

# DOWNTOWN WOOSTER PARKING STUDY



Prepared by the City of Wooster Planning and Zoning Division



September 1, 2016

# **TABLE OF CONTENTS**

Introduction | 1

Study Area | 2

Parking Inventory | 3

Parking Survey | 5

Parking Survey Mapping | 7

Conclusions & Recommendations | 9

Appendix A – Parking Survey Tables | 10

Appendix B – Parking Maps | 14

# INTRODUCTION

In 2014, the City of Wooster conducted a complete update of the City's Comprehensive Plan. Based on input and analysis from the Comprehensive Plan, in 2015, the City produced the Downtown Wooster Master Plan which focused on many aspects of the downtown area. The planning process for both plans devoted significant time and effort to gather input from the public through public meetings, steering committee meetings, a statistically valid telephonic survey, and interactive websites. In each plan, a reoccurring topic of discussion was the issue of parking in Downtown Wooster.

In order to provide a clearer picture of parking in Downtown Wooster, the City has taken the initiative to conduct this study to examine parking trends for all public parking spaces. This parking study includes sections identifying the Downtown Wooster Parking Study area, inventorying all public parking spaces, conducting twenty-one parking counts of each public space, analyzing the gathered data, and drawing conclusions.

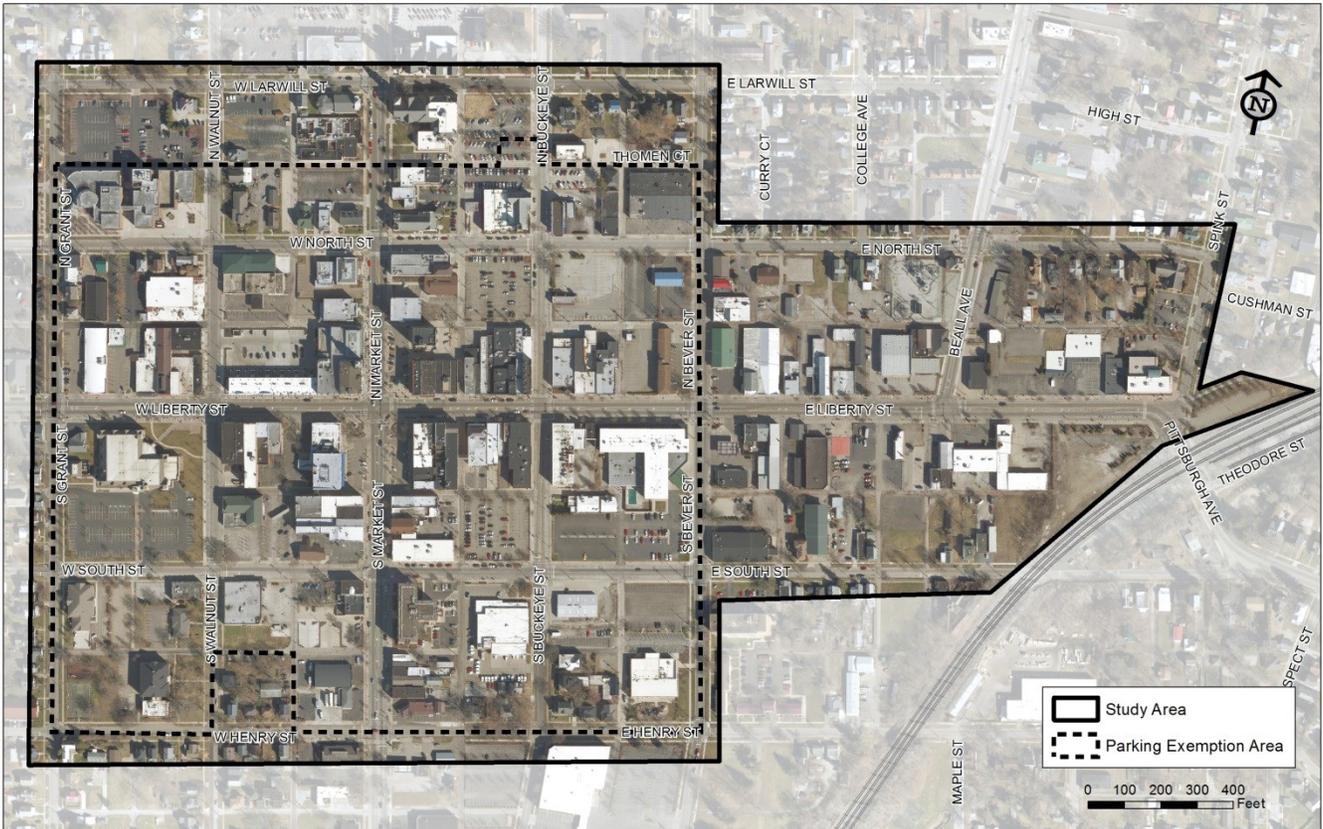
This study seeks to highlight current parking conditions, identify trends and inform future decision making in Downtown Wooster.

# STUDY AREA

As seen on Map 1 below, the study area for the project is defined by:

- Larwill Street and East North Street to the north;
- Grant Street to the west;
- Henry Street and East South Street to the south; and
- Spink Street and the railroad tracks to the east.

**Map 1 – Study Area**



The portion of the Study Area denoted by the dashed line on Map 1 indicates the current parking exemption area, which exempts uses from requirements to provide off-street parking spaces.

The study area was defined in order to comprise the region which supports the majority of public parking in Downtown Wooster. It includes twenty central city blocks which incorporate the majority of public parking spaces in Downtown Wooster.

Though the study area encompasses over 110 acres and contains 1,011 parking spaces, no public parking space was more than two blocks from Market Street or Liberty Street.

# PARKING INVENTORY

An inventory of all 1,011 public parking spaces in the study area was completed in the first week of May. For the inventory, parking spaces were categorized into three following types:

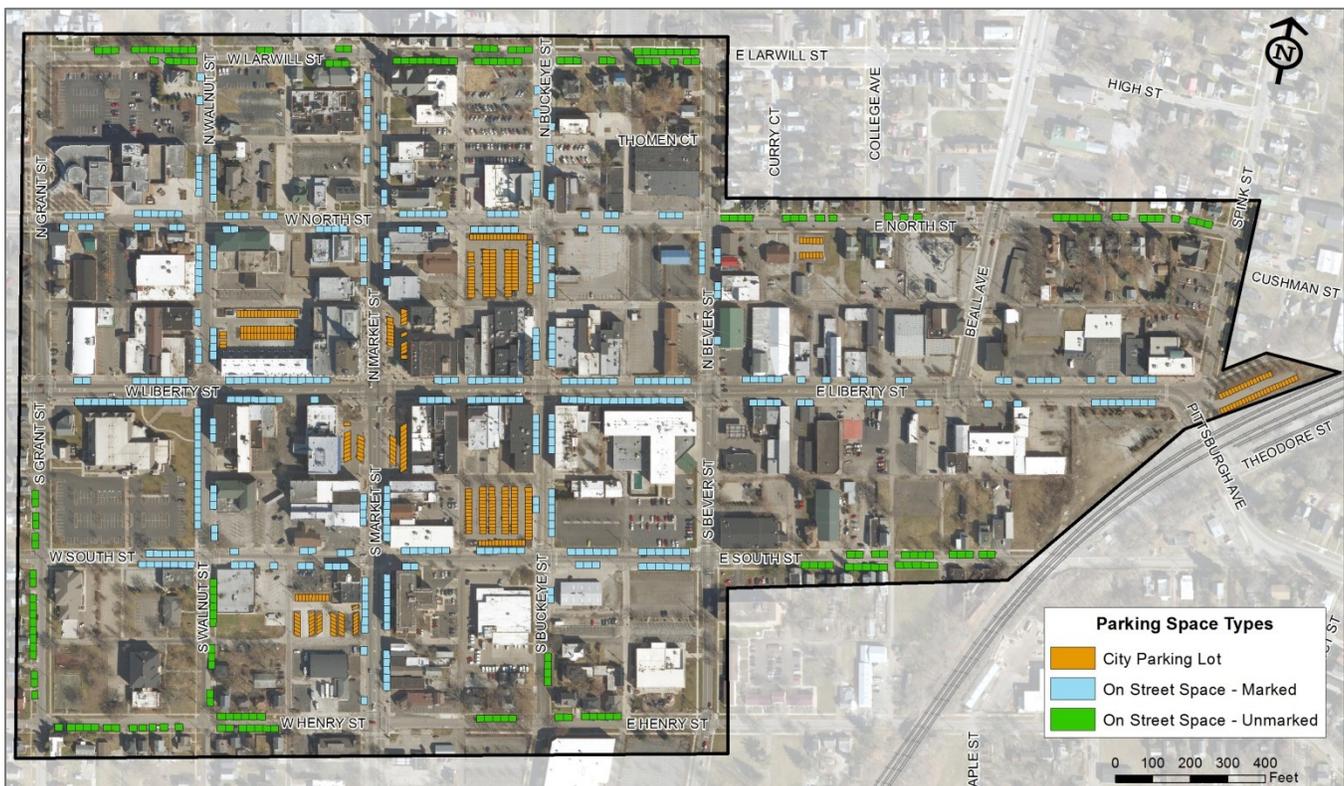
- City Parking Lot (399 spaces or 39%)
- On-Street Space – Marked (425 spaces or 42%)
- On-Street Space – Unmarked (187 spaces or 19%)

