

DOWNTOWN WOOSTER PARKING STUDY 2019



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. A subsequent follow-up study in 2018 expanded upon the previous study in 2016 and confirmed its findings.

Since 2016, there have been notable policy changes to parking in Downtown Wooster. The parking permitting program for parking in public lots was significantly modified to provide more flexibility. In addition, the area of the downtown exempt from providing required off-street parking spaces was significantly expanded. Finally, modifications were made to parking time limits and the number of available public spaces in the South Market Street and North Street public parking lots.

The current study includes an inventory of all public spaces, occupancy counts of all spaces on 21 separate occasions, compares the results with the parking studies conducted in 2016 and 2018, and provides conclusions and recommendations. The study also contains tables showing parking counts and mapping providing a spatial representation of parking occupancy rates.

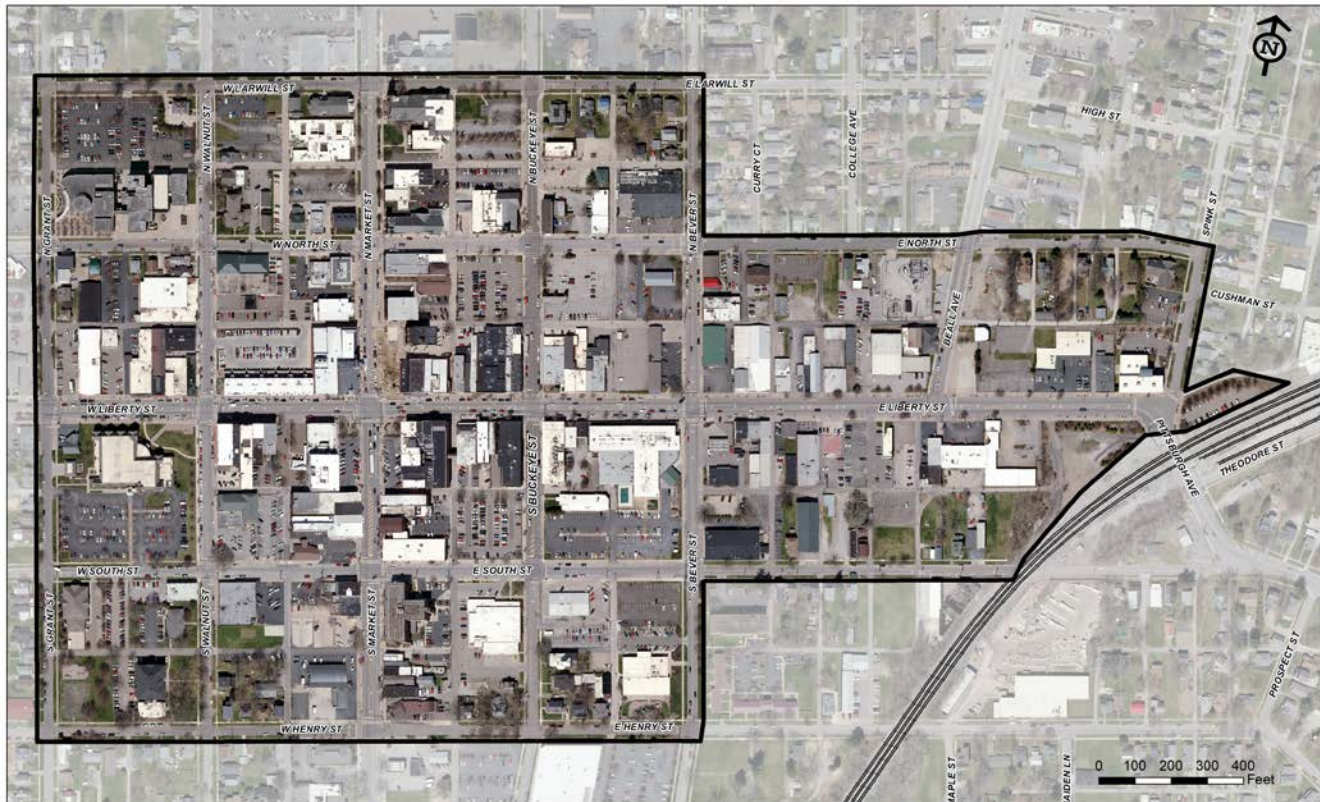
The updated parking study aspires to provide assurance that current trends of downtown parking are sustainable and assess the impact of recent changes to parking.

STUDY AREA

As seen in 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 city blocks. The study area incorporates over 110 acres and contains 976 parking spaces with no public parking space located more than two blocks from Market Street or Liberty Street.

