

# DOWNTOWN WOOSTER PARKING STUDY 2018



Prepared by the City of Wooster Planning and Zoning Division



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# INTRODUCTION

In 2016, the City of Wooster conducted a study of public parking spaces in Downtown Wooster. The study concluded that an adequate amount of public parking was available in Downtown Wooster and recommended improvements in wayfinding, the examination of parking lease agreements, and continued investment in public parking downtown.

Since 2016, there have been two notable policy changes to parking in Downtown Wooster. First, the parking permitting program for parking in public lots was significantly modified to provide more flexibility. Second, the area of the downtown exempt from providing required off-street parking spaces was expanded north along North Market Street and east along East Liberty Street.

Due to the noted changes and shifting conditions downtown, the City of Wooster has again conducted a study of public parking in Downtown Wooster. The current study includes an inventory of all public spaces, occupancy counts of all the spaces on 22 separate occasions, compares the results with the parking study conducted in 2016, and provides conclusions and recommendations. The study also contains tables showing parking counts and mapping providing a spatial representation of parking occupancy rates.

The updated parking study aspires to assess the impact of the updated parking format and assure the current trends of downtown parking are sustainable.



# 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 area selected for the study encompassed the majority of public parking in Downtown Wooster comprising twenty central city blocks. The study area incorporated over 110 acres and contained 994 parking spaces with no public parking space located more than two blocks from Market Street or Liberty Street.

To note, construction in the northeast quadrant of the City Square reduced the number of available parking spaces by 17 from the previous parking study in 2016. However, upon completion of the project, all 17 spaces will again be available for public parking.



# CHANGES FROM 2016 TO 2018

## ***Public Parking Lot Permitting***

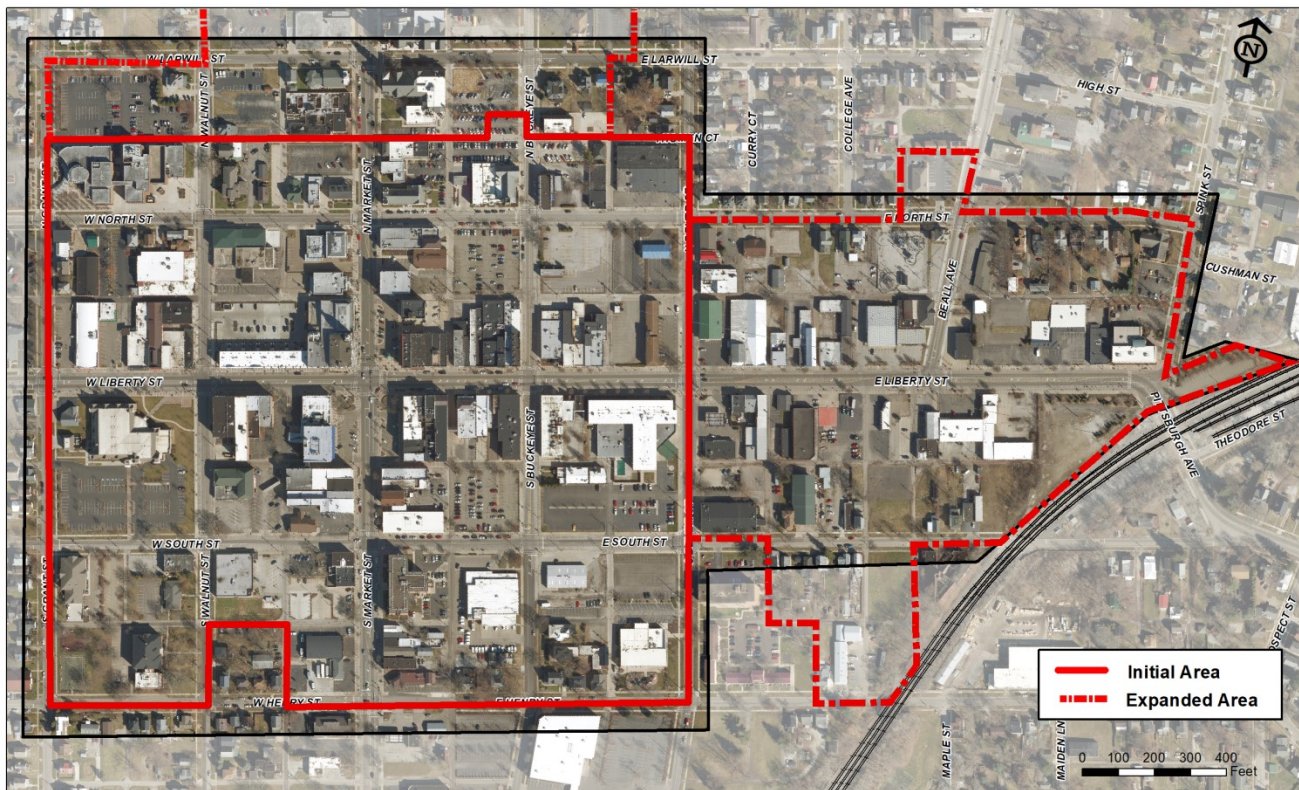
In 2016, portions of the North Buckeye Street, South Buckeye Street, South Market Street, and Merchants Block public parking lots contained parking spaces leased to specific businesses and individuals. The leased spaces were only available to a specific leaseholder on weekdays from 8 am to 5 pm. The remainder of the parking spaces in lots were available to the public with a 3 hour maximum time limit. As shown in the 2016 study, the system was inefficient and underutilized parking in the four public lots.

After discussing the parking system internally, with downtown businesses and with the public, the City implemented a permit based system of parking for the four noted public parking lots in April of 2018. The new system made all spaces in the four public lots available to the public with a 3 hour time limit on weekdays from 8 am to 5 pm. Permits were made available to business employees and downtown residents which exempted a vehicle displaying an issued hanging permit tag from the noted time limit. In addition, the hanging tag also authorized downtown residents to park overnight in the four public lots, which is otherwise prohibited.

## ***Parking Exempt Area***

Since 2007, a portion of the downtown has been exempt from providing the required number of off-street parking spaces. Amendments to the City of Wooster Codified Ordinances in 2017 and 2018 expanded the area of downtown exempt from providing off-street parking, as shown in Map 2 below. The purpose of the expansion was to encourage development and redevelopment of areas of downtown by removing requirements to provide off-street parking, which is often challenging in downtown areas. The expansion of the exemption area also placed the burden on the City to continue to provide public parking in Downtown Wooster.

**Map 2 – Parking Exempt Area Expansion**



***Wayfinding***

In 2017, signage was installed in Downtown Wooster to provide improved wayfinding to City parking lots. Wayfinding was an issue identified in the 2016 parking study as many City parking lots are located to the rear of buildings fronting on Liberty Street and Market Street. New and modified signage was installed on City streets directing drivers to lots, at entrances of public lots, and within public lots. Signs incorporated a consistent style and format in order to be easily identified as signs directing a driver to a public parking lot.



## PARKING INVENTORY

An inventory of all 994 public parking spaces in the study area was completed on June 11<sup>th</sup> and categorized parking spaces into three types:

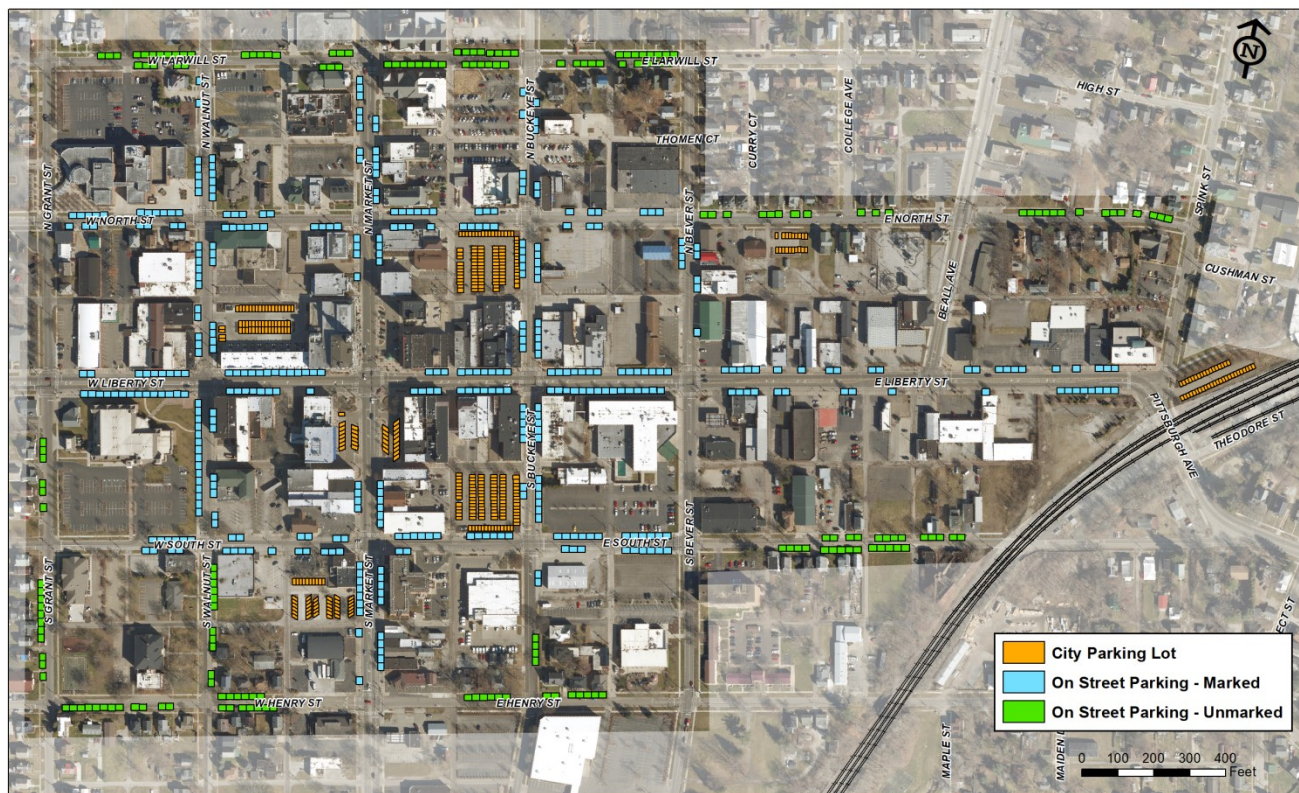
- City Parking Lot (385 spaces or 39%)
- On-Street Space – Marked (420 spaces or 42%)
- On-Street Space – Unmarked (189 spaces or 19%)

Unmarked on-street 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 3 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, in more residential areas.

