

DOWNTOWN PARKING STUDY

Final Report

City of Fort Dodge, Iowa



February, 2015



Rich & Associates, Inc.
Parking Consultants - Planners
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Executive Summary

This Downtown Parking Study prepared for the City of Fort Dodge is a comprehensive examination of parking needs. The goal of the report is to evaluate the use of existing parking supply and determine if the supply is adequate to meet current and future parking demand. The report discusses how to manage the current supply more effectively and provides tools to aid in determining when new parking is necessary.

This report is an assessment of findings:

- **Section One** is an overview of the parking study process.
- **Section Two** is an assessment of how the existing parking is operating and how much new parking may be required based on current and anticipated future developments.
- **Section Three** is an overview of public input.
- **Section Four** is the recommendations.
- **Section Five** discusses new parking.

The study process consisted of a two part analysis. The first part included a determination of the parking demand by block based on the provided building inventory and calculated parking generation factors per 1,000 square feet of gross floor space. The demand was compared to the available supply and the resulting surplus or deficit determined on a block-by-block basis.

The second part of the analysis involved comparing the parking surplus and deficit patterns to the observed conditions as determined by the turnover and occupancy data. This comparison offered a benchmark by which the surplus and deficit data was calibrated.

Parking Study Area

The study area determined by the City of Fort Dodge is comprised of 33 blocks with the majority of the area being the downtown historic district. This area contains the Municipal offices, County Court system along with other County offices, retail, restaurant and office space. Rich & Associates evaluated the parking conditions, supply and activity of the 33 block study area along with blocks just outside the study boundaries.

Parking Supply

The following table summarizes the existing parking supply in the study area. There are a total of 3,016 parking spaces in the study area. Of these spaces 942 are on-street spaces and 656 are off-street public spaces. There are 1,418 off-street private spaces.

Public Parking Supply		
On-Street Totals	942	31%
Off-Street Totals	656	22%
Public Parking Total	1,598	53%
Private Parking Supply		
Private Parking Total	1,418	47%
TOTAL PARKING SUPPLY	3,016	

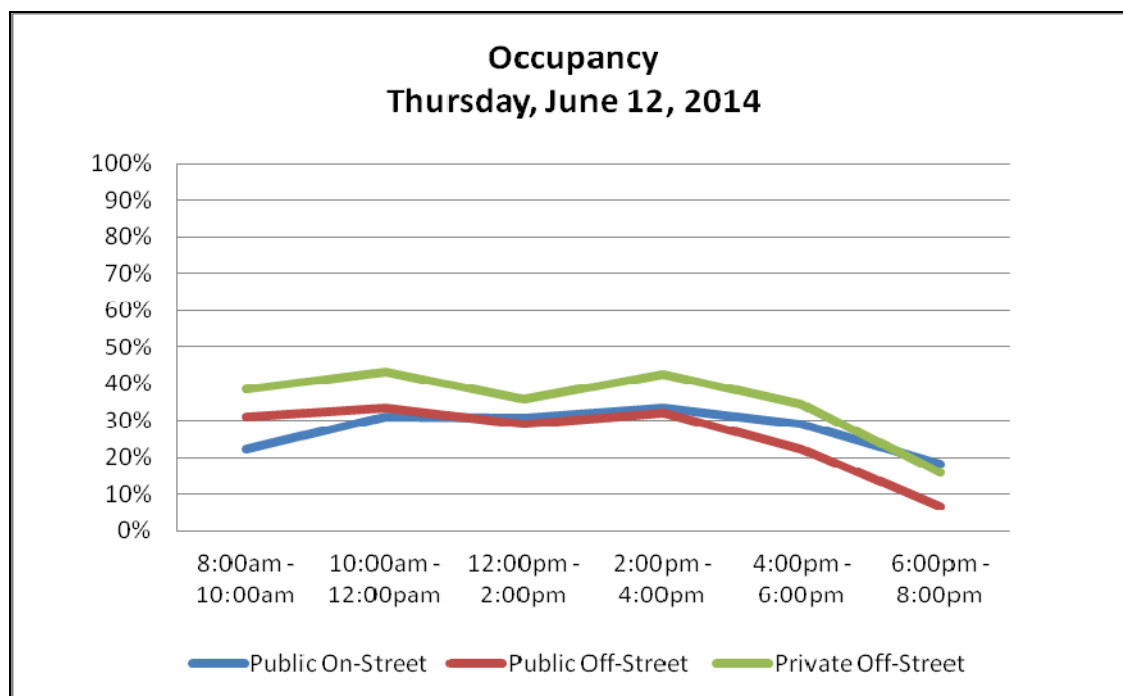
The City of Fort Dodge manages and controls 53 percent of the parking in the downtown core area. Based on Rich & Associates experience and best practices, we have found that to successfully manage municipal parking it is desirable for the municipality to have control of at least 50 percent of the supply. This allows the municipality to effectively manage the parking in terms of allocation, changing demand, market pricing, and allows the parking to be enforced with greater efficiency. Fort Dodge does currently meet this benchmark.

As part of the analysis, the number of barrier free (handicap) spaces in the study area was reviewed both on-street and off-street according to Federal and State ADA guidelines. The on-street parking is one barrier free space short and there are four public lots that need barrier free spaces, lots 2/3, 6, 7 and 12.

Turnover and Occupancy Study

Fieldwork for the study included a turnover and occupancy study conducted by Rich & Associates' staff. This study involved an examination of on-street and off-street parking occupancies and vehicle movements encompassing both daytime and evening hours. Parking in both public and private parking areas were observed. The occupancy study occurred on Thursday, June 12, 2014 between the hours of 8:00am – 8:00pm.

The turnover and occupancy analysis was completed to gain an understanding of how parking was being utilized in the study area. The day chosen represent a typical weekday, providing a base line for the analysis.



Key Observations:

- The peak occupancy occurred between 2:00pm and 4:00pm at 37% occupancy (923 of the 2,514 parking spaces utilized).
- The 10:00am -12:00pm circuit also had an occupancy of 37%, though there were 5 less vehicles observed during this time.
- From 12:00pm-2:00pm (a typical downtown peak occupancy) the occupancy decreased to 32%. We noted 5 vehicles parked on-street in a short term parking space leave during the 12:00pm-2:00pm circuit and return to the same space for the 2:00pm-4:00pm circuit. The most likely reason for the decrease in occupancy is employees going to lunch outside of the study area.
- After 4:00pm the occupancy drops to 29% and decreases further at 6:00pm to 14%.
- There were areas where on-street block faces were close to full from restaurant use during the 6:00pm circuit. Though there was still nearby parking available.

Turnover

Turnover is an indicator of how often a parking stall is being used by different vehicles throughout the course of the day. There were 81 vehicles parked beyond two hours meaning that during course of the day approximately 15 percent of vehicles observed were in violation. A violation rate of five percent or less is generally considered a sign of adequate enforcement. With circuits lasting approximately two hours, presumably, a vehicle could be observed twice in these spaces and not be in violation.

There were 17 vehicles that moved and returned to the same space or one close to the same space. Five of these vehicles were there for the first circuit at 8:00am and returned to the same space at 4:00pm. Seven vehicles moved their vehicle on the same block face, potentially running errands or moving to avoid a ticket. Lastly, five vehicles moved during the typical lunch period and returned to the same space for the rest of the day.

Most likely the majority of the parking violations during the turnover and occupancy study were employees of downtown businesses. **Map 3** on **page 17** shows the locations of the violations. This behavior makes it difficult when customers of the downtown want to find convenient parking to conduct business and those spaces are taken. If employees of the downtown do not understand the vital importance of the convenient on street spaces for the success of the business they work for, there is no reason for the employee to park in the correct location.

Parking Demand

The current parking condition in the study area is an overall surplus. The parking surplus for the core downtown area is +/- 1,323 spaces. There are however pocket areas within the core downtown that have parking shortfalls.

The current parking situation is calculated showing an overall surplus of +/-1,323 spaces or a demand rate of just over 1.36 spaces/1,000sf of occupied space. To equate the observed occupancy to our demand chart we would have to use a parking generation ratio of just over 1 space/1,000sf which is a number Rich & Associates is not comfortable using. We are using the parking generation ratios listed in the demand matrix because any new development that occurs in the downtown will need adequate parking and 1 space/1,000sf is not adequate.

During the turnover and occupancy study we found that only 37% of the parking spaces analyzed were occupied. The turnover and occupancy study covered approximately 83% (2,514 spaces observed of the total supply of 3,016) of the parking spaces in the study area. One of the largest reasons for the high surplus of parking is that the periphery blocks have an abundance of parking with not much land use. With not all of the buildings filled to a maximum density the parking generation ratios are low. There are a second set of parking generation ratios that were developed for Fort Dodge to project future development as vacant space is built on, office space has a higher intensity per square foot and the density of the downtown increases.

There are however pocket areas within the core downtown that have parking shortfalls. Though there are parking shortages on some blocks there is enough parking available on the surrounding blocks to create an overall parking surplus. Maps are provided showing a spatial view of the walking distances from blocks with a parking shortage to the nearest public parking lots.

When we look at the blocks in the core downtown area there is a more realistic picture of the parking situation. Zone 1 consists of the core downtown area and Zone 2 is the surrounding blocks. The parking surplus for Zone 1 is 809 spaces and Zone 2 has a surplus of 515 spaces.

In our opinion, one of the biggest reasons that many stakeholders feel there is a parking shortage in the downtown is because some employees of the downtown are parking on-street, taking the prime customer and visitor spaces. When an employee parks on-street due to greater convenience when their business has a private parking space available for their use, the employee is actually taking two spaces out of the parking supply. This is because the private space is not a shared parking space. The private space is reserved only for the business, whereas the public on-street spaces are available for anyone visiting the downtown to visit multiple destinations.

Rich & Associates has developed an additional set of parking generation ratios to use as more development occurs and the downtown changes in density. Future projections are based on a static parking generation ratio of 2.15 spaces/1,000sf. Though the numbers are speculative the demand matrix can be used as a tool to determine potential outcomes of future projects. These ratios are not for zoning purposes, they are to be used along with the demand matrix as a tool to determine the parking impact of new development coming into the study area.

When projecting the future scenarios we use the second set of parking generation ratios to determine the potential impact of the re-occupancy of the 556,540 square feet of vacant space in the downtown. This square footage was assumed to be 25 percent occupied in five years and 50 percent occupied in 10 years. A mixed use parking generation ratio of 2.78 parking spaces per 1,000 square feet was used to project the parking need of this vacant space. Additionally the proposed Recreation Center (90,000sf needing 225 spaces with a parking generation ratio of 2.50/1,000sf) on block 30 was factored into the demand along with a plan to build a +/-192 space lot. With these factored into the Parking Demand Matrix, the parking surplus becomes a deficit of -283 spaces in the five year scenario and potentially increases to a -667 space deficit in 10 years. Using the higher parking generation ratios results in an average rate of just over 2 spaces/1,000sf of occupied space.

When looking at the overall parking condition in the downtown there is a calculated surplus of parking, though this could change quickly with additional development in the downtown, especially developments that are built on either public or private parking lots. It is currently time for the City to begin looking toward the future and how to add more public parking to the downtown either with new parking facilities or working with private parking owners to allow for shared use parking.

Public Input

Public input involved individual one-on-one meetings and group meetings with a variety of community stakeholders. There were also four times set up as an open house for anyone wanting to discuss parking, the first two on June 10th from 11:00am-12:00pm and then again from 5:00pm-6:00pm and the second two on June 11th from 10:30am-12:00pm and again from 2:00pm-4:00pm. Stakeholders were

selected by City staff and a general call to the community to represent a broad cross section of parties involved in the downtown. The cross-section of stakeholders spans local business people, residents, non-profit organizations, and Growth Alliance members. The stakeholder meetings and interviews provided consultant staff with individual perspective on parking issues in Fort Dodge.

A joint SSMID-City Council workshop was held at City Hall at 6:00pm on June 18, 2014 for anyone wanting to discuss parking concerns. A brief explanation of the project was given and then the group was asked to discuss their concerns.

Three surveys were developed to gain additional public input. The surveys were directed toward Business Owners/Managers, Employees and the General Public. These surveys were available on the City's website. The surveys collected are as follows:

- **Business Owner:** 14 Responses
- **Employee:** 57 Responses
- **Customer:** 139 Responses

The surveys included a series of questions pertaining to how individuals traveled downtown, where they parked, how many businesses they visited, and how long they stayed. These questions, along with business specific questions on size of commercial area, number of employees, hours of operation and number of customers, helped Rich & Associates understand the parking issues in the downtown.

Recommendations

The recommendations presented here are intended to enhance the existing supply of parking through operational, management, parking pricing and allocation changes. While aimed primarily at increasing the efficiency of the parking system, the recommendations are comprehensive and provide a holistic approach to improving parking in the downtown today and provide a plan for accommodating future infill and development of the downtown study area. These recommendations are intended to help Fort Dodge follow their goals as stated below.

To address the concern over a lack of downtown parking, the city established a public parking system. The four key components listed are:

1. **Self Sustaining** – *The system must support itself. This includes any maintenance, upgrades or modifications to the system. If not, then the community's tax payers bear the burden to support it rather than the users of the system.*
2. **Customer Friendly** – *To be efficient, a public parking system should be designed to generate turn over in the parking stalls. Providing the opportunity for customers to park as close as possible to*

a business is important. Parking lots for employees should be within a reasonable distance from their workplaces. On-street and off-street parking are all part of this public parking system.

3. Cost Friendly – *The parking system must be cost friendly to all users, including customers and employees, while still providing sufficient revenue to be cost neutral.*

4. Enforceable – *The system must be designed so that it is enforceable. If not, the fragile system breaks down.*

The recommendations in **Section 4** are a set of tools that Fort Dodge staff can use to manage the parking system. Fort Dodge will also be given the demand matrix chart (**Table 2H**) to maintain and manage the parking surplus and deficit in the downtown. This chart can be updated with new development, vacancy or in-fill, and any changes to the parking inventory. The chart allows Fort Dodge to understand the impacts of potential development and allocate parking and durations to meet the needs in the downtown.

A parking system is not just about parking vehicles, it also involves the walkability of a downtown, signage, enforcement, lighting as well as marketing parking to business owners, employees and customers/visitors. The utilization of lots can depend on any or all of these factors, as well as the overall condition of a lot. Fundamentally, these issues can impact a parking system and therefore downtown economics in general. A recommendation summary can be found on **pages 49-50**.

New Parking

There is currently an adequate number of parking spaces. As development continues and as parking lots are used for new developments the parking situation will quickly change making it important to plan ahead for new parking. **Section 5 New Parking** details ways to plan for new parking and what type of parking will be needed.

Parking Development in the downtown will need to be coordinated with increases in parking demand to ensure that as vacant space is re-occupied and new development occurs Fort Dodge will have the ability to decide when to consider new parking. Deciding when to initiate new parking and whether to build surface or structured parking will depend first and foremost on financial constraints.

Definitions

The following are definitions used for the analysis:

- **Parking Supply** – The number of parking spaces available for use by a specified group or groups of individuals (i.e. shoppers, employees, etc.).
- **Turnover** - Turnover is the number of vehicles that occupied a parking space in a particular period. For example, if a parking lot has 100 spaces and during the course of the day, 250 different vehicles occupied the lot, then the turnover is two and a half times (2.5).
- **Occupancy** - The number of vehicles observed in a specific lot or block face represented as a percentage of spaces occupied.
- **Occupancy Rate** – The percentage of all parking spaces with vehicles parked in them at a given time.
- **Circuit** - A circuit refers to the two-hour period between observations of any one particular parking space. For the turnover and occupancy study, a defined route was developed for each survey vehicle. One circuit of the route took approximately two hours to complete and each space was observed once during that circuit.
- **Block Face** - A number was assigned to each block within the study area. Each block is then referenced by its block number and by a letter (A, B, C or D). The letter refers to the cardinal face of the block; with (A) being the north face, (B) the east face, (C) the south face and (D) the west face. Therefore, a block designated as 1A would refer to the north face of block 1.
- **Modal Split** – Fractional split identifying what percentage of people travel by a certain transportation type (i.e. automobile, bicycle, walking, etc.).
- **Parking Demand** – The number of parking spaces generated by a single-purpose building, multi-purpose building, group of buildings or outdoor amenity.
- **Parking Need** – Represents the number of parkers who need to be accommodated in a given block after the use of alternative parking facilities is considered. Use is affected by price, location, accessibility and user restriction.

Section 1 - Parking Analysis Overview

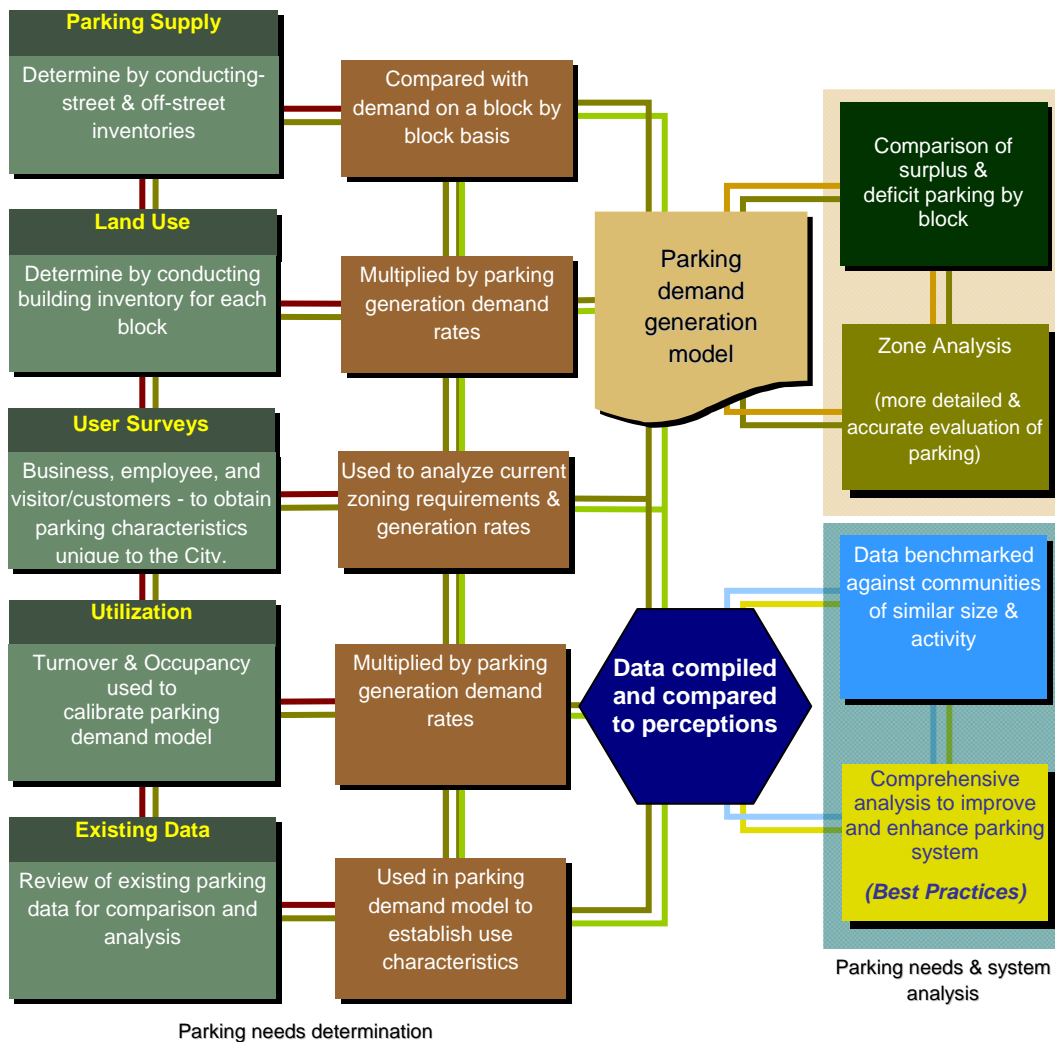
Background

This Downtown Parking Study prepared for the City of Fort Dodge, is a comprehensive study of the parking system. The analysis includes a detailed review of parking procedures, enforcement, management, operating and marketing practices along with determining current and future demand of parking.

This analysis has been completed to determine both the current utilization of parking and the future need of parking in the downtown. There are several recommendations provided in this report that will help guide the city in making parking decisions for the system as the downtown increases in occupancy. It is important to look at how all modes of transportation available in Fort Dodge affect the parking system including bicycles, walking, public transit, and personal automobiles.

Scope of Work

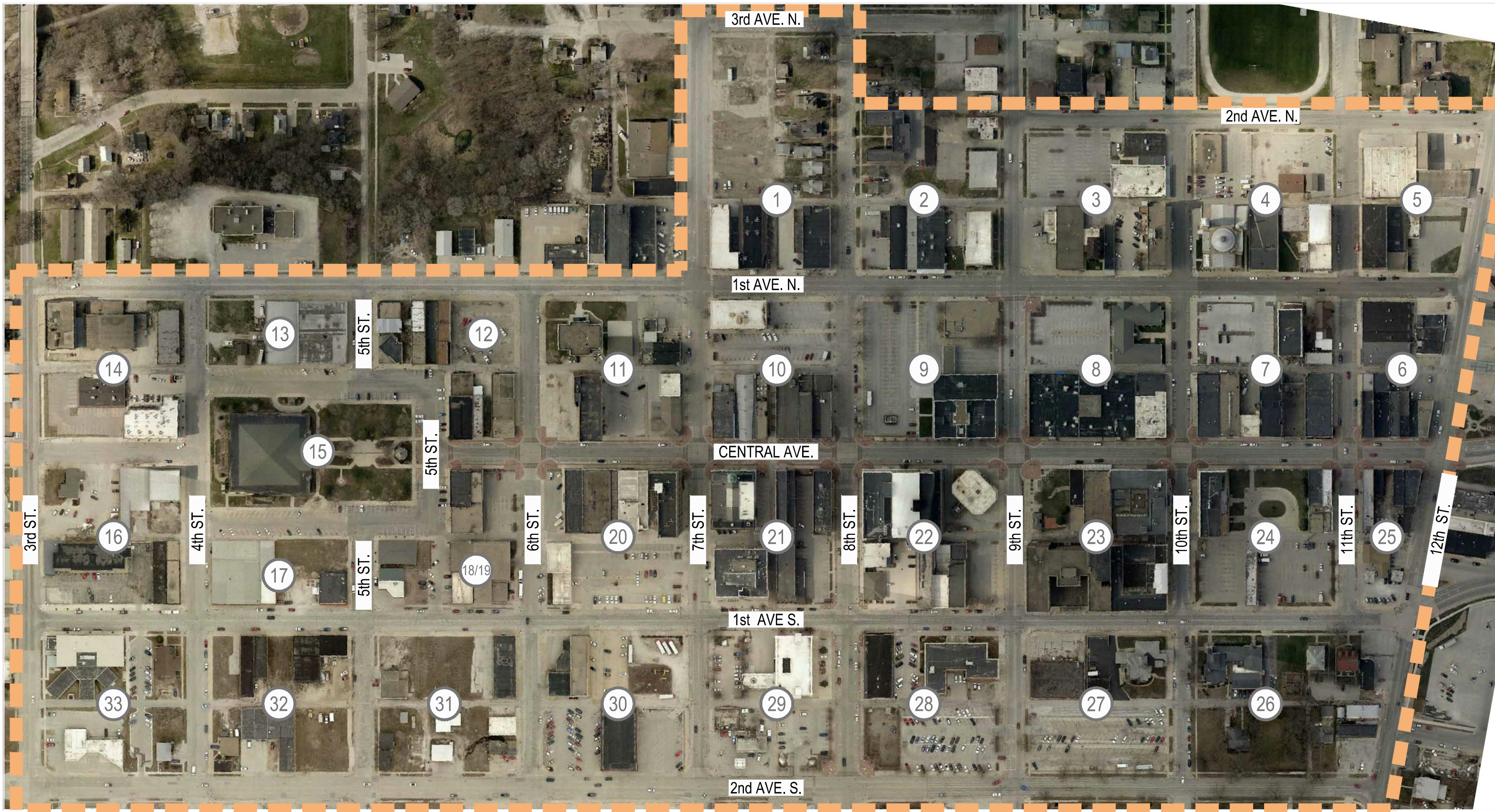
Developing the Downtown Analysis is a process of quantifying and qualifying the parking needs in the study area to determine the demand. This is done through field work, utilization studies, surveys and a series of public and stakeholder meetings. The flow chart below illustrates the process.



Study Area

The study area determined by the City of Fort Dodge is comprised of 33 blocks with the majority of the area being the downtown historic district. This area contains the Municipal offices, County Court system along with other County offices, retail, restaurant and office space. Rich & Associates evaluated the parking conditions, supply and activity of the 33 block study area along with blocks just outside the study boundaries. A map of the study area can be found **on page 5**.

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**DOWNTOWN
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PARKING STUDY**

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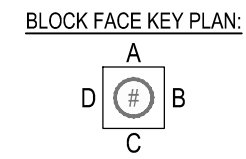
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 08/14

 **BLOCK
NUMBER**

LEGEND:
 STUDY AREA



Sheet Title:

**STUDY
AREA**

DESIGNATED BY FORT DODGE
FOR THE PARKING STUDY

MAP Number:

MAP 1

Pg. 5

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Section 2 - Analysis

Introduction

This section of the Downtown Parking Analysis provides an assessment of how the existing parking system is operating and if new parking may be required based on current and anticipated future development and redevelopment. For the analysis, Rich & Associates used turnover and occupancy data, parking and building inventories, downtown business owner surveys, previous study work and our previous experience to refine and determine the analysis.

The process consisted of a two part analysis. The first part of the analysis included a determination of the current parking demand by block based on the provided building inventory and calculated parking generation factors per 1,000 square feet of gross floor space. The demand was compared to the available supply and the resulting surplus or deficit determined on a block-by-block basis.

The second part of the analysis involved comparing the parking surplus and deficit patterns to the observed conditions as determined by the turnover and occupancy data. This comparison offered a benchmark by which the surplus and deficit data was calibrated.

Parking Inventory

Table 2A summarizes the existing parking supply in the study area for downtown Fort Dodge. There are a total of 3,016 parking spaces in the study area. Of these spaces 942 are on-street spaces and 656 are off-street public spaces. There are 1,418 off-street private spaces.

Table 2B on **page 9** is a detailed supply listing types and durations of parking by each block. **Map 2** is a spatial view of the parking supply. In cases where parking spaces were not marked, the number of spaces was estimated. For the purpose of the study any parking marked reserved or privately owned was designated as private parking. Whereas any parking that is available for use by the general public was designated as public parking.

Table 2A

Public On-Street Totals =	942	(31%)
Public Off-Street Totals =	656	(22%)
Public Parking Total	1,598	(53%)
Private Parking Total	1,418	(47%)
Total Parking Supply	3,016	

The City of Fort Dodge manages and controls 53 percent of the parking in the downtown core area. Based on Rich & Associates experience and best practices, we have found that to successfully manage municipal parking it is desirable for the municipality to have control of at least 50 percent of the supply. This allows the municipality to effectively manage the parking in terms of allocation, changing demand, market pricing, and allows the parking to be enforced with greater efficiency. Fort Dodge meets this benchmark.

Shared use parking is the concept whereby the same parking spaces can be used by different groups that need the spaces at different times during the day. Efficient parking use cannot occur if the majority of parking is privately owned and reserved. In order for shared use to work, the parking needs to be available for all users allowing customers and visitors to park once rather than move their vehicle for each stop. Additionally, shared use occurs between uses such as office and restaurants with peaks for office in the morning and restaurant peaks in the afternoon and then again in the evening.

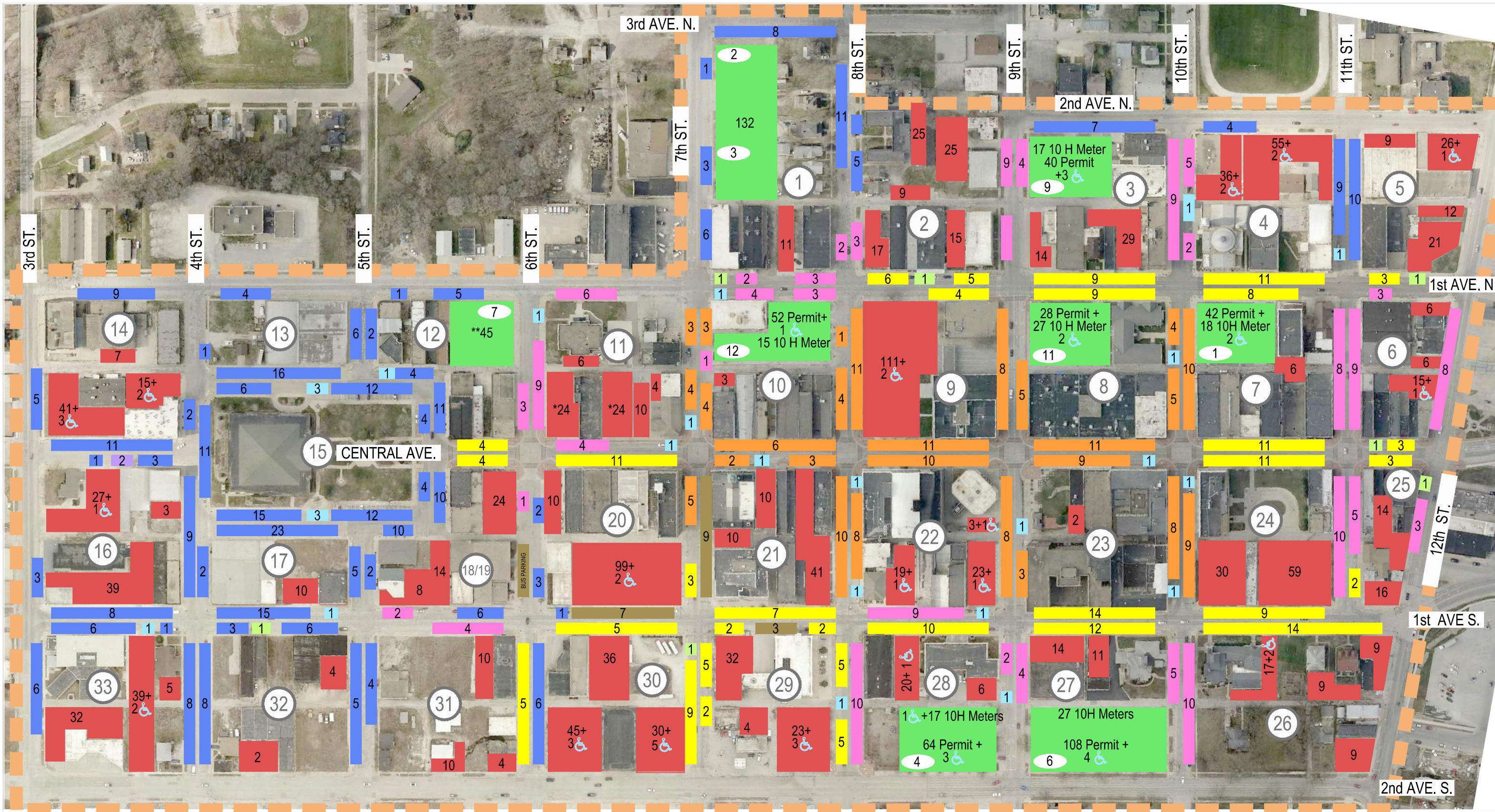
**Table 2B
Parking Supply**

Block >	1	2	3	4	5	6	7	8	9	10	11 (1)	12	13	14	15	16	17	18/19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	TOTALS			
Public																																				
On-Street																																				
15 Min	1	1			1	1					1														1					1		1		8		
30 Min																2																		2		
1 Hour		11	9	11	3	3	17	9	4			4						4	14	7		14	20	5	14	6	10	21	14				200			
2 Hour	7	12	13	7		20	8			8	24							3			9		10	8	10	9	11			9			168			
2 Hour Meter							10	25	30	18		3							5	15	26	20	9										161			
Unrestricted	29	5	7	13	10							23	26	34	64	24	36	28	8											6	4	22	21	360		
Barrier Free				2				1		1	2				6		1			1	3	3	1				1	1				1	24			
Reserved																			7	9								3					19			
	942																																			
Off-Street																																				
Permit							42	30		61																								106	65	304
10 Hour Meter			57				17	24		16																								27	17	158
Unrestricted	132											45																							177	
Barrier Free			3				3	3		1																							5	2	17	
	656																																			
Private																																				
Off-Street	11	91	45	91	68	27	6		111	3	68			63		69	10	46	105	61	45	2	89	7	44	25	26	53	111	24	6	76		1,383		
Barrier Free				4	1	1			2					5		1			2		3				2		1	3	8			2		35		
	1,418																																			
Summary	180	120	134	128	83	52	103	92	147	108	95	75	26	102	70	96	47	81	141	93	86	39	129	21	70	178	133	81	140	37	29	100	3,016			

Source: Rich and Associates Spring 2014

(1) Private lots around the Sears building were being used as a construction set up and numbers were estimated.

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DOWNTOWN FORT DODGE PARKING STUDY
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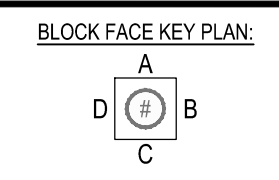
BLOCK NUMBER
08/14

LEGEND:

STUDY AREA	15 MINUTE	BARRIER FREE
30 MINUTE	RESERVED	
1 HOUR		
2 HOUR		
2 HOUR METER		
UNRESTRICTED		

OFF STREET PARKING

PRIVATE	PUBLIC
BARRIER FREE	PARKING LOT #
* CONSTRUCTION SITE DURING STUDY	
** LOT PARTIALLY CLOSED DURING STUDY	



Sheet Title: **PARKING SUPPLY**
AN INVENTORY OF ALL PARKING IN THE STUDY AREA BOTH PUBLIC AND PRIVATE

MAP Number: **MAP 2**

Page: **Pg. 11**

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Barrier Free Parking Inventory

As part of the analysis, the number of barrier free (handicap) spaces in the study area was reviewed. **Table 2C** Listed below is the Americans with Disabilities Act (ADA) guidelines for off-street parking, which is subject to both Federal and Iowa Law per this table. **Table 2D** is a comparison of publicly provided off-street barrier free parking spaces to the ADA guidelines. There are four lots that need barrier free spaces, lots 2/3, 6, 7 and 12.

Table 2C
ADA Parking Guidelines

Total Parking in Lot	Required Minimum Number of Accessible Spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 to 300	7
301 to 400	8
401 to 500	9
501 to 1000	2 % of total
1001 and over	20, plus 1 for each 100 over 1000

*One in every six assessable spaces, but not less than one, shall be served by an access aisle 96 in (2440 mm) wide minimum and shall be designated "van accessible".
Department of Justice, ADA Standards for Accessible Design, July 26, 2010*

Table 2D
Number of Barrier Free Stalls in Public Lots

Block #	Lot	Total Capacity	# of Barrier Free Spaces Required	# of Barrier Free Spaces Provided	Surplus/ Shortfall
1	Lot 2/3	132	5	0	-5
3	Lot 9	56	3	3	0
7	Lot 1	59	3	3	0
8	Lot 11	54	3	3	0
10	Lot 12	67	3	1	-2
12	Lot 7	45	2	0	-2
28	Lot 6	82	4	3	-1
27	Lot 4	133	5	5	0
Total					-10

Currently, Iowa ADA guidelines require “Cities which provide on-street parking areas within a business district shall by ordinance, define and establish a business district or district and shall designate not less than two percent of the total parking spaces within each business district as persons with disabilities parking spaces.” (*Parking for Persons with Disabilities, Chapter 321L.5, Location and Requirements*) There are currently 17 barrier free spaces on-street which is 1.8 percent of the 942 on-street spaces. This leaves the on-street parking one barrier free space short.

There are currently changes to the ADA guidelines for on-street parking that are being considered. These changes are in a proposal format. **Table 2E** is the proposed ADA guideline for areas where there is metered parking.

Table 2E
On-Street ADA Parking Guidelines (draft)

Total number of marked or metered parking spaces on the block perimeter	Minimum required number of accessible parking spaces
1 to 25	1
26 to 50	2
51 to 75	3
76 to 100	4
101 to 150	5
151 to 200	6
201 and over	4% of total

Federal Register, Vol. 76 Tuesday, No. 143 July 26, 2011 Part II Architectural and Transportation Barriers Compliance Board 36 CFR Part 1190, Accessibility Guidelines for Pedestrian Facilities in the Public Right-of-Way; Proposed Rule

Along with the ADA parking guidelines it is important to make sure that once a person is parked they will be able to access the sidewalk from where they parked. All intersections should have sidewalks that are barrier free and all lots should have a clear path of access. There are some intersections that are in need of sidewalk improvements. This is further discussed in the recommendations found in **Section 4**.

Turnover and Occupancy

Rich & Associates conducted a turnover and occupancy study in the study area. The turnover and occupancy study involved an examination of on-street and off-street parking occupancies and vehicle movements encompassing both daytime and evening hours. Parking in both public and private areas were observed. The occupancy study occurred on Thursday, June 12, 2014 between the hours of 8:00am – 8:00pm.

The turnover portion of the analysis, where license plate numbers were recorded, applied to on-street spaces in the core downtown and were observed during each two-hour circuit. This is done to determine how long specific vehicles were parked in certain spaces and if parkers were moving their vehicles to different spaces to avoid being cited for overtime parking. At the same time, the turnover information also yields occupancy results for the parking area and therefore for each circuit a composite occupancy can be derived.

Turnover is an indicator of how often a parking stall is being used by different vehicles throughout the course of the day. Turnover is most relevant to the short term customer trying to find parking. **Table 2F** on the following page, is the summary results of the turnover findings.

Occupancy is an important aspect of parking because it helps us to understand the dynamic of how demand fluctuates throughout the day. Overall, the occupancy data is used by Rich & Associates to calibrate the parking demand model. **Graph 1, Table 2G** and **Map 4** are the summary results of Rich & Associates occupancy findings. The entire occupancy count can be found in **Appendix A** and additional maps showing all circuits of the occupancy (**Map 4.1-4.5**) can be found in **Appendix B**. Any instance in the tables or maps where the occupancy exceeds 100 percent there were vehicles observed parking illegally.

On-street Turnover Results

Table 2F on the following pages demonstrates the summary results of the turnover findings. The on-street spaces observed for parking turnover were signed two hour, one hour, 30 minute or 15 minute. There were 509 short term on-street parking spaces observed for turnover from the hours of 8:00am – 6:00pm.

There were 81 vehicles parked beyond two hours meaning that during the course of the day approximately 15 percent of vehicles observed were in violation. A violation rate of five percent or less is generally considered a sign of adequate enforcement. With circuits lasting approximately two hours, presumably, a vehicle could be observed twice in these spaces and not be in violation.

There were 17 vehicles that moved and returned to the same space or one close to the same space while recording turnover. Five of these vehicles were there for the first circuit at 8:00am and returned at 4:00pm. Seven vehicles moved their vehicle on the same block face, potentially running errands or moving to avoid a ticket. Lastly, five vehicles moved during the typical lunch period and returned to the same space for the rest of the day.