CHANGES FROM 2016 TO 2019

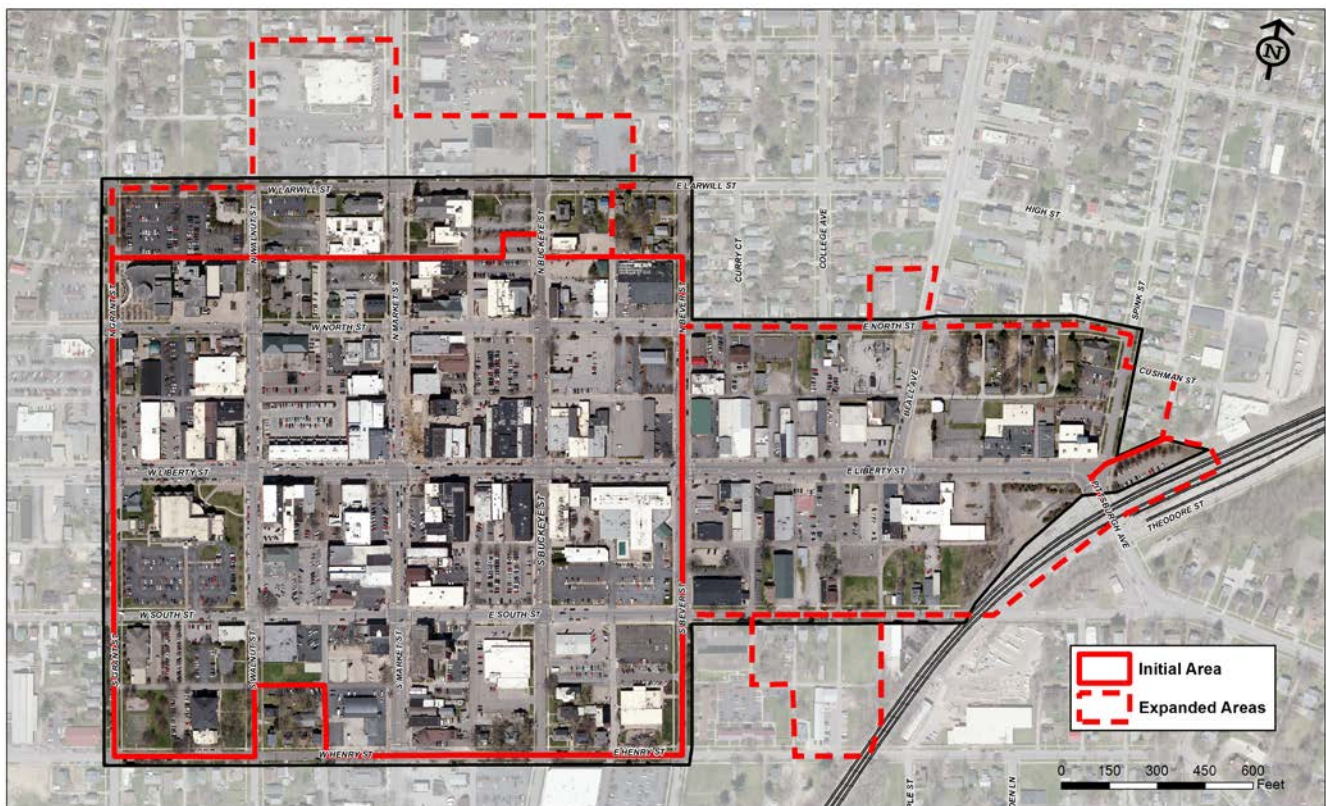
Wayfinding - 2017

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 identifiable.

Parking Exemption Area – 2017 & 2018

Since 2007, a portion of the properties in the downtown have 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 by removing requirements to provide off-street parking, which are often challenging in downtown areas. The expansion of the exemption area also tasked the City to continue to provide public parking options in Downtown Wooster.

Map 2 – Parking Exemption Expansion Areas



Public Parking Lot Permitting - 2018

Prior to 2018, 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 new 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 public lots, which was otherwise prohibited.

Northeast Quadrant and Alley Redevelopment - 2018

After a detailed and inclusive planning process, the City of Wooster commissioned the redevelopment of the parking lot and adjacent park area at the northeast corner of Liberty Street and Market Street. The redevelopment incorporated a more flexible and usable design while maintaining the same number of available public parking spaces.

The project also included the closure of alleys connecting the North Buckeye Lot and South Buckeye Lot to East Liberty Street to vehicular traffic. The closure resulted in improved pedestrian access to the lots with limited effects on vehicular traffic.

North Street Lot and South Market Street Lot Changes - 2019

Based on low parking counts observed in 2016 and 2018, parking restrictions in the North Street Lot and South Market Lot were adjusted. The lots, which previously had a 3-hour parking maximum, were changed to free all day parking. Parking in the lots overnight continued to be prohibited without a residential parking permit.

In addition, due to an anticipated expansion, 23 parking spaces in the South Market Street Lot were sold from the City to the St. Paul Hotel in 2019. The transfer reduced the available public parking spaces in the South Market Street Lot to 22.

PARKING INVENTORY

An inventory of all 976 public parking spaces in the study area was completed on June 7th and categorized parking spaces into three types:

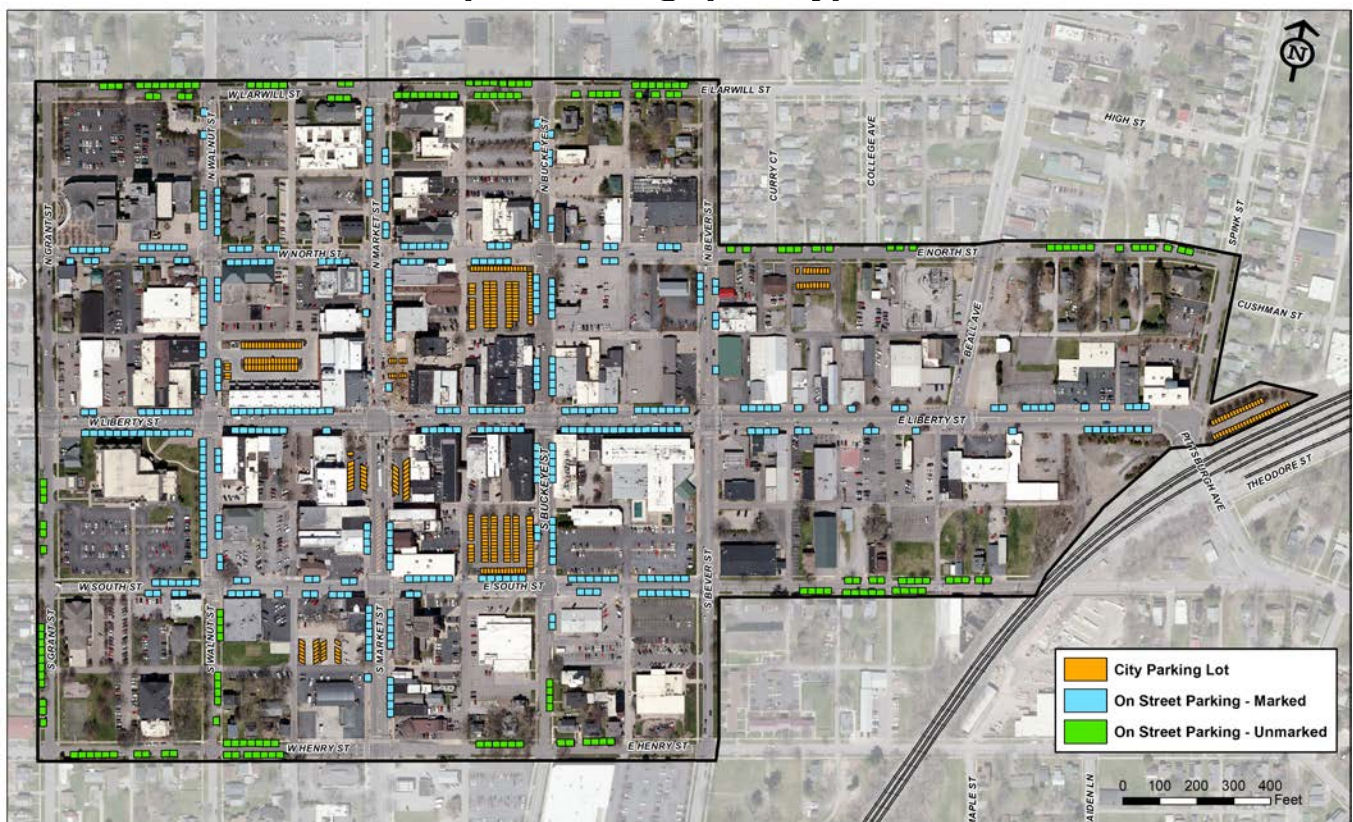
- City Parking Lot (374 spaces or 38.3%)
- On-Street Parking Space – Marked (424 spaces or 43.4%)
- On-Street Parking Space – Unmarked (178 spaces or 18.2%)

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 Market Street or Liberty Street.
- On-street marked parking spaces are primarily located along commercial collector streets.
- On-street unmarked parking spaces are located largely along the perimeter of the study area, in more residential areas.

