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Revision Of Major Streets Report

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Comprehensive Plan - 1957*

PARKING FACILITIES

Central Business District

OCTOBER 1958



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City Plan & Zoning Commission
Davenport, Iowa

CITY PLAN AND ZONING COMMISSION

CITY HALL
DAVENPORT, IOWA

October, 1958

Honorable Mayor & City Council
City Hall
Davenport, Iowa

Gentlemen:

One of the activities of the City Plan and Zoning Commission is to review previous sections of the comprehensive plan in the light of new developments and changing conditions of our community.

At this time it was deemed necessary to review the Parking Facilities in our downtown shopping area, the report on which is being submitted to you herewith. In order to expedite this revision we called upon our consultants, Harland Bartholomew & Associates, to submit their findings and recommendations in this regard. Kenneth Messerley, our acting Planning Engineer, compiled all necessary local information required by the consultant.

The Parking Problem in our central business district is obviously an important and ever changing phase of Davenport's economic life, and we would recommend to your honorable body that this revised report be carefully studied. The section "Program for Improving Parking Facilities," starting on Page 19, is especially important and our Commission would respectfully suggest that these improvements be made as soon as they can be undertaken.

The Commission would be glad to meet with the proper council committee handling this matter to discuss this program if we can be of further service.

Respectfully yours,

CITY PLAN and ZONING COMMITTEE

By W. A. Priester
Walter A. Priester,
Chairman

WAP:na

HARLAND BARTHOLOMEW AND ASSOCIATES

CITY PLANNERS - CIVIL ENGINEERS - LANDSCAPE ARCHITECTS

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October, 1958

City Planning and Zoning Commission
Davenport, Iowa

Gentlemen:

In accordance with your request, we are submitting herewith a report upon our findings and recommendations concerning parking facilities within your central business district.

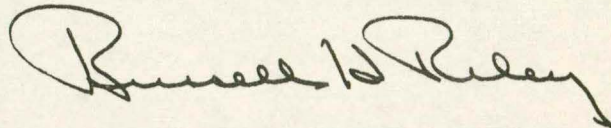
Your staff, with the assistance of local Boy Scouts, conducted the field survey and assembled most of the essential data contained herein. Our preliminary conclusions and suggestions were discussed with your parking committee, as well as with the Commission, and several officials and interested citizens. It is suggested that you review the report and then prepare it for wide-spread distribution.

It was a pleasure to work with you upon this project and we appreciate the cooperation of Mr. Kenneth Messerly, your Acting Director.

Respectfully submitted,

HARLAND BARTHOLOMEW AND ASSOCIATES

By



INTRODUCTION

The provision of adequate space for the parking of automobiles is one of the major problems now confronting cities. This problem is particularly acute in central business districts. With its variety of shops and stores, services and offices, the downtown business area is the hub of retail and other commercial activities and the focus of vehicular traffic. In order to function satisfactorily, this area must not only be accessible from all parts of the community and of its surrounding trade territory, but it must also be convenient from the standpoint of circulation and parking. Otherwise, the central district will meet ever-growing competition from new shopping centers constructed in outlying sections - and in the local area there is also the existing competition between the several local business districts.

Davenport has made substantial improvement in the provision of parking over the past thirteen years. A study of parking made as part of the city's master plan in 1945 revealed that except for the levee there were only a relatively few commercial or private lots and garages providing parking space in the central area, all of these together supplying accommodations for fewer than 1,000 cars. The current survey described in this report indicates more than 1900 off-street spaces in the area encompassed in the 1945 study alone, not counting the city parking garage to the north or the lots south of River Street. More than 700 modern off-street parking spaces have been provided

by the city in the two latter areas. Generally the city is outranking most communities of comparable size in meeting parking demands.

Despite this progress, however, present parking facilities are inadequate and further improvements are badly needed. It is the purpose of the present report to evaluate current conditions, to analyze the requirements and to determine how and where the additional parking spaces can best be provided. Suggestions are made also for changes in the curb parking regulations to promote the best possible use of on-street facilities.

FACTORS AFFECTING PARKING

EXISTING CONDITIONS AND TRENDS

In order to evaluate current conditions, a field survey was conducted of existing parking facilities and sampling checks were made to determine the utilization of representative spaces and local parking characteristics. Information was collected also concerning trends in automobile registrations, trends in retail sales, parking meter collections and other pertinent conditions. These are presented and discussed in the paragraphs which follow.

Factors Affecting Parking

Trends in certain factors affecting or relating to parking in the central business district are graphically depicted on Plate 1. Two of these relate to changes in demand; the other relates to financing.

Retail Sales

Trends since 1950 in retail sales in Davenport and in all of Scott County are indicated at the bottom of Plate 1. This is based on the retail sales tax and consequently does not include sales delivered to non-residents of the state. While the data are for the city as a whole rather than the central business district, they provide at least some index to the central area trend.

Both the city and county experienced gains in retail sales at the beginning of this decade, the city increase being proportionately larger than the county increment. For several years thereafter, the volume of sales in each remained at about

the same level. Following 1954, sales have continued to expand but unlike the 1951 change, the county gain has been generally larger in the more recent periods. For example, the over-all gain in the county since 1954 has been nearly \$31,000,000, or 24 percent, compared with an increase of \$24,000,000, or 22 percent, in the city itself. Further, since the county sales include the city figure, this would indicate that retail sales outside Davenport have tended to increase much faster than in the city itself. If the central business district is to hold its own in the future with other county centers, it must be made as attractive and convenient as possible, and will require a greater enlargement of parking accommodations than the need reflected in the mere increase in sales.

Automobile Registrations

Automobile registrations afford a general index to traffic changes and to increases in the parking demand. As shown at the top of Plate 1, the number of vehicles has grown steadily in Scott County, as in other parts of the country, the total change amounting to 8540 vehicles, or 17.5 percent, between 1950 and 1957. During the same period passenger cars alone increased by 7820, or 23 percent. The registration figures represented one passenger car for each 2.9 persons in the county in 1950 and for each 2.7 persons in 1957; corresponding ratios of population to total vehicles were 2.5 and 2.4 respectively.