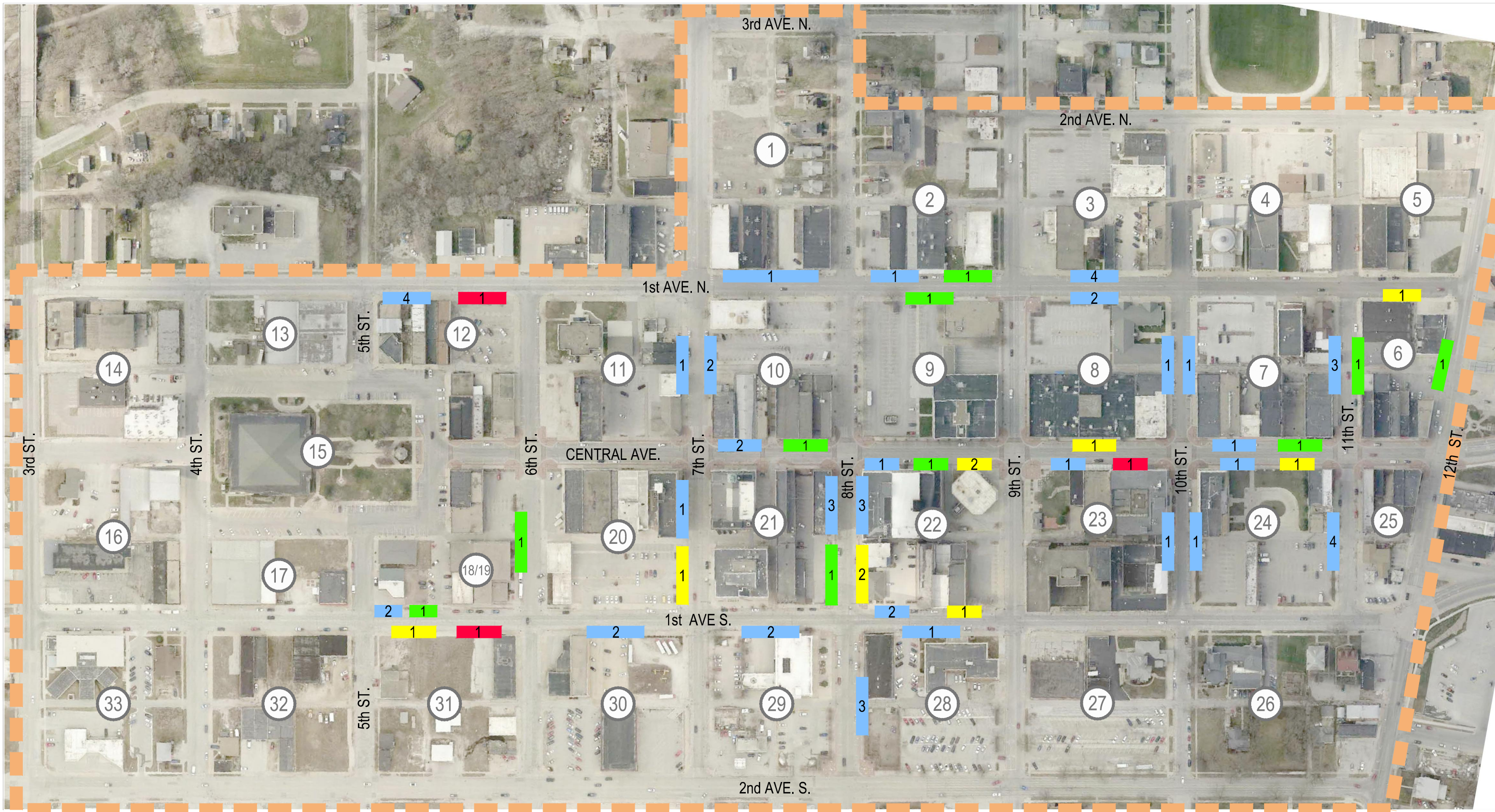
Most likely the majority of the parking violations during the turnover and occupancy study were employees of downtown businesses. **Map 3** on **page 17** shows the locations of the violations. This behavior makes it difficult when customers of the downtown want to find convenient parking to conduct business and those spaces are taken. If employees of the downtown do not understand the

vital importance of the convenient on street spaces for the success of the business they work for, there is no reason for the employee to park in the correct location.

Table 2F

Parking Turnover Summary of 2 hour or less on-street spaces	
Vehicles that remained less than 2 hours	448 (85%)
Vehicles that remained between 2 and 4 hours	52 (10%)
Vehicles that remained between 4 and 6 hours	11 (2%)
Vehicles that remained between 6 and 8 hours	14 (3%)
Vehicles that remained between 8 and 10 hours	4 (less than 1%)
Total number of vehicles observed	529
Total number of stalls analyzed for turnover	508

Source: Rich and Associates Field Observations



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**#
BLOCK
NUMBER**

LEGEND:

STUDY AREA		LENGTH OF VIOLATIONS	
	STUDY AREA		VEHICLES REMAINING 2 - 4 HOURS
			VEHICLES REMAINING 4 - 6 HOURS
			VEHICLES REMAINING 6 - 8 HOURS
			VEHICLES REMAINING 8 - 10 HOURS



Sheet Title:

**LOCATIONS OF
VIOLATIONS DURING
TURNOVER &
OCCUPANCY**

MAP Number:

MAP 3

Pg. 17

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Occupancy Results

Graph 1

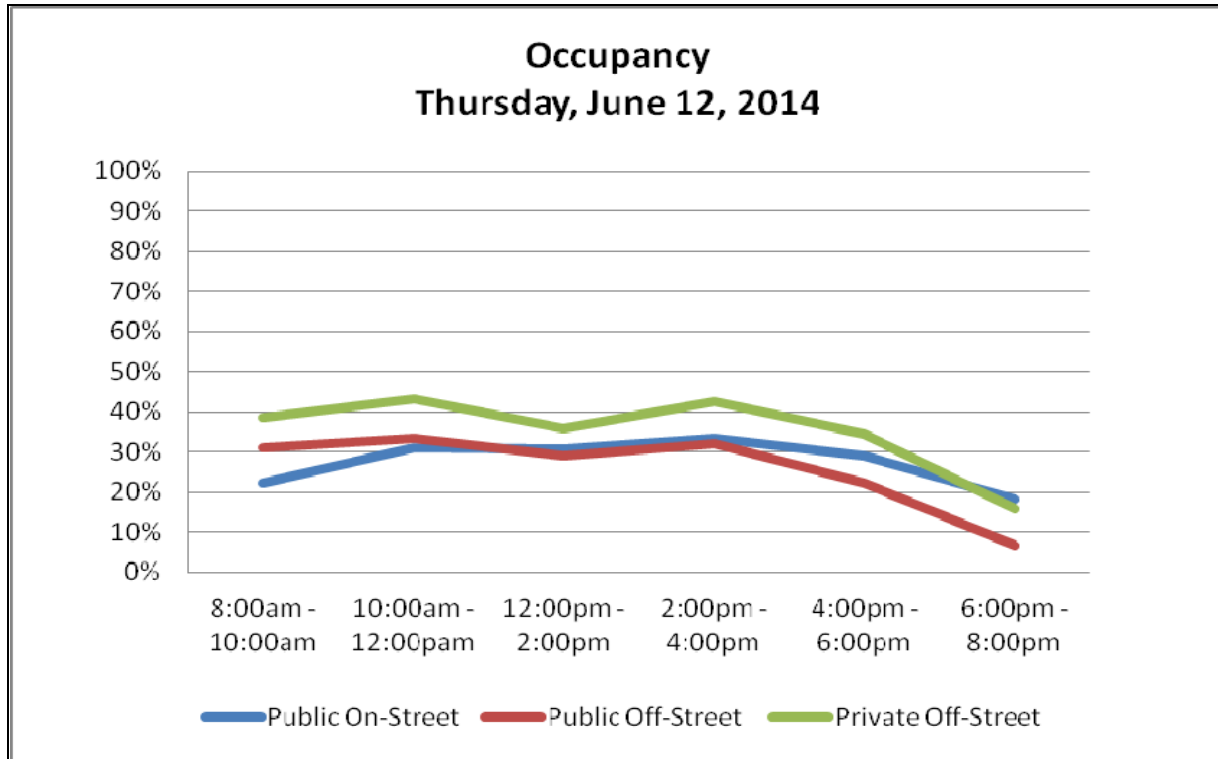
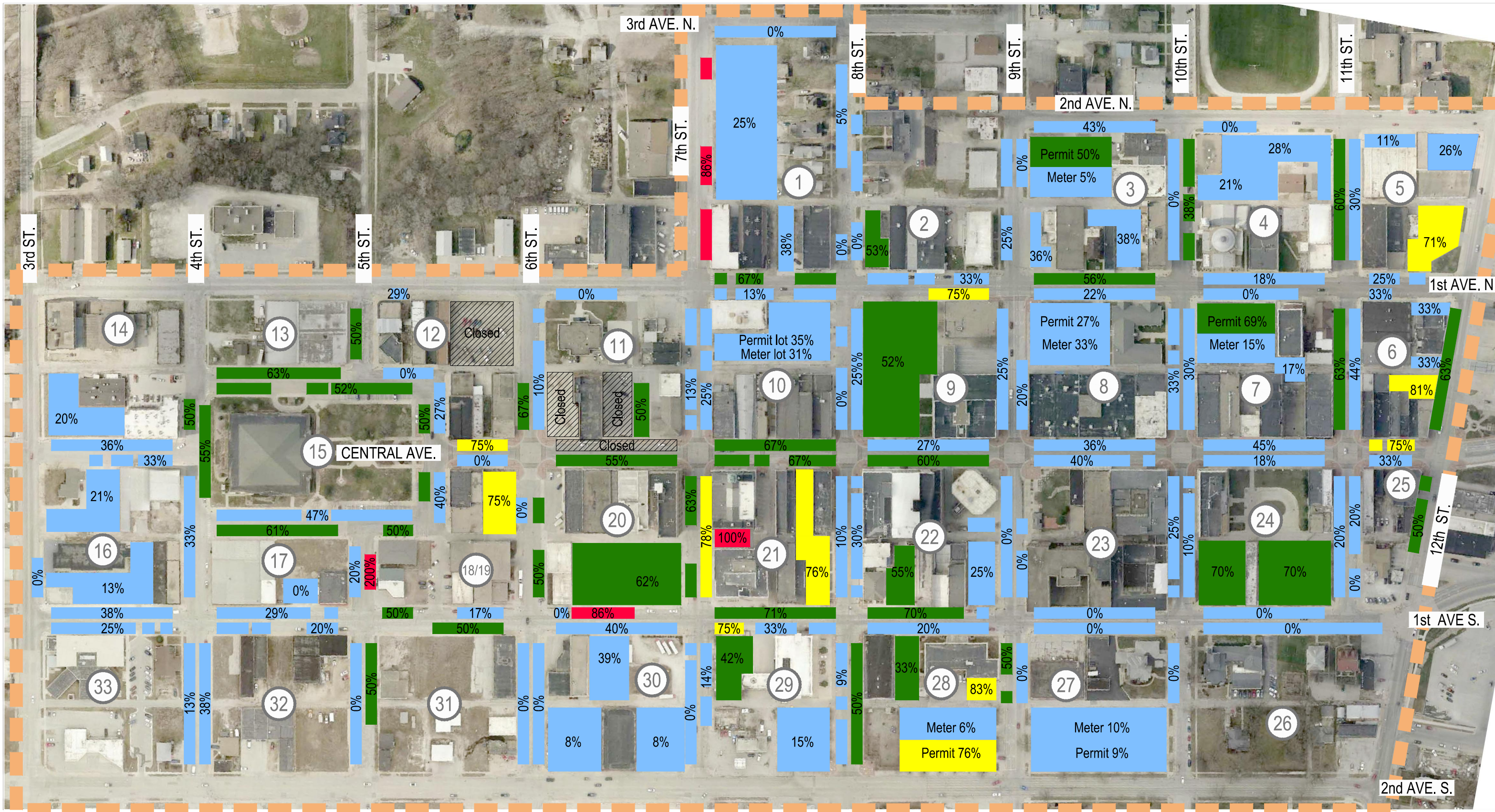


Table 2G

Fort Dodge, Iowa Occupancy Summary Thursday June 12, 2014													
Description	# of Spaces observed	8:00am - 10:00am	% Occ.	10:00am - 12:00pm	% Occ.	12:00pm - 2:00pm	% Occ.	2:00pm - 4:00pm	% Occ.	4:00pm - 6:00pm	% Occ.	6:00pm - 8:00pm	% Occ.
Public On-Street Totals	905	201	22%	282	31%	279	31%	303	33%	262	29%	164	18%
Public Off-Street Totals	601	186	31%	200	33%	174	29%	192	32%	133	22%	40	7%
Public Combined Totals	1506	387	26%	482	32%	453	30%	495	33%	395	26%	204	14%
Private Off-Street Totals	1008	388	38%	436	43%	362	36%	428	42%	346	34%	159	16%
Overall Totals	2514	775	31%	918	37%	815	32%	923	37%	741	29%	363	14%

Key observations from the occupancy counts:

- The peak occupancy occurred between 2:00pm and 4:00pm at 37% occupancy (923 of the 2,514 parking spaces utilized).
- The 10:00am -12:00pm circuit also had an occupancy of 37%, though there were 5 less vehicles observed during this time.
- From 12:00pm-2:00pm (a typical downtown peak occupancy) the occupancy decreased to 32%. We noted 5 vehicles parked on-street in a short term parking space leave during the 12:00pm-2:00pm circuit and return to the same space for the 2:00pm-4:00pm circuit. The most likely reason for the decrease in occupancy is employees going to lunch outside of the study area.
- After 4:00pm the occupancy drops to 29% and decreases further at 6:00pm to 14%.
- There were areas where on-street block faces were close to full from restaurant use during the 6:00pm circuit. Though there was still nearby parking available.



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BLOCK NUMBER

08/14

LEGEND:

STUDY AREA

PARKING OCCUPANCY

- 85% through 100%
- 75% through 84%
- 50% through 74%
- 0 through 49%

BLOCK FACE KEY PLAN:

Sheet Title:

PEAK OCCUPANCY

Thursday June 12, 2014 2:00pm - 4:00pm

MAP IS A SPATIAL REPRESENTATION OF OCCUPANCY AT STATED TIME

MAP Number:

MAP 4

Pg. 21

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Parking Demand Calculation

Analyses were performed to determine the current and future parking demands and needs for the study area. The data collected and compiled by Rich & Associates to calculate the parking demand included:

- An inventory of the study area on-street and off-street parking supplies
- Turnover and occupancy studies for public and private on-street and off-street parking areas
- Block-by-block analysis of land square footage and type of land use of every building in the study area. Fort Dodge provided a building inventory of the downtown and this data was cross referenced with Rich & Associates field notes regarding use and the number of floors per building to determine appropriate gross floor area for each building

This demand analysis contains two levels of parking analyses to determine the number of parking spaces needed. First is a mathematical or hypothetical model of parking demand based on the building gross floor area. The mathematical model multiplies a parking demand generation ratio by the area of specific land uses to derive the number of spaces needed. The second is a method of using field observations to calibrate the mathematical model and help to establish projected spaces needed.

A point to consider regarding the parking supply and demand is that motorists in general perceive off-street spaces with occupancies greater than 85 percent to be at capacity, depending on the overall capacity. The greater the capacity, the less this perception is valid. When this occurs, motorists will begin to re-circulate to seek more parking, adding to traffic congestion and the drivers' perception that there is no parking available in the downtown.

Table 21 identifies the specific daytime parking demand generation ratios used to calculate the demand for each block. These ratios are assigned according to the type of use present in the buildings. The parking generation ratios were established from Rich & Associates previous experience and surveys distributed to managers, business owners, and employees throughout the downtown area. The surveys helped establish how many people were in a given business at various times of the day, how they arrived and how much parking was necessary to support each business type.

The demand factor for each land use type includes an estimate for employees and patrons to that particular land use. The overall effect is that each type of downtown parker, whether an employee, business owner or customer/visitor is accounted for in the demand model for Fort Dodge. Once parking demand has been calculated for both current and future conditions, a comparison with the existing supply of parking is made. The resulting figures are parking surplus or deficit figures for each block.

The parking generation ratios are used in conjunction with information from the Institute of Transportation Engineers (ITE) and the Urban Land Institute (ULI). These two sources are the generally accepted standards for parking generation. Rich & Associates uses experience along with these sources to modify or customize the parking generation ratios specifically to the study area.

Once a parking demand model is developed that illustrates the surpluses and deficits numerically and graphically, we then compare the model with the actual field observations, specifically the turnover and occupancy counts. The comparison serves as a test of the demand model and allows Rich & Associates staff to make further revisions or adjustments where necessary, thus ensuring accuracy to the overall parking dynamic in the downtown area.

The assumptions used for the parking demand calculations are:

Assumption 1: It was assumed that parking demand per block was dependent on the gross floor area contained in the block. Demand computed for one block was not affected by the amount of gross floor area available on surrounding blocks. Therefore, a block with surplus parking supply is not used to offset calculated shortfalls on adjacent blocks.

Assumption 2: The projected parking demand for the future was derived under the assumption that currently occupied properties would remain occupied at existing or higher than existing levels into the future.

Assumption 3: Parking demand is not affected by parking availability, use, location and price.

Parking Need

When determining the actual parking need for the downtown, Rich & Associates factors in the reality of parking to the demand. The following are issues that are considered when developing the number of parking spaces needed:

- Building size, purpose and special use conditions.
- Alternative modes of transportation, which includes availability, use, attractiveness and policy impacts.
- Proportion of the downtown trips that are multiple-use or linked.
- Vehicle traffic.
- Cost of parking.

The parking generation ratios developed for each land use reflect the peak daytime conditions in the current economic condition and have been adjusted to reflect the occupancy of buildings. The parking generation ratios developed for Fort Dodge are lower (and in some cases significantly lower) than what we typically see in a downtown setting. It is common in older buildings in historic districts to not use all of the square footage in a building, for example when a house is converted to office use. Additionally, many commercial spaces are still operating with the same amount of square footage as they did before the recession even though the number of staff may have been reduced. The results from the parking demand matrix are compared to the turnover and occupancy results to make sure that there is a correlation with the observed needs of the downtown.

The gross square footage of individual buildings was provided by Fort Dodge, and then sorted by land use categories. The different land uses for each block are in general multiplied by a parking generation factor of spaces required per 1,000 square feet. The resulting demand number is deducted from the available parking supply on each block to determine a surplus or deficit condition for each block. **Table 21** is the Parking Demand Matrix on **page 27**, followed by a summary of the parking demand represented spatially in **Map 5**.

The current parking situation is calculated showing an overall surplus of +/-1,323 spaces or a demand rate of just over 1.36 spaces/1,000sf of occupied space. To equate the observed occupancy to our demand chart we would have to use a parking generation ratio of just over 1 space/1,000sf which is a number Rich & Associates is not comfortable using. We are using the parking generation ratios listed in the demand matrix because any new development that occurs in the downtown will need adequate parking and 1 space/1,000sf is not adequate.

During the turnover and occupancy study we found that only 37% of the parking spaces analyzed were occupied. The turnover and occupancy study covered approximately 83% (2,514 spaces observed of the total supply of 3,016) of the parking spaces in the study area. One of the largest reasons for the high surplus of parking is that the periphery blocks have an abundance of parking with not much land use. With not all of the buildings filled to a maximum density the parking generation ratios are low. There are a second set of parking generation ratios that were developed for Fort Dodge to project future development as vacant space is built on, office space has a higher intensity per square foot and the density of the downtown increases.

There are however pocket areas within the core downtown that have parking shortfalls. Blocks 6, 21, 22, 23 and 25 all have parking shortages. Blocks 21-23 having the largest shortages with 22 and 23 near 100 spaces. Though there are parking shortages there is enough parking found on the surrounding blocks to create an overall parking surplus. **Map 6** shows a spatial view of the walking distances from blocks with a parking shortage to the nearest public parking lots.

When we look at the blocks in the core downtown area there is a more realistic picture of the parking situation. **Map 5.1** gives a spatial view of the current surplus deficit split into two zones. Zone 1 consists of the core downtown area and Zone 2 is the surrounding blocks. The parking surplus for Zone 1 is 809 spaces and Zone 2 has a surplus of 515 spaces.

In our opinion, one of the biggest reasons that many stakeholders feel there is a parking shortage in the downtown is because some employees of the downtown are parking on-street, taking the prime customer and visitor spaces. When an employee parks on-street due to greater convenience when their business has a private parking space available for their use, the employee is actually taking two spaces out of the parking supply. This is because the private space is not a shared parking space, instead it is reserved only for the business, whereas the public on-street spaces are available for anyone visiting the downtown to visit multiple destinations.

Rich & Associates has developed an additional set of parking generation ratios to use as more development occurs and the downtown changes in density. Future projections are based on a static parking generation ratio of 2.15 spaces/1,000sf. Though the numbers are speculative the demand matrix can be used as a tool to determine potential outcomes of future projects. The future ratios can be found in **Table 2H** below. These ratios are not for zoning purposes, they are to be used along with the demand matrix as a tool to determine the parking impact of new development coming into the study area.

When projecting the future scenarios we use the second set of parking generation ratios to determine the potential impact of the re-occupancy of the 556,540 square feet of vacant space in the downtown. This square footage was assumed to be 25 percent occupied in five years (**Map 5.2**) and 50 percent occupied in 10 years (**Map 5.3**). A mixed use parking generation ratio of 2.78 parking spaces per 1,000 square feet was used to project the parking need of this vacant space. Additionally the proposed Recreation Center (90,000sf needing 225 spaces with a parking generation ratio of 2.50/1,000sf) on block 30 was factored into the demand along with a plan to build a +/-192 space lot. With these factored into the Parking Demand Matrix, the parking surplus becomes a deficit of -283 spaces in the five year scenario and potentially increases to a -667 space deficit in 10 years. Using the higher parking generation ratios results in an average rate of just over 2 spaces/1,000sf of occupied space.

Table 2H
Increased Density Parking Generation Ratios

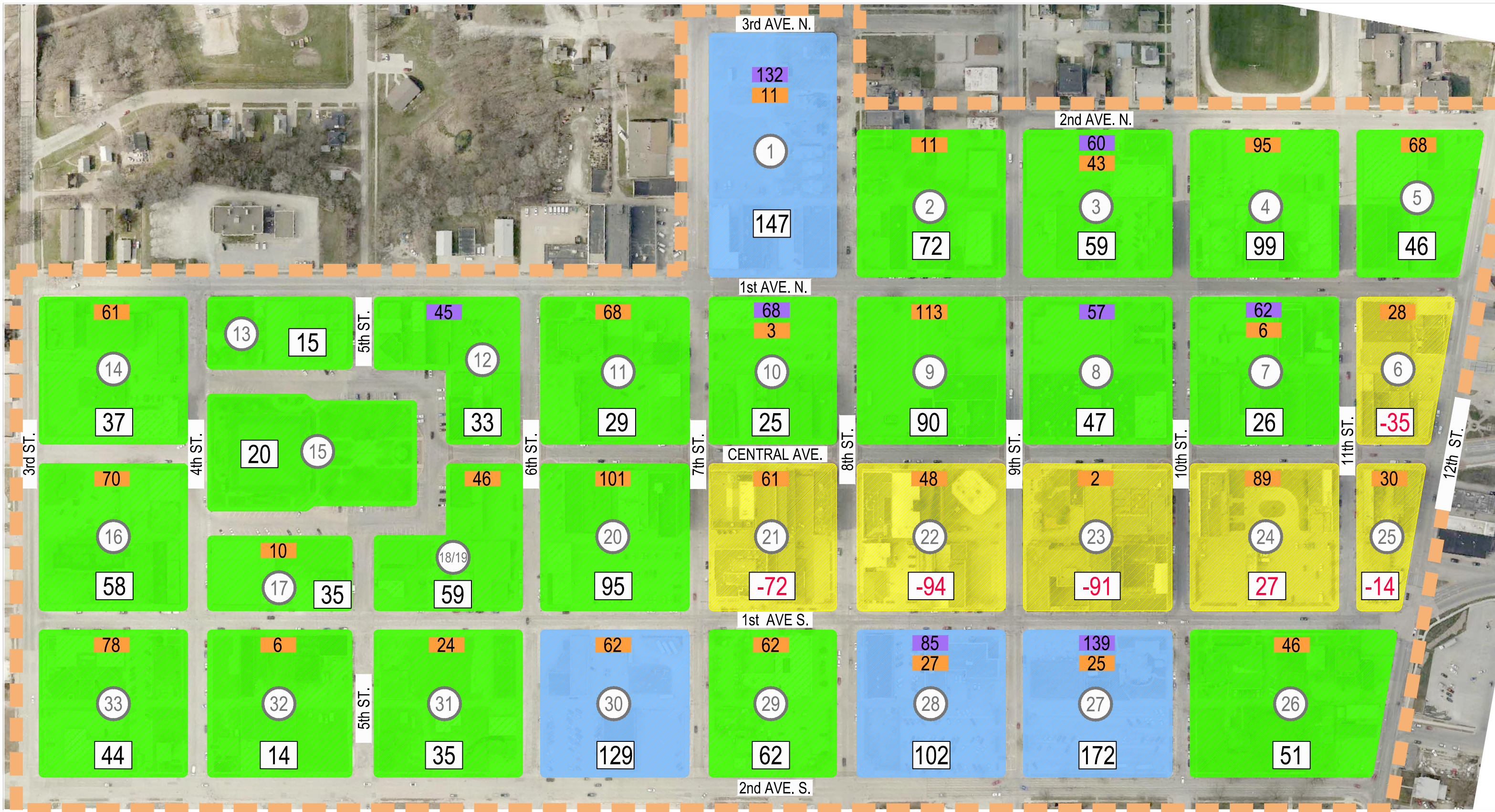
Parking Generation Ratios	Office	Medical Office	Government	Retail	Service	Mixed Use	Restaurant/ Bar	Residential	Warehouse/ Auto Repair & Sales	Library	Community	Hotel	Vacant
								(per unit)				(per unit)	
Current	0.85	1.70	1.85	0.75	0.75	1.50	4.50	0.75	0.45	2.00	0.50	0.90	2.15
Increased Density	2.45	3.50	2.65	1.88	2.00	2.78	5.00	0.75	0.45	2.00	0.60	0.90	2.78

**Table 21
Daytime Parking Demand Matrix**

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T
Block	Office	Medical Office	Government	Retail	Service	Mixed Use	Restaurant/Bar	Residential	Warehouse/Auto Repair & Sales	Library	Community	Hotel	Vacant	Demand	Parking	Surplus/Deficit	Projected Surplus/Deficit	Projected Surplus/Deficit	Projected Surplus/Deficit
								(per unit)				(per unit)		(current)	Supply	(current)			
Current Parking Generation Ratios	0.85	1.70	1.85	0.75	0.75	1.50	4.50	0.75	0.45	1.85	0.50	0.90	2.15			(current)			
Future Parking Generation Ratios	2.45	3.50	2.65	1.88	2.00	2.78	5.00	0.75	0.45	2.00	0.60	0.90	2.78				(5 years 25%)	(10 years 50%)	(100% Occupied)
1	34,113	-	-	-	-	-	-	6	-	-	-	-	14,805	33	180	147	82	71	17
2	7,476	-	-	5,600	8,400	-	-	29	1,200	-	16,830	-	982	48	120	72	41	41	-8
3	8,280	16,846	-	1,796	-	-	-	50	-	-	-	-	3,068	75	134	59	12	10	-69
4	-	-	-	-	-	-	-	4	5,640	-	47,712	-	2,820	29	128	99	92	90	57
5	-	-	-	6,300	-	7,650	-	16	20,370	-	-	-	7,650	37	83	46	23	18	-30
6	1,596	9,450	-	17,492	3,102	-	10,092	11	-	-	-	-	4,261	87	52	-35	-86	-89	-181
7	-	-	-	25,528	-	6,656	6,345	18	740	-	10,848	-	5,033	77	103	26	-19	-23	-106
8	-	-	-	6,068	-	19,572	-	-	-	-	21,495	-	13,048	45	92	47	4	-5	-68
9	66,537	-	-	-	-	-	-	-	-	-	-	-	-	57	147	90	-16	-16	-73
10	23,812	-	-	41,172	-	-	5,280	11	-	-	-	-	13,329	83	108	25	-72	-81	-183
11 (1)	3,838	-	-	2,045	-	-	3,564	57	-	-	4,320	-	2,640	66	95	29	17	15	-54
12	10,383	-	-	9,310	-	-	3,530	11	3,554	-	-	-	18,021	42	75	33	-8	-20	-87
13	-	-	-	-	-	-	-	-	25,340	-	-	-	-	11	26	15	15	15	3
14	47,525	-	-	-	-	-	-	24	13,842	-	-	-	69,208	65	102	37	-87	-135	-296
15	-	-	-	-	-	-	-	-	-	27,200	-	-	-	50	70	20	16	16	-35
16	2,054	-	-	4,950	-	-	-	-	13,024	-	-	30	6,581	38	96	58	44	40	-8
17	-	-	-	-	-	-	-	-	21,088	-	4,200	-	-	12	47	35	35	35	23
18/19	-	-	-	4,000	-	-	-	6	20,452	-	10,720	-	-	22	81	59	59	59	37
20	5,850	-	-	7,670	-	-	-	31	8,279	-	16,086	-	-	46	141	95	83	83	37
21	38,159	-	71,500	-	-	-	-	-	-	-	-	-	11,947	165	93	-72	-198	-207	-388
22	20,981	-	-	5,460	2,442	82,009	6,593	5	-	-	-	-	72,471	180	86	-94	-296	-346	-627
23	-	-	-	8,440	-	11,643	10,920	76	-	-	-	-	233,850	130	39	-91	-283	-446	-901
24	1,880	-	-	-	-	60,567	-	6	6,688	-	3,360	-	17,221	102	129	27	-65	-77	-203
25	-	-	-	-	-	-	5,040	9	2,562	-	9,246	-	6,500	35	21	-14	-22	-27	-71
26	2,062	-	-	-	3,810	-	-	9	6,770	-	8,890	-	-	19	70	51	42	42	23
27	-	-	-	-	7,790	-	-	-	-	-	-	-	19,844	6	178	172	149	135	101
28	-	-	12,573	-	9,800	-	-	-	-	-	-	-	10,287	31	133	102	73	66	21
29	21,150	-	-	1,868	-	-	-	-	-	-	-	-	-	19	81	62	26	26	6
30 (2)	-	-	-	-	-	-	-	-	-	-	22,260	-	4,151	11	140	129	24	24	24
31	-	-	-	-	-	-	-	-	5,180	-	-	-	8,642	2	37	35	23	17	2
32	-	-	-	9,720	-	-	-	1	16,485	-	-	-	5,505	15	29	14	-1	-5	-28
33	-	-	26,805	1,200	4,704	-	-	-	-	-	3,500	-	4,676	56	100	44	12	9	-54
Totals	295,696	26,296	110,878	158,619	40,048	188,097	51,364	380	171,214	27,200	179,467	30	556,540	1,693	3,016	1,323	(283)	(667)	(3,116)
														(stalls)	(stalls)	(stalls)	(stalls)	(stalls)	(stalls)

(1) Current demand has Sears building included in block 11
 (2) 5 year projections, Block 30 - Recreation Center (90,000sf) has a parking need of 225 parking spaces. 9 on-street spaces will remain and a 192 space lot leaves a remaining need for 24 spaces.
 Block 19 loses 6 on-street spaces
 Block 20 loses 7 on-street spaces
 Block 30 loses 11 on-street spaces
 Block 31 gains 6 spaces with a reconfiguration of on-street parking

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08/14

BLOCK NUMBER

LEGEND:

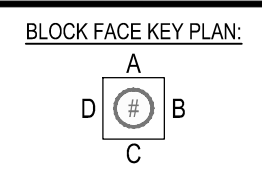
STUDY AREA

SURPLUS OF PARKING
+100
0 through 99

DEFICIT OF PARKING
-99 through -1
-100 +

PARKING INVENTORY
PUBLIC PARKING
PRIVATE PARKING

DEFICIT OR SURPLUS OF PARKING
#



Sheet Title:

PARKING SURPLUS/DEFICIT CURRENT

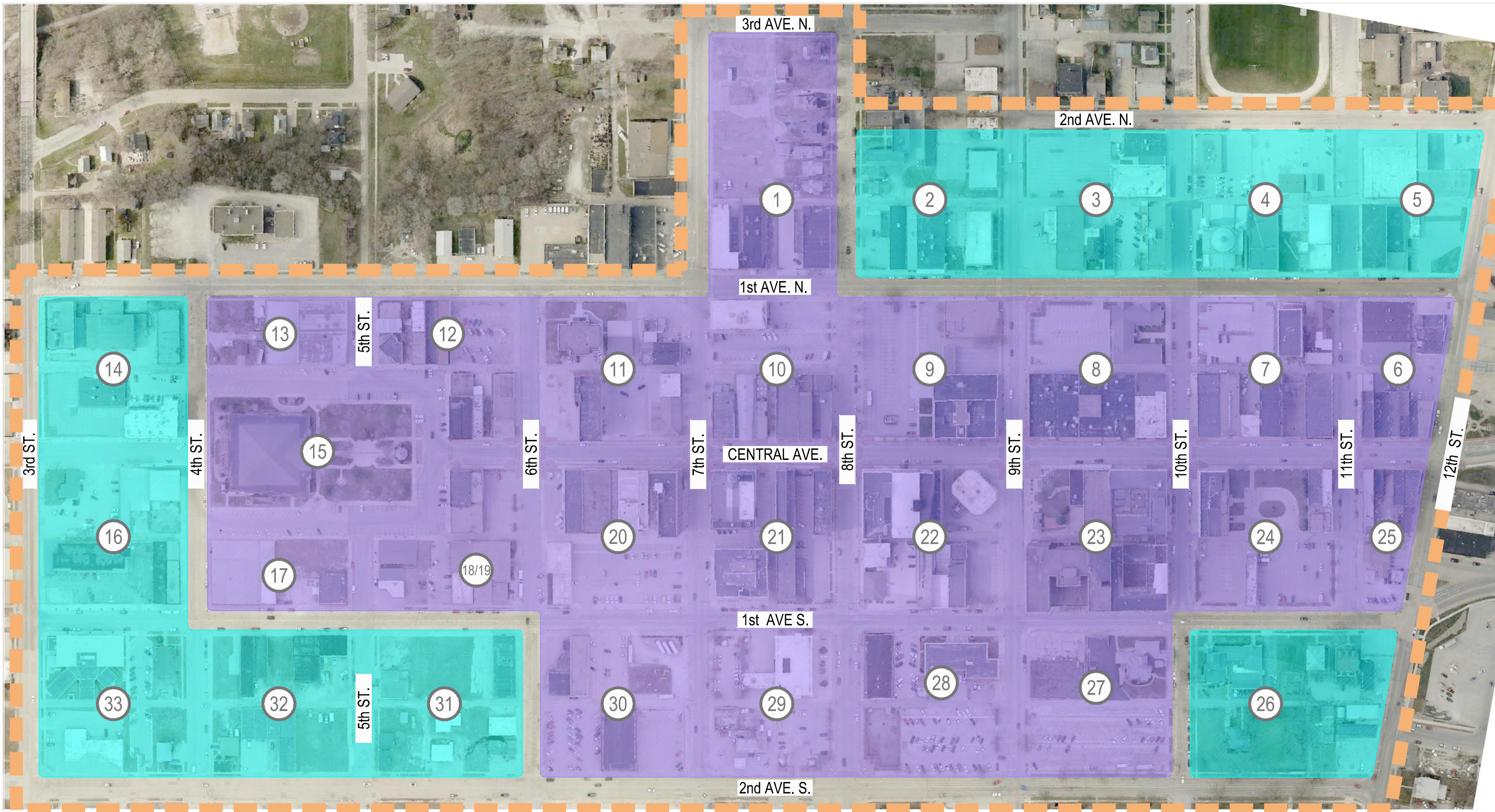
MAP IS A SPATIAL REPRESENTATION OF THE PARKING SURPLUS/DEFICIT BY BLOCK

MAP Number:

MAP 5

Pg. 29

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#
BLOCK
NUMBER

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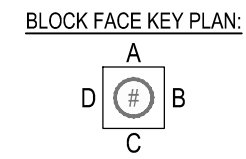
LEGEND:

STUDY AREA

ZONES

ZONE 1 - PARKING SURPLUS = 809

ZONE 2 - PARKING SURPLUS = 515



Sheet Title:

PARKING ZONE MAP

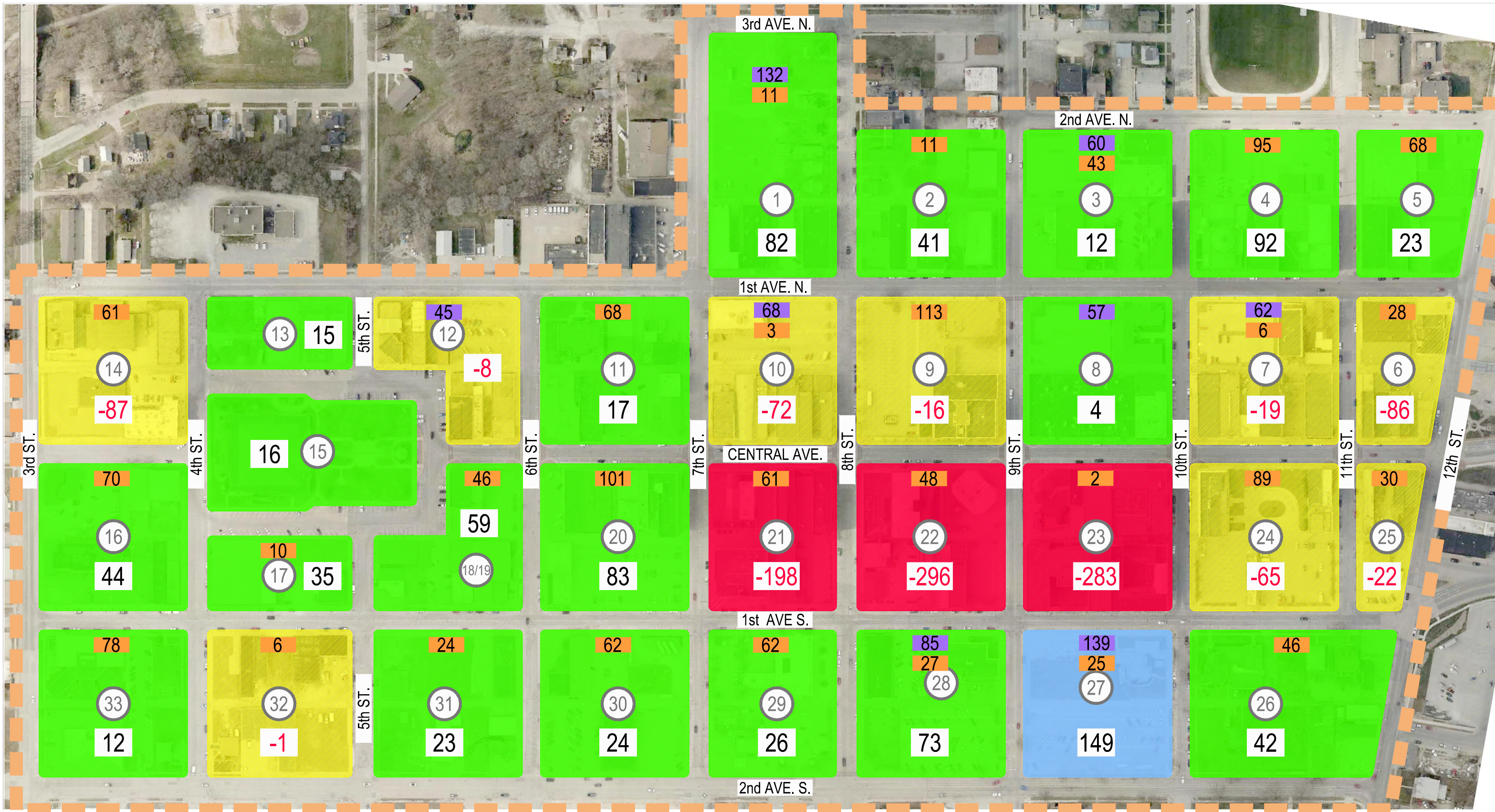
MAP IS A SPATIAL REPRESENTATION OF
THE PARKING SURPLUS/DEFICIT BY BLOCK

MAP Number:

MAP 5.1

Pg. 31

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BLOCK NUMBER

LEGEND:

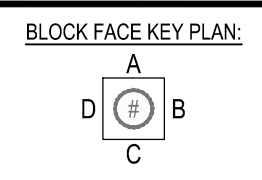
STUDY AREA

SURPLUS OF PARKING
+100
0 through 99

DEFICIT OF PARKING
-99 through -1
-100 +

PARKING INVENTORY
PUBLIC PARKING
PRIVATE PARKING

DEFICIT OR SURPLUS OF PARKING
#



Sheet Title:

PARKING SURPLUS/DEFICIT 5 YR. PROJECTION

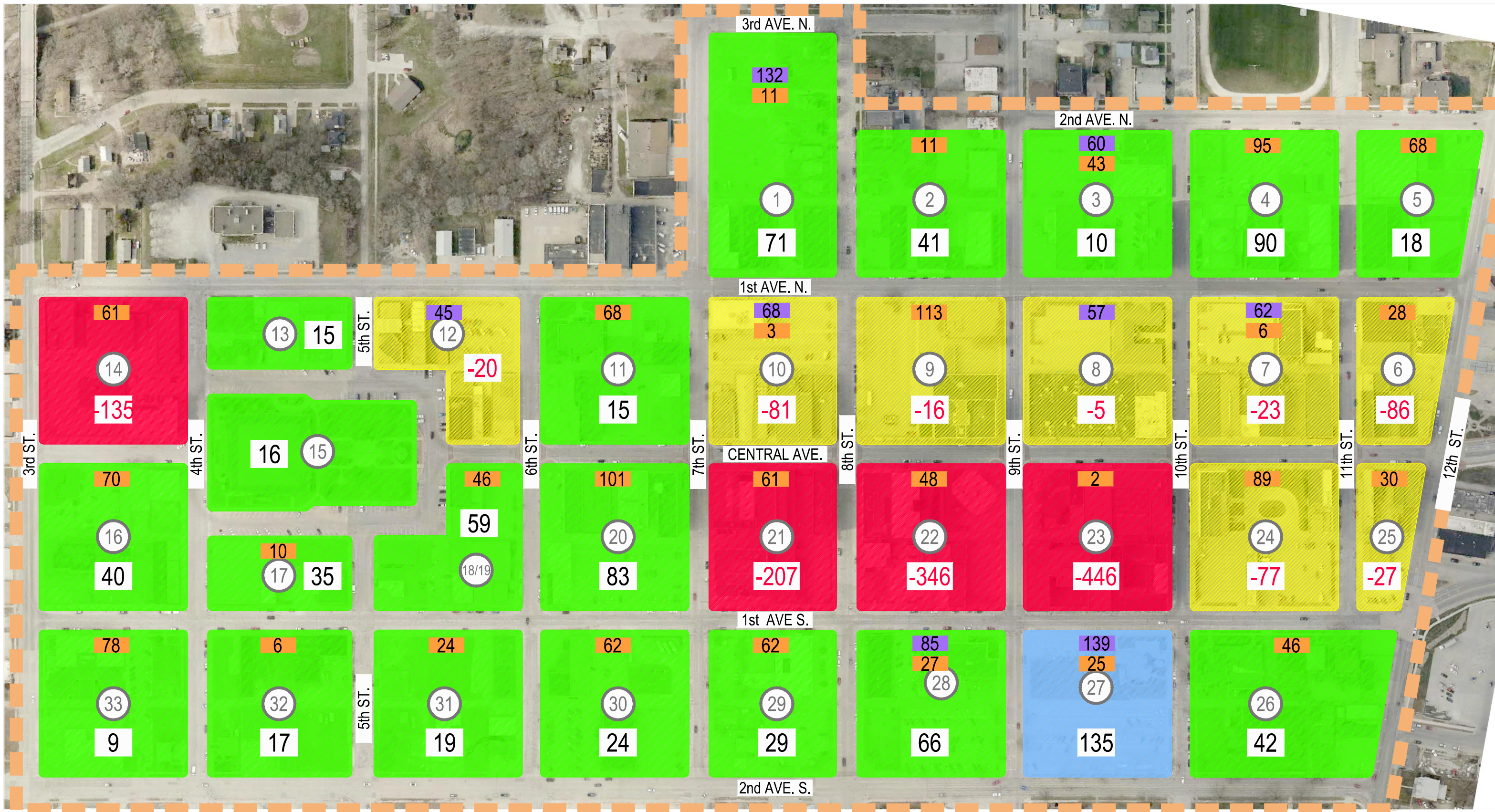
MAP IS A SPATIAL REPRESENTATION OF THE PARKING SURPLUS/DEFICIT BY BLOCK

MAP Number:

MAP 5.2

Pg. 33

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DOWNTOWN FORT DODGE PARKING STUDY
FORT DODGE, IOWA

Parking Consultants Architects · Engineers Planners
RICH & ASSOCIATES
 26877 Northwestern Hwy., Suite 208
 Southfield, Michigan 48033
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 Lutz, Florida
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08/14

BLOCK NUMBER

LEGEND:

STUDY AREA

SURPLUS OF PARKING

- +100
- 0 through 99

DEFICIT OF PARKING

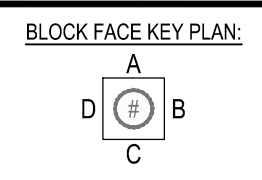
- 99 through -1
- 100 +

PARKING INVENTORY

- PUBLIC PARKING
- PRIVATE PARKING

DEFICIT OR SURPLUS OF PARKING

#



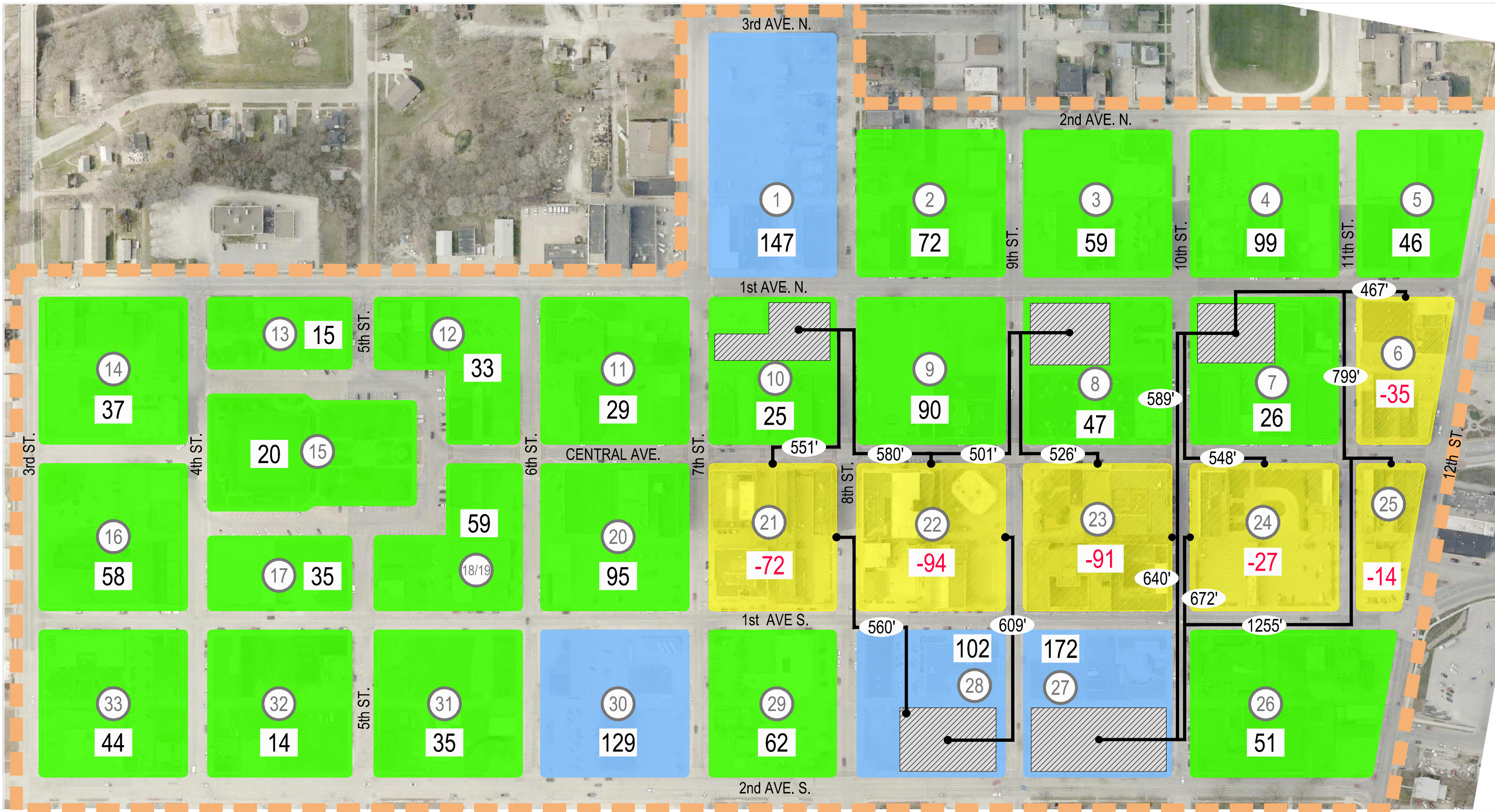
Sheet Title: **PARKING SURPLUS/DEFICIT 10 YR. PROJECTION**

MAP IS A SPATIAL REPRESENTATION OF THE PARKING SURPLUS/DEFICIT BY BLOCK

MAP Number: **MAP 5.3**

Pg. 35

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DOWNTOWN FORT DODGE PARKING STUDY
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RICH & ASSOCIATES

BLOCK NUMBER

LEGEND:

SURPLUS OF PARKING

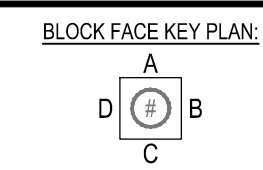
- +100
- 0 through 99

DEFICIT OF PARKING

- 99 through -1
- 100 +

PUBLIC PARKING LOT

WALKING DISTANCE
MEASURED FROM CENTER OF BLOCK TO CENTER OF THE LOT



Sheet Title: **WALKING DISTANCE TO PUBLIC LOTS**
WITH CURRENT SURPLUS/DEFICIT

MAP Number: **MAP 6**
Pg. 37

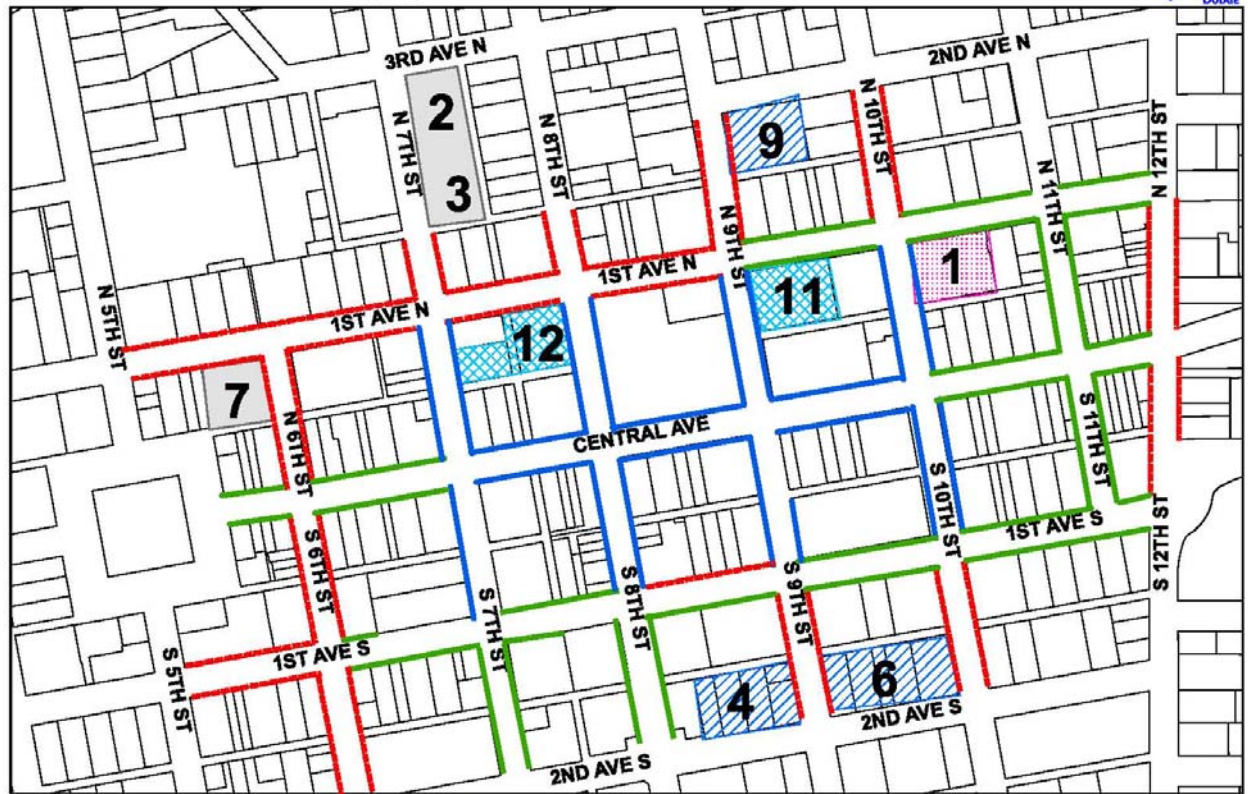
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**Table 2J
Parking Lot Overview**

Block #	Lot #	# Stalls	# HC Stalls	Lighting	Striping	Surface Type and Conditions	Control	Signage	Pedestrian Pathways	Bicycle Provisions	Landscaping	Comments
7	Lot #1	132	0	May need additional lighting- fixtures are new LED	Faded - OK	Good	Permits/Meters	Good	No	No	Good	This lot has recently been updated
1	Lot #2/3	56	3	Needs additional lighting- only three fixtures in the entire lot	No	Bad	Free	Needs signs - no signs in the lot	No	No	None	This lot is in bad shape overall
28	Lot #4	59	3	No lighting	Needs re-striping	Depressions, pot holes and cracking	Permits	Needs introduction sign and signs at meters	No	No	Some trees on the outside	No curb stops in center isle or against sidewalks and clean meter lenses
27	Lot #6	54	3	Lighting is only in the middle isle	Needs re-striping	Pot holes and tripping hazards	Permits/Meters	Needs introduction sign and signs at meters	No	No	Some trees on the outside	This lot needs surface repairs - clean meter lenses
12	Lot #7	67	1	No lighting	Needs re-striping	Will need to be re-done from construction vehicles using lot as set up area	Free	Needs signs - no signs in the lot	N/A	No	None	This lot is in bad shape overall
3	Lot #9	45	0	No lighting	OK	some cracking, OK	Permits/Meters	Needs introduction sign and signs at meters	No	No	Not taken care of, dead trees and weeds	Some meter lenses need to be replaced and meter poles could use repainting
8	Lot #11	82	3	OK	OK	Ok, some cracking and heaving, some curbs are tripping hazards	Permits/Meters	Needs introduction sign and signs in lot are inconsistent in height	Ok, could use re-striping.	No	Good	Signs around HC parking are confusing - cannot tell if the HC spaces are permit or metered - the old HC space needs symbol painted over or sanded off and old meter poles need to be removed
10	Lot #12	133	5	No lighting	OK	some cracking, OK	Permits/Meters	Needs signs, no signs in the lot	Dumpster and AC unit installed on sidewalk and ramp to sidewalk is blocked by parking space	No	Dead tree and landscaping, curbs need to be replaced around landscaping	Some meter lenses need to be replaced and meter poles need repainting

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Downtown Public Parking System



- | | | |
|--|--|-------------------------------|
| Free Parking | \$.20 per hour meter or \$35.00 monthly permit | 1 Hour Parking |
| \$.10 per hour meter or \$15.00 monthly permit | \$.20 per hour meter or \$15.00 monthly permit | 2 Hour Parking |
| | | Meters (\$0.25/hr, 2 hr max.) |



Map Date: February 11, 2014

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**Table 2K
Parking Benchmarking**

City		Fort Dodge, IA	Muscatine, IA	Clinton	Marshalltown	Mason City	Burlington
1. Population		24,751	22,924	26,647	27,683	27,823	25,665
2. Who administers the parking system		Police/Finance	Parking Division	Finance Department	Police	Police Department	Police Department
3. Type of parking control		meters and signs	meters, parking structures, signs	signs	signs	signs	signs
4. Fines	Overtime /expired meter?	\$15.00	\$5 if paid within 72 hours	1st ticket is a courtesy ticket - \$5 for first five violations in calendar year, after 5 citations fine increases to \$10 per citation, thereafter fine increases \$5 per violation	\$15	\$15/after 30 days increases to \$20	\$5 if paid within 30 days, after 10 days \$10
	Illegal Parking?				\$15, \$25 in fire lane	\$15	
	Handicap Parking?	\$200	\$200		\$200	\$200	
	Late payment penalty?	after 30 days each ticket increases to \$20.00	\$10 if paid after 72 hours	after 7 business days the fine increases \$20 per violation		after 30 days increases to \$20	
5. On-Street Time Limits:		15 min, 1 hour, 2 hour and unrestricted	mix of 2 hours and 3 hours	2 hours within "Downtown Parking zone", outside the zone there is a mix of 3 hour and 8 hour	3 hours	Varies: 15 min, 1 hour, 2 hours, 4 hours 24 hours and 48 hours	10 min, 30 min, 1 hour, 2 hour, 3 hour, no limit
6. Parking Permits							
	Monthly	N/A			no	\$25	
	Discount/year	N/A				\$300	
7. Off-Street parking rates							
	Monthly	\$35 and \$15	\$300 / year \$87.50 per quarter, Resident rate \$75 per six months (July-Dec) \$100 per six months (Jan-June)	free		free	
	Daily	N/A	Non permit free lots have a 3 to 4 hour limit (once per day)	free		free	
	Hourly	\$0.10 and \$0.25 meter		free		free	
8. On-Street Parking Rates							
	Meters	\$0.25 per hour with 2 hour max	Parking on 2nd Street Free up to 3 hours \$0.30 per hour at 2hr meters \$0.20 per hour at 10 hr meters		free	N/A	no meters - free
9. Number of City own/operated spaces							
	On-Street Spaces	942	total public parking 1,427 spaces (includes lots)		425		448 - free no limit, 192 - 3hour limit, 33- 2hour, 117-1 hour, 13-10 min, 7 -30 min, 21 restricted
	Parking Lots (include total number of spaces)	8 lots - 1,598 spaces	4 lots	3 lot	678 spaces	7 + lots	13
	Parking Structures (include total # of spaces)	N/A	5 garages - total 3,670 spaces	N/A	N/A	N/A	619 free / 642 metered
10. Number of Enforcement Officers							
	Part-Time	2	2		1		1
	Full-Time	0	0			1	

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Section 3 - Public Input

Public input involved individual one-on-one meetings and group meetings with a variety of community stakeholders. There were also four times set up as an open house for anyone wanting to discuss parking, the first two on June 10th from 11:00am-12:00pm and then again from 5:00pm-6:00pm and the second two on June 11th from 10:30am-12:00pm and again from 2:00pm-4:00pm. Stakeholders were selected by City staff and a general call to the community to represent a broad cross section of parties involved in the downtown. The cross-section of stakeholders spans local business people, residents, non-profit organizations, and Growth Alliance members. The stakeholder meetings and interviews provided consultant staff with individual perspective on parking issues in Fort Dodge.

A joint SSMID-City Council workshop was held at City Hall at 6:00pm on June 18, 2014 for anyone wanting to discuss parking concerns. A brief explanation of the project was given and then the group was asked to discuss their concerns with downtown parking. Comments from this meeting can be found in **Appendix B**.

Topics that came up during the discussions include:

- Relative convenience of parking and walking distances
- Meters and paid parking
- Enforcement policies
 - Too many tickets
 - Parking enforcement singling out people for tickets
 - Enforcement is not consistent
- Handicap parking, is there enough?
- Wayfinding signs
- Need for additional parking
- Courts and juror parking
- Downtown parking is becoming an issue for future development
- Cost of employee parking

Three surveys were developed to gain additional public input. The surveys were directed toward Business Owners/Managers, Employees and the General Public. These surveys were available on the City's website. The surveys collected are as follows:

- **Business Owner:** 14 Responses
- **Employee:** 57 Responses
- **Customer:** 139 Responses

The surveys included a series of questions pertaining to how individuals traveled downtown, where they parked, how many businesses they visited, and how long they stayed. These questions along with

business specific questions on size of commercial area, number of employees, hours of operation and number of customers helped Rich & Associates understand parking issues in the downtown.

Additional questions provided an opportunity for participants to offer an opinion on various aspects of the parking system. Questions ranged from enforcement to overall parking adequacy. Results of the opinion based questions are located in the **Appendices C, D and E**.

Section 4 - Recommendations

Introduction

The recommendations presented here are intended to enhance the existing supply of parking through operational, management, parking pricing and allocation changes. While aimed primarily at increasing the efficiency of the parking system, the recommendations are comprehensive and provide a holistic approach to improving parking in the downtown today and provide a plan for accommodating future infill and development of the downtown study area. These recommendations are intended to help Fort Dodge follow their goals for the parking system which are listed below.

To address the concern over a lack of downtown parking, the city established a public parking system. The four key components listed are:

- 1. **Self Sustaining** – The system must support itself. This includes any maintenance, upgrades or modifications to the system. If not, then the community’s tax payers bear the burden to support it rather than the users of the system.*
- 2. **Customer Friendly** – To be efficient, a public parking system should be designed to generate turn over in the parking stalls. Providing the opportunity for customers to park as close as possible to a business is important. Parking lots for employees should be within a reasonable distance from their workplaces. On-street and off-street parking are all part of this public parking system.*
- 3. **Cost Friendly** – The parking system must be cost friendly to all users, including customers and employees, while still providing sufficient revenue to be cost neutral.*
- 4. **Enforceable** – The system must be designed so that it is enforceable. If not, the fragile system breaks down.*

The recommendations in this section are a set of tools that Fort Dodge staff can use to manage the parking system. Fort Dodge will also be given the demand matrix chart (**Table 2H**) to maintain and manage the parking surplus and deficit in the downtown. This chart can be updated with new development, vacancy or in-fill, and any changes to the parking inventory. The chart allows Fort Dodge to understand the impacts of potential development and allocate parking and durations to meet the needs in the downtown.

A parking system is not just about parking vehicles, it also involves the walkability of a downtown, signage, enforcement, lighting as well as marketing parking to business owners, employees and customers/visitors. The utilization of lots can depend on any or all of these factors, as well as the overall condition of a lot. Fundamentally, these issues can impact a parking system and therefore downtown economics in general.

All recommendations within this section, whether used individually or as a package of system wide improvements will aid Fort Dodge in creating a parking system. With a unified approach however, Fort

Dodge will be best prepared to address parking related issues and handle new development now and in the future.

Some of these recommendations can be implemented with little or no cost to the City and others will take significant budgeting and time to complete. The **Recommendations** section of the report focuses on policy and actions to the current parking system where the **New Parking** section addresses new parking options and timing.

Downtown Parking Implementation Plan

Downtown Parking Study Implementation Plan		Recommendation Type			Time Frame			
		Policy Action	Action Strategy	Project Initiatives	Immediate Action	0-3 Years	3-6 Years	6-10 Years
Recommendations								
1. Pedestrian Enhancements								
1.1	Identify and expand the brick sidewalks throughout the study area. Additionally identify and fix sidewalks and ramps, and paint/re-paint crosswalks throughout the study area.							
	a. Add additional lighting to lots and maintain lighting levels throughout the downtown.		√	√				√
	b. fix sidewalks		√	√		√		
	c. paint/repaint crosswalks			√		√		
1.2	Maintain clear pedestrian pathways in public lots and consider shared dumpsters in lots that have several businesses surrounding the lot.							
	a. maintain clear pedestrian pathways			√		√		
	b. shared dumpsters	√	√	√			√	
1.3	Maintain landscaping in lots, trim trees covering signs and any landscaping blocking sight lines. Work with local volunteers to fill planters with flowers or mulch and remove dead trees from lots.							
	a. tree trimming			√	√			
	b. landscaping lots		√	√		√		
1.4	Minimize surface lots and consider working with building owners to add art or murals to pedestrian alleys.		√	√			√	
1.5	Try to avoid areas of conflict with vehicles and landscaping, street furniture or post boxes.			√	√			
1.6	Add additional lighting to lots and maintain lighting levels throughout the downtown.		√	√		√		
2. Bicycle Parking								
2.1	Add additional bicycle racks to the downtown and follow the guidelines provided on new racks.			√		√		
3. Signage								
3.1	Rich & Associates recommends the addition of a family of parking wayfinding signs in addition to the currently used identification sign in the downtown.							
	a. location and direction signs		√	√		√		
	b. accompanying signs		√	√			√	
3.2	Place signs on each block face at the recommended distance or stickers on the meter poles to show the durations allowed to park.			√		√		
3.3	All of the parking signs should use the same text size and color scheme.			√		√		
4. Marketing								
4.1	Develop a flyer that can be distributed to businesses and can be carried by the Parking Enforcement Officers (POE).		√	√	√			
4.2	Specifically run a marketing campaign to get the word out about the Park Card.		√	√	√			
4.3	Continue to work with the court system using a brochure that can be sent out detailing where jurors should park.		√	√	√			
4.4	Market and promote bicycle use as an alternative to driving. Along with this, consider aiming to achieve the designation as a "Bicycle Friendly Community".							
	a. market and promote bicycle use	√	√	√		√		
	b. achieve the designation as a "Bicycle Friendly Community"	√	√	√			√	
5. Parking Duration/Allocation								
5.1	All of the on-street parking that is currently one hour should be converted to two hour parking.			√		√		
5.2	Lot # 7 should become a permit and metered lot when repairs are completed to make this lot more useable.		√	√		√		
6. Parking Lot Improvements								
6.1	Lighting along with introduction and directional signs need to be addressed in all public parking lots.		√	√		√		
6.2	An education program along with marketing the parking system will need to be a priority and it will need to be addressed consistently.		√	√	√			
6.3	As funding allows and after lighting and signs are addressed in all lots, it will be necessary to systematically move through the rest of the lots to make repairs, add additional signs, resurface, restripe and upgrade landscaping.		√	√			√	
7. Maintenance of Parking Spaces On-street and Off-street								
7.1	Develop a snow removal policy for streets, on-street parking, sidewalk, and lots and work with business owners to educate.	√	√	√	√			
7.2	Develop a maintenance schedule for the lots to keep up with maintenance needs and help budget yearly costs.	√		√		√		

Downtown Parking Study Implementation Plan		Recommendation Type			Time Frame			
		Policy Action	Action Strategy	Project Initiatives	Immediate Action	0-3 Years	3-6 Years	6-10 Years
Recommendations								
8. Barrier Free Parking								
8.1	There are four lots (#2/3, #6, #7 and #12) that currently need barrier free spaces.			√	√			
8.2	All barrier free parking should be marked consistently with the same color and signs.			√	√			
8.3	Some barrier free spaces have meters in the lots and some do not making it confusing when parking. If a space requires a permit or a payment to the meter, signs need to clearly give direction.			√	√			
8.4	In order to reach the 2 percent benchmark in the Iowa ADA on-street parking guidelines, Fort Dodge needs to install one additional on-street barrier free space.	√		√	√			
9. Create a Sinking Fund for Maintenance and Upgrades to the Parking System								
9.1	Create a sinking fund for maintenance and upgrades to the parking system. We recommend putting aside \$25.00 per parking space per year.	√			√			
10. Discourage the Development of Any New Private Parking Lots in the Downtown								
10.1	Though the City currently controls 53% of the available parking in the downtown it is recommended that this number remain closer to 60% to help facilitate the re-occupancy of vacant space along with the ability to pro-actively reallocate parking for new developments.	√	√				√	
10.2	The City should work with private parking owners to allow for public shared use of the private parking areas where possible.	√	√				√	
11. Parking Enforcement								
11.1	Currently there is not a parking shortage and the parking supply is averaging at a peak occupancy under 40 percent, so there is not yet a need to increase the number of PEO's. When the occupancy is closer to 70-75 percent during peak occupancy there will be a need for additional staff.		√				√	
11.2	PEO's should use handheld parking ticket writers that track license plate numbers and print tickets.			√			√	
11.3	PEO's should be dedicated to parking duties, only being reassigned during emergencies or special circumstances that may arise.	√			√			
11.4	Street signs should indicate that parking is enforced from 8:00 a.m. to 5:00 p.m. Monday – Friday in any and all areas where there is a limited duration or restrictions for parking.			√	√			
11.5	The Cushman used for parking enforcement has several problems and will need to be replaced in the near future. Plan for the replacement of the Cushman unit within the next 3 – 5 years and budget appropriately.		√	√			√	
12. Parking Fines								
12.1	Continue the practice of placing all parking revenues, including fines, parking permits, and meter revenue into the parking fund.	√						
12.2	The current parking fines are appropriate and do not need to be raised at this time. Review again in 3-6 years.		√				√	
12.3	Consider offering courtesy tickets when making any changes to the parking system, including the first few weeks of enforcement when a regular enforcement schedule begins again.	√				√		
12.4	It is recommended that the anti-shuffling ordinance be reworded, it is currently unclear.	√				√		
13. Meters and Charging for Parking								
13.1	Continue to place all parking revenue into the parking fund to pay for the maintenance and future upgrades to the parking system in the downtown.	√						
13.2	Use the POE's as ambassadors of the downtown to help with the education process and teach parkers how to use the meters. The POE's can also help market the Park Card which makes it easier to pay for parking.	√	√	√	√			
13.3	Consider expanding the two hour meters to the North side of Central Avenue between N. 6 th Street and N. 4 th Street because these spaces are not turning over. The City will need to monitor the turnover and occupancy of the downtown over the next three years to help determine when to add additional meters.		√	√		√		
14. Parking Requirements for Zoning								
14.1	It is recommended that Fort Dodge change their D-1 Core parking requirement for multi-family to 1 space/unit.	√			√			
14.2	A residential parking permit program should be developed for existing residential developments and any residential units located above existing businesses.	√	√	√	√			

1. Pedestrian Enhancements

Pedestrian movement is an important aspect of parking. It is difficult to get people to park beyond the front door of their destination if there are any concerns regarding personal or vehicle safety, or the experience is not pleasant. Lighting and landscaping can greatly change the perception of safety in lots and along sidewalks.

1.1 Minimize pedestrian and vehicular interaction by creating a clear differential between the street and sidewalk. This can be done using texture, colors, trees, or planters between the sidewalks and streets. It is also important to provide handicap accessibility at all intersections. When all sidewalks are accessible, it is then possible for someone with less mobility to park at an available non- barrier free designated parking space when all barrier free spaces are full.

There are multiple sidewalks in the downtown that need updated ramping and concrete repairs. There are also crosswalks that need repainting and some that are not hatched or painted.



Fort Dodge uses colored brick to create a clear differential between the roadway and the sidewalks. Continue this practice throughout the downtown.



There are several sidewalks and ramps that need maintenance and concrete work within the study area.

1.2. Maintain clear pedestrian pathways in lots and maintain striping. Consider shared dumpsters and enclosures for the dumpsters in and around all city lots, limiting the number of dumpsters allowed. Lot #12 had small trash bins left on the sidewalks which make the sidewalks unusable. All City lots have several businesses boarding the lots which can create multiple dumpster locations near the parking areas. Shared dumpsters with enclosures can help cut down on the smell and minimizes the unsightliness of multiple dumpsters. This change would provide one shared enclosed dumpster along with a compacter or recycling dumpster per lot. There are several communities such as Ferndale, MI and Naperville, IL that have created a shared dumpster plan to clean up public parking lots.



This is an example of a clearly defined walkway within a parking lot in lot #11. The striping should be maintained on an annual basis.



This walkway in lot #12 is ramped, though a vehicle can park on the walkway defeating the purpose.



There are multiple trash receptors located on this sidewalk in lot #12.

1.3 Work to maintain landscaping in all public lots. Keep landscaping trimmed around signs in lots and on-street allowing better visibility. Maintain clear sight lines for vehicles entering and exiting parking lots. Parking areas are important, though large parking lots without landscaping can be viewed as unsightly and unsafe. Work with community groups like Pride in Community Appearance (PICA) and local business associations to fill planters with flowers or mulch making the lots more appealing. Remove any dead trees in the lots that left and unattended could create a hazard. Both Lot #9 and 12 had trees that need to be removed.



Trees need to be trimmed around signs both on-street and off-street.



Work with local business associations and volunteer groups to fill and maintain flower beds.



This flower bed adds color and creates an inviting walkway.



Maintain trees in the parking lots and remove dead trees to avoid potential hazards.

1.4 Minimize surface lots and large breaks between buildings to promote walking in the downtown. People tend to walk further without complaint if the walk is pleasant enjoyable and engaging. Landscaping, murals, art and decorated store windows tend to create an experience worth walking. Consider working with building owners to add murals or art to the pedestrian walkways.



These two pictures represent good examples of how to use breaks between buildings. These pedestrian alleyways are both well lit and provide an inviting walkway to a parking lot behind the buildings. These alleys shorten the distance a parker has to walk to their end destination.

1.5 Try to avoid areas of conflict with vehicles and landscaping, street furniture or post boxes.



This curb should be painted yellow or the post box should be moved. A passenger in a vehicle will most likely hit the post box or not be able to open their door if parking in this space.

1.6 Add additional lighting to lots and work to maintain lighting levels on sidewalks throughout the downtown. Try to be consistent with lighting fixtures throughout the downtown to help clearly define the downtown area. Schedule cleanings of light lenses and have someone maintain the lights on a regular basis to keep all lights functioning.

Recommendation Cost & Action Time

1.1 Identify and expand the brick sidewalks throughout the study area. Additionally identify and fix sidewalks and ramps, and paint/re-paint crosswalks throughout the study area.

Cost: Brick sidewalks throughout the downtown- to be determined, fix sidewalks and ramps – to be determined depending on number, paint/re-paint crosswalks \$1,000-\$4,000 per intersection.

Action Time: Expand brick sidewalks – 6-10 years, fix sidewalks – 0-3 years, paint/re-paint crosswalks – 0-3 years with continued maintenance.

1.2 Maintain clear pedestrian pathways in public lots and consider shared dumpsters in lots that have several businesses surrounding the lot.

Cost: Striping out no parking zones that vary in size \$300-500 per area, Shared dumpsters would include dumpster enclosure and collection of dumpster fees from agreements.

Action Time: Maintain clear pedestrian pathways – 0-3 with continued maintenance, Shared dumpsters – begin the process in 3-6 years.

1.3 Maintain landscaping in lots, trim trees covering signs and any landscaping blocking sight lines. Work with local business associations and volunteers to fill planters with flowers or mulch and remove dead trees from lots.

Cost: Tree trimming and removal of dead trees – Cost is minimal, Landscaping - To be determined based on levels of volunteer help.

Action Time: Tree trimming – Immediate Action, Landscaping - 0-3 years with continued maintenance

1.4 Minimize surface lots and consider working with building owners to add art or murals to pedestrian alleys.

Cost: Potentially minimal to no cost if working with local arts program or grant funding.

Action Time: 3-6 years

1.5 Try to avoid areas of conflict with vehicles and landscaping, street furniture or post boxes.

Cost: Minimal

Action Time: Immediate Action

1.6 Add additional lighting to lots and maintain lighting levels throughout the downtown.

Cost: To be determined based on the number of lights needed and type of fixtures, look for potential grants for LED upgrades.

Action Time: 0-3 years

2. Bicycle Parking

Add bicycle racks to the downtown and encourage bicycle ridership. Having a safe and secure place to store a bicycle is paramount to successfully promoting the use of bicycles for downtown employees and customers who would otherwise commute using a motor vehicle.

It is recommended that Fort Dodge use the following guidelines on bicycle racks when choosing any additional racks for the downtown.

Guidelines on Bicycle Racks (*Bicycle Parking Guidelines, first edition 2002*):

- Racks should allow bike frame to make contact at two points.
- Should allow for more than one bike per rack.
- Needs to allow for popular “U” shape lock.
- Racks should be placed where they will not impede upon pedestrian traffic, though need to be readily identifiable.
- Should be clearly signed with a bicycle parking sign.



This is an example of a universal bicycle rack that meets the guidelines above.



This bicycle rack looks nice, though many bicyclists would not know that this is a rack.

Recommendation Cost & Action Time

2.1 Add additional bicycle racks to the downtown and follow the guidelines provided on new racks.

Cost: Racks are between \$100-\$300/rack depending on the size and number of racks.

Action Time: 0-3 years with continued maintenance

3. Signage

This recommendation focuses specifically on the parking wayfinding that leads customers and visitors to the public parking lots. There needs to be directional/location signs leading a driver to the public parking areas. It is difficult to know if the parking lots are public or private. All public parking lots should have identification parking signs listing the name of the lot, who can use the parking, the duration of parking, the hours of operation and the hours of parking enforcement. This lack of identification creates issues with marketing and wayfinding.

Best Practice for Parking Signage

Rich & Associates has established a best practice for vehicle and pedestrian wayfinding parking signage. These best practices have been developed by observing successful signage in other communities and through signage programs that we have developed. Fort Dodge has a variation of many of these signs, though all are listed to show how all of the sign types work together.

3.1 As a best practice, the following four types of parking signs that increases drivers' wayfinding experience are strongly recommended. It should be noted that sign color, size design and placement may be impacted by local, county or State highway department's regulations.

Directional/Location:



Directional-parking signage is distinct in color, size and logo and directs drivers to off-street parking areas. Parking location signage complements the directional parking signage. The signs have arrows pointing to the off-street lots. The signs are mounted on poles at standard heights, on the streets.

Identification:



Identification signage is placed at the entry of each parking lot. The name of the parking area is identified and the type of parking available as well as hours of enforcement and the hours of lot operation is listed on the signage. The identification signage is distinctive in color and size, and it is located on a pole at a lower height.

Vehicular Wayfinding: Vehicular wayfinding signs are placed at points in the downtown leading drivers to places of interest and parking locations. The sign also points out the various landmarks or attractions that can be found. These types of signs are placed at locations easily found by a driver and are intended to help a driver orient themselves to the downtown area.



Pedestrian Wayfinding: Pedestrian wayfinding signs or kiosks are placed at the points of pedestrian entry/exit to parking lots. Typically a map illustrating the downtown area that points out the various shops or attractions. These types of signs are placed at locations easily found by a pedestrian and are intended to help that person orient themselves to the downtown area, to locate their destination and then be able to return to where they parked.



Rich & Associates recommends the addition of a family of parking wayfinding signs in addition to the currently used identification sign in the downtown. Use the current identification signs at the entrance of all lots letting customers and visitors of the downtown know what lots are public, the use restrictions and hours of operation.

3.2 The one and two hour on-street parking signs should be spaced at approximately every 100ft – 120ft. There are not any signs on block faces with meters making it difficult to know what the time durations are for on-street parking without getting out of a car to read the meter. Place signs on each block face at the recommended distance or stickers on the meter poles (examples shown below and on the following page) to show the durations allowed to park.



3.3 All of the parking signs should use the same text size and color scheme. There are currently different styles of parking signs. The text should remain consistent on all parking signs for both two hour and 15 minute (we are recommending that all one hour on-street parking be converted to two hour so this will eliminate the need for one hour signs). All permit parking signs should all be updated to look like the new permit parking signs. The meter parking signs should be replaced with duration signs telling the parker how long they can park before they get out of their car only to find that the allowed duration does not meet their needs.



Recommendation Cost & Action Time

3.1 Rich & Associates recommend the addition of a family of parking wayfinding signs in addition to the currently used identification sign in the downtown.

Cost: Signage packages vary in price depending on the type of sign, design and number of signs. Typically prices are in a range of \$50,000-\$150,000 for the package of signs.

Action Time: Location and direction signs – 0-3 years, accompanying signs – 3-10 years with continued maintenance

3.2 Place signs on each block face at the recommended distance or stickers on the meter poles to show the durations allowed to park.

Cost: Signs – cost varies \$30 - \$75, Stickers - \$.80 - \$1.00 non reflective and \$ 1.05 - \$8.00 reflective.

Action Time: 0-3 years with continued maintenance

3.3 All of the parking signs should use the same text size and color scheme.

Cost: Included in signage package.

Action Time: 0-3 years

4. Marketing

Marketing is a key aspect of a successful parking system. Marketing should be done whenever there is a change to the parking system and should be directed towards downtown employees, business owners, residents and customers and visitors of the downtown. It is important to help encourage downtown employees to park in the long term parking areas, leaving the most valuable on-street parking for customers and visitors. Additionally, an individual's perception of Fort Dodge is greatly enhanced if they know ahead of time where they can park and what the parking fees are.

Marketing materials can include direct mailings, brochures, maps, kiosks, on-line web pages and articles in magazines and newspapers. Information contained in the marketing materials should include location, up-coming changes, pricing, regulations, fine payment options and any other information relating to the parking system.

