

# **BISMARCK**

## **PARKING STUDY**

**A LAN M. VOORHEES & ASSOCIATES, INC.**



**ALAN M. VOORHEES AND ASSOCIATES, INC.**

*Traffic and Planning Consultants*

Alan M. Voorhees  
Walter G. Hansen  
C. F. McCormack  
Charles F. Barnes, Jr.

1420 New York Avenue, N. W.  
Washington 5, D. C.  
Area Code 202  
Telephone: 638-1127

November 27, 1962

Mr. Tom Baker  
City Auditor  
City of Bismarck  
Bismarck, North Dakota

Dear Mr. Baker:

We are pleased to present this report related to the feasibility of a parking lot on the south side of Broadway between Fifth and Sixth Streets, and another lot at Third and Thayer.

This report sets forth the findings of the parking survey that we made, as well as the financial feasibility of these proposed lots.

We feel that the proposed lot on the south side of Broadway between Fifth and Sixth is feasible at this time and would be a valuable asset to the downtown area. However, we believe that the lot at Third and Thayer is not feasible at the present time, although it may become so at some later date if more development occurs in that portion of the downtown area.

We wish to thank you for the cooperation your Public Works Department gave us in connection with this study and for the assistance of other members of your staff.

Sincerely,



Alan M. Voorhees

AMV:DS

## SUMMARY

1. At the present time there are about 1700 spaces in the downtown area, of which over 800 are curb spaces, an additional 400 are in commercial lots, and the remainder are in private lots.
2. During a typical day, about 10,000 people park in downtown Bismarck, nearly 20 percent of which come from outside the city. ]
3. About one-half of the people park for less than 10 minutes in the downtown area.
4. About one-half of the trips to downtown are primarily for shopping. ]
5. Nearly 60 percent of the people walk 100 feet or less from their parking space to their primary destination, indicating that if parking is to be improved in Bismarck the facilities will have to be very close to the parkers' primary destination. ]
6. The block bounded by Main, Broadway, Fourth and Fifth Streets has the greatest parking shortage. The block face on the north side of Broadway between Fourth and Fifth attracts more parkers than any other block face in Bismarck.

7. The development of a metered parking lot between Fifth and Sixth Streets south of Broadway appears financially feasible.
8. The development of a parking lot at Third and Thayer is not warranted at this time.
9. If the operation of the metered lot between Fifth and Sixth Streets south of Broadway is successful, the use of this type of arrangement should be considered for other lots in the downtown area.
10. More short-time parking spaces (10 minutes or less) are needed along the curbs in downtown Bismarck, though the number of such spaces should vary from block face to block face depending upon the overall needs. About 20 percent of the spaces should be used for this purpose.

## CHAPTER I

### INTRODUCTION

The aggressive parking program that has been developed in Bismarck to cope with the increasing parking demands has been very effective and has helped to strengthen the downtown area. Every effort should be made to continue this program and to provide additional parking facilities to meet increasing needs resulting from the continued growth of the Bismarck area and continued increases in car ownership.

The program as now conceived in Bismarck is well rounded and reflects all types of parking needs. It provides for the short-time parker; the shopper, the person coming downtown for personal business, as well as the businessman, and also for the all-day parkers. This general policy should be continued, for if the all-day parker is not taken into consideration, he will tend to preempt the spaces needed by the shopper and businessman.

To help establish the direction that a parking program should take in the future and to specifically evaluate the feasibility of developing a parking lot at the corner of Fifth Avenue and Broadway and a lot at Third Street and Thayer Avenue, a parking survey was carried out during the weeks of May 20 and May 27. This period was selected because records at various parking lots indicated it was a period of average demand. Of course, during

the Christmas and Easter periods the need for parking will be considerably higher, but the increases in parking demand usually follow the same pattern.

The area that was studied in this survey is shown on the map on Figure 1. It covers the area bounded by Second Street, Rosser Avenue, Seventh Street and Main Avenue. The study consisted of three phases: (1) appraising the existing parking facilities, (2) determining parking characteristics, and (3) evaluating parking demands and needs.

The review of existing facilities was undertaken by the Bismarck Public Works Department. The consultant undertook the remainder of the work, which included extensive interviewing of downtown parkers. In this phase, motorists were asked a series of questions regarding their trips to the downtown area, the purpose of their trips, where the trips began, and the various stores that they visited in the downtown area.

In addition to these specific questions, the motorist was asked if he was satisfied with the parking conditions. The time that he parked in the downtown area was also observed. The questionnaire used in this study is appended to this report. From this information it was possible to obtain the data required to develop an overall parking program as well as to specifically evaluate the feasibility of the two lots under consideration.

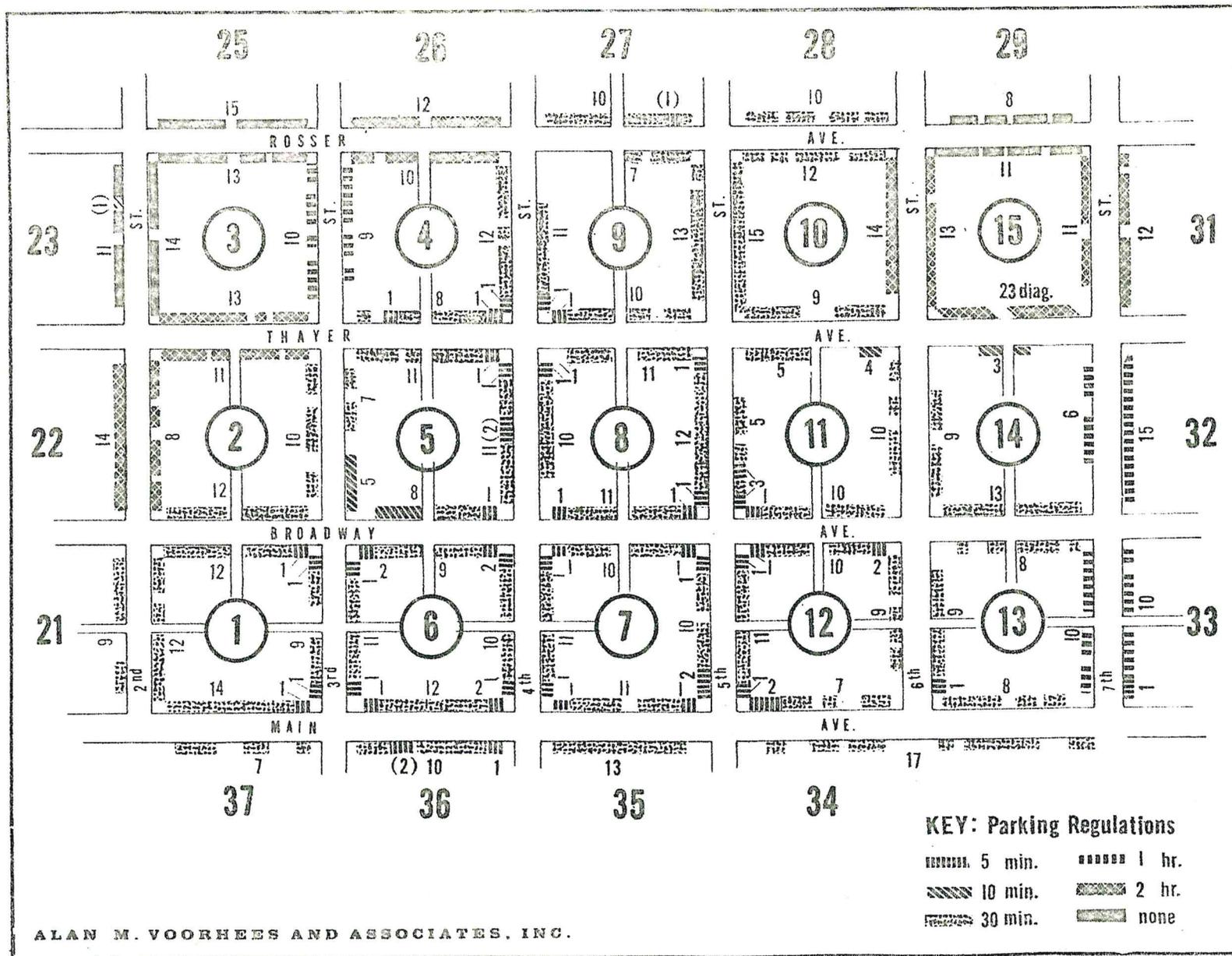


Figure 1

AVAILABLE DOWNTOWN CURB PARKING

## CHAPTER II

### PARKING SPACE INVENTORY

The parking inventory determined the number of spaces that are available in the downtown area and how these spaces are used. Both off-street and on-street facilities were surveyed.