Parking Meter Receipts

Parking meter revenue provides a commonly used means for helping to finance off-street parking facilities. The trend

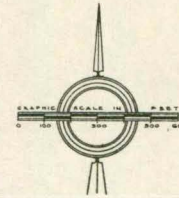
since 1953 is indicated on Plate 1, building and levee facilities having been established in 1954. Unlike those in most other cities, receipts from on-street meters have tended to decline, although amounting to some \$91,000 - still over half the total - in the past calendar year. There are several reasons for the decline especially during the past year. Among these are the removal of meters for loading zones and the change from five cents for one hour to five cents for two hours in the outlying areas. It is also probable that there is some loss from violations which indicates the need for strict enforcement of the regulations. Revenue from the off-street facilities, particularly from the levee, has gradually increased, the building and levee meters together aggregating nearly \$86,000 in 1957, although this was not quite sufficient to offset the loss in curb meter income. Under the present regulations, there should be gradual but minor increase in the income from the meters. Until early in 1959 all of the potential revenue will be needed to cover existing obligations but thereafter some \$65,000 should be available annually for initiating new off-street projects. If the rates were increased to promote a higher space turnover in parts of the core area, as discussed later, this would provide additional funds which could be utilized for further increase of facilities.

Assessed Valuations

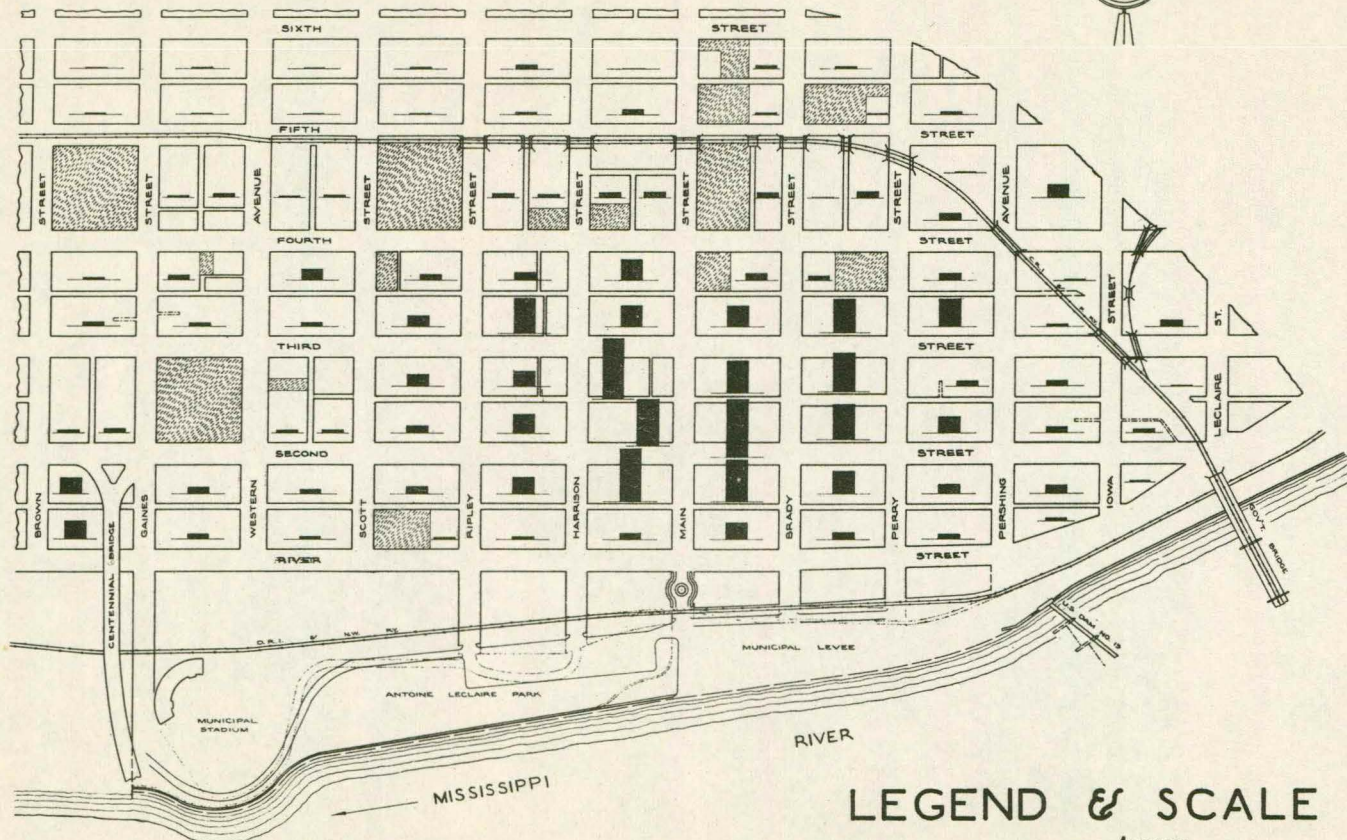
Assessed valuations within the central business district are graphically depicted on Plate 2. This is similar to a map in the 1945 study although covering additional blocks.

DAVENPORT CENTRAL BUSINESS DISTRICT

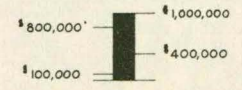
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LEGEND & SCALE