Unmarked parking spaces were determined by applying a standard 10 ft. by 20 ft. parallel parking space. Street features such as driveways, alleys and fire hydrants were taken into account when calculating the location of unmarked on-street spaces.

As illustrated in Map 2 below:

- City Parking Lots are mainly located within one block of the intersection of Market Street and Liberty Street.
- On-street marked spaces are primarily located along commercial collector streets.
- On-street unmarked spaces are located largely along the perimeter of the study area.

**Map 2 – Parking Space Types**

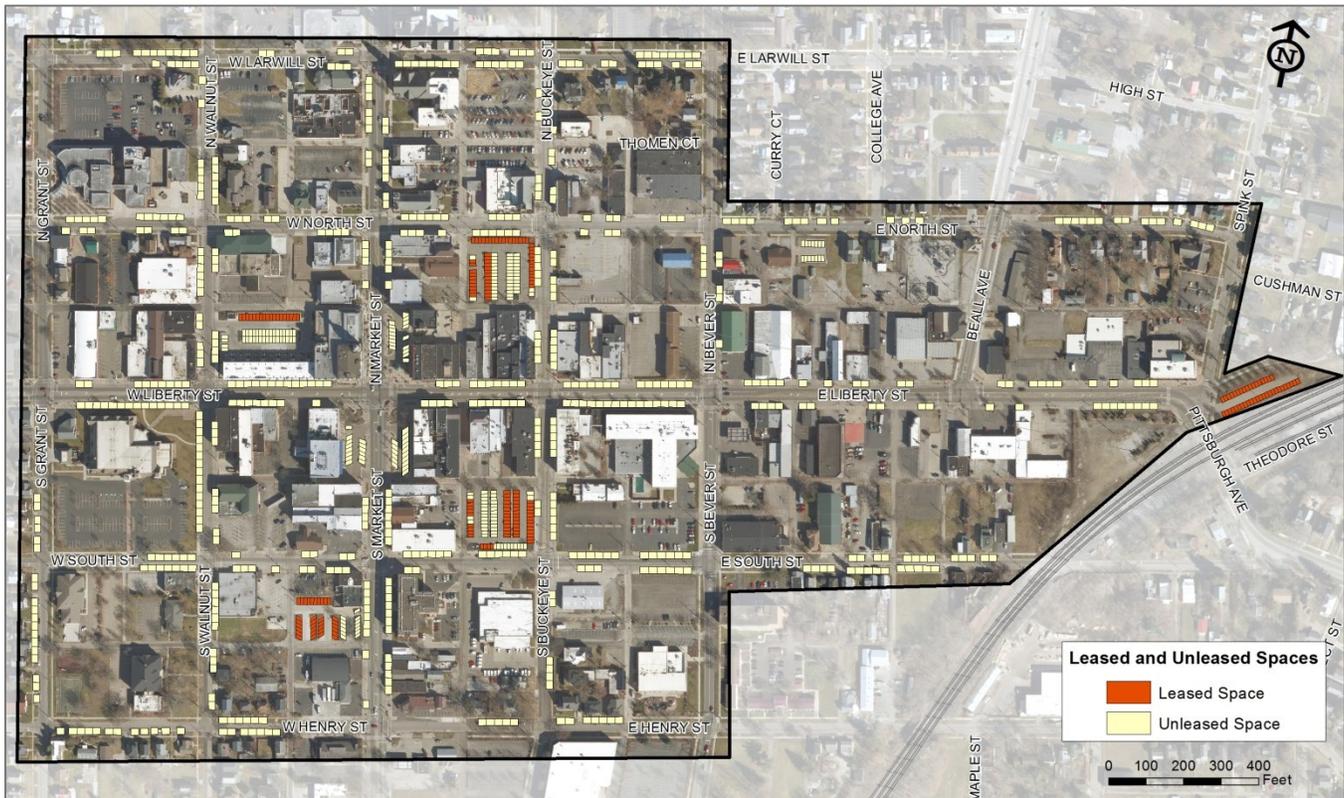


Regulations for parking vary throughout the parking study area. However, in general, spaces in City Parking Lots at the corner of Market Street and Liberty Street are 1-hour maximum, on-street marked spaces and other City Parking Lots are 3-hour maximum and on-street unmarked spaces are unlimited, though overnight parking is not permitted.

The parking inventory also identified leased and unleased parking spaces in City Parking Lots, as shown in Map 3. In addition, all 612 on-street parking spaces in the study area are unleased. Of the 399 spaces located in City Parking Lots:

- 201 spaces are leased to various businesses for time-restricted employee use
- 198 spaces are dedicated for public use

**Map 3 – Leased and Unleased Spaces**



# PARKING SURVEY

Following the aforementioned parking inventory, an intensive survey of parking spaces was conducted between May 10<sup>th</sup> and June 6<sup>th</sup> of 2016. Each of the 1,011 spaces in the parking study area was surveyed on 21 separate occurrences for ***a total of 21,231 parking spaces surveyed.***

Spaces were surveyed for each day of the week, Monday through Sunday, three times a day. Daily surveys were performed in the Morning (9 am to 11am), Mid-Day (12 pm to 2 pm) and Evening (4 pm to 6 pm), as noted in Table 1 below.

**Table 1 – Parking Survey Dates**

Monday Morning – 6/06/16	Friday Morning – 5/13/16
Monday Mid-Day – 6/06/16	Friday Mid-Day – 5/13/16
Monday Evening – 6/06/16	Friday Evening – 5/13/16
Tuesday Morning – 5/10/16	Saturday Morning – 5/14/16
Tuesday Mid-Day – 5/10/16	Saturday Mid-Day – 5/14/16
Tuesday Evening – 5/31/16	Saturday Evening – 5/14/16
Wednesday Morning – 5/11/16	Sunday Morning – 5/15/16
Wednesday Mid-Day – 5/11/16	Sunday Mid-Day – 5/15/16
Wednesday Evening – 5/11/16	Sunday Evening – 5/15/16
Thursday Morning – 5/12/16	
Thursday Mid-Day – 5/12/16	
Thursday Evening – 5/12/16	

Results of the parking survey were recorded in extensive data tables. Tables were then condensed and formatted in the following tables, found in Appendix A:

- Table 2 – Parking Survey, Morning (9am to 11am)
- Table 3 – Parking Survey, Mid-Day (12pm to 2 pm)
- Table 4 – Parking Survey, Early Evening (4pm to 6pm).

Each table includes parking count information for all locations in the Parking Study Area for all seven days of the week.

Overall, the 49 different Street Sections and Parking Lots were surveyed three times a day for seven days, produced 1,029 total surveys. A Street Section is a section of a street, between cross streets. For example, Liberty Street from Market Street to Buckeye Street is considered a Street Section.