Flyers that list the downtown businesses included with a map showing parking areas and key attractions work well to market both the businesses and the parking system. The flyer is even more beneficial if it includes the durations of parking both on-street and off-street.

4.1 Develop a flyer that can be distributed to businesses and can be carried by the Parking Enforcement Officers (PEO). The flyer should be available on the City website, SSMID as well as any other business association in Fort Dodge. Rich & Associates used the Fort Dodge base map for parking locations and added current parking regulations and prices to create an example of a detailed flyer and parking map shown on pages 59-60. This flyer is intended to be specific to parking in the downtown including locations of bicycle racks and transit stops. Consider selling space to businesses on the flyer to help cut costs of printing.

4.2 Specifically run a marketing campaign to get the word out about the Park Card. This card is a convenient way to pay for parking and not have to worry about change for meters.

4.3 Continue to work with the court system sending out flyers detailing where jurors should park.

4.4 Develop a marketing program to promote bicycle use as an alternative to driving. Consider aiming to achieve the designation as a "Bicycle Friendly Community" recognized League of American Bicyclists to assist in this program. Host a special event to promote bicycle ridership in a City wide effort to use alternative modes of transportation. This will in turn cut down on the number of parking spaces needed.

Marketing Bicycle Ridership

- Federal law provides tax incentives to bike to work which are explained by The League of American Cyclists, <http://www.bikeleague.org/news/100708faq.php>.

- There are several communities throughout the U.S. that participate in National “Ride Your Bike to Work Day/Month” in May. Information can be found through the League of American Bicyclists www.bikeleague.org.
- Source of possible grant funding through Bikes Belong Coalition, <http://bikesbelong.org>.
- Pedestrian and Bicycling Information center is a helpful link that offers advice on funding and marketing bicycling in downtowns. <http://www.bicyclinginfo.org>.
“Communities that are bicycle-friendly are seen as places with a high quality of life. This often translates into increased property values, business growth and increased tourism. Bicycle-friendly communities are places where people feel safe and comfortable riding their bikes for fun, fitness, and transportation. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness” www.bicyclefriendlycommunity.org.

Recommendation Cost & Action Time

- 4.1 Develop a flyer that can be distributed to businesses and can be carried by the Parking Enforcement Officers (PEO).

Cost: \$ 500-\$1,000 for flyers with \$1,000 annually for ongoing maintenance.

Action Time: Immediate Action and continue yearly

- 4.2 Specifically run a marketing campaign to get the word out about the Park Card.

Cost: \$300-\$500 initially and then wrap into cost of annual marketing.

Action Time: Immediate Action and continue yearly

- 4.3 Work with the court system to develop a brochure that can be sent out detailing where jurors should park.

Cost: Courts should fund this marketing effort, the City provides the parking at no cost to the courts.

Action Time: Immediate Action and continue yearly

- 4.4 Develop a marketing program to promote bicycle use as an alternative to driving. Along with this, consider aiming to achieve the designation as a “Bicycle Friendly Community”

Cost: \$300-\$500 initially and then wrap into cost of annual marketing.

Action Time: Promote bicycle use – 0-3 years, Aim to achieve designation as “Bicycle Friendly Community” – 3-10 years

Parking in Downtown Fort Dodge



Information Guide and Map



www.fortdodgeiowa.org

Where Can I Park?

Parking Lots

There are eight public parking lots available throughout the downtown. Please take note of the signs and park accordingly. Depending upon the lot, monthly permit fees are \$0, \$15 or \$35. Meter rates in the parking lots range from \$.10 to \$.20 per hour. Annual permits are sold at a discount (equivalent to one month's fee). Meters accept coins and ParkCards.

ParkCards can be purchased in the City Clerk's office and pre-loaded for the amount desired.

On-Street

Parking throughout the downtown is permitted on many streets. If on-street parking is permitted, meters and/or pavement markings outline authorized parking stalls. Meters are in effect on Central Avenue from 7th Street to 10th Street. They are also on each of those side streets, one block north and south of Central on 7th, 8th, 9th and 10th Streets. On-street meters are \$.25 per hour, with a two hour time limit. Meters accept coins and ParkCards.

ParkCards can be purchased in the City Clerk's office and pre-loaded for the amount desired. Often, one meter monitors two spots, to reduce the number of meters along the street. For information on how to use the meters, click here.

On-street parking areas without meters have signs along the street indicating the parking time limits. They vary based on location, typically being 1 to 2-hour parking.

Alley

Parking is not allowed in alleys. Alleys are designed and intended for commercial vehicle loading and unloading only.

Violations

Both permit and meter parking violations will incur a \$15 fine. Cited vehicles may receive a ticket every hour that they remain in violation.

Contact Us

Municipal Building 819 1st Avenue South
Fort Dodge, IA 50501
515-573-7144
515-573-5751

Additional Information:

The Fort Dodge Police Department is responsible for all on street and parking lot enforcement.

On street parking is timed parking with most spaces allowing either one hour or two hour parking. Most parking lots owned by the City are controlled by parking meters but a monthly parking permit may be obtained from the City Clerk's Office.

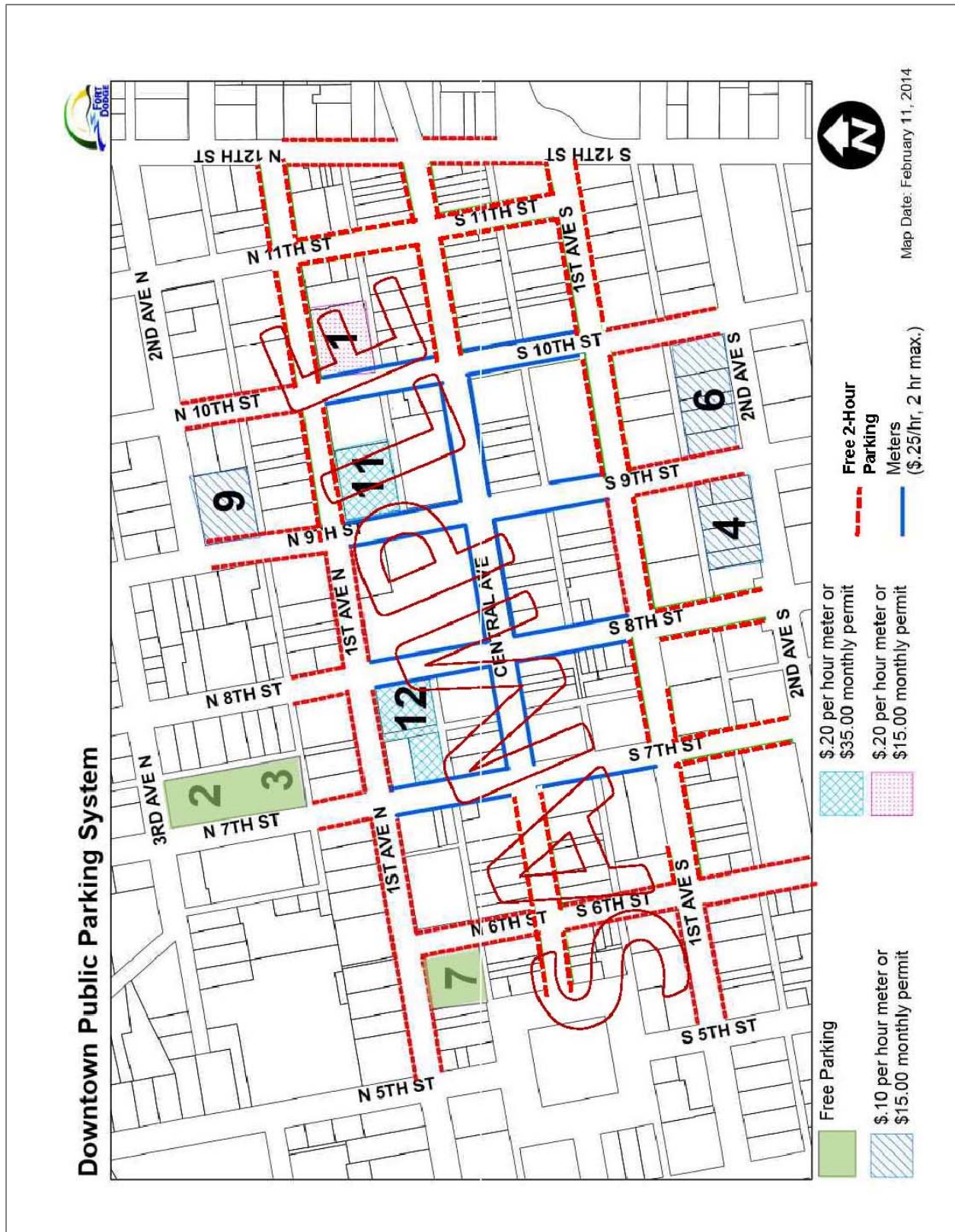
To Purchase Permits or ParkCards



Contact:

City Clerk's Office
First Floor, Municipal Building
819 1st Avenue South
Fort Dodge, Iowa
Phone: 515-576-4551.





5. Parking Duration/Allocation

On-Street

Two hour parking should be the dominate duration for on-street parking as it suits the needs of the majority of customers and visitors. Individuals requiring more than two hours should be directed to off-street parking areas. The other duration that should be found on-street is 15 or 30 minute parking for use as pick-up and drop off spaces. The 15 or 30 minute spaces should be located as either the first or last space on the block face where needed. These spaces do not belong to a specific use, rather the space is for anyone who has a short term errand or quick pick up.



Long term (4 hours or more) parking is acceptable in areas where turnover is not the desired effect. This parking can be used for additional employee or customer/visitor parking. This parking typically does not support retail businesses in a downtown. An example of this is the unrestricted parking along the outskirts of the core downtown.

5.1 All of the on-street parking that is currently one hour should be converted to two hour parking. This will make the parking easier to enforce and it will be easier for a customer coming to the downtown to know that all short term on-street parking is two hour unless otherwise marked as 15 or 30 minute stalls.

Off-Street

The majority of the off-street parking should be long term for customers and visitors who plan on spending longer periods of time in the downtown. Off-street parking is where employees of downtown businesses should park.

The lots are currently long term parking both permit and metered. This is a best practice and should continue. The downtown parking lots need updates including lighting, signs, resurfacing, striping and better marketing to increase the usage of the lots. Currently the lots are underutilized and there are not directional signs leading a parker to the lots. Improvements to the lot are discussed further in Pedestrian Enhancements, Marketing, and Signage recommendations.

5.2 Lot #7 is currently free with unrestricted parking. This lot needs updated lighting and surface repairs. When re-surfacing and fixing the lot this lot should be converted to a permit and metered lot. This will leave lot #2/3 as a free lot for those who are willing to walk further for free parking.

Recommendation Cost & Action Time

5.1 All of the on-street parking that is currently one hour should be converted to two hour parking.

Cost: Signs will need to be replaced.

Action Time: 0-3 years

5.2 Lot # 7 should become a permit and metered lot when repairs are completed to make this lot more useable.

Cost: Approximately \$3,500-5,000/space for construction cost to build a brand new lot.

Action Time: 0-3 years depending on budget

6. Parking Lot Improvements

In order for the parking system to function properly parking areas need to be updated. Intended purpose of a municipal lot is to provide a safe and convenient place for long term parking. This parking is provided to meet the needs of both employees of the downtown as well as customers and visitors who want to spend more than two hours downtown.

6.1 The first priority for parking lot improvements is that all publicly available parking lots need to be clearly signed as public parking with the hours of operation and any use restrictions posted at the entrance to the lot. The lots need to be well lighted with clear pedestrian pathways. Most lots in the downtown could use additional lighting. The lighting and lot identification deficiencies are key components that need to be addressed first to try and encourage more long term parkers to move their vehicles off-street and park in the lots provided.

6.2 Currently most of the public lots are underutilized because on-street parking is available and more convenient to business owners and employees are parking on-street. There are a few blocks at certain times of the day where parking on-street is tight, though it is typically not difficult to find an on-street space. In stakeholder interviews along with survey responses, several people admitted to the practice of parking on-street. As vacant space is re-occupied and additional developments come downtown this habit of parking on-street will become a detriment to retail businesses success. An education program along with marketing the parking system will need to be a priority consistently addressed.

6.3 As funding allows and after lighting and signs are addressed in all lots, then it will be necessary to systematically move through the lots to make necessary repairs, add additional signs where needed, resurface, restripe and upgrade landscaping in each lot. Lot #2/3 should have the lighting addressed with the other lots, though this lot should be the last lot repaired because this is a free lot and the revenue producing lots should be the priority.

Recommendation Cost & Action Time

6.1 Lighting along with introduction and directional signs need to be addressed in all public parking lots.

Cost: Several lights and signs approximately \$3,500/pole.

Action Time: 0-3 years

6.2 An education program along with marketing the parking system will need to be a priority and it will need to be addressed consistently.

Cost: Under marketing recommendation.

Action Time: Immediate Action and continue yearly

6.3 As funding allows and after lighting and signs are addressed in all lots, it will be necessary to systematically move through the rest of the lots to make repairs, add additional signs, resurface, restripe and upgrade landscaping.

Cost: Resurfacing, re-striping, curb work, signs depending on level of work needed.

Action Time: 3-6 years

7. Maintenance of Parking Spaces On-street and Off-street

Several stakeholders complained about snow removal for the on-street parking spaces and parking lots. There were several who voiced their concerns that on-street parking appeared not to be a priority and that the snow from the road is pushed onto the sidewalks. They also stated that there is not anywhere to shovel the snow from the sidewalk and so there ends up being a wall of snow along the meters, making it difficult for customers to park and walk to their businesses. Some stakeholders stated that the parking lots are not always plowed and walkways were not maintained in a timely manner, making it difficult to park for work.

7.1 A policy needs to be developed stating how and when snow is removed in the downtown business district that goes along with the Snow Removal Operations Ordinance number 2189 that was amended on November 13, 201. Business owners should be made aware of where snow should be piled and there should be an approximate number of days in which the City would return to remove the snow piles from the sidewalks. Once the policy is created work with business owners to educate and inform.

7.2 Develop a maintenance schedule for the lots to keep up with maintenance needs and help budget yearly costs. This should include trash removal, sweeping, meter maintenance (pole painting, lens cleaning, stickers, batteries, mechanical cleaning), meter collection, striping, lighting (lens cleaning, bulb replacement) signs, landscaping and tree trimming. A rotating schedule should be developed with daily, weekly, monthly and annual tasks to assure proper maintenance is completed.

Recommendation Cost & Action Time

7.1 Develop a snow removal policy for streets, on-street parking, sidewalk, and lots that goes along with the Snow Removal Operations Ordinance number 2189 that was amended on November 13, 2013. Work with business owners to educate.

Cost: Minimal.

Action Time: Immediate Action

7.2 Develop a maintenance schedule for the lots to keep up with maintenance needs and help budget yearly costs.

Cost: Minimal.

Action Time: 0-3 years

8. Barrier Free Parking

8.1 There are four lots (#2/3, #6, #7 and #12) that currently need barrier free spaces. The chart below shows the parking capacity for each lot along with the number of ADA required barrier free spaces, the number of provided barrier free spaces and the surplus/shortfall of spaces in each lot. In providing barrier free spaces, the spaces required in one lot can be provided in another lot if they would be along a more accessible pathway. However, the aggregate total of lots must be provided.

Number of Barrier Free Stalls in Public Lots

Block #	Lot	Total Capacity	# of ADA Barrier Free Spaces Required	# of Barrier Free Spaces Provided	Surplus/ Shortfall
1	Lot 2/3	132	5	0	-5
3	Lot 9	56	3	3	0
7	Lot 1	59	3	3	0
8	Lot 11	54	3	3	0
10	Lot 12	67	3	1	-2
12	Lot 7	45	2	0	-2
28	Lot 6	82	4	3	-1
27	Lot 4	133	5	5	0
				Total	-10

8.2 All barrier free parking should be marked consistently with the same color and signs. Following Iowa ADA code (*Parking for Persons with Disabilities, Chapter 321L.5, Location and Requirements*) all

spaces should be designated with both a sign and with the universal handicap symbol painted in yellow or white with an optional blue background.

8.3 Some barrier free spaces have meters in the lots and some do not making it confusing when parking. If a space requires a permit or a payment to the meter, signs need to clearly give direction.

8.4 Currently, Iowa ADA guidelines require “Cities which provide on-street parking areas within a business district shall by ordinance define and establish a business district or district and shall designate not less than two percent of the total parking spaces within each business district as persons with disabilities parking spaces.” (*Parking for Persons with Disabilities, Chapter 321L.5, Location and Requirements*) There are currently 17 barrier free spaces on-street which is 1.8 percent of the 942 on-street spaces. In order to reach the 2 percent benchmark Fort Dodge needs to install one additional on-street barrier free space.

Recommendation Cost & Action Time

8.1 There are four lots (#2/3, #6, #7 and #12) that currently need barrier free spaces.

Cost: Approximately \$450-\$550 per space.

Action Time: 0-3 years

8.2 All barrier free parking should be marked consistently with the same color and signs.

Cost: To be determined.

Action Time: 0-3 years

8.3 Some barrier free spaces have meters in the lots and some do not making it confusing when parking. If a space requires a permit or a payment to the meter, signs need to clearly give direction.

Cost: Minimal.

Action Time: Immediate Action

8.4 In order to reach the 2 percent benchmark in the Iowa ADA on-street parking guidelines, Fort Dodge needs to install one additional on-street barrier free space.

Cost: Approximately \$450-\$550 per space.

Action Time: 0-3 years

9. Create a Sinking Fund for Maintenance and Upgrades to the Parking System

9.1 Create a sinking fund for maintenance and upgrades to the parking system. We recommend putting aside \$25.00 per parking space per year. Based on 1,598 City owned parking spaces within the study area, the set aside would be approximately \$39,950 annually. The parking fund is further discussed in the **Charging for Parking** recommendations.

Recommendation Cost & Action Time

9.1 Create a sinking fund for maintenance and upgrades to the parking system. We recommend putting aside \$25.00 per parking space per year.

Cost: Approximately \$39,950 annually.

Action Time: Immediate Action

10. Discourage the Development of Any New Private Parking Lots in the Downtown

A parking system works best when the parking can be shared and the Municipality is in control of 50 percent or more of the available parking in the downtown. This is important because it allows shared use parking. The City can then manage, regulate and enforce the parking more efficiently, keeping these costs down and benefiting the downtown economically. Fort Dodge controls 53% of the parking meeting this benchmark.

When parking spaces are reserved for specific businesses or uses and are not available for multiple businesses in the downtown they often go unused for the majority of the day. While the parking demand analysis showed that there is an overall sufficient parking supply, the availability of shared use parking is vital for downtown businesses to succeed. Lack of available shared use parking makes it difficult for a customer/visitor of the downtown to visit more than one location when the parking is reserved for specific uses. This also makes it difficult to provide a sufficient amount of employee parking off-street.

10.1 Though the City currently controls 53% of the available parking in the downtown it is recommended that this number remain closer to 60% to help facilitate the re-occupancy of vacant space along with the ability to pro-actively reallocate parking for new developments.

10.2 The City should work with owners of private lots to allow for public shared use of the private parking areas where possible. There are several private lots in the downtown that remain unused throughout the day and could serve to augment the available supply if opened for public use.

Recommendation Cost & Action Time

10.1 Though the City currently controls 53% of the available parking in the downtown it is recommended that this number remain closer to 60% to help facilitate the re-occupancy of vacant space along with the ability to pro-actively reallocate parking for new developments.

Cost: Potentially would require cleaning of lot and cost of agreement.

Action Time: 6-10 years

10.2 The City should work with private parking owners to allow for public shared use of the private parking areas where possible.

Cost: See above

Action Time: 6-10 years

11. Parking Enforcement

Parking enforcement is an important component of a parking system that is designating on-street parking for customers and visitors. By differentiating the time limits of parking between off and on-street parking, we are helping to ensure that customers and visitors always have adequate and convenient parking. However, it is necessary to enforce the parking time limits in order for the allocation to work.

Enforcement of time restrictions and other regulations should follow the posted day and time in the entire downtown. Within reason, the enforcement staff cannot choose who gets a ticket. Everyone in violation is treated equally. Parking regulations are necessary and implemented to increase the efficiency of the parking system by allocating certain parking areas to specific users. When the regulations are not followed the system efficiency is degraded.

Parking Enforcement Officers (PEOs') staffing levels need to be adequate to ensure that parking is routinely monitored for the majority of the duration of the applicable regulations according to the day of the week. Specifically, one PEO can monitor between 600 and 800 parking spaces per day. This ratio assumes the use of handheld ticket writers for electronic chalking of vehicles covering a mixture of long and short term parking. If an individual is in a vehicle, one person can then typically monitor a specified route of 600 to 800 parking stalls up to four times during a standard shift.

Currently the parking enforcement is managed through the Police Department and conducted by two part time enforcement officers. The PEO's are scheduled on opposite days and follow specified routes

using chalk at unmetered spaces and handwriting parking tickets. They use a Cushman three wheeled vehicle. The officers work from 9:00am – 4:00pm with varying schedules Monday - Friday.

If parking enforcement is done consistently there is no need to have full time PEO's or to cover every space for every hour of the enforcement time. It is important to maintain a level of staffing to cover the entire parking supply though this can be done randomly. As much as budgeting allows Fort Dodge should follow the recommendations below for parking enforcement.

11.1 Staffing should be at a level adequately to assign one officer to monitor between approximately 600-800 parking spaces per shift. This allows routing of the officers so that a complete circuit is followed every two hours (as permitted with scheduling) in the downtown area. There should be multiple routes with varied times so that patterns are not developed allowing patrons to know when and where to park avoiding a citation.

There are 1,598 public spaces both on-street and off-street within the study area though only 1,061(582 on-street and 479 off-street) spaces require monitoring. Currently there is not a parking shortage and the parking supply is averaging a peak occupancy under 40 percent, so there is not yet a need to increase the number of PEO's. When the occupancy is closer to 70-75 percent during peak occupancy there will be a need for additional staff.

11.2 PEO's should use handheld parking ticket writers that track license plate numbers and print tickets. Handheld units increase efficiency by storing the license plate numbers of vehicles, thus negating the need to physically chalk tires. This allows enforcement to occur during inclement weather, whereas marking tires with chalk cannot be done in rain or snow because the chalk does not mark well on a wet tire. When using the handheld device every parking space, whether occupied or not, when following a route is then entered into the handheld giving a time stamp of when the PEO checked the space. This helps ensure that a vehicle is not given a ticket before the posted duration.

Handheld units can also store a "hot list" such as stolen vehicle, warrants, previous offenders, shuffling of vehicles and unpaid tickets. If a vehicle needs booted or towed due to multiple unpaid tickets, the information will come up on the handheld unit. Software needs to be purchased to run a handheld system and process and file tickets. A cloud based back up or a "home base" where the handhelds can be downloaded and updated daily will also be required. There are several options of specific ticket writing units or much of the software written for enforcement can be used with tablets or smart phones. The units can also take pictures of the vehicle in violation.



Example of a handheld unit –
Casio IT-9000



Example of a handheld unit –
Motorola MC 75A



Example of a printer –
Zebra RW 420

11.3 PEO's should be dedicated to parking duties, only being reassigned during emergencies or special circumstances that may arise.

11.4 Street signs should indicate that parking is enforced from 8:00 a.m. to 5:00 p.m. Monday – Friday in any and all areas where there is a limited duration or restrictions for parking.

11.5 The Cushman currently being used for parking enforcement has several problems and will need to be replaced in the near future. Plan for the replacement of the Cushman unit within the next 3 – 5 years and budget appropriately.

Recommendation Cost & Action Time

11.1 Currently there is not a parking shortage and the parking supply is averaging at a peak occupancy under 40 percent, so there is not yet a need to increase the number of PEO's. When the occupancy is closer to 70-75 percent during peak occupancy there will be a need for additional staff.

Cost: N/A.

Action Time: When necessary, re-assess in three to six years.

11.2 PEO's should use handheld parking ticket writers that track license plate numbers and print tickets.

Cost: Depending on unit and software approximately \$5,000-\$10,000 per unit and then software and ticket tracking to be determined.

Action Time: 3-6 years or earlier if budget allows

11.3 PEO's should be dedicated to parking duties, only being reassigned during emergencies or special circumstances that may arise.

Cost: N/A.

Action Time: Immediate Action

11.4 Street signs should indicate that parking is enforced from 8:00 a.m. to 5:00 p.m. Monday – Friday in any and all areas where there is a limited duration or restrictions for parking.

Cost: Approximately \$75/sign.

Action Time: Immediate Action

11.5 The Cushman used for parking enforcement has several problems and will need to be replaced in the near future. Plan for the replacement of the Cushman unit within the next 3 – 6 years and budget appropriately.

Cost: \$9,000 - \$20,000 depending on make, model, size and options.

Action Time: 3-6 years

12. Parking Fines

The current parking fine schedule:

- Overtime parking ticket \$15.00
- Permits monthly \$15 or \$35
- Meters per hour \$0.10 or \$0.20

Rich & Associates have compiled information benchmarking Fort Dodge’s parking fines to other communities in the area and of similar size and activity. All communities responded except for Bettendorf and Ottumwa. See Table 2K on page 43.

Surveys were sent to:

- Clinton, IA
- Marshalltown, IA
- Mason City, IA
- Burlington, IA
- Bettendorf, IA
- Muscatine, IA
- Ottumwa, IA

12.1 The current parking fines are appropriate and do not need to be raised at this time.

12.2 Consider offering courtesy tickets when making any changes to the parking system, including the first few weeks of enforcement when a regular enforcement schedule begins again. From a public relations standpoint, Fort Dodge would benefit from issuing a Courtesy ticket alerting the parker of their violation and then explaining the rules for parking in the downtown including a map of labeled parking areas.

An example of a map and explanation of graduated fines, attached to parking tickets (including courtesy tickets) in Fort Collins.

12.3 It is recommended that the anti-shuffling ordinance be reworded, it is currently unclear. The La Crosse, WI anti-shuffling ordinance is cited below. This ordinance requires that a parker move to a different block face or different block after the posted time limit has expired to avoid a ticket. This ordinance is intended to move the habitual offender to the correct off-street parking lot and not just move their vehicle one space to avoid a ticket.

(2) In any area where parking on the street or in a parking ramp or lot is restricted to two hours or less at a time, and signs are properly posted to indicate such parking time limitation, any vehicle parked along a single block face, as herein defined, or in the same parking ramp or lot in excess of the time restriction, shall be considered to have continuously parked, and shall be subject to citation for violation of such parking time restriction. A block face shall be defined as one side of a single street between two consecutive intersecting streets. For example, the south side of the 300 block of Main Street would be a single block face, and the west side of 3rd Street between Main Street and State Street would be a single block face.

(3) The penalty for violating the provisions of Paragraph (1) shall be a forfeiture of \$130.00 plus applicable costs. (Ord. #3822 - 3/11/99; effective May 3, 1999)

La Crosse Municipal Code Chapter 9, Traffic Regulations 9.06 PARKING, STOPPING, OR STANDING, 1,2

Recommendation Cost & Action Time

- 12.1 Continue the practice of placing all parking revenues, including fines, parking permits, and meter revenue into the parking fund.
- Cost: N/A
- Action Time: Continue practice
- 12.2 The current parking fines are appropriate and do not need to be raised at this time.
- Cost: N/A.
- Action Time: 3-6 years, review again in three to six years.
- 12.3 Consider offering courtesy tickets when making any changes to the parking system, including the first few weeks of enforcement when a regular enforcement schedule begins again.
- Cost: Loss of fine revenue \$15.00/ticket
- Action Time: 0-3 years
- 12.4 It is recommended that the anti-shuffling ordinance be reworded, it is currently unclear.
- Cost: Minimal, staff time
- Action Time: 0-3 years

13. Meters and Charging for Parking

Generally, cities that have parking systems that are self sufficient rely upon revenue from several sources. This includes revenue from parking meters, permits and fine revenue. It is difficult if not impossible to build future parking downtown and have it fully amortize without a pooled system of revenue. This is why pooling all parking revenue is so important.

Based on parking Best Practices it is generally agreed that on-street parking should be reserved for customers and visitors. In areas that have little commercial activity, the on-street spaces can have longer durations of stay allowed. There is a body of information that has been prepared by Donald Shoup from UCLA that suggests that all on-street parking should be metered. The rationale, simply put, is that on-street parking is the most sought after and thus the most valuable parking. Therefore there should be a charge that places a premium on this type of parking. (*Donald C. Shoup, The High Cost of Free Parking. Chicago: Planners Press 2004*)

Further, it is suggested by Shoup, that revenue from parking meters should be used to cover parking operating expenses and that any net revenue go back into the downtown assessment area for things such as sidewalk cleaning, signs, lighting, banners etc. Parking revenue is then helping to pay for the upkeep of the downtown.

13.1 The parking fund should include all parking revenues, including fines, parking permits, and meter revenue. The goal is to eventually have the parking system fund itself. Continue the practice of placing all parking revenue (meters/park cards/gas tax, parking permits, and bonds and fines) into the parking fund to pay for the maintenance and future upgrades to the parking system. Add a sinking fund as recommended to help cover maintenance costs. This money is used to make improvements to the parking system such as handheld ticket writers, signs, striping, lighting and any other issues related to parking.

13.2 Parking meters help encourage turnover in a downtown. When used with proper enforcement and education these spaces are more often available for a customer of the downtown. Several people in the downtown are still not familiar with the parking meters and have some difficulty in using the meters that are for two spaces. Use the PEO's as ambassadors of the downtown to help with the education process and teach parkers how to use the meters. Consider changing the title of the PEO's to Parking Ambassadors. The ambassadors can help market the educate the parkers on how to use the meters, market the Park Card which makes it easier to pay for parking and in general help market the downtown.

13.3 As the downtown continues to grow there will be a need to expand the parking meters in the core downtown area from N. 12th Street down to S. 4th Street and from 1st Avenue North to 1st Avenue South. There is currently a request for parking meters on the North side of Central Avenue between N. 6th Street and N. 4th Street because these spaces are not turning over. This would make sense due to the

number of retail stores in this area. With lot #7 available for long term parking on the same block this would be a good location for two hour parking meters.

The City will need to monitor the turnover and occupancy of the downtown over the next three years to help determine when to add additional meters. There are currently not enough businesses in the core to expand the meters further at this point.

Recommendation Cost & Action Time

- 13.1 Continue to place all parking revenue into the parking fund to pay for the maintenance and future upgrades to the parking system in the downtown.

Cost: N/A.

Action Time: Continue the practice

- 13.2 Use the PEO's as ambassadors of the downtown to help with the education process and teach parkers how to use the meters. The PEO's can also help market the Park Card which makes it easier to pay for parking.

Cost: N/A

Action Time: Immediate Action

- 13.3 Consider expanding the two hour meters to the North side of Central Avenue between N. 6th Street and N. 4th Street because these spaces are not turning over. The City will need to monitor the turnover and occupancy of the downtown over the next three years to help determine when to add additional meters.

Cost: To be determined, cost will include concrete coring, meter poles, meter heads, and enforcement of the spaces.

Action Time: 0-3 years

14. Parking Requirements for Zoning

Many communities do not require parking for development in Downtown Business Districts. This is to encourage density, mixed land use and development in the downtowns. However, many communities do require residential developments to provide parking in a Downtown Business District. Residential parking can sometimes work as shared use parking though it is difficult to rent or sell units when there is not a dedicated parking space provided especially in an area that does not have multiple forms of public transportation. The standard parking generation ratio in non-transit oriented communities is 1.5-2.0 spaces/unit and in transit oriented communities it is typically 1space/unit or less.

During stakeholder interviews it was brought up that downtown residents have to walk several blocks to park and that they have to move their vehicle every day because not all residential units have parking available.

14.1 It is recommended that Fort Dodge change their D-1 Core parking requirement for multi-family to 1 space/unit. This parking can still be provided off site though the parking should be located within 500 feet of the entrance.

14.2 A residential parking permit program should be developed for existing residential developments and any residential units located above existing businesses. The permit would be sold to the resident with proof of residency and would be for a specific vehicle. It would be necessary for overnight parking to be allowed in certain lots and vehicles would have to be moved every couple of weeks to allow for lot sweeping and an even odd side parking system will need to be developed for snow removal. The permits should match the prices of the monthly permits.

Recommendation Cost & Action Time

14.1 It is recommended that Fort Dodge change their D-1 Core parking requirement for multi-family to 1 space/unit.

Cost: Minimal.

Action Time: Immediate Action

14.2 A residential parking permit program should be developed for existing residential developments and any residential units located above existing businesses.

Cost: N/A.

Action Time: Immediate action

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Section 5 - New Parking

Timing for Additional Parking Development

The implementation of new parking in the downtown will need to be coordinated with increases in parking demand, ensuring that as vacant space is re-occupied and new development occurs, Fort Dodge will have the ability to decide when to consider new parking. Deciding when to initiate new parking and in what form, surface or structured parking, will depend first and foremost on financial constraints. However, deciding when the new demands warrant structured parking is a relatively straightforward calculation.

On the following page is a calculation worksheet Fort Dodge can use as part of a decision making process to determine when additional parking is needed. The model works using building gross floor area (existing and proposed) as the variable in a decision making flow chart that will assist with determining when new parking demand justifies new parking .

When a proposed new development's parking demand, along with the existing parking demand, exceed the available parking (on-street and off-street) then the target capacity for new parking is approximately 85 percent of that total. Due to the size of the downtown, it may be possible to use the entire square footage of the block where a new development is planned.

The numbers provided in the New Parking Threshold Calculation Worksheet (**page 80**) are an **example** of how the model works. If the Minimum New Parking Needed is equal to or greater than the optimal capacity for a parking structure (typically 300 spaces) then consider providing structured parking. If the Minimum New Parking Needed is less than the optimal capacity for a parking structure, consider providing surface parking and land banking for a future parking structure when needed.

New Parking Threshold Calculation Worksheet**Part A: Determining Floor Area**

- Total Built Gross Floor Area For Entire Downtown: 1,200,000 sf
- (+) Proposed New Gross Floor Area: 45,000 sf
- (--) Gross Floor Area to be removed as part of redevelopment: 0 sf
- (=) Total Existing and Proposed New Gross Floor Area: 1,245,000

Part B: Determining Parking Need

- Total Existing and Proposed New Gross Floor Area: 1,245,000 sf
- (X) 3.03 Parking Stalls Per 1,000 Square Feet: 3,773 spaces
- (=) Total Parking Stalls Demanded: 3,773 spaces
- (-) Existing On-Off-Street Parking: 3,650 spaces
- (=) New Parking Demanded: $3,650 - 3,773 =$ -123 spaces

Part C: Decision Guide

- New Parking Demanded: 123 spaces
- (X) 85%: 105 spaces
- (=) Minimum New Parking Needed: 105 spaces

The parking analysis conducted in Fort Dodge shows that currently there is an adequate number of parking spaces. As redevelopment and re-occupancy of vacant space occurs, and if parking lots are used for new developments, the parking situation will quickly change making it important to plan ahead and keep up with the parking demand. It is important to assess the potential for re-occupancy around a publicly owned parking lot before selling or trading the lot. It is also important to consider the size of the lot if a parking structure is ever needed in the downtown. There are not many lots large enough (optimally +/-300' in length x +/-125' in width) to support an efficient parking structure if and when it is needed.

It is in the City's best interest to have a well thought out plan to address parking so it does not hinder development in the downtown. It may be difficult to re-occupy buildings or redevelop properties to more appropriate land uses and densities consistent with the long term goals of the downtown without an adequate and identifiable parking supply. Further, having a plan that the City can show property owners, stakeholder and potential developers is important to promote growth and maintain stability within the downtown. The process of actual planning, design and construction can take from 18 to 24 months. Starting a dialogue and identification of possible sites and funding strategies in the near-term is appropriate.

Many communities view parking as an economic development tool and as an incentive to bring development into the downtown. The key question for Fort Dodge is whether the City should preemptively plan, design and construct new parking before the demand increases, or wait until there is a greater demand for parking that exceeds the parking supply.

The advantages of building additional parking ahead of increasing demand is the ability to promote Fort Dodge to potential and desirable commercial interests, who may otherwise locate elsewhere. Specifically, the City could better control a mixture of land uses, create a dense walkable downtown, thus allowing more shared use parking.

The disadvantages of building parking ahead of an increase in demand include the outlay of capital based on assumed or projected parking need. This creates significant risk to a municipality in investing in infrastructure prior to development actually occurring. The City must carefully consider development opportunities and weigh the reality of the development(s) moving forward. There must be concrete commitment by developers before providing parking to meet “projected” need. As stated earlier, currently there is no need for more parking downtown.

Structured Parking

In the long term, the City needs to be looking forward and begin the process of developing a parking plan to address its long-term projected parking needs. The process of planning, design and construction of structured parking can take from 18 to 24 months so starting a dialogue and identification of possible sites and funding strategies in the near-term is appropriate.

Criteria for Site Considerations and Design

Selecting a site for a parking structure on blocks in the downtown must take into account the potential for development and redevelopment on the blocks surrounding each potential site. Some criteria include;

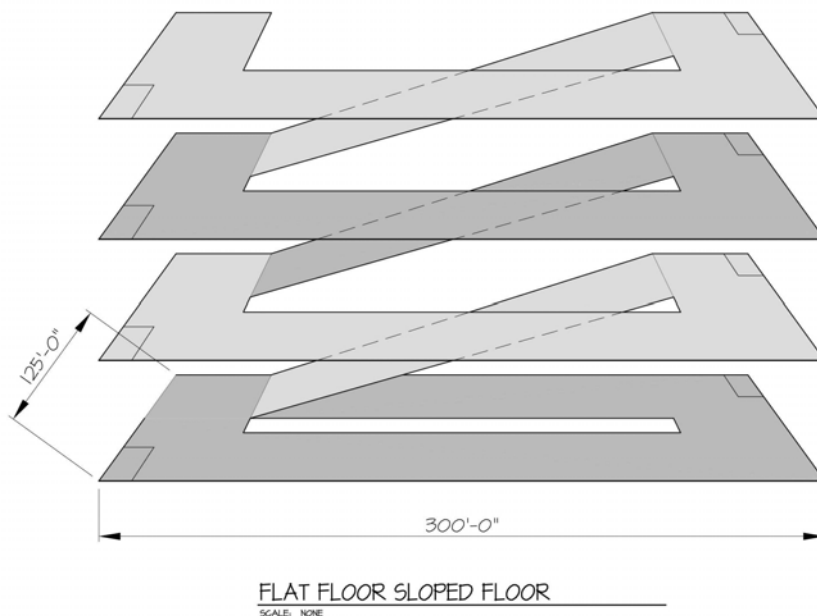
- Distance from key intersections (ingress/egress considerations...stacking of vehicles).
- Traffic flow on adjacent streets.
- Distance from key intersections with respect to demand generators. Plan on no more than +/- 350 foot walk from parking to destination.
- How the parking structure will fit into surrounding context respects historic character of downtown, won't overwhelm existing development and maintains “small town” charm.
- Availability of property and existing conditions such as the environment, major utilities, existing structure, etc.

In addition, there are minimum site dimensions that are necessary for an efficient parking structure design and optional functional design approaches depending on the available dimensions. The general site considerations are;

Two Module Flat Floor/Sloped Floor Design

1. To design a flat floor/sloped floor parking structure the optimal site length exclusive of setbacks, is +/- 300 feet and a width of +/- 127 feet for a two module layout (see **Diagram 1** below).
2. A flat floor/sloped floor system allows one long dimension elevation to be flat and can maximize occupied space on the ground floor.
3. In general, the flat floor/sloped floor layout is the most efficient layout as measured by square foot per parking space.
4. This layout can accommodate an occupied use for the ground floor on one side (the flat floor side of the parking structure).