Map 3 – Parking Space Types



Time regulations for parking varied throughout the parking study area. In general, spaces in public lots adjacent to the intersection of Market Street and Liberty Street were restricted to a maximum of 1½ hours in lots, lots adjacent to Buckeye Street and Walnut Street were restricted to a maximum of 3 hours and lots off of East North Street and South Market Street were unlimited in the daytime. 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 10th and June 23rd of 2019. Each of the 976 spaces in the parking study area were surveyed on 21 separate occurrences for a total of 20,496 parking space observations.

Overall, the 49 different street sections and parking lots were surveyed three times a day for seven days, resulting in 1,029 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 2018 and 2019, 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).

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

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

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

- ***The majority of Street Sections and City Parking Lots were less than half full.***
715 of the 1,029 or 69% total of Street Sections and City Parking Lots were observed below half capacity. The percentage is slightly lower than the 74% was observed in 2018.
- ***Street Sections and City Parking Lots were rarely at full capacity.***
Of the 1,029 total surveys, Street Sections and Parking Lots were at full capacity only 10 times, or 1%. The majority of full capacity instances occurred during Mid-Day and were located in the Square Lots, which have the highest required turnover rate, or West Liberty Street.
- ***Street Sections and City Parking Lots were rarely above 85% capacity.***
Only 53 of the 1,029, or 5.2%, of the total Street Sections and City Parking Lots counts were at 85% capacity or higher. This is similar to the 4.8% rate observed in 2018.
- ***The highest parking occupancy rates occur at Mid-Day.***
Mid-Day parking averaged 43% of capacity followed by Morning at 37% and Evening at 33%. The highest single survey occurred on Thursday Mid-Day with 509 of 976 spaces occupied (52%).

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 10 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.

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, the Merchant's Block Lot 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 very 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 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 the highest parking occupancy rates in the Mid-Day timeframe (Map 6).
- ***Weekend Maps:***
 - The Weekend Morning timeframe saw low parking occupancy rates, with the exception of West Liberty Street from Market Street to Grant Street and on Sunday around churches.
 - In the Mid-Day and Evening timeframes, trends were similar to Weekday observations, though 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 Lot had moderate parking occupancy, a notable increase, while the South Market Lot saw low parking occupancy in all surveys.

COMPARISONS BETWEEN 2016, 2018 & 2019 STUDIES

The 2016, 2018 and 2019 Downtown Wooster Parking Studies 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 relatively constant with 7,380 spaces occupied in 2016, 7,307 spaces occupied in 2018 and 7,722 occupied in 2019.
 - Parking occupancy decreased 1% in 2018 and increased 4.6% in 2019 from the original 2016 count.
- ***Overall, City Parking Lots saw a moderate increase (14%) in occupied spaces, though capacity was still available.***
 - The North Street Lot saw the greatest increase in parking for lots open to the public at an increase of 500% from 2016, likely due to adjusted regulations allowing all day parking.
 - Parking in the South Market Street Lot decreased significantly. As previously noted, spaces from the lot were transferred to a local business.
 - Other lots saw less notable changes.
- ***As a whole, on-street parking decreased slightly (3.5%).***
 - *Changes in average parking occupancy fluctuated greatly by street section.*
 - *On-street parking decreased marginally in Morning and Mid-Day but increased slightly in the Evening.*
- ***The highest occupancy counts in 2016, 2018 and 2019 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 continues to be 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, 2018 to 2019

Overall, parking in the downtown remained relatively consistent from 2016, 2018 and 2019 with a slight decrease in on-street parking and a moderate increase of parking in public lots. The moderate increase in public lots can likely be attributed to the recent changes in parking permitting and adjustments of regulations in public lots.

Recommendations

General recommendations for future parking considerations in Downtown Wooster include:

- Continue to monitor and evaluate the current permit parking program and its effects on the downtown, businesses, employees, residents, and visitors. As this survey has shown, there is available parking capacity in Downtown Wooster. The City should therefore consider issuing more parking permits in the North Buckeye and South Buckeye lots, which consistently had available capacity.
- Evaluate current parking regulations and the 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.
- 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 1 – Parking Survey Totals