TAX EXEMPT PROPERTY NOT INCLUDED IN ASSESSED VALUATION

ASSESSED VALUATIONS

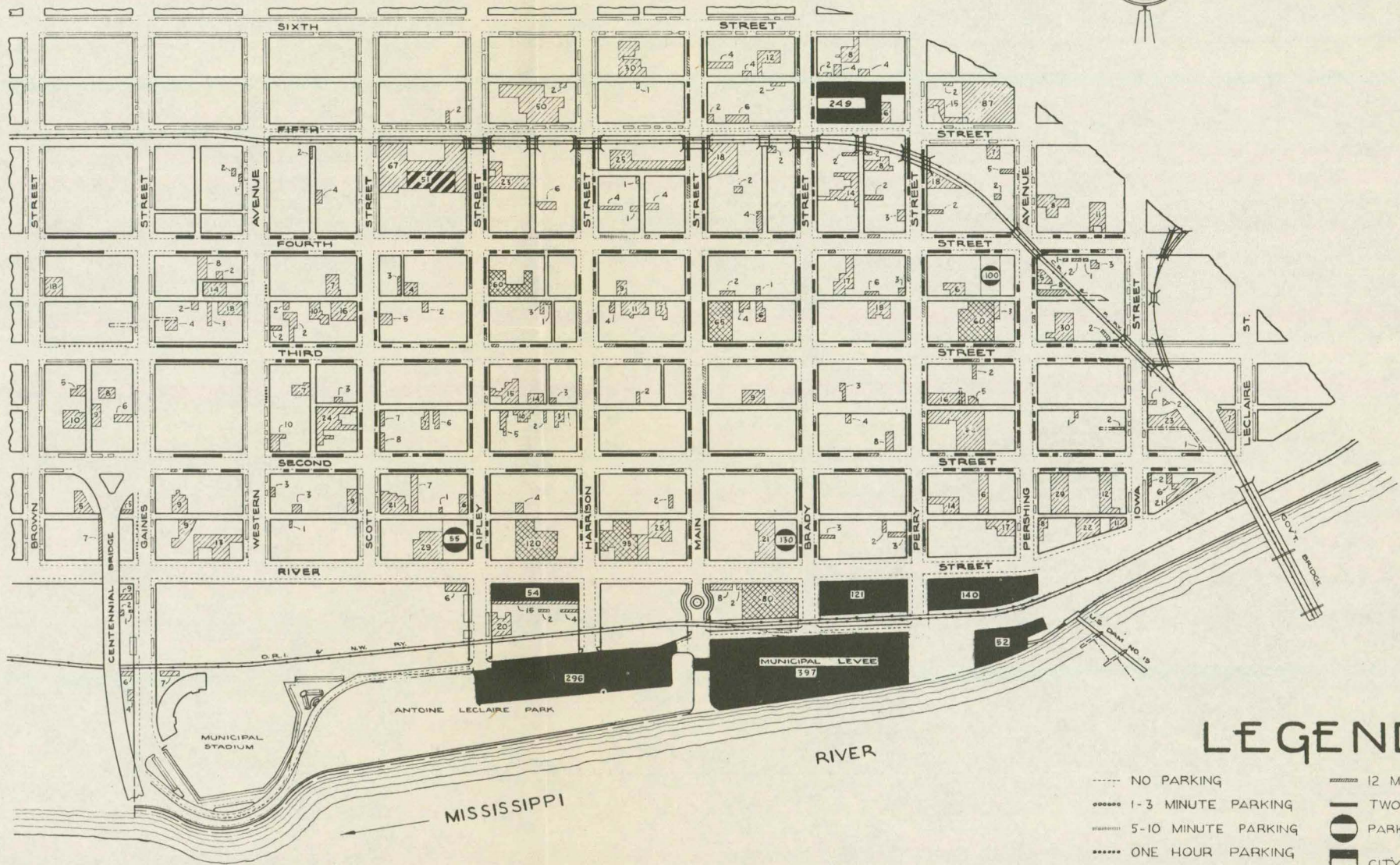
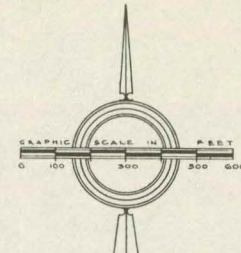
The highest values are found generally along Second and Third Streets between Harrison Street and Perry. The half blocks in this part of the district average over \$500,000 each, the two highest being on the south side of Third at Harrison and on the north side of Second between Main and Brady Streets. The half blocks on both sides of Second and Third Streets immediately outside this area are also high in value, all but two of these being well over \$200,000, and one - on Third between Ripley and Harrison - exceeding \$500,000. This area of high property values delineates the core of the district where there is found the greatest parking demand, including therein the department stores and larger retail establishments. Beyond this core area, property values decline quite rapidly although some of the lower valued blocks do contain commercial development. The latter is usually old and should be replaced by new structures or even parking for the desirable ultimate development.

Comparison of current assessed valuations with those in 1945 indicate that changes have not been substantial. Thus, the present total assessment of the area included in the earlier study is \$12, 215,720 compared with the earlier \$11,100,500, an increase of only one-tenth despite the change in dollar values. However, the present day assessments are quite similar to the others in pattern, the only noticeable differences being in a few blocks where buildings were demolished.

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LEGEND

- NO PARKING
- 1-3 MINUTE PARKING
- 5-10 MINUTE PARKING
- ONE HOUR PARKING
- TWO HOUR PARKING
- UNRESTRICTED PARKING
- 12 MINUTE METERS
- TWO HOUR METERS
- PARKING GARAGE
- CITY PARKING GARAGE
- ▨ PRIVATE PARKING LOT
- ▩ PUBLIC PARKING LOT
- CITY PARKING LOT
- ▨ 1 HOUR FREE PUBLIC PARKING LOT

PRESENT STREET & OFF-STREET PARKING FACILITIES

Existing Parking Facilities

The location and extent of existing parking facilities, together with curb parking regulations, are indicated on Plate 3. Among the most noticeable characteristics of the off-street facilities are the number and irregularity of these areas, many accommodating only a very few cars. This is indicative of the present parking problem since use has been made of practically every available space, however small, for parking purposes. Further, the irregularity of the areas and their frequent locations along alleys in the interior blocks renders them rather ineffective from the standpoint of customer-patron parking.

The bulk of the curb spaces are in the two-hour metered category, practically all of the central area from Pershing to Western and from River to Fifth being generally in this class. However, there are numerous small portions of these blocks allocated to very short periods, some of these as low as one to three, or five to twelve minutes. Such short periods, particularly under five minutes, are rather impractical from the standpoint of either utilization or enforcement. There are also a substantial number of spaces which are unrestricted. These are located generally at the edges of the district along the streets west of Scott and east of Pershing and around the blocks north of Fifth Street. The only street where parking is completely prohibited is River Street, but there is a large amount of curb space unavailable on other streets because of fire hydrants, loading zones, corner protection and the like,

Table 1

SUMMARY OF PARKING SPACES - 1958
Davenport Central Business District

North of Rock Island RailroadOn-street

1 to 10 minute parking	3	
12-minute meters	9	
2-hour meters	49	
Unrestricted parking	<u>490</u>	
Total		551

Off-street

Private parking	293	
Parking building - 20 hour meters	<u>249</u>	
Total		<u>542</u>
Total on and off-street		1093

Rock Island Railroad to River StreetOn-street

1 to 3 minute parking (part time)	12	
5 to 10 minute parking	6	
1-hour parking	18	
2-hour parking	22	
12-minute meters	132	
2-hour meters	955	
Unrestricted parking	<u>500</u>	
Total		1645

Off-street

Private parking	1124	
Public lot (courthouse)	51	
Commercial parking	<u>765</u>	
Total		<u>1940</u>
Total on and off-street		3585

River Street to LeveeOn-street

Unrestricted parking	<u>160</u>	
Total		160

Off-street

Private parking	86	
Commercial parking	80	
2-hour meters	54	
3-hour meters	544	
10-hour meters	<u>462</u>	
Total		<u>1226</u>
Total on and off-street		1386
Total all spaces		6064

the 1945 study revealing that more than one-third of the total block frontage was not available for parking.

