MINUTES OF MEETING
Springfield-Sangamon County Regional Planning Commission
September 18, 2019

1. CALL TO ORDER.

Chairman Joe Gooden called the meeting to order at 9:32 AM.

2. ROLL CALL.

Mary Jane Niemann called the roll.

JULY 2019	AUGUST	SEPTEMBER	OCTOBER	NOVEMBER	DECEMBER	JANUARY 2020	FEBRUARY	MARCH	APRIL	MAY	JUNE	Member	Representative	Affiliation
X	X	X										**Joe Gooden, Chair**		City of Springfield
X												Ken Springs, Vice Chair		Sangamon County
X	X	X										**Greg Kruger, Secretary**		City of Springfield
X	X	X										Mayor Jim Langfelder	**Bonnie Drew**	City of Springfield
X												Andy Van Meter	Brian McFadden	Sangamon County Board
		X										**Ald. Joe McMenamin**		City Council
X	X	X										**Ald. Andrew Proctor**		City Council
X	X	X										Greg Stumpf	**Trustin Harrison**	Sangamon County Board
X		X										George Preckwinkle	**Charlie Stratton**	Sangamon County Board
	X	X										Leslie Sgro	**Jason Graham**	Springfield Park District
	X	X										Frank Vala	Roger Blickensderfer / **Traci Carter**	Springfield Airport Authority
X	X	X										Brian Brewer	**Frank Squires** / Steve Schoeffel	Sangamon Mass Transit District
X	X	X										Dick Ciotti	**Gregg Humphrey** / Rob Leinweber / Jason Jacobs	Sangamon County Water Reclamation District
X												Jeff Vose	Lyle Wind / Shannon Fehrholz	Regional Office of Education
X	X	X										**Eric Hansen**		Sangamon County
												Vacant (March 2019 -		City of Springfield
X		X										**Larry Hamlin**		Sangamon County

Others

Nate Bottom
John Higginbotham
Val Yazell

Staff

Molly Berns
Ethan Hendricks
Shannan Karrick
Steve Keenan
Lindsay Kovski
Jordan Leaf
Mary Jane Niemann
Joe Zeibert

3. MINUTES OF MEETING.

Chairman Gooden asked if there were any additions or corrections to the minutes of the August 21, 2019 Regional Planning Commission meeting. There were none. The minutes were accepted as mailed.

4. MINUTES OF THE EXECUTIVE POLICY BOARD.

There was no meeting of the Executive Board.

5. REPORT OF OFFICERS.

There was no report of officers.

6. REPORT OF THE EXECUTIVE DIRECTOR.

A. Sangamon County Fast Facts – Molly Berns stated that the staff has been working on ways to bring technology closer to people who want to have access to some of the SSCRPC's data. Staff has been working on an app dealing with demographic data in the Springfield / Sangamon County area.

Jordan Leaf, Associate Planner, demonstrated the app. The app allows the user to click on a municipality and show demographic information (population, age, race, etc.) for that area.

Berns stated that the data will be useful for such things as applying for grants. The app will be updated when new information is received. The app may be found on the SSCRPC's website at www.sscrpc.com.

B. Springfield Central Area Parking Study 2019 – Berns noted that the Parking Study has been completed. The study is conducted every two years. The study area is bounded by Carpenter Street on the north, Lawrence Avenue on the south, Lewis Street on the west, and 11th Street on the east.

Shannan Karrick, Senior Planner, summarized the report via a power point presentation. The presentation and report are attached.

Commissioner Joe McMenamin noted that sheltered parking in close proximity to residences located downtown is important going forward.

Berns noted that the SSCRPC worked with the Office of Public Works to identify any inconsistencies and clarify information contained in the report.

7. CORRESPONDENCE.

There was no correspondence.

8. PUBLIC HEARINGS / COMMENTS.

There was no one who wished to address the Commission.

9. COMMITTEE REPORTS.

Land Subdivision Committee (LSC) – There was one project to be acted upon by the Regional Planning Commission this month:

Springfield Technology Park
Revised Preliminary Plan
Description: Part of the W½, Section 14 and part of the E½, Section 15, T15N, R6W (Located south of I-72, east of Wabash Avenue and International Parkway)

Joe Zeibert noted that this development is located south of I-72 to the east of Wabash Avenue, off of International Parkway. The development began with a preliminary plan in 1998 and all lots have been platted except one lot east of this development.

Zeibert noted that the area being revised was previously two lots and is currently proposed to be three lots. All essential services are available to serve this site. This site is located within the Curran-Gardner Water District. Zeibert stated that the Land Subdivision Committee recommended approval of the Revised Preliminary Plan.

Bonnie Drew asked if there was still an active special sewer assessment in that area. Gregg Humphrey said it depends on where it is actually located. He said the current trunk does have some areas that are reimbursable in that area.

Frank Squires moved to concur with the action of the Land Subdivision Committee to recommend approval of Springfield Technology Park - Revised Preliminary Plan. Commissioner Larry Hamlin seconded the motion and the motion passed unanimously via a roll call vote.

For informational purposes, Zeibert then summarized other projects reviewed by the Land Subdivision Committee at their September 5, 2019 meeting that do not require action by the Regional Planning Commission:

Springfield Technology Park - Final Plat

Zeibert stated that this includes the platting of the three lots as mentioned earlier in the Revised Preliminary Plan. The Land Subdivision Committee recommended approval of the Final Plat.

Illinois Presbyterian Home - Large Scale Development

Zeibert noted that this development will be acted upon by the Regional Planning Commission at a later date. Action by the Regional Planning Commission is being delayed due to the number of revisions needed to the plan.

Zeibert stated that this development consists of 20 acres located northwest of Chatham Road and Lawrence Avenue. The Illinois Presbyterian Home consists of independent / assisted living facilities. The proposed Large Scale expands on that with an extension of the cul-de-sac to the back of the property and construction of 2 single-family dwellings for independent living, 5 duplexes, 1 triplex and 1 three-story multiplex.

Zeibert noted that the Land Subdivision Committee recommended approval of the Large Scale Development with revisions. One of the revisions currently being worked out is drainage.

10. UNFINISHED BUSINESS.

There was no unfinished business.

11. NEW BUSINESS.

There was no new business.

12. SPECIAL ANNOUNCEMENTS AND PRESENTATIONS.

There were no special announcements or presentations.

13. ADJOURNMENT.

Chairman Gooden noted that the next Regional Planning Commission meeting will be held on October 16, 2019.

There being no further business, Commissioner Larry Hamlin moved to adjourn. Gregg Humphrey seconded the motion and the meeting adjourned at 10:03 AM.

Respectfully Submitted,

MJN

Mary Jane Niemann
Recording Secretary

Springfield Area Transportation Study

Springfield Central Area Parking Study 2019

Prepared by the SSC RPC Springfield-Sangamon County Regional Planning Commission

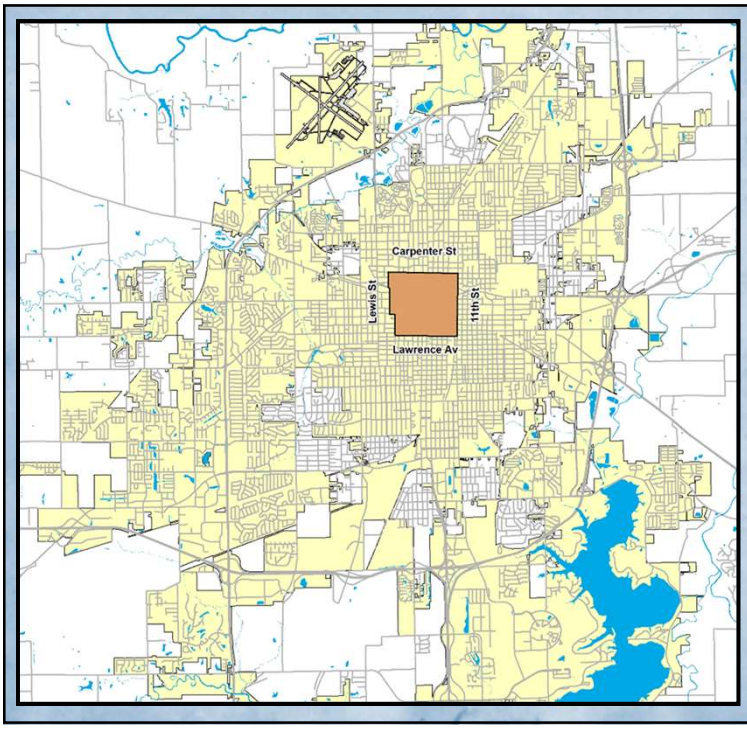
As part of the ongoing transportation planning process, the SSCRPC conducts a survey of parking availability in the Springfield central area every two years.

The goals of this survey are to:

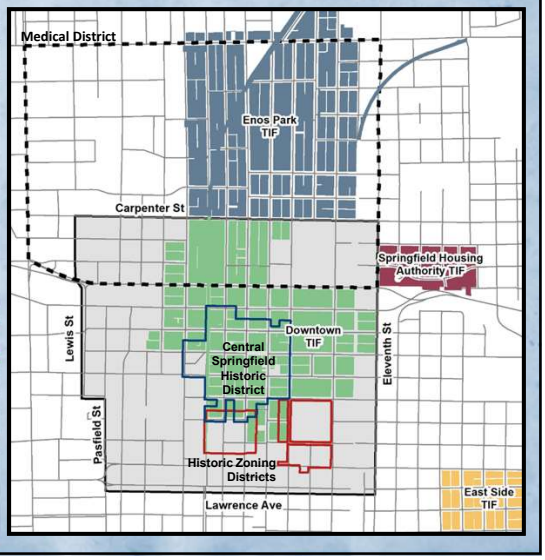
- maintain an up-to-date inventory of parking facilities in the Springfield central area;
- maintain adequate and current information on parking spaces for the transportation database; and
- assess daytime usage and availability of parking (since 2011).

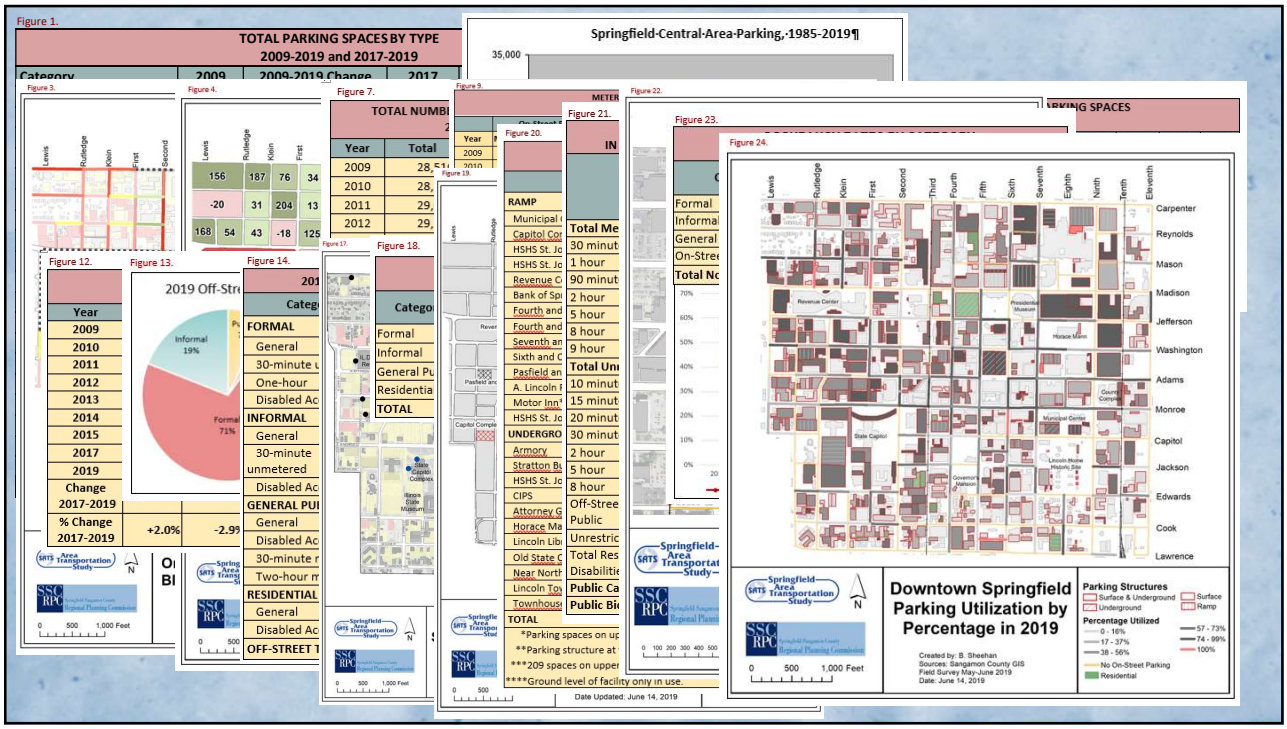
This information can be used

- 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.



Springfield Central Area





Types of Parking

- On-street
- Off-street
  - Formal- Limited to visitors or employees of a specific business or agency.
  - Informal- Available to anyone on a monthly rental basis.
  - General Public- Available to the public at an hourly or daily rate.
  - Residential- Reserved for residents of associated housing units.
- Metered
- Unmetered
- Unrestricted- Spaces not limited by time or use.
- Special use spaces
  - Cab stand
  - Emergency
  - Hotel loading
  - Loading zone
  - Municipal plates required
  - Reserved
  - Special permit
  - Bus loading and parking

Conducting the Parking Study

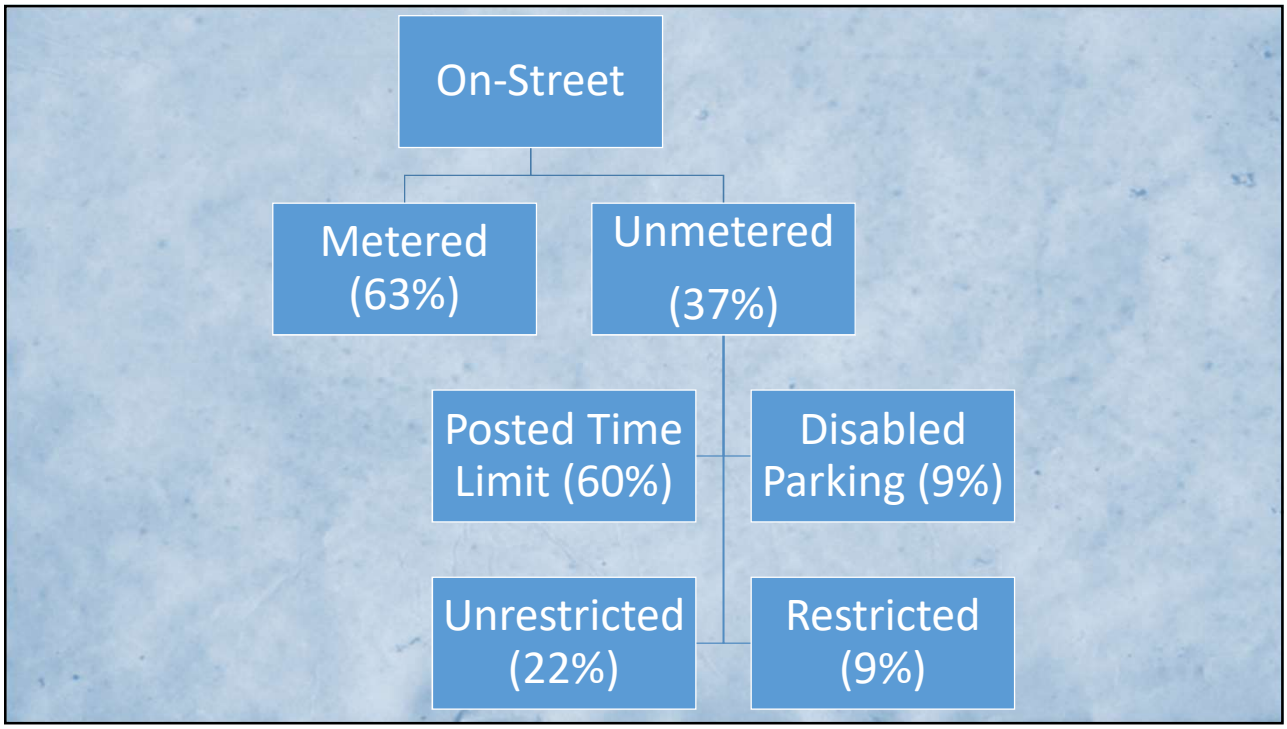
Data collection for the Study is divided into two parts:

