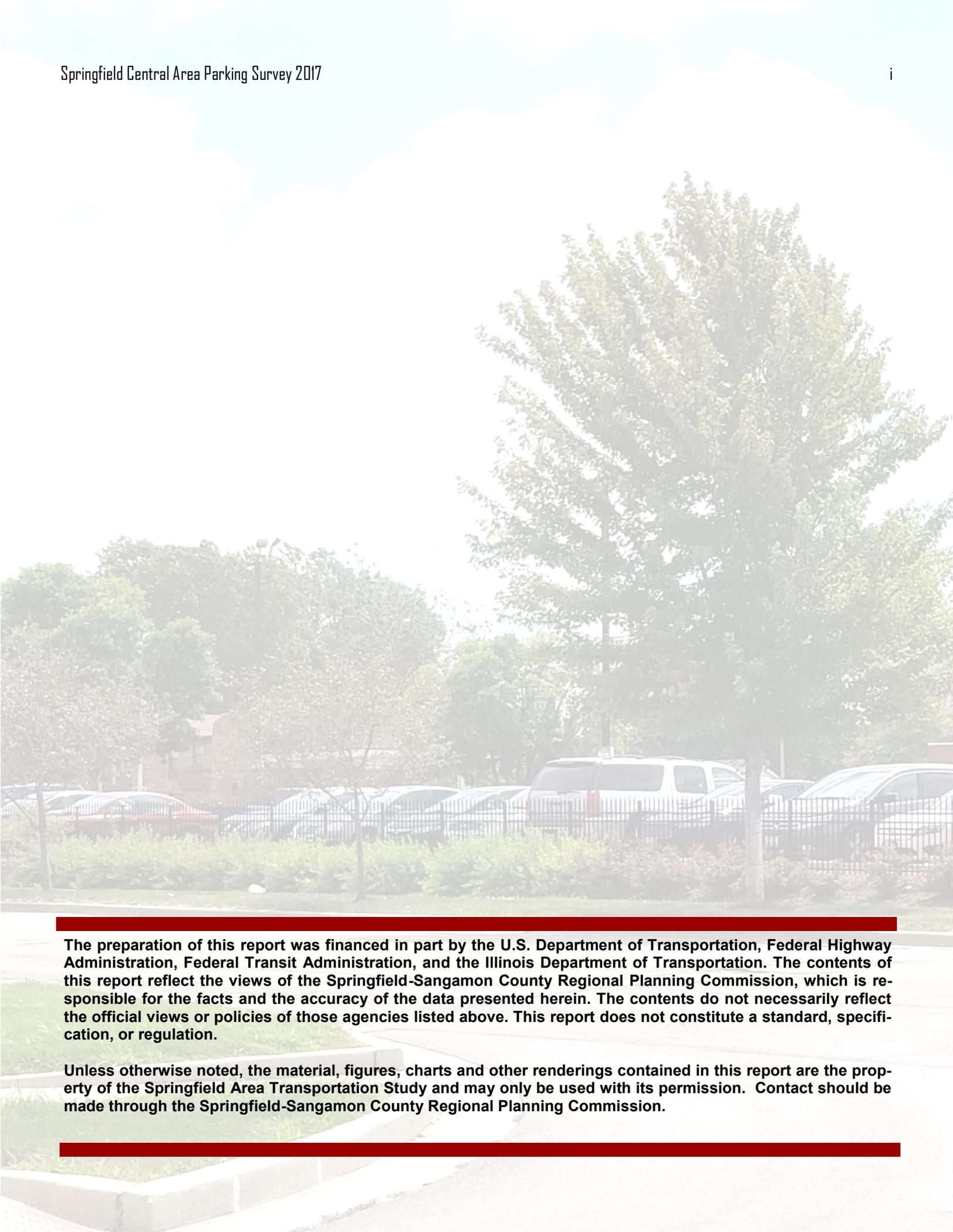




Springfield Central Area Parking Survey 2017



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



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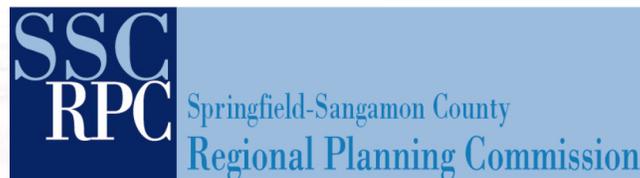


SPRINGFIELD CENTRAL AREA PARKING SURVEY

2017

Report prepared for the Springfield Area Transportation Study
by the
Springfield-Sangamon County Regional Planning Commission

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Executive Summary

2017 Central Area Parking Survey Highlights

Based upon the results of the 2017 Central Area Parking survey, the SSCRPC found:

- The number of parking spaces in the Study Area (see Map 5 on page 16) in 2017 totaled 26,907, a decrease of 582 spaces from 2015, 92% of which are located off-street.
- Parking available to the general public in off-street lots decreased by 173 (1,695 to 1,522) from 2015 to 2017.
- Formal parking for specific businesses and agencies remained stable, increasing by only 32 spaces to 17,479.
- 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 (71%) can be classified as formal parking, meaning that it is limited to visitors or employees of a specific business or agency.
- Comparatively, 63% of on-street parking is metered.

Notable changes in 2017 are listed below:

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

- Following the completion of the Carpenter Street underpass and related expansion of the 10th Street rail line right-of-way, mounds of dirt have been stored atop the parking lot bounded by 9th, Reynolds, 10th, and the former right-of-way of Mason Street. This lot formerly contained 206 spaces as of 2015.
- In tandem with the demolition of the former YWCA building, the 225-space parking lot which occupied the remainder of this City-owned block has also been closed and partially sodded.
- The closure of a 181-space lot formerly owned by Horace Mann at the site of the future SMTD transfer center.
- The temporary closure of 175 spaces in the 7th and Monroe municipal ramp to allow staging for repairs to the outer façade of the structure.
- The construction of The Villas apartment complex on the southwest corner of 4th and Madison led to a loss of 86 spaces. 39 spaces remain in a reconstructed lot for residents, where 125 spaces formerly existed in 1 informal and 1 formal lot.

Notable on-street parking **decreases**:

- New construction of an off-street parking lot in the 600 block of East Reynolds led to the loss of 17 on-street spaces.
- Due to façade and other exterior reconstruction on the 7th and Monroe parking ramp, 17 on-street spaces were temporarily removed along the south and east facing sides of the ramp, respectively along Monroe and 8th streets.
- Due to a streetscape projects, 7 on-street spaces on the south side of Edwards between 7th and 9th were removed.
- Scattered along 4th Street between Capitol and Jefferson, 7 on-street spaces were removed as part of a streetscape project.
- New signage on the north side of the 1000 block of East Jackson resulted in the loss of 5 unrestricted spaces.

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

- The addition of a 296-space lot serving St. John's Hospital campus south of Carpenter between 6th and 7th streets.
- The reopening of 256-space lot serving the SIU School of Medicine building formerly occupied by the Illinois Lottery.
- The reconstruction of the lot on the former Salvation Army property added 36 spaces, now totaling 264 spots.

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

- Five 2-hour metered spaces on the south side of the 400 block of East Washington returned following completion of the north facing façade of the Myers building.

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

10-Year Trends: 2007-2017

Several trends were identified by the study. These include:

Overall Trend

- There has been an overall decrease in parking over this 10-year period with large decreases in nearly all categories, except residential parking and spaces reserved for persons with disabilities; which each increased respectively by 7% and 8%. Since 2015, 582 spaces, of which 470 were off-street informal, were lost from the study area.

On-Street Trends

- Metered on-street parking in the Study Area decreased by only 193 spaces (-12%).
- Unmetered on-street parking decreased by 152 spaces (-16%).
- Overall, on-street parking decreased by a 345 spaces (-14%).

Off-Street Trends

- Formal off-street parking was down 776 spaces (-4%), and informal spaces saw a loss of 855 spots (-15%). This decrease accounted for 84% of parking lost since 2007, roughly the percentage of all off-street parking (83%).
- Informal parking, totaling 20% of study area spaces in 2007, accounted for 44% of parking spaces lost since then.
- Off-street public parking changed little over the preceding decade, but due in large part to temporary parking losses at the Seventh and Monroe garage, dropped by 173 spaces (-10%) between 2015 and 2017.
- Residential parking increased 74 spaces from 2015 to 2017, partly due to new housing built at 4th and Madison.

