

**Downtown Parking Recommendations
Implementation Plan
Draft 1A**

This document (Draft 1A) was created by B-TOP (Bloomington Transportation Options for People)
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Introduction

This document is a follow-up to two previous studies of downtown parking; the Downtown Parking Master Plan produced by Walker Parking Consultants (hereafter referred to as the Walker Report) and an earlier parking study done by B-TOP (hereafter referred to as the one-week study). Both of those studies produced some similar recommendations. Stakeholder responses to the Walker Parking Study also indicated there is consensus among many of the stakeholders along a number of the recommendations. This document will focus on the following points of consensus:

1. Metered on-street parking spaces in areas of high occupancy
2. Policy changes in the management of the three city garages

This document has been produced through a [soon-to-occur] collaborative effort to provide detailed action plans for moving toward these recommendations and a more successful downtown.

[This document (Draft 1A) was created by B-TOP to help begin the collaborative process of creating a detailed implementation plan. It is our hope that this acts as a baseline and it is modified by stakeholders and interested parties until there is a consensus document to provide to the city.]

It will be helpful to note that this author calls reserved spaces “reserved spaces” and non-reserved spaces “permit spaces.” The term “permit holder”, however, means an individual who rents a space, whether it is a non-reserved (permit) or reserved space.

Report Recommendations

This document will not describe the reasons for these recommendations, since they are fairly well described in the noted reports. Neither report goes into detail as to what should be done and when. This document attempts to create a plan for the implementation of these recommendations and a timeline as well. In particular, the following issues need addressed:

On-street Parking

- the blocks and/or street segments to be metered;
- the days and hours of implementation;
- the price(s);
- the type of meters or metering options to be used;
- the areas that need special accommodations;
- the type of visits/stops that need special accommodations;
- the use of the revenue.

Parking Garage Management

- the type of spaces available;
- the number of each type;
- the price of each type;
- the location of each type.

Timing

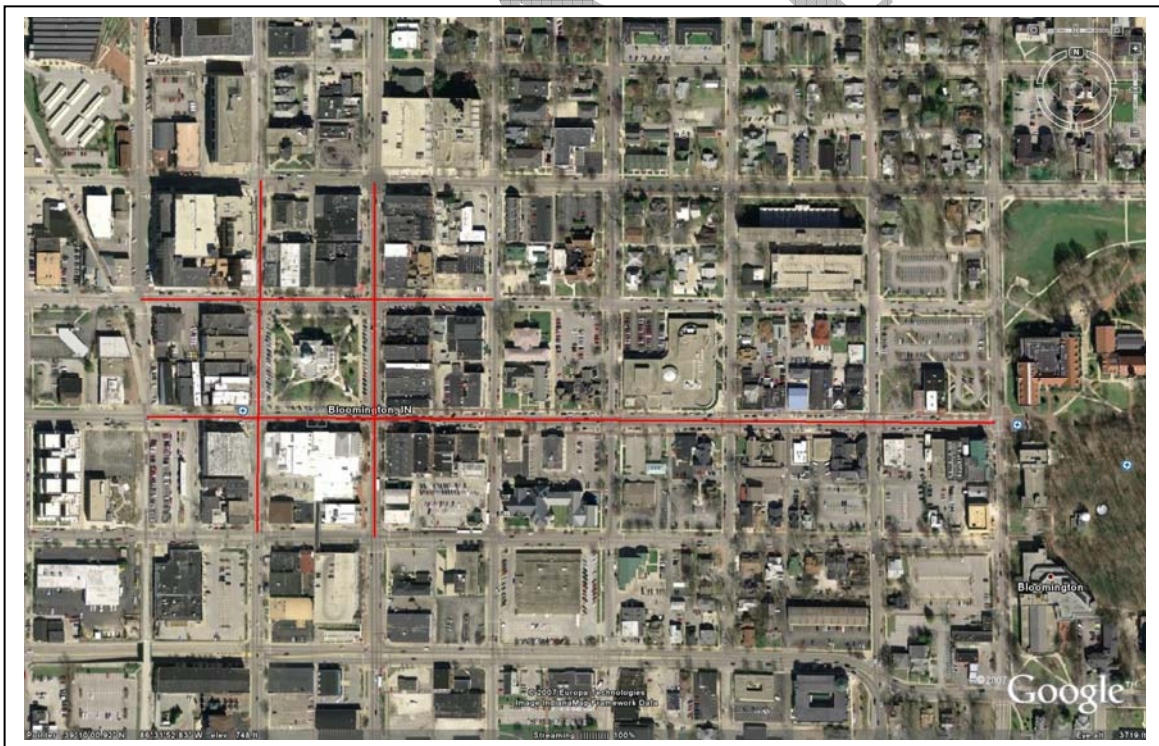
There is an interest in having the parking garage changes implemented before the fall semester begins because much of the residential agreements are part of the residential rental schedules. The on-street metered parking needs to occur after the garage changes because it is expected to cause a demand for garage permits. There is no seasonal aspect to implementing on-street metered parking, although the process of determining the specific plans will be long and it should follow the implementation of the garage changes closely.

On-Street Parking

We believe that metering parking on high-occupancy blocks will discourage employees and residents from parking in these areas and improve the availability of parking for customers. The goal is to set the price of the parking so that about 85% of the spaces are occupied. This has a number of positive effects¹:

- Discourages employees from parking in these areas, increasing spaces for customers
- Relieves citizens from the perception there is no available parking downtown
- Creates higher turnover of the parking spaces, increasing customer visits
- Creates revenue to be spent on the public spaces in these areas