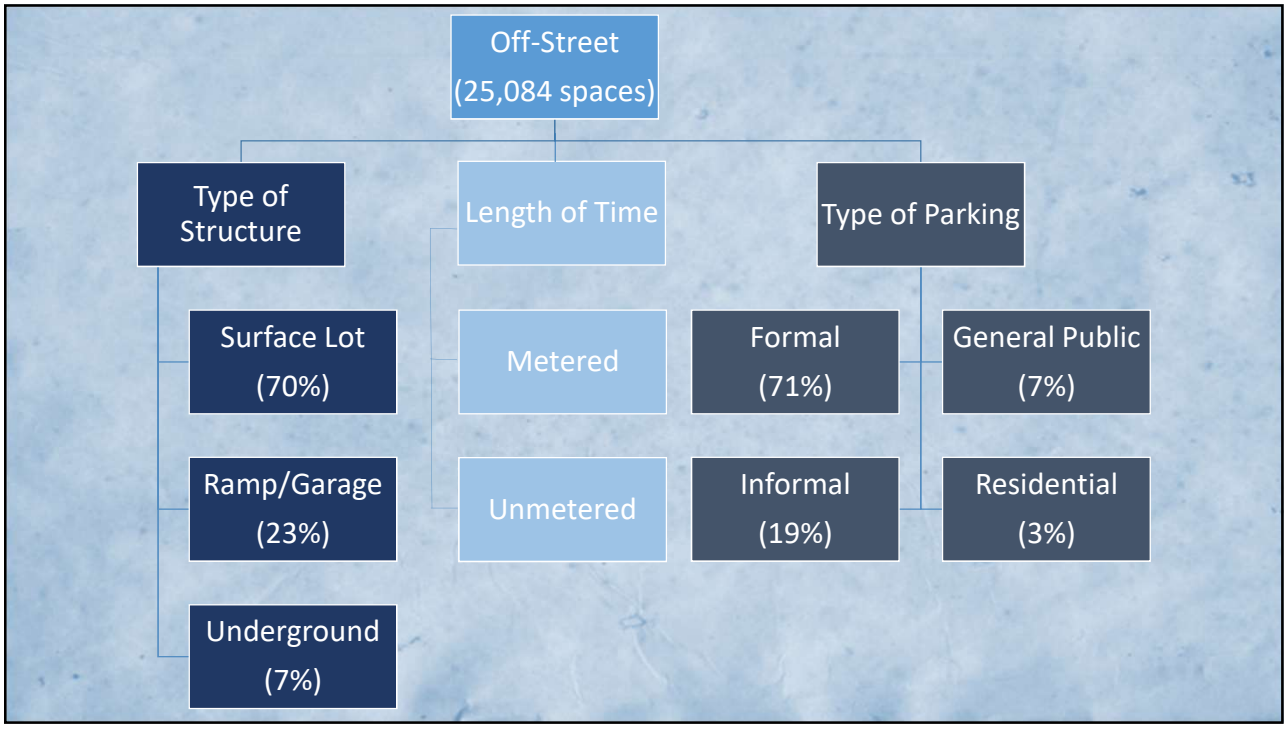
- **Determine the total number and type of parking spaces available**
  - Count the number of parking spaces available on each street and in each lot, ramp, and underground parking facility;
  - Note the type of parking
    - Formal, informal, general public, residential or on-street;
    - Special use spaces
    - Metered or unmetered
    - Time restriction
- **Conduct and occupancy count for each parking facility lot in the Study Area**
  - Each area is counted twice and an average is determined.
  - The occupancy rate =
    number of spaces occupied/number of spaces available

Things to remember…

- **The data contained in the Study is for a snapshot in time**.
- Data (total available and number occupied) was collected early May through mid June.
- Occupancy counts were conducted on days in the middle of a work week (Tuesday, Wednesday, Thursday).
  - On-street counts- 11:00 am to 2:00 pm
  - Off-street counts- 9:00 am to 11:00 am
    2:00 pm to 3:00 pm

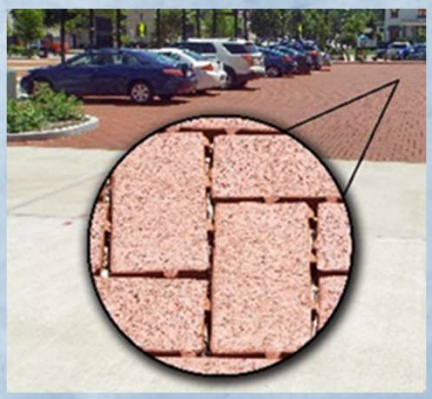
2019 Central Area Parking Study Survey Highlights


On-Street
Metered (63%)
Unmetered (37%)
Posted Time Limit (60%)
Disabled Parking (9%)
Unrestricted (22%)
Restricted (9%)


Off-Street (25,084 spaces)
Type of Structure
Length of Time
Type of Parking
Surface Lot (70%)
Ramp/Garage (23%)
Underground (7%)
Metered
Unmetered
Formal (71%)
Informal (19%)
General Public (7%)
Residential (3%)

Illinois Realtors'

Bicentennial Plaza



This project reduced downtown parking by **89** spaces
-24 five-hour metered spaces on Jackson St.
-65 spaces in parking lots

Former Downtown Transfer Center

Move to 11th and Adams resulted in the addition of approximately **45** two-hour parking spaces along East Capitol and 5th Street.

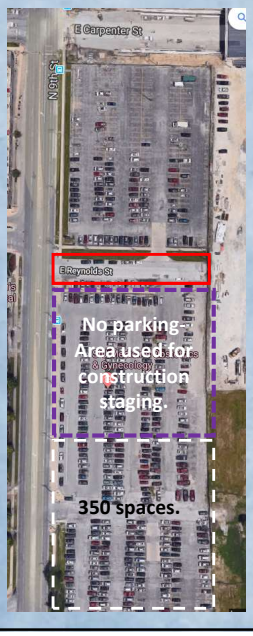
County Employee Lot and Transfer Center

+89 spaces after demolition of buildings and restriping at what is now the County employee lot.

-264 spaces total:
- **6** two-hour metered spaces on Adams St.
- **6** unrestricted spaces on Washington St.

-252 spaces in area now occupied by SMTD.

HSHS Women and Children's Clinic



+ 54 The 292-space ramp replaced a 238-space lot.

-113 spaces in southernmost lot.

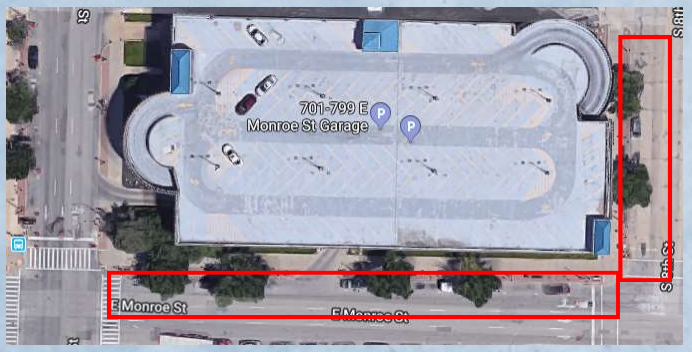
- 25 unrestricted spaces on Reynolds St.

+123 spaces between Reynolds and Mason Streets.

+ 39 spaces from 2017.

- 176 spaces compared to 2015.

Ramp at Seventh and Monroe



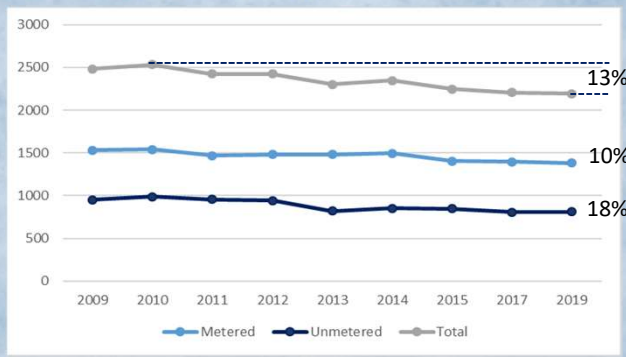
Project completion resulted in restoration of **194** spaces

+177 spaces in ramp
+ 13 two-hour metered spaces
+ 4 20-minute unmetered spaces

10-Year Trends

On-Street Parking

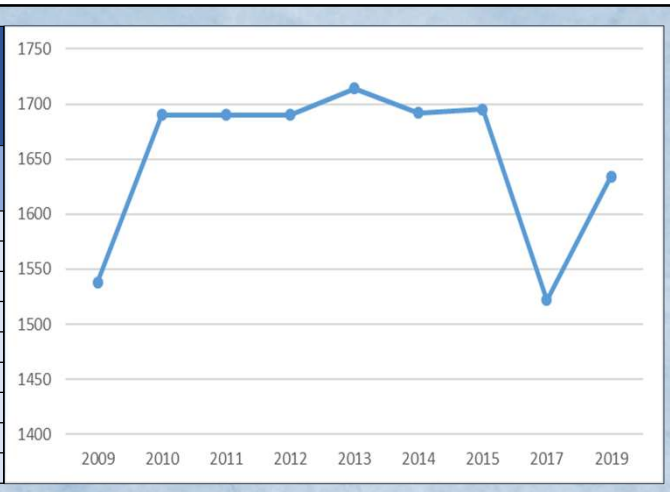
On-Street Parking			
Year	Metered	Unmetered	Total
2009	1533	950	2483
2010	1543	988	2531
2011	1468	955	2423
2012	1480	943	2423
2013	1483	819	2302
2014	1496	851	2347
2015	1404	846	2250
2017	1396	809	2205
2019	1381	813	2194



These types of spaces have accounted for approximately 8% of parking since 2009.

General Public Parking

General Public Parking		
Year	# Spaces	% Change
2009	1538	
2010	1690	9.9%
2011	1690	0.0%
2012	1690	0.0%
2013	1714	1.4%
2014	1692	-1.3%
2015	1695	0.2%
2017	1522	-10.2%
2019	1634	7.4%



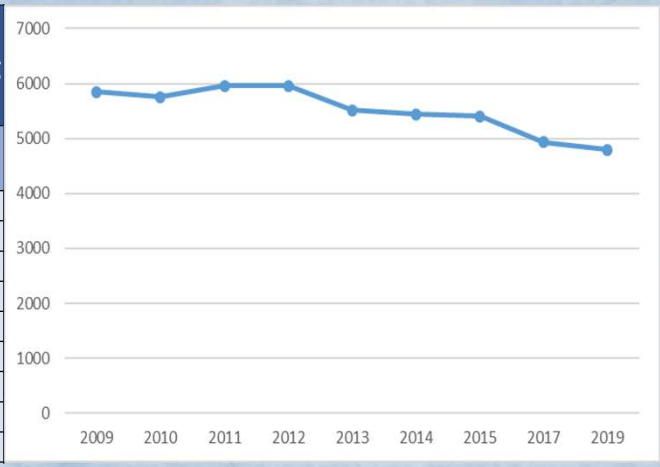
Spaces available to the general public on an hourly or daily basis.

The dramatic changes from year to year are largely the result of construction of a new ramp (garage) or the full/partial closure of a ramp.

Informal Parking

Spaces available to anyone on a monthly rental basis.

Informal Parking		
Year	# Spaces	% Change
2009	5848	
2010	5760	-1.5%
2011	5958	3.4%
2012	5958	0.0%
2013	5517	-7.4%
2014	5446	-1.3%
2015	5407	-0.7%
2017	4937	-8.7%
2019	4798	-2.8%

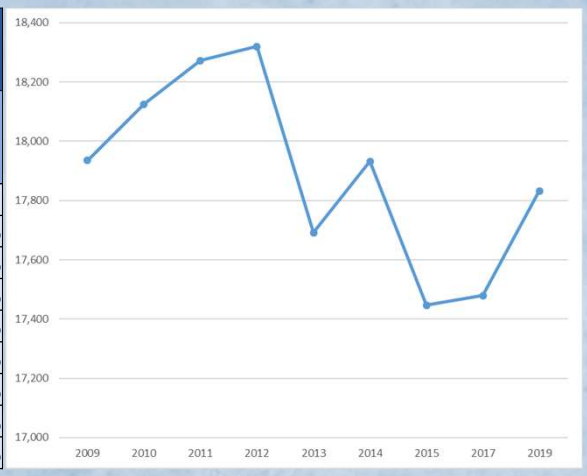


Decrease in the number of spaces from 2017 to 2019 are primarily due to the reclassification of the 224-space lot adjacent to Horace Mann on 9th Street from informal to formal.

Formal Parking

Spaces limited to visitors or employees of a specific business or agency.

Formal Parking		
Year	# Spaces	% Change
2009	17,936	
2010	18,125	-1.05%
2011	18,272	-0.81%
2012	18,320	-0.26%
2013	17,692	3.43%
2014	17,932	-1.36%
2015	17,447	2.70%
2017	17,479	-0.18%
2019	17,833	-2.03%



Reduction in the number of formal parking is partially due to the Bicentennial Plaza and Women and Children's Clinic projects.

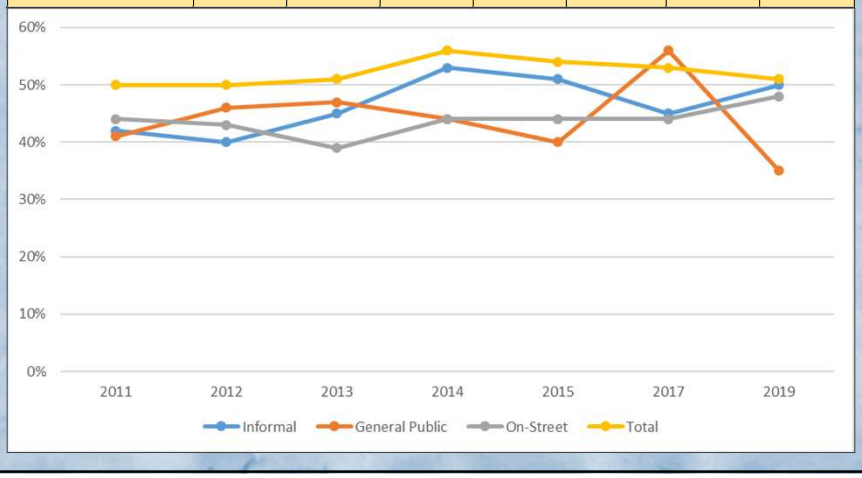
Occupancy

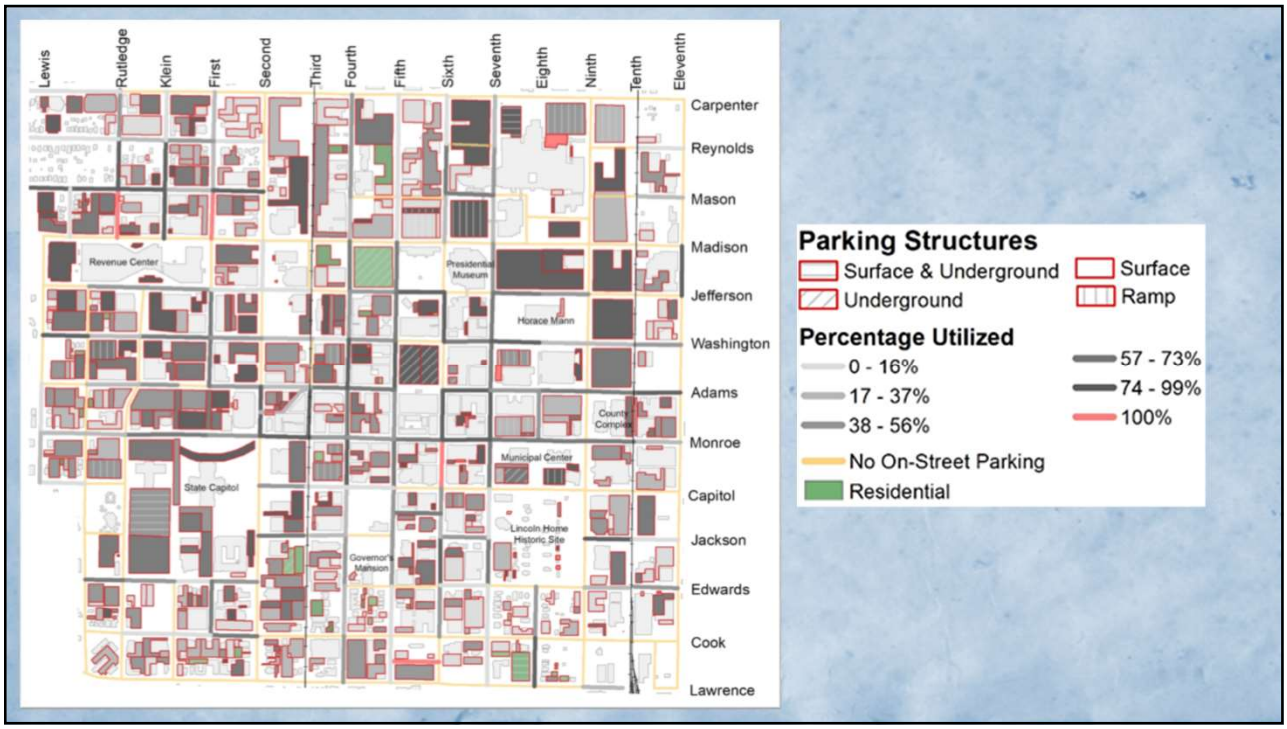
Methodology

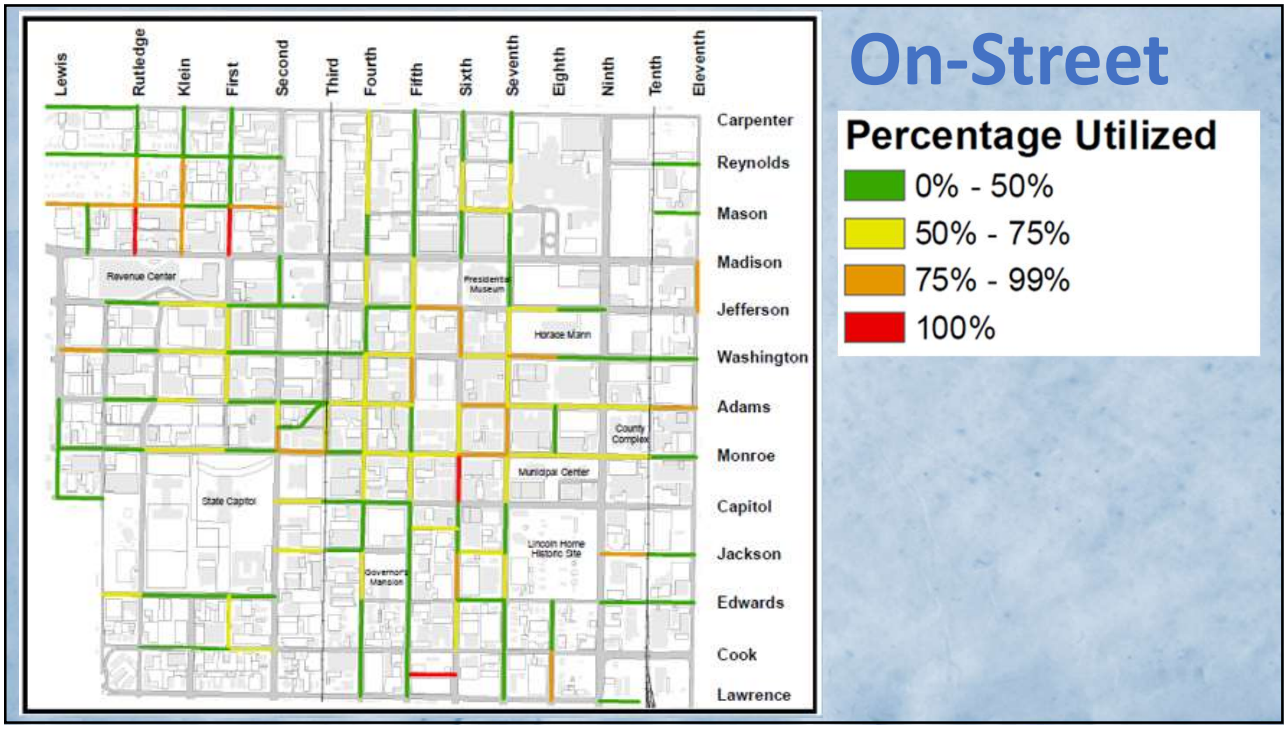
- Counts were conducted during a three-week period in late May and early June 2019, providing data for a snapshot in time.
- Each street segment and parking lot was counted twice to circumvent any irregularities and anomalies.
- Both counts were averaged then divided by the total spaces to determine the occupancy rate.
- On-street occupancy counts were done from 11am to 2pm, Tuesdays, Wednesdays, and Thursdays.
- Off-street parking occupancy counts were conducted on Tuesdays, Wednesdays, and Thursdays between the hours of 9am to 11am and from 2pm to 3pm.
- For parking lots with multiple usage types, considerable effort was made to count vehicles by parking lot use 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 percent) and 100 can be used by the public (33 percent) with a counted occupancy of 100 vehicles, 67 would be assumed formal, and 33 assumed public.

