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DOWNTOWN IDAHO FALLS PARKING ANALYSIS

2012 UPDATE
OF 2007 PHASE ONE
MEMORIAL DRIVE IMPACT STUDY



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OVERVIEW



This study is in follow-up to a previous study conducted in 2007 by Carl Walker Inc. The intent is to analyze the current parking conditions of Downtown Idaho Falls after changes made since the 2007 Carl Walker Study. This document will examine what changes have taken place in the parking conditions over the last five years to prepare for the reconstruction of Memorial Drive. Additionally, recommendations will be made to improve current parking conditions and prepare for future growth of downtown.

Introduction

Idaho Falls has explored the possibility of creating stronger pedestrian connections from the Green Belt along the Snake River to its historic downtown. Memorial Drive has created a challenge to this goal as it currently contains four rows of parking and two lanes of traffic. This large parking corridor has provided a significant source of unrestricted parking to downtown employees and visitors, as well as, visitors to the river and green belt. Idaho Falls initiated the 2007 parking analysis for its downtown to determine the effects of removing a substantial portion of parking along Memorial Drive. In response to the study conducted in 2007 the city purchased property downtown and converted it into public lots to boost options for those who currently utilize the Memorial Drive parking. The overall question is whether these new lots will adequately offset the removal of the spaces located along Memorial Drive, and if not what options are there to provide parking for now and in the future.

Scope of Updates

The following is a Scope of Updates for the 2007 study that will be included:

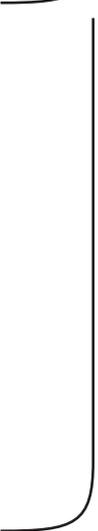
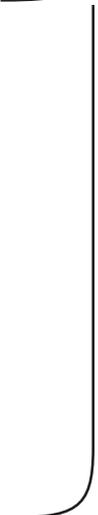
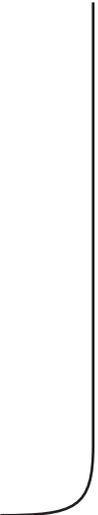
1. Review the existing on-street parking supply and time limitations, and compare it with the 2007 study.
2. Review the current off-street parking supply and compare it with the 2007 study.
3. Conduct an occupancy survey of parking within the study area. This survey is to be conducted between the hours of 10:00 a.m. and 2:00 p.m. on two Tuesdays and two Thursdays. The survey will then be averaged for each day.
4. Update the parking zone map and table.
5. Conduct interviews of patrons of the newly constructed lot located on the corner of Park Avenue and D Street to determine who is parking in this location and for what purpose.
6. Determine if there is a current or future need for additional parking in the Downtown area. If so identify opportunities for additional parking solutions.

Study Area

The study area is consistent with the 2007 analysis. It is a 37-block area bounded by G Street on the North, Cliff Street on the South, Yellowstone Highway to the East, and Memorial Drive to the West; as illustrated in Figure 1. Each block has been assigned with a number which correlates with the 2007 study for identification purposes.

Figure 1





PARKING SUPPLY

The parking inventory for the study area has been classified into two groups, on-street and off-street. This section will compare the 2007 study data with the current supply, which was obtained through field surveys and an analysis of aerial and satellite images. The Idaho Falls parking requirements as outlined in Zoning Ordinance 1941 Section 4-23 were applied in determining the number of actual vehicles that could legally fit within areas that were not striped for individual stalls.

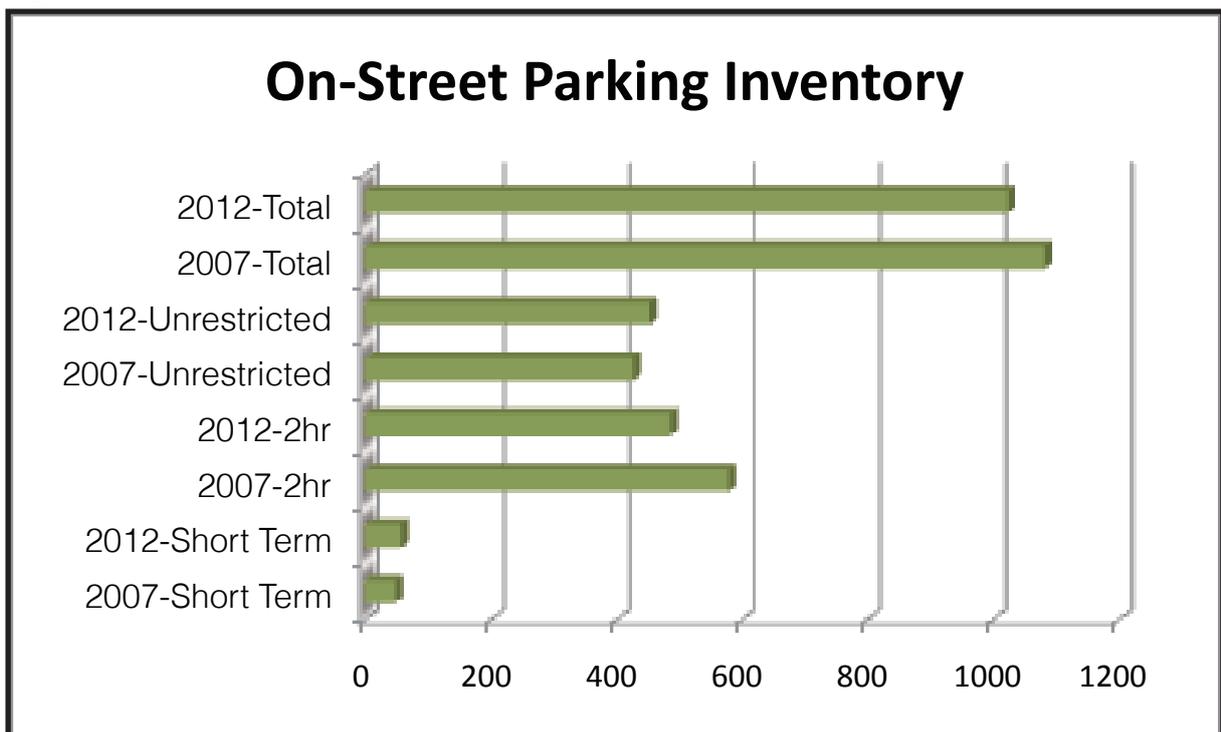
On-Street Parking Inventory

The current on-street inventory was counted on-site with particular attention made to the parking type (i.e. time restricted, loading, accessible, unrestricted, etc.). These classifications are outlined in Table 1 and itemized according to each block's numerical identification. The 2007 study approximated 1,082 on-street parking spaces. In comparison, there are currently around 1,023 on-street parking spaces. The reason for this small discrepancy may be due to a variety of changes such as: a more stringent look at the city's parking requirements, additional curb cuts that restrict parking along streets, or restriping and reclassification that have reduced the number of available spaces. This shows a reduction in supply by 5.5 percent.