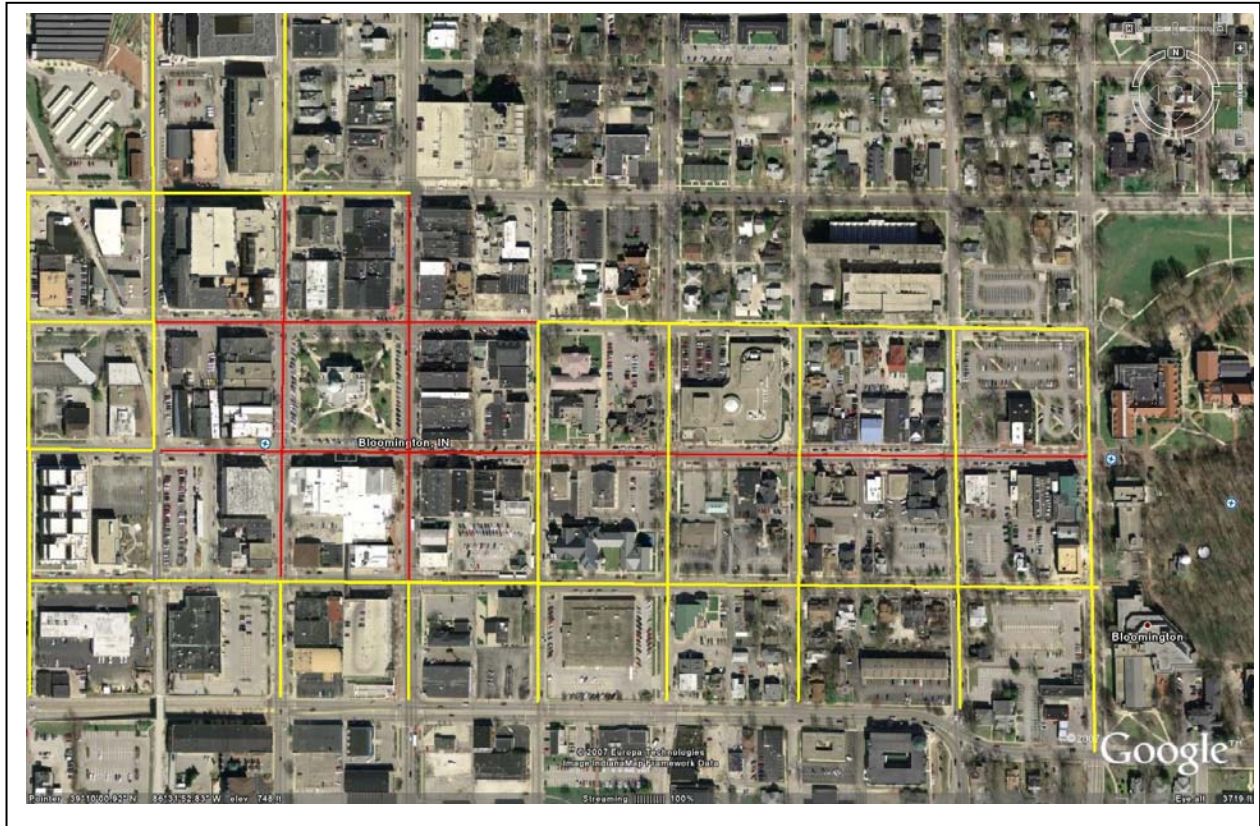
Below are the streets that we believe should be metered initially.



The Walker Report indicates the blocks that have inadequate on-street parking. The above recommended areas are based on these results and the proximity to high density retail. This recommendation is a starting point. Adding metered parking to additional blocks after the initial

¹ [Turning Small Change into Big Changes](#), Access Magazine No. 23, Fall 2003, Douglas Kolozsvari and Donald Shoup

implementation should be a fairly simple process and can be done as needed and at any time. We expect this to deflect some downtown parkers to other areas that have high occupancy. These areas may want metered parking as well after this initial implementation. We recommend phasing in metered parking in different areas which would allow some evaluation between phases so that any chronic issues with the system can be avoided, or any minor adjustments or reconsiderations can occur. Below are streets to consider for phase II.



Timing

There are a number of processes that must take place to implement this.

- Significant opportunity for public and stakeholder input must be offered and digested
- The plan and the pricing must be approved via ordinance by the City Council
- Meters and vendors must be determined
- Signage and promotional/educational material must be developed and distributed
- Meters and space identification signs must be determined and implemented

The following chart shows a reasonable timeline:

On-Street Metering Timeline									
	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Investigate meters / vendors	█								
Public / Stakeholder input meetings	█	█							
City Council Approval			█						
Promotional / Educational material preparation			█						
Distribution of material				█					
Placement of Equipment				█					
Implementation					█				
Evaluation						█	█	█	
Placement of Equipment for Phase II								█	█
Implementation of Phase II								█	█
Evaluation									█

Days and Hours:

The Walker Report indicates very high on-street use rates well into the evening and weekends. Given the high utility of on-street parking, the recommendation is that the metered parking be in force 6 days per week, but not Sunday, and that the hours extend from 7:00am to 11:00pm.

Price:

The technology of the new parking systems will allow for many different options for pricing. The price can be changed for different times of day, or for each additional hour that a person purchases. This can be adjusted after an evaluation of the effects, although it will require approval by the City Council. At this point, a recommended daytime price of \$1.00/hour is reasonable to encourage the desired results in these high-customer-demand spaces, and yet maintain an occupancy-rate of around 85% during most days. An evening price of \$.50/hour for hours after 5:00pm is recommended until further evaluation. The 2 hour limit should remain as suggested in the Walker Report until 5:00pm. This limit encourages turnover and discourages employee parking. For those interested in staying longer, the goal is to encourage the use of the hourly parking garage spaces. These will have no time limits; patrons of the garages will be able to pay after they have completed their shopping rather than before.

Meter Types:

Parking metering has made major technological improvements recently. Most metering now uses a pay-station that services multiple spaces and can accept virtually all forms of payment.

Pay-and-Display

Parallel parking spaces are best metered by the pay-and-display meters. These are pay-stations that dispense a receipt which the parker places on their dash. The benefit of these is that each space does not need to be delineated from others. Currently, parallel parking spaces are delineated into 22ft spaces. Compact cars can fit into much smaller spaces; blocks can then store many more cars. This would allow even more capacity than currently. This is one of the reasons that numerous blocks in the study indicated more than 100% occupancy.

Pay-by-Space

Angled parking spaces are best metered by a pay-by-space meter. These spaces are marked with a number (generally on a pole) and the parker enters that number at the pay-station. The advantage is that they do not need to return to their cars to put a receipt in it.

Personal Meters

Personal Meters are meters that people can hang from their mirrors. They have a pre-paid card that they place in the meter while it is parked in metered spaces. When the pre-paid card runs out or if the 2 hour limit is exceeded, the meter indicates this and it can be scanned and identified through the window by parking enforcement. This allows those that are frequent users of downtown parking to pre-pay for parking and never have to deal with the meter pay-stations.

Delivery Meters

A Delivery Meter (similar to the Personal Meter noted above) may also be a desired requirement for delivery vehicles. This has the potential to control the amount of delivery that is done on main streets. If there were a staging area where this fee was not required, then this would discourage the double parking that occurs that causes numerous problems.