Most of the people in Bismarck are probably familiar with this information, although the number of parking facilities may be somewhat of a surprise. It is quite clear from Figure 2 that many off-street spaces are available in the downtown area. In addition to these off-street spaces, there are, of course, the curb spaces shown in Figure 1.

These figures indicate both the availability of parking space and the parking regulations at the time of the survey. Along the curbs in the downtown area there are over over 800 spaces. Generally, the parking limit is 30 minutes in the core of the shopping district, although for the two sides of the Post Office the parking restriction is 10 minutes. In general, a 5-minute parking space is located near each corner of each intersection in the downtown area. On the fringe of the downtown area, a 2-hour parking limit is imposed, or there is no parking limit at all.

Table I lists the spaces that are available in the study area. (For the blocks between 21 and 37 the information that is shown in Table I is limited to the block face adjoining the study area.) As can be seen, there

Figure 2

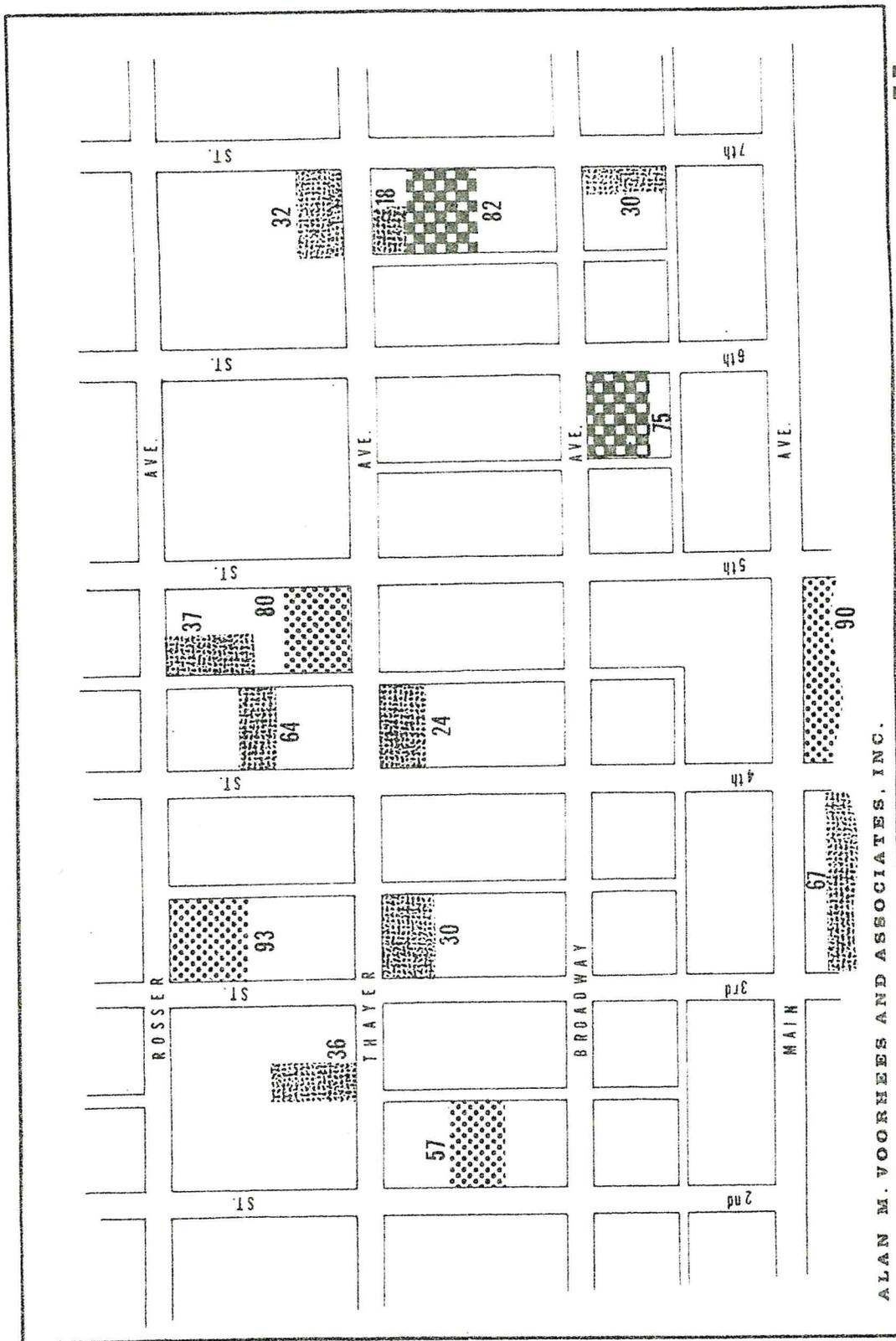


TABLE I  
SUMMARY OF PARKING SPACES

Block No.	Curb	Commercial Lots	Private Lots	Publicly Owned Lots	Total
1	51	0	0	0	51
2	41	57	0	0	98
3	50	0	36	0	86
4	42	93	0	0	135
5	46	0	30	0	76
6	43	0	0	0	43
7	50	0	0	0	50
8	50	0	24	0	74
9	43	80	101	0	224
10	50	0	0	0	50
11	38	0	0	0	38
12	44	0	0	75	119
13	36	0	30	0	66
14	31	18	0	82	131
15	58	0	32	0	90
21	9	0	0	0	9
22	14	0	0	0	14
23	12	0	0	0	12
25	15	0	0	0	15
26	12	36	48	0	96
27	11	0	0	0	11
28	10	0	0	0	10
29	8	0	0	0	8
31	12	0	0	0	12
32	15	0	0	0	15
33	11	0	0	0	11
34	17	0	0	0	17
35	13	90	0	0	103
36	13	0	67	0	80
37	7	0	0	0	7
<b>Total</b>	<b>852</b>	<b>374</b>	<b>368</b>	<b>157</b>	<b>1751</b>

is a total of 1700 spaces, one-half of which are located off the street. The off-street spaces are provided either by the city or commercial firms, or by special firms which provide the spaces for their customers or employees.

Within the study area there are 16 off-street parking lots. Outside the study area there are additional lots which are owned and operated by the city. One is between Fifth and Sixth Streets on the south side of Front Avenue, and another is between Front and Sweet Avenue west of Third Street.

At the present time the lot on the south side of Rosser Avenue between Third Street and the alley is operated on a commercial basis. The rate is 15 cents between 8:00 A. M. and Noon, and 25 cents between Noon and 6:00 P. M. It has a capacity of approximately 100 cars and serves nearly this number each day.

