

CITY OF BLOOMINGTON
PARKING COMMISSION

Parking Resolution 24-04

To Adopt a Comprehensive Parking Policy for the City of Bloomington

WHEREAS, according to Ordinance 16-22 which created the Parking Commission, "parking issues...[play] a primary role in at least five of the seven guiding principles of the city's [then-]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'";

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

NOW THEREFORE BE IT RESOLVED that the members of the Bloomington Parking Commission hereby adopt the following comprehensive policy to guide them and the city in our mutual effort to fulfill the goals of the city's 2019 Comprehensive Plan:

**COMPREHENSIVE POLICY OF THE BLOOMINGTON PARKING
COMMISSION**

The following tenets, which are in no particular order of importance, shall guide the Bloomington Parking Commission in its deliberations. The Commission shall:


- A. **REDUCE EXCESS VMT THROUGH PRICING.** Reduce excess vehicle miles traveled (VMT), manage demand for limited parking facilities, help vehicle operators find a parking space efficiently without cruising for it, and induce some travelers to adopt more efficient modes of travel, such as through the implementation of rates that vary by location (differential pricing), rates that increase with duration of stay (escalating

pricing), rates that vary according to real-time demand (dynamic pricing), and/or similar rate strategies;


- B. REDUCE EXCESS VMT THROUGH COMMUNICATIONS. Reduce the search time for parking spaces through the strategic marketing of parking assets, such as through advertising of real-time space availability, or through wayfinding and other signage;
- C. PRIORITIZE MODES OTHER THAN AUTOMOBILES. Prioritize transportation modes that take up less public space, reduce traffic congestion and reduce emissions, to reduce the use of automobiles by single occupants and to increase the use of other modes, particularly walking, cycling and public transit;
- D. PRIORITIZE USERS IN HARDSHIP. Develop strategies that aid users facing physical and/or economic hardships without compromising the other goals herein;
- E. PURSUE A PARKING SYSTEM THAT PAYS FOR ITSELF. Establish rate schedules that satisfy the capital and operating costs of the city's integrated parking system that is financially stable and does not require tax subsidies;
- F. PURSUE TRANSPARENCY. Maintain a commitment to openness and sharing of information, with emphasis on involving and soliciting the opinions of stakeholders;

APPROVED 27th day of October, 2022 (as Parking Resolution 22-07) and reaffirmed 25th day of April, 2024, at a regular meeting of the Bloomington Parking Commission at which two-thirds of the Members were present and voting.

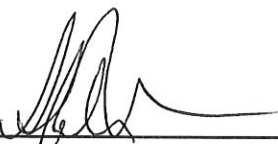
We, the below-signed, do hereby certify that the above is a true and correct copy of the resolution.

X 

Eoban Binder
Chair (2022)
Secretary (2024)

X 

Ben Dalton
Secretary (2022)

X 

Steve Volan
Chair (2024)