



SPRINGFIELD CENTRAL AREA PARKING SURVEY 2015



**Prepared by the Springfield-Sangamon County
Regional Planning Commission**

The preparation of this report was financed in part by the U.S. Department of Transportation, Federal Highway Administration, Federal Transit Administration, and the Illinois Department of Transportation. The contents of this report reflect the views of the Springfield-Sangamon County Regional Planning Commission, which is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of those agencies listed above. This report does not constitute a standard, specification, or regulation.

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2015

Report prepared for the Springfield Area Transportation Study
by the
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August 2015



TABLE OF CONTENTS

| | |
|--|---------|
| Executive Summary | Page 7 |
| Introduction to the Study | Page 13 |
| Methodology | Page 13 |
| The Study Area | Page 15 |
| Historical Perspective | Page 17 |
| 1972-1980 | Page 18 |
| 1981-2010 | Page 18 |
| Highlights 1981-2010 | Page 20 |
| 2015 Parking Survey Results | Page 21 |
| Overview 2005-2015:Central Area | Page 21 |
| On-Street Parking | Page 22 |
| Off-Street Parking | Page 23 |
| Metered Parking Spaces | Page 25 |
| Parking Reserved for Persons with Disabilities | Page 26 |
| Parking Facilities | Page 26 |
| Special Use Spaces | Page 29 |
| Bicycle Parking | Page 29 |
| 2015 Overview of the Downtown Shopping Area | Page 31 |
| Parking Occupancy | Page 33 |
| Aesthetics and Environments of Parking Facilities | Page 35 |
| Planning for Parking | Page 39 |

List of Maps, Tables and Figures

MAPS

| | |
|--|---------|
| Map 1: Changes in Total On-Street Parking by Block in Study Area, 1981-2015 | Page 10 |
| Map 2: Changes in Total Off-Street Parking by Block in Study Area, 1981-2015 | Page 11 |
| Map 3: Springfield Central Area in Context | Page 15 |
| Map 4: Central Area in Context with Other Downtown Districts | Page 16 |
| Map 5: Parking Survey Study Area Boundary Changes: 1972-Present | Page 17 |
| Map 6: Parking Structures in the Springfield Central Area | Page 27 |
| Map 7: Downtown Springfield Bicycle Parking Map | Page 30 |
| Map 8: Parking in Downtown Shopping Area | Page 32 |
| Map 9: Downtown Springfield Parking Survey—Parking Utilization by Percentage in 2015 | Page 34 |

TABLES

| | |
|--|---------|
| Table 1: Changes in Parking | Page 8 |
| Table 2: On and Off-Street Parking: 1981-2010 | Page 18 |
| Table 3: Metered Parking in 1981, 1990, 2000, and 2010 | Page 19 |
| Table 4: Total Parking Spaces | Page 21 |
| Table 5: On and Off-Street Parking | Page 21 |
| Table 6: Metered and Unmetered Spaces | Page 21 |
| Table 7: On-Street Spaces | Page 22 |
| Table 8: Off-Street Parking | Page 23 |
| Table 9: 2015 Off-Street Parking Spaces | Page 24 |
| Table 10: Metered On-Street Parking Spaces | Page 25 |
| Table 11: Parking Reserved for Persons with Disabilities | Page 26 |
| Table 12: Off-Street Spaces in Parking Facilities: 2015 | Page 26 |
| Table 13: Parking Facilities | Page 28 |
| Table 14: Special Use Spaces: 2015 | Page 29 |
| Table 15: Public Parking Spaces in the Core Shopping Parking Area (CSPA) in 2015 | Page 31 |
| Table 16: Aggregate Occupancy Rates: 2011-2015 | Page 33 |

FIGURES

| | |
|--|---------|
| Figure 1: Springfield Central Area Parking, 1981-2015 | Page 9 |
| Figure 2: Counts and Percentages of Off-Street Parking by Lot Type: 1981, 1990, 2000, and 2010 | Page 20 |
| Figure 3: 2015 Off-Street Parking | Page 24 |

Executive Summary

2015 Central Area Parking Survey Highlights

Based upon the results of the 2015 Central Area Parking survey, the SSCRPC found:

- The number of parking spaces in the Study Area (see Page 15) in 2015 totaled 27,489, a decrease of 630 spaces from 2014.
- Parking available to the general public in off-street lots remained stable from 2014 to 2015.
- Since 2011, off-street parking has accounted for 92% of the total, while on-street parking has accounted for 8%.
- Since 2008, metered parking has made up 5% of the total, while unmetered has accounted for 95% of the total.
- Most off-street parking (69%) can be classified as formal parking, meaning that it is limited to visitors or employees of a specific business or agency.
- Comparatively, 62% of on-street parking is metered.

As noted above, 630 spaces were lost in the survey area, 85% of which were located off-street. The complete closure of the parking structure at the Department of Revenue and the closure of the upper levels at the 4th and Washington structure from before the 2013 survey have remained unchanged. Notable changes in 2015 are listed below:

Notable off-street parking **decreases** include:

- Construction staging for the Carpenter Street underpass construction led to the loss of 132 spaces of surface parking on the two large surface lots across the street from St. John's Hospital.
- The 175 space parking lot behind the former Central Management Services/Illinois Lottery building at 201 E Madison is closed and under reconstruction. This is a temporary change owing to the conversion of this building to offices by Memorial Medical Center.
- The closure of the 130-space top level of the parking ramp serving the Capitol Complex, located between College and Pasfield just south of Monroe, due to structural and environmental issues. According to staff of the Secretary of State's office, who operates the facility, this change is temporary until funding can be secured for improvements.
- The closure of a 24-space parking lot serving temporary trailers on the northwest edge of the St. John's Hospital campus.
- The rental of spaces on the east edge of the lot on the south side of Madison between 1st and 2nd by Isringhausen Motors for showcasing new cars led to a loss of an additional 24 informal spaces.

Notable on-street parking **decreases**:

- Due to the restriping of 2nd Street for bike lanes, 38 unmetered and 27 metered spaces (65 total—10% of all spaces lost in the Study Area) were removed on 2nd between Carpenter and Adams streets.
- A total of 16 on-street spaces, 15 metered, adjacent to the federal courthouse on 6th and Monroe streets, were permanently removed for security reasons.
- Ten unrestricted parking spaces on Reynolds Street just west of the 10th Street corridor were removed to provide staging space for work on the Carpenter Street underpass project.
- Seven 2-hour unmetered parking spaces on 4th Street just south of Carpenter have been temporarily removed to provide staging space for construction on the west side of the SIU Center for Family Medicine parking lot.

Notable off-street parking **increases** include:

- The reopening of a 12-space parking lot on the south end of the Illinois Supreme Court building.
- The addition of ten spaces via restriping of the parking lot located at 608 S. 9th Street
- The loss of two food trucks in a parking lot on 1st St between Mason and Reynolds led to an increase of 6 spaces.

Notable on-street parking **increases** include:

- Restoration of 12 unrestricted parking spaces on 7th Street between Reynolds and Mason.

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

10-Year Trends: 2005-2015

Several trends were identified by the study. These include:

Overall Trend

- There has been an overall decrease in parking over this ten-year period with large decreases in nearly all categories except parking available for the general public in parking structures which increased by 14%. Since last year, 334 spaces, of which 315 were off-street formal, were only lost on a temporary basis.

On-Street Trends

- Metered on-street parking in the Study Area decreased by 194 spaces (-12%).
- Unmetered on-street parking decreased by 105 spaces (-11%).
- Overall, on-street parking decreased by a total of 299 spaces (-12%),

Off-Street Trends

- Formal off-street parking was down 1,292 spaces (-7%). This decrease has accounted for 70 % of parking lost since 2005, roughly its percentage as a total of all off-street parking.
- Informal off-street parking has decreased 491 spaces (-8%).
- Residential off-street parking dipped to a low in 2005 of 664 spaces, and had, until 2014 remained fairly steady after an increase to 715 in 2007. However, in 2015, this figure dropped to 690 spaces.
- Off-street public parking has had a slow but steady increase in the last decade, by 201 spaces (13%) since 2005.

Other Trends

- Parking spaces for persons with disabilities increased overall by 60 spaces (9%) since 2005.
- With the addition of 16 metered spaces underneath Lincoln Library in 2014, a 400% increase has been seen in the total number of metered off-street parking spaces since 2005 (four to twenty total spaces).
- Bike parking changed little from 2014, but has increased greatly since 2007, the first year such counts were taken.

Table 1 below shows parking changes from 2005 to 2015, as well as from 2014 to 2015:

TABLE 1
CHANGES IN PARKING

| Category | 2005 | 2005-2015 Change | | 2014 | 2015 | 2014-2015 Change | |
|--------------------------------|---------------|------------------|---------------|---------------|---------------|------------------|--------------|
| Total | 29,344 | -1,855 | -6.3% | 28,119 | 27,489 | -630 | -2.2% |
| Metered | 1,602 | -178 | -11.1% | 1,516 | 1,424 | -92 | -6.1% |
| Unmetered | 27,742 | -1,677 | -6.0% | 26,603 | 26,065 | -538 | -2.0% |
| On-Street | 2,549 | -299 | -11.7% | 2,347 | 2,250 | -97 | -4.1% |
| metered | 1,598 | -194 | -12.1% | 1,496 | 1,404 | -92 | -6.1% |
| unmetered | 951 | -105 | -11.0% | 851 | 846 | -5 | -0.6% |
| Off-Street | 26,795 | -1,556 | -5.8% | 25,772 | 25,239 | -533 | -2.1% |
| metered | 4 | 16 | 400.0% | 20 | 20 | 0 | 0.0% |
| unmetered | 26,791 | -1,572 | -5.9% | 25,752 | 25,219 | -533 | -2.1% |
| Formal | 18,739 | -1,292 | -6.9% | 17,932 | 17,447 | -485 | -2.7% |
| Informal | 5,898 | -491 | -8.3% | 5,446 | 5,407 | -39 | -0.7% |
| General Public | 1,494 | 201 | 13.5% | 1,692 | 1,695 | 3 | 0.2% |
| Residential | 664 | 26 | 3.9% | 702 | 690 | -12 | -1.7% |
| Persons w/ Disabilities | 682 | 60 | 8.8% | 737 | 742 | 5 | 0.7% |
| On-Street | 67 | 2 | 3.0% | 72 | 69 | -3 | -4.2% |
| Off-Street | 615 | 58 | 9.4% | 665 | 673 | 8 | 1.2% |
| Bicycle Parking | 34* | 27 | 79.4% | 60 | 61 | 1 | 1.7% |
| Formal | 22* | 4 | 18.2% | 26 | 26 | 0 | 0.0% |
| Public | 9* | 23 | 255.6% | 31 | 32 | 1 | 3.2% |
| Residential | 3* | 0 | 0.0% | 3 | 3 | 0 | 0.0% |

*Note: Bicycle Parking figures listed under 2005 represent the totals from 2007, the first year that bike parking counts were taken.

35-Year Trends: 1981-2015

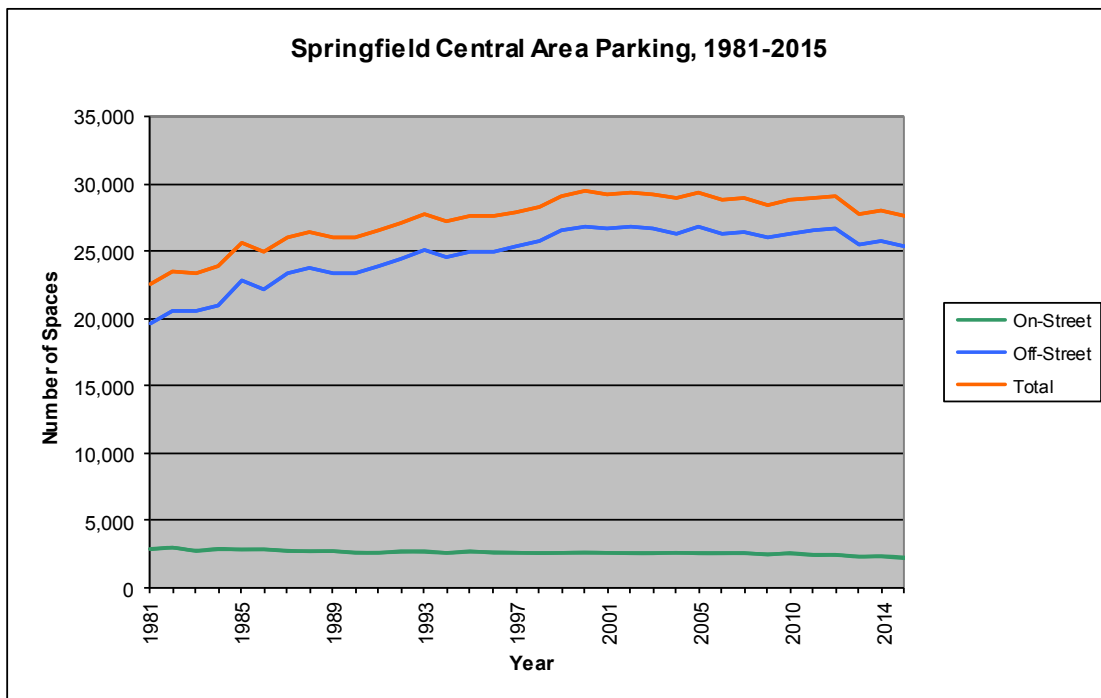
Figure 1 depicts the changes in total parking spaces (as well the changes in on-street and off-street spaces) from 1981 to 2015. From 1981 through 2000 there was a major increase in the total amount of off-street parking downtown (19,702 to 26,897) due to an increase in construction of off-street parking facilities; however the total has since declined slightly. Over the entire 35-year period, the total number of off-street parking spaces increased from 19,702 to 25,239. Approximately 4,000 of these spaces were added in just the decade following the 1981 survey, largely due to off-street parking expansion in the Mid-Illinois Medical District (including the Abraham Lincoln Presidential Library and Museum structure) and on State of Illinois properties in and north of the Capitol Complex.

