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March 20, 2023

Craig Phillips
Director, Community Development and Planning
City of La Porte
801 Michigan Avenue
La Porte, IN 46350

Re: Downtown Parking Study
Description
Walker Project No. 13-003824.00

Dear Craig:

Walker is pleased to submit the following parking study for the City of La Porte. We understand the council has adopted, reference number R-9-2023.

We appreciate the opportunity to be of service to you on this project and remain available to address any questions about our recommendations moving forward.

Sincerely,

WALKER CONSULTANTS

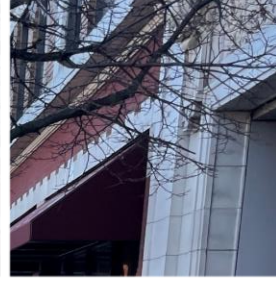
A handwritten signature in black ink, appearing to read "Jon R. Martens".

Jon R. Martens, AICP, CAPP
Project Manager

A handwritten signature in black ink, appearing to read "David Garza".

David Garza
Consultant

Enclosure



Downtown La Porte Parking Study

La Porte, Indiana

Adopted March 20, 2023

Resolution # R-9-2023

Prepared for:

City of La Porte



LA PORTE
I N D I A N A



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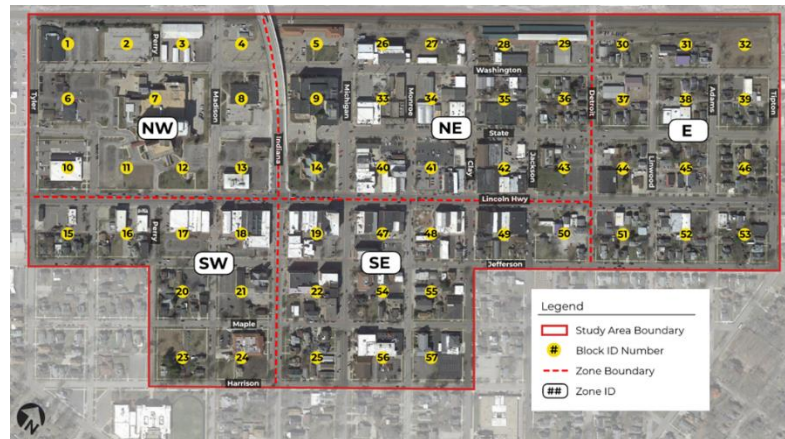
Executive Summary

Downtown La Porte is undergoing significant progress in implementing changes to the downtown to increase connectivity and amenities for the community. Recognizing that parking plays a role in each of the activities, the City engaged Walker Consultants (Walker) to study the downtown, engage with stakeholders, and review practices to develop recommendations to address parking as the downtown moves forward. This executive summary is provided as a short summary to the full report, with a focus on the findings and recommendations. Details and additional information are available in the full report.

Overview of Findings

The primary source of public parking in downtown is on-street with one public off-street lot, primarily limited to short-term parking use with a two-hour time limit. Long-term parking options are limited, with one half of the public lot as a permit lot and some limited permit options for all day parking passes per code. The remaining long-term parking is provided within private parking lots. Traffic within the downtown includes truck traffic along State Highways that run along Lincolnway and Indiana Avenue. While this traffic is not parking, it does impact the user experience and comfort level along those streets.

We considered the downtown within four quadrants, divided by Lincolnway and Indiana Avenue. These streets are generally act as natural barriers due to the high traffic volume. In addition to these four zones, a fifth was added to account for the far eastern portion of the study area. The map on the right illustrates the study area. Data and analysis is done on a block-by-block basis to further understand how parking is impacted within the study area.



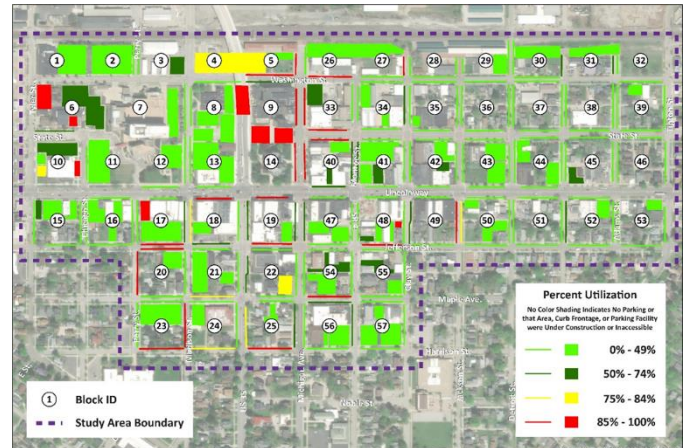
The total spaces inventoried within the study area was 3,313 spaces, with just over half available within private off-street parking areas. On-street parking accounted for 40% of the spaces, while only 4% were available as withing public off-street lots.

Parking Type	Spaces	%
On-Street	1,308	40%
Off-Street Public	145	4%
Off-Street Private	1,860	56%
Total Parking Supply	3,313	100%

Our analysis found current parking to be adequate, with a few areas of high demand throughout the day. Generally, parking is available with a block or two of any destination. Several potential development projects were considered and how they may impact the downtown. Taking these into account, a deficit of parking is projected within the Northeast Zone, assuming the projects come to fruition. Among the projects within this area is the potential Public Event space at Monroe and Lincolnway. This eliminates a substantial amount of off-street parking while adding to the parking demand. There are other potential developments within this zone that increase parking demand.

Overall, peak parking occurred during the 10:00 a.m. weekday count. Heat maps were generated to indicate current parking conditions for each hour. Red indicates occupancy at or greater than 85%, which indicates high demand with users likely to find parking difficult to find. Yellow indicates occupancy between 75% and 84%, which is reaching high demand levels, but still available. The green indicates low occupancy, with the lighter green being less than half occupied.

The heat map to the right represents the 10:00 a.m. weekday observation.



Parking Recommendations

Based on past findings, current observations, and our experience with parking policies in small Downtown districts, at this time we recommend the City take the following policy measures to manage parking issues. These recommendations are further detailed in the report.

Recommendation #1: Identify suitable off-street parking lots for long-term public parking access across downtown subdistrict zones.

Issue: There is only one public parking lot today providing long-term off-street user parking, which is located on the potential site for development of the public event space. The lack of multiple and conveniently distributed off street parking facilities is likely forcing many long-term parkers to occupy valuable curb spaces better suited for short-term parking usage.

Recommendation: To better distribute parking demand, increase curb turnover and space availability, and provide greater options for long-term parkers, we recommend the city consider either leasing and/or constructing additional off-street surface parking facilities.

Recommendation #2: Conduct routine and consistent daytime parking enforcement with an “Ambassador” approach.

Issue: There are numerous on-street time limit regulations but there is no dedicated parking enforcement resource. The La Porte Police Department only enforces over-night parking regulations on an ad hoc basis with no daytime parking enforcement. Greater enforcement needs to occur to promote desired user parking behaviors. The Police’s time, understandably so, is better allocated for immediate life and safety issues.

Recommendation: To efficiently utilize existing resources and create greater parking turnover and space availability, we recommend a more robust on-street parking enforcement program be implemented with a dedicated parking enforcement resource to ensure parking regulations and user compliance applying an ambassador approach to enforcement.

We recommend one dedicated FTE parking enforcement officer position be created. Increased revenue from citations and collections can resource the position alongside consideration of parking fees should additional revenue be needed to resource parking enforcement costs.

Moreover, by implementing mobile LPR enforcement technology, cost savings can be realized with less direct expense staffing needed for enforcement

Recommendation #3: Simplify parking time limits to a single 30-minute loading category and a single 3-hour maximum for short-term curb usage.

Issue: There are numerous on-street time limit regulations found throughout the downtown. The lack of consistency by block face can confuse motorists as to the general time availability of public street spaces. Additionally, some users might find two-hour time limits insufficient for their needs.

Recommendation: A simplification to two time-limit categories for short-term curb management are proposed: a single 30-minute loading and drop-off space regulation which allows parking enforcement to properly enforce these spaces and a single 3-hour maximum time limit for all other short-term curb space usage in the commercial areas. Enforcement of the time limit should be further clarified to be by block to limit a vehicle from simply moving to an adjacent empty space to re-start the clock. The parking limit should limit re-parking in the same block. This will simplify parking enforcement administrative protocols, generate turnover and provide users with greater flexibility and ease of use

Recommendation #4: Increase overtime parking fee and consider a graduated fine rate schedule.

Issue: Currently fines range from \$10 to \$25 assessed per violation depending on the violation, with overtime parking indicated as a \$10 fine. Penalties are assessed if paid late, but no increases in rates for second- and third-time violators. Since there is no rate increase, violators might not be abiding by desired parking regulations

Recommendation: A \$10 fine is on the low end, and we recommend considering increasing this fine. If the rate is not increased immediately, it should be increased as more off-street public parking options are added. Another potential item to consider is a graduated fine schedule can promote a “carrots and sticks” approach to parking enforcement. A warning citation can be issued with a first violation notifying users of parking rules and regulations with the second violation amount increasing may increase the fine within a set period. Additional increases may be set to further discourage frequent abusers. This policy requires a more sophisticated citation tracking system to effectively manage but is a viable option for repeat violators.

Recommendation #5: Allow for shared parking provisions in the local ordinance.

Issue: Currently there are few off street public parking options. Some businesses depend upon the on-street parking supply for all-day usage which is better suited for greater short-term customer and visitor usage since curb space tends to be the most visible and proximate spaces to building store fronts.

Recommendation: To increase the off-street public parking supply, opportunities might exist to secure public-private lease agreements between the public sector and private owners for additional off street public parking access during “off-peak” or under-utilized time periods.

The City should evaluate the feasibility of shared parking access arrangements between public and private lot owners for evening and weekend usage. If a lot is under-utilized during daytime hours, we recommend the City investigate public parking accommodation feasibility.

Recommendation #6: Perform quarterly occupancy surveys.

Issue: Parking issues both real and perceived shape public opinion about parking conditions in the district.

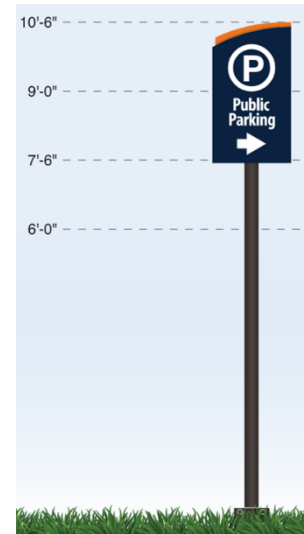
Recommendation: To ensure parking space adequacy across typical periods and address stakeholder concerns, quarterly parking space occupancy studies should be performed, and this information should be disseminated to communicate space availability and usage trends

Recommendation #7: Implement uniform parking wayfinding and directional signage.

Issue: The existing wayfinding signage is incomplete and not properly communicating public parking locations and public parking availability.

Recommendation: Vehicular directional signage and facility identification sign packages should be installed to direct motorists to available public parking assets. Color scheme and signage design should be consistent and sensitive to neighborhood business district design guidelines while serving as a strong visual cue to users.

The City must agree upon one universal logo design and consistently brand and market across all public facilities. A common example to denote the availability of public parking is a circle “P” sign at various intersections and street segments to aid motorists to make parking decisions. This will alleviate congestion and circling for available parking space. The 2017 plan provides various wayfinding signage examples and should be explored to complete the process.



Example of parking wayfinding signage design for City of La Porte by Three Lakes Marketing, Dec 2020.

Recommendation #8: Develop public parking information resources and communications tools.

Issue: A lack of information exists online about public parking in the downtown. While parking signage is available (in some locations), there are not resources available for visitors online on a webpage or website.

Recommendation: We recommend a webpage be added to the City website providing information about public parking facilities, time limits, enforcement protocols, and map resources to communicate public parking availability. This can help motorists plan their trip in advance and communicate public parking availability across the downtown.

Recommendation #9: Create a parking auxiliary.

Issue: Current sources of revenue from the public parking system include on-street parking citation fees collected as well as off street permit sales. These funds are insufficient to resource existing parking management and new parking facilities. The City is not in the business of “making money” off parking. Portions of revenue collected should be reinvested back into the parking system to ensure the upkeep of parking assets and to cover the costs of enhanced enforcement outlined in the above recommendations.

Recommendation: Set aside targets will need to be determined by the City. Ideally, funds will cover the operational costs of the parking system. An operational policy to create a parking auxiliary fund for the public parking system should be explored to ensure that funds are available to maintain assets and to provide quality

parking services before new public facilities are added. To add to the transparency of an auxiliary and to avoid the fears of parking being a “cash cow,” Walker recommends sharing all revenues and expenses with the public. This could be done in the form of a public database or infographics on a website. This helps citizens and users to understand where their money is going.

Recommendation #10: Establish a parking advisory committee

Issue: Changes to existing downtown parking management will require public-private stakeholder “buy-in.” Currently, stakeholders are not formally organized on topics related to downtown parking and speaking as a unified voice.

Recommendation: Walker recommends that the City consider forming a downtown parking advisory committee with broad representation of interests including members of the downtown business community and downtown stakeholders. The City should chair and oversee this committee process.

Walker recommends meeting on a quarterly basis to discuss parking trends and issues in downtown. The committee would not have any official government capacity or policy-setting role but could serve as a clearinghouse for the exchange of information and ideas.

The meetings would serve as an opportunity to help the City deliver on its commitment to provide parking turnover and space availability to support downtown businesses and to assist the City roll out public relations campaigns for downtown parking program improvements. The Advisory Committee can help educate their patrons and members on the benefits of any coordinated policy actions and provide the City direct feedback on implementation.

The goal is to forge a valuable public-private partnership that advises, improves public communications, and balances the needs of the downtown parking system for the benefit of all users.

Recommendation #11: Re-route heavy truck traffic away from the downtown.

Issue: A concern amongst downtown stakeholders from a parking and pedestrian safety standpoint is the amount of tractor trailer and heavy truck traffic thru the downtown via Lincolnway.

Currently some motorists do not comfortable parking on-street on Lincolnway and it has been reported that some car mirrors have been lost.

Recommendation: Walker recommends that the city explore the feasibility of re-routing tractor trailer traffic away from the downtown to enhance the vehicular and pedestrian safety in the area and improve the utilization of current parking assets.

Recommendation #12: Adjust and Clarify Overnight Parking Restrictions.

Issue: Overnight parking is restricted based on the day of the week, typically no parking between the hours of 1:00 am and 6:00 am, Monday, Wednesday, and Friday for north-south streets and no parking Tuesday and Thursday for east-west streets. In conflict with this established regulation is a new Ordinance (14-2022) covering parking during snow emergencies. The new ordinance prohibits parking whenever snow fall is over 2 inches to alternating sides of the street based on odd/even calendar day and street address. The listed streets match the same streets covered by no parking on Monday, Wednesday, and Friday, which includes both sides of the street. The snow emergency restrictions apply for a 24-hour period when implemented. In essence, during snow emergencies a person may be required to move their vehicle to the opposite side the street could be in violation if it falls on a day parking is already prohibited.

Recommendation: Walker recommends the overnight parking regulations alternate from one side of the street to the other rather than both sides of the street based on the day of the week. In addition, the time should be adjusted to the hours of 1:00 am and 5:00 am to allow some early morning employee parking without being in violation. For consistency, the alternating side of the street should match the snow emergency alternating method, so that on even days parking is allowed on the even side and on odd days parking be allowed on the odd side based on the address. The numbering scheme is even on the south and west side and odd on the north and east side of the street. We recommend a neighborhood outreach effort to explain the changes, including information on the website and signage placed in advance of the change.



01 Introduction

Introduction

The City of La Porte, Indiana (“City”) is undergoing redevelopment activities within the downtown core and surrounding business improvement district. The City understands parking plays an important role for customers, employees, and residents. To this end, the City retained Walker Consultants (“Walker”) to evaluate the current and future parking conditions and provide a comprehensive parking plan to guide the City on issues related to public parking.

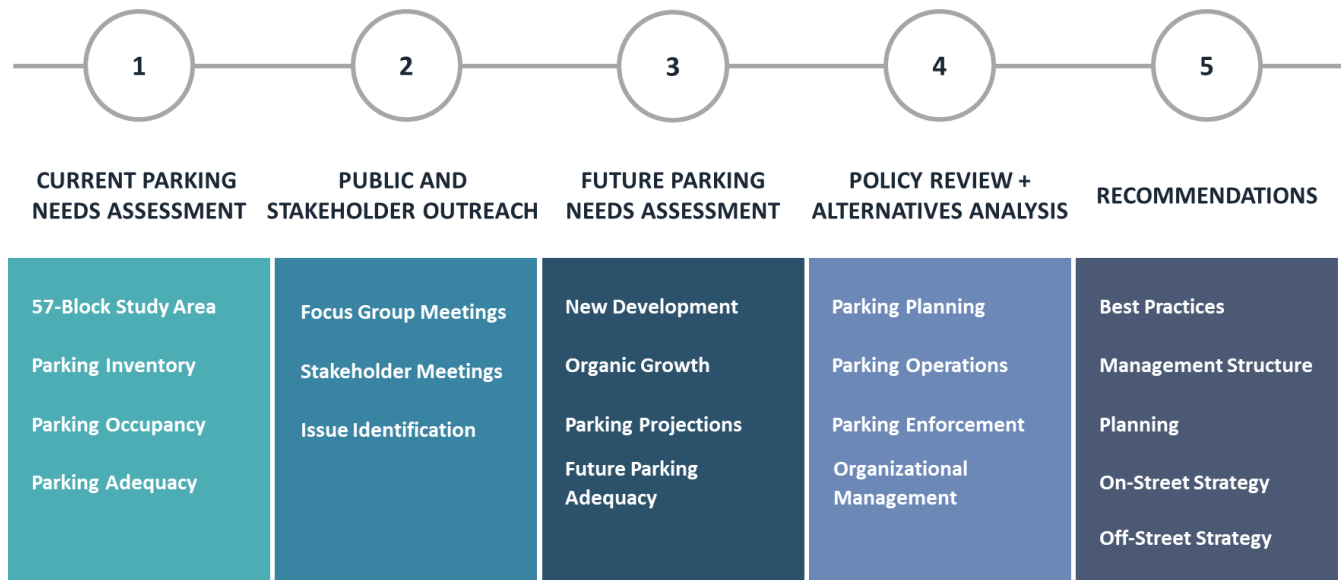
Study Goals and Objectives

The focus of the study is to provide a quantitative evaluation of the existing parking conditions that identifies the parking inventory, utilization and availability of parking in the study area along with an analysis that includes future parking conditions based on potential redevelopment projects. A review of policies, providing alternatives for improving public parking, and developing a plan to implement recommended parking strategies is a key goal of the overall study.

Study Process

A project kick-off meeting was held in February 2022 to review the study area, process, and schedule. The general outline of the study process is depicted in the following exhibit.

Exhibit 1: Study Process



Source: Walker Consultants

Step One: Supply/Demand Analysis

Walker collected quantifiable parking survey data gathered in the field the week of April 12, 2022. This included a documentation of existing parking space inventory and occupancies, an identification of parking space availability by public or private use restriction, and a turnover and duration survey performed for select on-street parking spaces quantify the number of potential overtime violations within time-enforced spaces.

In this phase of the study, we analyzed parking supply and demand conditions in the downtown and established a baseline condition gauging parking occupancy for a typical weekday. The data collection effort included two days to record the inventory and one day to complete occupancy counts and the parking space turnover and duration survey. This data analysis and direct observations was used to make informed recommendations for short-term and long-term parking.

Step Two: Public and Stakeholder Outreach

Early in the study process meetings were held with various stakeholder groups to introduce and gain input on parking in downtown. The meetings were held in person at various venues and included an open invitation to the public. This experience was invaluable to understanding some of the unique perspectives, challenges, and experiences. These insights are used to help inform and guide our process and analysis.

Step Three: Future Parking Needs Assessment

In addition to assessing current parking conditions, Walker analyzed future development impacts to the available parking supply. Known future development projects were modeled employing shared parking methodology to model future supply needs, gauge future space adequacy, and opine on future facility needs. This section of our study was also used when considering options for adding parking within the study area.

Step Four: Parking Policies & Alternatives Analysis

As we established the existing and future conditions, a review of the parking policies and practices was completed to provide an objective outsider look at the rules that currently govern (or do not govern) parking and the activities that the City employs to enforce these rules. We reviewed parking enforcement policies and practices, existing hours of enforcement coverage, parking signage and wayfinding, technology, existing land use practices and the overall goals of the existing public parking enterprise. The purpose of this analysis is to objectively assess the performance of the public parking program and uncover any opportunities for policy and management improvements to ultimately enhance the performance of the public parking system.

Step Five: Recommendations

Applying findings and recommendations made in Steps 1-4, a parking management plan was formulated for the City to coordinate policy, operational, and capital improvement decisions related to the downtown parking system. The plan is prioritized with short-term (0-1 year), mid-term (1-3 years), and long-term (3-5 years) planning horizons and includes an opinion of the magnitude of cost for each recommendation.