### Map 3 – Parking Space Types



Regulations for parking varied throughout the parking study area. In general, spaces in city square lots at the corner of Market Street and Liberty Street were restricted to a 1<sup>1/2</sup> hour maximum time limit, on-street marked spaces and other city parking lots were restricted to 3 hour maximum time limit and on-street unmarked spaces were unrestricted by time requirements.



# PARKING SURVEY

## ***Survey Information and Methodology***

Following the parking inventory, an intensive survey of parking spaces was conducted between June 11<sup>th</sup> and June 22<sup>th</sup> of 2018. Each of the 994 spaces in the parking study area were surveyed on 22\* separate occurrences for a total of 21,868 parking space observations.

Overall, the 48 different street sections and parking lots were surveyed three times a day for seven days, produced 1,008 total surveys. A Street Section was considered a section of a street, between cross streets. For example, Liberty Street from Market Street to Buckeye Street is considered a single Street Section. The occupancy of a street section was determined by the number of occupied spaces divided by the total available spaces of that area.

Data recorded included the Street Section and City Parking Lot location, capacity of parking, average spaces occupied, average percent occupied in 2016 and 2018, 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.

Parking surveys occurred three times a day for all seven days of the week. Daily surveys took place in the Morning (9 am to 11 am), 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 – 6/18/18	Thursday Evening – 6/14/18
Monday Mid-Day – 6/18/18	Friday Morning – 6/15/18
Monday Evening – 6/11/18	Friday Mid-Day – 6/15/18
Tuesday Morning – 6/12/18	Friday Evening – 6/22/18
Tuesday Mid-Day – 6/12/18	Saturday Morning – 6/16/18
Tuesday Evening – 6/12/18	Saturday Mid-Day – 6/16/18
Wednesday Morning – 6/13/18	Saturday Evening – 6/16/18
Wednesday Mid-Day – 6/13/18	Sunday Morning – 6/17/18
Wednesday Evening – 6/13/18	Sunday Mid-Day – 6/17/18
Thursday Morning – 6/14/18	Sunday Evening – 6/17/18
Thursday Mid-Day – 6/14/18	*Drive-In Friday Evening 6/15/18

\*An additional Friday evening survey was conducted during a Downtown Drive-In event. The survey was conducted outside the typical schedule, but provided interesting and valuable data illustrating parking during a special event downtown. A map illustrating parking during the Downtown Drive-In event can be found in Map 11.

### **Survey Results**

Results of the parking survey were recorded in extensive Geographic Information System (GIS) data tables. The data was then condensed and formatted in tables found in Appendix A:

- Table 2 – Parking Survey Totals
- Table 3 – Parking Survey, Morning (9 am to 11 am)
- Table 4 – Parking Survey, Mid-Day (12 pm to 2 pm)
- Table 5– Parking Survey, Evening (4 pm to 6 pm)

Each table includes parking count information for all locations in the Parking Study Area for all seven days of the week and includes data from the 2016 parking study.

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

- ***On average, the vast majority of Street Sections and City Parking Lots were less than half full.***  
746 of the 1,008 or 74% total of Street Sections and City Parking Lots were observed below half capacity.
- ***Street Sections and City Parking Lots were rarely at full capacity.***  
Of the 1008 total surveys, Street Sections and Parking Lots were at full capacity only 15 times, or 1.5%. The majority of full capacity instances occurred during Mid-Day (9) and were located in the Square Lots (9), which have the highest turnover rate.
- ***Street Sections and City Parking Lots were rarely above 85% capacity.***  
Only 58 of the 1,008 or 5.8% of the total Street Sections and City Parking Lots counts were at 85% capacity or higher.
- ***The highest parking occupancy rates occur at Mid-Day.***  
Mid-Day parking averaged 40% of capacity followed by Morning at 36% and Evening at 29%. The highest survey occurred on Thursday Mid-Day with 473 of the 994 spaces occupied (48%).

# PARKING SURVEY MAPPING

As previously discussed, detailed tables were created for the parking survey based on data recorded in GIS data tables. Spatial data was also formatted in GIS software and standardized into maps. Appendix B includes Maps 4 through 11 which geographically display survey results.

Map 4 provides the overall average parking occupancy for each parking space in the study area over the total 21 parking counts for a typical week. 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. Map 11 depicts the occupied spaces during the Friday Drive-In Car Show in Downtown Wooster.

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

- ***All Maps:***
  - Average occupancy counts were consistently the highest within one block of the intersection of Liberty Street and Market Street and in portions of the North and South Buckeye Lots.
  - In any location, on any map, a parking space was available within one block.
  - 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 the North Street Lot were observed in areas east of Bever Street.
  - Some spaces were regularly occupied by the same vehicle, particularly in front of certain businesses and homes.
- ***Weekday Maps:***
  - Counts mirrored the above overall trends with highest parking occupancy rates in the Mid-Day timeframe (Map 6).
- ***Weekend Maps:***
  - The Weekend Morning timeframe saw very low parking occupancy rates, with the exception of Sunday around churches and on West Liberty Street from Market Street to Grant Street.
  - In the Mid-Day and Evening timeframes, trends were similar to Weekday observations, generally at a lower level.
- ***City Parking Lots:***
  - The North Buckeye Street, South Buckeye Street and Merchants Block Lots illustrated relatively higher parking occupancy rates on Weekdays, particularly during the Morning and Mid-Day timeframes.
  - The North Street and South Market Lots both saw low parking occupancy in all surveys.



# COMPARISONS BETWEEN 2016 & 2018 STUDIES

The 2016 and 2018 Downtown Wooster Parking Studies both used the same methodology to survey spaces and gather data. Therefore, the results of the surveys can be directly compared to one another. The following are items of note observed between the two studies:

## **THE FOLLOWING ARE ITEMS OF NOTE OBSERVED BETWEEN THE TWO STUDIES:**

- ***Parking occupancy for all regular counts saw very little change.***
  - Total parking spaces occupied stayed constant with 7,380 spaces occupied in 2016 and 7,307 spaces occupied in 2018, a decrease of 1%,
  - The greatest variation came from a decrease of 4% in the Morning.
- ***Overall, City Parking Lots saw a moderate increase (approximately 4%) in occupied spaces though capacity was still available.***
  - The Merchants Block Lot saw the greatest increase in parking for lots open to the public at 29%. The evening parking counts for the Lot nearly doubled between 2016 and 2018.
  - Parking in the South Market Street Lot decreased significantly.
  - Other lots saw less notable changes.
- ***As a whole, on-street parking decreased slightly by 6%.***
  - *Changes in average parking occupancy fluctuated greatly in street sections.*
  - *On street parking decreased in Morning and Mid-Day but increased slightly in the Evening.*
- ***The highest occupancy counts in both 2016 and 2018 occurred in Mid-Day and the lowest counts occurred in the Evening.***

# CONCLUSIONS & RECOMMENDATIONS

## ***Parking Occupancy***

This study demonstrates that currently available public parking in Downtown Wooster is capable of supporting parking demand. The majority of parking counts for marked on-street parking spaces and public lots resulted in occupancies less than 50%. In addition, unmarked parking spaces on the perimeter of the study area consistently saw low parking occupancy rates.

Higher parking counts were observed around the intersection of Market Street and Liberty Street, including on-street parking and the Square Public Lots. These high counts were most often observed on weekdays in the Mid-Day time period. However, in all counts, parking was readily available within one block of Liberty Street and Market Street.

Such parking rates in a dense downtown are expected and are a sign of a vibrant downtown. The assumption that a parking space should be available directly in front of a business in a dense commercial area such as Downtown Wooster is just as implausible as expecting to find a space adjacent to the main entrance at a big box retail store.

## ***Changes from 2016 to 2018***

Overall, parking in the downtown remained relatively consistent from 2016 to 2018 with a slight decrease in on-street parking and a slight increase of parking in public lots. As changes were not significant, there does not appear to be a discernable basis for the slight movement of parking from on-street to public lots.

## ***Parking Permitting Program***

The noted change to the City of Wooster's downtown parking permitting program did not result in parking issues downtown. As the relatively same amount of parking spaces were occupied between 2016 and 2018, the implemented parking permitting program, which did not designate specific parking spaces for permit holders, resulted in more parking available to the public in public lots.

## ***Recommendations***

General recommendations for future parking considerations in Downtown Wooster include:

- Continue to monitor the current permit parking program and its effects on the downtown, businesses, employees, and visitors. As this survey has shown, there is available parking capacity in Downtown Wooster. Therefore, the City should consider issuing more parking permits in the North Buckeye and South Buckeye lots, which consistently had available capacity.
- Evaluate current parking regulations and level of parking enforcement. Consider the relaxing of parking regulations and enforcement for areas in which low parking rates were observed, such as on-street spaces further than one block from the intersection of Market Street and Liberty Street. Changes could provide more parking options for those able to park further from the center of downtown and allow parking enforcement to focus on high parking occupancy areas.
- Allow all day parking without a time limit in the North Street and South Market Street lots. Both lots, which are comparably further from the center of downtown, were observed with very low parking occupancy rates. Removing daytime limits on parking would provide an option for those willing to walk further from the center of downtown and allow the lots to be more effectively utilized.
- Coordinate with downtown business owners and downtown organizations to review and refine existing parking regulations for both on-street parking and in public lots.

