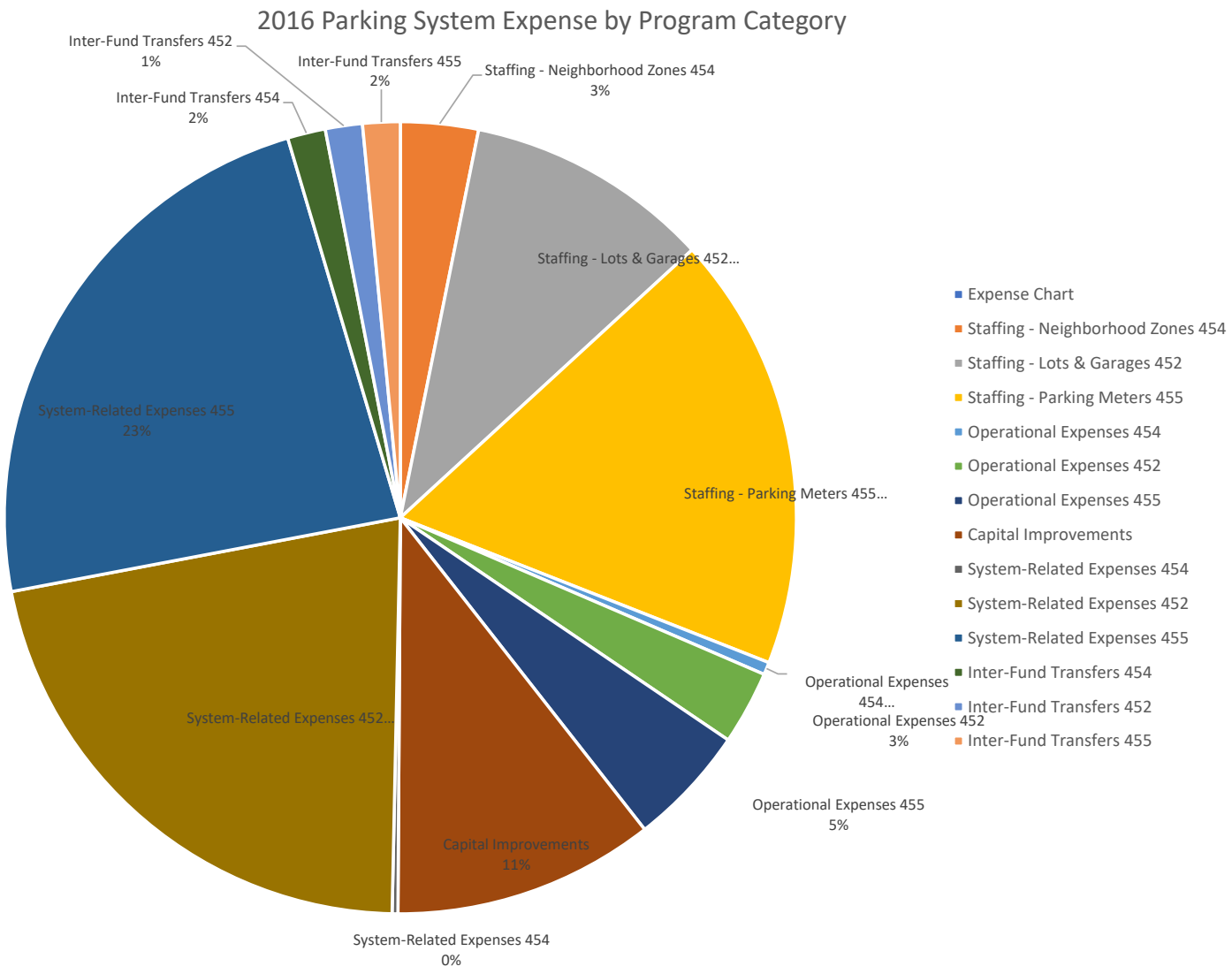

Figure 6: 2016 Parking System Expense by Program Category

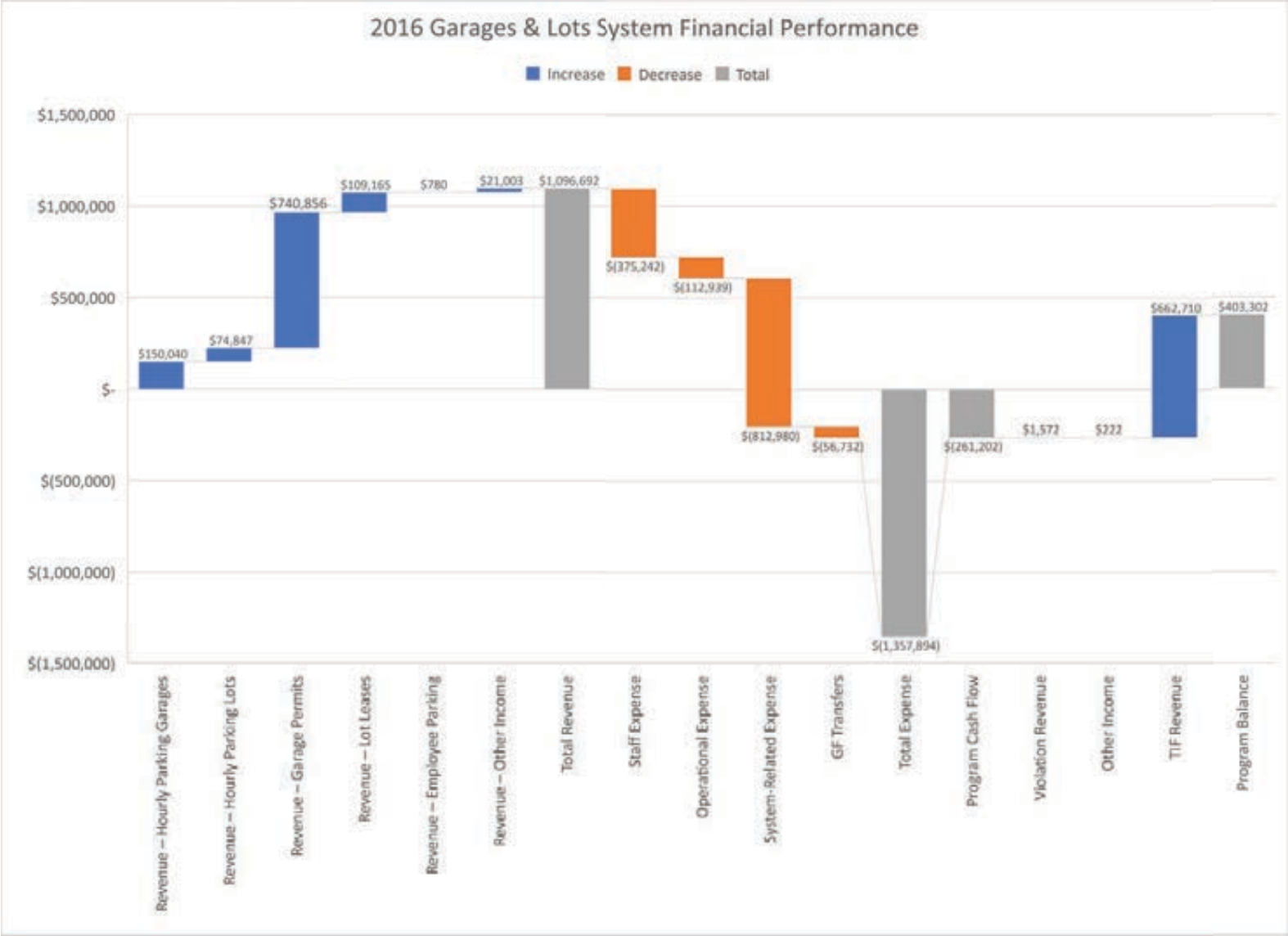

Figure 9: 2016 Garages & Lots Financial Performance (graph)