Definition of Terms

Several terms or jargon are used in this report that have unique meanings when used in the parking industry. To help clarify these terms and enhance understanding by the reader, the following definitions are presented.

- **Adequacy** - The difference between the effective parking supply and parking space demand.
- **Design Day** - The day that represents the level of parking demand that the parking system is designed to accommodate. In most of the thousands of parking studies that we have conducted, this level of activity is typically equal to the 85th to 95th percentile of absolute peak activity. Although we will occasionally design to a higher-than-typical design standard, such as one exceeded less than one day per month or even the absolute peak level of demand, we do not typically design to these extreme conditions because the result is an abundance of spaces that remain unused most of the time.
- **Effective Supply** - The total supply of parking spaces, adjusted to reflect the cushion needed to provide for vehicles moving in and out of spaces, spaces unavailable due to maintenance, and to reduce the time necessary for parking patrons to find the last few available spaces. The effective supply varies as to the user group and type of parking, but typically the effective supply is 85 percent to 95 percent of the total number of spaces. The adjustment factor is known as the Effective Supply Factor.
- **Inventory** - The total number of marked parking spaces within the study area.
- **Parking Demand** - The number of spaces required by various user groups in the downtown area. Parking demand representing design day conditions is compared with effective supply to determine the adequacy of a parking system.
- **Parking Generation** - The peak accumulation of parked vehicles generated by the land uses present under any given set of conditions.
- **Patron or User** - Any individual parking in a study area.
- **Peak Hour** - The peak hour represents the busiest hour of the day for parking demand.
- **Survey Day** - The day that occupancy counts within a study area are recorded. This day should represent a typical busy day.



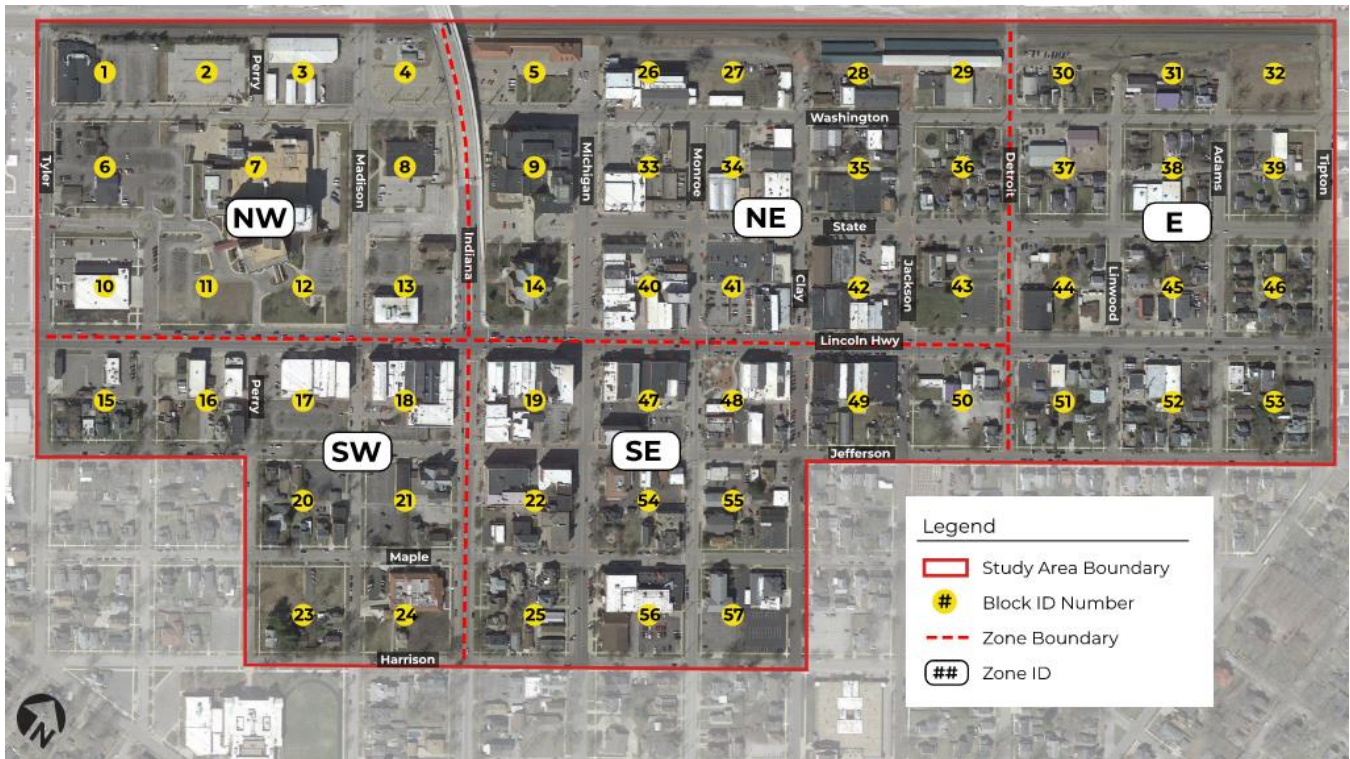
*Downtown La Porte
along Lincolnway*

Study Area

The study area includes 57 individual blocks, generally encompassing the area between the railroad tracks to the north, Harrison to the south, Tyler to the west, and Tipton to the east.¹ The study area is further split into five zones to better understand and quantify parking within the study area. The dividing lines for the zones follow Michigan Avenue, Lincolnway and Detroit. Identification is based on cardinal directions orientated to the map - NW, NE, SW, SE, and E.

The following exhibit provides a map of the study area with zone and blocks identified. The map is orientated to align the blocks with the page.

Exhibit 2: Study Area



Source: Google Earth Pro and Walker Consultants

¹ The map is rotated to the northeast to align the streets.



02 Current Parking Needs Assessment

Supply/Demand Analysis

The following section of our Study provides an overview of existing parking conditions recorded during the survey and observation period in downtown La Porte. The following findings are analyzed:

- Parking inventory
- Parking occupancy
- Parking turnover

The findings of the supply and demand component of the project are the foundation of an effective parking plan. Before we can identify opportunities to develop or improve parking or recommend changes to existing parking policies, we must first have a solid understanding of existing conditions within the Study Area. This analysis provides a framework for recommendations that result from the study process.

Field Survey

The Walker team deployed to La Porte in force during the week of April 11, 2022. The initial task included documenting the parking inventory for each block within the study area. Inventory included on-street parking and off street parking areas generally with five or more spaces.

Occupancy counts were conducted on Wednesday, April 13th, beginning at 10:00 am, every two hours, until 8:00 pm, for a total of six counts over the course of a typical weekday. In addition to Walker staff, the City provided one person to assist with the counts, which provided additional insights during the data collection efforts. A separate vehicle was used to monitor on-street parking activity to determine how the time limit was being observed.

The objective of our field work was to answer the following questions:

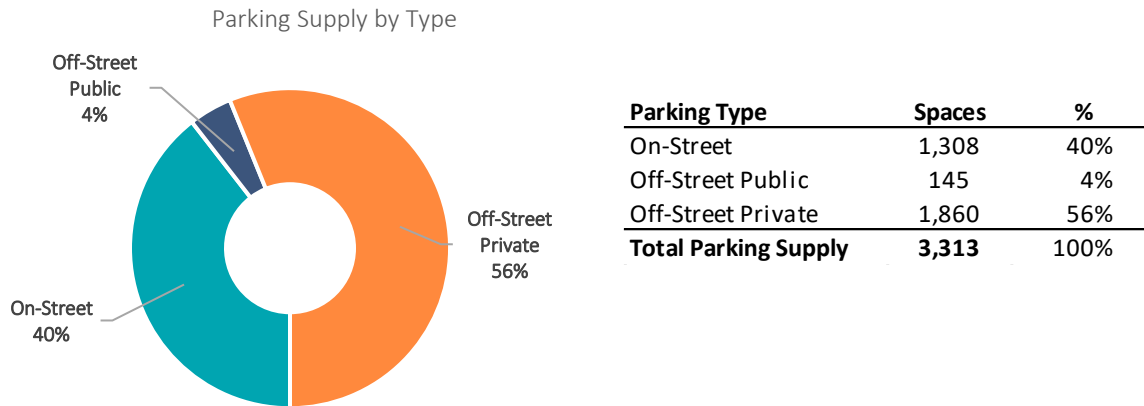
- Base line of current conditions on a typical day
- What is the parking supply?
- What is the parking demand?
- Is there a surplus or deficit?
- Is additional parking required? If so, how much?
- Who needs additional parking?
- Is the parking program achieving its goal of parking space turnover and availability?

Parking Inventory

The first step in quantifying the parking is to conduct an inventory of the parking within the study area. Parking is classified as on-street, public off street, and private off street. Private off street parking includes any parking that is restricted to specific users, such as a business or for employees of a particular business. Off street public parking includes public parking lots provided by the City and lots that sell permits to the general public. On-street parking is considered available to the public.

Overall, a total of 3,313 spaces were inventoried in the study area. Off street private parking constituted the largest share of the parking with 1,860 spaces, or 56% of the total supply. On-street parking constituted the second largest portion of parking, with 1,308 spaces, or 40% of the total supply. Off street public parking was limited, with only 145 spaces, or 4% of the total supply. These spaces include the city lot that offers a combination of time limited parking and permit parking. The parking supply distribution is depicted in the following exhibit.

Exhibit 3: Parking Supply by Type



Source: Walker Consultants

A detailed inventory by block is provided in the Appendix of this report.

Effective Supply

To analyze the adequacy of the parking system in the study area, the supplies' practical capacity, a.k.a., effective supply, is determined. That is to say that the inventory of parking within the study area is adjusted to allow for a cushion necessary for vehicles moving in and out of spaces, and to reduce the time necessary to find the last few remaining spaces when the parking supply is nearly full. Walker derived the effective supply by deducting this cushion from the total parking capacity.

The cushion also allows for vacancies created by restricting parking spaces to certain users (reserved spaces), mis-parked vehicles, minor construction, and debris removal. A parking supply operates at peak efficiency when parking occupancy, including both transient and monthly parking patrons, is approximately 85 percent to 95 percent of the supply. When occupancy exceeds this level, patrons may experience delays and frustration while searching for a space. Therefore, the parking supply may be perceived as inadequate even though there are some spaces available in the parking system.



Example of why an effective supply factor is used.

The effective supply is compared to the parking occupancy to quantify the existence of a parking surplus or deficit. A surplus exists when the effective supply exceeds the number of parked vehicles; a deficit exists when the effective supply is inadequate to meet the number of parked vehicles.

The following are some factors that affect the efficiency of the parking system:

- **Capacity** – Large scattered surface lots operate less efficiently than a more compact facility, such as a parking structure, which offers consolidated parking in which traffic generally, passes more available parking spaces in a more compact area. Moreover, it is more difficult to find the available spaces in a widespread parking area than a centralized parking facility.
- **Type of users** – Monthly or regular parking patrons can find the available spaces more efficiently than infrequent visitors because they are familiar with the layout of the parking facility and typically know where the spaces will be available when they are parking.
- **On-street vs. off street** – On-street parking spaces are less efficient than off street spaces due to the time it takes patrons to find the last few vacant spaces. In addition, patrons are sometimes limited to one side of the street at a time and often must parallel park in traffic to use the space.

The size of the cushion is dependent on the type of user and facility. On-Street parking is adjusted by an 85 percent effective supply factor (ESF) because of the relative difficulty of finding an open space while negotiating traffic. Public off street parking is adjusted by a 90 percent ESF to account for user unfamiliarity and the challenges of safely navigating the area while searching for a space. Privately-owned but publicly available off-street parking is adjusted by a 95 percent ESF because employees or repeat users are familiar with the area and generally park in the same location each day. The study area contains a total of 3,313 spaces before any adjustments are made to account for an effective supply. After the effective supply factor is applied to the overall supply numbers, the study area’s effective supply is 3,015 spaces, as shown in the following table.

Exhibit 4: Effective Parking Supply by Type and Zone

Parking Type	Effective Supply	Zone	Effective Supply
On-Street	1,117	NW	837
Off-Street Public	131	NE	747
Off-Street Private	1,767	SW	447
Total Parking Supply	3,015	SE	642
		E	342
		Total	3,015

Source: Walker Consultants

Parking Occupancy

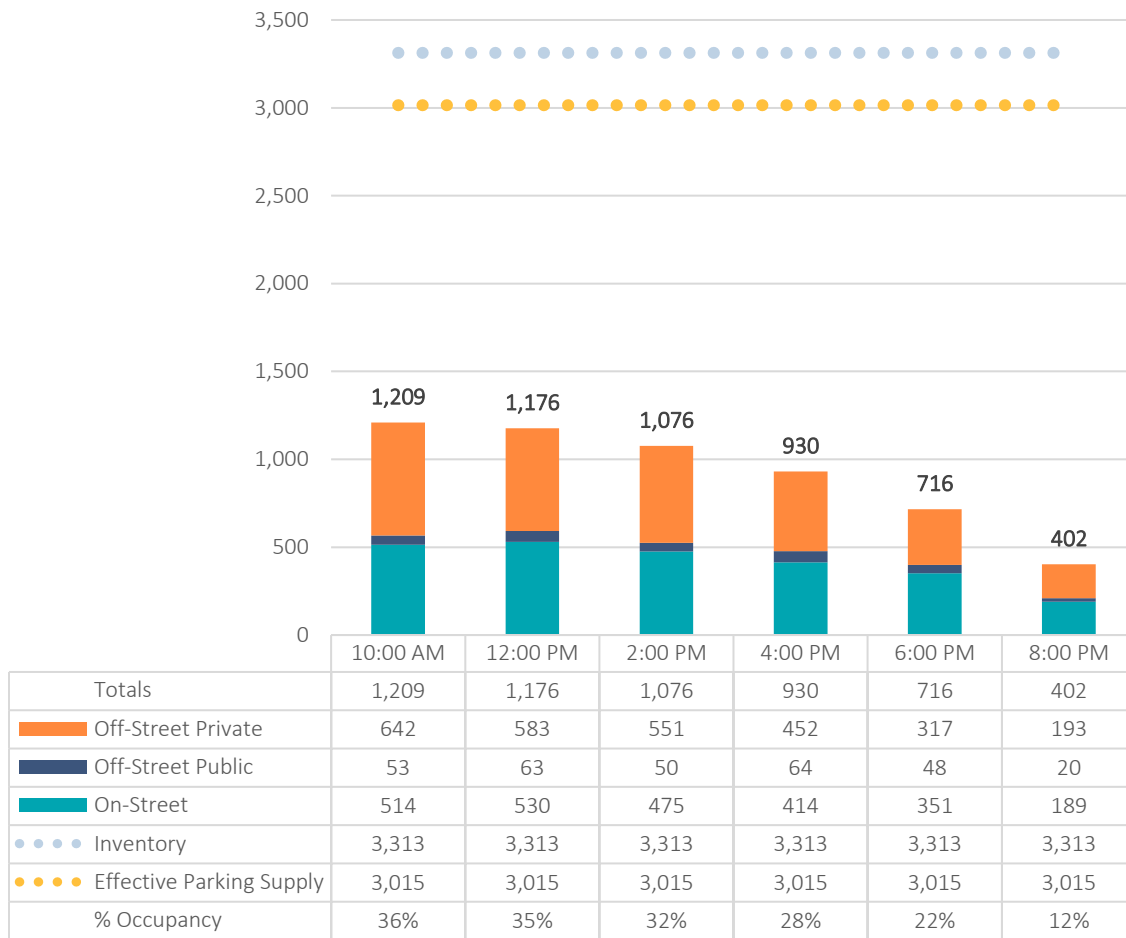
Parking occupancy counts were completed on, Wednesday April 13th to understand local parking utilization, patterns, and market characteristics. Conditions were documented every two hours, generally at 10:00 a.m., 12:00 p.m., 2:00 p.m., 4:00 p.m., 6:00 p.m., and 8:00 p.m. This day was agreed upon with the City in advance, to avoid major holidays or events, and capture an average day in the downtown. Many employees are now offered flexible workdays, with some days working from home while others are at the office. Our research indicates a higher proportion of employees that are offered this type of arrangement work from the office in the middle of the week. While multiple counts can provide variances in the counts the intended use of the data is to provide a snapshot in time to aid in the understanding usage of the parking.

The data collected during the survey is tabulated by block to develop a localized understanding of the parking system’s performance during the survey day. The observations provide insight and understanding on potential

areas of high demand and parking behavior. This understanding is helpful to recommending appropriate parking policy changes to maximize the existing parking resources.

The following exhibit summarizes the observed occupancy rates graphically and in tabular form.

Exhibit 5: Weekday Parking Occupancy Summary

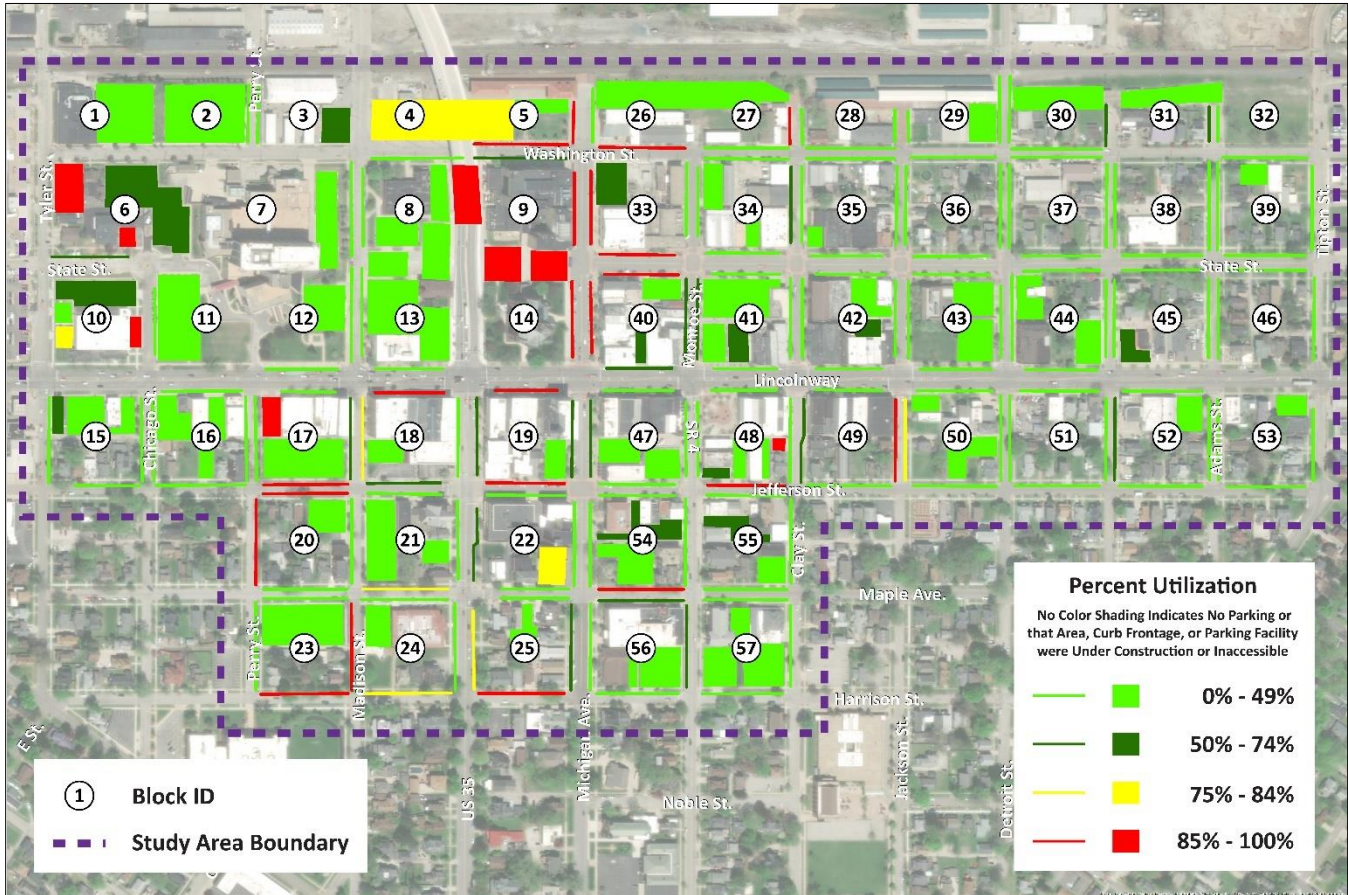


Source: Walker Consultants

Overall, occupancy peaked during the morning count, with 1,209 vehicles parked, or 36% of the total available parking. Generally, occupancy levels remained consistent until the afternoon and evening, with fewer parked vehicles as time progressed. Some hot spots are noted within the study area during certain periods, but overall, parking was found to be adequate.

The following Exhibits detail the observed parking occupancy with a summary by zone.