Special Accommodations

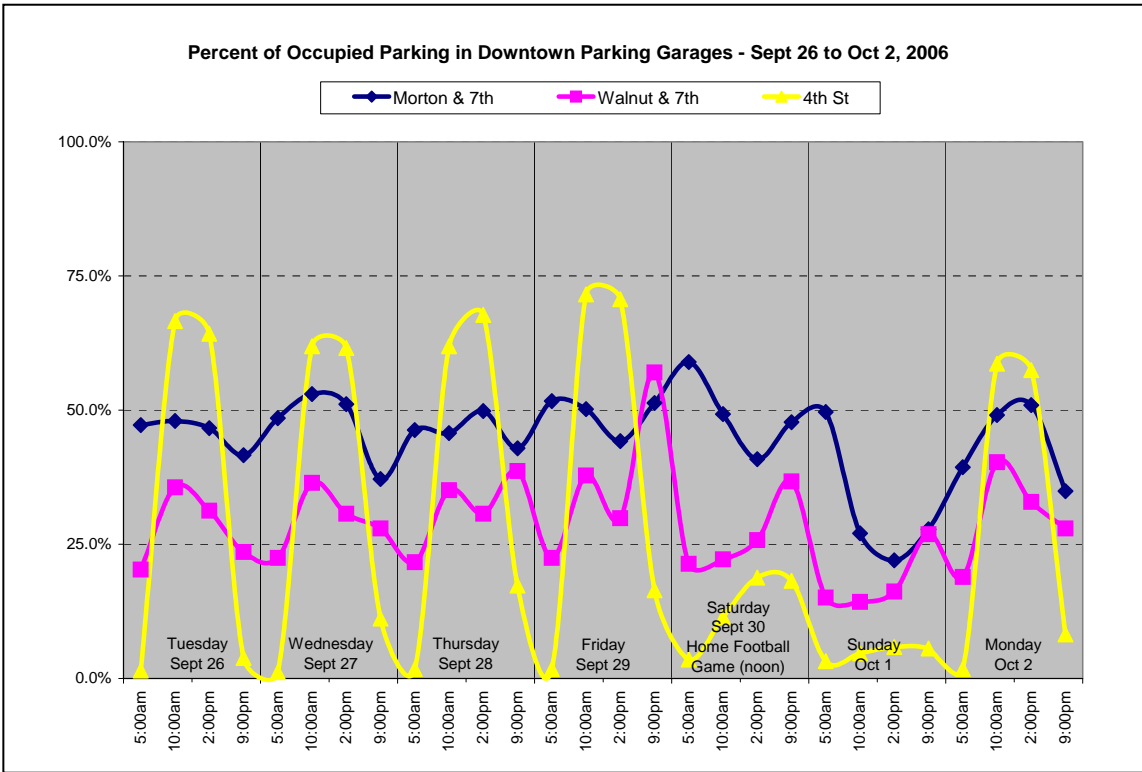
There will be special areas, in front of hotels and other places that will require special accommodations. This will be considered in the consultation meetings.

Revenue Use

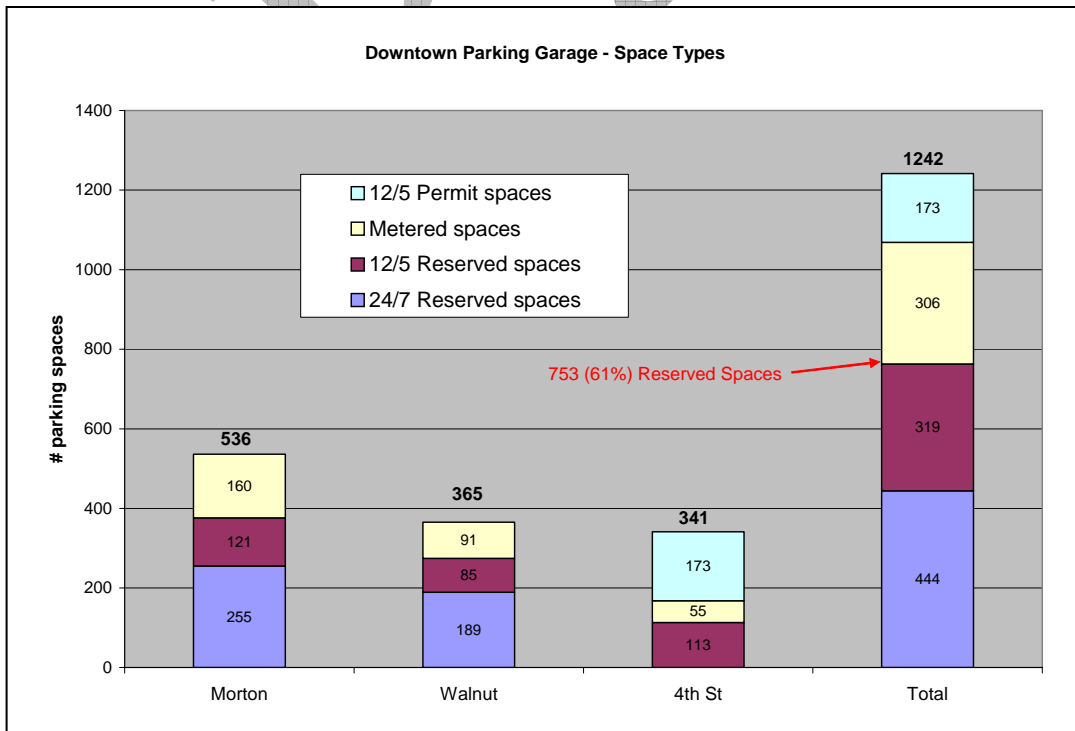
State law requires that parking meter revenues be placed in special accounts and used for the public areas in which they exist. This exact uses of these funds may best be determined by a cooperative and open process involving the residential neighborhood groups, the businesses, the chamber, other appropriate stakeholders, and the city.

Parking Garage Management

The studies indicate that the parking garages are fully leased out, but underutilized. Below is a chart of the occupancy of the three downtown garages over a one-week period.



Each Garage has different space-types. In general, many of the spaces are reserved.