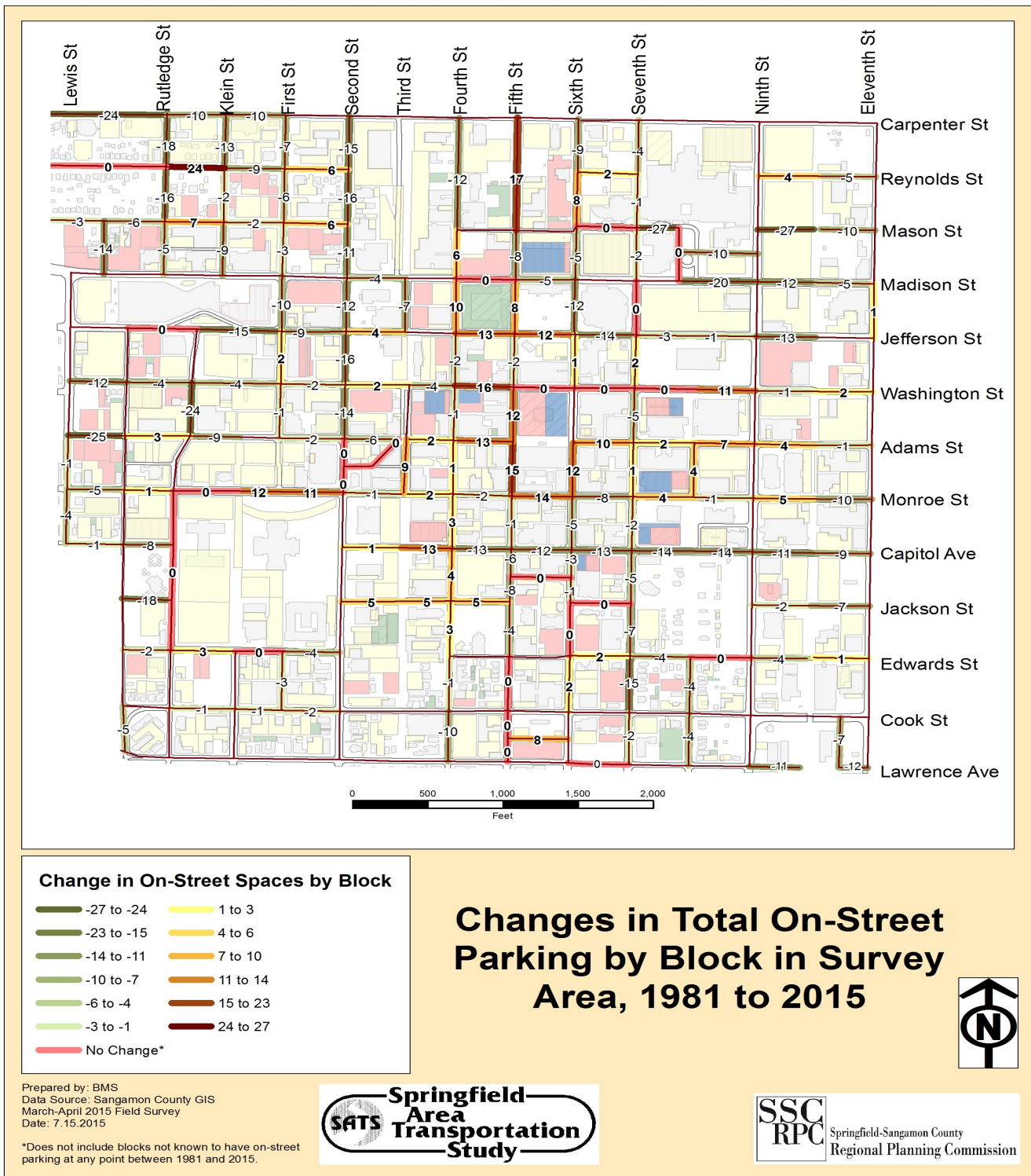
Starting during this same decade, the total number of on-street spaces has slowly decreased; the total decrease over the 35 year period has been from 2,885 in 1981 to 2,250 in 2015. On-street parking peaked in 1982 at 2,971 spaces and then began to decrease from there. This is due in part to large projects and the increase in off-street facilities. The creation of curb cuts to allow vehicular access to these off-street facilities naturally requires the removal of on-street parking spaces. The breakdown of streets with some of the larger losses follows:

- Seven blocks of Capitol Avenue, 4th to 11th (86 spaces lost in Capitol Avenue Streetscape Project)
- Six blocks of 2nd Street, Carpenter to Adams (84 spaces lost largely for 2nd Street bike lanes)
- Four blocks of Mason Street, 7th to 11th (74 spaces lost—includes vacated portions on St. John's Hospital property)
- Nine blocks of Madison Street, 2nd to 11th (44 spaces lost in Madison Street Improvement)
- Four blocks of Carpenter Street, 1st to Lewis (extended) (44 spaces lost)
- Three blocks of Rutledge Street, Madison to Carpenter (39 spaces lost)
- Six blocks of Adams Street, 3rd to Lewis (39 spaces lost)
- Five blocks of 7th Street, Monroe to Lawrence (31 spaces lost)
- Four blocks of Jefferson St, 6th to 10th (31 spaces lost)
- Four blocks of 1st Street, Carpenter to Jefferson (26 spaces lost)

The above 10 street segments comprise 78% of all on-street parking losses (498 of 635) in the Study Area between 1981 and 2015, despite comprising only 18% of street length in the Study Area. In the Core Shopping Parking Area (CSPA—see page 32 for map) total on-street parking increased by 47 spaces. For further details, see Map 1 on the next page.

FIGURE 1



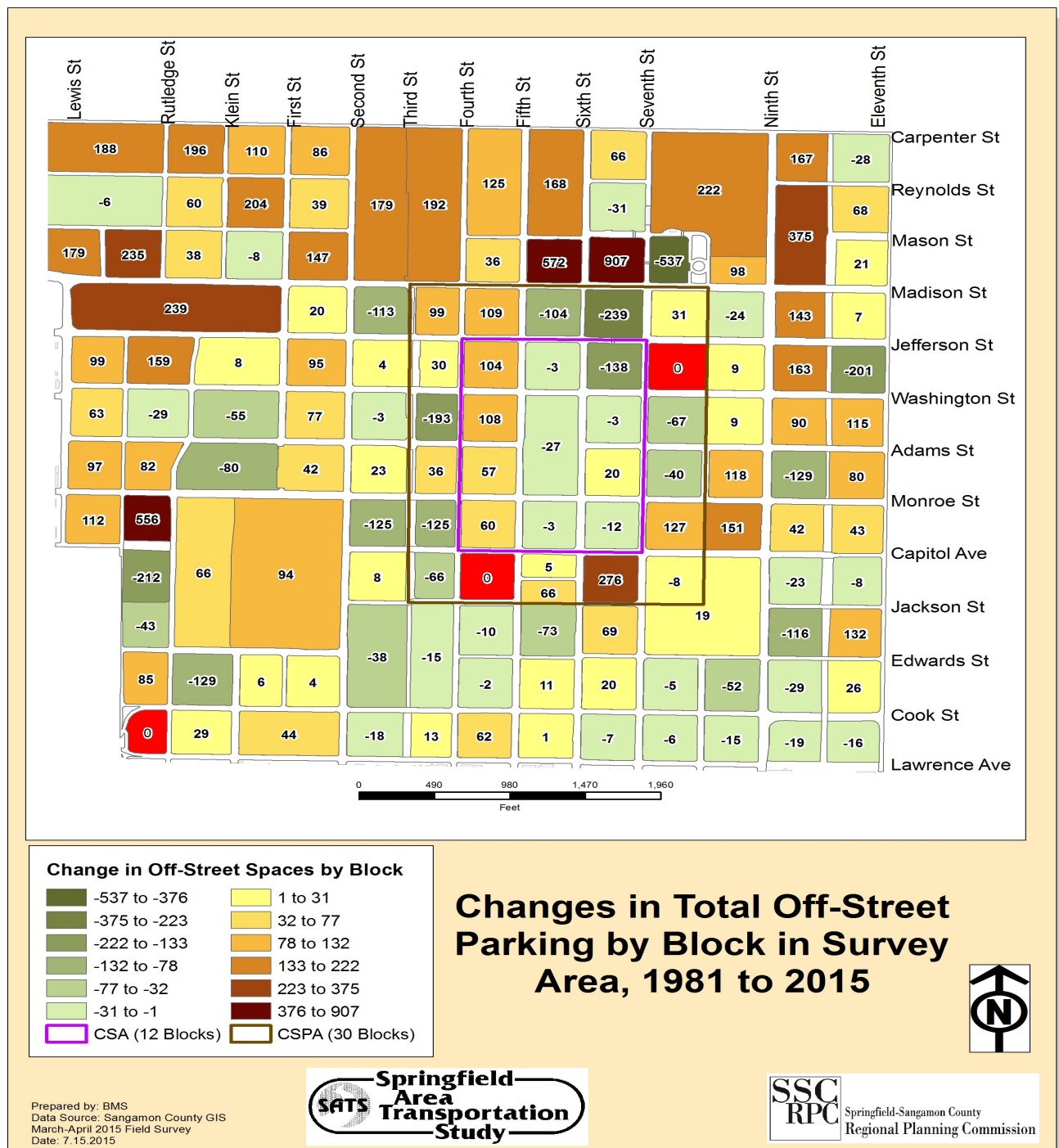
MAP 1

Map 2, on the following page, shows the block-by-block changes to off-street parking over the same 24-year time period. Like with their on-street equivalents, block-by-block increases and decreases in off-street parking were concentrated in specific portions of the Study Area. Increases in parking were largely found in the area that, before 1980, was not part of the Parking Survey. This includes the entire Study Area north of Madison Street, where 4,480 off-street spaces were added since 1981. This comprises 81% of the 5,537 spaces which have been added to the Study Area since 1981,

largely due to additional ramps and surface parking for St. John's Hospital, the Abraham Lincoln Presidential Library and Museum ramp, and additional surface parking for Memorial Medical Center.

By comparison, a total of 1,429 spaces were added to the area south of Madison Street and west of 2nd Street. More than half of these were added on just two blocks: the one containing the Capitol Complex parking garage (which previously contained a small handful of lots covering less than 1/4 of the total block area), and the other block now containing the Willard Ice building, which lacked off-street parking in 1981. The remaining portions of the Study Area lost off-street parking by a total of 372 spaces between 1981 and 2015.

MAP 2





Introduction to the Study

As part of the ongoing transportation planning process, the Springfield-Sangamon County Regional Planning Commission (SSCRPC) conducts an annual survey of parking availability in the Springfield central area. The goals of this survey are to: 1) Maintain an up-to-date inventory of parking facilities in the Springfield central area; 2) Maintain adequate and current information on parking spaces for the transportation database; and 3) since 2011, assess daytime usage and availability of parking.

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

While some aspects of the survey have changed over time, since the survey's inception the SSCRPC has endeavored to use a consistent methodology that allows for some longitudinal analysis. This allows SATS, the SSCRPC and others to identify trends and determine how the availability of parking in the city center may have changed over time.

