

DOWNTOWN PARKING
OCCUPANCY STUDY
JANESVILLE, WI
2023



Janesville Area Metropolitan Planning Organization

Executive Summary..... 3

Introduction to Downtown Parking Study 4

 Background & Purpose4

 Defining Occupancy Standards5

Table 1: Industry Occupancy Standards5

 Parking Occupancy Methodology5

 Parking Inventory in the Downtown Study Area6

*Table 2: Downtown Janesville Parking Inventory, 2017 – 2023**.....7

Figure 1: Downtown Parking Study Area8

Figure 2: Downtown Parking by Stall Type9

1. Parking Occupancy Study Results..... 10

 Summary of Overall Parking Occupancy.....10

Table 3: Overall Downtown Parking Occupancy Rates, (2017 – 2023)*..... 10

Table 4: Overall Parking Occupancy by Side of Downtown (2017 – 2023)* 11

Table 5: Overall Off-street Parking Trends (2017-2023)..... 12

Table 6: Overall On-street Parking Trends (2017-2023)..... 13

 Summary of Weekday Parking Occupancy 14

 Summary of Friday Night Parking Occupancy.....15

 Summary of Farmer’s Market Day Parking Occupancy..... 16

Appendix A - Occupancy Survey Detailed Tables and Heat Maps..... 19

Figure 3: Overall Occupancy Heatmap 19

Figure 4: Weekday Occupancy Heatmap20

Figure 5: Friday Night Occupancy Heatmap21

Figure 6: Farmer’s Market Occupancy Heatmap22

Table 7: Overall Parking Inventory and Occupancy by Type of Parking23

Table 8: Overall Off-Street Parking Inventory and Occupancy by Lot and Type of Parking
24

Table 9: Weekday Parking Inventory and Occupancy by Type of Parking.....25

*Table 10: Weekday Off-Street Parking Inventory and Occupancy by Lot and Type of
 Parking*.....26

Table 11: Friday Night Parking Inventory and Occupancy by Type of Parking27

Table 12: Friday Night Off-Street Parking Inventory and Occupancy by Lot and Type of Parking.....28

Table 13 Farmer’s Market Parking Inventory and Occupancy by Type of Parking.....29

Table 14: Farmer’s Market Off-Street Parking Inventory and Occupancy by Lot and Type of Parking.....30

Executive Summary

Background & Purpose:

The *Downtown Parking Study* consists of an inventory of **public parking stalls** in Janesville’s downtown central business district, and an occupancy count of **public parking stalls** to determine stall utilization.

Results and Analysis: Occupancy Study¹

- The overall parking occupancy rate in 2023 is down 47% from a peak in **2019** to 29% occupancy. This includes parking for both off-street lots and on-street parking stalls. This rate is considered low occupancy with a significant majority of public parking stalls unoccupied and available across the study area.
- Parking occupancy on the east side of the Rock River is down 53% since 2019 compared to just 36% on the west side of the Rock River. The S Main St Lot, Looking Glass Lot, N Main St Lot, and Town Square East and West are the only off-street lots that experienced occupancy rates above 50%. Both experienced moderate occupancy (50%-75% occupied) overall during the study.
- Parking along Main St and in the Town Square tends to be moderately occupied (50-75%) or optimally (76%-85%) occupied. On Friday Nights and during the Farmer’s Market some areas of Downtown become effectively, or completely, full. On the occasions where areas were full, there was generally parking available within 1-3 blocks on-street and off-street.

¹ See Section 3 – Parking Occupancy Study Results and Appendix A – Occupancy Survey Detailed Tables and Heatmaps for more details.

Introduction to Downtown Parking Study

Background & Purpose

The *Downtown Parking Study* consists of an inventory of **public parking stalls** in Janesville’s downtown central business district, and an occupancy count of **public parking stalls** to determine stall utilization. This study did not document occupancy of private parking stalls.

The purpose of this study is to provide a quantitative and empirical account of visitors in the Downtown of Janesville and to answer the question: Is Janesville’s current parking network Downtown well suited to meet the demands for parking by visitors? Historically, this has occurred by counting cars while the most people are visiting Downtown at one time, at 10 am and 2pm on weekdays. This peak demand model ensures that a baseline number of stalls in geographically appropriate locations is available in the case that Downtown is very busy and full of visitors.