Data recorded in the tables includes the Street Section and City Parking Lot location, capacity of parking, average observed spaces occupied, days in which parking was observed at 85% capacity or higher, and individual counts each day. Parking observed at less than 85% capacity is generally considered to have available parking, while parking at 85% capacity or higher indicates a shortage of available parking.

***THE FOLLOWING GENERAL TRENDS WERE OBSERVED FROM THE PARKING SURVEY TABLES:***

- ***Street Sections and City Parking Lots were almost never at capacity.***
  - Of the 1,029 Street Section and Parking Lots surveyed, only 15, or 1.5%, were at capacity.
- ***Street Sections and City Parking Lots were rarely above 85% capacity.***
  - Only 2 Street Sections averaged higher than 85% capacity. This occurred Mid-Day on Liberty Street from Walnut Street to Market Street and Liberty Street from Market Street to Buckeye Street. Both Street Sections averaged 88% of capacity.
  - Only 45 of the 1,029 total Street Sections and City Parking Lots counts, or 4%, were at 85% capacity or higher.
- ***The vast majority of Street Sections and City Parking Lots were, on average, less than half full.***
  - 83% of Street Sections and City Parking Lots were observed below half capacity.

# PARKING SURVEY MAPPING

As previously discussed, detailed tables were created for the parking survey. In addition, parking survey data was also recorded spatially utilizing Geographic Information System (GIS) software. Spatial data was formatted and standardized into Maps 4 through 10 found in Appendix B.

Map 4 provides the overall average parking occupancy for each parking space in the study area over the total 21 parking counts. Maps 5 through 7 illustrate the average parking occupancy for the 15 Weekday counts broken into maps for Morning, Mid-Day and Evening. Maps 8 through 10 illustrate the average parking occupancy for the 6 Weekend counts, also broken into maps for Morning, Mid-Day and Evening.

## ***THE FOLLOWING GENERAL TRENDS WERE OBSERVED FROM THE PARKING SURVEY MAPS:***

- ***All Maps:***
  - Average occupancy counts were consistently the highest on Liberty Street within one block from Market Street and in portions of the North and South Buckeye Parking lots.
  - In any location, on any map, a parking space was likely available within one block in any direction.
  - Streets on the perimeter of the study area saw low parking occupancy with the exception of Henry Street between South Walnut Street and South Buckeye Street.
  - Low parking occupancy rates of on-street spaces and spaces in city lots were observed in areas east of Bever Street.
- ***Weekday Maps***
  - Counts mirrored the above overall trends with highest parking occupancy rates in the Mid-Day timeframe (Map 6).
  - Higher parking occupancy rates were observed in Morning and Mid-Day timeframes than the Evening timeframe.
- ***Weekend Maps***
  - The Weekend Morning timeframe saw very low parking occupancy.
  - In the Mid-Day and Evening timeframes, trends were similar to Weekday observations, though generally at a lower level.
  - Weekend Mid-Day observations showed high parking occupancy rates on West Liberty Street from Market Street to Grant Street and on Grant Street from West Liberty Street to South Street. These higher counts may be attributed to the adjacent Wayne County Library.
- ***City Parking Lots:***
  - The North and South Buckeye Street City Parking Lots illustrated high parking occupancy rates on Weekdays, particularly during the Morning and Mid-Day timeframes.
  - The Merchants Block Lot was utilized in the Morning and Mid-Day on Weekdays, but had low occupancy rates on Weekday Evenings and on the Weekends.
  - The North Street Lot had consistently low occupancy rates.

- ***City Parking Lots: Leased and Unleased Spaces***

- Weekdays

- The North and South Buckeye Street Lots had comparable leased and unleased parking occupancy rates for Morning and Mid-Day timeframes.
    - The South Market Street Lot leased spaces had moderate to low parking occupancy rates, though leased spaces were typically *more* occupied than unleased spaces.
    - The Merchants Block Lot had leased spaces with moderate parking occupancy rates, though leased spaces were typically *less* occupied than unleased spaces.
    - The East Liberty Lot, which is entirely leased, had moderate parking occupancy rates for Morning and Mid-Day timeframes.

- Weekends

- All leased spaces saw low occupancy rates for Weekend counts.

## CONCLUSIONS & RECOMMENDATIONS

Throughout the process of conducting this Parking Study, it was abundantly clear that Downtown Wooster is a vibrant location, which is truly the heart of the City. Where many downtown areas struggle to attract locals and visitors alike, Downtown Wooster is simultaneously a location where locals live, work and play as well as a destination sought out by those outside the community. With such vitality comes the challenge of providing parking for a variety of users in an environment which was not established in the age of the automobile.

This study has shown that Downtown Wooster has an overall adequate amount of public parking. In all parking counts, less than half of all available spaces were utilized. In addition, many areas on the perimeter of the study area and east of Bever Street saw consistently low parking occupancy rates.

However, areas within one block of the intersection of Market Street and Liberty Street often saw high parking occupancy rates, particular Weekdays in the Morning and Mid-Day. At such times, parking was generally concentrated on Liberty Street, the North and South Buckeye Lots, and the Merchants Block lot. The desirability of such parking spaces is clearly due to the proximity to the concentration of business and Wayne County agencies, such as the Courthouse and the Library.

General recommendations for future parking considerations in Downtown Wooster include:

- Continue efforts to improve wayfinding by providing additional signs and other devices to direct motorists to public parking areas and from parking areas to businesses and attractions.
- Coordinate with downtown business owners and downtown organizations to review and refine existing parking regulations.
- Examine existing lease agreements to determine if the number leased spaces may be reduced, the location of leased spaces may be altered and if leased spaces are necessary in certain public parking lots.
- Continue investments in public parking lots, particularly in areas in the eastern portion of the study area which are targeted for redevelopment.
- Investigate the possibility of expanding the existing parking exemption district to the east of Bever Street.
- Encourage businesses and organizations with private parking areas to discuss the possibility of shared parking agreements, particularly when uses have complimentary hours of operation.