Other Trends

- Parking for persons with disabilities increased by 60 spaces since 2007, with 31 of those added since 2015.
- 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 2007 (4 to 20 total spaces).

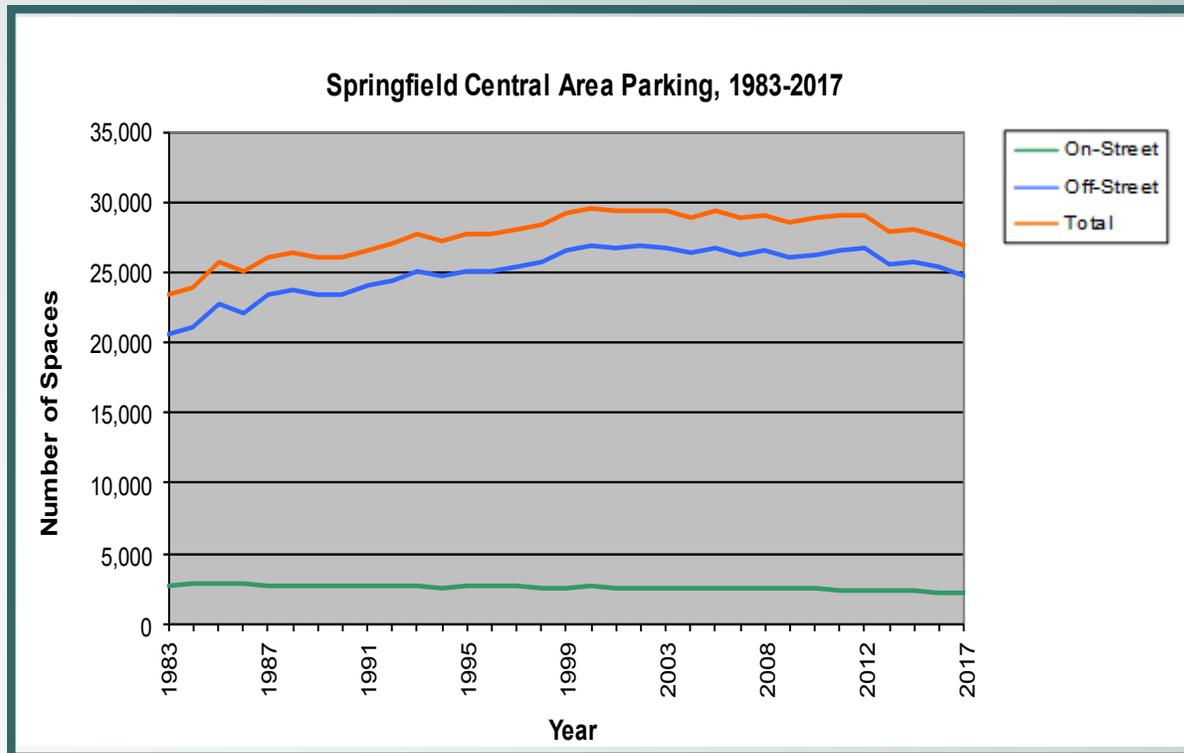
TABLE 1

TOTAL PARKING SPACES 2004-2014							
Category	2007	2007-2017 Change		2015	2017	2015-2017 Change	
Total	28,850	-1,943	-6.7%	27,489	26,907	-582	-2.1%
Metered	1,593	-177	-11.1%	1,424	1,416	-8	-0.6%
Unmetered	27,257	-1,766	-6.5%	26,065	25,491	-574	-2.2%
On-Street	2,550	-345	-13.5%	2,250	2,205	-45	-2.0%
metered	1,589	-193	-12.1%	1,404	1,396	-8	-0.6%
unmetered	961	-152	-15.8%	846	809	-37	-4.4%
Off-Street	26,300	-1,598	-6.1%	25,239	24,702	-537	-2.1%
metered	4	16	400.0%	20	20	0	0.0%
unmetered	26,296	-1,614	-6.1%	25,219	24,682	-537	-2.1%
Formal	18,255	-776	-4.3%	17,447	17,479	32	0.2%
Informal	5,792	-855	-14.8%	5,407	4,937	-470	-8.7%
General Public	1,538	-16	-1.0%	1,695	1,522	-173	-10.2%
Residential	715	49	6.9%	690	764	74	10.7%
Persons w/ Disabilities	713	60	8.4%	742	773	31	4.2%
On-Street	67	-2	-3.0%	69	65	-4	-5.8%
Off-Street	646	62	9.6%	673	708	35	5.2%
Bicycle Parking*	34	33	97.1%	61	67	6	9.8%
Formal	22	7	31.8%	26	29	3	11.5%
Public	9	26	288.9%	32	35	3	9.4%
Residential	3	0	0.0%	3	3	0	0.0%

35-Year Trends: 1983-2017

Figure 1 depicts the changes in parking spaces from 1983 to 2017. From 1983 through 2000 there was a major increase in the total amount of off-street parking downtown (20,603 to 26,897) due to an increase in construction of off-street parking facilities; however the total has since declined slightly. Over the 35-year period from 1983 to 2017, the total number of off-street parking spaces increased from 20,603 to 24,702. Nearly 5,000 spaces were added in just the decade following the 1983 survey, largely due to expanded off-street parking in the Mid-Illinois Medical District (including the Abraham Lincoln Presidential Library and Museum parking structure) and on State of Illinois properties in and north of the Capitol Complex.