Another commercial lot is located on the north side of Thayer between Fifth Street and the alley. This is operated at the rate of 15 cents per hour, \$1.00 for all day and 50 cents in the evening. It holds about 80 cars and has two attendants. It operates on a 24-hour basis and handles about 130 cars a day.

There is also another commercial lot on the south side of Broadway between Sixth Street and the alley. Its rate is 15 cents per hour, \$1.00 per day and

is open 24 hours. It has two attendants and has a capacity of about 75 cars. It normally handles about 120 cars a day.

On the west side of Seventh Street between Broadway and Thayer, another lot is located. Its rates are 15 cents between 8:00 A.M. and Noon and 25 cents between Noon and 6:00 P.M. All-day parking is 40 cents, and 50 cents for evenings. It has a capacity of about 80 cars and handles about 70 cars a day.

On the west side of Fourth Street near the Elks' lot, there is another lot which is operated at 15 cents for the first hour; 40 cents all day. This handles about 30 cars a day. On Main Avenue between Fourth and Fifth Streets there is a commercial lot which has a rate of 15 cents per hour, \$1.00 for all day and 50 cents in the evening. It will hold 90 cars and handles about 150 cars a day.

Another lot is located on the south side of the Sears store between Third and Fourth Streets. This has a rate of 15 cents an hour and holds about 70 cars.

A more detailed summary of these lots is included in the Appendix, giving the location of all lots, the number of cars they can handle, and the parking fees related to them.

## CHAPTER III

### PARKING CHARACTERISTICS

On a typical day about 10,000 people park in downtown Bismarck. Of this number, over 18 percent come from outside the city. As shown by Figure 3, most of the people entering the city come from the west, either from Mandan or from other places in Morton County. The rest of the parkers come from within Bismarck. Nearly one-fourth of these come from some place within the downtown area. In other words, they are moving around to get a more convenient parking spot or are using the car to get from one section of the downtown area to another. There is also a considerable number of people who are coming from their place of business or place of employment. The people coming from home are indicated in Figure 3 (Home Based). The largest portion of these come from the northeast section of town.

The largest portion of the people who were interviewed came downtown to shop -- nearly 50 percent. However, a large number of people come downtown for business reasons or for personal business -- perhaps 25 percent. As shown by Table II, the purpose for parking varies for different sections of the downtown area. For example, the parking spaces along Broadway and Main between Third and Sixth are used largely by shoppers, whereas blocks 32 and 33 are used largely for workers.

The length of time that people park in the various blocks is shown in Table III.



TABLE II  
PRINCIPAL MAJOR PURPOSE

Block	Purpose									
	<u>Work</u>	<u>Shop</u>	<u>Bank</u>	<u>Bills</u>	<u>Recreation</u>	<u>Social</u>	<u>Medical- Dental</u>	<u>Business Related to Work</u>	<u>Other Personal Business</u>	<u>Eat</u>
1	4.2%	51.1%	-	2.6%	-	2.9%	3.6%	23.7%	9.8%	2.1%
2	14.2	36.6	-	-	-	-	3.0	38.1	8.1	-
3	-	60.0	-	-	-	-	-	20.0	20.0	-
4	6.8	64.5	5.3	1.3	0.7	-	3.7	8.1	7.5	2.1
5	5.4	38.4	4.5	2.5	-	2.5	4.1	23.9	15.9	2.8
6	10.3	47.7	8.8	2.8	0.9	2.1	2.5	15.2	7.3	2.4
7	6.8	52.2	5.0	1.9	-	0.7	5.9	10.2	16.1	1.2
8	0.5	58.6	2.8	1.8	-	3.6	8.3	15.3	7.0	2.1
9	7.6	46.0	-	1.9	-	0.9	2.5	20.3	14.9	5.9
10	-	50.0	-	14.3	-	-	28.6	7.1	-	-
11	9.8	57.4	-	5.5	-	0.6	16.5	4.2	3.5	2.5
12	10.7	64.0	1.6	0.1	-	1.6	1.6	3.2	11.9	5.3
13	10.8	28.7	-	4.8	1.4	-	7.9	24.4	18.8	3.2
14	6.9	29.0	-	-	12.2	5.2	8.2	2.6	23.9	12.2
21	-	-	-	20.0	-	-	-	-	20.0	60.0
27	-	20.0	-	-	-	-	-	60.0	20.0	-
28	14.3	-	-	-	-	28.6	-	14.3	28.6	14.3
32	40.0	30.0	-	10.0	-	-	-	10.0	10.0	-
33	40.0	20.0	20.0	-	-	-	-	-	-	20.0
35	3.7	38.5	7.4	3.0	-	3.0	3.0	3.7	25.1	12.6
36	6.7	63.8	1.5	4.2	-	-	2.7	9.9	11.2	-
37	4.1	59.0	12.3	11.0	-	-	-	13.6	-	-
% of Total	8.0%	49.1%	3.4%	2.9%	0.7%	1.7%	5.0%	13.7%	11.4%	4.1%

TABLE III

LENGTH OF TIME PARKED BY BLOCK

<u>Block</u>	<u>Less than 5 minutes</u>	<u>6 - 10 minutes</u>	<u>11 - 20 minutes</u>	<u>21 - 30 minutes</u>	<u>31 &amp; over minutes</u>
1	8.0%	22.4%	31.4%	16.9%	21.3%
2	17.3	43.7	20.6	5.6	12.8
3	20.0	20.0	-	-	60.0
4	8.6	19.5	35.7	24.4	11.8
5	32.5	18.3	23.6	11.2	14.4
6	18.1	19.9	32.8	14.2	15.0
7	7.4	12.6	41.8	15.2	23.0
8	6.6	8.1	28.6	31.1	25.6
9	10.4	13.0	23.9	20.6	32.1
10	7.1	14.3	21.4	14.3	42.9
11	10.8	23.5	24.8	16.2	24.7
12	18.3	17.0	30.0	12.9	21.8
13	8.4	13.5	44.6	-	33.5
14	5.6	9.1	55.8	17.8	11.7
21	60.0	-	-	20.0	20.0
27	20.0	-	20.0	20.0	40.0
28	-	-	28.6	28.6	42.8
32	10.0	20.0	30.0	10.0	30.0
33	-	20.0	20.0	40.0	20.0
35	18.6	17.8	25.9	27.4	10.3
36	22.0	34.8	18.4	7.9	16.9
37	8.1	9.6	39.8	17.9	24.6
Percent of Total	14.5%	17.5%	31.1%	16.4%	20.5%

Nearly one-third of the people park for less than 10 minutes -- more than three-fourths park for less than 30 minutes. This indicates that the nature of many trips to the downtown area is very brief -- most trips are made for one or two items only. The average parker made 1.3 stops in the downtown area.

In many cases, people make a trip to the downtown area for more than one purpose. The types of combinations they make are shown on Table IV. This table shows the purpose that is involved at either end of the trip made in the downtown area. This is after they leave the car.