- Continue investments in public parking lots, particularly in areas in the eastern portion of the study area which are targeted for redevelopment.
- Assess parking signage both within parking lots and in the downtown area. Consider additions and alterations to wayfinding signage and the placement of one or more parking lot directories in the downtown.
- Encourage businesses and organizations with private parking areas to discuss the possibility of shared parking agreements, particularly when uses have complimentary hours of operation.
- Continue to improve connectivity between public parking lots, thoroughfares and destinations.



# APPENDIX A – PARKING SURVEY TABLES

## Table 2 – Parking Survey Totals

Street or Lot	Street Section		LocationID	Capacity	Average	% Occupied		Daily Parking Counts							
						2018	2016	M	T	W	Th	F	Sa	Su	Total
Larwill St.	Grant St. to	Walnut St.	LarwillGW	16	0	3%	7%	1	0	1	3	1	2	2	10
	Walnut St. to	Market St.	LarwillWM	11	2	19%	32%	8	16	3	8	4	0	5	44
	Market St. to	Buckeye St.	LarwillMB	22	1	5%	5%	0	1	1	2	1	0	18	23
	Buckeye St. to	Bever St.	LarwillBuBe	18	3	16%	13%	7	9	8	7	9	12	10	62
North St.	Grant St. to	Walnut St.	NorthGW	18	4	25%	32%	18	15	14	8	14	13	11	93
	Walnut St. to	Market St.	NorthWM	15	4	25%	25%	9	9	11	14	9	15	13	80
	Market St. to	Buckeye St.	NorthMB	18	5	26%	29%	13	12	13	18	15	11	15	97
	Buckeye St. to	Bever St.	NorthBuBe	9	4	49%	38%	17	22	20	16	18	0	0	93
	Bever St. to	Beall Ave.	NorthBeBe	11	1	6%	17%	5	0	2	2	1	0	3	13
	Beall Ave. to	Spink St.	NorthBS	14	3	21%	14%	8	9	12	10	8	6	9	62
Liberty St.	Grant St. to	Walnut St.	LibertyGW	23	11	46%	45%	40	31	29	42	40	38	2	222
	Walnut St. to	Market St.	LibertyWM	21	15	70%	75%	47	49	48	53	55	42	15	309
	Market St. to	Buckeye St.	LibertyMB	21	13	62%	69%	36	47	45	41	46	55	4	274
	Buckeye St. to	Bever St.	LibertyBuBe	29	8	26%	32%	25	26	30	27	21	28	1	158
	Bever St. to	Beall Ave.	LibertyBeBe	20	5	23%	20%	11	15	16	20	11	17	5	95
	Beall Ave. to	RR Tracks	LibertyBR	20	0	2%	4%	1	3	1	2	2	0	0	9
South St.	Grant St. to	Walnut St.	SouthGW	10	3	34%	18%	11	14	14	14	14	5	0	72
	Walnut St. to	Market St.	SouthWM	16	5	33%	37%	21	10	19	19	21	18	3	111
	Market St. to	Buckeye St.	SouthMB	14	4	28%	38%	8	6	15	8	14	8	24	83
	Buckeye St. to	Bever St.	SouthBuBe	21	5	23%	23%	20	20	18	17	18	6	2	101
	Bever St. to	RR Tracks	SouthBR	27	4	15%	10%	10	13	14	15	12	11	11	86
Henry St.	Grant St. to	Walnut St.	HenryGW	12	3	21%	18%	6	7	6	8	5	10	11	53
	Walnut St. to	Market St.	HenryWM	13	4	33%	62%	14	9	10	9	12	17	20	91
	Market St. to	Buckeye St.	HenryMB	6	3	54%	66%	6	6	13	15	13	11	4	68
	Buckeye St. to	Bever St.	HenryBuBe	7	1	18%	22%	4	5	1	5	4	4	3	26
Grant St.	Larwill St. to	North St.	GrantLN	0	-	-	-	-	-	-	-	-	-	-	-
	North St. to	Liberty St.	GrantNL	0	-	-	-	-	-	-	-	-	-	-	-
	Liberty St. to	South St.	GrantLS	6	2	31%	49%	6	5	6	3	5	6	8	39
	South St. to	Henry St.	GrantSH	11	5	43%	32%	12	15	14	8	10	25	15	99
Walnut St.	Larwill St. to	North St.	WalnutLN	13	4	29%	26%	13	13	14	17	12	8	3	80
	North St. to	Liberty St.	WalnutNL	18	8	46%	49%	18	17	32	37	32	37	1	174
	Liberty St. to	South St.	WalnutLS	23	12	52%	43%	36	32	41	40	43	36	21	249
	South St. to	Henry St.	WalnutSH	11	1	12%	28%	4	3	6	10	4	0	0	27
Market St.	Larwill St. to	North St.	MarketLN	16	2	12%	7%	3	4	5	8	3	3	14	40
	North St. to	Liberty St.	MarketNL*	8	2	19%	24%	7	3	5	6	7	2	2	32
	Liberty St. to	South St.	MarketLS	10	7	69%	47%	18	19	22	21	26	24	15	145
	South St. to	Henry St.	MarketSH	19	7	37%	24%	14	19	24	22	32	25	11	147
Buckeye St.	Larwill St. to	North St.	BuckeyeLN	10	4	43%	31%	12	18	19	21	12	2	6	90
	North St. to	Liberty St.	BuckeyeNL	19	7	35%	47%	18	14	22	25	28	15	18	140
	Liberty St. to	South St.	BuckeyeLS	18	6	31%	35%	15	15	31	25	21	8	1	116
	South St. to	Henry St.	BuckeyeSH	6	0	6%	48%	1	1	3	0	2	0	0	7
Bever St.	Larwill St. to	North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-	-
	North St. to	Liberty St.	BeverNL	9	3	36%	49%	10	0	12	13	20	13	0	68
	Liberty St. to	South St.	BeverLS	0	-	-	-	-	-	-	-	-	-	-	-
	South St. to	Henry St.	BeverSH	0	-	-	-	-	-	-	-	-	-	-	-
Spink St.	North St. to	Liberty St.	Spink	0	-	-	-	-	-	-	-	-	-	-	-
<b>Street Section Totals</b>				<b>609</b>	<b>180</b>	<b>30%</b>	<b>31%</b>	<b>533</b>	<b>532</b>	<b>620</b>	<b>639</b>	<b>625</b>	<b>533</b>	<b>306</b>	<b>3788</b>
Square NE Lot**			SquareNELot	0	-	-	38%	-	-	-	-	-	-	-	-
Square SE Lot			SquareSELot	15	9	61%	45%	26	19	29	21	34	38	25	192
Square SW Lot			SquareSWLot	14	9	63%	56%	31	27	35	30	24	35	3	185
Merchants Block Lot			MerchantsLot	54	29	53%	59%	110	100	100	82	94	85	29	600
South Market Lot			SMarketLot	45	5	10%	25%	18	12	16	13	15	16	6	96
North Buckeye Lot			NBuckeyeLot	98	55	56%	51%	162	203	188	198	192	133	73	1149
South Buckeye Lot			SBuckeyeLot	98	46	47%	43%	146	145	157	166	153	129	61	957
North Street Lot			NorthStLot	19	1	7%	11%	4	11	3	4	4	1	0	27
E. Liberty/RR Tracks Lot			ELibertyLot	42	15	35%	24%	47	63	86	55	61	0	1	313
<b>Lot Totals</b>				<b>385</b>	<b>168</b>	<b>44%</b>	<b>40%</b>	<b>544</b>	<b>580</b>	<b>614</b>	<b>569</b>	<b>577</b>	<b>437</b>	<b>198</b>	<b>3519</b>
<b>Totals</b>				<b>994</b>	<b>348</b>	<b>35%</b>	<b>35%</b>	<b>1077</b>	<b>1112</b>	<b>1234</b>	<b>1208</b>	<b>1202</b>	<b>970</b>	<b>504</b>	<b>7307</b>