Even with this overall reduction there has been a 5.8 percent increase in unrestricted on-street parking spaces, 426 in 2007 to 452 in 2012. Of the current 452 unrestricted spaces 225 of those are located on Memorial Drive (49.8 percent). In contrast, the 2007 report claims that 56 percent of unrestricted on-street parking spaces were located along Memorial Drive. There has been a gradual shift of unrestricted on-street parking spaces within areas other than Memorial Drive.

The majority of the decrease in on-street parking is found in the 2 hour restricted parking which has decreased by 16 percent, 578 in 2007 to 485 in 2012. This change is most likely due to the reasons mentioned previously (adherence to the city's parking requirements, additional curb cuts, restriping, or reclassification), as well as a shift in some of those spaces to short term parking (5 minute, 10 minute, and 20 minute) and changing them to unrestricted parking spaces. The combined total of short term parking downtown in 2007 (45 spaces) increased by 21.1 percent in 2012 (57 spaces).

Figure 2



On-Street Parking Inventory

Table 1

Survey Block	2007 On-Street Parking Supply							2012 On-Street Parking Supply										
	5-min	10-min	20-min	2-hr	Loading	Accessible	Reserved	Unrestricted	Total	5-min	10-min	20-min	2-hr	Accessible	Reserved	Unrestricted	Total	
1									0								0	
2				10					10				9			10	19	
3				26			2		28				23	2		64	89	
4				18	1	2		9	30				20	5	2	98	128	
5				11				4	15							42	42	
6				7				15	22		4					31	35	
7								14	14							33	33	
8								15	15							17	17	
9				9				15	24				8			10	18	
10				4					4				4				4	
11				21			1		22				19	1			20	
12				45	3		3		51		2		43	3			48	
13				46	1	2			49				45	1			46	
14				38					38				19			16	35	
15				20				16	36							28	28	
16				11				32	43				16			15	31	
17								18	18							17	17	
18				11					11				11				11	
19				12					12				11				12	
20	1			27					28	1	1		24				26	
21	1	1		38	3				43		4		37				41	
22				34	1	2			37				39	2			41	
23				2	2	3	6		35		24		2	2	4		32	
24				29	1				30		8		15				23	
25				7	1			21	31			3	8			18	29	
26								10	10							19	19	
27				7				3	10							11	11	
28				13					13		3		20	2			25	
29				23	2	1			26		1		22	1			24	
30				32	1	2			35		1		32	2			35	
31				25	1	1			27		1		27	1			29	
32				16			1	4	21				12		1	3	16	
33				14					14				11			3	14	
34				11				5	16			8				7	15	
35								6	6							10	10	
36									0								0	
37									0								0	
Memorial Dr.																		
Total	2	1	26	578	18	22	9	239	1082	2	20	35	485	22	7	452	1023	
Percent	0.18%	0.09%	2.40%	53.42%	1.66%	2.03%	0.83%	39.37%	100.00%	0.20%	1.96%	3.42%	47.41%	2.15%	0.68%	44.18%	100.00%	

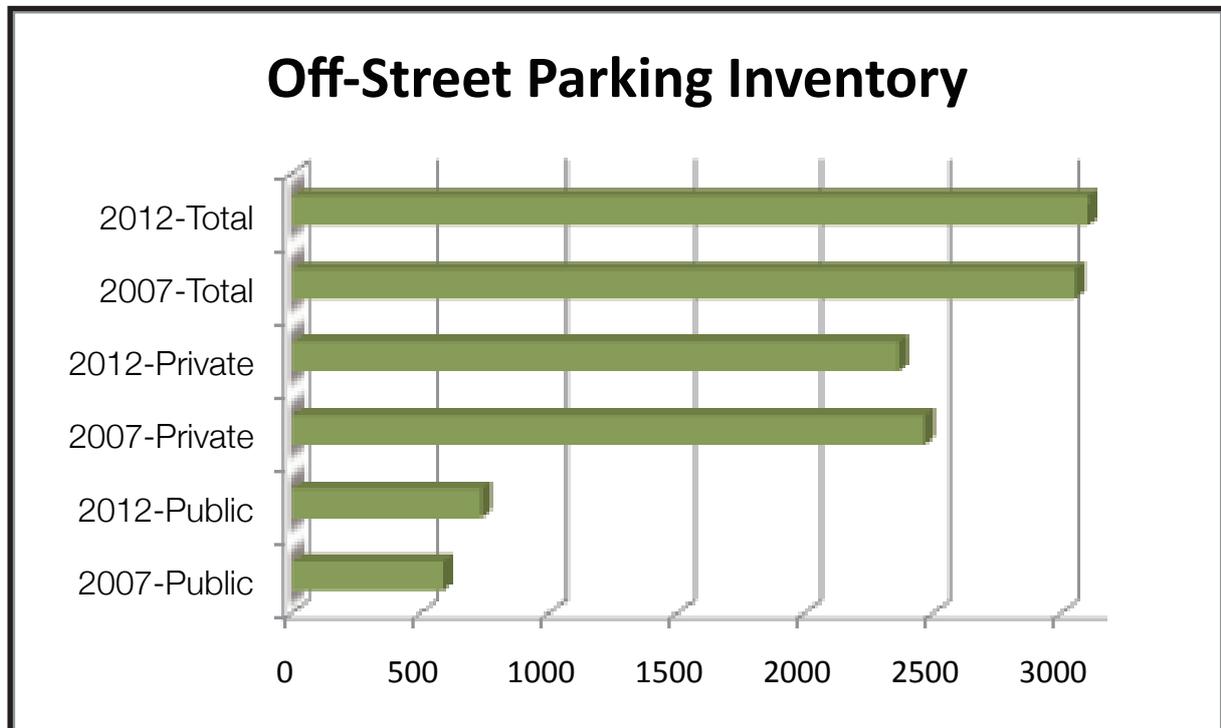


Off-Street Parking Inventory

The off-street parking inventory was counted according to whether spaces were public or private parking and is detailed in Table 2. Public spaces are defined as spaces available to the general public not associated with any particular business, resident, or government agency. Public spaces also include paid lots and free lots. The private parking spaces are reserved for exclusive use by businesses, residents, or government agencies and are not available to the general public.