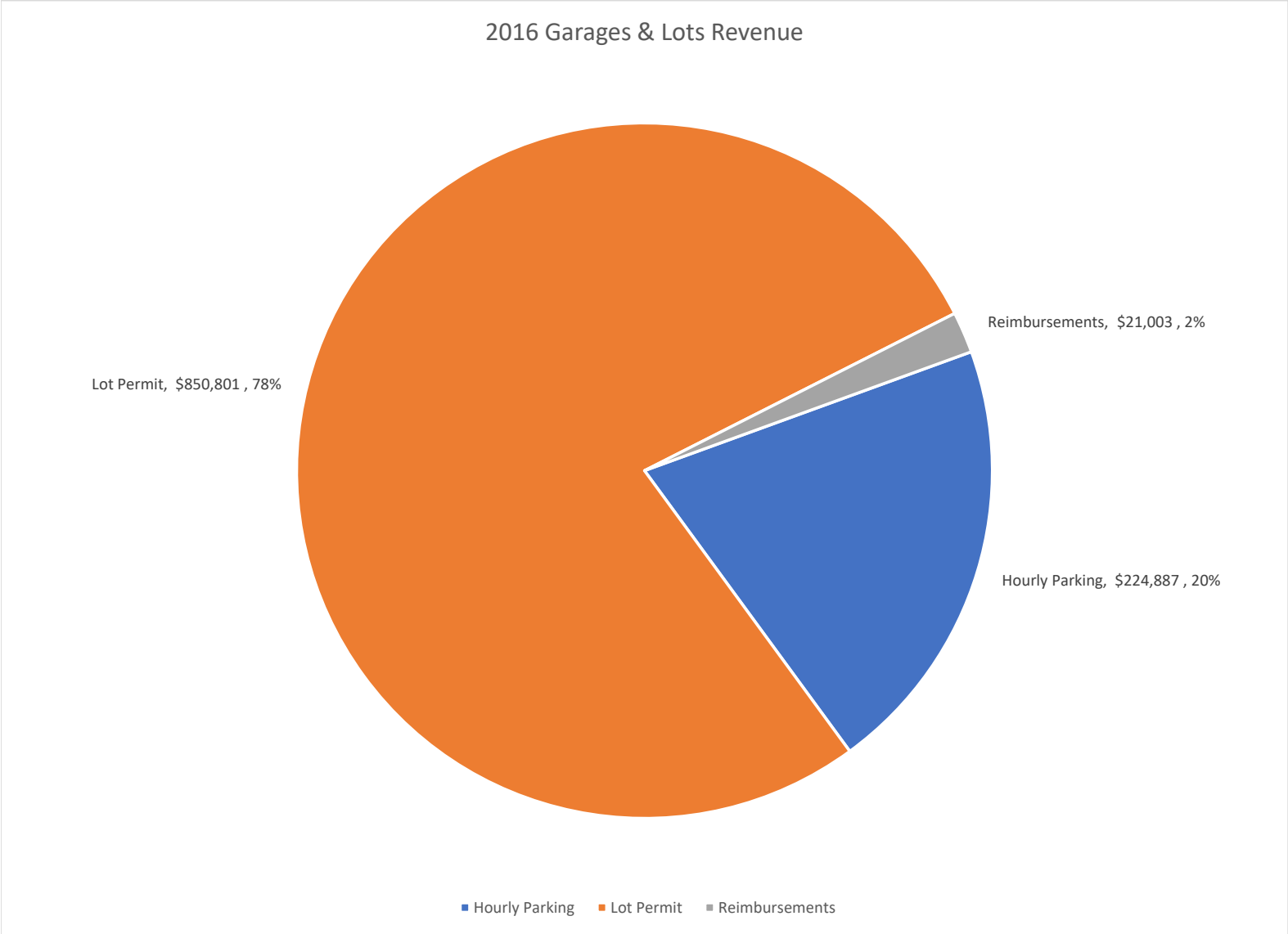

Figure 19: 2016 Garages & Lots Revenue

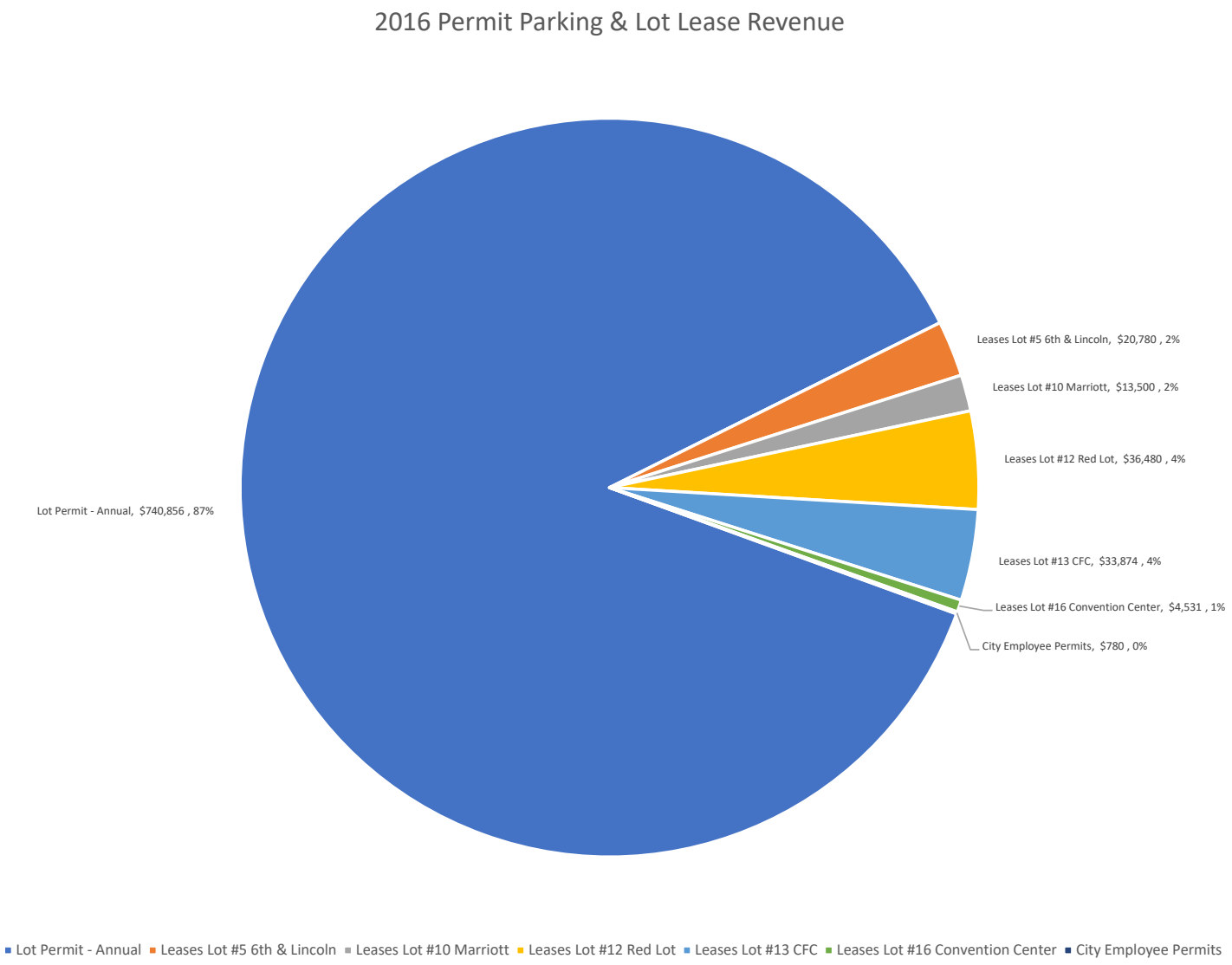

Figure 21: 2016 Permit Parking and Lot Lease Revenue

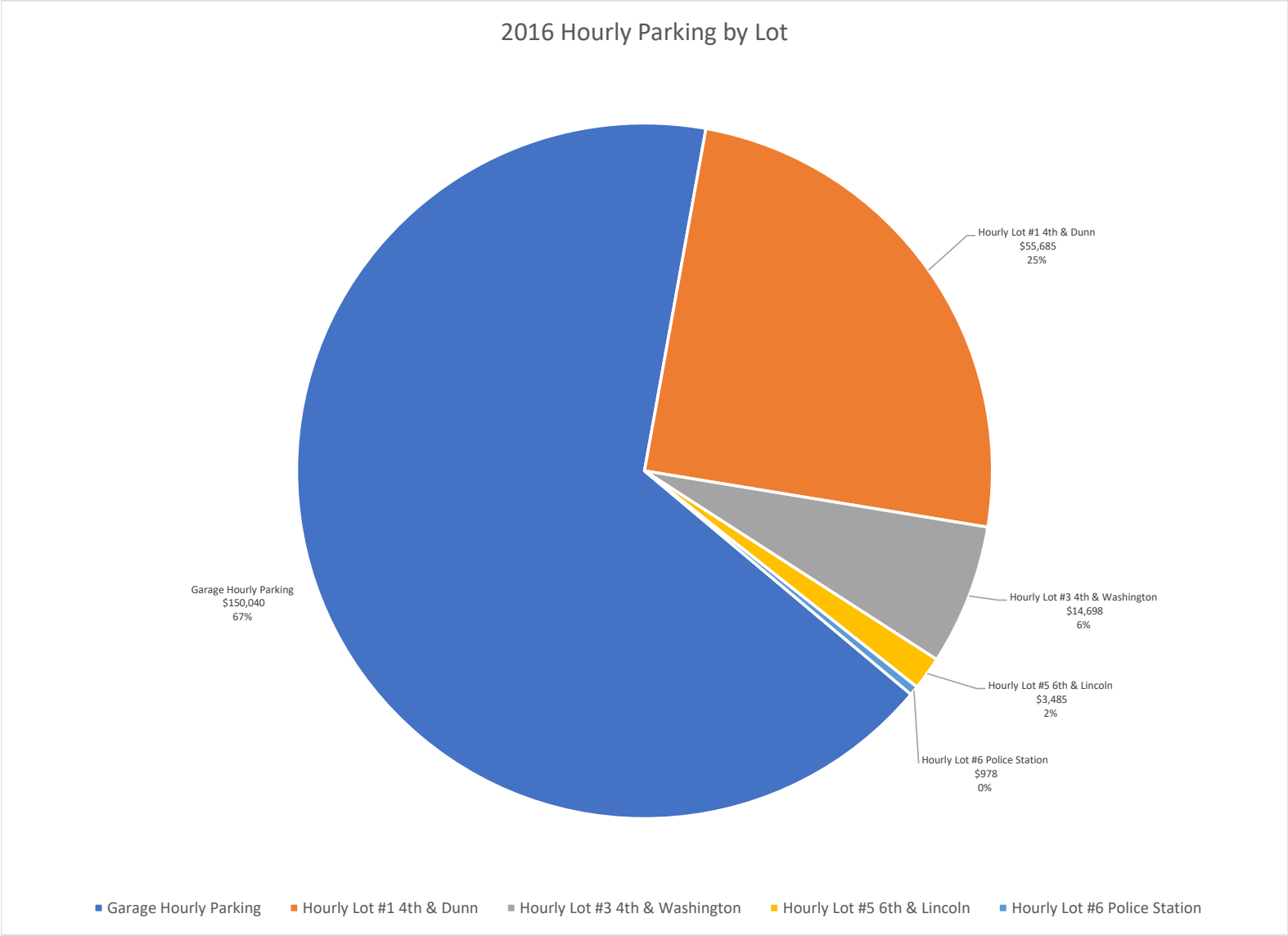

Figure 20: 2016 Garages & Lots Revenue by Type