\* Under Construction - No Counts Available for 5 Additional On Street Spaces

\*\* Under Construction - No Counts Available for All 12 Parking Lot Spaces

Occupancy >85%

**Table 3 – Parking Survey, Morning (9 am to 11 am)**

Street or Lot	Street Section		LocationID	Capacity	Average	% Occupied	% Occupied	Daily Parking Counts								
						2018	2016	M	T	W	Th	F	Sa	Su	Total	
Larwill St.	Grant St.	to Walnut St.	LarwillGW	16	0	1%	10%	0	0	0	0	0	1	0	5	1
	Walnut St.	to Market St.	LarwillWM	11	3	29%	37%	2	8	2	4	1	0	5	22	
	Market St.	to Buckeye St.	LarwillMB	22	3	12%	14%	0	0	0	1	0	0	17	18	
	Buckeye St.	to Bever St.	LarwillBuBe	18	3	18%	9%	4	3	3	2	3	6	2	23	
North St.	Grant St.	to Walnut St.	NorthGW	18	5	29%	27%	8	8	4	1	9	6	1	37	
	Walnut St.	to Market St.	NorthWM	15	4	28%	29%	2	4	2	3	4	7	7	29	
	Market St.	to Buckeye St.	NorthMB	18	9	51%	42%	8	6	7	11	8	9	15	64	
	Buckeye St.	to Bever St.	NorthBuBe	9	5	57%	41%	7	8	7	7	7	0	0	36	
	Bever St.	to Beall Ave.	NorthBeBe	11	1	5%	18%	3	0	1	0	0	0	0	4	
	Beall Ave.	to Spink St.	NorthBS	14	3	24%	11%	3	4	5	4	3	2	3	24	
Liberty St.	Grant St.	to Walnut St.	LibertyGW	23	9	40%	60%	14	7	7	12	13	12	0	65	
	Walnut St.	to Market St.	LibertyWM	21	16	76%	73%	16	19	18	20	18	14	6	111	
	Market St.	to Buckeye St.	LibertyMB	21	10	48%	57%	9	8	13	7	12	20	1	70	
	Buckeye St.	to Bever St.	LibertyBuBe	29	9	30%	36%	12	10	16	6	5	11	0	60	
	Bever St.	to Beall Ave.	LibertyBeBe	20	3	14%	12%	0	7	0	7	1	4	0	19	
	Beall Ave.	to RR Tracks	LibertyBR	20	1	4%	7%	1	2	0	0	2	0	0	5	
South St.	Grant St.	to Walnut St.	SouthGW	10	3	30%	21%	3	5	5	2	5	1	0	21	
	Walnut St.	to Market St.	SouthWM	16	7	41%	50%	9	2	8	10	10	6	1	46	
	Market St.	to Buckeye St.	SouthMB	14	5	39%	49%	2	3	4	3	6	6	14	38	
	Buckeye St.	to Bever St.	SouthBuBe	21	5	22%	30%	6	7	6	4	5	3	1	32	
	Bever St.	to RR Tracks	SouthBR	27	5	17%	8%	3	5	6	6	5	4	3	32	
Henry St.	Grant St.	to Walnut St.	HenryGW	12	3	25%	19%	2	2	2	3	2	4	6	21	
	Walnut St.	to Market St.	HenryWM	13	4	31%	64%	6	3	2	2	4	5	6	28	
	Market St.	to Buckeye St.	HenryMB	6	3	52%	74%	1	2	4	5	4	4	2	22	
	Buckeye St.	to Bever St.	HenryBuBe	7	2	27%	31%	2	2	1	2	2	2	2	13	
Grant St.	Larwill St.	to North St.	GrantLN	0	-	-	-	-	-	-	-	-	-	-	-	
	North St.	to Liberty St.	GrantNL	0	-	-	-	-	-	-	-	-	-	-	-	
	Liberty St.	to South St.	GrantLS	6	1	24%	48%	3	1	1	1	1	1	2	10	
	South St.	to Henry St.	GrantSH	11	6	52%	31%	4	4	7	4	4	10	7	40	
Walnut St.	Larwill St.	to North St.	WalnutLN	13	2	19%	12%	3	1	6	0	5	1	1	17	
	North St.	to Liberty St.	WalnutNL	18	9	49%	63%	8	7	10	13	10	14	0	62	
	Liberty St.	to South St.	WalnutLS	23	8	37%	35%	7	7	13	8	10	7	7	59	
	South St.	to Henry St.	WalnutSH	11	2	17%	34%	2	2	3	5	1	0	0	13	
Market St.	Larwill St.	to North St.	MarketLN	16	4	27%	17%	2	3	3	5	1	2	14	30	
	North St.	to Liberty St.	MarketNL*	8	2	23%	38%	3	0	0	3	4	1	2	13	
	Liberty St.	to South St.	MarketLS	10	7	67%	36%	8	4	5	7	10	10	3	47	
	South St.	to Henry St.	MarketSH	19	5	26%	16%	1	5	5	3	6	12	2	34	
Buckeye St.	Larwill St.	to North St.	BuckeyeLN	10	6	57%	46%	7	6	7	9	5	0	6	40	
	North St.	to Liberty St.	BuckeyeNL	19	4	23%	37%	5	4	6	5	5	3	3	31	
	Liberty St.	to South St.	BuckeyeLS	18	5	26%	44%	5	4	11	3	6	3	1	33	
	South St.	to Henry St.	BuckeyeSH	6	0	5%	71%	1	1	0	0	0	0	0	2	
Bever St.	Larwill St.	to North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-	-	
	North St.	to Liberty St.	BeverNL	9	2	22%	51%	1	0	5	0	4	4	0	14	
	Liberty St.	to South St.	BeverLS	0	-	-	-	-	-	-	-	-	-	-	-	
	South St.	to Henry St.	BeverSH	0	-	-	-	-	-	-	-	-	-	-	-	
Spink St.	North St.	to Liberty St.	Spink	0	-	-	-	-	-	-	-	-	-	-	-	
Street Section Totals				609	184	30%	33%	183	174	205	188	201	195	140	1286	
Square NE Lot**			SquareNELot	0	-	-	43%	-	-	-	-	-	-	-	-	
Square SE Lot			SquareSELot	15	6	43%	50%	8	4	4	3	9	15	2	45	
Square SW Lot			SquareSWLot	14	9	66%	38%	12	9	13	10	6	14	1	65	
Merchants Block Lot			MerchantsLot	54	32	60%	52%	47	41	42	32	32	23	10	227	
South Market Lot			SMarketLot	45	4	9%	32%	6	5	3	4	3	4	3	28	
North Buckeye Lot			NBuckeyeLot	98	62	63%	55%	56	76	72	80	65	53	29	431	
South Buckeye Lot			SBuckeyeLot	98	42	43%	41%	43	42	48	45	41	47	26	292	
North Street Lot			NorthStLot	19	2	10%	24%	1	6	3	2	1	0	0	13	
E. Liberty/RR Tracks Lot			ELibertyLot	42	17	41%	31%	21	25	26	23	25	0	1	121	
Lot Totals				385	175	45%	43%	194	208	211	199	182	156	72	1222	
Totals				994	358	36%	37%	377	382	416	387	383	351	212	2508	