Traditionally, this survey has focused exclusively on weekdays during business hours. Weekdays at 10 am and 2pm are considered to be the overall peak demand for parking in a central business district as this is when most offices are open and shops, restaurants, coffee shops, and other retailers have normal business hours. However, this gives an incomplete picture of when and where parking use is highest as Janesville’s Downtown has a number of special events that create localized demand for parking outside of normal business hours. This year’s *Study* has expanded to include additional times during the week when high volumes of parking demand in different areas of the City might be expected. MPO Staff counted parking utilization on Friday evenings to capture the dinner and drinks crowd and Saturday mornings to capture attendees of the Janesville Farmer’s Market. Staff use occupancy surveys to identify the adequacy of parking based on location and type of parking. Throughout this *Study* staff compared 2023 data with the results from previous studies dating to 2017 but most comparisons are to 2019, which was the highest occupancy year of any studies since 2000. The City of Janesville has conducted downtown parking surveys on a biennial basis going back to the 1980s.

The *2023 Downtown Parking Study* evaluated parking occupancy for the second time since mask mandates ended, as well as amidst continued changes and activity in Janesville’s Downtown – such as the relocation of SHINE Technologies away from Downtown and ongoing reconstruction of E. Milwaukee Street. Road construction projects occurring during the study window resulted in the temporary closure of some parking stalls during the survey period.

As a note, this study does not attempt to establish the appropriate supply of parking given the current state of land uses and the requisite traffic and parking demand generated by those land uses. A consultant led study completed in 2013, was completed to identify the necessary parking supply in Downtown Janesville at that time based on existing land uses. That study supported efforts to replace a large surface parking lot over the Rock River with the Town Square. A copy of this study can be found at www.janesvillewi.gov/MPO under the “MPO Document Library”.

Defining Occupancy Standards

Based on numerous industry resources and consultant led parking studies completed in peer cities throughout the State of Wisconsin², a consensus about parking occupancy is that once an area approaches 85% occupancy it is perceived by drivers as effectively full. A driver seeking a parking spot may have to circle the block or drive further away from their destination to find an available spot. All the tables and figures that follow use this standard and color coding to demonstrate occupancy rates within the Downtown Parking Study Area. Table 1 shows the ranges of occupancy and a corresponding color. Those colors are used throughout this report to help visualize occupancy.

Table 1: Industry Occupancy Standards

	Low Occupancy	Less than 50%
	Moderate Occupancy	50% - 75%
	Optimal Occupancy	76% - 85%
	Effectively Full	86% - 90%
	Completely Full	91% - 100%

Parking Occupancy Methodology

This *2023 Downtown Parking Study* was implemented similarly to previous parking studies. Surveyors marked a stall as being occupied if a car was parked in the stall at the time of observation. These observations were recorded based on their location, stall type, and the day and time during which staff collected data. Surveyors collected data during the months of June and July. Data was collected on six weekdays during the *Study*, at 10:00 A.M. and 2:00 P.M. with one weekday count was collected during school hours while the Rock River Charter School was in session. Surveyors also collected data twice on Fridays at 6:00 P.M. and twice on Saturdays at 10:00 A.M. The data was aggregated in a spreadsheet and overall utilization was calculated by generating the average observed occupied stalls for each block, lot, type of parking, and sample type, and then dividing this number by the total number of stalls included in an inventory. The same calculation was used to determine occupancy rates for the East and West sides of the Rock River, specific parking lots, as well as for each type of parking (on-street, off-street, all-day, two-hour, reserved / leased, ADA accessible, and electric vehicle) and to compare current occupancy rates to historical rates.

The public parking inventory is maintained by City of Janesville GIS Staff and is updated regularly as the City makes changes to on-street or off-street parking. MPO Staff also completed a visual audit of all public parking stalls in Downtown to verify the inventory prior to calculating occupancy.