TABLE IV  
PURPOSE INVOLVED AT EITHER END OF TRIP  
MADE WITHIN DOWNTOWN AREA

	<u>Shop</u> 50.2%	<u>Bank</u> %	<u>Meal</u> %	<u>Pay</u> <u>Bills</u> %	<u>Medical-</u> <u>Dental</u> %	<u>Business</u> <u>Related</u> <u>to Work</u> %	<u>Other</u> <u>Personal</u> <u>Business</u> %
Shop							
Bank	1.6	2.4					
Meal	0.8	0.2	2.9				
Pay Bills	0.7	0.1	*	2.2			
Medical- Dental	1.7	0.2	*	*	3.2		
Business Related to Work	1.3	0.1	0.6	0.2	*	16.2	
Other Personal Business	3.3	0.6	0.3	0.2	0.3	0.7	10.0

\* Less than a tenth of a percent

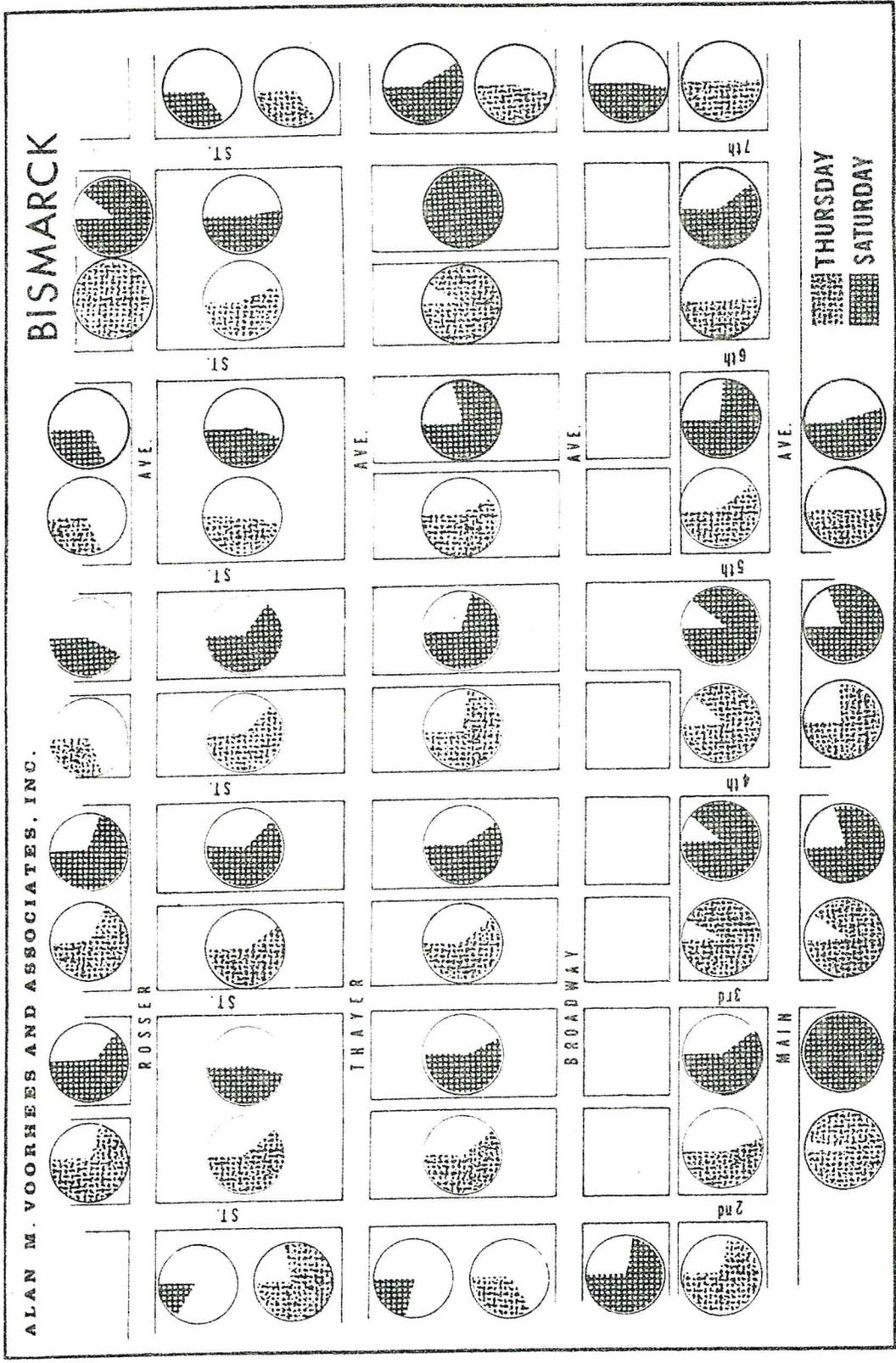
The distance that people walk after they park in the downtown area is shown in Table V. Almost 50 percent of the people walked less than 100 feet. Only 2 percent of the people are required to walk over 800 feet. The clear implication is that any new parking facility would have to be located within 400 feet, and preferably within 200 feet, of the principal shopping and business destinations to attract any appreciable patronage.

TABLE V  
WALKING DISTANCE BY PURPOSE

<u>Distance</u>	<u>Shop</u>	<u>Business Related to Work</u>	<u>Other</u>	<u>Average</u>
Less than 100 feet	40%	47%	53%	46%
100 - 199 feet	23	28	22	23
200 - 399 feet	22	14	16	19
400 - 799 feet	13	9	7	10
More than 800 feet	2	2	2	2
	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

The use of parking spaces in the downtown area is shown in Figure 4 by the percent occupancy of spaces in the downtown area during the day on which the interviews were conducted. This figure indicates that many of the spaces are utilized only about 50 percent of the time. However, the parking spaces along Main between Third and Fifth are used quite extensively -- over 80 percent of the time -- which is about as high as can be obtained under average conditions.

