

2011



PARKING SURVEY



2011 PARKING SURVEY

Springfield Area Transportation Study Springfield, Illinois

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prepared by:



June 2011

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INTRODUCTION

As part of the ongoing transportation planning process, the Springfield-Sangamon County Regional Planning Commission (SSCRPC) conducts an annual parking survey of the Springfield central area. The goals of this survey are:

- 1) to maintain an up-to-date inventory of parking facilities in the Springfield central area, and
- 2) to maintain adequate and current information on parking spaces for the transportation database.

This information can be used as an indicator of parking trends and needs, to increase citizen awareness of available parking spaces, and to help estimate the number of people traveling to the downtown area.

METHODOLOGY

Data Collection

Field surveys are conducted in the spring. SSCRPC staff walk each block of the survey area counting both on-street and off-street parking spaces. The time limit of each meter and any restrictions placed on the spaces are noted. Also, information is obtained from property management firms and property owners as to classification and number of spaces in some lots, particularly in underground parking areas and ramps.

Classifications

On-Street Spaces

These include all parking spaces in the existing right-of-way adjacent to streets but do not include parking in or adjacent to alleys. On-street spaces are classified in the following categories:

* Restricted – parallel	2-hour posted
* Restricted – perpendicular	5-hour posted
* Restricted – diagonal	10-minute meter
Unrestricted	30-minute meter
Handicap Plate	1-hour meter
10-minute posted	90-minute meter
15-minute posted	2-hour meter
20-minute posted	5-hour meter
30-minute posted	8-hour meter
	9-hour meter

*These categories are restricted by property ownership, not time limit.

Off-Street Spaces

These spaces include:

- Formal: limited to visitors or employees of a specific business or agency. The employee spaces are either assigned as a job benefit or rented monthly.
- Informal: spaces available to anyone on a monthly rental basis.

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- General Public: available to the general public at an hourly rate or daily rate.
- Residential: available only to residents of associated housing units.

Off-street spaces are further classified into the following categories:

General	10-minute posted
Handicap Plate	15-minute posted
30-minute meter	30-minute posted
	Restricted

Special-Use Spaces

These spaces, which may be found both on-street and off-street, are restricted to special uses and so are not included in counts of parking spaces. They are identified on the map attached to this report. They include:

Hotel Loading	Emergency Vehicle
Loading Zones	Municipal Plates Required
Cab Stand	Tour Bus Parking
Special Permit	Tour Bus Unloading

Bicycle Racks

Bicycle racks were classified into one of three categories:

- Public: Includes racks located within sidewalks (street furniture), as well as those located within parking ramps or serving public institutions.
- Residential: Racks on private property, serving residential buildings.
- Business: Racks on private property, serving a non-residential building.

HISTORICAL PERSPECTIVE

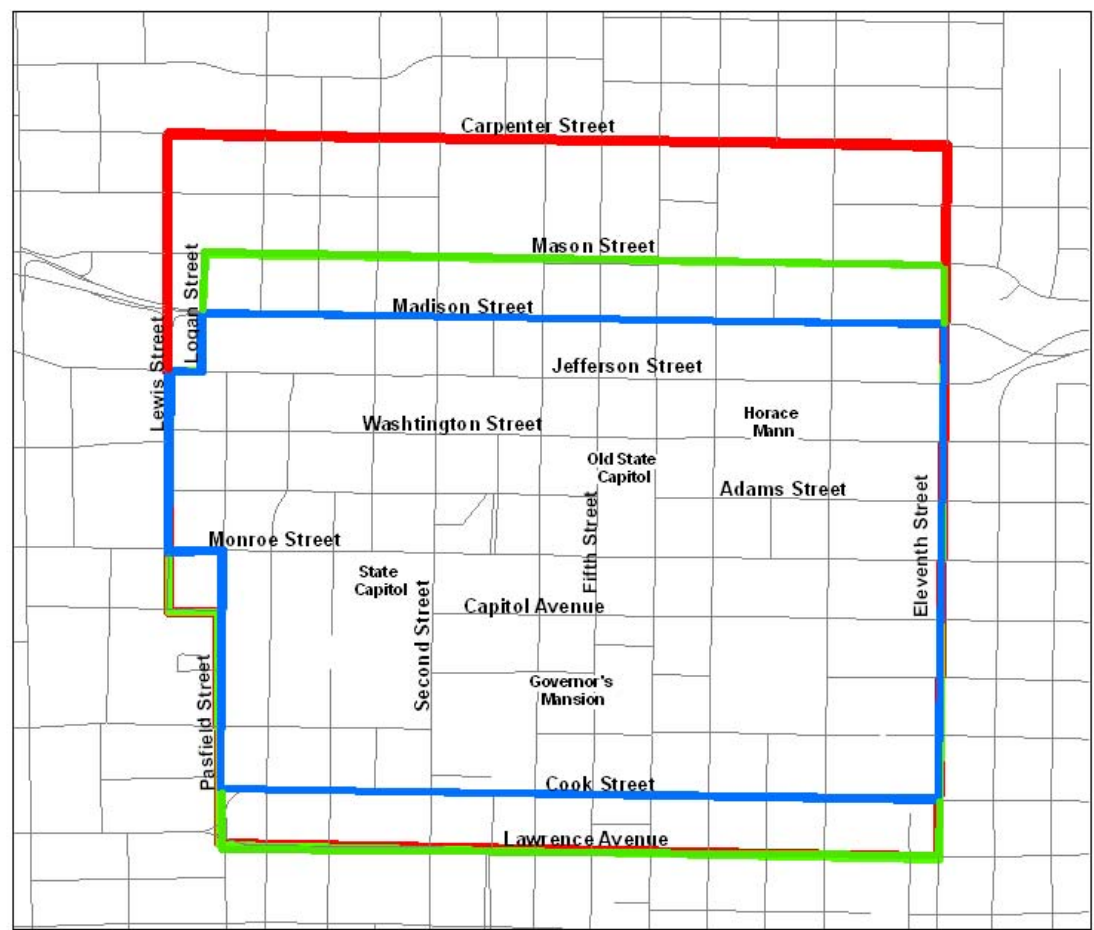
1972-1980

The first parking survey was completed by the Planning Commission in 1972. The study area boundaries at that time were Madison Street on the north, Eleventh Street on the east, Cook Street on the south, and on the west Pasfield to Monroe, Lewis from Monroe to Jefferson, and Logan from Jefferson to Madison. The study area was expanded for the 1980 survey as follows. The northern boundary was extended to Mason Street to include the newly constructed State Revenue Building and the Madison Street improvement. The southern boundary was extended to Lawrence Avenue, a major east-west arterial. And the block bounded by Monroe, Pasfield, Capitol, and Lewis was included in the 1980 survey. For detailed data regarding parking from 1972-1980, refer to reports from those years.

1981-2000

In 1981 the survey area was extended east to Lewis Street north of Jefferson and north from Mason Street to Carpenter Street for the following reasons: (1) to provide data for a study of parking management for the City Traffic Engineering Department; (2) to include St. John's Hospital, a major employer in the central area; and (3) to include areas surrounding new development projects (e.g., Department of Revenue Building, Madison Street Project) which have led to the construction of additional parking lots. These same boundaries have been used to the present. Map 1 shows the boundary history. The following data highlights and compares parking spaces in 1981, 1990 and 2000.

Parking Survey Study Area Boundary Changes 1972-2011



- 1972-1979
- 1980
- 1981-2011

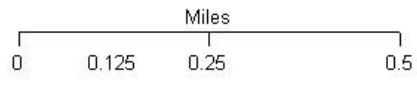


Figure 1 lists metered parking for 1981, 1990 and 2000.

FIGURE 1

METERED PARKING

		On-street	Off-street	TOTAL
10 Min.	1981	0	0	0
	1990	0	0	0
	2000	1	0	1
30 Min.	1981	75	2	77
	1990	98	3	101
	2000	116	4	120
1-Hour	1981	0	46	46
	1990	0	0	0
	2000	27	0	27
90 Min.	1981	0	0	0
	1990	0	0	0
	2000	0	0	0
2-Hour	1981	1204	159	1363
	1990	1153	124	1277
	2000	898	0	898
5-Hour	1981	259	15	274
	1990	268	43	311
	2000	291	0	291
8-Hour	1981	0	0	0
	1990	0	0	0
	2000	16	0	16
9-Hour	1981	0	0	0
	1990	0	0	0
	2000	292	27	319
TOTAL	1981	1545	222	1767
	1990	1519	170	1689
	2000	1641	31	1672

Note: in 1981, there were 7 on-street 2-hour parking meters for people with disabilities.