Exhibit 6: Heat Map - 10:00 AM

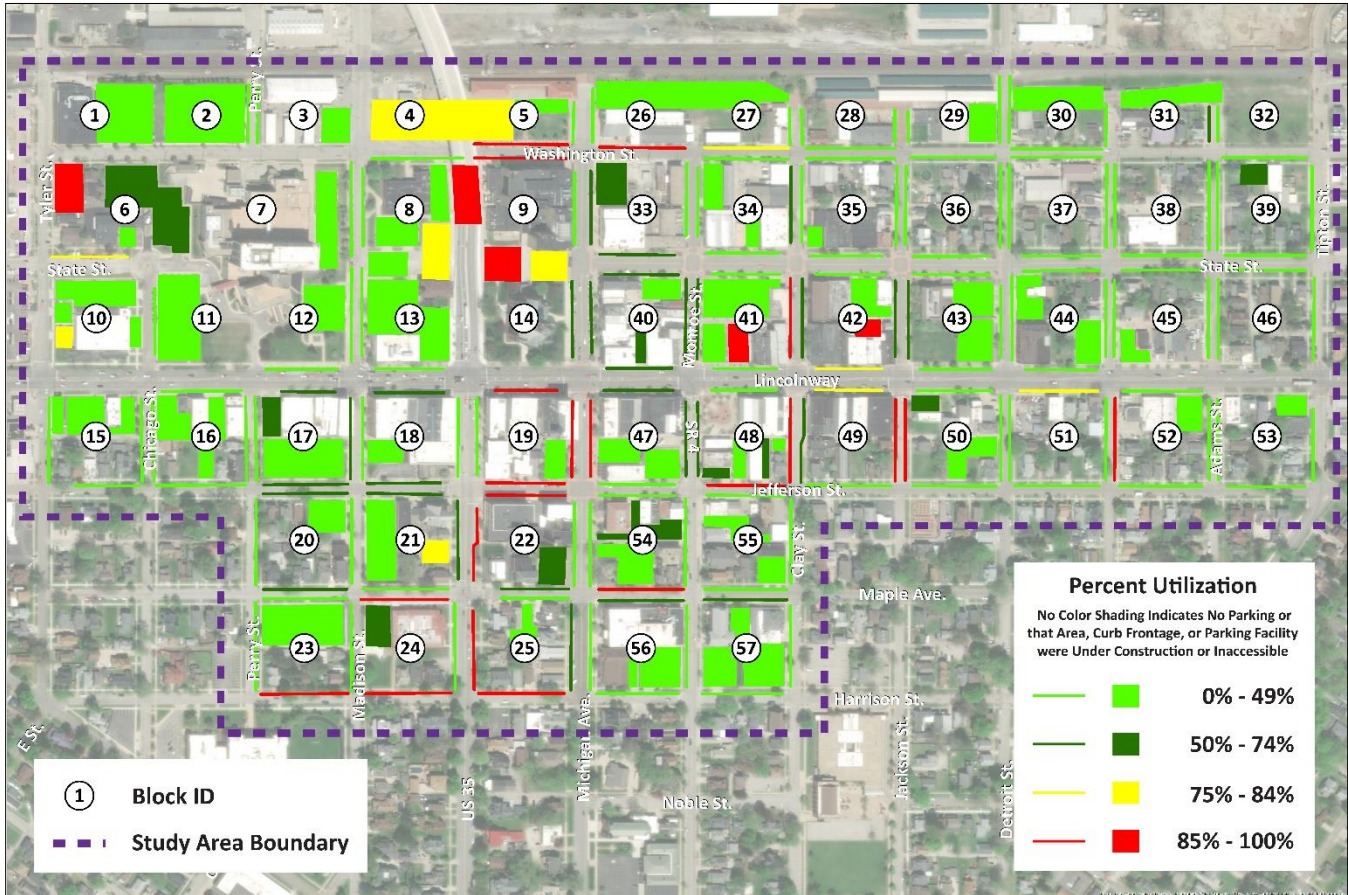


10:00 AM		Zone					Totals
		NW	NE	SW	SE	E	
On-Street	Supply	96	414	188	339	271	1,308
	Demand	13	214	87	156	44	514
	Occupancy	14%	52%	46%	46%	16%	39%
Off-Street Public	Supply	-	64	-	81	-	145
	Demand	-	24	-	29	-	53
	Occupancy	-	38%	-	36%	-	37%
Off-Street Private	Supply	794	352	302	294	118	1,860
	Demand	326	120	74	100	22	642
	Occupancy	41%	34%	25%	34%	19%	35%
Totals	Supply	890	830	490	714	389	3,313
	Demand	339	358	161	285	66	1,209
	Occupancy	38%	43%	33%	40%	17%	36%

Source: Walker Consultants

The 10:00 a.m. observation experienced the highest occupancy levels. All zones had ample parking, although it is noted that the NW, SW, and W zones have no off-street public parking and where it is available in the NE and SE zones, it is limited. Hot spots are noted around the County Buildings in blocks 9, 33, 14, and 40 as well as some on-street and individual lots in other areas. (Highlighted in red)

Exhibit 7: Heat Map 12:00 PM

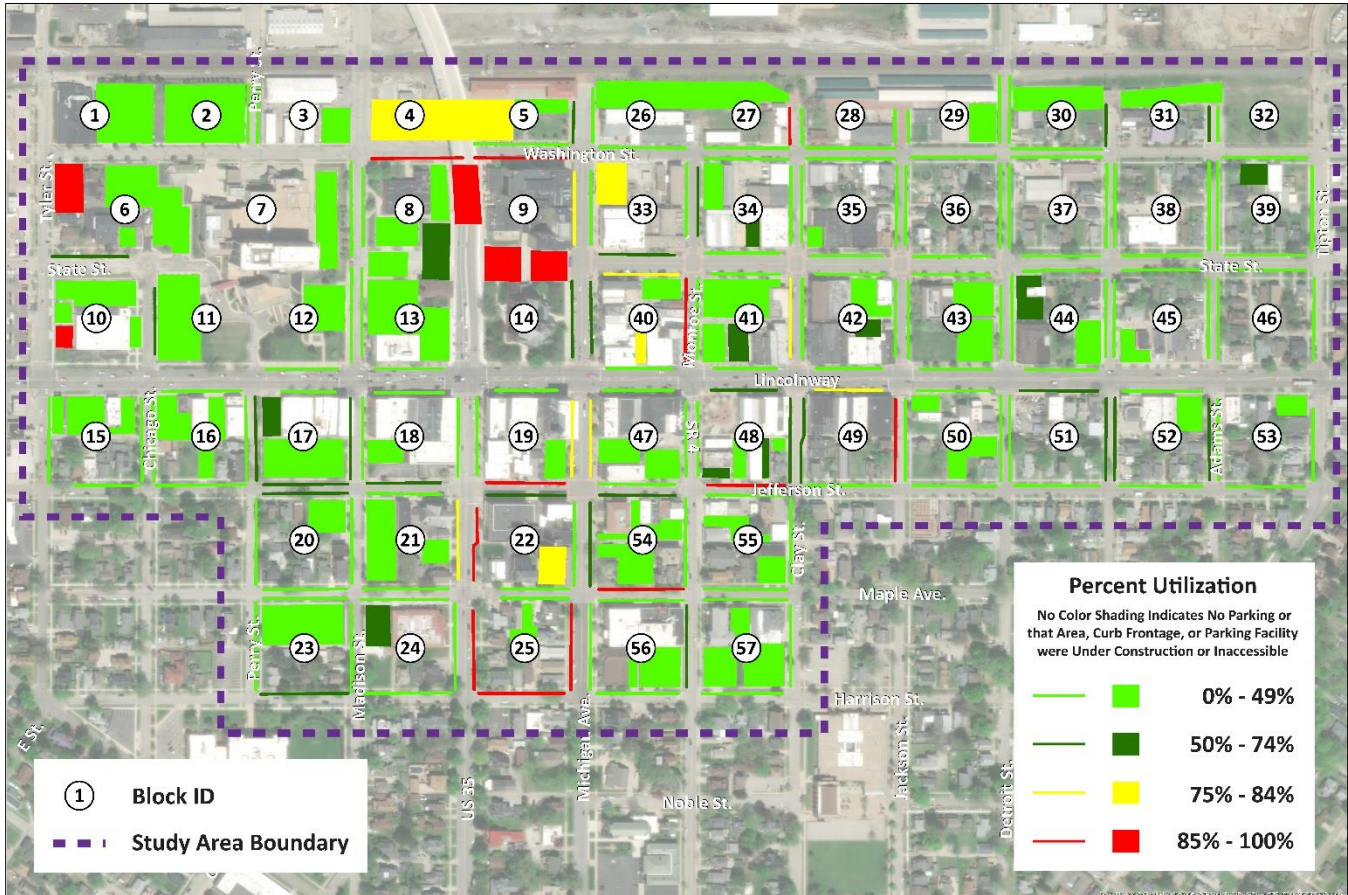


12:00 PM		Zone					Totals
		NW	NE	SW	SE	E	
On-Street	Supply	96	414	188	339	271	1,308
	Demand	14	194	79	199	44	530
	Occupancy	15%	47%	42%	59%	16%	41%
Off-Street Public	Supply	-	64	-	81	-	145
	Demand	-	33	-	30	-	63
	Occupancy	-	52%	-	37%	-	43%
Off-Street Private	Supply	794	352	302	294	118	1,860
	Demand	290	105	84	77	27	583
	Occupancy	37%	30%	28%	26%	23%	31%
Totals	Supply	890	830	490	714	389	3,313
	Demand	304	332	163	306	71	1,176
	Occupancy	34%	40%	33%	43%	18%	35%

Source: Walker Consultants

The 12:00 p.m. count was similar to the 10:00 a.m. count, with some increases in on street and public off-street parking. There were some isolated hot spots, although overall, parking was found to be adequate.

Exhibit 8: Heat Map 2:00 PM

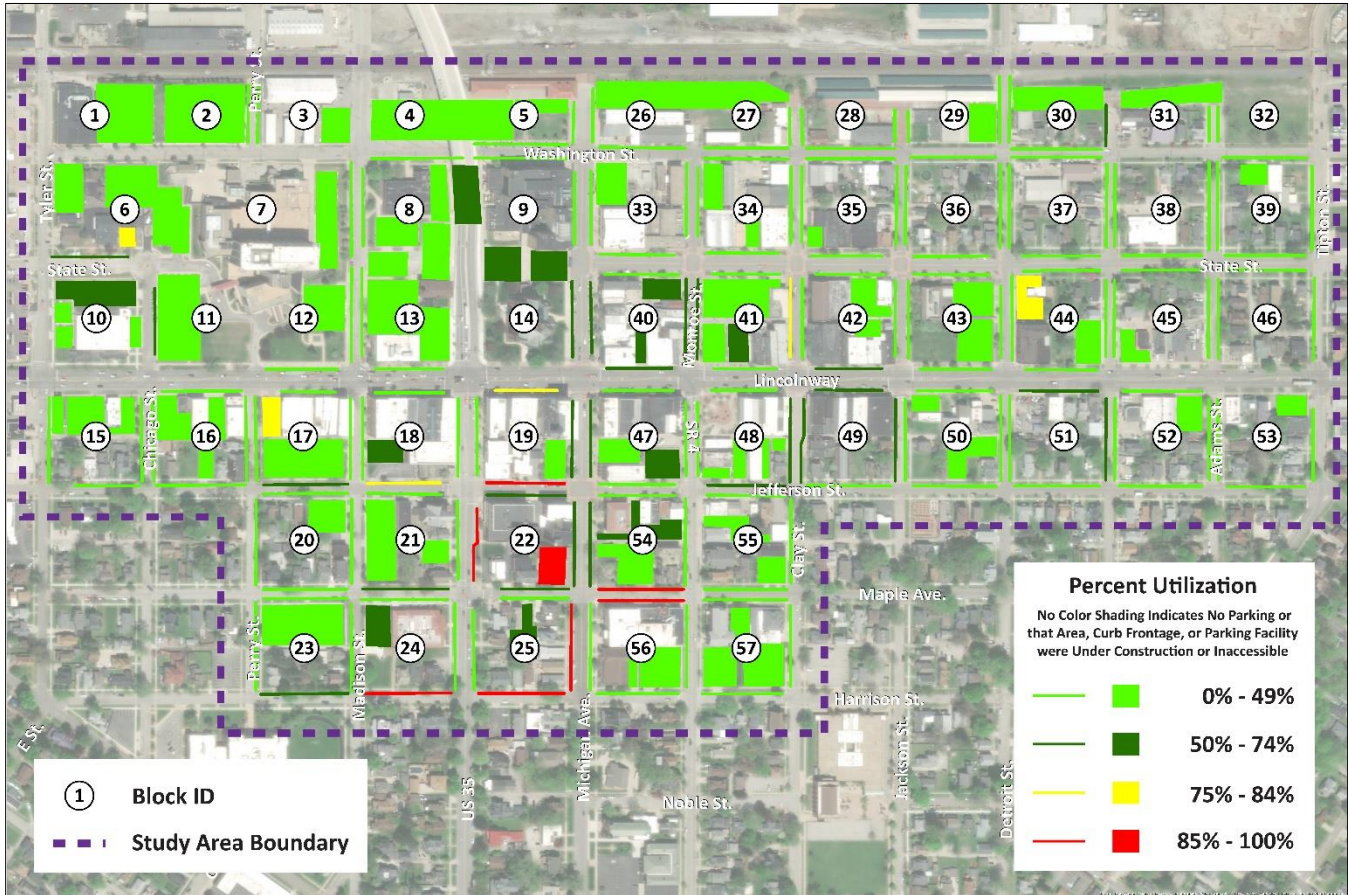


		Zone					Totals
		NW	NE	SW	SE	E	
On-Street	Supply	96	414	188	339	271	1,308
	Demand	28	160	61	175	51	475
	Occupancy	29%	39%	32%	52%	19%	36%
Off-Street Public	Supply	-	64	-	81	-	145
	Demand	-	20	-	30	-	50
	Occupancy	-	31%	-	37%	-	34%
Off-Street Private	Supply	794	352	302	294	118	1,860
	Demand	276	105	72	72	26	551
	Occupancy	35%	30%	24%	24%	22%	30%
Totals	Supply	890	830	490	714	389	3,313
	Demand	304	285	133	277	77	1,076
	Occupancy	34%	34%	27%	39%	20%	32%

Source: Walker Consultants

The 2:00 p.m. observation found an overall decrease in parking demand, although the hot spot around the County facilities returned, although not as high as the morning observation.

Exhibit 9: Heat Map 4:00 PM

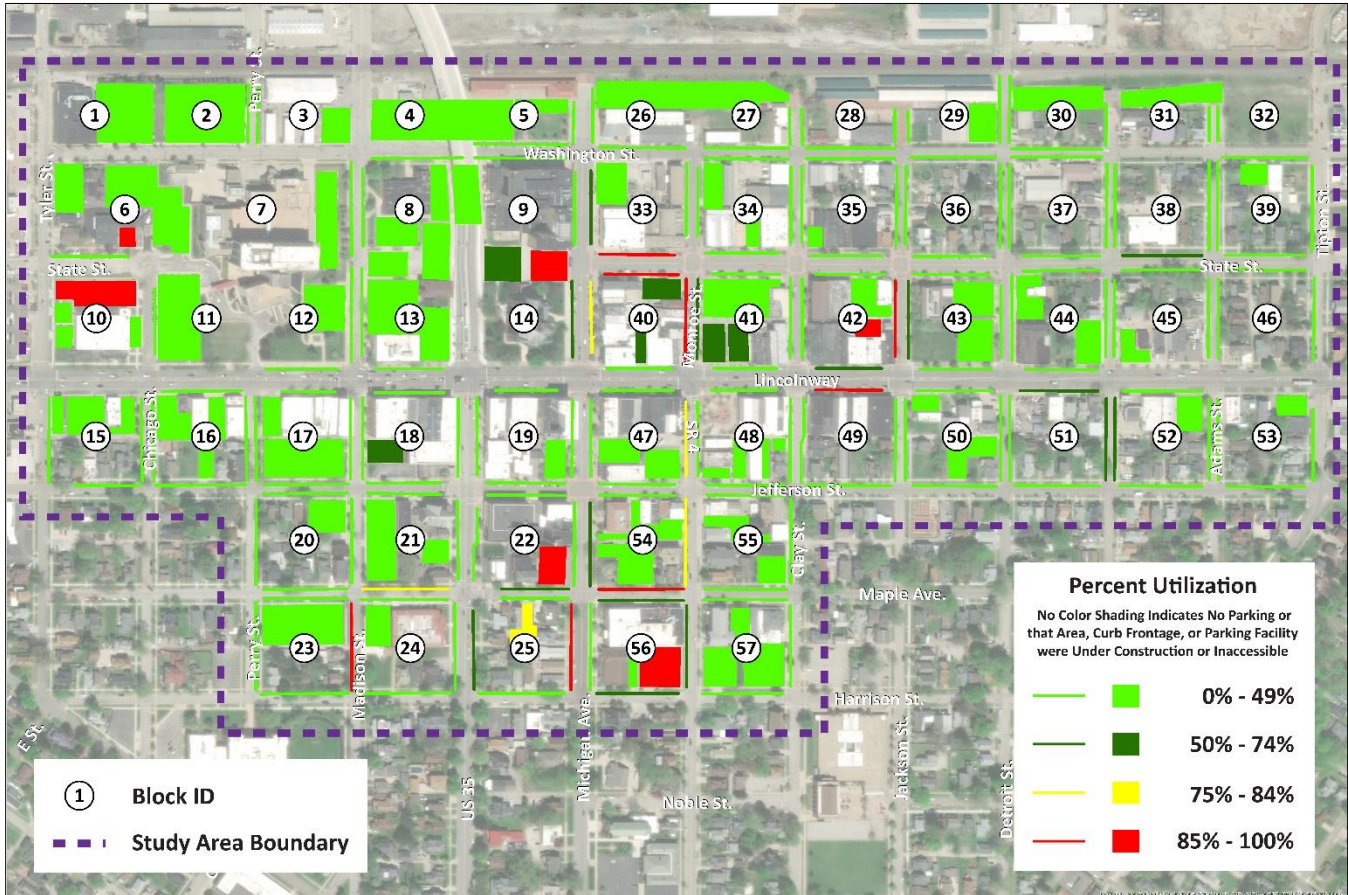


		Zone					
4:00 PM		NW	NE	SW	SE	E	Totals
On-Street	Supply	96	414	188	339	271	1,308
	Demand	18	128	64	164	40	414
	Occupancy	19%	31%	34%	48%	15%	32%
Off-Street Public	Supply	-	64	-	81	-	145
	Demand	-	32	-	32	-	64
	Occupancy	-	50%	-	40%	-	44%
Off-Street Private	Supply	794	352	302	294	118	1,860
	Demand	188	65	80	85	34	452
	Occupancy	24%	18%	26%	29%	29%	24%
Totals	Supply	890	830	490	714	389	3,313
	Demand	206	225	144	281	74	930
	Occupancy	23%	27%	29%	39%	19%	28%

Source: Walker Consultants

At 4:00 p.m. demand continued to decrease and hot spots were generally limited to the area around block 22.