Figure 4



PROPORTION OF OCCUPANCY OF  
PARKING SPACES BY BLOCK

## CHAPTER IV

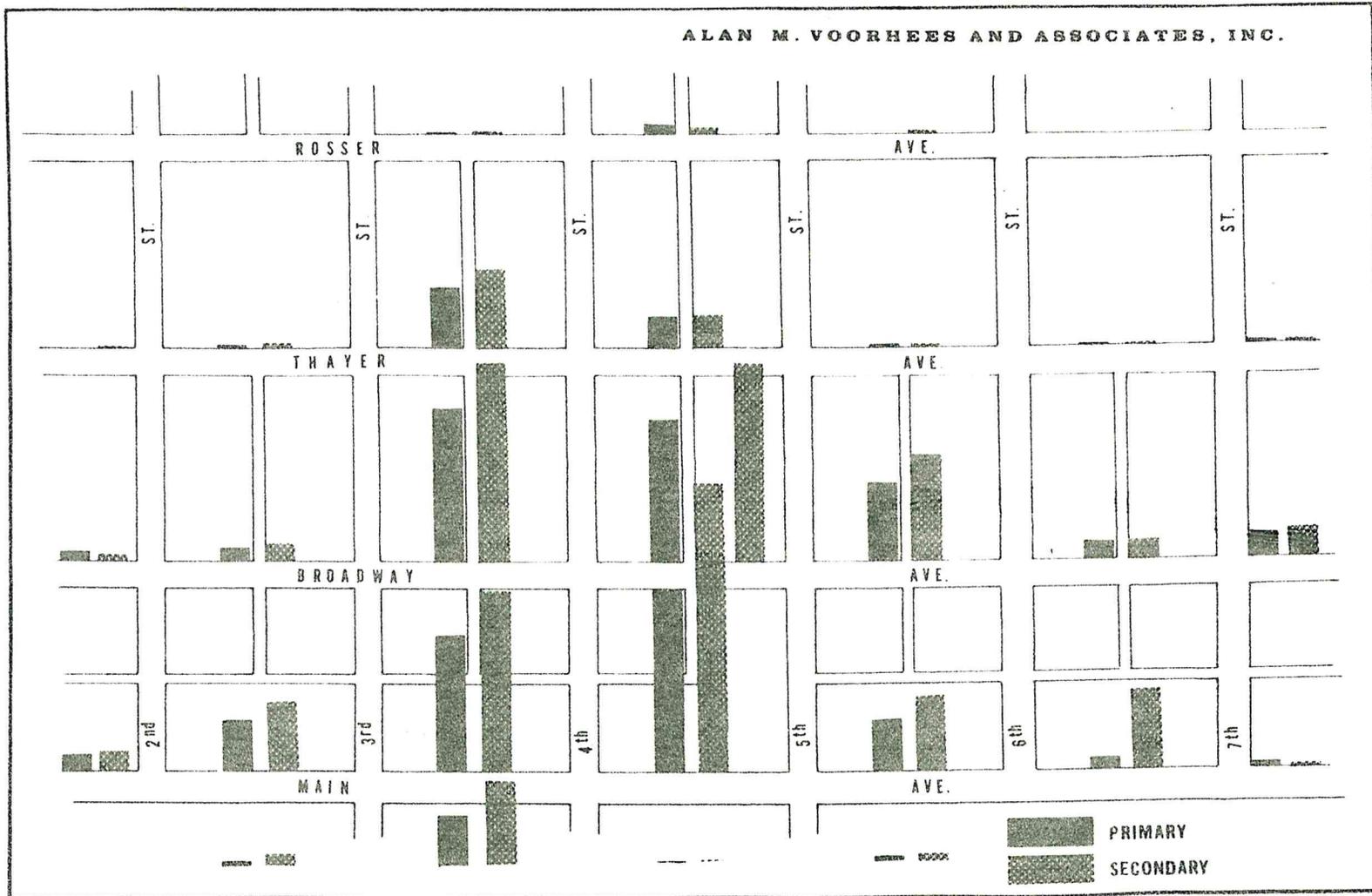
### PARKING DEMANDS AND NEEDS

The parking demands for various blocks in downtown Bismarck were established from the parking interview survey and are shown on Figure 5. This was determined by actually calculating the number of parkers who wanted to go to various blocks in the downtown area, regardless of where they parked. Figure 5 shows, by the height of the bar, the number of parkers who went to each block. The solid bar indicates the number of parkers who had their primary destination within the block indicated, whereas the checked bar indicates the number of people who had secondary destinations within the block.

Generally, the parking survey showed that there was a great deal of similarity between the primary and secondary destinations. The only significant variation in this pattern was the block bounded by Broadway, Main, Sixth and Seventh Streets.

Figure 5 clearly shows that the primary parking demand is located between Main, Thayer, Third and Fifth Streets. Thus, it would seem that wherever possible parking facilities should be within a very short walking distance of these four blocks. In line with Table V, parking spaces should be within 200 feet and certainly within 400 of this area.

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PARKER DESTINATION BY BLOCK

Figure 5

Table VI summarizes the number of people destined to various block faces within the downtown area. In other words, this table depicts the number of auto parkers who wanted to go to various sections of blocks in the downtown area. The block numbers are the same as those shown in Figure 1, and the block faces are designated as North, South, East or West by the numerals 1, 2, 3 or 4 respectively of the particular block designated.

Another way to look at parking needs is to compare the parking demands and the supply. This is done in Figure 6 which again shows that the demand for parking in terms of space-hours is heavily concentrated in the four blocks related to the intersection of Broadway and Fourth Street. It also reveals that the parking supply in this area is rather limited even if curb spaces are considered. The block showing the greatest parking shortage -- that is, the excess of demand over supply -- is the block between Main Avenue, Broadway, Fourth and Fifth Streets. In the very near future it will be necessary to remove some parking near the intersection in this area to better serve traffic and this will create a greater disparity between demand and supply.

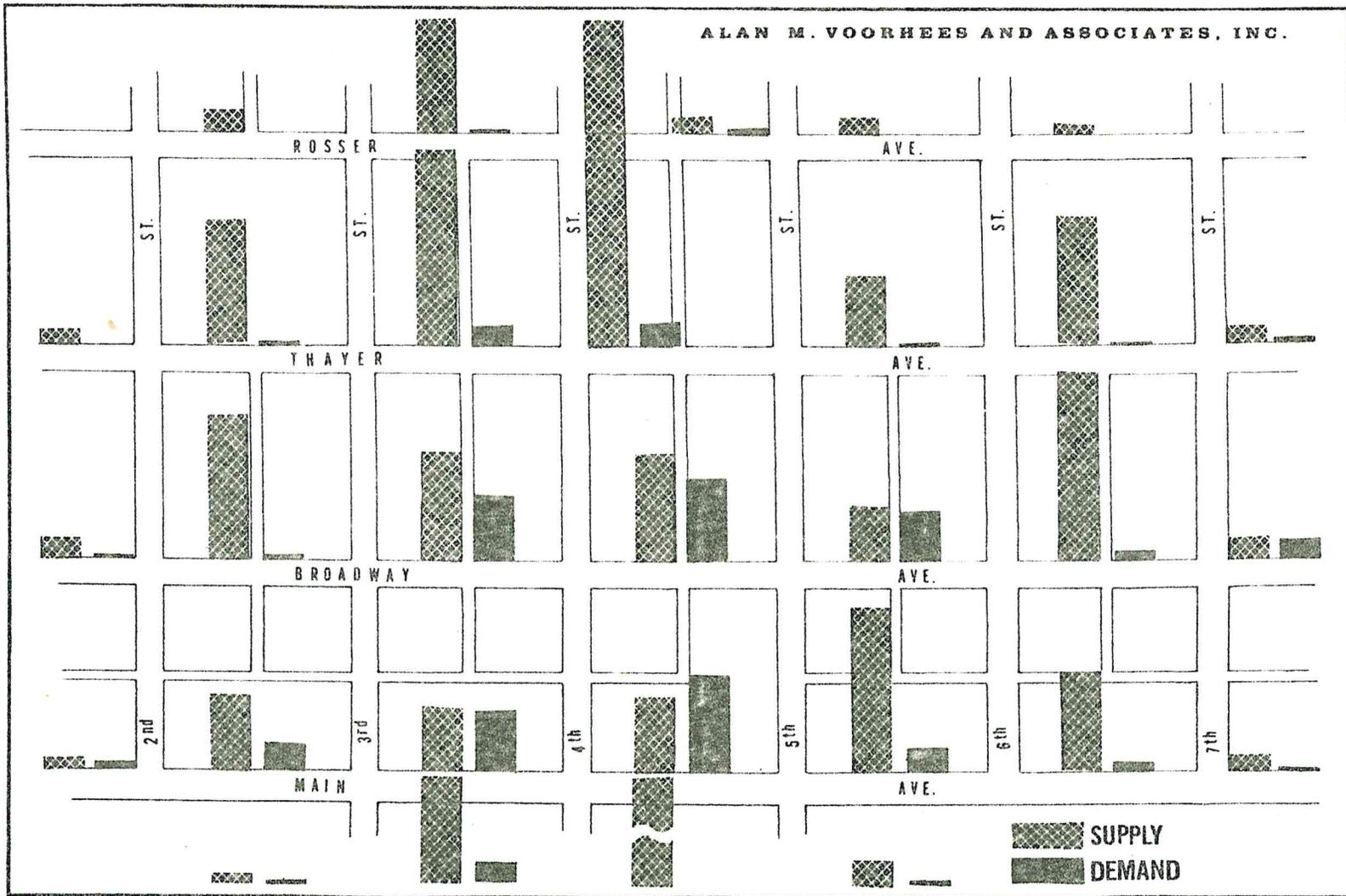
This indicates that the most desirable place to add more parking in downtown Bismarck is within a short walking distance of this block. This strongly supports the logic of developing a parking lot at Fifth and Broadway, on the southeast corner, particularly in light of the fact that the heaviest parking generators are located on Broadway between Fourth and Fifth (see Table VI).