Since 1978, Springfield has designated spaces for people with disabilities. In 1984, these spaces became unmetered.

Figure 2 summarizes metered, unmetered, on-street and off-street parking for the 1981, 1990 and 2000 surveys.

FIGURE 2

ON- AND OFF-STREET PARKING, 1981-2000

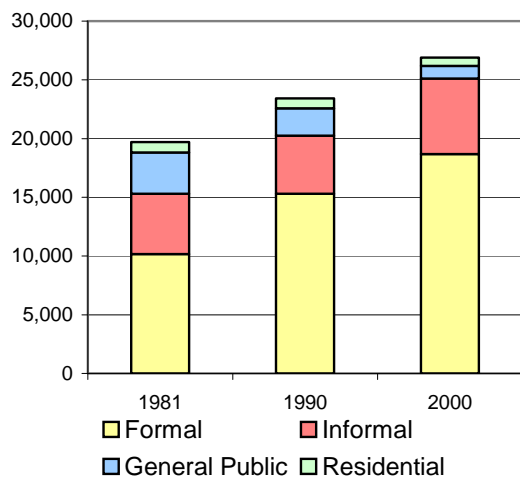
	ON-STREET PARKING					OFF-STREET PARKING				
	1981	1990	2000	CHANGE 1981-2000		1981	1990	2000	CHANGE 1981-2000	
				#	%				#	%
Metered	1,545	1,519	1,641	+96	+6.3%	222	170	31	-191	-86.1%
Unmetered	1,340	1,101	987	-353	-26.4%	19,480	23,246	26,866	+7,386	+38.0%
TOTAL	2,885	2,620	2,628	-257	-8.9%	19,702	23,416	26,897	+7,195	+36.6%

Figure 3 compares the different classifications of off-street parking for the 1981, 1990 and 2000 surveys. Total off-street parking increased from about 19,700 spaces in 1981 to almost 27,000 spaces in 2000. The increase in formal parking drove that overall increase, while general public and residential parking both decreased.

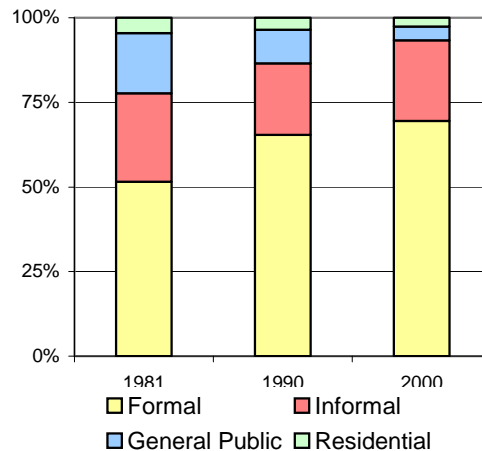
FIGURE 3

**COUNTS AND PERCENTAGES OF OFF-STREET PARKING BY LOT TYPE
1981, 1990 AND 2000**

(a) Counts of off-street parking by lot type



(b) Percentage of off-street parking by lot type



Highlights 1981-2000

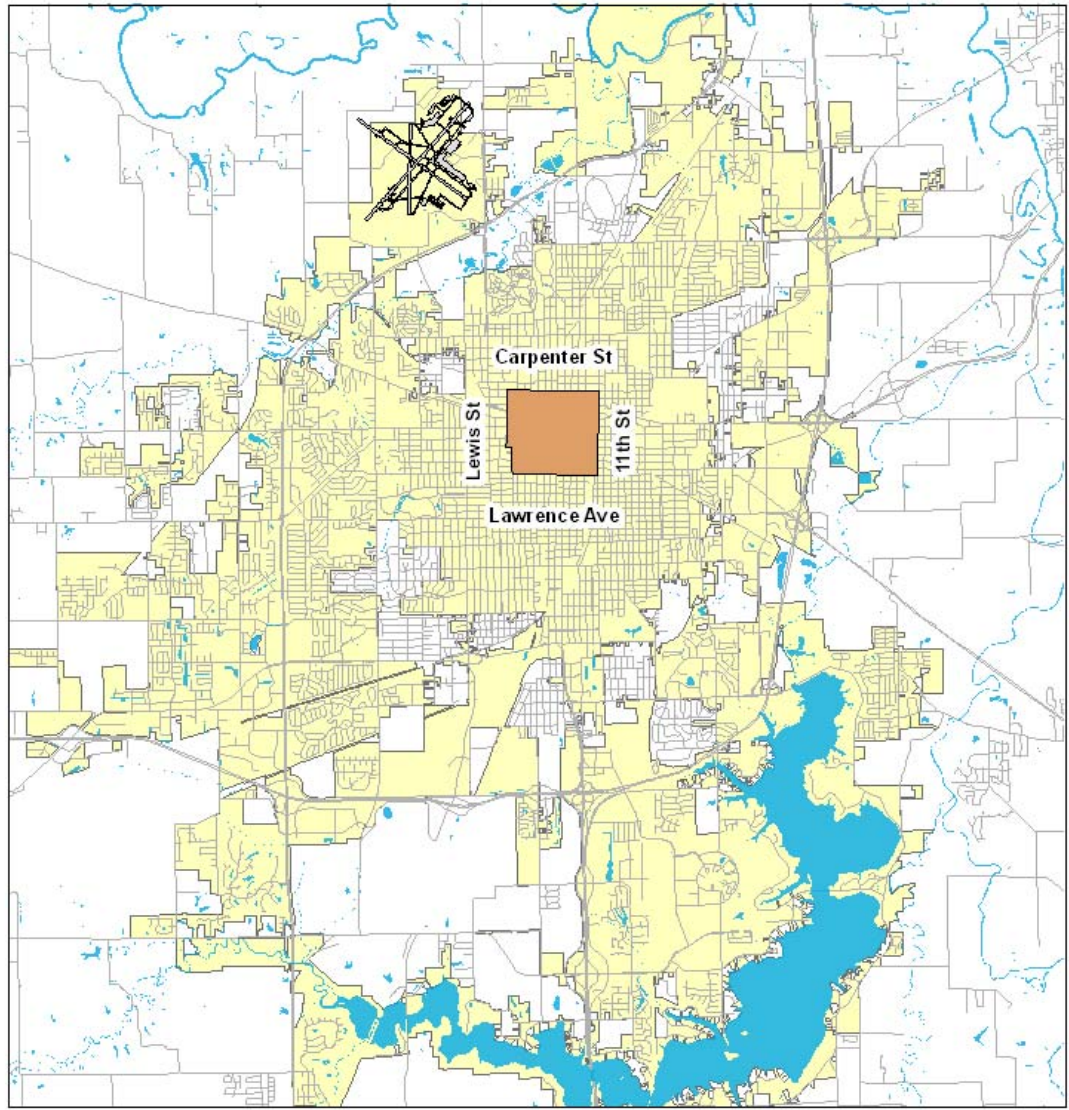
- Parking in the central area increased 31%, an average of 1.6% per year.
- Off-street parking increased in every year but four, for a total increase of 37% (7,195 spaces).
- Off-street metered spaces decreased from 222 to only 31 spaces.
- Unmetered, on-street spaces decreased 26% (353 spaces).
- Formal spaces increased 84% (8,534 spaces).
- Formal parking also increased as a percentage of total parking from 52% in 1981 to 70% in 2000. All other categories decreased in their percentage of the total.
- General public parking decreased from 17.8% of all spaces to only 4.1%, a 69% total decrease (loss of 2,427 spaces).



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Survey Area

The Parking Survey area is bounded on the north by Carpenter Street; on the east by 11th Street; on the south by Lawrence Avenue; and on the west by Pasfield Street, jogging one block west along Capitol Avenue and continuing north along Lewis Street (extended). Maps 2 and 3 show the central area in context; the map attached at the end of this report shows the exact boundaries. This area remained the same for the 1981-2011 Parking Surveys.