In 2007 there was a total supply of 3054 spaces with 19 percent (588) of the spaces being designated as public and 81 percent (2466) as private. There are currently 3104 spaces within the study area with 23.7 percent (737) public and 76.3 percent (2367) private. This represents an overall increase in off-street parking of 1.6 percent. Additionally, parking spaces available to the public have increased by 20.2 percent (149 parking spaces). The majority of these new spaces are located in lots recently acquired by the city. These acquisitions have been made in response to the recommendations of the 2007 study to help offset the lost parking spaces available to the public following the reconstruction of Memorial Drive.

Figure 3

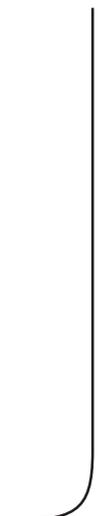
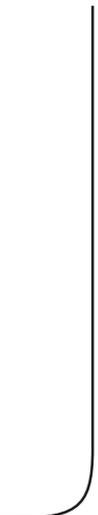
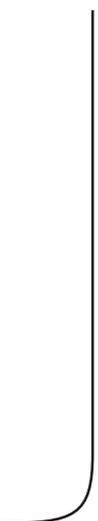


Off-Street Parking Inventory

Table 2

Survey Block	2007 Off-Street Parking Supply			2012 Off-Street Parking Supply		
	Public	Private	Total	Public	Private	Total
1		89	89		92	92
2		107	107	44	66	110
3		143	143		164	164
4		123	123		120	120
5		45	45		54	54
6		82	82		104	104
7		76	76		100	100
8		54	54		46	46
9	81	36	117	80	38	118
10		15	15		16	16
11		79	79		79	79
12	44	25	69	44	25	69
13		82	82		46	46
14		139	139	72	84	156
15		143	143	24	139	163
16		57	57		57	57
17		30	30		30	30
18	44	43	87	51	46	97
19	134		134	153		153
20		52	52		52	52
21		64	64		44	44
22		58	58		21	21
23		33	33		63	63
24	40	78	118		104	104
25		96	96		96	96
26		51	51		51	51
27		57	133		58	58
28		162	162		164	164
29		73	73		70	70
30	76	28	104	80	8	88
31		54	54		70	70
32		55	55	22	54	76
33		143	143		106	106
34		84	84		90	90
35		10	10		10	10
36	55		55	54		54
37	114		114	113		113
Memorial Dr.			0			0
Total	588	2466	3054	737	2367	3104
Percent	19.0%	81.0%	100.0%	23.7%	76.3%	100.0%

PARKING SUPPLY



PARKING OCCUPANCY

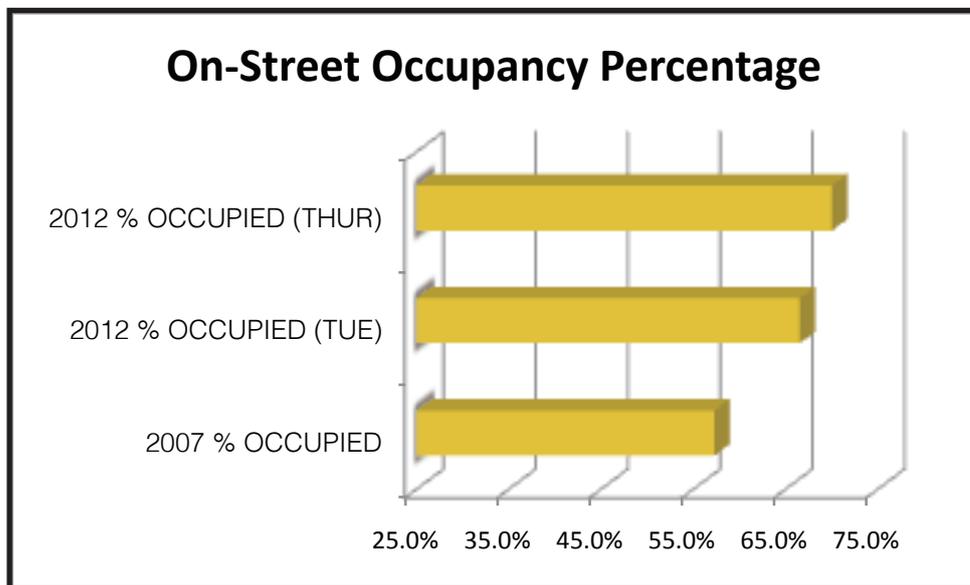


The parking occupancy survey was conducted over a four week period from the end of January 2012 to mid-February 2012. The hours of survey were between 10:00 a.m. and 2:00 p.m. on two Tuesdays and two Thursdays. The survey was then averaged for each day to help determine the current utilization of the parking supply for each day. The 2012 analysis expanded the study to include Thursdays to determine the effect of court sessions on the parking availability. These surveys are intended to provide a “snapshot” of the current parking conditions downtown, and includes all 1023 on-street spaces and 3104 off-street spaces.

On-Street Parking Occupancy

The data gathered during the 2007 survey, contained in Table 3, indicates that the on-street spaces were 57 percent occupied. The busiest blocks showed an occupancy percentage of 80 percent to 100 percent. This included blocks: 4, 5, 20, 29, and 30. Tuesday's occupancy percentage in the 2012 study was 66.6 percent with the busiest blocks being: 4, 11, 20, and 21(see Table 4). The occupancy percentage reaches it's highest point on the 2012 Thursday survey at 70.0 percent, see Table 5. The busiest blocks for on-street parking this day included: 4 and 10. It is interesting to note that there is a significant increase in the on-street parking from 2007 to 2012. This leads to an assumption that the downtown in general is seeing an increase in user-ship.

It is also interesting to note that, although it was anticipated that the blocks around the courthouse might be overwhelmed during convened court sessions, there was only a slight increase in on-street parking from Tuesday to Thursday on these blocks, with the exception of block 4. In fact, the occupancy of on-street parking tends to disperse a little on Thursday and many blocks see an increase but not overwhelmingly. This is supported by the similar occupancy percentage of Memorial drive from Tuesday at 67.5 percent to Thursday at 68.4 percent. The spaces on Memorial Drive between B Street and D Street were mostly full, which indicates that the increase of the on-street parking on other blocks Thursday is likely due to county patrons trying to find parking in adjacent blocks.