Data Collection

To obtain data for review and analysis, field surveys are conducted in the spring, with SSCRPC staff walking each block of the survey area to count both on-street and off-street parking spaces. The time limit of each meter and any restrictions placed on the spaces are also noted. Information is also obtained from property management firms and property owners as to classification and number of spaces in some lots, particularly for underground parking areas and above-ground ramps.

Parking Classifications

As part of the method employed, the parking spaces must be classified. Two general classifications are used.

On-Street Spaces: This classification includes parking spaces in the existing street adjacent right-of-way, but does not include parking in or adjacent to alleys. (Special use spaces, see next page, are also not included in on-street counts).

In the main parking survey analysis there are 19 categories of on-street parking, listed below. The reader should note that the three categories listed as "restricted" in *italics* below are restricted by property ownership, not time limit.

Unmetered Types:

Restricted—parallel
Restricted—perpendicular
Restricted—diagonal
Unrestricted
Handicap Plate
10-minute posted
15-minute posted
20-minute posted
30-minute posted
2-hour posted
5-hour posted

Metered Types:

10-minute meter
30-minute meter
1-hour meter
90-minute meter
2-hour meter
5-hour meter
8-hour meter
9-hour meter

Off-Street Spaces: This classification includes spaces in parking lots or parking structures and are first identified by availability.

1. *Formal* parking spaces: These spaces are limited to visitors or employees of a specific business or agency. The employee spaces are either assigned as a job benefit or rented monthly.
2. *Informal* parking spaces: These spaces are available to anyone on a monthly rental basis.
3. *General Public* parking spaces: These spaces are available to the general public at an hourly rate or daily rate.
4. *Residential* parking spaces: These spaces are available only to residents of associated housing units.

In the main survey analysis off-street spaces are further classified into the following categories.

Nearly all of these are under the “General,” category, with the bulk of the remainder requiring a Disabled Parking Plate or Placard. All other parking categories found in off-street locations, listed below, are identified via the same symbols as their on-street equivalents.

Off-Street Types:

General
Disabled Parking Plate/Placard
30-minute meter
2-hour meter

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 at the conclusion of this report and include:

Special Use Types:

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

Bicycle Racks: In conducting this study, and with the intent of addressing various modes of transportation, the SSCRPC was cognizant of the parking needs of those using bicycles as a means of transportation. For this reason, bicycle racks were included in the survey.

Bicycle racks were classified into one of three categories, similar to those for off-street spaces:

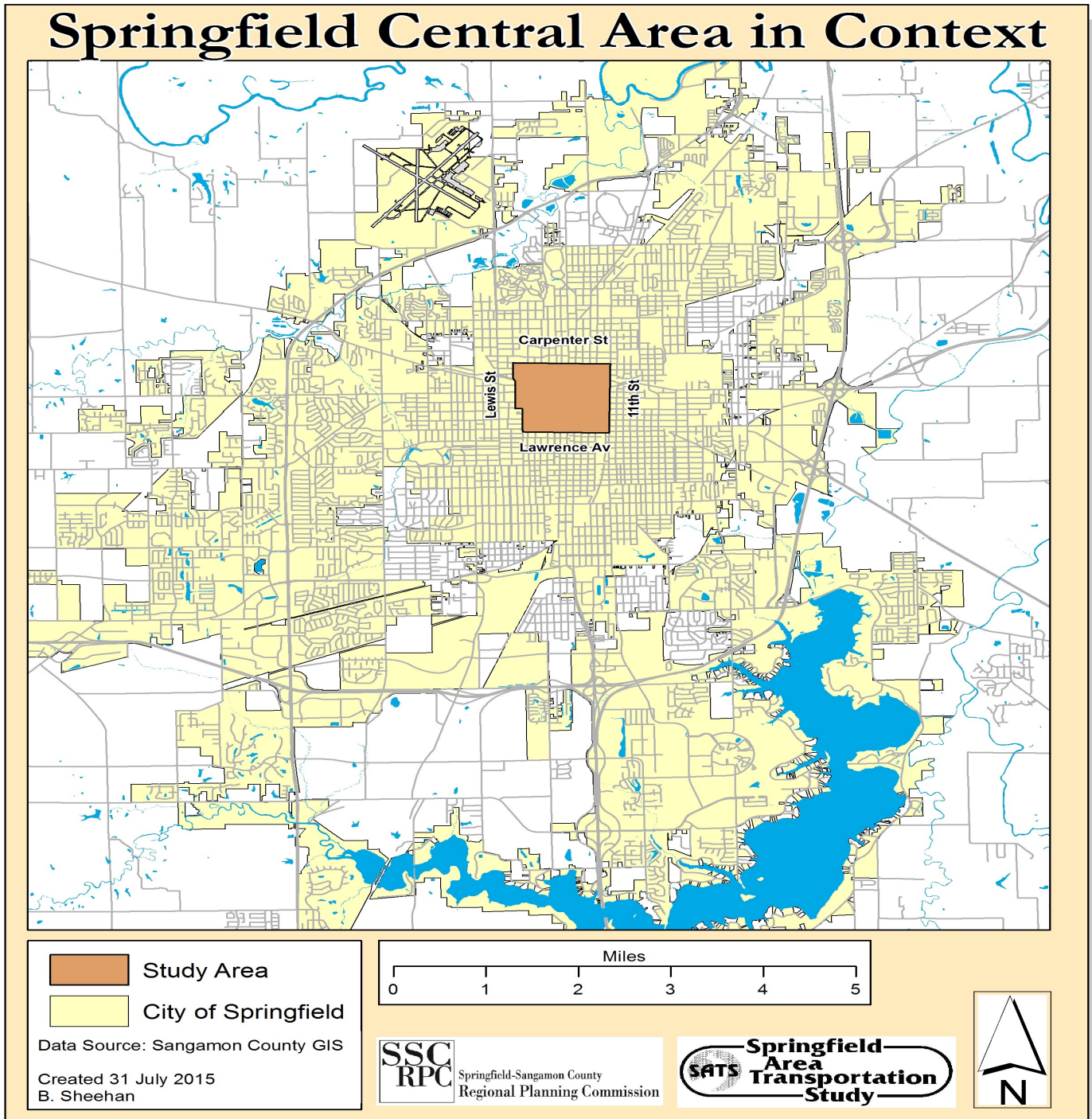
1. *Public:* This classification includes racks located within sidewalks (street furniture), as well as those located within parking ramps or serving public institutions.
2. *Residential:* Racks on private property and serving residential buildings.
3. *Business:* Racks on private property and serving a non-residential building.

The Study Area

The 2015 Parking Survey Study Area is consistent with the area studied from 1981-2014 and 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 to Carpenter).

Map 3 shows the central area in context of the entire city. Map 5 on page 17 shows the exact boundaries. Further discussion of previous Study Areas is provided in the following section. Map 4, on the next page, shows proximity of the Study Area to various districts and development areas for reference.

MAP 3











MAP 4

Central Area in Context With Other Downtown Districts



Data Sources: Sangamon County GIS,
City of Springfield
Created 4 August 2015 - BMS

TIF Districts

- | | |
|--|---|
|  Downtown TIF #1 |  Medical District |
|  East Side TIF #3 |  Study Area |
|  Enos Park TIF #4 |  Central Springfield Historic District |
|  SHA TIF #5 |  Historic Zoning Districts |

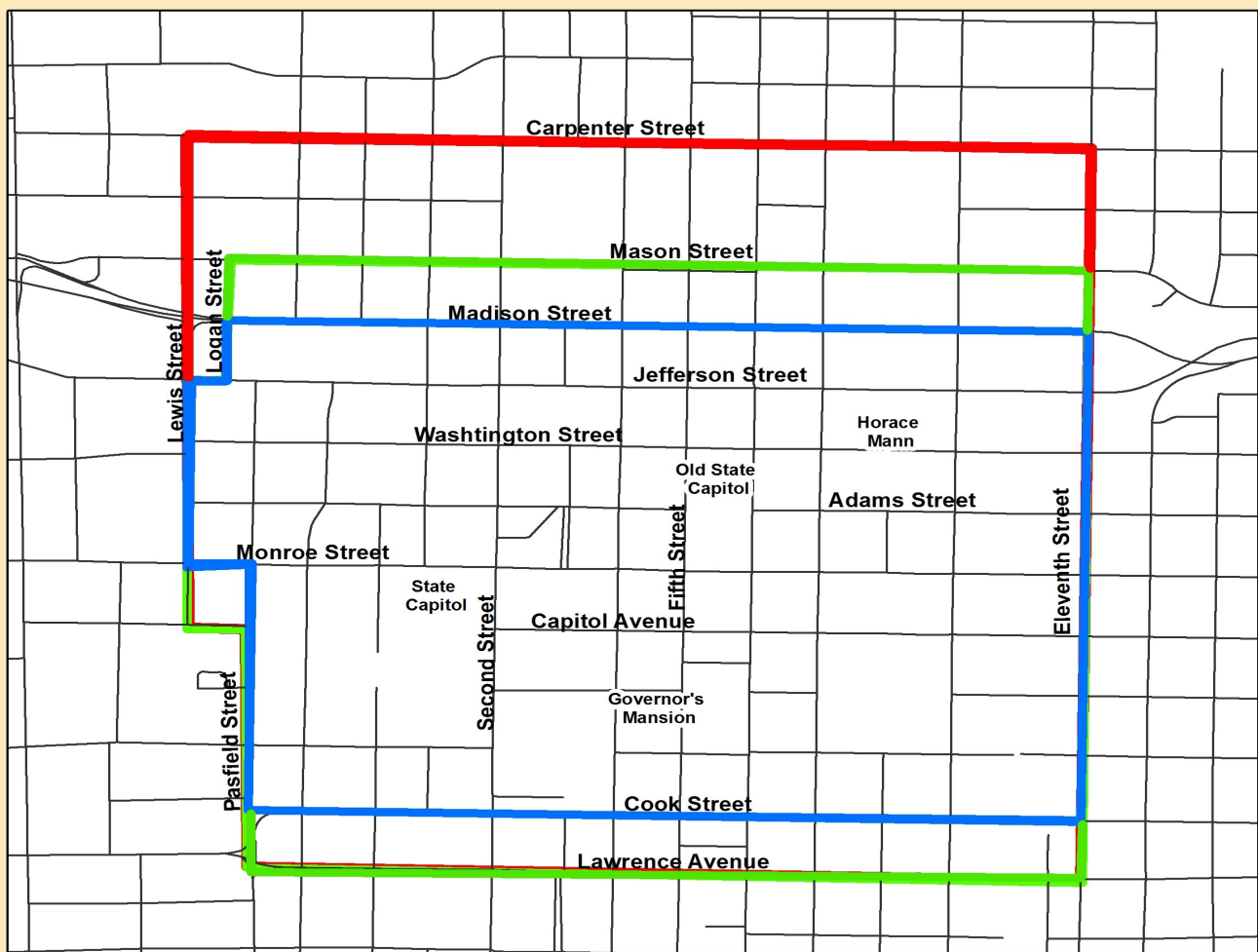


Historical Perspective (1972-2010)

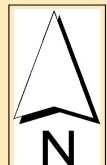
As noted previously, the SSCRPC has conducted the parking survey since 1972. Although the boundaries of the Study Area have remained the same since 1981, it is important to put both the boundary changes and the results of previous surveys in some historic context. The changes in the Study Area boundary are shown in Map 5, below.

MAP 5

Parking Survey Study Area Boundary Changes: 1972-Present



- 1972-1979
- 1980
- 1981-Present



1972-1980

The first parking survey focused on Springfield's central area was completed by the SSCRPC in 1972. The Study Area boundaries at that time were Madison Street on the north, 11th 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. For detailed data regarding parking from 1972-1980, refer to reports from those years.

1981-2010

In 1981 the Study Area was extended west to Lewis Street north of Jefferson, and north from Mason Street to Carpenter Street. This change was made to: (1) provide data for a study of parking management for the City Traffic Engineering Department; (2) include St. John's Hospital, a major employer in the central area; and (3) 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.

For purposes of comparison, the following data highlights parking space availability based upon the 1981, 1990, 2000 and 2010 surveys. Table 2 below summarizes both metered, unmetered, on-street and off-street parking. There were 1,767 metered spaces in 1981 (1,545 on-street and 222 off), 1,689 spaces in 1990 (1,519 on-street and 170 off), 1,672 spaces in 2000 (1,641 on-street and 31 off), and 1,547 spaces in 2010 (1,543 on-street and 4 off). Overall, there was a decline in metered parking between 1981 and 2010, due to a significant decrease in off-street metered parking spaces (which decreased by 218).