The Downtown Study Area consists of the Central Business District, an area comprised of 45 blocks (**Figure 1 and Figure 2**). The Study Area is bounded by Centerway and Prospect Avenue to the north; Wisconsin Street to the East; Academy Street to the West; and W. Court Street, McKinley Street, Van

² City of Eau Claire Comprehensive Parking Study Update – Nov 2020 (WGI Consultants); La Crosse Downtown Parking Study Update & Analysis of Expanded Areas – July 2020 (Rich & Associates)

Buren Street and St. Lawrence Avenue to the south. The series of tables and maps displayed in this report illustrate parking conditions by off-street lots, on-street parking stalls, and East and West sides of Downtown, delineated by the Rock River.

As occupancy is an average value and occupancy rate is presented in percentage form, some results are reported with decimal points. Rounding is used in the narrative of this study for simplified reporting.

With the removal of the Downtown Parking Plaza in 2017, this *Study* is the third to report occupancy and inventory by East and West side of the Rock River rather than by northwest, southwest, northeast, and southeast quadrant. The *2019 Downtown Parking Study* was the first study to report data by halves rather than quadrants. Findings for the East side of the Rock River include all on-street parking, off-street lots, and the Wall Street Parking Garage, while the West side of the River includes all on-street parking and off-street lots.

Parking Inventory in the Downtown Study Area

There are currently 2,004 available public parking stalls in the Downtown Study Area. Half of these stalls are on-street, 1001, and the other half are located off-street, 1003. On-street and off-street parking is available in either Two-Hour or All-Day durations in Downtown Janesville. Of the 2,004 stalls, 365 (18%) are Two-Hour, 1,530 (76%) are All Day, 66 (3%) are ADA accessible, 45 (2%) are reserved or leased, and two (0.1%) are designated for electric vehicle charging. Reserved and leased stalls are primarily located in the N Parker Drive Garage, North Main Street Lot, Town Square East, and the Dodge Street Lot and are available to private citizens and commercial businesses. **Table 2** outlines the parking inventory in Downtown Janesville from 2017 to 2023, subdivided by on street and off-street parking and further subdivided by the type of parking stall.

The Upper Courthouse Parking Ramp was converted to employee parking following reconstruction in 2019 resulting in a loss of 99 off-street parking stalls. The West Milwaukee Street Lot was permanently closed in 2018 for the construction of Janesville's first downtown hotel in recent history, Cobblestone Hotel & Suites. This resulted in a loss of 84 off-street parking stalls. In response, the third floor of the Wall Street Garage was opened in 2019, adding 64 off-street parking stalls to the downtown inventory. The Town Square East lot was opened after 2019, providing a total of 23 additional off-street parking stalls. The West Wall Street Lot was closed in 2023 due to the construction of a new commercial building. Parking stalls are added and removed from public lots and on streets, resulting in variations among overall inventories.

Table 2: Downtown Janesville Parking Inventory, 2017 – 2023*

	2017	2019	2021	2023	% of Total Stalls	Change 2019-23
Parking Inventory	2152	1963	2004	2004	100.0%	1.4%
On Street	862	976	1001	1001	50.0%	2.6%
Off Street	1290	987	1003	1003	50.0%	0.3%
East Side	995	969	994	994	49.9%	2.6%
N Parker Dr Ramp	185	249	249	249	12.5%	0.0%
West Side	972	745	761	761	38.0%	0.4%
<i>Two-Hour</i>	657	364	389	365	18.3%	-6.2%
<i>All Day</i>	1338	1487	1493	1517	76.2%	2.5%
<i>ADA Accessible</i>	70	62	66	66	3.3%	6.5%
<i>Reserved/Leased</i>	78	39	45	45	2.3%	15.4%
<i>Electric Vehicle</i>		2	2	2	0.1%	0.0%
<i>*Includes stalls temporarily closed for construction during the study period</i>						