Except for the municipal parking areas and building, the majority of the off-street facilities are both irregular and small. Thus, only a few of these have a capacity of as much as 100 cars. Three of the off-street facilities are parking garages; and the others consist of private and public parking lots and the municipal building and lots. The spaces are distributed throughout the district but the largest are mostly along River Street at the south edge, on a few sites on Third Street, and along Fifth Street at the north edge of the district. In order to be attractive to the short-term parker, off-street facilities need to be convenient, well-designed from the standpoint of utilization, and readily visible to the potential patron - scattered alley spaces are much too difficult to find.

The number of parking accommodations of the different types and kinds are listed in Table 1. Some 6064 spaces are provided in the district as a whole, of which 2356, or 39 percent, are on-street and 3708, or 61 percent, in off-street areas or structures. Two-thirds of the curb spaces and about half of the off-street accommodations are contained in the main portion of the district between River Street and the Rock Island Railroad.

Almost three-fifths, 977, of the curb stalls in the major portion of the business district from River Street to the Rock Island are in the two-hour category, but nearly one-third are unrestricted. The latter are mostly at the east and west edges

of the area. Except along Main and Brady Streets, curb parking in the remainder of the district is without a time limitation also. Only a few spaces are contained in the one to ten-minute and the one-hour parking zones, but 141 are designated for 12-minute parking, and while an appropriate limit for banks, post office, and similar rapid turnover frontage, they occupy a relatively large portion of the convenient curb facilities.

Over one-third of the off-street parking spaces are in the various municipal facilities - 1060 in the lots south of River Street and 249 in the structure on Fifth. Another 845 are in the various commercial buildings and lots. The remaining 1554 stalls are in the courthouse lot and the numerous miscellaneous private areas scattered throughout the district.

Use of the Existing Facilities

As a part of the parking survey, half-hour field checks were made of the utilization of spaces on a typical weekday and Saturday during August to determine the parking turnover in different parts of the central business district and the availability of stalls. The weekday counts were made between the hours of 9:30 a.m. and 5:00 p.m. on Thursday; the Saturday checks were made from 11:00 a.m. to 3:30 p.m. While the entire district was not covered, the street frontages and municipal facilities were carefully selected to provide an adequate sample of the parking characteristics within the downtown area as a whole, and additional checks were made of vacant spaces in other blocks to establish the availability pattern.

The number and proportions of cars parked for the different periods of time are graphically indicated on Plate 4, based on the parking survey. The parking durations shown at the top of this map relate to the new city parking garage north of the Rock Island Railroad and those at the bottom to the LeClaire and Levee lots south of River Street; the central chart indicates the utilization of representative curb parking facilities in the area between the Rock Island Railroad and River Street.

The vast preponderance of cars parked on-street in the core of the business district remain for only short periods. Thus, even though current restrictions allow up to two hours, slightly over half of the cars (52.0 percent) were actually parked for less than one-half hour and over two-thirds of the total stayed less than one hour. Vehicles parked between one and two hours constituted about one in each six. In general, automobiles remaining over two hours violated the restrictions - these totaled 265 cars in the survey areas or about one car in each eight. While proportionately small, the violators occupied space which could have been used by many of the customer, short-time parkers. For example, assuming an average stay of only three hours, the 163 vehicles in the two to four-hour group, occupied space which could have served 978 half-hour parkers, and at an average of six hours each, the 102 cars staying four hours or more occupied space which could have served 1200 half-hour parkers. While numerically smaller, the Saturday parkers

were very similar to the weekday users of the curb stalls, with slightly fewer at the two extremes of very short-time and long-term parkers.

As might be expected from its location and 20-hour limits, the city structure to the north is used mostly by long-term parkers, nearly three out of every five staying four hours or more on Thursday and only one car in each six remaining for less than an hour. The pattern was a little different on Saturday, however, the majority of cars parked from one to four hours, and only one car in four parked over four hours, which is to be expected with the different working hours on Saturday.

Unlike those in the other districts, the city facilities south of River Street are utilized mainly by the shopper and patron in the one to four-hour group, almost one-third of these parking from one to two hours on both weekdays and Saturday. Only one car in each six remained less than a half hour and only one car in twenty remained over four hours on Thursday, although there were proportionately more short-time parkers on Saturday. No check was made, however, of any of the all-day spaces along the Levee as inspection revealed that these were completely occupied.