FIGURE 1

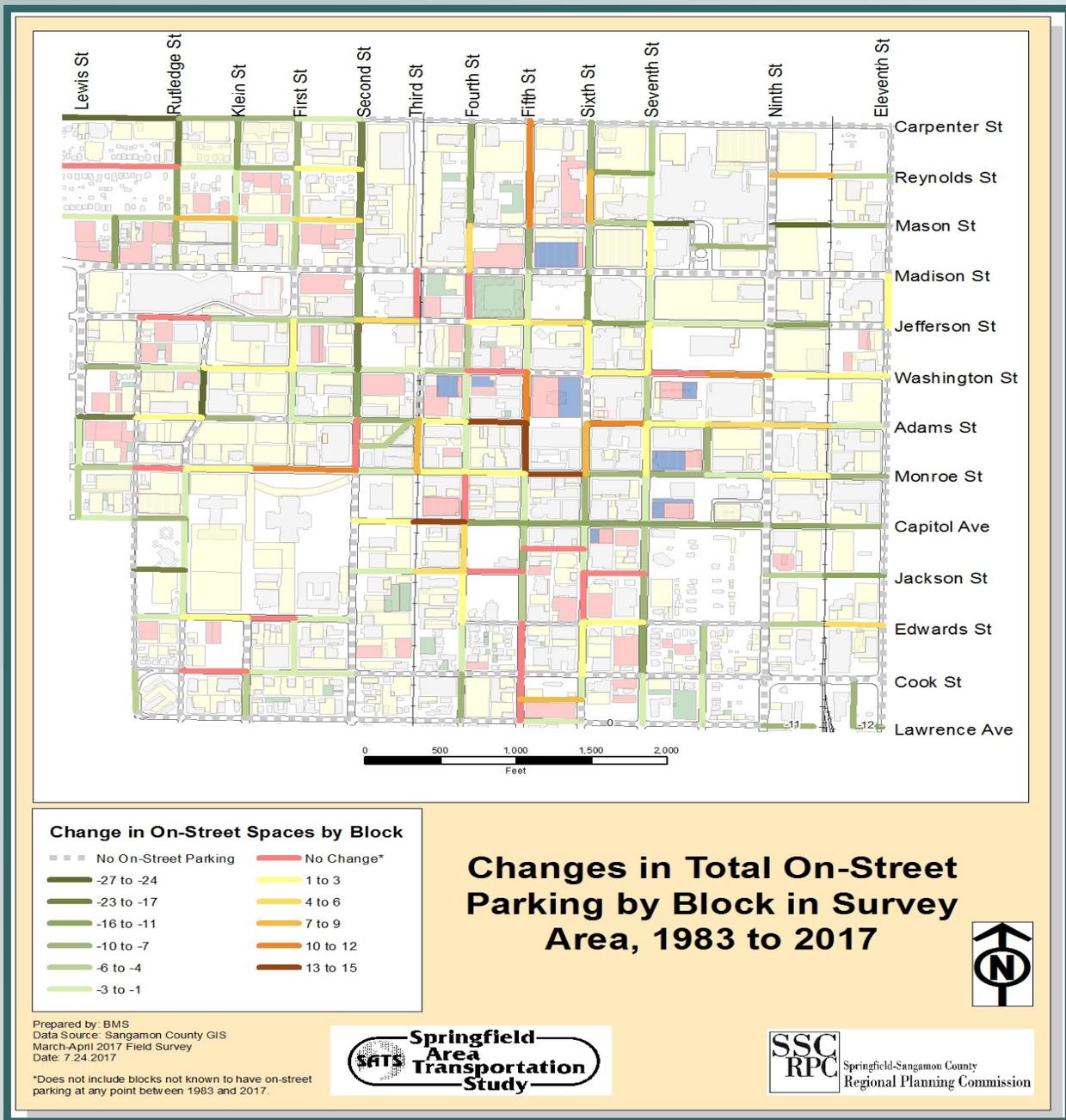


Starting during this same decade, the total number of on-street spaces has slowly decreased; the total decrease over the 35 year period has been from 2,767 in 1983 to 2,205 in 2017. On-street parking peaked earlier in 1982 at 2,971 spaces and since continued to decline. This is due in part to large projects 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 between 1983 and 2017, as summarized on the following page in Map 1, is as follows:

- Six blocks of 2nd Street, Carpenter to Adams (90 spaces lost largely for 2nd Street bike lanes),
- Seven blocks of Capitol Avenue, 4th to 11th (87 spaces lost in Capitol Avenue Streetscape Project),
- Four blocks of Mason Street, 7th to 11th (74 spaces lost—includes vacated portions on St. John's Hospital property),
- Five blocks of Carpenter Street, 2nd to extended Lewis (46 spaces lost),
- Three blocks of Rutledge Street, Madison to Carpenter (36 spaces lost),
- Four blocks of Jefferson Street, 6th to 10th (34 spaces lost),
- Six blocks of Adams Street, 3rd to Lewis (30 spaces lost),
- Three blocks of 1st Street, Carpenter to Madison (19 spaces lost).

The above 8 street segments comprise 74% of all on-street parking losses (416 of 562) in the Study Area between 1983 and 2017, despite comprising only 13% of street length in the Study Area. In the Core Shopping Parking Area (CSPA—see page 21 for Map 7) total on-street parking decreased by 42 spaces. For further details, see Map 1 on the next page.

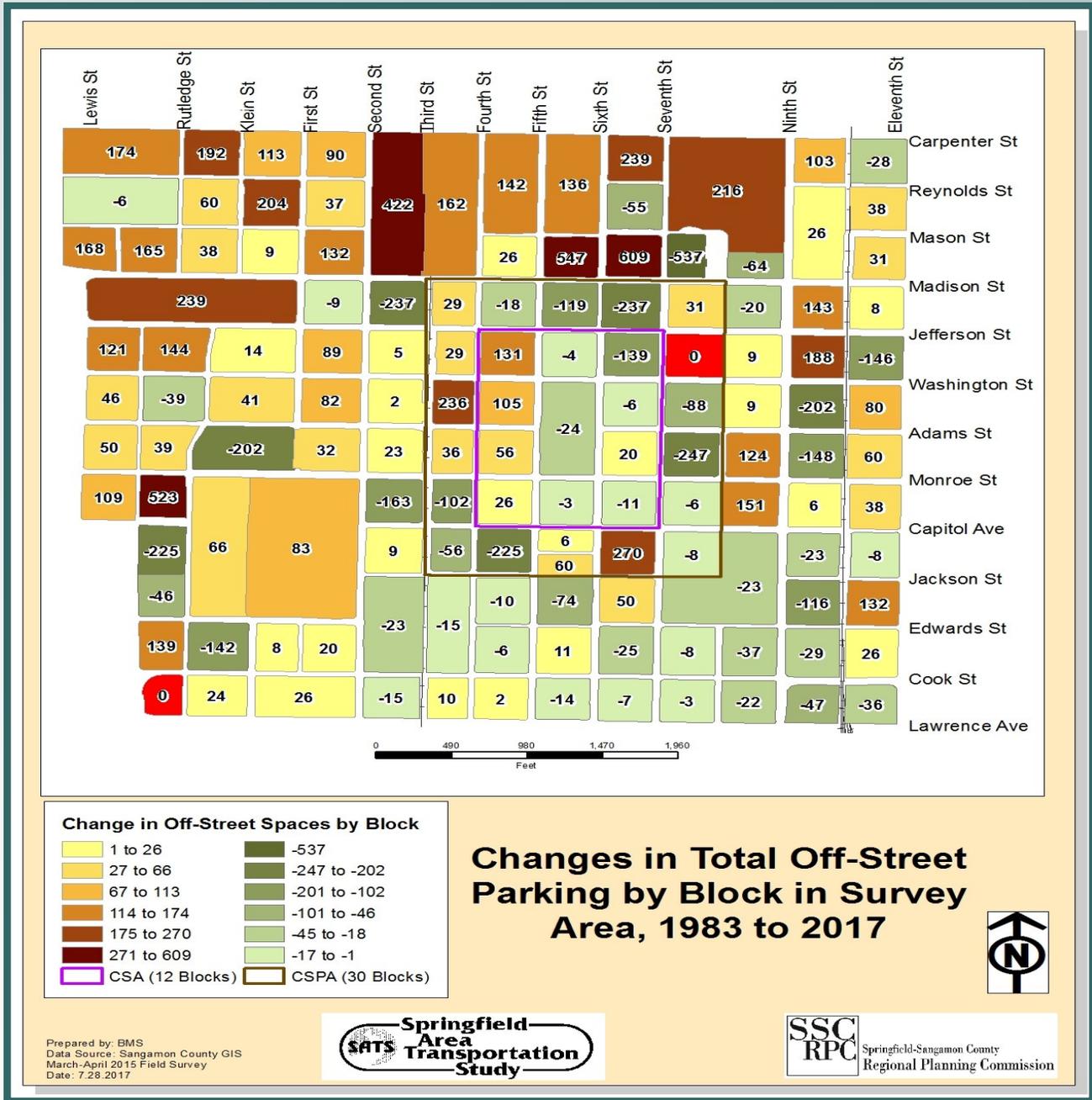
MAP 1



Map 2, on the following page, shows the block-by-block changes to off-street parking over the same 35-year time period. Like 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 3,389 off-street spaces were added since 1981. This comprises 83% of the 4,099 spaces which have been added to the Study Area since 1983, 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 1,232 spaces were added to the area south of Madison Street and west of 2nd Street. More than half of these were added on just 2 blocks: the first containing the Capitol Complex parking garage, and the other now containing the Willard Ice building, which lacked off-street parking in 1983. The remaining portions of the Study Area lost off-street parking by a total of 522 spaces between 1983 and 2017.

MAP 2



Highlights: 1983-2017

In summary:

- Overall, parking in the central area increased 15% (3,537 spaces), an average of 0.45% yearly, from 1983 to 2017.
- Off-street parking increased by 20%, a total jump of 4,099 spaces.
- Off-street metered spaces decreased from 206 to only 20 spaces, a decrease of 90%.
- Unmetered, on-street spaces decreased 32% (387 spaces), from 1,196 to 809.
- Formal spaces increased 35% (4,553 spaces).
- Formal off-street parking also increased as a percentage of all parking from 55% in 1983 to 65% in 2017. The ratio for off-street informal and public parking decreased, with the residential parking ratio increasing by less than 0.5%.

Introduction to the Study

As part of the ongoing transportation planning process, the Springfield-Sangamon County Regional Planning Commission (SSCRPC) conducts a survey of parking availability in the Springfield central area every 2 years. 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, 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 as on or off-street. 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 3 categories listed as "restricted" in italics below are restricted by property ownership, not time limit.

Unmetered Types:

- Restricted—parallel*
- Restricted—perpendicular*
- Restricted—diagonal*
- Unrestricted
- Handicapped Parking
- 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



Tour bus parking on the Old State Capitol Plaza.

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

30-minute unmetered

1-hour unmetered

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 as the last page 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 have been included in the survey since 2007.