Table 3, on the next page, provides data for specific types of metered parking.

Figure 2, on page 20, compares the different classifications of off-street parking for the 1981, 1990, 2000 and 2010 surveys. Overall off-street parking increased from about 19,700 spaces in 1981 to almost 27,000 spaces in 2000, with a slight decrease over the next decade to 26,286 in 2010. The increase in formal parking drove that overall increase, while general public and residential parking both decreased.

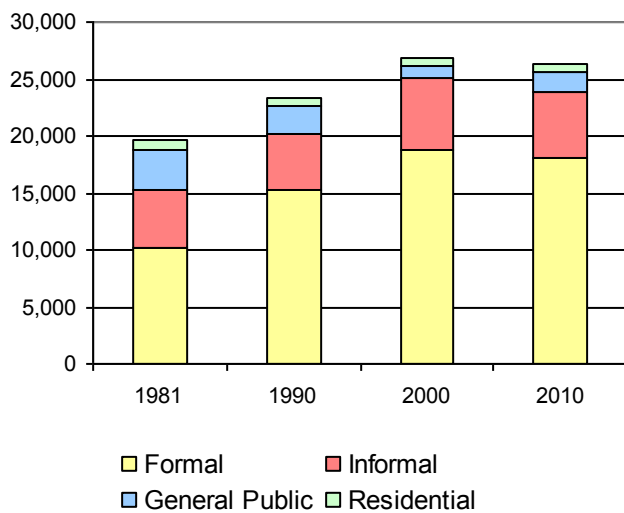
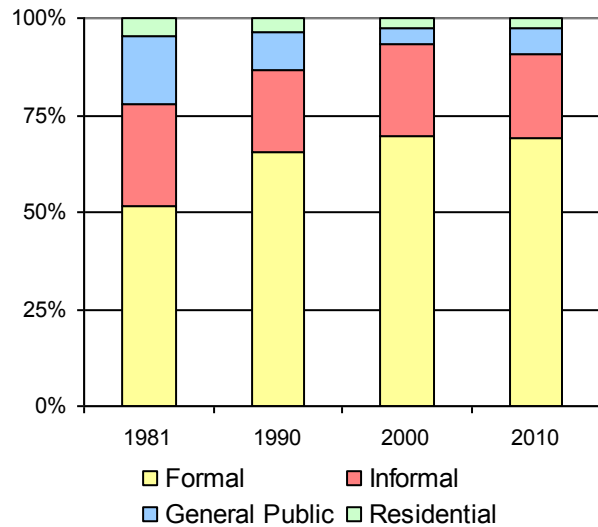
TABLE 2

| ON- AND OFF-STREET PARKING, 1981-2010 | | | | | | | | | | | | |
|---------------------------------------|-------------------|-------|-------|-------|------------------|--------|--------------------|--------|--------|--------|------------------|--------|
| | ON-STREET PARKING | | | | | | OFF-STREET PARKING | | | | | |
| | 1981 | 1990 | 2000 | 2010 | CHANGE 1981-2010 | | 1981 | 1990 | 2000 | 2010 | CHANGE 1981-2010 | |
| | | | | | # | % | | | | | # | % |
| Metered | 1,545 | 1,519 | 1,641 | 1,543 | -2 | -0.1% | 222 | 170 | 31 | 4 | -218 | -98.2% |
| Unmetered | 1,340 | 1,101 | 987 | 988 | -352 | -26.3% | 19,480 | 23,246 | 26,866 | 26,282 | +6,802 | +34.9% |
| TOTAL | 2,885 | 2,620 | 2,628 | 2,531 | -354 | -12.3% | 19,702 | 23,416 | 26,897 | 26,286 | +6,584 | +33.4% |

TABLE 3
METERED PARKING IN 1981, 1990, 2000, AND 2010

| METERED PARKING | | | | |
|------------------|-------------|-----------|------------|-------|
| | | On-street | Off-street | TOTAL |
| 10 Minute | 1981 | 0 | 0 | 0 |
| | 1990 | 0 | 0 | 0 |
| | 2000 | 1 | 0 | 1 |
| | 2010 | 1 | 0 | 1 |
| 30 Minute | 1981 | 75 | 2 | 77 |
| | 1990 | 98 | 3 | 101 |
| | 2000 | 116 | 4 | 120 |
| | 2010 | 118 | 0 | 118 |
| 1-Hour | 1981 | 0 | 46 | 46 |
| | 1990 | 0 | 0 | 0 |
| | 2000 | 27 | 0 | 27 |
| | 2010 | 17 | 0 | 17 |
| 90 Minute | 1981 | 0 | 0 | 0 |
| | 1990 | 0 | 0 | 0 |
| | 2000 | 0 | 0 | 0 |
| | 2010 | 5 | 0 | 5 |
| 2-Hour | 1981 | 1,204 | 159 | 1,363 |
| | 1990 | 1,153 | 124 | 1,277 |
| | 2000 | 898 | 0 | 898 |
| | 2010 | 805 | 4 | 809 |
| 5-Hour | 1981 | 259 | 15 | 274 |
| | 1990 | 268 | 43 | 311 |
| | 2000 | 291 | 0 | 291 |
| | 2010 | 258 | 0 | 258 |
| 8-Hour | 1981 | 0 | 0 | 0 |
| | 1990 | 0 | 0 | 0 |
| | 2000 | 16 | 0 | 16 |
| | 2010 | 14 | 0 | 14 |
| 9-Hour | 1981 | 0 | 0 | 0 |
| | 1990 | 0 | 0 | 0 |
| | 2000 | 292 | 27 | 319 |
| | 2010 | 325 | 0 | 325 |
| TOTAL | 1981 | 1,545 | 222 | 1,767 |
| | 1990 | 1,519 | 170 | 1,689 |
| | 2000 | 1,641 | 31 | 1,672 |
| | 2010 | 1,543 | 4 | 1,547 |

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**COUNTS AND PERCENTAGES OF OFF-STREET PARKING BY LOT TYPE:
1981, 1990, 2000, and 2010****(a) Counts of off-street parking by lot type****(b) Percentage of off-street parking by lot type****Highlights 1981-2010**

In summary:

- Overall, parking in the central area increased 28%, an average of 0.95% per year, from 1981 to 2010.
- Off-street parking increased a total increase of 33% (6,584 spaces).
- Off-street metered spaces decreased from 222 to only 4 spaces, a decrease of 98 %.
- Unmetered, on-street spaces decreased 26% (352 spaces).
- Formal spaces increased 77% (7,778 spaces).
- Formal parking also increased as a percentage of total parking from 52% in 1981 to 69% in 2010. All other categories decreased in their percentage of the total.
- General public parking decreased from just under 18% of all spaces to only just under 7%, a 52% total decrease (loss of 1,814 spaces).

2015 Parking Survey Results

Overview 2005-2015: Central Area

The total number of parking spaces in Springfield's central area at the time of the 2015 survey was 27,489. This figure is included among the data for the 10 most recent surveys, dating back to 2005, in Table 4. (Please note that no survey was conducted in 2006).

Fluctuations have occurred over the period from 2005 to 2015 in response to land use changes, construction projects, and as the result of physical deficiencies in structured parking facilities. Further explanation will be found later in this report.

TABLE 4

TOTAL PARKING SPACES

| Year | Total | Change From Previous Survey | |
|------|--------|-----------------------------|---------|
| | | Number | Percent |
| 2005 | 29,344 | 408 | 1.41% |
| 2007 | 28,850 | -494 | -1.68% |
| 2008 | 29,032 | 182 | 0.63% |
| 2009 | 28,516 | -516 | -1.78% |
| 2010 | 28,817 | 301 | 1.06% |
| 2011 | 29,047 | 230 | 0.80% |
| 2012 | 29,112 | 65 | 0.22% |
| 2013 | 27,954 | -1,158 | -3.98% |
| 2014 | 28,119 | 165 | 0.59% |
| 2015 | 27,489 | -630 | -2.24% |

TABLE 5

ON AND OFF STREET PARKING

| Year | On-Street | Off-Street | % Off-Street |
|------|-----------|------------|--------------|
| 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% |
| 2012 | 2,423 | 26,689 | 91.7% |
| 2013 | 2,304 | 25,650 | 91.8% |
| 2014 | 2,347 | 25,772 | 91.7% |
| 2015 | 2,250 | 25,239 | 91.8% |

As shown in Table 5, a very large majority of parking in the central area has always been located off-street.

TABLE 6

METERED (M) AND UNMETERED (U) SPACES

Table 6 further categorizes spaces by presence of a meter. There are currently 1,424 metered and 26,065 unmetered parking spaces, which respectively comprise 5% and 95% of downtown parking. All but 20 (1%) metered spaces are on-street, while 97% of unmetered parking is off-street.

Overall, off-street, unmetered spaces make up the vast majority (92%) of available parking in the central area.

| Year | On-Street Parking | | | Off-Street Parking | | | TOTAL | | |
|------|-------------------|-----|-------|--------------------|--------|--------|-------|--------|--------|
| | M | U | Total | M | U | Total | M | U | Total |
| 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 |
| 2012 | 1,480 | 943 | 2,423 | 4 | 26,685 | 26,689 | 1,484 | 27,628 | 29,112 |
| 2013 | 1,483 | 819 | 2,302 | 4 | 25,646 | 25,650 | 1,487 | 26,465 | 27,952 |
| 2014 | 1,496 | 851 | 2,347 | 20 | 25,752 | 25,772 | 1,516 | 26,603 | 28,119 |
| 2015 | 1,404 | 846 | 2,250 | 20 | 25,219 | 25,239 | 1,424 | 26,065 | 27,489 |

On-Street Parking

Table 7 shows totals for all categories of on-street parking from 2005-2015. Total on-street parking has ranged from a high of 2,554 (in 2008) to a low of 2,250 (in 2015). This continues a trend of a decrease in the number of on-street spaces since 2010 (totaling 11%), and a 12% total decrease since 2005.

TABLE 7
ON-STREET PARKING SPACES

| Category | 2005 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|---------------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| METERED SPACES | | | | | | | | | | |
| 10-minute | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 30-minute | 131 | 123 | 122 | 121 | 118 | 114 | 101 | 102 | 105 | 96 |
| 1-hour | 28 | 22 | 22 | 19 | 17 | 11 | 29 | 28 | 30 | 28 |
| 90-minute | 10 | 5 | 5 | 5 | 5 | 0 | 0 | 5 | 5 | 5 |
| 2-hour | 829 | 849 | 846 | 799 | 805 | 779 | 788 | 787 | 792 | 735 |
| 5-hour | 211 | 237 | 245 | 241 | 258 | 242 | 246 | 242 | 240 | 241 |
| 8-hour | 13 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 9-hour | 373 | 338 | 338 | 333 | 325 | 308 | 302 | 306 | 310 | 285 |
| SUBTOTAL | 1,596 | 1,589 | 1,593 | 1,533 | 1,543 | 1,468 | 1,480 | 1,484 | 1,496 | 1,404 |
| UNMETERED SPACES | | | | | | | | | | |
| *Unrestricted | 253 | 243 | 243 | 243 | 245 | 244 | 241 | 193 | 202 | 214 |
| *Restricted Parallel | 17 | 3 | 3 | 6 | 6 | 3 | 0 | 3 | 3 | 3 |
| *Restricted Perpendicular | 109 | 107 | 107 | 98 | 103 | 84 | 84 | 78 | 77 | 77 |
| *Restricted Diagonal | 6 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Handicapped | 67 | 67 | 67 | 63 | 73 | 67 | 67 | 68 | 72 | 69 |
| 10-minute posted | 8 | 11 | 11 | 14 | 20 | 22 | 22 | 12 | 11 | 13 |
| 15-minute posted | 3 | 3 | 3 | 3 | 5 | 5 | 5 | 3 | 3 | 2 |
| 20-minute posted | 57 | 57 | 57 | 55 | 56 | 53 | 53 | 40 | 33 | 32 |
| 30-minute posted | 24 | 46 | 46 | 46 | 58 | 60 | 61 | 45 | 45 | 37 |
| 2-hour posted | 393 | 393 | 393 | 394 | 394 | 389 | 382 | 350 | 375 | 371 |
| 5-hour posted | 14 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 30 | 28 |
| SUBTOTAL | 951 | 961 | 961 | 950 | 988 | 955 | 943 | 820 | 851 | 846 |
| ON STREET TOTAL | 2,549 | 2,550 | 2,554 | 2,483 | 2,531 | 2,423 | 2,423 | 2,304 | 2,347 | 2,250 |

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

UNMETERED SPACES

Despite the loss of nearly 100 on-street parking spaces, the total number of on-street unmetered spaces decreased by only five. This was due in large part to formerly metered spaces being converted to unmetered. Totalling 43 spaces, 26 of these are located on and near the St. John's Hospital campus. Seventeen are on the 600 blocks of E. Reynolds and E. Mason, both of which have been vacated by the City of Springfield and are now owned by St John's Hospital. The remaining 9 meters near St. John's, the 14 just south of the Lincoln Home area, as well as the three on Washington just west of Pasfield were, according to City of Springfield staff, removed due to their maintenance costs being greater than meter revenue. In total, 63 unmetered, on-street spaces were lost or were converted to another parking type, but a total of 58 new unmetered spaces appeared, 15 of them brand-new and the remaining 43 converted from a metered parking type.