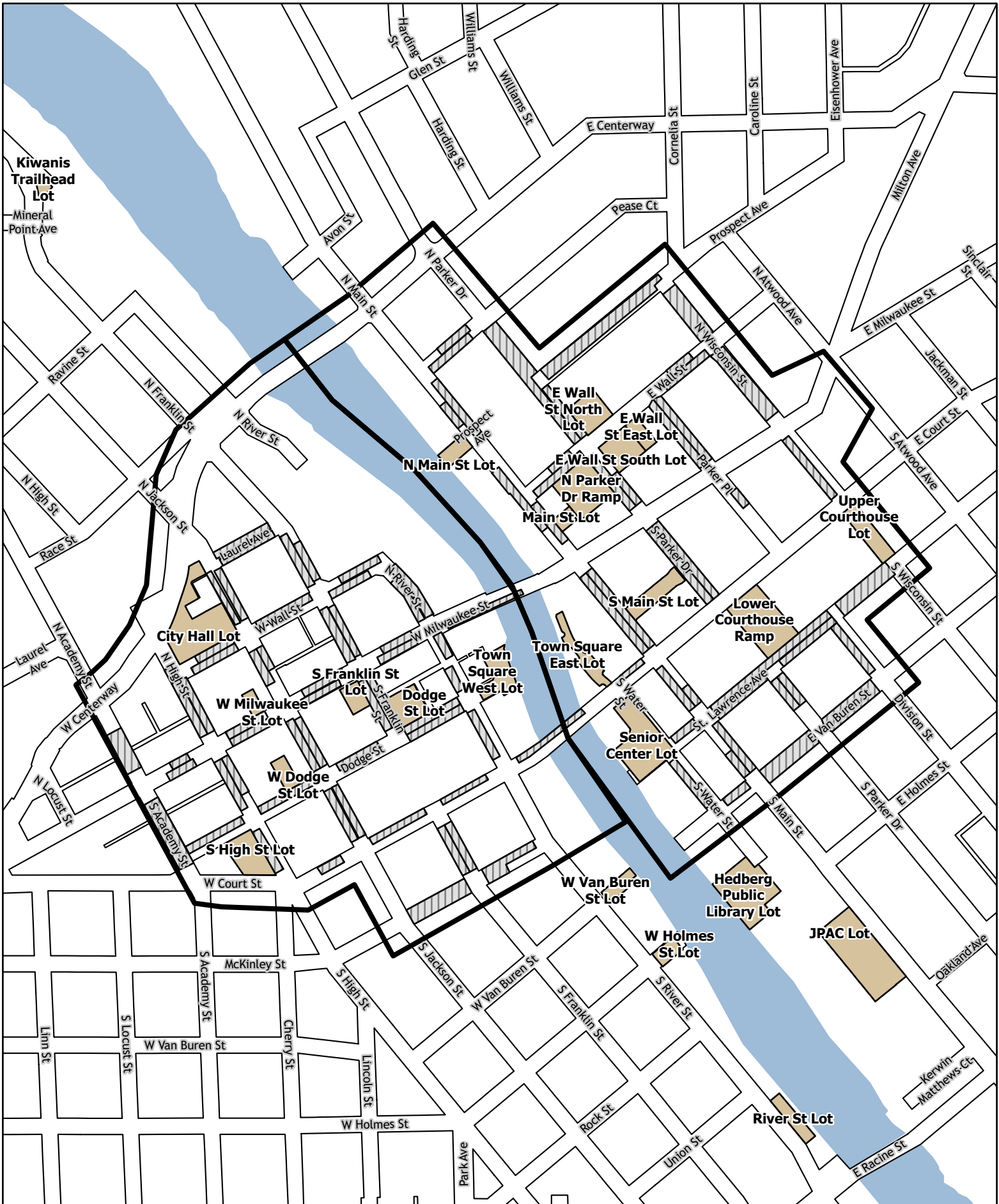


Figure 1: Downtown Parking Study Area

Study Area
 Street Parking
 Public Parking Lots

1:6,000

0 0.03 0.05 0.1 Miles



JANESVILLE AREA
Metropolitan Planning Organization



Figure 2: Downtown Parking by Stall Type

- | | | | | |
|------------|---------|-------------|--------------|----------------|
| Study Area | 2 Hours | Handicapped | Reserved | Street Parking |
| 15 Minutes | All-Day | Leased | Parking Lots | |

0 0.03 0.05 0.1 Miles



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Metropolitan Planning
Organization

11/28/2023; D. Salmon, Planning Division
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1. Parking Occupancy Study Results

Summary of Overall Parking Occupancy

Counts of parking occupancy were taken ten times during weekdays at 10am and 2pm, Friday nights at 6pm, and Saturday mornings during farmer’s markets at 10am. These counts were intended to capture a diverse range of parking situations that Janesville’s Downtown typically experiences.