Occupancy Rates by Category

	2011	2012	2013	2014	2015	2017	2019
Informal	42%	40%	45%	53%	51%	45%	50%
General Public	41%	46%	47%	44%	40%	56%	35%
On-Street	44%	43%	39%	44%	44%	44%	48%
Total	50%	50%	51%	56%	54%	53%	51%




Lewis
Rutledge
Klein
First
Second
Third
Fourth
Fifth
Sixth
Seventh
Eighth
Ninth
Tenth
Eleventh
Carpenter
Reynolds
Mason
Madison
Jefferson
Washington
Adams
Monroe
Capitol
Jackson
Edwards
Cook
Lawrence
Revenue Center
Presidential Museum
Horace Mann
County Complex
Municipal Center
State Capitol
Lincoln Home Historic Site
Governor's Mansion
Parking Structures
Surface & Underground
Underground
Surface
Ramp
Percentage Utilized
0 - 16%
17 - 37%
38 - 56%
57 - 73%
74 - 99%
100%
No On-Street Parking
Residential


On-Street
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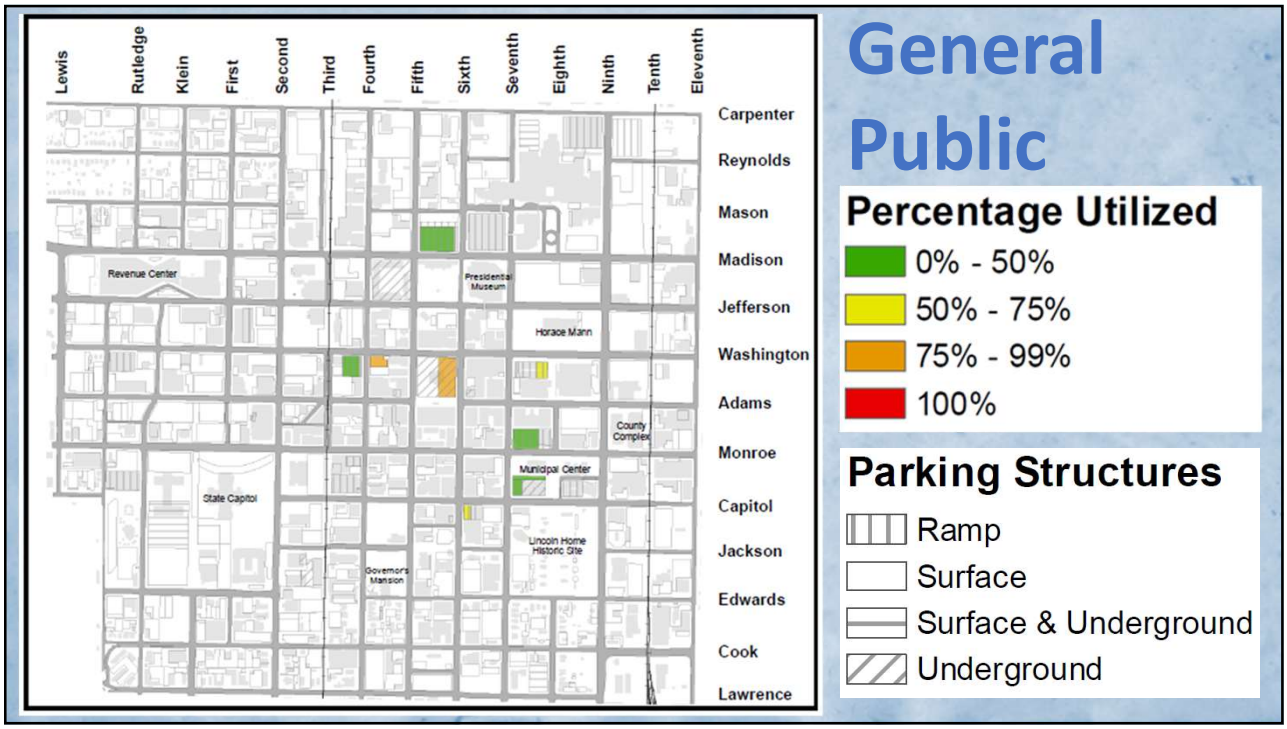
Governor's Mansion
Percentage Utilized
0% - 50%
50% - 75%
75% - 99%
100%


General Public
Percentage Utilized
0% - 50%
50% - 75%
75% - 99%
100%
Parking Structures
Ramp
Surface
Surface & Underground
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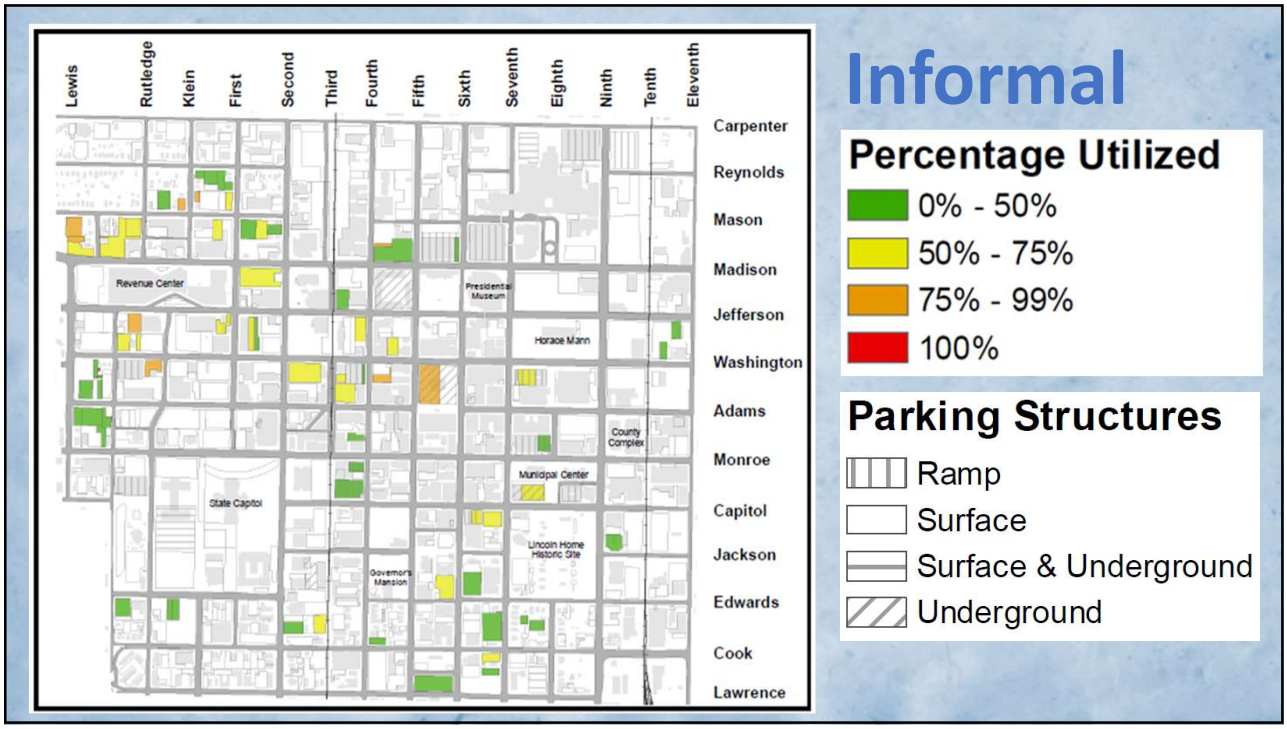
Informal
Percentage Utilized
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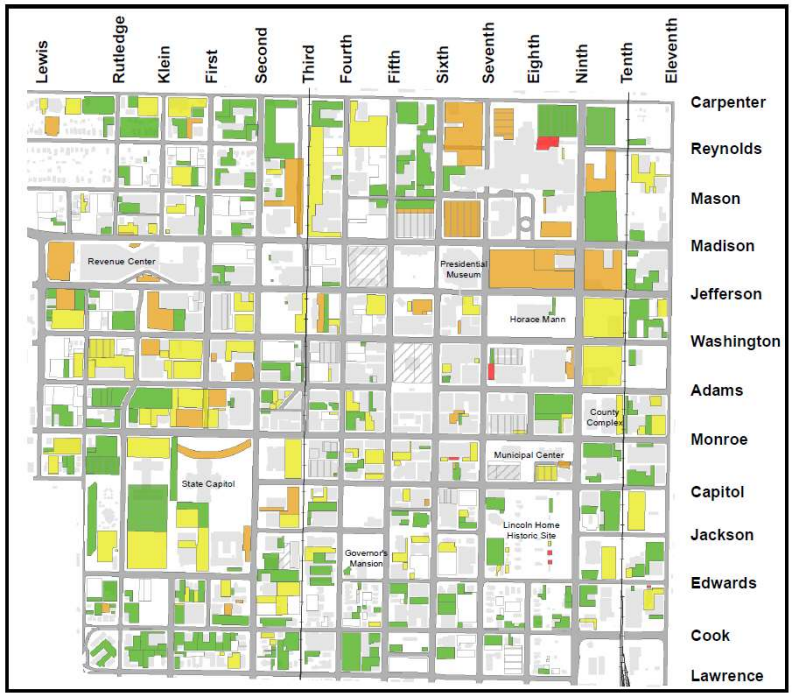


Formal

Percentage Utilized

- 0% - 50%
- 50% - 75%
- 75% - 99%
- 100%

Parking Structures

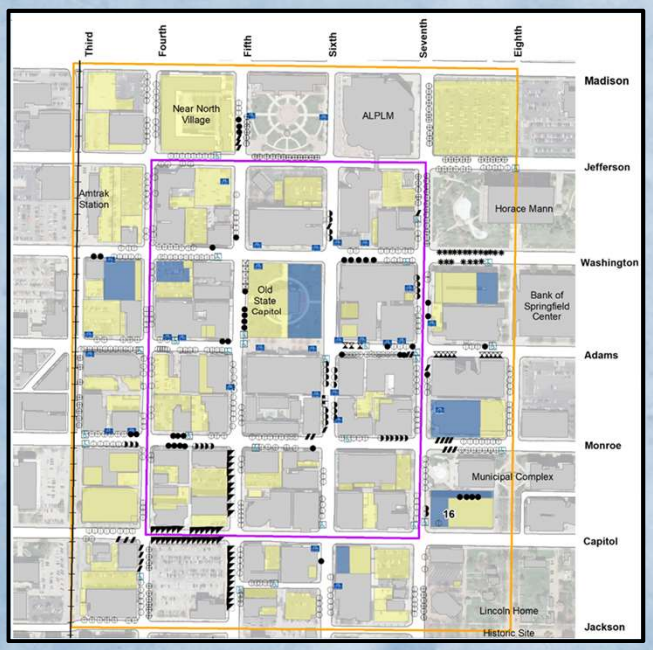
- Ramp
- Surface
- Surface & Underground
- Underground

Parking for persons with disabilities have increased by 122 spaces since 2009, with 56 added since 2017.

Reserved Parking for Persons with Disabilities			
Type	2009	2017	2019
On-Street	63	65	71
Off-Street	644	708	758
Total	707	773	829

Bike parking more than doubled since 2009, and increased by six locations since 2017.

Bicycle Parking			
Type	2009	2017	2019
Formal	12	29	34
Public	20	35	38
Residential	2	3	3
Total	34	67	75



Planning for Parking

As of 2019, parking facilities cover 29 percent of the land area in downtown Springfield.

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.

Current best practices, previous studies and comprehensive plans also need to be taken into account as additional parking is contemplated.

This parking study is the first completed since the adoption of the City of Springfield's 2017-2037 Comprehensive Plan. This plan serves as a master plan to guide the future actions of the community on a 20-year planning horizon by establishing long-range goals and objectives that affect the decisions of local government. Many of the goals center around making the city a more enticing area to live, visit, and invest in.

Goals related to this parking study include:

- ***"The Springfield of 2037 will be a more attractive community."***

  The use of landscaping and lighting in new or redeveloped buildings will increase the aesthetic appeal of Springfield.

  Green landscaping and screening adds a natural beauty and gives visitors a sense of attentiveness that creates a comfortable feeling.

  Locating parking behind buildings also increases the visual appeal of an area and removes curb cuts from streets with higher traffic, thereby improving the safety of the area.

- ***"The Springfield of 2037 will be a better connected city."***

  Connectivity is not just a literal term limited to roadways, sidewalks and mode choice.

  The Comprehensive Plan addresses connections between buildings and through parking lots for pedestrians and cyclists of all ages and abilities.

  Beyond physical connectedness, the plan also states a need to integrate gathering places within parking areas, as appropriate, to encourage interconnectedness between individuals as well.

- ***"The Springfield of 2037 will be a growing city."***

  As stated in occupancy counts, there is adequate parking for the current needs of the Study Area.

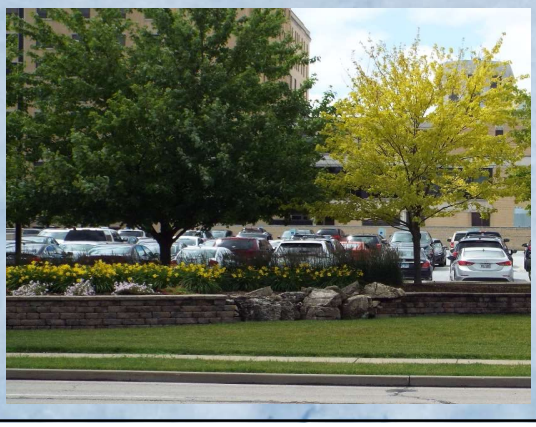
  With new or redevelopment, additional facilities will need to be constructed in consideration of the people and community it serves.

- ## Reduce Visual Prominence of Parking Facilities

  - **Use of Landscape and Screening Elements**

    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."*

  - **Locate Parking Away from Street Frontage**

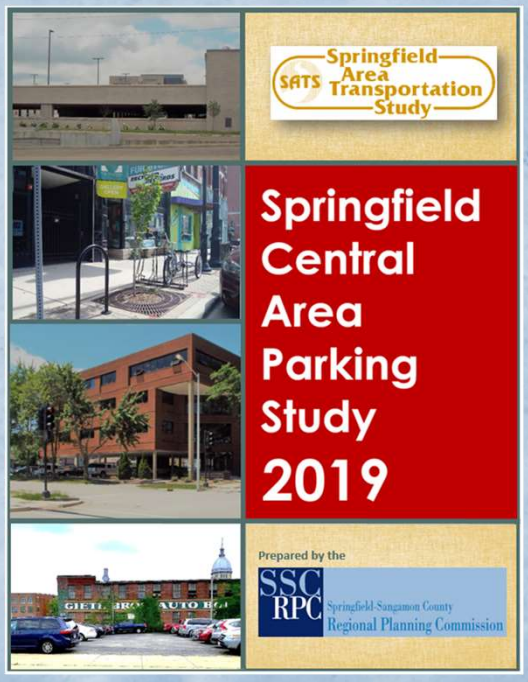


- **Provide Sufficient Parking without Large Expanses of Pavement**
  - Construction of Parking Structures Rather than Lots
  - Use of Multiple Lots
  - Promote the Use of Green Infrastructure

- **Support Vibrant Street Level Activity**
  - Reuse of Vacant and Underutilized Parking Areas

2021 Parking Study

- Data collection will be a team effort with "boots on the ground."
- Counts will be taken during anticipated "high occupancy" periods
  - When legislators are in session, for example
- Will meet with largest employers (such as Horace Mann and hospitals) in the Study Area to discuss how parking needs are determined.