TABLE 8**OFF-STREET PARKING SPACES**

| Year | Formal | Informal | General Public | Residential | Total |
|-------------------------|---------------|-----------------|-----------------------|--------------------|--------------|
| 2005 | 18,739 | 5,898 | 1,494 | 664 | 26,337 |
| 2007 | 18,255 | 5,792 | 1,538 | 715 | 26,795 |
| 2008 | 18,361 | 5,868 | 1,538 | 711 | 26,300 |
| 2009 | 17,936 | 5,848 | 1,538 | 711 | 26,478 |
| 2010 | 18,125 | 5,760 | 1,690 | 711 | 26,033 |
| 2011 | 18,272 | 5,958 | 1,690 | 704 | 26,286 |
| 2012 | 18,320 | 5,958 | 1,690 | 721 | 26,624 |
| 2013 | 17,692 | 5,517 | 1,694 | 727 | 26,689 |
| 2014 | 17,932 | 5,446 | 1,692 | 702 | 25,772 |
| 2015 | 17,447 | 5,407 | 1,695 | 690 | 25,239 |
| Change 2014-2015 | -485 | -39 | 3 | -12 | -533 |

Off-Street Parking

The number of spaces for each major category of off-street parking from 2005 through 2015 are in Table 8.

The year 2015 saw small changes in three out of four off-street parking categories, with a very large change occurring in the total number of formal parking spaces. The decrease in residential parking is largely accounted for by the loss of 11 spaces in two lots in the southeastern portion of the survey area, due to building demolition and the abandonment of a small gravel lot. What little increase in public parking occurred was largely due to the conversion of formal spaces in ramps and underground parking facilities to other parking types.

The large decrease in formal spaces was due to the following:

- The closure of the 175-space lot at the former Central Management Services/Illinois Lottery building at the northeast corner of 2nd and Madison.
- The two lots serving St. John's Hospital along the east side of 9th Street between Madison and Carpenter lost 132 spaces to construction staging for the Carpenter Street underpass project.
- A lot serving trailers temporarily used by St. John's Hospital at 7th/Reynolds has been closed due to relocation of employees into permanent offices following building renovations.
- Outside this area, 130 spaces on the roof of the Capitol Complex parking ramp were closed off with a net due to a structural deficiency (spalled concrete) and environmental issues, to minimize damage to the 5th floor surface and keep pigeons and other birds from roosting in the structure. Funding has not been secured for repairs.

Figure 3, on the next page, shows the percentages of each category of off-street parking in 2015.

Of all off-street spaces, 69% are classified as formal and are reserved for employees or patrons of specific agencies or businesses.

The number of informal spaces (available for monthly rental) represented 21% of off-street parking in 2015. The respective shares for parking for the general public and residences were 7% and 3%.

A more detailed listing of off-street parking spaces appears in Table 9, on the next page. Surface lots contain 71.5% of all such spaces, with the remaining 28.5% in underground or ramp structures.

FIGURE 3
2015 OFF-STREET PARKING

Most (96%) of off-street general public parking is in some type of structure, either a ramp or an underground lot. The majority of formal, informal, and residential spaces are located in surface parking lots. However, 43 % of residential spaces are in underground structures at Lincoln Tower, Townhouse Condominiums, and Near North Village. One-fifth of formal parking—the Study Area's most dominant type—is contained within a structure, while 31% of informal spaces are in a structure.

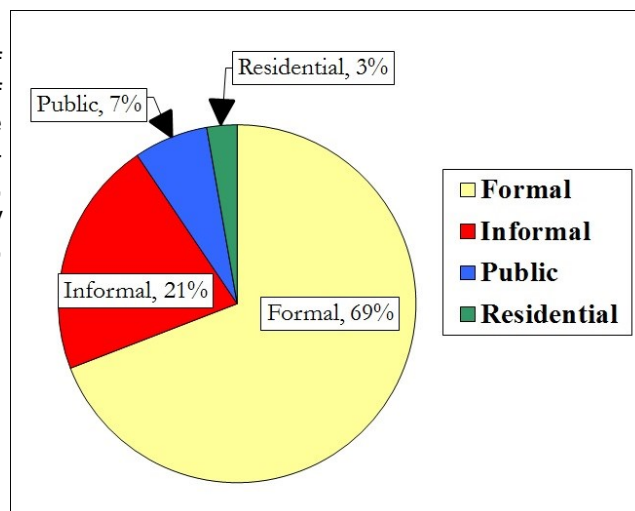


TABLE 9
2015 OFF-STREET PARKING SPACES

| Category | Surface | Underground | Ramp | Total |
|-------------------------|---------------|--------------|--------------|---------------|
| FORMAL | | | | |
| General | 13,493 | 930 | 2,574 | 16,997 |
| Handicapped | 376 | 6 | 68 | 450 |
| SUBTOTAL | 13,869 | 936 | 2,642 | 17,447 |
| INFORMAL | | | | |
| General | 3,687 | 445 | 1,249 | 5,381 |
| Handicapped | 18 | 0 | 8 | 26 |
| SUBTOTAL | 3,705 | 445 | 1,257 | 5,407 |
| GENERAL PUBLIC | | | | |
| General | 64 | 61 | 1,469 | 1,594 |
| Handicapped | 2 | 13 | 66 | 81 |
| 30-minute meter | 4 | 0 | 0 | 4 |
| 2-hour meter | 0 | 16 | 0 | 16 |
| SUBTOTAL | 70 | 90 | 1,535 | 1,695 |
| RESIDENTIAL | | | | |
| General | 385 | 191 | 0 | 576 |
| Handicapped | 5 | 109 | 0 | 114 |
| SUBTOTAL | 390 | 300 | 0 | 690 |
| OFF-STREET TOTAL | 18,034 | 1,771 | 5,434 | 25,239 |

Metered Parking Spaces

All but 20 of the 1,424 metered spaces within the Study Area are located on-street. Four off-street spaces are 30-minute meters located along the north side of Lincoln Library between the library and Municipal Center West. The other 16 are 2-hour meters located in the parking lot underneath Lincoln Library.

Table 10 presents a breakdown of the various types of on-street meters over the 10 most recent surveys. In recent years, the distribution of meters in the central area has extended slightly west, including outside the survey area, along Capitol Avenue as far west as New Street. However, those meters west of Lewis, the Study Area boundary, have since been removed.

The number and distribution of metered spaces decreased by 6% in the past year, with the following changes noted:

30-minute meters — Nine 30-minute meter spaces were lost, 6 of which were adjacent to the Federal Courthouse where all on-street spaces were removed. Another space near this area was lost due to staging for building renovations, and two 30-minute meters on the 100 block of North 6th became 1-hour.

2-hour meters— Thirty-eight spaces, concentrated on 2nd Street between Jefferson and Adams, were eliminated outright. An additional 23 spaces, on 8th Street to the south of the Lincoln Home site and on N. 5th Street near St. John's Breadline, were converted to unmetered spaces. Another four spaces were converted from another parking type (2-hour unmetered or 5-hour metered) to 2-hour meters.

9-hour meters— Twenty spaces, mostly concentrated in proximity to the St. John's Hospital campus, became unmetered. Another five spaces, on the 200 block of E. Washington, were replaced by six 5-hour metered spaces.



- 52% of meters are 2-hour, oriented towards business, lunch, and shopping trips. These are primarily concentrated in the Core Shopping Parking Area (CSPA)—see map 8 on page 32.

- 17% of the total are 5-hour meters, serving longer-term visitor trips, and are concentrated near the Lincoln Home Historic Site, the Governor's Mansion, and the Abraham Lincoln Presidential Library and Museum.

- 9% of meters are 30-minute, 60-minute, or 90-minute for quicker trips.

- 21% of meters allow full day parking, at 8 or 9 hours, and are concentrated near St. John's Hospital, the Convention Center, and west of 3rd Street where off-street general public parking is not available.

TABLE 10

METERED ON-STREET PARKING SPACES

| Type | 2005 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 |
|------------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|
| 10-minute | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| 30-minute | 131 | 123 | 122 | 121 | 118 | 114 | 101 | 102 | 105 | 96 |
| 1-hour | 28 | 22 | 22 | 19 | 17 | 11 | 29 | 28 | 30 | 28 |
| 90-minute | 10 | 5 | 5 | 5 | 5 | 0 | 0 | 5 | 5 | 5 |
| 2-hour | 829 | 849 | 846 | 799 | 805 | 779 | 788 | 787 | 792 | 735 |
| 5-hour | 211 | 237 | 245 | 241 | 258 | 242 | 246 | 242 | 240 | 241 |
| 8-hour | 13 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 | 14 |
| 9-hour | 373 | 338 | 338 | 333 | 325 | 308 | 302 | 306 | 310 | 285 |
| TOTAL | 1,596 | 1,589 | 1,593 | 1,533 | 1,543 | 1,468 | 1,480 | 1,484 | 1,496 | 1,404 |

Parking Reserved for Persons with Disabilities

Since 1978, Springfield has designated parking for persons with disabilities. Cars may be parked in these spaces with a state-issued identification card or by having properly designated state license plates.

Since 1984, these spaces have all been unmetered and reserved, marked by a symbol on the pavement and a posted sign. Table 11 shows the distribution of these spaces in 2005 and 2015 for on-street parking and by category of off-street parking.



TABLE 11
PARKING RESERVED FOR PERSONS WITH DISABILITIES

| Category | Number of Spaces | | | Change | |
|-----------------------|------------------|------------|--------------------|-----------|-----------|
| | 2005 | 2015 | 2015 % of Category | Number | % |
| OFF-STREET | 615 | 673 | 2.7% | 58 | 9% |
| Formal | 428 | 450 | 2.6% | 22 | 5% |
| Informal | 9 | 26 | 0.5% | 17 | 189% |
| General Public | 66 | 83 | 4.9% | 17 | 26% |
| Residential | 112 | 114 | 16.5% | 2 | 2% |
| ON-STREET | 67 | 69 | 3.1% | 2 | 3% |
| TOTAL | 682 | 742 | 2.7% | 60 | 9% |

State statute also allows free parking in metered spaces for some persons with disabilities. A new law¹ passed in 2013 by the Illinois General Assembly, which became effective January 1, 2014, establishes two types of permanent handicapped parking placards: meter-exempt and non-meter exempt. Persons with non-meter exempt placards may now only park for free at designated spaces for persons with disabilities, while persons with meter-exempt placards, due to having an impairment that may make access to a parking meter difficult, retain the right to park for free both at parking meters, as well as at designated spaces for persons with disabilities.

Parking Facilities

There are 7,205 spaces located in parking facilities, either ramps or underground structures, 26% of all Study Area spaces, and 29% of all off-street spaces. Table 12 at right lists the number of spaces in parking facilities by off-street category, and Table 13 on page 28 shows total spaces by each individual facility.

Despite the loss of 130 spaces on the upper level of the Capitol Complex parking ramp, the proportion of formal parking in structures, much like that of other parking types, remained largely unchanged from 2014.

Map 6, on the following page, shows where each structure is located, including the indefinitely closed structure at the Department of Revenue, on First Street between Madison and Jefferson.

TABLE 12
OFF-STREET SPACES IN PARKING FACILITIES: 2015

| Category | Total Off-Street | In Parking Facilities | Percentage in Facilities |
|----------------|------------------|-----------------------|--------------------------|
| Formal | 17,447 | 3,578 | 21% |
| Informal | 5,407 | 1,702 | 32% |
| General Public | 1,695 | 1,625 | 96% |
| Residential | 690 | 300 | 44% |
| TOTAL | 25,239 | 7,205 | 29% |





1. "Persons with Disabilities—Disabled Parking Placards" *CyberDrive Illinois*, April 2015, http://www.cyberdriveillinois.com/services/persons_with_disabilities/disabilities.html.