The occupancy rate across all observations was 30% for the whole of the Downtown Study Area, with 28% of on-street parking occupied by a vehicle, and 31% of off-street parking occupied. These are considered low occupancy rates (less than 50% of all stalls occupied). 36% of parking stalls on the West Side of the study area were occupied during the study, compared to 26% of east side stalls including 27% occupancy within the parking garage on N Parker Dr/E Wall St. 65% of 2-hour off-street parking stalls on the East Side of Downtown were moderately occupied during observations. Most other types of parking stall type were observed to have low occupancy.

Table 3 shows overall parking rates across study years since 2017. When comparing this data, overall occupancy has decreased by 46.9% since a peak in 2019, to 30% occupancy across all types of parking within the study area. Overall occupancy rates are in the low occupancy category with ample amounts of parking stalls available across all observed times, parking types, and parking lots.

Table 3: Overall Downtown Parking Occupancy Rates, (2017 – 2023*)

	2017	2019	2021*	2023*	Change 2019-2023
Parking Inventory	2152	1963	2004	2004	2.1%
<i>On-Street</i>	862	976	1001	1001	2.6%
<i>Off-Street</i>	1290	987	1003	1003	1.36%
Total Occupancy	886.5	1103.3	699.5	585.8	-46.9%
Overall Occupancy Rate	41.2%	56.2%	34.9%	29.2%	
<i>*Includes on-street stalls temporarily closed due to street reconstruction</i>					

Table 4 shows overall parking occupancy by side of Downtown across study years since 2017. The average occupancy on the East side of Downtown was 26%, while the average occupancy on the West side of Downtown was 36%. Both sides of the Rock River show a decrease in overall occupancy rates from 2019.

- The East side of Downtown experienced a 53.5% decrease in occupied stalls in 2023 compared to 2019. This occurred alongside a moderate increase of 25 parking stalls in 2021.

- The Parker Ramp experienced a 52.6% decrease in occupied stalls in 2023 compared to 2019.
- The West side of Downtown experienced a 36.2% decrease in occupied stalls in 2023 compared to 2019. This occurred despite a 2.1% increase in the available parking stalls on the West side of Downtown.

The occupancy rate decreases indicate that the ability to draw visitors and employees to the Downtown Business District has undergone substantial changes since the Covid-19 pandemic. Since 2021, SHINE Technologies partially relocated away from Downtown, moving on the order of 80 jobs to other parts of Janesville. There are also vacancies in several previously occupied office buildings and beyond the City of Janesville staff, including the Janesville Police Department, there are no other large employers in Downtown Janesville. Despite this, there are still a rich number of restaurants, coffee shops, bars, service providers, and retailers that are drawing people Downtown for entertainment and shopping.

Table 4: Overall Parking Occupancy by Side of Downtown (2017 – 2023*)

	2017	2019	2021*	2023*	Change 2019-23
East Side Occupancy	384.5	549.8	279.0	255.6	-53.5%
East Side Inventory	995.0	969.0	994.0	994.0	2.6%
East Side Occupancy Rate	39%	57%	28%	26%	
Parker Ramp Occupancy	114.8	139.3	95.0	66.0	-52.6%
Parker Ramp Inventory	185.0	249.0	249.0	249.0	0.0%
Parker Ramp Occupancy Rate	62%	56%	38%	27%	
West Side Occupancy	387.3	414.3	325.5	264.2	-36.2%
West Side Inventory	972.0	745.0	761.0	761.0	2.1%
West Side Occupancy Rate	40%	56%	43%	35%	
<i>*Includes on-street stalls temporarily closed due to street reconstruction</i>					

Table 5 shows off-street parking trends across study years since 2017. There is a downward trend in the utilization of off-street parking stalls, particularly when compared to 2019. This occurring, despite a general decrease in the total amount of off-street parking stalls since 2017 with the removal of a large surface parking lot over the Rock River between Milwaukee St and Court St.