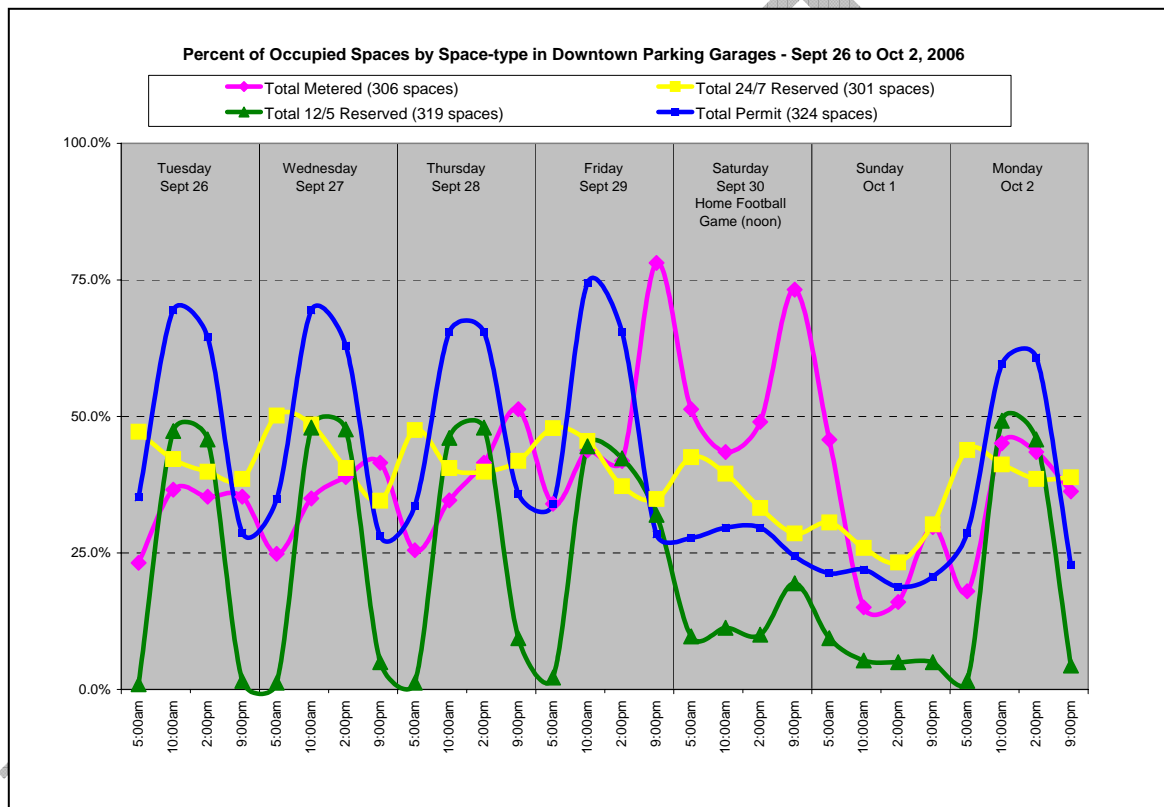


The objective of this plan is to create better utility in the parking garages to accommodate more cars and more parking availability for those that desire spaces in the garages.

The main recommendation from the Walker Report that this document addresses is:

Limit or eliminate the use of guaranteed reserved spaces. Parking permits should be “hunting” permits, where patrons may utilize any available spaces in the structures, instead of having a particular space reserved for their individual use. (Walker Report, Off-Street Recommendations, No. 6)

Reserved spaces show a peak weekday use-rate of around 50% (green and yellow lines in graph below), while the Permit spaces show a much higher utility (blue line).



Permit spaces, as opposed to reserved spaces, allow permit holders to park in any space rather than in a particular space. Given that all permit holders are never in the garage at the same time, more permits can be sold than there are spaces, creating better utility of parking spaces.

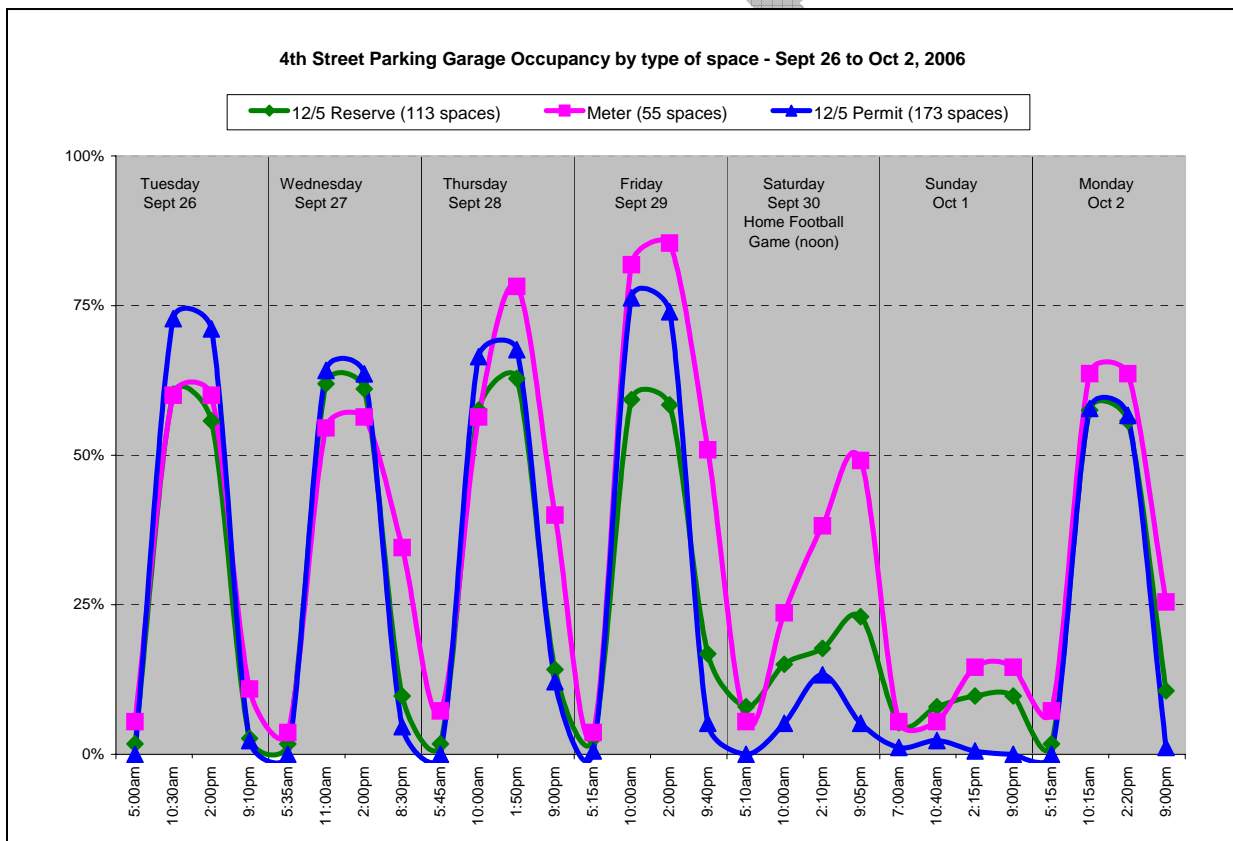
For example, in the 4th Street garage, there were 207 permits sold for 173 permit spaces. During the one-week study, the peak occupancy was 132. This creates a use-ratio of 207/132 or 1.57. This ratio may need to be padded with a safety margin. A safety margin of 10% creates a ratio of 1.425. Given 173 spaces for permits, 246 permits could be sold with a very low chance of them ever filling up completely. The correct market price would cause the sale of exactly that many permits and deny no individual willing to purchase one.

	annual	Morton				Walnut				4th			
		capacity	max use	%	wait list	capacity	max use	%	wait list	capacity	max use	%	wait list
Metered		160	77	48%		91	37	41%		55	47	85%	
12/5 Reserved	\$550	121	51	42%	11	85	41	48%	0	113	71	63%	4
24/7 Reserved	\$675	255	184	72%	8	189	86	46%	18				19
12/5 Permit	\$400									173	132	76%	8

In the table above, the peak occupancy (labeled “%”) for each space-type varies for each garage. Therefore, it does not make sense to expect a certain space-type to draw a specific use ratio throughout the three garages. It appears the best approach will be to look at each garage separately.²

4th Street Garage

As shown in a previous chart, this garage has 341 spaces. It contains 173 permit spaces, 113 12/5 reserved spaces and 55 metered spaces. The metered spaces have been fairly full at times (85%) and WonderLab has been interested in making it an accommodating and safe choice for its patrons. There have been numerous comments about its poor condition of cleanliness and sense of safety. There is also an interest in making sure that this garage can be ready to handle significant growth within the next year or two.



² Appendix A shows a map of all the garages with the location of the existing space-types and the recommended space-types.

At 5:00am there were between 4 and 12 cars in this lot. It is virtually only for daytime use, although there have been some requests for 24/7 reserved spaces.