TABLE VI

PRIMARY DESTINATION ON AN AVERAGE DAY

<u>Block Face</u>	<u>No. of Parkers</u>	<u>Block Face</u>	<u>No. of Parkers</u>
011	36	111	133
012	202	112	48
013	240	113	348
014	21	114	193
021	-	121	86
022	92	122	6
023	25	123	40
024	-	124	385
031	-	131	55
032	7	132	-
033	4	133	8
034	4	134	41
041	4	141	-
042	449	142	21
043	88	143	98
044	26	144	40
051	4	151	-
052	670	152	-
053	536	153	-
054	185	154	18
061	128	211	11
062	348	212	117
063	459	213	4
064	149	214	4
071	228	221	-
072	264	222	17
073	556	223	48
074	523	224	-
081	34	262	14
082	22	273	39
083	967	274	49
084	250	313	30
091	82	324	242
092	4	333	24
093	17	334	5
094	160	344	38
101	-	351	4
102	11	361	610
103	-	371	98
104	7		
			<u>9673</u>

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SPACE HOUR SUPPLY AND DEMAND OF PARKING SPACES

Figure 6

This is in contrast to the conditions found at Third and Thayer Avenue, where there is a considerable surplus of parking over the present demand. Although, with the development of more activities in the area, there ultimately may be enough demand to justify a parking lot, this study shows that there is not sufficient justification for such a facility at the present time. The theater and the churches in the area would find a lot at Third and Thayer very convenient from their point of view, but such a lot would be difficult to justify on economic grounds.

This general pattern can further be substantiated by Figure 7 which shows the percentage of parkers interviewed in various blocks who said that they were dissatisfied with the parking space available. The fact that people were more dissatisfied with the parking spaces near Thayer and Third than those near Broadway and Fifth indicates that the lot at the southeast corner of Broadway and Fifth would receive wider public acceptance than the one at Thayer and Third.

The lot at the southeast corner of Broadway and Fifth would be an extension of the lot that is now in operation on the northeast corner of this block. If this entire tract of land were combined into one lot, as shown by Figure 8, a very desirable parking facility would be obtained. (Suitable space or protection should be provided between the parking rows.) Although this could be

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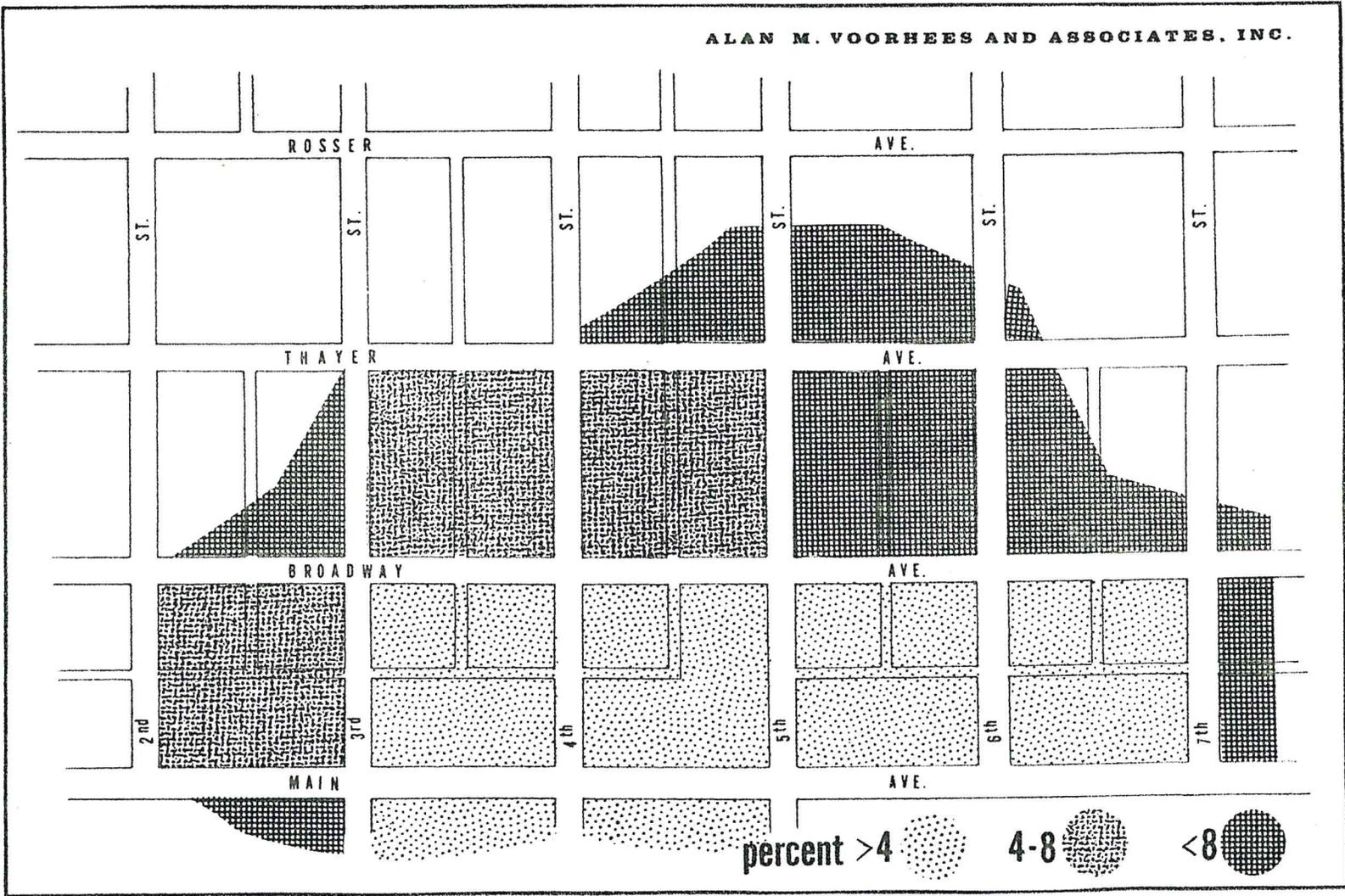
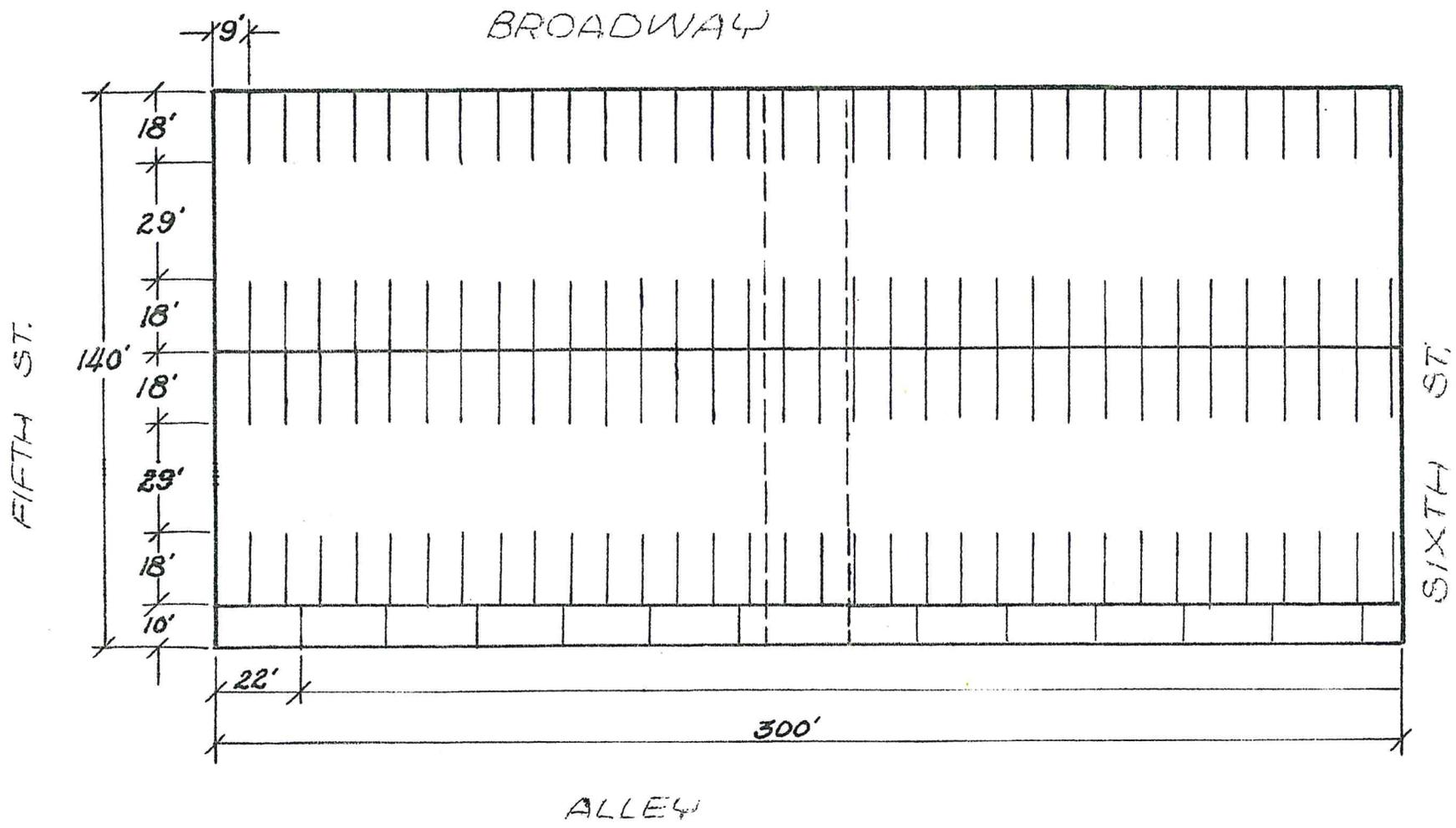


