PLANNING

CONSULTING

DESIGN

TRANSPORTATION

PUBLIC ENGAGEMENT

Downtown Parking Study and Strategic Plan

Rapid City, South Dakota

December 17, 2017

Community Planning & Development Services
300 Sixth Street

Downtown RAPID CITY Master Plan

WALKER CONSULTANTS

WALKER CONSULTANTS

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December 17, 2017

Sarah Hanzel
Community Planning and Development Services Department
City of Rapid City
300 Sixth Street
Rapid City, SD 57701

Re: Downtown Parking Study and Strategic Plan
Rapid City, South Dakota

Dear Sarah, members of the Steering Committee, and community:

Walker Consultants is pleased to provide the enclosed report, entitled *Downtown Parking Study and Strategic Plan*, for the City of Rapid City, South Dakota. We understand that the City is seeking to address several downtown parking challenges including a waitlist for public monthly permit parking (while much of the public monthly supply remains under-utilized) and a perception that the system may not be able to support much, if any, additional growth. Our team members for this study include the Steering Committee, comprised of city staff and community representatives (as appointed by the mayor), along with KLJ, a local civil and transportation firm, and P.U.M.A., a planning firm that previously completed the 2016 *Rapid City Downtown Area Master Plan*. This *Downtown Parking Study and Strategic Plan* is intended to be an extension of the prior master planning effort and to further refine and expand upon recommendations that were included in that document.

Our team's approach includes a comprehensive look at existing and future parking needs and provides analysis of various possible solutions including parking management, operational strategies, and alternatives for expanding or rebalancing the supply. This integrated approach seeks to provide a realistic, yet forward-thinking Plan that will solidify the City's ability to meet the needs of existing businesses and residents, and respond to new opportunities for downtown development as they arise.

We truly enjoyed visiting and working in the downtown over the course of this study. Thank you for the opportunity to work with you and your community!

Sincerely,

WALKER CONSULTANTS

Jeremiah J. Simpson
Senior Consultant / Project Manager

Mallory A. Baker
Assistant Project Manager

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EXECUTIVE SUMMARY

The City has engaged WALKER Consultants to complete a *Downtown Parking Study and Strategic Plan* (the "Plan" for the purposes of this document). This work was awarded in July 2017, following a public request for proposals (RFP) process and is anticipated to be completed by the end of the year.

The goals of this Plan are to evaluate the current parking system within the downtown core, which is divided into the East of 5th and West of 5th study areas, and to determine future parking needs based on projected growth and development. Further, the consultant team was tasked with evaluating parking management strategies to determine if the system can be utilized more effectively by adopting new technologies, such as upgraded meters, and by modifying policies such as employee permit allocations, code requirements, on-street time-limits, and/or meter locations.

Based on the team's findings and recommendations, Rapid City leadership now has the exciting opportunity to make important, impactful changes for the City. These changes will help to ensure that the downtown parking infrastructure can accommodate the increased density, vibrancy, and vitality envisioned for Rapid City's already bustling downtown.

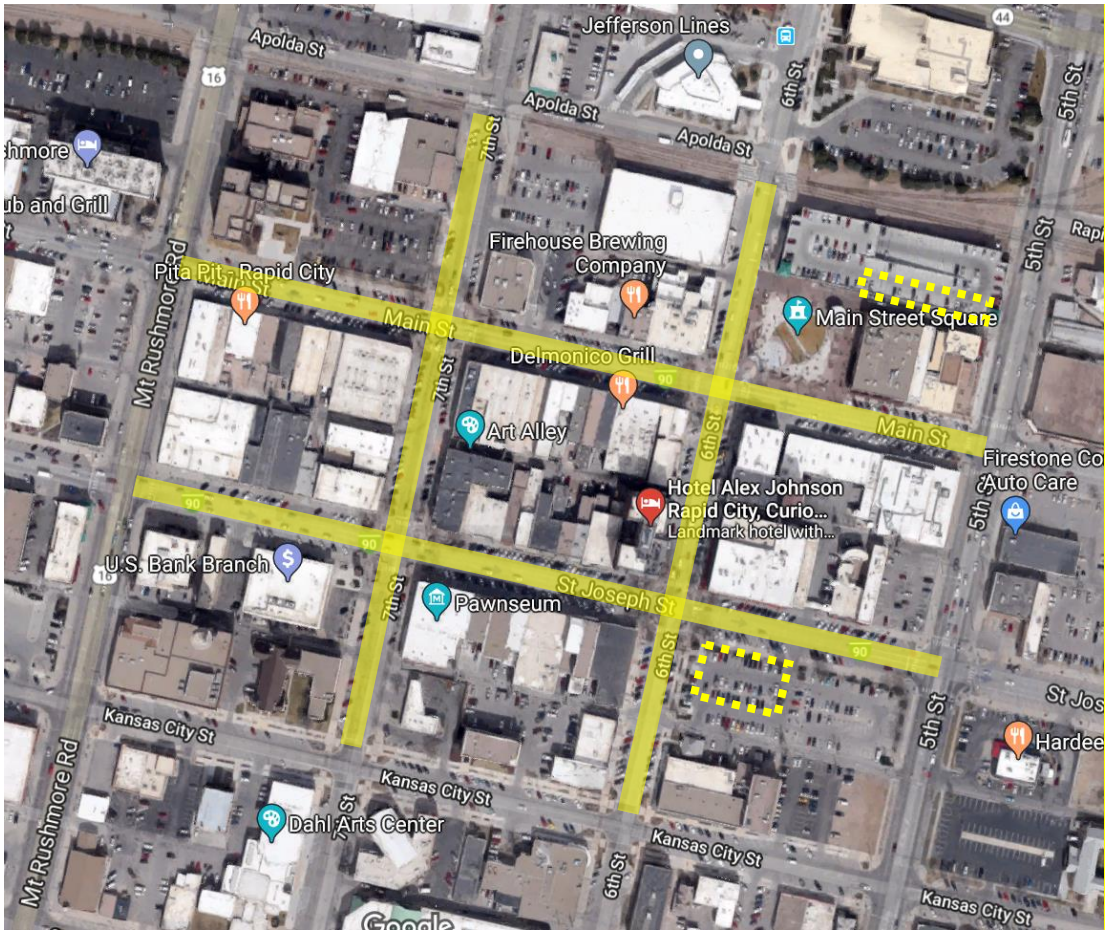
The consultant team finds that significant changes must be made to the downtown Rapid City parking system to alleviate localized shortages, equitably serve all users, and ensure that current supply can accommodate existing and future demand in the City's central core over the next ten years. Not making these changes in the immediate future could exacerbate existing frustrations with the parking system and speed up the need to build costly new parking supply.

At present, several obstacles impede the downtown parking system's ability to effectively serve its users. This has resulted in localized shortages and frustration among parkers, particularly in high-demand areas along Main and St. Joseph Streets. These obstacles include:

- Locations of existing coin operated meters in low-traffic areas on the periphery of downtown center
- Focus on penalization for violating parking restrictions (via ticketing) rather than a market-based approach
- Longer time limits (3 hours) in high-density areas (e.g. Main and St. Joseph streets between Mt. Rushmore and Fifth streets)
- Many different time limit and meter combinations (even, in some places, within the same block face), leading to confusion among motorists
- Lack of ability to manually enforce on-street supply to the extent needed, with simultaneous heavy reliance on enforcement to encourage turnover
- Employee usage of high-density on-street areas (referred to as "the employee shuffle")
- Low utilization of existing options for employees (monthly permit parking in surface lots and Main Street Square garage) combined with a long waiting list and no good alternative options

To alleviate these obstacles, the following core action steps are recommended:

- Implement paid on-street parking using credit card-enabled smart meters with no time limits in downtown's highest-demand areas, as shown by the yellow lines in the figure below:



- Consider upgrading meters in the parking garage and in 6th and St. Joseph surface lot to be consistent with the on-street program
- Remove existing coin-operated parking meters.
- Enact universal two-hour time-limited parking, with no exceptions, in peripheral downtown areas.
- Develop an Employee Parking Permit program in peripheral on-street areas.
- Increase oversell of public monthly parking and regularly monitor utilization.
- Engage in an extensive community outreach/implementation plan to roll out changes.

Beyond management of public parking supply, this plan also recommends several changes from a policy and funding standpoint to ensure the ongoing health of the parking system. Core action steps in these areas include:

- Consider enacting a reduced off-street parking ratio requirement for new development in the East of 5th study area to encourage development, and enact other changes to parking requirements throughout the downtown to encourage infill, increase shared use of parking resources, and enhance multimodal infrastructure.
- To allow for the programs outlined in this plan, and future goals identified by the City, consider setting aside a portion of the Parking Lot and Area fund to pay for new parking management improvements as recommended in this report, and consider prioritizing such improvements over other obligations as allowed by the terms and covenants associated with those obligations.

This Plan is organized into six sections which are listed below. Key findings and recommendations from the Plan are outlined in Section 1 with additional detail and analysis provided in subsequent sections. Public feedback and stakeholder input was an important part of developing this Plan; this process is described in more detail in Section 2 along with the context of the Plan and its relationship to the 2016 *Rapid City Downtown Area Master Plan* (the "Master Plan").

PLAN SECTIONS AND ORGANIZATION

I. Recommendations & Implementation
   - Supply Management
   - Code Requirements
   - Future Supply Needs
   - Infrastructure costs and Funding

II. Plan Context and Input

III. Existing Supply and Demand

IV. Future Buildout

V. Supply Management

VI. Code, Policy, and Funding Considerations

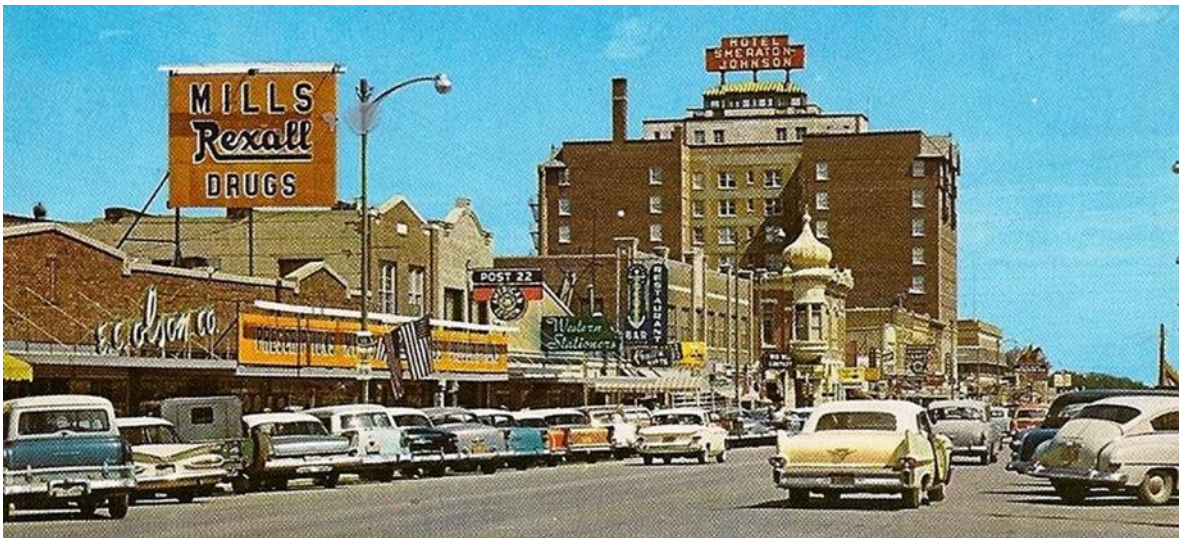
01 Recommendations & Implementation

SECTION 1 - RECOMMENDATIONS & IMPLEMENTATION

This section of the Plan provides a summary of key findings, recommendations, and implementation strategies related to the downtown parking system. The purpose of providing this summary at the beginning of the Plan is so that reader can quickly identify the next steps and action items that are being recommended based on both analytical analysis and feedback from the community. However, we encourage the reader to review this entire Plan in detail as additional discussion on many of the findings and strategies is found throughout the document.

The recommendations in this section are generally divided into several categories:

- Public Input (Findings)
- Existing and Future Supply
- Supply Management
- Code Requirements
- Infrastructure Costs and Funding



A key goal of the Plan is to help support access to the downtown core, through smart parking management, while being careful to preserve the community's unique character and rich history. (Image from vintage postcard, circa 1956-65 when the Hotel Alex Johnson was briefly re-named the Hotel Sheraton Johnson)

PUBLIC INPUT: KEY FINDINGS

The public and stakeholder feedback process (including the on-line surveys, open house, and stakeholder meetings) is a very important part of the Plan and has been used to inform which policies and parking management tools might be the best received by the community.

In general, we heard from several community members that downtown parking is insufficient overall and that the City should simply construct additional inventory. However, the far more common response was that the core downtown parking issues stem from a few key areas such as:

- Lack of available employee permit parking for new and existing businesses
- Certain businesses not utilizing the permits they are assigned

- Employees taking advantage of the 3-hr time limited parking by moving cars during their breaks (also known as the 'employee shuffle')
- Not enough emphasis placed on transportation alternatives
- Some problems with traffic and parking during special events
- Downtown wayfinding (street directional signage) related to parking is not very clear

Interestingly, the consultant team also learned that many stakeholders and businesses are not drastically opposed to implementing a more universal pay parking program in the downtown with meters, instead of time limits, on key streets. A few key suggestions we heard include:

- It's fair to assume that end users (monthly and hourly patrons) should help pay the costs of new parking infrastructure and programs
- Rates should be reasonable, and not punitive, but a few dollars to park downtown is reasonable
- Merchants would prefer an option to offer validations to their customers
- Business would be willing to participate in a parking shuttle and/or to work with other business to lease other private parking spaces for their employees

EXISTING AND FUTURE SUPPLY

Based on the consultant team's analysis of the inventory/occupancy data collected, we conclude the following:

- The parking system, overall, has sufficient capacity to meet existing demand.
    - Though some block faces and facilities do fill to capacity at peak times, the overall system was well below effective capacity for all types of parking
    - Most business generally have at least some public parking available within 400' to 800', which is considered to be a high level of service for most customers and visitors

However,

- The parking system is currently experiencing several obstacles that hinder its ability to effectively accommodate future demand, including:
    - A lack of, or unbalanced utilization of, parking resources dedicated to long-term parkers/employees
    - The tendency of employees to purchase public parking permits for existing long-term infrastructure and not use them on a regular basis, resulting in long waitlists for said permits but low utilization rates in the public lots
    - Significant variations (seasonal, hourly, and weekday/weekend) in the use of the permitted spaces in the garage by the Alex Johnson Hotel
    - Less effective 3-hr parking restrictions in high-demand areas, misplacement of paid parking stalls (meters) in low-demand areas, and outdated enforcement tools for existing regulations
    - Low parking rates and fines

Related to the second set of conclusions, a key finding from the public input process was a sense of frustration from the business community that public monthly spaces are not readily available to new and existing businesses; meanwhile public monthly parking inventory does not appear to be well utilized. This low utilization of the public monthly spaces is confirmed by WALKER's data collection which found that on a typical summer weekday only about 60% of the monthly spaces were occupied at peak, as compared to a desirable target utilization of closer to 90% (if resources are effectively "full").

The solution proposed by the consultant team is as follows:

- Assign parking utilization monitoring to an appropriate staff person (parking enforcement officer, parking department staff, or member of the Parking Committee, if established)
- Conduct regular, unannounced occupancy surveys of the public monthly spaces, several times per month
- Adjust public permit oversell rates until public facilities are consistently utilized at around 90% at peak hours
- Increase monthly permit costs at a rate of 3% per annum at minimum; reassess annually based on utilization.

To address future growth and development, this Plan finds that

- Depending on the location and density of future projects, WALKER projects that the downtown parking system can potentially absorb the projected residential, employee, and visitor parking demand growth (based on employment and housing statistics provided by the City) over the next ten years without building any net new supply (note that this conclusion does not include any development on the 6th and St. Joseph street site).
    - However, this conclusion is dependent on the City and community taking several significant steps to remedy the parking management obstacles referenced above and may also require up-front investment in new technologies (such as new parking meters and/or license plate recognition-based enforcement tools)
    - To allow for these programs to be implemented, we recommend that the City consider setting aside a portion of the Parking Lot and Area fund to pay for new parking management improvements as recommended in this report, and consider prioritizing such improvements over other obligations as allowed by the terms and covenants associated with those obligations.
- Some localized shortages are anticipated to continue in high-demand areas, though such shortages can be partially mitigated by improved parking management techniques and practices. However, future development occurring within areas where demand already exceeds existing supply, such as along Main Street between 5th and Mt. Rushmore Streets, may require infrastructural investment.
- The consultant team recommends that any new development at 6th and St. Joseph be required to replace any displaced surface parking and account for any added parking demand. This could be accomplished with private on-site parking, or an alternative solution, such as a financial contribution to a public parking asset.

SUPPLY MANAGEMENT

Based on the findings above and feedback from the community, the consultant team recommends the following initiatives:

- Remove existing meters and replace them with time-limited signage on the peripheral blocks of downtown.
- Implement a universal on-street parking time-limit (2-hour proposed) in areas of the study area where paid parking is not installed (except for 15- and/or 30-minute loading spaces as necessary).
    - Businesses that generate a significant number of customer stays beyond 2-hours are relatively few; we suggest evaluating these on a case-by-case basis and encourage use of off-street where possible for longer-stay customers.
- Implement paid on-street parking using credit-card enabled meters with no time limit (single-space or multi-space) in the central downtown area. Expand paid on-street parking area as required by increases in density and corresponding increases in parking demand.
- Utilize a graduated pricing strategy for on-street meters (e.g. $1 for first 2 hours and $1 for each additional hour, or a 15- or 30-minute grace period).
- Offer validation options for retailers in the form of a code integrated with the smart meter system.
- Implement an Employee Parking Permit program in peripheral time-limited on-street areas in the downtown.
- Embrace the Rapid City stakeholder and general public's general support of paid parking with an extensive, interactive community outreach campaign.
- Train parking staff in usage and enforcement of parking meter technology. Identify parking staff as "ambassadors" of the City's downtown parking program.
- Consider future upgrade to vehicle-mounted License Plate Recognition (LPR) enforcement options.

Additionally, we recommend appointing a Parking Advisory Committee to act as a liaison to the public and downtown businesses and to advise city council on parking policy decisions such as rate setting.

Expanded discussion on parking meter options, enforcement options, and the parking advisory committee can be found in Section 5 of this report. We recommend reviewing that chapter for costs and more specific implementation guidelines.

CODE REQUIREMENTS

This Plan recommends that the City consider reducing the requirement for new development within the East of 5th Study area to between 1.0/1,000 and 2.0/1,000 for commercial uses, with requirements of 0.50/unit for multifamily residential development. Additional discussion on how such a policy would impact the parking system can be found in Section 6 of the Plan. Additionally, we recommend that the City consider the following Zoning changes:

East of 5th:

- Assign off-street parking requirements on a per-bedroom, rather than per-unit, basis for residential development.
- Allow conversions or intensifications (up to a certain % density added) of existing buildings to be exempt from off-street parking requirements.
- Allow for shared parking studies (showing the total anticipated peak demand for the subject site, based on efficiencies between different uses and usage of alternative transportation methods) to replace off-street parking requirements for mixed-use buildings.
- Allow reductions from the minimum parking requirement (up to 20% administratively or 50% with Board approval) for Transportation Demand Management (TDM) interventions, such as providing bike parking, car share, and rideshare or bus pass subsidies for employees, among others.
- Consider an in-lieu fee as an option for new development (in lieu of providing required off-street parking spaces).

West of 5th:

- Annual parking impact fee for new development, and conversions/intensifications of existing developments.
- Zoning Credit Parking Program for new development, and conversions/intensifications of existing developments.

INFASTRUCTURE COSTS AND FUNDING

The cost to develop additional parking resources within the downtown will be highly variable depending on several possible considerations including:

- Opportunities to lease underutilized private lots for the purpose of providing additional monthly parking spaces
- Funding priorities that may be equally beneficial to the downtown parking system, such as funding a remote lot shuttle service to the Civic Center and/or improving pedestrian infrastructure across 5th and Mt. Rushmore Rd.., and potential financial participation by private business owners
- Mid- and long-range funding sources available for another public parking garage (as a stand-alone or as part of mixed-use)
- Opportunities to partner with other parties to add public parking spaces to a proposed project
- Properties the City could look into acquiring (to be used in the short-term for temporary additional parking facilities and in the long-term for permanent parking facilities or redevelopment).

Based on the findings of this Plan, the consultant team would recommend that the City consider new parking structure construction only as a longer-term need (depending on future development density).
Finally, this Plan recommends that the City move forward with a program to purchase and install new parking smart meters on key block faces, as discussed in more detail in Section 6. Up-front program costs for this and other initiatives should be relatively minor, though we do recommend that the City budget some funding for

2019 to prepare a bid specification. (Third party assistance with this process is recommended). The cost of the meters themselves can generally be funded by the vendor using a portion of the projected revenues collected from the meters. This is not the only option for financing, but would potentially limit up-front infrastructure costs to the City.

The payback period for new smart meters, using the rates discussed in this Plan, should be less than three years.

To allow for the programs outlined in this plan, and future goals identified by the City, to be implemented, we recommend that the City consider setting aside a portion of the Parking Lot and Area fund to pay for new parking management improvements as recommended in this report, and consider prioritizing such improvements over other obligations as allowed by the terms and covenants associated with those obligations.

02 Plan Context and Input

SECTION 2 – PLAN CONTEXT AND INPUT

PLAN CONTEXT

Rapid City, South Dakota is the second largest city in the state with a 2016 population of just over 74,000. The community is an important transportation hub for both regional air service and interstate travel. Known as the "Gateway to the Black Hills" and the "City of Presidents," Rapid City caters to near year-round tourist traffic with many visitors arriving to see the Black Hills National Forest, Mount Rushmore, historic Deadwood, and several other national parks, monuments, and attractions within a half day's drive.

Downtown Rapid City has developed over the years from a gold rush mining camp into a vibrant small city with an established central business district (CBD). This CBD caters to both tourists and to the city's full-time residents. Per the Rapid City Convention & Visitors Bureau, the downtown core includes roughly 33 restaurants, brewpubs, and bars, and over 70 shops. Downtown lodging options include several motels plus the two historic landmark hotels, the Rushmore and the Alex Johnson.

Main Street Square (above and below) is one of the downtown hubs of activity, hosting many special events.

The downtown community has done an exceptional job of branding itself as a unique destination. The character is clearly expressed through the historic building facades and numerous works of art, ranging from the splash pad fountains at Main Street square to "City of Presidents," a series of life-size bronze statues of past presidents located throughout the CBD.

Like many communities of this size and vibrancy, parking is perceived as a major issue by both residents and local business owners. This is especially true during summer months when tourism traffic is at its peak, and during special events, many of which occur in and around the Main Street Square (pictured on the right along with the public parking garage).

To keep downtown Rapid City welcoming and dynamic, the City is actively seeking ways to support existing businesses and encourage additional growth and development, especially in the zone located East of 5th. This zone is identified in the Master Plan (discussed below) as a particularly important area of opportunity to create additional connections to South Dakota School of Mines and also expand the housing stock available in the downtown.

To help address current and future access needs, the City hired Walker Consultants (WALKER), a professional services firm specializing in parking and transportation planning, to help to develop a *Downtown Parking Study and Strategic Plan*. This effort is meant to complement the work accomplished by the Master Plan which was completed in September 2016. Parking came up frequently as a topic of great interest to many constituencies during the master planning process; the proposed parking study is a natural outgrowth of that previous effort.

KEY OBJECTIVES

A key outcome from the parking study and Plan will be to help the City appropriately identify current and future parking infrastructure needs and validate that these resources are managed (and priced) appropriately. First, the City wants to ensure that the current parking system is adequate to meet the community's existing needs and project what those needs will be in the future. One of the outcomes of these efforts will be an understanding of the degree to which the City's parking "problem" is real, and how much is perceived. If additional public parking supplies are developed, this Plan will help determine establish some guidelines related to potential costs and funding options. Finally, this Plan contains many recommendations on how the parking system (on-street and off-street) should be managed to maximize its effectiveness in providing access to the downtown core; this task includes an evaluation of possible options to upgrade the downtown meters and suggestions on what the appropriate fee structure ought to be to best address the community's culture and priorities.

STUDY AREA

The study area includes the central business district and surrounding neighborhoods, covering an area of approximately 66 blocks. The study area, which is divided into East of 5th and West of 5th sub-sections, is bounded by Omaha Street on the north, Columbus Street on the south, East Boulevard to the east, and West Boulevard to the west. A few additional blocks adjacent to the South Dakota School of Mines were added to the study area during the kick-off meeting for data collection and general observations. Parking at the Civic Center was also observed during the data collection process, though this lot is not included formally within the study area, as it is located away from the core CBD. However, this lot may be a viable option for remote shuttle parking and/or for overflow for large special events.

Several maps showing the full study area can be found in Appendix B (Parking Inventory and Occupancy Data). Additional discussion on existing parking inventories within these two study areas is provided in Section 3 of this Plan.

Information on the existing downtown parking system including metered and time-limited parking can be found at the City's parking website: https://www.rcgov.org/departments/finance/downtown-parking-information-255.html

PARKING RECOMMENDATIONS FROM THE MASTER PLAN

The 2016 *Rapid City Downtown Area Master Plan* included a variety of goals and recommendations regarding parking that are summarized below:

Goal: ***Effectively manage the downtown parking supply to serve all users***

- Focus on ways to improve overall parking management, pricing, enforcement and technologies.
- Consider on-street pricing that is responsive to short term transactions (i.e. first 15 min up to 1 hour free) and seasonality (i.e. higher rates in summer).
- Investigate opportunities for shared parking to serve downtown and the Civic Center and encourage Rapid Ride to extend the season and hours of the trolley so remote parking is more realistic.

Improved parking technology

Goal: ***Encourage economic growth in the East of 5th study area***

- Potentially build a second municipal parking garage, ideally as part of a mixed-use development that includes residential, retail and/or office space. A potential location for such a structure could be on the city parking lot between 5th, 6th, and St. Joseph Streets. This location, coupled with increased densification in the East of 5th Study Area and enhanced pedestrian connections across 5th Street, could act as a shared resource for destinations in East of 5th and in the high-demand Historic Core, thereby acting as infrastructure for new development and alleviating localized shortages.
- Reduce potential negative impacts of parking lots/areas on pedestrian appeal by locating parking lots in back of or to the side of the primarily buildings, rather than occupying the majority of the primary street frontage.
- On-street parking spaces that abut parcel frontages may be counted toward the parking requirement. If on-street parking is counted toward the requirement, it shall not obligate the City to provide such spaces or constrain the City from removing such spaces. In the event that on-street parking is removed by the City after the approval of a development, the property shall not be considered non-conforming with regard to parking.
- The plan recommends the City authorize a fee in lieu option that a developer may choose instead of providing all or a portion of the required parking. Such fees should be earmarked for provision of structured parking within Downtown

Redevelopment potential east of 5th Street

when and where a need becomes evident.

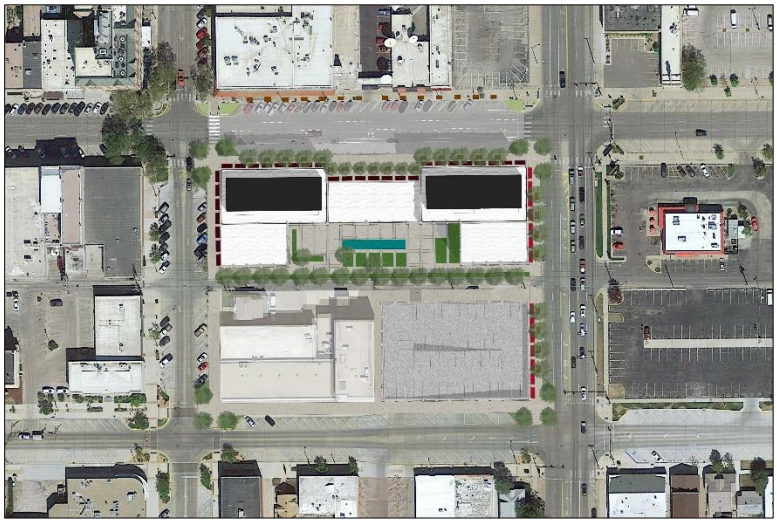
Goal: ***Ensure the financial health of the parking system***

- Consider an alternative model for the management of Downtown's parking resource, including potential outsourcing of the parking function to another entity or the creation of a municipal parking authority.
- Improving and/or modifying parking pricing and management. There is opportunity to increase overall parking revenue and improve the parking experience for Downtown visitors, consumers, employees and investors. As in many downtowns, parking revenue could be reinvested in a Downtown Parking Enterprise Fund and used to implement new capital improvements, including streetscape, roadway design, landscaping, gateways and wayfinding, and a new parking structure.

SOUTHWEST CORNER OF 6TH STREET AND ST. JOSEPH DEVELOPMENT PROPOSAL

During the 2016 Rapid City Master Planning process, the existing property bounded by 5th and 6th Streets and St. Joseph and Kansas City Streets was discussed in great detail. The City of Rapid City owns the majority of this surface parking lot that is currently used as public parking.

This site is a key piece in the growth of the Historic Core District and the central core of Downtown Rapid City. The site's location is the natural progression of development and care should be taken to continue the development pattern and character that has shaped Downtown since its inception.



Concept for parking lot between 5th and 6th Streets fronting St. Joseph

The site was envisioned as private-public partnership with the City. The illustration to the right envisions a potential 5-story mixed-use development that could include ground floor retail and restaurant space with offices and/or residential uses on the 2nd through 4th floors. A parking structure could be incorporated into the design that would provide on-site parking for the development as well as a number of publicly available parking spaces.

Illustrative concept for parking lot between 5th and 6th Streets fronting St. Joseph

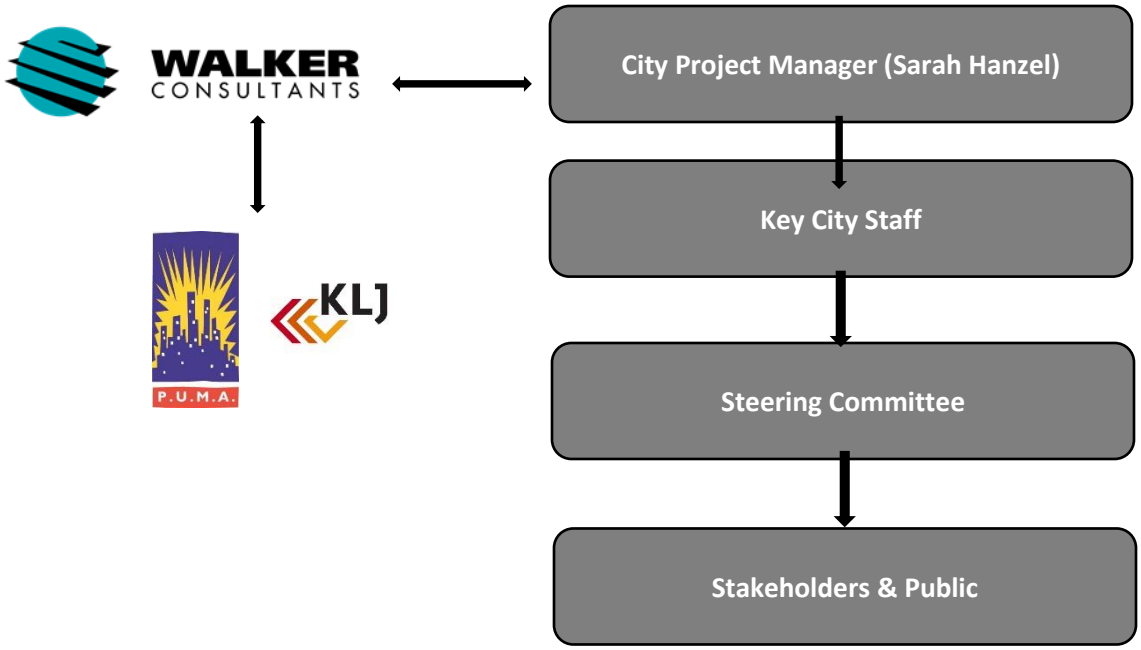
PUBLIC INPUT AND OUTCOMES

The voices of those who live, work, and play in Downtown Rapid City are an essential component of this Plan. WALKER, in conjunction with the City developed a public outreach strategy early in the process to ensure that multiple avenues were utilized to reach a broad sampling of stakeholders and those relying on, and impacted by, the parking system on a day-to-day basis. The following pages detail the outreach efforts and some of the ways that community input has influenced this Plan.

LEVELS OF COMMUNICATIONS AND OUTREACH

A public outreach strategy was submitted to the City as an early task deliverable and outlined both levels of communications and strategies for public outreach and involvement that would be utilized throughout the Plan. There are four key levels of communication for this project, as depicted by the figure below:

Figure 1: Plan Communications



STEERING COMMITTEE INPUT

To help provide direct input and governance for this Plan, the mayor appointed a Steering Committee, comprised of city staff as well as community representatives. The Steering Committee is intended to provide local perspective on the key parking challenges facing the downtown and what strategies had been pursued in the past.

In other communities, the Steering Committee tasked with overseeing the study sometimes transitions to become a standing "Parking Advisory Committee" once the initial Plan is adopted. Such a body would provide ongoing support to the downtown parking program, and would be tasked with developing detailed recommendations for City Council on topics such as parking rates, permit allocations, parking meter guidelines, and other topics of interest. An advisory committee is an effective mechanism for this sort of policy recommendation as the committee is generally comprised of both public employees and members of the business community and other stakeholders at large. (Additional discussion on this option is provided under Section 5 of this Plan).

Steering Committee members for this Plan are listed below. Committee members were engaged throughout the process and reviewed initial findings from various portions of the Plan (four total task reports) along with review of the initial and final drafts of this Plan. The consultant team conducted a total of three Steering Committee meetings to help facilitate discussion.

Figure 2: Steering Committee Members

Name	Role
Sarah Hanzel	City – Long Range Planning
Pauline Sumption	City – Finance Office
Dale Tech	City – Public Works/Engineering
Rod Johnson	City – Public Works/Engineering
Joel Landeen	City – Attorney's Office
Mark Eisenbraun	City – Police Department
Terri Furchner	City – Police/Parking Enforcement
Mike Kuhl	County – Buildings and Grounds
Matt Ehlman	Community Representative
Dan Senftner	Community Representative
Patri Acevedo Riker	Community Representative
Talbot Wieczorek	Community Representative
Michelle Peregrine	Community Representative
Mark Blote	Community Representative

STAKEHOLDER AND PUBLIC INPUT AVENUES

The consultant team incorporated several opportunities for stakeholders identified by the City as well as the public to offer their opinions, comments, and concerns regarding parking and transportation in downtown Rapid City. The following meetings and engagements were utilized as part of the development of this Plan:

- **Parking Opinion Survey**: A 5-minute online survey was available for roughly five weeks during the process and was advertised by the City and local news coverage. The survey covered participants' thoughts on the current parking system and their ideas for future improvements. The survey was launched 7/31/17 and was closed at the end of August. Appendix A (Stakeholder Feedback / Survey Responses) contains a copy of the survey questions and format and a summary of the general responses.
- **Public Open House**: A two-hour evening open house was hosted on 08/15/17 and included discussion of findings to-date, a brief presentation on the project and scope of work, and interactive exercises to procure feedback on industry best practices. Findings and feedback from the open house are also summarized in Appendix A.
- **Stakeholder Meetings**: Four small-group meetings were scheduled on 08/16/17 with business owners, residents, employees, institutional leaders, and other community members identified by the City. These meetings were primarily discussion-based, with some brief question and answer exercises intended to glean the unique perspectives held by these community stakeholders. The following stakeholders were invited to participate in the small-group meetings:

Figure 3: Stakeholder Meeting Invitees

Name	Affiliation	Name	Affiliation
Aaron Neiman	Harriet & Oak	Mike Brummer	Armadillos
Bob Fuchs	Restaurants	Nick Patton	Pad Properties, BID Board
Caleb Arcenaux	Liv Hospitality	Nina Braun	Ketel Thorstenson
Clancy Kingsbury	Who's Toy House	Pat Mahon	SD Mines
Curt Small	Elks Theater	Pat Roseland	West Blvd. Neighborhood
Dan Senftner	Destination Rapid City	Pepper Massey	Dahl Arts Center
Dan Tribby	Prairie Edge Gallery	Rod Pettigrew	Library Board
Darren Haar	SD Mines	Roger Gallimore	YMCA
Eirik Heikes	Fourfront Design	Sam Papendick	Haycamp Brewing
Fred Thurston	Gambrill Building	Sandra McNeely	Creamery Mall
Garry Black	Fourfront Design	Sandra Schwan	Summer Nights
Julie Jones Whitcher	Chamber Visitors Burean	Siaryn	Celtic Connections
Justin Henrichson	Independent Ale House	Stacie Hull	Rushmore Hotel
Lauren Good Day Giago	Sage and Silver	Sue Bracewell	Fountain Springs Church
Linda Rabe	Chamber of Commerce	Todd Hollan	N W E, BID Board
Matt Ehlman	Numad Group/The Garage	Todd Miller	Assurant
Michael Towey	KTM Design Solutions	Tony DeMaro	Restaurants
Michelle Peregrine	Boticelli's		

PUBLIC OPEN HOUSE

The Public Open House on August 15th was attended by 38 Rapid City community members. The meeting included an "open house" format walk-through of analysis and findings from inventory and occupancy data collection and technology opportunities, a brief presentation on project scope and schedule, and a polling exercise. The polling exercise covered several topics, and yielded the following responses:

- **Does Downtown have a parking problem?** Responses were fairly evenly split, with 24% of respondents saying that Downtown does have a parking problem and additional lots and garages should be constructed to solve that problem. Comparatively, 32% of respondents thought that no parking problem exists, but changes to downtown parking policies may make finding parking easier. 20% of respondents stated that parking is sufficient and relatively easy to find.
- **Parking and Transportation Improvement Top Priority.** When asked what parking and transportation effort they would prioritize first, 30% of respondents chose improving alternative transportation options and infrastructure. Other popular responses included building new parking within the historic core to promote development density (23%) and investing in new technologies, like smart meters and real-time availability signage (30%).
- **Parking and Transportation Improvement Secondary Priority.** When asked their runner-up priority, 24% of respondents chose building new parking within the historic core to promote development density. Other popular responses included investing in new technology (21%) and allocating funds to another downtown project (21%).
- **Parking System Attributes.** 41% of respondents said that sufficiency—ensuring that there is plenty of parking available to accommodate everyone, even at peak times—is the most important attribute of the Downtown parking system. 33% of respondents said convenience is the most important attribute, and 26% said cost (free parking for everyone) is most important.
- **Technologies.** Respondents generally showed an interest in parking and transportation technology. 41% said they'd be interested in using a credit card-enabled smart meter. 30% said they'd use a parking app on a smartphone or tablet. Conversely, 30% of respondents said they'd miss the coin-operated meters if an alternative were installed.
- **Parking System Costs.** Respondents were fairly evenly split on the financial burden of parking system costs—44% stated that people using the public parking system should pay the bulk of the costs directly, while 44% stated that the City should cover the full cost of the system. A handful of respondents (7%) said that downtown businesses should pay for a percentage of the system costs through an assessment or tax mechanism.

Responses from the public open house were taking into consideration for both the parking technology and parking pricing recommendations outlined in Sections 1 and 5 of this Plan.

STAKEHOLDER MEETINGS

Of 34 Rapid City downtown business and property owners, employees, residents, and institutional partners invited to participate in small group meetings on August 16th, 25 attended. The format of the meetings focused on three main topics:

- The biggest parking/transportation issue or problem for Downtown Rapid City.
- Who should finance the downtown parking system and its needs.
- Appropriate public parking rates for visitors (hourly/daily) and employees (monthly).

DOWNTOWN PARKING ISSUES

The stakeholder group was the most vocal sect of the public on the need to expand employee parking resources and increase enforcement of on-street parking, to curb long-term use of transient spaces. Regardless of affiliation and background, this was the number one issue among Rapid City stakeholders. Other downtown parking issues frequently mentioned included:

- The need for easy-to-use parking meters and payment technologies that enable credit cards.
- Opportunities for validation and discounts for business customers.
- The need to slow down traffic on Main and St. Joseph streets.
- Improved bicycle and pedestrian connections throughout the downtown.
- Education for the public on parking level of service expectations.
- Leveraging the Civic Center as a permanent parking solution, particularly for employees (several business owners mentioned they'd be interested in sharing the cost to operate a shuttle system with the City).
- A platform for those with surplus private parking to share their parking resources with interested parties, and vice versa.

FINANCING THE PARKING SYSTEM

Each stakeholder group was invited to vote on which entity should be primarily responsible for funding the downtown parking system and its needs. Options included: City government (through bonds or General Fund); downtown businesses and property owners; those who use the parking system; and private developers. The majority of participants (19/25) stated that those who use the parking system should be primarily responsible for paying for its construction, operation, and maintenance. Each of the other responses received only two votes. This indicates that particularly among the influential downtown community, there is considerable support for a paid parking system that generates revenue primarily through the end users.

There was some discussion on this topic regarding the need for a partnership between the City and downtown business owners/end users to cover the considerable cost associated with parking. Stakeholders were informed on the standard range of costs associated with building and maintaining structured parking, and generally agreed that especially in the Rapid City market, there is a need for an alternative source of revenue aside from end user payments and fines. Options discussed included an in-lieu fee program and a standardized fee paid by developers and property owners in exchange for using public parking resources.