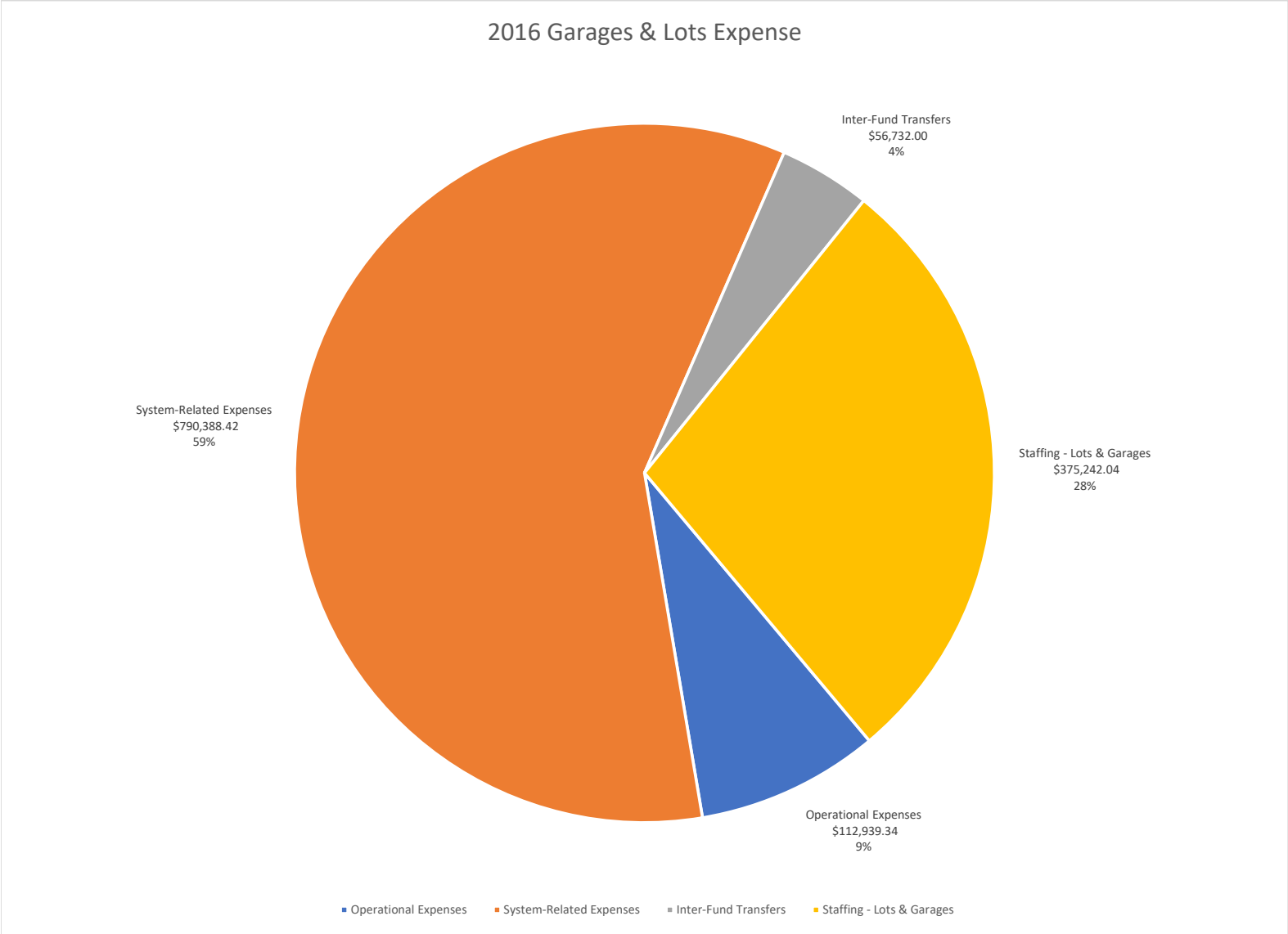

Figure 22: 2016 Garages & Lots Expense

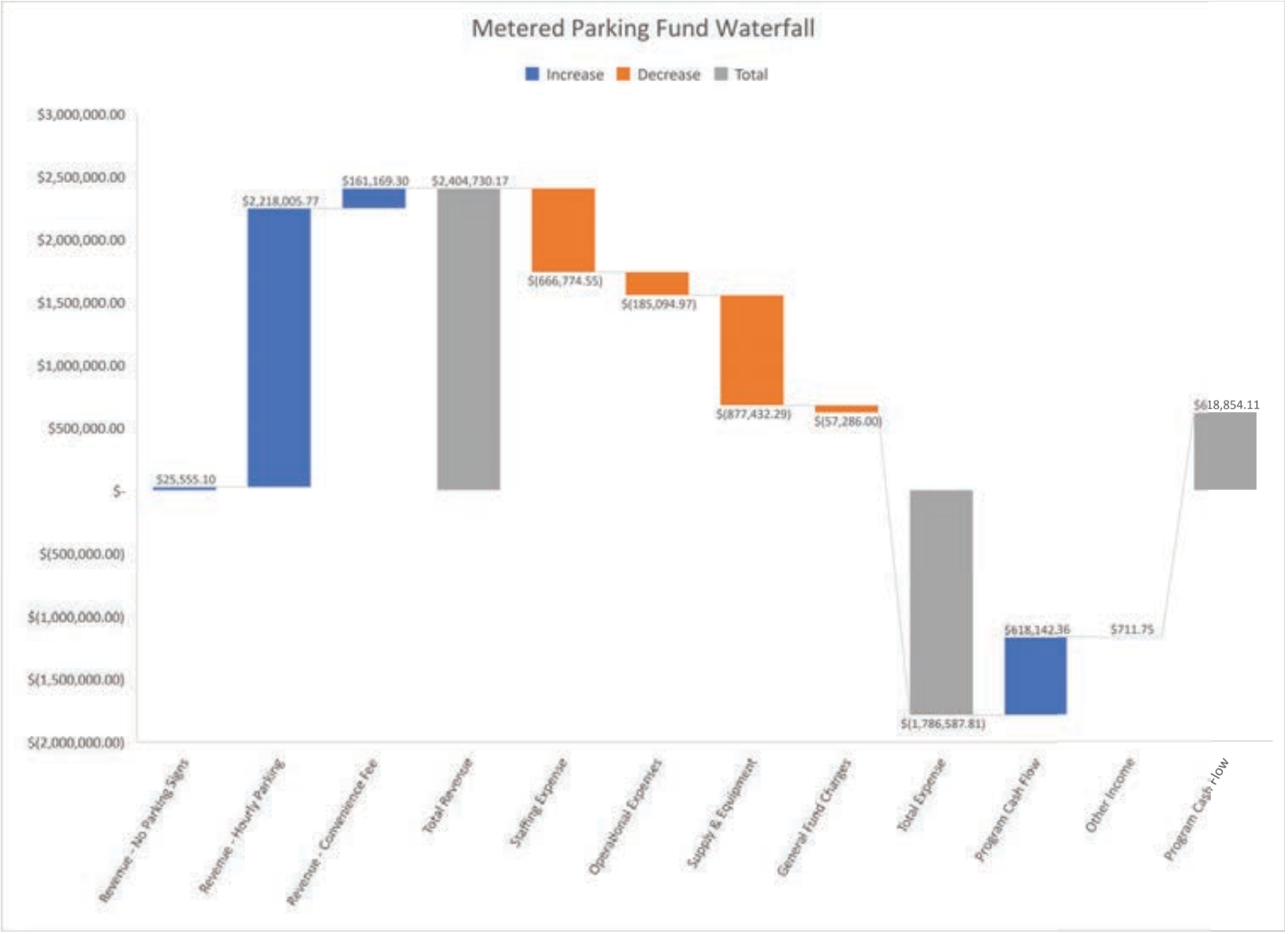

Figure 29: 2016 Parking Meter Fund Summary

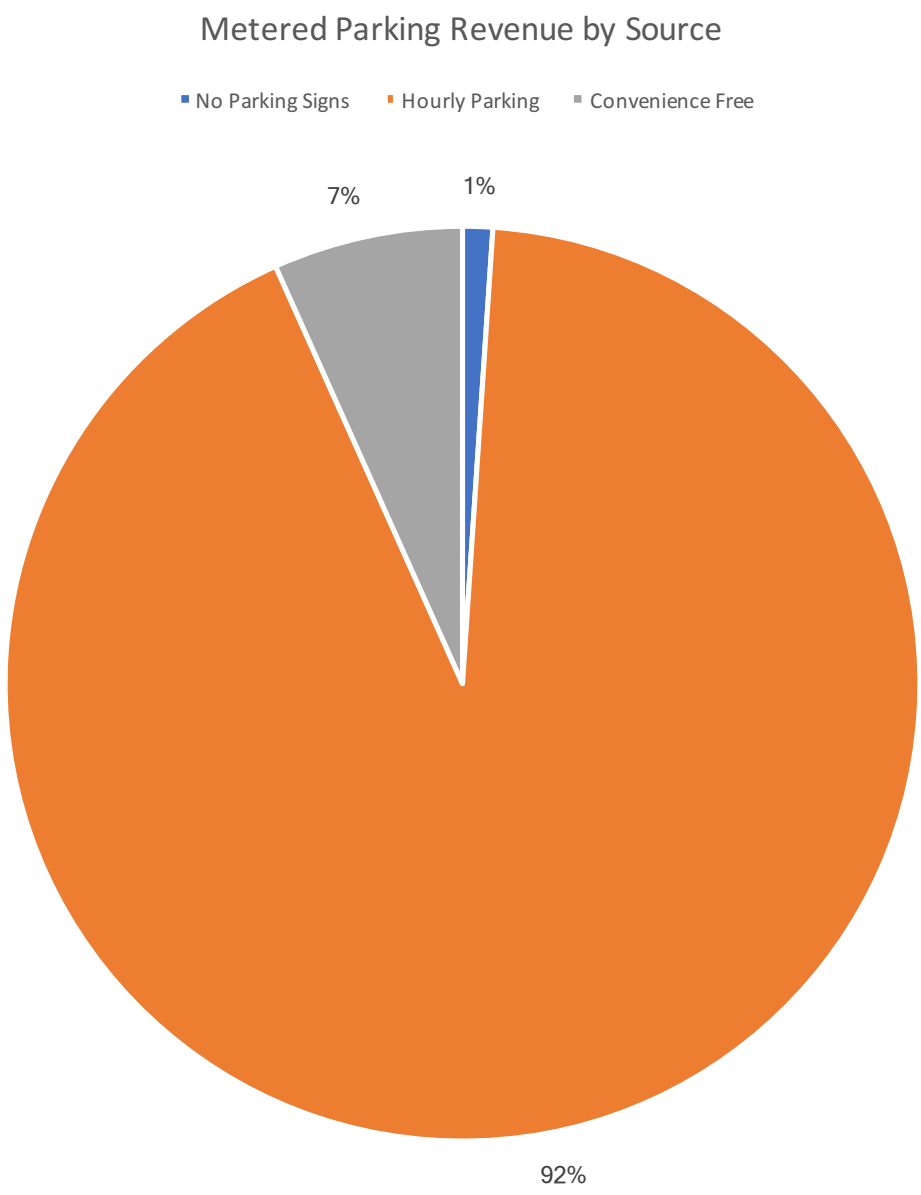