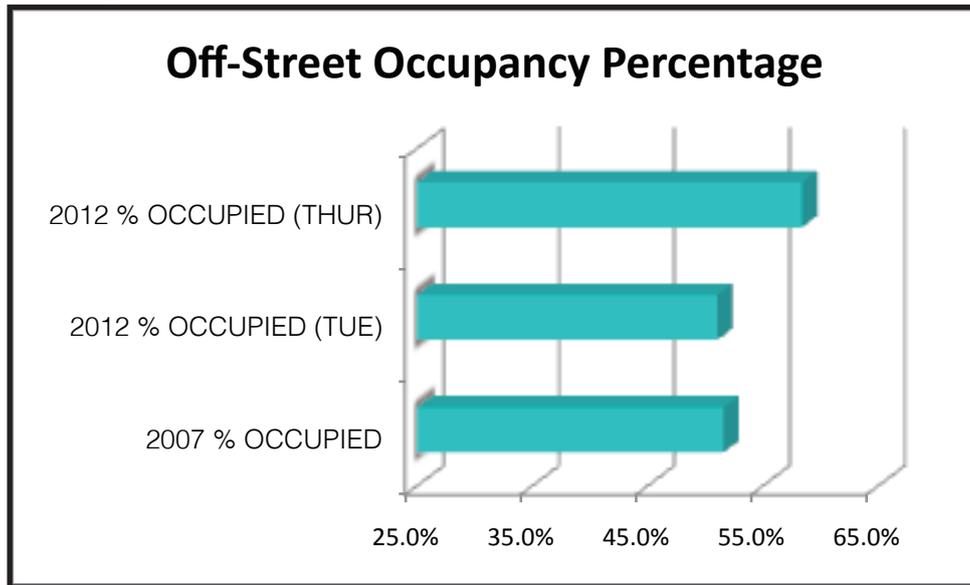
Off-Street Parking Occupancy

There is an interesting trend to the use of off-street parking, as the occupancy percentage dips slightly from 2007 to Tuesday 2012, but then a significant resurgence occurs on Thursday 2012. This evidence indicates that there is an increase of activity on Thursday. As the on-street parking

Off-Street Parking Occupancy

fills, as illustrated in Figure 4, on Thursdays it forces patrons to find the off-street parking options thus an increase in the off-street occupancy on Thursday. The decrease in off-street parking on Tuesdays might demonstrate that there is sufficient on-street parking to service the volume of users on typical working days, thus the need for more off-street parking diminishes.

Figure 5



The data suggests that in off-street parking the percentage of occupancy for public off-street parking is a key figure in determining the need for additional public parking options. As indicated in Table 3 there are 11 blocks that contain public parking options, either paid or free. The highest occupancy percentage of public off-street parking is found on Tuesday: blocks 9 and 32 and Thursday : blocks 12 and 32. A significant increase occurs Thursdays on blocks 12 and 14 because of their proximity to the courthouse and court is in session on Thursdays. Even with this increase there are about 26 parking spaces available for use in these blocks. The most consistently under-utilized blocks of public off-street parking are found on blocks 15, and 36.

Table 3

2012 Tuesday Public Off-Street Parking Occupancy				2012 Thursday Public Off-Street Parking Occupancy			
Block	Supply	Occupied	% Occupied	Block	Supply	Occupied	% Occupied
2	44	22	50.0%	2	44	25	56.8%
9	80	60	75.0%	9	80	31	38.8%
12	44	26	59.1%	12	44	39	88.6%
14	72	40	55.6%	14	72	51	70.8%
15	24	2	8.3%	15	24	3	12.5%
18	51	29	56.9%	18	51	15	29.4%
19	153	112	73.2%	19	153	105	68.6%
30	80	47	58.8%	30	80	47	58.8%
32	22	22	100.0%	32	22	22	100.0%
36	54	14	25.9%	36	54	16	29.6%
37	113	74	65.5%	37	113	74	65.5%

Total Occupancy Percentage

There is a slight increase in the overall use of parking in the downtown study area. The total occupancy increased from 53.1 percent in 2007 to 54.9 percent in 2012 (Tuesday). The peak total occupancy is on Thursday and reaches a total of 61.5 percent. The busiest overall blocks (counting both on-street and off-street parking) in the 2012 Tuesday survey included: 4, 19, and 28, all of which fell between 70 and 80 percent occupancy. Thursdays 2012 survey expands this group of blocks to include: 5 and 16 with block 28 at the highest occupancy of 82.0 percent.