\* Under Construction - No Counts Available for 5 Additional On Street Spaces

\*\* Under Construction - No Counts Available for All 12 Parking Lot Spaces

Occupancy >85%

**Table 4 – Parking Survey, Mid-Day (12pm to 2 pm)**

Street or Lot	Street Section		LocationID	Capacity	Average	% Occupied 2018	% Occupied 2016	Daily Parking Counts									
								M	T	W	Th	F	Sa	Su	Total		
Larwill St.	Grant St. to	Walnut St.	LarwillGW	16	1	5%	5%	0	0	1	2	1	1	1	6		
	Walnut St. to	Market St.	LarwillWM	11	2	17%	29%	3	7	1	1	1	0	0	13		
	Market St. to	Buckeye St.	LarwillMB	22	1	3%	1%	0	1	1	0	1	0	1	4		
	Buckeye St. to	Bever St.	LarwillBuBe	18	2	12%	14%	1	2	3	2	2	3	2	15		
North St.	Grant St. to	Walnut St.	NorthGW	18	5	30%	46%	7	3	7	5	2	5	9	38		
	Walnut St. to	Market St.	NorthWM	15	4	27%	36%	4	2	2	6	4	4	6	28		
	Market St. to	Buckeye St.	NorthMB	18	3	17%	42%	5	3	3	5	5	1	0	22		
	Buckeye St. to	Bever St.	NorthBuBe	9	5	57%	49%	8	7	7	6	8	0	0	36		
	Bever St. to	Beall Ave.	NorthBeBe	11	0	4%	19%	1	0	0	1	0	0	1	3		
	Beall Ave. to	Spink St.	NorthBS	14	3	19%	15%	2	3	4	3	3	2	2	19		
Liberty St.	Grant St. to	Walnut St.	LibertyGW	23	15	63%	62%	15	17	14	20	17	17	2	102		
	Walnut St. to	Market St.	LibertyWM	21	17	80%	90%	19	15	18	20	19	20	7	118		
	Market St. to	Buckeye St.	LibertyMB	21	16	74%	82%	16	20	19	17	16	19	2	109		
	Buckeye St. to	Bever St.	LibertyBuBe	29	9	30%	30%	10	7	10	12	6	14	1	60		
	Bever St. to	Beall Ave.	LibertyBeBe	20	6	28%	31%	3	6	7	7	5	8	3	39		
	Beall Ave. to	RR Tracks	LibertyBR	20	1	3%	5%	0	1	1	2	0	0	0	4		
South St.	Grant St. to	Walnut St.	SouthGW	10	4	43%	25%	6	6	4	6	6	2	0	30		
	Walnut St. to	Market St.	SouthWM	16	6	39%	33%	6	6	8	5	8	10	1	44		
	Market St. to	Buckeye St.	SouthMB	14	4	32%	45%	3	1	8	5	5	2	7	31		
	Buckeye St. to	Bever St.	SouthBuBe	21	5	25%	30%	7	7	7	6	7	2	1	37		
	Bever St. to	RR Tracks	SouthBR	27	4	15%	11%	4	5	4	6	3	4	3	29		
Henry St.	Grant St. to	Walnut St.	HenryGW	12	2	19%	18%	2	2	2	2	2	3	3	16		
	Walnut St. to	Market St.	HenryWM	13	4	33%	58%	4	3	3	2	4	6	8	30		
	Market St. to	Buckeye St.	HenryMB	6	3	55%	74%	1	3	4	5	6	3	1	23		
	Buckeye St. to	Bever St.	HenryBuBe	7	2	22%	22%	2	2	0	2	2	2	1	11		
Grant St.	Larwill St. to	North St.	GrantLN	0	-	-	-	-	-	-	-	-	-	-	-		
	North St. to	Liberty St.	GrantNL	0	-	-	-	-	-	-	-	-	-	-	-		
	Liberty St. to	South St.	GrantLS	6	2	36%	55%	1	3	3	1	4	1	2	15		
	South St. to	Henry St.	GrantSH	11	5	42%	37%	4	6	3	3	3	9	4	32		
Walnut St.	Larwill St. to	North St.	WalnutLN	13	4	31%	29%	8	2	3	8	4	1	2	28		
	North St. to	Liberty St.	WalnutNL	18	10	57%	64%	10	10	15	13	11	13	0	72		
	Liberty St. to	South St.	WalnutLS	23	18	77%	66%	17	17	16	21	21	19	13	124		
	South St. to	Henry St.	WalnutSH	11	2	17%	36%	2	1	3	4	3	0	0	13		
Market St.	Larwill St. to	North St.	MarketLN	16	1	6%	4%	1	0	2	2	2	0	0	7		
	North St. to	Liberty St.	MarketNL*	8	2	30%	32%	4	3	4	3	2	1	0	17		
	Liberty St. to	South St.	MarketLS	10	8	76%	38%	8	7	9	8	9	10	2	53		
	South St. to	Henry St.	MarketSH	19	9	49%	26%	8	10	12	10	14	7	4	65		
Buckeye St.	Larwill St. to	North St.	BuckeyeLN	10	4	39%	37%	2	8	6	7	3	1	0	27		
	North St. to	Liberty St.	BuckeyeNL	19	11	59%	49%	7	10	9	14	16	9	13	78		
	Liberty St. to	South St.	BuckeyeLS	18	6	31%	39%	6	6	8	6	8	5	0	39		
	South St. to	Henry St.	BuckeyeSH	6	0	5%	55%	0	0	1	0	1	0	0	2		
Bever St.	Larwill St. to	North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-	-		
	North St. to	Liberty St.	BeverNL	9	5	54%	51%	5	0	6	8	7	8	0	34		
	Liberty St. to	South St.	BeverLS	0	-	-	-	-	-	-	-	-	-	-	-		
	South St. to	Henry St.	BeverSH	0	-	-	-	-	-	-	-	-	-	-	-		
Spink St.	North St. to	Liberty St.	Spink	0	-	-	-	-	-	-	-	-	-	-	-		
<b>Street Section Totals</b>				<b>609</b>	<b>210</b>	<b>35%</b>	<b>37%</b>	<b>212</b>	<b>212</b>	<b>238</b>	<b>256</b>	<b>241</b>	<b>212</b>	<b>102</b>	<b>1473</b>		
Square NE Lot**			SquareNELot	0	-	-	53%	-	-	-	-	-	-	-	-		
Square SE Lot			SquareSELot	15	14	91%	51%	13	11	14	14	14	15	15	96		
Square SW Lot			SquareSWLot	14	12	85%	60%	14	14	14	14	12	14	1	83		
Merchants Block Lot			MerchantsLot	54	35	66%	79%	46	38	43	33	41	38	9	248		
South Market Lot			SMarketLot	45	6	13%	27%	8	5	6	5	10	6	2	42		
North Buckeye Lot			NBuckeyeLot	98	57	58%	55%	58	77	62	64	68	46	23	398		
South Buckeye Lot			SBuckeyeLot	98	47	48%	47%	54	56	56	64	50	36	13	329		
North Street Lot			NorthStLot	19	1	6%	3%	1	3	0	1	2	1	0	8		
E. Liberty/RR Tracks Lot			ELibertyLot	42	19	45%	30%	19	28	38	22	26	0	0	133		
<b>Lot Totals</b>				<b>385</b>	<b>191</b>	<b>50%</b>	<b>46%</b>	<b>213</b>	<b>232</b>	<b>233</b>	<b>217</b>	<b>223</b>	<b>156</b>	<b>63</b>	<b>1337</b>		
<b>Totals</b>				<b>994</b>	<b>401</b>	<b>40%</b>	<b>40%</b>	<b>425</b>	<b>444</b>	<b>471</b>	<b>473</b>	<b>464</b>	<b>368</b>	<b>165</b>	<b>2810</b>		