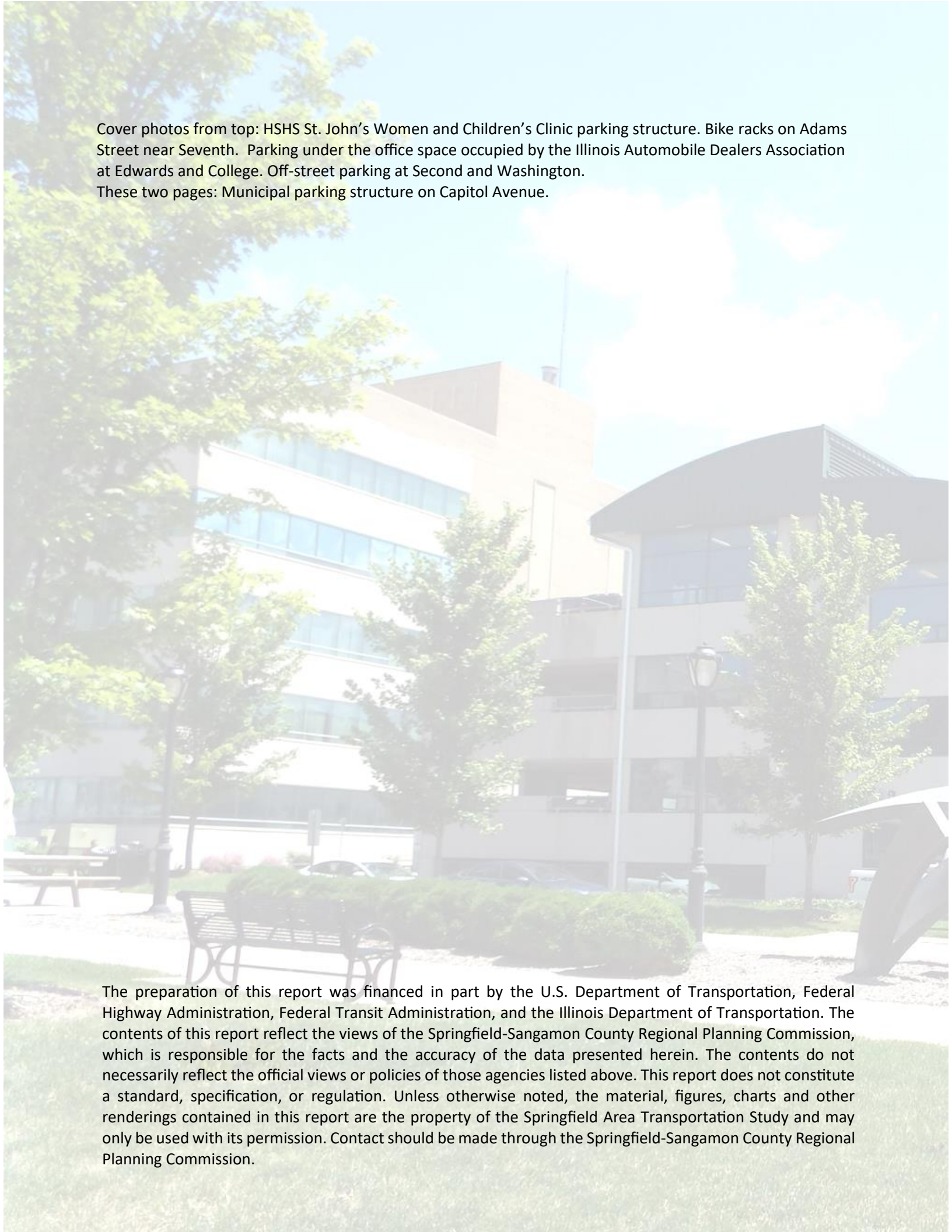
Springfield Area Transportation Study

Springfield Central Area Parking Study 2019

Prepared by the

SSC RPC Springfield-Sangamon County Regional Planning Commission

Cover photos from top: HSHS St. John's Women and Children's Clinic parking structure. Bike racks on Adams Street near Seventh. Parking under the office space occupied by the Illinois Automobile Dealers Association at Edwards and College. Off-street parking at Second and Washington.
These two pages: Municipal parking structure on Capitol Avenue.



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. Unless otherwise noted, the material, figures, charts and other renderings contained in this report are the property of the Springfield Area Transportation Study and may only be used with its permission. Contact should be made through the Springfield-Sangamon County Regional Planning Commission.

Springfield Central Area Parking Survey

2019

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

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Bicycle parking at the Capitol Building.

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Bicycle parking on Monroe Street near Custom Cup

Parking meter on Seventh Street across from the Lincoln Home National Historic Site Visitor Center.

Summary

2019 Central Area Parking Survey Highlights

Based upon the results of the 2019 Central Area Parking Survey, the Springfield-Sangamon County Regional Planning Commission (SSCRPC) found:

- The number of parking spaces in the Parking Survey Study Area in 2019 totaled 27,278, an increase of 371 spaces from 2017, 92 percent of which are located off-street.
- Off-street parking available to the general public increased by 112 (1,522 to 1,634) from 2017 to 2019.
- Formal parking, limited to visitors or employees of a specific business or agency, increased by 354 spaces to 17,833, and comprises 71 percent of all off-street parking.
- Since 2011, off-street spaces have accounted for approximately 92 percent of the total, while eight percent were on-street.
- Since 2008, metered parking has made up five percent of the total, while unmetered has accounted for 95 percent of the total.
- Sixty-three percent of on-street parking is metered.

Notable changes in 2019 are listed below:

- Off-street parking **decreases** include:
  - Two lots which were vacated, one fully and one partially, for the construction of Bicentennial Plaza, saw their combined total of spaces reduced by 65 from 93 spaces to a total of 28.
  - The lot on the north side of Madison Street, between Fourth and Fifth streets, lost a total of 27 spaces after being restriped.
- On-street parking **decreases**:
  - Fourteen five-hour unmetered spaces on the 500 block of North Fifth Street were removed from the west side of the street.
  - Twenty-five unrestricted spaces were removed from the 900 block of East Reynolds Street, now utilized as part of the property of the Women and Children's Clinic at HSHS St. John's Hospital.
  - Six two-hour meters were removed on Adams Street and another six unrestricted spaces on Washington Street were removed near the Sangamon Mass Transit District (SMTD)'s new downtown Transfer Center.
  - Twenty-four five-hour metered spaces were removed from the 400 block of East Jackson Street following a partial closure in tandem with the completion of the Bicentennial Plaza.
- Off-street parking **increases** include:
  - The relocation of the Sangamon County employee lot from the east side to the west side of the Tenth Street railroad tracks between Washington and Adams, gained 61 spaces (to 313 from 252).
  - A 123-space surface lot and a 292-space parking ramp serving the new location of the HSHS St. John's Women and Children's Clinic on the east side of Ninth Street. These structures replaced all or part of two pre-existing surface lots, with the ramp replacing a 238-space lot, and the new surface lot displacing 113 spaces of a formerly larger lot. The total net increase was 39 spaces.
  - The restoration of 177 parking spaces in the Seventh and Monroe ramp, following the completion of façade work which had caused a temporary closure of the outer spaces in the ramp.
  - The addition of 57 spaces to an existing lot at the northwest corner of the HSHS St. John's Hospital campus.

- On-street parking **increases** include:
    - Eight unrestricted spaces were added to the 1000 block of East Mason Street following the removal of a no parking sign.
    - Thirteen two-hour metered spaces and four 20-minute unmetered spaces were restored adjacent to the Seventh and Monroe ramp following the completion of renovations.

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

10-Year Trends: 2009-2019

Several trends were identified by the study. These include:

- **Overall Trends**
    - There has been an overall decrease in parking over this ten-year period in most categories.
    - General public, residential, and spaces reserved for persons with disabilities each increased respectively by 6.2 percent, 15.2 percent, and 17.3 percent.
    - Since 2017, 371 spaces were added to the Study Area, 354 which were off-street formal.
- **On-Street Trends**
    - Metered on-street parking in the Study Area decreased by 152 spaces (-9.9 percent).
    - Unmetered on-street parking decreased by 137 spaces (-14.4 percent).
    - Overall, on-street parking decreased by a total of 289 spaces (-11.6 percent).
- **Off-Street Trends**
    - Formal off-street parking was down only 103 spaces (-0.6 percent) since 2009, but informal spaces saw a loss of 1,050 spots (-18.0 percent). The decrease in informal parking alone accounted for 84.8 percent of parking lost since 2009.
    - Due to the addition of sixteen two-hour metered spaces in the underground structure at Lincoln Library, off-street metered spaces increased by five times the previous total of four.
    - Off-street public parking increased by 96 spaces over the preceding decade and by 112 spaces since 2017, owing largely to completion of renovations at the Seventh and Monroe parking ramp.
    - Residential parking increased 55 spaces (seven percent) from 2017 to 2019, 43 of which came from conversion of a former office building at Third and Monroe to luxury apartments and an expansion to the residential lot serving Sangamon Towers. This represented more than half the total change since 2009.
- **Other Trends**
    - Parking for persons with disabilities increased by 122 spaces since 2009, with 56 of those alone (7.2 percent) added since 2017.
    - Bike parking more than doubled (120.6 percent) since 2009, and increased by six (nine percent) parking locations since 2017.

Figure 1 on the following page shows parking changes from 2009 to 2019, as well as from 2017 to 2019.

Figure 1.

TOTAL PARKING SPACES BY TYPE 2009-2019 and 2017-2019							
Category	**2009**	**2009-2019 Change**		**2017**	**2019**	**2017-2019 Change**	
Total	**28,516**	-1,238	-4.3%	26,907	27,278	371	1.4%
Metered	1,537	-136	-8.8%	1,416	1,401	-15	-1.1%
Unmetered	26,979	-1,102	-4.1%	25,491	25,877	386	1.6%
On-Street	2,483	-289	-11.6%	2,205	2,194	-11	-0.5%
Metered	1,533	-152	-9.9%	1,396	1,381	-15	-1.1%
Unmetered	950	-137	-14.4%	809	813	4	0.5%
Off-Street	26,033	-949	-3.6%	24,702	25,084	382	1.5%
Metered	4	16	400.0%	20	20	0	0.0%
Unmetered	26,029	-965	-3.7%	24,682	25,064	382	1.5%
Formal	17,936	-103	-0.6%	17,479	17,833	354	2.0%
Informal	5,848	-1,050	-18.0%	4,937	4,798	-139	-2.8%
General Public	1,538	96	6.2%	1,522	1,634	112	7.4%
Residential	711	108	15.2%	764	819	55	7.2%
Persons w/ Disabilities	707	122	17.3%	773	829	56	7.2%
On-Street	63	8	12.7%	65	71	6	9.2%
Off-Street	644	114	17.7%	708	758	50	7.1%
Bicycle Parking	34	41	120.6%	67	75	8	11.9%
Formal	12	22	183.3%	29	34	5	17.2%
Public	20	18	90.0%	35	38	3	8.6%
Residential	2	1	50.0%	3	3	0	0.0%

Metered parking on Fifth Street by the Old State Capitol.

35-Year Trends: 1985-2019

Figure 2.

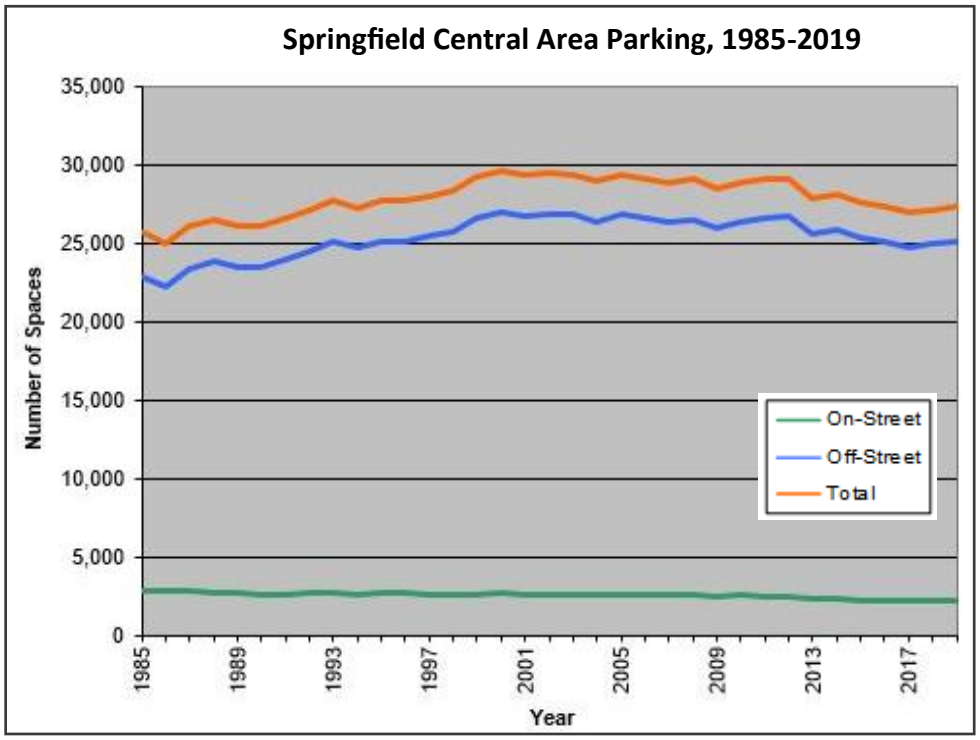


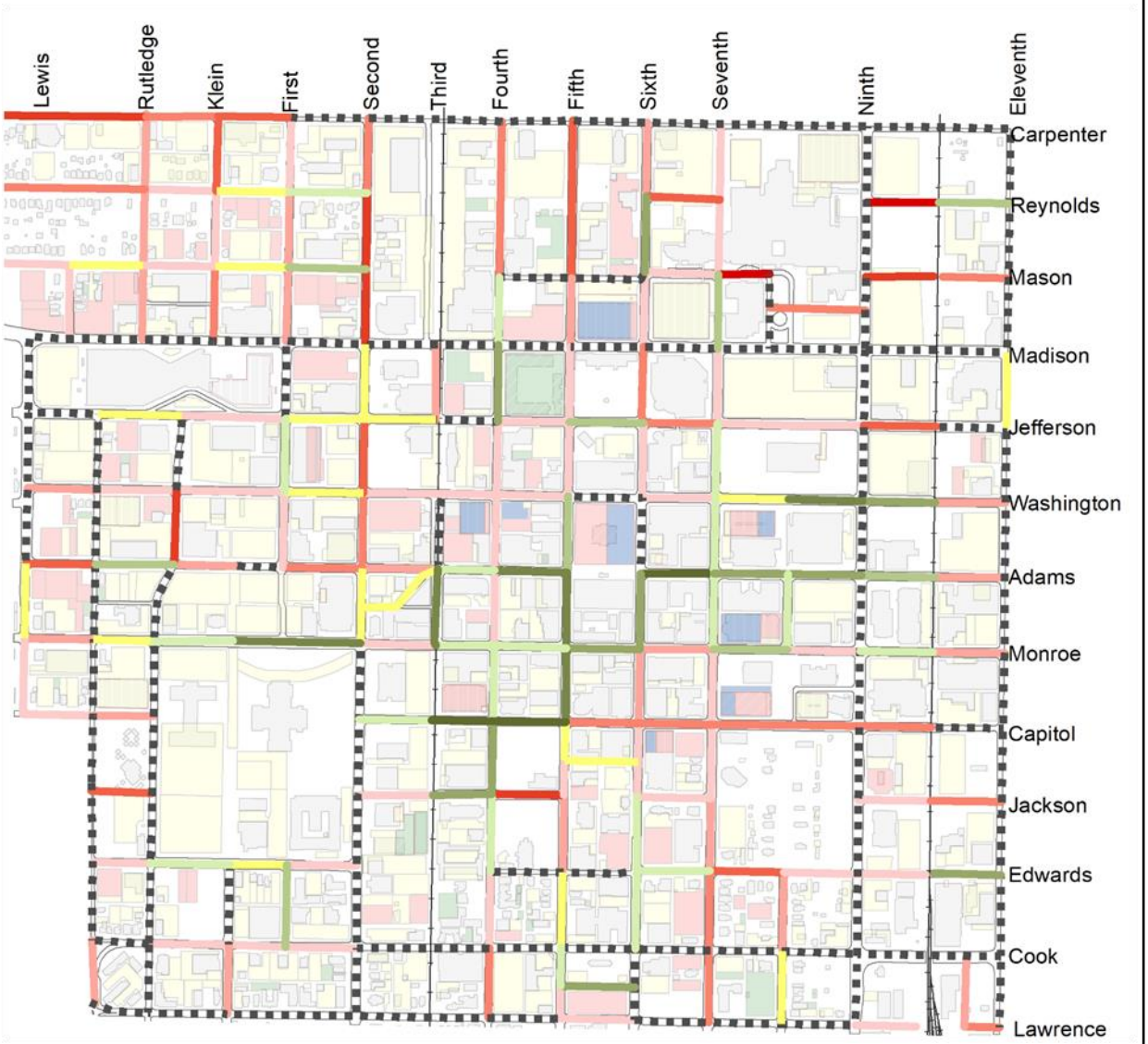
Figure 2 depicts the changes in parking spaces from 1985 to 2019. From 1985 through 2000 there was a major increase in the total amount of off-street parking downtown (22,814 to 26,897) due to the construction of off-street parking facilities; however, the total has since declined slightly. Over the 35-year period from 1985 to 2019, the total number of off-street parking spaces increased from 22,814 to 25,084. Over 4,000 spaces were added in the 15 years following the 1985 survey, largely due to expanded off-street parking in what is now the Mid-Illinois Medical District (particularly in the form of parking ramps on the HSHS St. John's Hospital campus) and on State of Illinois properties in and north of the Capitol Complex, such as the parking ramp at the northwest corner of College and Capitol.