VISITOR AND EMPLOYEE PARKING RATES

Participants were also asked to vote on an appropriate rate structure for visitor parking (hourly rates) and employee parking (monthly rates). For hourly rates, the highest number of respondents (13) chose a graduated rate structure, charging $1 for the first two hours and $1 per each additional hour. Many respondents, particularly business owners, emphasized that meters should not be time-limited, so as to maximize visitors' ability to stay in the study area and continue to shop, browse, eat, and drink. Other popular responses included $1 per hour (6) and more than $1 per hour or based on demand (5). Only one participant stated that parking downtown should be free to end users. During this conversation, the majority of participants expressed general support for credit card-enabled smart meters and other parking technologies, such as parking apps. Several respondents (primarily retail and restaurant owners) shared interest in a discount or validation code option for their customers.

For monthly rates, the majority of respondents (15) stated that monthly parking permits for downtown employees (the primary market for such permits) should be between $25-50—in line with current pricing. Some respondents (4) stated that monthly parking permit pricing should be based on demand or system costs. During this discussion, WALKER shared some more detailed information on typical monthly pricing needed to costs. Most respondents expressed an interest in keeping employee parking permits affordable so as to incentivize usage of appropriate long-term resources rather than on-street parking. As with the Public Open House, several respondents shared that they cover the cost of a parking permit for their employees, though this is not a universal practice for all downtown business owners (many have too many employees to do so).

Responses from the atkeholde3r meetings were used in development of this Plan's sections on pricing, future financing for parking infrastructure, and supply management strategies. There were several very good ideas raised during the stakeholder meetings that have been carried forward into this document as formal recommendations.

PARKING OPINION SURVEY RESPONSES

Nearly 500 responses were received for the on-line parking feedback community survey, launched on July 31, 2017 and closed on August 28th, 2017. The following are key results and findings from this survey; these responses were used to inform parking policy recommendations for this Plan:

- **Mode of Arrival:** 95% of respondents arrive to downtown Rapid City by personal vehicle (car, truck, or van). The remainder take an alternative mode of transportation, the most popular being biking, closely followed by walking.
- **Level of Service Expectations:** 70% of respondents stated they prefer to park less than one block away from their destination.
- **Decision-Making:** 49% of respondents cited proximity to the final destination as the most important factor in deciding where to park on a typical day. This was followed by cost (20%), and how easy it is to access the parking facility from main roads (12%). Other responses listed by respondents included ease of egress from the parking space (e.g. is backing out required), the season/weather, and the security of the parking area.

- **Historic Core Strengths and Weaknesses:**

Strengths	Weaknesses
Public parking garage signage	Wayfinding signage
On-street signage	Parking for special events
Appearance of parking facilities	Availability of alternative transportation
Parking enforcement	Quality of alternative transportation

Responses were mixed on parking adequacy; 32% of respondents stated parking in this study area is inadequate, while the majority (68%) stated that parking availability is adequate or good.

- **East of 5th Strengths and Weaknesses:**

Strengths	Weaknesses
Availability of parking	Wayfinding signage
Convenience of parking	Availability of alternative transportation
On-street signage	Quality of alternative transportation
Appearance of parking facilities	
Parking enforcement	

- **Biggest Downtown Parking Need:** Respondents were able to choose more than one option for downtown's biggest parking need. The most popular responses were more short-term parking for visitors (56%), more special event parking (44%), and more and/or better alternative transportation infrastructure (42%).

- **Parking Best Practices and Technologies:**

Highest Support	Lowest Support
Payment systems/meters that accept credit cards	Designated parking downtown for tour buses and other specialty vehicles
Strict enforcement of parking regulations	Higher prices for the most convenient parking
Signage and wayfinding program	
Remote parking options for tour buses and other specialty vehicles	
Shuttle system for remote parking	

PUBLIC INPUT: KEY FINDINGS

The public and stakeholder feedback process (including the on-line surveys, open house, and stakeholder meetings) is a very important part of the Plan and has been used to inform which policies and parking management tools might be the best received by the community.

In general, we heard from several community members that downtown parking is insufficient overall and that the City should simply construct additional inventory. However, the far more common response was that the core downtown parking issues stem from a few key areas such as:

- Lack of available employee permit parking for new and existing businesses
- Certain businesses not utilizing the permits they are assigned
- Employees taking advantage of the 3-hr time limited parking by moving cars during their breaks (also known as the 'employee shuffle')
- Not enough emphasis placed on transportation alternatives
- Some problems with traffic and parking during special events
- Downtown wayfinding (street directional signage) related to parking is not very clear

Interestingly, the consultant team also learned that many stakeholders and businesses are not drastically opposed to implementing a more universal pay parking program in the downtown with meters, instead of time limits, on key streets. A few key suggestions we heard include:

- Its fair to assume that end users (monthly and hourly patrons) should help pay the costs of new parking infrastructure and programs
- Rates should be reasonable, and not punitive, but a few dollars to park downtown is reasonable
- Merchants would prefer an option to offer validations to their customers
- Business would be willing to participate in a parking shuttle and/or to work with other business to lease other private parking spaces for their employees

03 Existing Supply and Demand

SECTION 3 – EXISTING SUPPLY AND DEMAND

EXISTING PARKING SUPPLY/DEMAND CONDITIONS

The existing parking supply/demand conditions analysis consists of a detailed survey of the downtown parking inventory, followed by a detailed survey of parking occupancies taken at key times. For the purposes of this study, parking inventories were collected on Tuesday, July 18, 2017; occupancies were taken on Wednesday, July 19 at 10 AM, 1 PM, and 6 PM. The occupancies were intended to capture typical summer weekday conditions in the mid-morning, afternoon, and evening.

The study also included a length of stay and turnover analysis using vehicle-mounted LPR (License Plate Recognition) technology. This analysis is intended to assess typical length of stay, turn over, and number of violations for each of downtown Rapid City's major on-street restriction types (10-hour meters, 4-hour meters, 2-hour meters, and 3-hour time-limited) within a certain timeframe. The analysis was conducted on Thursday, July 20, 2017 between 9 AM and 3:30 PM.

WALKER's vehicle-mounted License Plate Recognition (LPR) system, nicknamed "Sparky," is used to analyze license plate data to determine turn-over and length of stay within the study area.

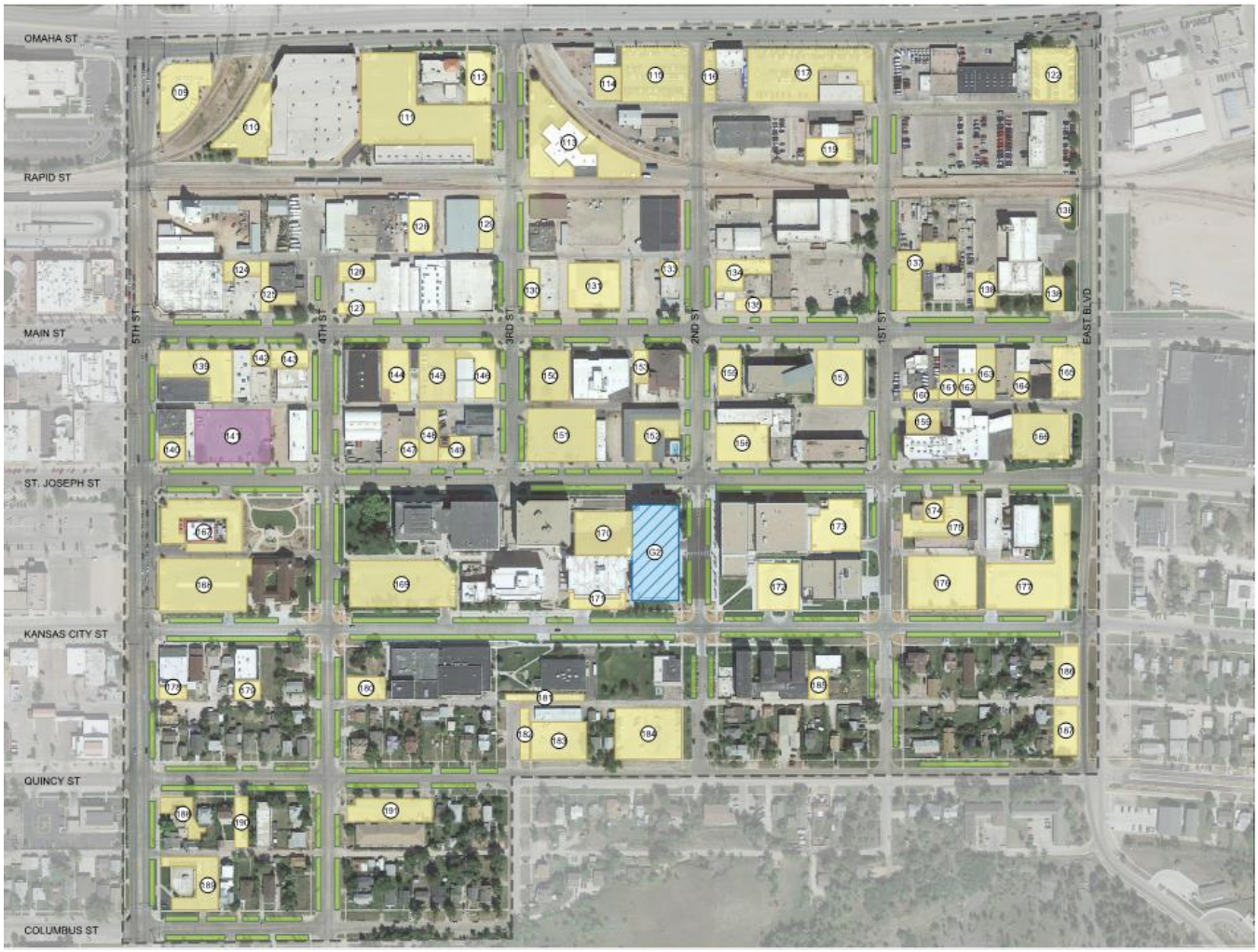
STUDY AREA

The inventory and occupancy analysis included on-street and off-street public and private parking facilities in Rapid City's downtown. The downtown was divided into two main focus areas: the Historic Core (or West of 5th- generally bounded by Omaha Street to the north, 5th Street to the east, Columbus Street to the south, and West Boulevard to the west) and East of 5th (generally bounded by Omaha Street to the north, East Boulevard to the east, Quincy and Columbus streets to the south, and 5th street to the west). See the figures below for a depiction of the study areas and identified parking resources. Larger versions of both maps are included in the report Appendix B along with other data collected for this section.

Figure 4: Historic Core (West of 5th) Study Area

Note: A larger version of this map is provided in Appendix B

Figure 5: East of 5th Study Area



Note: A larger version of this map is provided in Appendix B

Street parking used by School of Mines students was also surveyed on July 17-18 and is included in Appendix B; however, this portion of the survey was not a focal point of the analysis as occupancies are uncharacteristically low during the summer months. The data was collected to provide a baseline should the City wish to consider residential permit zones at some future time.

Several observations were also conducted of the large parking lot located at the Rushmore Plaza Civic Center (444 N. Mt. Rushmore Road). Again, this area was not a focal point of the study. However, several of the downtown business owners mentioned this lot as a possible location to provide overflow parking for downtown employees and/or for larger special events.

The study area for the length of stay and turnover analysis was confined to restricted on-street parking on key downtown streets, including:

- Main Street between 2nd St and West Boulevard
- St. Joseph Street between 2nd St and West Boulevard
- Kansas City Street between 2nd St and West Boulevard
- Quincy Street between 5th St and West Boulevard

The graphic below shows the streets surveyed for the turn-over analysis:

Figure 6: Areas Surveyed for the Turn-Over / Length-of-Stay Analysis

KEY FINDINGS

The following are key findings from the inventory and occupancy analysis:

WEST OF 5TH (HISTORIC CORE)

- **Parking Asset Distribution:** There are 5,266 parking stalls in the Historic Core. The majority (51%) are private; 30% are public on-street and the remaining 19% are public off-street.
- **Overall Occupancy:** Overall occupancy in the Historic Core peaked at 10 AM, with 56% of the system full; 1 PM was close behind at 55% full. Utilization was concentrated in public parking areas closest to popular destinations along Main Street and St. Joseph, generally between Mt. Rushmore and 5th streets.
- **Public Visitor Parking:** The majority of the City's managed public parking assets are located in the Historic Core; as such, analysis of these assets is focused on this study area. Time-limited parking, primarily located along Main and St. Joseph streets, was the most well-utilized type of public visitor

parking, with a peak utilization of 73%. Metered on-street parking, generally located on peripheral streets, was the least utilized type of public visitor parking, with a peak utilization of 39%.

EAST OF 5TH

- **Parking Asset Distribution:** There are 3,639 parking stalls in the East of 5th study area. The majority (58%) are private; 29% are public on-street and 13% are public off-street.
- **Overall Occupancy:** Occupancy in the East of 5th study area also peaked at 10 AM at 44% full, with 1 PM less than a percentage point behind. Utilization was concentrated primarily in a few private lots serving mostly office space with heavy daytime utilization, as well as several on-street areas in close proximity to the Historic Core.
- **Public Visitor Parking:** The majority (66%) of off-street public spaces in the East of 5th study area are unrestricted, meaning that no time limit, payment requirement, or other restriction applies. 32% are time-limited, and only 2% are metered. Utilization is heavily concentrated in unrestricted spaces.

PUBLIC MONTHLY PARKING

- **Inventory:** Public monthly parking is primarily concentrated in the Historic Core study area, with only one lot in the East of 5th study area. The City manages a total of 713 stalls in publicly leasable parking lots and in the Main Street Square parking ramp.
- **Utilization:** Utilization of public monthly parking peaked at 10 AM, with 60% of the stalls full.

LENGTH OF STAY AND TURNOVER ANALYSIS

- **Length of Stay:** The overall average length of stay within the route analyzed is 1.3 hours.
- **Violations:** The most violated parking type is 3-Hour Parking, for which 83 violations were recorded within the 7-hour time period.

HISTORIC CORE (WEST OF 5TH) - ANALYSIS

The Historic Core includes 5,266 parking stalls in its system. The following table shows a breakdown of stall inventory by type.

Figure 7: West of 5th Parking Inventory

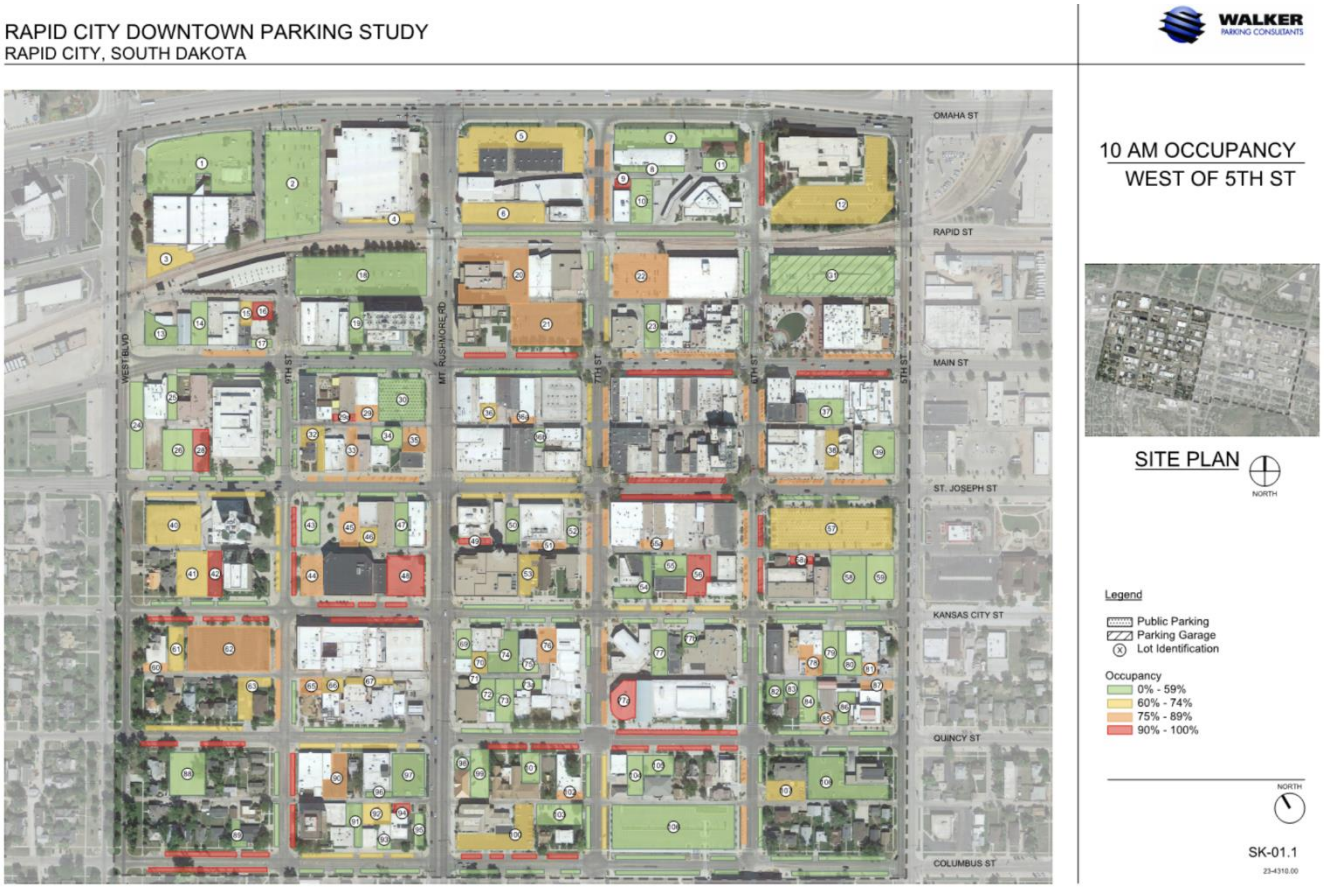
Stall Type	Inventory	% of Total System
Private	2,666	51%
Public On-Street	1,573	30%
Public Off-Street	1,027	19%
Grand Total	***5,266***	***100%***

Note that the public on-street and public off-street inventory types each include some stalls and facilities allocated to specific user groups, such as City employees or emergency vehicles, and are not available to the general public. There are 71 public ADA stalls and 74 private ADA stalls in the Historic Core parking system.

WEST OF 5TH - OVERALL OCCUPANCY

Peak weekday occupancy for the Historic Core was recorded at 10 AM during occupancy collection on Wednesday, July 19, 1017. The following figure depicts occupancy by facility within the study area during the recorded peak conditions. Note that occupancies were performed for two other time periods—1 PM and 6 PM. Occupancy maps for these time periods, as well as a larger version of the figure below, have been provided in Appendix B.

Figure 8: West of 5th Heat Map (Occupancies)



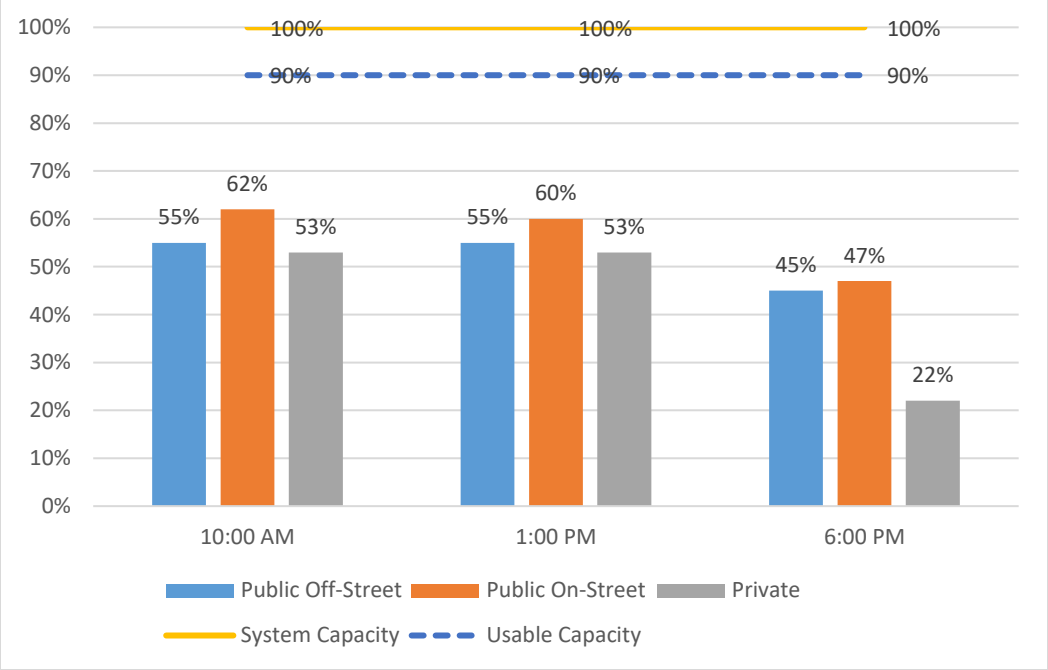
As depicted above, utilization is primarily concentrated in public on-street stalls near popular destinations, such as Main Street Square and restaurants along St. Joseph Street. The following table shows the total occupancy of each stall type at each time surveyed.

Figure 9: West of 5thOccupancies

Stall Type	Inventory	10 AM	1 PM	6 PM
Private	2,666	1,425 (53%)	1,417 (53%)	596 (22%)
Public On-Street	1,573	979 (62%)	942 (60%)	735 (27%)
Public Off-Street	1,027	568 (55%)	566 (55%)	464 (45%)
Grand Total	***5,266***	***2,972 (56%)***	***2,925 (55%)***	***1,795 (34%)***

The following figure graphically depicts occupancy by stall type in the Historic Core. The 90% line is intended to show usable capacity; 90% is generally understood to be the utilization capacity at which the system "feels" full. At utilization levels above 90%, locating an available parking space takes a longer time, especially for users unfamiliar with the system, therefore leading to extensive circulation of parking facilities, traffic congestion, and other negative consequences.

Figure 10: West of 5th Utilization



WEST OF 5TH -PUBLIC VISITOR STALLS

A total of 1,645 stalls are available in the study area for public visitor use at all times[1]. The following figure shows the inventory of each of these stalls by type, and their occupancy at each time surveyed.

[1] This number increases when public leased facilities become open to the public between 4 PM and 7 AM on weekdays, and on weekends and holidays; for the purposes of this study, only stalls available to visitors at all times of day were included.

Figure 11: Public Visitor Stall Occupancies

Stall Type	Inventory	10 AM	1 PM	6 PM
Metered Off-Street	99	61 (62%)	79 (80%)	91 (92%)
Metered On-Street	437	170 (39%)	150 (34%)	136 (31%)
Time-Limited	759	555 (73%)	547 (72%)	510 (67%)
Unrestricted	350	247 (71%)	235 (67%)	84 (24%)
Grand Total	***1,645***	***1,033 (63%)***	***1,011 (61%)***	***821 (50%)***

As shown, time-limited parking stalls, primarily located in the downtown's most popular areas along Main Street and St. Joseph Street between Mt. Rushmore and 5th, are the most well-utilized parking type. Conversely, metered on-street stalls, despite accounting for 26% of total public inventory available to visitors, only accounts for 10% of the utilization at system peak.

WEST OF 5TH - ADA PARKING

The City has noted that ADA parking is of particular concern to the Rapid City community. Note that this study has only entailed an inventory of stalls marked for ADA use and occupancy surveys for these stalls. To determine whether the ADA parking supplied is appropriate and within the confines of ADA regulations, an ADA audit would have to be performed; separate audits must be performed for public ADA spaces and individually-owned private ADA spaces. The following figure shows the public and private inventory of ADA stalls and the occupancy of these stalls at each time surveyed.

Figure 12: West of 5th ADA Parking

Figure 8: Historic Core ADA Parking Inventory and Occupancy

Stall Type	# ADA Stalls	10 AM	1 PM	6 PM
Public	71	17 (24%)	23 (32%)	16 (23%)
Private	74	13 (18%)	15 (20%)	6 (8%)

EAST OF 5TH STUDY AREA

The East of 5th study area includes 3,639 parking stalls in its system. The following figure shows a breakdown of stall inventory by type.

Figure 13: East of 5th Inventory by Stall Type

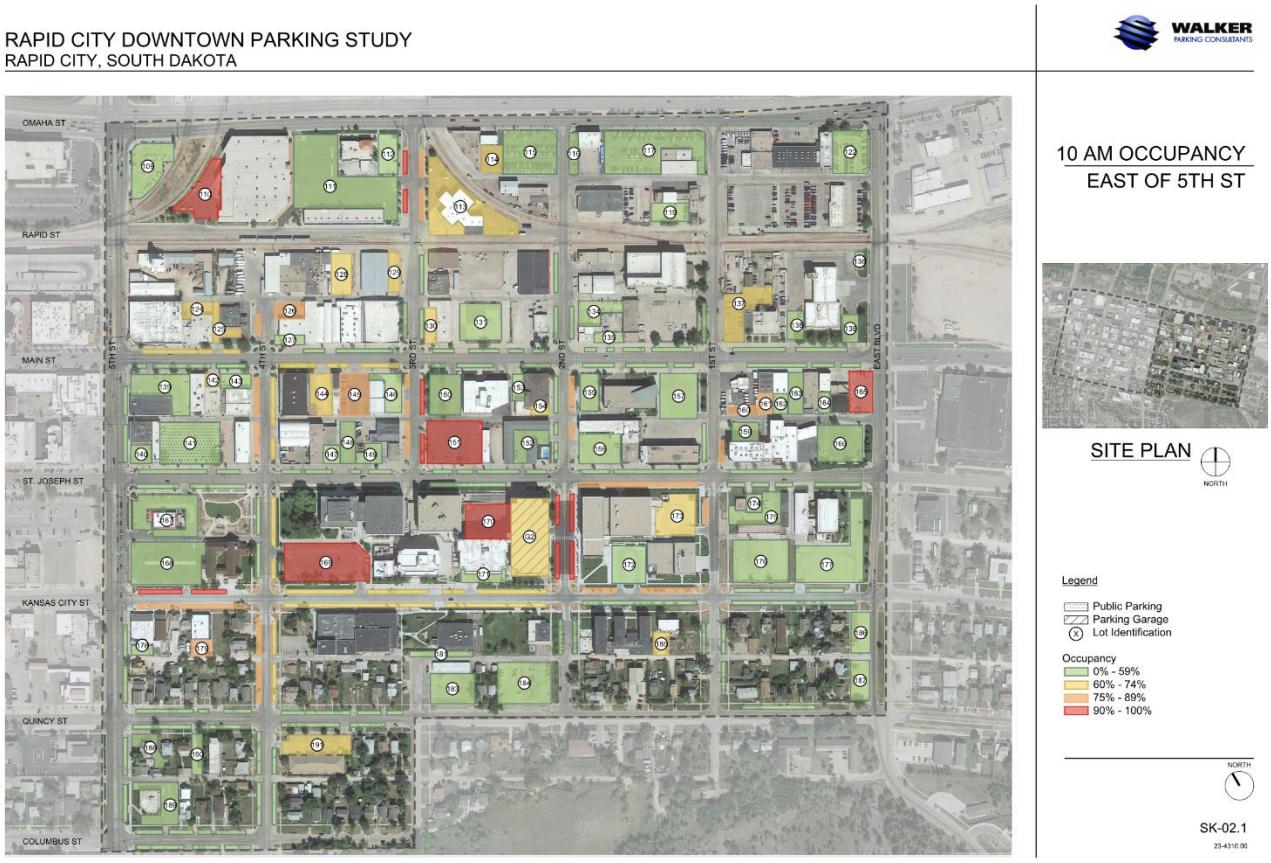
Stall Type	Inventory	% of Total System
Private	2,095	58%
Public On-Street	1,060	29%
Public Off-Street	484	13%
Grand Total	3,639	100%

As noted above, both public on-street and public off-street totals include some stalls that are reserved for certain user groups, and may not be available to the general public. There are 23 public ADA stalls and 54 private ADA stalls in the East of 5th parking system.

EAST OF 5TH - OVERALL OCCUPANCY

Peak weekday occupancy for the East of 5th study area was recorded at 10 AM during occupancy collection on Wednesday, July 19, 1017. The following figure depicts occupancy by facility within the study area during the recorded peak conditions. Occupancy maps for other time periods during which data was collected (1 PM and 6 PM), as well as a larger version of the figure below, have been provided in Appendix B.

Figure 14: East of 5th Heat Map (Occupancies)



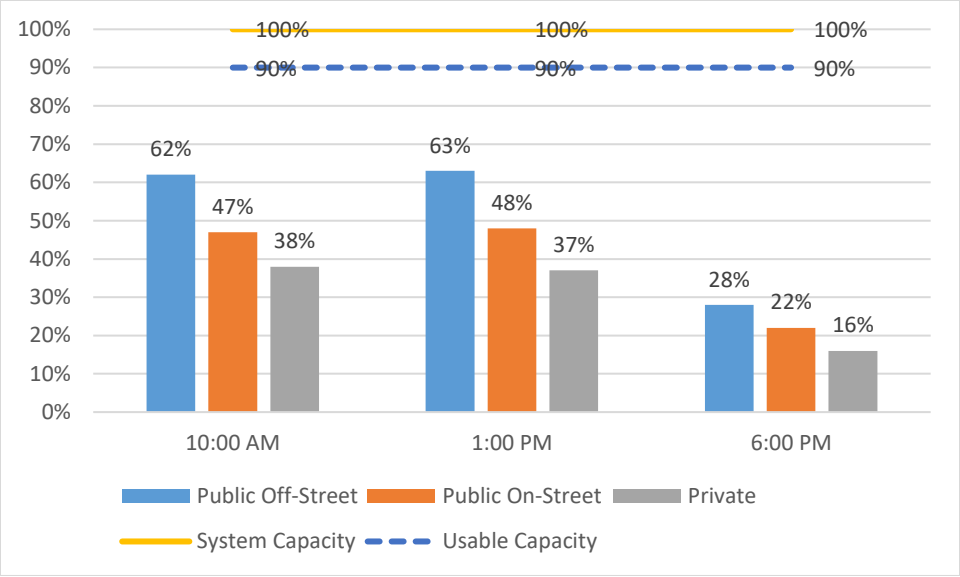
As depicted above, utilization is primarily concentrated in a number of private lots located throughout the study area, and in public on-street stalls along Kansas City Street. The following figure shows the total occupancy of each stall type at each time surveyed.

Figure 15: East of 5th Occupancies by Stall Type

Stall Type	Inventory	10 AM	1 PM	6 PM
Private	2,095	806 (38%)	772 (37%)	327 (16%)
Public On-Street	1,060	495 (47%)	504 (48%)	228 (22%)
Public Off-Street	484	298 (62%)	303 (63%)	135 (28%)
Grand Total	***3,639***	***1,599 (44%)***	***1,579 (43%)***	***690 (19%)***

The following figure graphically depicts occupancy by stall type in East of 5th.

Figure 16: East of 5th Utilization



EAST OF 5TH - PUBLIC VISITOR STALLS

A total of 1,014 stalls are available in the East of 5th study area for public visitor use at all times[2]. The following figure shows the inventory of each of these stalls by type, and their occupancy at each time surveyed.

[2] This number increases when public leased facilities become open to the public between 4 PM and 7 AM on weekdays, and on weekends and holidays; for the purposes of this study, only stalls available to visitors at all times of day were included.

Figure 17: East of 5th Public Visitor Stall Occupancies

Stall Type	Inventory	10 AM	1 PM	6 PM
Metered On-Street	20	0 (0%)	4 (20%)	1 (5%)
Time-Limited	322	138 (43%)	132 (41%)	64 (20%)
Unrestricted	672	337 (50%)	346 (51%)	140 (21%)
Grand Total	***1,014***	***475 (47%)***	***482 (48%)***	***205 (20%)***

As shown above, public visitor parking in East of 5th is considerably less utilized than that in the Historic Core district. Unrestricted stalls are the most abundant and most well-utilized type of public parking in this area, followed by time-limited parking. Metered parking in this area is very limited and not well-utilized.

EAST OF 5TH - ADA PARKING

The following figure shows the public and private inventory of ADA stalls and the occupancy of these stalls at each time surveyed.

Figure 18: East of 5th ADA Parking

Stall Type	# ADA Stalls	10 AM	1 PM	6 PM
Public	23	3 (13%)	5 (22%)	2 (9%)
Private	54	4 (7%)	3 (5%)	0 (0%)

PUBLIC MONTHLY PARKING

As noted previously, the City manages a total of 713 stalls available for monthly leases by the general public. Exclusive access to these stalls by these lessees is held Monday through Friday between 7 a.m. and 4 p.m. in all facilities; outside of that, stalls become open to the public. The following figure shows the inventory of each facility available for public lease, and the occupancy of each facility at all times surveyed.

Figure 19: Public Monthly Parking

Facility ID and Location	Inventory	10 AM	1 PM	6 PM
22 (7th and Rapid)	63	50 (79%)	50 (79%)	51 (81%)
G1 (Main St. Square Garage)	388	220 (57%)	190 (49%)	188 (48%)
30 (Mt. Rushmore and Main St)	47	22 (47%)	22 (47%)	29 (62%)
57 (6th and St. Joseph)	143	97 (68%)	99 (69%)	75 (52%)
141 (Stockgrowers)	72	38 (53%)	41 (57%)	12 (17%)
Grand Total	***713***	***427 (60%)***	***402 (56%)***	***355 (50%)***

As shown above, the stalls available for public monthly lease demonstrate a peak weekday utilization of 60%, indicating additional capacity in the system.

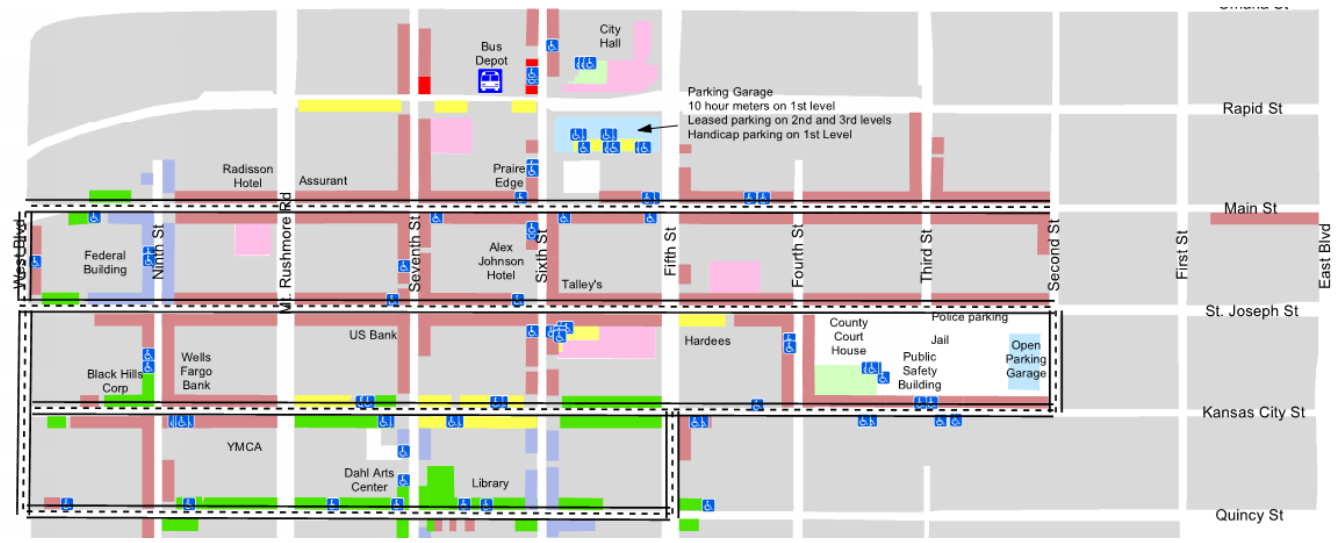
LENGTH OF STAY AND TURNOVER ANALYSIS

The study included a length of stay and turnover analysis of restricted on-street parking on Rapid City's main downtown streets. This analysis utilized LPR (License Plate Recognition) technology, which records and tracks individual license plates parked in a given location. The route study included the following areas:

- Main Street between 2nd St and West Boulevard
- St. Joseph Street between 2nd St and West Boulevard
- Kansas City Street between 2nd St and West Boulevard
- Quincy Street between 5th St and West Boulevard

The graphic below shows the streets surveyed for the turn-over analysis.

Figure 20: Areas Surveyed for the Turn-Over / Length-of-Stay Analysis



Data was collected on Thursday, July 20, each hour on the hour, beginning 9 AM and ending the final route at 3:30 PM. 1,688 unique license plates were recorded. The following figure shows the average length of stay and number of violations by restriction type. Note that the considerably less common 30-minute time-limited parking and 2-hour time-limited parking were not included in this analysis.

Figure 21: Length of Stay and Violations by Restriction Type

Restriction Type	Average Length of Stay	# Violations
10-Hour Metered	1.3 Hours	0 Violations
4-Hour Metered	2.2 Hours	10 Violations
2-Hour Metered	1.4 Hours	9 Violations
3-Hour Time-Limited	1.3 Hours	83 Violations
	Average: 1.3 Hours	***Total: 102 Violations***

It is worth noting that the time window in which the study was conducted was only 7.5 hours, and therefore no violations for 10-Hour Metered parking could be recorded. However, violating this restriction due to length of stay is an impossibility at this point, as these meters are only enforced between 9 AM and 5 PM (an 8-hour window).

As shown above, 3-Hour Time-Limited parking is the most commonly violated restriction; however, it is the most ubiquitous restriction; 84% of the license plates recorded were parked in 3-Hour Time-Limited parking.
This study does not assess violations due to other factors, such as unpaid parking meters or mis-parking.

APPENDIX B DOCUMENTS

Appendix B contains the following detailed maps and supporting data related to the parking inventory and occupancy analysis:

- Historic Core and East of 5th Facility Maps
- Historic Core Occupancy Maps (10 AM, 1 PM, 6 PM)
- East of 5th Occupancy Maps (10 AM, 1 PM, 6 PM)
- Data Summary Tables

KEY FINDINGS FROM THE SUPPLY AND DEMAND ANALYSIS

Based on the consultant team's analysis of the data collected, we conclude the following:

- The parking system, overall, has sufficient capacity to meet existing demand.
    - Though some block faces and facilities do fill to capacity at peak times, the overall system was well below effective capacity for all types of parking (see Figures 10 and 16).
    - Most business should have at least some public parking available within 400' to 800', which is considered to be a high level of service for most customers and visitors.

However,

- The parking system is currently experiencing several obstacles that hinder its ability to effectively accommodate future demand, including:
    - A lack of, or unbalanced utilization of, parking resources dedicated to long-term parkers/employees
    - The tendency of employees to purchase public parking permits for existing long-term infrastructure and not use them on a regular basis, resulting in long waitlists for said permits but low utilization rates in the public lots

- Significant variations (seasonal, hourly, and weekday/weekend) in the use of the permitted spaces in the garage by the Alex Johnson Hotel
- Less effective 3-hr parking restrictions in high-demand areas, misplacement of paid parking stalls (meters) in low-demand areas, and outdated enforcement tools for existing regulations
- Low parking rates and fines

Related to the second set of conclusions, a key finding from the public input process was a sense of frustration from the business community that public monthly spaces are not readily available to new and existing businesses; meanwhile public monthly parking does not appear to be well utilized. This low utilization of the public monthly spaces is confirmed by WALKER's data collection which found that on a typical summer weekday only about 60% of the monthly spaces were occupied at peak, as compared to a desirable target utilization of closer to 90% (if resources are effectively "full").

The solution proposed by the consultant team is as follows:

- Assign parking utilization monitoring to an appropriate staff person (parking enforcement officer, parking department staff, or member of the Parking Committee, if established)
- Conduct regular, unannounced occupancy survey of the public monthly spaces, several times per month
- Adjust public permit oversell rates until public facilities are consistently utilized at around 90% at peak hours
- Increase monthly permit costs at a rate of 3% per annum at minimum; reassess annually based on utilization.

04 Future Buildout

SECTION 4 – FUTURE BUILDOUT

FUTURE BUILD-OUT ANALYSIS

The purpose of this section is to outline the possible public parking impacts generated by known and unknown development projects that may occur within the downtown over the next 1-5 and 5-10 years. This analysis was presented in draft form for review and discussion by the Steering Committee on 09/08/2017 and has been revised based on updated assumptions. The impact analysis is separated into the West of 5th and East of 5th study areas as identified during our data collection process.

Future build-out assumptions have been separated into several categories as defined below:

- **Active Development Proposals:** This includes known projects that are either under construction, under development review, or are identified by the City as likely to be developed in the next 5 years. Note that no build-out is currently assumed for the opportunity site at 6th and St. Joseph. The agreement with the formerly proposed "President's Plaza" project was previously terminated. However, the City is utilizing the Parking Study process as the initial step in considering future development/partnership opportunities at this site and others.
- **Additional Downtown Housing:** The market assessment arising from the downtown master plan projected a demand for up to 300 units (likely multi-family) in the next 5-7 years. Only one specific housing project is currently included under the active development proposals. For the remaining housing development timetable, we have relied on an analysis completed by Long Range Planning staff. This analysis reviews various Downtown Traffic Analysis Zones (TAZ) and their potential for future development. Please see Appendix C for maps and assumptions
- **Downtown General Growth (employee and commercial visitor):** This section of the analysis also relies on information provided by Long Range Planning Staff as referenced in the paragraph above. We have used the total projected growth in downtown employee populations and applied some reasonable adjustment factors to arrive at possible parking demand impacts.