Problems to Solve

- Low occupancy, especially among reserved spots
- Inability for businesses to acquire desired permits from the city
- Perception of no-growth potential in parking capacity
- Desired public parking accommodations for WonderLab
- Poor enforcement of permitted area
- Poor cleanliness and sense of safety
- Some requests for 24/7 spaces

Recommended Changes

Space- types, quantities, cost

- Increase the amount of metered spaces from 55 to 75 spaces
- Create an area of 24/7 permit spaces* from 0 to 42 spaces, priced at \$625 annually
- Eliminate 12/5 reserved spaces from 113 to 0 spaces*
- Increase 12/5 permit spaces from 173 to 224 spaces, priced at \$500 annually

*If anyone desires a reserved space, they can lease one for twice the standard rate.

Additional Details

- Create a similar gated and pay-station system to that of the Morton garage for public spaces. This public area can be the area to the left upon entry and the next section below.
- Create a gate for the 24/7 permit area at the last turn at the basement level. This gate will never be open to the public.
- Create a gated 12/5 Permit area that begins just past the entrance for all spaces up from the ground level. This gate will be open to the public after 6:00pm and on weekends.
- Improve surveillance, cleanliness and appearance of the garage.
- Initial maximum sales
 - 24/7 permits - 61
 - 12/5 permits - 327

Timing

- Begin month-to-month leasing on July 1 and make changes before Fall semester.

Justifications

More metered/visitor spaces - Since there have been 85% occupancies for the metered spaces, and higher uses of visitor spaces are expected by WonderLab (and others) once the surveillance and cleanliness improves, more visitor spaces are needed. Also, when the streets become metered, the garages will not be as undesirable; in fact, they will be the only places to park for more than two hours without having to move. If additional visitor spaces are needed in the future, the suggested placement of the gates makes it easy to move the 12/5 permit gate up to the first turn and gain 27 more visitor spaces.

24/7 permit spaces – It is uncertain how many would be interested in this permit. In October, there were 19 requests for 24/7 spaces. There could be a number of additional people that would

be willing to purchase these spaces because of additional security. Also, there are residential developments being planned and considered around this area that may want to purchase these.

12/5 spaces – Currently there are 286 12/5 spaces (113 reserved and 173 permitted). In October, there were 207 permit-holders, thus 320 people held leases/permits. Implementing this plan would cause 20 of these to be converted to metered spaces, 42 to be converted to 24/7 permit spaces, the balance of the reserved spaces would change to permit spaces, leaving 224 12/5 permit spaces. At one point in the studied week, 199 of the 286 12/5 spaces were occupied, leaving 87 unoccupied. Given current use-ratios (with a 10% safety margin), these spaces should accommodate the sale of 327 12/5 permits, and 61 24/7 permits (388 total) without filling up. This is 68 more than were accommodated in October.

Price increase – The \$400 cost of a permit space is extremely low. Ultimately, when the other garages go to a permit system, it will not be possible for the city to accommodate a reduction in price from \$550 to \$400 for those who currently lease spots. This would be too large of a revenue loss for the city in an already financially burdensome situation. Meanwhile, the garage users really do not lose anything; they are provided parking just the same - without inconvenience. Thus, it is logical to bring the price up closer to that of the other garages. Because of the current condition of the 4th Street garage compared to the other garages, a reduced price – below that of the other garages - is reasonable.

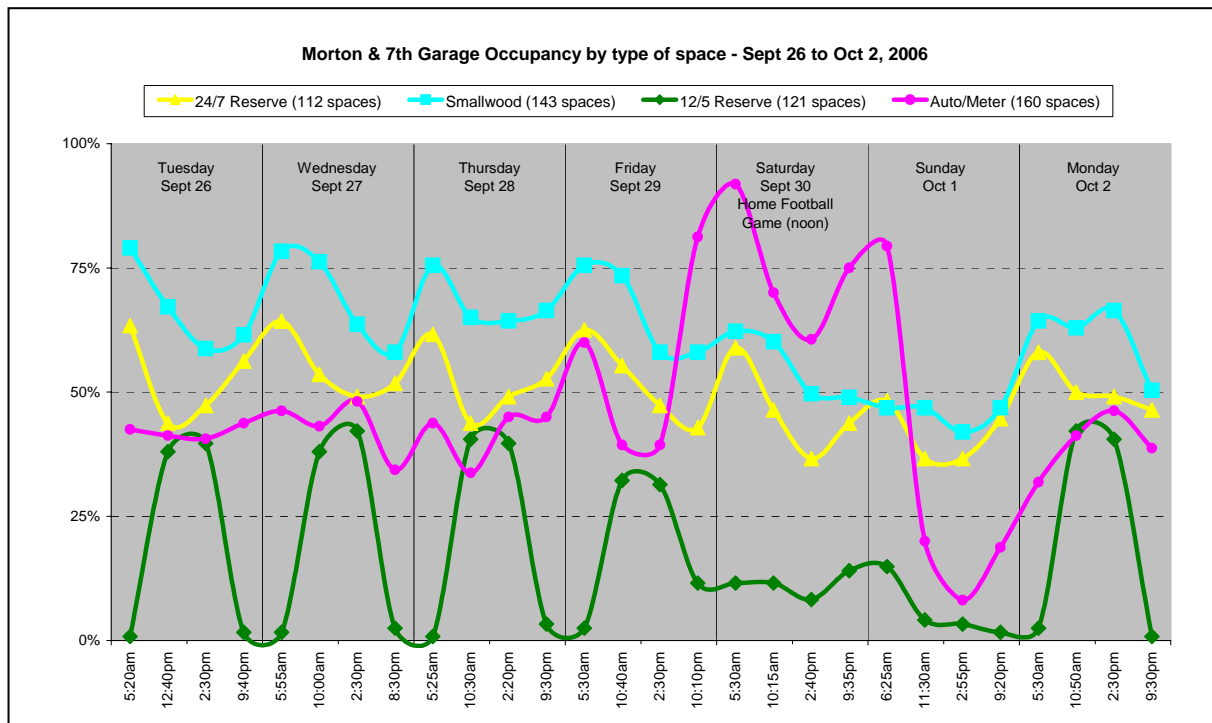
Reserved spaces – As a rule, reserved spaces are occupied less than 50% of the time. Thus, an individual who wants a reserved space should pay the price of two. There are people who are interested in having this option, and this provides that option. If the garage ever begins reaching capacity and these spaces are underutilized, they may be eliminated; under the current use-rates, they can be accommodated. Upon a person reserving a space, the space will be marked as reserved. The parking management should have some policies as to where these reserved spaces should be.

Overflow/Contingency Plan – If the remote possibility of a full permit-area ever occurs, permit holders should call the parking office, report this, and park in the metered area without consequence. Permit holders will have a fixed sticker on their car (inside back window?) that will generally forbid them from parking in the visitor area unless the permit area is full. Meanwhile, the sticker will help enforce proper use of the permit areas.