Starting during the early 1980's, the total number of on-street spaces has slowly decreased; the total decrease over the 35 year period has been from 2,829 in 1985 to 2,194 in 2019. On-street parking peaked earlier in 1982, one year after the current Parking Survey boundaries were established, at 2,971 spaces and has since continued to decline in general. This is due in large part to hospital expansion projects and the increase in off-street parking facilities to serve them. For example, the portions of the Study Area located north of Madison Street saw an increase of 2,955 off-street spaces from 1985 to 2019, yet a loss of 339 on-street spaces. 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 1985 and 2019, as summarized in Figure 3, is as follows:

- Six blocks of Second Street, Carpenter to Adams (86 spaces lost largely for Second Street bike lanes);
- Four blocks of Mason Street, Seventh to Eleventh (76 spaces lost—includes vacated portions on the HSHS St. John's Hospital property);
- Five blocks of Capitol Avenue, Fifth to Tenth (67 spaces lost in Capitol Avenue Streetscape Project);
- Four blocks of Carpenter Street, First to Lewis (extended) (50 spaces lost);
- Six blocks of Adams Street, Third to Lewis (39 spaces lost);
- Four blocks of Jefferson Street, Sixth to Tenth (32 spaces lost);
- Three blocks of Rutledge Street, Madison to Carpenter (22 spaces lost), and;
- Three blocks of First Street, Carpenter to Madison (16 spaces lost).

The above eight street segments comprise 61 percent of all on-street parking losses (388 of 635) in the Study Area between 1985 and 2019, despite comprising only 12 percent of street length in the Study Area.

Figure 3.



Springfield Area Transportation Study

SSC RPC Springfield-Sangamon County Regional Planning Commission

N

0 500 1,000 Feet

Changes in Total On-Street Parking by Block in Survey Area

1985 to 2019

Prepared by: B. Sheehan
Data Source: Sangamon County GIS
April-May-June 2019 Field Survey
1985 Central Area Parking Survey
Date: June 25, 2019

Change in Spaces

- No Parking*
- -34 to -28
- -27 to -20
- -19 to -15
- -14 to -10
- -9 to -5
- -4 to -1
- No Change**
- 1 to 3
- 4 to 5
- 6 to 8
- 9 to 11
- 12 to 15

* Includes blocks entirely lacking on-street parking in both 1985 and 2019.
** Includes only blocks known to have on-street parking in both 1985 and 2019.

Figure 4.

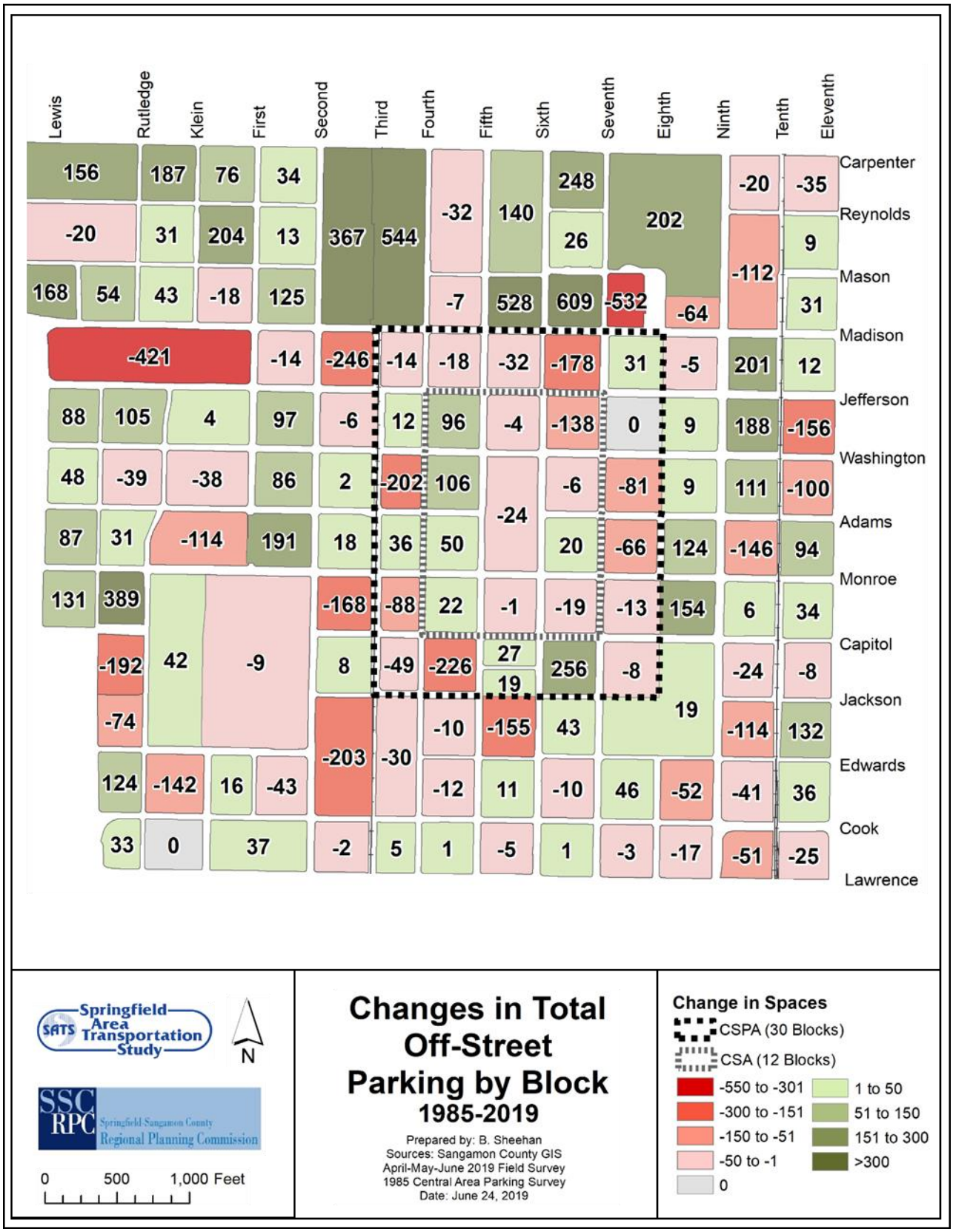

Lewis
Rutledge
Klein
First
Second
Third
Fourth
Fifth
Sixth
Seventh
Eighth
Ninth
Tenth
Eleventh
Carpenter
Reynolds
Mason
Madison
Jefferson
Washington
Adams
Monroe
Capitol
Jackson
Edwards
Cook
Lawrence
156 187 76 34 248 -20 -35
-20 31 204 13 367 544 -32 140 26 202 9
-112
168 54 43 -18 125 -7 528 609 -532 -64 31
-421 -14 -246 -14 -18 -32 -178 31 -5 201 12
88 105 4 97 -6 12 96 -4 -138 0 9 188 -156
48 -39 -38 86 2 -202 106 -6 -81 9 111 -100
-24
87 31 -114 191 18 36 50 20 -66 124 -146 94
131 389 -168 -88 22 -1 -19 -13 154 6 34
-192 42 -9 8 -49 -226 27 256 -8 -24 -8
19
-74 19
-10 -155 43 -114 132
-203 -30
124 -142 16 -43 -12 11 -10 46 -52 -41 36
33 0 37 -2 5 1 -5 1 -3 -17 -51 -25
Springfield Area Transportation Study
SATS
N
SSC RPC
Springfield-Sangamon County Regional Planning Commission
0 500 1,000 Feet
Changes in Total Off-Street Parking by Block
1985-2019
Prepared by: B. Sheehan
Sources: Sangamon County GIS
April-May-June 2019 Field Survey
1985 Central Area Parking Survey
Date: June 24, 2019
Change in Spaces
CSPA (30 Blocks)
CSA (12 Blocks)
-550 to -301
-300 to -151
-150 to -51
-50 to -1
0
1 to 50
51 to 150
151 to 300
>300

Figure 4 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 Study Area. This includes the entire area north of Madison Street, where 2,955 off-street spaces have been added since 1985. This is 179 percent of the total of 1,649 off-street spaces which have been added to the Study Area since 1985, largely due to additional ramps and surface parking for HSHS St. John's Hospital, the Abraham Lincoln Presidential Library and Museum ramp, and additional surface parking for Memorial Medical Center as well as for County Market.

By comparison, only 423 spaces during this time period were added to the area south of Madison Street and west of Second Street. The vast majority of this increase came from the addition of a large parking ramp at College and Capitol (389 more spaces on said block). Were it not for the abandonment of a 421 space ramp serving the Willard Ice building, this total would have doubled. The remaining portions of the Study Area lost off-street parking by a total of 1,108 spaces between 1985 and 2019.

Highlights: 1985-2019

Increases:

- Overall, parking in the central area increased 6.4 percent (1,635 spaces), an average of 0.18 percent yearly, from 1985 to 2019.
- Off-street parking increased by 10 percent, a total jump of 2,270 spaces.
- Formal spaces increased 43 percent (12,464 to 17,833 spaces).
- Formal off-street parking also increased as a percentage of all parking, from 49 percent in 1985 to 65 percent in 2019.

Decreases:

- The ratios for all types of off-street parking, other than formal, each decreased by at least two percent as a percentage of all off-street parking.
- The largest of these decreases was in general public parking, including unreserved on-street spaces without time restrictions, which decreased from 13 percent of all spaces to only seven percent, a 53 percent total decrease (a loss of 1,625 spaces).
- Informal parking also decreased by a total of 21 percent, going from 24 percent of all spaces to 18 percent of all spaces.
- Off-street metered spaces decreased from 150 to only 20 spaces, a decrease of 87 percent.
- Unmetered, on-street spaces decreased 34 percent (438 spaces), from 1,251 to 813.

Left: On-street metered parking on Hough Street. **RIght:** Restricted perpendicular parking at Family Video on Adams Street.

As part of the ongoing transportation planning process, the SSCRPC conducts a survey of parking availability in the Springfield central area every two 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 the Springfield Area Transportation Study (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. Signage, the time limit of each meter, and any restrictions placed on spaces are 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-street or off-street. Two general classifications are used.

On-Street Spaces: This classification includes parking in existing street rights-of-way between the sidewalks, but does not include parking in or adjacent to alleys. Special use spaces are also not included in on-street counts.

In the main Parking Survey analysis there are 20 categories of on-street parking, listed below. The reader should note that the three categories listed as “restricted” below are restricted by property ownership, not time limit.

- Unmetered Types:
    - Restricted—parallel
    - Restricted—perpendicular
    - Restricted—diagonal
    - Unrestricted
    - Disabled Parking
    - Ten-minute posted
    - 15-minute posted
    - 20-minute posted
    - 30-minute posted
    - Two-hour posted
    - Five-hour posted
    - Eight-hour posted

- Metered Type time limits:
    - 10-minute
    - 30-minute
    - One-hour
    - 90-minute
    - Two-hour
    - Five-hour
    - Eight-hour
    - Nine-hour

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

- Formal parking spaces: These spaces are limited to visitors or employees of a specific business or agency. The employee spaces are assigned either as a job benefit, or rented monthly.
- Informal parking spaces: These spaces are available to anyone on a monthly rental basis.
- General Public parking spaces: These spaces are available to the general public at an hourly or daily rate.
- 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:

- General
- Disabled Parking Plate/Placard
- 30-minute metered
- 30-minute unmetered
- One-hour unmetered
- Two-hour metered

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

- Hotel Loading
- Loading Zones
- Cab Stand
- Special Permit
- Reserved
- 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:

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

The Study Area

The 2019 Parking Survey Study Area has remained unchanged since 1981 and is bounded on the north by Carpenter Street, on the east by Eleventh 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.

Figure 5 shows the central area in context of the entire city. Figure 6, on page 11, shows proximity of the Study Area to various districts and development areas for reference.

Figure 5.

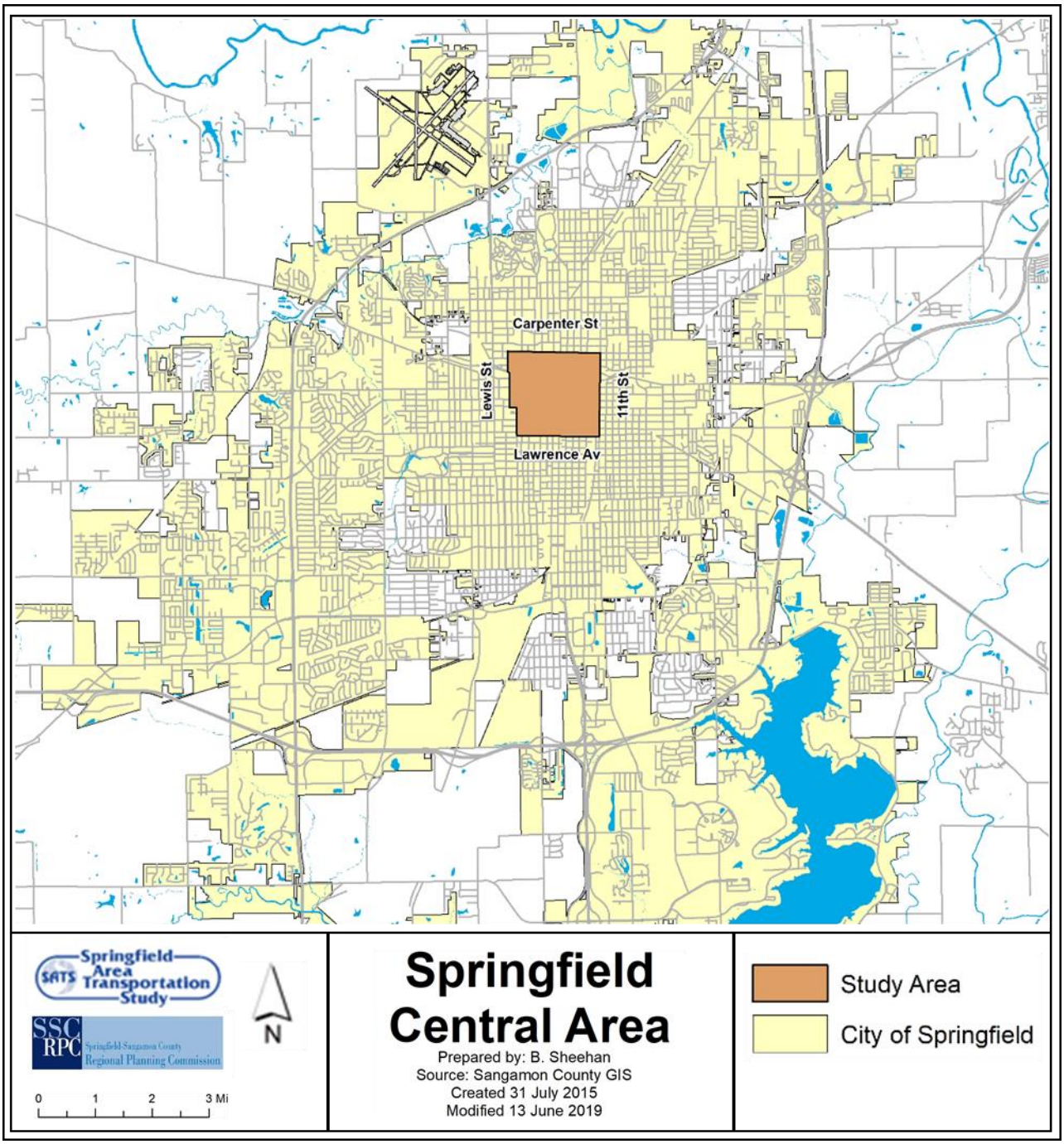
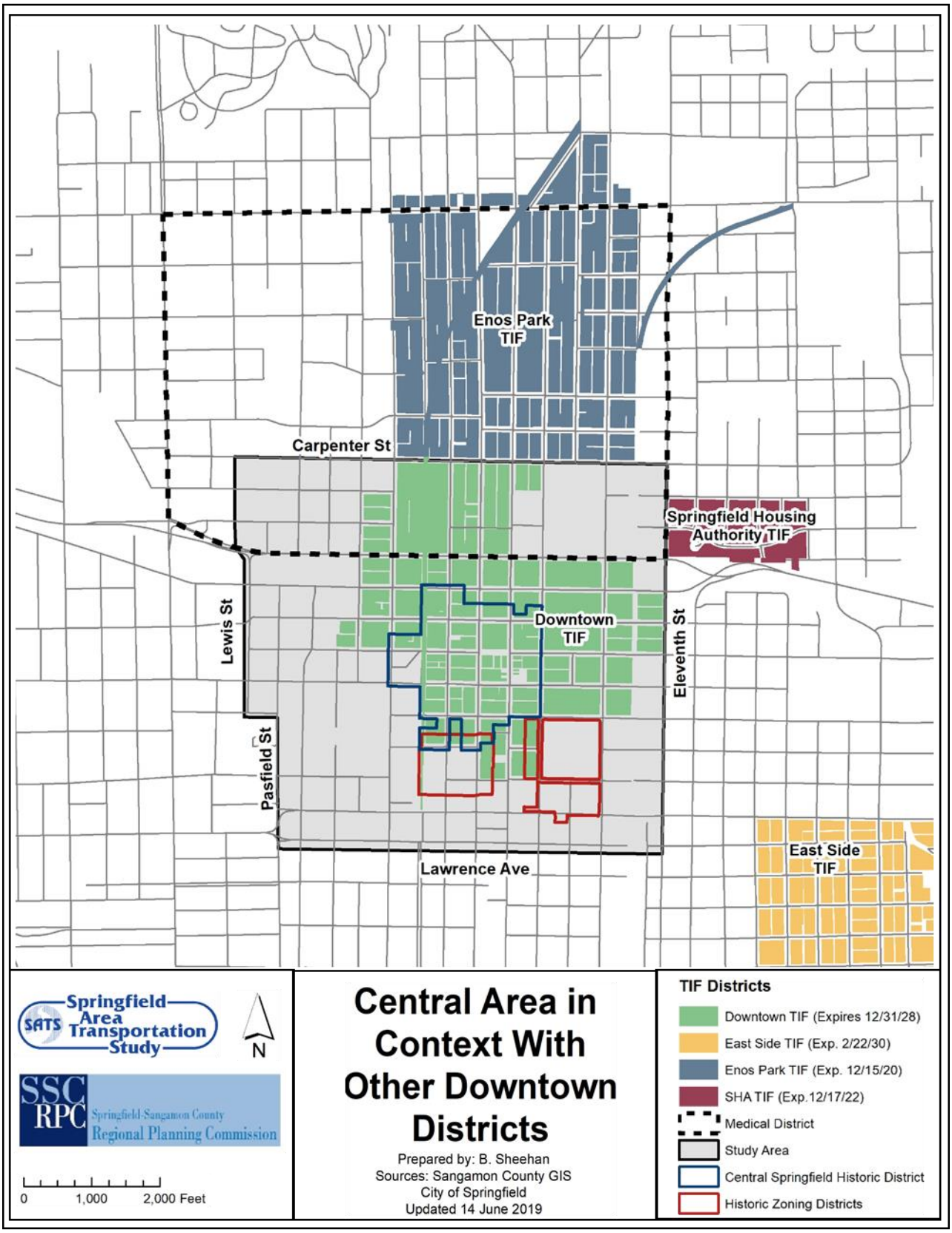


Figure 6.