\* Under Construction - No Counts Available for 5 Additional On Street Spaces

\*\* Under Construction - No Counts Available for All 12 Parking Lot Spaces

Occupancy >85%



**Table 5 – Parking Survey, Evening (4pm to 6pm)**

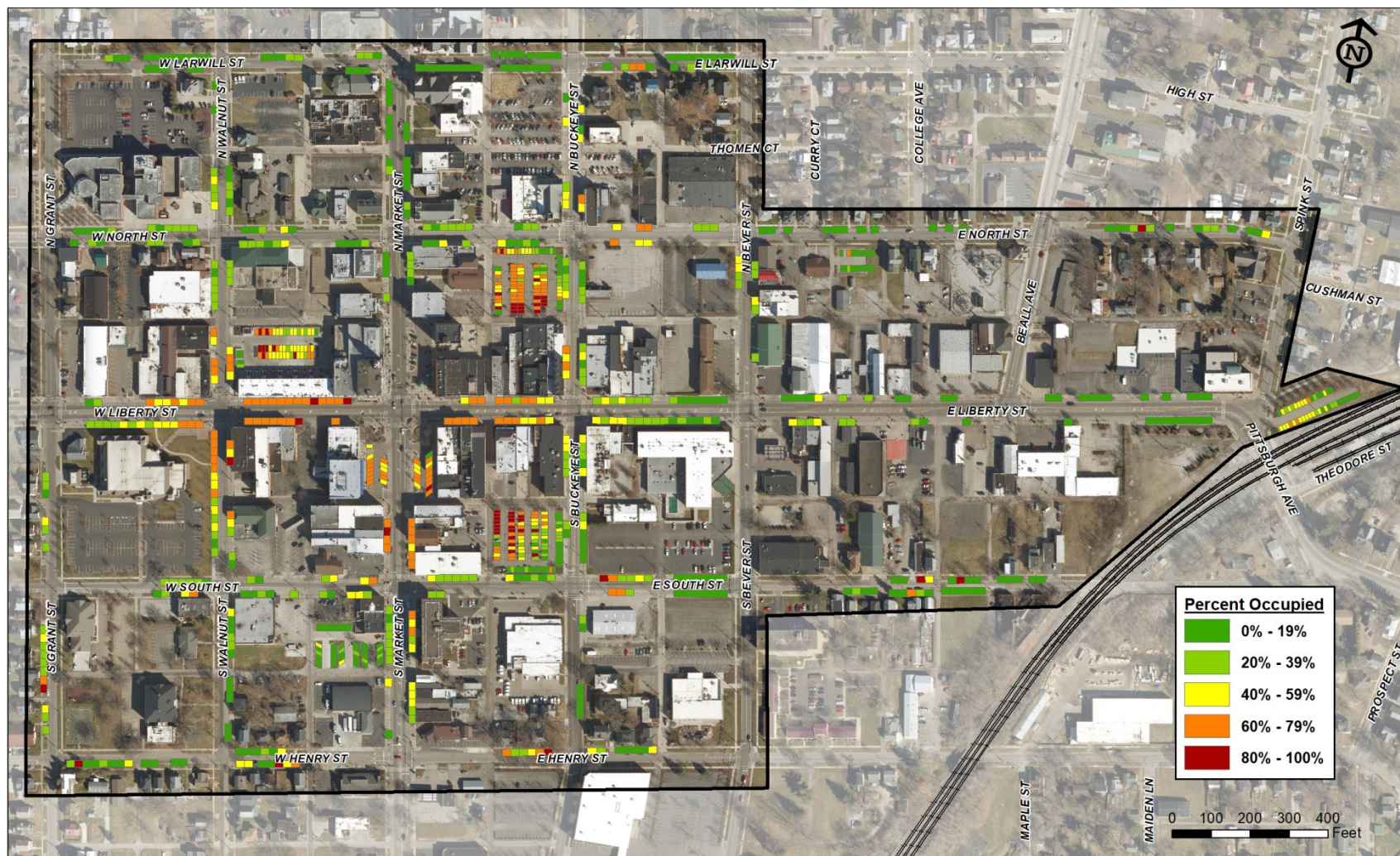
Street or Lot	Street Section		LocationID	Capacity	Average	% Occupied 2018	% Occupied 2016	Daily Parking Counts									
								M	T	W	Th	F	Sa	Su	Total		
Larwill St.	Grant St.	to Walnut St.	LarwillGW	16	0	3%	6%	1	0	0	1	0	0	1	3		
	Walnut St.	to Market St.	LarwillWM	11	1	12%	31%	3	1	0	3	2	0	0	9		
	Market St.	to Buckeye St.	LarwillMB	22	0	1%	0%	0	0	0	1	0	0	0	1		
	Buckeye St.	to Bever St.	LarwillBuBe	18	3	19%	15%	2	4	2	3	4	3	6	24		
North St.	Grant St.	to Walnut St.	NorthGW	18	3	14%	23%	3	4	3	2	3	2	1	18		
	Walnut St.	to Market St.	NorthWM	15	3	22%	10%	3	3	7	5	1	4	0	23		
	Market St.	to Buckeye St.	NorthMB	18	2	9%	2%	0	3	3	2	2	1	0	11		
	Buckeye St.	to Bever St.	NorthBuBe	9	3	33%	22%	2	7	6	3	3	0	0	21		
	Bever St.	to Beall Ave.	NorthBeBe	11	1	8%	13%	1	0	1	1	1	0	2	6		
	Beall Ave.	to Spink St.	NorthBS	14	3	19%	14%	3	2	3	3	2	2	4	19		
Liberty St.	Grant St.	to Walnut St.	LibertyGW	23	8	34%	14%	11	7	8	10	10	9	0	55		
	Walnut St.	to Market St.	LibertyWM	21	11	54%	61%	12	15	12	13	18	8	2	80		
	Market St.	to Buckeye St.	LibertyMB	21	14	65%	68%	11	19	13	17	18	16	1	95		
	Buckeye St.	to Bever St.	LibertyBuBe	29	5	19%	30%	3	9	4	9	10	3	0	38		
	Bever St.	to Beall Ave.	LibertyBeBe	20	5	26%	18%	8	2	9	6	5	5	2	37		
	Beall Ave.	to RR Tracks	LibertyBR	20	0	0%	1%	0	0	0	0	0	0	0	0		
South St.	Grant St.	to Walnut St.	SouthGW	10	3	30%	8%	2	3	5	6	3	2	0	21		
	Walnut St.	to Market St.	SouthWM	16	3	19%	28%	6	2	3	4	3	2	1	21		
	Market St.	to Buckeye St.	SouthMB	14	2	14%	21%	3	2	3	0	3	0	3	14		
	Buckeye St.	to Bever St.	SouthBuBe	21	5	22%	9%	7	6	5	7	6	1	0	32		
	Bever St.	to RR Tracks	SouthBR	27	4	13%	12%	3	3	4	3	4	3	5	25		
Henry St.	Grant St.	to Walnut St.	HenryGW	12	2	19%	18%	2	3	2	3	1	3	2	16		
	Walnut St.	to Market St.	HenryWM	13	5	36%	63%	4	3	5	5	4	6	6	33		
	Market St.	to Buckeye St.	HenryMB	6	3	55%	49%	4	1	5	5	3	4	1	23		
	Buckeye St.	to Bever St.	HenryBuBe	7	0	4%	14%	0	1	0	1	0	0	0	2		
Grant St.	Larwill St.	to North St.	GrantLN	0	-	-	-	-	-	-	-	-	-	-	0		
	North St.	to Liberty St.	GrantNL	0	-	-	-	-	-	-	-	-	-	-	0		
	Liberty St.	to South St.	GrantLS	6	2	33%	45%	2	1	2	1	0	4	4	14		
	South St.	to Henry St.	GrantSH	11	4	35%	27%	4	5	4	1	3	6	4	27		
Walnut St.	Larwill St.	to North St.	WalnutLN	13	5	38%	38%	2	10	5	9	3	6	0	35		
	North St.	to Liberty St.	WalnutNL	18	6	32%	21%	0	0	7	11	11	10	1	40		
	Liberty St.	to South St.	WalnutLS	23	9	41%	28%	12	8	12	11	12	10	1	66		
	South St.	to Henry St.	WalnutSH	11	0	1%	14%	0	0	0	1	0	0	0	1		
Market St.	Larwill St.	to North St.	MarketLN	16	0	3%	0%	0	1	0	1	0	1	0	3		
	North St.	to Liberty St.	MarketNL*	8	0	4%	3%	0	0	1	0	1	0	0	2		
	Liberty St.	to South St.	MarketLS	10	6	64%	68%	2	8	8	6	7	4	10	45		
	South St.	to Henry St.	MarketSH	19	7	36%	30%	5	4	7	9	12	6	5	48		
Buckeye St.	Larwill St.	to North St.	BuckeyeLN	10	3	33%	10%	3	4	6	5	4	1	0	23		
	North St.	to Liberty St.	BuckeyeNL	19	4	23%	56%	6	0	7	6	7	3	2	31		
	Liberty St.	to South St.	BuckeyeLS	18	6	35%	21%	4	5	12	16	7	0	0	44		
	South St.	to Henry St.	BuckeyeSH	6	0	7%	17%	0	0	2	0	1	0	0	3		
Bever St.	Larwill St.	to North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-	0		
	North St.	to Liberty St.	BeverNL	9	3	32%	52%	4	0	1	5	9	1	0	20		
	Liberty St.	to South St.	BeverLS	0	-	-	-	-	-	-	-	-	-	-	0		
	South St.	to Henry St.	BeverSH	0	-	-	-	-	-	-	-	-	-	-	0		
Spink St.	North St.	to Liberty St.	Spink	0	-	-	-	-	-	-	-	-	-	-	0		
<b>Street Section Totals</b>				<b>609</b>	<b>147</b>	<b>24%</b>	<b>24%</b>	<b>138</b>	<b>146</b>	<b>177</b>	<b>195</b>	<b>183</b>	<b>126</b>	<b>64</b>	<b>1029</b>		
Square NE Lot**			SquareNELot	0	-	-	17%	-	-	-	-	-	-	-	0		
Square SE Lot			SquareSELot	15	7	49%	33%	5	4	11	4	11	8	8	51		
Square SW Lot			SquareSWLot	14	5	38%	71%	5	4	8	6	6	7	1	37		
Merchants Block Lot			MerchantsLot	54	18	33%	45%	17	21	15	17	21	24	10	125		
South Market Lot			SMarketLot	45	4	8%	16%	4	2	7	4	2	6	1	26		
North Buckeye Lot			NBuckeyeLot	98	46	47%	43%	48	50	54	54	59	34	21	320		
South Buckeye Lot			SBuckeyeLot	98	48	49%	42%	49	47	53	57	62	46	22	336		
North Street Lot			NorthStLot	19	1	5%	5%	2	2	0	1	1	0	0	6		
E. Liberty/RR Tracks Lot			ELibertyLot	42	8	20%	12%	7	10	22	10	10	0	0	59		
<b>Lot Totals</b>				<b>385</b>	<b>137</b>	<b>36%</b>	<b>32%</b>	<b>137</b>	<b>140</b>	<b>170</b>	<b>153</b>	<b>172</b>	<b>125</b>	<b>63</b>	<b>960</b>		
<b>Totals</b>				<b>994</b>	<b>284</b>	<b>29%</b>	<b>27%</b>	<b>275</b>	<b>286</b>	<b>347</b>	<b>348</b>	<b>355</b>	<b>251</b>	<b>127</b>	<b>1989</b>		