SPRINGFIELD CENTRAL AREA IN CONTEXT



-  Survey Study Area
-  Springfield

Data Source: Sangamon County GIS
Created May 2011
K Phillips



CENTRAL AREA IN CONTEXT WITH OTHER DOWNTOWN DISTRICTS



- Survey area
- Historic zones
- National Registrar Historic District
- Medical_District
- TIF Districts**
- CAP TIF #1-DOWNTOWN
- CAP TIF #4-ENOS PARK
- CAP TIF #5-SHA

1 inch equals 0.46 miles



Data source: Sangamon County GIS
KP 8.25.10



Survey Results

Overview 2001-2011

The total number of parking spaces in Springfield’s central area at the time of the 2011 survey was 29,047. This figure is compared with previous years in Figure 4. (Note: A parking survey was not conducted in 2006.) Fluctuations have occurred over the period from 2001 to 2011 (see Figure 5) in response to land use changes in the downtown area. Construction projects in progress generally require the removal of parking spaces while completed projects generate additional off-street parking.

In 2011, at the time of this survey the construction projects responsible for the temporary removal of parking spaces in 2010 were completed, leading to the recovery of many parking spaces both on and off-street. Further explanation will be found in the body of this report.

The majority of parking in the central area has always been located off-street in parking lots and parking structures (see Figure 5). The percentage of parking available off-street has been close to 91% over the past 10 years although increased slightly in 2011 to 91.7%. The number of off-street parking spaces has fluctuated over this time and has been increasing since 2009 with only 97 fewer spaces than in 2001 (a 0.4% decrease). By contrast, on-street parking has decreased by 168 spaces (or 6.5%) over the same period.

FIGURE 4

TOTAL PARKING SPACES

Year	Total	Change From Previous Year	
		Number	Percent
2001	29,312		
2002	29,379	67	0.2%
2003	29,319	-60	-0.2%
2004	28,936	-383	-1.3%
2005	29,344	+408	+1.4%
2007	28,850	-494	-1.7%
2008	29,032	+182	+0.6%
2009	28,516	-516	-1.8%
2010	28,817	+301	+1.0%
2011	29,047	+230	+0.8%

FIGURE 5

Year	On-Street	Off-Street	Percent Off-Street
2001	2,591	26,721	91.2%
2002	2,557	26,822	91.3%
2003	2,553	26,766	91.3%
2004	2,599	26,337	91.0%
2005	2,549	26,795	91.3%
2007	2,550	26,300	91.2%
2008	2,554	26,478	91.2%
2009	2,483	26,033	91.3%
2010	2,531	26,286	91.2%
2011	2,423	26,624	91.7%

Total parking spaces are further categorized into metered and unmetered spaces in Figure 6. There are currently 1,472 metered and 27,575 unmetered parking spaces which respectively comprise 5% and 95% of all downtown parking. Nearly all metered spaces are located on-street, whereas 97% of unmetered spaces are off-street. Over the past 10 years, the total number of unmetered spaces decreased by 121 spaces (0.4%), while metered spaces decreased by 144 spaces (9%). Overall, off-street, unmetered spaces make up the majority (92%) of available parking in the central area.

FIGURE 6

Metered and Unmetered Spaces

Year	On-Street Parking			Off-Street Parking			TOTAL		
	M	U	Total	M	U	Total	M	U	Total
2001	1,612	979	2,591	4	26,717	26,721	1,616	27,696	29,312
2002	1,562	995	2,557	4	26,818	26,822	1,566	27,813	29,379
2003	1,601	952	2,553	4	26,762	26,766	1,605	27,714	29,319
2004	1,622	977	2,599	4	26,333	26,337	1,626	27,310	28,936
2005	1,598	951	2,549	4	26,791	26,795	1,602	27,742	29,344
2007	1,589	961	2,550	4	26,296	26,300	1,593	27,257	28,850
2008	1,593	961	2,554	4	26,474	26,478	1,597	27,435	29,032
2009	1,533	950	2,483	4	26,029	26,033	1,537	26,979	28,516
2010	1,543	988	2,531	4	26,282	26,286	1,547	27,270	28,817
2011	1,468	955	2,423	4	26,620	26,624	1,472	27,575	29,047

On-Street Parking

There are currently 2,423 on-street parking spaces in the central area. Figure 7 shows totals for all categories of on-street parking. Total on-street parking has remained fairly stable, with year-to-year differences showing only small changes in both metered and unmetered onstreet parking. Metered parking decreased 75 spaces since 2010, and unmetered onstreet spaces decreased by 33 spaces. The decrease in metered spaces this year is, in part, attributed to the removal of meters along Capitol Avenue as part of the Capitol Avenue Beautification/Streetscape Project and construction projects near St. John’s Hospital on 7th Street, a sidewalk reconstruction

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project on Monroe between 6th and 7th Streets and a construction project on 5th Street between Washington Street and Adams Street.

Most on-street, unmetered spaces have either a time or use restriction. In 2011, only 244 spaces, or 10% of all on-street parking, were not restricted in some way. Unrestricted spaces are found along the perimeter of the survey area north of Madison Street, east of 9th Street, and south of Cook Street. Most of the posted parking spaces, the majority of which are 2-hour, are located in the northern part of the central area. Restricted spaces (parallel and perpendicular) used exclusively for a specific business, institution, or multiple-family residence, comprise 9% of unmetered spaces.

The decrease of 33 unmetered on-street parking spaces is largely a result of the removal of parking spaces on Capitol Avenue and construction on Monroe between 6th Street and 7th Street or the removal of spaces related to construction on 6th Street between Capitol Avenue and Edwards Street at the time of the survey. These spaces are distributed throughout the study area

FIGURE 7

ON-STREET SPACES

Category	2001	2002	2003	2004	2005	2007	2008	2009	2010	2011
METERED SPACES										
10-minute	1	1	1	3	1	1	1	1	1	0
30-minute	106	104	121	121	131	123	122	121	118	114
1-hour	29	29	27	27	28	22	22	19	17	11
90-minute	0	6	6	6	10	5	5	5	5	0
2-hour	892	830	827	875	829	849	846	799	805	779
5-hour	181	195	196	198	211	237	245	241	258	242
8-hour	13	13	13	13	13	14	14	14	14	14
9-hour	390	384	410	379	373	338	338	333	325	308
SUBTOTAL	1,612	1,562	1,601	1,622	1,598	1,589	1,593	1,533	1,543	1,468
UNMETERED SPACES										
*Unrestricted	306	291	268	267	253	243	243	243	245	244
*Restricted Parallel	0	25	17	17	17	3	3	6	6	3
*Restricted Perpendicular	106	106	106	113	109	107	107	98	103	84
*Restricted Diagonal	6	6	6	6	6	3	3	0	0	0
Handicapped	64	66	66	66	67	67	67	63	73	67
10-minute posted	10	10	10	10	8	11	11	14	20	22
15-minute posted	2	2	2	2	3	3	3	3	5	5
20-minute posted	38	42	37	54	57	57	57	55	56	53
30-minute posted	24	24	24	24	24	46	46	46	58	60
2-hour posted	409	409	402	404	393	393	393	394	394	389
5-hour posted	14	14	14	14	14	28	28	28	28	28
SUBTOTAL	979	995	952	977	951	961	961	950	988	955
TOTAL ON-STREET SPACES	2,591	2,557	2,553	2,599	2,549	2,550	2,554	2,483	2,531	2,423

***Note:** The restricted categories are restricted by ownership rather than time. The time and unrestricted categories may contain perpendicular or diagonal spaces.

Off-Street Parking

The number of spaces for each major category of off-street parking from 2001 through 2011 is listed in Figure 8.