MAP 6 PARKING STRUCTURES

Parking Structures in the Springfield Central Area



Parking Structures

-  Ramps
-  Surface and Underground
-  Underground
-  Temporarily Closed

0 310 620 Feet



Data source: Field surveys April 2010, April 2013

Created May 2010

Updated May 2013 by B. Sheehan



TABLE 13
PARKING FACILITIES

| Location | 2015 Spaces | Use |
|---|-------------|---|
| RAMP | | |
| Municipal Center | 286 | Formal |
| Capitol Complex* | 498 | Formal |
| St. John's Hospital (SW) | 961 | Formal |
| St. John's Hospital (NE) | 676 | Formal |
| Revenue Center** | 0 | Formal |
| Convention Center | 676 | General Public, Informal, & Formal |
| Fourth and Washington*** | 269 | General Public & Informal |
| Fourth and Capitol | 396 | Formal & Informal |
| Monroe and Seventh | 505 | General Public & Informal |
| Sixth and Capitol (Herndon Ramp) | 323 | General Public & Informal |
| Pasfield and Washington | 165 | Formal |
| A. Lincoln Presidential Library/Museum | 679 | General Public, Informal, & Formal |
| Ramp Subtotal | 5,434 | |
| UNDERGROUND | | |
| Armory | 14 | Formal |
| Stratton Building | 758 | Formal (143 more spaces on surface) |
| St. John's Hospital (NW) | 125 | Formal (93 more spaces on surface) |
| CIPS | 22 | Formal |
| Attorney General's Office | 8 | Formal |
| Horace Mann | 9 | Formal |
| Lincoln Library | 107 | General Public, Informal & Formal |
| Old State Capitol | 428 | General Public & Informal |
| Near North Village | 109 | Residential |
| Lincoln Towers | 143 | Residential |
| Townhouse Condominiums | 48 | Residential (86 more spaces on surface) |
| Underground Subtotal | 1,771 | |
| TOTAL | 7,205 | |
| *Parking spaces on uppermost level of structure unavailable for use for structural and environmental reasons. | | |
| **Parking structure at the Department of Revenue has been closed since October 2012 for repairs. | | |
| ***182 spaces on uppermost levels of garage not available to public due to a structural deficiency. | | |

Special Use Spaces

Some parking spaces are restricted to special uses only and are not included in the preceding counts of parking spaces. The categories of special uses and number of spaces are listed at right in Table 14. Ten areas are reserved for tour bus loading and parking, totaling 122 spaces.



TABLE 14
SPECIAL USE SPACES: 2015

| Category | On-Street | Off-Street | Total |
|--|-----------|------------|---------|
| Emergency Vehicle | 0 | 16 | 16 |
| Cab Stand | 10 | 0 | 10 |
| Loading Zone | 61 | 25 | 86 |
| Special Permit | 53 | 3 | 56 |
| Hotel Loading | 2 | 5 | 7 |
| Municipal Plates Required | 0 | 5 | 5 |
| Tour Bus Parking Areas (Spaces) | 0 (0) | 5 (105) | 5 (105) |
| Tour Bus Loading Areas (Spaces) | 4 (16) | 1 (1) | 5 (17) |
| Reserved | 9 | 11 | 20 |

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 3 categories: public, residential, and formal. The total number of bike racks did not vary much until 2013, after the City of Springfield installed new bike racks designed through the Springfield Bicycle Advisory Council (see picture below).

All but two (both serving County Market) of these Lincoln Penny racks are along area sidewalks. One of these racks, immediately adjacent to the Prairie Capitol Convention Center (PCCC), was eliminated in late 2013, coinciding with renovations to the PCCC, and has not yet been replaced. The total number of bicycle racks at the time of the 2015 survey was 61, up one from 2014. Map 7 showing the locations of each rack may be found on the following page. An additional rack was added on the north side of Adams Street between 6th and 7th, making it the fifth on that block.

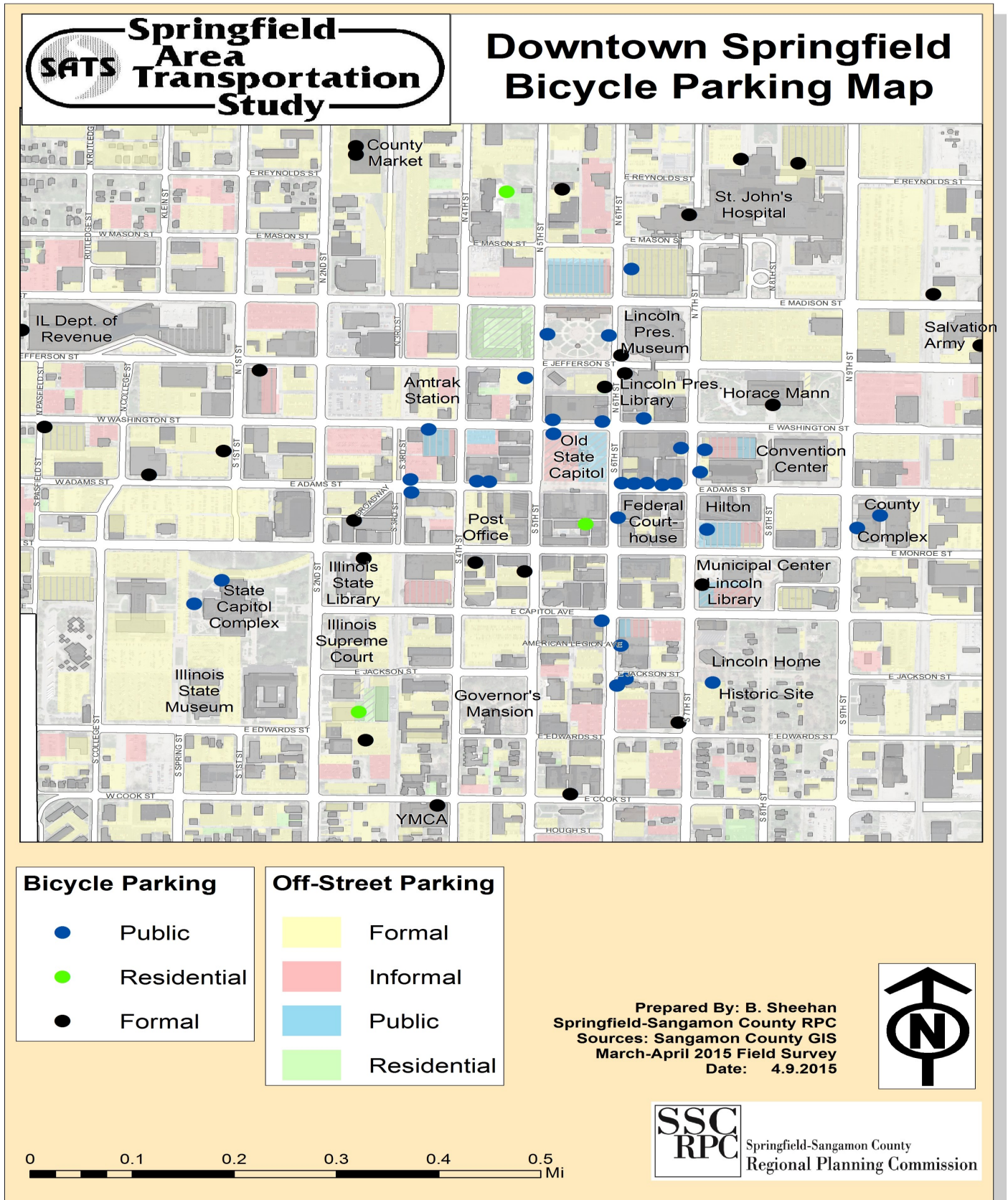
Racks that serve public facilities or are placed on sidewalks are coded public. Non-public racks are those oriented away from public use, such as those clearly associated with a particular building, situated out of sight of the sidewalk. Such a rack is classified as residential if it serves a specific residential building, or formal if it serves a private business or government office.



Three bike parking areas or racks serve residential buildings, while 32 are public and 26 are formal.

MAP 7

LOCATION AND TYPE OF BICYCLE RACKS



2015 Overview of the Downtown Shopping Area

In addition to the primary count of parking in the central area, parking available to the core downtown shopping area is identified. For the purpose of this survey, the **Core Shopping Area (CSA)** is defined as the 12 blocks bounded by Jefferson Street, Capitol Avenue, 4th Street, and 7th Street (see Map 8 on the following page) and is centered on the Old State Capitol Plaza.

The **Core Shopping Parking Area (CSPA)** includes an additional block in all directions and is defined as the 30 block area bounded by Madison Street, Jackson Street, 3rd Street, and 8th Street.

The CSPA contains six parking structures offering hourly rates, with 1,013 public parking spaces available at the Convention Center ramp, the 4th and Washington ramp, the Monroe and 7th ramp, the 6th and Capitol ramp, the Lincoln Library underground structure, and the Old State Capitol underground structure. Sixty-four off-street public spaces can also be found on a surface lot at 4th and Washington.

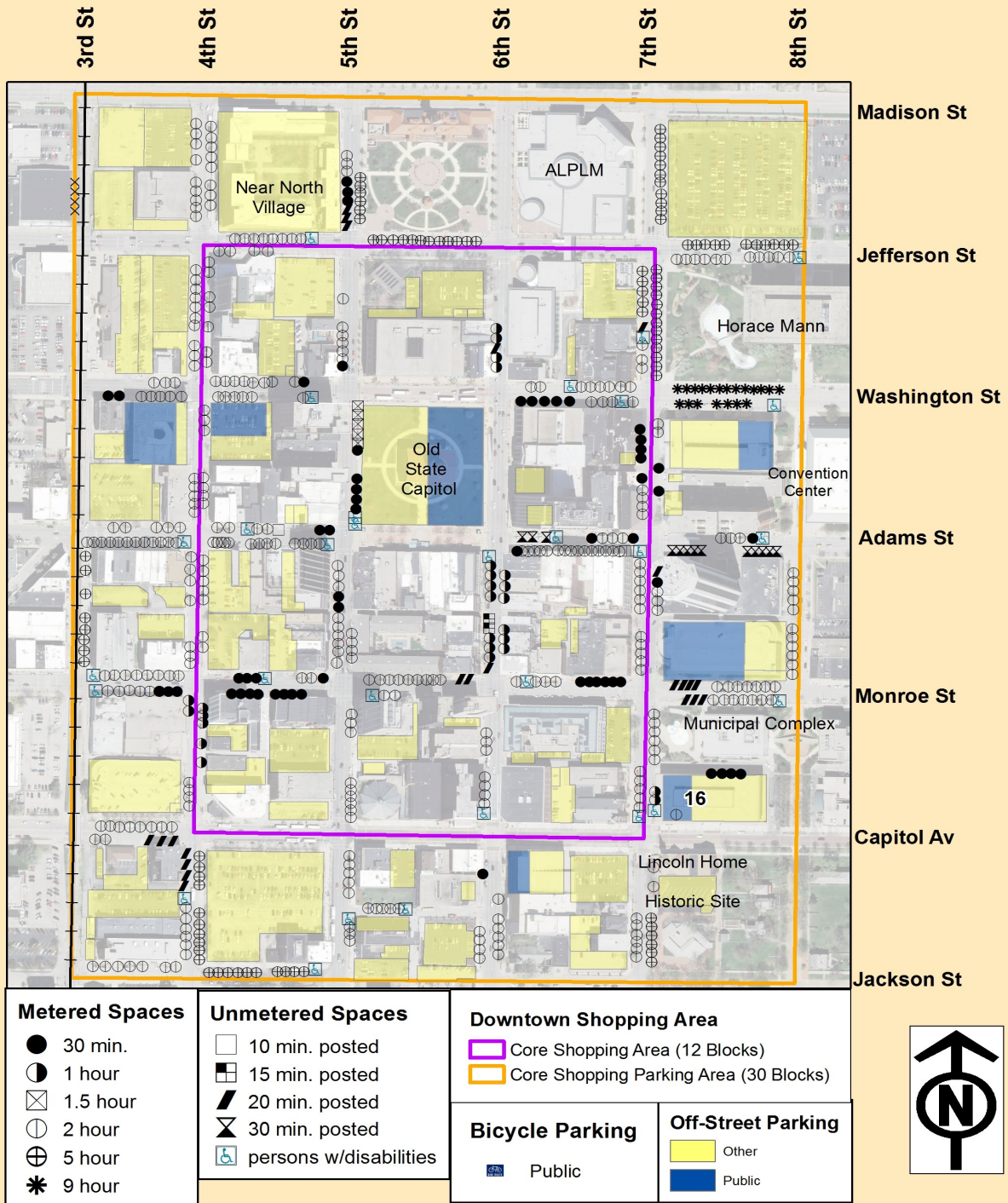
An additional 716 on-street spaces makes a total of 1,729 spaces for the general public (95 of which are reserved for persons with disabilities) in both on-street and off-street locations in the CSPA. Table 15 shows the breakdown of parking spaces for each category.