Street or Lot	Street Section		LocationID	Capacity	Average	% Occupied 2019	% Occupied 2018	Daily Average Parking Counts							
								M	T	W	Th	F	Sa	Su	Total
Larwill St.	Grant St.	to Walnut St.	LarwillGW	15	1	4%	3%	0	1	0	0	1	1	1	5
	Walnut St.	to Market St.	LarwillWM	10	2	15%	19%	3	2	1	2	1	0	1	11
	Market St.	to Buckeye St.	LarwillMB	22	1	5%	5%	0	1	1	2	1	0	2	8
	Buckeye St.	to Bever St.	LarwillBuBe	16	0	2%	16%	0	0	0	0	0	0	1	2
North St.	Grant St.	to Walnut St.	NorthGW	18	4	23%	25%	2	5	6	6	4	3	3	29
	Walnut St.	to Market St.	NorthWM	15	4	26%	25%	5	6	4	6	5	1	0	28
	Market St.	to Buckeye St.	NorthMB	18	6	33%	26%	6	7	7	9	6	4	3	42
	Buckeye St.	to Bever St.	NorthBuBe	9	4	43%	49%	5	6	6	5	2	3	0	27
	Bever St.	to Beall Ave.	NorthBeBe	10	2	19%	6%	2	2	2	3	1	2	2	13
	Beall Ave.	to Spink St.	NorthBS	13	3	23%	21%	4	3	3	3	3	3	4	21
Liberty St.	Grant St.	to Walnut St.	LibertyGW	23	11	46%	46%	12	11	11	16	11	10	3	74
	Walnut St.	to Market St.	LibertyWM	21	16	75%	70%	19	17	17	17	17	18	6	111
	Market St.	to Buckeye St.	LibertyMB	21	12	55%	62%	13	14	13	12	12	14	3	81
	Buckeye St.	to Bever St.	LibertyBuBe	29	8	27%	26%	4	12	10	10	9	10	1	55
	Bever St.	to Beall Ave.	LibertyBeBe	20	6	32%	23%	2	8	5	7	10	9	3	44
	Beall Ave.	to RR Tracks	LibertyBR	19	0	2%	2%	0	0	0	1	1	0	0	3
South St.	Grant St.	to Walnut St.	SouthGW	10	2	15%	34%	2	2	2	4	1	0	0	11
	Walnut St.	to Market St.	SouthWM	16	6	40%	33%	7	5	7	10	8	7	1	45
	Market St.	to Buckeye St.	SouthMB	14	3	18%	28%	4	2	1	4	2	4	1	18
	Buckeye St.	to Bever St.	SouthBuBe	21	4	20%	23%	4	5	4	6	6	3	1	29
	Bever St.	to RR Tracks	SouthBR	26	2	9%	15%	2	3	3	3	1	2	3	16
Henry St.	Grant St.	to Walnut St.	HenryGW	10	3	26%	21%	3	2	2	3	2	2	4	18
	Walnut St.	to Market St.	HenryWM	14	6	46%	33%	6	7	7	8	6	5	6	45
	Market St.	to Buckeye St.	HenryMB	6	3	52%	54%	4	2	4	4	3	4	2	22
	Buckeye St.	to Bever St.	HenryBuBe	6	1	14%	18%	1	0	0	1	1	1	2	6
Grant St.	Larwill St.	to North St.	GrantLN	0	-	-	-	-	-	-	-	-	-	-	-
	North St.	to Liberty St.	GrantNL	0	-	-	-	-	-	-	-	-	-	-	-
	Liberty St.	to South St.	GrantLS	6	1	17%	31%	1	1	1	1	1	1	1	7
	South St.	to Henry St.	GrantSH	11	3	29%	43%	2	2	3	2	3	4	5	23
Walnut St.	Larwill St.	to North St.	WalnutLN	13	4	27%	29%	2	4	5	2	6	4	2	25
	North St.	to Liberty St.	WalnutNL	18	10	56%	46%	10	10	14	12	13	12	0	71
	Liberty St.	to South St.	WalnutLS	23	11	50%	52%	13	11	11	16	16	11	3	80
	South St.	to Henry St.	WalnutSH	9	1	8%	12%	0	1	0	2	1	0	0	5
Market St.	Larwill St.	to North St.	MarketLN	16	1	9%	12%	3	2	1	1	0	1	2	10
	North St.	to Liberty St.	MarketNL	14	5	34%	19%	5	8	6	5	5	4	0	33
	Liberty St.	to South St.	MarketLS	10	7	72%	69%	8	6	8	7	9	6	6	51
	South St.	to Henry St.	MarketSH	18	7	40%	37%	5	7	9	9	9	10	1	51
Buckeye St.	Larwill St.	to North St.	BuckeyeLN	10	3	35%	43%	5	5	5	4	4	0	2	24
	North St.	to Liberty St.	BuckeyeNL	19	7	36%	35%	7	11	8	8	7	5	3	48
	Liberty St.	to South St.	BuckeyeLS	18	10	56%	31%	11	11	13	14	10	5	7	71
	South St.	to Henry St.	BuckeyeSH	6	0	7%	6%	1	1	0	0	1	0	0	3
Bever St.	Larwill St.	to North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-	-
	North St.	to Liberty St.	BeverNL	9	3	38%	36%	3	4	6	5	3	2	1	24
	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				602	184	31%	30%	188	205	204	231	201	172	86	1288
Square NE Lot			SquareNELot	12	7	59%	-	7	8	8	6	8	9	2	49
Square SE Lot			SquareSELot	15	9	61%	61%	10	13	9	11	10	4	6	64
Square SW Lot			SquareSWLot	14	8	56%	63%	8	11	10	11	10	2	2	55
Merchants Block Lot			MerchantsLot	54	29	54%	53%	35	36	33	35	34	23	7	205
South Market Lot			SMarketLot	22	3	16%	10%	4	5	3	3	7	3	1	24
North Buckeye Lot			NBuckeyeLot	98	52	53%	56%	64	72	59	63	57	37	15	367
South Buckeye Lot			SBuckeyeLot	98	53	54%	47%	57	56	60	66	58	47	27	371
North Street Lot			NorthStLot	19	8	40%	7%	6	8	10	11	13	5	0	53
E. Liberty/RR Tracks Lot			ELibertyLot	42	14	33%	35%	19	23	21	21	14	0	0	98
Lot Totals				374	184	49%	44%	204	223	206	221	203	121	58	1237
Totals				976	368	38%	35%	399	437	418	459	412	302	147	2574