FIGURE 8

OFF-STREET PARKING

Year	Formal	Informal	General Public	Residential	Total
2001	18,850	6,111	1,051	709	26,721
2002	18,911	6,139	1,070	702	26,822
2003	19,029	6,131	921	685	26,766
2004	18,849	5,884	921	683	26,337
2005	18,739	5,898	1,494	664	26,795
2007	18,255	5,792	1,538	715	26,300
2008	18,361	5,868	1,538	711	26,478
2009	17,936	5,848	1,538	711	26,033
2010	18,125	5,760	1,690	711	26,286
2011	18,272	5,958	1,690	704	26,624
Change 2010- 2011	+147	+198	0	-7	+338

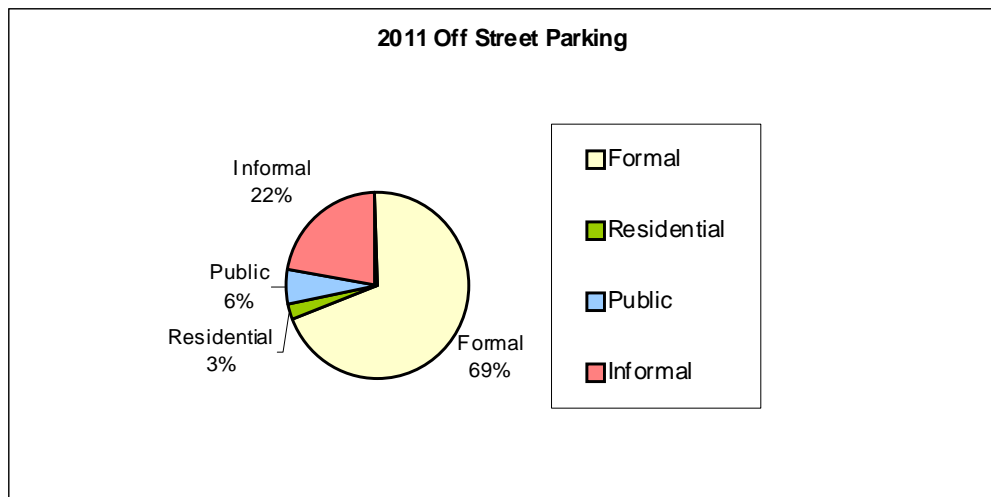
Since 2001, off-street parking has decreased by 97 spaces. This decrease reflects a 0.4% decline from 2001.

From 2010 to 2011, total off-street parking increased by 338 spaces. Notable off-street parking increases include a reopened 232 spaced informal lot at Ninth and Washington streets. A newly constructed lot at the intersection of Carpenter and Rutledge streets containing 94 formal spaces replaced a 9 space formal lot at that location. Another new surface lot containing 53 formal spaces replaced a 30 spaces lot at 2nd and Adams

streets. A reconfigured formal lot at 3rd and Washington streets added 24 spaces. Construction at St. John's Hospital resulted in the loss of a 68 formal spaces at Seventh Street and Reynolds Street, an 18 space formal lot and a 20 space formal lot. A 43 space informal lot at 2nd and Washington streets was removed. A construction project at Adams Street between 3rd and 4th streets resulted in the loss of a 30 spaces formal lot at that location. The transformation of a five space formal lot and a seventeen space residential lot on Adams Street between Fourth and Fifth Streets to commercial space accounted for all the residential parking loss. A new ten space residential surface lot at Jackson and Third Streets helped minimize the loss in residential parking. There were also minor changes in the size of several lots throughout the survey area.

Figure 9 shows the proportion of each category of off-street parking in 2011.

FIGURE 9



Of all off-street spaces, 69% are classified as formal and are reserved for employees or patrons of specific agencies or businesses. Formal parking spaces comprise 63% of all parking in the central area.

Informal spaces (available for monthly rental) comprise 22% of off-street parking and 3% are used for residential use. The number of general

public off-street parking spaces did not change over the past year making up 6% of total off-street parking.

A more detailed listing of off-street parking spaces for 2011 appears in Figure 10.

FIGURE 10

2011 OFF-STREET PARKING SPACES

Category	Surface	Underground	Ramp	Total
FORMAL				
General	13,729	1,032	3,041	17,802
Handicapped	347	23	80	450
10-minute posted	9	0	0	9
15-minute posted	2	0	0	2
Restricted	0	0	0	0
30-minute posted	9	0	0	9
SUBTOTAL	14,096	1,055	3,121	18,272
INFORMAL				
General	3,937	442	1,552	5,931
Handicapped	14	0	9	23
30-minute meter	4	0	0	4
SUBTOTAL	3,955	442	1,561	5,958
GENERAL PUBLIC				
General	44	62	1,522	1,628
Handicapped	0	6	56	62
SUBTOTAL	44	68	1,578	1,690
RESIDENTIAL				
General	400	191	0	591
Handicapped	4	109	0	113
SUBTOTAL	404	300	0	704
TOTAL OFF-STREET	18,499	1,865	6,260	26,624

Most (97%) of the off-street general public parking is in some type of structure, either a ramp or underground lot. The majority of formal, informal, and residential spaces are located in surface parking lots, but a large percentage (43%) of residential parking is located in three underground facilities. Fifty-seven percent of underground parking spaces are designated as formal. While the majority of general public parking is in ramps, 25% of parking spaces in ramps are for general public parking. Fifty percent of ramp spaces are formal and 25% are designated as informal. There is no residential parking in ramps.

Metered Parking Spaces

The majority (all but 4) of metered spaces in the survey area are located on-street. (The four off-street metered spaces are 30-minute meters on the north side of Lincoln Library, between the library and the Municipal Center West). Figure 11 presents a breakdown of the various types of on-street meters for the past ten surveys. During the past several years, the distribution of meters throughout the central area has extended slightly to the west, outside the survey area.

FIGURE 11**METERED ON-STREET PARKING SPACES**

Type	2001	2002	2003	2004	2005	2007	2008	2009	2010	2011
10-minute	1	1	1	3	3	1	1	1	1	0
30-minute	106	104	121	121	131	123	122	121	118	114
1-hour	29	29	27	27	28	22	22	19	17	11
90-minute	0	6	6	10	10	5	5	5	5	0
2-hour	892	830	827	875	829	849	846	799	805	779
5-hour	181	195	196	198	211	237	245	241	258	242
8-hour	13	13	13	13	13	14	14	14	14	14
9-hour	390	384	410	379	373	338	338	333	325	308
TOTAL	1,612	1,562	1,601	1,626	1,598	1,589	1,593	1,533	1,543	1,468

From 2010 to 2011 total metered parking decreased 75 spaces. One notable change is that the previous 2-hour meters along the Capitol Avenue corridor have been removed as part of a Beautification/Streetscape Project. In addition, the 90-minute meters along Fifth Street have been removed due to construction. Several meters along 6th Street from Capitol Ave to Edwards Street, including the 10-minute meter, were temporarily removed due to construction. Construction on Seventh Street at the St. John's Hospital Complex resulted in the temporary removal of several 9-hour meters. Five-hour meters that were located on the east side of Second Street between

Jefferson and Washington Streets have been converted to 2-hour meters. . The majority of meters are available for (1) quick business or pick-up trips (the 30-minutes meters), (2) business/lunch/shopping trips (the 2-hour meters), (3) longer downtown trips for visitors (the 5-hour meters are located near the Presidential Library and Museum, Lincoln’s Home Historic Site and the Governor’s Mansion), and (4) full-day trips (the 9-hour meters are concentrated near St. John’s Hospital, the Convention Center, and in the west part of the survey area where off-street general public parking is not available.)

Parking Reserved for People with Disabilities

Since 1978, Springfield has designated parking spaces for people with disabilities. Cars may be parked in these spaces if they display an identification card issued by the State of Illinois or have state license plates with the proper designation. Since 1984, these spaces have all been unmetered and reserved by a symbol on the pavement and a posted sign. Figure 12 shows the distribution of these spaces in 2001 and 2011, for on-street and off-street parking, and by category of off-street lot.

FIGURE 12

PARKING RESERVED FOR PEOPLE WITH DISABILITIES

Category	Number of Spaces		Change	
	2001	2011	#	%
OFF-STREET				
Formal	413	450	+37	+9%
Informal	8	23	+15	+188%
General Public	50	62	+12	+24%
Residential	112	113	+1	+1%
ON-STREET	64	67	+3	+5%
TOTAL	647	715	+68	+11%

Since 2001, spaces designated for people with disabilities have increased 11% (68 spaces). The number of spaces designated for people with

disabilities is currently 715 (2.5% of all parking spaces). Ninety-one percent of parking spaces reserved for people with disabilities are located off-street, with most of these in formal lots. The majority of residential spaces are located in the Near North Village underground facility. The Illinois Accessibility Code establishes requirements for the number of spaces to be reserved for people with disabilities in newly constructed or re-striped parking lots. One 16' by 18' paved space with a 4 foot high R7-8 (Reserved Parking) and a R7-1101 (\$250 Fine) sign mounted in the center of the 16-foot wide accessible parking space is required for any general public lot with 1-25 spaces. This number increases by varying increments based on the total number of spaces.