TABLE 15
PUBLIC PARKING SPACES IN THE
CORE SHOPPING PARKING AREA (CSPA) IN 2015

| Space Type | Total Spaces in Study Area | Spaces in CSPA | Percent in CSPA |
|--|----------------------------|----------------|-----------------|
| Total Metered Spaces | 1,424 | 576 | 40% |
| 30 minute | 100 | 59 | 59% |
| 1 hour | 28 | 26 | 93% |
| 1.5 hour | 5 | 5 | 100% |
| 2 hour | 751 | 374 | 50% |
| 5 hour | 241 | 92 | 38% |
| 8 hour | 14 | 0 | 0% |
| 9 hour | 285 | 20 | 7% |
| Total Unmetered Spaces | 3,042 | 1,153 | 38% |
| 10 minute | 13 | 3 | 23% |
| 15 minute | 2 | 2 | 100% |
| 20 minute | 32 | 23 | 72% |
| 30 minute | 37 | 13 | 35% |
| 2 hour | 371 | 0 | 0% |
| 5 hour | 28 | 0 | 0% |
| Off-Street Unrestricted General Public | 1,592 | 1,013 | 64% |
| Unrestricted | 214 | 4 | 2% |
| Restricted | 80 | 0 | 0% |
| Total Reserved for Persons w/ Disabilities | 673 | 95 | 14% |
| Public Car Parking TOTAL | 4,466 | 1,729 | 39% |
| Public Bicycle Racks | 32 | 24 | 75% |

MAP 8

Parking in Downtown Shopping Area



Parking Occupancy

To better understand parking use and availability within the Study Area, parking occupancy figures were introduced as part of the 2011 Parking Survey and gathered again for all surveys since.

The methodology used to assess parking occupancy was as follows:

- Complete on and off-street parking space occupancy counts for the Study Area were undertaken during a three-week period in late April and early May 2015, providing data for a snapshot in time. Parking usage fluctuates throughout the year, but because this study coincides with the peak activity of the Illinois General Assembly, it may represent the highest levels of occupancy due to increased activity and daytime population in the Study Area.
- Each street segment and parking lot was counted twice to circumvent any irregularities and anomalies.
- Both counts were averaged then divided by the total spaces on the segment or lot to determine occupancy rates.
- On-street occupancy counts were done from 11am to 2pm, Tuesdays, Wednesdays and Thursdays.
- Off-street parking occupancy counts were done from 9am to 11am; and also from 2pm to 3pm, Tuesdays, Wednesdays and Thursdays.
- For parking lots with multiple usage types, considerable effort was made to count vehicles by respective type. However, where this was not possible, counted vehicles were allocated based on the percent of spaces designated for each use. For example: a lot with 300 spaces, of which 200 are of formal use type (67%) and 100 can be used by the public (33%) and a counted occupancy of 100 vehicles, 67 would be assumed formal and 33 assumed public.

Map 9, on the next page, depicts the 2015 occupancy averages for each off-street facility and each on-street block. Table 16, below, lists mean parking occupancy rates for the last 4 years.

Occupancy Rates

Occupancy rates calculated for the past five years (see Table 16 below) have been generally consistent, both by category and overall. It would appear that at any given time on a normal workday between 40% and 50% of non-residential parking spaces are unused in the downtown area.

Formal parking has the highest occupancy rate every year, ranging from 54% to 60% over the five year period. Since these spaces are designated for visitors and employees of specific businesses, agencies, or buildings, their need is established and their use expected. One reason the occupancy rate is not closer to 100% is due to the vacancy of some buildings (such as the former DCFS Office on 11th Street). Their associated parking lots are still included in the survey.

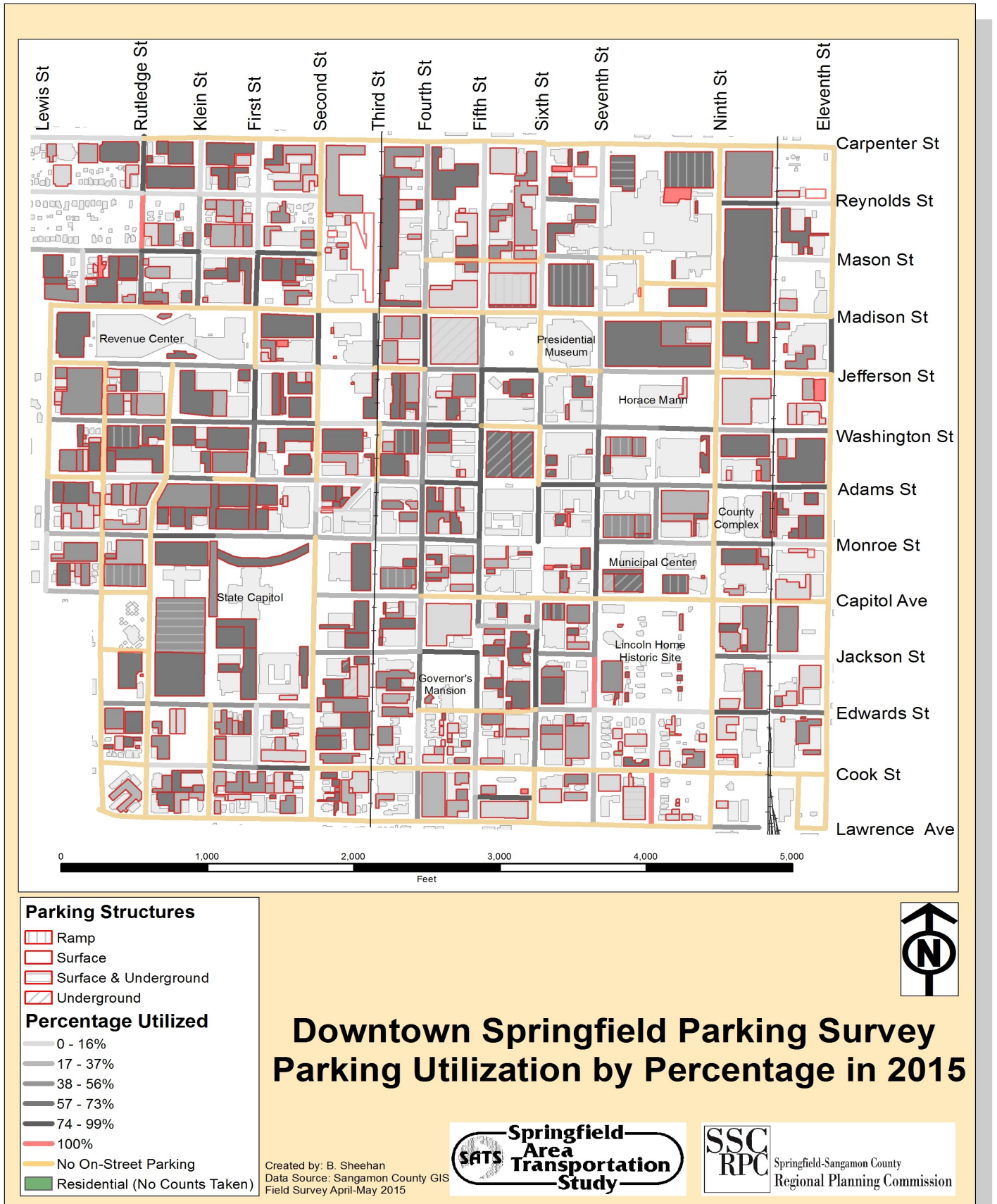
Informal parking has seen the biggest fluctuation with occupancy rates increasing by 9% since 2011, despite two years in which the rate fell from the previous year. These spaces are available for monthly rental and in 2013, for the first time in the 10-year time period of the current parking analysis, the number of informal spaces decreased by several hundred spaces. The occupancy calculations indicate that the number of these spaces available is moving towards actual demand.

The use of parking spaces available to the general public either in off-street facilities or on-street spaces has been fairly consistent averaging at 44% for three of the five years. This would seem to call into serious question the often heard lament that there is not enough public parking in downtown Springfield.

TABLE 16
AGGREGATE OCCUPANCY RATES:
2011—2015

| Category | 2011 Rate | 2012 Rate | 2013 Rate | 2014 Rate | 2015 Rate |
|------------------------------|------------|------------|------------|------------|------------|
| Formal | 55% | 54% | 55% | 60% | 57% |
| Informal | 42% | 40% | 45% | 53% | 51% |
| General Public | 41% | 46% | 47% | 44% | 40% |
| On-street | 44% | 43% | 39% | 44% | 44% |
| Total Non-Residential | 50% | 50% | 51% | 56% | 54% |

MAP 9



Aesthetics and Environments of Parking Facilities

As of 2015, parking facilities cover 29% of the land area in downtown Springfield, with individual facilities sometimes covering a half-block or even a full block. These parking lots, occupying very large amounts of surface area, are crucial when considering the overall sustainability and attractiveness of downtown; a government and economic activity center as well as a tourist destination.

Areas of asphalt and other hard, impervious surfaces contribute to environmental concerns such as heat island effect, reduced air quality, and increased storm water flows. A large area of open asphalt or concrete without green space is also less aesthetically pleasing, presenting a barren and uninviting view.

There are a number of features that make parking facilities sustainable and attractive for present as well as future generations. Some of these features are described below.

Landscaping

A large contributor to the aesthetics and environments of parking lots is landscaping. The City's landscape regulations adopted in 2001 provide some of the reasons why this is the case, stating:

"The addition of plant material is to define parking areas, mitigate the view of cars and pavement, help to direct traffic flow, provide continuity to streetscape, minimize noise and glare, moderate heat, wind and other climate effects and to obtain the environmental benefits of increased planting".

Landscaping consists of various elements that contribute in different ways and in combination to transform barren, stark asphalt/concrete spaces into pleasing, sustainable assets to the downtown area. Landscaping elements include:

- Tree Canopy
- Shrubs
- Flowers and Perennial Plants
- Grass and Groundcover

The recently constructed employee parking lot serving Memorial Medical Center incorporates these elements



**Newly Constructed Employee Parking Lot at Memorial Medical Center
Incorporating Landscaping Elements**

Tree Canopy

Landscaping with good tree canopy has many benefits, especially in large surface parking lots:

- ⇒ Enhancing the aesthetics of the property.
- ⇒ Providing shade for parked cars and for people walking to and from their vehicles.
- ⇒ Reducing the heat island effect by cooling surface and air temperatures and by evapotranspiration.
- ⇒ Removing air pollutants and capturing carbon dioxide.

Trees should be carefully selected in regards to their height and spread at maturity to provide maximum shade to a parking lot.

Shrubs

Shrubs provide:

- ⇒ A low height landscaping feature that is excellent for screening the views of parked cars.
- ⇒ A natural green fencing between a parking lot and the street or adjacent properties.
- ⇒ A more pleasant pedestrian environment.
- ⇒ A sense of enclosure to the parking lot.

Flowers and Perennial Plants

Flowers and other plants add:

- ⇒ Aesthetics.
- ⇒ A welcoming feeling.
- ⇒ A place for rainwater absorption.
- ⇒ A sense of attentiveness that creates a comfortable feeling for people.

Perennial native plants contribute to lower maintenance. Mulch discourages weeds while allowing water to penetrate the soil and also keeps it from evaporating.

Grass and Groundcover

A well maintained grass/ groundcover area in landscape islands or perimeters:

- ⇒ Makes a parking lot look much greener and brings a park-like setting to built-up areas.
- ⇒ Provides soft surfacing to spaces which are not required to be paved.
- ⇒ Reduce the heat island effect.
- ⇒ Reduces runoff.
- ⇒ Improves water quality by absorbing and filtering rainwater.

Decorative Features

Decorative features like walls or metal and wooden fencing create a sense of enclosure to a parking lot, defining a boundary and a sense of place. Sometimes the architectural style of a building is continued into the parking lot to create a uniform look to the entire property. Combined with the shrubs, perennials, and trees this decorative feature becomes part of a larger picture of a cohesive property.

The newly constructed employee parking lot at Memorial Medical Center also includes decorative fencing.