Enos Park TIF
Carpenter St
Springfield Housing Authority TIF
Lewis St
Downtown TIF
Eleventh St
Pasfield St
Lawrence Ave
East Side TIF
Springfield Area Transportation Study
SATS
N
SSC RPC
Springfield-Sangamon County Regional Planning Commission
0
1,000
2,000 Feet
Central Area in Context With Other Downtown Districts
Prepared by: B. Sheehan
Sources: Sangamon County GIS
City of Springfield
Updated 14 June 2019
TIF Districts
Downtown TIF (Expires 12/31/28)
East Side TIF (Exp. 2/22/30)
Enos Park TIF (Exp. 12/15/20)
SHA TIF (Exp.12/17/22)
Medical District
Study Area
Central Springfield Historic District
Historic Zoning Districts

Overview: Central Area, 2009- 2019

The total number of parking spaces in Springfield's central area at the time of the 2019 survey was 27,278, an increase of 371 spaces since the 2017 survey. Fluctuations in the total number of spaces available (Figure 7) have occurred over the period from 2009 to 2019 primarily as a result of land use changes, construction projects, and physical deficiencies in parking structures.

As shown in Figure 8, 92.0 percent of all parking in the survey area is located off-street.

Figure 9, on the following page, further categorizes spaces by the presence of a parking meter. There are currently 1,401 metered and 25,877 unmetered parking spaces, comprising 5.1 percent and 94.9 percent of downtown parking, respectively. All but 20 (0.1 percent) metered spaces are on-street, while 96.9 percent of unmetered parking is off-street.

Figure 7.

TOTAL PARKING SPACES 2009-2019			
Year	Total	Change	Percent
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%
2019	27,278	371	1.38%

Figure 8.

ON AND OFF STREET PARKING 2009-2019			
Year	On-Street	Off-Street	% Off-Street
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%
2019	2,194	25,084	92.0%

On-Street Parking

Figure 10 on the following page lists all categories of on-street parking with totals for each Parking Survey from 2009 to 2019. On-street parking has decreased 11.6 percent since the 2009 Parking Survey.

Unmetered Parking Spaces

Overall, as shown in Figure 10, 4 unmetered, on-street parking spaces were added to the Study Area between 2017 and 2019. The actual changes to on-street parking were much greater as a result of the elimination of 90 previously unmetered spaces recorded in 2017 and an addition of 94 unmetered spaces. Notable among those spaces lost are 25 along a now-vacated segment of Reynolds Street that is currently part of the new HSHS St. John's Women and Children's Clinic property, and 14 five-hour spaces on the west side of Fifth Street that are now signed as no parking. Due to the relocation of SMTD's downtown Transfer Center, approximately 47 unmetered spaces are temporarily available at Fifth Street and Capitol Avenue; but are scheduled to be replaced in the near future by metered spaces. Other additions include 25 unrestricted spaces, on Mason, Edwards, and Washington streets, in place of curb cuts no longer in use and formerly signed no-parking zones.

On street parking on Mason Street across from the Prairie Heart Institute.

Figure 9.

METERED AND UNMETERED SPACES 2009-2019									
	On-Street Parking			Off-Street Parking			TOTAL		
Year	Metered	Unmetered	Total	Metered	Unmetered	Total	Metered	Unmetered	Total
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
2019	1,381	813	2,194	20	25,064	25,084	1,401	25,877	27,278

Figure 10.

ON-STREET SPACES 2009-2019									
Category	2009	2010	2011	2012	2013	2014	2015	2017	2019
METERED SPACES									
10-minute	1	1	0	0	0	0	0	0	0
30-minute	121	118	114	101	102	105	96	83	80
One-hour	19	17	11	29	28	30	28	34	38
90-minute	5	5	0	0	5	5	5	5	5
Two-hour	799	805	779	788	787	792	735	708	718
Five-hour	241	258	242	246	242	240	241	255	231
Eight-hour	14	14	14	14	14	14	14	14	12
Nine-hour	333	325	308	302	306	310	285	297	297
SUBTOTAL	1,533	1,543	1,468	1,480	1,484	1,496	1,404	1,396	1,381
UNMETERED SPACES									
*Unrestricted	243	245	244	241	193	202	214	189	175
*Restricted Parallel	6	6	3	0	3	3	3	3	2
*Restricted Perpendicular	98	103	84	84	78	77	77	70	69
*Restricted Diagonal	0	0	0	0	0	0	0	0	0
Disabled Accessible	63	73	67	67	68	72	69	65	71
Ten-minute posted	14	20	22	22	12	11	13	11	9
15-minute posted	3	5	5	5	3	3	2	2	2
20-minute posted	55	56	53	53	40	33	32	29	39
30-minute posted	46	58	60	61	45	45	37	37	37
Two-hour posted	394	394	389	382	350	375	371	375	393
Five-hour posted	28	28	28	28	28	30	28	28	15
Eight-hour posted	0	0	0	0	0	0	0	0	1
SUBTOTAL	950	988	955	943	820	851	846	809	813
ON STREET TOTAL	**2,483**	**2,531**	**2,423**	**2,423**	**2,304**	**2,347**	**2,250**	**2,205**	**2,194**
Change from Previous Year	-71	+48	-108	0	-119	+43	-97	-45	-11

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

Metered Parking Spaces

All but 20 of the 1,401 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 two-hour meters located in the parking ramp underneath Lincoln Library.

Figure 11.

METERED ON-STREET PARKING SPACES 2009-2019									
Type	**2009**	**2010**	**2011**	**2012**	**2013**	**2014**	**2015**	**2017**	**2019**
10-minute	1	1	0	0	0	0	0	0	0
30-minute	121	118	114	101	102	105	96	83	80
One-hour	19	17	11	29	28	30	28	34	38
90-minute	5	5	0	0	5	5	5	5	5
Two-hour	799	805	779	788	787	792	735	708	718
Five-hour	241	258	242	246	242	240	241	255	231
Eight-hour	14	14	14	14	14	14	14	14	12
Nine-hour	333	325	308	302	306	310	285	297	297
TOTAL	**1,533**	**1,543**	**1,468**	**1,480**	**1,484**	**1,496**	**1,404**	**1,396**	**1,381**

Figure 11 breaks down the various types of on-street meters over the period from 2009-2019. The number of metered spaces dropped by a total of 15 from 2017 to 2019, including a 26-space decrease in the number of five-hour meters.

Thirty-minute meters – One space returned on the 500 block of East Monroe Street after completion of a façade rehabilitation; however, on the 400 block of East Monroe, four spaces were converted to one-hour meters.

Two-hour meters – Eleven previously existing spaces were removed from the Study Area, while 21 such spaces were added. Highlights include:

- Restoration of thirteen spaces adjacent to the Seventh and Monroe parking ramp.
- Six spaces were removed on the 1000 block of East Adams to provide curb cuts allowing SMTD buses access to the new off-street Transfer Center.
- Two spaces were removed on the 400 block of East Adams to provide space for a mid-block pedestrian crossing connecting Café Moxo to the new Kidzeum.
- Five spaces were added to the 900 block of East Adams restoring meters removed during demolition and construction on what is now the block containing the Sangamon County employee parking lot.
- Another three spaces were added to the 500 block of East Monroe following completion of façade rehabilitation on the historic Security Federal Savings and Loan building.

Five-hour meters – There were no new metered spaces of this type. Twenty-six such spaces were removed, 24 of which were located on the now pedestrianized 400 block of East Jackson Street directly fronting the Governor's Mansion. The other two were very close by, one on Seventh Street immediately adjacent to its intersection with Jackson, and one two blocks south of Jackson on Fifth just north of its intersection with Cook Street.

Eight-hour meters – Two meters were removed from the 400 block of West Monroe, making those spaces the first two unmetered eight-hour spaces in the Study Area.

In summary,

- Fifty-two percent of meters are two-hour meters, oriented towards business, lunch, and shopping trips. These are primarily concentrated in the Core Shopping Parking Area (Figure 22 on page 23).
- Seventeen percent of meters are five-hour meters serving longer-term visitor trips, concentrated near the Lincoln Home Historic Site, Governor's Mansion, and Abraham Lincoln Presidential Library and Museum.

- Nine percent of meters are 30-minute, one-hour, or 90-minute for quicker trips.
- Twenty-three percent of meters allow full day parking, at eight or nine hours, and are concentrated near HSHS St. John's Hospital, the Bank of Springfield Center, and west of Third Street where off-street public parking is not available.

Off-Street Parking

The number of spaces for each major category of off-street parking from 2009 through 2019 are reported in Figure 12.

Figure 12.

OFF-STREET PARKING SPACES 2009-2019					
Year	**Formal**	**Informal**	**General Public**	**Residential**	**Total**
2009	17,936	5,848	1,538	711	26,033
2010	18,125	5,760	1,690	711	26,286
2011	18,272	5,958	1,690	704	26,624
2012	18,320	5,958	1,690	721	26,689
2013	17,692	5,517	1,714	727	25,650
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
2019	17,833	4,798	1,634	819	25,084
Change 2017-2019	**+354**	**-139**	**+112**	**+55**	**+382**
% Change 2017-2019	**+2.0%**	**-2.9%**	**+6.9%**	**+6.7%**	**+1.5%**

By category, the largest numerical change overall took place amongst formal parking, comprising 92.7 percent of the entire increase in off-street parking compared to 2017. However, this accounted for only a two percent increase in formal parking, with other types having higher rates, positively or negatively. Increases in formal spaces outnumber all public parking by a ratio of over four and a half times, even with on-street spaces included.

Despite holding steady overall, the biggest individual changes saw two formal parking facilities decrease by 358 total spaces and four formal lots increasing by 547 overall. Included in these changes is a relocation of the Sangamon County employee lot. The following points comprise all changes to formal facilities of over 50 spaces, positively or negatively:

- A new 123-space surface lot opened at the site of the new location of the HSHS St. John's Women and Children's Clinic, replacing what was its construction site in 2017. Its construction caused the lot to its immediate south to lose 113 spaces. However, a parking ramp to its north containing 292 spaces also opened to serve this clinic, replacing a surface lot of 245 spaces, accounting for a smaller 54-space increase over this same location in 2017. Thus, the whole site saw a net increase of 64 spaces.
- The new Sangamon County employee lot, opening to the north on a site formerly housing parking for Horace Mann, added 313 spaces, replacing the former employee lot to the immediate east, now used for the SMTD Transfer Center, representing a loss of 252 spaces. The resulting net increase was 61 spaces.
- The 296-space lot at the northwest edge of the HSHS St. John's Hospital campus added 57 spaces.
- Following completion of construction on its outer façade, the ramp at Seventh and Monroe regained 177 spaces, which accounts for 111 of the 112-space increase in public parking over 2017.

Figure 13 summarizes the types of off-street parking in 2019.

Of all off-street spaces, 71.1 percent are classified as formal and are reserved for employees or patrons of specific agencies or businesses, as in 2017. Informal spaces represented 19.1 percent of off-street parking in 2019. The respective shares for parking for the general public and residences were 6.5 percent and 3.3 percent.

A more detailed listing of off-street parking spaces appears in Figure 14. Surface lots contain 70.2 percent of all such spaces (a 1.5 percent increase from 2017). The remaining 29.8 percent are in underground or ramp structures.

95.9 percent 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, by comparison, are located in surface parking lots. Thirty-six point six percent of residential spaces are in underground structures at Lincoln Tower, Townhouse Condominiums, and Near North Village. Just under 22.0 percent of formal parking is contained within a structure, while just over 35.0 percent of informal spaces are in a structure.

Figure 13.

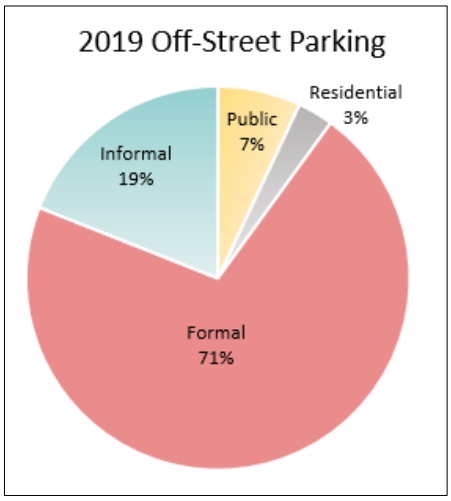


Figure 14.

2019 OFF-STREET PARKING SPACES IN DETAIL				
Category	**Surface**	**Underground**	**Ramp**	**Total**
FORMAL	**13,909**	**936**	**2,988**	**17,833**
General	13,437	930	2,913	17,280
30-minute unmetered	13	0	0	13
One-hour	16	0	0	16
Disabled Accessible	443	6	75	524
INFORMAL	**3,116**	**447**	**1,235**	**4,798**
General	3,101	447	1,227	4,775
30-minute unmetered	2	0	0	2
Disabled Accessible	13	0	8	21
GENERAL PUBLIC	**67**	**89**	**1,478**	**1,634**
General	61	61	1,396	1,518
Disabled Accessible	2	12	82	96
30-minute metered	4	0	0	4
Two-hour metered	0	16	0	16
RESIDENTIAL	**519**	**300**	**0**	**819**
General	511	191	0	702
Disabled Accessible	8	109	0	117
OFF-STREET TOTAL	**17,611**	**1,772**	**5,701**	**25,084**

Top: Parking for persons with disabilities at the Ronald McDonald House. **Right:** Residential parking at Sangamon Towers.

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, and marked by a symbol on the pavement and posted sign. Figure 15 shows the distribution of these spaces in 2009 and 2019.

Figure 15.

PARKING RESERVED FOR PERSONS WITH DISABILITIES: 2009 AND 2019					
	Number of Spaces			Change	
Category	2009	2019	2019 % of Category	Number	%
OFF-STREET	**644**	**758**	**3.0%**	**114**	**18%**
Formal	449	524	2.9%	75	17%
Informal	22	21	0.4%	-1	-5%
General Public	60	96	5.9%	36	60%
Residential	113	117	14.3%	4	4%
ON-STREET	**63**	**71**	**3.2%**	**8**	**13%**
TOTAL	**707**	**829**	**3.0%**	**122**	**17%**

Effective January 1, 2014, Public Act 97-0845 established two types of permanent disabled accessible 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 and at designated spaces for persons with disabilities.

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 in Figure 16. Ten areas are reserved for tour bus loading and parking, totaling 122 spaces.

Figure 16.