Occupancy >85%

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

Street or Lot	Street Section			LocationID	Capacity	Average	% Occupied 2019	% Occupied 2018	Daily Parking Counts							
									M	T	W	Th	F	Sa	Su	Total
Larwill St.	Grant St.	to	Walnut St.	LarwillGW	15	1	4%	1%	0	0	0	0	1	1	2	4
	Walnut St.	to	Market St.	LarwillWM	10	1	13%	29%	2	1	0	3	1	0	2	9
	Market St.	to	Buckeye St.	LarwillMB	22	2	7%	12%	0	1	1	1	1	1	6	11
	Buckeye St.	to	Bever St.	LarwillBuBe	16	0	0%	18%	0	0	0	0	0	0	0	0
North St.	Grant St.	to	Walnut St.	NorthGW	18	5	27%	29%	3	8	8	7	4	2	2	34
	Walnut St.	to	Market St.	NorthWM	15	3	22%	28%	3	8	3	4	4	1	0	23
	Market St.	to	Buckeye St.	NorthMB	18	7	41%	51%	5	5	10	15	7	2	8	52
	Buckeye St.	to	Bever St.	NorthBuBe	9	4	46%	57%	6	8	7	5	0	3	0	29
	Bever St.	to	Beall Ave.	NorthBeBe	10	3	31%	5%	3	3	4	3	2	3	4	22
	Beall Ave.	to	Spink St.	NorthBS	13	3	25%	24%	4	3	2	2	4	3	5	23
Liberty St.	Grant St.	to	Walnut St.	LibertyGW	23	10	44%	40%	13	10	9	15	8	12	4	71
	Walnut St.	to	Market St.	LibertyWM	21	17	79%	76%	19	18	19	20	17	19	4	116
	Market St.	to	Buckeye St.	LibertyMB	21	8	39%	48%	12	13	4	9	5	13	1	57
	Buckeye St.	to	Bever St.	LibertyBuBe	29	5	16%	30%	3	9	7	5	2	5	1	32
	Bever St.	to	Beall Ave.	LibertyBeBe	20	3	15%	14%	0	4	2	2	5	5	3	21
Beall Ave.	to	RR Tracks	LibertyBR	19	0	2%	4%	1	0	0	1	0	1	0	3	
South St.	Grant St.	to	Walnut St.	SouthGW	10	3	27%	30%	4	3	2	8	2	0	0	19
	Walnut St.	to	Market St.	SouthWM	16	9	55%	41%	11	9	9	10	12	9	2	62
	Market St.	to	Buckeye St.	SouthMB	14	2	17%	39%	3	1	0	7	0	5	1	17
	Buckeye St.	to	Bever St.	SouthBuBe	21	4	20%	22%	3	6	3	6	6	2	3	29
	Bever St.	to	RR Tracks	SouthBR	26	2	8%	17%	1	3	3	4	1	1	1	14
Henry St.	Grant St.	to	Walnut St.	HenryGW	10	2	23%	25%	2	1	2	2	1	2	6	16
	Walnut St.	to	Market St.	HenryWM	14	6	40%	31%	6	5	6	7	6	4	5	39
	Market St.	to	Buckeye St.	HenryMB	6	3	57%	52%	4	2	4	5	3	4	2	24
	Buckeye St.	to	Bever St.	HenryBuBe	6	0	7%	27%	0	0	0	0	0	1	2	3
Grant St.	Larwill St.	to	North St.	GrantLN	0	-	-	-	-	-	-	-	-	-	-	-
	North St.	to	Liberty St.	GrantNL	0	-	-	-	-	-	-	-	-	-	-	-
	Liberty St.	to	South St.	GrantLS	6	2	26%	24%	2	1	1	2	1	3	1	11
	South St.	to	Henry St.	GrantSH	11	3	29%	52%	1	2	3	3	2	5	6	22
Walnut St.	Larwill St.	to	North St.	WalnutLN	13	1	11%	19%	2	0	3	1	3	1	0	10
	North St.	to	Liberty St.	WalnutNL	18	11	59%	49%	14	12	12	12	12	12	0	74
	Liberty St.	to	South St.	WalnutLS	23	10	44%	37%	12	11	10	12	10	12	4	71
	South St.	to	Henry St.	WalnutSH	9	1	16%	17%	1	2	0	5	2	0	0	10
Market St.	Larwill St.	to	North St.	MarketLN	16	3	19%	27%	7	3	1	1	1	1	7	21
	North St.	to	Liberty St.	MarketNL	14	6	46%	23%	9	12	8	6	4	6	0	45
	Liberty St.	to	South St.	MarketLS	10	7	74%	67%	9	6	9	6	10	8	4	52
	South St.	to	Henry St.	MarketSH	18	8	45%	26%	8	10	10	8	13	7	1	57
Buckeye St.	Larwill St.	to	North St.	BuckeyeLN	10	6	63%	57%	9	5	9	9	7	0	5	44
	North St.	to	Liberty St.	BuckeyeNL	19	4	20%	23%	3	6	5	9	4	0	0	27
	Liberty St.	to	South St.	BuckeyeLS	18	10	56%	26%	12	13	15	12	10	7	2	71
	South St.	to	Henry St.	BuckeyeSH	6	0	7%	5%	1	0	0	1	1	0	0	3
Bever St.	Larwill St.	to	North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-	-
	North St.	to	Liberty St.	BeverNL	9	2	19%	22%	2	4	1	3	0	0	2	12
	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					602	180	30%	30%	200	208	192	231	172	161	96	1260
Square NE Lot				SquareNELot	12	8	63%	-	9	10	9	5	8	10	2	53
Square SE Lot				SquareSELot	15	7	48%	43%	11	12	13	9	4	0	1	50
Square SW Lot				SquareSWLot	14	8	59%	66%	7	12	13	11	12	0	3	58
Merchants Block Lot				MerchantsLot	54	32	59%	60%	46	38	40	42	31	17	8	222
South Market Lot				SMarketLot	22	4	19%	9%	7	4	4	3	8	3	0	29
North Buckeye Lot				NBuckeyeLot	98	45	46%	63%	65	70	42	59	43	26	11	316
South Buckeye Lot				SBuckeyeLot	98	50	51%	43%	54	56	62	66	49	41	20	348
North Street Lot				NorthStLot	19	8	43%	10%	6	7	9	13	13	9	0	57
E. Liberty/RR Tracks Lot				ELibertyLot	42	17	40%	41%	22	25	24	27	21	0	0	119
Lot Totals					374	179	48%	45%	227	234	216	235	189	106	45	1252
Totals					976	359	37%	36%	427	442	408	466	361	267	141	2512