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

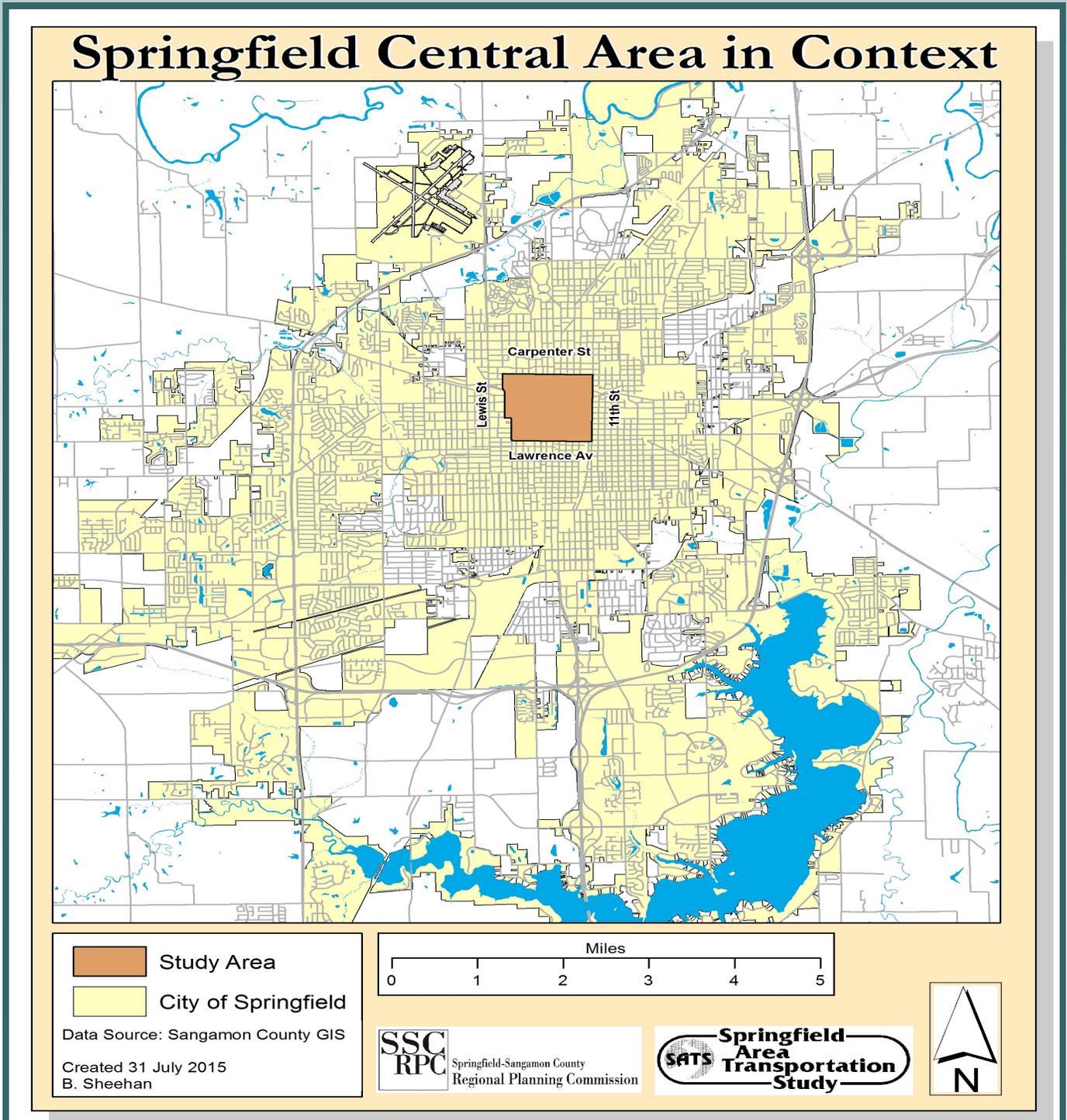
1. *Public:* This classification includes racks located within sidewalks, as well as those located within parking ramps or serving public institutions.
2. *Residential:* Racks on private property and serving residential buildings.
3. *Business:* Racks on private property and serving a non-residential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

The Study Area

The 2017 Parking Survey Study Area is consistent with the area studied since 1981 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 beyond its end at Madison to Carpenter.

Map 3 shows the central area in context of the entire city. Map 4, on the following 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
Updated 22 June 2017 - BMS

TIF Districts

- Downtown TIF #1 (Expires 12/31/28)
- East Side TIF #3 (Exp. 2/22/18)
- Enos Park TIF #4 (Exp. 12/15/20)
- SHA TIF #5 (Exp. 2/17/22)
- Medical District
- Study Area
- Central Springfield Historic District
- Historic Zoning Districts



2017 Parking Survey Results

Overview 2007-2017: Central Area

The total number of parking spaces in Springfield's central area at the time of the 2017 survey was 26,907. This figure is included among the data for the 10 most recent surveys, dating back to 2007, in Table 2, and is the lowest for any year in that time period. Please note that no survey was conducted in 2016, and that the Parking Survey will now be conducted every 2 years.

Fluctuations have occurred over the period from 2007 to 2017 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.

As shown in Table 3, a very large majority of parking in the central area has always been located off-street.

TABLE 2

TOTAL PARKING SPACES 2007-2017			
Year	Total	Number	Percent
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%
2017	26,907	-582	-2.12%



Example of on and off street parking in the heart of Springfield.

TABLE 3

ON AND OFF STREET PARKING 2007-2017			
Year	On-Street	Off-Street	% Off-Street
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%
2017	2,205	24,702	91.8%

TABLE 4

Table 4 further categorizes spaces by presence of a meter. There are currently 1,416 metered (M) and 25,491 unmetered (U) 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.

METERED AND UNMETERED SPACES 2007-2017									
Year	On-Street Parking			Off-Street Parking			TOTAL		
	M	U	Total	M	U	Total	M	U	Total
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
2017	1,396	809	2,205	20	24,682	24,702	1,416	25,491	26,907

Metered on-street parking along Washington Street.



On-Street Parking

Table 5 shows totals for all categories of on-street parking from 2007-2017. Total on-street parking has ranged from a high of 2,554 (in 2008) to a low of 2,250 (in 2017). This continues a trend of a decrease in the number of on-street spaces since 2010 (totaling 13%), and a 14% total decrease since 2007.

TABLE 5

**ON-STREET SPACES
2007-2017**

Category	2007	2008	2009	2010	2011	2012	2013	2014	2015	2017
METERED SPACES										
10-minute	1	1	1	1	0	0	0	0	0	0
30-minute	123	122	121	118	114	101	102	105	96	83
1-hour	22	22	19	17	11	29	28	30	28	34
90-minute	5	5	5	5	0	0	5	5	5	5
2-hour	849	846	799	805	779	788	787	792	735	708
5-hour	237	245	241	258	242	246	242	240	241	255
8-hour	14	14	14	14	14	14	14	14	14	14
9-hour	338	338	333	325	308	302	306	310	285	297
SUBTOTAL	1,589	1,593	1,533	1,543	1,468	1,480	1,484	1,496	1,404	1,396
UNMETERED SPACES										
*Unrestricted	243	243	243	245	244	241	193	202	214	189
*Restricted Parallel	3	3	6	6	3	0	3	3	3	3
*Restricted Perpendicular	107	107	98	103	84	84	78	77	77	70
*Restricted Diagonal	3	3	0	0	0	0	0	0	0	0
Handicapped	67	67	63	73	67	67	68	72	69	65
10-minute posted	11	11	14	20	22	22	12	11	13	11
15-minute posted	3	3	3	5	5	5	3	3	2	2
20-minute posted	57	57	55	56	53	53	40	33	32	29
30-minute posted	46	46	46	58	60	61	45	45	37	37
2-hour posted	393	393	394	394	389	382	350	375	371	375
5-hour posted	28	28	28	28	28	28	28	30	28	28
SUBTOTAL	961	961	950	988	955	943	820	851	846	809
ON STREET TOTAL	2,550	2,554	2,483	2,531	2,423	2,423	2,304	2,347	2,250	2,205
	345	4	-71	48	-108	0	-119	43	-97	

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

Unmetered Parking Spaces

Of the 45 on-street spaces that were lost in the study area between 2015 and 2017, 37 were unmetered spaces. Seventeen of these spaces came from the vacating of 1 street segment, the 600 block of East Reynolds. (Seven of these spaces had previously been metered until 2014, when St John's Hospital acquired the right-of-way from the City of Springfield). In addition, 7 spaces along Edwards Street between 7th and 9th were lost due to a streetscape project. Five more were lost due to a change in signage on Jackson near 11th, and 4 were lost temporarily at the northeast corner of 7th and Monroe due to construction on the adjacent parking ramp. In total, 45 unmetered, on-street spaces were lost or were converted to a metered parking type, but a total of 8 new unmetered spaces appeared. Five of these are temporarily unmetered spaces on Adams Street adjacent to the future SMTD transfer center, and the remainder are random locations where a meter was removed purposefully or otherwise, including the conversion of a metered space to handicapped parking spot, in front of Boone's Saloon, on the north side of Edwards Street just west of College.