# **APPENDIX A – PARKING SURVEY TABLES**

**Table 2 – Parking Survey, Morning (9am to 11am)**

Street or Lot	Street Section		LocationID	Capacity	Avg.	Avg.% Full	Counts 85% Full or Higher	Daily Parking Counts						
								M	T	W	Th	F	Sa	Su
Larwill St.	Grant St.	to Walnut St.	LarwillGW	16	2	14%	0	3	2	1	2	1	1	1
	Walnut St.	to Market St.	LarwillWM	7	3	40%	0	0	5	4	3	2	0	4
	Market St.	to Buckeye St.	LarwillMB	20	1	4%	0	4	0	0	0	0	1	14
	Buckeye St.	to Bever St.	LarwillBB	19	2	11%	0	0	3	2	3	2	0	2
North St.	Grant St.	to Walnut St.	NorthGW	18	5	29%	0	7	6	3	6	4	4	4
	Walnut St.	to Market St.	NorthWM	11	4	36%	0	3	8	3	0	6	0	2
	Market St.	to Buckeye St.	NorthMB	20	8	38%	1	1	12	5	13	7	1	20
	Buckeye St.	to Bever St.	NorthBuBe	9	5	56%	0	5	6	3	5	6	1	0
	Bever St.	to Beall Ave.	NorthBeBe	12	2	17%	0	2	2	2	2	2	2	3
	Beall Ave.	to Spink St.	NorthBS	15	2	12%	0	0	3	2	2	2	1	2
Liberty St.	Grant St.	to Walnut St.	LibertyGW	23	16	70%	0	18	19	13	15	16	15	0
	Walnut St.	to Market St.	LibertyWM	21	17	83%	3	15	18	17	19	18	14	7
	Market St.	to Buckeye St.	LibertyMB	21	13	62%	0	6	16	16	15	12	14	5
	Buckeye St.	to Bever St.	LibertyBuBe	29	13	44%	0	16	9	15	6	18	7	2
	Bever St.	to Beall Ave.	LibertyBeBe	21	3	15%	0	0	7	2	5	2	2	0
	Beall Ave.	to RR Tracks	LibertyBR	21	2	9%	0	3	3	3	0	0	1	0
South St.	Grant St.	to Walnut St.	SouthGW	13	4	29%	0	3	4	4	4	4	0	0
	Walnut St.	to Market St.	SouthWM	14	7	53%	1	6	4	6	13	8	12	0
	Market St.	to Buckeye St.	SouthMB	14	6	46%	1	6	11	3	7	5	3	13
	Buckeye St.	to Bever St.	SouthBuBe	21	8	38%	0	9	10	10	4	7	4	0
	Bever St.	to RR Tracks	SouthBeRe	27	2	7%	0	4	1	1	2	1	3	4
Henry St.	Grant St.	to Walnut St.	HenryGW	12	2	17%	0	1	4	3	1	1	3	3
	Walnut St.	to Market St.	HenryWM	13	9	69%	1	7	13	10	8	7	7	6
	Market St.	to Buckeye St.	HenryMB	5	4	84%	1	2	5	4	5	5	2	3
	Buckeye St.	to Bever St.	HenryBB	7	2	31%	0	3	1	3	2	2	2	2
Grant St.	Larwill St.	to North St.	GrantLN	0	-	-	-	-	-	-	-	-	-	-
	North St.	to Liberty St.	GrantNL	0	-	-	-	-	-	-	-	-	-	-
	Liberty St.	to South St.	GrantLS	6	3	47%	0	3	3	3	3	2	3	3
	South St.	to Henry St.	GrantSH	13	3	23%	0	3	5	3	2	2	6	7
Walnut St.	Larwill St.	to North St.	WalnutLN	13	2	14%	0	2	0	3	0	4	1	1
	North St.	to Liberty St.	WalnutNL	18	13	73%	1	14	10	14	12	16	13	0
	Liberty St.	to South St.	WalnutLS	23	9	40%	0	10	11	8	12	5	10	1
	South St.	to Henry St.	WalnutSH	11	5	44%	1	4	10	5	3	2	1	1
Market St.	Larwill St.	to North St.	MarketLN	16	2	10%	0	1	0	0	5	2	1	10
	North St.	to Liberty St.	MarketNL	9	4	42%	0	1	4	5	2	7	5	0
	Liberty St.	to South St.	MarketLS	11	4	35%	0	4	0	8	0	7	6	3
	South St.	to Henry St.	MarketSH	21	3	15%	0	5	5	1	0	5	5	3
Buckeye St.	Larwill St.	to North St.	BuckeyeLN	10	5	52%	0	4	5	6	6	5	0	6
	North St.	to Liberty St.	BuckeyeNL	19	8	41%	0	8	7	7	10	7	4	6
	Liberty St.	to South St.	BuckeyeLS	18	9	52%	0	9	8	10	10	10	9	0
	South St.	to Henry St.	BuckeyeSH	6	5	83%	0	5	5	5	5	5	5	0
Bever St.	Larwill St.	to North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-
	North St.	to Liberty St.	BeverNL	9	5	51%	0	5	6	3	5	4	4	0
	Liberty St.	to South St.	BeverLS	0	-	-	-	-	-	-	-	-	-	-
	South St.	to Henry St.	BeverSH	0	-	-	-	-	-	-	-	-	-	-
Spink St.	North St.	to Liberty St.	Spink	0	-	-	-	-	-	-	-	-	-	-
Merchants Block Lot			MerchantsLot	54	29	53%	0	32	29	30	25	28	15	3
Square NE Lot			SquareNELot	17	10	56%	0	8	6	7	14	13	12	0
Square SE Lot			SquareSELot	16	5	30%	1	2	8	6	4	4	16	2
Square SW Lot			SquareSWLot	14	8	60%	1	7	7	12	10	6	8	1
South Market Lot			SMarketLot	46	18	39%	0	16	20	22	19	13	5	9
North Buckeye Lot			NBuckeyeLot	98	65	66%	0	63	65	56	75	65	29	27
South Buckeye Lot			SBuckeyeLot	98	45	46%	0	46	48	45	44	44	14	43
North Street Lot			NorthStLot	14	4	30%	0	1	1	5	8	6	3	0
E. Liberty/RR Tracks Lot			ELibertyLot	42	18	43%	0	15	19	24	20	12	0	0
<b>Totals</b>				<b>1011</b>	<b>424</b>	<b>42%</b>	<b>12</b>	<b>392</b>	<b>454</b>	<b>423</b>	<b>436</b>	<b>412</b>	<b>275</b>	<b>223</b>