Figure 6

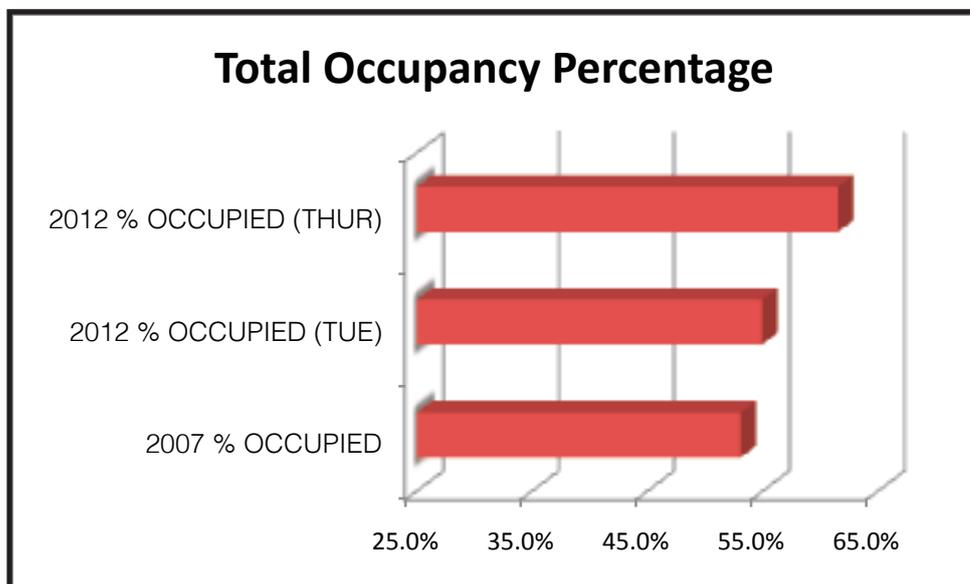


Table 4

2007 Summary of Parking Occupancy									
SURVEY BLOCK	2007-On-Street			2007-Off-Street			2007-Total		
	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.
1	0	0		89	25	28.1%	89	25	28.1%
2	10	4	40.0%	107	46	43.0%	117	50	42.7%
3	28	7	25.0%	130	91	70.0%	158	98	62.0%
4	30	24	80.0%	123	85	69.1%	153	109	71.2%
5	15	15	100.0%	45	32	71.1%	60	47	78.3%
6	22	4	18.2%	82	39	47.6%	104	43	41.3%
7	14	0	0.0%	76	25	32.9%	90	25	27.8%
8	15	3	20.0%	54	20	37.0%	69	23	33.3%
9	24	6	25.0%	117	79	67.5%	141	85	60.3%
10	4	2	50.0%	15	13	86.7%	19	15	78.9%
11	22	12	54.5%	79	56	70.9%	101	68	67.3%
12	51	37	72.5%	69	31	44.9%	120	68	56.7%
13	49	33	67.3%	82	37	45.1%	131	70	53.4%
14	38	23	60.5%	139	74	53.2%	177	97	54.8%
15	36	12	33.3%	143	37	25.9%	179	49	27.4%
16	43	18	41.9%	57	34	59.6%	100	52	52.0%
17	18	7	38.9%	30	22	73.3%	48	29	60.4%
18	11	2	18.2%	87	61	70.1%	98	63	64.3%
19	12	8	66.7%	134	83	61.9%	146	91	62.3%
20	28	23	82.1%	52	40	76.9%	80	63	78.8%
21	43	34	79.1%	37	14	37.8%	80	48	60.0%
22	37	25	67.6%	58	40	69.0%	95	65	68.4%
23	35	13	37.1%	33	15	45.5%	68	28	41.2%
24	30	13	43.3%	118	65	55.1%	148	78	52.7%
25	31	14	45.2%	96	51	53.1%	127	65	51.2%
26	10	5	50.0%	51	13	25.5%	61	18	29.5%
27	10	1	10.0%	57	6	10.5%	67	7	10.4%
28	13	5	38.5%	162	127	78.4%	175	132	75.4%
29	26	22	84.6%	73	24	32.9%	99	46	46.5%
30	35	30	85.7%	91	48	52.7%	126	78	61.9%
31	27	16	59.3%	54	25	46.3%	81	41	50.6%
32	21	6	28.6%	55	20	36.4%	76	26	34.2%
33	14	4	28.6%	143	27	18.9%	157	31	19.7%
34	16	8	50.0%	84	65	77.4%	100	73	73.0%
35	6	0	0.0%	10	1	10.0%	16	1	6.3%
36	0	0		55	8	14.5%	55	8	14.5%
37	0	0		114	70	61.4%	114	70	61.4%
Memorial Dr.	258	184	71.3%				258	184	71.3%
Total	1082	620	57.3%	3001	1549	51.6%	4083	2169	53.1%

Table 5

2012 Summary of Parking (Tuesday)									
Survey Block	2012 On-Street (Tue)			2012 Off-Street (Tue)			2012 Total (Tue)		
	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.
1				92	16	17.4%	92	16	17.4%
2	19	8	42.1%	110	47	42.7%	129	55	42.6%
3	89	60	67.4%	164	74	45.1%	253	134	53.0%
4	128	104	81.3%	120	86	71.7%	248	190	76.6%
5	42	25	59.5%	54	39	72.2%	96	64	66.7%
6	35	4	11.4%	104	34	32.7%	139	38	27.3%
7	33	2	6.1%	100	36	36.0%	133	38	28.6%
8	17	1	5.9%	46	18	39.1%	63	19	30.2%
9	18	2	11.1%	118	76	64.4%	136	78	57.4%
10	4	2	50.0%	16	6	37.5%	20	8	40.0%
11	20	17	85.0%	79	52	65.8%	99	69	69.7%
12	48	26	54.2%	69	28	40.6%	117	54	46.2%
13	46	25	54.3%	46	28	60.9%	92	53	57.6%
14	35	13	37.1%	156	100	64.1%	191	113	59.2%
15	28	3	10.7%	135	24	17.8%	163	27	16.6%
16	31	22	71.0%	57	38	66.7%	88	60	68.2%
17	17	5	29.4%	30	20	66.7%	47	25	53.2%
18	11	3	27.3%	97	56	57.7%	108	59	54.6%
19	12	5	41.7%	153	112	73.2%	165	117	70.9%
20	26	21	80.8%	52	30	57.7%	78	51	65.4%
21	41	33	80.5%	44	19	43.2%	85	52	61.2%
22	41	26	63.4%	21	15	71.4%	62	41	66.1%
23	32	16	50.0%	63	39	61.9%	95	55	57.9%
24	23	5	21.7%	104	33	31.7%	127	38	29.9%
25	29	14	48.3%	96	44	45.8%	125	58	46.4%
26	19	1	5.3%	51	9	17.6%	70	10	14.3%
27	11	0	0.0%	56	24	42.9%	67	24	35.8%
28	25	9	36.0%	164	134	81.7%	189	143	75.7%
29	24	14	58.3%	70	32	45.7%	94	46	48.9%
30	35	27	77.1%	88	47	53.4%	123	74	60.2%
31	29	14	48.3%	70	18	25.7%	99	32	32.3%
32	16	6	37.5%	76	43	56.6%	92	49	53.3%
33	14	3	21.4%	106	43	40.6%	120	46	38.3%
34	15	4	26.7%	90	59	65.6%	105	63	60.0%
35	10	1	10.0%	10	3	30.0%	20	4	20.0%
36				54	14	25.9%	54	14	25.9%
37				113	74	65.5%	113	74	65.5%
Memorial Dr.	237	160	67.5%				237	160	67.5%
Total	1023	681	66.6%	3074	1570	51.1%	4097	2251	54.9%