PROJECTED PARKING IMPACTS (DETAIL)

ACTIVE DEVELOPMENT PROPOSALS

We reviewed the list of active development proposals and provided an assessment as to the potential each has to add demand to the public parking system. Parking demand ratios have been assigned to each project/use based on industry standard recommendations (Urban Land Institute and Institute of Traffic Engineers), typical adjustments for downtown infill, hourly parking demand distribution, and the potential for some parking demand to be accommodated on-site (e.g. in a private surface lot associated with the project). Note that only the daytime peak hour demand is calculated for the purposes of our analysis, as greater surplus parking should be available on typical weekends and evenings within both study zones.

Potential Impact of Zoning Ordinance and Policy: For this section of the analysis we generally assume that any new or proposed projects occurring in the West of 5th zone will continue to have no base requirement to provide

on-site parking. This does not preclude private developers from providing some leased parking in private facilities, especially to satisfy market or leasing needs for larger commercial projects and/or for residential units. This is assumed to be the case for some % of the residential projects that come on-line; here we assume that 0.5/unit is provided on-site or in nearby private leased parking.

For the East of 5th zone, we assume that the zoning ordinance is eventually amended and that any new development projects are required to provide parking at a ratio of 1.0/1,000 SF for commercial development and 0.5/unit for residential (or participate in an in lieu fee program or comparable annual parking impact fee assessment). For this zone, the net impact of new development on the public parking system is somewhat offset by assumed development of some additional private parking capacity.

Figure 22: Active Development Proposals – Short-term (1-5 Year) Parking Impacts

Development/Developer	Study Area	Square Footage/Landuse	Estimated date of completion	Potential Public Parking Need	Note
Black Hills Federal Credit Union/ La Macchia Group – 200 Block of Main Street	East	15,320 square feet bank building (2 stories) on a 2 acre site with off street parking.	2019 or before (?) Site is cleared, The building permit being reviewed currently.	n/a	1
Pennington County – 321 Kansas City Street	East	Remodel of existing building 69,000 square feet former NAU campus building soon to be Detox Center/Crisis Intervention Facility.	Construction underway	52	2
Hay Camp Brewing Complex - 601 Kansas City Street	West	Approximately 2,200 square feet of performance arts/event space being developed	Remodel underway. Estimated open in September 2017.	11	3
TID 75 – East Saint Joseph between Maple and Myrtle	East	96 unit apartment building with 192 beds for rent.	TID has 2.5 years remaining for the project to be constructed. Planning approvals not yet received.	19	4
SD Mines Innovation Center – East of 5th District	East	Anticipated 40,000 square foot quasi-public research/innovation center. Investigating feasibility site planning now for locations east of 5th.	Timeline unknown.	20	5

1. Assume that most parking need is addressed on-site
2. Possible need for overflow public parking at 0.75/1,000 for certain types of assembly. Assume signicant ammount of demand may be walk-in
3. Most large events likely to be evening and weekend when on-street public parking should be more readily available; assume some daytime parking demand for load-in and load-out at 0.5/1,000
4. Likley to provide some on-site parking for residents; however, assume some intensification of on-street and public demand for overflow and for guests (at 0.2/unit)
5. Likley to provide some on-site parking for employees; however, assume some intensification of on-street demand for overflow and for visitors (at 0.5/1,000)

ADDITIONAL DOWNTOWN HOUSING

The downtown Master Plan identifies a need for up to 300 additional downtown residential units. We assume that the first 96 units are provided by the TID 75 project shown above (East of 5th or East Study area) with additional downtown housing projects to be built out within the next 5-7 years.

The remaining ±200 units could be developed as infill multifamily projects on existing surface parking, renovations or conversions of existing commercial space, and/or as additional units being provided above existing businesses within the downtown core. We assume that most of the units provided will be smaller (studio up to 2-bedrooms) as is typical for the majority of downtown housing development seen across the country. This product tends to appeal more to new college graduates, dual-income Gen X and Millennial buyers without children, some students (as rentals), transplants from other markets, and retirees.

The data provided by long range planning staff (see Appendix C) has been summarized below and sorted into study area zones. We have used a consistent growth ratio between 2015 and 2017 and between 2025 and 2027 to fill in projections for our 5-year and 10-year analysis.

Figure 23: Residential Growth Factors

Resident Population Projections

Area	Resident Population 2015	Projected 2017	Projected 2022	Projected 2025	Projected 2027	Avg. Annual %
West Study Area	453	484	562	609	640	3.44%
East Study Area	1,065	1,126	1,280	1,372	1,433	2.88%
Total	**1,518**	**1,610**	**1,842**	**1,981**	**2,073**	**3.05%**

*Pennington County Jail (TAZ 17) and SD Mines (TAZ 39) populations excluded

From there, we have extrapolated potential parking impacts, assuming the following variables:

- Existing downtown residents as of 2017 are already accounted for in the baseline occupancy counts. Therefore, only the difference (or growth) in residential populations is a factor in future parking additional need.
- On average, future units will accommodate 1.5 residents; as such, a 10-year growth in population between 484 and 640 in the West (Historic Core) Study area would require roughly 100 housing units on this side of the downtown.
- We assume that on average, each new unit developed will require or request 1.0 nighttime/weekend parking spaces located in the public right of way (on street or in a lot or garage)
- We anticipate a daytime (system peak hour) presence factor of 60% or 0.6/space per unit. This means that 60% of the spaces typically occupied during residents during residential peak hours (generally late

evenings and early mornings) are filled during the day, when the overall parking system experiences peak occupancy.

- The first 96 residential units to be developed are backed out of East Study Area analysis

Using the above assumptions, the following net new parking demand is calculated for each study area:

Figure 24: Residential Projected Needs

Resident - Possible Addl Public Parking Needs					
Area			Projected 2022	Projected 2025	Projected 2027
West Study Area			31	50	62
East Study Area			43	79	104
Total			**74**	**129**	**166**

DOWNTOWN EMPLOYEE/COMMERCIAL GROWTH

As with the projected residential populations, we have also assumed growth in downtown employee populations and used this information as a marker for general growth in commercial uses in the downtown core. The future development may include new infill commercial projects, and/or re-tenanting of existing vacancies (roughly 50,000 SF available as of recent data), and/or conversions of uses from a lower to a higher density.

Again, we have used a consistent growth ratio between 2015 and 2017 and between 2025 and 2027 to fill in projections for our 5-year and 10-year analysis:

Figure 25: Employee/Commercial Growth Factors

Employee Population Projections						
Area	Total Employees 2015	Projected 2017	Projected 2022	Projected 2025	Projected 2027	Avg. Annual %
West Study Area	3,776	3,862	4,078	4,208	4,294	1.14%
East Study Area	2,305	2,396	2,623	2,758	2,849	1.97%
Total	**6,081**	**6,258**	**6,701**	**6,966**	**7,143**	**1.46%**
*Pennington County Jail (TAZ 17) and SD Mines (TAZ 39) populations excluded						

For calculating future parking needs, the following assumptions have been applied:

- Existing downtown employees as of 2017 are already accounted for in the baseline occupancy counts so only the difference (or growth) in this population is a factor in future parking additional need

- We have assumed several internal calculations to correlate between downtown employee growth and potential downtown parking impacts – these calculations assume a ratio of roughly 0.72 public parking spaces are needed for each employee added based on existing ratios of usage and the minimum code requirements (that do not currently require off-street spaces be added for any development density West of 5th)
- We assume that East of 5th development ratios are also adjusted to reflect demand, and therefore future commercial projects in this study area may have a similar impact on public parking needed
- Active Development Proposals projects have also been backed out of the 5-year projects to avoid double-counting the impacts of new employees added at these locations.

The remaining net parking impact (or net impact to the public supply) is shown below:

Figure 26: Employee/Commercial Projected Needs

Employee - Possible Addl Public Parking Needs					
Area			**Projected 2022**	**Projected 2025**	**Projected 2027**
West Study Area			145	238	300
East Study Area			91	189	254
Total			**236**	**427**	**554**

COMBINED PARKING IMPACTS SUMMARY

The total net projected parking impact on each study area is shown below. This figure represents the number of additional vehicles that we assume need parking in a publicly managed downtown lot, garage, or on-street area, based on the growth factors we have assumed.

Figure 27: Combined Projected Parking Needs

West Study Area

User Group	Projected 2022	Projected 2025	Projected 2027
Active Development Proposals	11	11	11
Additional Downtown Housing (daytime impact)	31	50	62
Downtown General Growth (based on employee #'s)	145	238	300
Total	**187**	**299**	**373**

East Study Area

User Group	Projected 2022	Projected 2025	Projected 2027
Active Development Proposals	91	91	91
Additional Downtown Housing (daytime impact)	43	79	104
Downtown General Growth (based on employee #'s)	91	189	254
Total	**225**	**359**	**449**

CAPACITY OF THE EXISTING SYSTEM TO ABSORB GROWTH

As discussed in the previous Plan section, the capacity of the public parking system to absorb additional public parking demand is heavily influenced by a number of factors, namely:

- Can public parking policies be adjusted so that all user groups (long-term employee parkers and short-term customers) be accommodated more efficiently?
- Can additional monthly permits (or blocks of permits) be made available to businesses wishing to relocate downtown?
- Is development density occurring in multiple locations (i.e., the parking impacts are spread out), or is development occurring within a more limited geography (which potentially would increase parking demand for a few select blocks)?

The final item on the list is not easy to predict, as the list of known and probable development projects is relatively short. However, the final parking plan will attempt to provide sound parking policy recommendations to help the city and community maintain the necessary flexibility to address the downtown parking needs as future development density occurs.

AVAILABLE PUBLIC PARKING CAPACITY BY AREA

On an area-wide basis, the existing downtown public parking system may have capacity to absorb some or all of the above development and growth impacts without building any net new supply. The aggregate surplus capacity numbers are shown below:

Figure 28: Available Public Capacity by Area

West of 5th					
	Inventory	Effective Capacity	10 am (peak)	1:00 PM	6:00 PM
Public Off-Street	1,027	924	568	566	464
			55%	55%	45%
Public On-Street	1,573	1,416	979	942	735
			62%	60%	47%
Totals	2,600	2,340	1,547	1,508	1,199
Potential Public Surplus (area-wide):			***793***		
East of 5th					
	Inventory	Effective Capacity	10 am (peak)	1:00 PM	6:00 PM
Public Off-Street	484	436	298	303	135
			62%	63%	28%
Public On-Street	1,060	901	495	504	228
			47%	48%	22%
Totals	1,544	1,337	793	807	363
Potential Public Surplus (area-wide):			***544***		

However, not all of the available public spaces are necessarily conveniently located to address the needs of individual development sites, and the potential intensification of demand may adversely impact some areas of the downtown more greatly than others.

In addition, the public parking capacity located East of 5th has only minor projected surpluses within the 10-year planning horizon which makes it unlikely that the public parking system as it exists now can absorb the project demand very efficiently.

The tables on the following pages shows a snapshot of where some of the surplus parking capacity may be located. A combination of in-street permit zones and adjusting existing permit usage for the public garage and lots are recommended so that the City can potentially better utilize some of the capacity that may exist.

Generally, the two tables are showing areas of opportunity, where blocks of parking (10 or more spaces) may be located and could be formalized into an on-street / off-street parking permit program for the downtown. The

capacity available numbers are based on Walker's 10 am occupancy survey which was the overall peak hour for both zones.

Figure 29: West of 5th Public Parking Areas of Opportunity (for added demand)

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM Occupancy	Capacity Avail
A9	G1	Garage- Level 1-4 (incl. roof)	meters and permit only	Public	484	273	211
A28	106	Rapid City School Lot	Permit Only 7 AM - 4 PM	Reserved Public	116	6	110
A19	57	Public Leased Parking 6 AM - 4 PM ($25 Fine)	Permit Required	Public	107	66	41
A11	30	Public Leased Lot 6 AM - 4 PM M-F ($25 Fine)	Permit Required	Public	47	22	25
A4	12	City/School Office Parking 7 AM - 4 PM	2-Hr Parking	Public	29	16	13
A4	12	City/School Office Parking 7 AM - 4 PM	Employee Permit Required	Reserved Public	77	65	12
A8	22	Public Leased Parking 6 AM - 4 PM M-F	Permit Required	Public	63	50	13
A6	On-Street	Main between Mt. Rushmore and 9th (North)	3-Hr 7:30AM - 6 PM	Public	26	4	22
A28	On-Street	Columbus between 7th and 6th (South)	Unrestricted	Public	27	6	21
A29	On-Street	Columbus between 6th and 5th (North)	Unrestricted	Public	25	6	19
A28	On-Street	Columbus between 7th and 6th (North)	Unrestricted	Public	23	5	18
A29	On-Street	Columbus between 6th and 5th (South)	Unrestricted	Public	22	4	18
A21	On-Street	Quincy between 9th and Mt. Rushmore (North)	Metered 2-Hr 9 AM - 5 PM	Public	21	4	17
A22	On-Street	Quincy between Mt. Rushmore and 7th (North)	Metered 2-Hr 9 AM - 5 PM	Public	20	3	17
A10	On-Street	Main between West Blvd and 9th (South)	Metered 4-Hour 9 AM - 5 PM	Public	18	2	16
A12	On-Street	Main between Mt. Rushmore and 7th (South)	3-Hour 7:30 AM - 6 PM	Public	33	17	16
A22	On-Street	Kansas City between Mt. Rushmore and 7th (South)	Metered 2-Hr 9 AM - 5 PM	Public	16	2	14
A19	On-Street	Kansas City between 6th and 5th (North)	Metered 2-Hr 9 AM - 5 PM	Public	20	7	13
A23	On-Street	Kansas City between 7th and 6th (South)	Metered 10-Hr 9 AM - 5 PM	Public	16	3	13
A24	On-Street	6th between Kansas City and Quincy (East)	Metered 4-Hr 9 AM - 5 PM	Public	17	4	13
A10	On-Street	St. Joseph between West Blvd and 9th (North)	Metered 4-Hour 9 AM - 5 PM	Public	12	0	12
A19	On-Street	St. Joseph between 6th and 5th (South)	3-Hr 7:30 AM - 6 PM	Public	19	7	12
A11	On-Street	9th between Main and St. Joseph (East)	Metered 4-Hr 9 AM - 5 PM	Public	16	5	11
A17	On-Street	Kansas City between Mt. Rushmore and 7th (North)	Metered 2-Hr 9 AM - 5 PM	Public	21	10	11
A2	On-Street	Rapid between Mt. Rushmore and 7th	Metered 10-Hr 9 AM - 5 PM	Public	17	7	10
A12	On-Street	St. Joseph between Mt. Rushmore and 7th (North)	3-Hr 7:30 AM - 6 PM	Public	31	21	10
A16	On-Street	St Joseph between 9th and Mt. Rushmore (South)	3-Hr 7:30 AM - 6 PM	Public	20	10	10
A24	On-Street	Quincy between 6th and 5th St (North)	Metered 2-Hr 9 AM - 5 PM	Public	11	1	10
A26	On-Street	Columbus between 9th and Mt. Rushmore (North)	Metered 2-Hr 9 AM - 5 PM	Public	10	0	10
A26	On-Street	Columbus between 9th and Mt. Rushmore (South)	3-Hr 7:30 AM - 6 PM	Public	15	5	10
A27	On-Street	Columbus between Mt. Rushmore and 7th (South)	Unrestricted	Public	19	9	10
Possible Capacity Available:							**758**

Please see the maps (Appendix C) at the end of this document for reference as to these locations. Some of the locations may require that modifications be made to existing policy or lease arrangements.

Figure 30: East of 5th Public Parking Areas of Opportunity (for added demand)

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM Occupancy	Capacity Avail
B16	G2	Garage- Levels 1-4	Penn. Co. Courts Free Park	Garage Total	353	241	112
B10	141	Public Leased Lot 7 AM - 4 PM M-F	Public lease	Sub-Total:	72	38	34
B23	On-Street	Columbus between 5th and 4th (North and South)	Unrestricted	Sub-Total:	41	12	29
B15	On-Street	St. Joseph between 5th and 4th (South)	3-hr and metered	Sub-Total:	26	0	26
B8	On-Street	Main between 2nd and 1st (North)	Unrestricted	Sub-Total:	25	0	25
B13	On-Street	Main between 2nd and 1st (South)	Unrestricted	Sub-Total:	22	1	21
B7	On-Street	2nd between Rapid and Main (West)	Unrestricted	Sub-Total:	22	1	21
B20	On-Street	Quincy between 4th and 2nd (North)	Unrestricted	Sub-Total:	23	5	18
B9	On-Street	Main between 1st and East Blvd (North)	Unrestricted	Sub-Total:	25	7	18
B10	On-Street	Main between 5th and 4th (South)	3-Hr 7:30 AM - 6 PM	Sub-Total:	26	9	17
B18	On-Street	Kansas City between 1st and East Blvd (North)	Unrestricted	Sub-Total:	25	8	17
B6	On-Street	Main St between 4th and 3rd (North)	3-Hr 7:30 AM - 6 PM	Sub-Total:	22	5	17
B7	On-Street	Main between 3rd and 2nd (North)	3-Hr 7:30 AM - 6 PM	Sub-Total:	17	0	17
B10	On-Street	St. Joseph between 5th and 4th (North)	3-Hr 7:30 AM - 6 PM	Sub-Total:	23	7	16
B20	On-Street	Kansas City between 4th and 2nd (South)	Unrestricted	Sub-Total:	54	40	14
B16	On-Street	Kansas City between 2nd and 4th (North)	3-Hour 7:30 AM- 6 PM	Sub-Total:	50	37	13
B24	On-Street	Quincy between 4th and 3rd (South)	Unrestricted	Sub-Total:	20	7	13
B12	On-Street	Main between 3rd and 2nd (South)	3-Hour 7:30 AM - 6 PM	Sub-Total:	17	5	12
B20	On-Street	2nd between Kansas City and Quincy (West)	public reserved	Sub-Total:	18	6	12
B14	On-Street	Main between 1st and East Blvd (South)	Unrestricted	Sub-Total:	23	12	11
B22	On-Street	Kansas City between 1st and East Blvd (South)	Unrestricted	Sub-Total:	16	5	11
B22	On-Street	Quincy between 1st and 2nd (North)	Unrestricted	Sub-Total:	11	0	11
B23	On-Street	4th between Quincy and Columbus (West)	Unrestricted	Sub-Total:	12	1	11
B24	On-Street	4th between Quincy and Columbus (East)	Unrestricted	Sub-Total:	11	0	11
B18	On-Street	St. Joseph between 1st and East Blvd (South)	Unrestricted	Sub-Total:	10	0	10
B21	On-Street	Kansas City between 2nd and 1st (South)	Unrestricted	Sub-Total:	15	5	10
B21	On-Street	2nd between Kansas City and Quincy (East)	Public Reserved	Sub-Total:	18	8	10
B23	On-Street	Quincy between 5th and 4th (South)	metered and unrestricted	Sub-Total:	21	11	10
B5	On-Street	Main St between 5th and 4th (North)	3-Hr 7:30 AM - 6 PM	Sub-Total:	25	15	10
B8	On-Street	2nd between Rapid and Main (East)	Unrestricted	Sub-Total:	16	6	10
Possible Capacity Available:							**567**

Please see the map (Appendix C) at the end of this document for reference as to these locations. Some of the locations may require that modifications be made to existing policy or lease arrangements.

KEY FINDINGS FROM THE FUTURE BUILD-OUT ANALYSIS

Key findings from this section of the Plan are as follows:

- Depending on the location and density of future projects, WALKER projects that the downtown parking system can potentially absorb the projected residential, employee, and visitor parking demand growth (based on employment and housing statistics provided by the City) over the next ten years without building any net new supply (note that this conclusion does not include any development that may occur on the 6th and St. Joseph Street site).

  - However, this conclusion is dependent on the City and community taking several significant steps to remedy the parking management obstacles referenced above and may also require up-front investment in new technologies (such as new parking meters and/or license plate enforcement tools)
  - To allow for these programs to be implemented, we recommend that the City consider setting aside a portion of the Parking Lot and Area fund to pay for new parking management improvements as recommended in this report, and consider prioritizing such improvements over other obligations as allowed.
- Some localized shortages are anticipated to continue in high-demand areas, though such shortages can be partially mitigated by improved parking management techniques and practices. However, future development occurring within areas where demand already exceeds existing supply, such as along Main Street between 5th and Mt. Rushmore Streets, may require infrastructural investment.
- The consultant team recommends that any new development at 6th and St. Joseph be required to replace any displaced surface parking and account for any added parking demand. This could be accomplished with private on-site parking, or an alternative solution, such as a financial contribution to a public parking asset.

The next step in this parking Plan is to evaluate public parking policy and management recommendations that might make the downtown parking system more efficient for current user groups and to support future developments. Such recommendations will also include solutions for addressing current and projected localized shortages in the parking system. To develop these recommendations, the consultant team utilized not only on-the-ground data as outlined in the Inventory and Occupancy section of this report, but also best-practice solutions from comparable communities nationwide, and feedback from the Steering Committee, stakeholders, and the general public.

05 Supply Management

SECTION 5 – SUPPLY MANAGEMENT

Parking management, policy, and infrastructure recommendations contained in this section of the Plan take into considering the findings from previous sections including analysis of existing parking conditions, future buildout projections, and feedback received from downtown stakeholders and the community. In each case, the consultant team has proposed a set of proposals that we believe are both feasible and fit with the character and priorities of the community.

ON-STREET PARKING STRATEGIES

Several obstacles presently hinder effective management of downtown Rapid City's on-street parking supply, resulting in local shortages, particularly in high-demand areas along Main and St. Joseph streets. These obstacles include:

- Locations of existing coin operated meters in low-traffic areas on the periphery of downtown center
- Longer time limits (3 hours) in high-density areas (e.g. Main and St. Joseph streets between Mt. Rushmore and Fifth streets).
- Many different time limit and meter combinations (even, in some places, within the same block face), leading to confusion among motorists.
- Lack of ability to manually enforce on-street supply to the extent needed, with simultaneous heavy reliance on enforcement to encourage turnover.
- Employee usage of high-density on-street areas (referred to as "the employee shuffle)".

There is some evidence from stakeholder feedback that the employee shuffle factor has increased in recent years because of the City's switch from 2-hour to 3-hour time limitations. Increased enforcement, combined with a "no re-parking within the zone" restriction could potentially reduce the number of employees that attempt to use street parking instead of monthly parking. However, other similar communities have found that the enforcement option is often seen as punitive and can be costlier than a market-based solution, such as relying more on parking meters than time limits, to incentivize turnover of the convenient on-street spaces.

KEY RECOMMENDATIONS

To alleviate the above obstacles, the consultant team recommends the following initiatives:

- Remove existing meters and replace them with time-limited signage on the peripheral blocks of downtown.
- Implement a universal on-street parking time-limit (2-hour proposed) in areas of the study area where paid parking is not installed (except for 15- and/or 30-minute loading spaces as necessary). Businesses that generate a significant number of customer stays beyond 2-hours are relatively few; we suggest encouraging use of metered parking or off-street options for longer-stay customers.
- Implement paid on-street parking using credit-card enabled meters with no time limit (single-space or multi-space) in the central downtown area. Expand paid on-street parking area as required by increases in density and corresponding increases in parking demand.

- Utilize a graduated pricing strategy for on-street meters (e.g. $1 for first 2 hours and $1 for each additional hour, or a 15- or 30-minute grace period).
- Offer validation options for retailers in the form of a code integrated with the smart meter system. Note that validations would simply enable the end user to not pay for parking; the entity offering the validation would still be responsible for the market rate cost of the parking space.
- Implement an Employee Parking Permit program in peripheral time-limited on-street areas in the downtown.
- Embrace the Rapid City stakeholder and general public's general support of paid parking with an extensive, interactive community outreach campaign (as discussed in the Implementation of Paid Parking section below).
- Train parking staff in usage and enforcement of parking meter technology. Identify parking staff as "ambassadors" of the City's downtown parking program.
- Consider future upgrade to vehicle-mounted License Plate Recognition (LPR) enforcement options.

TIME LIMITS DISCUSSION

Time limits are an enforcement-based strategy to increase turnover (as opposed to a market-based strategy, like paid parking with no time limits). In downtown Rapid City, the majority of on-street parking supply is regulated using various time limits. The following figure provides an overview of the current restrictions in the downtown parking system.

Figure 31: Current Downtown Parking Restrictions

Time limits will continue to be a useful tool for the parking system, and should continue to be utilized in areas outside of the central downtown, which generates the highest parking demand (the "central downtown" is defined for the purposes of this study as Main and St Joseph streets between Mt. Rushmore and Fifth streets, and Sixth and Seventh streets between Main and St. Joseph streets). While WALKER recommends that existing areas where restrictions are in place should be maintained, extension of those areas should be considered as density and parking demand require. For example, as the East of 5th study area continues to densify, time limits could be extended east to East Boulevard, north to Omaha, and south to Quincy.

At present, a wide range of time limits govern on-street parking in downtown Rapid City, from 30 minutes to 4 hours. Some block faces have two to three different restrictions. This can lead to confusion for the motorist, particularly if the signage showing the restriction is confusing or unreadable from a moving vehicle. As such, WALKER has recommended that the City implement a universal 2-hour time limit. This should be accompanied with a review of signage (and replacement as necessary) to ensure that signage is clear and readable from the street. 15- and/or 30-minute loading zones can and should be maintained as necessary. Though to the 2-hour time limit could be offered to businesses that make a case for needing the exception (e.g. the Elks Theatre), such exceptions are not recommended, as other solutions (e.g. parking in a metered space with no time limit, and paying for the time necessary) are available with the recommended parking management solution.

In addition, the City should consider an Employee Parking Permit program (EPP) in certain peripheral areas surrounding the downtown, which would allow permit-holders to circumvent the time limits. Of course, this program should only be available in areas that do not presently generate high internal parking demand, and

should be continually reevaluated as development patterns expand or change. With hangtags or another physical permit, this program could be enforced manually. This and other enforcement options are discussed further in the Enforcement section below.

Finally, the City could consider enforcing by zone, rather than by space, in time limited areas. This would bolster prevention of the "employee shuffle" so prevalent in the downtown today. With a digital enforcement system (discussed in the Enforcement section) zones could be geo-fenced, and license plates present in the same zone for more than two hours would warrant a warning or ticket. This would be much more challenging to enforce with a manual system and WALKER does not suggest that staff attempt to accomplish this; however, language describing this policy and the corresponding zones could be adopted in City ordinance and included on time limit signage throughout the downtown to discourage violations.

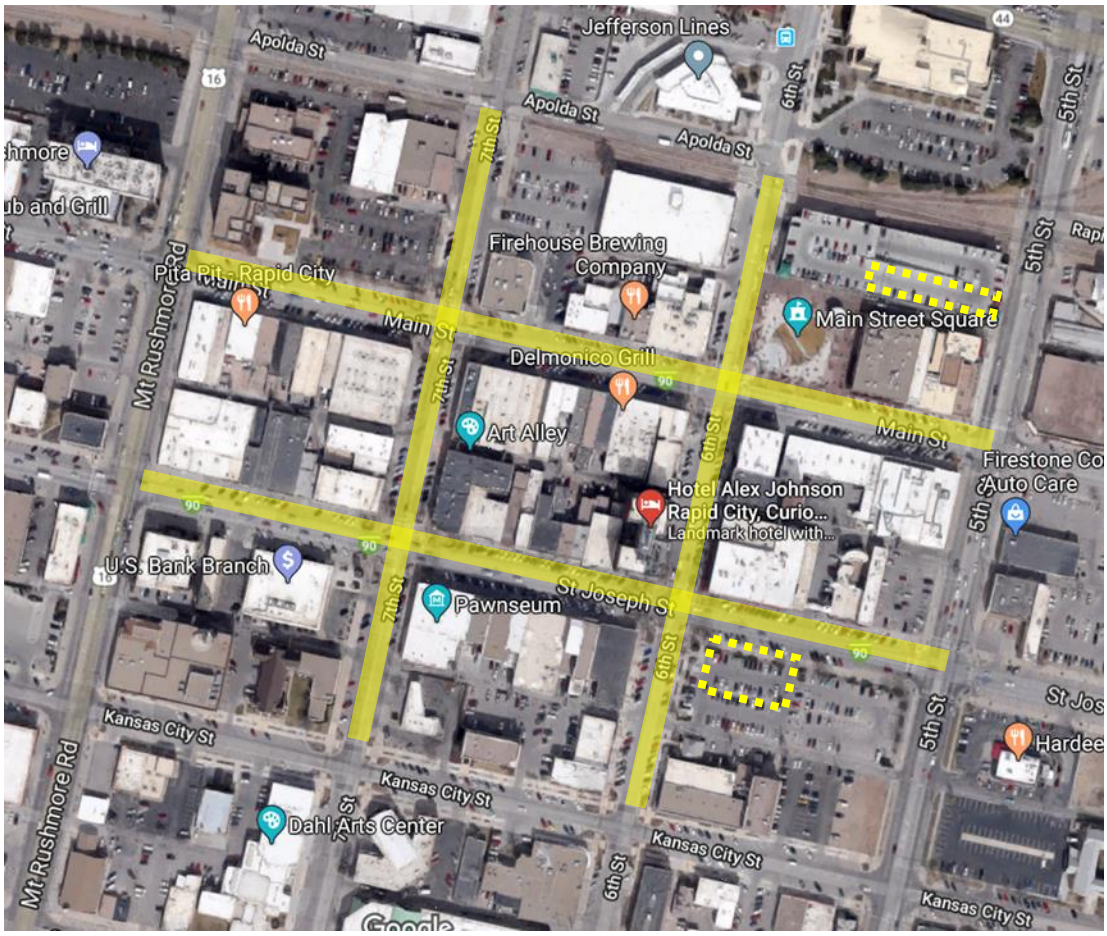
PAID PARKING: TECHNOLOGY OPTIONS AND PRICING STRATEGIES

Downtown Rapid City currently employs paid parking to a limited extent, using coin-operated meters located on the periphery of the central district (e.g. along Rapid, Kansas City, and Quincy streets). The fare for these meters is $0.25 per hour—a nominal fee for most users, especially when compared to their expenditures in downtown's popular restaurants and shops.

Based on occupancy distribution patterns, industry best practices, and positive feedback from both stakeholders and the general public, WALKER recommends that the City implement an expanded paid parking program in the area highlighted in yellow in the figure below. Further, WALKER recommends that this program utilize credit card enabled smart meters, enabling more convenient payment options for users, as well as the ability to adopt a more nuanced pricing strategy (with grace periods and validation options). Users would still be able to pay with coins (a standard option in most smart meter models) to maximize comfort for all users, including seniors who may be unfamiliar or distrusting of credit card options.

In addition to the on-street areas, the City should look to install upgraded meters in the ground level of the parking garage and in the 6th and St. Joseph surface lot, to be consistent with the brand of meters installed for the on-street system. For off-street locations, the City should evaluate the need for monthly permit parking and determine if a fixed or a flexible amount of visitor parking is desirable at these locations. To maintain flexibility in the lot and garage, the City might want to consider a pay-and-display or pay-by-plate system where the pool of visitor parking could be expanded based on availability.

Figure 32: Proposed Smart Meter Implementation Area



BENEFITS OF SMART PARKING

There are several benefits to smart parking technology:

- **Payment Options:** Smart meters that offer alternative payment options to coins can improve customer service, enhance compliance, increase revenues—even prevent staff injuries that occur from handling coins in mass volumes
- **Complex Rate Structures:** Smart meters offer the ability to include a grace period, implement a graduated rate (e.g. free for the first hour and paid each additional hour), or allow validations using codes.
- **Audit Control:** Smart meter technology tracks each payment, including the date and time of purchase, how much time was purchased, how it was paid for, and what amount was paid. Therefore, audits are a simple process.

- **Maintenance:** Every smart meter is equipped with self-diagnostic software that enables them to "report" maintenance issues via wireless communication, so any issues can be quickly remedied.

SINGLE-SPACE METERS VS. MULTI SPACE METERS

There are several major differences between smart single-space meters (SSMs) and smart multi-space meters (MSMs), including:

- The public generally finds SSMs easier to use, particularly considering their similarity to Rapid City's existing meters.
- SSMs do not require signage. Motorists see the meter and know they are expected to pay. MSMs require signage with arrows advising motorists to pay at the MSM. Pay-by-space meters also require space numbers.
- SSM manufacturers charge credit card transaction fees above and beyond typical merchant processing fees – typically $0.13 per transaction. MSM manufacturers do not charge these fees.
- SSMs are more susceptible to vandalism and theft. MSMs are more secure and are recommended for high-risk vandalism areas.
- SSMs have smaller coin vaults and consequently need to be collected more frequently.
- MSMs, by their nature, do not allow for 'piggybacking' (parking at a meter that has time left on it from the previous parker). This can account for increased revenues of up to 10%. SSMs require sensors to zero out the meter, which also decreases battery life.
- SSMs cannot accommodate pay-by-space or mobile license plate enforcement, which are more efficient than physically inspecting every meter.

The following figure shows the comparative probable cost of SSMs vs. MSMs, based on the inventory recorded in the area shown in figure above. Costs have been rounded to the nearest $100.

Figure 33: Probable Cost – SSMs vs. MSMs

Meter Type	Area Inventory	#Spaces/Meter	Cost/Meter	Total Cost
Smart Single-Space	433	1	$1,000	$433,000
Smart Multi-Space	433	8	$9,500	$514,200

Rapid City stakeholders and community members generally tended to favor SSMs, due to their familiarity with this style of technology. However, MSMs are a strong alternative option, particularly because the angled configuration of downtown parking lends itself to an MSM program (a parallel configuration would require the purchase of more MSMs than an angled configuration does). Due to public support for SSMs and the benefits they offer to consumers in terms of convenience to end users and their similarity to the City's existing meter system, the focus of this section is SSMs. Additional detail on MSMs is provided as Appendix D.

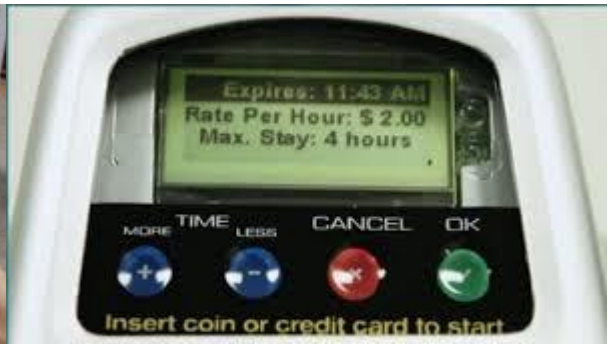
Single Space Smart Meters: detailed overview

Approximately twelve years ago a single-space retrofit meter became an attractive and affordable option for upgrading conventional meters. The computer, solar panel and wireless capability have been incorporated into the single-space meter, providing most of the benefits of the multi-space meter, without requiring the customer to walk to the multi-space meter.

A new meter mechanism fits into the conventional meter housing (simply remove the original dome and mechanism and replace with the new mechanism). The meter features wireless cellular communication that links each meter to a centralized management system and provides real-time credit card authorization, revenue tracking, and flexible remote rate change capabilities. The meters are solar powered and contain a rechargeable battery pack.

Figure 34: IPS Single-Space Meter

Source: utsandiego.com



Source: commlawblog.com

Conceptual Cost of Single Space Smart Meter

Costs for upgrading a single-space meter head with an IPS meter varies based on the quantity of units. The basic cost is approximately $1,000 per unit, fully installed. On-going operating costs include a monthly fee of $6.00 per meter for network connectivity and a $0.13 per credit card transaction fee (not including the merchant fees charged by credit card providers). Consumable costs are limited to battery replacement, as the meter does not issue paper receipts.

Advantages of Single-Space Smart Meters

- Built on the most familiar form of metered fee collection. Most motorists are familiar with the operations of single-space meters; little to no customer education is needed.
- Additional signage requirement is limited.
- Meters can be configured to accept coins or tokens, smart cards, credit cards or debit cards.
- Lower implementation cost than multi-space meters.
- Each machine covers one space; thus an out-of-service meter only impacts one space.

- Meters communicate with a central server. Communication can be configured to notify the parking operator when a coin vault is full or when a unit is out-of-service. This decreases the operational burden while increasing control.
- Rates can be changed from the central server, including adjusting rates for events or specific time periods.
- Simple operating procedures for bagging and reserving spaces.

Disadvantages of Single-Space Smart Meters

- Unused time remains on the meter when the vehicle leaves the space and is available at no cost to the next parker (a.k.a. "piggybacking").
- Limited maintenance cost savings due to the high number of units (one for each space).
- Besides meter head maintenance, the meter housing and poles require maintenance to straighten and secure.
- Motorists cannot receive receipts.
- No dollar bill acceptance option.
- On-going monthly costs (generally $6.13 per meter) for online access and processing of credit card payments.

IMPLEMENTATION OF PAID PARKING

Rapid City has some legs up when it comes to implementing paid parking in its downtown core. As mentioned previously, Rapid City already has some paid parking in its downtown in the form of coin-operated meters; however, these meters are primarily located in low-traffic areas visited minimally by tourists and other first-time users, and charge a nominal fee of $0.25 per hour. Additionally, stakeholders and members of the community generally expressed support of paid parking—particularly for "smart" systems where payment options other than coins are offered.

However, WALKER still recommends a rigorous approach to implementation of the recommended smart parking system. We have put together key elements of this approach below.

COMMUNITY OUTREACH

- Conduct community outreach meetings with stakeholders.
- Issue a press release announcing plans for the new meters, with a focus on the positives of increased turnover, space availability, ability to pay by credit card, two-hour complimentary period, etc.
- Deploy a website with press releases, project updates, meter instructions and "frequently asked questions and answers". These may include: Where are parking meters located? How much will parking cost? If I'm a business owner, can I validate parking for my customers? How long can I park at the meter? What are my payment options?

- Design, publish, and distribute a downtown parking guide, including a downtown parking map and brochure describing the locations and availability of on-street and off-street parking, including free, paid, short-term and long-term parking.
- Display a 'sample' meter in a public area (perhaps near one of the President statues, or in Main Street Square) for people to see, touch, and feel prior to implementation.
- Carefully train all related staff on all aspects of the program so they can easily assist motorists and communicate a consistent message regarding the details of the program.
- Develop and distribute informational and instructional handouts (brochures and/or fliers) illustrating how to use the meters.
- Develop a directional video for local television and/or YouTube. Incorporate humor! For example, show a local politician or celebrity struggling, only to have a child show how easy the meter is to use. This is also an opportunity to work with the School of Mines to recruit students to create the video, possibly for school credit.
- Issue another press release one week prior to the initial installation.
- Conduct a ribbon-cutting and first-use ceremony to officially welcome the new meters.
- Utilize trained 'parking ambassadors' to assist motorists with their use during the first few weeks they're deployed.
- Provide warnings rather than fines for a short period of time (90 to 120 days) following meter deployment.
- Even after the 'break-in period', WALKER recommends issuing courtesy warnings for first-time meter violations. This softer approach will be well received by the public, especially in a previously high-enforcement environment, and is a reasonable response to a motorist who inadvertently overstays a parking session. This could re-set on an annual basis, so that everyone gets forgiven one time (or even two-times) per year.

BRANDING AND MARKETING

Branding and marketing are the keys to success for most businesses, and more recently for cities and universities as well. Cities and universities are coming up with catchy names and logos to brand their parking programs so that motorists can easily find parking facilities or identify parking related signs.

In addition to the above recommendations, WALKER recommends creating a Facebook page displaying parking information. This will require a time commitment to keep the page current and interactive; however, it's a great marketing tool that typically reaches more viewers than a website. It's also interactive, enabling the Town to receive information, data (and "likes") as well as providing information.

WALKER recommends creating a distinctive logo to brand the parking program. The logo would be inserted on everything related to parking: the website, the parking garages, all parking signage, paperwork, etc. Additional strategies include:

- Sponsor a contest for creating the logo. Finalists could be shown on local TV, on-line (on Facebook) and in the newspaper. The public could vote on the winner, generating publicity and gaining buy-in from the public.
- Ask local businesses to sponsor prizes.
- Ask for School of Mines student participation.
- This will not only provide a new logo, but will also provide interest/buzz/consciousness-raising. The contest should generate media attention.

METER INSTALLATION

The public will notice the installation of the parking meters; therefore, it is imperative that news of paid parking was adequately communicated beforehand. Furthermore, the installation crew must be fully versed on the parameters of the program. Be sure they have brochures to distribute, and that they understand their role in the success of the program.

PARKING ADVISORY COMMITTEE

Several of the supply management recommendations discussed in this section will require buy-in from the downtown business community (such as new smart meters) and on-going adjustments to policies (such as rates) to ensure that the system is operating effectively. To help bridge the gap between "city interests" and "stakeholders," this Plan recommends that the mayor and/or council appoint a Parking Advisory Committee comprised of representatives from several different constituencies. Several example of the typical duties and make-up the Parking Advisory Committee are listed below.

Example Mission/Purpose Statements:

- *A 13-member parking advisory committee, appointed by the City Council to advise the City on investments in the parking environment, policy and rate-setting as informed by the downtown parking study.* (Spokane, WA)
- *The Parking Advisory Board makes recommendations to the City Council regarding the implementation of the City's parking policies and plans; provides an avenue for ongoing stakeholder input and involvement in parking decisions that affect the public; supports and advocates for parking initiatives and programs; helps educate the public about parking issues; works with other boards and commissions of the City or other community organizations that have an interest in parking issues; and performs such other duties and functions and have such other powers as provided by the City Council.* (Fort Collins, CO)
- *Committee Duties (5 Members): Act as an advisory committee to the City Council with respect to implementation of an overall Parking Management Program; Act as an advisory committee to the City Council with respect to parking issues within Pismo Beach; Act as a community forum to hear requests from the public regarding the operation and maintenance of downtown parking lots and programs;*

Maintain adequate liaison with other committees, agencies and districts; Advise council as to other matters upon the council's request. (Pismo Beach, FL)

This Plan recommends that the Parking Advisory Committee, once ratified, oversee the implementation of the following parking system program changes and upgrades:

ENFORCEMENT

At present, enforcement is conducted manually using tire chalking to identify length-of-stay violations. Enforcement of the downtown is quite difficult under current conditions—not only because it is conducted manually, but also because of the many different restrictions and time limits present in the downtown. WALKER's recommendation to implement a universal time limit throughout the downtown will alleviate some of the pressures parking attendants currently feel.