**Table 3 – Parking Survey, Mid-Day (12pm to 2 pm)**

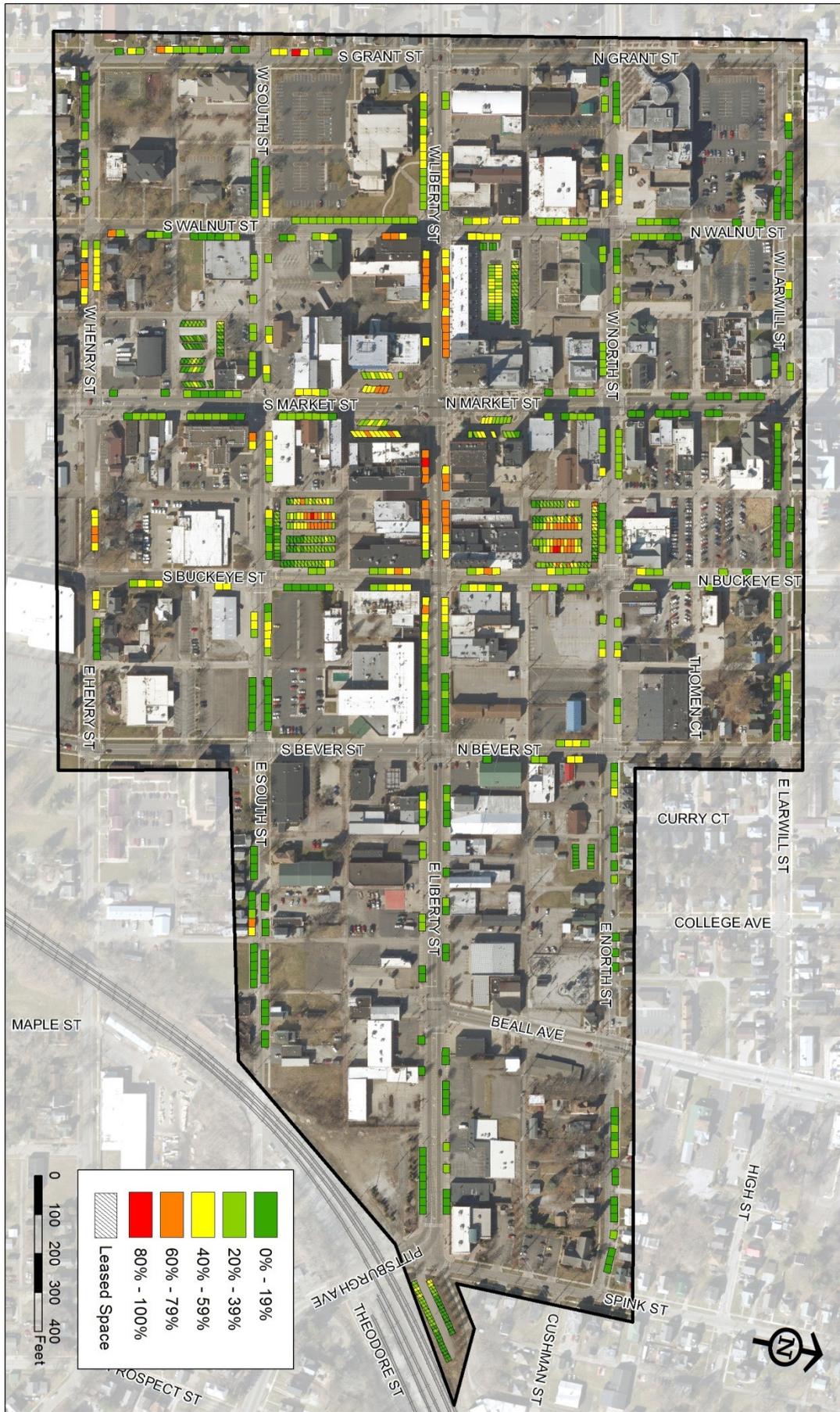
Street or Lot	Street Section		LocationID	Capacity	Avg.	Avg.% Full	Counts 85% Full or Higher	Daily Parking Counts						
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Larwill St.	Grant St.	to Walnut St.	LarwillGW	16	1	8%	0	0	1	1	1	1	1	1
	Walnut St.	to Market St.	LarwillWM	7	3	37%	0	3	2	2	3	3	0	1
	Market St.	to Buckeye St.	LarwillMB	20	0	1%	0	1	0	0	0	0	1	0
	Buckeye St.	to Bever St.	LarwillBB	19	2	12%	0	2	2	2	3	2	2	5
North St.	Grant St.	to Walnut St.	NorthGW	18	9	49%	0	9	9	8	11	7	5	9
	Walnut St.	to Market St.	NorthWM	11	5	45%	0	2	5	5	6	7	3	0
	Market St.	to Buckeye St.	NorthMB	20	8	42%	1	10	4	14	7	7	17	0
	Buckeye St.	to Bever St.	NorthBuBe	9	6	69%	1	6	6	8	4	7	0	0
	Bever St.	to Beall Ave.	NorthBeBe	12	2	18%	0	2	2	1	2	4	2	3
	Beall Ave.	to Spink St.	NorthBS	15	2	15%	0	1	3	2	3	2	2	3
Liberty St.	Grant St.	to Walnut St.	LibertyGW	23	14	61%	1	15	11	5	21	18	17	13
	Walnut St.	to Market St.	LibertyWM	21	18	88%	6	21	14	20	19	18	20	20
	Market St.	to Buckeye St.	LibertyMB	21	18	85%	4	20	18	20	15	16	18	14
	Buckeye St.	to Bever St.	LibertyBuBe	29	10	34%	0	6	11	7	15	10	11	0
	Bever St.	to Beall Ave.	LibertyBeBe	21	7	32%	0	3	8	6	7	10	9	3
	Beall Ave.	to RR Tracks	LibertyBR	21	1	7%	0	2	2	1	2	0	0	0
South St.	Grant St.	to Walnut St.	SouthGW	13	5	35%	0	4	6	4	5	4	0	0
	Walnut St.	to Market St.	SouthWM	14	6	41%	0	4	1	6	9	9	1	2
	Market St.	to Buckeye St.	SouthMB	14	8	56%	0	3	10	8	7	11	4	1
	Buckeye St.	to Bever St.	SouthBuBe	21	8	39%	0	10	10	7	5	9	3	0
	Bever St.	to RR Tracks	SouthBeRe	27	2	9%	0	4	2	3	1	2	3	5
Henry St.	Grant St.	to Walnut St.	HenryGW	12	2	20%	0	1	3	1	3	4	2	1
	Walnut St.	to Market St.	HenryWM	13	8	65%	1	8	12	9	8	5	6	5
	Market St.	to Buckeye St.	HenryMB	5	4	84%	2	3	4	4	5	5	2	3
	Buckeye St.	to Bever St.	HenryBB	7	2	23%	0	1	1	2	2	2	2	1
Grant St.	Larwill St.	to North St.	GrantLN	0	-	-	-	-	-	-	-	-	-	-
	North St.	to Liberty St.	GrantNL	0	-	-	-	-	-	-	-	-	-	-
	Liberty St.	to South St.	GrantLS	6	3	50%	1	4	2	3	3	3	5	3
	South St.	to Henry St.	GrantSH	13	4	32%	0	3	5	4	4	5	6	7
Walnut St.	Larwill St.	to North St.	WalnutLN	13	5	37%	0	5	4	7	5	3	2	0
	North St.	to Liberty St.	WalnutNL	18	12	69%	2	13	7	17	14	11	15	4
	Liberty St.	to South St.	WalnutLS	23	14	62%	1	12	9	21	16	13	18	17
	South St.	to Henry St.	WalnutSH	11	5	47%	0	3	9	7	4	3	1	1
Market St.	Larwill St.	to North St.	MarketLN	16	1	6%	0	2	1	0	1	1	0	0
	North St.	to Liberty St.	MarketNL	9	4	42%	0	5	3	4	3	4	0	1
	Liberty St.	to South St.	MarketLS	11	4	33%	0	5	2	8	0	3	8	3
	South St.	to Henry St.	MarketSH	21	5	26%	0	7	8	6	0	6	10	1
Buckeye St.	Larwill St.	to North St.	BuckeyeLN	10	4	36%	0	2	3	2	5	6	6	2
	North St.	to Liberty St.	BuckeyeNL	19	10	54%	0	10	7	8	14	12	12	2
	Liberty St.	to South St.	BuckeyeLS	18	8	46%	0	6	12	3	9	11	7	1
	South St.	to Henry St.	BuckeyeSH	6	4	60%	2	4	3	4	5	2	5	0
Bever St.	Larwill St.	to North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-
	North St.	to Liberty St.	BeverNL	9	5	58%	1	6	1	7	8	4	7	0
	Liberty St.	to South St.	BeverLS	0	-	-	-	-	-	-	-	-	-	-
	South St.	to Henry St.	BeverSH	0	-	-	-	-	-	-	-	-	-	-
Spink St.	North St.	to Liberty St.	Spink	0	-	-	-	-	-	-	-	-	-	-
Merchants Block Lot			MerchantsLot	54	34	63%	0	36	31	37	37	29	24	8
Square NE Lot			SquareNELot	17	9	55%	0	7	10	9	10	11	9	5
Square SE Lot			SquareSELot	16	8	53%	1	11	6	9	2	14	16	9
Square SW Lot			SquareSWLot	14	11	79%	1	7	11	14	12	11	14	8
South Market Lot			SMarketLot	46	15	33%	0	16	13	20	16	10	6	5
North Buckeye Lot			NBuckeyeLot	98	63	65%	0	62	59	72	71	53	42	17
South Buckeye Lot			SBuckeyeLot	98	54	55%	0	48	58	50	52	60	31	21
North Street Lot			NorthStLot	14	1	4%	0	0	0	2	0	1	0	0
E. Liberty/RR Tracks Lot			ELibertyLot	42	18	42%	0	21	21	15	17	15	0	0
<b>Totals</b>				<b>1011</b>	<b>454</b>	<b>45%</b>	<b>25</b>	<b>436</b>	<b>432</b>	<b>475</b>	<b>472</b>	<b>454</b>	<b>375</b>	<b>205</b>