TABLE 6

OFF-STREET PARKING SPACES 2007-2017					
Year	Formal	Informal	General Public	Residential	Total
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
2017	17,479	4,937	1,522	764	24,702
Change 2015-2017	32	-470	-173	74	-537

Off-Street Parking

The number of spaces for each major category of off-street parking from 2007 through 2017 are in Table 6.

The year 2017 saw large changes in 2 out of 4 off-street parking categories, with a very large change occurring in the total number of informal parking spaces. Despite holding steady overall, formal parking saw a loss of 3 lots containing over 180 spaces replenished by 2 new lots each containing over 245 spaces, among other much smaller gains and losses. No informal lot gained spaces, and nearly half the lost spaces came when a 228 space informal lot was replaced with a 264 space formal lot. Major changes to off-street parking include the following:

- The city-owned 225-space formal lot which shared its block with the former YWCA building has been closed and partially sodded over.
- The north half of the formal lot on 9th Street between Madison and Reynolds serving St. John's Hospital has been closed, leading to a loss of 206 spaces.
- A 181-space lot, formerly owned by Horace Mann, on the site of the future SMTD Transfer Center, has been vacated for Transfer Center construction; Horace Mann now owns the lot to the north, which was reconstructed and expanded from 232 informal spaces to 264 formal spaces following the demolition of the Salvation Army building.
- The reconstruction of the lot serving the former Illinois Lottery building, now housing offices of the SIU School of Medicine, added 256 spaces.
- A new lot at the northwestern edge of the St. John's Hospital campus added 296 spaces.
- Due to construction on its outer façade, the 7th and Monroe ramp temporarily lost 173 mostly public parking spaces.



Lot formerly housing buildings and parking stands vacant pending the next phase in the construction of the SMTD Transfer Center.

Figure 2 shows the percentages of each category of off-street parking in 2017.

Of all off-street spaces, 71% are classified as formal and are reserved for employees or patrons of specific agencies or businesses.

The number of informal spaces represented 20% of off-street parking in 2017. The respective shares for parking for the general public and residences were 6% and 3%.

A more detailed listing of off-street parking spaces appears in Table 7. Surface lots contain 71.7% of all such spaces (a 0.2% increase from 2015), with the remaining 28.3% in underground or ramp structures.

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, 39% of residential spaces are in underground structures at Lincoln Tower, Townhouse Condominiums, and Near North Village. Just over 20% of formal parking—the Study Area's most dominant type—is contained within a structure, while 33% of informal spaces are in a structure.

FIGURE 2**TABLE 7**

2017 OFF-STREET PARKING SPACES				
Category	Surface	Under- ground	Ramp	Total
FORMAL				
General	13,441	930	2,611	16,982
30-minute unmetered	13	0	0	13
1-hour	16	0	0	16
Handicapped	394	6	68	468
SUBTOTAL	13,864	936	2,679	17,479
INFORMAL				
General	3,303	447	1,163	4,913
30-minute unmetered	2	0	0	2
Handicapped	14	0	8	22
SUBTOTAL	3,319	447	1,171	4,937
GENERAL PUBLIC				
General	62	61	1,278	1,401
Handicapped	2	12	87	101
30-minute meter	4	0	0	4
2-hour meter	0	16	0	16
SUBTOTAL	68	89	1,365	1,522
RESIDENTIAL				
General	456	191	0	647
Handicapped	8	109	0	117
SUBTOTAL	464	300	0	764
OFF-STREET TOTAL	17,715	1,772	5,215	24,702

Metered Parking Spaces

All but 20 of the 1,416 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 ramp underneath Lincoln Library.

Table 8 breaks down of the various types of on-street meters over the 10 most recent surveys. The number of metered spaces changed little from 2015 to 2017, but with major fluctuations in 4 meter types. The following changes are noted:

30-minute meters - Ten spaces on Monroe between 3rd and 7th were converted from 30-minute

meters to other metered types, mostly 1-hour meters, and an additional 5 spaces on the 100 block of S. 7th received the same treatment. Two 2-hour meters on the 300 block of East Monroe, by comparison, became 30-minute meters.

2-hour meters— A total of 41 such spaces were either removed from the Study Area or changed to another parking type. Most prominently, 13 spaces were temporarily removed from adjacent to the 7th/Monroe parking garage, with another 11 on the 100 block of North 1st converted to 5-hour meters. No brand new spaces were added, but 7 spaces, mostly on the 400 block of East Washington, from the 2014 survey returned, and another 7 changed to 2-hour meters from another parking type, mostly on the 300 block of South 4th.

5-hour meters— In addition to the 11 new spaces on 1st which were converted from 2-hour meters, 3 brand new such spaces appeared on the north side of Washington just east of 2nd.

9-hour meters— On the 400 Block of N. 7th, 11 metered spaces that had been temporarily closed for construction work at St. John’s Hospital returned. Two new spaces appeared on Washington west of 2nd, and another space on the 400 block of West Capitol had its meter removed.

- 51% of meters are 2-hour meters, oriented towards business, lunch, and shopping trips. These are primarily concentrated in the Core Shopping Parking Area (CSPA)—see Map 7 on page 21.
- 18% of meters are 5-hour meters, serving longer-term visitor trips, and are concentrated near the Lincoln Home Historic Site, Governor’s Mansion, and Abraham Lincoln Presidential Library and Museum.
- 9% of meters are 30-minute, 1-hour, or 90-minute for quicker trips.
- 22% 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 8

METERED ON-STREET PARKING SPACES 2007-2017					
Year	Formal	Informal	General Public	Residential	Total
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
2017	17,479	4,937	1,522	764	24,702
Change 2015-2017	32	-470	-173	74	-537

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 un-metered and reserved, marked by a symbol on the pavement and a posted sign. Table 9 shows the distribution of these spaces in 2007 and 2017 for on-street parking and by category of off-street parking.

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 2 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 6,987 spaces located in parking facilities, either ramps or underground facilities, 26% of all Study Area spaces, and 28% of all off-street spaces. Table 10 at right lists the total spaces in parking facilities by off-street category, and Table 11 on page 17 shows total spaces by each facility.

Despite the loss of 198 spaces due to construction and a structural deficiency in structures containing public and informal parking, the proportion of public parking in structures, like the proportion for formal parking, remained largely unchanged from 2015. Indeed, despite this, the proportion of informal parking in structures actually increased 3%, while the residential proportion dropped by 4%.