Exhibit 10: Heat Map 6:00 PM

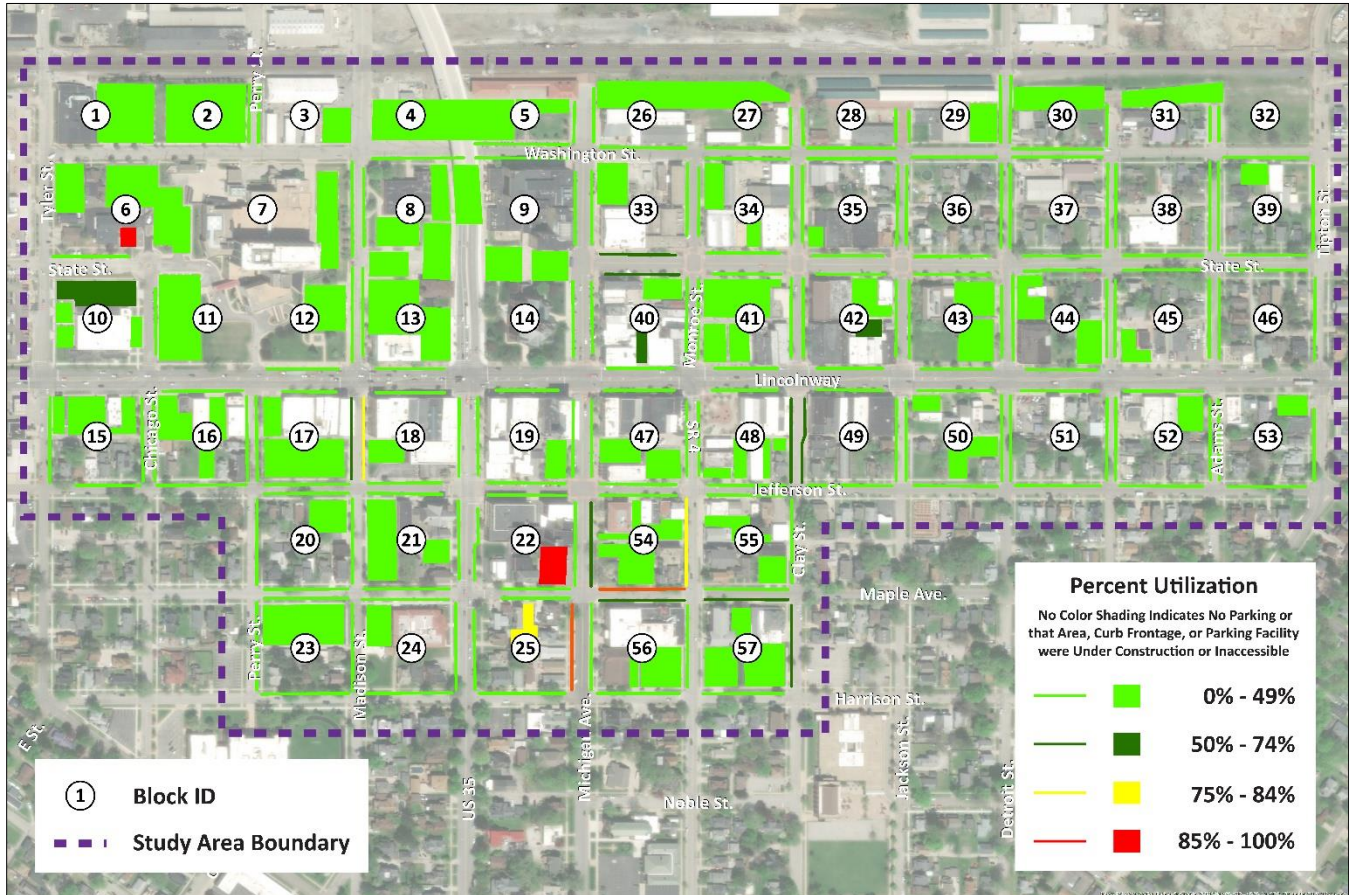


6:00 PM		Zone					Totals
		NW	NE	SW	SE	E	
On-Street	Supply	96	414	188	339	271	1,308
	Demand	-	144	41	126	40	351
	Occupancy	0%	35%	22%	37%	15%	27%
Off-Street Public	Supply	-	64	-	81	-	145
	Demand	-	38	-	10	-	48
	Occupancy	-	59%	-	12%	-	33%
Off-Street Private	Supply	794	352	302	294	118	1,860
	Demand	93	50	47	105	22	317
	Occupancy	12%	14%	16%	36%	19%	17%
Totals	Supply	890	830	490	714	389	3,313
	Demand	93	232	88	241	62	716
	Occupancy	10%	28%	18%	34%	16%	22%

Source: Walker Consultants

The 6:00 p.m. count further decreased, although at this time the overall highest demand was recorded for off street public parking in the NE zone, at 59% occupancy. The city lot located in block 41 and permit lot in block 40 drove this increase in occupancy. Overall, it is still well below the level of concern.

Exhibit 11: Heat Map 8:00 PM



8:00 PM		Zone					Totals
		NW	NE	SW	SE	E	
On-Street	Supply	96	414	188	339	271	1,308
	Demand	-	55	22	85	27	189
	Occupancy	0%	13%	12%	25%	10%	14%
Off-Street Public	Supply	-	64	-	81	-	145
	Demand	-	17	-	3	-	20
	Occupancy	-	27%	-	4%	-	14%
Off-Street Private	Supply	794	352	302	294	118	1,860
	Demand	52	25	20	75	21	193
	Occupancy	7%	7%	7%	26%	18%	10%
Totals	Supply	890	830	490	714	389	3,313
	Demand	52	97	42	163	48	402
	Occupancy	6%	12%	9%	23%	12%	12%

Source: Walker Consultants

The last observation at 8:00 p.m. recorded the lowest occupancy levels. There were a few hot spots, but these were limited to specific facilities.

Parking Adequacy and Occupancy Summary

The observed occupancy indicates the parking supply is adequate for current conditions; however, there no publicly available parking with the NW and SW zones and where it is available, there are limitations, such as by permit only or a 2-hour parking limit. These limitations restrict the publicly available parking to individual users that have purchased a permit or a time limit. While the parking counts do not indicate this is an issue from an adequacy perspective, it does limit public parking options in the area.

The following provides the overall occupancy by zone and the study area for each observed time period, none of which experienced adequacy issues.

Exhibit 12: Occupancy Summary by Zone

Zone	Effective Supply		Time of Day					
			10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
NW	837	<i>Demand</i>	339	304	304	206	93	52
		<i>Adequacy</i>	498	533	533	631	744	785
NE	747	<i>Demand</i>	358	332	285	225	232	97
		<i>Adequacy</i>	389	415	462	522	515	650
SW	447	<i>Demand</i>	161	163	133	144	88	42
		<i>Adequacy</i>	286	284	314	303	359	405
SE	642	<i>Demand</i>	285	306	277	281	241	163
		<i>Adequacy</i>	357	336	365	361	401	479
E	342	<i>Demand</i>	66	71	77	74	62	48
		<i>Adequacy</i>	276	271	265	268	280	294
<i>Combined</i>	3,015	<i>Demand</i>	2,739	2,744	2,750	2,747	2,735	2,721
		<i>Adequacy</i>	276	271	265	268	280	294

Source: Walker Consultants

On-Street Length of Stay and Overtime Vehicles

An analysis of on-street length of stay was completed for a selection of the time-limited spaces in downtown. The analysis utilized a vehicle mounted camera-based License Plate Recognition (LPR) system to record parked vehicle license plates, location, and time to determine the length of stay. The recorded data was analyzed to determine the number of hours parked per vehicle and to generate an alarm anytime the same vehicle was observed parking beyond the posted 2-hour time limit.

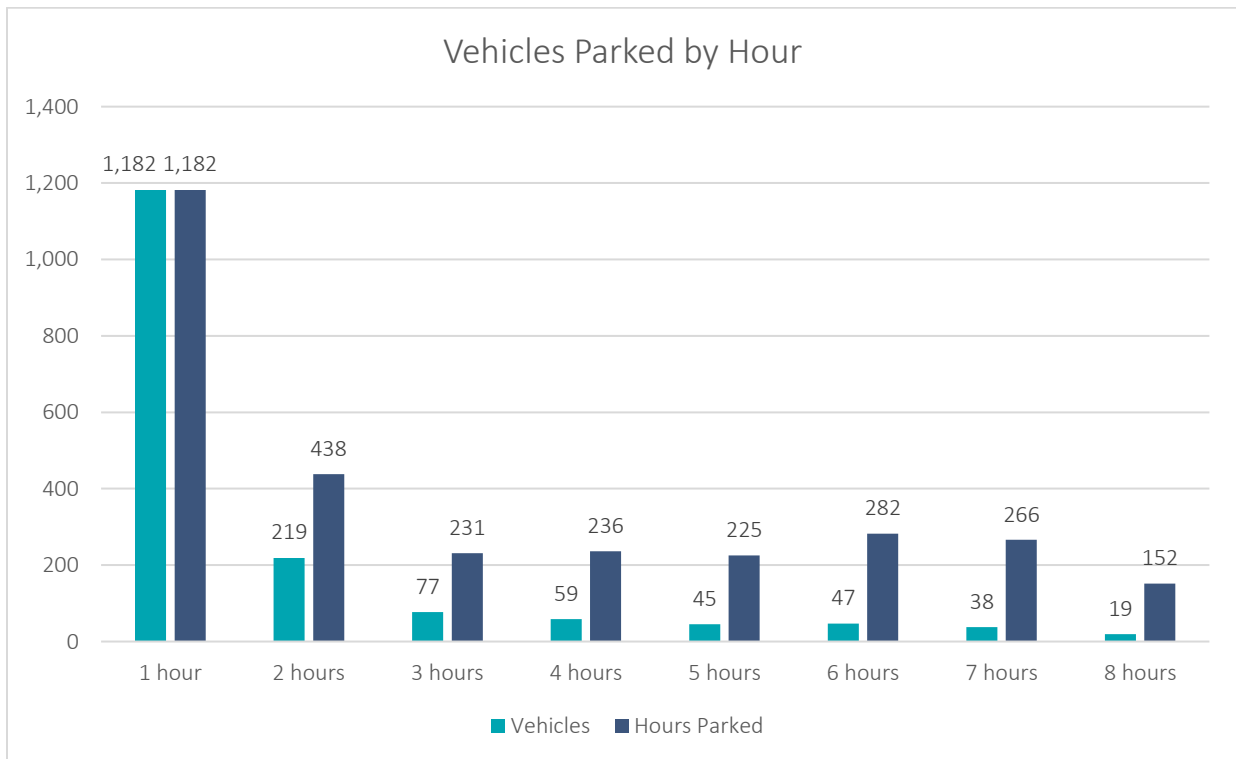


LPR cameras mounted on vehicle

The data was collected on Wednesday, April 13th, generally covering 8:30 am to 3:30 pm. The following Exhibit shows the average length of stay and number of violators the system identified.

Exhibit 13: Average Hours Parked and Overtime Vehicles (Table and Graph)

Street	Hours Parked								Avg Hours Parked	Overtime
	1	2	3	4	5	6	7	8		
Clay	54	8	1	2	2	3	1	1	1.72	10
Detroit	6	0	1	1	0	0	1	0	2.22	3
Harrison	8	1	0	0	2	0	2	0	2.62	4
Indiana	84	13	3	3	2	0	1	2	1.52	11
Jefferson	162	32	16	11	5	9	10	13	2.21	64
Lincolnway	196	30	6	6	2	2	5	1	1.46	22
Linwood	19	5	1	0	1	0	1	0	1.63	3
Madison	25	1	2	0	0	0	0	0	1.18	2
Maple	149	29	9	3	4	6	1	1	1.57	24
Michigan	237	49	19	16	7	9	9	1	1.78	61
Monroe	62	11	1	3	5	5	1	0	1.83	15
State	143	24	12	4	12	7	3	0	1.79	38
Washington	37	16	6	10	3	6	3	0	2.46	28
Totals:	1,182	219	77	59	45	47	38	19	1.79	285



Source: Walker Consultants

The system used provided an alert to vehicles parked beyond 2-hours. This is the same type of system used by parking enforcement officers to check for overtime parking using a vehicle mounted system. Below is a sample screen shot of the system with the plate information


Exhibit 14: Sample Overtime Alert



Sample screen with plate information hidden.

Source: Walker Consultants

A more detailed review of enforcement options is provided in the Alternatives Section of this report, including technology options and opinion of costs for the hardware and software.



03 Public and Stakeholder Outreach

Public and Stakeholder Outreach

Walker’s analysis included quantitative data comprised of parking space inventory and occupancy counts that were analyzed to assess the utilization of spaces across different user groups and locations downtown, and to quantify the customer service experience. In order to obtain qualitative input that puts names, faces, and real stories to the data we collected, focus groups, meetings, and individual interviews were held with City of La Porte officials, members of the community, and other stakeholders—including leadership and interested citizens. During these meetings and individual interviews, several themes and ideas emerged. These are listed below in no particular order. Comments and suggestions are not attributed to individuals but are disaggregated for anonymity.

The individual comments are paraphrased and do not necessarily represent trends. They may inform Walker’s recommendations but are not recommendations as presented in this section.

General Comments

- *Everyone typically has “their spot” where they like to park on a daily basis—habits are formed*
- *Where is the County parking; blocks 4 and 5 account for 75% of all parking for county employees*
- *When parking was redone in blocks 4 and 5, it helped a lot*
- *Judge/commissioners/elected officials/police do not communicate. Parking politics run deep.*
- *Swansons old firehouse (block 13) is a “sacred cow” and will not come down*
- *Majority of hospital parking is west of Tyler*
- *How will this study impact the Tipton overpass?*
 - *Closing Pulaski street*

Northwest Health

- *Majority of hospital parking is west of Tyler*
- *Blocks 1, 2, and 6 are used. 13 is still used. 11 and 12 are primarily vacant. Block 17 parking (south portion of block) is primarily vacant too.*
 - i) *South side of block 17 (and the associated building) is in the process of being transferred to another party. But they only need to use the lot one or two days a month? Carpenters Union is the party looking to take over the building.*
- *Chicago Street will be reconnected in the redevelopment (between Lincolnway and Washington).*
- *A church owns a small portion of the 4-block area to be redeveloped. There is nothing in the works to incorporate the church property into the development.*

What’s going well?

Space Availability/Proximity

- *So much parking on-street between 5 and 9 blocks*
- *Many employees park on Washington street between Michigan and Clay*

What could be improved?

Safety/Pedestrian Access

- *Could add improvements for pedestrian access between blocks 26 and 27 on Monroe*
 - i) *There is currently a padlock gate*
- *Could add a pedestrian tunnel between blocks 8 and 9 (on the south side of the blocks)*
- *How do we get people to feel comfortable parking further? Or in neighborhoods that “feel” unsafe?*
- *The “pedestrian tunnel” idea seems unfeasible BUT creating a safe and walkable environment under the overpass, as is, could be a pedestrian walkway to/from parking and city/county buildings.*
- *New pedestrian bridge proposed over the railroad tracks on Monroe*
- *Likely 3-5 years to work out an agreement with railroad once funding is acquired (not including construction times) for the ped bridge*
- *County and State would have to approve any beautification to the ROW under the overpass*
- *Signage is poor. Makes it difficult to understand if you are allowed to park or not. especially on Indiana Ave.*
- *Planters can block doors opening on-street*
- *Look for a solution to relocate large trucks out of downtown*

Proximity

- *The greenspace near depot is not being used—could be a good candidate for parking*
- *How far is the furthest willing by county employees? “6 feet”*
- *Work with businesses to encourage employees to park off street in partnered locations so that the on-street is available to customers/visitors. Remind them (and begin patrolling) that if they park on-street, they will get a ticket.*
- *People are more willing to park further away for an event. They are expecting to park close when they are just running in to a shop/store.*
- *When it WAS being enforced, we did walk the extra block or two. But it wasn’t that safe at night (on Jackson south of Lincolnway)*
- *57 spaces or so are being added for library*
 - i) *Concerns about users outside of library patrons using the facility*

Management/Operations

- *Biggest thing is the new administration is doing many good things in the downtown, but there is nowhere to park for big events. Friday night lives, farmers market, etc.*
- *4th of July Parade and Sunflower Festival will mean big parking issues*
 - i) *No paid parking (even done ad hoc)*
- *Was an agreement with Norfolk Southern. Now there is no agreement—railroad property is on north side of blocks north of Washington (nearest RR).*
- *Police cars were getting ticketed back when the city was patrolling (they are no longer doing so)*
 - i) *74 vehicles in the police fleet*
- *How do you get employees to understand they need to leave more proximal spaces to the guests/visitors*

- i) Manage on a more granular basis: have dedicated, less desirable, spaces to County employees*
- *Could be a controlled permit lot for county employees? Could be reserved parking?*
- *What if state street east of Monroe allowed all day parking on-street?*
 - i) This would allow for a place for jurors*
 - ii) This could also hurt the businesses in this area*
- *Concerns with the Airbnb downtown with the residential permit (for overnight) being tied to your vehicle/address*
- *If meters were put in, there still needs to be a long-term option*
- *In this economic climate, it would be ill received to have paid parking all the time*
- *There are spaces within the 22 block that are occupied by those other than patrons*
- *In the residential areas, they often only have on-street parking*
- *Lose ~20% of parking due to snow in the lots*
- *Would be willing to pay \$50/month for the permit lot. But would prefer for the lot to just be 2-hour parking without a permit side*
- *Would like flexibility*
- *If you work downtown, you must move every 2 hours or the tickets pile up*

Enforcement

- *Residential parking permits are available for residents of the downtown to allow for overnight parking in the 2-hour zones*
 - i) This would, in theory, give you 2-hours on either side of the “overnight” too*
 - ii) Does this extend to all-day parking too?*
- *Frustrated with the 2-hour limit*
 - i) Not enforced for most part; staffing issues.*
- *Block 49: on-street can park all day*
- *Won't park on Lincolnway due to concerns with small children running into traffic or car doors/mirrors being stuck by passing trucks.*
 - i) Rerouting trucks would be necessary to narrow Lincolnway*
- *People just don't want to park on Lincolnway with the heavy traffic*
- *What if the 2-hour/permit lot goes away?*
- *If 2-hour time limits were enforced, employees would have to choose to move their car every two hours or park the extra block or two—they would likely still park on-street.*
 - i) The off street lot must be beautiful. Should look nice. Must be maintained.*
 - ii) The fines would need to be higher.*
- *Parking funds generated previously on tickets was about \$30k per year.*

Shifts in Demand/Behaviors

- *Jail has visitors but not as many as used to have. Still creates many issues with parking demand.*
- *Juror parking can be an issue*
 - i) 60-100 people brought in for juror selections. Typically, occurs on Mondays and Fridays.*
 - ii) Likely are finding street parking.*
- *Blocks 6, 7, 11, and 12 are being redeveloped*

- *Would paid parking be for the entire downtown? Just east of Indiana overpass? What happens if the hospital development becomes a demand generator? Should be included?*
- *Physician chose not to move office downtown due to lack of parking*
- *Need more curb management for deliveries, etc.*
- *Library has a pickup and drop-off lane that has helped*
- *People are choosing not to live downtown due to parking. It is a less crowded version of new buffalo.*
- *Asian Fusion restaurant on Monroe and Lincolnway has a lot of carryout—there is no pickup/drop-off location*
- *There is an Airbnb location above this restaurant—there is no place to park. In order to gain a permit, they must provide license plate credentials ahead of time. This is not feasible.*

Ideas to Increase Capacity

- *What are the odds of the County putting in a garage? Response was “slim to none.”*
 - i) *Potential for parking garage on the north half of block 34*
- *Blocks 4 or 5 would be a great location for a garage*
- *Monroe could be one way to allow for more parking? (between State and Lincolnway?)*
- *Looking to restripe Washington*
- *Would like for garages to be built. i.e., “go up”*
- *Parking lot in outskirts with small trolley or shuttle for special events*



04 Future Parking Needs

Future Parking Needs Assessment

The future parking needs analysis considers development projects on the horizon and the impact to the existing parking supply as well as the potential added parking demand generated by the new developments.

Future Developments

Several planned and potential projects were discussed with the city to gain an understanding of the potential impact on parking within the downtown. All the projects discussed are projected to occur within the next 5 years. The sites are located by block with the impact considered by zone. Most have generally defined land uses to consider, while others are less defined at this point in time. The old hospital site is a known redevelopment opportunity, but without a well-defined building program. At this point it could include a medium or large development project in the Northwest Zone given the size and flexibility of the site. The remaining are more straightforward in sizing as they are within existing buildings with the planned or most likely land use defined for consideration. Using these land use sizes and assumptions, the impact on parking demand is calculated using established industry parking demand ratios. The future developments considered are listed in the following Exhibits. The map on the following page showcases the concentration of developments that are potential in the central parts of the study area (between Michigan Avenue and Clay Street).

Exhibit 15: Future Developments

ID	Block	Zone	Name	Description	Status	Horizon
1	47	SE	Lows Point	Mixed-Use 1,500 sf commercial, 5 Residential Units	Active	1-2 yrs
2	7	NW	Old Hospital Site	Mixed-Use - TBD	Potential	3-5 yrs
3	56	SE	YMCA Site	Adaptive re-use; Residential - 50 units	Potential	3-5 yrs
4	41	NE	Civic Event Space	Active Plaza Space for public events and seasonal skating	Planning	3-5 yrs
5	33	NE	News Paper Site	20,000 sf Restaurant and Event Space	Potential	3-5 yrs
6	26	NE	701 Washington	25,000 sf Commercial space	Potential	3-5 yrs

Source: Walker Consultants

Exhibit 16: Future Development Sites



Source: Walker Consultants

Impacts to Supply

Projects may impact the existing supply when they displace existing parking. Considering the listed developments, the biggest impact is the proposed Civic Event Space in block 41. This planned public space activates Monroe Street between Lincolnway and State. Displaced parking includes the single downtown public parking lot in La Porte, an adjacent surface lot to the north, and portions of on-street parking along Monroe. Assuming the surface parking and on-street parking are displaced an estimated 100 spaces will be removed from the Northeast Zone, while adding demand to the area and an increase in event parking.

The next largest impact to the downtown parking supply is the old hospital site, which contains an estimated 235 spaces that will be part of a future redevelopment project. These spaces may remain temporarily available until a new development has been identified. Any new development for this parcel is assumed to require and provide self-sufficient parking based on the mix of land uses. This may present an opportunity for the City to provide additional parking for public use or to enter into a shared parking agreement depending on the development.


 Conceptual Drawing of Monroe Street Public Space
 Hitchcock Design Group

Parking Demand Impacts

Parking demand is based on each land use and applying a demand ratio using industry research along with adjustments to account for driving factors and the time of day, assuming peak seasonality. The drive factor accounts for how users arrive, such as a single-occupancy vehicle, carpooling, walking, biking, or they may already be in the area for another reason. Time of day recognizes variances in use throughout the day. The following provides the assumptions used for each of the land uses, concerning location, size, and base demand before any adjustments, assuming fully occupied and operating establishments.