Table 5: Overall Off-street Parking Trends (2017-2023)

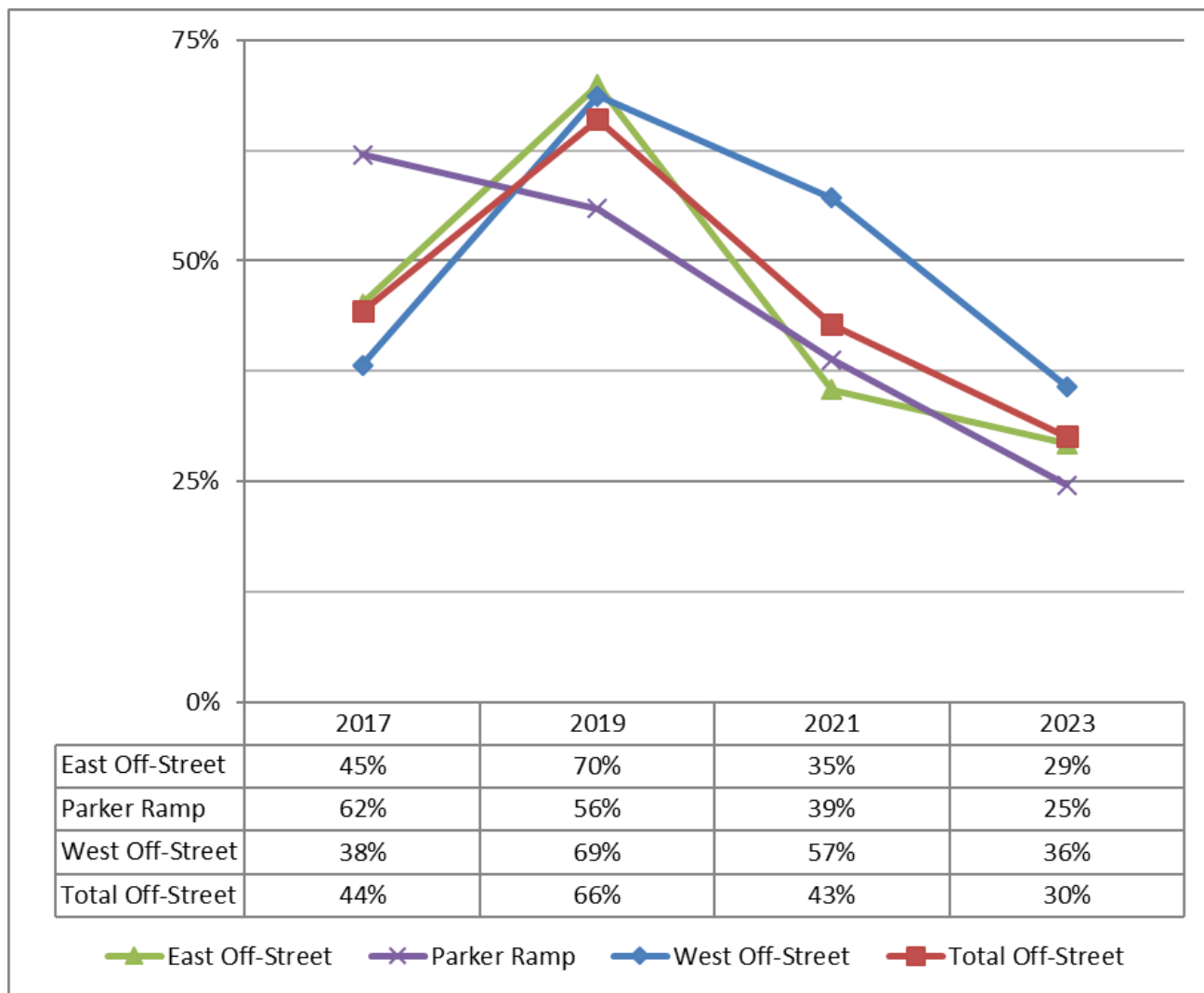


Table 6 shows on-street parking trends across study years since 2017. There is a downward trend in the utilization of on-street parking stalls, particularly when compared to 2019. However, on-street parking rates remain stable compared with 2021.

Table 6: Overall On-street Parking Trends (2017-2023)



Summary of Weekday Parking Occupancy

Counts of parking occupancy were taken six times during weekdays at 10am and 2pm during June and July. These counts were intended to capture what the industry understands to be “peak demand” for parking in a Downtown Business District. The reason this is considered “peak demand” is there is likely to be the highest number of businesses open during normal weekday hours, the highest number of employees present across both office, manufacturing, and retail/service industries, and the school day is in session so there will be the highest number of school employees utilizing public parking stalls.