TABLE 9

PARKING RESERVED FOR PERSONS WITH DISABILITIES 2007 and 2017					
Category	Number of Spaces			Change	
	2007	2017	2017 % of Category	Number	%
OFF-STREET	646	708	2.9%	62	10%
Formal	450	468	2.7%	18	4%
Informal	23	22	0.4%	-1	-4%
General Public	60	101	6.6%	41	68%
Residential	113	117	15.3%	4	4%
ON-STREET	67	65	2.9%	-2	-3%
TOTAL	713	773	2.9%	60	8%

TABLE 10

OFF-STREET SPACES IN PARKING FACILITIES: 2017			
Category	Total Off-Street	In Parking Facilities	Percentage in Facilities
Formal	17,479	3,615	21%
Informal	4,937	1,618	33%
General Public	1,522	1,454	96%
Residential	764	300	39%
TOTAL	25,239	6,987	28%

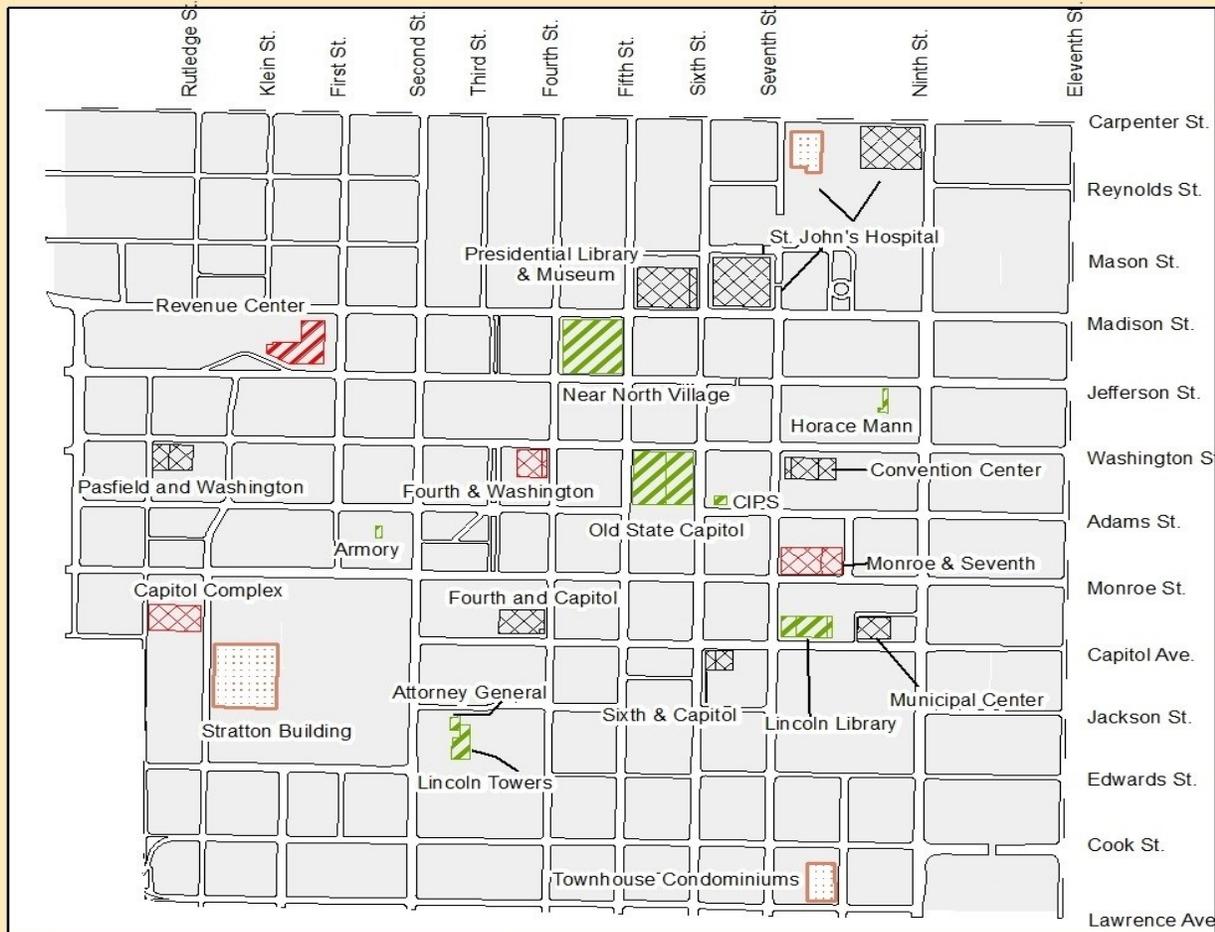


Parking garage for the Abraham Lincoln Presidential Library and Museum.

Map 5 below shows where each structure is located, including the indefinitely closed structure at the Department of Revenue, on 1st Street between Madison and Jefferson, as well as 2 other ramps under partial closure.

MAP 5

Parking Structures in the Springfield Central Area



Parking Structures

-  Ramps
-  Ramp Partially Closed*
-  Surface and Underground
-  Underground
-  Temporarily Closed



Data source: Field surveys April 2010, April 2013
 Created May 2010
 Updated June 2017 by B. Sheehan

*Indicates partial closure for structural reasons or reconstruction.



TABLE 11

PARKING FACILITIES		
Location	2017 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	655	General Public, Informal, & Formal
Fourth and Washington***	246	General Public & Informal
Fourth and Capitol	396	Formal & Informal
Monroe and Seventh****	330	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	5,215	
UNDERGROUND		
Armory	14	Formal
Stratton Building	758	Formal
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	108	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	1,772	
TOTAL	6,987	

*Parking spaces on uppermost level of structure unavailable for use due to a structural deficiency

**Parking structure at the Department of Revenue has been closed since October 2012 for repairs.

***205 spaces on uppermost levels of garage not available to public due to a structural deficiency.

****175 spaces closed off due to ongoing work on the outer façade of the ramp structure.

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 12. Ten areas are reserved for tour bus loading and parking, totaling 122 spaces.



TABLE 12

SPECIAL USE SPACES: 2017			
Category	On-Street	Off-Street	Total
Emergency Vehicle	0	16	16
Cab Stand	10	0	10
Loading Zone	60	25	85
Special Permit	49	3	52
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	9	18

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.



Lincoln Penny bike rack.

All but 2 (both serving County Market) of these Lincoln Penny racks are along area sidewalks. One of these racks, immediately adjacent to what is now the Bank of Springfield (BOS) Center, formerly the Prairie Capital Convention Center (PCCC) was eliminated in late 2013, coinciding with renovations to the then-PCCC, and has not yet been replaced. The total number of bicycle racks at the time of the 2017 survey was 67,

up 6 from 2015. Map 6 showing the locations of each rack

may be found on the following page. Three public racks were added near the center of the Study Area; 6 formal racks were also added in the outer parts of the Study Area, with another 3 formal racks removed.

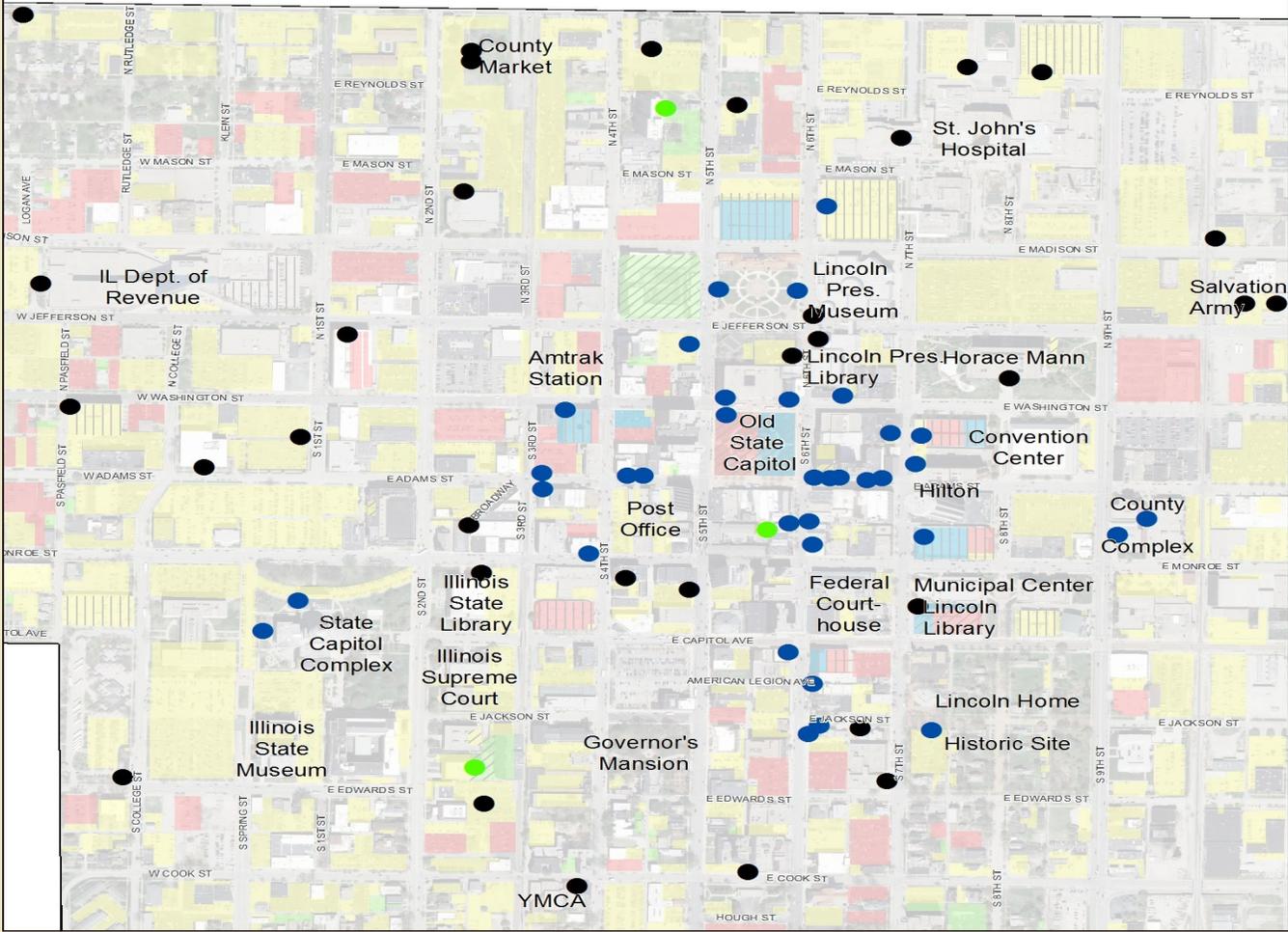
Racks that serve public facilities or are placed on sidewalks are coded public. Non-public racks are those oriented away from public use, such as those clearly associated with a particular building, situated out of sight of the sidewalk. Such a rack is classified as residential if it serves a specific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