Parking Facilities

There are 8,125 spaces located in parking facilities, either ramps or underground structures.

Figure 13 lists the number of spaces in parking facilities by category; Figure 14 lists the number of spaces in each facility in the central area. Map 5 shows where each structure is located.

FIGURE 13

2011 SPACES IN PARKING FACILITIES

Category	Total Off-Street	In Parking Facilities	Percentage in Facilities
Formal	18,272	4,176	23%
Informal	5,958	2,003	34%
General Public	1,690	1,646	97%
Residential	704	300	43%
TOTAL	26,624	8,125	31%




PARKING FACILITIES

Location	2011 Spaces	Use
RAMP		
Municipal Center	284	Formal
Capitol Complex	626	Formal
St. John's Hospital (SW)	985	Formal
St. John's Hospital (NE)	679	Formal
Revenue Center	449	Formal
Convention Center	695	General Public, Informal & Formal
Fourth and Washington	451	General Public & Informal
Fourth and Capitol	396	Formal & Informal
Monroe and Seventh	505	General Public & Informal
Sixth and Capitol (Herndon Ramp)	325	General Public & Informal
Pasfield and Washington	169	Formal & Informal
Abraham Lincoln Presidential Library & Museum	680	General Public, Formal & Informal
Subtotal	6244	
UNDERGROUND		
Armory	14	Formal
Stratton Building	758	Formal
St. John's Hospital	219	Formal
CIPS	29	Formal
Attorney General's Office	8	Formal
Horace Mann	9	Formal
Lincoln Library	114	General Public, Informal & Formal
Old State Capitol	430	General Public & Informal
Near North Village	109	Residential
Lincoln Towers	143	Residential
Townhouse Condominiums	48	Residential
Subtotal	1881	
TOTAL	8,125	

PARKING STRUCTURES



Parking Structures

-  Ramp
-  Surface and Underground
-  Underground Only

Data source: Field survey April 2010

Created May 2010

Special Use Spaces

Some parking spaces are restricted to special uses only and are not included in any of the preceding counts of parking spaces. The categories of special uses and number of spaces are listed in Figure 15. There are a total of 193 special use spaces, including 9 areas reserved for tour bus loading and parking.

FIGURE 15

2011 SPECIAL USE SPACES

Category	On-Street	Off-Street	Total
Emergency Vehicle	0	14	14
Cab Stand	6	0	6
Loading Zone	49	37	86
Special Permit	59	8	67
Hotel Loading	2	5	7
Municipal Plates Required	0	4	4
Tour Bus Parking Area	0	5	5
Tour Bus Loading Area	4	0	4

Bicycle Parking

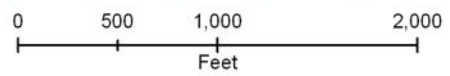
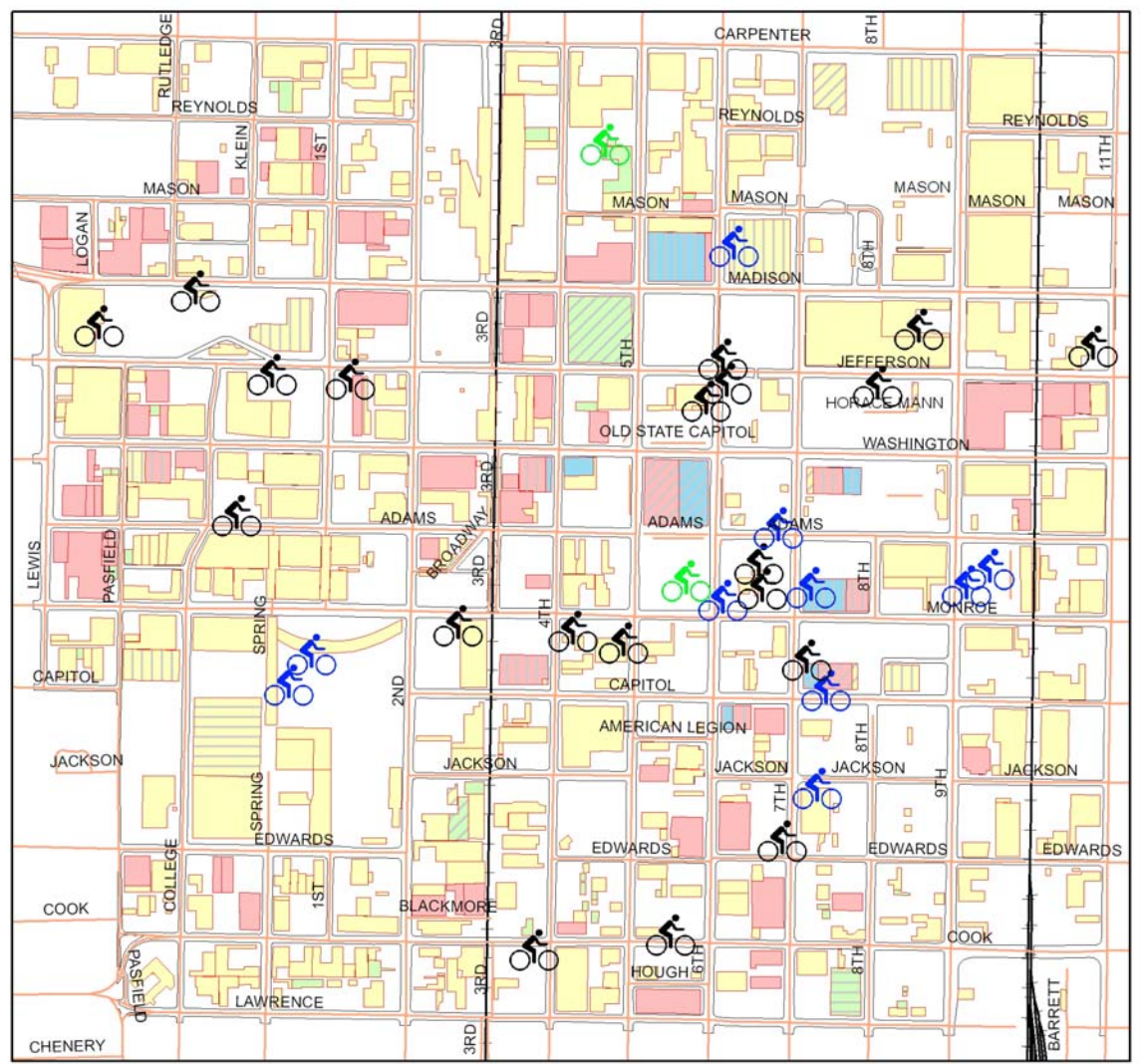
Bicycle racks were identified and mapped for the first time in 2007. Thirty-four racks were found at that time and classified into three categories: public, residential, and formal. The total number of bike racks in 2010 was 35, however, in 2011 this decreased to 32.

Racks that serve public facilities or are placed on sidewalks are coded public. Non-public racks are those that are oriented away from public use. For example, a rack that is clearly associated with a particular building, situated out of sight of the sidewalk would not be considered public. Such a rack is classified as residential if the building it serves is a residential building or business if the building it serves is a private office or government

2011 Parking Survey

office. Two racks are classified as residential; 20 are classified as formal; 10 are considered public.

**MAP 5
LOCATION AND TYPE OF BICYCLE RACKS**



- | | |
|---------------------|--------------------------|
| Bike Parking | Offstreet Parking |
| Public | Formal |
| Residential | Informal |
| Formal | Public |
| | Residential |



Data Source: Sangamon County GIS
Field Survey May 2011



Other Parking Concerns

Landscaping Ordinance

In 2001, the City of Springfield passed an updated Landscape, Screening and Lighting ordinance (Chapter 155, Article XVII of the Springfield Code of Ordinance). Staff identified 19 lots constructed since the passage of this ordinance. It is evident that off-street parking is more attractive and is improving in appearance.

Large areas of asphalt and other impervious surfaces contribute to environmental concerns such as reduced air quality and storm water flows. A large area of open asphalt or concrete without any green areas is also less aesthetically pleasing, making downtown areas seem barren and less inviting.

Trees are maturing, while shrubs, flowers, grass strips and decorative fencing are improving the walkability alongside off-street parking lots. (The screening provided by fencing is not required by the ordinance, but many recent lots include it.) For example, the Illinois Primary Healthcare Association's visitor parking lot (next page) is located to the side of the building, while the larger employee lot is located to the rear. The employee lot is also enclosed by decorative iron fencing with brick pedestals. Trees are located along the sidewalk as well as within grassed areas alongside the parking lot.