Exhibit 17: Base Parking Demand

Block	Zone	Name	Type	Size	Ratio	Base Demand
47	SE	Lows Point	Commercial	4,565 sf	3.6 /ksf	16
47	SE	Lows Point	Residential 1&2 BR	5 units	1.5 /unit	8
56	SE	YMCA Site	Residential 1&2 BR	60 units	1.5 /unit	90
41	NE	Civic Event Space	Public Park	34,000 sf	1.65 /ksf	56
33	NE	News Paper Site	Restaurant/Event	20,000 sf	15.0 /ksf	300
26	NE	701 Washington	Commercial (Brewery)	25,000 sf	10.5 /ksf	263

Source: Walker Consultants

After the base demand is adjusted to account for how users arrive to the site the demand is further adjusted by time of day. The time-of-day considerations cover the weekday periods that were observed. The time of day considers variations throughout the day and evening, such as a restaurant being busy for lunch and dinner, but not as busy during other hours. The analysis considers the weekday time of day adjustments based on the observation times from the study.

Exhibit 18: Adjusted Demand

Block	Zone	Name	Base Demand	Drive Ratio	Time of Day					
					10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
47	SE	Lows Point	16	0.90	9	14	14	12	13	12
47	SE	Lows Point	8	0.95	8	8	8	8	8	8
56	SE	YMCA Site	90	0.95	86	86	86	86	86	86
41	NE	Civic Event Space	56	0.80	27	38	45	40	43	45
33	NE	News Paper Site	300	0.90	54	216	189	149	257	270
26	NE	701 Washington	263	0.95	50	187	175	137	237	250

Source: Walker Consultants

The SE and NE Zones impacts from parking demand are exacerbated when the *locations* of the future developments are considered. The NW Zone will also be impacted by development, with the to-be-determined mixed-use project on the old hospital site; however, any new development is assumed to provide for its own parking needs and remain relatively self-contained. Considering the impacts of the proposed changes by Zone, the following summarizes the overall future development impacts to parking adequacy based on the changes to the parking supply and demand.

Exhibit 19: Projected 5-Year Parking Adequacy

Zone	Effective Supply		Time of Day					
			10:00 AM	12:00 PM	2:00 PM	4:00 PM	6:00 PM	8:00 PM
NW	837	<i>Demand</i>	339	304	304	206	93	52
		<i>Adequacy</i>	498	533	533	631	744	785
NE	655	<i>Demand</i>	489	773	694	551	769	662
		<i>Adequacy</i>	166	(118)	(39)	104	(114)	(7)
SW	447	<i>Demand</i>	161	163	133	144	88	42
		<i>Adequacy</i>	286	284	314	303	359	405
SE	642	<i>Demand</i>	388	414	385	387	348	269
		<i>Adequacy</i>	254	228	257	255	294	373
W	342	<i>Demand</i>	66	71	77	74	62	48
		<i>Adequacy</i>	276	271	265	268	280	294
<i>Combined</i>	2,923	<i>Demand</i>	2,647	2,652	2,658	2,655	2,643	2,629
		<i>Adequacy</i>	276	(5)	(6)	3	12	14

Source: Walker Consultants

Our analysis indicates a need for parking within the NE Zone, assuming the redevelopments occur as outlined. This includes the loss of roughly 100 spaces to develop the public Civic Event space as well as event space and commercial space (assumed brewery). These projected inadequacies are assumed to reach a deficit as large as -118 spaces around midday. The remaining zones are considered to have adequate parking throughout the 5-year projection period.

To meet the projected deficit, we recommend additional parking be added within the NW Zone, specifically within the areas surrounding the potential redevelopment projects.

New Facility Costs

Structured parking

Parking garages typically represent the most expensive form of parking on a cost per space basis. Parking costs include land, construction, and operations and maintenance costs and will vary depending upon the local market.

For an above-grade parking structure, Walker estimates construction costs (excluding soft costs, land, and demolition costs) to be \$31,000 to \$33,000 per space for the La Porte CBD, supposing a parking structure efficiency of 325 square feet per space with modest architectural treatments. Assuming soft costs to be 20 percent of construction costs (typical range is 15-20%), the total project costs per space would total nearly \$38,000 (rounded).

Walker assumes an annual operating cost per space of approximately \$300 per space which includes basic cleaning, lighting, routine facility maintenance, insurance, limited equipment, and financial administration. This assumes free parking with no staff to collect revenue.

Surface Parking Lots

Construction costs for surface parking offer substantially lower capital costs, ranging from \$2,500 to \$4,500 per space, to add curbs, limited landscaping, lighting, and asphalt. These lower upfront costs can be attractive for some owners when ample land area is available and when there are no other program goals for land use densities. There are multiple advantages and disadvantages to building surface parking lots.

Advantages include:

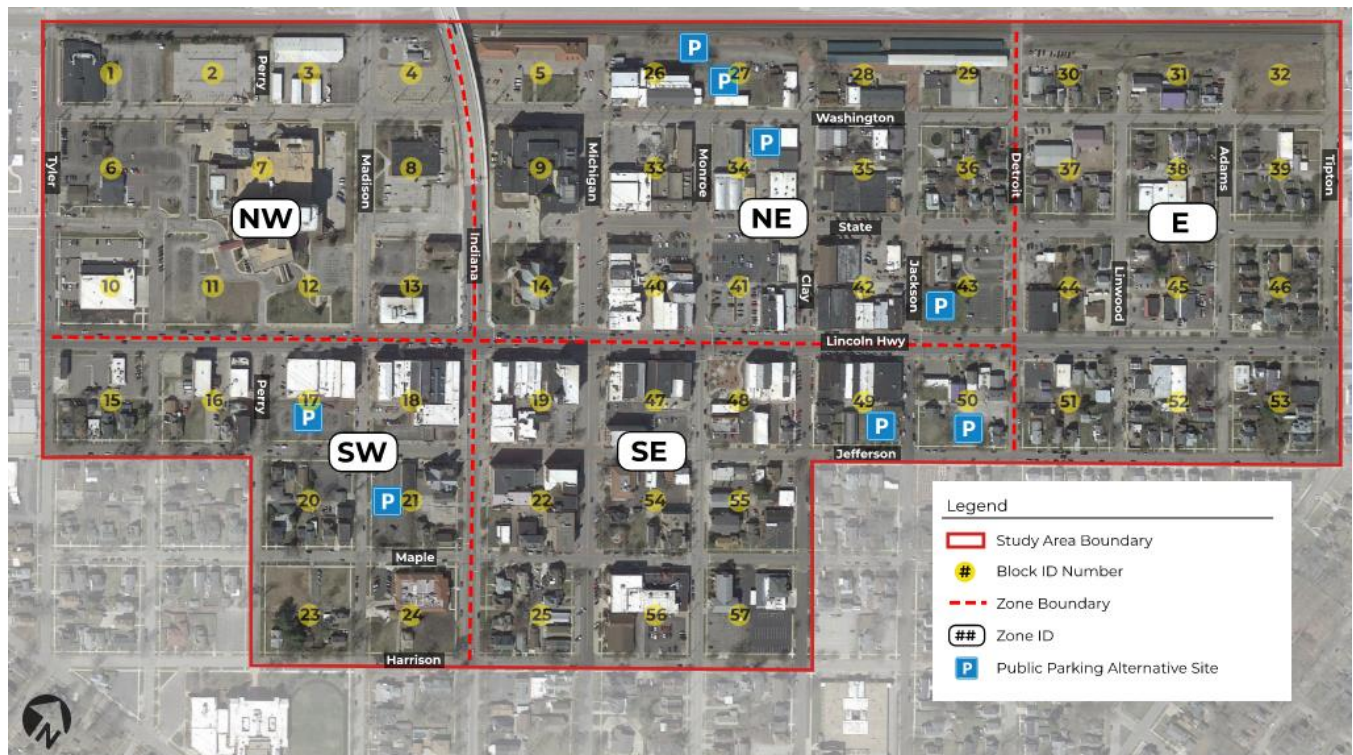
- Lowest cost, both capital and operating
- Some people, particularly suburban/rural users and elderly, strongly prefer surface parking
- Parking facilities and available spaces can be more visible to motorists
- Allow for the site to act as a “land bank” for future development purposes

Disadvantages include:

- Not the “highest and best use” of valuable land area
- Does not support greater density and efficient land use
- Does not meet urban/smart growth visions and goals
- Can displace programmable commercial and open/green space
- Disrupts pedestrian connectivity between uses

Walker considered several locations that may be considered for new structured or surface parking, as well as some that may be used for public parking through a shared use agreement on an existing lot, or by adding to an existing parking lot. In some cases, existing land uses may need to be acquired to assemble the land needed for construction.

Exhibit 20: Public Parking Alternative Sites



Source: Walker Consultants

Exhibit 21: Potential Added Parking Sites

Block	Dimensions (feet)	Spaces	Assumed Use	Opinion of Construction Cost ¹
17	234 x 108	77	Existing Lot - Potential Shared Use	-
21	126 x 249	96	Existing Lot - Potential Shared Use	-
26 & 27	553 x 55	93	Potential Improved Surface Lot	\$ 330,000
27	163 x 114	57	Potential Improved Surface Lot	\$ 200,000
34	253 x 118	92	Potential Improved Surface Lot	\$ 320,000
34	253 x 118	276	Potential 3-level Parking Structure	\$ 10,490,000
43	240 x 121	89	Potential Improved Surface Lot	\$ 310,000
43	240 x 121	267	Potential 3-level Parking Structure	\$ 10,150,000
49	258 x 129	102	Potential Improved Surface Lot	\$ 360,000
49	258 x 129	306	Potential 3-level Parking Structure	\$ 11,630,000
50	251 x 119	92	Potential Improved Surface Lot	\$ 320,000

¹ No construction costs for entering into a Shared Use agreement; Figures are rounded

*Opinion of Probable costs assume average surface lot construction costs of \$3,500 per space, including soft costs, but excluding land and demo costs. For parking structure, assumes \$38,000 per space for an open-air free-standing structure with basic architectural treatment, excluding land and demo costs.

Source: Walker Consultants

Parking Operations and Maintenance Expenses

For purposes of this expense opinion, Walker reviewed a proprietary expense database to estimate typical expenses for a notional parking garage facility. Walker has assumed an unpaid parking system, where no revenues would be collected on premise.

The following represents a list of probable annual expense assumptions per space:

1. Utilities, \$80/space/year
2. Basic maintenance and repairs, \$100/space/year
3. Materials and supplies, \$30/space/year
4. Liability Insurance and claims, \$30/space/year
5. Professional service fees (such as management oversight and bookkeeping), \$40/space/year
6. Snow removal, \$20/space/year

Sinking Fund for Capital Repairs

Walker highly recommends that funds be set-aside on an annual basis to cover structural maintenance costs. We suggest no less than 1% of initial project costs be set aside and adjusted to account for inflation. Note that Walker considers the recommended repair and maintenance fund as a capital expense and is therefore not included as an operating expense for this parking facility. This fund is intended to be used to cover items such as expansion joint repair, membrane maintenance, and long-term items needed to preserve the life of the structure.

Financial Summary

As a point of reference, it can be helpful to parse out the true cost of parking, including both capital and maintenance costs for garage parking. The following table presents the monthly price of parking needed per space to break even (assuming amortization over 25 years at 5.0 percent interest), given the capital cost per space and annualized operating cost per space. The figures displayed are the revenues necessary for each space, every month in order for a garage to simply break even. This table is provided for informational purposes only.

Exhibit 22: Garage Monthly Revenue Needed Per Space for “Break-Even”

Project Cost Per Space	Annual Operating Cost Per Space				
	\$100	\$200	\$300	\$400	\$500
\$ 35,000	\$215	\$224	\$232	\$240	\$249
\$ 36,000	\$221	\$230	\$238	\$246	\$255
\$ 37,000	\$227	\$235	\$244	\$252	\$260
\$ 38,000	\$233	\$241	\$250	\$258	\$266
\$ 39,000	\$239	\$247	\$256	\$264	\$272
\$ 40,000	\$245	\$253	\$262	\$270	\$278
\$ 41,000	\$251	\$259	\$267	\$276	\$284
\$ 42,000	\$257	\$265	\$273	\$282	\$290
\$ 43,000	\$263	\$271	\$279	\$288	\$296

Monthly Revenue Per Space Needed

Rate: 5.00% Amortized Period: 25 Years

Source: Walker Consultants

To break-even or charge cost recovery rates, approximately \$250 per space per month would need to be collected for a parking garage in downtown La Porte. Actual costs will vary depending on final design, construction bid documents and facility operational decisions. These revenues could come in the form of monthly or transient users, or even fees and fines.

Currently, the City does not charge for hourly parking and only has a \$20 monthly rate for permit parking spaces. The market for monthly parking, as it currently exists, is too low to self-support a parking facility.

Walking Distance

An important consideration in determining whether or not the parking supply is sufficient for a particular area is to review walking distance from the parking area to the primary destination. The “acceptable” walking distance varies depending on the user group, such as a first-time visitor vs. a long-term employee. As a whole, the parking supply may be sufficient, but if the available parking supply is located too far from the destination it will not be accepted by the user, resulting in frustration for the patrons and complaints about the parking.

Factors impacting the acceptable walking distance that a typical person will consider reasonable include:

- Climate
- Perceived security
- Typical user
- Lighting
- Walking environment
- Terrain

To aid in estimating the appropriate walking distance, Walker developed a Level of Service (“LOS”) rating system for evaluating appropriate walking distances based on specific criteria. LOS “A” is considered the best or ideal, LOS “B” is good, LOS “C” is average and LOS “D” is below average but minimally acceptable.

A breakdown of the LOS conditions is provided in the following exhibit. Because almost all of the walking in the area is outdoor and uncovered, that category is highlighted in gray for reference.

Exhibit 23: Walking Distance Level of Service Conditions

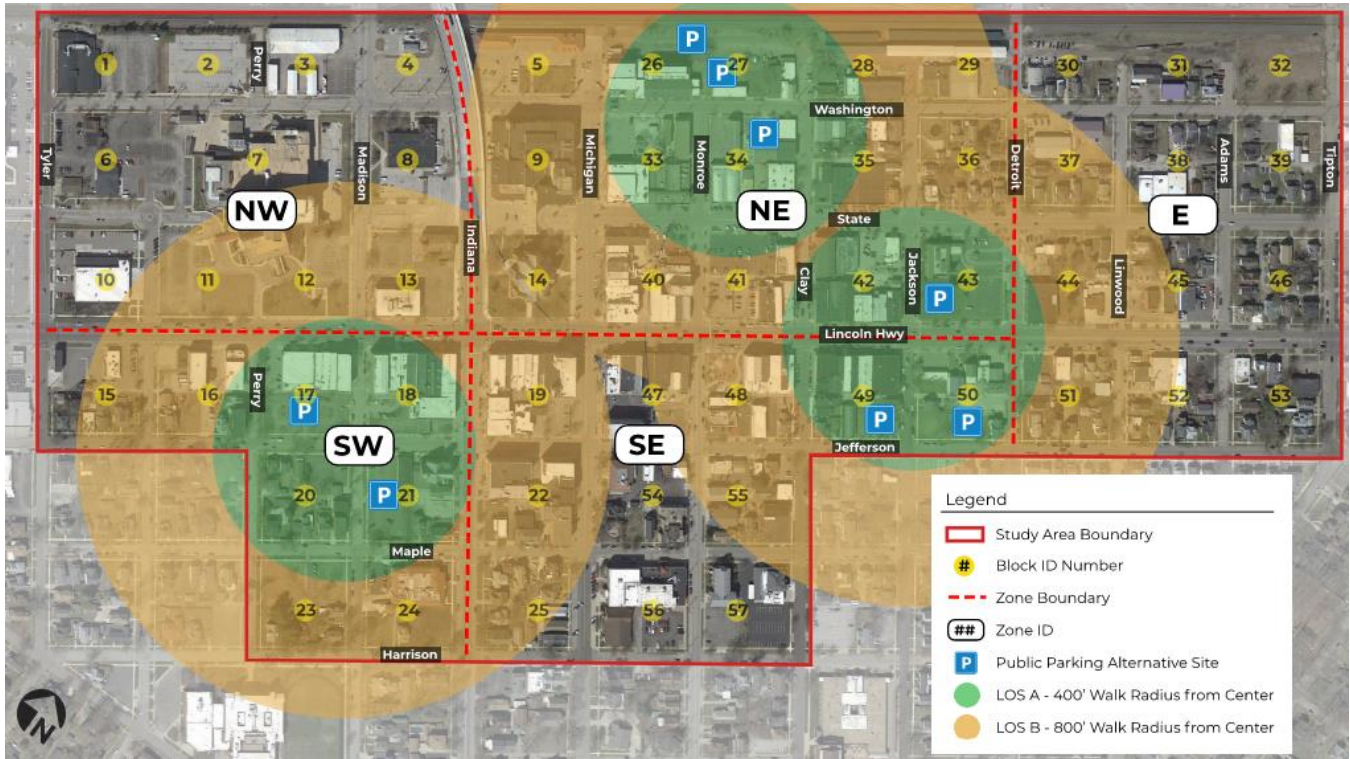
Level of Service Design Conditions	LOS A	LOS B	LOS C	LOS D
Outdoor/Uncovered	400’	800’	1,200’	1,600’
Through Surface Lot	350’	700’	1,050’	1,400’
Outdoor/Covered	500’	1,000’	1,500’	2,000’
Climate Controlled	1,000’	2,400’	3,800’	5,200’
Inside Parking Facility	300’	600’	900’	1,000’

Source: Walker Consultants

Based on the characteristics of the area, we recommend striving for LOS A walking distance for patrons and LOS A - B for employees. Considering the typical block size in downtown La Porte, this generally equates to a block for patrons and two to three blocks for employees.

To understand the walking distance between public parking alternative sites, Walker prepared a walking distance map. The following exhibit depicts LOS A from the “green” circle center-radius.

Exhibit 24: LOS A and B Walking Distances



Source: Walker Consultants

Northeast Zone: Block 34 and Block 43 are public parking alternative sites generally within a LOS A to the proposed Civic Event Space shown as “Park” on the map above (at Lincolnway and Monroe Street).

Blocks 26&27, 27, 49, and 50 are additional sites for public parking.

Southwest Zone: Block 17 and Block 21 surface lots provide 173± spaces for shared use between Maple Street and Lincolnway and Perry and Indiana Streets.



05

Policy Review and
Alternatives Analysis

Parking Policies and Practices

The following section of our report reviews existing parking policies and practices across the Study Area today. Included in this evaluation is a review of existing parking management and operations e.g. time limits, enforcement protocols, wayfinding and signage, zoning as well as other rules and regulations impacting downtown parking.

Parking Management and Operations

Downtown parking fall under both, the Board of Public Works & Safety to manage permit sales and setting permit rates, and the La Porte Police Department to enforce parking regulations. The following subsection reviews on- and off-street parking regulations across the downtown La Porte study area.

On-street Parking Regulations

The City of La Porte, by local ordinance, regulates time limits across various blocks of the downtown. 15-minute, 30-minute, 1-hour, 2-hour, and reserved spaces are found throughout the downtown area. The following list summarizes time hour regulation by physical location:

- **2-hr limit.** There are two-hour limits on select block faces including Maple Avenue between Indiana and Michigan Avenue. The south side of Maple Avenue, and the west side of Michigan Avenue between Jefferson and Maple Avenue.
- **1-hr limit.** Between the hours of 8:00 a.m. and 6:00 p.m., except on weekends and public holidays, one-hour limits are applied on the southside of Lincolnway between Indiana Avenue and Michigan Avenue.
- **30-minute limit.** Thirty-minute time limits are applied on the following streets:
 - Chicago Street, east side, for 280 feet including 22 spaces between Lincolnway and State Street.
 - Monroe Street, east side, in the first parking space on the north side of State Street.
 - Park Street, east side, in the 100 block.
- **15-minute limit.** Fifteen-minute time limits are applied on the following streets:
 - Clay Street, east side, the first parking space south of the alley in the 700 block, between the hours of 8:00 a.m. and 6:00 p.m. on any day except Sundays and public holidays.
 - Indiana Avenue, east side, in the first parking space south of the alley in the 800 block, between the hours of 8:00 a.m. 6:00 p.m. on any day except Sundays and public holidays.
 - Indiana Avenue, east side, the first parking space south of Osborn Street, between the hours of 8:00 a.m. and 6:00 p.m. on any day except Sundays and public holidays.
 - Jefferson Avenue, south side, the fourth parking space east of Indiana Avenue, between the hours of 8:00 a.m. and 6:00 p.m. on any day except Sundays and public holidays.
 - Jefferson Avenue, north side, the first parking space east of Michigan Avenue, between the hours of 8:00 a.m. and 6:00 p.m. on any day except Sundays and public holidays.
 - Lincolnway, south side, first parking space in the 300 block at its intersection with Linwood Street.
 - Maple Avenue, on the south side, the second, third, and fourth parking spaces west of Monroe Street.
 - Maple Avenue, south side, first two parking spaces west of Indiana Avenue.