**Table 4 – Parking Survey, Early Evening (4pm to 6pm)**

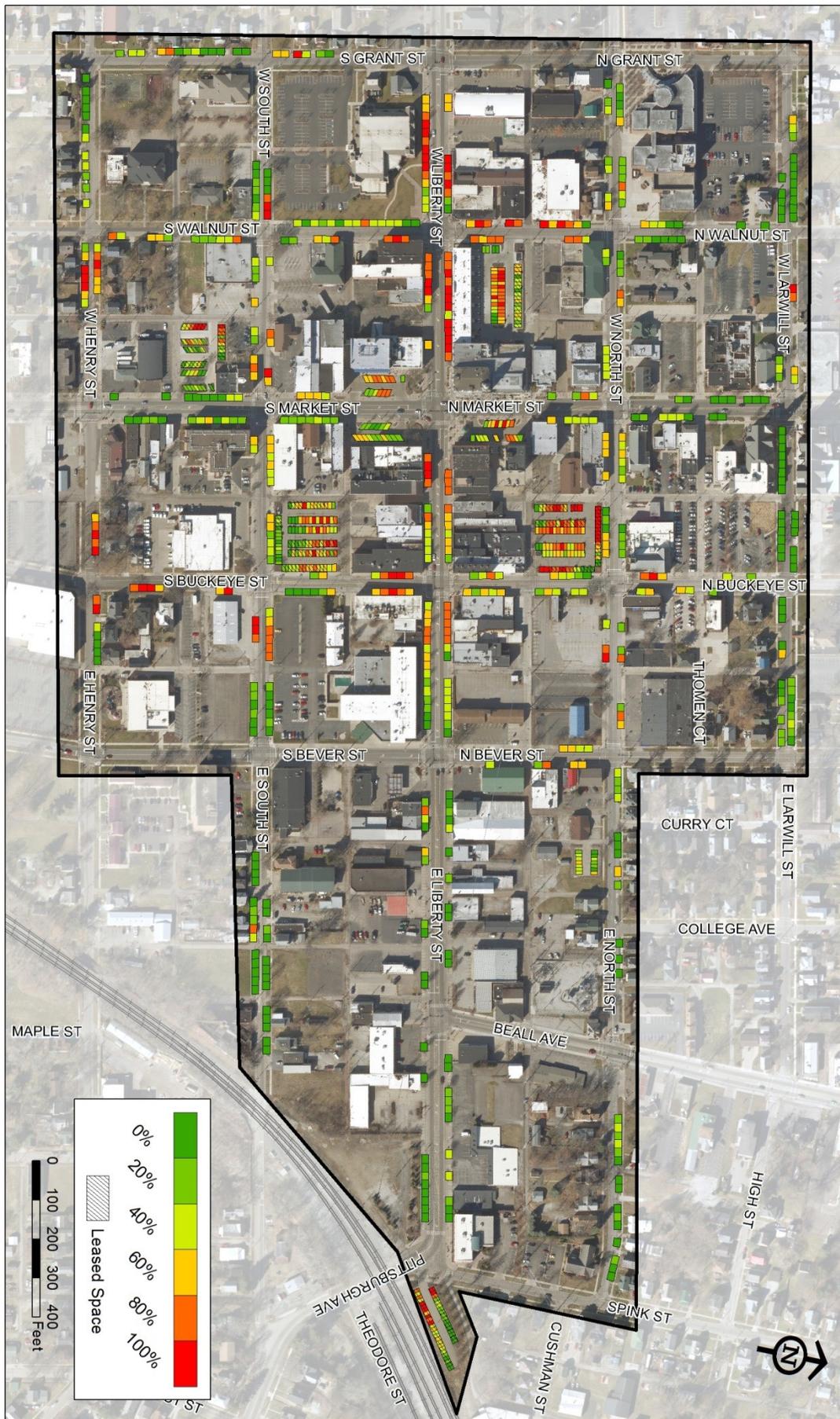
Street or Lot	Street Section		LocationID	Capacity	Avg.	Avg.% Full	Counts 85% Full or Higher	Daily Parking Counts						
								M	T	W	Th	F	Sa	Su
Larwill St.	Grant St.	to Walnut St.	LarwillGW	16	1.4	9%	0	1	1	1	1	1	1	1
	Walnut St.	to Market St.	LarwillWM	7	3	43%	0	4	2	5	3	1	0	0
	Market St.	to Buckeye St.	LarwillMB	20	0	0%	0	0	0	0	0	0	0	0
	Buckeye St.	to Bever St.	LarwillBB	19	3	16%	0	2	3	3	2	5	2	3
North St.	Grant St.	to Walnut St.	NorthGW	18	4.4	24%	0	3	8	3	4	4	3	4
	Walnut St.	to Market St.	NorthWM	11	1.2	11%	0	2	2	0	2	0	2	0
	Market St.	to Buckeye St.	NorthMB	20	0.6	3%	0	0	0	1	0	2	0	0
	Buckeye St.	to Bever St.	NorthBuBe	9	2.8	31%	0	4	2	4	4	0	0	0
	Bever St.	to Beall Ave.	NorthBeBe	12	1	8%	0	0	2	1	1	1	4	2
	Beall Ave.	to Spink St.	NorthBS	15	2	13%	0	2	1	3	2	2	3	2
Liberty St.	Grant St.	to Walnut St.	LibertyGW	23	4.2	18%	0	6	5	2	2	6	1	1
	Walnut St.	to Market St.	LibertyWM	21	12	57%	1	12	11	7	15	15	21	8
	Market St.	to Buckeye St.	LibertyMB	21	13.2	63%	1	11	13	14	15	13	18	16
	Buckeye St.	to Bever St.	LibertyBuBe	29	9.2	32%	0	13	7	7	11	8	2	13
	Bever St.	to Beall Ave.	LibertyBeBe	21	4	19%	0	1	1	5	4	9	6	0
	Beall Ave.	to RR Tracks	LibertyBR	21	0.2	1%	0	0	0	1	0	0	0	0
South St.	Grant St.	to Walnut St.	SouthGW	13	1.4	11%	0	1	0	3	1	2	0	0
	Walnut St.	to Market St.	SouthWM	14	4.4	31%	0	5	1	3	10	3	0	5
	Market St.	to Buckeye St.	SouthMB	14	3	21%	0	0	1	4	5	5	4	2
	Buckeye St.	to Bever St.	SouthBuBe	21	2.6	12%	0	2	1	2	4	4	0	0
	Bever St.	to RR Tracks	SouthBeRe	27	3	11%	0	3	5	1	4	2	4	4
Henry St.	Grant St.	to Walnut St.	HenryGW	12	2	17%	0	2	2	3	1	2	3	2
	Walnut St.	to Market St.	HenryWM	13	8.6	66%	0	9	10	9	7	8	7	7
	Market St.	to Buckeye St.	HenryMB	5	2.8	56%	0	4	3	2	3	2	1	2
	Buckeye St.	to Bever St.	HenryBB	7	1	14%	0	1	1	1	1	1	1	1
Grant St.	Larwill St.	to North St.	GrantLN	0	-	-	-	-	-	-	-	-	-	-
	North St.	to Liberty St.	GrantNL	0	-	-	-	-	-	-	-	-	-	-
	Liberty St.	to South St.	GrantLS	6	2.4	40%	0	2	1	4	2	3	3	4
	South St.	to Henry St.	GrantSH	13	3.4	26%	0	3	2	3	3	6	4	4
Walnut St.	Larwill St.	to North St.	WalnutLN	13	4.4	34%	1	5	8	2	6	1	12	1
	North St.	to Liberty St.	WalnutNL	18	5	28%	0	6	6	2	2	9	2	0
	Liberty St.	to South St.	WalnutLS	23	7.2	31%	0	4	10	9	8	5	4	5
	South St.	to Henry St.	WalnutSH	11	1.8	16%	0	2	2	3	1	1	1	1
Market St.	Larwill St.	to North St.	MarketLN	16	0	0%	0	0	0	0	0	0	0	0
	North St.	to Liberty St.	MarketNL	9	0.4	4%	0	1	0	0	1	0	0	0
	Liberty St.	to South St.	MarketLS	11	7.4	67%	1	8	7	11	3	8	8	7
	South St.	to Henry St.	MarketSH	21	5.6	27%	0	3	7	9	1	8	14	2
Buckeye St.	Larwill St.	to North St.	BuckeyeLN	10	1	10%	0	0	1	0	1	3	1	1
	North St.	to Liberty St.	BuckeyeNL	19	11.6	61%	1	8	10	10	12	18	10	7
	Liberty St.	to South St.	BuckeyeLS	18	4.4	24%	0	2	3	3	13	1	4	0
	South St.	to Henry St.	BuckeyeSH	6	1.2	20%	0	1	2	1	2	0	1	0
Bever St.	Larwill St.	to North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-
	North St.	to Liberty St.	BeverNL	9	5.2	58%	1	8	2	5	7	4	5	2
	Liberty St.	to South St.	BeverLS	0	-	-	-	-	-	-	-	-	-	-
	South St.	to Henry St.	BeverSH	0	-	-	-	-	-	-	-	-	-	-
Spink St.	North St.	to Liberty St.	Spink	0	-	-	-	-	-	-	-	-	-	-
Merchants Block Lot			MerchantsLot	54	8.6	16%	0	14	7	8	4	10	10	10
Square NE Lot			SquareNELot	17	5.6	33%	0	7	10	2	2	7	7	4
Square SE Lot			SquareSELot	16	11	69%	1	4	9	13	16	13	12	12
Square SW Lot			SquareSWLot	14	6.4	46%	1	13	3	2	6	8	8	4
South Market Lot			SMarketLot	46	8.4	18%	0	5	5	15	10	7	4	6
North Buckeye Lot			NBuckeyeLot	98	47.8	49%	0	31	50	49	57	52	33	26
South Buckeye Lot			SBuckeyeLot	98	39.8	41%	0	31	36	41	43	48	46	40
North Street Lot			NorthStLot	14	1	7%	0	0	0	0	4	1	0	0
E. Liberty/RR Tracks Lot			ELibertyLot	42	6.8	16%	0	9	13	1	9	2	0	0
<b>Totals</b>				<b>1011</b>	<b>287.4</b>	<b>28%</b>	<b>8</b>	<b>255</b>	<b>276</b>	<b>278</b>	<b>315</b>	<b>311</b>	<b>272</b>	<b>209</b>