The occupancy rate across all six weekday counts was 32% for the whole of the Downtown Study Area across. 28% of on-street parking was occupied by a vehicle, and 36% of off-street parking was occupied. These are considered low occupancy (less than 50% of all stalls occupied). 38% of parking stalls on the West Side of the study area were occupied during weekdays, compared to 27% of east side stalls. The N Parker Dr Ramp was 29% occupied. Table 3 and 4 show a summary of the data and Figure 3 shows a map of occupancy rates.

Several city blocks with on-street parking were observed at having higher than low occupancy (greater than 50% of all stalls occupied). Those blocks include³: See Appendix A for Heatmaps and Detailed Tables)

Completely Full (91-100% of all stalls occupied):

- **10-30 W Milwaukee St** (2-hour parking)

Effectively Full (86%-90% of all stalls occupied)

- **200 N Main St** (2-hour parking; West Side)

Optimal Occupancy (76%-85% of all stalls occupied)

- **10 S Main St** (2-hour parking; East Side)
- **100 E Wall St** (2-hour parking; North Side)
- **10 S River St** (2-hour parking; East Side)
- **Laurel Ave** (All-day parking By JPD and River Flats; North Side)

Moderate Occupancy (50%-75% of all stalls occupied)

- **100 Dodge St** (All-day parking; North Side)
- **300 Dodge St** (All-day parking; North Side)
- **10 S Jackson St** (All-day parking; West Side)
- **10 S Jackson St** (All-day parking; East Side)
- **10 S High St** (All-day parking; West Side)
- **100 W Milwaukee St** (2-hour parking; North Side)
- **10 N Jackson St** (All-day parking; West Side)
- **300 W Wall St** (All-day parking; West Side)
- **300 W Wall St** (All-day parking; East Side)
- **100 N Franklin St** (All-day parking; West Side)
- **Laurel Ave** (All-day parking By JPD and River Flats; South Side)

³ Janesville’s Downtown does not line up directly with the Cardinal Signs (N, S, E, and W). Thus, if a street is designated N-S the sides of the block are indicated as either East or West of the Centerline. If a street is designated E-W the sides of the block are indicated as North or South of the Centerline.

- **100 S Main St** (All-day parking; East Side)
- **100 S Parker Dr** (All-day parking; East Side)
- **10 S Main St** (All-day parking; East Side)
- **100 N Main St** (2-hour parking; East Side)
- **100 N Main St** (2-hour parking; West Side)
- **10 N Main St** (2-hour parking; East Side)
- **200 N Main St** (2-hour parking and all-day parking; East Side)

Several Off-Street lots were observed to have **Moderate Occupancy** (between 50% and 75% of all stalls occupied). Those lots include:

- **Looking Glass Lot at 70% occupancy.** This lot is a 2-hour lot located next to Looking Glass on N Main St.
- **Town Square West at 63% occupancy.** This is a 2-hour lot located along the west bank of the Rock River.
- **Town Square East with 60% occupancy.** This is a 2-hour lot, with some leased/reserved spots, located along the east bank of the Rock River.
- **S Main St Lot at 52% occupancy.** This is an all-day lot, located across S Main St from the Olde Towne Mall.
- **City Hall Lot at 51% occupancy.** This is an all-day lot located across Jackson St from the street from City Hall and the Janesville Police Department.

Summary of Friday Night Parking Occupancy

Counts of parking occupancy were taken two times at 6pm on Fridays during June and July. These counts were intended to capture a relative peak for entertainment visitors grabbing dinner or early evening drinks on a Friday Night in Downtown Janesville. While there was expected to be less overall parking, it was known by MPO Staff that some areas of Downtown were busy during this time.

The occupancy rate across both counts was 23% for the whole of the Downtown Study Area, with 21% of on-street parking occupied by a vehicle, and 26% of off-street parking occupied. These are considered low occupancy (less than 50% of all stalls occupied). 22% of parking stalls on the West Side of the study area were occupied on Friday Night, compared to 20% of east side stalls. The N Parker Dr Ramp was 43% occupied. Table 3 and 4 show a summary of the data and Figure 3 shows a map of occupancy rates.