Occupancy >85%

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

Street or Lot	Street Section			LocationID	Capacity	Average	% Occupied 2019	% Occupied 2018	Daily Parking Counts							
									M	T	W	Th	F	Sa	Su	Total
Larwill St.	Grant St.	to	Walnut St.	LarwillGW	15	1	4%	5%	1	1	0	0	0	1	1	4
	Walnut St.	to	Market St.	LarwillWM	10	2	19%	17%	2	5	2	3	0	0	1	13
	Market St.	to	Buckeye St.	LarwillMB	22	1	4%	3%	1	1	1	3	0	0	0	6
	Buckeye St.	to	Bever St.	LarwillBuBe	16	0	2%	12%	0	0	0	1	0	0	1	2
North St.	Grant St.	to	Walnut St.	NorthGW	18	4	21%	30%	1	6	3	6	3	4	4	27
	Walnut St.	to	Market St.	NorthWM	15	5	33%	27%	8	6	3	7	9	2	0	35
	Market St.	to	Buckeye St.	NorthMB	18	7	37%	17%	9	11	9	2	6	9	1	47
	Buckeye St.	to	Bever St.	NorthBuBe	9	4	44%	57%	6	5	3	5	5	4	0	28
	Bever St.	to	Beall Ave.	NorthBeBe	10	2	16%	4%	2	2	2	3	0	1	1	11
	Beall Ave.	to	Spink St.	NorthBS	13	3	21%	19%	3	2	3	3	3	2	3	19
Liberty St.	Grant St.	to	Walnut St.	LibertyGW	23	14	61%	63%	13	14	15	18	18	14	6	98
	Walnut St.	to	Market St.	LibertyWM	21	18	86%	80%	19	21	19	18	21	18	10	126
	Market St.	to	Buckeye St.	LibertyMB	21	15	69%	74%	16	15	17	15	19	17	3	102
	Buckeye St.	to	Bever St.	LibertyBuBe	29	13	43%	30%	7	15	12	16	19	18	1	88
	Bever St.	to	Beall Ave.	LibertyBeBe	20	9	43%	28%	1	10	9	11	13	11	5	60
Beall Ave.	to	RR Tracks	LibertyBR	19	0	1%	3%	0	0	0	1	0	0	0	1	
South St.	Grant St.	to	Walnut St.	SouthGW	10	1	13%	43%	0	3	2	2	2	0	0	9
	Walnut St.	to	Market St.	SouthWM	16	7	42%	39%	2	5	8	15	6	11	0	47
	Market St.	to	Buckeye St.	SouthMB	14	3	23%	32%	5	2	1	2	4	7	2	23
	Buckeye St.	to	Bever St.	SouthBuBe	21	4	21%	25%	4	5	6	7	6	3	0	31
	Bever St.	to	RR Tracks	SouthBR	26	3	10%	15%	2	5	3	4	2	1	2	19
Henry St.	Grant St.	to	Walnut St.	HenryGW	10	2	20%	19%	2	2	2	3	3	1	1	14
	Walnut St.	to	Market St.	HenryWM	14	6	45%	33%	5	6	7	7	6	6	7	44
	Market St.	to	Buckeye St.	HenryMB	6	3	45%	55%	4	2	2	3	2	4	2	19
	Buckeye St.	to	Bever St.	HenryBuBe	6	1	17%	22%	1	0	1	1	1	1	2	7
Grant St.	Larwill St.	to	North St.	GrantLN	0	-	-	-	-	-	-	-	-	-	-	-
	North St.	to	Liberty St.	GrantNL	0	-	-	-	-	-	-	-	-	-	-	-
	Liberty St.	to	South St.	GrantLS	6	1	14%	36%	1	1	1	1	0	1	1	6
	South St.	to	Henry St.	GrantSH	11	3	29%	42%	2	2	3	3	3	4	5	22
Walnut St.	Larwill St.	to	North St.	WalnutLN	13	6	43%	31%	2	5	8	4	9	7	4	39
	North St.	to	Liberty St.	WalnutNL	18	12	67%	57%	9	10	17	15	18	15	1	85
	Liberty St.	to	South St.	WalnutLS	23	16	68%	77%	16	15	15	22	21	16	4	109
	South St.	to	Henry St.	WalnutSH	9	0	5%	17%	0	1	1	1	0	0	0	3
Market St.	Larwill St.	to	North St.	MarketLN	16	1	7%	6%	1	4	1	1	0	1	0	8
	North St.	to	Liberty St.	MarketNL	14	7	47%	30%	5	8	10	7	9	7	0	46
	Liberty St.	to	South St.	MarketLS	10	7	74%	76%	9	7	7	7	9	5	8	52
	South St.	to	Henry St.	MarketSH	18	7	40%	49%	2	4	9	11	8	16	1	51
Buckeye St.	Larwill St.	to	North St.	BuckeyeLN	10	2	17%	39%	2	5	1	2	1	1	0	12
	North St.	to	Liberty St.	BuckeyeNL	19	10	52%	59%	9	17	11	8	9	10	5	69
	Liberty St.	to	South St.	BuckeyeLS	18	10	58%	31%	13	14	13	14	15	4	0	73
	South St.	to	Henry St.	BuckeyeSH	6	0	7%	5%	0	2	0	0	1	0	0	3
Bever St.	Larwill St.	to	North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-	-
	North St.	to	Liberty St.	BeverNL	9	5	54%	54%	5	4	8	8	8	1	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	-	-	-	-	-	-	-	-	-	-	-
Street Section Totals					602	213	35%	35%	190	243	235	260	259	223	82	1492
Square NE Lot				SquareNELot	12	8	67%	-	8	6	10	9	9	12	2	56
Square SE Lot				SquareSELot	15	11	73%	91%	12	13	7	13	15	3	14	77
Square SW Lot				SquareSWLot	14	9	63%	85%	12	14	8	13	12	1	2	62
Merchants Block Lot				MerchantsLot	54	37	68%	66%	39	48	42	45	44	33	5	256
South Market Lot				SMarketLot	22	4	19%	13%	3	5	5	5	5	5	1	29
North Buckeye Lot				NBuckeyeLot	98	59	61%	58%	64	80	68	65	68	54	17	416
South Buckeye Lot				SBuckeyeLot	98	55	56%	48%	61	56	59	68	64	57	22	387
North Street Lot				NorthStLot	19	7	35%	6%	5	8	10	9	11	3	0	46
E. Liberty/RR Tracks Lot				ELibertyLot	42	14	34%	45%	19	22	26	22	12	0	0	101
Lot Totals					374	204	55%	50%	223	252	235	249	240	168	63	1430
Totals					976	417	43%	40%	413	495	470	509	499	391	145	2922