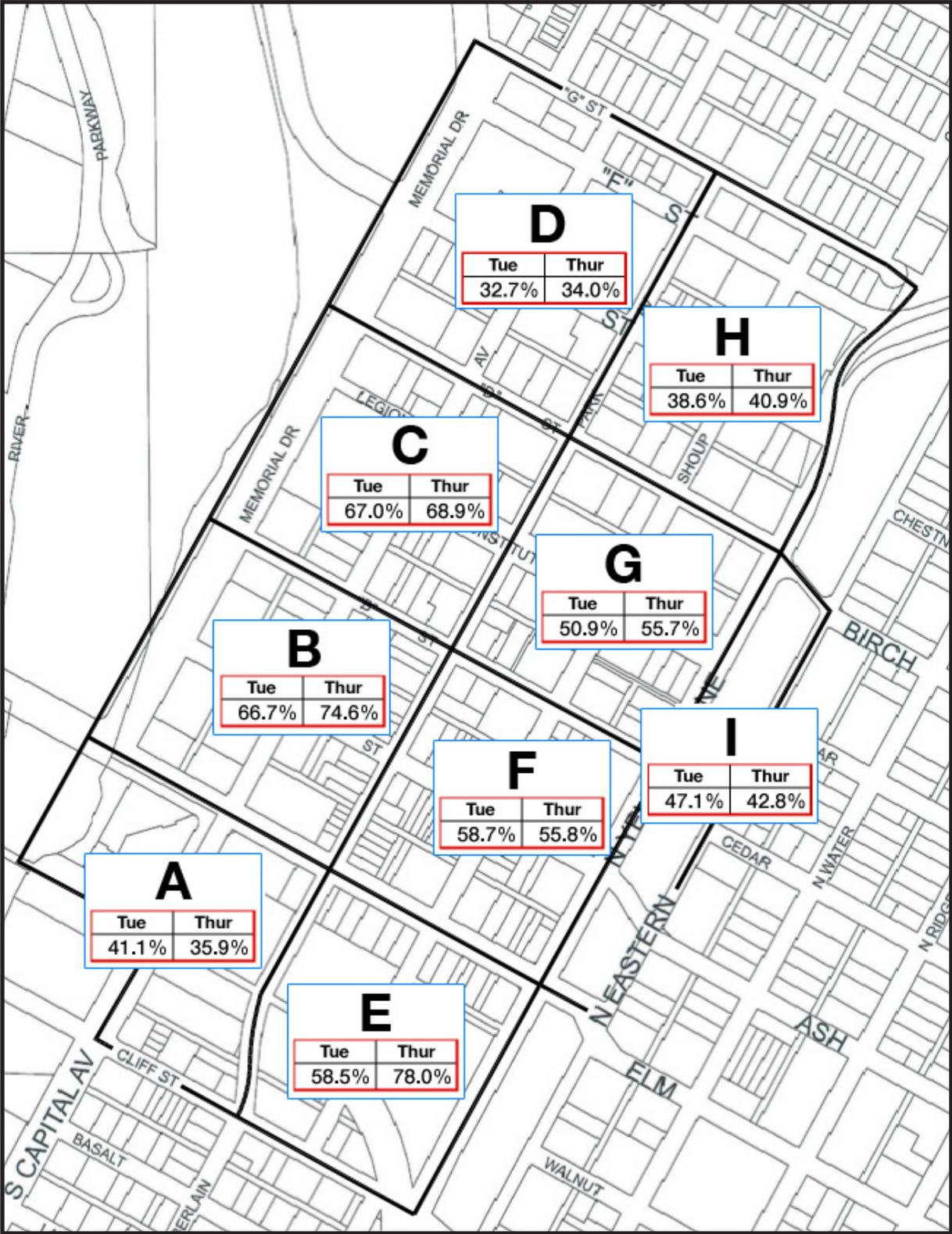
Table 6

2012 Summary of Parking Occupancy (Thur)									
Survey Block	2012 On-Street (Thur)			2012 Off-Street (Thur)			2012 Total (Thur)		
	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.
1				92	17	18.5%	92	17	18.5%
2	19	9	47.4%	110	58	52.7%	129	67	51.9%
3	89	65	73.0%	164	76	46.3%	253	141	55.7%
4	128	106	82.8%	120	71	59.2%	248	177	71.4%
5	42	30	71.4%	54	39	72.2%	96	69	71.9%
6	35	4	11.4%	104	32	30.8%	139	36	25.9%
7	33	3	9.1%	100	27	27.0%	133	30	22.6%
8	17	1	5.9%	46	16	34.8%	63	17	27.0%
9	18	6	33.3%	118	56	47.5%	136	62	45.6%
10	4	4	100.0%	16	6	37.5%	20	10	50.0%
11	20	15	75.0%	79	47	59.5%	99	62	62.6%
12	48	35	72.9%	69	44	63.8%	117	79	67.5%
13	46	31	67.4%	46	30	65.2%	92	61	66.3%
14	35	15	42.9%	156	110	70.5%	191	125	65.4%
15	28	4	14.3%	135	35	25.9%	163	39	23.9%
16	31	16	51.6%	57	46	80.7%	88	62	70.5%
17	17	9	52.9%	30	22	73.3%	47	31	66.0%
18	11	2	18.2%	97	39	40.2%	108	41	38.0%
19	11	8	72.7%	153	110	71.9%	164	118	72.0%
20	25	17	68.0%	52	28	53.8%	77	45	58.4%
21	41	29	70.7%	44	19	43.2%	85	48	56.5%
22	41	29	70.7%	21	13	61.9%	62	42	67.7%
23	32	14	43.8%	63	38	60.3%	95	52	54.7%
24	23	7	30.4%	104	37	35.6%	127	44	34.6%
25	29	16	55.2%	96	41	42.7%	125	57	45.6%
26	19	2	10.5%	51	11	21.6%	70	13	18.6%
27	11	1	9.1%	56	40	71.4%	67	41	61.2%
28	25	10	40.0%	164	145	88.4%	189	155	82.0%
29	24	14	58.3%	70	34	48.6%	94	48	51.1%
30	35	23	65.7%	88	48	54.5%	123	71	57.7%
31	29	16	55.2%	70	20	28.6%	99	36	36.4%
32	16	6	37.5%	76	48	63.2%	92	54	58.7%
33	14	4	28.6%	106	47	44.3%	120	51	42.5%
34	15	2	13.3%	90	64	71.1%	105	66	62.9%
35	10	0	0.0%	10	1	10.0%	20	1	5.0%
36				54	16	29.6%	54	16	29.6%
37				113	74	65.5%	113	74	65.5%
Memorial Dr.	237	162	68.4%				237	162	68.4%
Total	1021	715	70.0%	2749	1605	58.4%	3770	2320	61.5%

Parking Zones

Grouping the blocks into parking zones will help to give a clearer picture of the current parking conditions. The zones are consistent with the 2007 zones to create continuity between the previous study and this one. The study area is divided into nine zones labeled from A through I as shown in figure 7.

Figure 7



Parking Zones

As indicated in Table 9, the on-street parking occupancy in 2007 ranged from a low of 28.8 percent in Zone A to a high of 82.6 percent in Zone F. The low on-street parking occupancy percentage for Tuesday 2012 was found in Zone E at 16.9 percent to a high in Zone F at 75.4 percent. Dissimilarly, the Thursday survey's lowest on-street parking occupancy was found in Zone D at 23.0 percent and the highest was in Zone C at 72.5 percent. It is interesting to note that the highest on-street occupancy for 2012 is substantially less than the highest on-street occupancy for 2007.

Off-street parking occupancy for 2007 (see Table 9) ranged from a low of 40.0 percent in Zone D to a high of 63.0 percent in Zone E. The low off-street occupancy for Tuesday 2012 was located in Zone D at 38.0 percent and the highest in Zone B at 73.9 percent. Thursday's lowest off-street occupancy was in Zone A at 35.0 percent to the highest off-street occupancy in Zone E at 87.0 percent. Similarly, Zones D and B matched the off-street occupancy trend of Tuesday being one of the lowest and highest respectively.