- Michigan Avenue, east side, two parking spaces in the 800 block, north of the alley next to the handicapped parking space.
- Michigan Avenue, east side, the first parking space at the north end of the 400 block, between the hours of 8:00 a.m. and 6:00 p.m. on any day except Sundays and public holidays.
- Michigan Avenue, east side, two parking zones in front of City Hall, south of Jefferson Avenue.
- Michigan Avenue, east side, the first parking space north of its intersection with Jefferson Avenue, between the hours of 8:00 a.m. and 6:00 p.m. on any day except Sundays and public holidays.
- Michigan Avenue, west side, the one parking space between the entrance to the parking garage of the Rumely Historic Apartments and the vacated alley, in the 800 block between the hours of 8:00 a.m. and 6:00 p.m. on any day except Sundays and public holidays.
- State Street, north side, second parking space west of Monroe Street, between the hours of 8:00 a.m. and 6:00 p.m. on any day except Sundays and public holidays.
- Tipton Street, east side, the space directly in front of the building located at 507 Tipton Street, between the hours of 6:00 a.m. to 6:00 p.m.
- **Reserved.** As found across various block faces.

Overnight Parking Restricted

Overnight parking is restricted by prohibiting parking between the hours of 1:00 am to 6:00 am on various days of the week and allowing towing of vehicles in violation. Specifically:

- Section 94-219 Prohibits parking during those hours on Monday, Wednesday, or Friday. (18 specific areas noted in Red below)
- Section 94-220 Prohibits parking during those hours on Tuesday or Thursday. (13 specific areas noted in Yellow below)

Exhibit 25: Overnight Parking Restricted Areas



Source: Walker Consultants

The regulations were found posted using a variety of signage, with language matching the code. Photos below provide a sample of the variety of signage. Some signage is dated, and other signage only includes the start and end hour without the minutes. In most cases the days are a smaller font, which may be harder to read. In many cases the signpost shares additional information or parking restrictions.



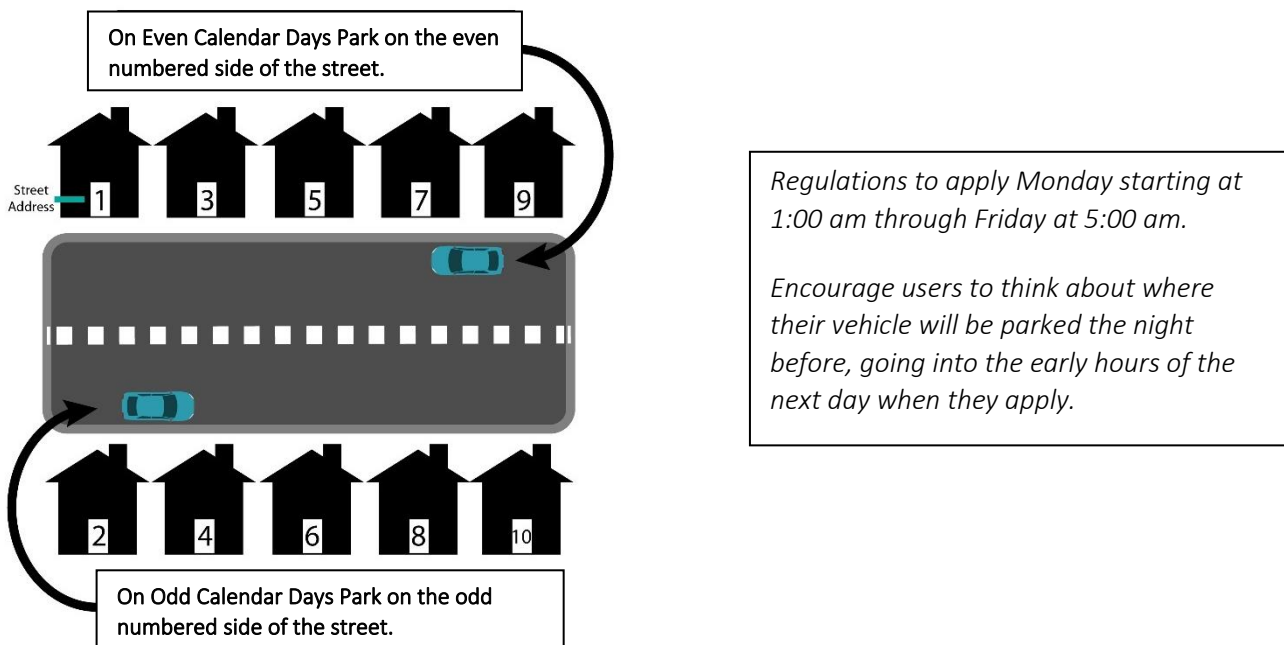
The regulations follow typical no overnight parking to allow for street maintenance. As depicted in the map, parking is not permitted on both sides of either north-south or east-west streets depending on the day of the week in all but one small area along Jefferson Avenue. Other cities use an “odd / even” approach which restricts parking to one side the street or the other based on the calendar day of the week and odd or even address side of the street.

The Village of Shorewood, Wisconsin has limited off-street parking for residents and has an active overnight restriction in place using the odd/even approach. To address the needs of residents, the Village sells overnight parking permits and makes them available for guest parking. Permit holders must register their vehicle license plate, which is used as a virtual permit, in addition to a vehicle sticker. The website indicates overnight parking is enforced from 2:00 am to 5:00 am seven days a week, including holidays. Vehicles must be legally parked on the even-addressed side of the street on even-numbered calendar dates and parked on the odd-addressed side of the street on odd-numbered calendar dates. The website clarifies to use the date that is appropriate to the applicable 2:00 a.m. to 5:00 a.m. period to determine if parking is allowed on the even or odd numbered side of the street. A brochure of the program is provided in the Appendix.

A new set of Snow Emergency Parking Ordinances were passed in June 2022. The ordinance restricts parking for 24-hour periods when a snow emergency is declared, which is defined as a 2-inch snow fall within a 24-hour period. During snow emergencies, parking will be restricted based on the odd/even system of parking allowed on the odd/even side of the street matching the calendar day odd/even. The areas impacted will at a minimum include those outlined in the overnight parking areas. When a snow emergency is announced users will have an additional burden to comply with both the current overnight parking regulations and the snow emergency regulation.

We recommend that overnight parking be adjusted to allow alternating parking on the same street based on the odd/even rules outlined in the snow emergency, with an adjustment to the time of day to restrict parking from 1:00 am to 5:00 am. Lifting the restriction by one hour allows early morning employees and shift workers more parking options while still keeping the streets clear for maintenance on a regular and consistent basis.

Exhibit 26: Odd/Even Alternate Parking Illustration



Source: Walker Consultants

Off-Street Parking Regulations

The City of La Porte provides one public parking lot located on the northeast corner of Lincolnway and Monroe Street, with half the lot reserved for "permit only" parking between the hours of 6:00 a.m. to 6:00 p.m., Monday through Friday, excluding holidays. The remaining half of the lot provides public parking access. Parking time limits for the public parking usage is limited to two-hours between the hours of enforcement, Monday through Friday, 6:00 a.m. to 6:00 p.m.

Note: The code lists a public off street lot on the southeast corner of Jefferson Avenue and Jackson Street, which is currently the location of the Jackson Street Community Garden. There is a small lot adjacent to the garden, but a majority of the lot is no longer in existence. This should be updated to reflect the current amenities and land uses.

Permit Parking

Permits for parking in off street City lots are issued and approved by the Board of Public Works and Safety (“Board”), at monthly, quarterly, semi-annual, or annual rates determined by the Board.

The Board is authorized to adopt rules and procedures for the issuance and renewal of parking permits and the payment of fees. Permit holders are allowed to park in designated lots at any time. Persons not holding permits may park cars in such lots only at posted times not reserved for permit parking under the ordinance.

Current Enforcement Practices

Parking enforcement duties are administered by the La Porte Police Department. Currently, there is no dedicated full-time parking enforcement officer with parking largely enforced on a complaint basis only.

Current Parking Fees

The City of La Porte does not charge daily or hourly rates for on-street time-limit parking or general public off street spaces. Permit parking spaces sanction permit only parking with permits sold monthly at a rate of \$20 or \$180 annually (with costs savings for annual versus monthly purchase).

Parking Violations and Fines

Parking violation fines are listed in Section 94-204, specifically calling out six sections at \$25 per violation and all remaining violations at \$10. The higher \$25 fines are generally more serious, such as blocking a driveway, parking in prohibited areas during posted time periods, or obstructing traffic. Parking beyond the posted time limit falls under the \$10 fine. In all cases, violators have 48 hours to pay fines either online or in-person using City Hall drop boxes. After two days, an additional penalty of \$10 is added to the amount of the fine. Section 24-257 specifies a \$50 fine for parking in an ADA space without a valid permit.

If the fine is not paid within 30 days of issuance, an additional penalty of \$25 is added to the amount of the fine.

The following violation data was provided to Walker by the City of La Porte to indicate the number and type of citations issued from 2019 to 2021. The most common citation historically has been the overnight parking in a no-parking zone from 1:00 a.m. to 6:00 a.m. A distant second place is the parked in a limited time zone. Total violations dropped dramatically in 2020 and 2021 due to lack of staffing, likely the result of the pandemic.

Exhibit 27: Parking Violations Historical Data

Parking Violations	2019	2020	2021	Totals
1AM - 6AM	724	112	18	854
24 Hour Parking	23	6	2	31
Double Parked	4	-	-	4
Drove off Pavement	1	-	-	1
Expired Plates/Sticker	68	10	3	81
No Plate	2	-	4	6
Not parked between lines	4	-	-	4
Parked wrong way on One way	1	-	-	1
Parked in Limited Time zone	195	155	11	361
No parking/yellow zone	42	20	3	65
Parked left side of curb	43	35	2	80
Parked in handicap	1	-	-	1
Parked on sidewalk or intersection	21	7	4	32
Totals	1,129	345	47	1,521

Source: City of La Porte, 2022

It was noted that during the year 2020, the City of La Porte went without a dedicated parking enforcement officer and the position has not been filled to-date. This is reflected in the decline in citations issued from Year 2019 to Year 2021.

Delinquencies and Towing

The members of the Police Department may authorize the towing of any vehicle for which the license plates or ownership records maintained by the Bureau of Motor Vehicles indicate such licensee and/or owner has a delinquent parking ticket specified as follows:

- One or more delinquent and unpaid parking tickets of which the latest is more than 180 days old.
- Two or more delinquent and unpaid parking tickets of which the latest is 90 days old.
- Three or more delinquent and unpaid parking tickets of which the latest is more than 30 days old.

Off Street Parking Requirements

The zoning code makes certain allowances for off street parking requirements within the CBD1 Downtown District.

Re-use of existing buildings that were in existence prior to the effective date of this ordinance shall be **exempt** from the parking requirements of this section and such buildings may be renovated or reoccupied without the need to provide additional parking.

Any expansion to an existing building shall be required to provide additional parking for the expanded floor area, subject to the following:

1. *Any new non-residential building less than 5,000 square feet in gross floor area in the CBD1 Downtown District shall not be required to provide off street parking.*

Required off street parking spaces are described in Article 18 / Tables 18.01(b) and 18.01(i), as shown in the Zoning Ordinance of the City of La Porte.

The following table summarizes key land uses cited in the Article 18 Zoning Ordinance.

Exhibit 28: Article 18 Zoning Ordinance – Off street Parking Requirements

Land Use	Off street Requirement
Single-Family detached dwellings	2.0 spaces per dwelling unit
Multi-Family dwellings	1.5 spaces per dwelling (in cities)
Office	3.3 per 1,000 SF GFA
Retail	4.0 spaces per 1,000 SF GFA
Restaurant (no drive-thru)	14.28 spaces per 1,000 SF GFA
Taverns/Bars	14.28 spaces per 1,000 SF GFA

Source: City of La Porte Revised Joint Zoning Ordinance, 2017

The requirements are generally listed as a ratio of x spaces per x square feet rather than expressed as x spaces per 1,000 square feet as expressed in Exhibit 26. Expressing the ratio based on x spaces per 1,000 square feet allows for a quick comparison recommended method for expressing the parking requirements. The requirements listed are extensive. Several list requirements based on the number of employees, which may be difficult to determine or verify.

Residential Parking Permits

The City of La Porte offers residential parking permits allowing parking within a two-hour restricted zone to park for up to 24-hours. The permit does not guarantee a space. Violating the residential parking permit regulations is subject to a fine of \$75.

The following provide additional insights to the regulations.

Eligibility. Residential parking permits may be issued only to persons:

- Who reside in a legally authorized dwelling unit located within the areas of those streets listed in Section 94-231 of the Code in which parking is limited to two-hours; and,
- Who own or legally possess or control a motor vehicle other than a commercial vehicle having a gross weight of more than 10,000 pounds.

Proof of residency. Proof of residence may be established by:

- A valid motor vehicle operator's license; or,
- A deed, lease, rental agreement, current utility bill, or other credible evidence, indicating current residency within the area described in subsection (a), above.

Proof of ownership. Proof of ownership, possession or control of a motor vehicle may be established by presentation of a valid vehicle registration certificate showing registration in the name of the applicant; or a valid vehicle registration certificate showing ownership in another together with a lease or other agreement showing the applicant is legally entitled to possession or control of the vehicle.

The following fees apply for permits: \$20 for a permit valid for one month, \$100 for a permit valid for six months, and \$180 for a permit valid for one year. There shall be a limit of one permit per authorized dwelling unit. Upon receipt of a completed application form and presentation of satisfactory evidence of eligibility, the bureau shall issue a permit in such form as shall have been approved by the Board of Public Works and Safety and shall furnish a copy of such permit to the Police Department.

We recommend the permits continue and incorporate registering the vehicle license plate number and require the permit holder to keep the plate number updated. This may include providing a portal for residents to update the information on-line without requiring direct assistance from city staff. The plate number could be included to allow a virtual permit associated with the plate with a sticker provided as a back-up. The virtual permit would use the License Plate Recognition (LPR) system, as discussed in the enforcement technology section. This type of system is readily available as the vehicle permit in Shorewood, Wisconsin which has a high number of residential units with limited or no off-street parking.

Shared Parking

The Zoning code provides some allowances for collective or shared parking, although it specifically states the total number of required spaces provided shall be equal to the required number of spaces for all the uses computed separately. The code goes on to state that mixed-use developments may be reduced by the enforcement official where one or more factors apply related to section (f) which relates to banked parking. This appears to be an error in the code, as section (f) language is related to banked parking and not reducing parking demand.

A reduction may be granted by the board of zoning appeals which provide several strategies to demonstrate indicating a reduction is appropriate. This generally requires a parking study to provide analysis indicating lower parking is sufficient.

The Exhibit on the following page summarizes our review of existing parking policies and practices.

Exhibit 29: Parking Policies and Practices Evaluation Summary

Feature	Summary Comments
Are there on-street and off-street parking options in the La Porte for commercial users?	Yes, primarily on-street. The CBD provides one public off street lot on the northeast corner of Lincolnway and Monroe with half the lot reserved for “permit only” parking between the hours of 6 am to 6 pm, Monday through Friday. Additional public parking is found on-street with over 1,300 ± spaces inventoried across the study area. This is problematic for long-term parkers.
Does the CBD have parking time limits or rates?	Yes, the CBD provides free public parking access across one lot with two-hour time limits between Monday thru Friday 6 am to 6 pm; on-street parking is free with numerous time limits enforced varying by block face, primarily a two-hour limit.
Does parking enforcement occur?	The City of La Porte Police Department enforces the off street and on-street parking on a complaint basis. As of 2021, no dedicated FTE enforcement resource exists to conduct enforcement on a routine and consistent basis.
Does parking wayfinding and signage exist?	Some signage does exist; however, the signage is incomplete with critical wayfinding and directional signage missing at key intersections and an absence of facility “P” public parking signage.
Does the CBD have a dedicated parking website or webpage?	No. Public parking information does not exist on a downtown website or municipal webpage.
Does the core CBD area have sidewalks?	Yes. Sidewalks are found throughout the core downtown area facilitating safe and comfortable pedestrian movement. Busy intersections at Lincolnway and Indiana Avenue present access challenges.
What is the user experience of parking facilities?	<p>In stakeholder outreach it was noted that some parkers feel unsafe utilizing curb parking spaces on Lincolnway due to high-volume traffic counts. It was reported that some car doors and mirrors have been struck. Moreover, some businesses with no off-street parking feel that 2-hour time limits on-street might be too little time.</p> <p>Additionally, it is not readily known to motorists where public parking can be found downtown as well as user restrictions for public parking areas.</p>

Source: Walker Consultants

Peer City Comparison

Benchmarking was performed to evaluate how La Porte is keeping pace with peer cities within Indiana. Note that with any benchmarking survey, mimicking peers is not always the goal. The sample sizes in most benchmarking studies are small and during Walker’s work, we have repeatedly seen instances where the peer group are missing out on opportunities to implement best practices. Therefore, we recommend that the results of benchmarking surveys be interpreted with this in mind and used cautiously. The goal to seek out opportunities to make La Porte a leader amongst its peers. The following Indiana cities were identified by the City of La Porte to be surveyed for comparison purposes: Valparaiso, Goshen, Noblesville, Jeffersonville, Columbus, Crown Point, and Franklin. The data points reported below reflect the most current information available. These cities were selected because of their shared characteristics to La Porte, such as population, and a walkable downtown.

Parking Options

The following Exhibit shows the comparisons of parking options available in each of the study cities to understand which cities have on-street, off-street parking lots, and/or garages for public parking and if a parking permit program is provided. Where the parking options are available, the study also notes the time restrictions for parking, if any and where the permit parking is allowed.

Exhibit 30: Peer Comparison - Parking Options Peer Comparison- Parking Options

City	Population (2020)	On-Street		Off-Street (Lots)		Public Garages		Permits	
		Available?	Time Limit	Available?	Time Limit	Available?	Restriction?	Available?	Location
La Porte	21,328	Yes	1-2 hour	Yes	2 hour	No	-	Yes	Parking lot, on-street
Valparaiso	33,707	Yes	2-3 hour	Yes	3 hour	Yes	No	Yes	Parking Lots
Goshen	34,586	Yes	1 hr./15 min	Yes	2 hour	No	-	No	-
Noblesville	64,430	Yes	2 hour	Yes	No	Yes	Shared Parking	Yes	On-Street, Permit Lots
Jeffersonville	47,932	Yes	3 hour	Yes	No	No	-	No	-
Columbus	48,820	Yes	3 hour	No	-	Yes	No	Yes	Garage
Crown Point	30,370	Yes	2 hour	Yes	No	No	-	No	-
Franklin	25,276	Yes	No	Yes	2 hour	No	-	No	-

Source: Walker Consultants

Each study city provides on-street parking options and all, except for Franklin, impose a time limit for on-street parking between 1 and 3 hours. Columbus is the only study city that does not provide official off-street parking lot options (only parking garages). All other cities provide public parking lots with a mix of parking time limits. Only 3 of the study cities have a public parking garages, Valparaiso, Columbus, and Noblesville, noting that Noblesville is not a full public garage but shared. Half of the study cities have a parking permit program allowing for individuals to apply for parking permits either on-street, in parking lots, or, in the case of Columbus, in the garage.

Parking Rates

After understanding where and how each city provides parking, a comparison of the parking rates can be studied for each type of parking provided in the study cities. What was discovered is in all of the studied cities, on-street parking is currently free, though Columbus is considering introducing on-street metering in the near future. Currently, only Noblesville and Columbus are charging for parking on some of their off-street parking locations, while others are free. In each of the cities where there is a parking permit, there is a fee associated with obtaining the permit.

Exhibit 31: Peer Comparison- Parking Rates

City (Indiana)	Population (2020)	On-Street	Off-Street (Lots)	Off-Street (Garage)	Permits
La Porte	21,328	Free	Free	n/a	\$180/yr
Valparaiso	33,707	Free	Free	\$0.50 ³	\$100/yr
Goshen	34,586	Free	Free	n/a	-
Noblesville	64,430	Free	\$2/Hr M-F 9am-5pm (some free) ²	First 4-hours Free; \$2/Hr	\$30/yr
Jeffersonville	47,932	Free	Free	n/a	-
Columbus	48,820	Free ¹	Free	1 Hr Free 2+ hrs \$1-\$5 6am-8pm M-F	\$60-\$80/month garages \$65/month lots
Crown Point	30,370	Free	Free	n/a	-
Franklin	25,276	Free	Free	n/a	-

¹ Considering adding meters

² Rates changed since 2020 from \$0.25 per hour, 1-hour minimum

³ County Garage - flat fee to exit

Source: Walker Consultants

Information/Technology

A comparison of how parking options are communicated to the public was done by searching for public parking for each city. Communicating the options for parking has benefits for visitors and citizens, alike. One half of the study cities have a comprehensive website describing the parking options- Valparaiso, Noblesville, Jeffersonville, and Columbus.