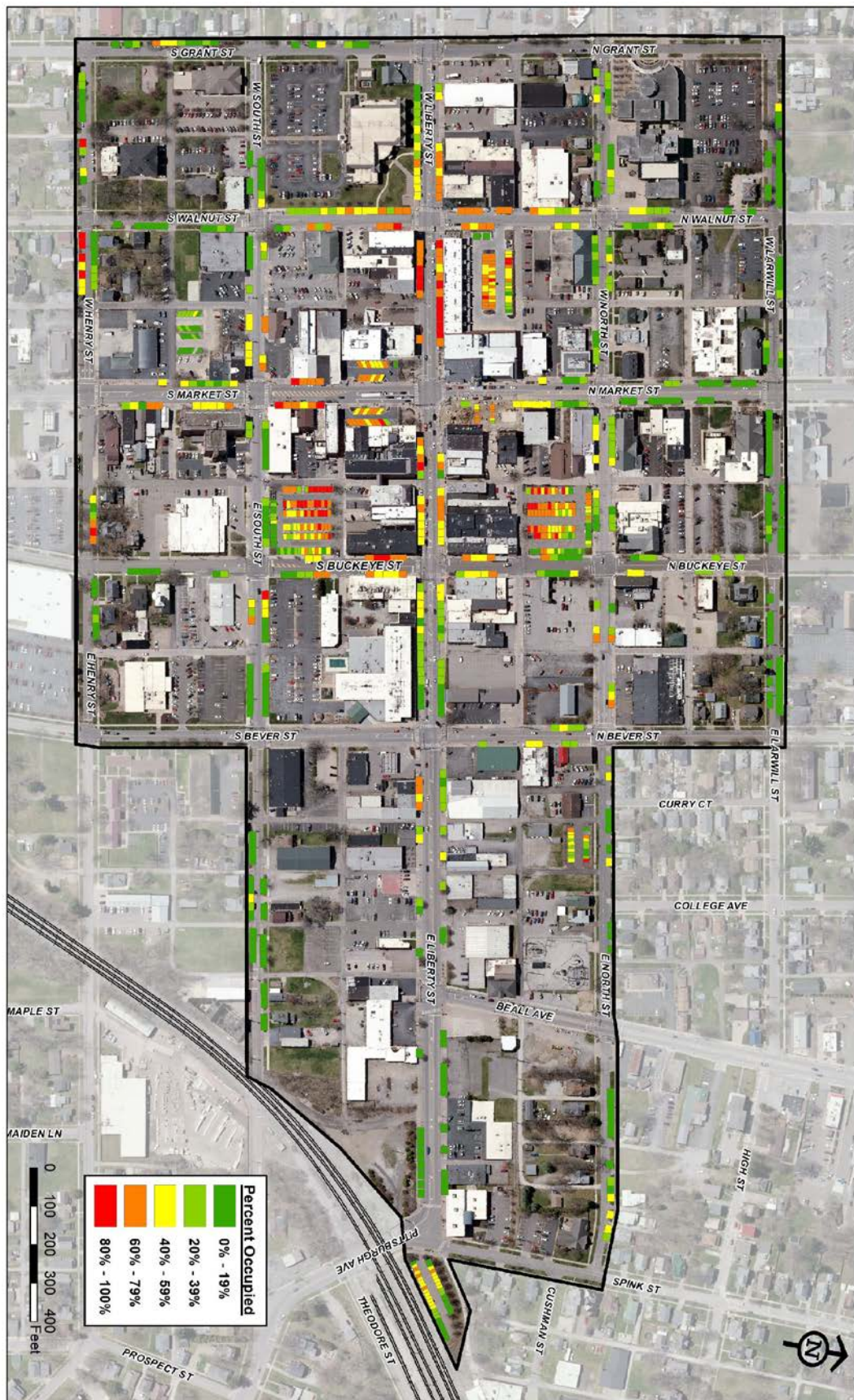
Occupancy >85%

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

Street or Lot	Street Section			LocationID	Capacity	Average	% Occupied 2019	% Occupied 2018	Daily Parking Counts							
									M	T	W	Th	F	Sa	Su	Total
Larwill St.	Grant St.	to	Walnut St.	LarwillGW	15	1	6%	3%	0	1	1	1	1	1	1	6
	Walnut St.	to	Market St.	LarwillWM	10	1	14%	12%	6	1	1	1	1	0	0	10
	Market St.	to	Buckeye St.	LarwillMB	22	1	4%	1%	0	0	2	1	2	0	1	6
	Buckeye St.	to	Bever St.	LarwillBuBe	16	1	4%	19%	1	0	1	0	0	0	3	5
North St.	Grant St.	to	Walnut St.	NorthGW	18	4	20%	14%	3	1	6	5	4	3	3	25
	Walnut St.	to	Market St.	NorthWM	15	4	24%	22%	3	4	7	7	3	1	0	25
	Market St.	to	Buckeye St.	NorthMB	18	4	21%	9%	5	4	2	9	5	2	0	27
	Buckeye St.	to	Bever St.	NorthBuBe	9	3	38%	33%	4	5	7	5	2	1	0	24
	Bever St.	to	Beall Ave.	NorthBeBe	10	1	9%	8%	2	0	0	2	0	1	1	6
	Beall Ave.	to	Spink St.	NorthBS	13	3	24%	19%	4	3	4	3	2	3	3	22
Liberty St.	Grant St.	to	Walnut St.	LibertyGW	23	8	34%	34%	10	8	10	15	6	5	0	54
	Walnut St.	to	Market St.	LibertyWM	21	13	61%	54%	18	13	13	13	14	16	3	90
	Market St.	to	Buckeye St.	LibertyMB	21	12	56%	65%	10	14	17	12	13	12	5	83
	Buckeye St.	to	Bever St.	LibertyBuBe	29	7	23%	19%	2	11	10	9	6	7	1	46
	Bever St.	to	Beall Ave.	LibertyBeBe	20	7	37%	26%	6	9	4	9	12	11	1	52
	Beall Ave.	to	RR Tracks	LibertyBR	19	1	3%	0%	0	1	0	1	2	0	0	4
South St.	Grant St.	to	Walnut St.	SouthGW	10	1	6%	30%	1	1	1	1	0	0	0	4
	Walnut St.	to	Market St.	SouthWM	16	4	24%	19%	8	2	5	5	5	1	1	27
	Market St.	to	Buckeye St.	SouthMB	14	2	14%	14%	3	2	1	4	3	1	0	14
	Buckeye St.	to	Bever St.	SouthBuBe	21	4	19%	22%	5	4	4	6	6	3	0	28
	Bever St.	to	RR Tracks	SouthBR	26	2	8%	13%	3	0	2	2	0	3	5	15
Henry St.	Grant St.	to	Walnut St.	HenryGW	10	3	34%	19%	5	3	2	3	3	3	5	24
	Walnut St.	to	Market St.	HenryWM	14	7	53%	36%	8	9	8	9	7	4	7	52
	Market St.	to	Buckeye St.	HenryMB	6	3	55%	55%	3	2	5	4	3	3	3	23
	Buckeye St.	to	Bever St.	HenryBuBe	6	1	19%	4%	1	1	0	1	1	1	3	8
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	1	10%	33%	1	0	0	1	1	0	1	4
	South St.	to	Henry St.	GrantSH	11	3	31%	35%	4	2	3	1	5	4	5	24
Walnut St.	Larwill St.	to	North St.	WalnutLN	13	4	27%	38%	3	7	3	2	5	4	1	25
	North St.	to	Liberty St.	WalnutNL	18	8	42%	32%	8	8	12	9	8	8	0	53
	Liberty St.	to	South St.	WalnutLS	23	9	38%	41%	10	7	8	13	16	6	1	61
	South St.	to	Henry St.	WalnutSH	9	0	3%	1%	0	1	0	0	1	0	0	2
Market St.	Larwill St.	to	North St.	MarketLN	16	0	2%	3%	0	0	0	2	0	0	0	2
	North St.	to	Liberty St.	MarketNL	14	1	8%	4%	0	3	1	2	2	0	0	8
	Liberty St.	to	South St.	MarketLS	10	7	69%	64%	5	6	8	9	8	6	6	48
	South St.	to	Henry St.	MarketSH	18	6	36%	36%	6	7	9	9	7	7	0	45
Buckeye St.	Larwill St.	to	North St.	BuckeyeLN	10	2	24%	33%	5	4	4	1	3	0	0	17
	North St.	to	Liberty St.	BuckeyeNL	19	7	35%	23%	9	9	7	6	7	6	3	47
	Liberty St.	to	South St.	BuckeyeLS	18	10	54%	35%	8	7	10	16	6	3	18	68
	South St.	to	Henry St.	BuckeyeSH	6	0	7%	7%	1	1	0	0	1	0	0	3
Bever St.	Larwill St.	to	North St.	BeverLN	0	-	-	-	-	-	-	-	-	-	-	0
	North St.	to	Liberty St.	BeverNL	9	4	40%	32%	3	4	8	4	0	6	0	25
	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
Street Section Totals					602	159	26%	24%	174	165	186	203	171	132	81	1112
Square NE Lot				SquareNELot	12	6	46%	-	4	9	6	5	8	5	2	39
Square SE Lot				SquareSELot	15	9	61%	49%	7	13	8	12	12	10	2	64
Square SW Lot				SquareSWLot	14	6	45%	38%	6	7	8	8	7	6	2	44
Merchants Block Lot				MerchantsLot	54	19	36%	33%	21	23	18	19	28	19	8	136
South Market Lot				SMarketLot	22	2	10%	8%	1	5	0	1	7	0	1	15
North Buckeye Lot				NBuckeyeLot	98	53	54%	47%	63	65	66	65	60	31	18	368
South Buckeye Lot				SBuckeyeLot	98	54	55%	49%	56	55	60	63	61	44	40	379
North Street Lot				NorthStLot	19	8	42%	5%	7	8	12	12	15	2	0	56
E. Liberty/RR Tracks Lot				ELibertyLot	42	11	26%	20%	17	23	13	14	8	0	0	75
Lot Totals					374	168	45%	36%	182	208	191	199	206	117	73	1176
Totals					976	327	33%	29%	356	373	377	402	377	249	154	2288