# **APPENDIX B – PARKING MAPS**

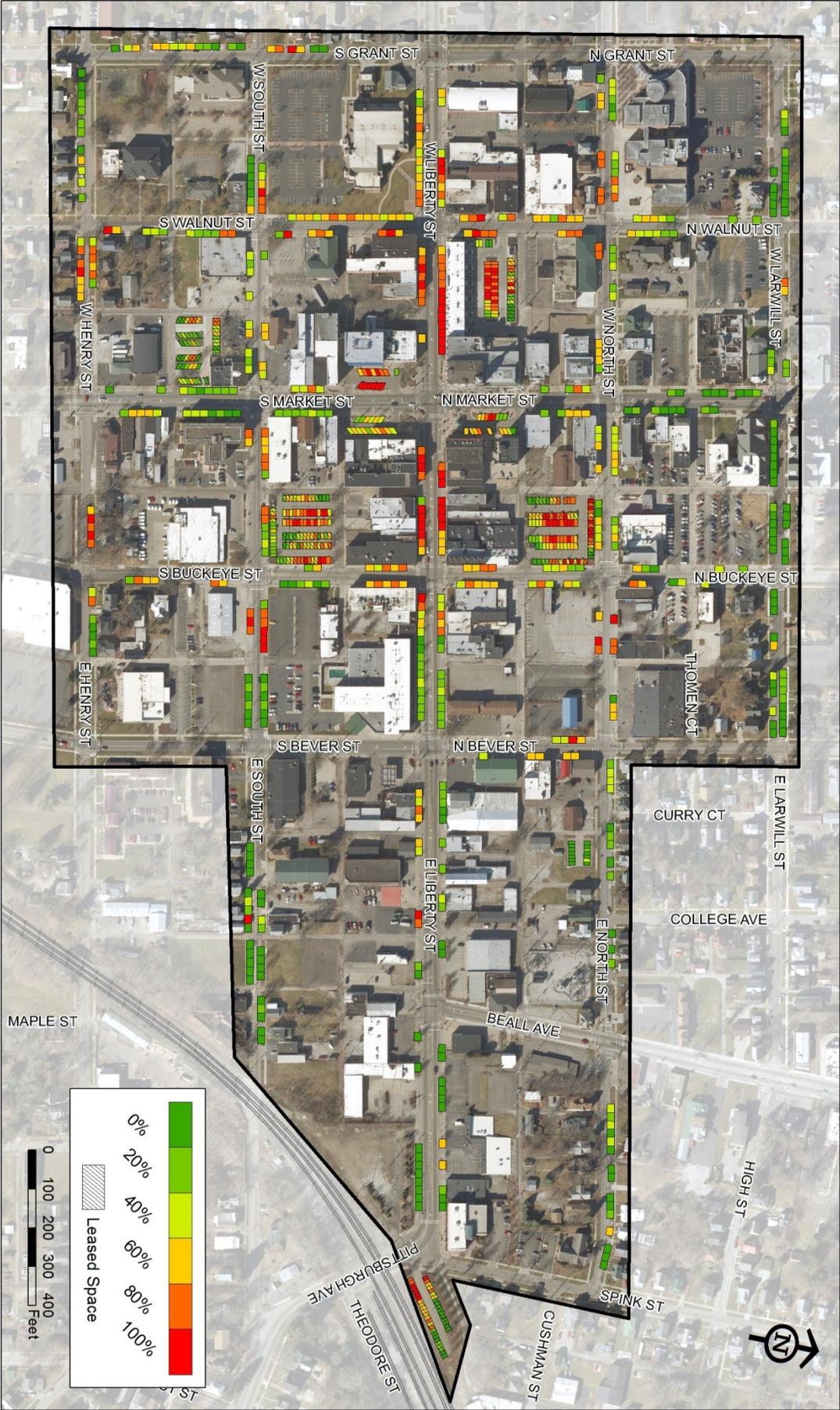
**Map 4 – Average Parking Occupancy (All Counts)**



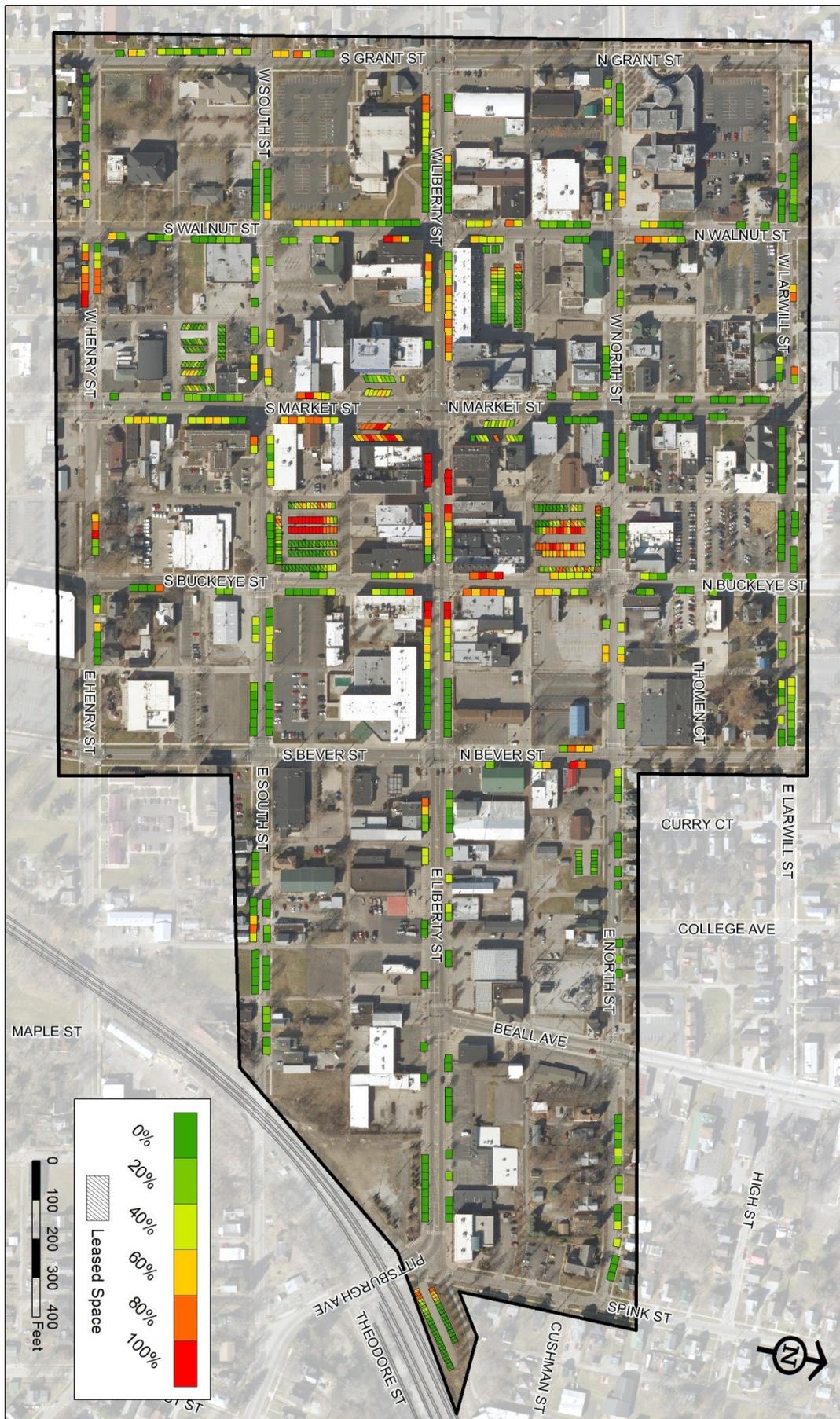
**Map 5 – Weekday Morning Average Occupancy**