Overall occupancy, also included in Table 9, shows the lowest occupancy for 2007 in Zone H at 43.7 percent to a high of 66.0 percent in Zone C. The lowest overall occupancy for 2012 was found in Zone D both Tuesday and Thursday at 32.7 percent and 34.0 percent. The highest overall occupancy for Tuesday 2012 was located in Zone C at 67.0 percent and for Thursday 2012 in Zone B at 74.6 percent. Zone B has shown the most significant increase in overall occupancy from 59.3 percent in 2007 to 66.7 percent (Tuesday 2012) and 74.6 percent (Thursday 2012). Zone A has exhibited the largest decrease of use from 50.2 percent in 2007 to 41.1 percent (Tuesday 2012) and 35.9 percent (Thursday 2012).

The results of the occupancy survey indicate that there is parking sufficient for the current needs of downtown. There is a slight increase in occupancy on Thursdays as anticipated in conjunction with the county courthouse sessions. If the Memorial Drive parking is removed the intensity of parking occupancy will increase in the surrounding parking zones. Zones A, D, H, and I have the most available space to accommodate the displaced drivers, while Zones F and G could absorb some drivers. This would require those who visit or work downtown to rethink where they might park and involve a little longer walk to reach their destination. A generally accepted distance for most uses downtown includes short (800 ft.) to medium (1200 ft.) walks. As the typical block size for downtown is approximately 338 feet from center of road to center of road, a two to three block walk should not adversely affect the downtown usage.

Table 9

Summary of Parking Occupancy by Zone (2007)									
Zone	On-Street			Off-Street			Total		
	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.
A	28	8	28.6%	221	117	52.9%	249	125	50.2%
B	185	114	61.6%	385	224	58.2%	570	338	59.3%
C	247	192	77.7%	389	228	58.6%	636	420	66.0%
D	217	77	35.5%	442	177	40.0%	659	254	38.5%
E	46	16	34.8%	440	277	63.0%	486	293	60.3%
F	132	109	82.6%	253	126	49.8%	385	235	61.0%
G	120	60	50.0%	200	100	50.0%	320	160	50.0%
H	107	44	41.1%	502	222	44.2%	609	266	43.7%
I				169	78	46.2%	169	78	46.2%
Total:	1082	620	57.3%	3001	1549	51.6%	4083	2169	53.1%

Summary of Parking Occupancy by Zone (2012 Tuesday)									
Zone	On-Street			Off-Street			Total		
	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.
A	22	4	18.2%	226	98	43.4%	248	102	41.1%
B	196	111	56.6%	272	201	73.9%	468	312	66.7%
C	251	167	66.5%	376	253	67.3%	627	420	67.0%
D	161	37	23.0%	472	170	36.0%	633	207	32.7%
E	71	12	16.9%	384	254	66.1%	455	266	58.5%
F	126	95	75.4%	254	128	50.4%	380	223	58.7%
G	118	62	52.5%	230	115	50.0%	348	177	50.9%
H	110	28	25.5%	457	191	41.8%	567	219	38.6%
I				187	88	47.1%	187	88	47.1%
Total:	1055	516	48.9%	2858	1498	52.4%	3913	2014	51.5%

Summary of Parking Occupancy by Zone (2012 Thursday)									
Zone	On-Street			Off-Street			Total		
	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.	Supply	Occupied	% Occ.
A	22	10	45.5%	226	79	35.0%	248	89	35.9%
B	196	124	63.3%	272	225	82.7%	468	349	74.6%
C	251	182	72.5%	376	250	66.5%	627	432	68.9%
D	161	37	23.0%	472	178	37.7%	633	215	34.0%
E	71	21	29.6%	384	334	87.0%	455	355	78.0%
F	126	83	65.9%	254	129	50.8%	380	212	55.8%
G	118	65	55.1%	230	129	56.1%	348	194	55.7%
H	110	31	28.2%	457	201	44.0%	567	232	40.9%
I				187	80	42.8%	187	80	42.8%
Total:	1055	553	52.4%	2858	1605	56.2%	3913	2158	55.1%

ON-SITE PARKING SURVEY



The City of Idaho Falls purchased a piece of property located on the corner of Park Avenue and D Street and subsequently constructed a large unrestricted parking lot in 2011. The purpose of this on-site survey was to determine who is using the lot, for what purpose, and where were they had parked previously. The interviews were conducted in the morning from 7:30 a.m. to 9:00 a.m as people were arriving for the work-day.

On-Site Parking Survey

There were 19 surveys taken during the dedicated time period, three of which included only a visual report of the drivers destination. All of the drivers asked, typically left their cars parked in the lot all day (8 or more hours) and they all found the lot to be a location convenient for them. When asked how many times a day they parked in the lot, 87.5 percent of them parked there five days a week while the remaining 12.5 percent only parked there one day each week. Two thirds of the people asked felt that there was adequate parking downtown and the other third felt that there was a need for more parking. Of those that felt that there was a need for more parking three out of five had previously parked on Memorial Drive and switched due to overcrowding and in anticipation of its reconstruction. About one third of those asked had previously parked at the public lot along Yellowstone Highway by the rail lines. Many of them switched because they found it difficult and unsafe to cross the highway. There were eight different destinations for the users of the parking lot with the closest being roughly 300 feet away and the farthest being approximately 845 feet away.

Table 10

Park Avenue and D Street Public Parking Lot Survey						
Survey #	Times/Week	Hours Parked	Destination	Convenient	Adequate Parking	Prior Location
1	5	All Day	Joshua D. Smith	Y	Y	Yellowstone
2	5	All Day	County Assessor	Y	Y	Memorial
3	5	All Day	Channel Blend	Y	N	Memorial
4	5	All Day	County Assessor	Y	N	Memorial
5	5	All Day	Joshua D. Smith	Y	N	Yellowstone
6			Joint Law Enforcement			
7			Idaho Professional Building			
8	5	All Day	Falls Printing	Y	N	North on D St.
9			Falls Printing	Y		
10	5	All Day	Falls Printing			
11	5	All Day	Harris Publishing	Y	Y	North on D St.
12	3		Harris Publishing	Y	Y	Harris Publishing
13	5	All Day	Channel Blend	Y	Y	Yellowstone
14	5	All Day	County Assessor	Y	Y	Memorial
15	1	All Day	Channel Blend	Y	Y	Memorial
16	5	All Day	County Assessor	Y	N	Memorial
17	5	All Day	Falls Printing	Y	Y	Yellowstone
18	5	All Day	Harris Publishing	Y	Y	Yellowstone
19	1	All Day	Law Office Park & A St.	Y	Y	Memorial

RECOMMENDATIONS



This section of the report will offer recommendations to address the current and potential parking needs of the study area. There are four topics that will be addressed:

- Increasing the number of on-street unrestricted parking spaces
- Increasing the number of off-street unrestricted parking spaces
- Identifying opportunities that could potentially offer shared parking
- Making better use of the public parking options.