If increases in parking demand require it or budget constraints allow it, WALKER recommends that the City consider scaling up to digital enforcement using mobile License Plate Recognition (LPR) technology.

Mobile license plate recognition (LPR) technology has made the enforcement of time limits, and certain paid parking solutions implementable with MSMs, 300% to 400% more efficient.

Figure 35: Examples of Vehicle-Mounted LPR for Enforcement

Mobile LPR utilizes vehicle-mounted cameras that read and record license plates as an enforcement vehicle is driven on roadways, surface lots, garages, etc. A processor is installed in the vehicle's trunk or in the floor, and a laptop is installed on the dashboard, between the front seats. The LPR cameras use a series of algorithms to convert the photographic images of license plates into text data. System software then compares the plate numbers with previous enforcement session(s) and/or databases of paid or permitted license plates, to determine if the vehicle has overstayed the time limit, if it has paid, or otherwise has a right to park in that particular location at that particular time.

Another camera option, 'electronic chalking', captures the images of valve stems on tires to determine if the vehicle has moved over the course of time. A discussion of LPR's ability to integrate with payment options applicable in a MSM paid parking system are included as Appendix D.

While enforcing, mobile LPR can collect parking occupancy and frequency of visit data, as well as limited duration of stay data. Each time the mobile LPR vehicle drives past a parked vehicle, it time-stamps the image and the location, using GPS technology to identify the locations of the parking spaces and can sort the data by parking facility, street or by customized zones. Note that the system won't know the exact time that the vehicle parked or exited – it only knows that the vehicle was parked in a specific location at the time of enforcement. Throughout multiple tours, the system software calculates the total time that the vehicle was observed as parked, up until it is observed to have moved.

It's important to note that while mobile LPR is an efficient enforcement tool for permit, paid and time-limit parking, many other infractions such as no parking, ADA parking, loading zone, hydrant, etc., will still need to be manually (visually) inspected. Most enforcement officers are able to do so while driving the enforcement vehicle; however this can impact enforcement routes and schedules.

Handheld LPR is an alternative to mobile (vehicle-mounted) LPR; however, WALKER does not recommend pursuing this option as staff time is not significantly reduced (though accuracy can be).

Mobile LPR units cost roughly $45,000 per unit.

06 Code, Policy, and Funding Considerations

SECTION 6 – CODE, POLICY, AND FUNDING CONSIDERATIONS

CODE AND POLICY CONSIDERATIONS

At present, Rapid City does not require new development or changes/intensifications of use to provide off-street parking in the Historic Core study area. Conversely, the off-street parking standards in the East of 5th study area are much more commensurate with requirements in more suburban communities. These requirements have hindered development in this area and, as such, have led the City to consider possible changes.

City staff have specifically requested that WALKER provide a number of best-practice off-street parking code and policy considerations for both study areas, given the unique existing and future development patterns of each. The following figure provides an objective for code and policy in the East of 5th Study Area, as well as a list of code and policy changes that may be considered.

Figure 36: East of 5th Policy Considerations

East of 5th Study Area Objective: Adequately accommodate new demand while ensuring that off-street parking requirements are not an obstacle to the study area's development and densification.	
Policy	**Benefit**
Assign off-street parking requirements on a per-bedroom, rather than per-unit, basis for residential development.	Allows for higher-efficiency units (such as studios and 1-bedrooms) to be built with a less significant parking requirement than larger, less efficient units.
Allow conversions or intensifications (up to a certain % density added) of existing buildings to be exempt from off-street parking requirements.	Encourages conversions or intensifications of under-utilized buildings.
Allow for shared parking studies (showing the total anticipated peak demand for the subject site, based on efficiencies between different uses and usage of alternative transportation methods) to replace off-street parking requirements for mixed-use buildings.	Ensure that the off-street parking provided for mixed-use developments will meet anticipated demand without adding excess supply.
Allow reductions from the minimum parking requirement (up to 20% administratively or 50% with Board approval) for Transportation Demand Management (TDM) interventions, such as providing bike parking, car share, and rideshare or bus pass subsidies for employees, among others.	Encourages private investment in multimodal transportation infrastructure, and creates a program for parking reduction that actively benefits the City and its residents, employees, and visitors.
Consider an in-lieu fee as an option for new development (in lieu of providing required off-street parking spaces).	Allows for developers to choose, based on specific site considerations, between providing off-street parking or financially contributing to existing and future public parking resources. In-Lieu fees are further discussed in this section

The following figure provides an objective for code and policy in the Historic Core study area, as well as a list of code and policy changes that may be considered. These policies focus primarily on financial alternatives in lieu of providing off-street parking, as no off-street parking is presently required in this District.

Figure 37: West of 5th Policy Considerations

Historic Core Study Area Objective: Enable efficient and financially viable usage of parking resources.	
Policy	**Benefit**
Annual parking impact fee for new development, and conversions/intensifications of existing developments.	Allows the City to collect a financial contribution to construct, operate, and maintain public parking resources in the Historic Core.
Zoning Credit Parking Program for new development, and conversions/intensifications of existing developments.	An alternative to a typically more expensive impact fee would be to enable shared use (not exclusive use) of public parking spaces located in existing and future public parking structures in exchange for a fee. Zoning Credits are further discussed in this section.

REDUCED CODE REQUIREMENTS EAST OF 5TH

In addition to the above policies, the City is also considering reducing or eliminating minimum off-street parking requirements for the East of 5th study area to help stimulate new development. This policy has several possible ramifications which are outlined in the chart below.

Figure 38: Pros and Cons of Reduced Parking Requirements

Approach	Typical Application	Pros	Cons
Traditional off-street parking requirements	Per unit of land use; defined by 17.50.270 of Rapid City Code; varied requirements but generally around 5.0 space / 1,000 SF for commercial uses	Ensures that most uses are meeting the majority of their demand on-site; limited impact to on-street, shared resources, or adjacent neighborhoods; lenders are most comfortable with this model	Generally results in over-supply of parking, especially in mixed use environment; can lead to lower densities and urban sprawl as uses are separate by surface parking lots
Traditional off-street parking requirements, with allowable reductions	Same as above but with reductions or exemptions for certain uses such as mixed use (with shared parking), affordable housing, and renovations / conversions of older buildings	Ensures that most uses are meeting the majority of their demand on-site but encourages urban infill with mixed-use development at key locations	Benefits some projects but tends to limit the development of additional single-use building types; promotes lower densities overall with pockets of higher density
Blended requirements	Requires a blended ratio in line with average demand for a mixed-use urban environment (generally 2.0 - 2.5 / 1,000)	Allows for increased development density, especially when paired with other reductions such as shared-use reductions, or policies like Fee In-lieu	Right-sizes the parking infrastructure overall but does little to encourage shared-use of private resources located on adjacent parcels which leads to inefficiencies. Public parking system generally relied on to address overflow demand
Blended and reduced requirements	Requires a blended ratio in line with average demand for a dense urban environment supported by mass transit (generally 1.0 - 1.5 / 1,000)	Allows for increased development density, especially when paired with other reductions such as shared-use reductions, or policies like Fee In-lieu. Enables a competitive market for public parking once pay parking fees are introduced	Public parking system generally relied on to address overflow demand
Zero Requirements	parking minimums are waived	Allows for significant development density. Enables a competitive market for public parking once pay parking fees are introduced	Public parking system generally relied on to address overflow demand, though funding mechanisms such as in-lieu fees are off the table.

Based on our assessment of pros and cons, this Plan recommends that the City consider reducing the requirement for new development within the East of 5th Study area to between 1.0/1,000 and 2.0/1,000 for commercial uses, with requirements of 0.50/unit for multifamily. This approach will allow the City to enact an in-lieu fee program or parking impact fee while allowing for reductions for mixed use, affordable housing and TDM programs.

This approach makes sense for the East of 5th study area as there are limited exiting public parking options. Enacting a zero parking requirement may result in the City needing to accelerate the funding of new public parking resources within the zone.

STANDARD COSTS TO CONSTRUCT AND MAINTAIN STRUCTURED PARKING

The following section discusses standard costs to construct and maintain structured parking. Such costs are an essential component to understand when considering new parking infrastructure; it is because of these costs that WALKER encourages maximally efficient management of existing supply prior to building new supply.

CONSTRUCTION COSTS

Costs to build structured parking can vary greatly, depending on the type of construction, the size and shape of the site, the number of stalls, and whether activation of the ground floor (such as including a retail wrap along street frontage) is included, among other factors. Generally, construction costs for above-grade parking range from $17,000 to $25,000 per space. This range excludes certain costs, such as soft costs (such as architectural design or site development entitlements), as well as land acquisition costs and demolition costs. These cost ranges assume an above-grade structure; below-grade parking typically adds a significant cost premium, variable based on site configuration, soil conditions, size and number of parking levels provided below-grade, water table level, and ventilation and other utility needs, among other factors.

OPERATIONS AND MAINTENANCE COSTS

Operations and maintenance costs, or O&M, are the standard costs required for standard garage function, including labor, general cleaning and maintenance, administration, and insurance, among other items. Depending on the garage's size, type of construction, type of operation (free to end users or gated with a payment system, for example), and maintenance plan, annual per space O&M costs can generally range from $300 to $600, based on WALKER's parking facility operating expense database.

The range of O&M costs shown generally includes the following components:

- **Labor (including employee income tax, benefits, and uniforms):** Even in structures with fully-automated Parking Access and Revenue Control Systems (PARCS), some labor is generally required. For garages that do not require an attendant or extensive in-person monitoring, WALKER generally assumes a facility manager and custodian will be assigned to the structure, and allocate 25% of their total annual labor hours working in

the structure. Of course, if an attendant or other personnel are required, potential labor costs will be increased.

- **General Maintenance:** Floor cleaning/repair, lighting repair, and other annually-required minor repair and maintenance items. This item may fluctuate depending on the operator's specific maintenance plan.
- **Administration**: General administration of the facility, including cost of supplies.
- **GarageKeepers and General Liability Insurance:** Insurance required for garage operators to limit liability for potential damage to customers' vehicles, among other potential liability issues.
- **Reserves for Replacement/Long-Term Sinking Fund:** While this line item is technically optional, WALKER strongly recommends that a per-space figure of $65 be allocated each year to pay for large-scale maintenance items not accounted for in the general maintenance budget. This is because even the best designed and constructed parking facility requires structural maintenance. For example, expansion joints will need to be replaced and concrete invariably deteriorates over time and needs to be repaired to ensure safety and to prevent further deterioration. The structural maintenance cost typically represents the largest portion of the total maintenance budget. Property owners tend to grossly underestimate the structural maintenance cost and do not budget adequately for timely corrective actions that must be performed to cost-effectively extend the service life of the structure. The cost of structural maintenance is relatively small considering the comparatively high expenditures associated with the failure to perform proper maintenance on a timely basis.

The typical O&M budget range would generally exclude the following components as these can vary for location to location:

- **Rent or management fee:** Fees associated with third-party management of the parking structure.
- **Cost to operate or maintain a ground floor "wrap":** Any costs associated with a retail "wrap" or other ground-floor land use (other than parking).
- **Parking Access and Revenue Control System (PARCS):** Costs to source, install, and maintain a Parking Access and Revenue Control System (such as a gated system with pay-on-foot and pay-in-lane options).
- **Security System.**

KEY PLAN FINDINGS RELATED TO INFASTRUCTURE

The cost to develop additional parking resources within the downtown will be highly variable depending on several possible considerations including:

- Opportunities to lease underutilized private lots for the purpose of providing additional monthly parking spaces
- Funding priorities that may be equally beneficial to the downtown parking system, such as funding a remote lot shuttle service to the Civic Center and/or improving pedestrian infrastructure across 5th and Mt. Rushmore Road, and determining potential financial participation of private business owners in such a program.

- Mid- and long-range funding sources available for another public parking garage (as a stand-alone or as part of mixed-use)
- Opportunities to partner with other parties to add public parking spaces to a proposed project
- Properties the City could look into acquiring (to be used in the short-term for temporary additional parking facilities and in the long-term for permanent parking facilities or redevelopment).

Based on the findings of this Plan, the consultant team would recommend that the City move forward with consideration of the first four bullet points, and consider the garage option only as a longer-term need (depending on future development density). Surface lots should be acquired if the price and development options are reasonable.

To enable implementation of the programs outlined in this report, we recommend that the City consider setting aside a portion of the Parking Lot and Area fund to pay for new parking management improvements, and consider prioritizing such improvements over other obligations as allowed by the terms and covenants associated with those obligations.

Finally, this Plan recommends that the City move forward with a program to purchase and install new parking smart meters on key block faces, as discussed in more detail in Section 6. Up-front program costs for this and other initiatives should be relatively minor, though we do recommend that the City budget some funding for 2019 to prepare a bid specification. (Third party assistance with this process is recommended). The cost of the meters themselves can generally be funded by the vendor using a portion of the projected revenues collected from the meters. This is not the only option for financing, but would potentially limit up-front infrastructure costs to the City.

The payback period for new smart meters, using the rates discussed in this Plan, should be less than three years.

FINANCING OPTIONS

As discussed previously, the costs to build and maintain a parking structure are significant. Rapid City has a number of alternative financing tools at its disposal to either replace or complement traditional financing. Additionally, the City already has extensive experience with Tax Increment Financing (TIF) and has an existing downtown Business Improvement District. However, the use of these tools for parking-specific funding can be a little different; several common alternative funding mechanisms, including case studies and best practices, are discussed in Appendix E of this report.

Some of these options, such as in-lieu fees and additional tax assessments for downtown business and property owners, do not have the potential to pay for a structure in full, and would have to be combined with other strategies, such as traditional financing, bond financing, or a partnership with a private entity.

REPORTS AND APPENDICES

A STAKEHOLDER FEEDBACK/ SURVEY RESPONSES

APPENDIX A.1: Feedback from Stakeholder Meetings

Focus Group Meetings 8-15-17

Meeting 1 | 9am – 10am

Introductions – 7 attendees

- Sandy Schwan: Summer Nights
- Curt Small: The Elks Theater
- Siaryn Duggan: Celtic Connection
- Nina Braun: Ketel Thornstonson
- Todd Miller: Assurant
- Troy Dellas: Murphy's
- Linda Lake: Chamber

Parking issues:

- employee parking challenges
- moving car shuffle is a major issue
- 3hr shuffle
- constantly reminding staff to park off street
- lack of enforcement – many employees park for 4-5 hours after lunch and do not get ticketed
- many cars have a city parking permit are parking on-street – most likely for convenience
- "Rapid City does not have a parking problem, we have a walking problem"
- A lot of parking perception
- Owner of Murphy's and KOL – wants to see parking changes – need a mechanism to promote growth and development (reduced parking standards)
- Question: do you factor in winter months for parking – what about walking distances?

Jeremiah/Mallory discussion with focus group

- Parking policies should be fair and balanced to promote parking for all user groups
- We see localized shortages of short term parking
- City parking garage is underutilized due to overselling permits – Alex Johnson has 100 spaces and many go unused
- Family Thrift Center is going out of business – this lot could be a great site for employee parking
- Many of the private lots could/should be oversold because they are rarely used every day – many are only utilized around 60%

Group Discussion:

- Majority of parking downtown is privately owned – many will lease spaces but it is hard to find – should be a web-site that identifies all privately-owned lots and how/where to get a permit
- Policy issues: requirements are high – City is working on a draft for parking requirement changes
- Could there be a campaign for a rebate for metered parking based on how much $ the user spends? Either automatically or business by business
- Is there enough scale to install credit card meters? Yes, cost is covered in 1st 3 years
- What about surge pricing? Higher cost at peak hours – i.e. 1st hour is free

Polling Questions

1. **Who should be primarily responsible for funding the downtown parking system**
   - Those who use parking system (visitors, residents, employees, etc. (4)
   - City government (through bonds or general fund) (2)

2. **Which of the following rates is most appropriate for downtown parking meters**
   - $1 for the first 2 hours and $1 per each additional hour (6)

3. **Which of the following rates is most appropriate for public monthly parking?**
   - $25 - $50 (6)

Meeting 2 | 10:30 am – 11:30 am

Introductions – 4 attendees and what is biggest parking challenge

- **Bob Fuchs:** Firehouse brewery – 3hr parking not working well, people that work on upper floors are parking on the street – some tenants have turned in their parking passes, hair salon students are also parking on-street - can't say that the 3 hr. is working, would rather it be 2hrs – Makes sense for the Elk Theater because movies are longer than 2 hrs. – can we give customers a "slug" to park for free on their next visit
- **Nick Patton:** live downtown and family owns Alex Johnson – 3hrs has been great for living downtown – cousins own wicked salon – the owners of the salon pay their customers tickets – Alex Johnson rents about 60 spaces from the parking deck – there is a 2 year wait for permit parking
- **Darrin Harr** – Owns about 100 rentals in downtown innovation district – parking must be more progressive – City owns a huge parking lot next to the old high school – must change the codes so we can have shared parking during different hours of the day
- **Ted Stevens**: co-founder of "The Garage" Lives ¾ time in Boston – have parking as part of the properties
- **Pepper Massey**: Exec Director _____runs the Dahl – adding the 3hr parking time was helpful for the Dahl so they have time to eat, shop, and visit the art museum – people do not like to walk, want to park right where they go. Have to find a way to feed the meters for people that rent the facility for performances or events. Getting bus parking was very helpful for kids and tourist – would like to see a smart meter system that allows credit cards

Jeremiah/Mallory discussion with focus group

- Brief recap of last night's public meeting
- We are able to bring best practices/benchmarking from our national experience – providing many options – not reinventing the wheel

Polling Questions

1. **Who should be primarily responsible for funding the downtown parking system**
   - Those who use parking system (visitors, residents, employees, etc.

2. **Which of the following rates is most appropriate for downtown parking meters**
   - $1 for the first 2 hours and! per each additional hours
   - More than $1 per hour or based on demand

3. **Which of the following rates is most appropriate for public monthly parking?**
   - Based on demand or system cost

Discussion:

- Most expensive parking should be in the highest demand spaces
- The parking enforcement is very aggressive but $10 is not a big enough fine
- $1 is not a bad charge for 1hr – trying to find the change is a big challenge – we need smart meters
- Question about cost of smart meters: the smart meter company pays for the installation and takes a percent of fees for first 2-3 years
- Smart meters could use a code or card for businesses that want to validate parking
- Why would we not base parking costs on demand or system costs
- Non-profit sector does not make a lot of money (Dahl) – it would be a hardship on staff and organization to charge more than$50/month for parking – can we subsidize employee parking for low income wage earners?

- What about parking at the Civic Center and running a shuttle to downtown - cons: expensive to run the shuttle the back and forth, education issue to get employees to take it, would need to run it very frequently – would have to make an incentive for employees to ride it – time penalty for taking shuttle – is there federal funding available – would be more convenient in the winter – get dropped of in front of car and place of employment
- Could a shuttle be funded by existing businesses?
- Assurant building needs 350 parking spaces – interested in teaming with the City for public and private parking – could sell parking permits to bring debt down
- Could we add it to the bid tax
- Do you have case studies that show that sales go up after meters have been installed? In Cherry Creek in Denver had an 8% increase in sales after installing meters

Meeting 3 | 1:00 pm – 2:00 pm

Introductions – 9 attendees

- **Julie Jones Whitcher:** Visit RC: interested in making it better for visitors – was able to get designated bus parking near the transit center
- **Fred Thurston:** owns downtown buildings, 2 have parking, 1 does not have parking
- **Cindy Swanston:** GM Fairmont creamery – getting cars to slow down has been a challenge
- **Todd Hollan:** NWE management, BID Board – represents all real estate interests, have a lot of prop on 6th
- **Pat Mahon** School of mines – SDSM&T
- **Molly B:** intern with Pat at SDSM&T lack of metered parking downtown
- **Jerry Freed:** Furniture mart at 5th & Main – parking is adequate for them**,** as east of 5th develops, has some concerns on parking
- **Carl Cove**: Haycamp Brewing Co.
- **Sam Papendick:** Haycamp Brewing Co.

Discussion:

- Need to find additional employee parking – how to better manage the parking
- Is there a prepay on smart meters? Yes, could also have a license plate permit system – many are programable, merchant validations system, pay be cell phone app
- What about the 5-7 year waiting list on the parking garage
- Why is the BID not paying for an employee parking garage?
- Why did parking counts not occur at night?
- In order to payback the cost of a structure, each space would need to cost $150/month
- The public lots need to over sell the public lots more as many are underutilized
- Many people are parking in private lots overnight
- The signage for the public lots has improved in the last 5 years - need all lots (public and private) to have consistent signing
- What about lots at Civic Center? Could a shuttle be run from remote lots to downtown? – this would need a critical mass to make this a viable option
- Permits are only based from 7am – 4pm – not everyone works these hours – at 4pm all parking on-street is free and unrestricted
- Assurant shuttles people 2 blocks from ramp
- Can employee parking be provided on the periphery of downtown
- There is very little incentive for people
- What about the lot at the performing arts center (school district lot) – this could be an employee lot

Polling Questions

1. **Who should be primarily responsible for funding the downtown parking system**
   - Those who use parking system (visitors, residents, employees, etc. (6)

2. **Which of the following rates is most appropriate for downtown parking meters**
   - $1 per hours (4)
   - $1 for the first 2 hours and $1 per each additional hours (2)

3. **Which of the following rates is most appropriate for public monthly parking?**
   - $25-$50 per month (3)
   - Based on demands or system costs (2)

Meeting 4 | 3:30 pm – 4:30 pm

Introductions – 4 attendees

- **Dan Senftner:** Main St. Square, DRC Board, Property Owner: parking issues are more employee issues – biggest abusers of the system – employee based -
- **Roger Gallimore :** YMCA in the "forgotten end of downtown", have a steady stream of users, have worked hard to expand parking, employee parking is a challenge, primary membership base is downtown, 270 employees – 110 at a time, 1,000 – 1,000 people per day using the Y, Black Hills opens up their parking lot after 5pm for the Y
- **Gary Black:** arch and engineer – attending as a citizen, spends a lot of time walking, company pays for leased parking – many employees are parking on the street, no place downtown for RVs, pulling a boat – where can they park downtown without getting ticketed?
- **Clancy Kingsbury:** Property owner, BID board – 3 retail stores, who's hobby, on main and main st square, much room for improvement downtown – may be best served to privatize parking

Polling Questions (only 4 attendess)

1. **Who should be primarily responsible for funding the downtown parking system**
   - Those who use parking system (visitors, residents, employees, etc. (2)

2. **Which of the following rates is most appropriate for downtown parking meters**
   - $1 for the first 2 hours and $1 per each additional hours (3 ½)

3. **Which of the following rates is most appropriate for public monthly parking?**
   - $25-$50 per month (3)

Discussion:

- Must be a partnership between City and end users
- A thriving downtown = a thriving community – under this premise the city has an obligation to provide parking but it should be a partnership
- Must have public-private partnership for parking solutions
- There is a need for additional employee parking – employees should have to be responsible for some of their employee parking
- The parking citations are too low – only $10, the policy should be changed
- Business owner on Main Street would like to have a meter in front of his business – would like to see 1st ½ hr free
- Makes no sense to have meters in front of the library
- Should have longer term parking on KC street – much of it is 10hr at $.25/hr
- Should also have tagged parking on KC street for $40/month
- Should use parking meters that can take credit cards and coins for short term users and people that do not use debit cards
- There is a lot more parking in the 700 block of main due to new businesses there
- Must see the traffic slowed down on Main & St. Joseph
- Why not implement the recommendation in the master plan and reduce Main & St. Joseph to 2 lanes to slow down traffic
- Could we do a downtown parking app so they know where to park – people will walk 2-3 blocks for free parking if they know where it is

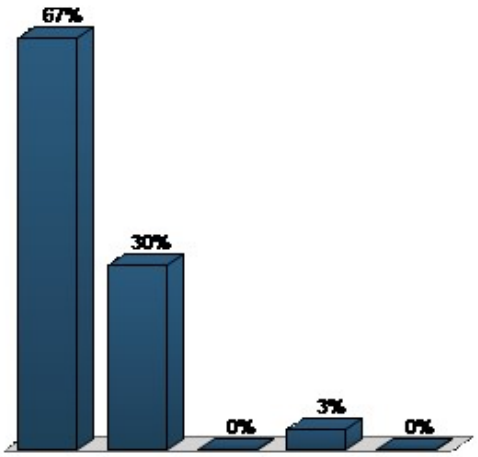
Session Name: 8-15-2017 7-25 PM

Date Created:	8/15/2017 3:34:14 PM	**Active Participants:**	33 of 33
Average Score:	0.00%	**Questions:**	7

Results by Question

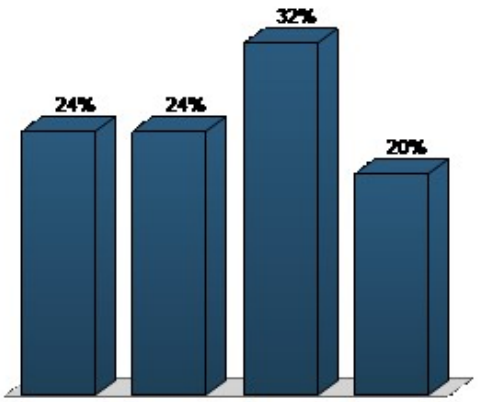
1. How did you get to this open house? (Multiple Choice)

	Responses	
	Percent	**Count**
I drove and parked nearby	66.67%	20
I walked or rode my bike	30%	9
Someone dropped me off	0%	0
I rode with someone	3.33%	1
I took the bus or shuttle	0%	0
Totals	**100%**	**30**



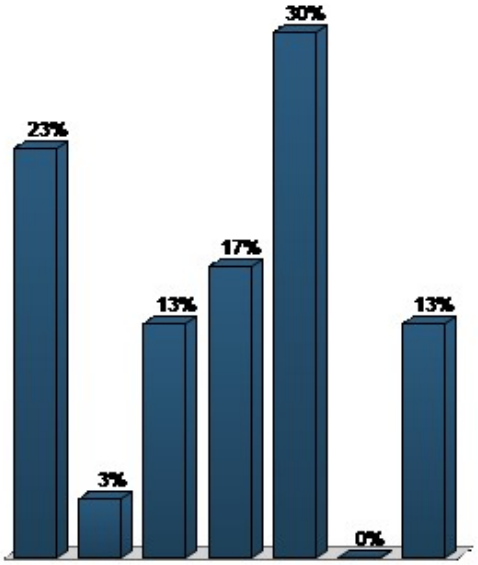
2. Do you think the downtown has a parking problem? (Multiple Choice)

	Responses	
	Percent	**Count**
Yes, we should try to build more public lots and garages	24%	6
Sometimes, but mostly related to special events or especially busy conditions	24%	6
Overall no, but changes to downtown parking policies (meter locations, permits, time limits) might make it easier to find parking	32%	8
No, parking is sufficient and relatively easy to find	20%	5
Totals	**100%**	**25**



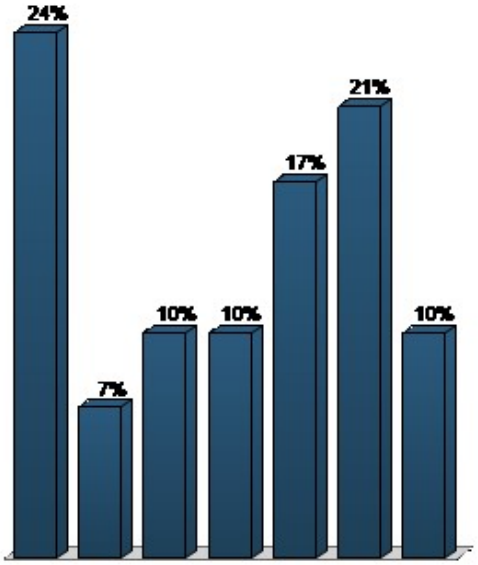
3. Pretend you are the head of economic development and planning for a vibrant downtown in 2025. Where would you prioritize the City's parking and transportation resources? (Multiple Choice)

	Responses	
	Percent	**Count**
Build new parking within the historic core to promote development density	23.33%	7
Build new parking East of 5th to extend downtown toward South Dakota School of Mines	3.33%	1
Invest in new upgraded smart parking meters	13.33%	4
Invest in real-time parking availability signage and way-finding	16.67%	5
Improve alternatives such as bus and shuttle routes, bicycle and pedestrian connections, and programs to encourage less driving	30%	9
I would devote the resources to another downtown priority	0%	0
Downtown is in great shape; I'd rebate the funding back to the taxpayers!	13.33%	4
Totals	**100%**	**30**



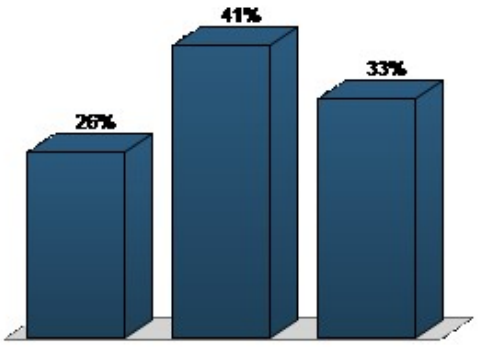
4. Same Question. Pretend the City found some extra resources to fund your second highest priority. What would it be? (Multiple Choice)

	Responses	
	Percent	**Count**
Build new parking within the historic core to promote development density	24.14%	7
Build new parking East of 5th to extend downtown toward South Dakota School of Mines	6.9%	2
Invest in new upgraded smart parking meters	10.34%	3
Invest in real-time parking availability signage and way-finding	10.34%	3
Improve alternatives such as bus and shuttle routes, bicycle and pedestrian connections, and programs to encourage less driving	17.24%	5
I would devote the resources to another downtown priority	20.69%	6
Downtown is in great shape; I'd rebate the funding back to the taxpayers!	10.34%	3
Totals	**100%**	**29**



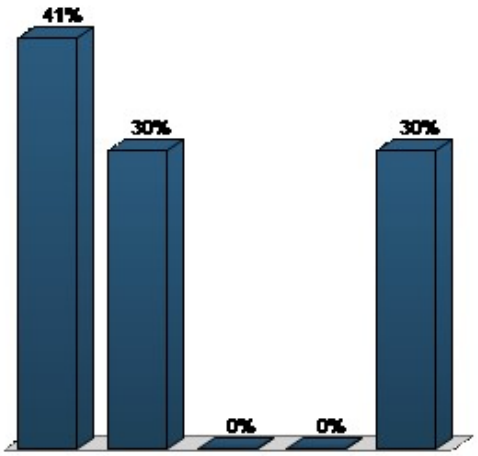
5. Which of the following parking system attributes do you think is most critical to the downtown? (Multiple Choice)

	Responses	
	Percent	**Count**
Parking should always be free for customers and visitors	25.93%	7
There should be plenty of parking available to accommodate everyone, even at peak times	40.74%	11
Convenience is key, the City should look to develop more garages in strategic locations	33.33%	9
Totals	**100%**	**27**



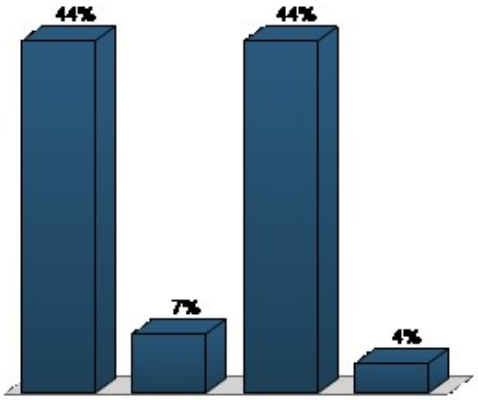
6. It's the near future and you are headed downtown for lunch. Which of the following technologies would you be most comfortable using? (Multiple Choice)

	Responses	
	Percent	**Count**
I would park at one of the City's new smart meters and pay using my credit card	40.74%	11
I would head straight to the restaurant and pay for my parking using an app on my smartphone – better yet, my license plate number and credit card are already on file	29.63%	8
I would google the restaurant ahead of time and reserve a parking space in one of the City's nearby lots or garages	0%	0
I'm happy that Uber and Lyft are now available downtown – I'm comfortable using those app-based services even if they are a little costlier	0%	0
I miss the old coin-operate meters; they were easy to use and I could finally unload all those nickels	29.63%	8
Totals	**100%**	**27**



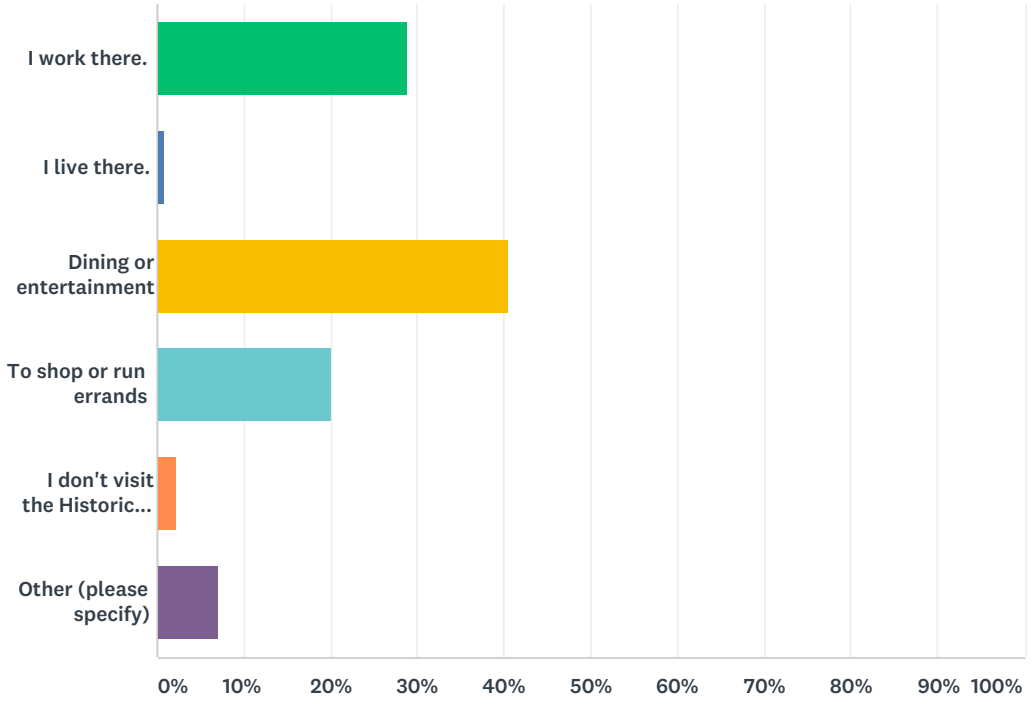
7. Who do you think should pay the majority of the costs toward building and maintaining public parking assets? (Multiple Choice)

	Responses	
	Percent	**Count**
People that use the public parking (customers/visitors/employees) should pay the bulk of the costs directly	44.44%	12
Downtown businesses should pay for a good percentage of the costs through an assessment or tax mechanism	7.41%	2
The City should cover the cost of public parking	44.44%	12
Parking should not be funded publicly, but private business should be required to build or pay for what they need	3.7%	1
Totals	**100%**	**27**



Q1 What is your most common reason for visiting the Historic Core (West of 5th) Study Area? (see map below)

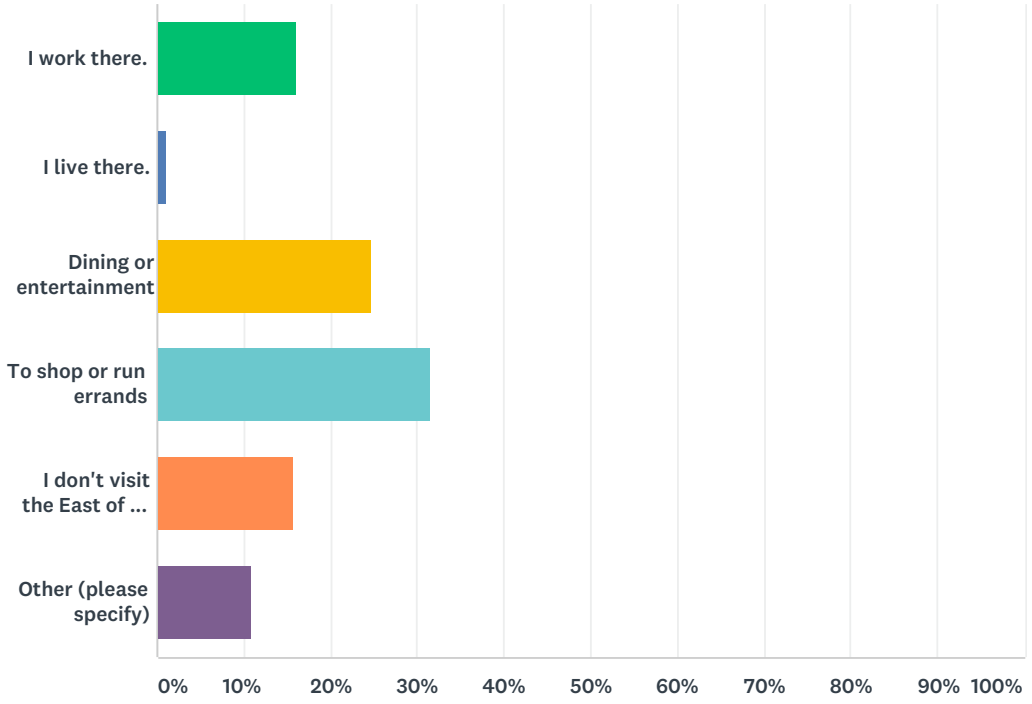
Answered: 460 Skipped: 3



ANSWER CHOICES	RESPONSES	
I work there.	28.91%	133
I live there.	0.87%	4
Dining or entertainment	40.65%	187
To shop or run errands	20.00%	92
I don't visit the Historic Core.	2.39%	11
Other (please specify)	7.17%	33
TOTAL		460

Q2 What is your most common reason for visiting the East of 5th Study Area? (see map below)

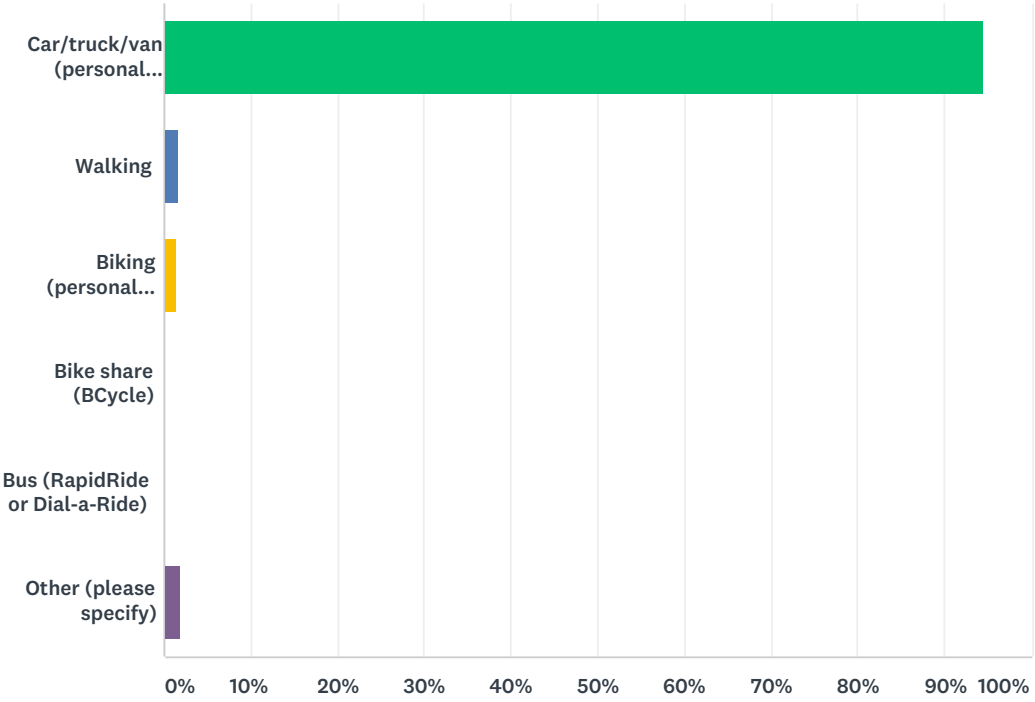
Answered: 460 Skipped: 3



ANSWER CHOICES	RESPONSES	
I work there.	16.09%	74
I live there.	1.09%	5
Dining or entertainment	24.78%	114
To shop or run errands	31.52%	145
I don't visit the East of 5th Study Area.	15.65%	72
Other (please specify)	10.87%	50
TOTAL		460

Q3 How do you typically get to downtown Rapid City?