2011 Parking Survey



Illinois Primary Healthcare Association – 500 S. 9th St

Ellinger-Kunz Funeral Home is located at 530 North Fifth Street. This lot is another example of a parking lot constructed after the passage of the Landscape, Screening and Lighting ordinance. Evident now are the grass, trees and shrubs that have grown in, the green areas are currently in full bloom and have taken full effect.



Ellinger-Kunz Funeral Home – 530 North 5th Street

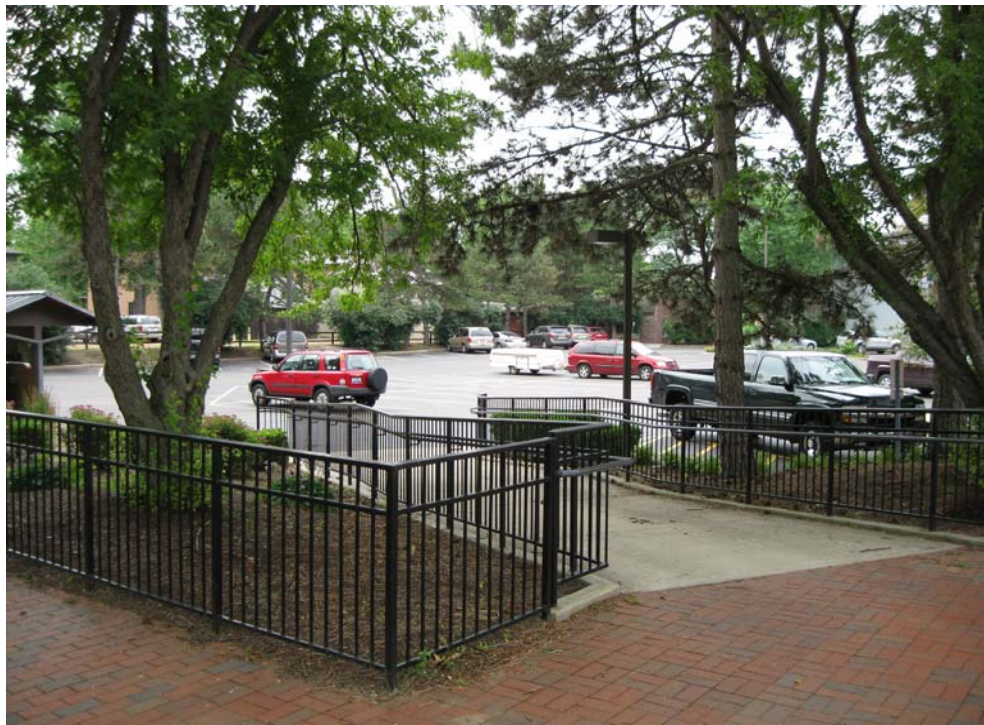
Memorial Hospital's new employee parking lot, located at Carpenter and Rutledge streets, has attractive corner green spaces.

2011 Parking Survey



Memorial Hospital Employee Lot – Carpenter Street and Rutledge streets

The Lincoln Historic Home Site features a pedestrian ramp, attractive trees and shrubs and has refreshing green space surrounding the periphery.



Lincoln Historic Home Site – 426 South Seventh Street

Parking lots aren't often thought of as green environments, but the benefits of green parking lots will manifest themselves over time. Planting trees in parking lots reduces temperatures by shading parked cars and the pavement. Green spaces in parking lots provide attractive, onsite stormwater management and create a friendlier, more walkable environment.

Downtown Shopping Area

In addition to the primary count of parking in the central area, parking available to the core shopping area is identified.

The core shopping area is defined as the twelve blocks bounded by Jefferson Street to the north, Capitol Street to the south, Fourth Street to the west, and Seventh Street to the east (see Map 6), and is centered around the Old State Capitol Plaza.

The core shopping parking area includes an additional block in all directions and is defined by Madison Street to the north, Jackson Street to the south, Third Street to the west, and Eighth Street to the east (see Map 6). The core shopping parking area contains six parking structures with 1,029 public parking spaces, the same number as 2010, available at the convention center ramp, the Fourth and Washington ramp, the Monroe and Seventh ramp, the Sixth and Capitol ramp, the Lincoln Library underground lot, and the Old State Capitol underground lot.

Including on-street parking and the 44 spaces available at the Fourth Street and Washington Street surface lot there is a total of 1,726 spaces for the general public (78 of which are reserved for people with disabilities). Figure 16 shows the breakdown between metered spaces, unmetered spaces, and off-street public parking.

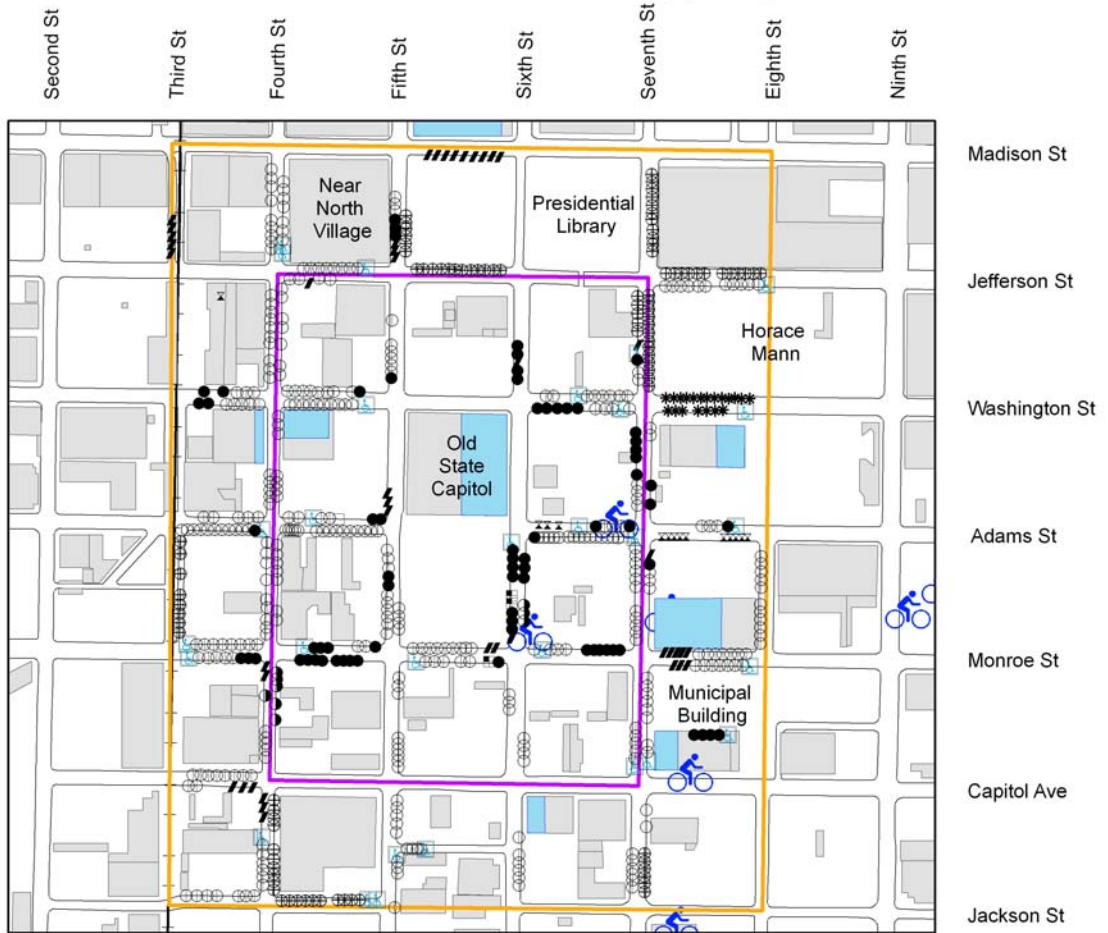
FIGURE 16

PUBLIC SPACES IN THE CORE SHOPPING PARKING AREA

	Core Shopping Parking Area		
	General	Reserved for People with Disabilities	TOTAL
Metered Spaces	554	0	554
Unmetered Spaces	71	28	99
Off-Street Parking	1,023	50	1,073
TOTAL	1,648	78	1,726

The core shopping parking area has a high concentration of parking in structures, 60%. Across the entire study area, structured parking represents 28% of all parking.