Figure 33: 2016 Metered Parking Revenue by Source

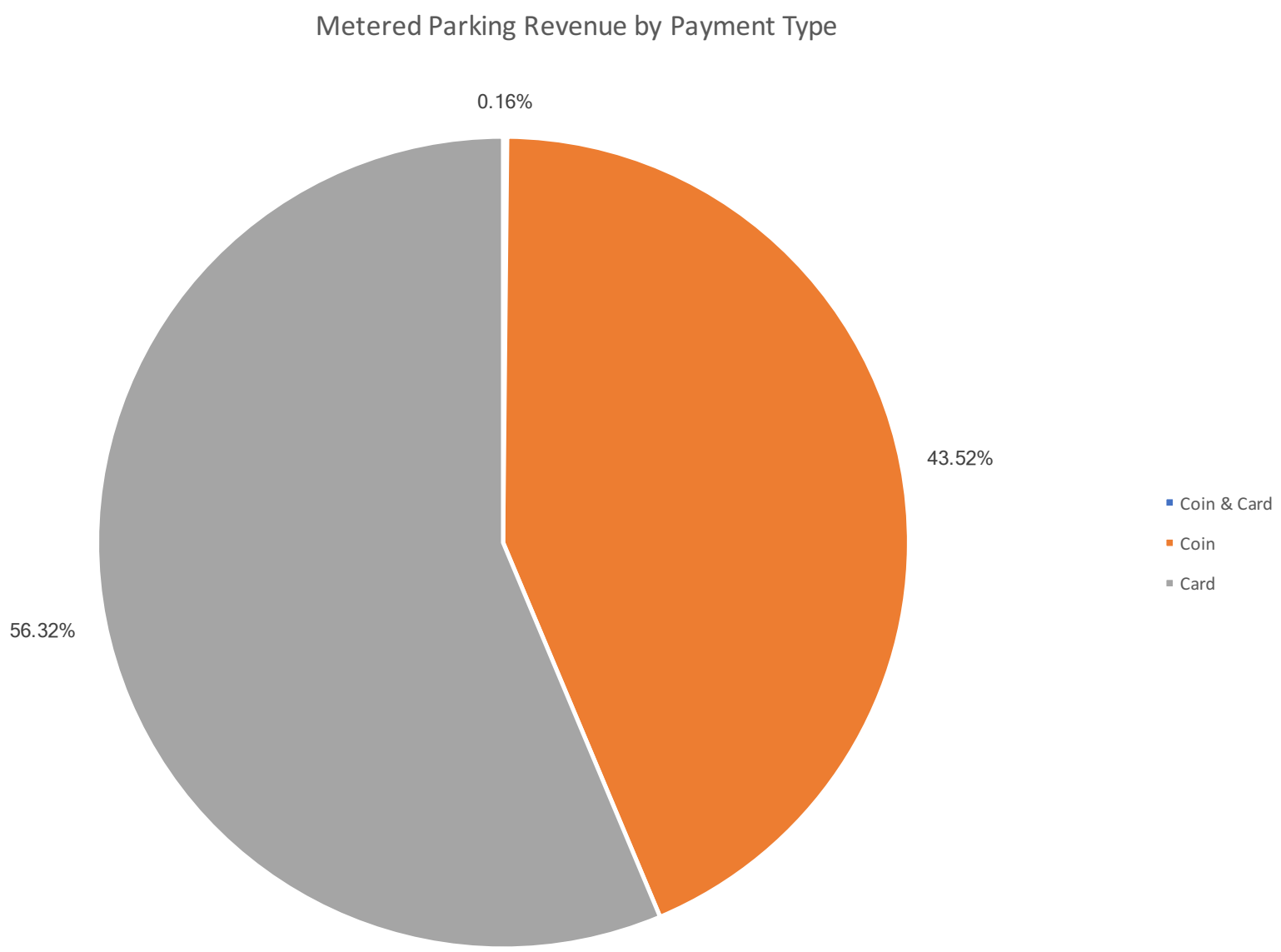

Figure 34: 2016 Metered Parking Revenue by Payment Type

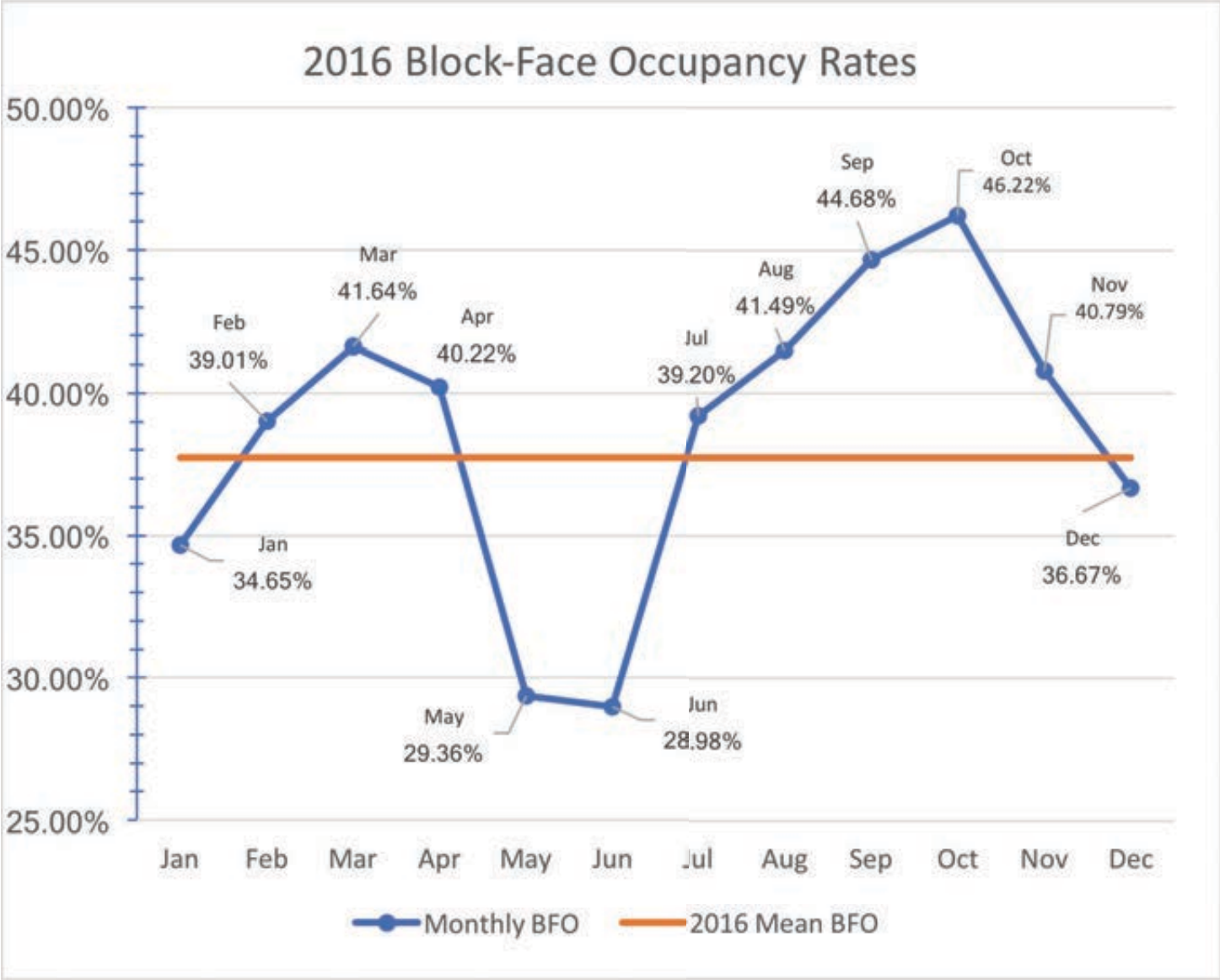

Figure 35: Block face Occupancy by Month and Mean Block Face Occupancy (graph)