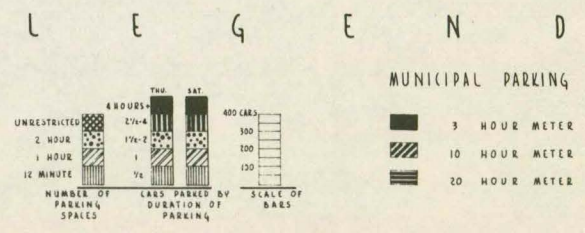
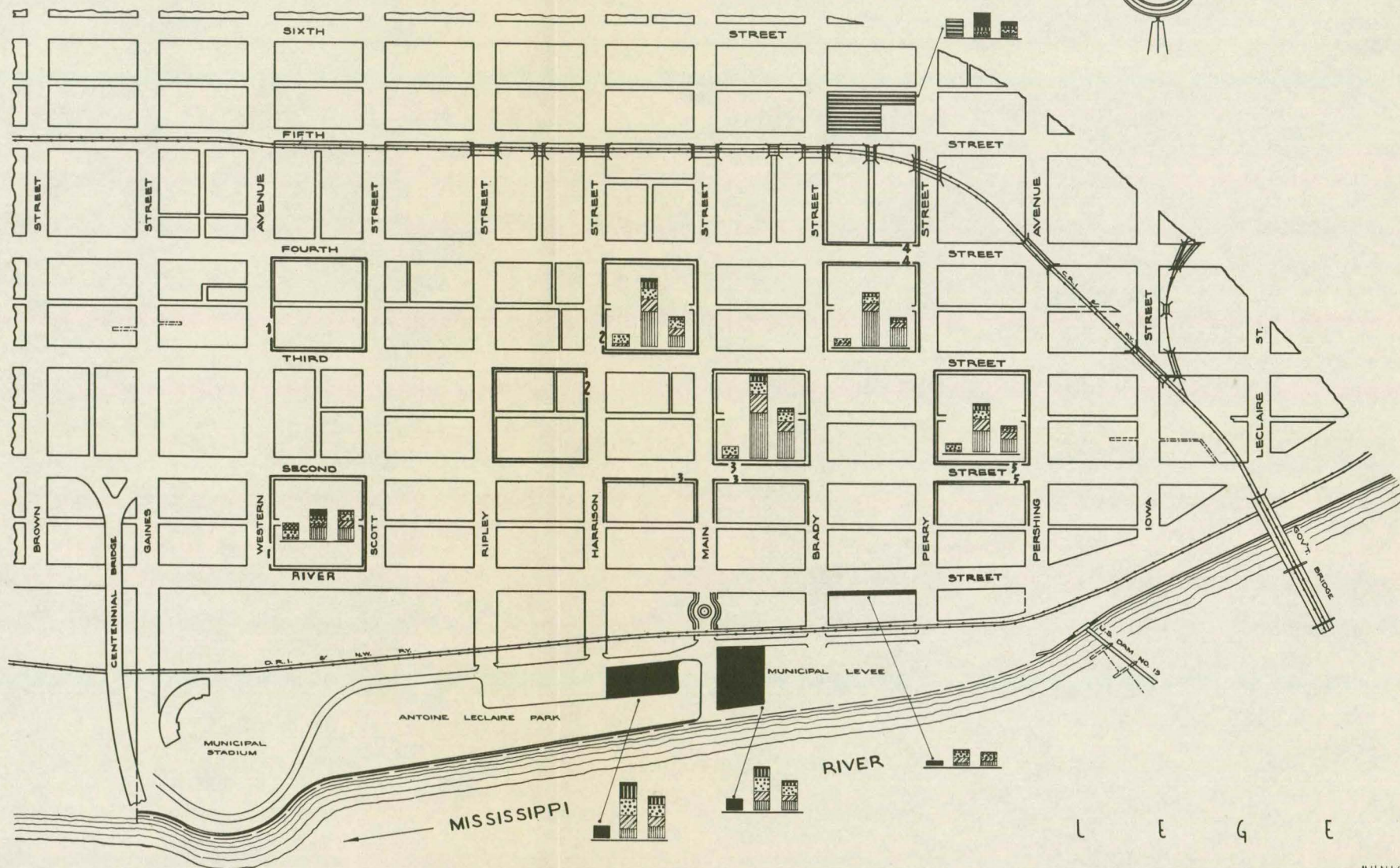
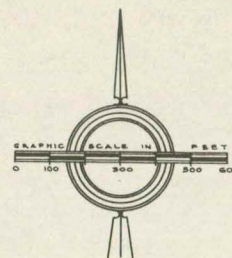
Use of Specific Street and Off-street Facilities

The use currently being made of curb spaces in the core of the business district and outside the core, along with utilization of the city facilities at the north and south edges of the district, is graphically presented on Plate 5. The height of the first bar

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USE OF STREET & OFF-STREET PARKING FACILITIES

represents the total spaces available in the particular blocks, building or lot, the heights of the other bars by comparison indicate the average space turnover on Thursday and Saturday respectively. It should be noted that the curb parking was surveyed and the utilization is shown on the basis of routes each involving more than one block, the blocks included in each case being outlined and numbered on the plate.

Due to the high proportions of half hour and hour parkers, curb spaces in the core area are used on the average by from 6 to 7.5 cars per space per day, the highest turnover being recorded in the two blocks on either side of Fourth Street between Perry and Brady and the blocks along Second Street from Brady to Harrison. Turnover ratios of slightly over six cars per space were recorded in the other blocks in the core of the district. The amount of parking on Saturday was considerably less than during the week, the total cars parked being, in most cases, only about half or less than half of the number recorded on Thursday. On the other hand, curb facilities outside the business core were much less heavily used, with relatively fewer short-time parkers and with about one-third in the two blocks surveyed staying more than two hours, although there was little difference in the total cars accommodated since more Saturday parkers used this part of the district during the one-half to two-hour periods.

The city parking areas along the levee south of River Street were also extensively used. While the proportion of very short-time parkers was lower, relatively large numbers were in the one-half to two-hour customer and patron group, resulting in an

average turnover of slightly over four vehicles per space in the LeClaire lot. Comparatively few in either area stayed over four hours. Conversely, the parking structure at Fifth and Brady accommodates many all-day parkers - over half of the total - so that turnover at the garage was less than 1.5 on Thursday and less than one car per space on Saturday. Further, it should be pointed out that only the top and middle floors in the garage were surveyed for the entire period and that utilization of the lowest floor was somewhat less intensive, a number of spaces being vacant on observation of the latter.

Information concerning the various commercial structures and lots indicates that with one exception these are not heavily used. Two of the three parking garages are little more than 50 percent utilized, but these are both relatively small and not especially attractive to the short-term parker. The majority of the lots have a turnover of about one car per space. The exception is the very heavily used bank parking lot at Third and Main which provides accommodations for an average of more than eight cars per space - the highest parking turnover in the entire district.