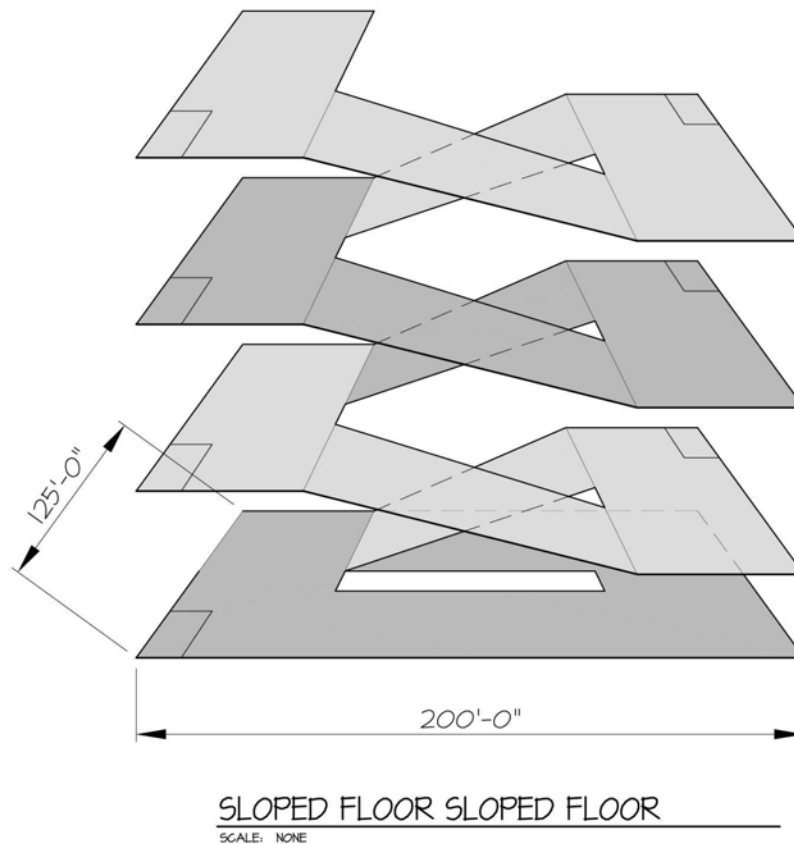
Diagram 1



Sloped Floor Design

1. To design a sloped floor/sloped floor parking structure the optimal site length exclusive of setbacks is +/- 200 feet and a width of +/- 125 feet for a two module layout (see Diagram 2 below).
2. A sloped floor/sloped floor parking structure will have no flat facades on the long dimension and only the ends of the building will be flat.
3. In general, the sloped floor/sloped floor layout is an efficient layout as measured by square foot per parking space (generally not as efficient as the flat floor/sloped floor layout though).

Diagram 2



Other Parking Structure Options

1. Other site dimensions are possible and other functional design approaches to meet varying dimensional site constraints.
2. Underground parking structures, especially those below a building will generally be less efficient than any other type of parking facility (more square feet per parking space) and with the construction costs are at least 150 percent of an above grade parking structure. Additionally, an underground parking structure will have higher operating costs due to mechanical ventilation and additional lighting that needs to run more hours of the day.
3. To incorporate ground floor commercial/retail or office there should be a minimum of eight to nine feet of clear head room which translates into a finished floor of +/- 12 feet for the first finished floor. However higher head room is more desirable. This can be done easiest in a flat floor/sloped floor scheme.

Sustainable Design

Sustainable design elements can be included in the design and construction of a concrete parking structure. These include;

- PV Solar Arrays
- Maximize use of recycled materials, concrete, steel, etc.
- Pervious materials around the site.
- Amenities that promote alternative modes of transportation including bicycle storage and locker facilities, charging stations for hybrid vehicles, car sharing programs, multi-modal connections, etc.
- Waste and recycling containers.
- Green (vegetated) roof sections.

User Groups and Requirements

The parking structure should be planned for several user groups: customers/visitors of the downtown, employees and specifically for reoccupied vacancy, and infill development that will occur within downtown. A parking structure should be user friendly to include:

Lighting

- Light levels on parking floors have a minimum of six foot candles.
- Light levels at vertical cores and at entry and exit have a minimum of 20 foot candles.
- Lighting on the roof level must take into account lighting effects on surrounding buildings.
- Lighting systems should be energy efficient and offer control to allow City to better manage the system.

Safety and Security

- At a minimum, the parking structure should be wired to accept CCTV if the system is not installed up front.
- The parking structure and site design should take the principles of CPTED (Crime Prevention Through Environmental Design) into account.
- Limit hiding places in parking structure.
- Use glass elevator cabs, shafts and glass enclosed stairways.
- Use landscape that will not conceal a person.
- Appropriate outdoor/indoor lighting, and
- Make wayfinding easy.

Facade and Massing

- The facade should not look like a typical gray concrete parking structure.
- Glass should be used for the stair and elevator towers consistent with Safety and Security discussed above. Mullions should be provided in the windows to give the parking structure an “office/retail” building look.
- At a minimum, brick or concrete material resembling stone should be incorporated into the design.
- Several examples of facades are shown below.



Issues Related to Construction Period

Interim Parking

Regardless of when the construction period occurs, there will be a temporary loss of parking on any of the blocks that were identified as possible sites. When the City decides to proceed with a parking structure, they will need to address the issues of temporary parking. There should be specific plans developed regarding using existing parking locations for interim overflow parking. It would be premature to identify a location(s) now. There are several issues to be considered with the temporary parking.

- **Employee Parking:** This group will be the easiest to handle from a logistics and location standpoint. Since an employee is a re-occurring parker, we are not as concerned about temporary signage. The parking locations can be further away than a visitor/customer location although this may require a shuttle. Additionally, the ability to communicate with the employee through the employer is easier than with a customer/visitor.
- **Visitor/Customer Parking:** Visitor/customer parking is more difficult to handle. These parkers may not be frequent parkers, thus signage is important. Where temporary visitor/customer parking will be located is important. If the parking area is remote, a shuttle will have to be incorporated, though because of cost it would be preferable not to use the shuttle. A marketing plan should also be developed for customers and visitors.

Access During Construction

Questions may come up regarding access and loading/unloading during construction for all of the site options. Specific issues will need to be addressed prior to construction. This will require language written into the specifications for the contractors. Temporary signage may be needed for example. Information on construction should be communicated through a monthly newsletter.

Monthly Newsletter

Rich & Associates strongly recommends a newsletter be sent out each month during the design and construction phases. During the design phase, planning for the structure may be highlighted, including the issues discussed above (temporary parking, access and effects from construction). During construction, the newsletter should discuss schedule, closures and general progress of the project and you may also want to hold monthly meetings to discuss progress and any specific problems. Area businesses, residents and property owners should all be on the mailing list.

Project Delivery Methods

There are many possible project delivery methods for the design and construction of a proposed parking structure. The three most prevalent methods include conventional design/bid, design/build and construction management. Each delivery method has certain advantages and disadvantages.

Conventional Design/Bid

Conventional design/bid starts with the City retaining a design firm to design the facility. The project would then be bid out to contractors after the design process is completed. It is assumed that the City would manage the project or retain a person or firm to fulfill that responsibility. The advantages of the design/bid process are that the City controls the design process during all stages and that the architect/engineer works for the City and not the contractor. However design/bid can involve more time and effort on the part of the City during design to manage the process, and the costs are not known until the time of bidding.

Design/Build

Design/build is a process where the City would retain a design firm to prepare a set of bridging documents, including design and specification information. The City would then issue the bidding documents to design/build contractor teams. The successful design build team would complete the working drawings and construction based on a guaranteed maximum price. The design/build process can potentially result in a lower overall cost for the project and compressed schedule. The City should retain the firm that prepared the bridging documents to review the bids, review the design (so that it conforms to the performance specifications) and review the project during construction.

Construction Management

The City could decide to retain a construction manager at the beginning of the design phase. The role of the construction manager is to provide pre-construction services, cost estimating during the design phase, and value engineering. Working with the design team and the City, the construction manager would recommend bidding packages, bid the project and then manage the construction process. The construction manager may also provide a guaranteed maximum price for the project similar to a design build project.

Possible Project Schedule

Rich & Associates prepared a preliminary schedule (shown below) for the design and construction of a parking structure. The schedule does not include the time that may be required to present and obtain approvals from the property owners or for finding alternate financing sources. The schedule assumes a conventional design/bid scenario.

The next step in the process is to complete a preliminary design for a parking structure based on the work completed in this study. This would require an accurate, up-to-date survey and topography of the site, including any underground utilities. The purpose of this step is to confirm the parking structure footprint, layout and cost estimate. A geotechnical study will also need to be done to establish soil conditions and foundation type. Finally, a Phase 1 environmental study may be required.

The preliminary design process including all of the studies referenced above may take from six to 12 weeks. During this time, the facade needs to be finalized and then submitted to the City. The review by the City could occur during the Design Development phase.

The next steps are design related and depend on the delivery system. In general, design development would take six weeks and construction documents six more weeks. Bidding would be approximately four weeks and construction (which would vary by site, size, etc.) could run approximately 42 weeks.

Example Project Schedule

A. Programming and Schematic Design	Weeks 1 to 12
B. Design Development	Weeks 13 to 17
C. Construction Documents	Weeks 18 to 25
D. Bidding	Weeks 26 to 30
E. Pre-bid Conference	Week 27
F. Bids Due	Week 30
G. Award Of Bid*	Weeks 31
H. Construction	Weeks 32 to 74

* Does not include time for issuance of building permit.

Project and Finance Costs

Rich & Associates prepared a Project and Finance Costs for a typical 300 space parking structure using conservative numbers. The “bricks and mortar” construction costs were estimated at \$23,000 per parking space and assumed 2015 dollars. This cost does not take into account the construction of ground level commercial space or shell space in the initial construction of the project. These numbers are provided for planning purposes and are conservative due to the unknown future date of construction.

The Project and Finance Costs assumed financing rates based on tax exempt financing using a 4.9 percent interest rate and a 20 year amortization period. It was assumed that the project would be financed through a general obligation bond type instrument. The estimated annual debt service for a typical 300 space parking structure is estimated to be \$668,000.

The following is an explanation of the Project and Finance estimate.

1. **Construction Costs:** The construction costs are based on a cast-in-place structure.
2. **Professional Fees:** These include A/E design fees, insurance, legal and accounting, geotechnical studies, site surveys, permit and inspection fees.
3. **Contingency:** This is an owner contingency.
4. **Project Costs to be Financed:** Project costs represent the construction hard and soft costs.
5. **Finance Term:** The term of the bond is 20 years. A longer amortization schedule is also possible.
6. **Interest Rate:** Based on an A rated bond issue with no insurance we assumed a 4.9% rate. The interest rate assumed a general obligation type bond issue.
7. **Term of Construction:** The construction period is estimated at 12 months.
8. **Interest During Construction:** All bond proceeds are received up front and draws are made on these funds to pay for construction. This represents capitalized interest for the term of construction.
9. **Interest Income:** The bond proceeds are put into an interest bearing account and generates interest income that is used to offset costs.
10. **Legal and Accounting Fees:** These are the legal fees and accounting fees of the bond issuer.
11. **Debt Service Reserve:** No debt service was assumed.
12. **Financing Fees:** These are the points paid to the bond underwriter.
13. **Cost of Issuance:** These are expenses such as printing of offering/official statements.
14. **Total Financing Costs:** Total soft costs for financing
15. **Total Amount of Bonds:** Total of lines 4 and 14.
16. **Debt Service:** The annual principal and interest payment assuming a level payment each year.

Project and Finance Costs

Project Costs to be Financed		
1.	Construction Cost	\$6,900,000
2.	Professional Fees	\$ 475,000
3.	Contingency	<u>\$ 420,000</u>
4.	Project Cost to be Financed	\$7,795,000
5.	Financing Term	20 years
6.	Interest Rate	4.9%
7.	Term of Construction	12 months
Financing Costs		
8.	Interest During Construction	\$ 411,000
9.	Interest Income	(\$ 34,000)
10.	Legal & Accounting Fees	\$ 21,000
11.	Debt Service Reserve	None
12.	Financing Fees (Points)	\$ 168,000
13.	Cost of Issuance	<u>\$ 29,000</u>
14.	Total Financing Costs	\$ 595,000
15.	Total Amount of Bonds	\$8,390,000
16.	Debt Service	<u>\$ 668,000</u>

Operating Expense Projections

Parking operating expenses vary widely based on whether it is a paid operation or free. The City should take into consideration how future parking will be operated and whether it will be a user fee based system. Operating expenses for a user fee based system can vary between \$275 and \$375 per space per year depending on whether the operation is staffed or automated.

In addition to normal operating expenses Rich & Associates recommends setting aside funds in a repair and replacement sinking fund to cover future repairs to the structure and replacement of equipment in future years. We recommend \$50 per space per year going into the sinking fund.

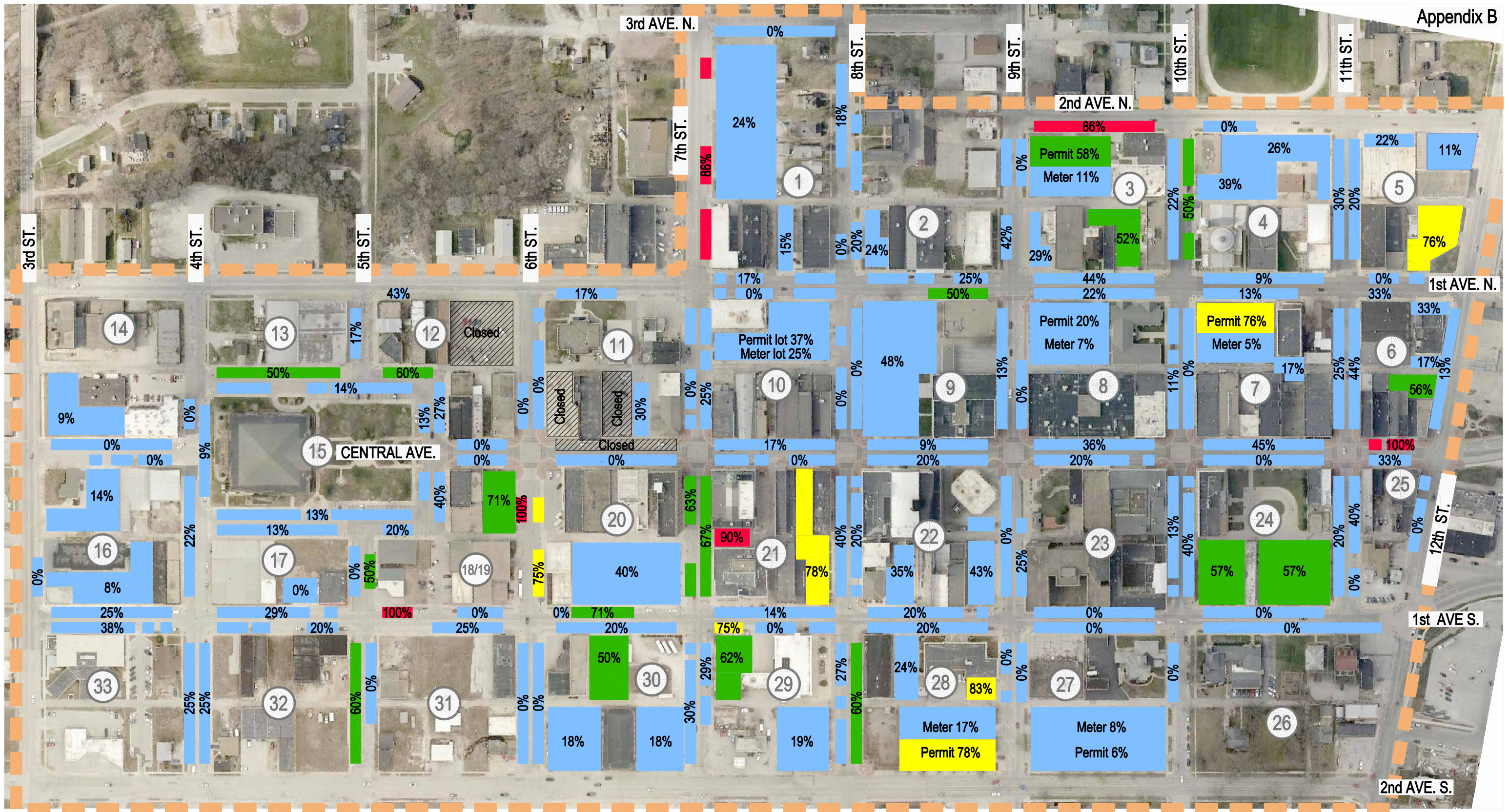
APPENDICES

APPENDIX A

Appendix A (continued)

15D	On-street	11	1	9%	2	18%	4	36%	6	55%	1	9%	0	0%
16	Motel lot	39	3	8%	3	8%	5	13%	5	13%	6	15%	7	18%
16	Frontier C.U. lot	28	4	14%	7	25%	4	14%	6	21%	8	29%	0	0%
16A	On-street	6	0	0%	1	17%	4	67%	2	33%	2	33%	1	17%
16B	On-street	9	2	22%	5	56%	4	44%	3	33%	2	22%	2	22%
16C	On-street	8	2	25%	1	13%	3	38%	3	38%	0	0%	0	0%
16D	On-street	8	0	0%	0	0%	0	0%	0	0%	0	0%	1	13%
17	Moose Lodge	10	0	0%	0	0%	0	0%	0	0%	2	20%	10	100%
17A	On-street	23	3	13%	16	70%	11	48%	14	61%	12	52%	2	9%
17B	On-street	5	0	0%	2	40%	2	40%	1	20%	1	20%	1	20%
17C	On-street	7	2	29%	0	0%	2	29%	2	29%	3	43%	0	0%
18A	On-street	10	2	20%	6	60%	7	70%	5	50%	5	50%	2	20%
18C	On-street 2 hour	2	2	100%	2	100%	1	50%	1	50%	1	50%	0	0%
18D	On-street	2	1	50%	3	150%	2	100%	4	200%	2	100%	1	50%
19	Dart lot	24	17	71%	15	63%	18	75%	18	75%	12	50%	0	0%
19A	On-street 1 hour	4	0	0%	1	25%	0	0%	0	0%	0	0%	2	50%
19B	On-street 2 hour	1	1	100%	1	100%	1	100%	0	0%	0	0%	0	0%
19C	On-street 2 hour	6	0	0%	1	17%	1	17%	1	17%	1	17%	0	0%
19D	On-street	10	4	40%	5	50%	5	50%	4	40%	7	70%	2	20%
20	County/Central Place/Senior Center/Law	101	40	40%	56	55%	49	49%	63	62%	50	50%	30	30%
20A	On-street 1 hour	11	0	0%	0	0%	3	27%	6	55%	6	55%	0	0%
20B	On-street meters 2 hour/1 hour	8	5	63%	4	50%	2	25%	5	63%	2	25%	3	38%
20C	On-street reserved for Police	7	5	71%	5	71%	3	43%	6	86%	3	43%	1	14%
20C	On-street 1 hour	1	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
20D	On-street MIDAS	8	6	75%	7	88%	2	25%	4	50%	4	50%	0	0%
21	Alley lot County/Police	10	9	90%	8	80%	6	60%	10	100%	0	0%	0	0%
21	Messenger lot	41	32	78%	33	80%	20	49%	31	76%	26	63%	9	22%
21A	On-street 2 hour	6	0	0%	0	0%	2	33%	4	67%	1	17%	2	33%
21B	On-street meters 2 hour	10	4	40%	5	50%	4	40%	1	10%	6	60%	4	40%
21C	On-street 1 hour	7	1	14%	5	71%	2	29%	5	71%	2	29%	2	29%
21D	On-street reserved/Court & Police	9	6	67%	5	56%	2	22%	7	78%	3	33%	2	22%
22	ME Fort lot	20	7	35%	11	55%	11	55%	11	55%	7	35%	2	10%
22	Great Western lots	28	12	43%	13	46%	11	39%	7	25%	7	25%	2	7%
22A	On-street meters 2 hour	10	2	20%	4	40%	7	70%	6	60%	2	20%	9	90%
22B	On-street meters 2 hour	8	0	0%	0	0%	0	0%	0	0%	0	0%	1	13%
22C	On-street 2 hour	10	2	20%	4	40%	5	50%	7	70%	5	50%	3	30%
22D	On-street 2 hour meters	10	2	20%	3	30%	3	30%	3	30%	7	70%	7	70%
23A	On-street meters 2 hour	10	2	20%	1	10%	2	20%	4	40%	6	60%	2	20%
23B	On-street meters 2 hour	8	1	13%	1	13%	0	0%	2	25%	0	0%	1	13%
23C	On-street 1 hour	14	0	0%	0	0%	0	0%	0	0%	2	14%	0	0%
23D	On-street meters 2 hour	4	1	25%	0	0%	0	0%	0	0%	0	0%	0	0%
24	Heartland lot	89	51	57%	63	71%	54	61%	62	70%	52	58%	16	18%
24A	On-street 1 hour	11	0	0%	2	18%	8	73%	2	18%	3	27%	2	18%
24B	On-street 2 hour	10	2	20%	3	30%	3	30%	2	20%	0	0%	0	0%
24C	On-street 1 hour	9	0	0%	1	11%	1	11%	0	0%	0	0%	1	11%
24D	On-street meters 2 hour	10	4	40%	0	0%	1	10%	1	10%	1	10%	2	20%
25A	On-street 1 hour	3	1	33%	1	33%	2	67%	1	33%	1	33%	1	33%
25B	On-street 2 hour	4	0	0%	0	0%	2	50%	2	50%	1	25%	1	25%
25D	On-street 1 hour	2	0	0%	2	100%	0	0%	0	0%	1	50%	0	0%
25D	On-street 2 hour	5	2	40%	3	60%	2	40%	1	20%	1	20%	1	20%
26A	On-street 1 hour	14	0	0%	0	0%	3	21%	0	0%	2	14%	2	14%
27	City Lot -Permit	106	8	8%	2	2%	4	4%	11	10%	10	9%	3	3%
27	City Lot -Meters	32	2	6%	9	28%	2	6%	3	9%	0	0%	0	0%
27A	On-street 1 hour	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
27B	On-street 2 hour	5	0	0%	0	0%	1	20%	0	0%	2	40%	1	20%
27D	On-street 2 hour	4	0	0%	0	0%	1	25%	0	0%	0	0%	0	0%
28	Club Fitness/Tracy's Tots lot	21	5	24%	11	52%	10	48%	7	33%	8	38%	0	0%
28	City 10 hour meters in alley	18	3	17%	1	6%	3	17%	1	6%	2	11%	1	6%
28	City Vehicles lot	6	5	83%	3	50%	4	67%	5	83%	3	50%	4	67%
28	City Permit lot 1A	67	52	78%	59	88%	44	66%	51	76%	35	52%	3	4%
28A	On-street 1 hour	10	2	20%	4	40%	1	10%	2	20%	2	20%	5	50%
28B	On-street 2 hour	2	0	0%	1	50%	0	0%	1	50%	0	0%	0	0%
28D	On-street 2 hour	10	6	60%	4	40%	4	40%	5	50%	0	0%	0	0%
29	Northwestern Bank lot (D side)	26	16	62%	13	50%	13	50%	11	42%	3	12%	2	8%
29	Northwestern Bank lot (B side)	26	5	19%	7	27%	5	19%	4	15%	7	27%	3	12%
29A	On-street 1 hour	4	3	75%	1	25%	0	0%	3	75%	2	50%	0	0%
29A	Reserved on-street	3	0	0%	1	33%	0	0%	1	33%	2	67%	0	0%
29B	On-street 1 hour	11	3	27%	1	9%	3	27%	1	9%	0	0%	0	0%
29D	On-street 1 hour	7	2	29%	0	0%	1	14%	1	14%	0	0%	0	0%
30	County Lot	36	18	50%	19	53%	8	22%	14	39%	8	22%	1	3%
30	Harvest Church lots combined	83	15	18%	10	12%	6	7%	7	8%	9	11%	11	13%
30A	On-street 1 hour	5	1	20%	1	20%	0	0%	2	40%	1	20%	0	0%
30B	On-street 1 hour	10	3	30%	1	10%	0	0%	0	0%	0	0%	0	0%
30D	On-street unmarked	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
31A	On-street 2 hour	4	1	25%	2	50%	2	50%	2	50%	2	50%	0	0%
31B	On-street 2 hour	5	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
31D	On-street	4	0	0%	0	0%	0	0%	2	50%	2	50%	0	0%
32A	On-street unmarked	10	2	20%	3	30%	2	20%	2	20%	1	10%	2	20%
32B	On-street	5	3	60%	2	40%	3	60%	0	0%	0	0%	0	0%
32D	On-street	8	2	25%	2	25%	2	25%	3	38%	3	38%	0	0%
33A	On-street unmarked	8	3	38%	1	13%	4	50%	2	25%	2	25%	1	13%
33B	On-street	8	2	25%	2	25%	2	25%	1	13%	2	25%	1	13%
Totals		2514	775	31%	918	37%	815	32%	923	37%	741	29%	363	14%

APPENDIX B



**DOWNTOWN
FORT DODGE
PARKING STUDY**

FORT DODGE, IOWA

**Parking Consultants
Architects - Engineers
Planners**

**RICH
& ASSOCIATES**

26877 Northwinds Dr., Suite 208
Sowden, IA 50588
Tel: 248.353.5080
Fax: 248.353.5830
Lutz, Merrill
Tel: 815.949.9860
www.richassoc.com

**BLOCK
NUMBER**

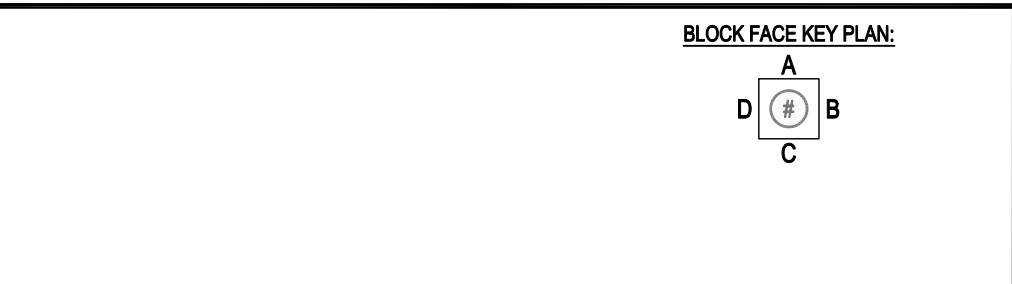
08/14

LEGEND:

STUDY AREA

PARKING OCCUPANCY

85% through 100%
75% through 84%
50% through 74%
0 through 49%



Sheet Title:

OCCUPANCY

Thursday June 12, 2014 8:00am - 10:00pm

MAP IS A SPATIAL REPRESENTATION
OF OCCUPANCY AT STATED TIME

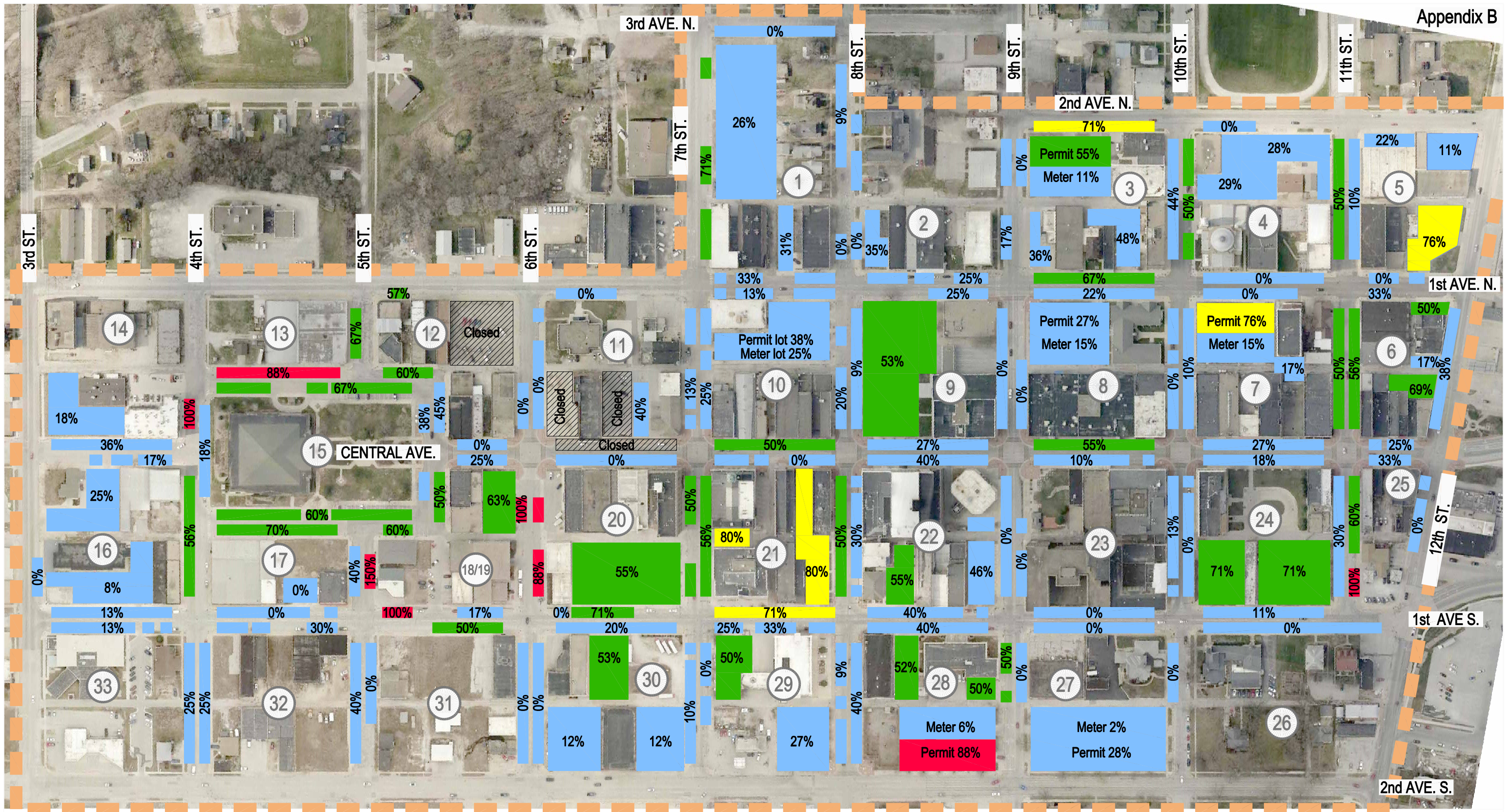
MAP Number:

MAP 4.1

Appendix B

Fort Dodge, Iowa

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**DOWNTOWN
FORT DODGE
PARKING STUDY**

FORT DODGE, IOWA

**Parking Consultants
Architects - Engineers
Planners**

**RICH
& ASSOCIATES**

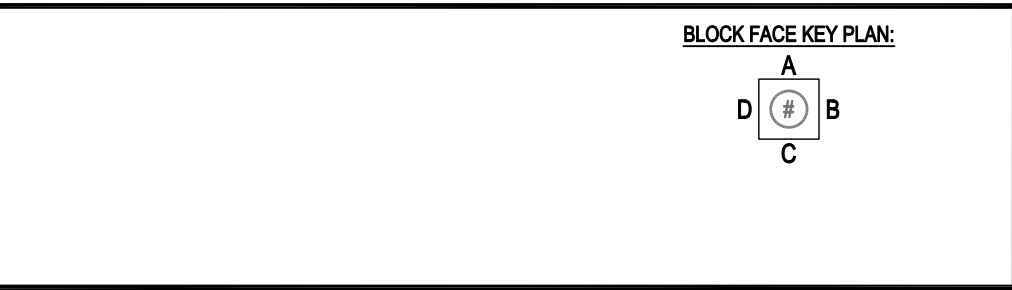
26877 Karpowich Rd., Suite 208
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Lutz, Merrill
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**BLOCK
NUMBER**

08/14

LEGEND:

STUDY AREA		PARKING OCCUPANCY	
	STUDY AREA		85% through 100%
			75% through 84%
			50% through 74%
			0 through 49%



Sheet Title:

OCCUPANCY

Thursday June 12, 2014 10:00am - 12:00pm

MAP IS A SPATIAL REPRESENTATION
OF OCCUPANCY AT STATED TIME

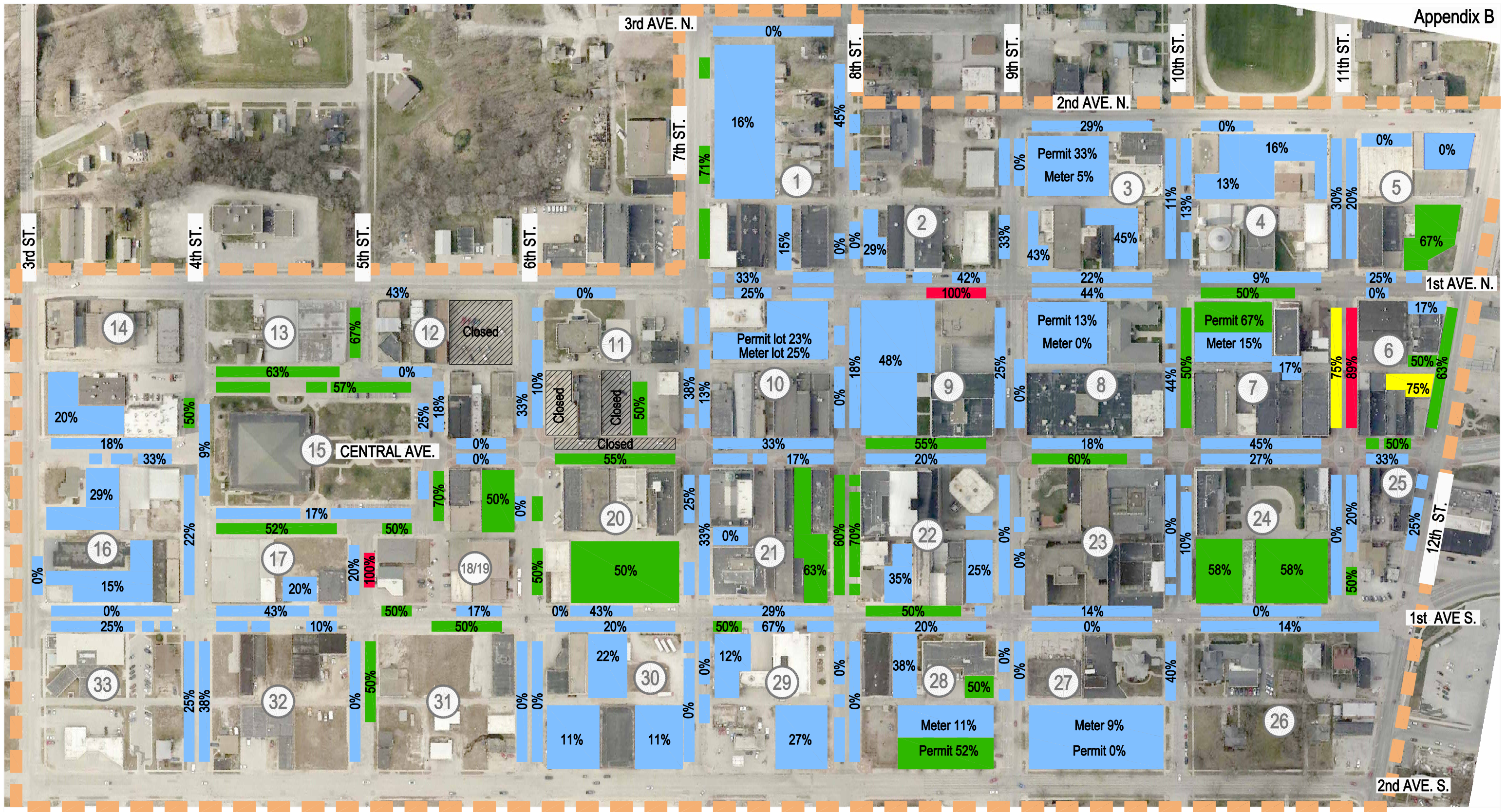
MAP Number:

MAP 4.2

Appendix B

Fort Dodge, Iowa

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**DOWNTOWN
FORT DODGE
PARKING STUDY**

FORT DODGE, IOWA

**Parking Consultants
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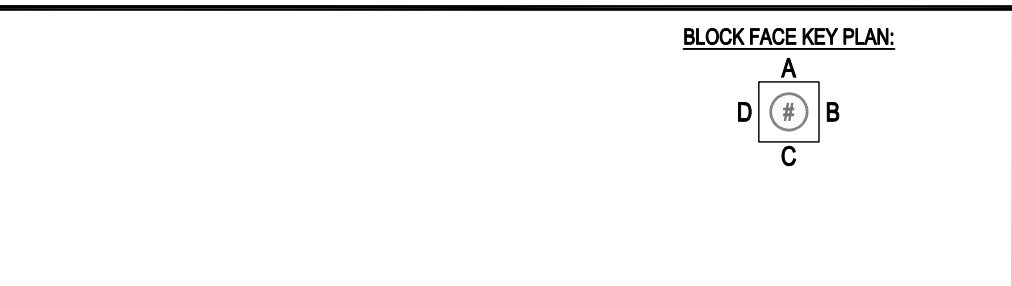
26877 Karpowich Dr., Suite 208
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**BLOCK
NUMBER**

08/14

LEGEND:

STUDY AREA		PARKING OCCUPANCY	
	STUDY AREA		85% through 100%
			75% through 84%
			50% through 74%
			0 through 49%



Sheet Title:

OCCUPANCY

Thursday June 12, 2014 4:00pm - 6:00pm

MAP IS A SPATIAL REPRESENTATION
OF OCCUPANCY AT STATED TIME

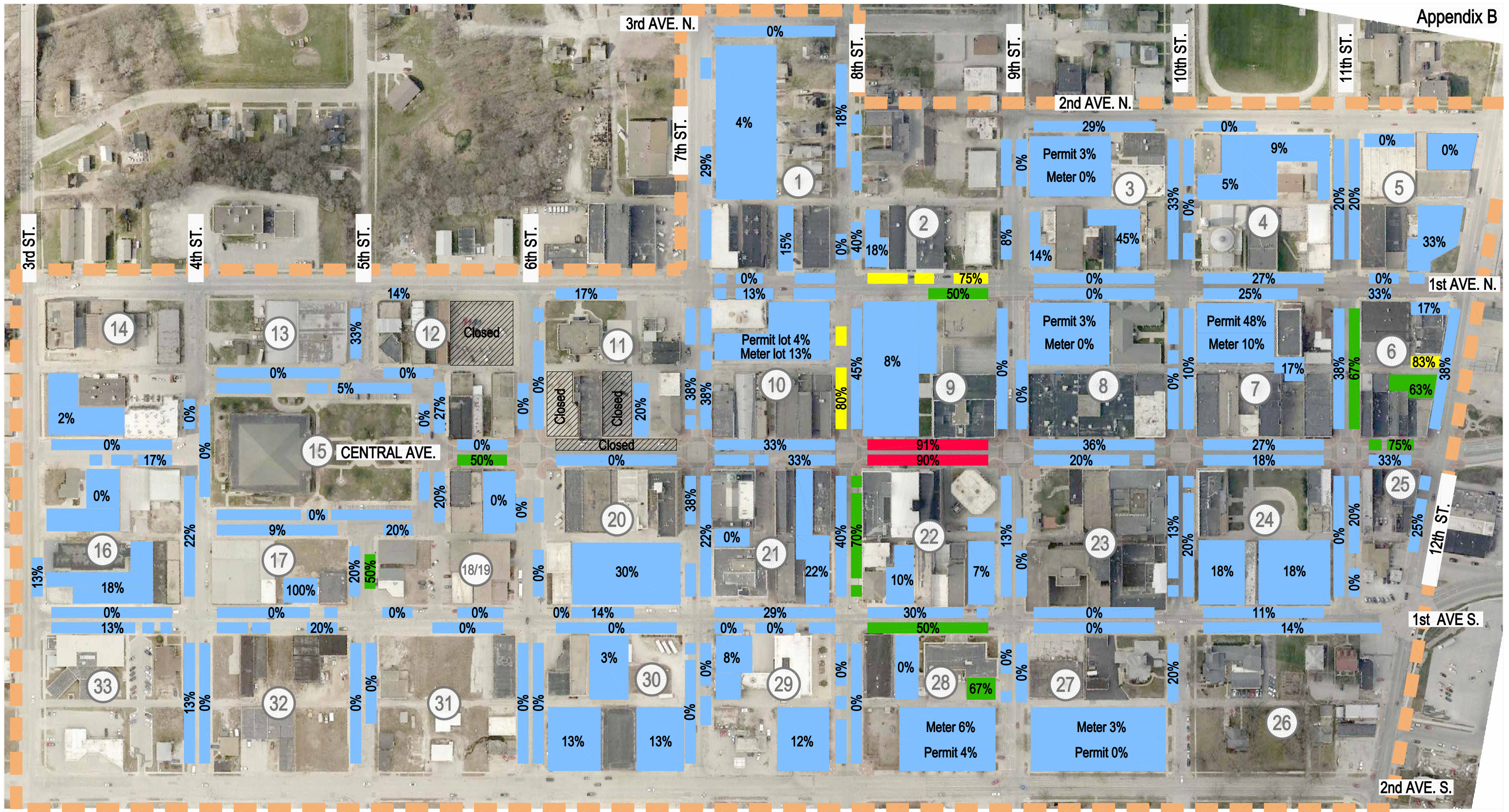
MAP Number:

MAP 4.4

Appendix B

Fort Dodge, Iowa

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**DOWNTOWN
FORT DODGE
PARKING STUDY**

FORT DODGE, IOWA

**Parking Consultants
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**BLOCK
NUMBER**

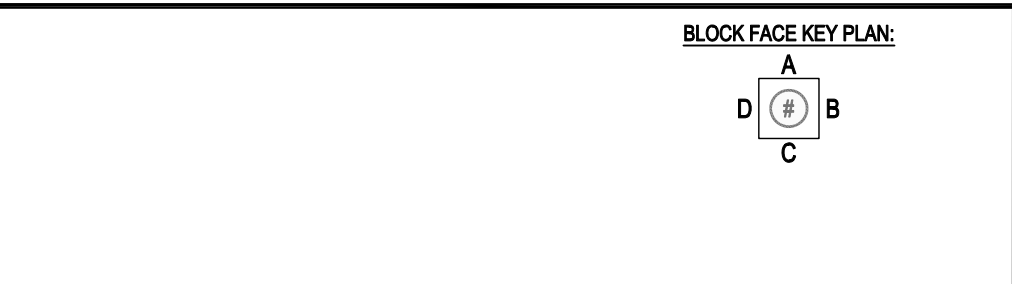
08/14

LEGEND:

STUDY AREA

PARKING OCCUPANCY

Red bar	85% through 100%
Yellow bar	75% through 84%
Green bar	50% through 74%
Blue bar	0 through 49%



Sheet Title:

OCCUPANCY

Thursday June 12, 2014 6:00pm - 8:00pm

MAP IS A SPATIAL REPRESENTATION
OF OCCUPANCY AT STATED TIME

MAP Number:

MAP 4.5

Appendix B

Fort Dodge, Iowa

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APPENDIX C

Q1 Business Name & Address

Answered: 14 Skipped: 0

#	Responses	Date
1	A-1 Home Healthcare 1105 1st Avenue N	6/27/2014 11:11 AM
2	RoJohn Home Improvement, Inc	6/23/2014 10:40 PM
3	hoover auto repair	6/19/2014 2:45 PM
4	Webster County Health Department	6/19/2014 1:31 PM
5	Fletcher Wood Products	6/19/2014 11:56 AM
6	Webster County Community Services	6/19/2014 9:52 AM
7	The Repeat Boutique	6/18/2014 5:38 PM
8	Webster County Courthouse	6/18/2014 5:17 PM
9	Action Realty, inc	6/18/2014 1:53 PM
10	Pet central 925 central avenue	6/17/2014 5:53 PM
11	Visions by LD, LLC	6/17/2014 5:27 PM
12	AXA	6/17/2014 12:48 PM
13	The Key on Central	6/16/2014 2:37 PM
14	Judicial Branch (State of IA) - courthouse and law enforcement center	6/16/2014 12:20 PM

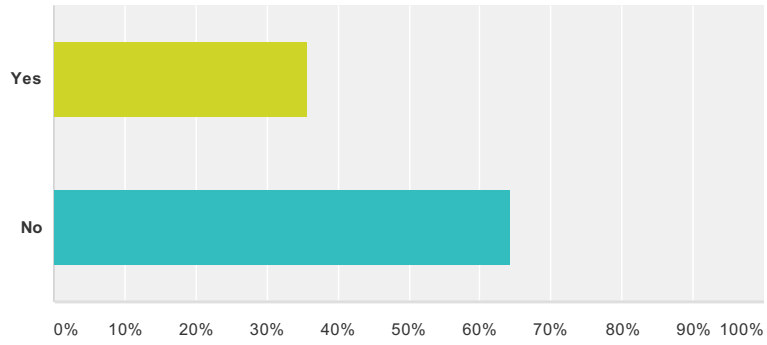
**Q2 Name of the city/town where you reside
if not in Fort Dodge**

Answered: 3 Skipped: 11

#	Responses	Date
1	Manson, IA	6/23/2014 10:40 PM
2	Fort Dodge	6/19/2014 1:31 PM
3	Otho, IA	6/18/2014 5:17 PM

Q3 Do you have parking for yourself at your business/building?