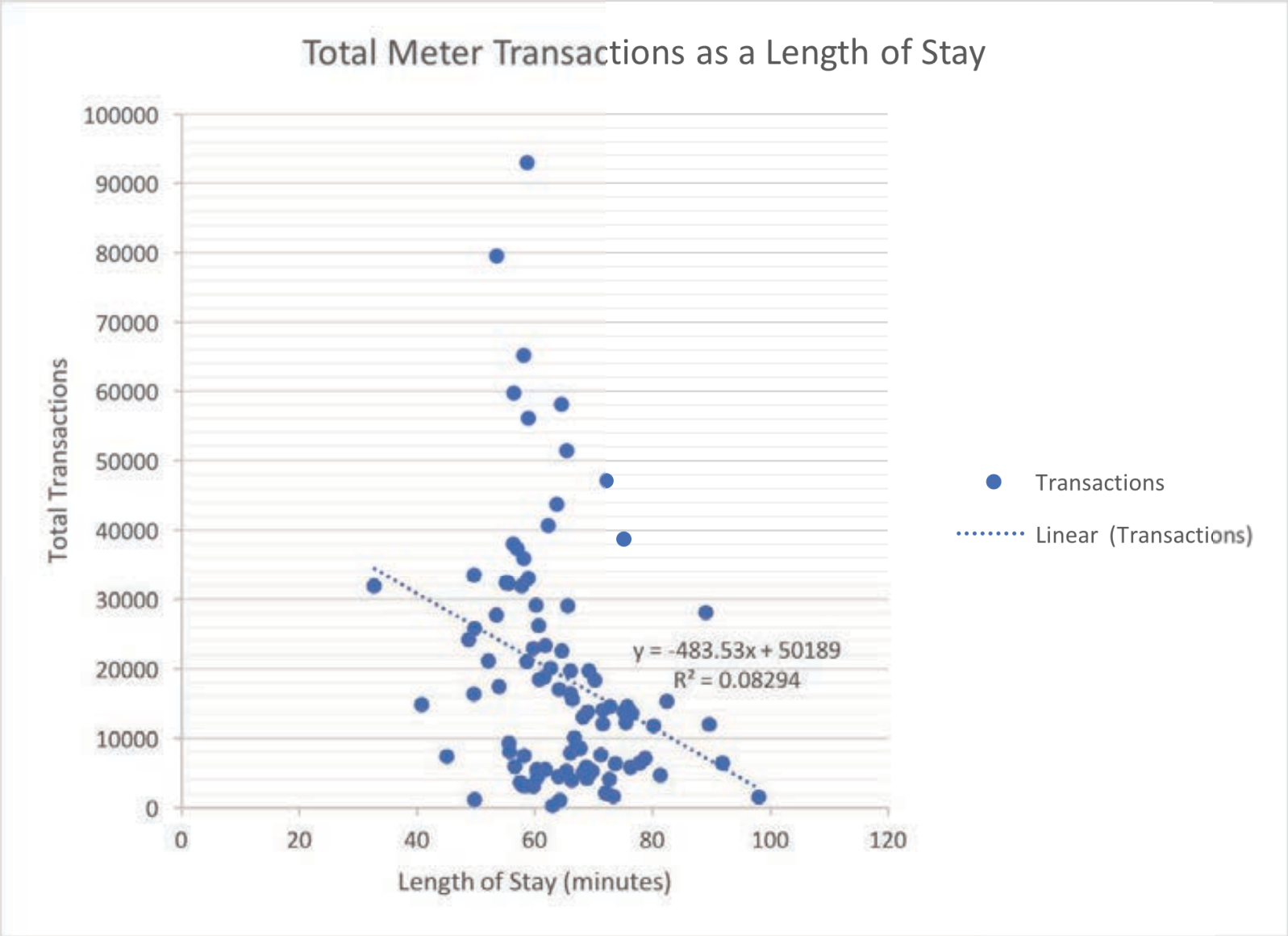

Figure 40: Scatter Plot of Meter Transactions as a Function of Time Purchased

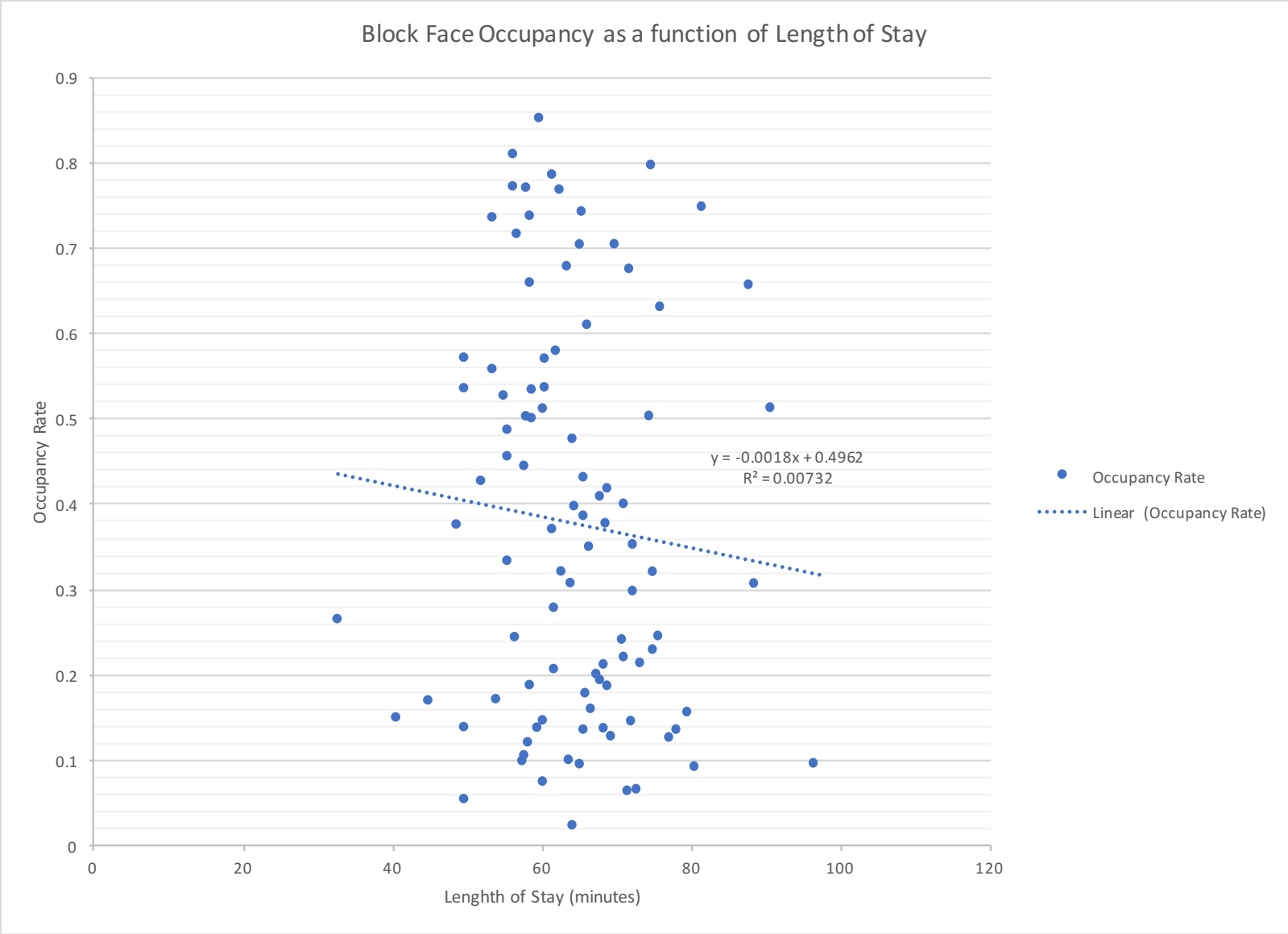

Figure 41: Scatter Plot of Occupancy Rate