These recommendations may be more fine-grained in their approach. Many times the solution is in the sum of small incremental steps rather than in one large overarching solution.

On-Street Unrestricted Spaces

Recommendation #1

Surrounding the City Building lot (Block 23) are a number of short term spaces reserved for city business. These spaces are in high use on the southwestern side of the block and under-used on the northeastern side. Additionally, the city has a lot within this block designated for use by City business. This lot is under utilized at only 33.9 percent occupancy. If some of the on-street parking on these two sides were reclassified to unrestricted use, reserving time restrictions for only a couple of spaces directly in front of the entrances, it would help to encourage those with City business to park in the under-used parking lot. This could potentially create another 17-18 unrestricted parking spaces in an area of greatest parking congestion.

This practice could also be applied to other blocks that face Constitution Way, such as Blocks 31 and 32, which also have under-used on-street parking designated as 2 hour parking. These blocks have a combined occupancy of 26.5 percent along Constitution Way. There are potentially another 10 parking spaces along Constitution Way that could be redesignated as unrestricted.

Recommendation #2

Maximizing the amount of potential on-street parking in an area is a best practice in relieving the parking needs in confined area like downtown. One tool used to maximize parking spaces is to create diagonal parking rather than parallel parking. This practice has been used in a large part of downtown from Broadway to Constitution Way along the one-way roads. If this same principle could be applied to all of the downtown one-way streets it could potentially create approximately 45 new parking spaces, based on Idaho Falls parking requirements (Zoning Ordinance 1941 Section 4-23).

Off-Street Unrestricted Spaces

Recommendation #3

Currently there is a lot in Block 15 on the corner of Park Avenue and D Street where the city leases 24 of the 48 parking spaces for unrestricted use. The remainder of the spaces are used by the law enforcement agency to provide parking for their training facility on Park Avenue. The city could purchase the lot or lease the remaining 24 parking spaces to increase the number of unrestricted off-street parking. Currently, there is a lot leased by Idahoan Foods on the southwest corner of Shoup Avenue and E Street with 20 parking spaces. This lot could provide a location to relocate the parking needs of the police force, to a lot which currently has a 0 percent occupancy rating, after the lease expires.

Recommendation #4

Another option to increase the number of unrestricted parking spaces is by leasing the rights to construct off-street parking in an easement along the Union Pacific rail lines similar to Blocks 36 and 37. This easement is located directly south of Block 36 and would provide about 112 parking spaces primarily to serve the southern portion of downtown. Currently, the public off-street parking south of Broadway is at about a 70.7 percent occupancy rate and the unrestricted off-street parking occupancy is around 81.4 percent. There is a need for additional unrestricted parking in this part of the downtown, but the key to this lot being well-utilized is the quality of pedestrian connections across Yellowstone Highway.

Shared Parking

Recommendation #5

The concept of Shared Parking is well known, but it is often discouraged by current planning practices. Conventional planning often reflects an assumption that communities want the greatest possible supply of parking provided at the lowest possible price. Standards used in most communities require each building or facility include a minimum amount of off-street parking supply, based on studies of peak-period demand. Transportation professionals and public officials often prefer generous, simple and consistent minimum parking standards because they are easy to administer and minimize spillover problems. All of these factors contribute to inefficient use of parking resources: many parking lots are seldom or never full, even during peak periods, and most parking spaces are unused most of the time.

Shared parking is a valuable asset to an area like Downtown Idaho Falls because it helps to fill in off-street lots that are privately owned and under-used. These lots are many times located in prime locations to serve the owners needs but are also located in a close vicinity to other potential users.

There are three potential lots that would provide excellent shared lot opportunities:

1. The Key Bank parking in Block 1 has an occupancy rating of 17.4 percent and could easily provide an additional 40-50 unrestricted parking spaces.
2. The Unitarian Universalist Church located on the corner of Capital Avenue and E Street has 25 parking spaces that are empty during the weekday that could serve as parking designated to county use during working hours.
3. The United States Post Office located on Block 7 currently has a large parking lot with a 27.4 percent occupancy, this would allow for approximately 35+ spaces available for shared parking.

Recommendation #6

The creation of a Shared Parking Code in the city ordinances would provide guidance and restrictions in the establishment of shared parking. This type of policy could help make further development of downtown by reducing parking facility costs (including aesthetic and environmental impacts), allows greater flexibility in facility location and site design, and encourages more efficient land use. Effective sharing of spaces can allow parking requirements to be reduced significantly.

Better Use of Current Parking Options

Recommendation #7

Blocks 36 and 37 are entirely off-street unrestricted parking with an occupancy of 43-47 percent. Apart from Memorial Drive these lots represent one of the largest public parking options, but are vastly under-utilized. The on-site survey of drivers, conducted in the public parking lot adjacent to the City Building, who had previously parked in these blocks revealed that they switched locations because it was unsafe and difficult to cross Yellowstone Highway. The drivers' responses may provide a glimpse into why this public parking is not effectively occupied. Currently, there are traffic signals that include pedestrian signals, but this does not provide a strong feeling of security to pedestrians crossing the busy four lane highway.

To increase the feeling of safety while crossing Yellowstone Highway the city should look into options like improved striping or changing paving materials at crosswalks, having a pedestrian crossing only signal at intersections, creating a safer midpoint at the median, and/or providing additional warning signals for motorists increasing pedestrian awareness. All of these options are relatively inexpensive and could result in a dramatic increase in the occupancy of these lots.

Recommendation #8

Many parking problems result, in part, from inadequate user information and marketing. Motorists need convenient and accurate information on parking availability, price, and what parking options exist near a destination.

Signs indicating what lots are designated for public use need to be obvious and clearly state what are the approved uses for the lot. Additionally, there needs to be directional signs that inform motorists where public parking is located. Creating and updating maps that indicate what public parking options are available downtown is essential. Downtown businesses and the City need to educate employees, patrons, and visitors as to all of the parking options. Maps need to be posted in obvious public places downtown, made easily available online, and distributed among downtown businesses. As people are educated in all of their parking options the concentration of parking in one area will diminish with the increased use of overlooked locations.

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