SPECIAL USE SPACES: 2019			
Category	On-Street	Off-Street	Total
Emergency Vehicle	0	16	16
Cab Stand Spaces	9	0	9
Loading Zones (Spaces)	60 (62)	15 (27)	75 (89)
Special Permit	51	3	54
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

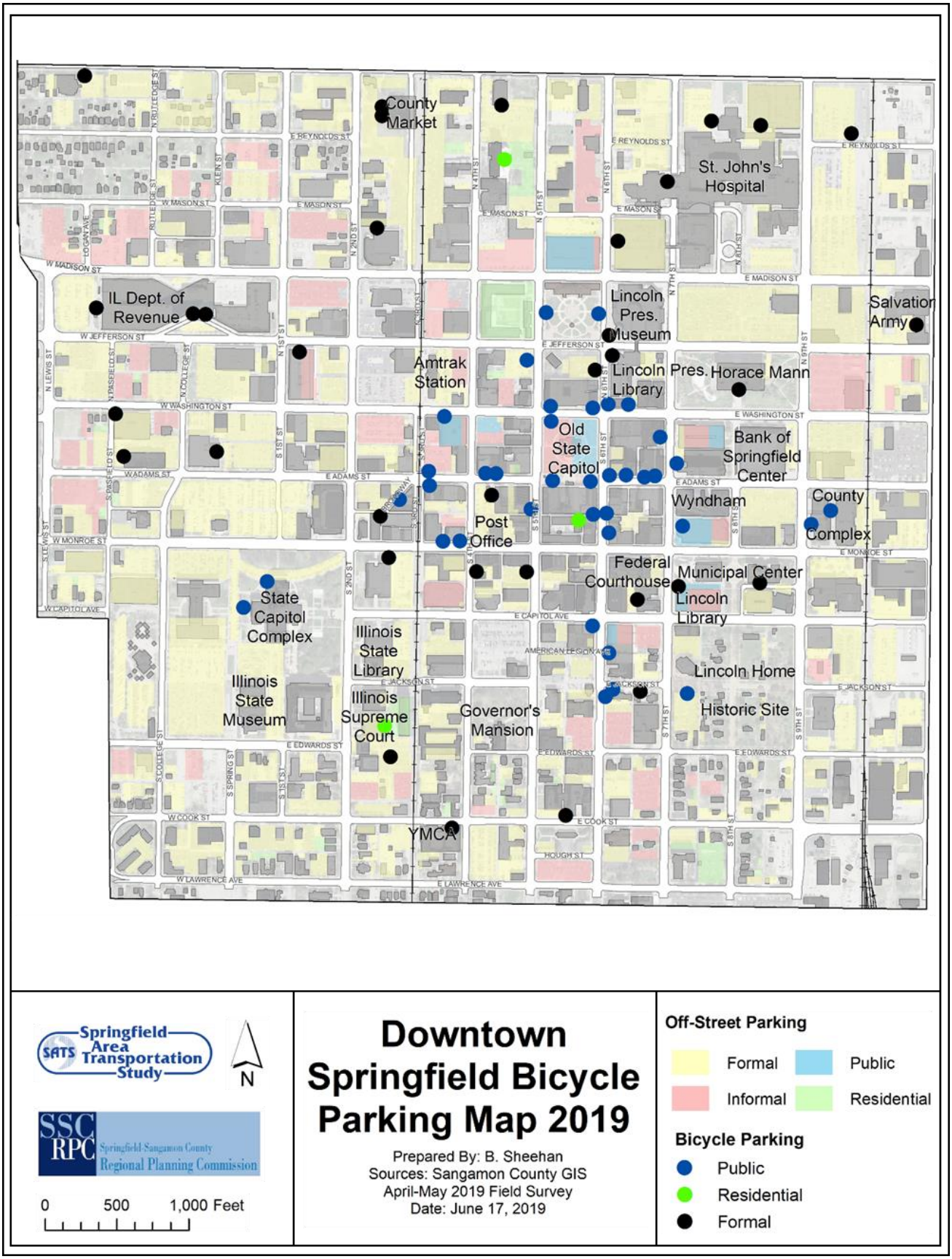
Bicycle Parking

Bicycle racks were identified and mapped for the first time in 2007. Thirty-four racks were found at that time and classified into three categories: public, residential, and formal. Racks that serve public facilities or those placed on sidewalks are coded public. Non-public racks are those oriented away from public use, such as racks clearly associated with a particular building that are situated out of sight of the sidewalk. Such racks are classified as residential if they serve a specific residential building, or formal if they serve a private business or government office.

The total number of bike racks remained steady until 2013, when the City of Springfield installed new Lincoln Penny bike racks designed through the Springfield Bicycle Advisory Council. All but two (both serving County Market) of these racks are along area sidewalks. One of these racks, immediately adjacent to the Bank of Springfield (BoS) Center was eliminated in late 2013. The total number of bicycle racks at the time of the 2019 survey was 75, an increase of eight since 2017.

Figure 17 depicts the location of each rack. Seven public racks were added near the center of the Study Area, with only one removed. Five formal racks were added in outlying parts of the Study Area, with four formal racks removed. Three bike parking areas or racks serve residential buildings, while 38 are public, and 34 are formal.

Figure 17.


County Market
St. John's Hospital
IL Dept. of Revenue
Lincoln Pres. Museum
Salvation Army
Amtrak Station
Lincoln Pres. Library
Horace Mann
Old State Capitol
Bank of Springfield Center
Wyndham
County Complex
Post Office
Federal Courthouse
Municipal Center
Lincoln Library
State Capitol Complex
Illinois State Library
Illinois State Museum
Illinois Supreme Court
Governor's Mansion
Lincoln Home Historic Site
YMCA
Springfield Area Transportation Study
SATS
N
SSC RPC Springfield-Sangamon County Regional Planning Commission
0 500 1,000 Feet
Downtown Springfield Bicycle Parking Map 2019
Prepared By: B. Sheehan
Sources: Sangamon County GIS
April-May 2019 Field Survey
Date: June 17, 2019
Off-Street Parking
Formal
Public
Informal
Residential
Bicycle Parking
Public
Residential
Formal

Parking Structures

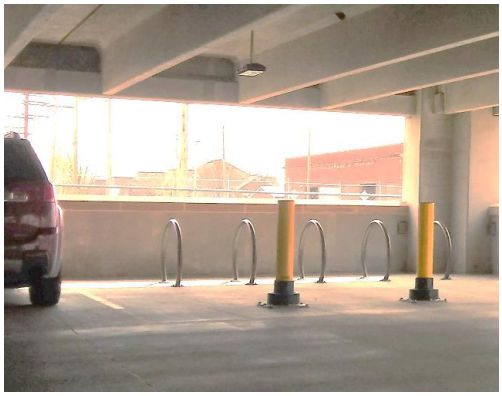
Figure 18 lists the total number of off-street spaces in parking structures by use type category. There are 7,473 spaces located in parking structures, either ramps or underground facilities. These comprise 27 percent of all Study Area on-street and off-street spaces, and 29.8 percent of all off-street spaces.

Figure 18.

OFF-STREET SPACES IN PARKING STRUCTURES: 2019			
Category	**Total Off-Street**	**In Parking Structures**	**Percentage in Facilities**
Formal	17,833	3,924	22%
Informal	4,798	1,682	35%
General Public	1,634	1,567	96%
Residential	819	300	37%
TOTAL	**25,084**	**7,473**	**30%**

Figure 19 on page 20 shows where each structure is located, including the indefinitely closed structure at the Department of Revenue, on First Street between Madison and Jefferson, along with ramps under partial closure at Fourth and Washington and the Capitol Complex.

Sixty percent of the 486-space increase in parking in structures came from one new facility: the construction of a new 292-space parking ramp serving HSHS St. John's Women and Children's Clinic on the east side of Ninth Street, across from the main hospital. Another 36 percent of the total came from the restoration of 177 spaces to the Seventh and Monroe parking ramp, following a partial closure in 2017 due to structural and façade renovations. Figure 20 on page 21 shows total spaces by each facility.



Clockwise from top left: HSHS St. John's Ninth Street Parking Ramp. Bicycle parking available at HSHS St. John's Women and Children's Clinic parking structure. Fourth Street Garage. Bicycle racks at the Kidzeum.

Figure 19.

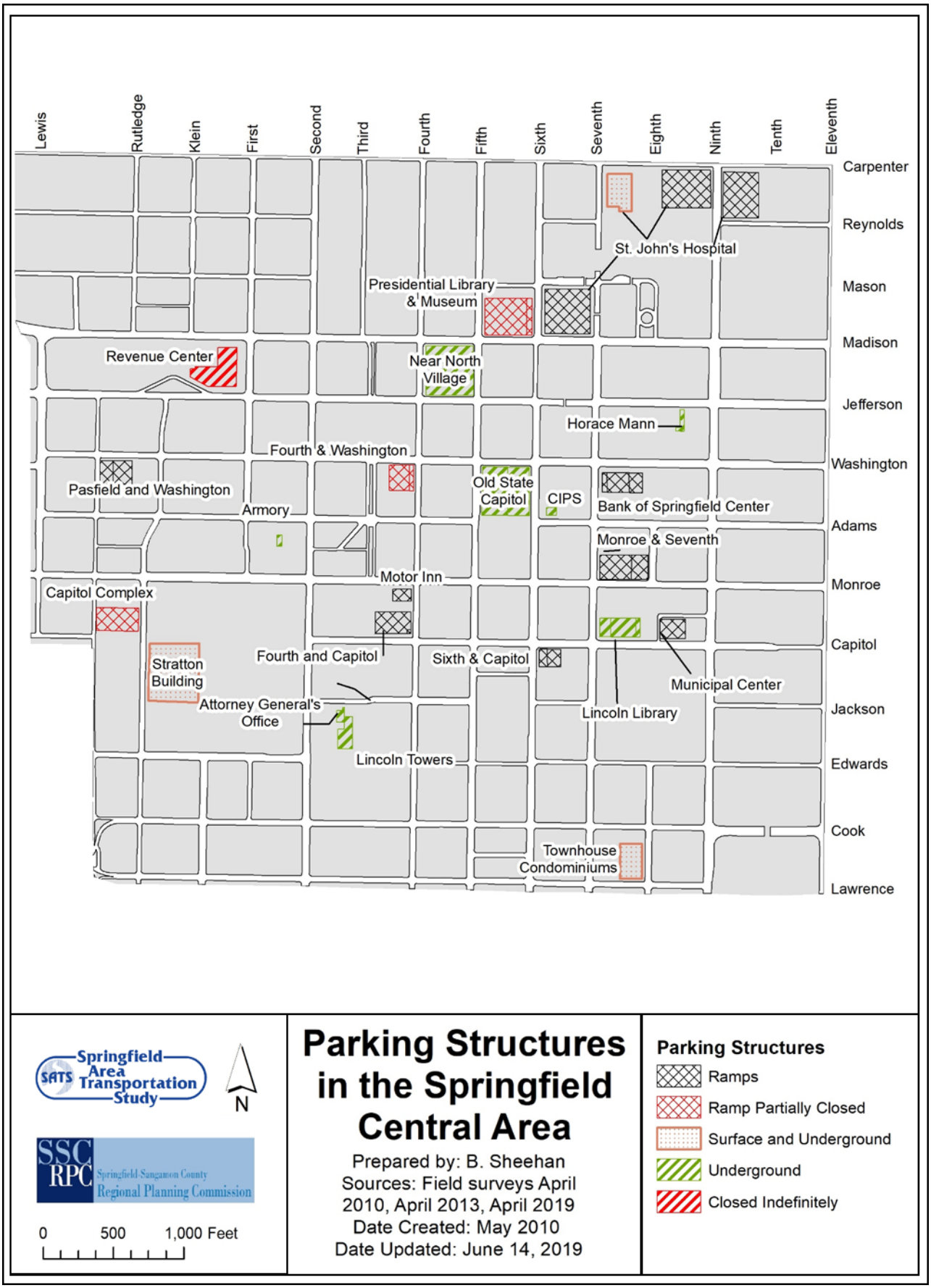

Lewis
Rutledge
Klein
First
Second
Third
Fourth
Fifth
Sixth
Seventh
Eighth
Ninth
Tenth
Eleventh
Carpenter
Reynolds
Mason
Madison
Jefferson
Washington
Adams
Monroe
Capitol
Jackson
Edwards
Cook
Lawrence
St. John's Hospital
Presidential Library & Museum
Revenue Center
Near North Village
Horace Mann
Fourth & Washington
Pasfield and Washington
Old State Capitol
CIPS
Bank of Springfield Center
Armory
Monroe & Seventh
Motor Inn
Capitol Complex
Fourth and Capitol
Sixth & Capitol
Stratton Building
Municipal Center
Attorney General's Office
Lincoln Library
Lincoln Towers
Townhouse Condominiums
Springfield Area Transportation Study
SATS
N
SSC RPC
Springfield-Sangamon County Regional Planning Commission
0
500
1,000 Feet
Parking Structures in the Springfield Central Area
Prepared by: B. Sheehan
Sources: Field surveys April 2010, April 2013, April 2019
Date Created: May 2010
Date Updated: June 14, 2019
Parking Structures
Ramps
Ramp Partially Closed
Surface and Underground
Underground
Closed Indefinitely

Figure 20.

PARKING STRUCTURES BY SPACE COUNT: 2019		
Location	**Spaces**	**Use**
RAMP	**5,701**	
Municipal Center	286	Formal
Capitol Complex*	498	Formal
HSHS St. John's Hospital (SW)	961	Formal
HSHS St. John's Hospital (NE)	676	Formal
Revenue Center**	0	Formal
Bank of Springfield (BOS) Center	662	General Public, Informal, and Formal
Fourth and Washington***	242	General Public and Informal
Fourth and Capitol	396	Formal and Informal
Seventh and Monroe	507	General Public and Informal
Sixth and Capitol (Herndon Ramp)	323	General Public and Informal
Pasfield and Washington	165	Formal
A. Lincoln Presidential Library/Museum	679	General Public, Informal, and Formal
Motor Inn****	14	Informal
HSHS St. John's Women and Children's Clinic	292	Formal
UNDERGROUND	**1,772**	
Armory	14	Formal
Stratton Building	758	Formal (129 more spaces on Surface)
HSHS 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, and Formal
Old State Capitol	428	General Public and Informal
Near North Village	109	Residential
Lincoln Towers	143	Residential
Townhouse Condominiums	48	Residential (86 more spaces on surface)
TOTAL	**7,473**	

*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.
***209 spaces on uppermost levels of garage not available to public due to a structural deficiency.
****Ground level of facility only in use.

Inside the parking structure on College Street at Capitol across from the Stratton Building.

2019 Overview of Downtown Shopping Area

In addition to the primary count of parking in the central area, general public parking available in the core downtown shopping area is also identified. For the purpose of this survey, the Core Shopping Area is defined as the 12 blocks bounded by Jefferson Street, Capitol Avenue, Fourth Street, and Seventh Street (Figure 22 on page 23).

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, Third Street, and Eighth Street.

The CSPA contains six parking structures offering hourly rates, with 999 public parking spaces available at the BoS Center ramp, the Fourth and Washington ramp, the Seventh and Monroe ramp, the Sixth and Capitol ramp, the Lincoln Library underground structure, and the Old State Capitol underground structure. Sixty-one off-street public spaces can also be found on a surface lot at Fourth and Washington with an additional six at Lincoln Library. Since 1985, on-street parking slightly increased by a total of ten spaces.

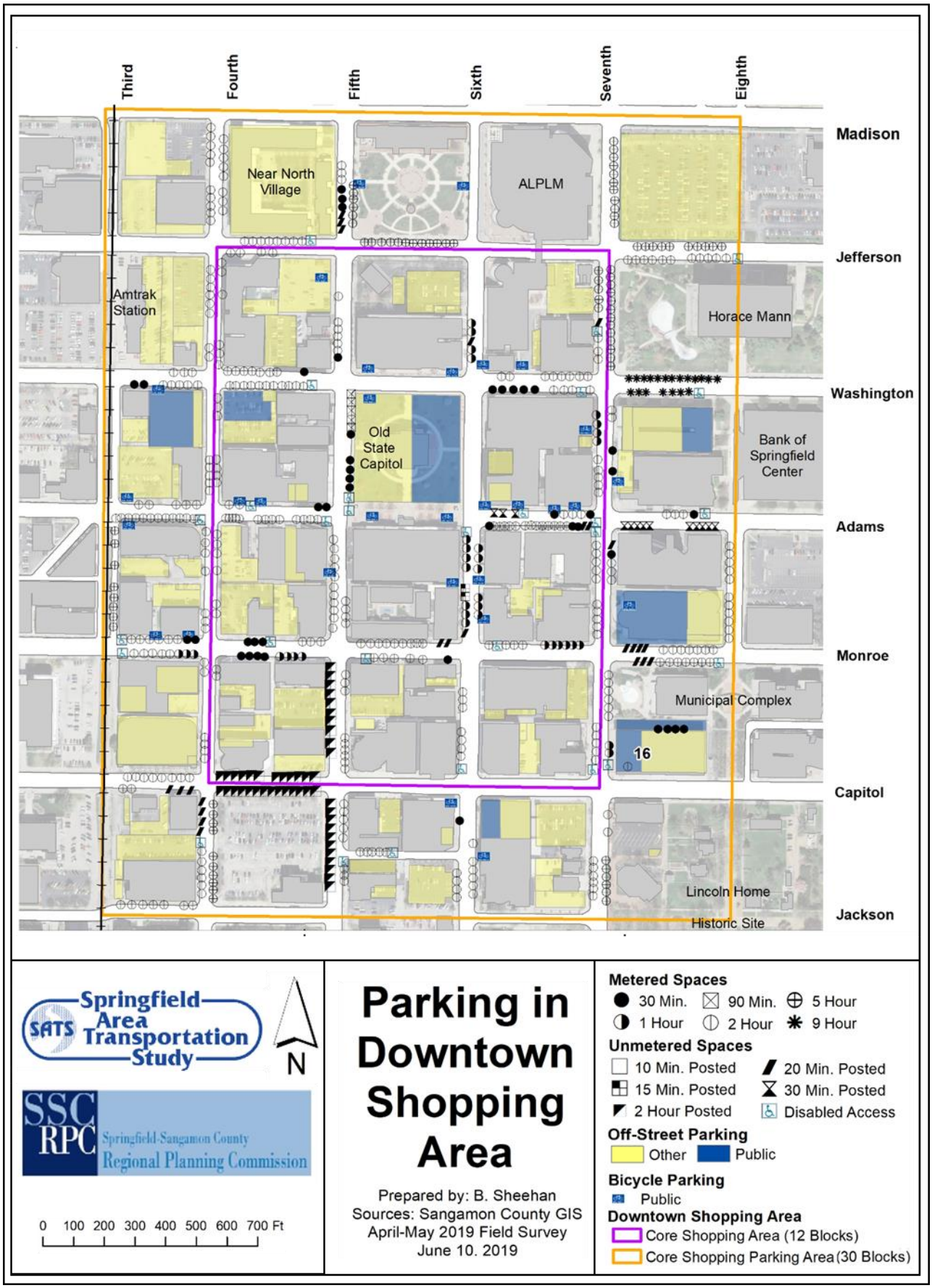
An additional 678 on-street spaces makes a total of 1,744 spaces for the general public (109 of which are reserved for persons with disabilities) in both on-street and off-street locations in the CSPA. Figure 21 shows the breakdown of parking spaces for each category.