Figure 7

DISSATISFACTION OF DOWNTOWN PARKERS



RECOMMENDED PARKING LOT LAYOUT

operated by attendants much as it is at the present time, it is suggested that consideration be given to developing this as a metered lot with a rate of 10 cents an hour.

This type of operation has several advantages. It keeps the cost down because it does not require attendants. This saving can be passed on to the parker. Generally, it is quicker; although, for the parker who does not have change available it can be aggravating. However, off-street metered lots have been well received where coin changers have been provided. Several other cities in North Dakota have metered lots; for example, the cities of Grand Forks, Jamestown and Dickerson.

It is estimated that this lot would yield about \$150 per meter. This would be in line with the income derived from meters in similar locations, including the installation in Grand Forks. With the lot layout suggested, the income should be about \$20,000 a year, nearly three times the return on a per space basis that the city now derives from the lot at Sixth and Broadway.

The cost of developing this half block as a metered parking lot would be related largely to land acquisition cost. In light of appraised valuations, it is estimated that the land will cost about \$350,000 and that it would cost another \$35,000 to clear it and install meters. (\$10,000 for meters and \$25,000 for clearing and improving the lot.)

As has already been indicated, this lot should bring in at least \$20,000 annually and it could possibly bring in as much as \$25,000. From the city's standpoint, this is about a 6 percent return on the additional money with the further advantage that it will strengthen the general economic health of the downtown area.

At the present time, the parking lot at Sixth and Broadway brings in about \$12,000 with about one-half the number of spaces, but at a rate of 15 cents an hour. The operator gets about \$8,000 for operating this lot. This leaves about \$4,000, which the City needs to pay for the rent on the lot. With meters, the lot would cost about \$2,000 per year to operate.

In considering the financial feasibility of this project, it must be recognized that only a small portion of the cost of developing this lot -- the \$35,000 related to meters and improving the lot -- is not redeemable. The value of the land should not decrease.

With respect to the lot at Third and Thayer, it is estimated that this will have only about one-third of the patronage (200 space-hours a day) of the lot south of Broadway between Fifth and Sixth, indicating an income of about \$7,000 a year. Inasmuch as this lot would cost about \$250,000 to acquire and improve, the return on the investment would be only 3 percent. Therefore, this lot does not appear feasible at this time.

The parking survey has shown a great deal about the parking habits of motorists -- the average length that they park in the downtown area, the destination of parkers, etc. This information should be valuable in establishing policies related to off- and on-street parking. For example, it appears from this information that about 12 percent of all the spaces in the downtown area are needed to serve people who park for less than 10 minutes. Since the curb spaces represent about two-thirds of all the parking available to the public in the downtown area, it would be logical to assign about 20 percent of all the curb parking for quick turnover. At the present time, only about 10 percent of the curb spaces are used for this purpose, and it is therefore suggested that more short-period parking be established. It may be wise to create 10-minute zones adjacent to the alleys when they are not being used for loading and unloading areas. These spaces would take the place of the 5-minute zones near the intersections.

If the proposed lot at Fifth and Broadway is developed as a metered lot, attempts should be made to review its economic feasibility and evaluate the public acceptance. If this lot becomes popular and profitable for the City, it would probably be wise to consider other metered lots in other portions of the City.

## RECOMMENDATIONS

1. A metered parking lot should be developed south of Broadway between Fifth and Sixth Streets.
2. Under the present patterns of development in the downtown area, a parking lot at Third and Thayer Street is not recommended. If more development occurs in the vicinity of this area the feasibility of this lot should be reconsidered.
3. More short-time parking spaces should be provided in the downtown area. About 20 percent of the curb spaces should be dedicated to 10-minute parking.
4. Based on the experience of the lot south of Broadway between Fifth and Sixth Streets, additional installations of this type should be considered.

A P P E N D I X

SUMMARY OF PARKING LOT INVENTORY

- Block #4 - Located on south side of Rosser Avenue between Third St. and alley  
Privately owned  
Dimensions: N-S 175'; E-W 140'; 24, 500 sq. ft.  
Capacity: 93 cars with aisles clear; 103, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: 8:00-12:00 - 15¢; 12:00-6:00 - 25¢; all day - 40¢; night - 50¢  
Cars stored daily: 90  
Surface: Asphalt; excellent condition  
Lighting: Yes
- Block #5 - Located on south side of Thayer between Third Street and alley  
Privately owned; by Tribune  
Dimensions: N-S 63'; E-W 150'; 9, 450 sq. ft.  
Capacity: 30 cars with aisles clear; 36, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: Free  
Cars stored daily: 30  
Surface: Gravel; fair condition  
Lighting: No
- Block #8 - Located on south side of Thayer between Fourth St. and alley  
Privately owned: G. P. Hotel  
Dimensions: N-S 52'; E-W 138'; 7, 176 sq. ft.  
Capacity: 24 cars with aisles clear; 26, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: Free  
Cars stored daily: 24  
Surface: Gravel  
Lighting: No
- Block #9 - Located on south side of Rosser Avenue between Provident Bldg. and alley  
Privately owned: by Provident Life  
Dimensions: N-S 114'; E-W 78'; 8, 892 sq. ft.  
Capacity: 37 cars with aisles clear; 37, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: Free  
Cars stored daily: 37  
Surface:  
Lighting: No