\* Under Construction - No Counts Available for 5 Additional On Street Spaces

\*\* Under Construction - No Counts Available for All 12 Parking Lot Spaces

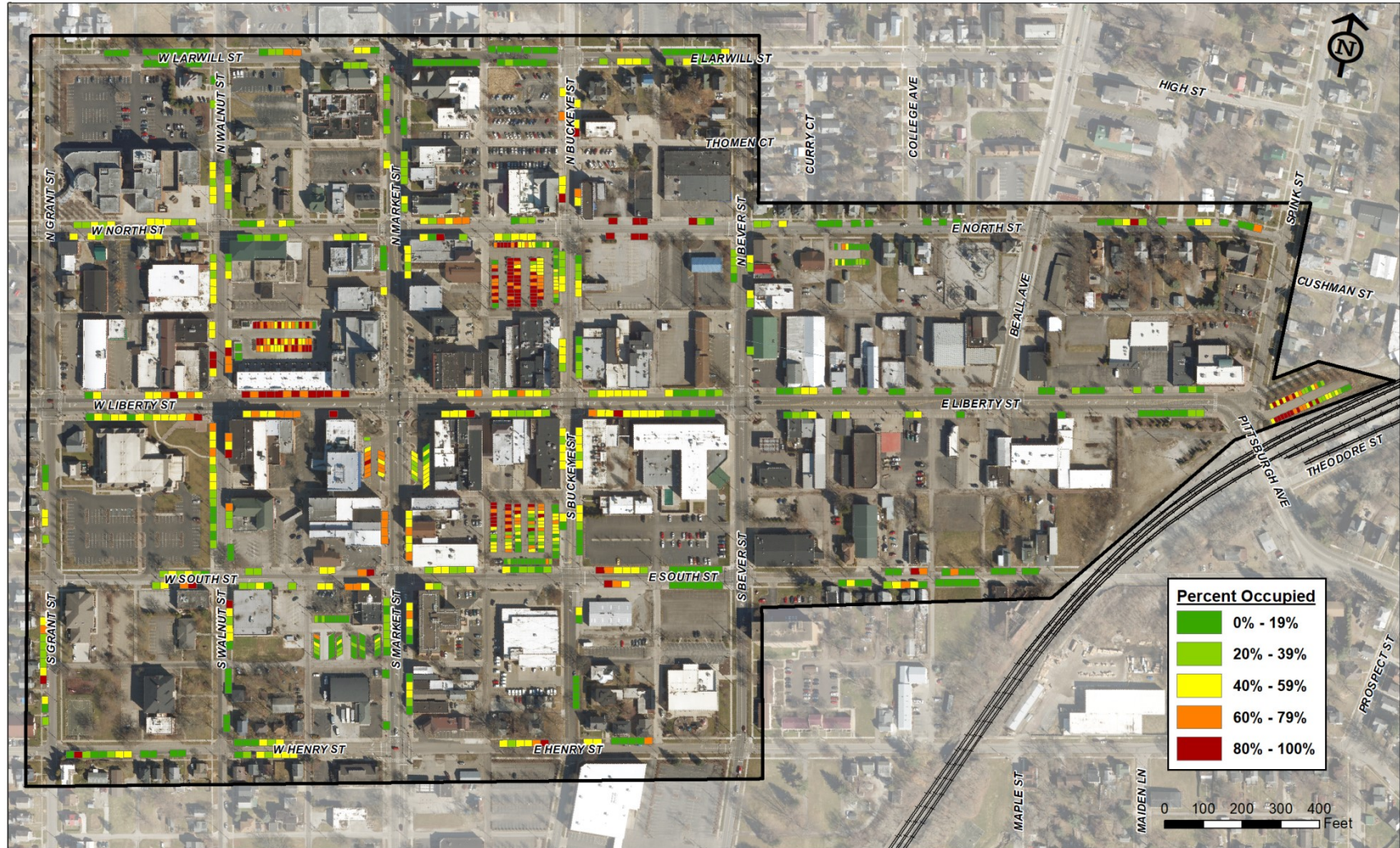
Occupancy >85%

## Map 4 – Average Parking Space Occupancy (All Counts)



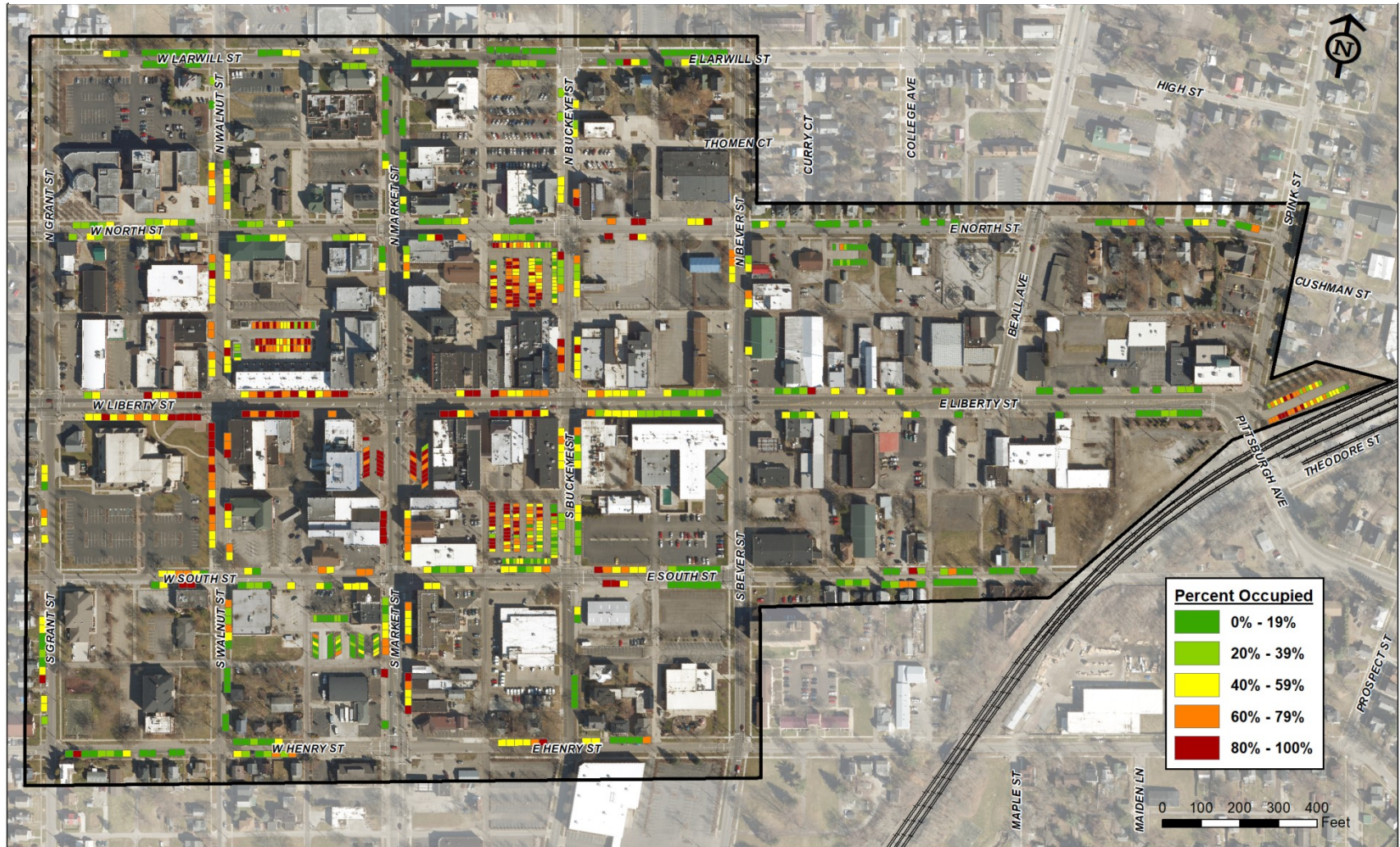


Map 5 – Weekday Morning Average Occupancy



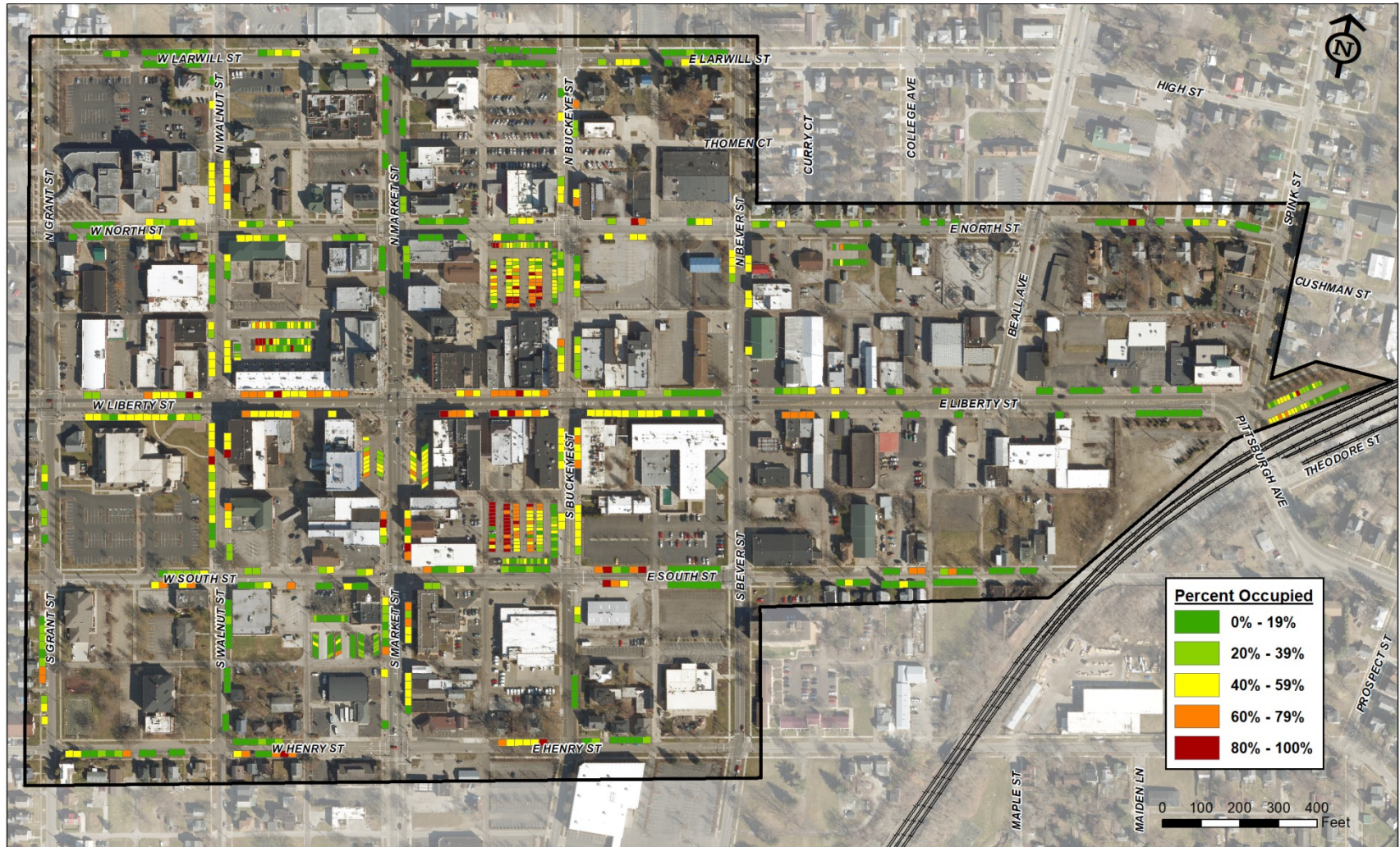