Top: BOS Center- Plaza Parking Garage and metered parking on Seventh. **Bottom:** Entrance to public parking below the Old State Capitol.

Figure 21.

PUBLIC PARKING SPACES IN THE CORE SHOPPING PARKING AREA (CSPA) IN 2019			
Space Type	**Total Study Area Spaces**	**Spaces in CSPA**	**% in CSPA**
Total Metered Spaces	**1,401**	**563**	**40%**
30 minute	84	43	**51%**
1 hour	38	36	**95%**
90 minute	5	5	**100%**
2 hour	734	378	**51%**
5 hour	231	81	**35%**
8 hour	12	0	**0%**
9 hour	297	20	**7%**
Total Unmetered Spaces	**2,376**	**1,181**	**50%**
10 minute	9	0	**0%**
15 minute	2	2	**100%**
20 minute	39	25	**64%**
30 minute	37	13	**35%**
2 hour	393	47	**12%**
5 hour	15	0	**0%**
8 hour	1	0	**0%**
Off-Street Unrestricted General Public	1,538	985	**64%**
Unrestricted On-Street	175	0	**0%**
Total Reserved for Persons w/ Disabilities	167	109	**65%**
Public Car Parking TOTAL	**3,777**	**1,744**	**46%**
Public Bicycle Racks	**38**	**30**	**79%**

Figure 22.


Third
Fourth
Fifth
Sixth
Seventh
Eighth
Madison
Jefferson
Washington
Adams
Monroe
Capitol
Jackson
Near North Village
ALPLM
Amtrak Station
Horace Mann
Old State Capitol
Bank of Springfield Center
Municipal Complex
16
Lincoln Home Historic Site
Springfield Area Transportation Study
SATS
N
SSC RPC
Springfield-Sangamon County Regional Planning Commission
0 100 200 300 400 500 600 700 Ft
Parking in Downtown Shopping Area
Prepared by: B. Sheehan
Sources: Sangamon County GIS
April-May 2019 Field Survey
June 10. 2019
Metered Spaces
30 Min.
90 Min.
5 Hour
1 Hour
2 Hour
9 Hour
Unmetered Spaces
10 Min. Posted
20 Min. Posted
15 Min. Posted
30 Min. Posted
2 Hour Posted
Disabled Access
Off-Street Parking
Other
Public
Bicycle Parking
Public
Downtown Shopping Area
Core Shopping Area (12 Blocks)
Core Shopping Parking Area (30 Blocks)

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.

Methodology

Occupancy counts for the Study Area were undertaken during a three-week period in late May and early June 2019, 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.

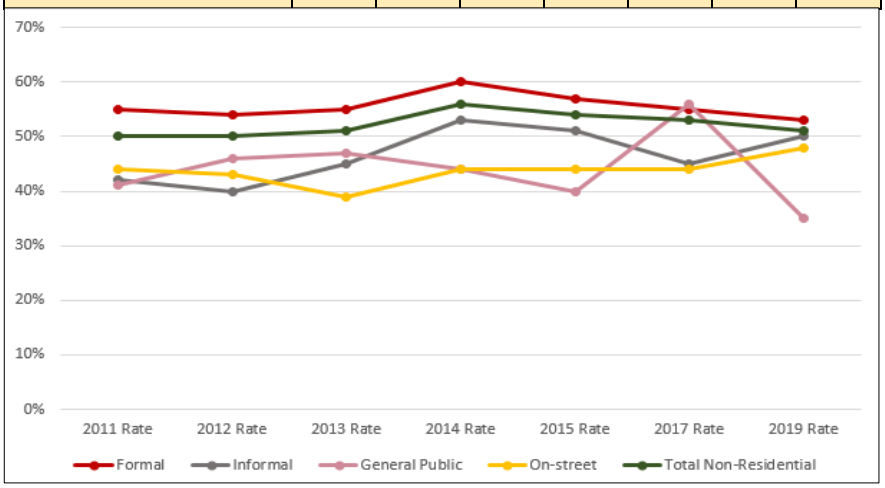
- Each street segment and parking lot was counted twice to circumvent any irregularities and anomalies.
- Both counts were averaged then divided by the total spaces to determine the occupancy rate.
- On-street occupancy counts were done from 11am to 2pm, Tuesdays, Wednesdays, and Thursdays.
- Off-street parking occupancy counts were conducted on Tuesdays, Wednesdays, and Thursdays between the hours of 9am to 11am and from 2pm to 3pm.
- For parking lots with multiple usage types, considerable effort was made to count vehicles by parking lot use 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 percent) and 100 can be used by the public (33 percent) with a counted occupancy of 100 vehicles, 67 would be assumed formal, and 33 assumed public.

Figure 23 lists parking occupancy rates since 2011. Figure 24, on the following page, maps the 2019 occupancy rates for each off-street facility and each on-street block.

Occupancy Rates

Figure 23.

OCCUPANCY RATES BY CATEGORY: 2011—2019							
Category	**2011 Rate**	**2012 Rate**	**2013 Rate**	**2014 Rate**	**2015 Rate**	**2017 Rate**	**2019 Rate**
Formal	55%	54%	55%	60%	57%	55%	53%
Informal	42%	40%	45%	53%	51%	45%	50%
General Public	41%	46%	47%	44%	40%	56%	35%
On-Street	44%	43%	39%	44%	44%	44%	48%
Total Non-Residential	**50%**	**50%**	**51%**	**56%**	**54%**	**53%**	**51%**



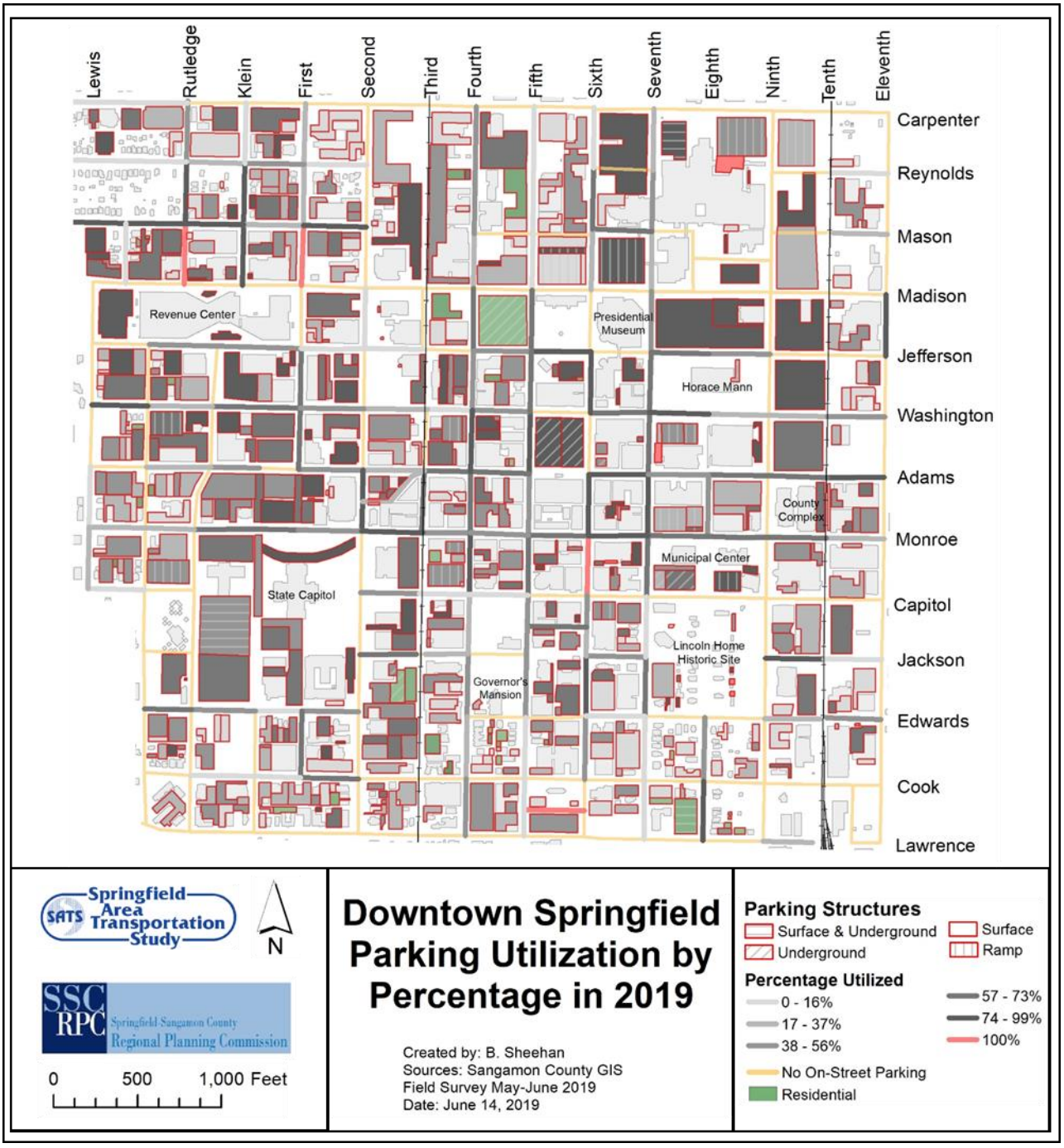
Occupancy rates calculated for the past six surveys (Figure 23) have been generally consistent. Considering only times of peak demand, it would still appear that nearly half of all non-residential parking spaces are available for use in the Survey Area.

Formal parking has the highest occupancy rate in all years except 2017, yet even in the year of highest occupancy 40 percent of all formal spaces were unoccupied. 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, such as the virtually empty 98 space lot serving the former DCFS building on Eleventh and Jackson Streets. Associated parking lots of buildings like these are still included in the survey.

Informal parking spaces, available for monthly rental, experience moderate changes in occupancy rates with each new Parking Survey. The number of informal spaces decreased by several hundred in 2013. This repeated again from 2015 to 2017, decreasing as well in 2019 but to a much lesser degree. The occupancy calculations indicate that demand for these rental spaces may not be consistent on a yearly basis, and may depend on the availability of other usable parking types, or a high concentration of employment in the immediate vicinity.

Until reaching 56 percent in 2017, the use of parking available to the general public, either in off-street facilities or on-street spaces, ranged between 40 percent and 47 percent.

Figure 24.



Planning for Parking

As of 2019, parking facilities cover 29 percent of the land area in downtown Springfield, with individual facilities sometimes covering a half-block, or even a full block. 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. Current best practices, previous studies and comprehensive plans also need to be taken into account as additional parking is contemplated.

This parking study is the first completed since the adoption of the City of Springfield's 2017-2037 Comprehensive Plan. This plan serves as a master plan to guide the future actions of the community on a 20-year planning horizon by establishing long-range goals and objectives that affect the decisions of local government. Many of the goals center around making the city a more enticing area to live, visit, and invest in. Goals related to this parking study include:

- *"The Springfield of 2037 will be a more attractive community."*
  The plan outlines the use of landscaping and lighting in the planning and design of new or redeveloped public buildings and facilities in order to include artistic landscape elements that will increase the aesthetic appeal of Springfield. Particularly significant in the Study Area with its retail and medical facilities, green landscaping and screening adds a natural beauty and gives visitors a sense of attentiveness that creates a comfortable feeling. Locating parking behind buildings also increases the visual appeal of an area and removes curb cuts from streets with higher traffic, thereby improving the safety of the area.
- *"The Springfield of 2037 will be a better connected city."*
  Connectivity is not just a literal term limited to roadways, sidewalks and mode choice. The Comprehensive Plan also addresses logical connections between buildings and through parking lots for pedestrians and cyclists of all ages and abilities. Beyond physical connectedness, the plan also states a need to integrate gathering places within parking areas, as appropriate, to encourage interconnectedness between individuals as well.
- *"The Springfield of 2037 will be a growing city."*
  As stated in occupancy counts, there is adequate parking for the current needs of the Study Area. As demand changes with new or redevelopment, additional facilities will need to be constructed in consideration of the people and community it serves.

Implementation of these goals requires a commitment of various entities, both public and private, to ensure that the parking in the Study Area is environmentally sound and aesthetically pleasing. Coupled with adherence to the landscape, screening and lighting requirements included in the City's zoning ordinance, the Central Area will continue to not only serve the parking needs of those who work in or visit the area, but provide a pleasing backdrop to an area rich in heritage.

Information on the following pages describes several strategies that might be undertaken in the Study Area.

Reduce Visual Prominence of Parking Facilities

Landscape and Screening

A large contributor to the aesthetic of parking facilities is the use of landscaping to provide both greenspace and a screen to separate barren, stark asphalt/concrete spaces into visually pleasing, sustainable assets. 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 and screening elements include:

- Tree canopies - Trees should be carefully selected in regards to their height and spread at maturity to provide maximum shade to a parking lot. 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 the surface and by evapotranspiration, and
    - removing air pollutants and capturing carbon dioxide.
- 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, such as perennial native plants, contribute to lower maintenance. Mulch discourages weeds while allowing water to penetrate the soil and also keeps it from evaporating. In addition, 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.
- Grass and groundcover 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,
    - reduces the heat island effect,
    - reduces runoff, and;
    - Improves water quality by absorbing and filtering rainwater.
- Decorative features and architectural elements like walls, stone, or wooden fencing, create a sense of enclosure to a parking lot, defining a boundary, and a sense of place. The architectural style of a building may be continued into the parking lot or structure to create a uniform look to the entire property.

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

Locate Parking Away from Street Frontage

One of the solutions suggested by The American Institute of Architects Regional/Urban Design Assistance Team's (R/UDAT) 2002 report on the downtown area for new development projects was to remove parking from street 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 it improves the aesthetics of the building.

The newest building constructed in the Study Area following this concept is The Villas Downtown apartment building on Fourth Street. There is no parking in front of the building, as all the parking is found at the rear. From Fourth Street, the only direct access to the parking lot is via an alley running along the south end of the building. Many historic buildings in the Study Area, such as the Illinois State Library, utilize this same concept while incorporating traditional frontage onto sidewalks.

Left: Rear parking at The Villas Downtown. **Right:** Landscaping elements at HSHS St. John's on Carpenter Street provide a visually appealing barrier between the parking lot and the street.

Provide Sufficient Parking without Large Expanses of Pavement

In addition to utilizing landscaping features to provide an appealing screen and providing parking facilities away from street frontage, the following strategies also assist in meeting parking needs in a more visually appealing manner:

Construction of Parking Structures Rather than Lots

The R/UDAT 2002 report on the downtown area, as well as the 2004 follow-up report, 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 employees and 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. An example of such a structure may be found on Ninth Street at the new HSHS St. John's Women's and Children's Clinic.

In 2001, 28 percent of off-street parking was contained in structures. By 2008, this had increased to 31 percent. Largely due to structural deficiencies in two downtown structures, this declined to 30 percent in 2019.

Use of Multiple Lots

Breaking up larger lots into two or more areas can improve the appearance of parking lots. This approach uses vegetation and differences in elevation to reduce the amount of grading necessary. Additionally, the use of islands and natural landscaping features are not only visually appealing, but also assist in managing the absorption of rainwater. The main parking area at Horace Mann on Jefferson Street has utilized this concept.

Promote the Use of Green Infrastructure

Green infrastructure can be used to manage stormwater at its source, improve air and water quality, and reduce the urban heat island effect. Such projects in public spaces also increase the aesthetic appeal of an area. This allows residents, visitors, businesses, and local governments to experience the additional benefits of green practices, such as more walkable streets, traffic calming, green public spaces, shade, and enhanced foot traffic. Projects include the installation of:

- Permeable Pavement Surfaces, like those used at Bicentennial Plaza and the adjacent Illinois Association of Realtors' lot
    - reduce stormwater runoff and standing water,
    - promote infiltration and groundwater recharge,
    - improve the longevity of infrastructure, and;
    - may be easier to maintain than standard pavement.
- Bioswales, bump outs, and islands
    - improve property and neighborhood aesthetics,
    - reduce localized flooding, and;
    - promote infiltration and groundwater recharge.

Support Vibrant Street Level Activity

Reuse of Vacant and Underutilized Parking Areas

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. While waiting for private development to take place, 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 downtown area:

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

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 place-making strategies.

Top: The parklet at Maldaner's provides additional space for outdoor dining. **Above:** Permeable pavers at the Illinois Association of Realtors' lot. **Above right:** Island with groundcover at Memorial Medical Center. **Bottom Right:** Example of multiple lots at Horace Mann's main parking lot on Jefferson Street.

Encourage Use of Alternative Travel Modes

Perhaps the most obvious strategy to planning for parking in the Study Area is to encourage alternate modes of transportation, rather than the use of single occupancy vehicles. The Study Area is a major economic activity center for work and recreation. As such, it must be accessible to all modes of transportation. Pedestrians, bicyclists, transit users, and those that engage in ridesharing must feel that the area can be reached safely and easily.

Create a Safe and Comfortable Environment for Pedestrians and Bicyclists

Design strategies that ensure pedestrian and bicycle safety without compromising the safe and efficient movement of vehicular traffic include:

- the use of on-street parking as a mental and physical buffer between pedestrians and busy streets,
- limiting curb cuts to minimize conflict with vehicles, pedestrians, and bicyclists, and
- provide additional bicycle parking to encourage this mode of transportation.

Left: On-street parking, planters, benches and a bump out provide a buffer between pedestrians and vehicular traffic in the downtown area on Sixth Street. **Right:** Bicycle parking at Obed and Isaac's.