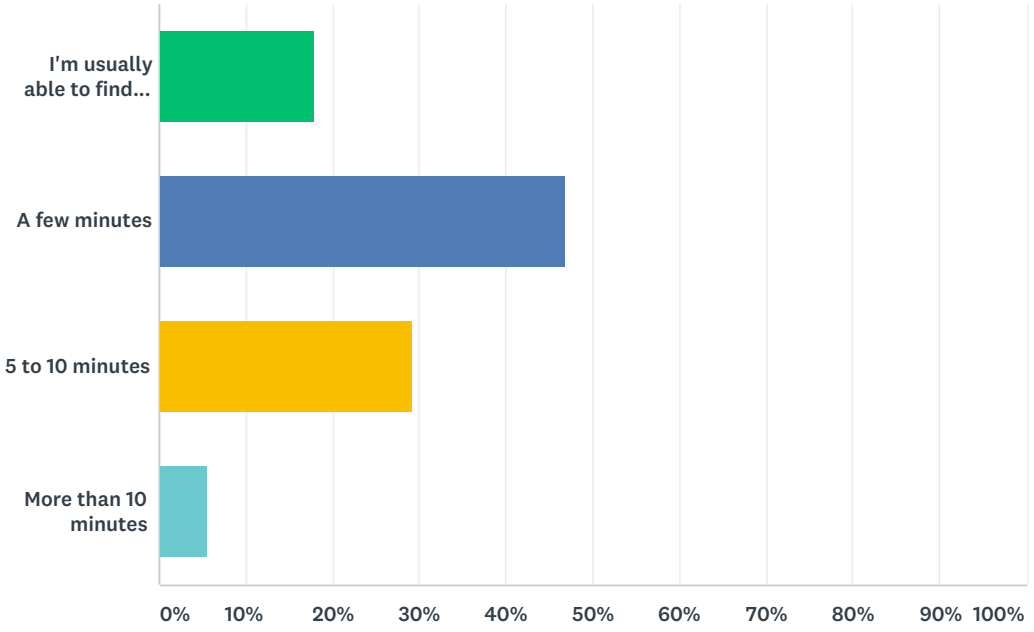
Answered: 463 Skipped: 0



ANSWER CHOICES	RESPONSES	
Car/truck/van (personal vehicle)	94.60%	438
Walking	1.73%	8
Biking (personal bicycle)	1.51%	7
Bike share (BCycle)	0.00%	0
Bus (RapidRide or Dial-a-Ride)	0.22%	1
Other (please specify)	1.94%	9
TOTAL		463

Q4 On average, how much time do you spend looking for a parking space once you arrive in the Historic Core study area?

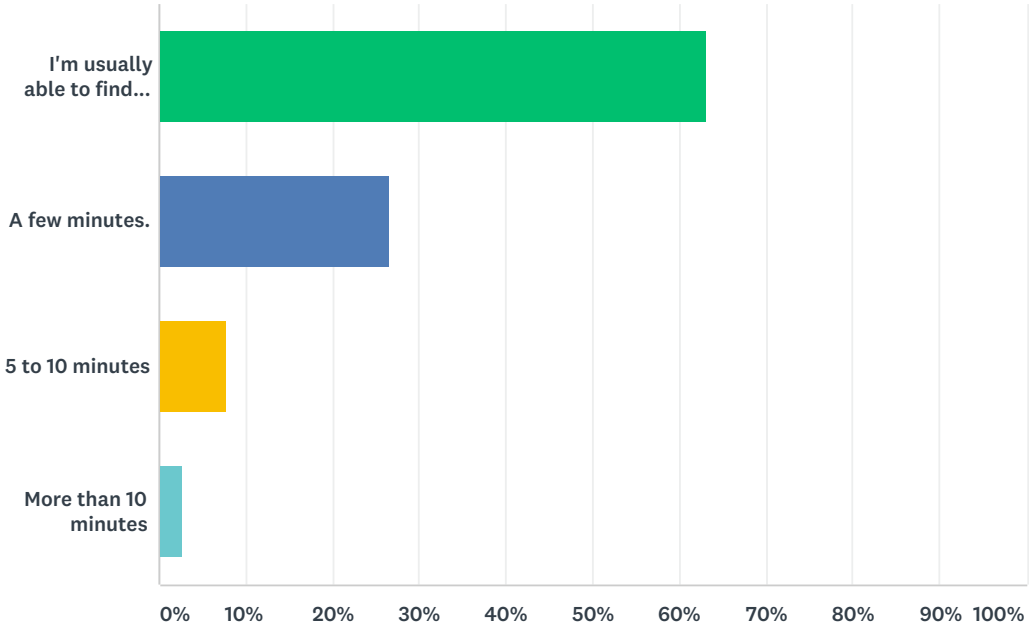
Answered: 460 Skipped: 3



ANSWER CHOICES	RESPONSES	
I'm usually able to find parking immediately.	18.04%	83
A few minutes	46.96%	216
5 to 10 minutes	29.35%	135
More than 10 minutes	5.65%	26
TOTAL		460

Q5 On average, how much time do you spend looking for a parking space once you arrive in the East of 5th study area?

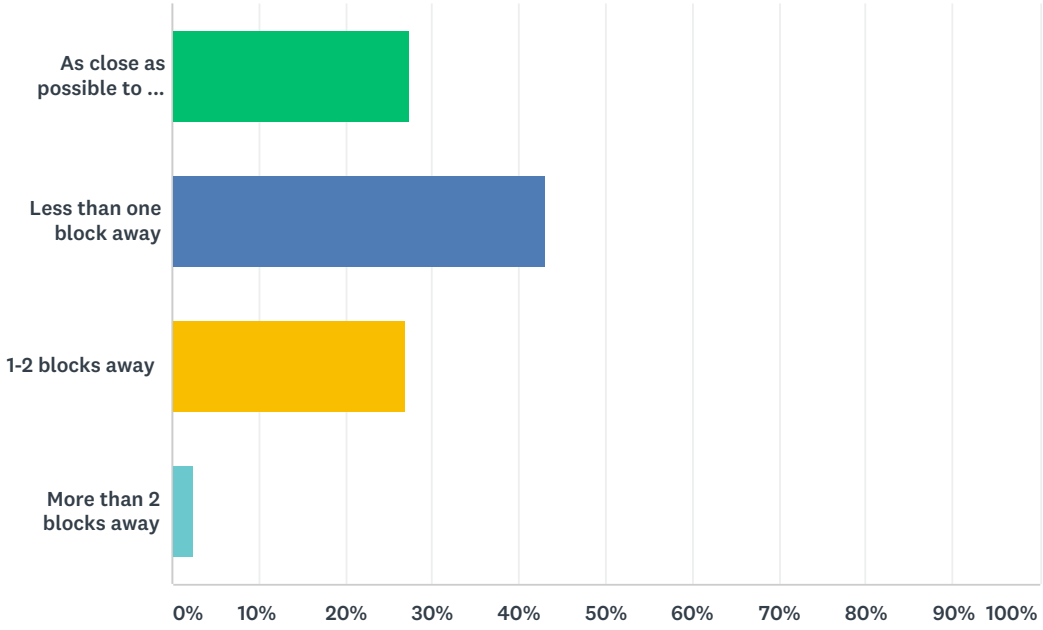
Answered: 453 Skipped: 10



ANSWER CHOICES	RESPONSES	
I'm usually able to find parking immediately.	63.13%	286
A few minutes.	26.49%	120
5 to 10 minutes	7.73%	35
More than 10 minutes	2.65%	12
TOTAL		453

Q6 How far from your destination do you typically prefer to park?

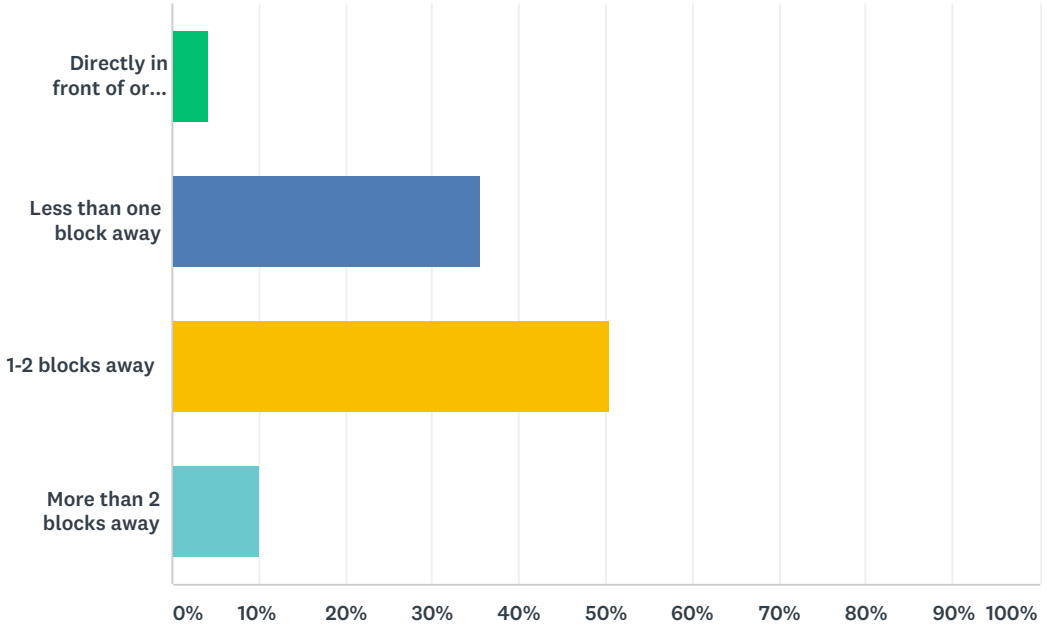
Answered: 461 Skipped: 2



ANSWER CHOICES	RESPONSES	
As close as possible to my destination	27.33%	126
Less than one block away	43.17%	199
1-2 blocks away	26.90%	124
More than 2 blocks away	2.60%	12
TOTAL		461

Q7 How far from your destination are you typically able to park?

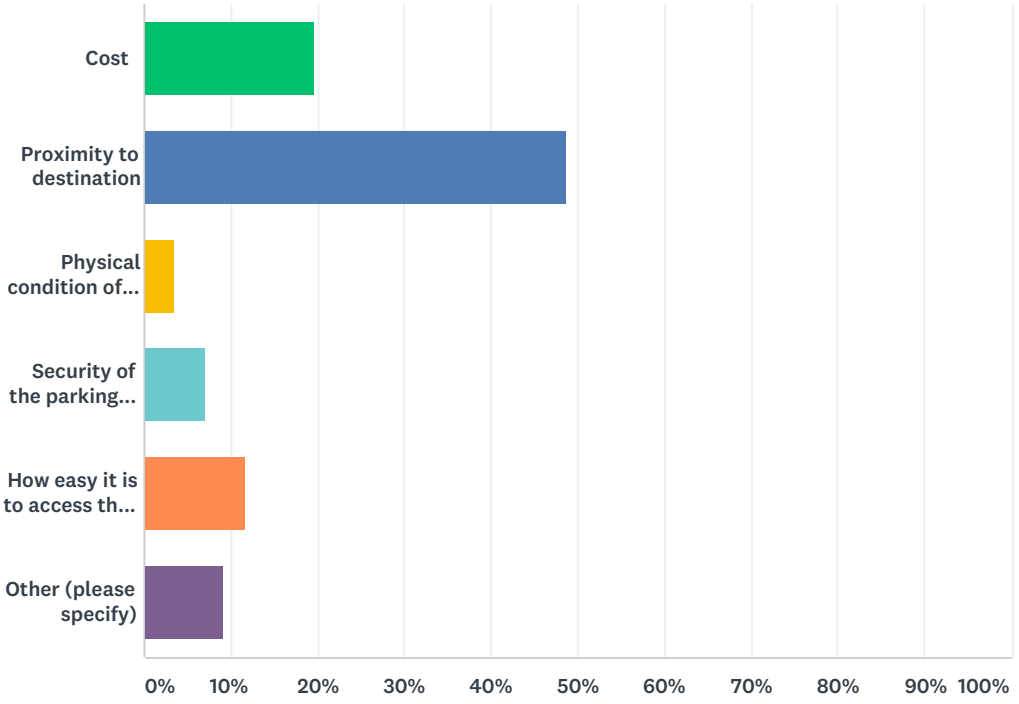
Answered: 462 Skipped: 1



ANSWER CHOICES	RESPONSES	
Directly in front of or adjacent to my destination	4.11%	19
Less than one block away	35.50%	164
1-2 blocks away	50.43%	233
More than 2 blocks away	9.96%	46
TOTAL		462

Q8 Which factor is most important to you when deciding where to park on a typical day?

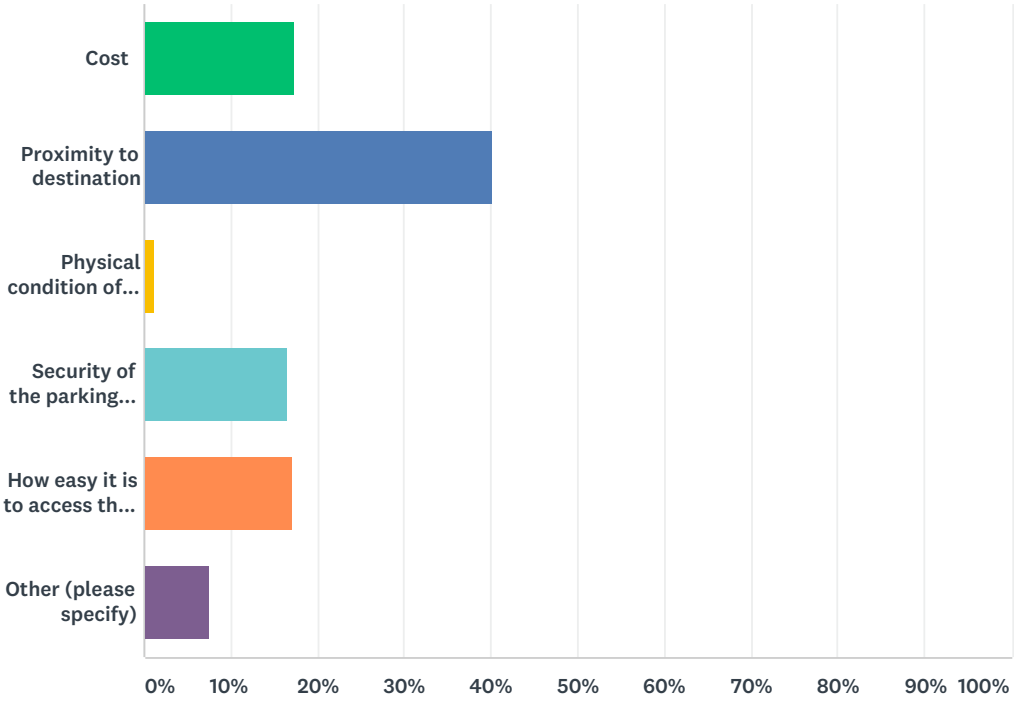
Answered: 461 Skipped: 2



ANSWER CHOICES	RESPONSES	
Cost	19.74%	91
Proximity to destination	48.81%	225
Physical condition of the parking area	3.47%	16
Security of the parking area	7.16%	33
How easy it is to access the parking area from main roads	11.71%	54
Other (please specify)	9.11%	42
TOTAL		461

Q9 Which factor is most important to you when deciding where to park for a special event?

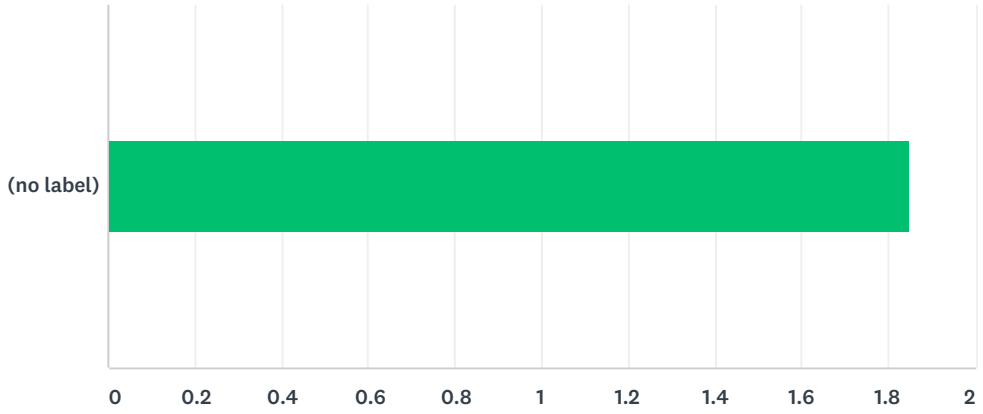
Answered: 461 Skipped: 2



ANSWER CHOICES	RESPONSES	
Cost	17.35%	80
Proximity to destination	40.13%	185
Physical condition of the parking area	1.30%	6
Security of the parking area	16.49%	76
How easy it is to access the parking area from main roads	17.14%	79
Other (please specify)	7.59%	35
TOTAL		461

Q10 How well does parking in the Historic Core (West of 5th) study area work for you (see map above)? Please rate the following elements of the parking system.Availability of Parking

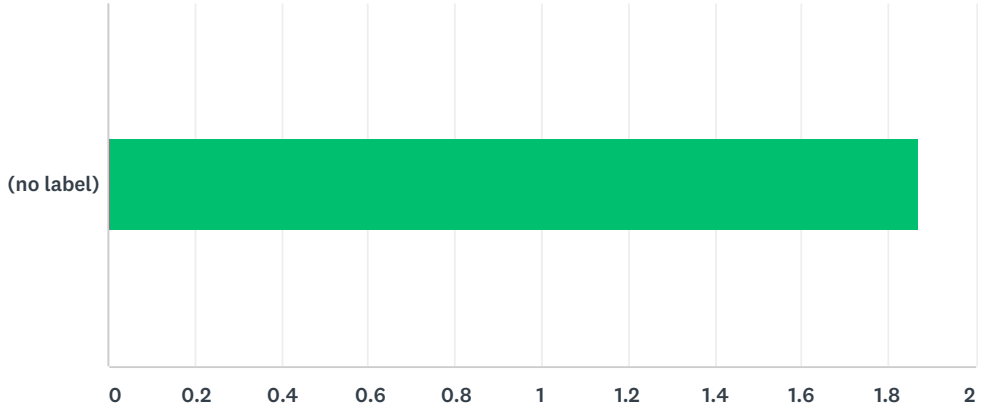
Answered: 460 Skipped: 3



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	17.83% 82	49.57% 228	32.61% 150	460	1.85

Q11 Convenience of Parking

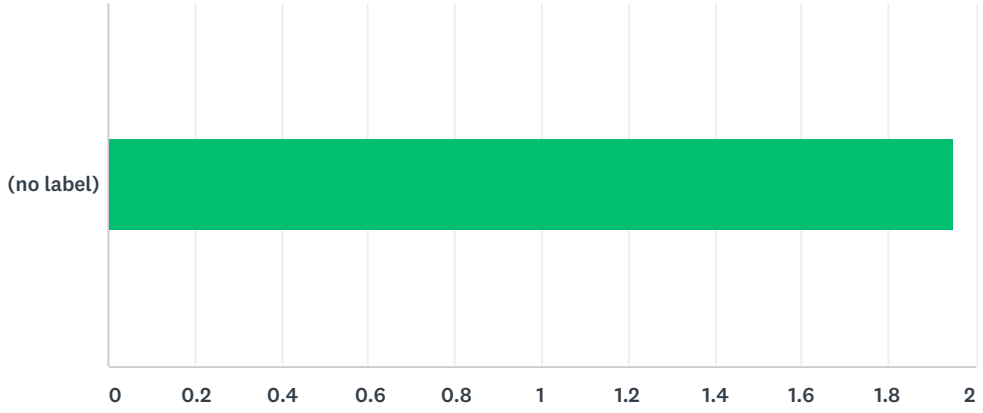
Answered: 460 Skipped: 3



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	18.48% 85	50.43% 232	31.09% 143	460	1.87

Q12 Public Parking Lot Signage

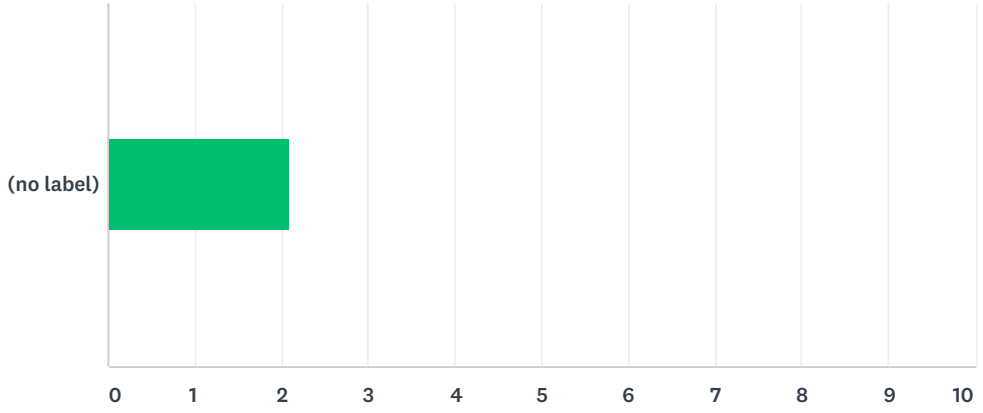
Answered: 455 Skipped: 8



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	21.10% 96	52.31% 238	26.59% 121	455	1.95

Q13 Public Parking Garage Signage

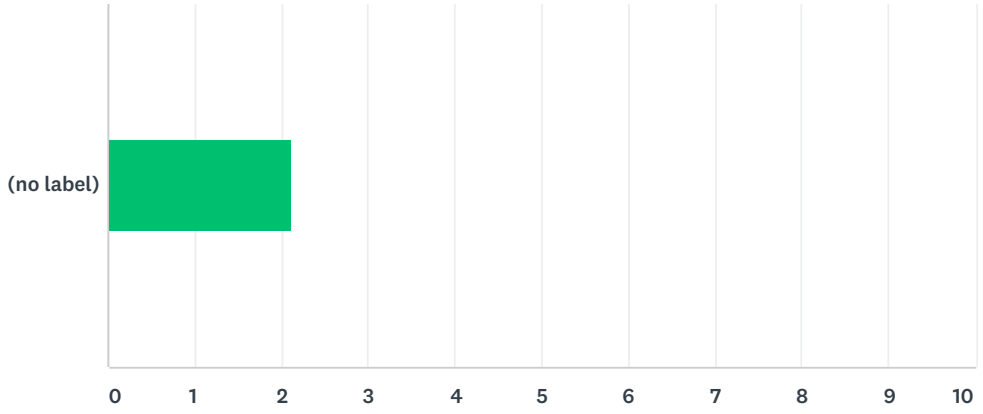
Answered: 456 Skipped: 7



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	27.19% 124	55.70% 254	17.11% 78	456	2.10

Q14 On-Street Signage (time limit or other restriction signage for on-street spaces)

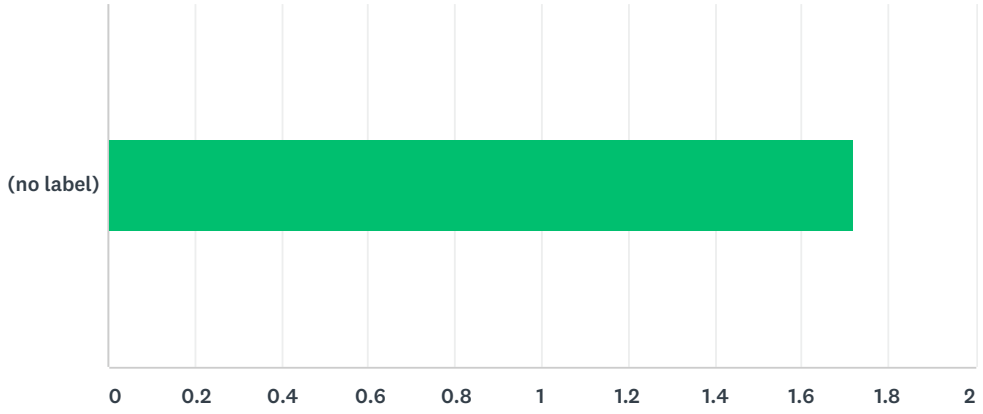
Answered: 455 Skipped: 8



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	25.93% 118	60.00% 273	14.07% 64	455	2.12

Q15 Wayfinding Signage (directional signage showing where parking facilities are located)

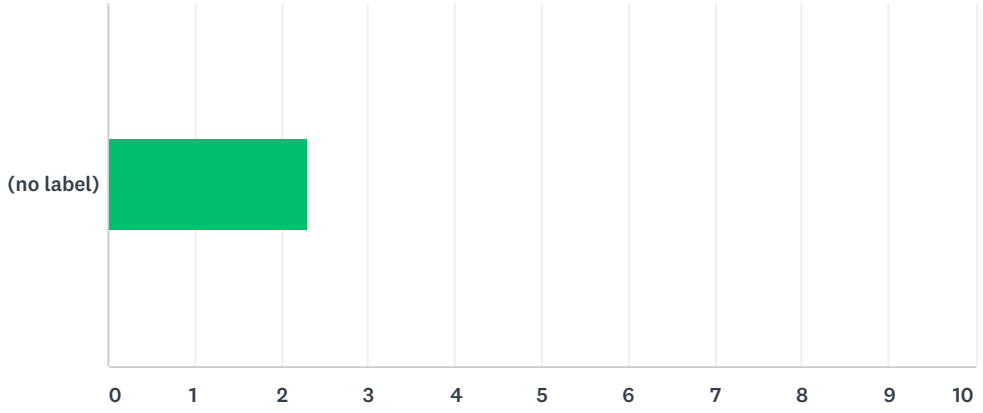
Answered: 456 Skipped: 7



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	12.50% 57	47.15% 215	40.35% 184	456	1.72

Q16 Appearance of Parking Facilities

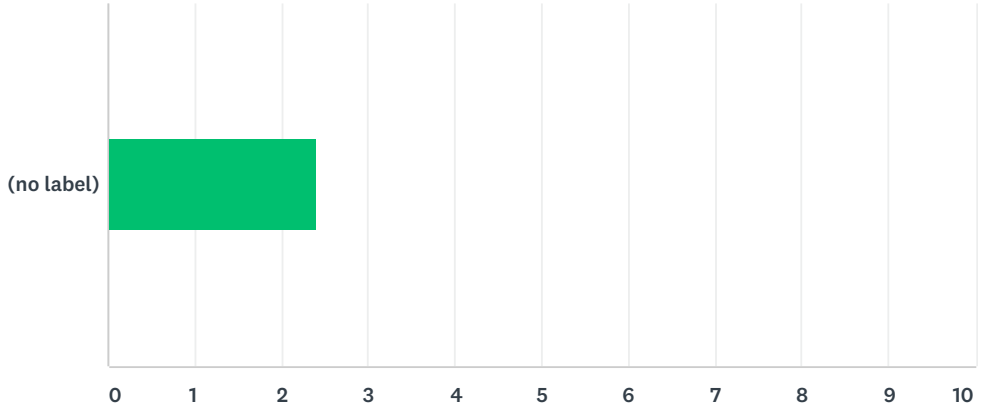
Answered: 454 Skipped: 9



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	36.12% 164	57.49% 261	6.39% 29	454	2.30

Q17 Parking Enforcement

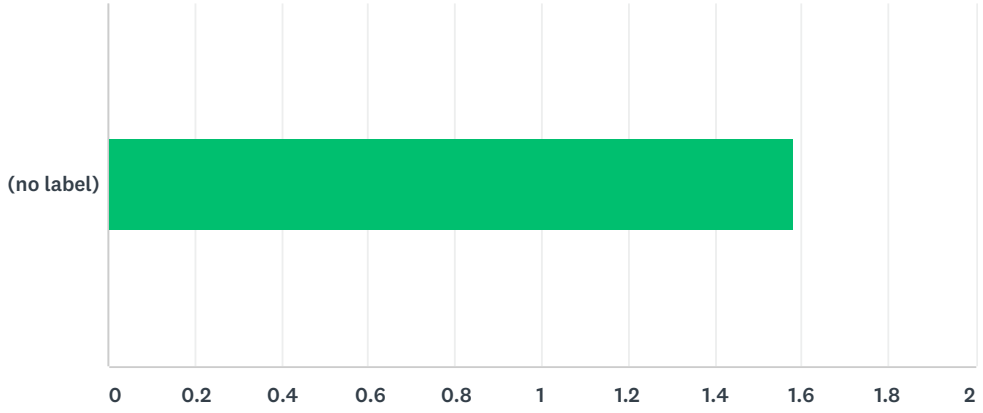
Answered: 449 Skipped: 14



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	44.99% 202	51.45% 231	3.56% 16	449	2.41

Q18 Parking for Special Events

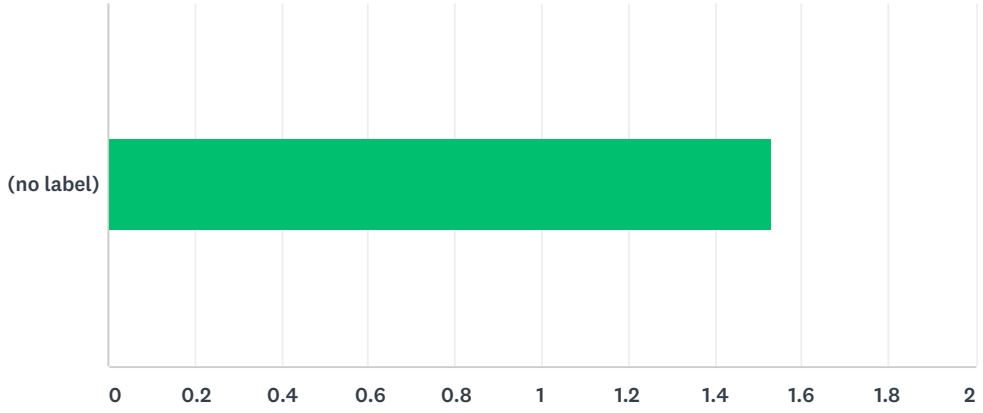
Answered: 455 Skipped: 8



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	11.21% 51	35.82% 163	52.97% 241	455	1.58

Q19 Availability of Alternative Transportation

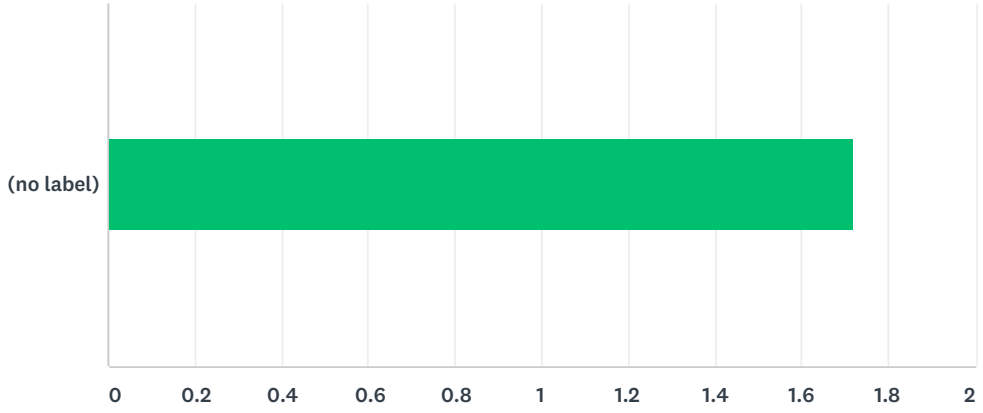
Answered: 435 Skipped: 28



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	9.20% 40	34.25% 149	56.55% 246	435	1.53

Q20 Quality of Alternative Transportation

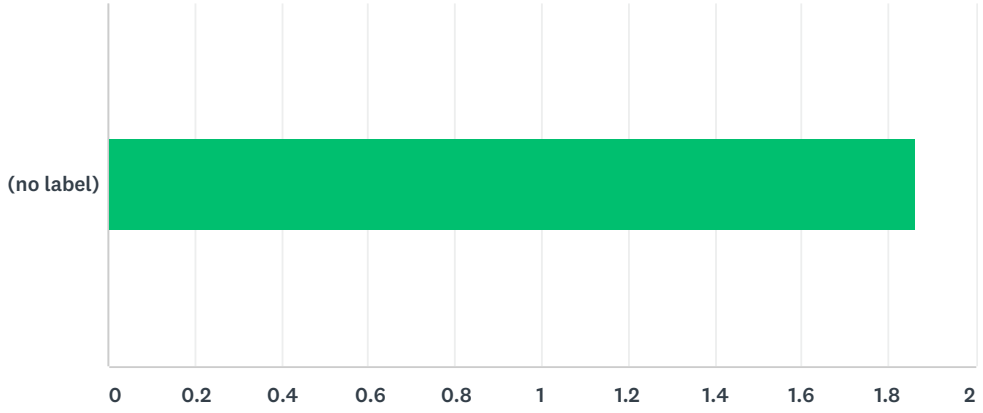
Answered: 433 Skipped: 30



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	10.39% 45	51.27% 222	38.34% 166	433	1.72

Q21 Parking Technologies (e.g. meters)

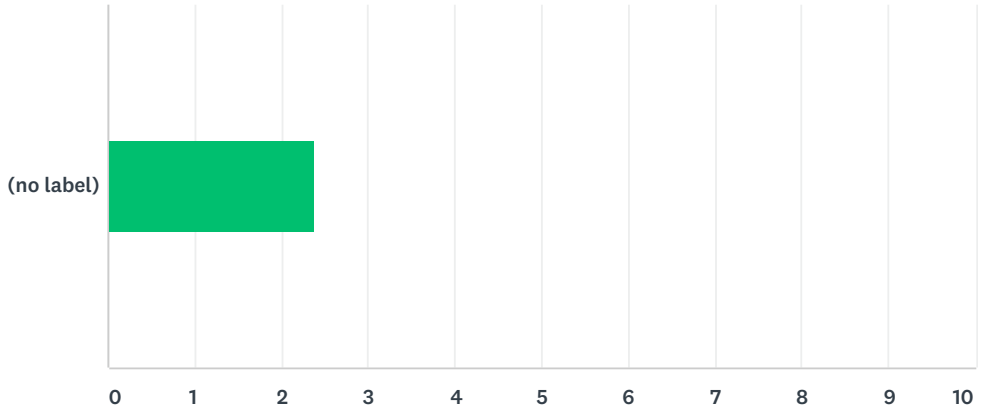
Answered: 453 Skipped: 10



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	15.01% 68	56.29% 255	28.70% 130	453	1.86

Q22 How well does parking in the East of 5th study area work for you (see map above)? Please rate the following elements of the parking system.Availability of Parking

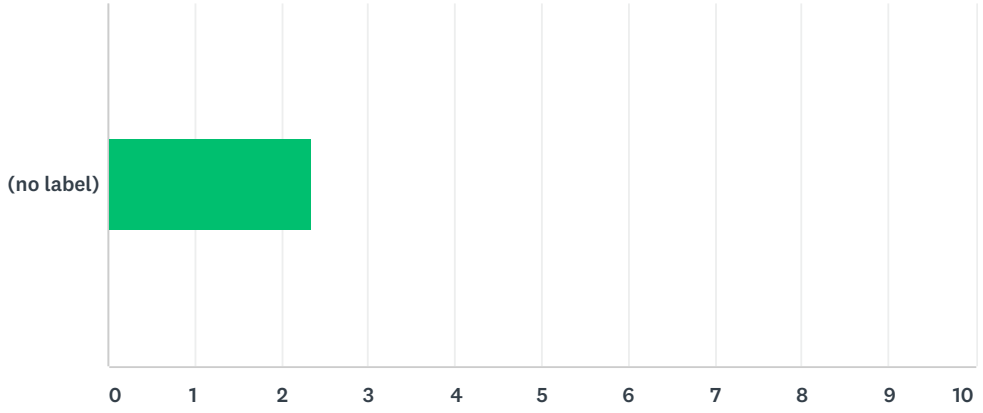
Answered: 446 Skipped: 17



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	48.65% 217	40.81% 182	10.54% 47	446	2.38

Q23 Convenience of Parking

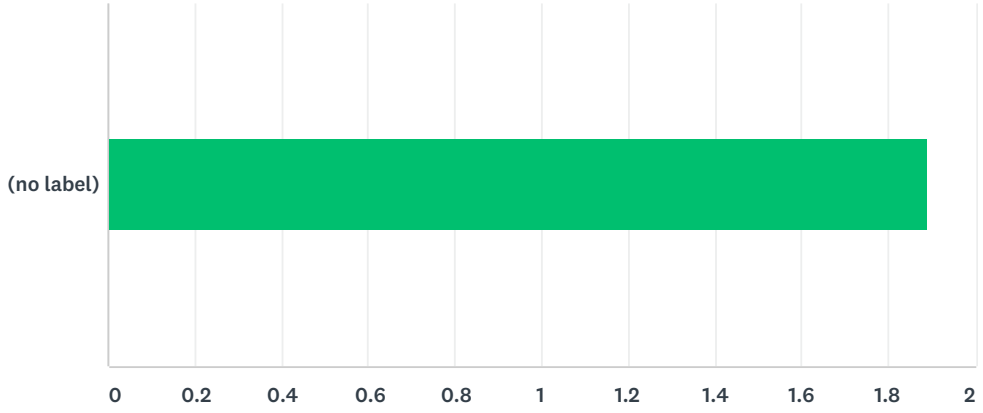
Answered: 447 Skipped: 16



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	46.98% 210	41.16% 184	11.86% 53	447	2.35

Q24 Public Parking Lot Signage

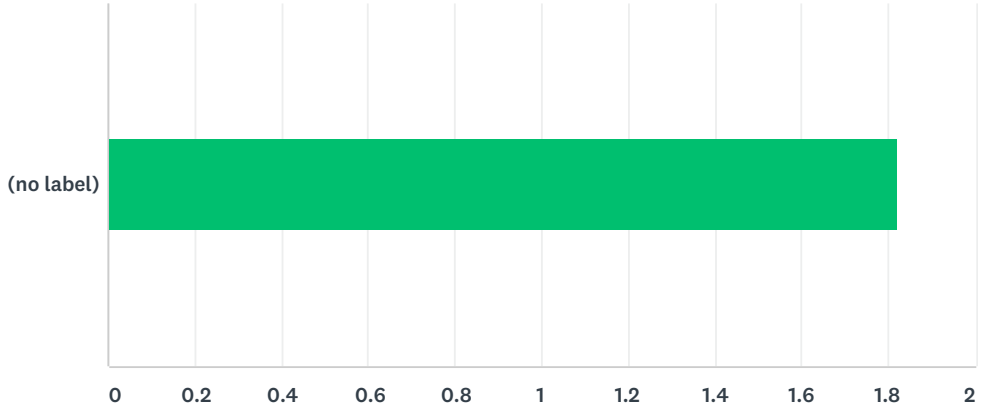
Answered: 428 Skipped: 35



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	17.52% 75	53.97% 231	28.50% 122	428	1.89

Q25 Public Parking Garage Signage

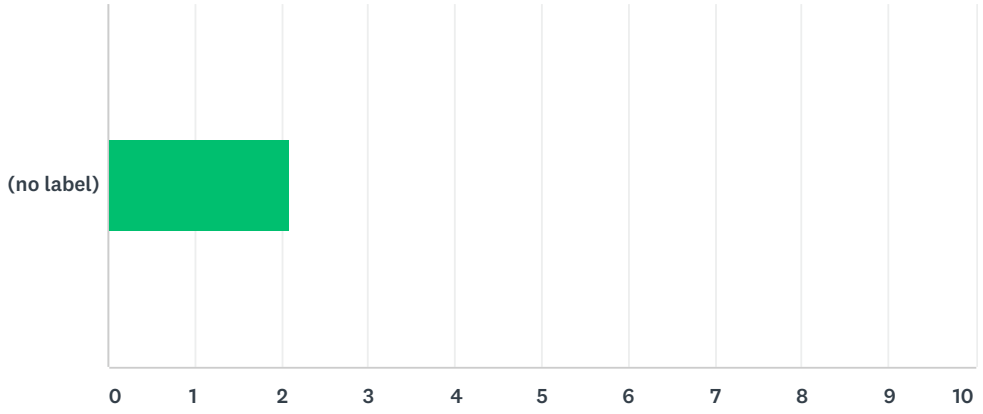
Answered: 428 Skipped: 35



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	16.12% 69	49.53% 212	34.35% 147	428	1.82

Q26 On-Street Signage (time limit or other restriction signage for on-street spaces)

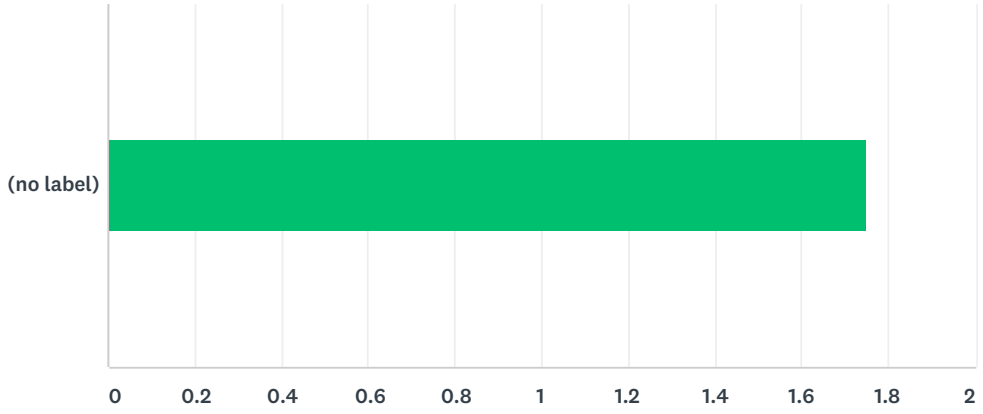
Answered: 439 Skipped: 24



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	24.37% 107	60.82% 267	14.81% 65	439	2.10

Q27 Wayfinding Signage (directional signage showing where parking facilities are located)