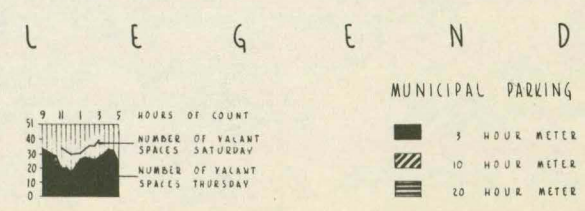
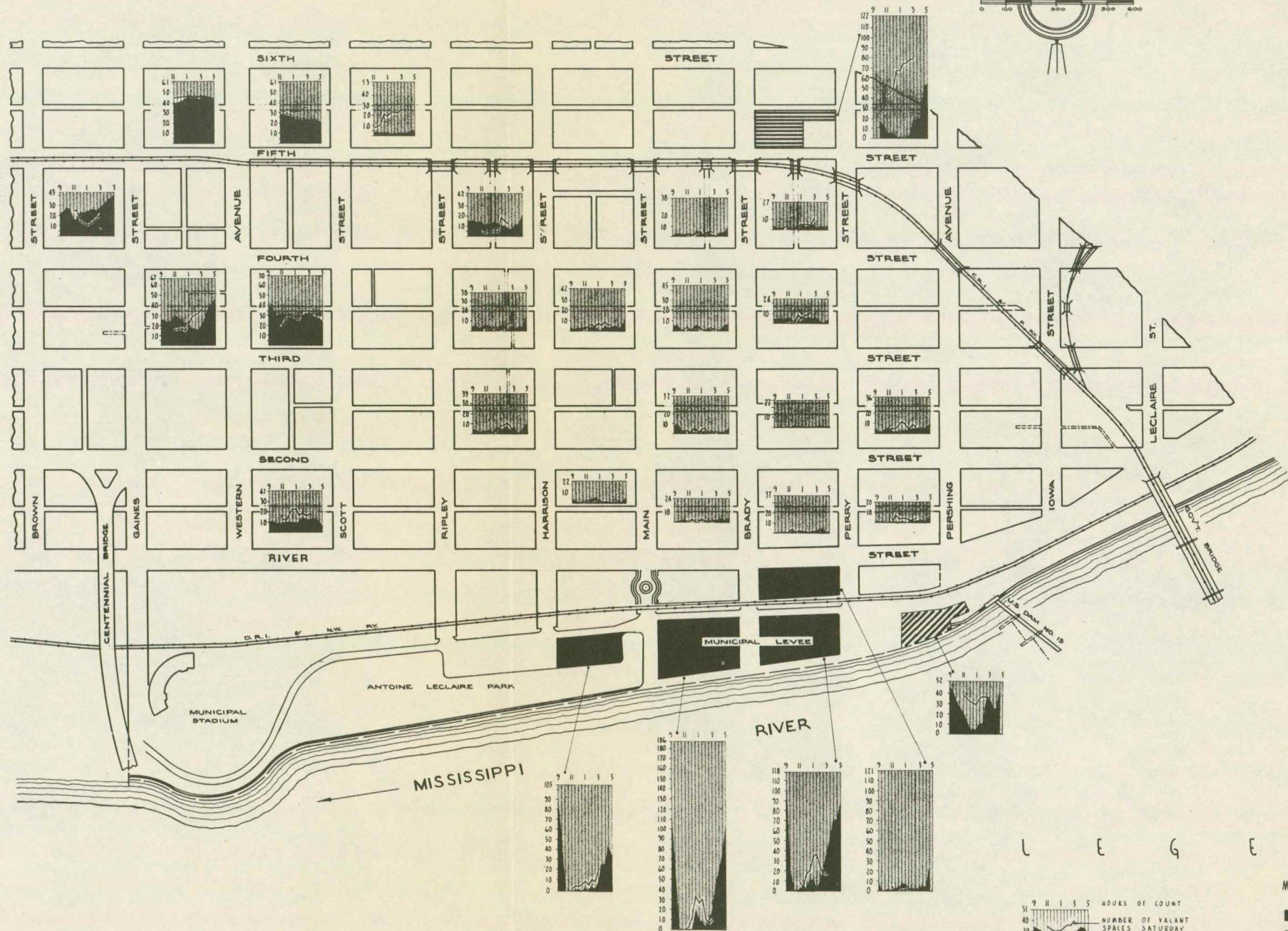
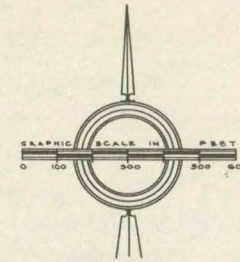
Availability of Spaces

Besides the detailed parking turnover surveys, inspections were made at half-hour intervals in many other blocks and lots to determine the vacancy and consequently availability of spaces throughout the day. The results of these inspections are graphically depicted on Plate 6, which provides a significant index to Davenport's present parking conditions.

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AVAILABILITY OF PARKING

In the core of the business district between Perry and Ripley Streets, few on-street parking accommodations are available at any time, and during most of the business day these are virtually non-existent. Further, these conditions are true in most parts of the area on Saturday as well as on other days. Even in the blocks at the edges of the retail area, as at Scott and River and at the northwest corner of the central core, vacancies average only 20 to 25 percent, which is little more than the margin of about 15 percent desirable for convenience in parking and to eliminate excessive traffic caused by cruising in search of parking area. The several city parking lots south of River Street are also fully used, especially between the hours of 10:00 a.m. and 2:00 or 3:00 p.m., although the availability of spaces along the levee and in the LeClaire area gradually increases beginning in mid-afternoon. The lot at River Street and Brady is almost 100 percent utilized throughout the day. However, the 10-hour metered lot east of Perry Street has space available during most of the day, being most used during the lunch period from about 11:00 a.m. to approximately 2:00 o'clock.

The city parking structure at the north of the business district, while used mostly by all-day parkers, is almost fully occupied except on the lower floor, as noted hereinbefore. While not covered by the survey and not reflected, therefore, in the chart on Plate 6, spaces were generally available on the street floor of the city building.

In contrast with the heavy use of convenient facilities, space was readily available for parking in the less convenient

portions of the business district. Thus, vacancies averaged from 25 to 30 percent in the blocks to the west along Third Street and ranged from 50 percent upward at the extreme northwest corner of the district. These blocks are too remote from the retail stores and offices to make the spaces useful for the customers and patrons of the central business area.

PRESENT PARKING DEMAND

It is obvious to anyone seeking space in downtown Davenport that the present parking accommodations are less than the present parking demand. Determination of the exact number needed is somewhat complex, however, since experience has shown that the provision of convenient and attractive parking facilities in itself helps to increase the demand through making the central business district more inviting and attractive as a shopping and commercial center.

Modern regional shopping centers in metropolitan communities (which serve a population somewhat comparable to the Davenport urban area) generally provide from three to five times as much area for parking as their retail floor area. This is not possible in a concentrated older central section such as the Davenport business district. It is important, however, to the maintenance of a healthy and sound business area that sufficient parking be provided to make a space conveniently available to every customer and patron of the district. Experience has shown that for this purpose and also to minimize cruising in search of a space, at least 15 percent of the accommodations in the various portions of the district should be vacant at any specific time.

Previous sections of this report have revealed that most of the existing curb space in the business core is, for practical purposes, entirely utilized, at least during the peak parking periods, and that some of the off-street areas, especially the city facilities, are likewise virtually 100 percent occupied.

Table 2

PRESENT PARKING REQUIREMENTS BASED ON
ANALYSIS OF VACANCIES

Davenport Central Business District

<u>Areas of Full Space Occupancy</u>	<u>Needed For 15 Percent Vacancy</u>
599 on-street spaces	705
65 commercial spaces	76
125 city building spaces	147
<u>814</u> city lot spaces	<u>960</u>
1603	1888
 <u>Areas of 5 Percent Vacancy</u>	
249 on-street spaces	279
<u>246</u> city lot spaces	<u>274</u>
495	553
 <u>Areas of 10 Percent Vacancy</u>	
149 on-street spaces	158
<u>155</u> commercial spaces	<u>164</u>
304	322
 <u>Areas of 15 Percent Plus Vacancy</u>	
1359 on-street spaces	1359
625 commercial spaces	625
1554 private*	1554
<u>124</u> city building spaces	<u>124</u>
3662	3662
6064 Grand Total	6425

*Including Courthouse

Vacancies begin to appear outside the most intensive area, but even in some of these blocks the proportion is only five to ten percent of the total.