Three bike parking areas or racks serve residential buildings, while 35 are public and 29 are formal.

MAP 6



Downtown Springfield Bicycle Parking Map



Bicycle Parking

- Public
- Residential
- Formal

Off-Street Parking

- Formal
- Informal
- Public
- Residential

Prepared By: B. Sheehan
 Springfield-Sangamon County RPC
 Sources: Sangamon County GIS
 April-May 2017 Field Survey
 Date: 6.22.2017



2017 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 7 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 6 parking structures offering hourly rates, with 886 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-two off-street public spaces can also be found on a surface lot at 4th and Washington.

An additional 610 on-street spaces makes a total of 1,558 spaces for the general public (112 of which are reserved for persons with disabilities) in both on-street and off-street locations in the CSPA. Table 13 at right shows the breakdown of parking spaces for each category.

TABLE 13

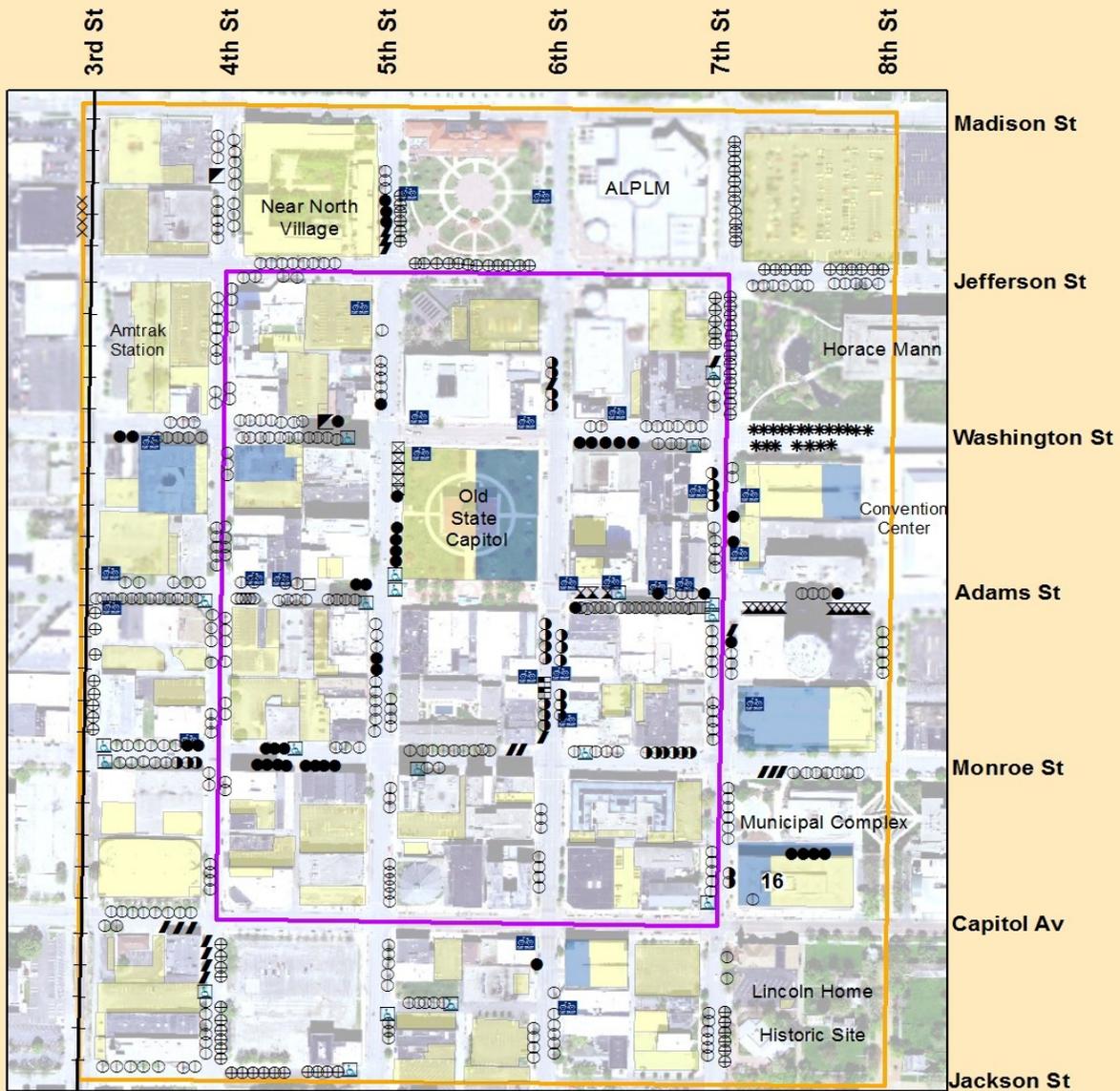
PUBLIC PARKING SPACES IN THE CORE SHOPPING PARKING AREA (CSPA) IN 2017			
Space Type	Total Spaces in Study Area	Spaces in CSPA	Percent in CSPA
Total Metered Spaces	1,416	555	39%
30-minute	91	46	51%
1-hour	34	32	94%
1.5-hour	5	5	100%
2-hour	720	360	50%
5-hour	255	92	36%
8-hour	14	0	0%
9-hour	297	20	7%
Total Unmetered Spaces	2,345	1,003	35%
10-minute	11	3	27%
15-minute	2	2	100%
20-minute	32	19	59%
30-minute	52	13	25%
1-hour	16	0	0%
2-hour	375	2	1%
5-hour	28	0	0%
Off-Street Unrestricted General Public	1,401	848	61%
Unrestricted	189	4	2%
Restricted	73	0	0%
Total Reserved for Persons w/ Disabilities	166	112	67%
Public Car Parking TOTAL	3,761	1,558	41%
Public Bicycle Racks	35	28	80%



On-street parking in the core shopping area.

MAP 7

Parking in Downtown Shopping Area



Metered Spaces ● 30 min. ◐ 1 hour ◑ 1.5 hour ⊕ 2 hour ⊗ 5 hour * 9 hour	Unmetered Spaces □ 10 min. posted ◼ 15 min. posted ◼ 20 min. posted ◼ 30 min. posted ♿ persons w/disabilities	Downtown Shopping Area ◻ Core Shopping Area (12 Blocks) ◻ Core Shopping Parking Area (30 Blocks)
		Bicycle Parking ◻ Public
		Off-Street Parking ◻ Other ◻ Public



Data Source: Sangamon County GIS
April-May 2017 Field Survey



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 3-week period in late May and early June 2017, providing data for a snapshot in time. Parking usage fluctuates throughout the year, but because this study partially 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 8, on the following page, depicts the 2017 occupancy averages for each off-street facility and each on-street block. Table 14, below, lists mean parking occupancy rates for the last 4 years.