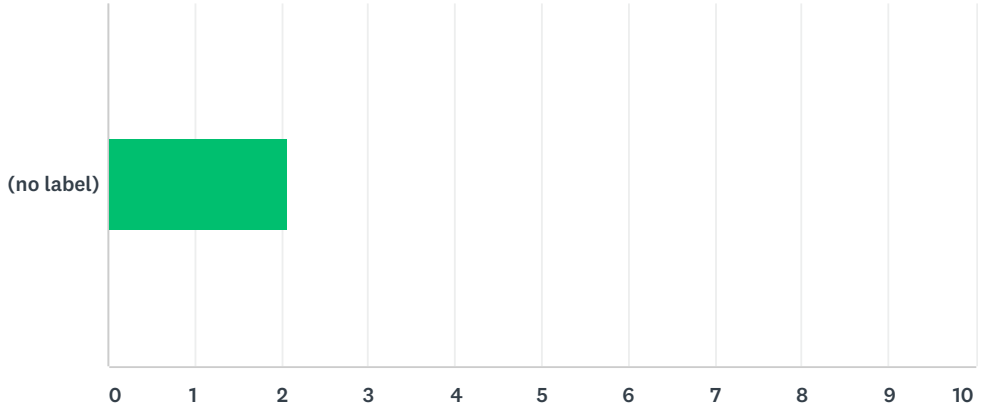
Answered: 429 Skipped: 34



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	13.52% 58	47.55% 204	38.93% 167	429	1.75

Q28 Appearance of Parking Facilities

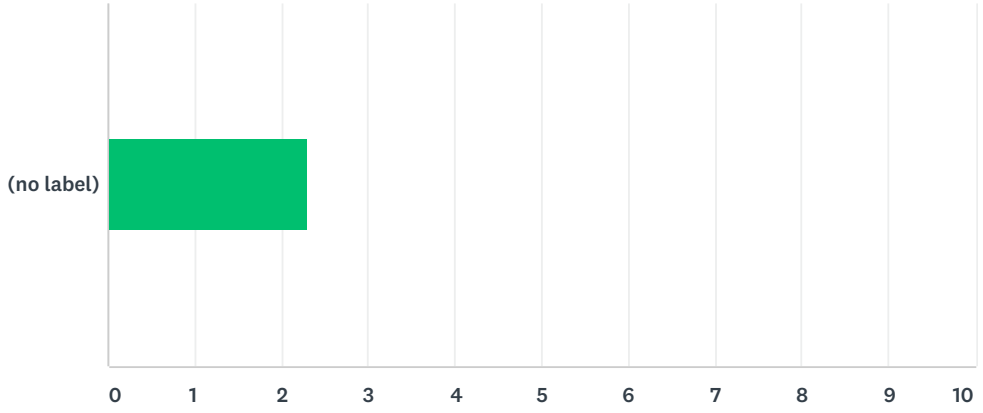
Answered: 436 Skipped: 27



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	22.02% 96	63.99% 279	13.99% 61	436	2.08

Q29 Parking Enforcement

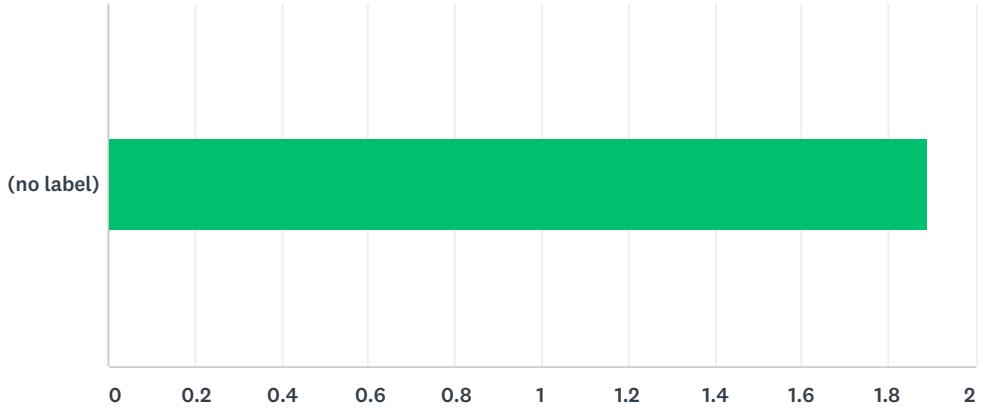
Answered: 436 Skipped: 27



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	35.78% 156	59.17% 258	5.05% 22	436	2.31

Q30 Parking for Special Events

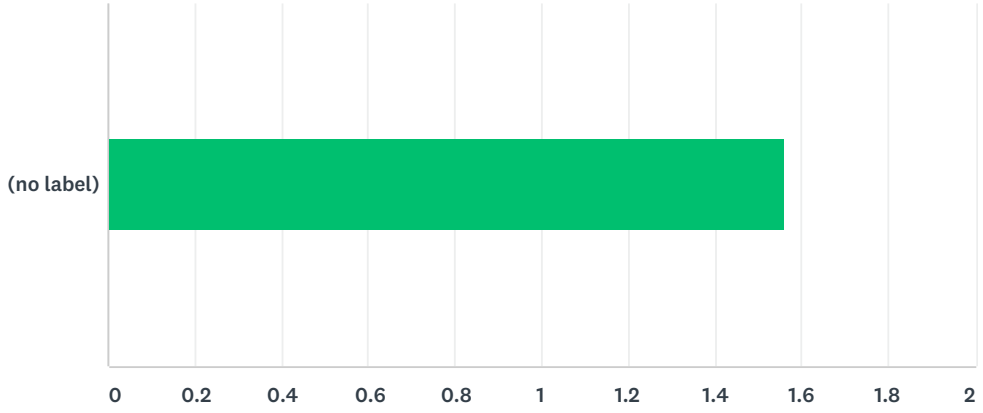
Answered: 435 Skipped: 28



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	18.16% 79	53.10% 231	28.74% 125	435	1.89

Q31 Availability of Alternative Transportation

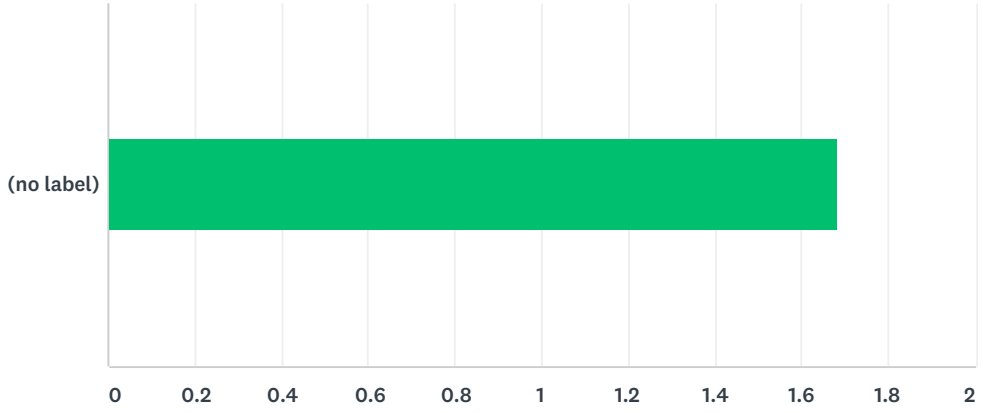
Answered: 422 Skipped: 41



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	7.35% 31	41.00% 173	51.66% 218	422	1.56

Q32 Quality of Alternative Transportation

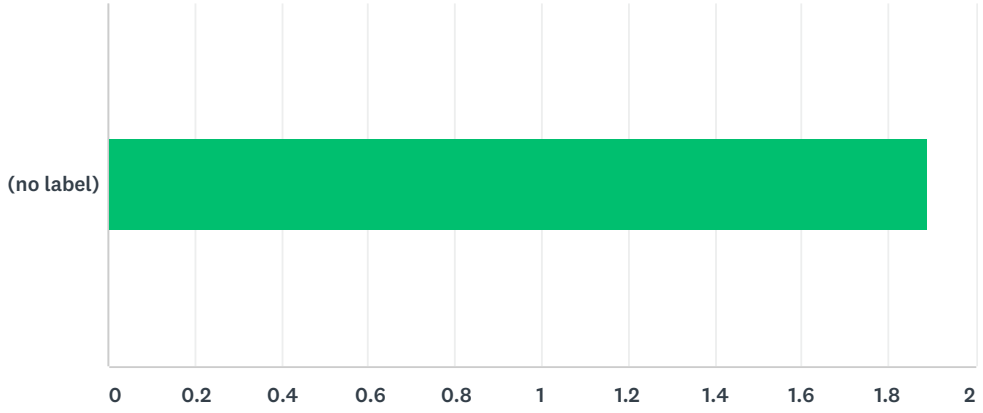
Answered: 415 Skipped: 48



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	8.92% 37	50.12% 208	40.96% 170	415	1.68

Q33 Parking Technologies (e.g. meters)

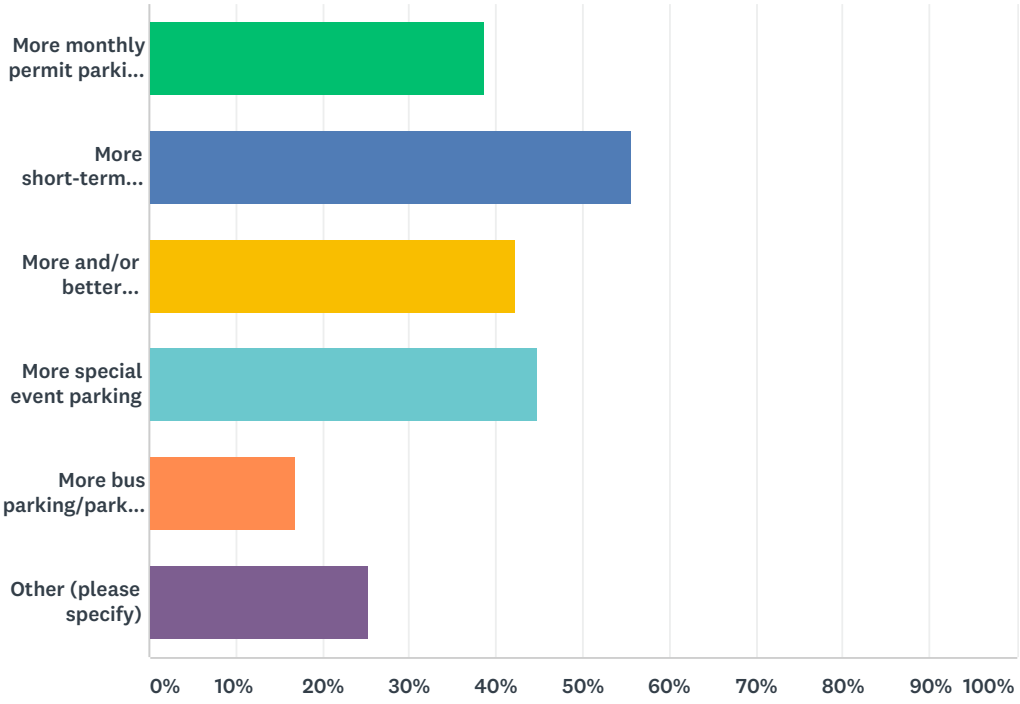
Answered: 435 Skipped: 28



	GOOD	ADEQUATE	INADEQUATE	TOTAL	WEIGHTED AVERAGE
(no label)	15.17% 66	58.39% 254	26.44% 115	435	1.89

Q34 Which of these parking/transportation types or practices do you think Rapid City needs more of? Please check all that apply.

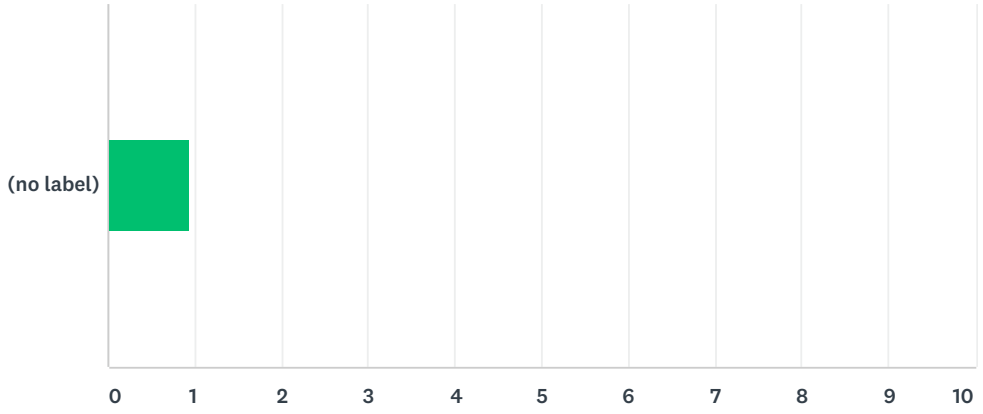
Answered: 449 Skipped: 14



ANSWER CHOICES	RESPONSES	
More monthly permit parking for employees and other long-term parkers	38.75%	174
More short-term parking for visitors	55.68%	250
More and/or better alternative transportation infrastructure	42.32%	190
More special event parking	44.77%	201
More bus parking/parking for specialty vehicles (like tour buses and vans)	16.93%	76
Other (please specify)	25.39%	114
Total Respondents: 449		

Q35 Please share your level of support for the following parking management and technology practices.Time limits for on-street parking

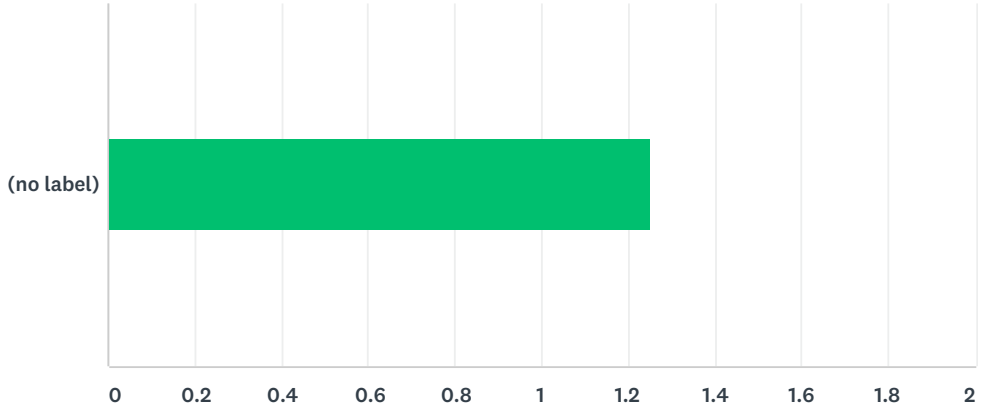
Answered: 446 Skipped: 17



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	2.91% 13	16.37% 73	50.90% 227	29.82% 133	446	0.94

Q36 Parking meters/payment systems that accept credit cards

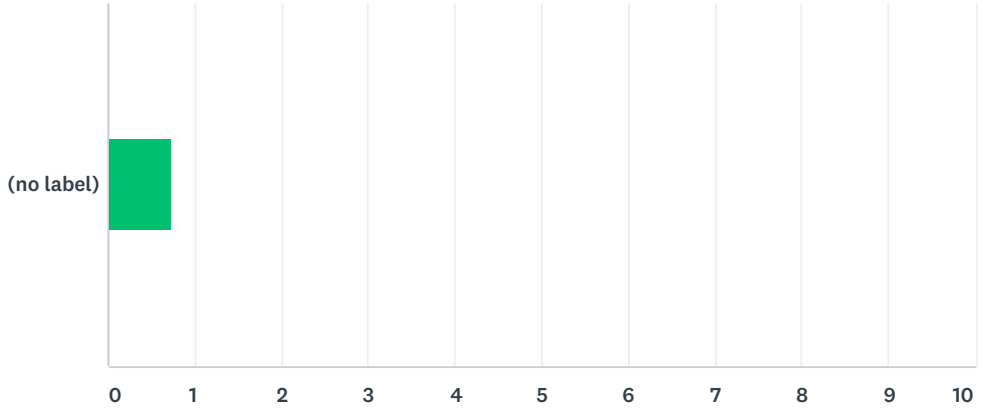
Answered: 449 Skipped: 14



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	4.90% 22	12.25% 55	28.51% 128	54.34% 244	449	1.25

Q37 Pay-by-phone options for parking

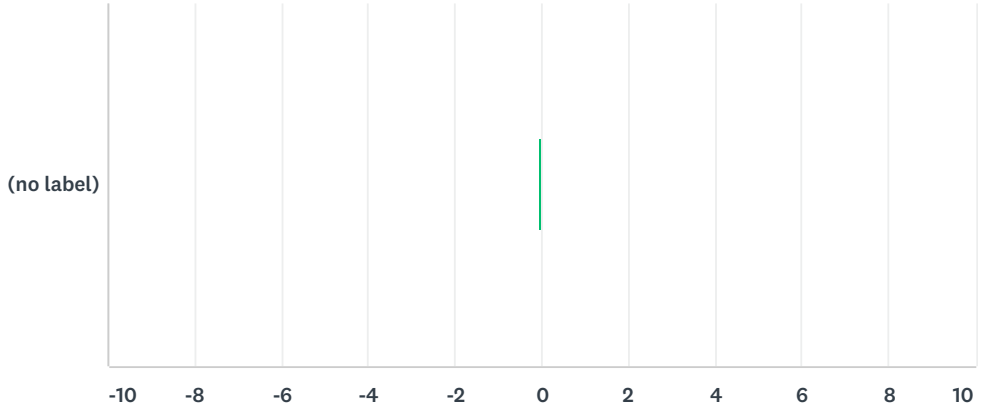
Answered: 448 Skipped: 15



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	12.72% 57	23.44% 105	31.25% 140	32.59% 146	448	0.73

Q38 Higher prices for the most convenient parking

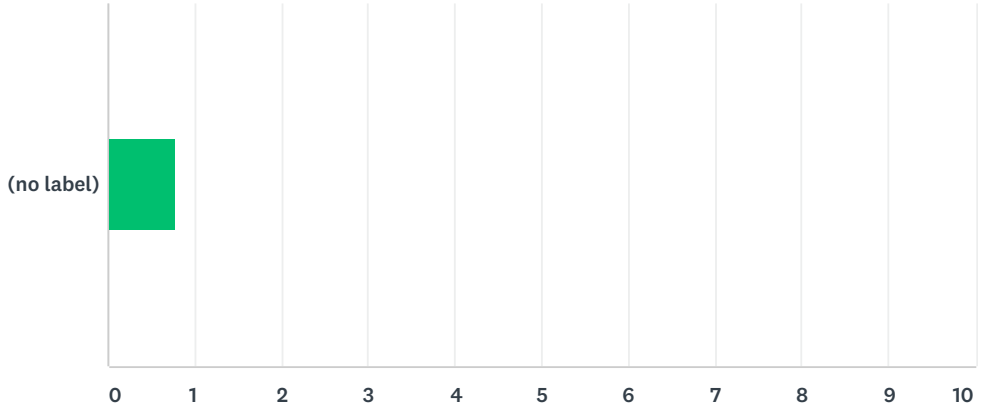
Answered: 449 Skipped: 14



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	2.45% 11	58.57% 263	25.39% 114	13.59% 61	449	-0.06

Q39 Access to real-time parking availability on the web or a smartphone

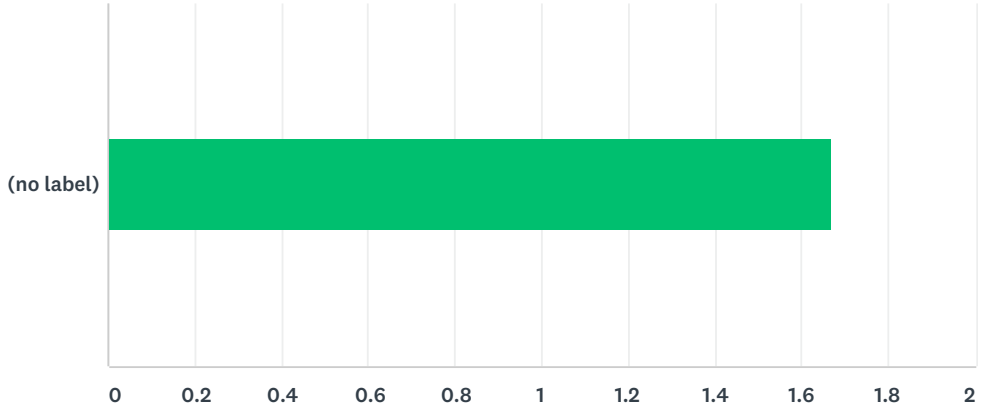
Answered: 447 Skipped: 16



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	14.09% 63	19.24% 86	36.69% 164	29.98% 134	447	0.77

Q40 Strict enforcement of parking regulations

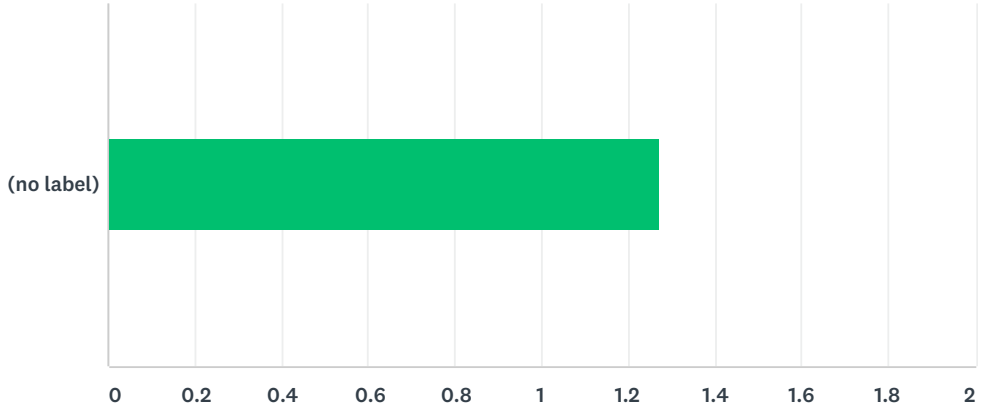
Answered: 445 Skipped: 18



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	8.76% 39	14.38% 64	48.99% 218	27.87% 124	445	1.67

Q41 Signage and wayfinding program to help locate parking facilities

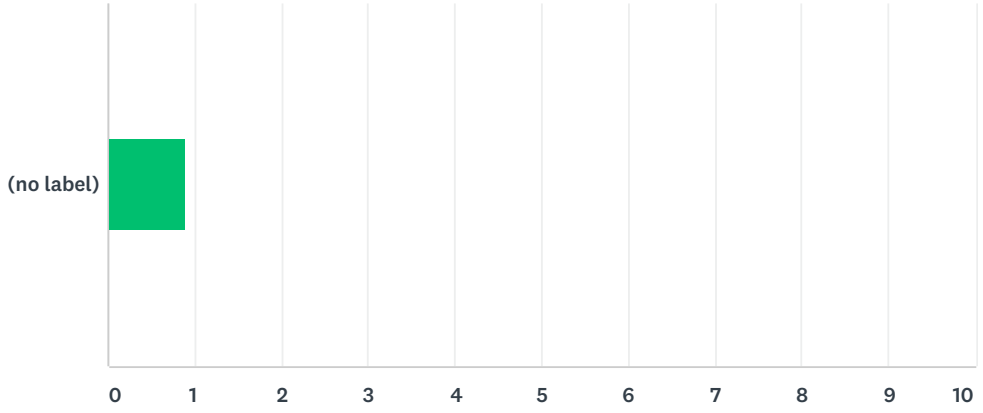
Answered: 442 Skipped: 21



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	6.11% 27	4.07% 18	48.19% 213	41.63% 184	442	1.27

Q42 Dynamic signage showing real-time parking availability information

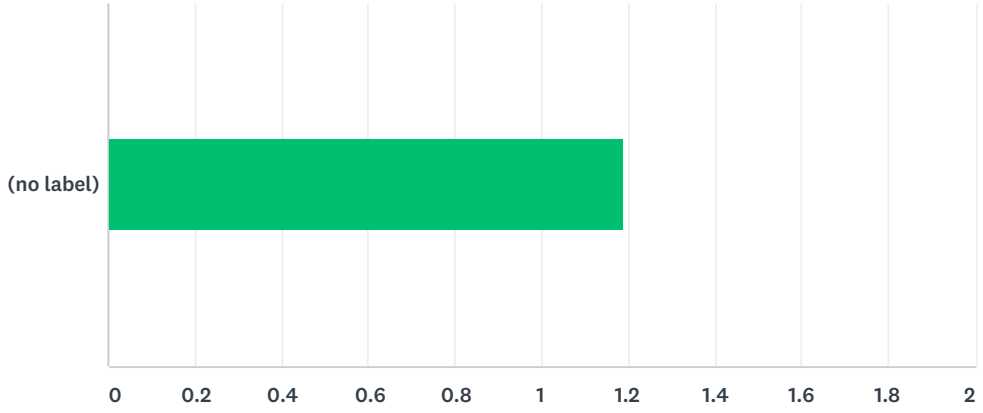
Answered: 446 Skipped: 17



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	10.54% 47	15.25% 68	42.15% 188	32.06% 143	446	0.91

Q43 Remote parking options for tour buses and other specialty vehicles

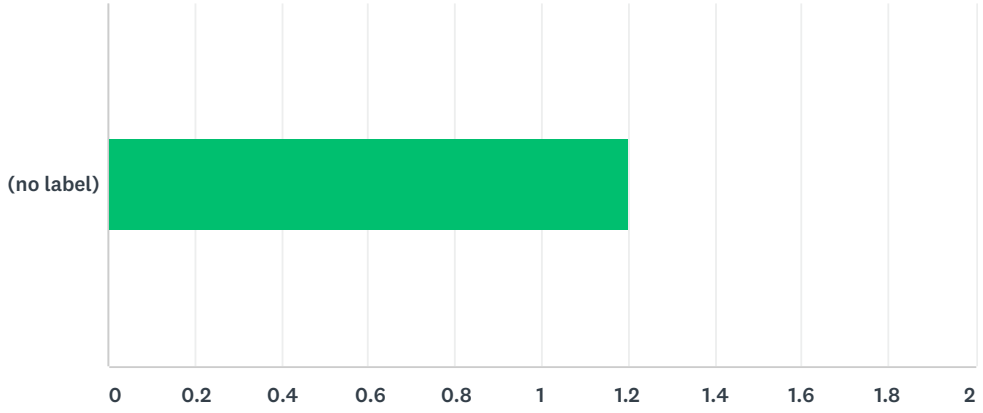
Answered: 444 Skipped: 19



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	15.09% 67	3.15% 14	41.67% 185	40.09% 178	444	1.19

Q44 Shuttle system serving remote parking facilities (e.g. Civic Center)

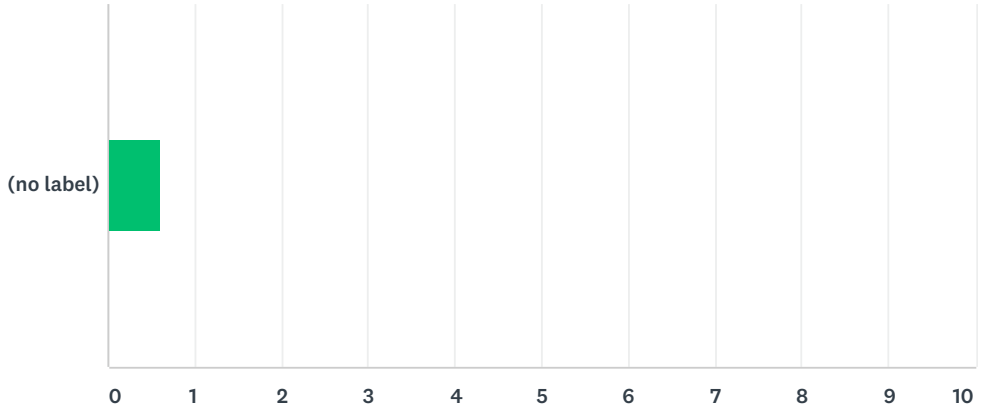
Answered: 448 Skipped: 15



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	7.37% 33	8.93% 40	38.17% 171	45.54% 204	448	1.20

Q45 Designated parking downtown for tour buses and other specialty vehicles

Answered: 447 Skipped: 16



	NO OPINION	DON'T SUPPORT	MODERATE SUPPORT	STRONG SUPPORT	TOTAL	WEIGHTED AVERAGE
(no label)	12.75% 57	26.85% 120	33.56% 150	26.85% 120	447	0.60

Q46 Please provide any additional comments on your responses here.

Answered: 177 Skipped: 286

Q47 What parking practices have you seen in other communities? In your opinion, would any work well for Rapid City?

Answered: 168 Skipped: 295

B PARKING INVENTORY AND OCCUPANCY DATA

DOWNTOWN RAPID CITY, SOUTH DAKOTA
DATA COLLECTION STUDY AREA

WALKER
PARKING CONSULTANTS

OMAHA ST
RAPID ST
MAIN ST
ST. JOSEPH ST
KANSAS CITY ST
QUINCY ST
COLUMBUS ST
5TH ST
4TH ST
3RD ST
2ND ST
1ST ST
EAST BLVD

OVERALL AREA
EAST OF 5TH ST

SITE PLAN

NORTH

Legend

- Parking Garage
- Parking Lot
- Street Parking
- (X) Lot Identification

LEGEND

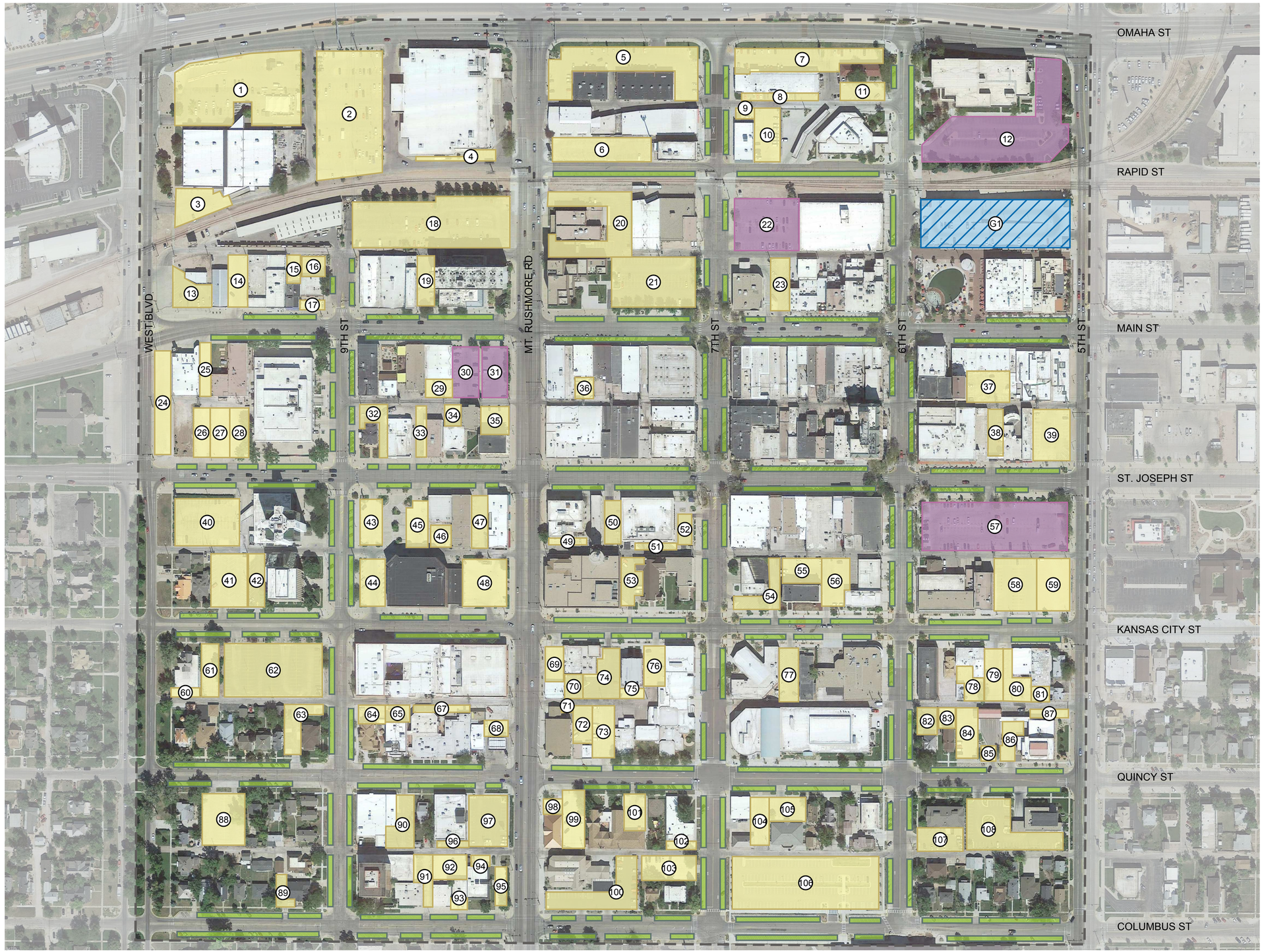
NORTH

SK-02

23-4310.00

DOWNTOWN RAPID CITY, SOUTH DAKOTA
DATA COLLECTION STUDY AREA

WALKER
PARKING CONSULTANTS



SITE PLAN

NORTH

OVERALL AREA
WEST OF 5TH ST

Legend

- Parking Garage
- Parking Lot
- Street Parking
- Public Parking Lot
- (X) Lot Identification

LEGEND

NORTH

SK-01

23-4310.00

DOWNTOWN RAPID CITY, SOUTH DAKOTA
DATA COLLECTION STUDY AREA

WALKER
PARKING CONSULTANTS

SCHOOL OF MINES
ON-STREET PARKING

Legend

- Parking Garage
- Parking Lot
- Street Parking
- (X) Lot Identification

LEGEND

NORTH

SK-03

23-4310.00

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
B1	109	City Employees Only		ADA	2	0	0	0	Faded Striping [X] Paid Lot [ ] Unpaved [ ] Other:
			City Employees Only	Public Reserved	48	19	20	26	Faded Striping [X] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	50	19	20	26	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B1	110	Black Hills Flooring/Headlines Academy		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
			Tenant Only Parking	Reserved	21	21	21	8	Faded Striping [ ] Paid Lot [ ] Unpaved [X] Other:
				Sub-Total:	21	21	21	8	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B1	111	Tuscany Square Businesses Customers		ADA	6	1	0	0	Faded Striping [X] Paid Lot [ ] Unpaved [ ] Other:
				Private	144	85	76	29	Faded Striping [X] Paid Lot [ ] Unpaved [ ] Other:
									Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	150	86	76	29	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B1	112	Bank West Customers		ADA	2	0	0	0	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Private	24	6	5	1	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	26	6	5	1	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B1	On-Street	3rd between Omaha and Rapid (West)		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
			Unrestricted	Public	6	6	6	0	Faded Striping [ ] Paid Lot [ ] Unpaved [X] Other: P
				Sub-Total:	6	6	6	0	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B2	113	Goodyear Customers Only		ADA	1	0	0	0	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Private	42	27	32	16	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	43	27	32	16	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B2	114	Super Lube Plus Customers		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Private	5	3	5	3	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	5	3	5	3	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B2	115	Rushmore Collision Center Customers		ADA	2	0	0	0	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Private	46	6	6	1	Faded Striping [ ] Paid Lot [ ] Unpaved [X] Other: S
				Sub-Total:	48	6	6	1	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B2	On-Street	3rd Street between Omaha and Rapid (East)		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
			Unrestricted	Public	8	7	8	4	Faded Striping [ ] Paid Lot [ ] Unpaved [X] Other: P
				Sub-Total:	8	7	8	4	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B3	116	Empty Building Side Lot		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Private	12	0	0	0	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	12	0	0	0	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes								
B3	117	Empty Building		ADA					Faded Striping		Paid Lot		Unpaved		Other:		
				Private	98	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:	S	
				Sub-Total:	98	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
B3	119	Private Gravel Lot		ADA					Faded Striping		Paid Lot		Unpaved		Other:		
				Private	9	3	3	1	Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	9	3	3	1	Faded Striping		Paid Lot		Unpaved		Other:		
B3	On-Street	1st St between Omaha and Rapid (West)		ADA					Faded Striping		Paid Lot		Unpaved		Other:		
		No parking available (grave and curb cut)		General					Faded Striping		Paid Lot		Unpaved		Other:		
									Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	0	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
B4	120	No lot located here		ADA					Faded Striping		Paid Lot		Unpaved		Other:		
				Reserved					Faded Striping		Paid Lot		Unpaved		Other:		
				General					Faded Striping		Paid Lot		Unpaved		Other:		
									Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	0	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
B4	121	No lot located here		ADA					Faded Striping		Paid Lot		Unpaved		Other:		
				Reserved					Faded Striping		Paid Lot		Unpaved		Other:		
				General					Faded Striping		Paid Lot		Unpaved		Other:		
									Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	0	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
B4	122	Holiday Gas Station Customers/Employees		ADA	3	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
				Private	41	12	18	10	Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	44	12	18	10	Faded Striping		Paid Lot		Unpaved		Other:		
B4	123	No lot located here		ADA					Faded Striping		Paid Lot		Unpaved		Other:		
				Reserved					Faded Striping		Paid Lot		Unpaved		Other:		
				General					Faded Striping		Paid Lot		Unpaved		Other:		
									Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	0	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
B4	On-Street	1st St between Omaha and Rapid (East)		ADA					Faded Striping		Paid Lot		Unpaved		Other:		
		No parking available (gravel and curb cut)		General					Faded Striping		Paid Lot		Unpaved		Other:		
									Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	0	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
B5	124	VFW Parking Customers/Employees		ADA					Faded Striping		Paid Lot		Unpaved		Other:		
				Private	15	10	11	13	Faded Striping	X	Paid Lot		Unpaved	X	Other:		
				Sub-Total:	15	10	11	13	Faded Striping		Paid Lot		Unpaved		Other:		
B5	125	First Western Federal Bank Customers/Employees		ADA					Faded Striping		Paid Lot		Unpaved		Other:		
				Private	10	6	5	10	Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	10	6	5	10	Faded Striping		Paid Lot		Unpaved		Other:		
B5	On-Street	Main St between 5th and 4th (North)		ADA	2	1	0	2	Faded Striping		Paid Lot		Unpaved	X	Other:		

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
			3-Hr 7:30 AM - 6 PM	Public	23	14	19	23	Faded Striping [ ] Paid Lot [ ] Unpaved [X] Other:
				Sub-Total:	25	15	19	25	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B5	On-Street	4th St between Rapid and Main (West)		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
			Unrestricted	Public	6	5	6	0	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	6	5	6	0	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B6	126	Diamond Vogel Paint Customers/Employees		ADA	1	0	0	0	Faded Striping [X] Paid Lot [ ] Unpaved [ ] Other:
				Private	11	9	8	2	Faded Striping [X] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	12	9	8	2	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B6	127	Diamond Vogel Paint Customers/Employees		ADA	1	0	0	0	Faded Striping [X] Paid Lot [ ] Unpaved [ ] Other:
				Private	6	0	0	0	Faded Striping [X] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	7	0	0	0	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B6	128	Servall Company Customers/Employees		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Private	16	11	10	14	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	16	11	10	14	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B6	129	Raben Real Estate		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Private	20	12	9	2	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	20	12	9	2	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B6	On-Street	Main St between 4th and 3rd (North)		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
			3-Hr 7:30 AM - 6 PM	Public	22	5	3	3	Faded Striping [ ] Paid Lot [ ] Unpaved [X] Other:
									Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	22	5	3	3	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B6	On-Street	3rd St between Rapid and Main (West)		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
			3 Hr 7:30 AM - 6 PM	Public	8	1	4	1	Faded Striping [ ] Paid Lot [ ] Unpaved [X] Other:
									Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	8	1	4	1	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B7	130	Malone Engineering & Academy of Dance		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Reserved					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Private	8	5	6	1	Faded Striping [ ] Paid Lot [ ] Unpaved [X] Other:
									Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	8	5	6	1	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B7	131	Academy of Dance & Stage Studios		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Reserved					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
			Reserved	Private	63	1	0	0	Faded Striping [X] Paid Lot [ ] Unpaved [ ] Other:
				Private	7	0	0	0	Faded Striping [X] Paid Lot [ ] Unpaved [ ] Other:
				Sub-Total:	70	1	0	0	Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
B7	132	Gated gravel lot - no parking available		ADA					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				Reserved					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
				General					Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:
									Faded Striping [ ] Paid Lot [ ] Unpaved [ ] Other:

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
				Sub-Total:	0	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B7	133	Gated gravel lot - no parking available		ADA					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Reserved					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				General					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
									Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	0	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B7	On-Street	3rd between Rapid and Main (East)	3-Hr 7:30 AM - 6 PM	Public	10	3	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ■ Other:
				Sub-Total:	10	3	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B7	On-Street	Main between 3rd and 2nd (North)	3-Hr 7:30 AM - 6 PM	Public	17	0	1	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	17	0	1	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B7	On-Street	2nd between Rapid and Main (West)	Unrestricted	Public	22	1	7	17	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	22	1	7	17	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B8	134	Behind Armadillio's Employees		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Employee Parking	Private	6	3	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	7	3	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B8	135	Apartment Building- Tenants and Guests		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☒ Other: S
				Private	14	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☒ Other: S
				Sub-Total:	15	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B8	136	Rapid City Journal Parking Employees		ADA					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Gated- No Access		Reserved					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				General					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
									Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	0	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B8	On-Street	2nd between Rapid and Main (East)		ADA	1	0	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Unrestricted	Public	15	6	11	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☒ Other: S
				Sub-Total:	16	6	12	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B8	On-Street	Main between 2nd and 1st (North)	Unrestricted	Public	25	0	6	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	25	0	6	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B8	On-Street	1st between Rapid and Main (West)	2-Hr 7:30 AM - 6 PM	Public	7	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	7	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B9	137	Cornerstone Mission Clients/Employees		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Mission Van Only	Private	1	0	0	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	31	22	18	29	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Staff Only	Private	3	1	0	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	37	23	18	31	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B9	138	Rapid City Fire Station & Cornerstone Mission		ADA					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Cornerstone Mission Only	Private	2	1	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
				Private	12	8	7	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Fire Department Vehicles	Private	6	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Private Fire Dept vehicles only	Private	12	8	7	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	32	17	14	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B9	On-Street	1st between Rapid and Main (East)	No parking available	ADA					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				General					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
									Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	0	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B9	On-Street	Main between 1st and East Blvd (North)	Unrestricted	Public	25	7	11	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	25	7	11	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B10	139	Firestone Tire		ADA	2	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	26	10	18	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	28	11	19	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B10	140	DJJH Lawyers LLC		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	8	4	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	9	4	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B10	141	Public Leased Lot 7 AM - 4 PM M-F		Public	72	38	41	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	72	38	41	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B10	142	Taco John's Management		Private	6	4	4	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	6	4	4	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B10	143	Printing Co.		Private	6	2	3	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	6	2	3	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B10	On-Street	Main between 5th and 4th (South)	3-Hr 7:30 AM - 6 PM	Public	26	9	19	18	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	26	9	19	18	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B10	On-Street	5th between Main and St. Joseph (East)	3-Hr 7:30 AM - 6 PM	Public	4	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	4	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B10	On-Street	St. Joseph between 5th and 4th (North)	3-Hr 7:30 AM - 6 PM	Public	23	7	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	23	7	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B10	On-Street	4th between Main and St. Joseph (west)		ADA					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Unrestricted	Public	20	18	18	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
									Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	20	18	18	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B11	144	Kicks & Giggles		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	3	2	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Residential Apartments	Reserved	Private	14	10	12	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	12	13	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
B11	145	Sgt. Poppers		Private	5	3	2	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Tire shop/Frontier Auto Glass		Private	22	21	21	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	27	24	23	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B11	146	Frontier Auto Glass		Private	16	8	8	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	8	8	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B11	147	Mathison's		Private	12	5	3	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	5	3	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B11	148	Pennington Insurance Co	Reserved	Private	12	8	8	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	14	7	5	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	26	15	13	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B11	149	Kwik Lube	Reserved- Employee Only	Public	6	3	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	6	3	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B11	On-Street	Main between 4th and 3rd (South)	Unrestricted	Public	21	13	15	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	21	13	15	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B11	On-Street	3rd between Main and St. Joseph (West)	Unrestricted	Public	12	8	10	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	8	10	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B11	On-Street	St. Joseph between 4th and 3rd (North)	3-Hour 7:30 AM - 6 PM	Public	8	0	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	0	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B11	On-Street	4th between Main and St. Joseph (East)	Unrestricted	Public	12	12	7	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Pennington Co	Private	9	2	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	21	14	9	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B12	150	Black Hills Federal Credit Union		ADA	2	0	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	34	10	17	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	36	10	19	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B12	151	Black Hills Federal Credit Union	Employees Only	Private	69	68	58	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	69	68	58	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B12	152	Town House Motel		Private	18	3	5	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	3	5	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B12	153	Hay Camp Brewery		Private	7	3	4	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	7	3	4	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B12	154	Canfield		Private	5	3	4	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	5	3	4	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B12	On-Street	3rd between Main and St. Joseph (East)	3-Hour 7:30 AM - 6 PM	Public	12	12	11	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	12	11	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
B12	On-Street	Main between 3rd and 2nd (South)	3-Hour 7:30 AM - 6 PM	Public	17	5	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	17	5	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B12	On-Street	2nd between Main and St. Joseph (West)	3-Hour 7:30 AM - 6 PM	Public	18	9	10	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	9	10	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B12	On-Street	St. Joseph between 3rd and 2nd (North)	3-Hr 7:30 AM - 6 PM	Public	8	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B13	155	Unmarked Lot		Private	27	13	7	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	27	13	7	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B13	156	Leased Lot		Private	41	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	41	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B13	157	Dacotah Bank		ADA	4	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	47	9	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	51	9	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B13	On-Street	Main between 2nd and 1st (South)	Unrestricted	Public	22	1	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	22	1	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B13	On-Street	2nd between Main and St. Joseph (East)	Unrestricted	Public	16	14	16	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	14	16	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B13	On-Street	St. Joseph between 2nd and 1st (North)	Unrestricted	Public	13	5	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	13	5	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B13	On-Street	1st between Main and St. Joseph (West)	Unrestricted	Public	5	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	5	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B14	159	Great Western Bank		ADA	3	1	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	9	3	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	4	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B14	160	Rapid Delivery	Rapid Delivery	Private	8	7	7	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	7	7	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B14	161	Tenant Parking		Private	8	7	7	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	7	7	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B14	162	Senior Care employees		Private	8	2	3	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	2	3	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B14	163	Great Western Bank Employees		Private	18	9	7	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	9	7	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B14	164	Resident/Tenant Parking		Private	6	1	1	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	6	1	1	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
B14	165	Bowman Tire Co		Private	20	18	17	10	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	20	18	17	10	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B14	166	Great Western Bank		ADA	3	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	52	15	12	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	55	15	12	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B14	On-Street	Main between 1st and East Blvd (South)	Unrestricted	Public	23	12	10	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	23	12	10	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B14	On-Street	1st between Main and St. Joseph (East)	Unrestricted	Public	4	3	3	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	4	3	3	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B14	On-Street	St. Joseph between 1st and East Blvd (North)	Unrestricted	Public	9	4	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	9	4	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B15	167	Hardee's		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	33	6	8	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	35	6	8	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B15	168	Trinity Lutheran		ADA	3	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	78	26	21	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	81	26	21	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B15	On-Street	St. Joseph between 5th and 4th (South)	3-Hour 7:30 AM - 6 PM	Public	16	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 2-Hr 9 AM - 5 PM	Public	10	0	3	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	26	0	3	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B15	On-Street	4th between St. Joseph and Kansas City (West)		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hour 7:30 AM - 6 PM	Public	13	8	5	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	15	8	5	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B15	On-Street	Kansas City between 5th and 4th (North)		ADA	1	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hour 7:30 AM - 6 PM	Public	16	16	15	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	17	16	16	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B16	169	Pennington County Courts		ADA					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Bdlg & Grounds	Private	5	3	1	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Paved/Straight/Striped	Reserved- Senior Parking	Private	3	0	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Paved/Straight/Striped	Reserved- County Courts	Private	63	61	49	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	71	64	52	15	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B16	170	County Courts		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			1-Hour Parking Only	Private	38	36	35	18	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	39	36	35	18	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B16	171	Civil Department		ADA					Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	6	2	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
				Sub-Total:	6	2	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B16	G2	Garage- Level 1	Penn. Co. Courts Free Park	ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Public	70	65	66	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	71	65	66	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B16	G2	Garage- Level 2	Penn. Co. Courts Free Park	ADA	7	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Public	83	79	83	22	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	90	79	83	22	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B16	G2	Garage- Level 3	Penn. Co. Courts Free Park	ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Public	91	64	66	36	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	92	64	66	36	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B16	G2	Garage- Level 4	Penn. Co. Courts Free Park	ADA	0				Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Public	100	33	27	25	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	100	33	27	25	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Garage Total	353	241	242	97	
B16	On-Street	4th between St. Joseph and Kansas City (East)	3-Hour 7:30 AM - 6 PM	Public	15	9	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	15	9	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B16	On-Street	St. Joseph between 4th and 2nd (South)	Police Only	Reserved Public	8	1	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	1	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B16	On-Street	2nd between St. Joseph and Kansas City (West)	Unrestricted	Public	18	17	18	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	17	18	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B16	On-Street	Kansas City between 2nd and 4th (North)		ADA	2	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hour 7:30 AM- 6 PM	Public	48	37	27	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	50	37	28	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B17	172	Pennington Co. Administration		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	34	17	22	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	36	17	22	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B17	173	Pennington Co. Evidence Bldg		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	41	29	32	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	43	29	32	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B17	On-Street	St. Joseph between 2nd and 1st (South)	Unrestricted	Public	12	11	10	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	11	10	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B17	On-Street	1st between St. Joseph and Kansas City (West)	Unrestricted	Public	6	5	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	6	5	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B17	On-Street	Kansas City between 2nd and 1st (North)	Unrestricted	Public	20	16	13	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	20	16	13	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
B17	On-Street	2nd between St. Joseph and Kansas City (East)	Unrestricted	Public	18	18	18	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	18	18	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B18	174	Lamplighter Studios		Private	12	2	2	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	2	2	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B18	175	Lamplighter Studios		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	23	4	2	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	25	4	2	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B18	176	Private Leased Lot		Private	78	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	78	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B18	177	Jefferson Bldg		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Secretary Parking Only	Reserved	5	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	75	6	5	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	82	7	6	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B18	On-Street	St. Joseph between 1st and East Blvd (South)	Unrestricted	Public	10	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	10	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B18	On-Street	Kansas City between 1st and East Blvd (North)	Unrestricted	Public	25	8	5	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	25	8	5	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
B19	178	Various Businesses		Private	7	2	4	1	NO Striping ■ Paid Lot ☐ npaved ☐ ther:
				Sub-Total:	7	2	4	1	
B19	179	Various businesses		Private	8	6	6	0	NO Striping ■ Paid Lot ☐ npaved ☐ ther:
				Sub-Total:	8	6	6	0	
B19	On-Street	Kansas City between 5th and 4th (South)		ADA	1	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Unrestricted	Public	23	22	21	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	3	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	27	24	23	6	
B19	On-Street	5th between Kansas City and Quincy (East)	3-Hr 7:30 AM - 6 PM	3 Hr	8	2	0	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	2	0	1	
B19	On-Street	Quincy between 5th and 4th (North)		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	C		Unrestricted	Public	9	8	9	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 2-Hr 9 AM - 5 PM	Public	7	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	17	8	9	6	
B19	On-Street	4th between Kansas City and Quincy (WEST)	Unrestricted	Public	11	9	8	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	D			Sub-Total:	11	9	8	4	
B20	181	Various businesses		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	17	8	6	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	19	8	6	2	

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes							
B20	183	unknown business		Private	33	10	11	6	Faded Striping	■	Paid Lot	☐	Unpaved	☐	Other:	
				Sub-Total:	33	10	11	6		☐		☐		☐		
B20	184	North American University		Private	131	10	12	12	Faded Striping	■	Paid Lot	☐	Unpaved	☐	Other:	
				Sub-Total:	131	10	12	12		☐		☐		☐		
B20	On-Street	Kansas City between 4th and 2nd (South)		ADA	4	2	1	0	Faded Striping	☐	Paid Lot	☐	Unpaved	☐	Other:	
	E		Unrestricted	Public	50	38	36	5	Faded Striping	☐	Paid Lot	☐	Unpaved	☐	Other:	
				Sub-Total:	54	40	37	5		☐		☐		☐		
B20	On-Street	4th between Kansas City and Quincy (East)	Unrestricted	Public	16	11	11	1	Faded Striping	☐	Paid Lot	☐	Unpaved	☐	Other:	
	F			Sub-Total:	16	11	11	1		☐		☐		☐		
B20	On-Street	Quincy between 4th and 2nd (North)	Unrestricted	Public	23	5	5	1	some Faded Stri	■	Paid Lot	☐	Unpaved	☐	Other:	
	G			Sub-Total:	23	5	5	1		☐		☐		☐		
B20	On-Street	2nd between Kansas City and Quincy (West)								☐		☐		☐		
	H		College Station Only	Public Reserved	12	6	6	8	Faded Striping	■	Paid Lot	☐	Unpaved	☐	Other:	
			Unrestricted	Public	6	0	0	1	Faded Striping	☐	Paid Lot	☐	Unpaved	☐	Other:	
				Sub-Total:	18	6	6	9		☐		☐		☐		
B21	185	Apartments/frat house		Private	11	7	6	6	Faded Striping	☐	Paid Lot	☐	Unpaved	■	Other:	
				Sub-Total:	11	7	6	6		☐		☐		☐		
B21	On-Street	Kansas City between 2nd and 1st (South)	Unrestricted	Public	15	5	4	6	Faded Striping	■	Paid Lot	☐	Unpaved	☐	Other:	
	I			Sub-Total:	15	5	4	6		☐		☐		☐		
B21	On-Street	2nd between Kansas City and Quincy (East)	College Station Only	Public Reserved	12	7	7	10		☐		☐		☐		
	K		Unrestricted	Public	6	1	0	2	Faded Striping	■	Paid Lot	☐	Unpaved	☐	Other:	
				Sub-Total:	18	8	7	12		☐		☐		☐		
B22	186	Residential Lot		Private	12	1	2	1	Faded Striping	☐	Paid Lot	☐	Unpaved	■	Other:	
				Sub-Total:	12	1	2	1		☐		☐		☐		
B22	187	Residential Lot		Private	12	2	3	3	Faded Striping	☐	Paid Lot	☐	Unpaved	■	Other:	
				Sub-Total:	12	2	3	3		☐		☐		☐		
B22	On-Street	Kansas City between 1st and East Blvd (South)	Unrestricted	Public	16	5	5	3	Faded Striping	■	Paid Lot	☐	Unpaved	☐	Other:	
	L			Sub-Total:	16	5	5	3		☐		☐		☐		
		Quincy between 1st and 2nd (North)	Unrestricted	Public	11	0	0	0	no Striping	■	Paid Lot	☐	npaved	☐	her:	
				Sub-Total:	11	0	0	0		☐		☐		☐		
B22	On-Street	Quincy between 1st and East Blvd (North)	Private driveway	Private	6	0	0	1	Faded Striping	☐	Paid Lot	☐	Unpaved	■	Other:	
	M		Private driveway	Private	2	0	2	2	Faded Striping	☐	Paid Lot	☐	Unpaved	■	Other:	
			Unrestricted	Public	6	4	4	6	Faded Striping	■	Paid Lot	☐	Unpaved	☐	Other:	
				Sub-Total:	14	4	6	9		☐		☐		☐		

APPENDIX B.1: East of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
B23	188	Various Businesses		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	7	2	2		Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	2	2	0	
B23	189	West Dakota Insurers		Private	31	15	17	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved	Private	4	3	2	1	
			Reserved- Employee of the Month	Private	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	36	18	19	2	
B23	190	Briarwood Apartments		Private	12	6	2	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	6	2	5	
B23	On-Street	Quincy between 5th and 4th (South)	Unrestricted	Public	18	11	8	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	O		Metered 2-Hr 9 AM - 5 PM	Public	3	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	21	11	9	5	
B23	On-Street	5th between Quincy and Columbus (East)	Unrestricted	Public	5	1	3	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	P			Sub-Total:	5	1	3	3	
B23	On-Street	Columbus between 5th and 4th (North and South)	Unrestricted	Public	41	12	11	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	41	12	11	8	
B23	On-Street	4th between Quincy and Columbus (West)	Unrestricted	Public	12	1	1	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	R			Sub-Total:	12	1	1	2	
B24	191	Various Businesses		ADA	2	1	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	40	24	19	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	42	25	19	8	
B24	On-Street	4th between Quincy and Columbus (East)	Unrestricted	Public	11	0	0	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	S			Sub-Total:	11	0	0	1	
B24	On-Street	Quincy between 4th and 3rd (South)	Unrestricted	Public	20	7	7	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	T			Sub-Total:	20	7	7	7	

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
A1	1	Knecht/Ace	Customers Only	ADA	5	1	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Customers Only	Private	121	72	79	17	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	126	73	82	17	Faded Striping ■ Paid Lot ☐ Unpaved ☐ Other:
A1	2	Family Thrift		ADA	11	0	1	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	173	28	29	41	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	184	28	30	43	Faded Striping ■ Paid Lot ☐ Unpaved ☐ Other:
A1	3	Knecht Construction Sales		Private	20	14	10	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	20	14	10	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A1	4	Family Thrift	15-Min Pick Up Only	Private	5	0	0	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	10	8	8	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	15	8	8	9	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A2	5	Civic Center Plaza Parking Only		ADA	5	2	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	95	63	70	69	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	100	65	72	70	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A2	6	Shopping Plaza Parking Only		ADA	2	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	39	27	32	21	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	41	28	33	22	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A2	On-Street	7th between Omaha and Rapid (West)	3-Hr 7:30 AM - 6 PM	Public	13	10	8	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	13	10	8	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A2	On-Street	Rapid between Mt. Rushmore and 7th	Metered 10-Hr 9 AM - 5 PM	Public	17	7	7	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	17	7	7	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A3	7	Freight House/Sanfords/Ixtapa		ADA	5	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Sanfords Only	Private	43	3	22	26	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	48	3	22	26	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A3	8	Sanfords Customers	Customers Only	Private	13	3	3	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	13	3	3	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A3	9	Victoria's Garden Only		Private	5	5	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	5	5	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A3	10	RC Fruit/ Rapid Ride		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			RC Fruit Only	Private	15	9	9	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Employee Permit Required	Private	18	7	7	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Jefferson Bus Lines Customer	Private	5	2	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	39	18	17	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A3	11	Ixtapa		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	26	3	7	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	28	3	7	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A3	On-Street	7th between Rapid and Omaha (East)	30-Min 7:30AM - 6 PM	Public	2	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
			3-Hr 7:30AM - 6 PM	Public	14	11	11	9	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	12	12	9	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A3	On-Street	Rapid between 6th and 7th	RTS Bus Only	Reserved Public	1	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Tour Bus Only	Reserved Public	3	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 10-Hr 9 AM - 5 PM	Public	7	5	4	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	11	6	6	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A3	On-Street	6th between Rapid and Omaha (West)		ADA	1	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	6	5	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			30-Min 7:30AM - 6 PM	Public	1	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	6	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A4	12	City/School Office Parking 7 AM - 4 PM		ADA	3	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			2-Hr Parking	Public	29	16	16	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Visitors Only	Reserved Public	4	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Motorcycle	Reserved Public	3	3	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Employee Permit Required	Reserved Public	77	65	61	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			City Vehicle Only	Reserved Public	32	25	26	11	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	148	109	108	19	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A4	On-Street	6th between Rapid and Omaha (East)		ADA	1	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	13	13	10	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	14	14	11	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A5	13	Auto Hall Repair		ADA	0	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Numbered Reserved	Private	5	2	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	14	4	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	19	6	9	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A5	14	Various Businesses	Medicare	ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Red Wings	Private	7	2	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- DSP	Private	4	3	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Consolidated	Private	2	1	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Wagner	Private	1	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Silent Giant	Private	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Chexcel	Private	3	2	2	0	
				Sub-Total:	20	8	7	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A5	15	Bickett 24-Hr Permit Parking		Private	6	4	4	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	6	4	4	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A5	16	Bickett 24-Hr Permit Parking		Private	7	7	7	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	7	7	7	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A5	17	Bickett Insurance		Private	7	2	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	7	2	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A5	On-Street	Main between West Blvd and 9th (North)	Metered 2-Hr 9 AM - 5 PM	Public	12	10	9	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	10	9	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
A6	18	Rushmore Hotel	Guest Parking Only	ADA	1	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Guest Parking Only	Private	167	91	98	112	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	168	92	99	113	Faded Striping ☐ Metered ☐ Unpaved ☐ Other:
A6	19	Gambrill Tenants Only		ADA	0	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	16	9	10	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	9	10	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A6	On-Street	Main between Mt. Rushmore and 9th (North)	3-Hr 7:30AM - 6 PM	Public	26	4	6	22	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	26	4	6	22	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A7	20	Assurant		Private	63	56	54	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Western Wholesale		Private	8	2	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	71	58	55	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A7	21	Assurant		ADA	1	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Visitors Only	Private	4	2	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	82	74	70	18	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	87	77	73	19	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A7	On-Street	Main between Mt. Rushmore and 7th (North)	3-Hour 7:30 AM - 6 PM	Public	27	25	24	27	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	27	25	24	27	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A7	On-Street	7th between Main and Rapid (West)	3-Hr 7:30 AM - 6 PM	Public	8	3	4	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	3	4	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A8	22	Public Leased Parking 6 AM - 4 PM M-F	Permit Required	Public	63	50	50	51	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	63	50	50	51	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A8	23	First National Bank		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Customers Only	Private	6	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	10	6	6	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	17	6	7	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A8	On-Street	7th between Main and Rapid (East)	3-Hr 7:30 AM - 6 PM	Public	10	7	7	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	10	7	7	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A8	On-Street	Main between 7th and 6th (North)		ADA	1	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	23	20	19	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	24	21	20	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A8	On-Street	6th between Main and Rapid (West)		ADA	2	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	7	4	5	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	9	5	6	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A9	G1	Garage- Level 1		ADA	7	1	3	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 10-Hr 9 AM - 5 PM	Public	89	52	70	89	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	96	53	73	94	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
A9	G1	Garage- Level 2	Permit Only 6 AM - 4 PM	Public	82	49	50	61	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	82	49	50	61	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A9	G1	Garage- Level 3	Permit Only 6 AM - 4 PM	Public	90	45	40	36	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	90	45	40	36	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A9	G1	Garage- Level 4 (incl. roof)	Permit Only 6 AM - 4 PM	Public	216	126	100	91	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	216	126	100	91	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Garage Total:	484	273	263	282	
A9	On-Street	Main between 5th and 6th		ADA	2	0	1	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hour 7:30 AM - 6 PM	Public	17	17	17	17	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	19	17	18	19	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A10	24	Brodsky Plaza		ADA	1	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	4	2	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hour 7:30 AM- 6 PM	Private	23	4	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
									Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	28	7	4	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A10	25	Unmarked Lot- Possibly residential		Private	13	3	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	13	3	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A10	26/27	Gravel Lot		Private	46	23	17	7	Faded Striping ☐ Paid Lot ☐ Unpaved ■ Other:
				Sub-Total:	46	23	17	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A10	28	Reserved Federal Bldg Lot	2-Hour 7:30 AM - 6 PM	Private	9	9	8	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other: 2-Hou
				Sub-Total:	9	9	8	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A10	On-Street	Main between West Blvd and 9th (South)		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 4-Hour 9 AM - 5 PM	Public	18	2	4	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	19	2	4	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A10	On-Street	9th between Main and St. Joseph (West)		ADA	2	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 4-Hour 9 AM - 5 PM	Public	11	4	6	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	13	4	7	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A10	On-Street	St. Joseph between West Blvd and 9th (North)	Metered 4-Hour 9 AM - 5 PM	Public	12	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 2-Hour 9 AM - 5 PM	Public	7	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	19	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A11	29	Leased Parking Only		Private	16	14	12	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	14	12	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
A11	30	Public Leased Lot 6 AM - 4 PM M-F ($25 Fine)		Public	47	22	22	29	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	47	22	22	29	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A11	32	Schmidt Building	Tenant Parking Only	Private	21	14	10	10	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	21	14	10	10	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A11	33	Black Hills Insurance		Private	16	13	11	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	13	11	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A11	34	Authorized Only- Leased Parking		Private	17	10	8	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	17	10	8	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A11	35	Leased Parking		Private	16	13	11	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	13	11	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A11	On-Street	9th between Main and St. Joseph (East)	Metered 4-Hr 9 AM - 5 PM	Public	16	5	14	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	5	14	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A11	On-Street	Main between 9th and Mt. Rushmore (South)	3-Hr 7:30 AM - 6 PM	Public	27	18	26	25	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	27	18	26	25	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A11	On-Street	St Joseph between 9th and Mt. Rushmore (North)	3-Hr 7:30 AM - 6 PM	Public	25	19	14	22	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	25	19	14	22	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A12	36	Private Business/Tenant Only		Private	23	16	17	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Tenant Only	Private	6	2	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	29	18	18	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A12	On-Street	Main between Mt. Rushmore and 7th (South)	3-Hour 7:30 AM - 6 PM	Public	33	17	26	30	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	33	17	26	30	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A12	On-Street	7th between Main and St. Joseph (West)		ADA	1	0	0	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	13	9	13	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	14	9	13	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A12	On-Street	St. Joseph between Mt. Rushmore and 7th (North)		ADA	1	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	31	21	31	18	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
				Sub-Total:	32	21	32	18	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A13	On-Street	Main between 7th and 6th (South)		ADA	1	0	0	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	30	30	29	30	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	31	30	29	31	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A13	On-Street	6th between Main and St. Joseph (West)		ADA	2	1	0	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Note: Most of block is loading zone for Alex Johnson Hotel.	3-Hr 7:30 AM - 6 PM	Public	4	4	4	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other: Buses
				Sub-Total:	6	5	4	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A13	On-Street	St. Joseph between 7th and 6th (North)		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	27	26	24	25	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	28	26	24	25	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A13	On-Street	7th between Main and St. Joseph (East)	3-Hr 7:30 - 6 PM	Public	13	11	11	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	13	11	11	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A14	37		Gated	Private	23	10 (Est)	10 (Est)	3 (Est)	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other: No ac
				Sub-Total:	23	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A14	38			Private	10	6	6	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	10	6	6	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A14	39			Private	45	20	21	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	45	20	21	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A14	On-Street	Main between 6th and 5th (South)		ADA	2	2	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	26	26	26	26	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	28	28	27	27	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A14	On-Street	St Joseph between 6th and 5th (North)	3-Hr 7:30 AM - 6 PM	Public	28	24	19	27	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	28	24	19	27	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A14	On-Street	6th between St. Joseph and Main (East)	3-Hr 7:30 AM - 6 PM	Public	14	12	12	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	14	12	12	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A15	40	Casey Peterson Bldg	Permit Parking Only	Private	71	50	39	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	71	50	39	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
A15	41		Reserved	Private	44	31	29	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	44	31	29	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A15	42		Permit Parking	Private	18	17	18	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	17	18	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A15	On-Street	St. Joseph between West Blvd and 9th (South)	Unrestricted	Public	11	11	11	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			2-Hr 7:30 AM - 6 PM	Public	13	5	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	24	16	17	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A15	On-Street	9th St between St. Joseph and Kansas City (West)		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	10	10	9	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 2-Hr 9 AM - 5 PM	Public	10	4	2	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			2-Hr 7:30 AM - 6 PM	Public	10	3	4	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Unrestricted	Public	8	7	5	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	40	24	20	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A15	On-Street	Kansas City between West Blvd and 9th St (North)	Metered 2-Hr 9 AM - 5 PM	Public	10	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	10	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A16	43	Wells Fargo Lot (No signage)		Private	16	4	4	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	4	4	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A16	44	Wells Fargo Customer Only		ADA	2	1	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	15	12	8	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	17	13	8	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A16	45	815 St. Joseph Customer Parking		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Public	19	16	11	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	20	16	11	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A16	46	Leased Parking		Private	11	7	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	11	7	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A16	47	Natural Foods Market/ Black Hills Customer		Private	26	9	5	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	26	9	5	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A16	48	Wells Fargo Bank		Private	13	13	11	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
				Sub-Total:	13	13	11	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A16	On-Street	9th between St. Joseph and Kansas City (East)	3-Hr 7:30 AM - 6 PM	Public	22	21	12	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	22	21	12	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A16	On-Street	St Joseph between 9th and Mt. Rushmore (South)	3-Hr 7:30 AM - 6 PM	Public	20	10	3	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	20	10	3	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A16	On-Street	Kansas City between 9th and Mt. Rushmore (North)	2-Hr 7:30 AM - 6 PM	Public	18	17	12	11	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	17	12	11	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A17	49	Law Office Employee Parking		Private	15	14	12	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other: Partia
				Sub-Total:	15	14	12	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A17	50	Bank Parking Only		Private	13	6	6	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	13	6	6	5	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A17	51	U.S. Bank Parking Only	Reserved	Private	8	7	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	7	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A17	52	U.S. Bank		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	6	0	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	7	0	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A17	53	First Presbyterian Church		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Staff	Private	4	4	2	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Visitor	Private	5	5	0	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			General	Private	6	2	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	11	2	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A17	On-Street	St. Joseph between Mt. Rushmore and 7th (South)	3-Hr 7:30 AM - 6 PM	Public	26	17	19	21	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	26	17	19	21	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A17	On-Street	7th between St. Joseph and Kansas City (West)	3-Hr 7:30 AM - 6 PM	Public	12	10	12	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	10	12	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A17	On-Street	Kansas City between Mt. Rushmore and 7th (North)		ADA	2	2	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 2-Hr 9 AM - 5 PM	Public	21	10	7	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	23	12	7	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
A18	54	U.S. Bank Parking Only	General	Private	6	1	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved	Private	3	1	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	9	2	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A18	55	Masonic Temple		Private	24	12	15	9	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Shop Parking		Private	10	8	9	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Residential Parking		Private	7	5	7	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	41	25	31	17	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A18	56	Permit Only		ADA	1	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	26	25	22	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	27	25	23	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A18	On-Street	St. Joseph between 7th and 6th (South)	3-Hr 7:30 AM - 6 PM	Public	31	26	31	31	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	31	26	31	31	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A18	On-Street	7th between St. Joseph and Kansas City (East)	3-Hr 7:30 AM - 6 PM	Public	7	6	7	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	7	6	7	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A18	On-Street	Kansas City between 7th and 6th (North)		ADA	2	1	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 10-Hr 9 AM - 5 PM	Public	18	11	9	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	20	12	11	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A18	On-Street	6th between St. Joseph and Kansas City (West)		ADA	1	0	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	14	13	13	13	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	15	13	14	14	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A19	57	Public Leased Parking 6 AM - 4 PM ($25 Fine)		ADA	4	2	3	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Permit Required	Public	107	66	66	44	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 10-Hr 9 AM - 5 PM	Public	32	29	30	30	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	143	97	99	75	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A19	58	Northwestern Mutual and SOM Bldg		Private	55	25	23	9	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Frye's Paint and Supply Parking Only		Private	10	9	9	2	
				Sub-Total:	65	34	32	11	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A19	59	Leased Parking		Private	28	15	16	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	28	15	16	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
A19	On-Street	St. Joseph between 6th and 5th (South)	3-Hr 7:30 AM - 6 PM	Public	19	7	14	17	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	19	7	14	17	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A19	On-Street	6th between St. Joseph and Kansas City (East)		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	13	13	11	11	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	14	13	11	11	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A19	On-Street	Kansas City between 6th and 5th (North)	Metered 2-Hr 9 AM - 5 PM	Public	20	7	12	9	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	20	7	12	9	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A20	60	Doctor's Office Parking	Reserved	Private	7	6	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	7	6	6	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A20	61	Private Parking Only		Private	22	14	13	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	22	14	13	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A20	62	Gated Lot (Possibly YMCA- gated with prox card)	Card Access Only	Private	111	94	96	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	111	94	96	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A20	63	Boulevard Medicine		ADA	1	0	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	18	6	7	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	19	6	8	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A20	On-Street	Kansas City between West Blvd and 9th (South)	Metered 2-Hr 9 AM - 5 PM	Public	2	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	11	11	8	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Unrestricted	Public	3	3	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	15	12	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A20	On-Street	9th between Kansas City and Quincy (West)	3-Hr 7:30 AM - 6 PM	Public	18	14	14	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	14	14	8	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A20	On-Street	Quincy between West Blvd and 9th (North)		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Unrestricted	Public	15	13	14	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	5	2	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	21	15	15	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A21	65	Private Parking Only		Private	8	6	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	6	5	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A21	66	Private Parking		Private	21	14	16	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	21	14	16	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A21	67	Bob's 66 Automotive		Private	5	3	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	5	3	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A21	On-Street	Kansas City between 9th and Mt. Rushmore (South)		ADA	4	3	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
			2-Hr 7:30 AM - 6 PM	Public	24	24	21	17	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	28	27	24	17	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A21	On-Street	9th between Kansas City and Quincy (East)	2-Hr 7:30 AM - 6 PM	Public	5	2	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	5	2	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A21	On-Street	Quincy between 9th and Mt. Rushmore (North)		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 2-Hr 9 AM - 5 PM	Public	21	4	2	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	22	4	2	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	69	Pennington Title Company (possibly vacant bldg)		Private	12	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	70	Unmarked Private Lot		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	8	6	4	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	9	6	4	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	71	Leased Parking Only		Private	3	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	3	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	72	Leased Parking Only		Private	16	2	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	16	2	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	73	Family Dental (no signage)		ADA	2	1	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	32	13	17	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	34	14	17	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	74	Pennington Title Client Parking Only		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	28	9	12	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	29	9	12	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	75	Faith Temple		Private	6	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	6	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	76	Dahl Arts Center		ADA	2	1	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Arts Center	Private	6	8	10	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Faith Temple	Private	10	6	5	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	15	16	9	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	On-Street	Kansas City between Mt. Rushmore and 7th (South)		ADA	2	1	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 2-Hr 9 AM - 5 PM	Public	16	2	0	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	3	0	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	On-Street	7th between Kansas City and Quincy (West)		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 4-Hr 9 AM - 5 PM	Public	11	7	1	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	13	7	1	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A22	On-Street	Quincy between Mt. Rushmore and 7th (North)		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 2-Hr 9 AM - 5 PM	Public	20	3	0	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Unrestricted	Public	2	2	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
				Sub-Total:	24	5	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A23	77	United Methodist Hope Center		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		United Methodist Hope Center		Private	6	4	5	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Library		ADA	1	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Library	Reserved- Staff/Volunteer	Private	10	10	9	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			2-Hr Metered 9 AM - 5 PM	Public	10	9	9	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	29	24	24	11	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A23	On-Street	Kansas City between 7th and 6th (South)		ADA	2	0	0	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 10-Hr 9 AM - 5 PM	Public	16	3	3	10	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	18	3	3	12	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A23	On-Street	6th between Kansas City and Quincy (West)	Metered 4-Hr 9 AM - 5 PM	Public	13	5	5	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	13	5	5	4	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A23	On-Street	Quincy between 7th and 6th (North)		ADA	2	2	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 2-Hr 9 AM - 5 PM	Public	25	21	12	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	27	23	14	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A23	On-Street	7th between Kansas City and Quincy (East)	Metered 2-Hr 9 AM - 5 PM	Public	12	9	3	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	12	9	3	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	78	State Farm Customer		Private	4	3	3	0	Faded Striping ☐ Paid Lot ■ Unpaved ☐ Other:
				Sub-Total:	4	3	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	79	Unmarked		Private	9	5	5	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	9	5	5	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	80	Catholic Local Services Private Parking		Private	24	11	13	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Other Private Parking		Private	17	6	8	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	41	17	21	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	81	Private Parking		Private	6	5	3	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	6	5	3	3	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	82	Unmarked		Private	8	1	2	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	1	2	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	83	Staff Parking Only		Private	8	3	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	8	3	2	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	84	Leased Parking Highmark FSU/ Library		Private	26	14	15	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	26	14	15	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	85	Highmark Credit Union		Private	4	3	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	4	3	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	86	Highmark Credit Union		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	21	2	4	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
				Sub-Total:	23	2	4	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	87	Highmark Reserved Parking		Private	11	9	9	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	11	9	9	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	On-Street	Kansas City begtween 6th and 5th (South)	Metered 2-Hr 9 AM - 5 PM	Public	17	8	5	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	17	8	5	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	On-Street	6th between Kansas City and Quincy (East)	Metered 4-Hr 9 AM - 5 PM	Public	17	4	6	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	17	4	6	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A24	On-Street	Quincy between 6th and 5th St (North)	Metered 2-Hr 9 AM - 5 PM	Public	11	1	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Unrestricted	Public	11	10	8	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	22	11	10	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
A25	88	Private Leased Lot		ADA	0	0	0	0	Faded Striping ■ Paid Lot ☐ Unpaved ☐ Other:
			Reserved- Client Only	Private	2	2	2	0	Faded Striping ■ Paid Lot ☐ Unpaved ☐ Other:
				Private	57	28	29	2	Faded Striping ■ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	59	30	31	2	☐ ☐ ☐
A25	89	Bridge Water		ADA	3	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	4	2	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	7	2	2	0	☐ ☐ ☐
A25	On-Street	Quincy between West Blvd and 9th (South)	Unrestricted	Public	21	20	19	7	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	A			Sub-Total:	21	20	19	7	☐ ☐ ☐
A25	On-Street	9th between Quincy and Columbus (West)	2-Hr 7:30 AM - 6 PM	Public	13	6	7	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	B			Sub-Total:	13	6	7	0	☐ ☐ ☐
A25	On-Street	Columbus between West Blvd and 9th (North)	Unrestricted	Public	23	22	20	10	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	C			Sub-Total:	23	22	20	10	☐ ☐ ☐
A25	On-Street	Columbus between West Blvd and 9th (South)	Unrestricted	Public	25	25	23	16	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	25	25	23	16	☐ ☐ ☐
A26	90	Ketel Thorstenson, LLP Private lot		Private	25	25	25	9	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	25	25	25	9	☐ ☐ ☐
A26	91	Tetra Tech		Private	14	4	1	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	14	4	1	1	☐ ☐ ☐

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes
A26	92	Apria Health Care		Private	6	4	3	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
		Schwetert Chiropractic & Benusis Dental		Private	12	7	5	0	Faded Striping ☐ Paid Lot ☐ Unpaved ■ Other:
				Sub-Total:	18	11	8	0	
A26	93	Apria Health Care		Private	4	2	3	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	4	2	3	2	
A26	94	Hermann Employee	Reserved- Employee Only	Private	6	6	4	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	6	6	4	2	
A26	95	Apria Healthcare & Herrmann Agencies		ADA	1	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	5	1	1	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	6	1	1	0	
A26	96	First American Title		Private	7	4	4	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	7	4	4	1	
A26	97	First American Title		ADA	2	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Private	39	23	23	6	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	41	23	23	6	
A26	On-Street	9th between Quincy and Columbus (East)	Unrestricted	Public	13	13	12	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	E			Sub-Total:	13	13	12	0	
A26	On-Street	Quincy between 9th and Mt. Rushmore (South)	Metered 2-Hr 9 AM - 5 PM	Public	7	0	0	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	F		Unrestricted	Public	17	17	17	2	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	24	17	17	3	
A26	On-Street	Columbus between 9th and Mt. Rushmore (North)	Unrestricted	Public	5	5	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			Metered 2-Hr 9 AM - 5 PM	Public	10	0	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
			3-Hr 7:30 AM - 6 PM	Public	4	2	0	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	19	7	0	0	
A26	On-Street	Columbus between 9th and Mt. Rushmore (South)	3-Hr 7:30 AM - 6 PM	Public	15	5	3	1	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
	H			Sub-Total:	15	5	3	1	
A27	98	Independent Optical		ADA	1	0	0	0	Faded Striping ■ Paid Lot ☐ Unpaved ☐ Other:
				Private	3	2	2	0	Faded Striping ☐ Paid Lot ☐ Unpaved ☐ Other:
				Sub-Total:	4	2	2	0	

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes							
A27	99	Episcopal Church		ADA	1	1	1	0	Faded Striping		Paid Lot		Unpaved		Other:	
				Private	17	8	7	0	Faded Striping		Paid Lot		Unpaved		Other:	
				Sub-Total:	18	9	8	0								
A27	100	Black Hills Community Bank		ADA	2	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:	
				Private	34	22	20	2	Faded Striping		Paid Lot		Unpaved		Other:	
				Sub-Total:	36	22	20	2								
A27	101	Episcopal Church		ADA	4	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:	
				Private	10	3	4	3	Faded Striping		Paid Lot		Unpaved		Other:	
				Sub-Total:	14	3	4	3								
A27	102	ABCKO Dental Lab		ADA	1	1	0	0	Faded Striping		Paid Lot		Unpaved		Other:	
				Private	6	5	4	0	Faded Striping		Paid Lot		Unpaved		Other:	
				Sub-Total:	7	6	4	0								
A27	103	First Church of Christ, scientist		Private	31	1	2	0	Faded Striping		Paid Lot		Unpaved		Other:	
				Sub-Total:	31	1	2	0								
A27	On-Street	Quincy between Mt. Rushmore and 7th (South)	Unrestricted	Public	16	15	15	2	Faded Striping		Paid Lot		Unpaved		Other:	
	I			Sub-Total:	16	15	15	2								
A27	On-Street	7th between Quincy and Columbus (West)		ADA	2	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:	
	J		Metered 2-Hr 9 AM - 5 PM	Public	7	1	1	0	Faded Striping		Paid Lot		Unpaved		Other:	
			Unrestricted	Public	6	6	6	1	Faded Striping		Paid Lot		Unpaved		Other:	
				Sub-Total:	15	7	7	1								
A27	On-Street	Columbus between Mt. Rushmore and 7th (North)	Unrestricted	Public	16	15	11	1	Faded Striping		Paid Lot		Unpaved		Other:	
	K			Sub-Total:	16	15	11	1								
A27	On-Street	Columbus between Mt. Rushmore and 7th (South)	Unrestricted	Public	19	9	13	0	Faded Striping		Paid Lot		Unpaved		Other:	
	L			Sub-Total:	19	9	13	0								
A28	104			ADA	1	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:	
			Reserved- Employees Only	Private	14	2	1	0	Faded Striping		Paid Lot		Unpaved		Other:	
A28			Reserved- United Way Only	Reserved	5	1	1	0	Faded Striping		Paid Lot		Unpaved		Other:	
				Sub-Total:	20	3	2	0								