as a Function of Time Purchased

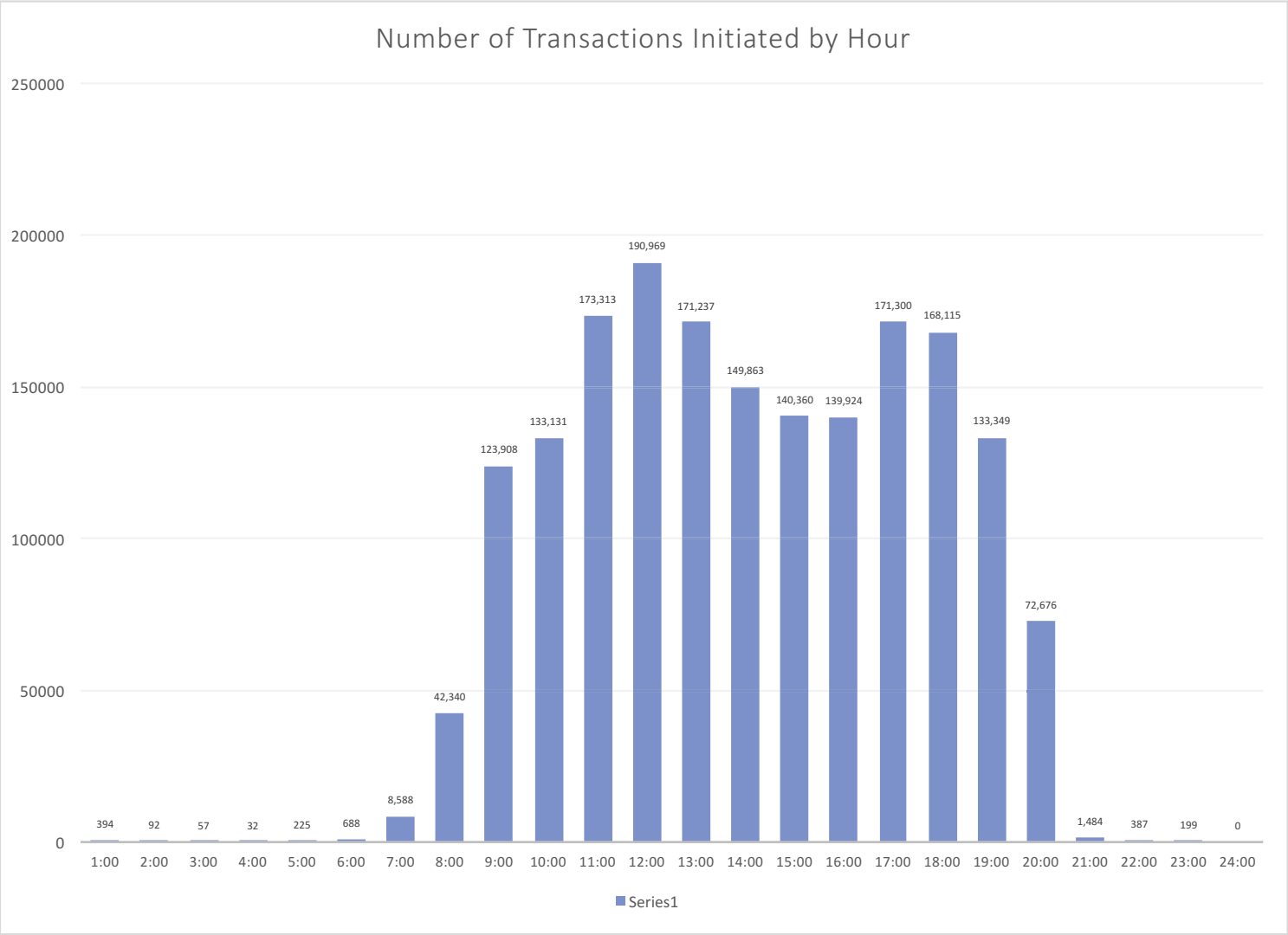

Figure 42: Frequency of Meter Transactions Initiated per Hour, 2016

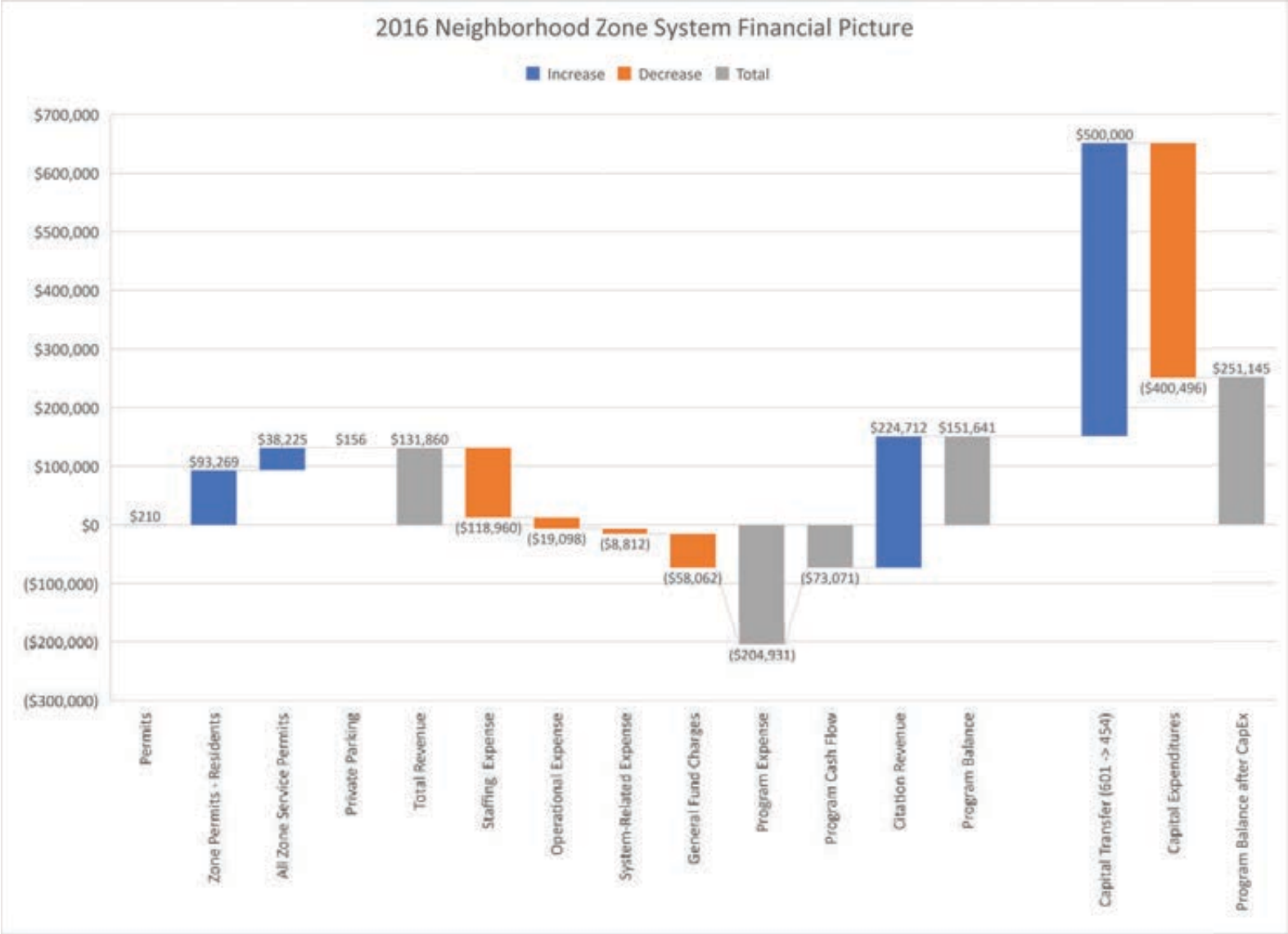