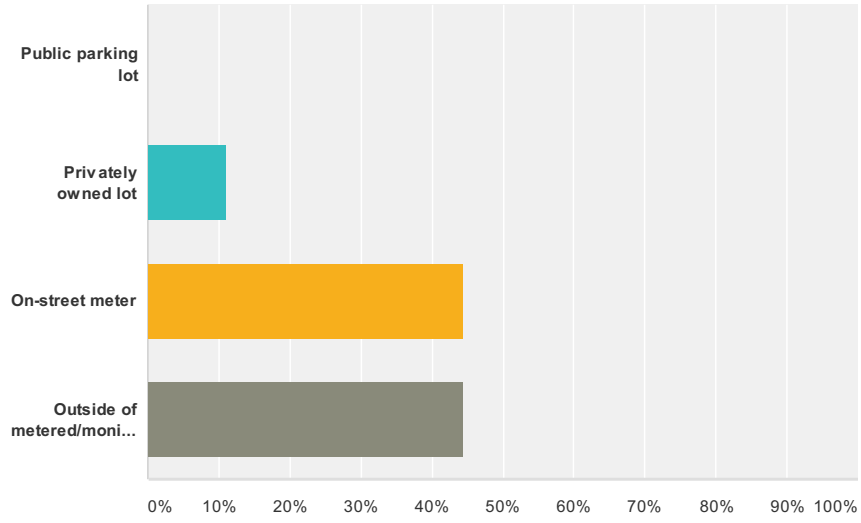
Answered: 14 Skipped: 0



Answer Choices	Responses
Yes	35.71% 5
No	64.29% 9
Total	14

Q4 If not, where you you generally park?

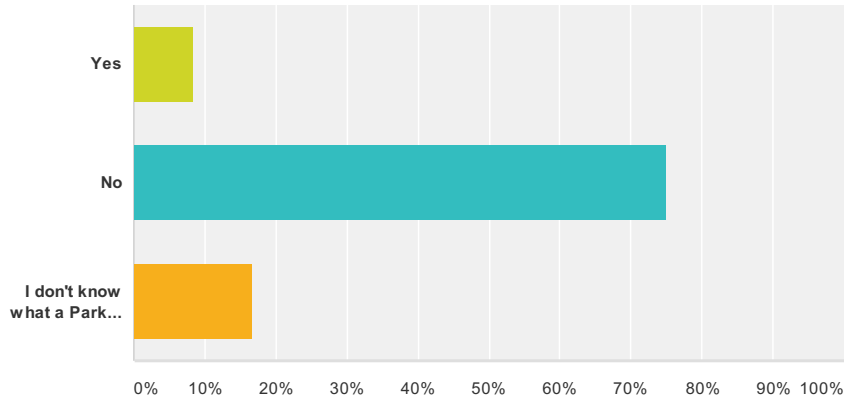
Answered: 9 Skipped: 5



Answer Choices	Responses
Public parking lot	0.00% 0
Privately owned lot	11.11% 1
On-street meter	44.44% 4
Outside of metered/monitored area	44.44% 4
Total	9

Q5 Do you currently use a Park Card to make your parking more efficient and cost effective?

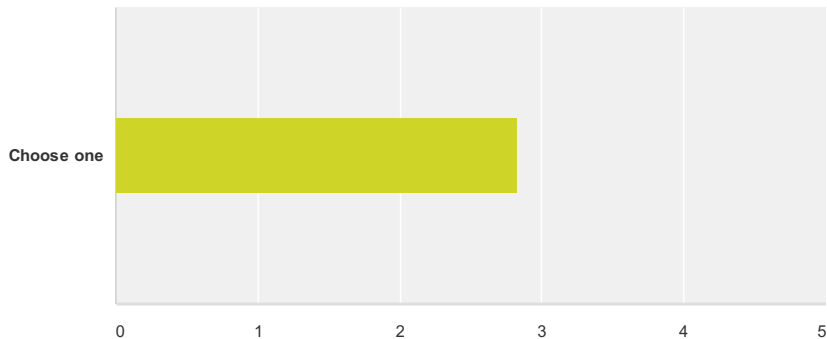
Answered: 12 Skipped: 2



Answer Choices	Responses
Yes	8.33% 1
No	75.00% 9
I don't know what a Park Card is	16.67% 2
Total Respondents: 12	

Q6 If you sought to obtain a monthly parking permit, please rate the following statement... "It is easy to obtain a monthly parking permit".

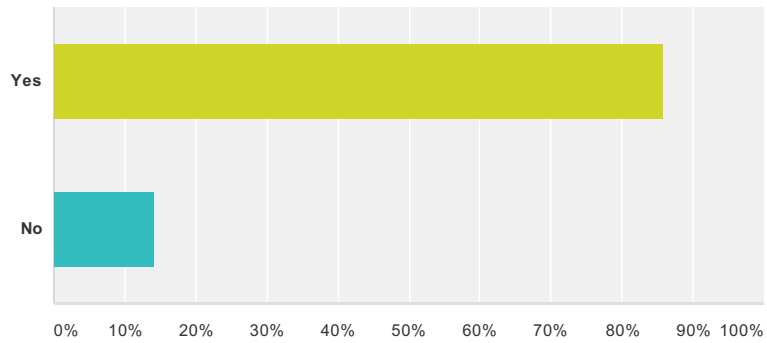
Answered: 6 Skipped: 8



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	16.67% 1	0.00% 0	66.67% 4	16.67% 1	0.00% 0	6	2.83

Q7 Do you feel that you and your vehicle are safe when you park downtown Fort Dodge?

Answered: 14 Skipped: 0

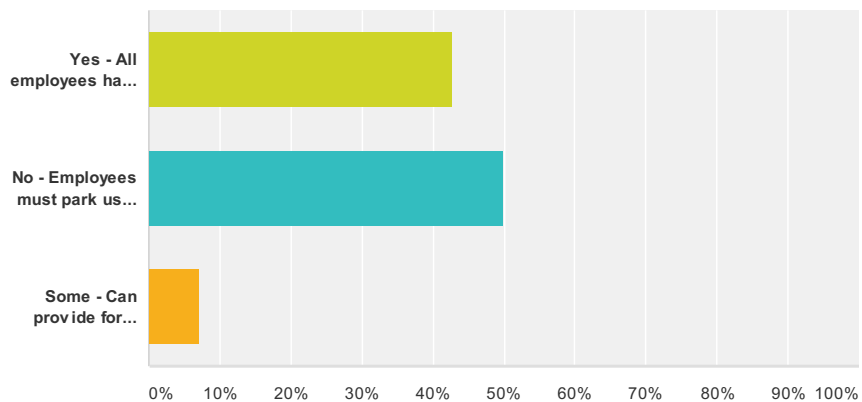


Answer Choices	Responses
Yes	85.71% 12
No	14.29% 2
Total	14

#	If "No", please explain	Date
1	too many people breaking into vehicles and businesses	6/19/2014 2:45 PM
2	The downtown area is home for people who are homeless, mentally handicapped, very low or no income, thieves, drug addicts or dealers, being 'rehabilitated', just leaving jail or prison, etc. You rarely see a police vehicle any where unless they are on their way somewhere else.	6/16/2014 2:37 PM

Q8 Do you provide parking for any employees at your business/building?

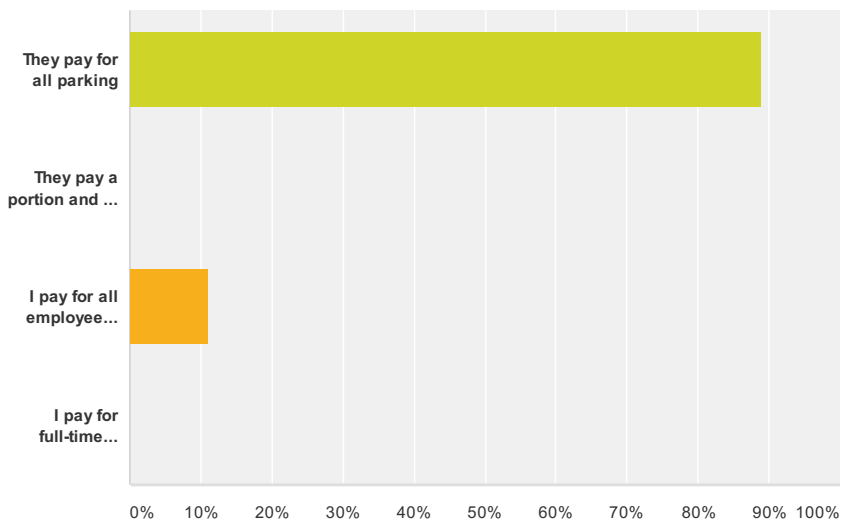
Answered: 14 Skipped: 0



Answer Choices	Responses
Yes - All employees have parking provided and available	42.86% 6
No - Employees must park using public parking	50.00% 7
Some - Can provide for some employees but not all	7.14% 1
Total	14

Q9 If employees are required to use public parking...Do they pay for it or do you?

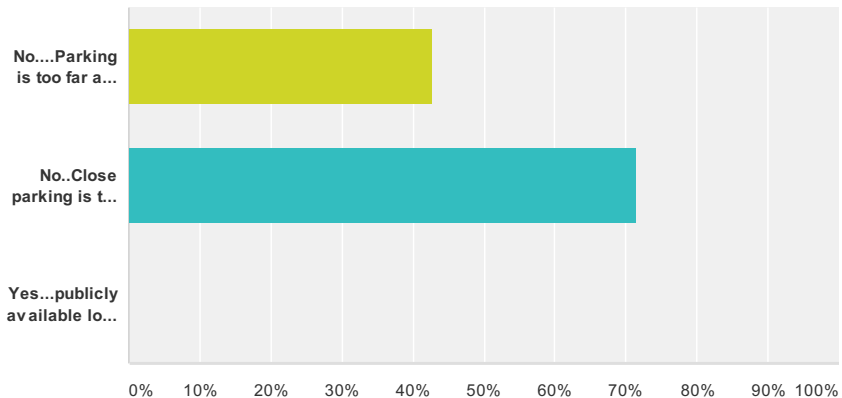
Answered: 9 Skipped: 5



Answer Choices	Responses
They pay for all parking	88.89% 8
They pay a portion and I pay a portion	0.00% 0
I pay for all employee parking	11.11% 1
I pay for full-time employee parking	0.00% 0
Total	9

Q10 If any staff are required to use public parking, is enough off-street parking provided near enough with sufficient time limits? (Check all that apply)

Answered: 7 Skipped: 7

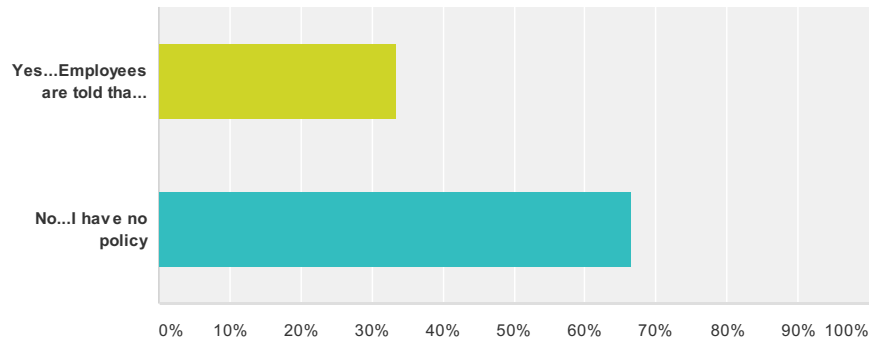


Answer Choices	Responses
No....Parking is too far away that has a long enough time limit	42.86% 3
No..Close parking is too expensive for employees or myself to pay	71.43% 5
Yes...publicly available lots are near enough with adequate time limits and reasonable rates.	0.00% 0
Total Respondents: 7	

#	Other --Please feel free to add comments	Date
1	We pay monthly for parking in a private lot.	6/27/2014 11:11 AM
2	tough in winter to be close enough	6/17/2014 12:48 PM

Q11 Do you discourage your employees/staff members from parking in on-street spaces?

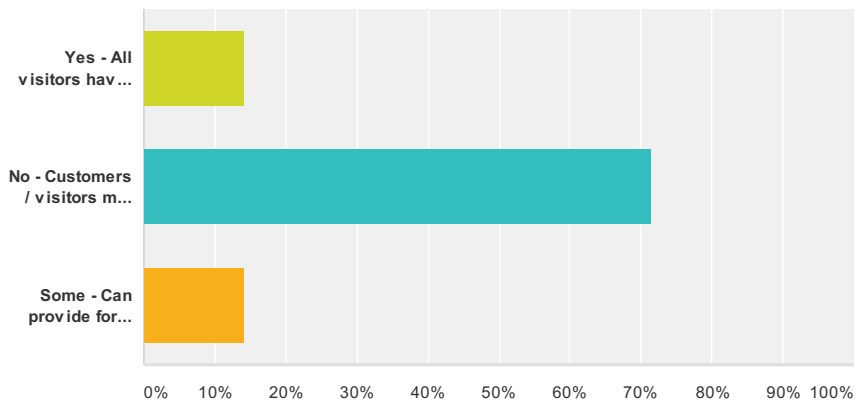
Answered: 12 Skipped: 2



Answer Choices	Responses
Yes...Employees are told that on-street parking is for customers	33.33% 4
No...I have no policy	66.67% 8
Total	12

Q12 Do you provide parking for customers/visitors at your business/building?

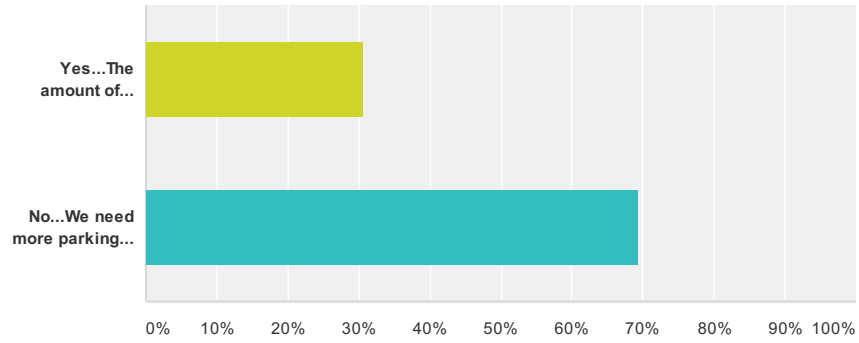
Answered: 14 Skipped: 0



Answer Choices	Responses
Yes - All visitors have parking provided and available	14.29% 2
No - Customers / visitors must park using public parking	71.43% 10
Some - Can provide for some customers but not all	14.29% 2
Total	14

Q13 Do you feel that the City is providing enough publicly available parking for customers/visitors?

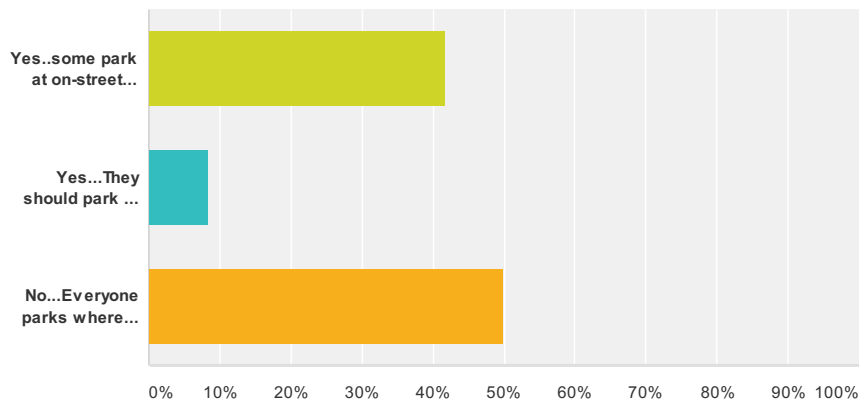
Answered: 13 Skipped: 1



Answer Choices	Responses
Yes...The amount of customer/visitor parking is fine	30.77% 4
No...We need more parking for customers and visitors.	69.23% 9
Total	13

Q14 Do you think that employees or staff members from other businesses are taking convenient parking away from your customers or visitors?

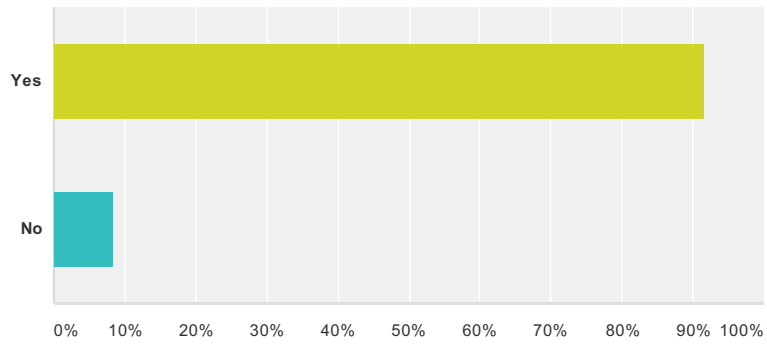
Answered: 12 Skipped: 2



Answer Choices	Responses
Yes..some park at on-street spaces and feed the meters / or move their vehicle to different spaces	41.67% 5
Yes...They should park in lots further away	8.33% 1
No...Everyone parks where they should.	50.00% 6
Total Respondents: 12	

Q15 If you think that employees are parking at on-street meters, do you feel that parking enforcement is adequate?

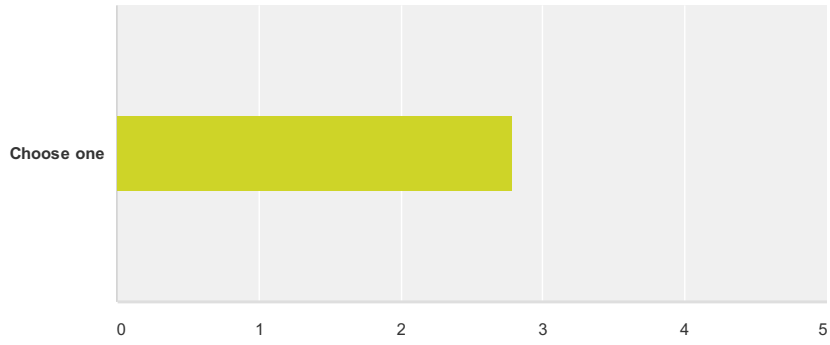
Answered: 12 Skipped: 2



Answer Choices	Responses
Yes	91.67% 11
No	8.33% 1
Total	12

Q16 It is easy to locate a parking space in downtown Fort Dodge.

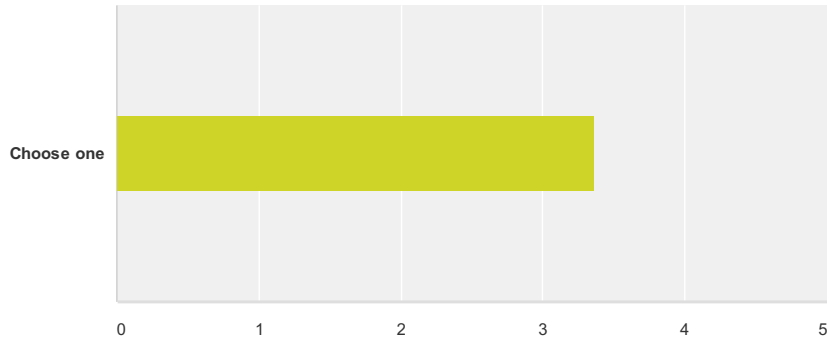
Answered: 14 Skipped: 0



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	28.57% 4	21.43% 3	14.29% 2	14.29% 2	21.43% 3	14	2.79

Q17 Parking signage (directional, length of stay, etc.) is easy to follow and understand.

Answered: 14 Skipped: 0



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	7.14% 1	14.29% 2	21.43% 3	50.00% 7	7.14% 1	14	3.36

Q18 Please feel free to make any additional comments regarding parking below.

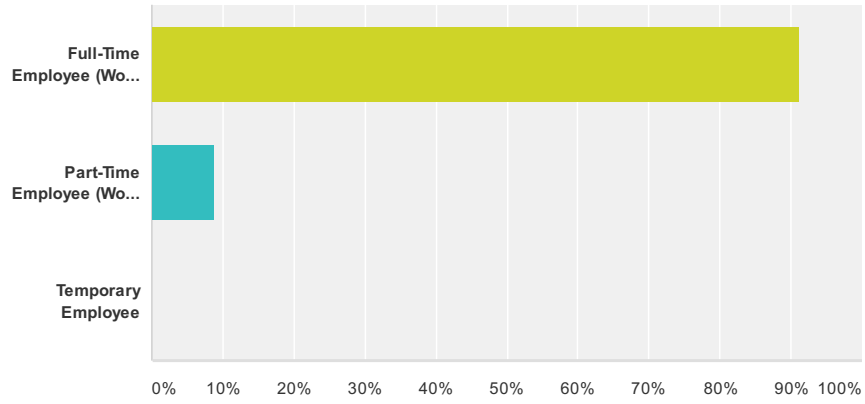
Answered: 11 Skipped: 3

#	Responses	Date
1	Several times our customers have received tickets when they are being fitted for their medical supplies; the meter "man" tickets them before the two hour time limit. We pay for those customers tickets and it is an added expense.	6/27/2014 11:11 AM
2	Our business is on the fringe of the business district, 429 1st Ave S and we have our own lot so it's really no issue for us. I have no problem ever finding a spot in the downtown business district when I need to be in that area. The one big need I see is for employees of a bigger company that may want to locate in the downtown area. Any future ramp should be in the vicinity of the Wells Fargo Bank so it could serve the larger buildings that could house large employers in that core area.	6/23/2014 10:40 PM
3	There are empty lots along first ave north that could be obtained for parking for customers and visitors that would free up spaces on roadway	6/19/2014 2:45 PM
4	I would like to see parking meters in front of our retail section of our business to discourage library patrons from using up all of the spaces in front of our building, leaving no place for our customers to park. I am sure we loose business due to this. Just as I write this, someone just pulled up in front of our main door to the store. It is the first space they park at when they come around the square instead of on the library side of the street.	6/19/2014 11:56 AM
5	As a business owner has been around a long time (almost 20 years!) I cannot tell you how much the parking meters have hurt my business. I will run into customers that haven't been in shopping in awhile and they tell me they refuse to come downtown because they don't feel like they should have to pay to park. And the fact that the meters are only on 3 blocks is even more insulting. Why my business is being penalized when MANY others aren't, is definitely not fair. If you ask any established business they will tell you that their business is down anywhere from 5-10% due to the parking meters. Add in the POOR snow removal where you can't even get to the stupid meters in the winter it becomes an even bigger nightmare. Plus the fact that a ticket jumped from \$5 to \$15 is insulting. That is a blatant play for money and nothing else. It's not because there is lack of parking, it's because the city wants cash to spend. You ARE NOT helping small downtown businesses, you are driving them into extinction. Ask us...we are NOT HAPPY!	6/18/2014 5:38 PM
6	We have hearings/meetings occasionally and it is VERY disruptive/embarassing to have people jump up every 2 hours to put money in the meters. These are temporary visitor who have no concept of the Park Card. Something more needs to be done to accomodate the "long term visitors"	6/18/2014 5:17 PM
7	I have had a lot of potential customers who have told me they will not shop downtown because of the parking meters. I also have vacant office space I can't rent because they say they feel the meters are to much of an inconvenience.	6/18/2014 1:53 PM
8	The enforcement downtown is not carried out everywhere. There are non-metered street parking spaces marked as 2 hour parking and some employees and employers are using those spots for their personal cars. Those areas are not enforced at all. It has been called in and complained about but nothing is done yet. Some of the meters downtown are cheating people out of time also. I have had customers that have put enough in for 2 hours of parking, gone out to leave after only 1 1/2 hours and had a ticket. It's not right. Customers are going to stop coming downtown to all the wonderful stores we have if that continues to happen.	6/17/2014 5:27 PM
9	use of meter left & right is confusing for some. hours of enforcement could be clearer	6/17/2014 12:48 PM
10	I think parking meters are a bunch of bull. They weren't a good idea in the 70's & they aren't a good idea now. You say it's to keep parking for customers that has been taken away by employees. You know so little. Employees in the downtown area are not working at high end paying jobs, yet the city provides off street parking that they still have to pay for & cannot afford. The staff of The Key are VOLUNTEERS. They do not get paid a dime for all their precious work & are on a limited income. They are on average 67 to 75 years of age. Some are dealing with physical disabilities. Without them my store cannot function. What little income meters provide the city is mishandled and used for purposes other than what it's intended for. Customers are driven away from downtown when they can go to the mall, WalMart, Target etc. and park free. These meters cost us dearly every day. Maybe someone with some common sense should have done the 'study' before you spent taxpayers money to put in parking meters that bring in little revenue & generally just irritate people who would come to downtown to shop.	6/16/2014 2:37 PM
11	We rely on the county to provide parking for our staff, there are concerns about what impact changes to 1st Ave So & 2nd Ave So will have since most of our staff park in the lot next to the Harvest Baptist buildings. Also, when we have jury trials, the jurors are instructed to park in the lots behind the Laramar. Will those lots still be available ? Thanks, Bill Watson, District Court Administration.	6/16/2014 12:20 PM

APPENDIX D

Q1 I am a (check all that apply):

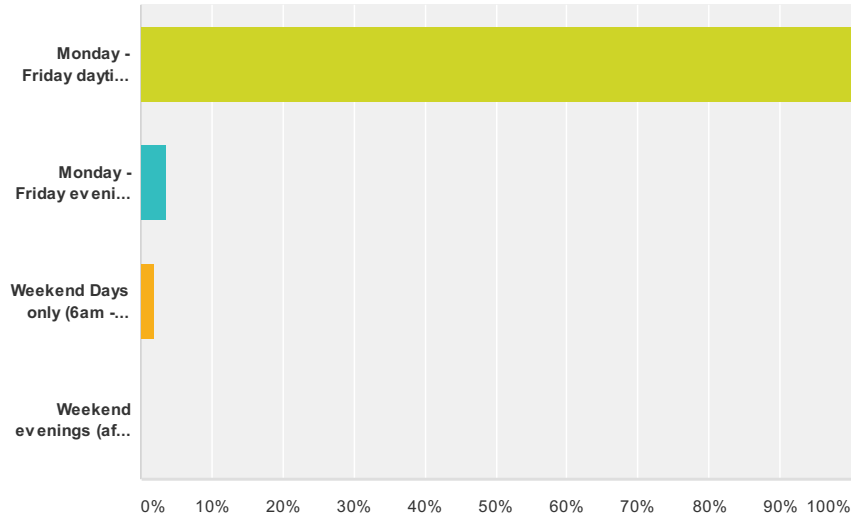
Answered: 57 Skipped: 0



Answer Choices	Responses
Full-Time Employee (Work more than 30 hours per week)	91.23% 52
Part-Time Employee (Work less than 30 hours per week)	8.77% 5
Temporary Employee	0.00% 0
Total Respondents: 57	

Q2 When are you generally at work?

Answered: 56 Skipped: 1



Answer Choices	Responses
Monday - Friday daytime (6am - 5pm)	100.00% 56
Monday - Friday evening (after 5pm)	3.57% 2
Weekend Days only (6am - 5pm)	1.79% 1
Weekend evenings (after 5pm)	0.00% 0
Total Respondents: 56	

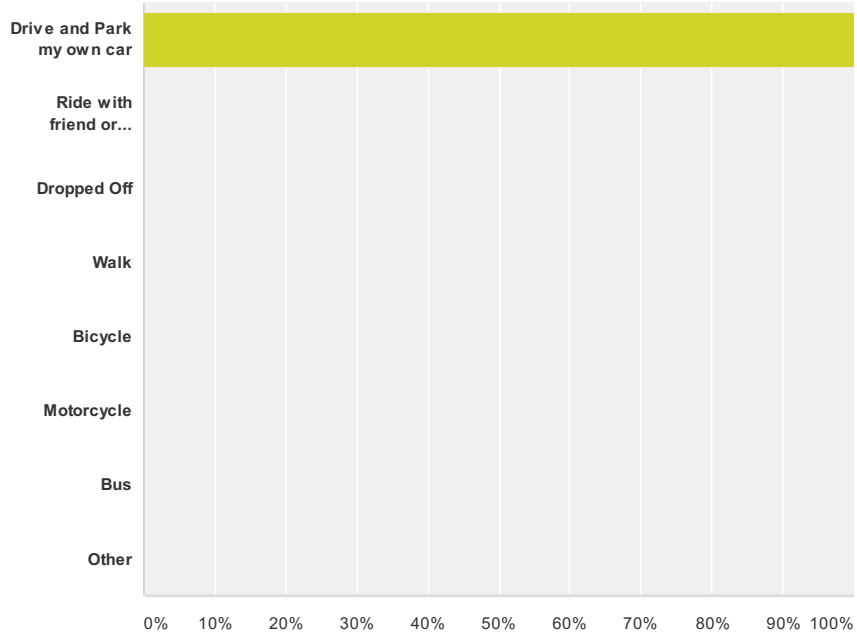
**Q3 Name of the city/town where you reside
if not in Fort Dodge**

Answered: 13 Skipped: 44

#	Responses	Date
1	Otho	7/2/2014 10:12 AM
2	Callender	6/20/2014 3:01 PM
3	Clare	6/19/2014 1:29 PM
4	Gowrie	6/19/2014 10:21 AM
5	Emmetsburg	6/19/2014 9:43 AM
6	Fort Dodge	6/18/2014 5:27 PM
7	Bamum	6/18/2014 5:25 PM
8	Humboldt	6/18/2014 5:21 PM
9	Moorland	6/18/2014 5:19 PM
10	Badger	6/18/2014 5:18 PM
11	Vincent	6/18/2014 10:09 AM
12	N/A	6/17/2014 5:28 PM
13	Fort Dodge	6/16/2014 2:15 PM

Q4 How do you generally get to work?

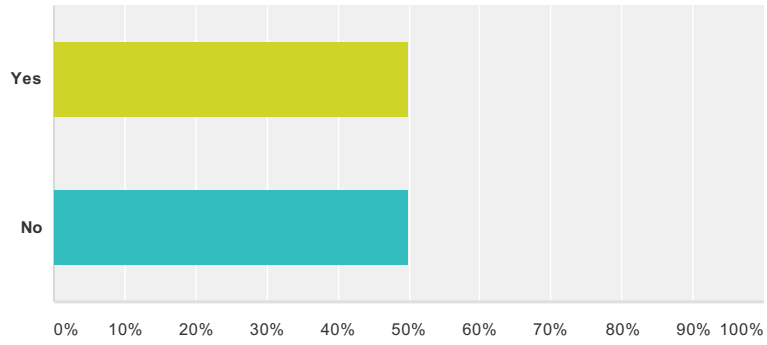
Answered: 57 Skipped: 0



Answer Choices	Responses	Count
Drive and Park my own car	100.00%	57
Ride with friend or spouse	0.00%	0
Dropped Off	0.00%	0
Walk	0.00%	0
Bicycle	0.00%	0
Motorcycle	0.00%	0
Bus	0.00%	0
Other	0.00%	0
Total		57

Q5 Does your employer provide parking for you at your workplace?

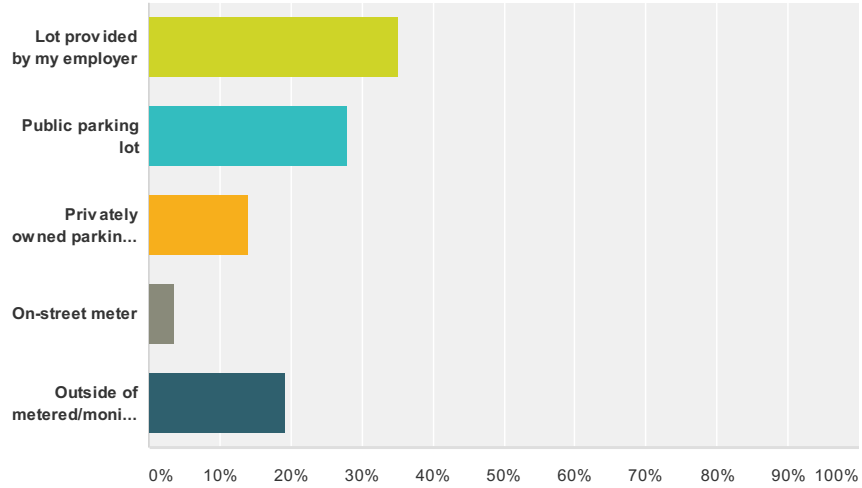
Answered: 56 Skipped: 1



Answer Choices	Responses	
Yes	50.00%	28
No	50.00%	28
Total		56

Q6 Where do you generally park?

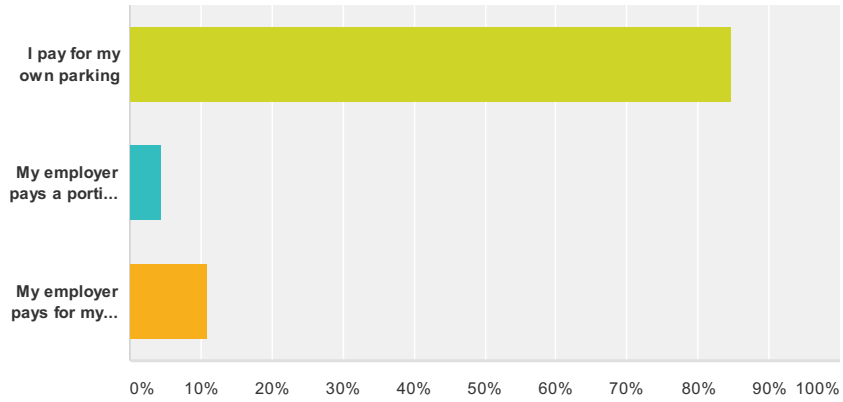
Answered: 57 Skipped: 0



Answer Choices	Responses
Lot provided by my employer	35.09% 20
Public parking lot	28.07% 16
Privately owned parking lot	14.04% 8
On-street meter	3.51% 2
Outside of metered/monitored area	19.30% 11
Total	57

Q7 If you must use public parking...do you pay for it yourself or does your employer pay?

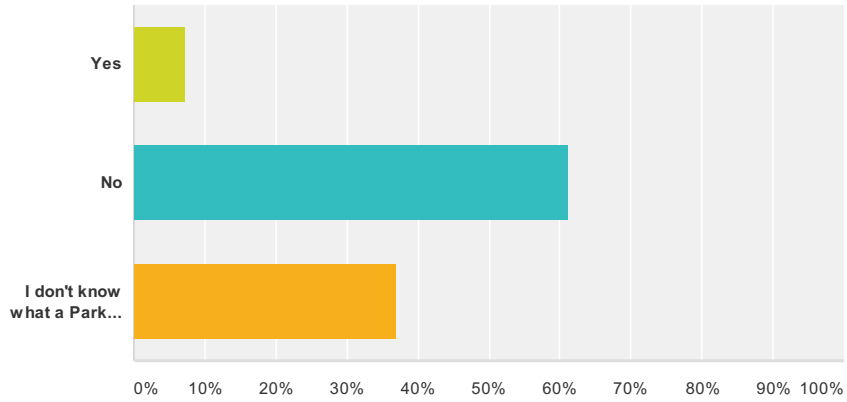
Answered: 46 Skipped: 11



Answer Choices	Responses
I pay for my own parking	84.78% 39
My employer pays a portion and I pay a portion	4.35% 2
My employer pays for my parking	10.87% 5
Total	46

Q8 Do you currently use a Park Card to make your parking more efficient and cost effective?