Based on these known occupancy and vacancy ratios in different parts of the district and on the analysis of intervening areas, Table 2 has been prepared to show the number of spaces currently needed to establish the level of 15 percent vacancy desirable for ready accessibility and convenience. The figures for on and off-street spaces were assembled block by block for each area from information on the map showing existing parking facilities.

On this basis, some 1890 accommodations are needed for service in the most intensive portion of the business district - an increase of 285 over the existing parking spaces. About 875 spaces are needed to the other areas currently deficient, compared with not quite 800 now available. Thus, there is an estimated need for at least 360 additional parking spaces in the core and surrounding area which, with the 6064 spaces already available, would provide a total of 6425 parking accommodations in the district as a whole.

The above 360 spaces should be used almost exclusively by customers or patrons and consequently should be conveniently related to the core. Likewise they should be regulated so as to encourage turnover with the maximum limit for parking not exceeding three hours. In addition, more parking spaces should be provided to serve the all-day parker, especially in the western and north-western portions of the district.

One other factor should be considered in any program for improving parking facilities, namely regulations that will insure better use of existing facilities. This will especially apply to curb spaces but there may also be instances where changes in regulations will enable more cars to use existing off-street facilities.

PROGRAM FOR IMPROVING PARKING FACILITIES

Preceding data reveals the need for accommodating more vehicles within Davenport's central business district. As in most cities, improved facilities for both customer and all-day parkers are needed. However, facilities for customers should receive major consideration since they exert the the major influence upon the value and welfare of the district.

Two major approaches are available for improving parking facilities. These are (1) regulations to improve the use of existing facilities so as to serve and accommodate customers to the maximum degree possible, and (2) providing additional off-street parking facilities. Only in limited instances will it be possible to provide additional spaces along street curbs; in fact, it is most probable that some existing curb spaces will be required for other purposes in the future.

Both the city and private enterprise should participate in the improvement program. The city must establish and enforce any changed regulations for most of the existing facilities - especially for curb and lot meters. Likewise, the city will be expected to assume responsibility for providing the majority of additional off-street facilities. However, private enterprise should assist in this phase. Previous sections revealed that some 900 off-street spaces had been established within the central area by individuals and companies since 1945. Further, the lot at the northeast corner of Third and Main, which is operated by the bank provides excellent service and is more intensively used than any other parking facility. Several

other companies have provided off-street facilities for customers and especially for employees. Diligent efforts should be made to continue and expand this practice in the future.

Changes in Curb Regulations

Shorter Parking Periods

The large number of drivers - 70 percent of total checked - that parked for one hour or less within the core of the central district, has been discussed. These are essential to the welfare of the district for if convenient spaces are not available they will go elsewhere. To insure adequate space for these cars and to facilitate further rapid turnover, the city should establish a one-hour parking limit and increase the parking charge to five cents for each 30 minutes within the core of the central area. Initially, the change should be made within the area extending from River Street northward to the railroad and from the west side of Ripley to the east side of Perry - later additional streets to the east and west may be subjected to the same regulations. These are the choice parking spaces - they should command premium prices and be available to the maximum number of customers. Several other cities have adopted such regulations and experienced very satisfactory results.

Study Existing Short Time Limits (12-minutes or less)

It appears that the city has too many curb spaces reserved for very short periods of parking. Some such spaces are desirable near the post office, banks and similar establishments. However, many of these spaces are used for much longer periods than the

existing limit and it is practically impossible to secure strict enforcement. It is most desirable that local officials carefully examine these spaces and increase the parking limit, on as many as possible, to one hour and a charge of five cents for thirty minutes.

Other Curb Spaces

No immediate changes are proposed upon the other curb spaces serving the central area. However, these should be examined periodically and the regulations gradually tightened as conditions - especially increased and more intensive use - warrants.

Strict Enforcement of Parking Regulations

Strict enforcement of all parking limits is essential to insure use by the maximum number of cars and particularly of customer cars. The survey revealed that far too many metered spaces were used by cars parking three hours or more.

The recent additions to the enforcing staff should substantially improve enforcement of regulations. However, it is not a matter of insuring that the driver has deposited adequate monies in the meter, but one of preventing parking longer than the time limit. Placing chalk marks on the tires of parked cars is one of the most effective means of enforcing time limits and this or an equally effective method should be initiated in Davenport. It should be emphasized that enforcement of time limits is essential for both curb and off-street meters.

Changes in Off-street Regulations and Lots

Levee Lots

The survey revealed that a surprising number of persons parked for less than three hours - even less than one hour - in the levee spaces. Consequently, some of the more convenient existing all day spaces should be changed to a three-hour limitation, especially more spaces in the LeClaire lot. This change could be effected within the near future, but it would be both logical and desirable if additional off-street spaces could be provided before the change, especially those to accommodate all-day parking.

City Parking Structure

A maximum limit of 20 hours is permitted at the spaces within this structure and the survey revealed that the majority of cars parked for periods varying from four to eight hours or longer. However, it appears that more and more short-time parkers - customers - are beginning to use the facility. Consequently, within a year or less the spaces on the ground floor of this structure should be changed to a three-hour limit - in fact, it might be desirable to make the change before the approaching Christmas shopping season. The spaces upon the upper two floors should continue as at present.

Lot East of the Lend-A-Hand

This is now privately operated and primarily used for all-day parking. As such it has very low turnover. It is owned by the Levee Board and leased to the current operator until 1961.

This lot is most convenient to the core of the business district which needs additional customer facilities.

It is recommended that the Levee Board negotiate to end the present lease as quickly as possible, and to arrange for the city to improve the area similar to its adjacent parking facilities with a three-hour limit. If the lease cannot be terminated earlier, the improved parking facilities should be provided in 1961.