Figure 50: Neighborhood Zone Fund Summary

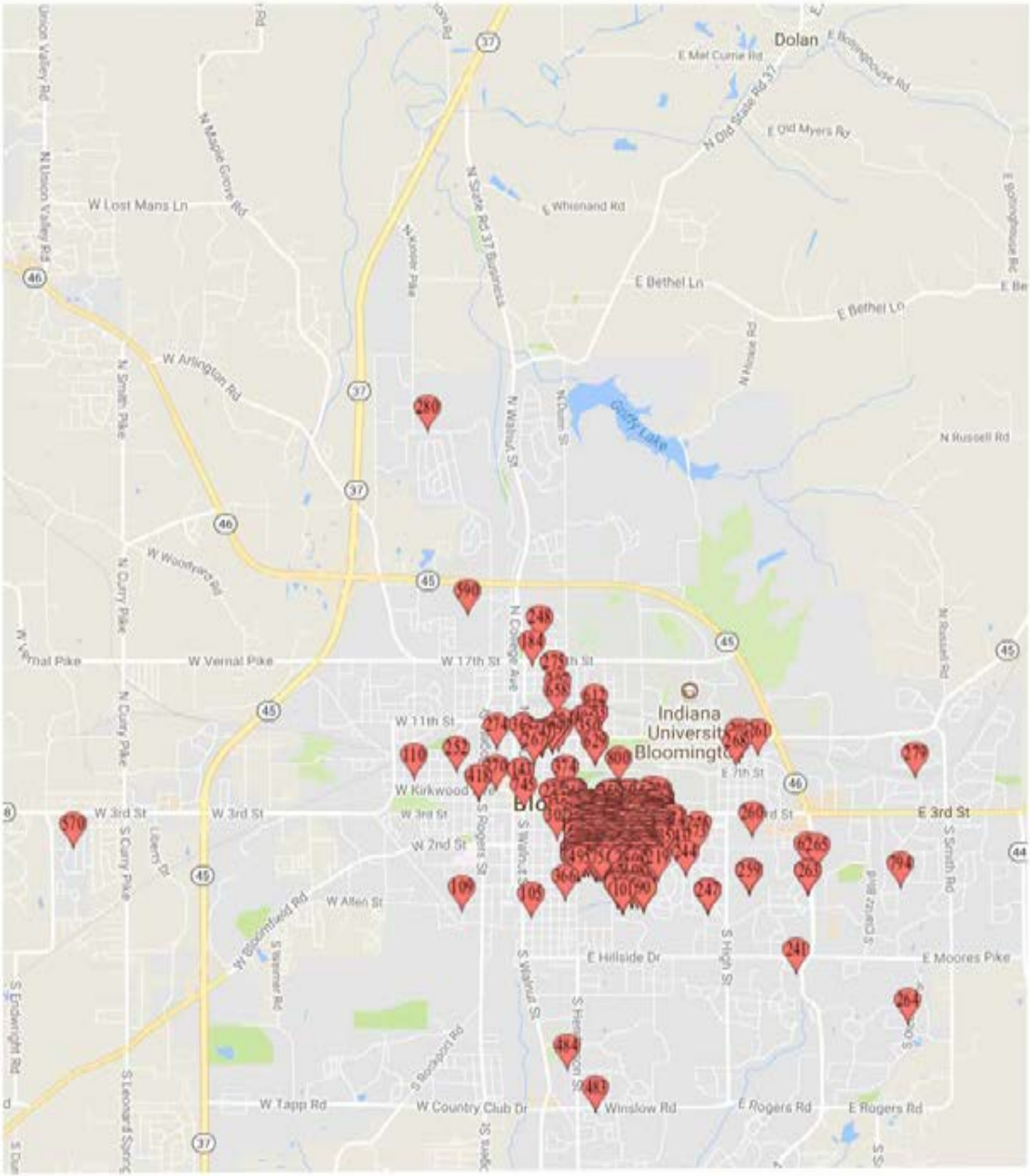

Figure 53: Zone1 Plot of Permit Holders' Address of Record, 2016

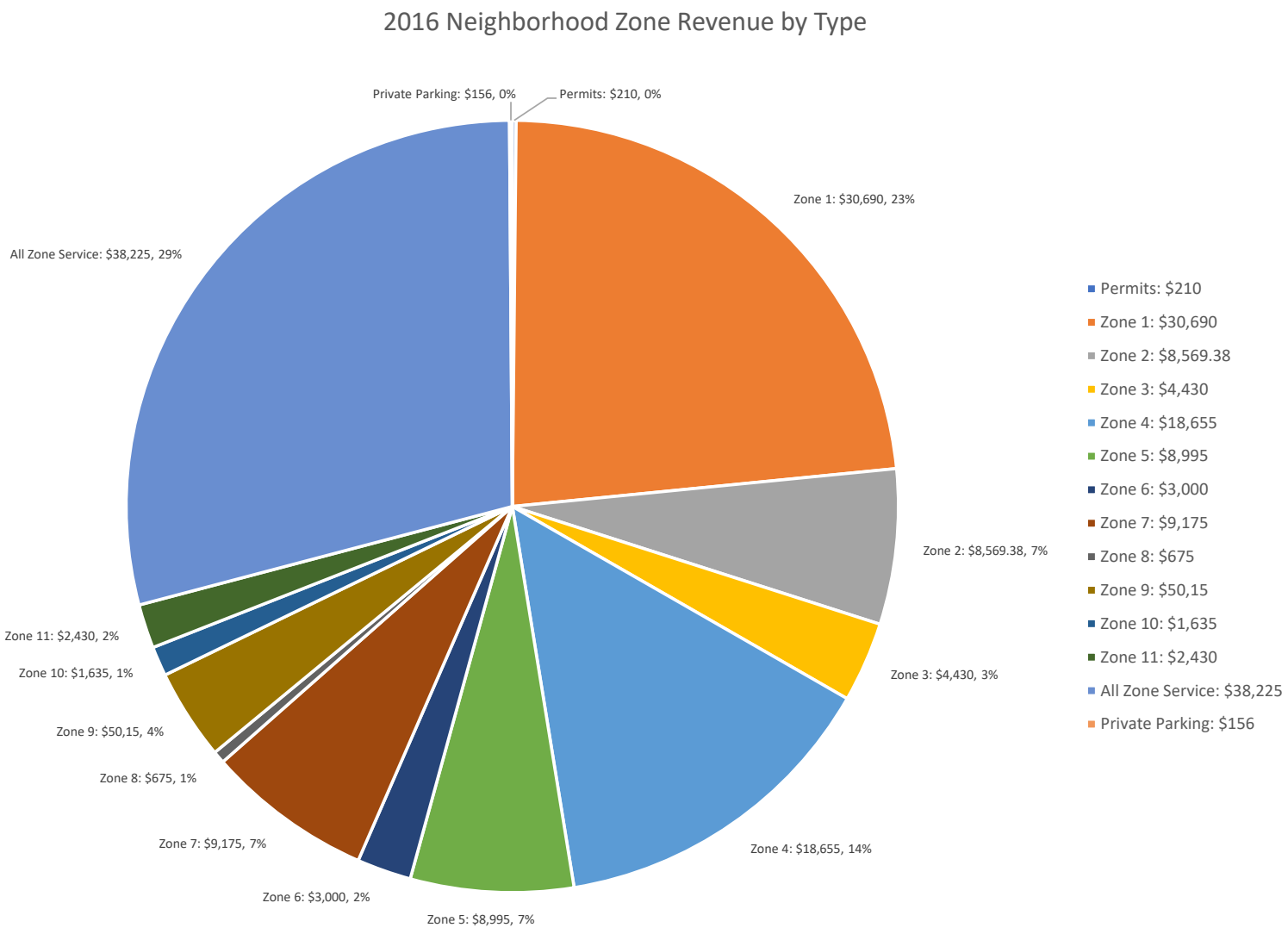

Figure 54: Neighborhood Zone Revenue by Type