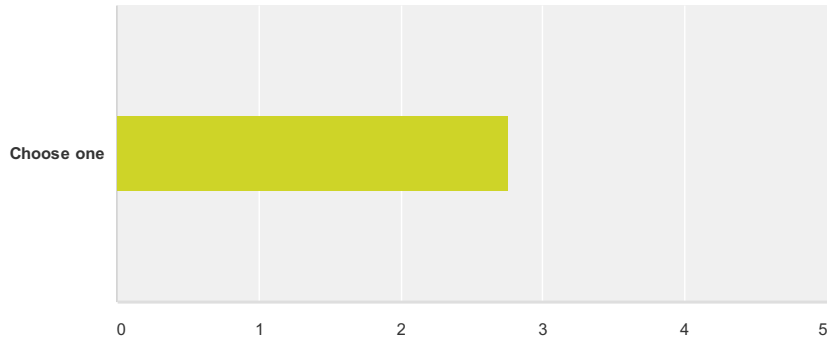
Answered: 54 Skipped: 3



Answer Choices	Responses
Yes	7.41% 4
No	61.11% 33
I don't know what a Park Card is	37.04% 20
Total Respondents: 54	

Q9 If you sought to obtain a monthly parking permit, please rate the following statement... "It is easy to obtain a monthly parking permit".

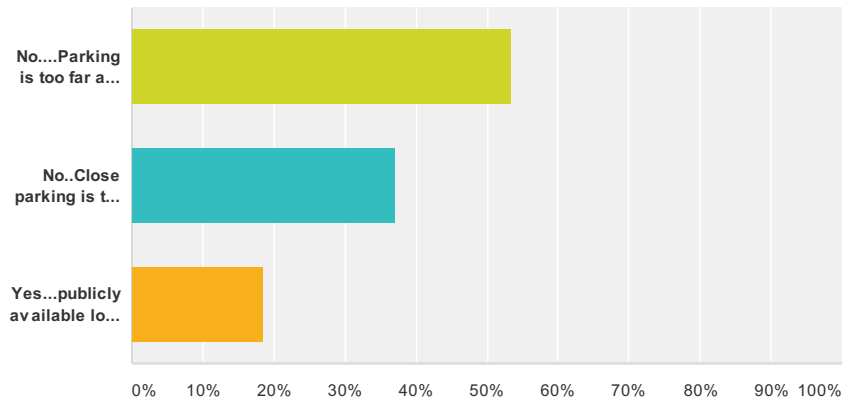
Answered: 42 Skipped: 15



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	21.43% 9	4.76% 2	54.76% 23	14.29% 6	4.76% 2	42	2.76

Q10 If you are required to use public parking, is enough off-street parking provided near enough with sufficient time limits? (Check all that apply)

Answered: 43 Skipped: 14

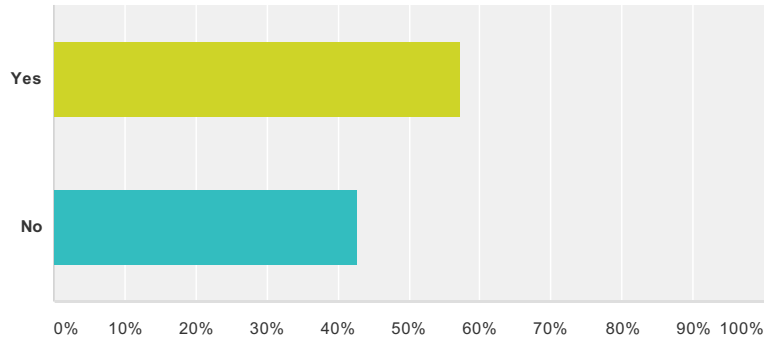


Answer Choices	Responses
No....Parking is too far away that has a long enough time limit	53.49% 23
No..Close parking is too expensive for my employer or myself to pay	37.21% 16
Yes...publicly available lots are near enough with adequate time limits and reasonable rates.	18.60% 8
Total Respondents: 43	

#	Other --Please feel free to add comments	Date
1	parking ramp/garage	6/21/2014 7:37 AM
2	public on street parking with no time limits	6/19/2014 12:23 PM
3	park on street/no time limits	6/19/2014 11:30 AM
4	Spaces on the street are only 1-2 hours; public lots are close; but still a decent walk	6/18/2014 5:25 PM
5	I don't use public parking, it is a private lot	6/18/2014 10:09 AM
6	can't walk very far	6/17/2014 3:38 PM

Q11 Do you feel that you and your vehicle are safe when you park in downtown Fort Dodge?

Answered: 56 Skipped: 1

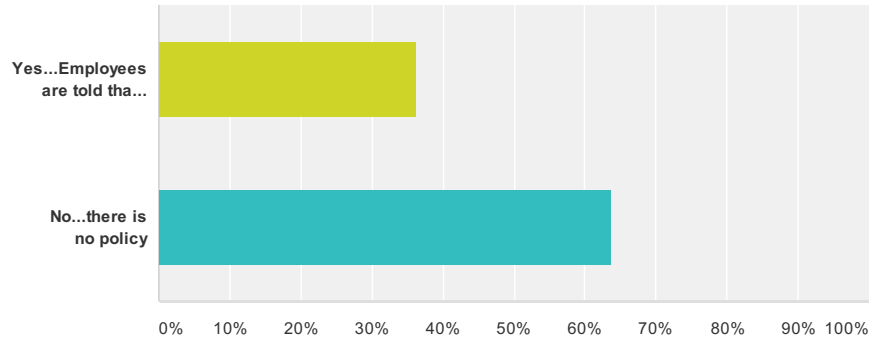


Answer Choices	Responses	
Yes	57.14%	32
No	42.86%	24
Total		56

#	If "No", please explain	Date
1	I often park by The LEC, and still lock my car. I wouldn't work downtown without locking up. I don't do that often at the mall or Walmart's parking lot! By the way in 1977 I helped start a petition to rid of parking meters downtown in fort Dodge, & even brought it up at local radio stations, and here we are repeating the same mistake. I just don't shop downtown much if I have to pay for parking!!	7/2/2014 10:12 AM
2	There are parts of downtown FD that have a bad reputation, for a variety of reasons. If you are forced to park in one of those areas, there is a level of discomfort when walking to & from your car.	6/29/2014 9:41 AM
3	My vehicle has been damaged before where I have to park	6/28/2014 10:45 AM
4	Just today I was on my way back from lunch and saw someone getting searched by officers on Central Ave across from Olde Boston's and then I got to the are across from David's Home Furnishings and a man about 40 years old was stopped on a bike and there were three boys around 12 to 14 standing by him and they were fighting- LOUDLY screaming at each other- there was a lot of profanity being exchanged. So no I would not feel comfortable near either of those situation that were only about 2 blocks apart. '	6/27/2014 5:10 PM
5	have to park in lot next to shady at times convience store.	6/24/2014 7:01 PM
6	When it is dark at 5:00 in the winter, the my car is often the only one in the lot behind Ross' Appliance. I don't feel safe walking-- both because of the people hanging around and the fact that the lot is an uneven surface.	6/23/2014 2:22 PM
7	lack of police presence	6/21/2014 7:37 AM
8	No parking areas ecspecially for the elderly, and with some weather conditions it makes it hard for them to walk great distances without risking a fall.	6/20/2014 3:02 PM
9	Homeless population.	6/20/2014 9:10 AM
10	in an area where unemployed, homeless, drug addicts and sordid characters 'hang-out' - many who have tried to get into and steal vehicles, purses, etc. - I don't feel safe going to my car when I get off work late at night.	6/19/2014 12:23 PM
11	There are a lot of scary low-life people that roam the streets around where we have to park. I've seen many of them looking into cars that are parked on the street. Many of them hang-out in the park and I don't feel safe walking to my car alone if working until 8 pm.	6/19/2014 11:30 AM
12	Parking in an off street private lot that does not have any security	6/19/2014 9:56 AM
13	Depends on where you park. Like most downtowns, there is a mixture of hoodlums and high-class people.	6/18/2014 7:59 PM
14	Sometimes if I am at work late, it is very uncomfortable with all the people around, with the bars near my lot it makes me nervous. There is never any patrol cars around when you need them.	6/18/2014 5:27 PM
15	Parking on the street makes me nervous, due to the road conditions; I'm at times afraid someone will swerve to miss a pothole but hit my car instead.	6/18/2014 5:25 PM
16	My vehicle has been vandalized.	6/18/2014 5:18 PM
17	In the winter when it is dark by 5:30 it can be really creepy walking to the lot to collect my car	6/17/2014 2:20 PM
18	Have watched people attempt to gain access to vehicles that are not theirs.	6/17/2014 11:59 AM
19	During the day, yes. Not at night.	6/16/2014 6:21 PM

Q12 Does your employer discourage you or have a policy against parking in on-street spaces?

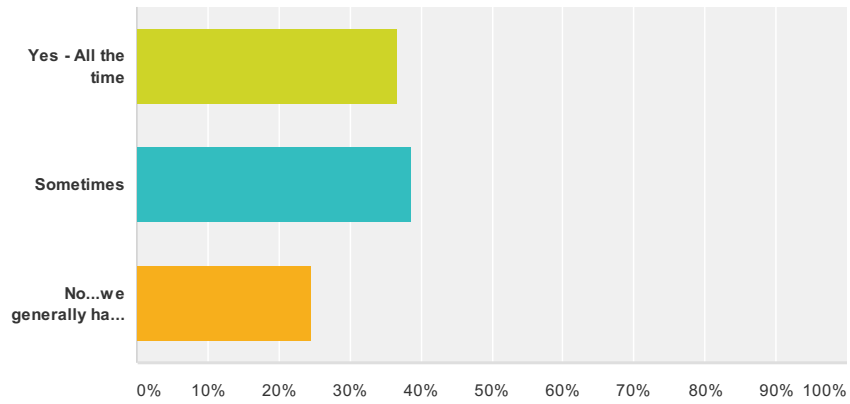
Answered: 55 Skipped: 2



Answer Choices	Responses	
Yes...Employees are told that on-street parking is for customers	36.36%	20
No...there is no policy	63.64%	35
Total		55

Q13 Do customers/visitors to your workplace complain to you about a lack of parking at your business/building?

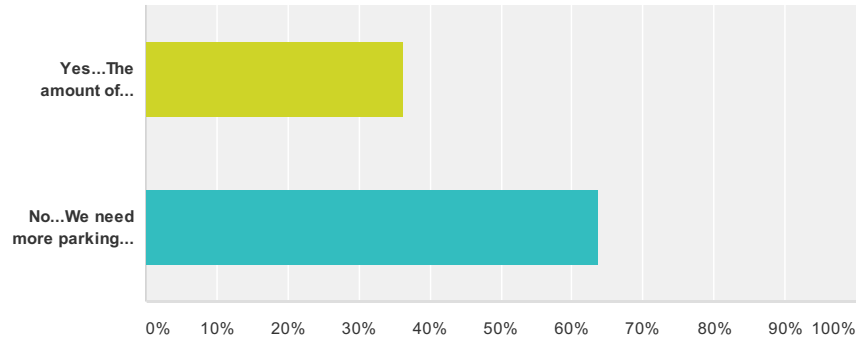
Answered: 57 Skipped: 0



Answer Choices	Responses
Yes - All the time	36.84% 21
Sometimes	38.60% 22
No...we generally have plenty of parking for our customers/visitors	24.56% 14
Total	57

Q14 Do you feel that the City is providing enough publicly available parking for customers/visitors?

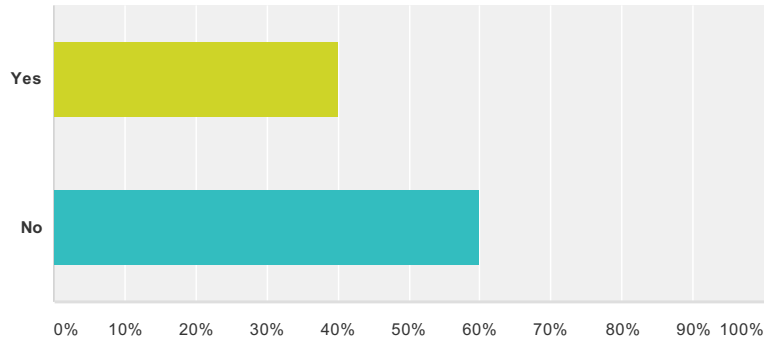
Answered: 55 Skipped: 2



Answer Choices	Responses
Yes...The amount of customer/visitor parking is fine	36.36% 20
No...We need more parking for customers and visitors.	63.64% 35
Total	55

Q15 Do you feel the time limit for on-street parking is sufficient?

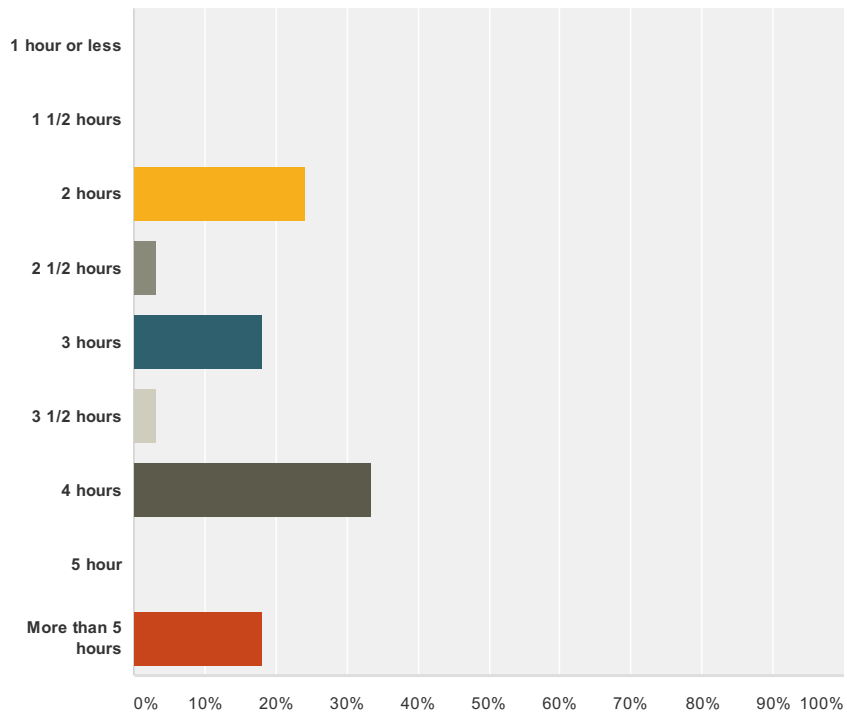
Answered: 55 Skipped: 2



Answer Choices	Responses	
Yes	40.00%	22
No	60.00%	33
Total		55

Q16 If "no", what time limit do you think is appropriate?

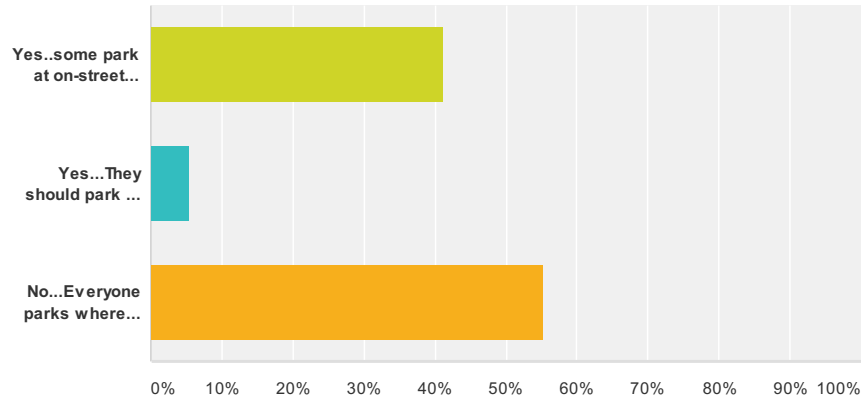
Answered: 33 Skipped: 24



Answer Choices	Responses	Count
1 hour or less	0.00%	0
1 1/2 hours	0.00%	0
2 hours	24.24%	8
2 1/2 hours	3.03%	1
3 hours	18.18%	6
3 1/2 hours	3.03%	1
4 hours	33.33%	11
5 hour	0.00%	0
More than 5 hours	18.18%	6
Total		33

Q17 Do you think that employees or staff members from other businesses are taking convenient parking away from your customers or visitors?

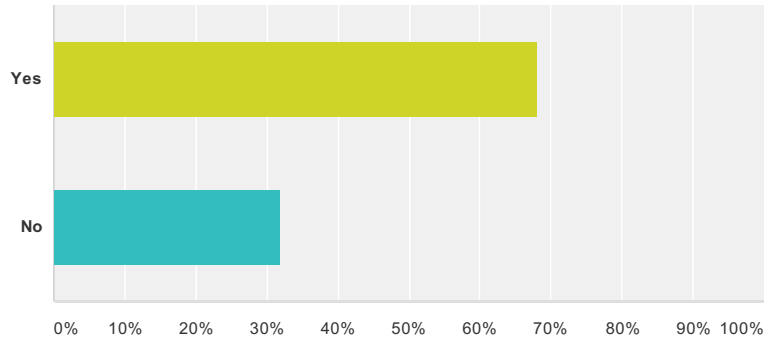
Answered: 56 Skipped: 1



Answer Choices	Responses
Yes..some park at on-street spaces and feed the meters / or move their vehicle to different spaces	41.07% 23
Yes...They should park in lots further away	5.36% 3
No...Everyone parks where they should.	55.36% 31
Total Respondents: 56	

Q18 If you think that other employees are parking at on-street meters, do you feel that parking enforcement is adequate?

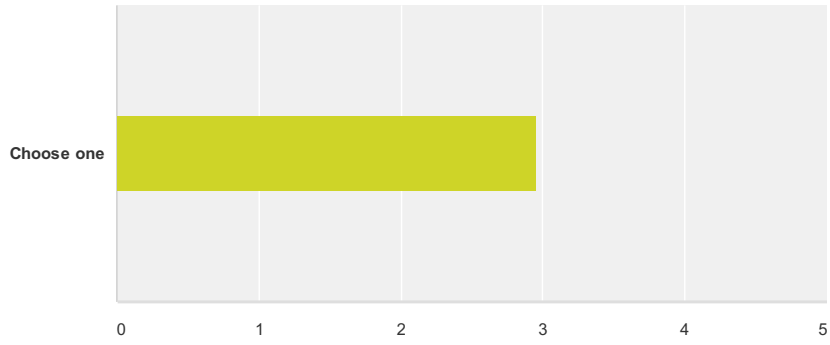
Answered: 50 Skipped: 7



Answer Choices	Responses	
Yes	68.00%	34
No	32.00%	16
Total		50

Q19 It is easy to locate a parking space in downtown Fort Dodge.

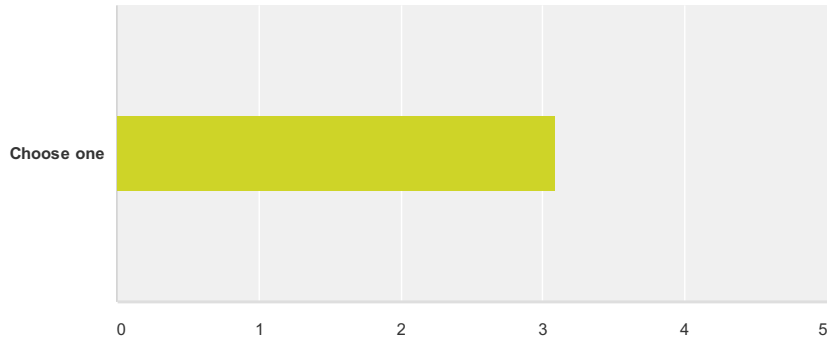
Answered: 57 Skipped: 0



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	12.28% 7	21.05% 12	29.82% 17	33.33% 19	3.51% 2	57	2.95

Q20 Parking signage (directional, length of stay, etc.) is easy to follow and understand.

Answered: 57 Skipped: 0



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	8.77% 5	17.54% 10	35.09% 20	33.33% 19	5.26% 3	57	3.09

Fort Dodge - Employee Survey

Q21 Please feel free to make any additional comments regarding parking below.

Answered: 21 Skipped: 36

#	Responses	Date
1	I don't think it's right or fair that I have to pay the meter every single day to come to work. Yes I could park blocks and blocks away for free parking but I don't see how that's fair either...employees should not have to pay for parking. I've even had customers who complain about the meters or get tickets then blame us as a business I believe this hurts our business.	6/28/2014 10:45 AM
2	I do not feel anymore parking meters should be put in. It seems the main problem was business owners taking the spots for themselves. Why should customers have to pay meters because business owners like to fudge on the rules? Also the library has a lot of young families that go in and out of there on a continual basis they should not have to carry babies and toddlers back outside to feed the meters if they extra time to enjoy an educational programs, read or study. Many years ago when it became apparent the first library building bond issue for remodeling the old library the library bond decided to regroup and find land out near the mall. That plan ended when the Fletcher family took out a full page ad Sunday in the Messenger detailing plans Mr. Fletcher had drawn up to put the library on the square across from the his business. That plan included free parking! Now Fletcher has signs up threatening to tow Library customers who park near his business! Easy for him to say when his business is the type of business that people come and go from frequently unlike the Library where people like to stay. Why not just satisfy Fletchers with a few 15 minute parking only spots for their customers?	6/27/2014 5:10 PM
3	It should be free parking WHERE EVER YOU WORK! no one has money to spend on a meter or a card!!!! That is my lunch money for the week. And u want me to throw it away?!?! THAT NEEDS TO CHANGE ASAP!!!	6/27/2014 10:54 AM
4	There is plenty of parking---it's just not where it is needed most.	6/23/2014 2:22 PM
5	Parking is very tight and restricted in the area, and unfair to those that cant walk that far that use the facilities or shopping in downtown. Really think that this needs to be thought threw thoroughly and the health of our seniors should be greatly considered before any major change are made!!	6/20/2014 3:02 PM
6	Enforcement isn't consistent. City lot expensive and inconvenient for senior citizens. City should do something about water remaining in gutters on North 11th street off central ave. also street not marked for parking spaces on the west side of street.	6/20/2014 9:10 AM
7	Our institution's bond issue passed in-part because it would provide the public with free parking for our clients. Now you're telling them that yes, we are a free institution, but you will have to pay to park to go there AND have a time limit on how long you may stay. I'm sure this will discourage the clients that come in daily, as well as those who just want to make a quick stop. These include Fort Dodge residents, as well as residents from surrounding communities. It certainly won't attract people to the downtown area, but discourage them. The mall area looks much more appealing and visitor friendly with their free parking.	6/19/2014 12:23 PM
8	Several employees have received parking tickets after occupying a one hour space for only 45 mins. I do not believe that there should be times parking spaces on side streets that are located over a block away from central ave.	6/19/2014 11:44 AM
9	There should not be meters at the library. It is a free service to the public and many patrons that use the library cannot afford to pay to park for long periods of time. Many elderly patrons are on fixed incomes and meters could hurt their patronage. Most of the parking is already such a distance away that for these patrons the walk is difficult with or without loads of books and it would add insult to injury to make them have to pay for a spot that could almost be a block away from the building. Meters would also hinder volunteers who would then have to pay to volunteer at the library and run back and forth to meter if they stay for longer periods of time.	6/19/2014 11:43 AM
10	I strongly feel that placing parking meters around the City square will anger the Library patrons and many may stop visiting the Library. Many are retired or have small children and are carrying heavy book bags and having to park further away to avoid paying fees would cause them to visit less or not at all. We are a free service to the people of Fort Dodge and they shouldn't have to pay to park to use our services. Many of our patrons are low-income and may not be able to pay the fees and/or the fines that may accrue while visiting 'their' library. Also by setting time limits on the meters will make patrons feel that they can't stay longer and feel rushed to leave. We want people to feel welcome to come and spend the day with us and give their kids an enjoyable place to keep coming to. One of the big reasons why the Library was built in this spot to begin with is because it would provide a lot of 'free' parking for people to use their library!!	6/19/2014 11:30 AM
11	It would be nice that people understand the parking meters are City owned and NOT County owned.	6/19/2014 10:21 AM
12	You may not think that a dollars worth of change is much, but by the time you put that in a couple days a week, it really takes away from what you make when it's only minimum wage to begin with. I can't tell you what a giant pain in the rear they are... our customers aren't happy, my boss isn't happy, I'm not happy. My wish would be that they all get taken out, it's driving business away and I'm going to lose my job. Then what...??? Move away from Fort Dodge to a town that takes care of its citizens?	6/18/2014 6:08 PM
13	I think the meters needs to be longer, especially if our clients have court and cannot park in the free lots because of walking issues. The City really needs to start cracking down on employees parking at the meters all day long, not sure how to accomplish that, but it needs to be looked at.	6/18/2014 5:27 PM
14	Parking enforcement at time has been poor. There are times when I see a car parked in 1-2 hour parking for 3-4 hours, but there have also been instances when cars have been ticketed in 1 hour parking before the hour was up. Needs to be more consistent.	6/18/2014 5:25 PM
15	More parking signs are needed. one hr parking needs to be turned into two hour parking. It's silly to have parking on one side of the street 1hr and the other side of the street 2hr. You're just setting people up to get parking tickets. Especially when there is not adequate signage to say that it is one hour parking.	6/18/2014 5:18 PM
16	There was a sign on the sw corner of 7th & Central that fell down and was never replaced. Visitors to the Senior Center, Central Place Apts, or the court house would have had to notice the sign on the other end of the block to be aware of parking restrictions.	6/18/2014 12:28 PM
17	First I think that spending \$30,000 on an out of state firm is inappropriate. Second, I really feel that a ramp would be a wonderful thing. If one could be built on the Wells Fargo property would be the best place. And, if the Warden would be tom down, that property would also provide a great place for a parking ramp. Building on the Warden property would kill two birds with one stone....get rid of a horrible looking eyesore and provide a great place to park	6/17/2014 2:20 PM

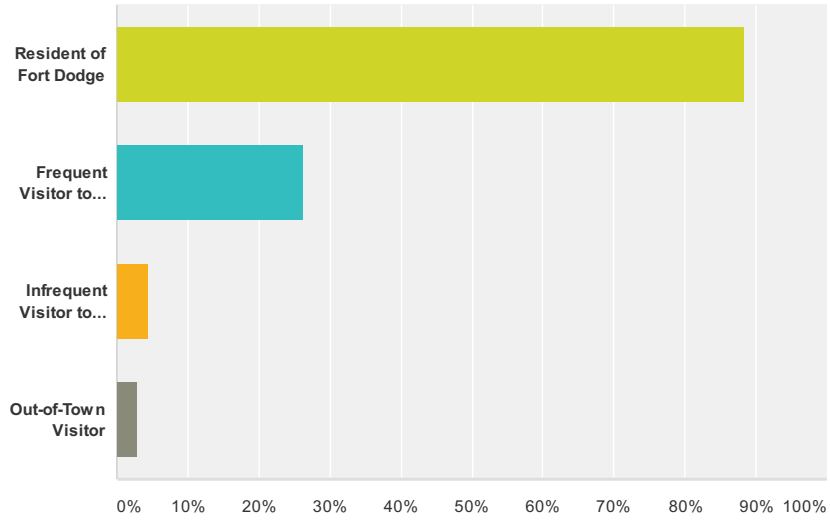
Fort Dodge - Employee Survey

18	More needs to be done for employees who work downtown. I would guess there are substantially more employees than visitors to the downtown area, at least on the east end. The new Monkey lot is VERY nice. Would like to see the same attention given to the other lots.	6/17/2014 11:59 AM APPENDIX D
19	If you want the downtown area to survive you need to supply convenient parking for those working, not just visitors. There is a very good possibility the new crosstown connector and possible recreation facility will take away parking for those of us working at the Courthouse/LEC.	6/16/2014 4:10 PM
20	I pay every month to park in the city lot behind the municipal building. The lot really needs to be fixed. Every time it rains half the lot turns into a giant puddle and/or sheet of ice. I have slipped on the ice several times and came to work with wet shoes from the puddles on many occasions. The exit is also a problem. When ever I pull out of the lot it is so bumpy it sounds like I am going to lose a tire. I don't mind paying to park if the lot was in decent shape. I have also came back from lunch to find that the meter lady is sitting in the last available spot reading a book. There is a half empty lot across the street I think she could take her break there instead of taking up a spot in the busy lot.	6/16/2014 12:07 PM
21	The parking lots where I pay \$15/month to park in could be better (the one behind the municipal building). When we get rain a lot of it floods. Also, the parking lines should be painted in general and changed to yellow so they're more noticeable in the winter so the whole thing doesn't turn into disjointed, hard to maneuver nightmare. Another thing that isn't great is the "out" exit from the parking lot. There's a giant dip that can make you hit the bottom of the car and feels like I'm gong to pop my tires. When I go in to pay for my parking pass I should also be able to use a debit card. It's 2014.	6/16/2014 11:57 AM

APPENDIX E

Q1 I am a (check all that apply):

Answered: 137 Skipped: 2



Answer Choices	Responses
Resident of Fort Dodge	88.32% 121
Frequent Visitor to downtown Fort Dodge	26.28% 36
Infrequent Visitor to downtown Fort Dodge	4.38% 6
Out-of-Town Visitor	2.92% 4
Total Respondents: 137	

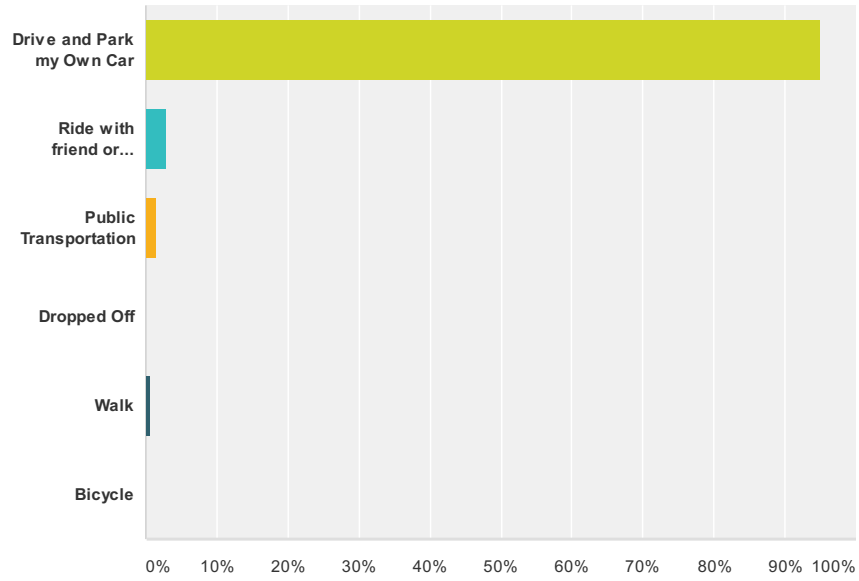
Q2 If not a resident of Fort Dodge, what City, Town or Village do you reside in?

Answered: 16 Skipped: 123

#	Responses	Date
1	Otho	7/2/2014 10:36 AM
2	Famhamville	6/27/2014 10:35 AM
3	dindori	6/27/2014 3:30 AM
4	Emmetsburg	6/25/2014 11:37 AM
5	bhopal	6/25/2014 9:06 AM
6	duncombe	6/24/2014 12:20 AM
7	Webster City, IA	6/23/2014 11:15 AM
8	Rural Humboldt	6/20/2014 10:23 PM
9	fort dodge	6/20/2014 5:30 PM
10	Rockwell City	6/19/2014 4:55 PM
11	Duncombe	6/19/2014 4:04 PM
12	Otho	6/19/2014 3:09 PM
13	RR Moorland, IA	6/19/2014 2:03 PM
14	Coalville	6/18/2014 5:45 PM
15	Badger	6/18/2014 12:15 PM
16	Barnum	6/18/2014 10:58 AM

Q3 How do you generally arrive to downtown Fort Dodge?

Answered: 137 Skipped: 2

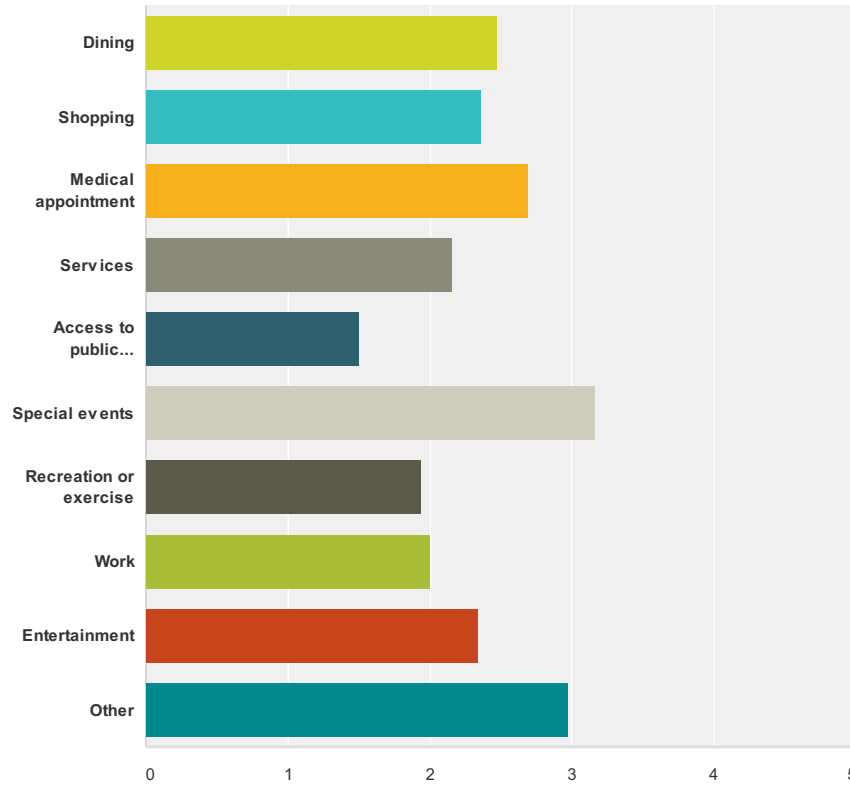


Answer Choices	Responses
Drive and Park my Own Car	94.89% 130
Ride with friend or spouse	2.92% 4
Public Transportation	1.46% 2
Dropped Off	0.00% 0
Walk	0.73% 1
Bicycle	0.00% 0
Total	137

#	Other (please specify)	Date
	There are no responses.	

**Q4 What is the primary reason for most of your visits to downtown Fort Dodge?
(please rank the following 1 thru 4, with 1 being most often)**

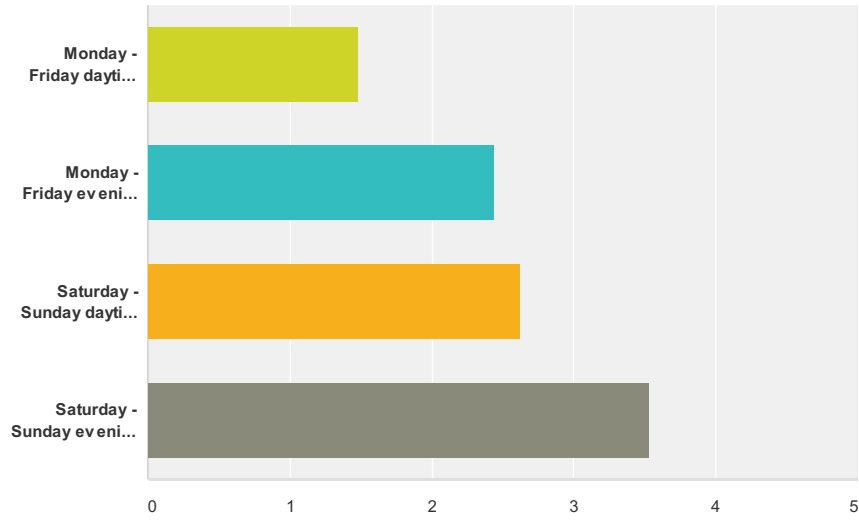
Answered: 138 Skipped: 1



	One	Two	Three	Four	Total	Average Rating
Dining	22.99% 20	32.18% 28	19.54% 17	25.29% 22	87	2.47
Shopping	23.19% 16	31.88% 22	30.43% 21	14.49% 10	69	2.36
Medical appointment	7.69% 1	38.46% 5	30.77% 4	23.08% 3	13	2.69
Services	39.68% 25	19.05% 12	26.98% 17	14.29% 9	63	2.16
Access to public transportation	50.00% 1	50.00% 1	0.00% 0	0.00% 0	2	1.50
Special events	6.90% 4	13.79% 8	36.21% 21	43.10% 25	58	3.16
Recreation or exercise	50.00% 18	19.44% 7	16.67% 6	13.89% 5	36	1.94
Work	51.61% 16	16.13% 5	12.90% 4	19.35% 6	31	2.00
Entertainment	25.42% 15	32.20% 19	25.42% 15	16.95% 10	59	2.34
Other	25.71% 9	5.71% 2	14.29% 5	54.29% 19	35	2.97

Q5 My visits to downtown Fort Dodge occur mainly during (Please rank the following 1 - 4, with 1 being most often)

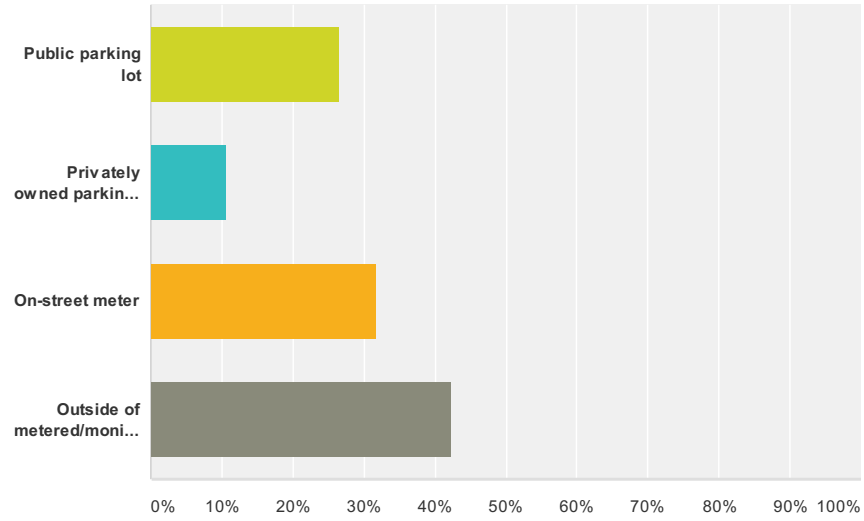
Answered: 136 Skipped: 3



	One	Two	Three	Four	Total	Average Rating
Monday - Friday daytime (6am - 5pm)	78.46% 102	6.15% 8	4.62% 6	10.77% 14	130	1.48
Monday - Friday evening (after 5pm)	10.75% 10	48.39% 45	26.88% 25	13.98% 13	93	2.44
Saturday - Sunday daytime (6am - 5pm)	7.37% 7	35.79% 34	44.21% 42	12.63% 12	95	2.62
Saturday - Sunday evenings (after 5pm)	4.71% 4	7.06% 6	18.82% 16	69.41% 59	85	3.53

Q6 Where do you generally park?