Another data point that is typically compared are the systems used for collecting payment. Providing different options for payment through meters or parking payment apps, creates a more user-friendly system. However, this only applies when fees are charged for parking. A summary of the findings are provided in the following Exhibit.

Exhibit 32: Peer Comparison- Information/Technology

City	Population	Website	Brochure	Meter Type	Pay App
La Porte	21,328	No	No	-	-
Valparaiso	33,707	Yes	Yes	-	-
Goshen	34,586	No	No	-	-
Noblesville	64,430	Yes	Yes	Multi-space	ParkMobile
Jeffersonville	47,932	Yes	No	-	-
Columbus	48,820	Yes	Map	-	-
Crown Point	30,370	No	No	-	-
Franklin	25,276	No	No	-	-

Source: Walker Consultants

Fines

Fines associated with parking violations and when the parking limits are enforced are compared in the following Exhibit. In most of the study cities, the time limits for parking are enforced during certain times of the day and certain days of the week. Each has a fine associated with parking beyond the limit. Most municipalities impose a high fine associated with parking in ADA reserved spaces, with the exception of Franklin, with both fines set at the same fee. Jeffersonville does not have hours of enforcement and therefore does not write citations for parking other than parking in an ADA space or other safety violation. The basic fines for each city are similar, ranging from \$10-\$50, whereas the ADA fines vary greatly from \$25-\$500.

Exhibit 33: Peer Comparison-Enforcement

City (Indiana)	Population (2020)	Hours of Enforcement	Basic Fines	ADA Fines
La Porte	21,328	8am-6pm, Mon-Fri	\$10	\$50
Valparaiso	33,707	8am-6pm, Mon-Sat	\$15	\$75
Goshen	34,586	8am-6pm, Mon-Sat	\$10	\$50
Noblesville	64,430	8am-5pm, Mon-Fri	\$25	\$100
Jeffersonville	47,932	None	-	\$170
Columbus	48,820	9am-5pm, Mon-Fri	\$40	\$500
Crown Point	30,370	6am-6pm, Mon-Sat	\$50	\$100
Franklin	25,276	None	\$25	\$25

Note: Basic Fine for overtime parking is \$10 if paid within 48 hours

Source: Walker Consultants

Parking Management Best Practices

The following sections present industry best practices for parking management and enforcement and summarize opportunities and options available for City consideration. Following our review of best practices is Walker’s professional recommendations for further evaluation.

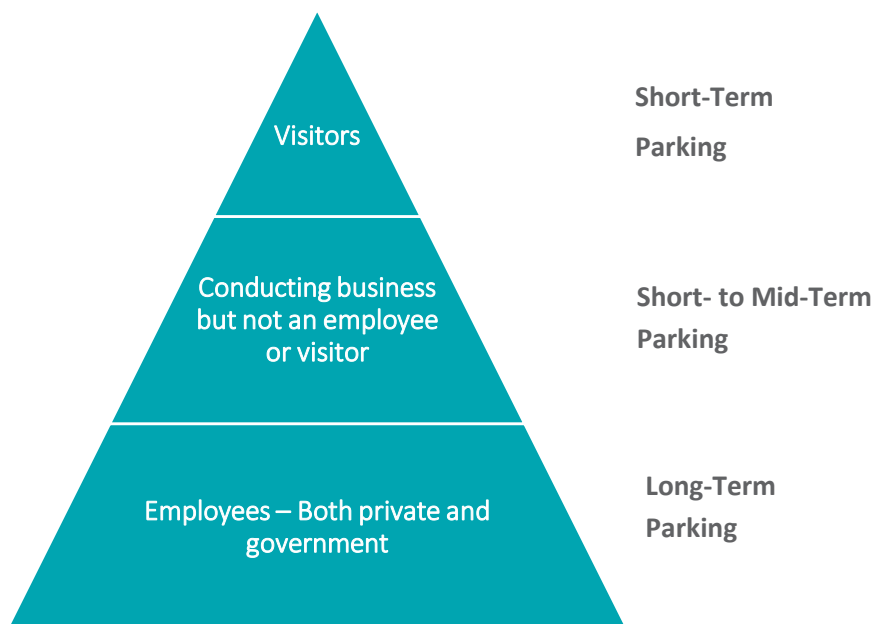
The underlying goal of parking management is to maximize the supply so that all users have a pleasant parking experience. From an overall supply and demand perspective, we know that downtown La Porte has sufficient supply; therefore, a key factor is to educate and change parking habits, so the most convenient or premium spaces are available for use by customers or visitors to the downtown area.

Clearly, the most convenient parking spaces in downtown are on-street, which is primarily limited to two-hour parking with limited enforcement. When the time limit restrictions are enforced, violators are issued citations that require payment of a \$10.00 fine.

Short-term Versus Long-term User Parking

The recommended hierarchy of parking needs is best determined by asking, “Where does each user need to park so that all users are provided with adequate parking?” Our recommendation and most common answer is illustrated in the following parking needs pyramid, which indicates downtown visitors should be afforded the most convenient parking, while regular employees of downtown should park in the least convenient parking areas.

Exhibit 34: Parking User Hierarchy



Encouraging Space Turnover

Turnover of the most convenient spaces is critical to maximizing the parking supply. Not everyone can park at the front door and in the case of downtown La Porte; the most convenient spaces are located on-street adjacent to the restaurants, retailers, banks, and offices. When these spaces are used by employees or other long-term parkers, they are unavailable for short-term use by visitors and retail customers. We can assume this is occurring for several reasons, including the following:

- On-street enforcement is not occurring on a routine or consistent basis;
- Easy to circumvent the current enforcement practices;
- Limited motivation for employees to park in the peripheral lots and walk since all public parking is “free”.

Identify Off Street Parking Areas for Employees and Long-term Users

Since employees and long-term users are more familiar with a downtown parking system than visitors and customers, it is not uncommon for this user group to park in parking facilities and walk an additional block or two. The benefit of this practice is three-fold:

- Better distributes parking demand throughout the downtown addressing parking “hot-spot” areas.
- Frees up valuable curb spaces better suited for short-term customer and visitor usage promoting turnover and space availability on-street.
- Allows employees and long-term users to conveniently park all-day at a facility without having to move their vehicles throughout the day.

Currently, there is a deficiency of public off street parking facilities to achieve this best practice. In our recommendations section we address this issue.

Ambassador Approach to Enforcement

The perception of on-street parking enforcement by ordinance is often negative and the manner in which enforcement is presented to the public is often the reason. Enforcement is seen as punitive, which in many cases it is, and for this reason, Walker recommends that Frankfort adopt an “ambassador approach” model for the downtown area; this is used successfully in communities as small as Petoskey, MI and Fayetteville, NC, and as large as Kansas City, MO.

The mission of an ambassador program is to provide hospitality, tourism and public safety services to local citizens, businesses, and visitors, in addition to enforcing parking regulations. The ambassadors would be required to complete a multi-faceted training in hospitality and customer service, emergency response and first aid, public transportation, and city services. They should work directly with transportation and parking departments of the city, local businesses, and professional agencies.

The primary goals of an ambassador program is to promote the area, resolve concerns, deter criminal activity, and help make the downtown area a better, safer and friendlier place to live, visit, shop and conduct business.

Ambassadors should initiate personal contacts with the parking public (known as “touches”), issue more warnings and slightly fewer citations, and interact with visitors and citizens in a positive manner. The vision of the program is to help promote a progressive, dynamic downtown experience. The ambassadors may accomplish these goals while providing parking management by monitoring public safety, extending a helping hand in emergency situations, and calling on area merchants on a regular basis. Beyond enforcing parking regulations, the following are examples of appropriate behaviors of ambassadors:



- To greet visitors and offer customer service;
- To be a friendly face in response to many peoples’ initial interaction with the City;
- To give accurate directions to visitors and direct visitors to destinations;
- To provide information and explain local traffic and parking regulations to seek voluntary compliance;
- To distribute city brochures and maps; and
- To deter criminal activity by their presence.

Using License Plate Recognition to Enforce Time Limits

To be effective, posted time limits should be monitored and enforced. Typical enforcement methods include physically chalking tires or electronically tracking vehicle license plate numbers at intervals relevant to the posted time limits. The latest technology for tracking length of stay is with a vehicle-mounted License Plate Recognition (LPR) system.

AIMS, Genetec, T2 Systems, and Tannery Creek Systems are examples of firms that offer a vehicle mounted LPR system that include special vehicle mounted cameras and software to capture the plate and vehicle location. As an option, some systems can capture the wheel stem location as the enforcement vehicle drives past the parked vehicle. A computer mounted inside the vehicle records the data, GPS position, and checks the data to determine if the vehicle was previously parked and determines the length of stay. In addition, plates can be compared to a database of permit parkers or list of wanted vehicles for other violations and additional corrective action.

Our opinion of cost for one LPR vehicle mounted system is \$45,000 - \$60,000, plus the cost of the vehicle and on-going software service agreements for cloud-based management access. The systems can be deployed on most regular passenger vehicles and pick-up trucks and even specialized golf cart sized enforcement vehicles.

Another option is to use handheld electronic devices to manually scan each plate and allow the user to verify the plate number. In some cases, these systems can be augmented by using a smart phone as the enforcement device. While not as rugged or efficient as the actual handheld device, smart phones can be a lower priced option to increase the number of units if needed.

Handheld systems typically cost about \$5,000 per unit plus an on-going fee for cloud-based services and software updates. Leasing this type of system may be an option, which greatly reduces the initial investment and is based on the number of units in service.

Uniform Signage for On-Street and Public Off-Street Parking

The idea of a unified parking signage system not only includes directional and locational parking signage for public off street facilities, but also needs to incorporate on-street and potentially private off-street facilities. A unified system needs to provide a consistent approach with the look, style, and the way it displays parking information.

This will reduce sign clutter throughout the downtown and provide a clear message to drivers when it comes to available parking, time restrictions and other parking-related information. A uniform parking signage system will enable opportunities for public, private partnerships with private off street parking facilities within the downtown. Leading to a more comprehensive and efficient parking system, one that accommodates all types of users and adds to the overall design and aesthetics of downtown La Porte.

Public-facing signage is one critical area of urban design where aesthetics must be effectively balanced with functionality to achieve a desirable result. Despite the ubiquity of smartphones, Google Maps, and internet connectivity, enabling end users to call up a wealth of navigational and other information in real time, the importance of good signage has not waned. Good physical signage can effectively combat general messaging and informational overload. Signage that does not function as intended leads to confusion, frustration, and general dissatisfaction for end users

Currently, the City of La Porte has a sign indicated “Free Public Parking” at its one public lot, seen in the image below:

Exhibit 35: Public Parking Signage



Image: Google Maps

We understand that this lot may not be part of the City’s long-term plan, but wayfinding and signage, especially for parking, will continue to be important as the city develops and new public parking options are added. The signage improvements should be prepared in conjunctions with any enhancements to the parking resources in the downtown study area. The signs should be brief and precise with appropriate messaging such as “Free Public Parking,” as the City of La Porte has done in the example above. Signs must also meet applicable local, State, and Federal regulations, such as the Indiana Department of Transportation and the Manual of Uniform Traffic Control Devices (MUTCD) regulations.

It is important the following general rules for placement, design, and branding when implementing signage.

Placement

While it is typically well understood that signs should be as visible as what is feasible, and be placed at key decision points, it is often the case that there is inadequate placement of signs. Signs should be placed at every instance where there is a directional change or decision point, like at an intersection or near a destination point.

General Rules:

- Signs should be placed perpendicular to the traffic for better visibility of drivers, in contrast to parallel to the road, as is the case with the current signage at the public parking lot in La Porte
- Directional signage for both pedestrians and vehicles must be continuous and repeated at each decision point until the destination is reach
- Signs should be placed in consistent and predictable locations

Design

Design of signage refers to color, font, spacing, and contrast. Parking area guide signs are permitted to feature a unique color scheme, so long as a high contrast is maintained between the sign backgrounds and sign legends. The MUTCD, while containing some standardized parking guide signs, does not require their versions to be used, and therefore does not require such signs to conform to a green-on-white color scheme. It is required that the color of legend elements, including text, maintain high contrast with the background color to ensure readability. On blue, green, or brown signs, this typically means that text within legend should be white.

General Rule:

- Good signage is easy to understand and communicates the parking is open to the public and include a consistent universal “P” for parking as shown to the right.
- All signage should have a general organizing principle consistently evident in the system
- Wayfinding should go beyond the parking and include key points of interest such as city hall, the library, etc.
- The branding of the road signs should be consistent with the icon used for parking on other materials such as maps, brochures, and the city website



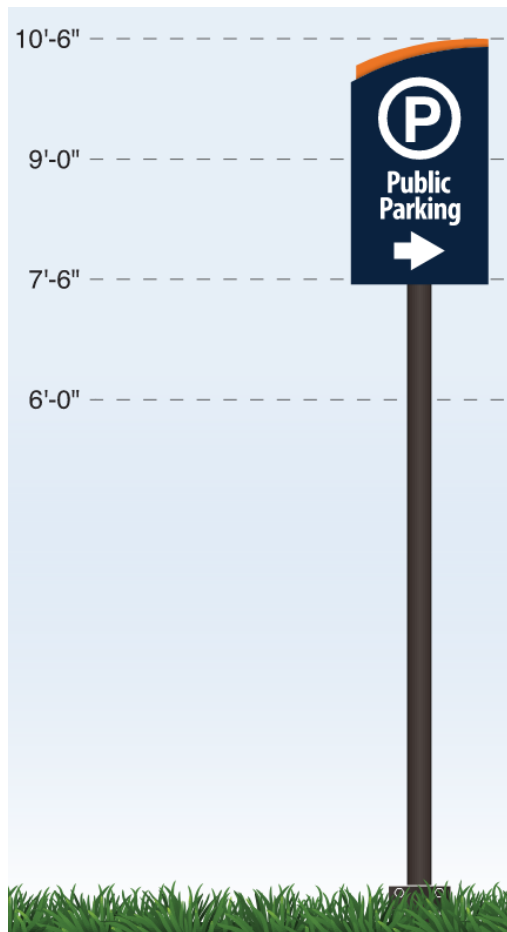
Branding & Marketing

Good public signage should reflect and contain the overall brand of the district or city for which the signage is located, to the greatest extent permitted by the municipality's or state's signage design standards and the Manual of Uniform Traffic Control Devices (MUTCD).

La Porte Wayfinding Signage Plan (2020)

The City of La Porte provided conceptual sign drawings being considered as part of their downtown wayfinding efforts. Three Lanes Marketing provided a Parking Directional sign concept in the drawing set, dated December 2020. The plan provides consistent messaging and branding for downtown, including the standard parking sign for consideration. As new public parking or shared parking sites are identified in the downtown, additional parking directions could be added to these signs to assist users in locating parking assets. Below is an illustration from the drawing set that was provided, specific to public parking wayfinding.

Exhibit 36: Parking Signage Example



La Porte has been developing and refining a comprehensive signage plan for downtown for several years. The concept drawings by Three Lakes Marketing provide a family of signs include Gateway, banner, historical, vehicle directional, as well as parking wayfinding signage.

Source: City of La Porte Wayfinding Sign System, Three Lakes Marketing, December 2020



06 Recommendations

Parking Management Recommendations

Recommendation #1: Identify suitable off-street parking lots for long-term public parking access across downtown subdistrict zones.

Issue: There is only one public parking lot today providing long-term off-street user parking, which is located on the potential site for development of the public event space. The lack of multiple and conveniently distributed off street parking facilities is likely forcing many long-term parkers to occupy valuable curb spaces better suited for short-term parking usage.

Recommendation: To better distribute parking demand, increase curb turnover and space availability, and provide greater options for long-term parkers, we recommend the city consider either leasing and/or constructing additional off-street surface parking facilities.

Recommendation #2: Conduct routine and consistent daytime parking enforcement with an “Ambassador” approach.

Issue: There are numerous on-street time limit regulations but there is no dedicated parking enforcement resource. The La Porte Police Department only enforces over-night parking regulations on an ad hoc basis with no daytime parking enforcement. Greater enforcement needs to occur to promote desired user parking behaviors. The Police’s time, understandably so, is better allocated for immediate life and safety issues.

Recommendation: To efficiently utilize existing resources and create greater parking turnover and space availability, we recommend a more robust on-street parking enforcement program be implemented with a dedicated parking enforcement resource to ensure parking regulations and user compliance applying an ambassador approach to enforcement.

We recommend one dedicated FTE parking enforcement officer position be created. Increased revenue from citations and collections can resource the position alongside consideration of parking fees should additional revenue be needed to resource parking enforcement costs.

Moreover, by implementing mobile LPR enforcement technology, cost savings can be realized with less direct expense staffing needed for enforcement

Recommendation #3: Simplify parking time limits to a single 30-minute loading category and a single 3-hour maximum for short-term curb usage.

Issue: There are numerous on-street time limit regulations found throughout the downtown. The lack of consistency by block face can confuse motorists as to the general time availability of public street spaces. Additionally, some users might find two-hour time limits insufficient for their needs.

Recommendation: A simplification to two time-limit categories for short-term curb management are proposed: a single 30-minute loading and drop-off space regulation which allows parking enforcement to properly enforce these spaces and a single 3-hour maximum time limit for all other short-term curb space usage in the commercial areas. This will simplify parking enforcement administrative protocols and provide users with greater flexibility and ease of use.

Recommendation #4: Increase overtime parking fee and consider a graduated fine rate schedule.

Issue: Currently fines range from \$10 to \$25 assessed per violation depending on the violation, with overtime parking indicated as a \$10 fine. Penalties are assessed if paid late, but no increases in rates for second- and third-time violators. Since there is no rate increase, violators might not be abiding by desired parking regulations

Recommendation: A \$10 fine is on the low end, and we recommend considering increasing this fine. If the rate is not increased immediately, it should be increased as more off-street public parking options are added. Another potential item to consider is a graduated fine schedule can promote a “carrots and sticks” approach to parking enforcement. A warning citation can be issued with a first violation notifying users of parking rules and regulations with the second violation amount increasing may increase the fine within a set period. Additional increases may be set to further discourage frequent abusers. This policy requires a more sophisticated citation tracking system to effectively manage but is a viable option for repeat violators.

Recommendation #5: Allow for shared parking provisions in the local ordinance.

Issue: Currently there are few off street public parking options. Some businesses depend upon the on-street parking supply for all-day usage which is better suited for greater short-term customer and visitor usage since curb space tends to be the most visible and proximate spaces to building store fronts.

Recommendation: To increase the off-street public parking supply, opportunities might exist to secure public-private lease agreements between the public sector and private owners for additional off-street public parking access during “off-peak” or under-utilized time periods.

The City should evaluate the feasibility of shared parking access arrangements between public and private lot owners for evening and weekend usage. If a lot is under-utilized during daytime hours, we recommend the City investigate public parking accommodation feasibility.

Recommendation #6: Perform quarterly occupancy surveys.

Issue: Parking issues both real and perceived shape public opinion about parking conditions in the district.

Recommendation: To ensure parking space adequacy across typical periods and address stakeholder concerns, quarterly parking space occupancy studies should be performed, and this information should be disseminated to communicate space availability and usage trends

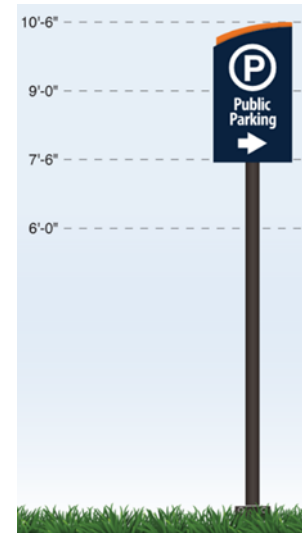
Recommendation #7: Implement uniform parking wayfinding and directional signage.

Issue: The existing wayfinding signage is incomplete and not properly communicating public parking locations and public parking availability.

Recommendation: Vehicular directional signage and facility identification sign packages should be installed to direct motorists to available public parking assets. Color scheme and signage design should be consistent and sensitive to neighborhood business district design guidelines while serving as a strong visual cue to users.

The City must agree upon one universal logo design and consistently brand and market across all public facilities. A common example to denote the availability of public parking is a circle “P” sign at various intersections and street segments to aid motorists to make parking decisions. This will alleviate congestion and circling for available parking space. The 2017 plan provides various wayfinding signage examples and should be explored to complete the process.

Example of parking wayfinding signage from the City of La Porte Wayfinding Sign System completed in 2017.



Recommendation #8: Develop public parking information resources and communications tools.

Issue: A lack of information exists online about public parking in the downtown. While parking signage is available (in some locations), there are not resources available for visitors online on a webpage or website.

Recommendation: We recommend a webpage be added to the City website providing information about public parking facilities, time limits, enforcement protocols, and map resources to communicate public parking availability. This can help motorists plan their trip in advance and communicate public parking availability across the downtown.

Recommendation #9: Create a parking auxiliary.