Morton Garage

The Morton & 7th Street garage is the largest of the garages. It has 536 spaces. It has a very different usage than 4th Street because it has a large number of cars of downtown residents. The occupancy graph (see first graph of document) shows that the occupancy remains around 50% throughout the entire week; residents leave and visitors and employees arrive and visa versa. The garage currently has 255 24/7 reserved spaces, 121 12/5 reserved spaces, and 160 metered spaces. Of the 255 24/7 spaces, 143 are leased to the Smallwood complex, about 80 are reserved for residents of the connected Mercury apartments, and 70 are reserved for the connected hotel. However, most of the hotel spaces are not marked as 24/7 spaces, but instead are marked the same as visitor spots.

The following graph shows the occupancy of the Morton garage during the one-week study of each space-type.



The 24/7 reserved spaces have higher use-ratios than the other garages. Smallwood's spaces, located at the top of the garage, had a peak use of 79% (113/143). Mercury's peak use was 84%. Mercury has about 8 spaces per floor for the residents of that floor with more spaces on two floors of the garage. The 12/5 peak ratio never reached 50%. In general, the visitor spaces were also below 50% during the week, but this may not be true if a convention or festival occurred downtown during the week. The surveyed weekend included a football game and the visitor parking was almost full with hotel guest cars

Problems to Solve

- Low occupancy over all
- Inability for residents and employees to acquire permits from the city
- 24/7 Permit holders parking in visitor spaces

Recommended Changes

Space-types, quantity, costs

- Make lowest level (38 spaces: currently 35 24/7 reserved spaces + 3 metered spaces), into premier permit spaces:
 - 12/5 premier permit priced at \$900/year
 - 24/7 premier permit spaces priced at \$1100/year
- 12/5 permits are \$550, 24/7 permits are \$675. Both can park anywhere above #334 (leaving 104 spaces for visitors: #200-268, 300-334).
- Visitors & hotel guests can park anywhere except the lowest level (premier permit spaces).
- If anyone desires a reserved space, they can lease one for twice the standard rate.

Additional Details

- 3 metered spaces in the lower level will be changed to premier permit spaces.
- Stickers (that do not peel easily) are to be displayed on the back window. Permit holders will not be permitted to park in spaces 200-334.
 - 4 sticker colors unique to this garage:
 - 24/7 premier permit parking
 - 12/5 premier permit parking
 - 24/7 permit
 - 12/5 permit
- Initial maximum sales
 - 24/7 premier permit + 12/5 premier permit - 57
 - 24/7 permit + 12/5 permits - 616
- Permits are usable in the Walnut & 7th garage as well.
- Change the current entrance to be the exit and visa versa.

Justifications

24/7 & 12/5 permits – These two types of permits make sense to share the same area, especially in this garage where they are well balanced; many 24/7 permit holders are absent during the time 12/5 permit holders are present. Also, it makes sense to have the 24/7 permit holders pay a higher price since they use the garage more and this requires more security, lighting, etc.. 12/5 permit holders will be in violation of their permit if they park overnight.

Location of permit spaces & Visitor spaces – Generally visitors do not feel particularly comfortable in parking garages, and for people who are coming for a short time, a long drive up and down discourages the use of the garage. Also, metered space can generate significant revenue if used regularly. It is also not particularly desirable to residents and employees to have to drive up 6 stories of parking to get to their space, especially when they pass mass quantities of empty spaces on their way up. In summary, there is a tough balancing act between good use of the spaces, price, and priority. These recommendations attempt to strike a reasonable balance.

The standard use of the existing 160 visitor spaces runs around 70 spaces during daytime use. Assuming this will grow due to on-street metering, this plan recommends 104 spaces. If this is exceeded, users can park above this area with the permit holders. The only high levels of visitor use was near the weekend, and went up as high as 147, but this is when the 12/5 occupancy was low, avoiding the potential for a major peak.

Allowing permit holders to park starting at the third level (starting at #335) is a real advantage to many of the users, who are now relegated to parking spaces at much higher levels than this.

Premier Permits – These spaces are currently 24/7 reserved spaces. The way the garage is currently configured, these spaces are to the right upon entering, and everything else is straight ahead. If a driver turns to the right to go to these spaces and can not find one, they have to drive out of the garage to get back in, or turn around in a very tight space. So, for one, it would be better if only a few users would turn down this way. Secondly, since we want to limit the traffic in this area, and since this area has the most desirable spaces for most users, it makes sense to

have these spaces used for permit holders and to charge a premium for them. This would save some of the users from parking high up in the garage, and allow the city to create some additional revenue. These would still be permit spaces, and the city would sell more permits than there are spaces.

Maximum Sales and Overflow – The goal of properly market-pricing the garage is to sell them at a price such that the demand never exceeds the supply, i.e., the city should never have to deny a permit to a person who is willing to pay. However, if the price is set too low, the spaces will be filled and people will not get what they paid for. For this reason, this document shows a “maximum sales” quantity based on current usage. The city should stop selling permits when this limit is reached and re-evaluate this quantity, or the price, upon studying the usage rates of the particular spaces.

This rate is calculated in the following manner. Using data from the study week, a use-ratio is calculated based on: the number of leased spaces divided by the maximum number of occupied spaces found during the week (+10%). A 10% margin of safety is used, assuming that the study week may be off by 10%. Multiplying the number of spaces by that use-ratio provides us the maximum sales number. This may seem like a very tight guess, but realize that this is the peak of an entire week when vacations are very rare. Also realize that in each of these areas, a contingency plan exists if the area is full that is reasonably convenient. There is also an interest in having the garages used and not unused, so the safety margin should not be too high.