Occupancy >85%

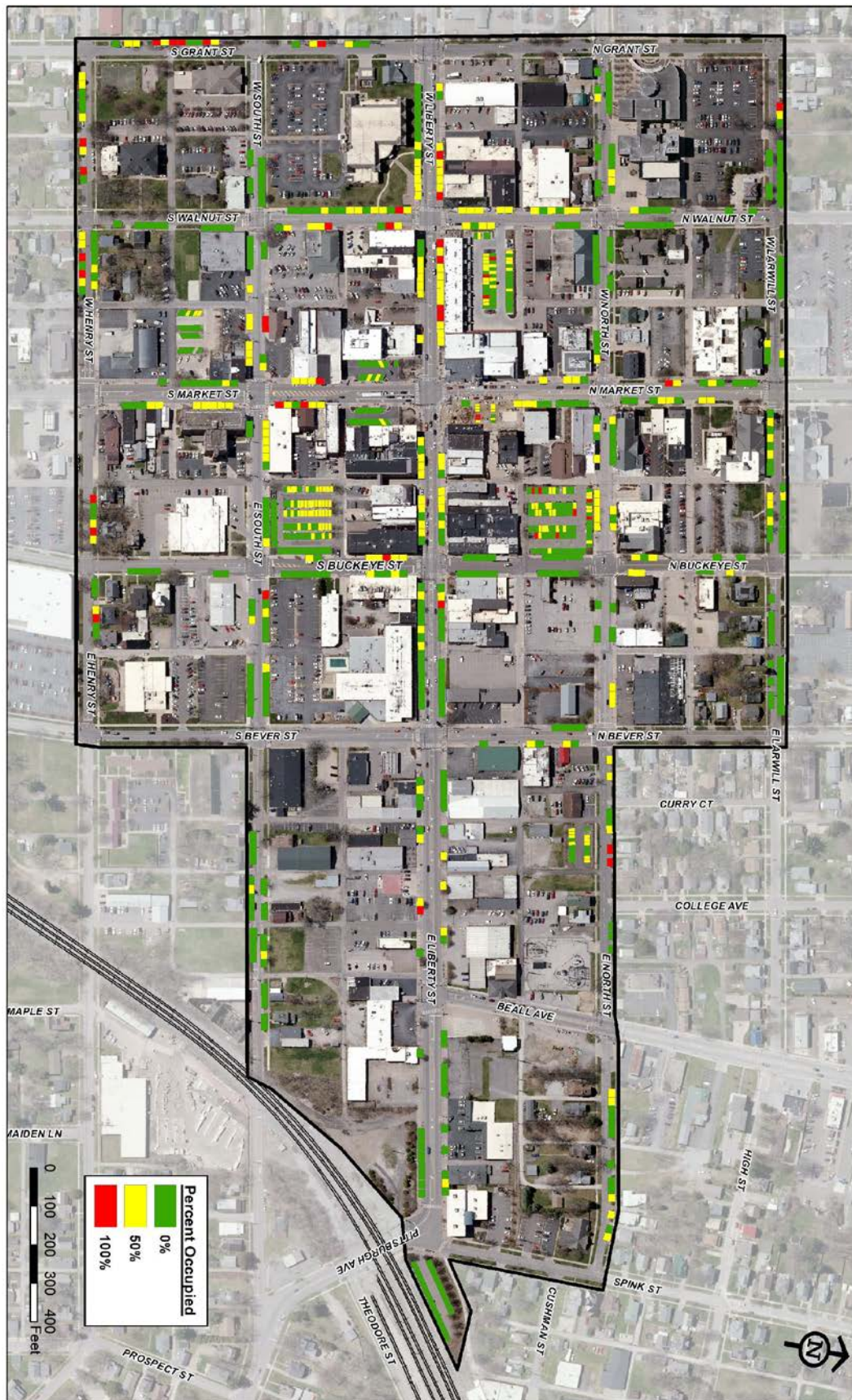
APPENDIX B – PARKING MAPS



Map 4 - Average Parking Space Occupancy (All Counts)

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Map 8 - Weekend Morning Average Occupancy



Map 9 - Weekend Mid-Day Average Occupancy