Map 6 – Weekday Mid-Day Average Occupancy



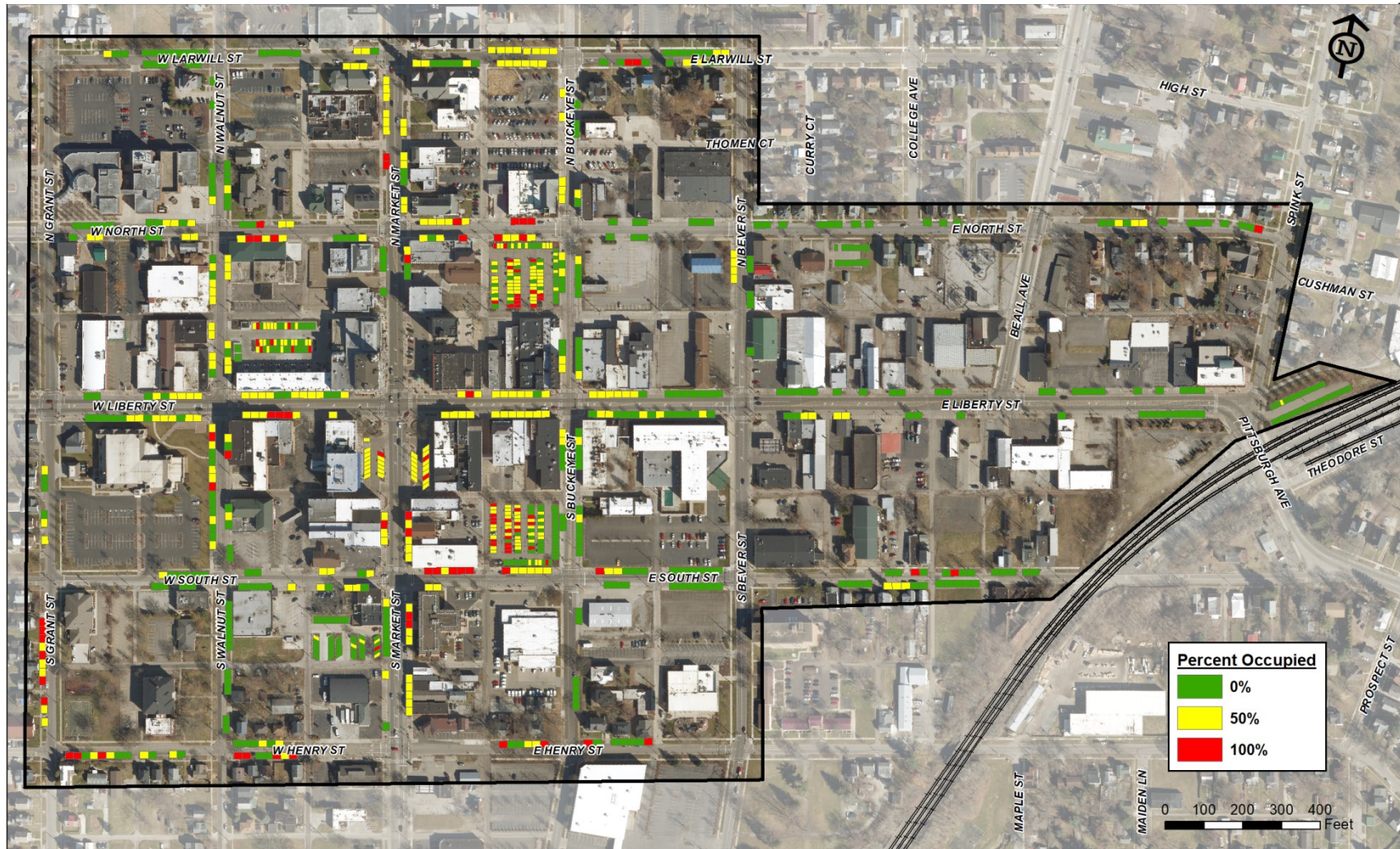


Map 7 – Weekday Evening Average Occupancy



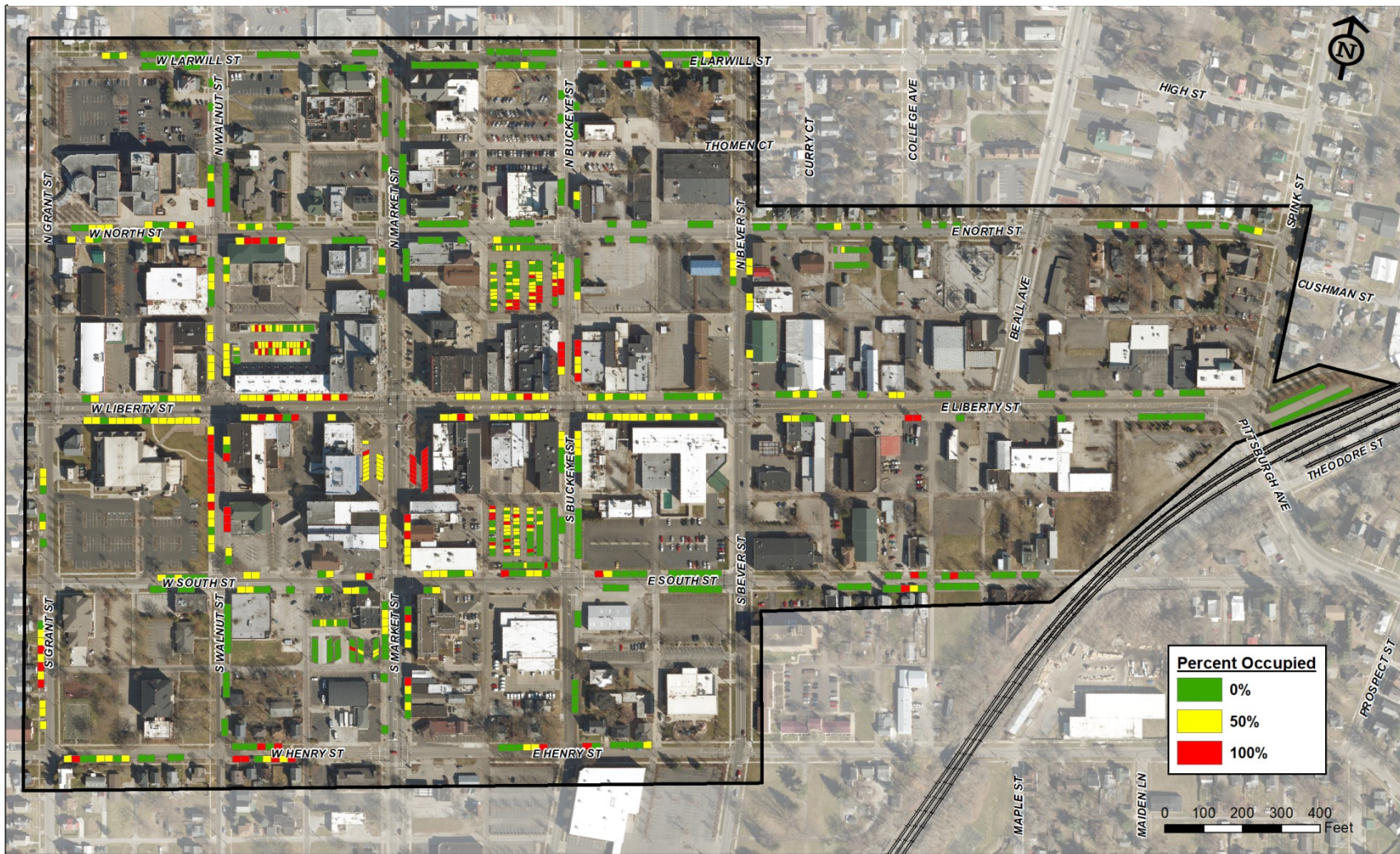


**Map 8 – Weekend Morning Average Occupancy**



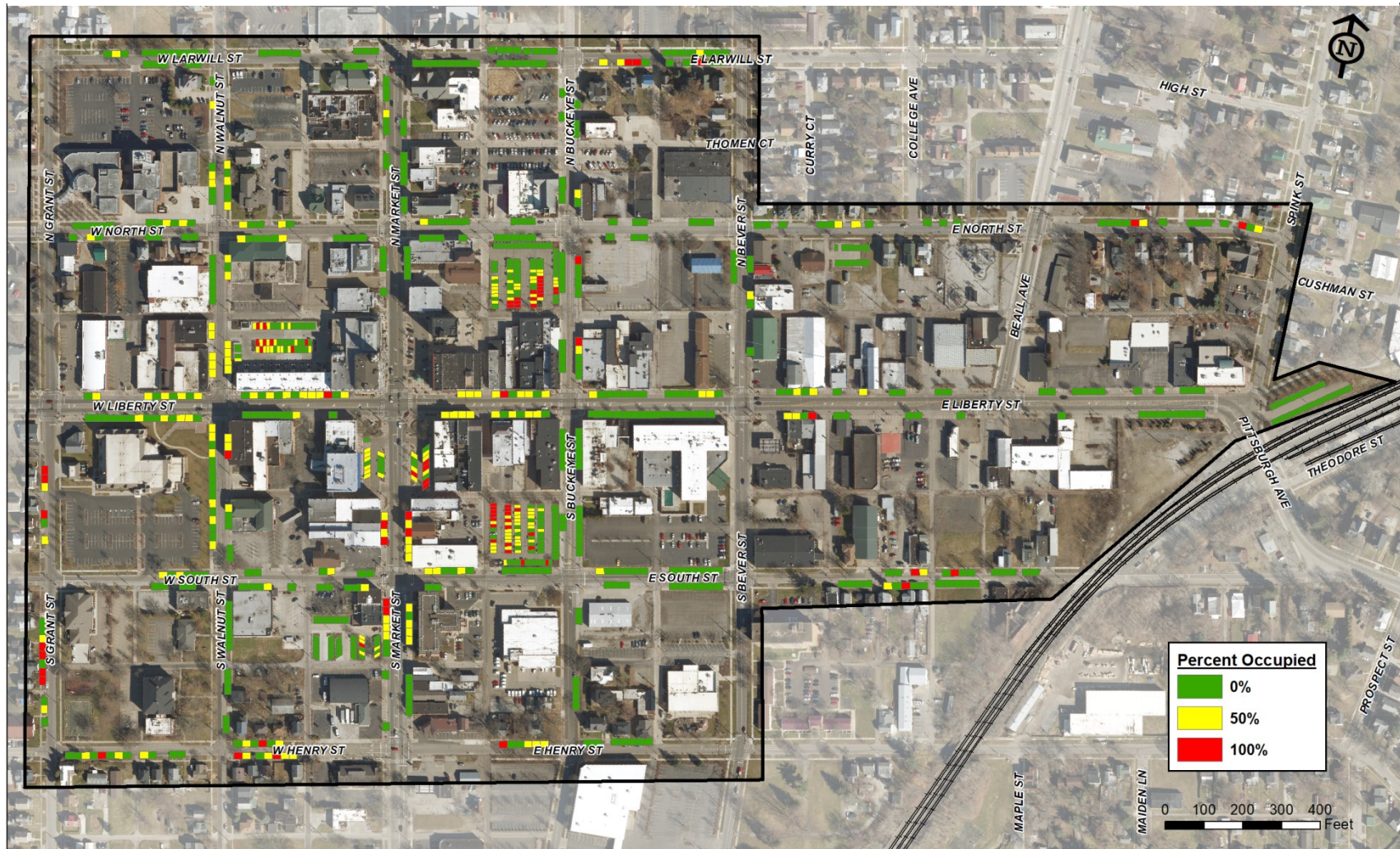


Map 9–Weekend Mid-Day Average Occupancy





# Map 10–Weekend Evening Average Occupancy





**Map 11– Special Event (Friday Evening Drive-In)**