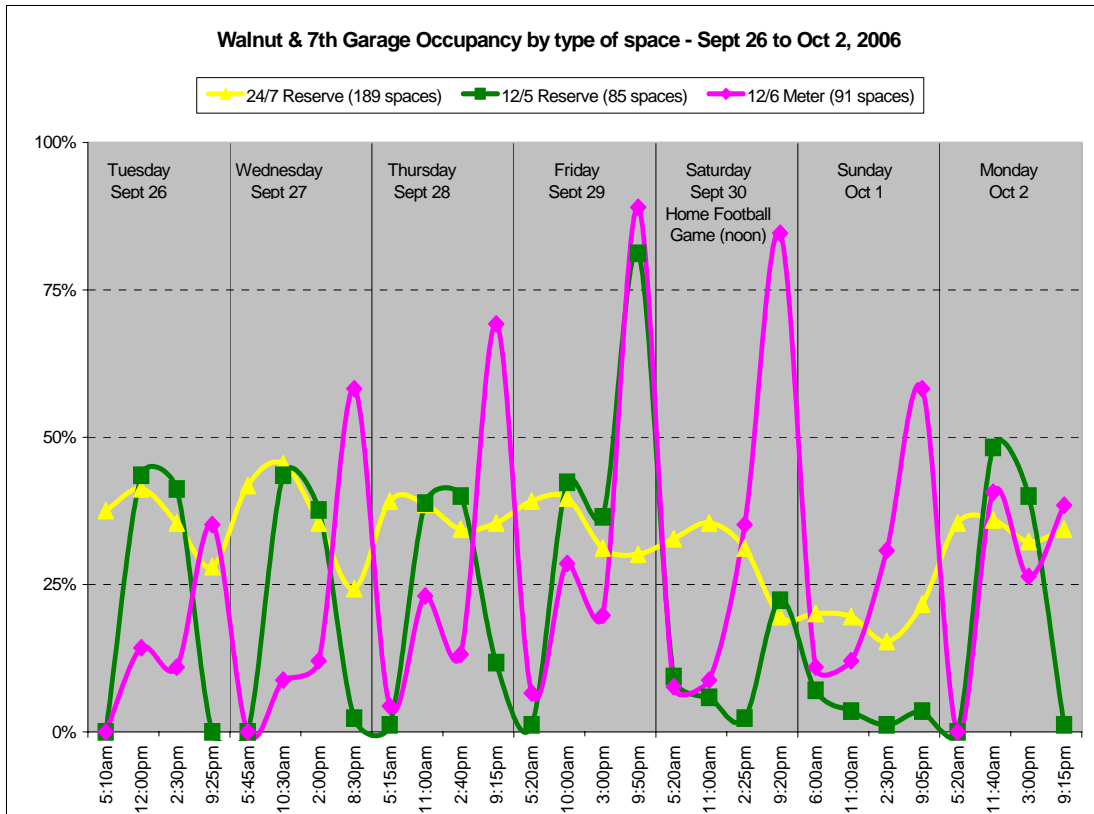
For the premier spaces, the use-ratio is 1.50, so the city could sell 57 spaces before these spaces would be at much risk of being full. This is based on the use of the 24/7 reserved spaces in that exact area during the study. The contingency plan for this area allows the permit holders to park in the upper-level permit spaces, or in the visitor areas (right next to their area) although in this case they must inform the garage management that their area is full or they will be at risk of a ticket.

For the upper-level permit area, the use-ratio is 1.59 based on current peak usage. This calculates to a maximum sales number of 616 spaces. The potential for this to reach capacity in the next couple of years is incredibly low considering the existing occupancy rates. However, the contingency plan for this area is to park in the upper-level permit area of the Walnut and 7th garage, or in the visitor areas of Morton (right below their area), although in this case they must inform the garage management that their area is full or they will be at risk of receiving a ticket.

Reserved spaces – see note under 4th Street garage section. Note that if someone wants to reserve one of the premier spaces, it is twice that cost.

Walnut & 7th Street Garage

The Walnut & 7th Street Garage has 365 spaces total. To an extent, it is a hybrid of the other two garages. It contains individual parking meters similar to the 4th Street garage and it contains both 12/5 reserved spaces and 24/7 reserved spaces similar to the Morton garage without any permit spaces. Currently it has 91 metered spaces, 85 12/5 reserved spaces and 189 24/7 reserved spaces. The graph below has the occupancy rates for the study period.



The metered spaces are underutilized, but the one-week study did not cover the lunch hour, so the peak use-rates are likely higher. Both the 24/7 and 12/5 spaces are under 50% at peak use, and well under much of the week. The plan for this garage is similar to that of the Morton garage.

Problems to Solve

- Low occupancy over all
- Inability for residents and employees to acquire permits from the city
- Some lessees required to lease spaces whether or not they have tenants to lease them.

Recommended Changes

Space-types, quantity, costs

- Create the same visitor hourly pay system as in the Morton garage.
 - This requires gates at the front and a pay-station.
- 12/5 permits are \$550, 24/7 permits are \$675. Both can park anywhere above #232 (leaving 63 spaces for visitors: #100-113, 117-132, 200-232, two are for motorcycles).
- If anyone desires a reserved space, they can lease one for twice the non-reserved rate.

Additional Details

- Stickers (that do not peel easily) are to be displayed on the back window. Permit holders will not be permitted to park in the visitor spaces.
 - 2 sticker colors which are specific to this garage:

- 24/7 permit
 - 12/5 permit
- Initial maximum sales
 - 24/7 permit + 12/5 permits - 611
- Permits are usable in the Morton & 7th garage as well.

Justifications

The plan for this garage follows the same justifications as the Morton garage justifications. The visitor spaces are reduced from 91 to 63, and the amount of permit spaces are increased from 274 to 302. Again, the 24/7 and 12/5 permits share the same area since many 24/7 permit holders are absent during the time 12/5 permit holders are present.

For the current 91 metered spaces, the maximum weekday use found during the study was 26, although the study did not cover the lunch hour which generally would be the peak time due to the proximity to restaurants. This plan suggests leaving the first 63 open for the convenience of daytime visitor use by not allowing permit holders to park in these spaces. This should satisfy the lunch time crowd with a safety margin for growth. Of course, visitors can park anywhere in the garage, but after the first 63 spaces, they will be sharing the area with the permit holders, so it will be a bit harder to find a close space, although there will be many of them available.

The metered spaces became quite full on Friday and Saturday evenings. This suggests that keeping the hours of hourly parking well into the evening may generate significant revenue.

Allowing permit holders to park starting at #233 is a real advantage to many of the users, who are now relegated to parking spaces located at much higher levels.

Premier Permits – The layout of this garage is not conducive to creating the premier parking recommended for the Morton garage.

Maximum Sales and Overflow – For the upper-level permit area, the use-ratio is 2.03 based on current peak usage. This calculates to a maximum sales of 611 permits for the 302 remaining permit spaces. Considering now there are only 274 tenants with 18 on the waiting list, the likelihood for this to reach capacity in the next couple of years is incredibly low.

The contingency plan for this area is to park in the upper-level permit area of the Morton garage, or in the visitor areas (right below their area) although in this case they must inform the garage management that their area is full or they will be at risk of a ticket.

Reserved spaces – see note under 4th Street garage section.

Forced leasing – Landlords required to lease parking should be relieved of this requirement. Many of these spaces go un-leased by the landlord; they are costly and provide no benefit for anyone. This change in the way the garages are managed will make permits available to whoever wants them. Local residents that want a space can now purchase one on their own. As on-street parking becomes metered and neighborhood parking becomes more restricted, local residents will purchase these on their own if they feel that they need to have a car available to them.

Summary

For Morton & 7th, Walnut & 7th and the 4th Street garages, there are currently 376, 274 and 320 permit holders, respectively, for a total of 970. This plan recommends a maximum sale of 673, 611 and 388 permits for the respective garages, for a total of 1672 permit holders; an increase of 702 available permits. This virtually builds another very large garage for downtown without any loss of downtown real estate, no ground breaking, no ugly building that glows all night, no prolonged wait, and no million dollar construction costs.

This also makes available to visitors all the spaces in the Walnut garage, all but 38 in Morton, and 20 more in the 4th Street garage.

It also simplifies the garages significantly and creates contingency plans for every permit holder in the extremely unlikely event that their garage is full.