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

WALKER CONSULTANTS

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes								
A28	105	Downtown Dental		ADA	1	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
				Private	17	9	7	0	Faded Striping	■	Paid Lot		Unpaved		Other:		
				Sub-Total:	18	9	7	0									
A28	106	Rapid City School Lot		ADA	5	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
			Reserved- Homebound	Reserved Public	4	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
			Permit Only 7 AM - 4 PM	Reserved Public	116	6	12	6	Faded Striping		Paid Lot		Unpaved		Other:		
			Reserved- Library Staff	Reserved Public	7	2	3	0	Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	132	8	15	6									
A28	On-Street	Quincy between 7th and 6th (South)	Metered 2-Hr 9 AM - 5 PM	Public	5	4	3	3	Faded Striping		Paid Lot		Unpaved		Other:		
	M		3-Hr 7:30 AM - 6 PM	Public	6	6	5	5	Faded Striping		Paid Lot		Unpaved		Other:		
			Unrestricted	Public	9	9	8	7	Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	20	19	16	15	Faded Striping		Paid Lot		Unpaved		Other:		
A28	On-Street	7th between Quincy and Columbus (East)	Metered 4-Hr 9 AM - 5 PM	Public	6	2	0	1	Faded Striping		Paid Lot		Unpaved		Other:		
			Unrestricted	Public	9	8	6	4	Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	15	10	6	5									
A28	On-Street	6th between Quincy and Columbus (West)	Unrestricted	Public	14	12	12	9	Faded Striping		Paid Lot		Unpaved		Other:		
	O			Sub-Total:	14	12	12	9									
A28	On-Street	Columbus between 7th and 6th (North)	Unrestricted	Public	23	5	10	0	Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	23	5	10	0									
A28	On-Street	Columbus between 7th and 6th (South)		ADA	4	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
	Q	In front of RC High School	Unrestricted	Public	27	6	5	0	Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	31	6	5	0									
A29	107	WAVI		ADA	1	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
				Private	17	11	10	7	Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	18	11	10	7									
A29	108	Security First Bank		ADA	2	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
				Private	46	21	16	4	Faded Striping		Paid Lot		Unpaved		Other:		
			WAVI parking only	Reserved	3	1	1	1	Faded Striping		Paid Lot		Unpaved		Other:		
				Sub-Total:	51	22	17	5									
A29	On-Street	Quincy between 6th and 5th (South)		ADA	1	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:		
	R		Metered 2-Hr 9 AM - 5 PM	Public	8	0	1	0	Faded Striping		Paid Lot		Unpaved		Other:		
			Unrestricted	Public	10	4	5	2	Faded Striping		Paid Lot		Unpaved		Other:		

APPENDIX B.2: West of 5th - Parking Inventory / Occupancy Data

Zone	Facility ID	Business/Entity Served	Restriction	Stall Type	Inventory	10:00 AM	1:00 PM	6:00 PM	Notes							
				Sub-Total:	19	4	6	2								
A29	On-Street	6th between Quincy and Columbus (East)	Unrestricted	Public	10	7	7	4	Faded Striping		Paid Lot		Unpaved		Other:	
	T		Metered 4-Hr 9 AM - 5 PM	Public	2	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:	
				Sub-Total:	12	7	7	4								
A29	On-Street	Columbus between 6th and 5th (North)		ADA	1	0	0	0	Faded Striping		Paid Lot		Unpaved		Other:	
	U		Unrestricted	Public	25	6	6	10	Faded Striping		Paid Lot		Unpaved		Other:	
				Sub-Total:	26	6	6	10								
A29	On-Street	Columbus between 6th and 5th (South)	Unrestricted	Public	22	4	4	3	Faded Striping		Paid Lot		Unpaved		Other:	
	V	in front of RC High School		Sub-Total:	22	4	4	3								

C FUTURE BUILD-OUT

APPENDIX C: TAZ Areas for Future Build-out

APPENDIX C: Build-out Growth Assumptions

Employment and Population Projections in the Downtown Area

Estimates performed by Long Range Planning Staff in 2017 during the Utility Master Plan Process

	Residents	*Employees*					*Residents*	*Employees*				
TAZ	Population 2015	Retail 2015	Office 2015	Industrial 2015	Public 2015	Total Employees 2015	Population 2025	*Retail 2025	*Offfice 2025	*Industrial 2025	*Public 2025	Total Employees 2025
3	6	243	27	0	0	270	6	254	27	0	0	281
6	0	60	183	80	0	323	0	60	183	80	0	323
5	0	77	9	21	158	265	13	103	9	21	158	291
15	40	95	206	0	210	511	51	104	206	22	210	542
16	2	14	100	0	0	114	80	204	196	0	0	400
27	0	22	11	112	7	152	0	54	11	37	184	286
30	80	19	52	0	0	71	43	19	52	0	0	71
11	142	9	3	71	45	128	274	50	128	63	45	286
9	0	31	34	16	0	81	0	54	46	16	0	116
8	0	121	13	0	0	134	0	121	13	0	0	134
21	149	21	139	3	0	163	149	21	139	3	0	163
14	18	25	564	0	0	589	19	25	564	0	0	589
24	16	0	0	0	276	276	14	0	0	0	276	276
4	48	58	89	0	108	255	104	91	131	0	108	330
23	109	0	47	0	0	47	109	0	47	0	0	47
25	63	0	55	0	7	62	63	0	55	0	7	62
22	24	8	66	0	25	99	24	11	66	0	25	102
18	207	0	81	0	104	185	207	0	0	0	185	185
19	164	0	0	0	237	237	240	0	0	0	237	237
218	28	296	242	17	0	555	24	296	242	17	0	555
7	0	74	4	0	1	79	0	74	4	0	1	79
220	0	39	10	29	14	92	0	39	10	29	14	92
223	0	84	101	3	0	188	34	96	187	3	0	286
32	367	0	24	0	10	34	471	0	76	0	10	86
39	650	0	100	0	300	400	650	0	100	0	300	400
29	3	0	8	2	361	371	3	0	8	2	361	371
10	0	27	100	101	0	228	0	81	51	72	0	204
17	580	0	0	0	290	290	667	0	0	0	319	319
224	39	10	52	0	22	84	28	10	52	0	22	84
222	0	61	108	26	0	195	9	61	108	26	0	195
221	0	38	18	7	0	63	0	38	18	7	0	63
219	13	82	143	5	0	230	16	82	143	5	0	230
Total all TAZ	**2,748**						**3,298**					
Total All TAZ						**6,771**						**7,685**

Population 2015	These are estimates derived from our land use data (number of units) and an average household size
***Retail**	Estimated based on future development opportunity of the area and 1.65 employees/1,000 sq. ft
***Office/ Service**	Estimated based on future development opportunity of the area and 2.13 employees/1,000 sq. ft
***Industrial**	Estimated based on future development opportunity of the area and 1.56 employees/1,000 sq. ft
***Public**	Estimated based on future development opportunity of the area and 1.84 employees/1,000 sq ft.
	Pennington County Jail population

D PARKING METER INFORMATION

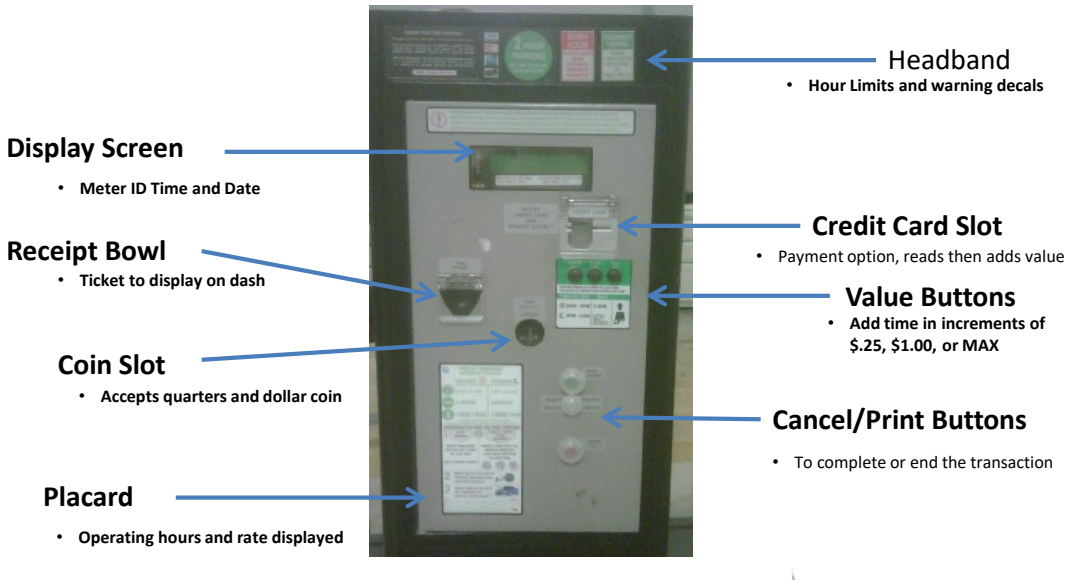
APPENDIX D: Multi-Space Meter Supplemental Information

MULTI-SPACE METERS

The development of the multi-space meter (MSM) enhanced metered parking as a viable option for controlling revenue from multiple spaces with fewer devices. For on-street applications, multi-space meters usually manage eight to fifteen spaces. For surface lot or multi-level parking facility applications, one multi-space meter can manage any number of spaces, depending on the configuration and application.

Each meter is equipped with graphical and LED displays to instruct motorists; one or a combination of coin, token, banknote, credit card or smart card acceptors; a cashbox and/or bill vault to securely store money; and user interface buttons and/or a keypad. The meters are computerized, which allows for complex rate structures and strong audit and enforcement trails.

Multi-Space Meter Face Plate (Example)



Source: Cale

A typical installation is networked, allowing transaction and revenue data to be consolidated to a central server and viewed remotely. This allows the owner to remotely generate reports and other useful data necessary to manage the parking assets, including changing the rates and monitoring revenue.

Depending on the specific application and manufacturer, most multi-space meters can be configured for use in one of three modes of operation: pay and display, pay-by-space, or pay-by-license plate. Most multi-space meter manufacturers make one meter capable of being programmed for all three payment modes by changing the user interface (face plate) and the system software (rather than replacing the meter).

PAY AND DISPLAY

In pay and display mode, the motorist parks the vehicle, walks to the parking meter, pays for a certain amount of time, and receives a receipt. The motorist is required to return to the vehicle to place the receipt on the dashboard. The receipt displays the duration, location, machine number and most importantly (in larger font), the expiration time of the paid parking session.

APPENDIX D: Multi-Space Meter Supplemental Information

Enforcement is done by visually inspecting the receipts, which has been found to take more time and effort than the enforcement of other meter types. The receipt may be placed on the 'opposite side' of the dashboard, or 'upside down', or frequent parkers may leave older receipts on the dashboard, making enforcement more time consuming.

Multi-Space Meter Receipt

Source: CPM, Borough of Chicago

Pay and Display requires that the motorist return to their car to display the receipt. This requires the meter to be relatively close to the car. On average, the meter should be within 100 feet of the parking space. A good rule of thumb is to install the meter with five parallel parking spaces on each side of it for a 1:10 meter to car ratio. For diagonal parking spaces the ratio could increase to 1:20; however, this doesn't account for fire hydrants, driveways, laneways, loading zones and other interruptions in the parking layout.

In Pay and Display mode, parking spaces do not need to be identified (striped), which has shown to allow more cars to park on each block, depending on the sizes of the cars parked at different times and the lengths of uninterrupted parking spaces. If desired, the receipt can be valid for parking at a different location, so long as time has not expired. If not desired, the location would be displayed on the receipt for enforcement purposes. Although rare, people have been known to hand-off receipts with time remaining on them to other motorists.

PAY-BY-SPACE

In pay-by-space mode, the motorist is not required to return to the vehicle with a receipt. Each parking space is numbered. The motorist approaches the parking meter and enters the parking space number in which the vehicle is parked prior to paying for parking. No receipt is needed for enforcement, as the parking space number has been recorded, but there can be a receipt for proof of transaction. Enforcement is done by viewing a web-based report of paid and/or unpaid spaces on a hand-held enforcement device or from any web-enabled computer or smart phone. The paid transaction must be communicated to enforcement in real time to avoid issuing a citation to a motorist who 'just paid' for parking.

Most pay-by-space applications offer the added convenience of allowing motorists to add parking time to the meter from another meter or through their cell phone for added convenience. Pay-by-space meters are typically used in off-street applications where spaces can be easily numbered using signs or surface paint; however, some cities use old parking meter poles as sign poles for space numbers.

PAY BY LICENSE PLATE

In pay-by-license plate mode, the motorist is not required to remember the parking space or return to the vehicle with a receipt. Instead, the motorist enters the vehicle's license plate number and selects the

amount of parking time. No receipt is required for enforcement, but there can be a receipt for proof of transaction. This system can allow a motorist to move the vehicle to another space without having to pay for parking again - provided there was time remaining on the original purchase, and they were not in violation of the posted time restrictions. As in pay and display mode, parking spaces do not need to be identified (striped), which has shown to allow more cars to park on each block, depending on the sizes of the cars parked at different times and the lengths of uninterrupted parking spaces.

Enforcement can be done with a vehicle mounted license plate recognition (LPR) system that scans the license plates of all parked cars, or with a hand held unit, either scanning or manually entering the license plate. The license plate is compared to a list of all paid vehicles, which is updated in real time. The paid transaction must be communicated to enforcement in real time to avoid issuing a citation to a motorist who 'just paid' for parking.

MOBILE LICENSE PLATE RECOGNITION

Mobile LPR software can integrate multi-space meter software, pay-by-cell software, permit software, and other databases such as law enforcement agencies to not only identify paid and unpaid parkers, but also stolen or otherwise significant license plates, such as Amber Alerts. If the LPR camera reads a plate that is not recorded as registered or paid, or has been otherwise identified as searchable, an audible alarm sounds to alert the driver, who can then take the appropriate action.

Mobile LPR can be used to enforce time restricted parking, as the software time-stamps every image. The software can be programmed to identify license plates that are captured beyond the time limits of that particular zone.

Another benefit of LPR enforcement is the ability to use license plates as employee permits, residential, business or monthly permits. This not only eliminates the need for paper, hang tag or decal permits, since the motorist already has the license plate; it also makes enforcement extremely efficient. Registration is typically done on-line, and can be done 24/7. Permit holders can enter their own data, saving office staff time. Furthermore, the license plate is a regulated credential, providing a higher level of integrity and less opportunity for misuse or fraud.

License plate permitting significantly reduces the possibility of counterfeit permits or real permits being given, loaned or sold to unauthorized users. The permit software allows individuals to register more than one vehicle (for owners with multiple cars), while enforcement can restrict usage to one or more vehicle at a time. Permit parking can also be restricted to particular days, timeframes and even locations. The LPR system includes GPS monitoring to enable it to identify and segregate parking zones.

At a driving speed of just 15 MPH mobile LPR is much more efficient than foot-patrol, as the average foot patrol speed is two MPH.

Note that the vehicle will need to stop for traffic conditions and traffic controls, and that the parking

enforcement officer (PEO) will need to park the vehicle to issue citations; however, a potential benefit of mobile LPR enforcement is the ability to “post-process” parking citations. Rather than placing citations on vehicle windshields, system software integrates with state motor vehicle registries to ascertain mailing addresses associated with vehicle license plates, and citations are sent via U.S. mail. The ability to mail citations rather than place them on vehicles is remarkably efficient, as the PEO doesn’t need to stop or get out of the enforcement vehicle. This is also safer for staff and for the public, as it reduces the possibility of a negative exchange or altercation resulting from the issuance of the citation.

Post processing is a relatively new concept, and may or may not be addressed in municipal codes. Some municipalities require that a human verify the violation, and/or physically place the citation on the vehicle. The proliferation of red light camera enforcement and the use of LPR enforcement on toll roads may lead to the proliferation of post-processing.

Mobile LPR is not perfect. Accuracy varies greatly (from 85%-95%) due to a number of factors and variables; however, the efficiency in coverage will usually increase the enforcement rate even at a lower accuracy rate.

E PARKING FUNDING CASE STUDIES

TAX INCREMENT FINANCING

Generally, Tax Increment Financing (TIF) is a financing technique used to revitalize areas deemed ripe for development, generally referred to as "urban renewal" areas. In Rapid City, developers pay land and infrastructure costs up front, then are paid back over time by TIF funding.
Examples of TIFs are numerous throughout the country; they are generally more successful when enacted for greenfield or underutilized areas where a variety of development—particularly residential, commercial, and retail development with high assessment value potential—is slated to occur. Utilizing TIF solely for infrastructure construction is challenging as the assessment value for infrastructure (such as a parking structure) is unlikely to increase at the levels needed to pay back a bond.

PUBLIC PRIVATE PARTNERSHIPS (P3) DEVELOPMENT AND COST SHARING

Public-Private Partnerships, also known as PPPs or P3s, are joint ventures between the public and private sectors wherein governments leverage the financing capacity and expertise of the private sector to accomplish a public purpose. The private sector partner often benefits for the arrangement by receiving land or other assets at a discounted price (or a long-term lease) and/or some sort of secured revenue stream with which to retire debt. The largest and most complicated P3's are asset monetization agreements such as the 99-year city of Chicago parking garage and toll road concession deals. However, P3's cover a huge gamete of possible arrangements between the public and private sector.

The most common examples of P3's related to parking are the lease back arrangements where the private party (an LLC, for example) enters into a ground lease for a development site. The private party designs, builds, and finances 100 percent of the project. The private party then leases the parking structure — or a publicly-available part of the garage--- back to the public entity. The public entity pays rent over the term of the lease. At the end of the lease, assuming all debt obligations have been met, the asset then reverts back to the institution for a very small fee, which is typically $1. Several case studies for these types of leases are described below.

LEASE AGREEMENTS

Lease agreements involve a private entity holding a lease agreement for public parking resources owned by a municipality. In many cases, lease agreements are rejected as a potential cost recovery mechanism in favor of more traditional methods, such as Public Private Partnership (P3) development and cost sharing, tax-increment financing, and others.

This section includes a description of two examples of lease agreements for publicly-owned parking structures.

JORDAN VALLEY STATION, WEST JORDAN, UTAH

Demographic Statistics- City of West Jordan, Utah

Population Size	48,941
Median Income	$53,617
Car Ownership	96.0%

Jordan Valley Station is a joint venture between UTA and a private developer (known as Bangerter Station LLC). The project is a mixed-use development centered around the new Bangerter TRAX light-rail station, and includes 270 residential units, retail and restaurant space, and a 1,000-stall parking structure. UTA funded the parking

structure through an STP (Surface Transportation Program) grant, and is the owner of the structure and a partial beneficiary of returns on the other development products.

While the majority of parking in the structure is intended for TRAX park-and-riders and retail visitors, the private developer purchased exclusive rights to 20% of the structure (200 stalls) from UTA. These stalls are reserved on the first two levels of the garage.

The rights were purchased up front for a total cost of $4,000,000, intended to cover 20% of garage construction costs exclusively (O&M costs were excluded). The private developer is responsible for the physical operation and maintenance of its portion of the garage; costs that are not exclusive to a particular location of the garage (e.g. insurance, elevator maintenance, etc.) are prorated and reimbursed to UTA on an annual basis.

Anecdotally, the Director of Real Estate and Transit-Oriented Development for the Utah Transit Authority stated that physically splitting O&M responsibilities and prorating shared O&M costs was difficult, and the annual reimbursement system added an administrative burden to UTA.

HERITAGE DISTRICT PARKING STRUCTURE, GILBERT, ARIZONA

Demographic Statistics- Town of Gilbert, AZ

Population Size	48,941
Median Income	$53,617
Car Ownership	96.0%

The Town of Gilbert, Arizona is planning the construction of a 400-600 space parking structure, with the intent of accommodating growing demand for parking as a result of proposed and anticipated development in Gilbert's downtown Heritage District. The Town is presently exploring multiple options to recoup both initial capital costs and O&M for the proposed structure, including lease agreements with developers and business owners located in the district.

The Town is in the process of executing a parking lease (hereafter referred to as a parking license to mimic the language from the agreement) with CBDG Gilbert LLC, a restaurant developer, for at least 100 off-site parking spaces in its proposed parking structure, to be located in the Heritage District in close proximity to the new restaurant. The parking license will be executed as an exhibit of the Town's Development Agreement with CBDG.

The parking license, as written, grants non-exclusive use of 75 spaces on the top floor of the parking structure and 25 spaces on the ground floor of the structure, to be used by patrons and employees of the restaurant development between the hours of 11:00 a.m. and 11:00 p.m. In exchange, the developer is to pay the Town an annual fee of $33,554 (roughly $336 per space). This fee recoups roughly 25% of total garage costs, including O&M, reserves for replacement, and repayment of initial capital costs.

Operations, maintenance, and repairs associated with the parking structure are entirely the responsibility of the Town. Nothing in the agreement precludes the developer from being responsible for future parking maintenance or operation fees which the Town can levy on a District-wide basis.

BUSINESS IMPROVEMENT DISTRICTS

Some municipalities and county governments use business improvement districts ("BIDs") and parking tax districts as a means to generate income to fund parking facility capital improvements and operating expenses. Both business improvement districts and parking tax districts can be used to finance the acquisition of land; the construction, operation, and maintenance of surface parking lots and parking structures; as well as the costs of engineers, attorneys and other professionals needed to complete infrastructure projects.

Over 1,200 BIDs have been implemented in the U.S. BIDs, which are most often formed at the request of their member businesses, typically address a wide variety of issues, not all related to parking. Common issues addressed include marketing, transit, beautification, signage, lighting, parking, street and public space maintenance, unarmed security patrols, "customer service representatives" or "ambassadors" to provide information and assistance to tourists and shoppers, etc. The collection of assessments tend to be applied uniformly on a square foot, gross receipts, or assessed value basis because benefits are universally recognized by all property owners. Typically, no exemptions or tax credits are provided to property owners who provide all or a portion of their required parking.

A smaller number of communities have implemented parking tax districts, which are more narrow in focus. WALKER identified two active, long-standing examples of these districts- one in Olympia, Washington and another in Tualatin, Oregon- as case studies for this financing option.

OLYMPIA, WASHINGTON

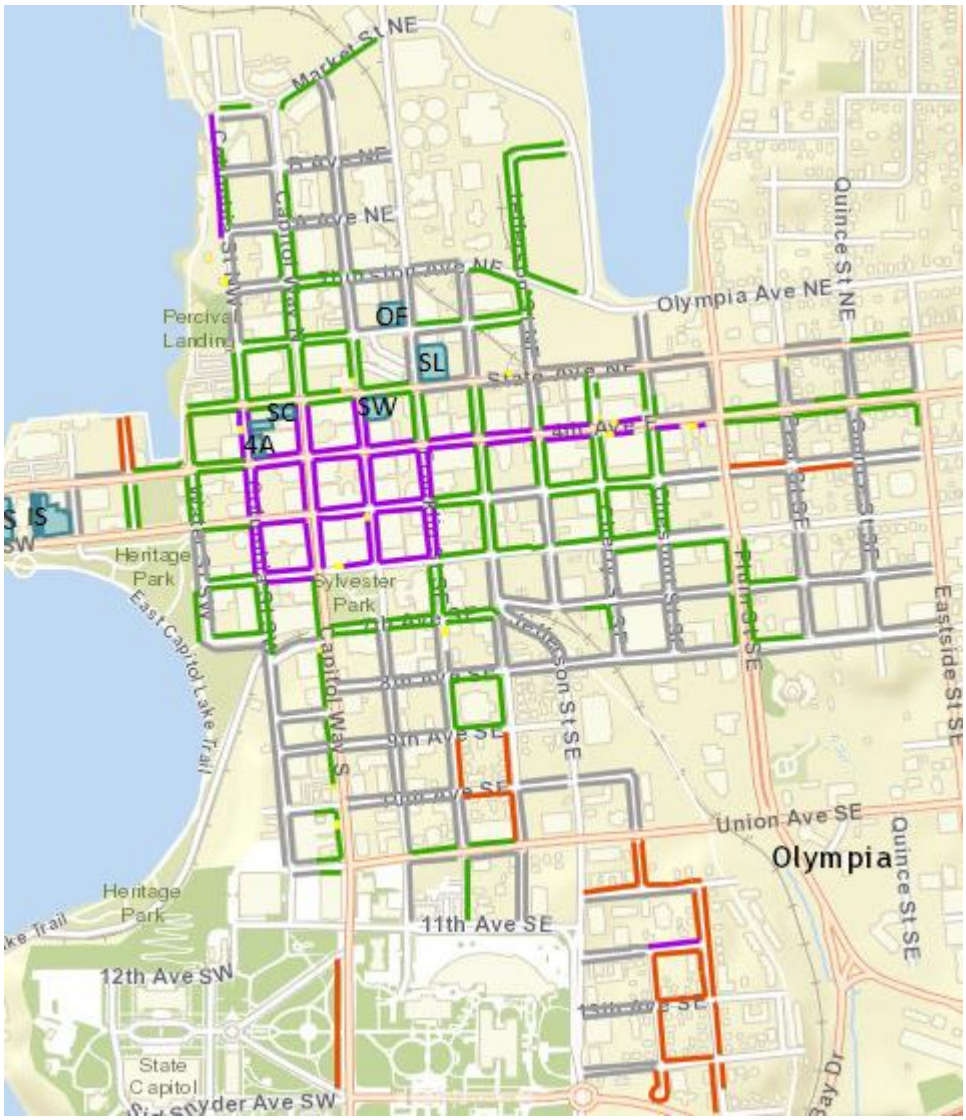
Demographic Statistics- City of Olympia, WA

Population Size	48,941
Median Income	$53,617
Car Ownership	96.0%

The City of Olympia, Washington enacted a Parking and Business Improvement District in 2006. The District, encompassing the entirety of the City's downtown, levies special assessments to fund downtown parking improvements, including administrative costs, construction, operation, and maintenance costs. The assessments also fund a number of other aesthetic and beautification projects throughout the District.

The following figureshows an overview of parking within the district boundaries; metered areas are highlighted in yellow, purple, green, and grey; time-limited areas are shown in orange; and parking facilities are lettered and highlighted in blue. In addition to maintenance and operation of existing facilities and existing and future capital expenditures, the special assessments have also paid for an "Oly Smartcard" program, which retrofits the City's outdated coin-operated meters to be paid for with a debit "smartcard" purchased from the City.

Parking Business Improvement Area- Olympia, WA



Assessments are levied upon business owners and multi-family residential owners/operators within the district boundaries. They are calculated annually based on the property's use and intensity. The following figure is an assessment matrix showing how a particular property's annual assessment is determined.

Parking Business Improvement Area Assessment Schedule

Business Type	Zone A			Zone B			Zone C		
	Large	Medium	Small	Large	Medium	Small	Large	Medium	Small
Restaurant/Retail	$750	$500	$250	$600	$400	$200	$300	$200	$150
Professional/Service	$400	$300	$200	$300	$200	$150	$200	$150	$150
Financial Institutions	$750			$600			$300		
Lodging/Apartments	30 or less rooms = $200; 31-50 rooms = $300; 51+ rooms - $400								
Personal Care Services	Minimum $150 plus $75 per station above 2 stations with a cap of $500								

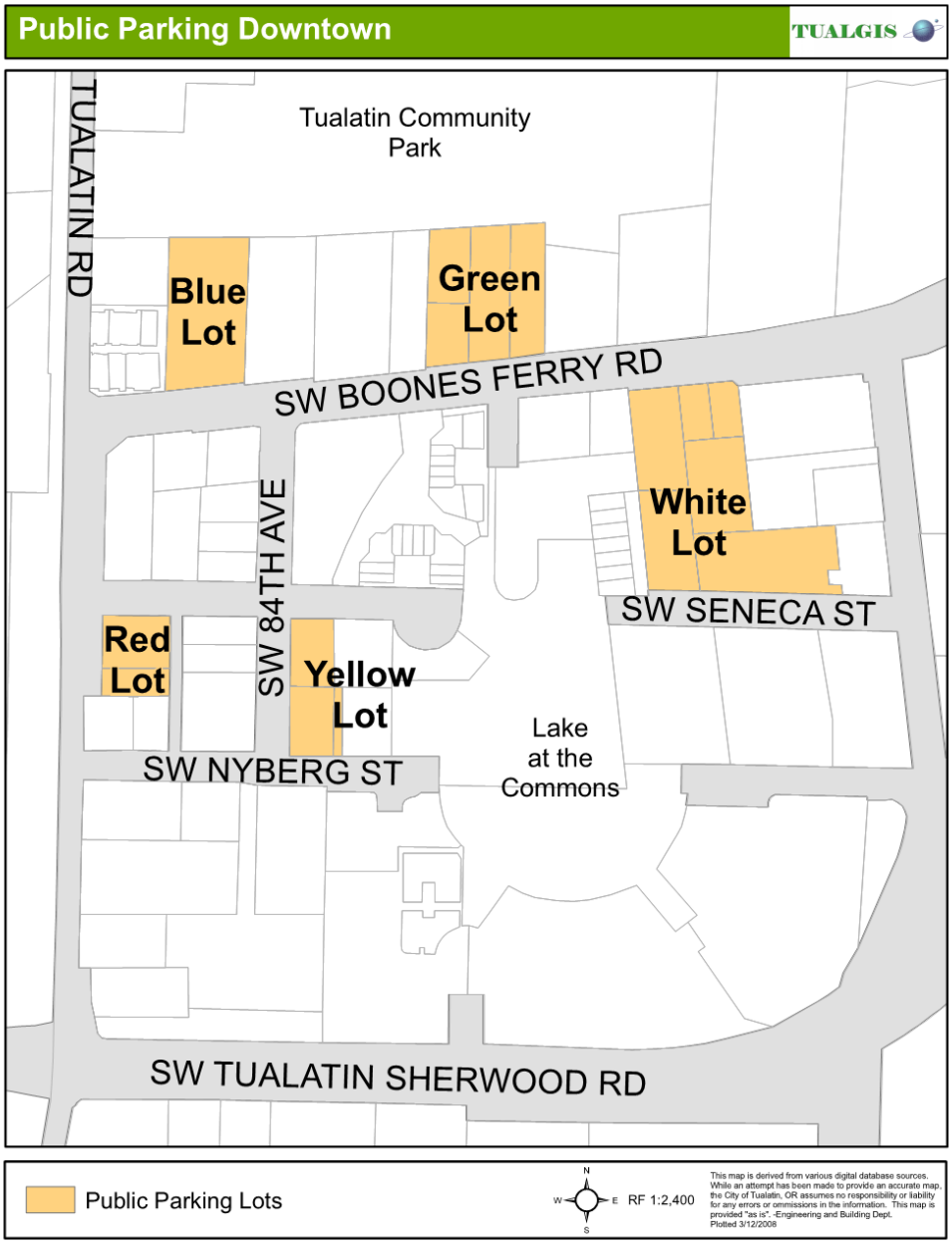
TUALATIN, OREGON

Demographic Statistics- City of Tualatin, Oregon

Population Size	26,806
Median Income	$66,384
Car Ownership	96.8%

The City of Tualatin, Oregon established its Core Area Parking District in 1979; fees levied by the district have supported construction, operations, and maintenance of the district's public parking facilities, paid for parking analysis and studies, and aided in other functions aimed to ensure efficiency of the district's parking system. The District covers 24 acres of downtown property, in which there are five public surface lots with 386 spaces in total. The following figure (Figure 8) provides an overview of the district and shows the locations of the surface lots.

Core Area Parking District Downtown Parking



The District's activities are overseen by a Board comprised of five members, each required to be an owner of a business located within the District boundaries. This Board serves in an advisory capacity to City Council, aiding in decisions regarding the location and design of new parking facilities, type and scope of improvements, amount of fees and taxes levied, and other policy and procedural matters.

The annual tax levied for a particular land use in the district is computed by multiplying the use's gross leasable area (GLA) by the minimum number of spaces required for that land use (space factor) by the annual tax rate

($170 in 2016), then dividing the resulting number by 1,000. For example, a restaurant with 15,000 square feet of GLA would use the following calculation:

Annual Tax = 15,000 * 5.00 (space factor) * 170 / 1,000
Annual Tax = $12,750

The full municipal code chapter governing the Core Area Parking District Board has been included as an attachment.

PARKING IN-LIEU FEES

A number of communities incorporate an in-lieu fee program as an alternative to traditional developer-constructed parking requirements. In some communities, these alternatives replace the need for off-street parking requirements; in others, they supplement it. The following figure provides a sample of communities that offer in-lieu fee programs, and the terms of the program. This table also includes demographic indicators for each community shown.

In-Lieu Fee Program Examples

City/Town	Pop. Size	Median Income	No. Companies	Parking Alternative
Huntington Beach, CA	189,992	$82,554	22,860	In-lieu fee program: $27,350/space lump sum increased at CPI; available in monthly installments with a 15-year term at WSJ prime rate + 2% (roughly $223.47/month)
Laguna Beach, CA	22,723	$97,881	4,944	In-lieu fee program: $20,000/space lump sum increased at CPI; available in monthly installments (roughly $163.42/month)[1]
Morro Bay, CA	10,234	$50,914	1,241	In-lieu fee program: $15,000/space lump sum increased at CPI; available in monthly installments (roughly $122.56/month)
Golden, CO	18,867	$58,630	2,608	In-lieu fee program: $7,500/space lump sum increased at CPI; available in monthly installments; 5% interest for 10-year term; additional 2% added for each additional 10-year term (roughly $79.55/month)

Key benefits of in-lieu fees over solely developer-provided parking include:

- Better location and design of parking facilities (from the City's perspective).
- Fewer parking requirement variance requests.
- Shared use of all public parking resources.

Disadvantages include:

[1] For Laguna Beach, CA and Morro Bay, CA, rough monthly estimates were calculated using terms listed in the Huntington Beach, CA in-lieu fee program documents, as no specific terms were publicly recorded.

- Lack of on-site, owner-controlled parking may hinder a developer's ability to sell or lease a site.
- No guaranteed or reserved parking for any user.
- May result in lower supply, particularly if the required in-lieu fee only pays for one or fewer parking spaces.

DEVELOPER/BUSINESS/OCCUPIER FEE

This financing structure generates revenue through a fee imposed on developers, businesses, or other occupiers in exchange for the use of public parking stalls. Such public stalls can be "credited" towards fulfilling off-street parking requirements in lieu of constructing dedicated parking.

Parking in-lieu fees, a similar revenue mechanism for public parking infrastructure, allow, encourage, or require that developers pay a fee to the city in lieu of constructing private parking, and are a more common financing structure than a developer/business/occupier fee (see above). However, this fee structure does not not explicitly associate fees with infrastructure replacement costs, as is typically the case with a parking in-lieu fee. Within these parameters, WALKER located one successful case study in Pasadena, California.

PASADENA, CALIFORNIA- ZONING CREDIT PARKING PROGRAM

Demographic Statistics- City of Pasadena, CA

Population Size	26,806
Median Income	$66,384
Car Ownership	96.8%

The Town of Pasadena, California implemented the Zoning Credit Parking Program in its historic district, Old Pasadena, in order to enable developers, business owners, and other property owners to provide parking for their users while discouraging (and, in fact, disallowing) any construction of new parking. The program enables shared use (not exclusive use) of public parking spaces located in existing public parking structures; the number of spaces allowed per use is determined based on minimum parking requirements set forth in the City of Pasadena Zoning Code (Article 4). An initial $738 application processing fee is required to join the program, followed by annual payments of $250 per space. Processing requires sign-off by the City's planning, transportation, and building and safety departments; the full application has been included as an attachment.

According to representatives from the City's Parking Division, the program has met its key objective of fulfilling parking demand for this vibrant community while replacing the need for private parking infrastructure. In financial terms, the program contributes modestly to the operations and maintenance costs associated with the public parking structures used for the program. In 2016, the program yielded $489,000, or 15% of total annual O&M cost for the structures.

A chief factor differentiating Pasadena's circumstances from Rapid City's is the timing of parking infrastructure construction. The public parking structures in Old Pasadena associated with the Zoning Credit Parking Program were constructed in the late 1980's and financed; debt for the structures is expected to be fully retired in 2018. As such, repayment of initial capital costs for the structures is not a priority of the program, though the age of the structures may necessitate significant repair costs in the near future. Conversely, a similar program implemented in Rapid City would likely be more closely tied to construction expenses for the public parking structure.

APPENDIX E: PARKING FUNDING CASE STUDIES

SALES TAX ALLOCATION

Financing via sales tax allocation requires that a certain percentage of municipal sales tax revenue be allocated specifically to a particular expenditure (in this case, operation, maintenance, and capital expense repayment for the proposed parking structure).

In many cases, jurisdictions (including both municipalities and counties) choose to implement this financing option through an increase in sales tax via voter referendum (e.g. a "one-cent" or "penny" sales tax increase). This method ensures that an allocation of sales tax revenue will not impact projects and services already being funded by this revenue source. Such "one-cent" sales tax allocations are commonly tied to infrastructural improvements, though in general potential uses are broader than parking alone, and may include public park maintenance, transportation infrastructure improvements like road widening, sidewalk or bike lane installation, or utility improvements. Lake County, Florida has successfully passed a voter referendum for a one-cent sales tax allocated towards a variety of transportation, parking, utility, and community resource improvements three times- in 1988, in 2001, and in 2015.

Other communities have leveraged business sales by increasing tax levy on the gross receipts of a business within a particular district while maintaining consumer sales tax rates, thereby avoiding a voter referendum. WALKER located one successful example of this mechanism in Alhambra, California.

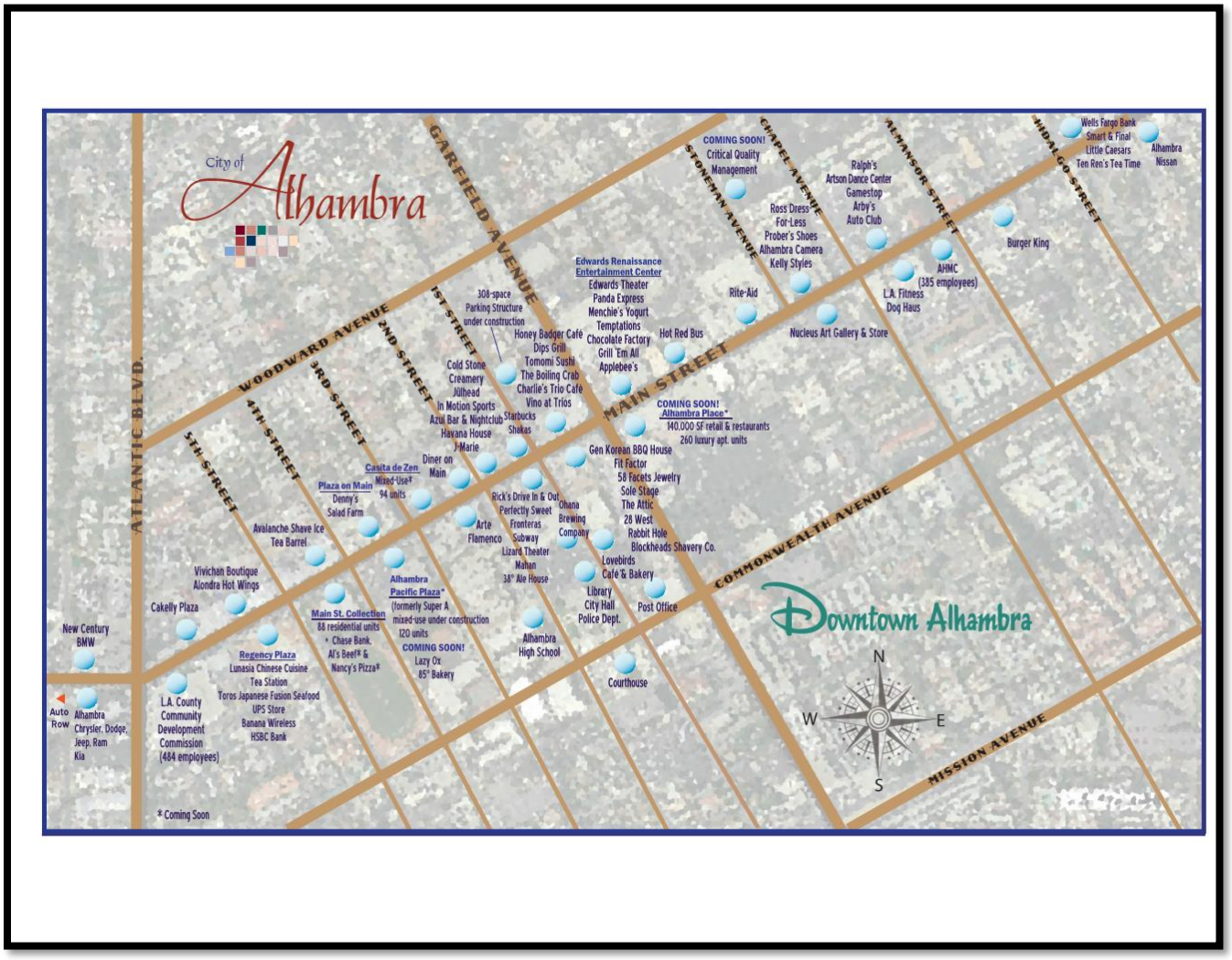
ALHAMBRA, CALIFORNIA

Demographic Statistics, City of Alhambra, CA

Population Size	84,782
Median Income	$53,582
Car Ownership	96.5%

Downtown businesses in Alhambra, California are assessed an additional tax based on gross receipts, used to pay for operations, maintenance, and capital costs for downtown parking lots, and support beautification and aesthetic projects in the district. The figures below (Figures 11 and 12) show the district map in which the fee is levied, and the public parking structures and lots made available to businesses within the district.

Parking Sales Tax Area Boundaries- Alhambra, CA



Downtown Parking Facilities- Alhambra, CA