Issue: Current sources of revenue from the public parking system include on-street parking citation fees collected as well as off street permit sales. These funds are insufficient to resource existing parking management and new parking facilities. The City is not in the business of “making money” off parking. Portions of revenue collected should be reinvested back into the parking system to ensure the upkeep of parking assets and to cover the costs of enhanced enforcement outlined in the above recommendations.

Recommendation: Set aside targets will need to be determined by the City. Ideally, funds will cover the operational costs of the parking system. An operational policy to create a parking auxiliary fund for the public parking system should be explored to ensure that funds are available to maintain assets and to provide quality parking services before new public facilities are added. To add to the transparency of an auxiliary and to avoid the fears of parking being a “cash cow,” Walker recommends sharing all revenues and expenses with the public. This could be done in the form of a public database or infographics on a website. This helps citizens and users to understand where their money is going.

Recommendation #10: Establish a parking advisory committee

Issue: Changes to existing downtown parking management will require public-private stakeholder “buy-in.” Currently, stakeholders are not formally organized on topics related to downtown parking and speaking as a unified voice.

Recommendation: Walker recommends that the City consider forming a downtown parking advisory committee with broad representation of interests including members of the downtown business community and downtown stakeholders. The City should chair and oversee this committee process.

Walker recommends meeting on a quarterly basis to discuss parking trends and issues in downtown. The committee would not have any official government capacity or policy-setting role but could serve as a clearinghouse for the exchange of information and ideas.

The meetings would serve as an opportunity to help the City deliver on its commitment to provide parking turnover and space availability to support downtown businesses and to assist the City roll out public relations campaigns for downtown parking program improvements. The Advisory Committee can help educate their patrons and members on the benefits of any coordinated policy actions and provide the City direct feedback on implementation.

The goal is to forge a valuable public-private partnership that advises, improves public communications, and balances the needs of the downtown parking system for the benefit of all users.

Recommendation #11: Re-route heavy truck traffic away from the downtown.

Issue: A concern amongst downtown stakeholders from a parking and pedestrian safety standpoint is the amount of tractor trailer and heavy truck traffic thru the downtown via Lincolnway.

Currently some motorists do not comfortable parking on-street on Lincolnway and it has been reported that some car mirrors have been lost.

Recommendation: Walker recommends that the city explore the feasibility of re-routing tractor trailer traffic away from the downtown to enhance the vehicular and pedestrian safety in the area and improve the utilization of current parking assets.

Recommendation #12: Adjust and Clarify Overnight Parking Restrictions.

Issue: Overnight parking is restricted based on the day of the week, typically no parking between the hours of 1:00 am and 6:00 am, Monday, Wednesday, and Friday for north-south streets and no parking Tuesday and Thursday for east-west streets. In conflict with this established regulation is a new Ordinance (14-2022) covering parking during snow emergencies. The new ordinance prohibits parking whenever snow fall is over 2 inches to alternating sides of the street based on odd/even calendar day and street address. The listed streets match the same streets covered by no parking on Monday, Wednesday, and Friday, which includes both sides of the street. The snow emergency restrictions apply for a 24-hour period when implemented. In essence, during snow emergencies a person may be required to move their vehicle to the opposite side the street could be in violation if it falls on a day parking is already prohibited.

Recommendation: Walker recommends the overnight parking regulations alternate from one side of the street to the other rather than both sides of the street based on the day of the week. In addition, the time should be adjusted to the hours of 1:00 am and 5:00 am to allow some early morning employee parking without being in violation. For consistency, the alternating side of the street should match the snow emergency alternating method, so that on even days parking is allowed on the even side and on odd days parking be allowed on the odd side based on the address. The numbering scheme is even on the south and west side and odd on the north and east side of the street. We recommend a neighborhood outreach effort to explain the changes, including information on the website and signage placed in advance of the change.

Recommendation Summary

The recommendations are summarized in the following table, including the action, description, priority, and general opinion of costs. The focus is on providing actionable strategies covering short-term, mid-term, and long-term recommendations.

Recommended Action	Description	Priority	Costs *
1. Identify suitable off-street parking lots for long-term public parking access across downtown.	There is only one public parking lot today providing long-term off-street user parking. The lack of multiple and conveniently distributed off street parking facilities is likely forcing many long-term parkers to occupy valuable curb spaces better suited for short-term parking usage. Identify suitable off-street parking facilities to increase long-term public parking options.	Short-term Mid-term	\$\$\$
2. Conduct routine and consistent daytime parking enforcement with an “Ambassador” approach.	Maintain one FTE dedicated parking enforcement resource to ensure parking regulations and user compliance across all posted hours applying an ambassador approach to enforcement. Implement mobile LPR enforcement technology in conjunction with staffing enforcement.	Short-term	\$\$-\$\$\$
3. Simplify parking time limits to a single 30-minute loading category and a single 3-hour maximum for short-term curb usage.	Simplify existing time hour limits to two on-street categories: a single 30-minute “drop-off/pick-up” loading limit and a short-term customer/visitor three-hour time limit.	Short-term	\$
4. Increase basic overtime fine from \$10 and consider implement a graduated fine rate schedule.	An increase in the basic overtime fine from \$10 should be considered once users have options for long-term parking. This includes adding additional public parking assets. A graduated fine schedule can promote a “carrots and sticks” approach to parking enforcement and a suitable solution for repeat violators.	Mid-term	\$
5. Allow for shared parking provisions in the local ordinance.	Investigate the feasibility of shared parking access arrangements between public and private lot owners for evening and weekend usage. If a lot is under-utilized during daytime hours, investigate public parking accommodation feasibility.	Mid-term	Nominal costs for exploration. Actual lease costs will vary.
6. Perform quarterly occupancy surveys	To ensure parking space adequacy across typical periods and address stakeholder concerns, quarterly parking space occupancy studies should be performed, and this information should be disseminated to communicate space availability and usage trends.	Mid-term	Nominal costs.
7. Implement uniform parking wayfinding and directional signage to direct users	Vehicular directional signage and facility identification sign packages should be installed to direct motorists to available public parking assets.	Short-term	\$\$ - \$\$\$

Recommended Action	Description	Priority	Costs *
8. Develop public parking information resources and communications tools	Create public parking brochures, maps, and other parking program details available to users in printed form and on a City webpage.	Long-term	\$-\$\$
9. Create a parking auxiliary	Portions of parking revenue collected should be reinvested back into the parking system to ensure the upkeep of parking assets, resource the costs of enforcement, and to cover a portion of the customer service programs enhancements. Set aside targets will need to be determined and a policy adopted in support of the creation of a parking auxiliary fund. These balance sheets could be shared with the public.	Long-term	No costs.
10. Establish a parking advisory committee	Form a downtown parking advisory committee with diverse downtown stakeholder and business representation to guide the City on downtown parking policies and practices providing feedback and program buy-in support.	Long-term	No costs.
11. Re-route heavy truck traffic away from the downtown.	Advocate with necessary state agencies to re-route tractor trailer away from the downtown to improve the vehicular and pedestrian safety downtown and enhance the performance of the existing parking.	Long-term	Costs unknown.
12. Update Overnight Parking Restrictions	Update overnight parking restrictions to alternating sides of the street based on odd/even days of the week and street address. Changes hours from 1:00 am to 5:00 am to allow early morning parking.	Short term	\$



07 Appendix
Parking Inventory



Block	On-Street	Off Street Public	Off Street Private	Total
1	0	0	75	75
2	2	0	108	110
3	8	0	31	39
4	0	0	108	108
5	26	0	14	40
6	13	0	123	136
7	12	0	30	42
8	15	0	79	94
9	23	0	60	83
10	0	0	59	59
11	19	0	43	62
12	12	0	44	56
13	15	0	94	109
14	20	0	0	20
15	22	0	39	61
16	13	0	40	53
17	29	0	87	116
18	27	0	13	40
19	39	0	18	57
20	27	0	36	63
21	22	0	74	96
22	28	0	28	56
23	27	0	0	27
24	21	0	13	34
25	34	0	5	39
26	16	0	68	84
27	13	0	0	13
28	15	0	0	15
29	7	0	14	21
30	15	0	20	35
31	9	0	36	45
32	10	0	0	10
33	42	0	26	68
34	34	0	27	61
35	34	0	7	41
36	34	0	0	34
37	28	0	0	28
38	27	0	0	27
39	33	0	4	37
40	49	21	6	76
41	32	43	52	127
42	33	0	23	56
43	36	0	55	91
44	22	0	13	35
45	18	0	19	37
46	24	0	0	24
47	43	53	0	96

Table continued.

Block	On-Street	Off Street Public	Off Street Private	Total
48	35	28	12	75
49	32	0	0	32
50	31	0	38	69
51	29	0	0	29
52	31	0	15	46
53	25	0	11	36
54	34	0	34	68
55	14	0	28	42
56	35	0	50	85
57	14	0	81	95
Totals	1,308	145	1,860	3,313



08

Appendix
Example Parking
Handouts

OVERNIGHT PARKING PROGRAM OVERVIEW

We are pleased to introduce the Village of Shorewood's extended Overnight Parking Program. The program allows property owners on parts of N. Oakland Ave., E. Capitol Dr., and N. Wilson Dr. to purchase a quarterly parking permit granting on-street alternate-side parking of one vehicle from Sunday evening to Friday morning. Each permit corresponds to a particular Permit Area within the village (T, W, X, Y, or Z). **Permits may only be purchased by property owners or managers; tenants must obtain their permits from their property owner or manager.** Details on a particular Permit Area and the program itself is provided in this brochure.

PROGRAM ADMINISTRATION

The Overnight Parking Program is administered similarly to the Village's current off-street/municipal lot and the N. Oakland Ave. on-street program. Under the Overnight Parking Program, permits are sold directly to property owners and are purchased for a designated three month period: January – March, April – June, July – September, and October – December. Property owners are responsible for providing the Village customer service counter with current vehicle information for each permit they have purchased.

If purchasing permits by mail, it is recommended that property owners submit their payment for the next quarter permit before the 20th of the last month of the existing quarter to assure the timely receipt of the next period's permit. Owners may purchase their permits for the entire year. According to Village policy, permits may not be sold for more than face value.

QUESTIONS...

For questions regarding the purchase of renewal permits or replacement stickers, please contact the customer service counter at 847.2700 between the hours of 8:00 a.m. and 5:00 p.m. (weekdays)

For questions or concerns about enforcement or restrictions, please contact the Shorewood Police Department 24 hours a day at 847.2610.



AT THE EDGE
OF THE CITY AND
THE HEART OF
EVERYTHING

The Village of Shorewood
3930 N. Murray Ave.
Shorewood, Wisconsin 53211-2303
414.847.2700 • Fax 414.847.2707
www.villageofshorewood.org

OVERNIGHT PARKING PROGRAM AREA W

VILLAGE OF
SHOREWOOD

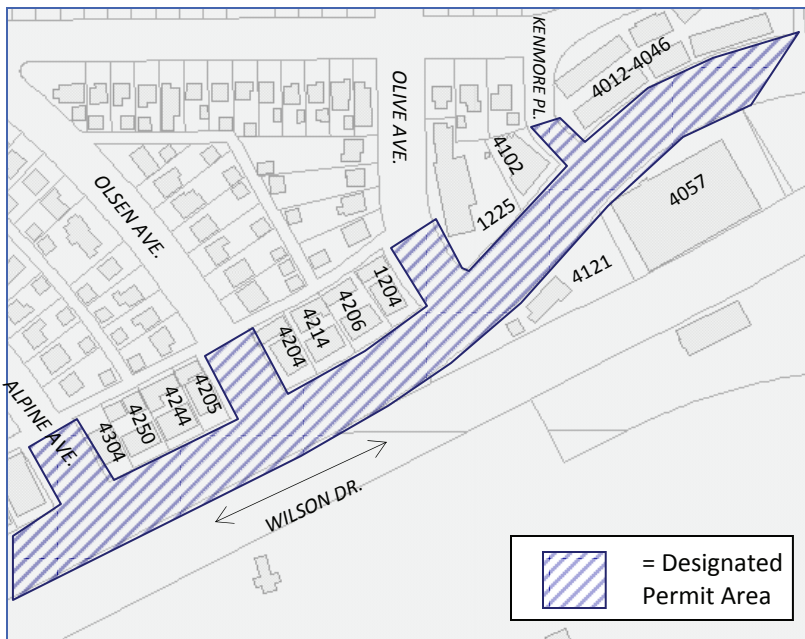
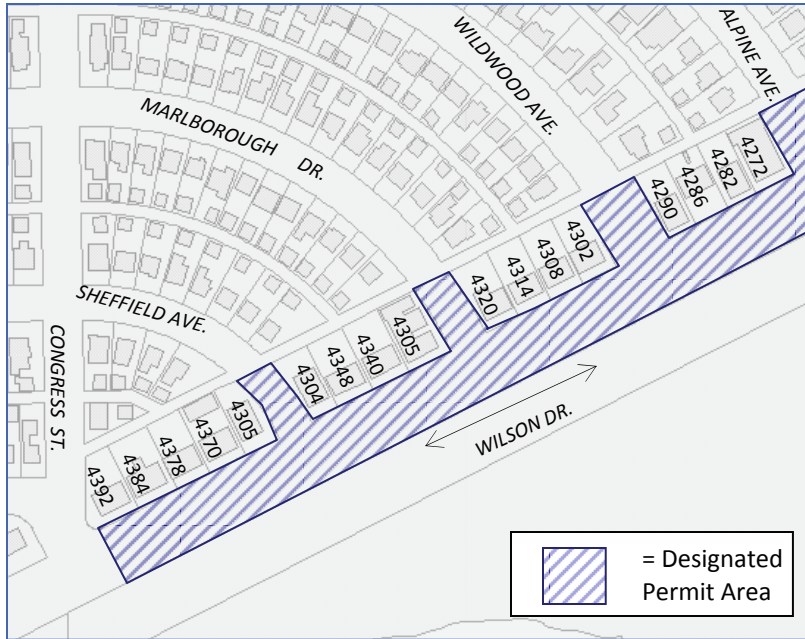


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AREA W PERMIT AREA

If you have a permit with the letter “W”, you may only park in the designated permit areas shown below.



PARKING REGULATIONS

Permits will allow parking on alternate sides of designated streets, within their designated letter.

ON SUNDAY, TUESDAY AND THURSDAY NIGHTS a vehicle with a valid night permit must be legally parked on the side of the street with even house numbers (north and east side of the street).

ON MONDAY AND WEDNESDAY NIGHTS a vehicle must be parked on the side of the street with odd house numbers (south and west sides of the street).

All vehicles must obey all time zones and other parking restrictions. Per ordinance, all vehicles must be moved at least once every twenty-four hours to not be considered abandoned.

REPLACEMENT STICKERS

If you sell your vehicle or need to replace the rear bumper due to an accident, a replacement sticker can be obtained at the Village Hall customer service counter for a small fee.

PERMIT PLACEMENT



Permits must be permanently affixed to the left rear bumper (driver's side) of the vehicle. Failure to properly display the permit can lead to a parking citation being issued.



PROGRAM HISTORY

The Village of Shorewood approved a pilot on-street parking program for N. Oakland Ave., north of E. Capitol Dr., in March of 2006. Due to the program's success, the Village Board approved an extension of the program in March 2008. Introduced on July 1, 2008, the extended program now includes N. Oakland Ave, south of E. Capitol Dr. as well as most of N. Wilson Dr.

NOTE: Please be advised that this program is in the pilot stage and is subject to change. The Village of Shorewood will be under-going a major street replacement program on East Capitol Drive in 2010 and changes to the on-street program may be needed. Before any changes are made, permit holders will be notified.

DOWNTOWN PARKING MAP



ON-STREET PARKING

FREE PARKING

2 Consecutive Hours Only: Weekdays (9A-5P)
Unlimited hours: Weekend

PERMIT PARKING

Permits Required: Monday - Friday (8A-5P)
Open: Weeknights/Weekends

NO PARKING

ALWAYS FREE



20 Minute Parking Spots are available around the Downtown Square and identified with signage

P LOT PARKING

Public Parking Lot

ORANGE LOT

GOLD LOT

Hourly Parking: Monday - Friday (9A-5P)
Cost: \$2/Hour FREE Parking: Weekends

Public Parking Garage

THE LEVINSON

Permit & Public Parking Available
Cost: First 4 hours are free
\$2 per hour after, including overnight

Permit Required Parking Lots

PURPLE LOT

Permit Parking: 8A-5P

CITY EMPLOYEE LOT

Permit Parking: 8A-5P

HAMILTON COUNTY PARKING GARAGE

Permit Parking: 7A-5P

Free Parking: Weeknights/Weekends

Always FREE Parking Lots

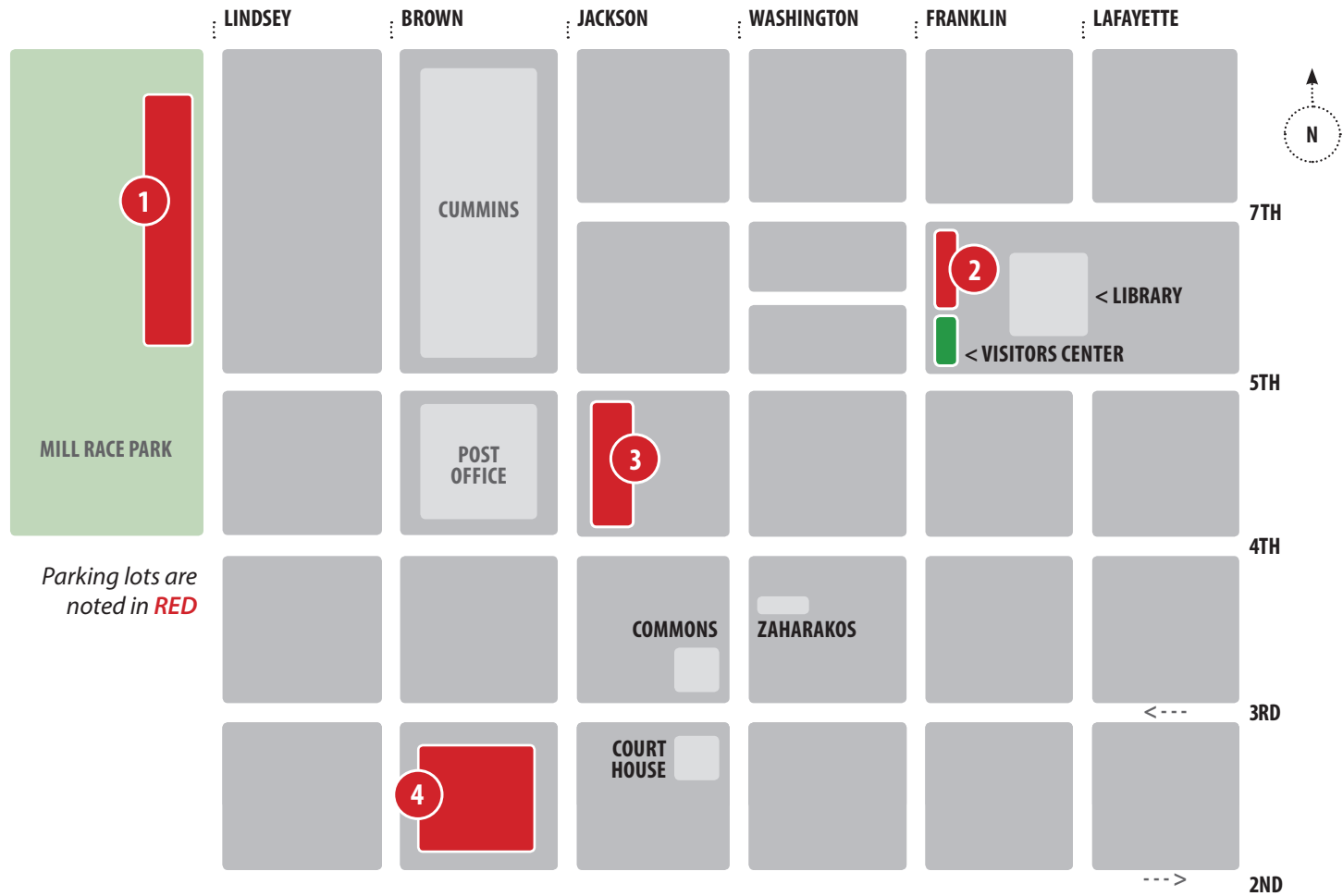
GREEN

CITY HALL
EAST

BROWN

DOWNTOWN COLUMBUS PARKING

Learn about the Architecture and Miller House and Garden tours at www.columbus.in.us or click [HERE](#)



Parking lots are noted in **RED**

- 1** Mill Race Park: a short walk, but park here for free, any time
- 2** Free parking, but limited spaces
- 3** Up to 1 hour : free || 1 - 3 hrs : \$1 || 3 - 5 hrs : \$2 || 5 - 7 hrs : \$3 || 7 - 9 hrs : \$4 || 9 - 14 hrs : \$5
- 4** Free parking after 8 pm / free parking weekends

And ... free parking on downtown city streets, three hours maximum