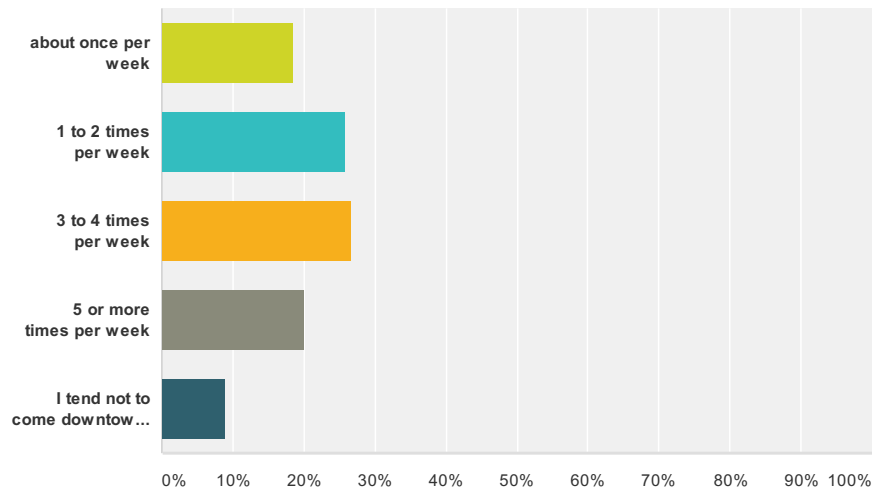
Answered: 132 Skipped: 7



Answer Choices	Responses
Public parking lot	26.52% 35
Privately owned parking lot	10.61% 14
On-street meter	31.82% 42
Outside of metered/monitored area	42.42% 56
Total Respondents: 132	

Q7 How many times in a typical week do you visit downtown Fort Dodge?

Answered: 135 Skipped: 4

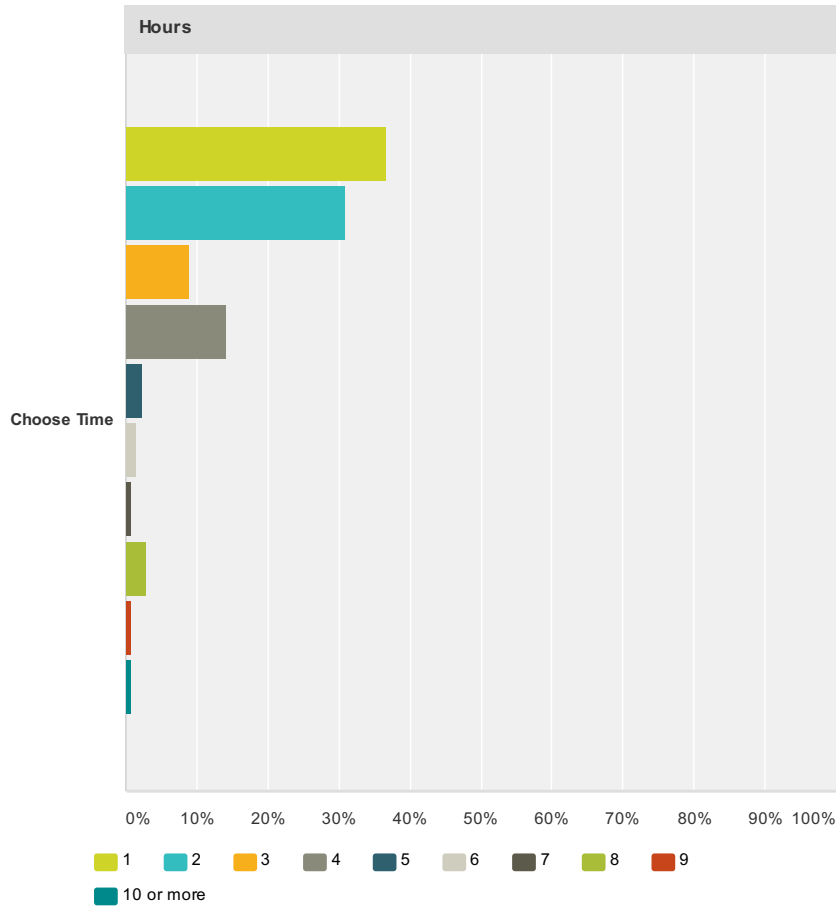


Answer Choices	Responses
about once per week	18.52% 25
1 to 2 times per week	25.93% 35
3 to 4 times per week	26.67% 36
5 or more times per week	20.00% 27
I tend not to come downtown because	8.89% 12
Total	135

#	I tend not to come downtown because	Date
1	parking is a pain	7/2/2014 8:00 PM
2	There is so little non-metered parking	6/27/2014 4:57 PM
3	I don't like the parking meters	6/25/2014 11:37 AM
4	cost of parking	6/20/2014 5:30 PM
5	parking is a problem	6/20/2014 5:21 PM
6	parking meters	6/19/2014 7:32 PM
7	I don't like the confusing meters, especially if I must do business, such as paying taxes.	6/18/2014 7:59 PM
8	Don't like parking meters! Nothing there.	6/18/2014 3:38 PM
9	you went back to meters	6/18/2014 10:58 AM
10	I will not pay for a meter	6/17/2014 7:47 PM
11	nothing downtown to see shop dine etc.	6/17/2014 3:55 PM
12	of the parking meters	6/17/2014 3:37 PM

Q8 How long do you generally stay in downtown Fort Dodge?

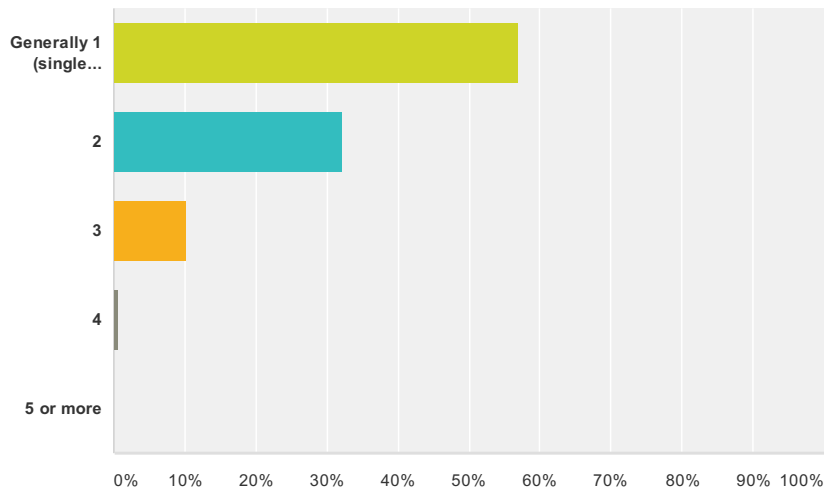
Answered: 133 Skipped: 6



Hours											
	1	2	3	4	5	6	7	8	9	10 or more	Total
Choose Time	36.84% 49	30.83% 41	9.02% 12	14.29% 19	2.26% 3	1.50% 2	0.75% 1	3.01% 4	0.75% 1	0.75% 1	133

Q9 How many businesses do you generally visit each trip?

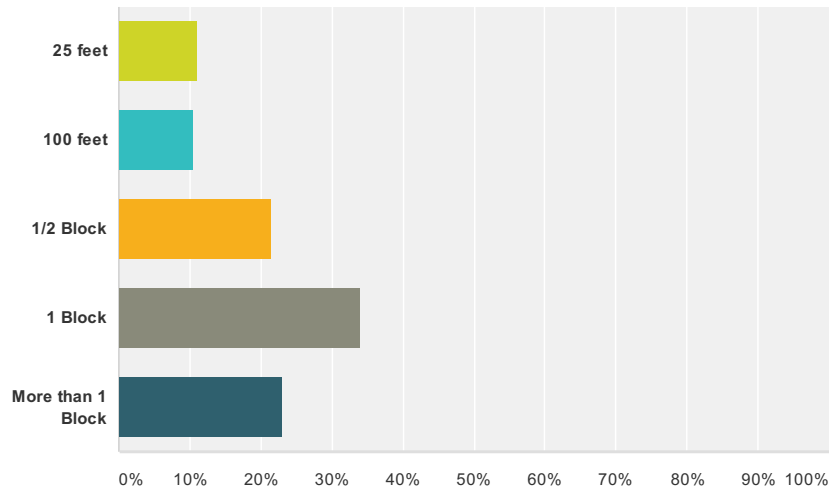
Answered: 137 Skipped: 2



Answer Choices	Responses	
Generally 1 (single purpose)	56.93%	78
2	32.12%	44
3	10.22%	14
4	0.73%	1
5 or more	0.00%	0
Total		137

Q10 How far are you willing to walk from your parking space to your primary destination?

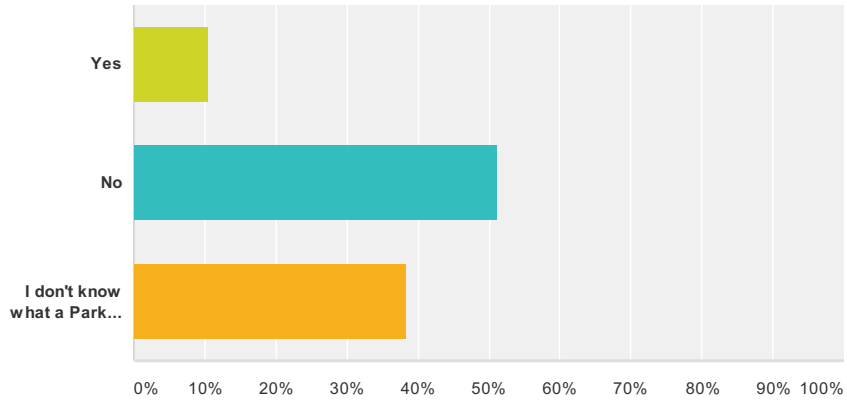
Answered: 135 Skipped: 4



Answer Choices	Responses	
25 feet	11.11%	15
100 feet	10.37%	14
1/2 Block	21.48%	29
1 Block	34.07%	46
More than 1 Block	22.96%	31
Total		135

Q11 Do you currently use a Park Card to make your parking more efficient and cost effective?

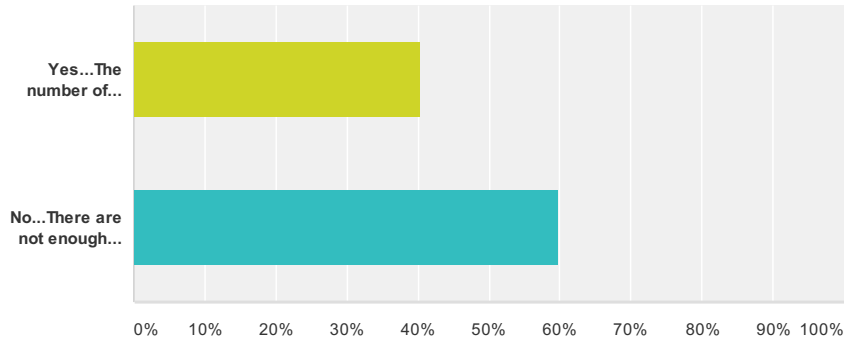
Answered: 133 Skipped: 6



Answer Choices	Responses	
Yes	10.53%	14
No	51.13%	68
I don't know what a Park Card is	38.35%	51
Total		133

Q12 Do you feel that the City is providing enough publicly available parking for downtown Fort Dodge customers & visitors?

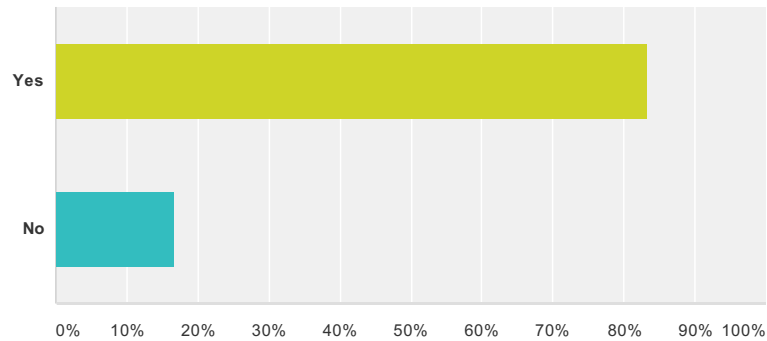
Answered: 129 Skipped: 10



Answer Choices	Responses	
Yes...The number of parking spaces seems to be okay	40.31%	52
No...There are not enough spaces.	59.69%	77
Total		129

Q13 Do you feel that you and your vehicle are safe when you park in downtown Fort Dodge?

Answered: 132 Skipped: 7

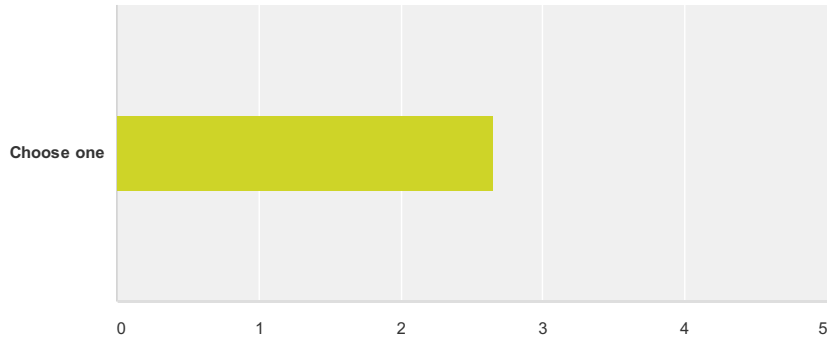


Answer Choices	Responses	
Yes	83.33%	110
No	16.67%	22
Total		132

#	If "No", please explain	Date
1	I always lock my vehicle especially if it's after 5 PM. Even when I am close to The LEC I make sure it's locked.	7/2/2014 10:36 AM
2	It depends on location and time of day. Broad daylight, I feel ok. Uneasy if I have to park too far from destination. I don't come downtown alone after 6 PM. The large number of people who live downtown who have financial/medical/drug issues is a deterrent to customers.	7/1/2014 10:12 AM
3	Ft. Dodge haha	6/30/2014 11:30 PM
4	I would not park my car downtown at night	6/30/2014 4:47 PM
5	Downtown is now a Ghetto.	6/29/2014 10:02 AM
6	Windows have been broke out before	6/28/2014 10:51 AM
7	Not sure. Recently found that the right side of my car had been car keyed...don't know where I was parked at the time and thinking it was prob after dark...parked on street 4th Ave North...poorly lit after dark..near St Edmonds	6/27/2014 4:57 PM
8	It depends on where we park and the time of day.	6/22/2014 10:36 PM
9	my vehicle was damaged and I was parked in the Police Dept. parking lot	6/21/2014 7:06 PM
10	nights seem seedy daytime afraid of it being ran into	6/20/2014 5:22 PM
11	not in the parking lots	6/20/2014 5:21 PM
12	we should have free parking	6/19/2014 7:32 PM
13	Lots of crime happens in Dodge	6/19/2014 4:08 PM
14	Especially at night	6/19/2014 3:59 PM
15	It doesn't matter if I'm downtown or elsewhere in town, I'm always concerned about my safety (and my vehicle) in Fort Dodge.	6/19/2014 3:33 PM
16	Kids going through and scratching up cars.	6/19/2014 3:09 PM
17	Kids walking around and using keys to scratch cars and trucks for fun.	6/19/2014 1:52 PM
18	There are too many bad drivers.	6/19/2014 1:15 PM
19	If the car is locked.	6/18/2014 3:38 PM
20	Only in the daytime	6/17/2014 7:47 PM
21	There is not much downtown and not much activity so I feel my car is not safe and I am not either. Never would I park downtown after dark.	6/17/2014 3:55 PM
22	Vandalism keying of cars	6/17/2014 10:22 AM
23	Extremely uncomfortable with certain types of culture on the street.	6/16/2014 2:43 PM

Q14 The on-street parking time restrictions generally give me enough time to complete my trip.

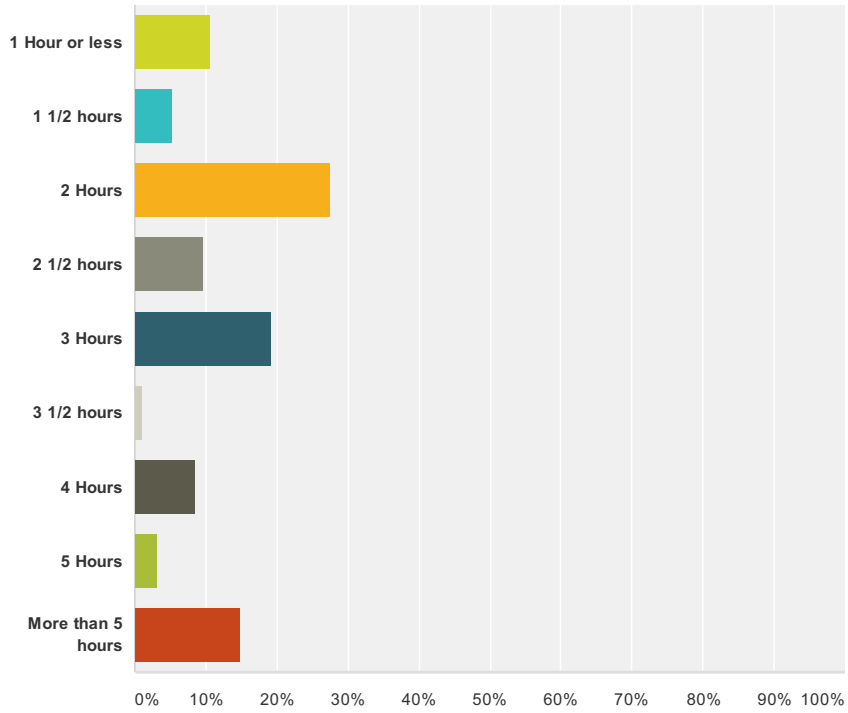
Answered: 132 Skipped: 7



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	24.24% 32	18.18% 24	28.79% 38	25.76% 34	3.03% 4	132	2.65

Q15 If you think the on-street time limits are insufficient, what do you think is appropriate?

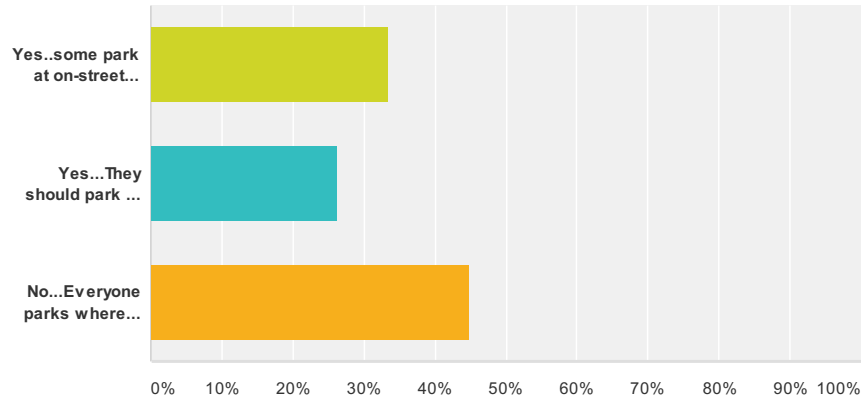
Answered: 94 Skipped: 45



Answer Choices	Responses	
1 Hour or less	10.64%	10
1 1/2 hours	5.32%	5
2 Hours	27.66%	26
2 1/2 hours	9.57%	9
3 Hours	19.15%	18
3 1/2 hours	1.06%	1
4 Hours	8.51%	8
5 Hours	3.19%	3
More than 5 hours	14.89%	14
Total		94

Q16 Do you think that employees or staff members from some businesses are taking convenient parking away from customers or visitors?

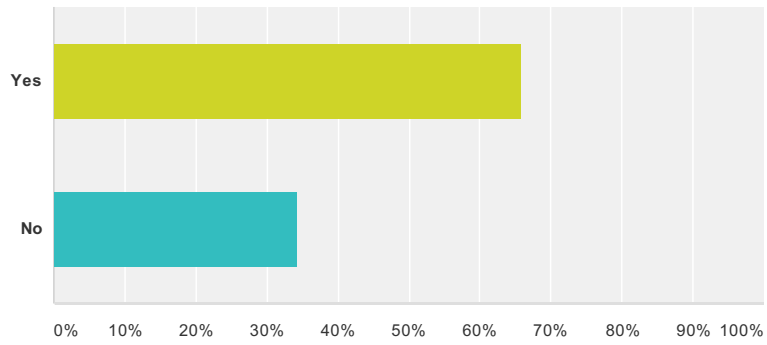
Answered: 129 Skipped: 10



Answer Choices	Responses
Yes..some park at on-street spaces and feed the meters / or move their vehicle to different spaces	33.33% 43
Yes...They should park in lots further away	26.36% 34
No...Everyone parks where they should.	44.96% 58
Total Respondents: 129	

Q17 If you think that other employees are parking at on-street meters, do you feel that parking enforcement is adequate?

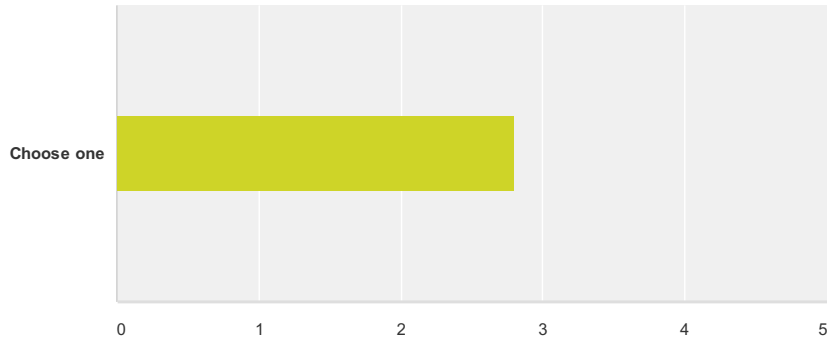
Answered: 108 Skipped: 31



Answer Choices	Responses
Yes	65.74% 71
No	34.26% 37
Total	108

Q18 It is easy to locate a parking space in downtown Fort Dodge.

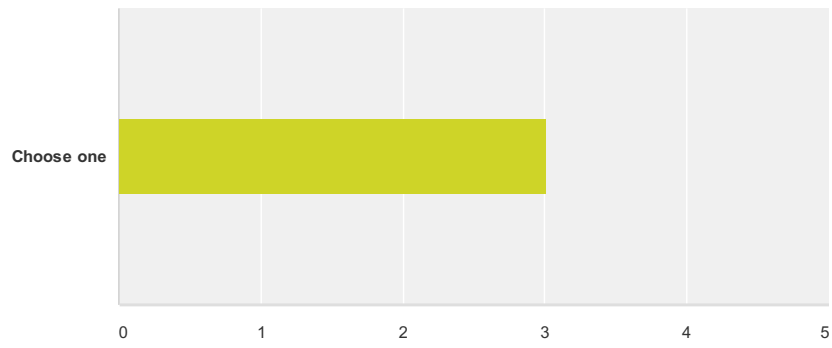
Answered: 133 Skipped: 6



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	18.80% 25	20.30% 27	28.57% 38	27.07% 36	5.26% 7	133	2.80

Q19 Parking signage (directional, length of stay, etc.) is easy to follow and understand.

Answered: 134 Skipped: 5



	strongly disagree	disagree	neither agree or disagree	agree	strongly agree	Total	Average Rating
Choose one	14.93% 20	14.18% 19	28.36% 38	40.30% 54	2.24% 3	134	3.01

Fort Dodge - Customer Survey

Q20 Please feel free to make any additional comments regarding parking below.

Answered: 68 Skipped: 71

#	Responses	Date
1	#18 sometimes a space is available and sometimes not. #19 not everone can follow what the signage says, me included.	7/7/2014 1:21 PM
2	parking meters are not needed anywhere in fort dodge. instead of adding a rejuvience of business in the downtown area they will hinder or stifle it. People (myself included) will choose to patronize businesses and service providers where there is free parking, not where there are meters. The myth of "turnover" by using meters is just that a myth. Meters exist for one purpose "Revenue Enhancement"	7/7/2014 1:18 PM
3	I worked in 1977 to eliminate metered parking, & now here we are again with it. I shop far less downtown when I have to feed a meter!!!	7/2/2014 10:36 AM
4	Parking meters located in front of stores that are "a quick stop", like a flower shop should not have meters. I hate the meters & it deters me from shopping downtown. What is wrong with the marking tires method? Signs that indicate location is for 15 minutes or less? I get mad if I try to support the downtown businesses and just want to make a quick stop in to make a 5 minute purchase or to pay a bill and the city parking person wants me to put \$ in the meter. If I'm downtown, I usually hit 3-4 stores in an hour, but they are not all within walking distance from the same meter. If we are dining, we usually take about an hour. Stores that need to have a delivery van or an open space for donations should be able to choose if they want a location designated for parking for these vehicles. Downtown businesses are at a disadvantage over the businesses that have private parking or are at the mall where there is free parking.	7/1/2014 10:12 AM
5	I live in an apartment downtown and I feel that the residents of our apartments are given very little consideration when it comes to our parking. It is expensive to park in an area that is somewhat close to our residence. I am elderly and I live in apartments designed for handicapped and elderly low income people and if I would like to park somewhere close and not have to walk so far, I must pay a fee. I have lived in apartments most of my life in cities other than Fort Dodge and this is the only place that I have had to pay to park! I really love living in downtown Fort Dodge, but the parking is a problem for me. It just kind of spoils my good feeling I have about living where I do. Thank you.	7/1/2014 12:36 AM
6	We don't need more meters downtown. We should have raised tickets to \$15 before we put in meters to help with the overtime on-street parking.	6/30/2014 4:47 PM
7	I frequently use the library and their resources to study and work on my college courses. I am at the library 2-3 times per week, 3-4 hours at a time. I have heard the city was considering putting meters around the square and I think this is unfair. The public library should be a place in the community where people can come and relax or study without having to worry about feeding the meter. When I come to the library, I carry in my laptop bag and my book bag. If I had to go out and feed a meter, that would mean packing everything back up, lugging it back out to my car, bringing it back in and getting everything back out to continue with my studies. I am not the only person who comes into the library for long periods of time, I have noticed several of us that come in and use the facilities for hours at a time. Lots of families too. I think the Fort Dodge Library is a really nice place and people shouldn't have to pay for parking to use it.	6/30/2014 12:55 PM
8	After 5pm, is it right for bar people to not have to feed the meters? Don't have a solution...	6/29/2014 3:03 PM
9	Downtown is a waste of money. Stop trying to 'fix it up'. Up near the mall on 5th Ave S is where we need to be focusing on improving. That's what's wrong with Fort Dodge. You old fuddy duddies don't want to change anything and revert back to the old. Downtown is dead, leave it be, and let's move forward to fix our problems. Regardless, I won't stay in this hell hole once I'm done with college. Fort Dodge is a soul sucking black hole. People who stay here can't move past their high school days and want to relive the glory by staying here, or get stuck, and waste away here the rest of their days.	6/29/2014 10:02 AM
10	I hate the curbs they put in downtown...they stick way out into the street and make it extremely difficult to park in space right next to the big curb. When I was new to town and not aware of all the ridiculous curbs that stick way out I was approaching 15th st heading east on central and hit the curb....somewhere around that bank or Sneakers and almost rolled my truck. It was not well lit and I didn't expect a curb to be sticking way out into the street in the driving lane. It angered me and scared me half to death. Since then I avoid that area when driving at night..it is dangerous. I am sure I am not the first one to have had this experience. I was driving the speed limit..totally sober.	6/27/2014 4:57 PM
11	There is not enough parking around Citizen Central. I do not come to downtown because I do not like the parking meters.	6/27/2014 12:09 PM
12	FIND ANOTHER WAY TO MAKE YOUR STUPID MONEY!!!!!!!!!!!!!!	6/27/2014 11:02 AM
13	I think it is terrible to have to pay for parking. I don't like to have to limit what time I spend at an establishment. The HUGE ticket I received no longer makes it worth my time or money to be downtown. Now I just go to the library, she shop somewhere else.	6/26/2014 7:00 PM
14	The Senior Center needs more parking spaces. It is too difficult to try and park in a cramped parking lot. Especially with a growing customer basis.	6/26/2014 1:38 PM
15	I used to be a frequent shopper downtown, I would have lunch at the coffee shop then browse through my favorite stores, but received a parking ticket after being late to feed the meter (5 minutes!). I have cut down my shopping to what used to be 1-2 times a week to almost never now. I find it ridiculous a town the size of Fort Dodge needs parking meters. Des Moines I understand, but Fort Dodge? Asinine! It's sad for me because I don't patronize some of the unique little businesses that are downtown. I'm sure the city says, but it's only a quarter... but when you don't have change handy and you know you're going to get a \$15 (ridiculous fee!) ticket, it's just easier to not come downtown. Shame on you!	6/25/2014 11:37 AM
16	Not a fan of paid parking! It is easy to find a spot, with or without a meter, especially compared to larger towns and cities.	6/23/2014 2:57 PM
17	I work for DHS and have to spend up to 7 hours a day at the LEC or Court House for court hearings. It is hard to move my car every hour or put money in every 2 hours depending on the types of court hearings I have for the day. It would be nice if a different arrangement could be made for the LEC and Court House parking.	6/23/2014 11:15 AM
18	We would walk a couple of blocks IF there was a good restaurant. The metered parking spaces has kept us from doing more downtown.	6/22/2014 10:36 PM
19	Current regulations are inconsistent. There is 15 minute free parking in front of City Hall whereas space in front of the Courthouse is metered.	6/22/2014 9:48 PM

Fort Dodge - Customer Survey

20	I can,t even have friends or fanily park where i live to visit me, thats wrong! And I have to pay to park monthly, thats wrong!!!! I live here. They should have put the cost of parking in the rent, or let us park for free. Money, Money, Money thats all fort dodge thinks about, you should start caring for the customers and residents, I'm moving as soon as I can, Oh and Plus Central Place Apts are for 55yrs old or disabled, and we have to move our car in the parking lot every time it snows, some of us can't hardly walk let alone walk around our cars and clean them off in the winter time, I have fell a couple of times and no one comes over to see if i'm ok, and ur right across the Street!! Something needs to change and real quick like. Excuse my language, but this Parking is BULLSHIT!!	6/21/2014 7:06 PM APPENDIX E
21	Please do not put parking meters in the library square. I feel that this might discourage people from visiting the library if they were required to pay. Many people would not stay as long if they were required to pay. Students often go to the library to use the Internet resources because they do not have access to this at home. Money may become an issue and may inhibit students from using these resources.	6/20/2014 7:14 PM
22	Please do not put parking meters around the library square-- this would severely impact the accessibility and availability of library books and services to library patrons.	6/20/2014 7:10 PM
23	Remove the comers. It causes too much snow build up during the winter and makes it difficult to maneuver around and visibility is hard.	6/20/2014 1:38 PM
24	I do not think you should put meters on the square. Most of the people who park there are going to the library. These people, like me, are there because they cannot afford to buy books, or pay for internet, or whatever the case may be. We should not have to pay to visit a free institution, heralded for their free services to the community. PLEASE re-consider putting meters around the square. So many people already do not read. We don't need another reason to discourage people from visiting the library. Aren't we promoting literacy in Fort Dodge? Forcing people to pay to visit the HOME of literacy in Fort Dodge does not reflect well upon the values of our community.	6/20/2014 10:28 AM
25	I think Fort Dodge took a BIG step backwards by installing the parking meters on Central Avenue. It has discouraged my wife & I from shopping in the downtown area. If parking is a problem on Central Avenue (which I don't think there is a problem), work the business owners/managers to encourage employees to park away from this area.	6/20/2014 12:02 AM
26	Do NOT make the area around the library metered.	6/19/2014 7:13 PM
27	There are other ways to generate money then parking meters and speed cameras	6/19/2014 5:22 PM
28	Please do not place meters on the square. It would deter use of the library	6/19/2014 5:19 PM
29	No parking meters by the library please! We'll stop going there and start going out of town if they're installed	6/19/2014 5:12 PM
30	I don't want parking meters on the square. We visit the library and I think it is a shame to start charging the tax paying citizens of this community. There really isn't enough attractions downtown to have placed them there in the first place. To me all it does is discourage people from going down there.	6/19/2014 4:48 PM
31	I mainly visit the library and have never had an issue finding parking there. With a toddler, I never know how long we will be inside. I am happy to not have to drag her out to 'feed' a meter.	6/19/2014 4:08 PM
32	I don't want to pay for parking when my kids and I go to the library for a few mins to get a book	6/19/2014 4:08 PM
33	Please do not put metered parking around the library. Otherwise library usage will drop off. I am handicapped and unable to walk long distances and unable to pay to park.	6/19/2014 4:07 PM
34	Please don't add parking meters around the square. Free parking should be available for those who use the library.	6/19/2014 4:04 PM
35	Please do not put meters around the library :(The majority of the time I have my kids with me and hassling with a meter is not something I want to deal with. Also, it is a place that so many people use of varying incomes, it just seems rude to add an expense to going to the library. (Unless the meter money around the library is going strictly to the library, than I may reconsider.)	6/19/2014 3:55 PM
36	I feel fort dodge is too small to have meters downtown and it is ridiculous as tax payers to be expected to pay additional for parking. Downtown is a dump my small children enjoy the library that is all we go downtown for if I am going to be charged to park there I may discontinue the services and activities that are offered there. Maybe instead of all the bike trails by the now flooded river or in the flats maybe give people who actually use downtown a break.	6/19/2014 3:45 PM
37	If there becomes more meters in downtown Fort Dodge, I will choose to shop elsewhere. I don't think I should have to pay to park to go to stores or the Public Library.	6/19/2014 3:39 PM
38	No parking meters on the square. Library visitors should not be required to feed a meter. It seems very inappropriate to do that when the library is for the public and is free. People should be encouraged to go to the library. Not set off by paying a meter	6/19/2014 3:36 PM
39	Businesses downtown have already suffered due to the parking meters being installed. Having them around the library will only hurt the library as people will not want to go there anymore. Plus, not everyone that goes to the library can afford parking.	6/19/2014 3:33 PM
40	I am concerned about having to plug a meter to take my kids to the public library. This may be a deterrent to some families and this is unacceptable.	6/19/2014 3:31 PM
41	I think it is not right to make parking meters for library customers!!!!	6/19/2014 2:28 PM
42	Parking at the Senior Center is terrible. Need more parking space especially when you are unable to walk very far.	6/19/2014 2:00 PM
43	I believe parking meters are ineffective. Sometimes I do not have the change necessary to put in for the amount of time I need to be there for. Plus I am disabled so therefore I tend to move a lot slower than everyone else. So in turn my time runs out a whole lot faster.	6/19/2014 1:57 PM
44	The Senior Center parking area is very very limited and seniors can't walk that far!	6/19/2014 1:52 PM
45	There are too many parking meters. I am a state employee and make a decent amount of money so paying for meters is not the problem, however I as many others think that having meters and adding more is going to make it harder for businesses to get business, and in the long run kill downtown business.	6/19/2014 1:15 PM
46	parking meters make it so that people don't want to come downtown. first off not very many people carry around a bunch of quarters around with them to feed the meters with. I don't want to have to pay every time I come downtown when I plan on spending my money in the stores that I planned on going to. I don't think that people should have to pay to park in a space.	6/19/2014 1:15 PM
47	I think the bump outs at the intersections eliminate a lot of parking space. You could get at least two more spaces on each side of a block by eliminating them.	6/19/2014 8:44 AM

Fort Dodge - Customer Survey

48	I avoid parking downtown. I have tried using the meters and couldn't get them to work. I have parked without thinking about meters and been charged a ridiculous \$15 fine for less than ten minutes of parking. I resent being expected to pay a parking meter just to stop at the Court House to pay my taxes. Now I shop only at the businesses at each end of Central where there are no meters. I'm not even sure what businesses, other than the Court House and McGregor's, are located in the middle. Make more parking lots available for employees and give them parking passes. Employees should not have to pay part of their earnings just to park so they can work at a downtown business. Skip the round-about and crosstown connector expenses and let us park free! Fix the potholes in the streets we already have so we can drive safely to the downtown businesses.	6/18/2014 7:59 PM APPENDIX E
49	The parking cops do a good job handing out tickets to expired meters. Businesses should police their own employees more and provide parking options for them. The city cannot do anything about business employees parking on the street if the meter is paid. The city should work closely with downtown businesses to combat parking issues.	6/18/2014 7:20 PM
50	I used to shop/eat/have coffee almost every day in downtown. When the meters came back, I was forced to cut back on my time due to having to pay to park. We got rid of them in the 70 or early 80s... why the heck do you think we need them again? Once again, Fort Dodge is trying to nail their citizens to pay for things that they shouldn't have to. NOT IMPRESSEDn ONCE AGAIN, FORT DODGE... GET RID OF 'EM (& take David Fierke with)!	6/18/2014 5:50 PM
51	People that work in the downtown area should be provided with a parking pass that they can use to park on the street or a lot - at no charge. And, the parking should not be in a lot 4 blocks from where they work. Walking back and forth to a car in the daytime is not as dangerous as walking to a car at night when the downtown area is not a place where you should be walking blocks to reach your vehicle.	6/18/2014 5:25 PM
52	Plenty of parking space now but parking meters are not needed. People avoid coming downtown because of parking meters and there is not much that down town offers.	6/18/2014 3:38 PM
53	Parking meters make no sense.....Make employees park in public lots..	6/18/2014 3:13 PM
54	Not happy when they went back to parking meters.	6/18/2014 10:23 AM
55	I have been reading the articles in the paper and it's a little upsetting to find out we are spending money to an out of town company to tell us what we already know. I see no reason for parking meters ... worked better before the meter's and the costs to install ... and we still have to pay someone to go around and check the meters and give tickets and monitor cars with the chalk stick so I don't know that we have made Fort Dodge any happier with the parking meters. the new lot on 10th is nice but awkward and I'm sure the people who plow it love it we are doing good with getting business in Fort Dodge and love the concept of growing downtown again but don't like the meters but I use them with no complaint ... if your going to have meters have them all the way up and down Central Ave ... is that area not good enough to have meters? Seems really strange why the cut off at 10thso many apt people and others park there and take up spaces for those business's ... let's make it fair all the way around if you want the meters even Market on Central don't go above 10th street don't you think those business's would like to benefit from the shoppers? The shoppers park in front of those business's to walk down to Market on Central ... why is there this discrimination for those business's. I just find it redundant that we have to pay for all this parking info when you've already done a half assed job of putting in the new meters several years ago ... just saying I'll continue to use the meter's without complaint but it does get in a lot of people craw	6/18/2014 12:58 AM
56	Don't know why Fort Dodge needs parking meters. Has them once and they took them out. Why bring them back?	6/17/2014 7:47 PM
57	The parking behind Citizen Central is not adequate for all the people that attend the Center on a daily basis, if they can't find a spot to park they turn around and go home which is very often, not enuf parking.	6/17/2014 6:01 PM
58	Need long term parking. I frequently am at the LEC and the courthouse for court and I have to walk numerous blocks because I have to park outside the "zone" due to my trips being longer than 4 hours. In the winter I'm walking 5+ blocks in the cold and snow in order to park for free and in a spot where I can keep my vehicle for that duration. I do not like it at all.	6/17/2014 6:00 PM
59	If the down town would improve I would probably go there more often. Just not much there. I usually go to down town Algona or Ames. if I want to shop in a down town area. They have lots to offer.	6/17/2014 3:55 PM
60	I think that parking meters are very unfriendly towards our Fort Dodge citizens and our visitors. I refuse to shop downtown out of principal and because of the inconvenience. I will only go downtown if I absolutely have to and will always park away from those meters. It seems obvious that this policy of paying to park hurts downtown business.	6/17/2014 3:37 PM
61	If adequate parking is provided there will no need for meters. Meters are not friendly for business The photo speed wagon is another poor example of not a friendly community.	6/17/2014 10:22 AM
62	Get rid of the parking meters, and I would come down town more often, as I will two or three blocks before I will feed the meters.	6/16/2014 6:31 PM
63	I hope there is NOT a plan to install parking meters around the City Square. Doing so, would pretty much kill use of the Public Library by patrons. People who deliver books to the home bound have said they would quit doing so if they had to feed parking meters. I visit the library at least twice a week. I would not feed these bandits on a post!!	6/16/2014 5:23 PM
64	PARKING METERS SUCK!	6/16/2014 2:43 PM
65	City hall employees should not be able to park without paying.	6/13/2014 11:00 PM
66	As the downtown evolves the distance that we have to park from the destination will become less critical because we will have windows and shops to look into. Make it a destination again and we will overlook the walk. to get there.	6/13/2014 5:03 PM
67	Just let folks park - for the small amount of money the city might earn is not worth the ill will it develops.	6/13/2014 2:13 AM
68	Parking downtown does not affect me much but I do know that it can be difficult at times and may need some changes. I think the most important thing to think about is the future. Once the downtown connector goes in, and hopefully more business is sparked by this, there should be plenty of parking. Any parking plans need to look toward future growth.	6/12/2014 9:00 PM