Private Lots Along River Street

Currently two fairly large parking lots are privately owned and operated for public use along the north side of River Street. One lies east of Harrison and the other between Harrison and Ripley. They are primarily used for all-day parking and consequently have a low rate of turnover. Since both of these lots are so conveniently related to the core area, efforts should be made to induce the owners to operate them for customer use. This would primarily require a change of rates. For example, the charge might be ten cents an hour for the first two or three hours with an increase thereafter to 20 or 25 cents an hour to discourage long-time parking. The proposed change in the nearby curb meters should encourage the use of these lots for customer parking.

Additional Curb and Off-street Spaces

Existing Facilities

There are a few instances in which additional parking spaces might be placed on land already owned or used by the city. These are:

(1) Approximately 24 additional spaces can be provided along the north side of Stadium Drive between Perry and Main without interfering with vehicular movement.

(2) The pavement could be widened on the south side of Fifth Street between Perry and Pershing, so as to permit angle parking and provide some additional spaces at low cost.

(3) Sixth Street carries little traffic and has a wide parkway along each side. Study should be given to the possibility of widening the paving to permit angle parking. The parking requirements of the adjacent structures must be protected which may prevent making many spaces available to serve the business district, yet the project should improve over-all parking conditions.

New Facilities

The art museum and the city storage-repair facilities located at the northeast corner of Main and Fifth Streets should be removed within a few years. The city owns this property and its most logical future use would be for parking. The area should probably first be improved for surface parking but a structure will eventually be desirable and may prove practicable in the initial phase. A portion of the area should be reserved for customer parking with the balance available for all-day use.

Washington Square

Recent legal analysis indicates that Washington Square can be used for public purposes, including parking. This area can be effectively used to provide additional all-day off-street

parking and further, it will provide additional parking facilities for a portion of the central district that now has comparatively few spaces.

Protests can be anticipated in using a public open area for auto parking. Several years ago the staff of the Plan Commission prepared sketch plans of parking use for this area. Open areas, varying from 25 to 50 feet in depth, can be retained around the periphery which will provide an effective screen and also provide ample area for passive recreation.

Since the city owns this property, the provision of 175 to 200 parking spaces can be accomplished with a minimum of expenditures and there should also be a minimum of delay.

Natatorium

The present natatorium occupies a large site owned by the Levee Board and is most convenient to the center of the business district.

There has been much discussion regarding the continued use of this structure for swimming purposes. The plain facts are (a) it is not intensively used for swimming or other public purposes; (b) the Park Board has completed one pool and has approved plans for another which are much better related to residential sections and potential swimmers; and (c) the site is so convenient to the area of maximum parking demand that it would be difficult to find a more logical and beneficial use than for parking.

Acquisition of Other Areas

The preceding possibilities are based upon land owned or controlled by the city. They will prove effective whenever

conditions permit their full use. In the meantime, the acquisition and improvement of other areas for parking purposes may be imperative. No specific tract is indispensable to a parking program, consequently the following recommendations relate to a general location rather than to an exact site.

(1) If no progress can be made in securing the use of the parking facilities north of River Street between Main and Ripley for customer use, the city should acquire and improve a site for such purpose in this general vicinity.

(2) The western portion of the business district now has less off-street parking facilities than other major portions. A large off-street lot should be acquired near Third Street near the intersections of Ripley or Scott. The old Turner Hall might be a good possibility but other property in the same block and in nearby locations should be considered. Efforts should be made to acquire at least one-fourth of a block.

(3) Because of the need for convenient customer facilities consideration should be given to acquiring off-street facilities in the vicinity of Perry and Second. Here the major problem will undoubtedly be high land costs. Preliminary estimates of one site indicated a cost of nearly \$3,600 per car space on a surfaced lot which would be difficult to economically justify.

(4) Additional off-street parking facilities will eventually be needed to serve the northwestern portion of the district, especially for all-day parking. A large area near the intersection of Fifth and Ripley would be desirable.

(5) City officials should always be alert to the possibility of acquiring smaller tracts within the core of the central district. This is especially true of areas that could be purchased at reasonable prices. They would be very valuable for customer parking, should command premium rates - at least 10 cents an hour - and a limit of not more than two hours should be strictly enforced.

Timing of Improvements

Even though it is impossible to anticipate all future events and conditions, the following suggestions regarding the order in which the various changes and improvements would be initiated should be followed as closely as possible. It should be realized that new improvements must be related to the city's financial resources and that all anticipated income from meters is obligated until April, 1959. However, if the proposed rate changes are effected within the central area, it should result in increased income of nearly \$50,000 annually which will obviously enable the city to undertake improvements at a faster rate than is currently possible.

(1) It is clearly evident that one of the first steps should be enforcement program to secure strict compliance with the time limits.

(2) One of the first phases should be the change in time and rates for the parking meters in the central area, namely between Ripley and Perry.

(3) Efforts should be initiated soon to secure cooperation of the owners of the two lots north of River near Harrison to operate them as customer rather than all-day parking facilities.

(4) The Levee Board should immediately attempt to end the lease on the lot east of the Lend-A-Hand. If successful, this should be immediately surfaced and equipped with three-hour meters. If the lease isn't now changed, the improvement should be installed in 1961.

(5) Complete plans should be prepared for the all-day parking facilities in Washington Square. If the Lend-A-Hand lot isn't improved until 1961, the improvements should be started immediately in Washington Square. Otherwise the improvements should be made when funds are available probably late in 1959.

(6) Some additional three-hour meters might now be installed in LeClaire Park, but there would be some advantages in making this change after all-day parking facilities are installed in Washington Square.

(7) As aforementioned, three-hour meters should be installed on the first floor of the parking structure in 1959 or possibly late this year.

(8) Negotiations should soon begin with the Park Board for abandonment of the Natatorium. If this could be accomplished soon the parking improvements should be installed whenever funds are available - in fact, the lot is so convenient to the center of demand that this improvement should precede Washington Square.

The date of abandonment of the present use will be the determining factor.

(9) If the lots near River and Harrison are not converted to customer use, the city should acquire a site for such use in this general area within the next few years.

(10) A later acquisition would be a lot near Third and Scott or Second and Perry depending upon which can be acquired at the most favorable price. Should a favorable price be offered for a large site, it might be acquired earlier.

(11) Whenever the structures are abandoned on the city-owned property at Fifth and Main, the area should be surfaced and meters installed.

(12) The all-day lot in the general vicinity of Ripley and Fifth should be the last for acquisition and improvement.

(13) It is possible that favorable opportunities may arise for acquiring smaller but very convenient lots and the city should maintain a financial ability to take advantage of same.

(14) The above program of priorities should be reviewed annually by the City Plan and Zoning Commission.

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