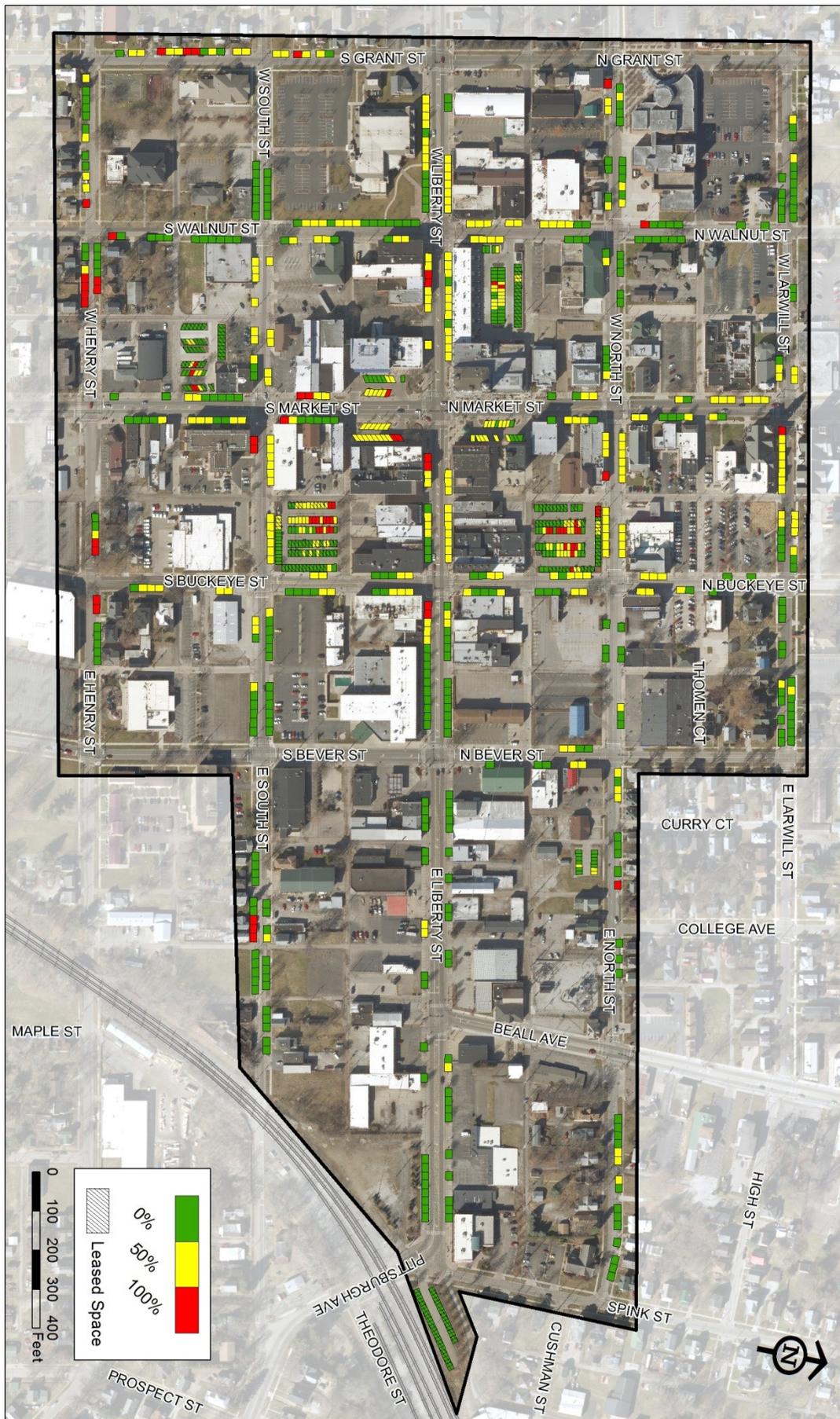
Map 6 – Weekday Mid-Day Average Occupancy



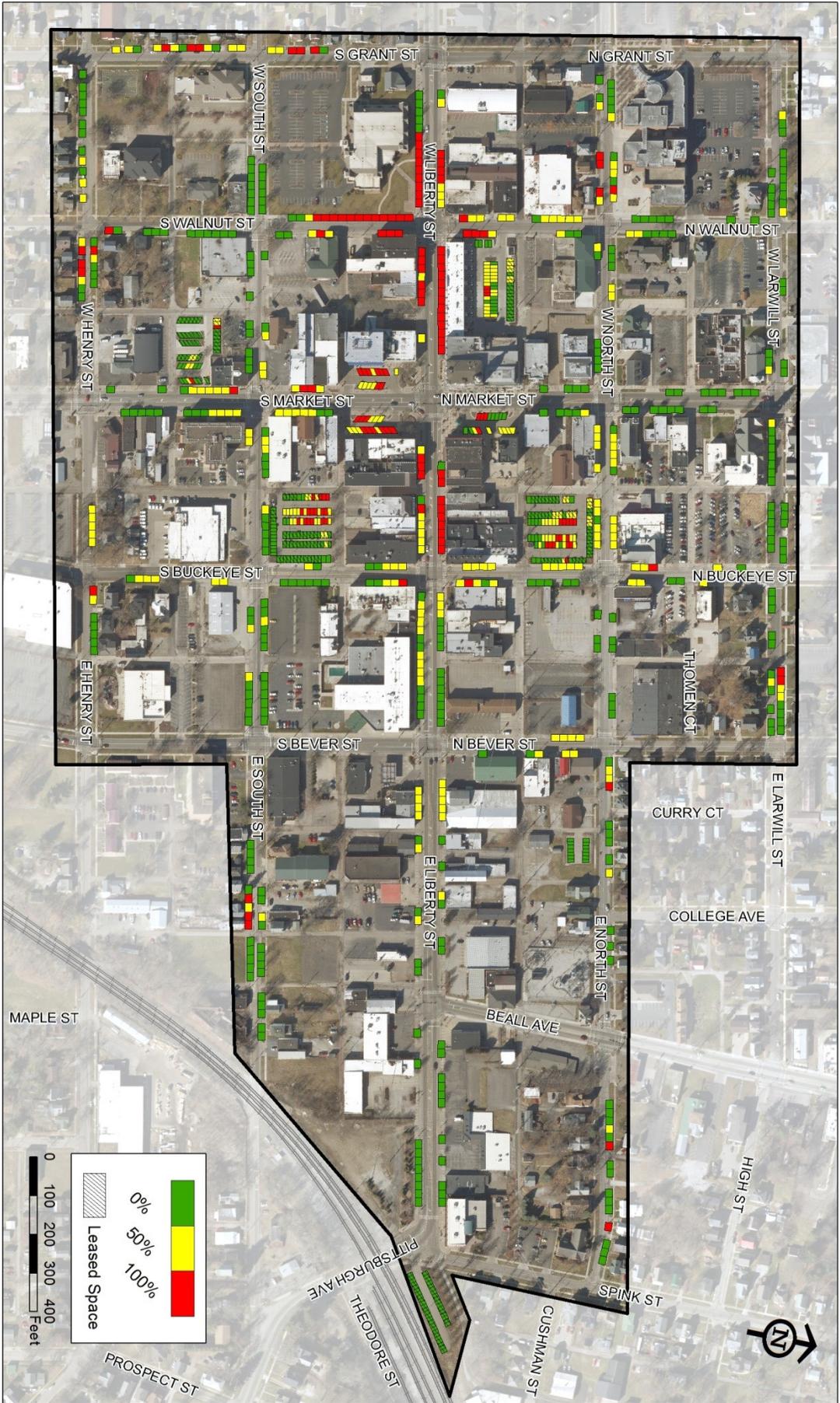
**Map 7 – Weekday Evening Average Occupancy**



**Map 8 – Weekend Morning Average Occupancy**



**Map 9 – Weekend Mid-Day Average Occupancy**



**Map 10 – Weekend Evening Average Occupancy**