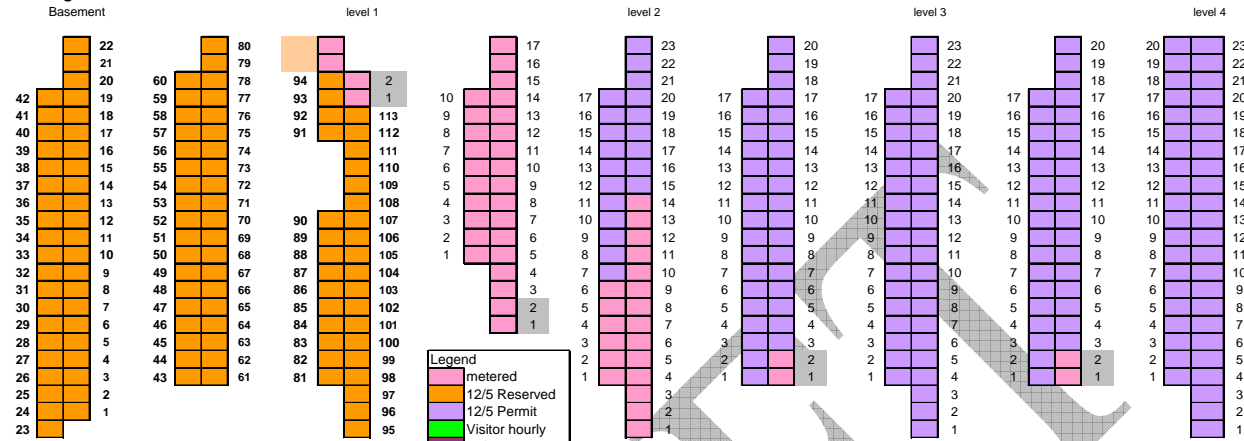
Enforcement and markings in the garage are also simplified. There is a reduced potential for rule violations for garage patrons. Violations only occur if permit holders park in the visitor areas when their area is not full, or if 12/5 permit holders remain overnight. Meanwhile, spaces no longer need to be numbered. Signage in the garages could be extensively simplified if permit holders are made aware of where they can and can not park.

We, the undersigned, believe this plan will solve many of the problems that exist with parking in the downtown today.

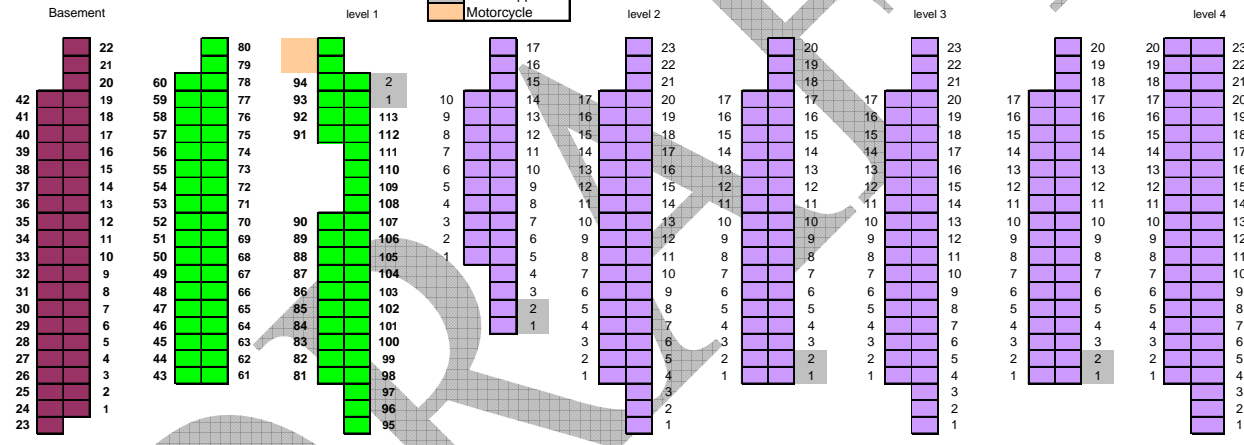
Appendix A

4th Street Garage

Existing



Recommended



Morton & 7th Garage

Existing

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Recommended

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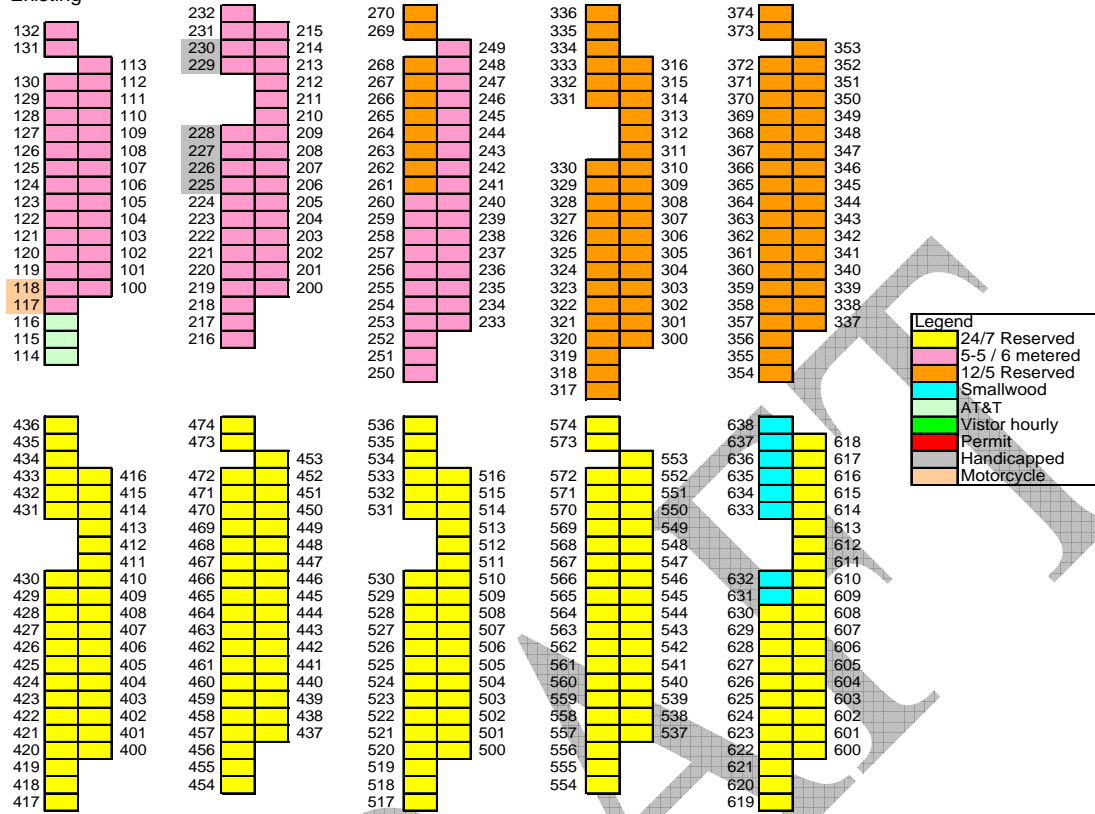
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Walnut & 7th Garage

Existing



Recommended