Occupancy Rates

Excluding a 56% occupancy rate for off-street public parking in 2017, occupancy rates calculated for the past 6 surveys (see Table 14) 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 downtown.

Formal parking has the highest occupancy rate in all years except 2017, with a 54% to 60% range during this 5-year period. These spaces are designated for visitors and employees of

specific businesses, agencies, or buildings, so their need is established and their use expected. One reason the occupancy rate is not higher is due to building vacancies. Their associated parking lots are still included in the survey.

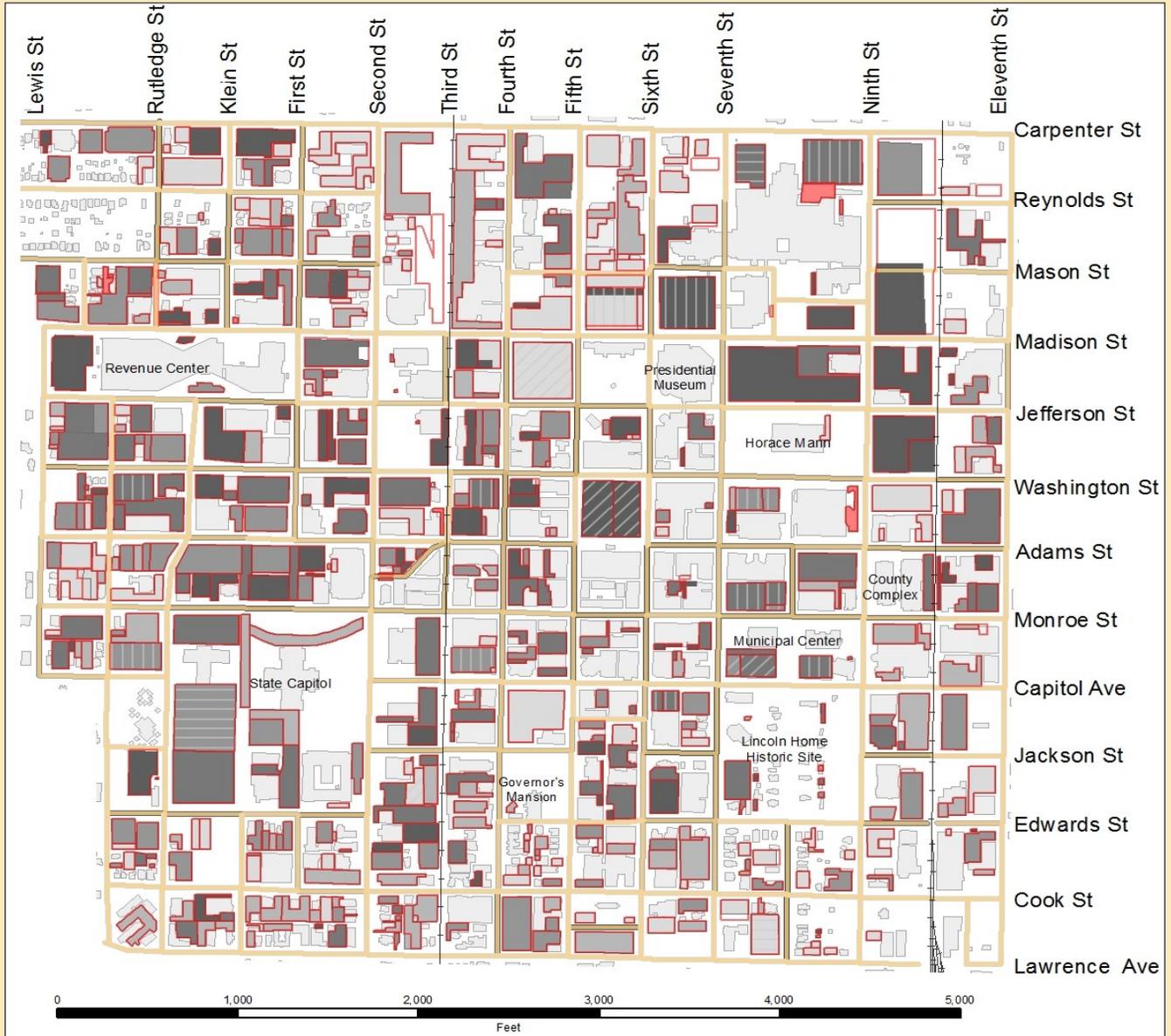
Informal parking has seen the biggest fluctuation with occupancy rates, with typically significant changes in occupancy rates from yearly. These spaces are available for monthly rental and in 2013, for the first time in the 10-year time period of the current parking analysis, the number of informal spaces decreased by several hundred. This repeated again from 2015 to 2017. The occupancy calculations indicate that demand for these rental spaces may not be consistent on a yearly basis.

Until 2017, the use of parking available to the general public either in off-street facilities or on-street spaces has been fairly consistent, ranging between a maximum of 39% to a maximum of 47%. Even with 56% occupancy in 2017, this would seem to call into serious question the often heard lament that there is not enough public parking in downtown Springfield.

TABLE 14

AGGREGATE OCCUPANCY RATES: 2011—2017						
Category	2011 Rate	2012 Rate	2013 Rate	2014 Rate	2015 Rate	2017 Rate
Formal	55%	54%	55%	60%	57%	55%
Informal	42%	40%	45%	53%	51%	45%
General Public	41%	46%	47%	44%	40%	56%
On-street	44%	43%	39%	44%	44%	44%
Total Nonresidential	50%	50%	51%	56%	54%	53%

MAP 8



Parking Structures

- Ramp
- Surface
- Surface & Underground
- Underground

Percentage Utilized

- 0 - 16%
- 17 - 37%
- 38 - 56%
- 57 - 73%
- 74 - 99%
- 100%
- No On-Street Parking
- Residential (No Counts Taken)

Downtown Springfield Parking Survey Parking Utilization by Percentage in 2017



Created by: B. Sheehan
Data Source: Sangamon County GIS
Field Survey May-June 2017



Aesthetics and Environments of Parking Facilities

As of 2017, 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 images at right show excellent examples of how well fully grown trees and bushes can almost completely eliminate the view of a parking lot from someone walking along the sidewalk, something not immediately evident in newer buffers.



Landscaping buffer along Jefferson Street obscures view of Horace Mann Company-owned parking lot.



Landscaping buffer along 7th Street obscures view of Lincoln Home Visitors' Center parking lot.

Tree Canopy

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

- 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, and
- 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, and
- 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, and
- 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, and
- 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 St. John's Hospital also includes decorative fencing.



Newly constructed employee parking lot at St. John's Hospital incorporates 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.



The Washington Park Botanical Garden lot is comprised of pavers with flat curb and bioswale.



The Capitol Complex Visitor's Center off-street parking has large trees to provide shade and a picnic area.

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 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 2 downtown structures, this declined to 29% in 2017.

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 1 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 2 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



The Villas Downtown locates parking behind the building for its residents.

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 new “The Villas” apartment building on 4th Street.

There is no parking in front of the building, as all the parking may be found at the rear. From 4th Street, the only direct access to the parking lot can be made via an alley running along the south end of the building. Many historic buildings in the Study Area, such as the Illinois State Library shown above, utilize this same concept while incorporating traditional frontage onto sidewalks such as the above

Placemaking Strategies - Reuse of Vacant/Underutilized Parking



The parklet located by Urban Sassafra utilizes an underused loading zone space.

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, ten formal and five informal surface parking lots in the Study Area each had 75 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 6 new restaurants to the area in 2 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.

Parking-Related Placemaking Strategies In Downtown Springfield



Pedestrian bumpout and small park bordering on-street parking.

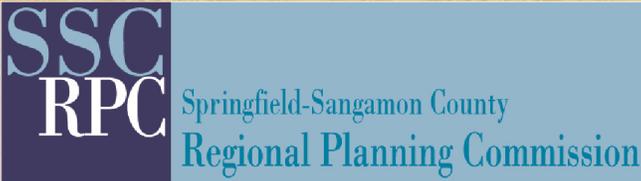


Lincoln Penny bicycle racks



Before/After of 8th Street streetscape at Edwards to Cook. Top: September 2014 (Google Street View), Bottom: August 2017. Note removal of curb cuts providing access to an underutilized parking lot also accessible from rear alley, allowing for 2 on-street parking spaces to be added on 8th.





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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.

SSCRPC Advising + Planning + Evaluating + Leading