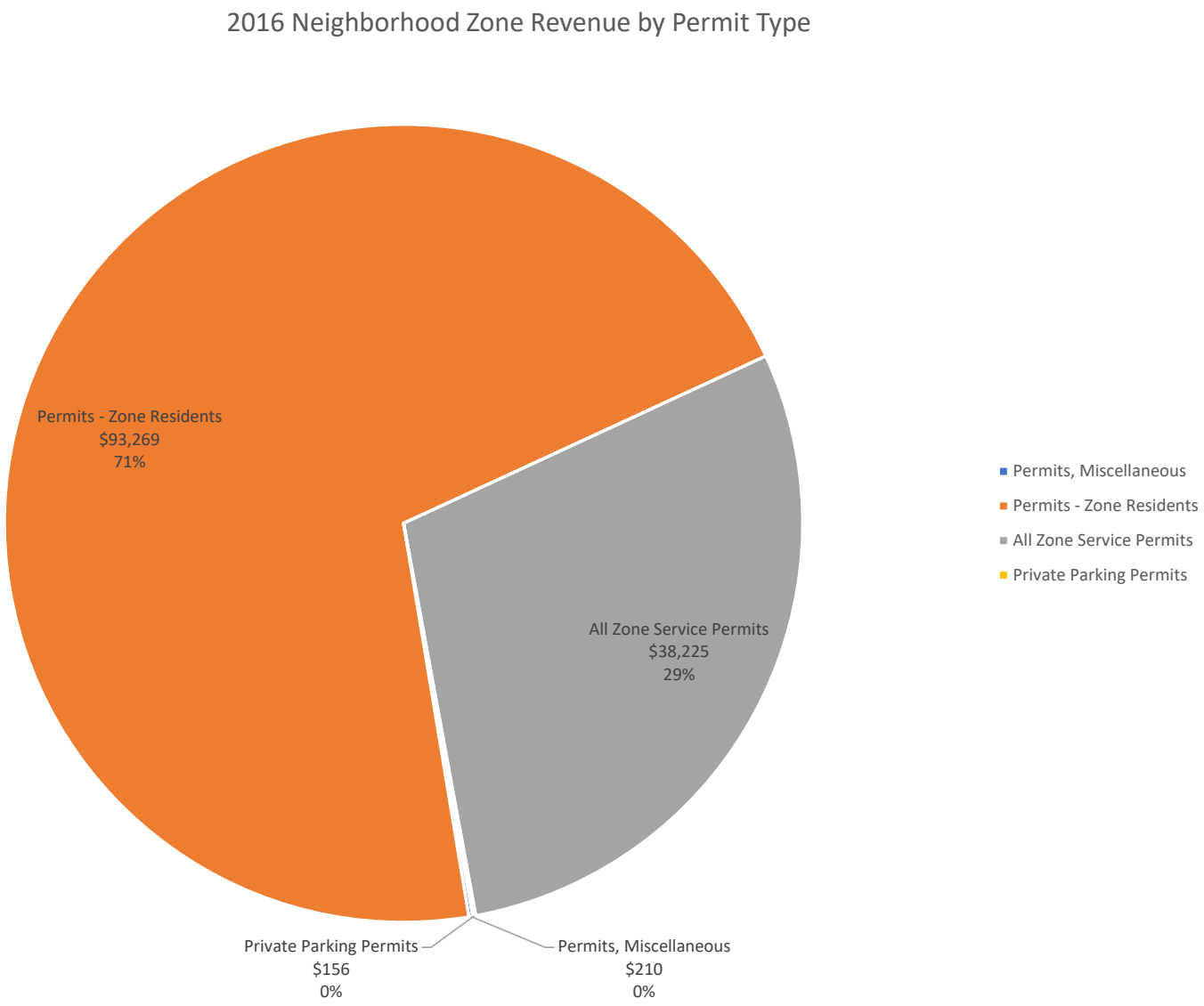

Figure 55: Neighborhood Zone Revenue by Permit Type

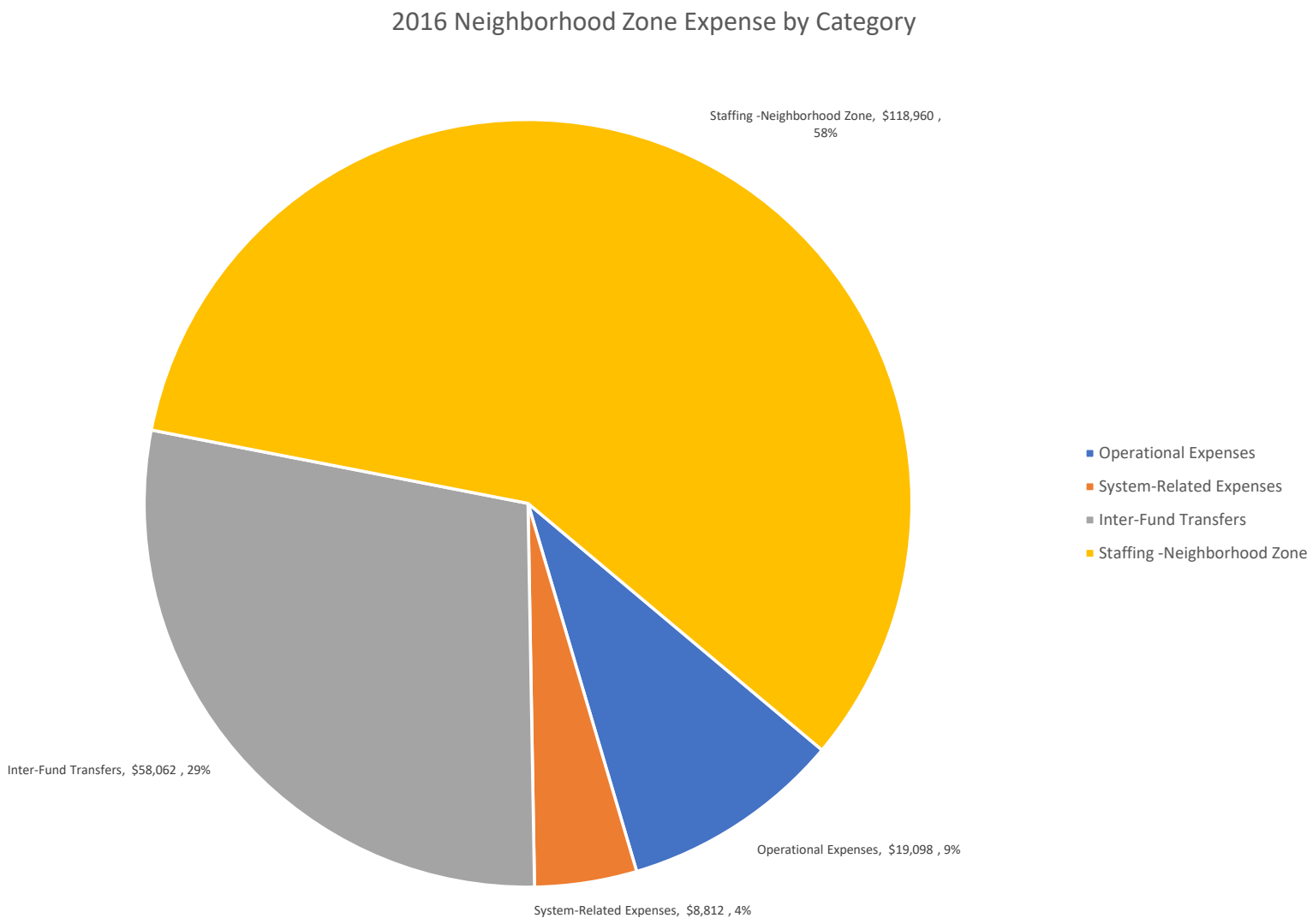

Figure 56: 2016 Neighborhood Zones Expenses by Category