- Block #9 - Located on north side of Thayer between Fifth St. and alley  
Publicly owned (city)  
Dimensions: N-S 148'; E-W 140'; 20,720 sq. ft.  
Capacity: 80 cars with aisles clear; 90, if packed  
No. of attendants: 2  
Open: 24 hours  
Rates: 1st hr. - 15¢; all day - \$1.00; night - 50¢  
Cars stored daily: 130  
Surface: Asphalt; excellent condition  
Lighting: Yes
- Block #9 - Located on east side of Fourth St. between Elks Bldg. and Alex Ruth Shop  
Privately owned  
Dimensions: N-S 100'; E-W 140'; 14,000 sq. ft.  
Capacity: 64 cars with aisles clear; 68, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: Free  
Cars stored daily: 40  
Surface: N 1/2 asphalt - S 1/2 gravel; good condition  
Lighting: No
- Block #12 - Located on south side of Broadway between Sixth St. and alley  
City Owned  
Dimensions: N-S 125'; E-W 140'; 17,500 sq. ft.  
Capacity: 75 cars with aisles clear; 80, if packed  
No. of attendants: 2  
Open: 24 hours  
Rates: 15¢/hr.; evening - 25¢; all night - 50¢  
Cars stored daily: 120  
Surface: Asphalt; fair  
Lighting: Good
- Block #13 - Located on west side of Seventh St. between Broadway and alley  
Privately owned; Super Value  
Dimensions: N-S 150'; E-W 50'; 7,500 sq. ft.  
Capacity: 30 cars with aisles clear; 34, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: Free  
Cars stored daily: 90  
Surface: Asphalt; good condition  
Lighting:

Block #14 - Located on south side of Broadway; Johnnies Cities Service to alley  
Privately owned by Johnnies Cities Service  
Dimensions: N-S 72'; E-W 36'; 2, 590 sq. ft.  
Capacity: 18 cars with aisles clear; 18, if packed  
No. of attendants: None  
Open: 24 hours  
Rates:  
Cars stored daily: 18  
Surface: Gravel; good condition  
Lighting:

Block #14 - Located on west side of Seventh St. between Broadway and Thayer  
City owned  
Dimensions: N-S 175'; E-W 140'; 24, 500 sq. ft.  
Capacity: 82 cars with aisles clear; 95, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: 8:00-12:00 - 15¢; 12:00-6:00 - 25¢; all day - 40¢; night - 50¢  
Cars stored daily: 70  
Surface: Asphalt; fair condition  
Lighting: None

Block #15 - Located on north side of Thayer Ave. between Seventh St. and alley  
Privately owned - Bismarck Hospital (Doctors only)  
Dimensions: N-S 66'; E-W 134'; 8, 844 sq. ft.  
Capacity: 32 cars with aisles clear, 38, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: Free  
Cars stored daily:  
Surface: Asphalt  
Lighting:

Block #26 - Located on west side of Fourth St. on south side of Elks Bldg.  
Privately owned by Elks  
Dimensions: N-S 102' E-W 140'; 14, 280 sq. ft.  
Capacity: 48 cars with aisles clear; 54, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: Free  
Cars stored daily: 48  
Surface: Asphalt; excellent condition  
Lighting: No

- Block #26 - Located on west side of Fourth St. between Drumstick and Elks lot  
City owned  
Dimensions: N-S 76'; E-W 142'; 10,792 sq. ft.  
Capacity: 36 cars with aisles clear; 44, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: 15¢/hour; all day - 40¢; night - 50¢  
Cars stored daily: 30  
Surface: Asphalt; excellent condition  
Lighting: No
- Block #27 - Located on south side of Avenue A between Fourth St. and alley  
Privately owned (Red Owl Store)  
Dimensions: N-S 112'; E-W 140'; 15,680 sq. ft.  
Capacity: 60 cars with aisles clear; 70, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: Free  
Cars stored daily:  
Surface: Asphalt; excellent condition  
Lighting: Yes
- Block #35 - Located on south side of Main between Fourth and Fifth Streets  
City owned  
Dimensions: N-S 76'; E-W 300'; 22,800 sq. ft.  
Capacity: 90 cars with aisles clear; 100, if packed  
No. of attendants: 2  
Open: 8:00 A.M. to 10:00 P.M.  
Rates: 15¢/hour; all day - \$1.00; night - 50¢  
Cars stored daily: 150  
Surface: Asphalt; excellent condition  
Lighting:
- Block #36 - Located on south side of Sears Store between Third and Fourth Streets  
Privately owned  
Dimensions: N-S 344'; E-W 52' (back) 66' (front); 19,512 sq. ft.  
Capacity: 67 cars with aisles clear; 78, if packed  
No. of attendants: None  
Open: 8:00 A.M. to 6:00 P.M.  
Rates: 15¢/hour  
Cars stored daily:  
Surface: Gravel; good condition  
Lighting: None

Off Map - Located on south side of Front Ave. to Sweet Ave. between 5th and 6th Sts.  
City owned  
Dimensions: N-S 300'; E-W 300'; 90,000 sq. ft.  
Capacity: 300 cars with aisles clear; 335, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: Free  
Cars stored daily: 10  
Surface: Gravel; good condition  
Lighting: None

Off Map - Located on west side of Third St. between Front and Sweet Aves.  
Publicly owned  
Dimensions: N-S 50' (back) 150' (front); E-W 200'; 15,000 sq. ft.  
Capacity: 50 cars with aisles clear, 56, if packed  
No. of attendants: None  
Open: 24 hours  
Rates: Free  
Cars stored daily: 15  
Surface: Gravel and dirt; poor condition  
Lighting : None

BISMARCK PARKING STUDY

Curb Interview Form

June \_\_\_\_\_, 1962      Initials \_\_\_\_\_ Station \_\_\_\_\_


Type of Vehicle: (1)passenger car, (2)truck, (3)taxi .....

Type of Parking:

- (1)free curb                      (4)city lot                      )
- (2)double park                  (5)customer lot                )
- (3)restricted park              (6)private lot                 )
- (7)other                         )

Time of Arrival \_\_\_\_\_, Time of Departure \_\_\_\_\_

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A. What was your main reason for coming downtown today?

- (1)work                      (4)pay bills                      (7)medical-dental                )
- (2)shop                      (5)recreation                      (8)business related to work    )
- (3)bank                      (6)social                              (9)other personal business    )
- (0)eat                                 )

What was the name or address of the store or building you went to for this purpose? \_\_\_\_\_

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B. After you parked here

Where did you go first? \_\_\_\_\_

Purpose of visit (see Item A for codes) \_\_\_\_\_


How far did you walk to this first visit? \_\_\_\_\_

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And from there, you went to? \_\_\_\_\_

Purpose of visit .....


And from there, you went to? \_\_\_\_\_

Purpose of visit .....


And from there, you went to? \_\_\_\_\_

Purpose of visit .....


Where did you come from prior to parking here:

Home? (1)yes, (2)no .....

Downtown? - Where? \_\_\_\_\_

Somewhere else - Where? \_\_\_\_\_

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Do you plan to visit any other downtown

stores or businesses today? (1)yes, (2)no .....

If "yes", where? \_\_\_\_\_


Are you going there now? (1)yes, (2)no .....

Do you live in Bismarck? (1)yes, (2)no .....

If "yes", what street and block? \_\_\_\_\_

If "no", where? \_\_\_\_\_

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Was this parking space conveniently located for this particular trip? (1)yes, (2)no .....

Comment: \_\_\_\_\_