Downtown Shopping Areas



Metered Spaces

- 30 min.
- 1 hour
- 2 hour
- ⊕ 5 hour
- * 9 hour

Unmetered Spaces

- 10 min. posted
- 15 min. posted
- ▲ 20 min. posted
- ✕ 30 min. posted
- ♿ Handicap plates req.

Offstreet Parking

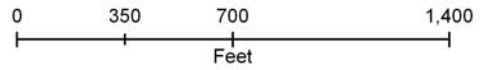
- Other
- Public

Downtown Shopping Area

- Core Shopping Area (12 Blocks)
- Core Shopping Parking Area (30 Blocks)

Bike Parking

- ♿ Public



Data Source: Sangamon County GIS
Field Survey May 2011



Parking Occupancy

To better determine parking use and availability within the Parking Survey area, parking occupancy figures have been introduced as part of the 2011 Parking Survey.

Methodology Overview

- Complete on- and off-street parking space occupancy counts for the study area were undertaken over a several day period during the first two weeks of June 2011.
- Each street segment and parking lot was counted twice to circumvent any irregularities and anomalies.
- Counts were averaged and then divided by the number of total spaces on that segment or lot.
- On-street parking occupancy counts were conducted between the hours of 11am and 2pm, Tuesdays and Wednesdays.
- Off-street parking occupancy counts were conducted between the hours of 9am and 11am; and again between 2pm and 3pm, Tuesdays and Wednesdays.

Categorized Off-street Occupancy

Figure 17 depicts the Off-street occupancy mean averaged counts by category.

FIGURE 17

OFF-STREET OCCUPANCY

Category	Mean Average
Formal	45.84%
Informal	42.86%
General Public	50.55%
Residential	37.37%

On-Street Occupancy

On-Street parking occupancy counts were determined for all road blocks within the Parking Survey area. As a whole, the entire Parking Survey area had an On-Street occupancy rate of 44.18%.

Downtown Shopping Area Occupancy

An analysis of the Downtown Core Shopping Area was performed. Figure 18 displays the on- and off-street occupancy counts within the Downtown Core Shopping Area and the Downtown Core Shopping Parking Area. The Downtown Core Shopping Area is bounded by Jefferson Street, Fourth Street, Capitol Avenue and Seventh Street (12 blocks). The Downtown Core Shopping Parking Area is defined as the area between Madison Street, Third Street, Jackson Street and Eighth Street (30 blocks).

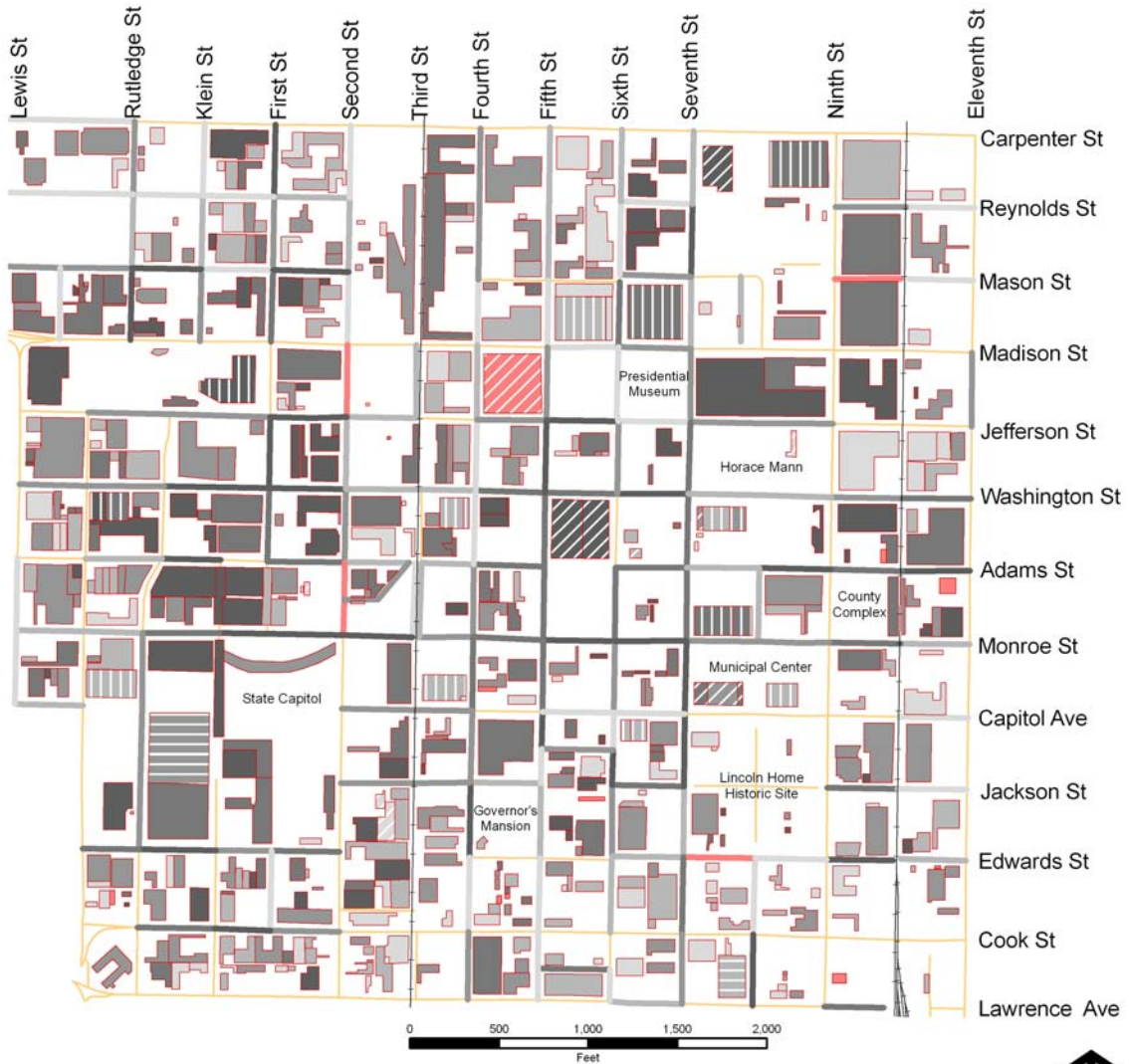
FIGURE 18

CORE SHOPPING AREA OCCUPANCY

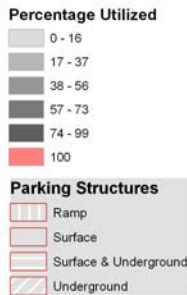
Area	On-Street	Off-Street
Downtown Shopping Area	57.02%	53.23%
Downtown Shopping Parking Area	48.48%	49.24%

Map 7 displays the occupancy averages, both on- and off-street, for the entire Parking Survey Area.

MAP 7



**Downtown Springfield Parking Survey
Utilization by Percentage**



Data Source: Sangamon County GIS
Field Survey May 2011



Planning Parking Spaces

Parking Structures

The Regional/Urban Design Assistance Team (R/UDAT) 2002 report and 2004 follow-up report included several comments on parking in the downtown area, particularly relating to Springfield's reliance on formal lots. Formal lots (reserved solely for employees or visitors of a particular building) are difficult to share among different users, including those needing to park at different times of the day or week. This leaves large surface lots empty during parts of weekdays and weekends. R/UDAT called for the city to concentrate parking into structures to preserve the urban fabric of downtown and potentially provide for more flexibility in meeting demand for parking.

The Master Plan for the Mid-Illinois Medical District also envisions greater reliance on parking structures. The Medical District Plan includes parking structures in its third catalyst project, a mixed use infill development it proposes for Carpenter Street, which is located within the survey area. Within the proposed development, parking structures would be proximate to the structures they serve.

In 2001, 28% of off-street parking was contained in structures. By 2008, this had increased to 31% and remained at 31% in 2011.

Angled Parking

Another R/UDAT recommendation was that angled parking be introduced into smaller downtown streets (9,000 vehicles per day or less on one-way streets and 5,000 vehicles per day or less on two-way streets). It recommended back-in angled parking as a way to increase on-street parking near businesses and restaurants. It suggested that back-in angled parking would be safer for both parking and passing drivers. However, it recommended against angled parking for areas frequented by tourists.