**Newly Constructed Employee Parking Lot at Memorial Medical Center
Incorporating Decorative Fencing**

Pavement Surface

Parking lots have large surface areas which, when covered with impervious materials such as asphalt or concrete, create large amounts of storm water runoff and trap heat. Pervious surface materials – like porous asphalt, porous concrete, and pavers – allow passage of water and air to the soil. This prevents surface run off of rain water and breaks up the absorption of heat. Additional benefits include making water available to landscaping, requiring less irrigation, the recharging of ground water and filtering of rainwater, and reduced flooding.

No parking lots in the downtown area were found with permeable pavement, but the Botanical Garden parking lot in Washington Park, located on Fayette Avenue, is a good example of surfacing with porous pavers, which also serve as an integral part of storm water management at the site.

In place of standard raised back curbs, flat curbs are installed in this parking lot allowing water to flow off the perimeter of the lot and into bioswales located between aisles. Bioswales are open, linear channels that filter storm water as it flows through vegetation to a discharge point. The surface of the parking lot can gently slope towards the bioswales facilitating movement of rainwater toward these areas. Water is first absorbed into the ground with any excess channeled out of the parking lot. These concepts are easily transferable to other parking lot locations and sizes.

Overall, tree canopy, shrubs, flowers and perennial plants, grass and groundcover, decorative features, and pavement surfaces contribute to the aesthetics and environments of parking lots. These landscaping elements can be included in both the perimeters and interiors. Each of these elements provides its own unique characteristics aesthetically and functionally.



**Washington Park Botanical Garden -
Pavers with Flat Curb and Bioswale**



Planning for Parking

While the availability of parking is vital to any city center, it comes with certain community costs; such as its impact on the urban environment and its aesthetics. Addressing the demand for additional parking without considering the long-term impacts to the environment and aesthetics is often counter-productive, and if well-planned, the two needs are not necessarily incompatible. Previous studies have made suggestions that need to be taken into account as additional parking is contemplated.

Parking Structures Rather Than Lots

The American Institute of Architects Regional/Urban Design Assistance Team's (R/UDAT) 2002 report on the downtown area as well as the 2004 follow-up report include comments related to the impact that Springfield's approach to parking has had on the city center. These comments and the team's final recommendations gave particular attention 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. The R/UDAT reports called for the city to concentrate parking into structures to preserve the urban fabric of downtown and potentially provide for more flexibility in meeting parking demand.

- ◆ This concept was followed in development of the Abraham Lincoln Presidential Library and Museum which includes a parking ramp available to Library and Museum visitors as well as the general public.

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 the northern boundary of the survey area. Within the proposed development, parking structures would be proximate to the structures they serve.

- ◆ Although north of the Parking Study Area, a newly constructed multi-story building on the Memorial Medical Center campus includes an attached parking ramp.

In 2001, 28% of off-street parking was contained in structures. By 2008, this had increased to 31%. Largely due to structural deficiencies in two downtown structures, this declined to 29% in 2015.

24-Hour Residential Parking

Ten years after the original R/UDAT study mentioned above, in May of 2012, a follow-up study was conducted by the American Institute of Architects Sustainable Design Assessment Team (SDAT). This visit was in part intended to build on the work of R/UDAT and to develop a vision and framework for sustainability that would make the downtown an ideal place in which to live, work and play.

One major issue with parking in the downtown area cited by the SDAT team was the lack of 24-hour residential parking provided by landlords in the downtown area. SDAT noted that landlords of units in historic properties generally did not provide parking for tenants. The report mentioned one particular case of a resident who drove a small number of blocks between her home and workplace in order to comply with meter regulations. This causes an artificial increase in the amount of parking needed downtown, essentially requiring that two spaces be available for persons who both live and work downtown.

One of the SDAT solutions was to designate a limited number of on-street spaces for residents via parking meter leases. For units in larger, more modern buildings, a survey could be done to determine the percentage of tenants requiring 24-hour parking due to their living within walking distance of work. It is not known if either of these proposals have been undertaken.

Parking Located Away From Street Frontage in New Development

One of the solutions suggested by the team for new development projects was to remove parking from adjacency to street and sidewalk frontage. Although requirements for landscaping were mentioned as something that provides a psychological buffer for pedestrians, parking located behind or under buildings as part of new development projects provides an even greater level of mitigation against the negative impact of parking facilities on the pedestrian experience and improves the aesthetics of the building.

The newest building constructed in the Parking Study Area following this concept is the IPHCA building on 9th Street. There is no parking in front of the building, a small visitor's lot to the south, and the majority of parking is at the rear of the building.



**Illinois Primary Health Care Association
Parking Behind the Building**

Placemaking Strategies - Reuse of Vacant/Underutilized Parking

The SDAT team cited large, mostly vacant surface parking lots as one of the major deterrents to economic revitalization of land within the downtown area. Based on this year's occupancy counts, nine formal surface parking lots in the Study Area each had 100 or more spaces unoccupied. Further study would need to be undertaken to determine the viability of these lots to be used in placemaking strategies.

While waiting for private development to take place (and in turn encouraging it as well), the team recommended the following adaptive reuse of parking lots or sections of parking lots, that can give an area a much more friendly, comfortable feel to the less vibrant portions of the downtown area:

- ⇒ Public Artwork
- ⇒ Pocket Parks
- ⇒ Coffee Carts or Food Trucks

The SDAT report cited implementation of a 2009 R/UDAT report recommendation for a community garden in Newport, Vermont. This garden, built on the former site of a downtown surface parking lot, engaged local residents and restaurants in the promotion of urban agriculture, and helped attract six new restaurants to the area in two years, which had a snowballing effect in attracting additional private development to the area.

Some other unique placemaking strategies that have been implemented in Downtown Springfield are shown on the following page.

SOME PARKING-RELATED PLACEMAKING STRATEGIES IN DOWNTOWN SPRINGFIELD



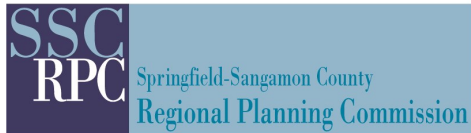
**Maldaner's Restaurant Dining Deck
Utilizing On-street Parking Spaces**



Lincoln Penny Bicycle Racks



**Pedestrian Bumpout and Small Park
Bordering On-street Parking**



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The Springfield-Sangamon County Regional Planning Commission (SSCRPC) is one of 16 agencies designated as Metropolitan Planning Organizations, or MPOs, in Illinois. Federal law requires that an MPO be established whenever an urban area reaches 50,000 or more in population, and once established the MPO is responsible for transportation planning in the urban area.

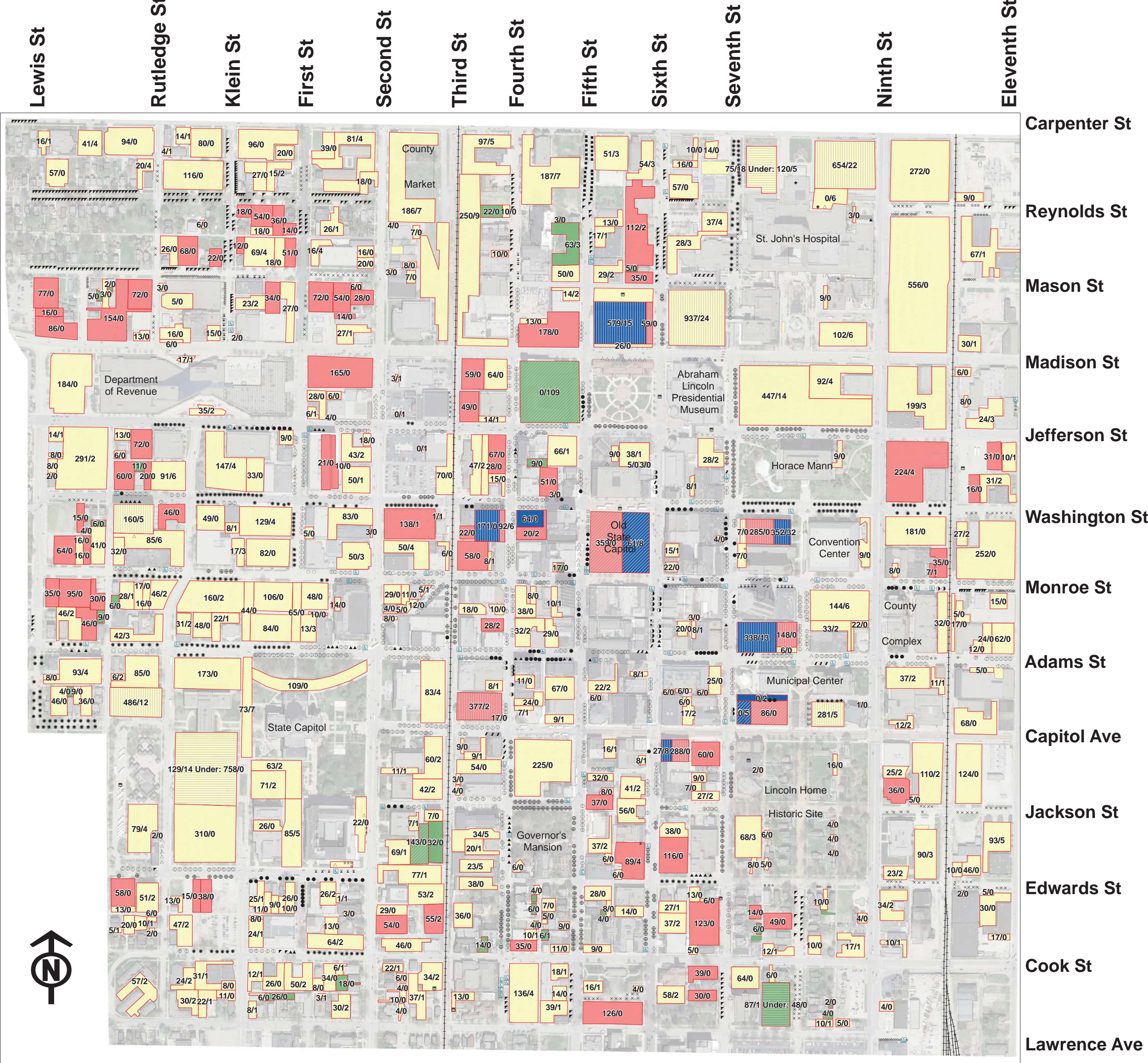
The MPO serves as the forum where regional transportation investment decision making takes place, helping to coordinate transportation planning for all of the transportation providers in the planning area. The intention is for the MPO to work to develop a cooperative, comprehensive and continuing planned response to the area's transportation needs.

The work of the MPO for the Springfield-Sangamon County urbanized area goes under the name Springfield Area Transportation Study; better known as SATS.

Along with Springfield, Chatham, and parts of Sangamon County, the planning area includes the communities of Clear Lake, Curran, Jerome, Grandview, Leland Grove, Riverton, Rochester, Sherman, Southern View, Spaulding, and a small section of Williamsville.

**Visit Us On The
Web:**
WWW.SSCRPC.com

2015 Downtown Springfield Parking Survey Map



| | | | | | | | | | |
|-----------------------|----------|-------------------------|-----------------|---------------------------|------------------------|---------------------------|---------------|-----------------------------|-----------------|
| Metered Spaces | | Unmetered Spaces | | Special Use Spaces | | Parking Structures | | Off-Street Types | |
| ● 30 min. | ⊕ 5 hour | □ 10 min. posted | ■ 2 hour posted | ✓ cab stand | M municipal plates req | ▨ Ramp | ▨ Formal | ▨ 30 min. posted | ▨ 2 hour posted |
| ◐ 1 hour | ○ 8 hour | ▨ 15 min. posted | ■ 5 hour posted | ✚ emergency | ☆ reserved | ▨ Surface | ▨ Informal | ✚ persons with disabilities | ✚ 5 hour posted |
| ⊠ 1.5 hour | * 9 hour | ▨ 20 min. posted | ☆ restricted | ⬢ hotel loading | ▲ special permit | ▨ Surface & Underground | ▨ Public | ✚ 20 min. posted | ✚ restricted |
| | | ▨ 30 min. posted | ✚ unrestricted | ⬢ loading zone | 🚌 tour bus loading | ▨ Underground | ▨ Residential | ✚ 30 min. posted | ✚ unrestricted |

Parking Lot Labels: 9/2 =
9 Unrestricted Spaces
2 Spaces Requiring
Handicapped
Plates/Placard



Data Source: Sangamon County
GIS, March-April 2015 Field Survey
Date: 8.7.2015 BMS