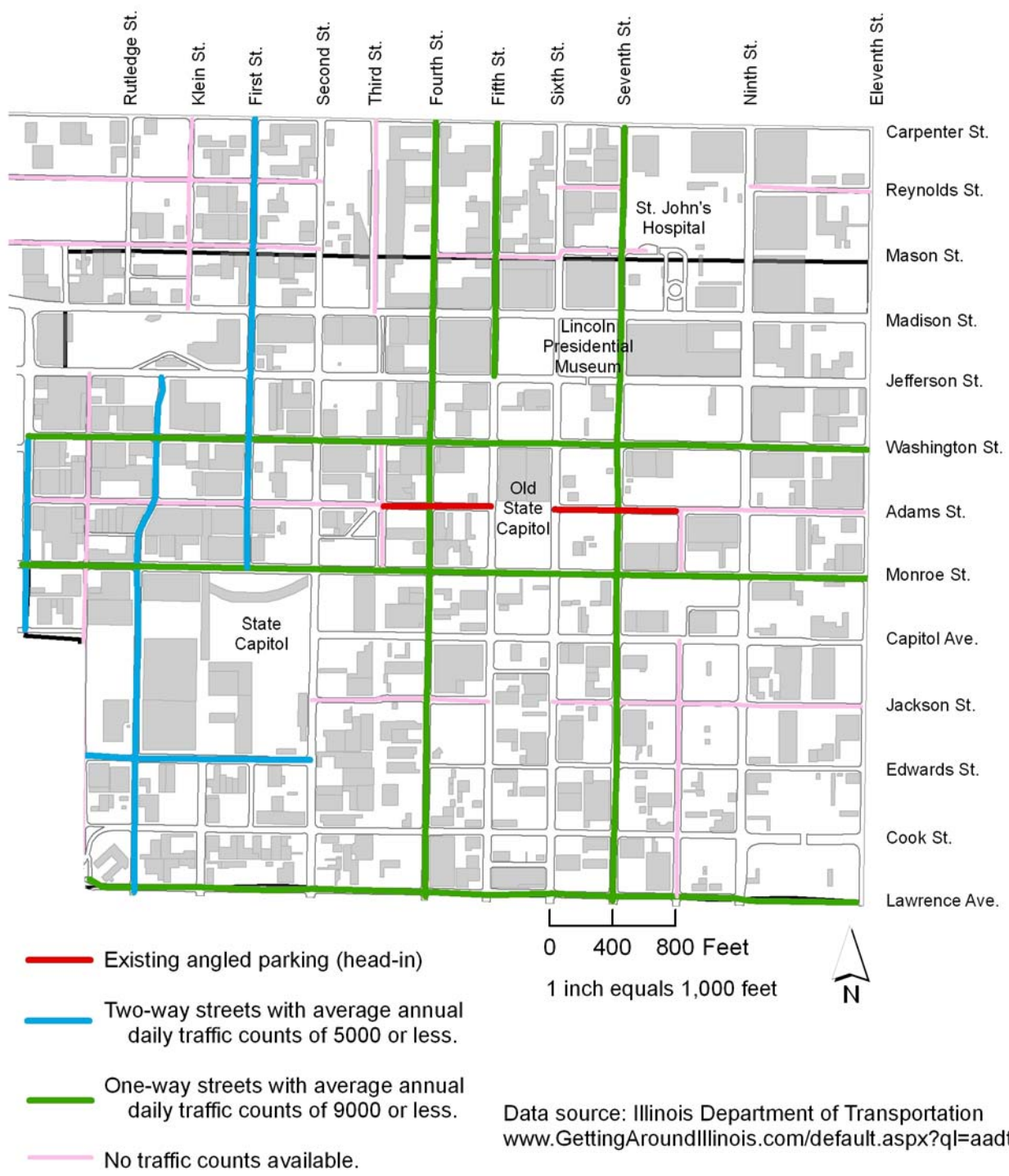
2011 Parking Survey

Currently, only Adams Street between Eighth Street and Sixth Street and between Fifth Street and Third Street has angled parking.

Map 8 shows which streets have traffic low enough to support angled parking, based on vehicle travel rules suggested by R/UDAT. This map does not include any other support for or obstacles to the use of angled parking along any street, such as presence or absence of on-street spaces currently, demand for on-street spaces, or presence of tourism destinations. The data is based on average annual daily traffic counts, performed by the Illinois Department of Transportation on a 2- and 5-year basis; this data was last collected in 2009.

MAP 8

STREETS AVAILABLE FOR ANGLED PARKING IN THE SURVEY AREA



Summary

2011 Highlights

- Total spaces = 29,047, an increase of 230 spaces from 2010.
- Parking available to the general public has decreased 86 spaces since 2010.
- Off-street 91.7% / On-street 8.3%
- Metered 5% / Unmetered 95%
- 69% of off-street parking is formal.
- 61% of on-street parking is metered.

Annual Highlights 2010-2011

Over all, 230 spaces were added to the survey area. This represents 338 new spaces located off-street and a loss of 108 on-street spaces.

Notable off-street parking increases include:

- Surface lot on 9th Street between Jefferson and Washington streets reopened – 232 informal spaces.
- New lot at Rutledge and Carpenter streets – 94 formal spaces.
- Merger of two lots at 9th and Jackson streets – 11 informal spaces.
- New residential surface lot at Jackson and 3rd streets – 10 residential spaces.
- Reconfiguration of the surface lot at 6th and Reynolds streets – 9 formal spaces.

Notable off-street parking decreases include:

- Lot at 7th and Reynolds streets closed due to new construction – 113 formal spaces.
- Two parking lots on Adams Street between 4th and 5th streets converted to commercial space -5 formal and 17 residential spaces.

Notable on-street parking losses include:

- The removal of 32 spaces (2 hour metered) on Capitol Avenue between Fifth and Seventh streets.
- The loss of 15 spaces (9 hour metered) on Seventh Street between Reynolds and Mason streets.
- Fourteen spaces including 7 5-hour metered spaces were removed on Sixth Street between American Legion and Edwards streets.
- Thirteen spaces including 5 90-minutes spaces on Fifth Street between Washington and Adams streets.
- Ten spaces on Monroe Street between Sixth and Seventh Street, including 6 1-hour metered spots, were removed due to construction.

The remaining gains and losses in parking capacity were dispersed throughout the survey area.

10-Year Trends, 2001-2011

- Total metered spaces decreased by 144 spaces (-8.9%).
- On-street spaces decreased 168 spaces (-6.5%)
- Off-street parking:
 - Formal parking, which peaked in 2003 at 19,029 spaces, has declined since. Formal parking has decreased 578 spaces since 2001 (-3.1%).
 - Informal parking has decreased by 153 spaces (-2.5%).
 - Residential parking dipped to a low in 2005, and has remained fairly steady after an increase seen in 2007. Residential parking now accounts for 2.6% of off-street parking; 7 spaces (-1.0%) were lost in 2011.

- Parking for people with disabilities increased by 68 spots (10.5%) since 2001.

Figure 19 shows the changes in parking which have occurred over the past 10 surveys, as well as between the 2010 and 2011 surveys.

FIGURE 19

CHANGES IN PARKING

Category	2001-2011		2010-2011	
Total	-265	-0.9%	+230	+0.8%
Metered	-144	-8.9%	-75	-4.8%
Unmetered	-121	-0.4%	+305	+1.1%
On-Street	-168	-6.5%	-108	-4.3%
metered	-144	-8.9%	-75	-4.8%
unmetered	-24	-2.5%	-33	-3.3%
Off-Street	-97	-0.4%	+338	+1.3%
metered	0	0%	0	0%
unmetered	-97	-0.4%	+338	+1.3%
Formal	-578	-3.1%	+147	+0.8%
Informal	-153	-2.5%	+198	+3.4%
General Public	+639	+60.8%	0	0%
Residential	-5	-0.7%	-7	-1%
For People with Disabilities	+68	+10.5%	-8	-1.1%
On-Street	+3	+4.7%	-6	-8.2%
Off-Street	+65	+11.1%	-2	-0.3%

2011 Parking Survey

Figure 20 shows the changes in parking which have occurred from 1981 to 2011.

FIGURE 20