Several city blocks with on-street parking were observed at having higher than low occupancy (greater than 50% of all stalls occupied). Those blocks include⁴: (See Appendix A for Heatmaps and Detailed Tables)

Completely Full (91-100% of all stalls occupied):

- **10 S Main St** (2-hour Parking; East Side)

⁴ Janesville's Downtown does not line up directly with the Cardinal Signs. Thus, if a street is designated N-S the sides of the block are indicated as either East or West of the Centerline. If a street is designated E-W the sides of the block are indicated as North of South of the Centerline.

- **10 N Main St** (2-hour Parking; East Side)
- **100 E Wall St** (2-hour Parking; North Side)

Optimal Occupancy (76%-85% of all stalls occupied)

- **10 S Main St** (2-hour parking; West Side)
- **100 E Wall St** (2-hour parking; South Side)
- **50 S Main St** (2-hour parking; West Side)
- **100 N Franklin St** (2-hour parking; East Side)

Moderate Occupancy (50%-75% of all stalls occupied)

- **200 W Milwaukee St** (2-hour Parking; North Side)
- **100 N Jackson St** (All-day parking; West Side)
- **100 N Franklin St** (2-hour parking; West Side)
- **Laurel Ave** (All-day parking; North Side)
- **10 S High St** (All-day parking; West Side)
- **400 Dodge St** (All-day parking; North Side)
- **100 S Main St** (All-day parking; East Side)
- **100 N Main St** (2-hour Parking; West Side)
- **200 N Main St** (2-hour parking; West Side)
- **200 N Main St** (2-hour parking and All-day parking; East Side)
- **10 N Parker Dr** (2-hour parking; West Side)

Several Off-Street lots were observed to have **Moderate Occupancy** (between 50% and 75% of all stalls occupied). Those lots include:

- **Looking Glass Lot at 70% occupancy.** This lot is a 2-hour lot located next to Looking Glass on N Main St
- **S High St lot at 51% occupancy.** This lot is an all-day lot located near ECHO and W Court St.

Summary of Farmer's Market Day Parking Occupancy

Counts of parking occupancy were taken two times Saturday's at 10am on Saturday's during the Farmer's in June and July. These counts were intended to capture a relative peak for downtown visitors and retail shoppers during a major event. While there was expected to be less overall parking, it was known by MPO Staff that some areas of Downtown were busy during this time.

The occupancy rate across both counts was 30% for the whole of the Downtown Study Area, with 36% of on-street parking occupied by a vehicle, and 24% of off-street parking occupied. These are considered low occupancy (less than 50% of all stalls occupied). 40% of parking stalls on the West Side of the study area were occupied on Farmer's Market Days, compared to 28% of east side stalls. The N Parker Dr Ramp was 11% occupied. Table 3 and 4 show a summary of the data and Figure 3 shows a map of occupancy rates.

Many city blocks with on-street parking were observed at having higher than low occupancy (greater than 50% of all stalls occupied). Those blocks include⁵: (See Appendix A for Heatmaps and Detailed Tables)

Completely Full (91-100% of all stalls occupied):

- **200 N Main St** (2-hour Parking; West Side)
- **100 E Wall St** (2-hour Parking; North Side)
- **10 N Main St** (2-hour Parking; East Side)
- **50 S Main St** (2-hour Parking; East Side)
- **100 S Main St** (2-hour Parking; West Side)
- **100 N River St** (All-day parking; East Side)
- **100 W Milwaukee St** (2-hour Parking; South Side)
- **100 W Court St** (All-day parking; North Side)
- **200 W Court St** (All-day parking; North Side)
- **10 S Franklin St** (All-day parking; West Side)

Effectively Full (86%-90% of all stalls occupied)

- **10 S Main St** (2-hour Parking; East Side)
- **100 N River St** (All-day parking; West Side)
- **200 Dodge St** (All-day parking; North Side)

Optimal Occupancy (76%-85% of all stalls occupied)

- **200 N Main St** (2-hour parking; East side)
- **100 N Main St** (2-hour parking; West Side)
- **10 S Main St** (2-hour parking; East Side)
- **50 S Main St** (2-hour parking; West Side)
- **10-30 W Milwaukee St** (2-hour parking; South Side)
- **10 S Franklin St** (2-hour parking; East Side)
- **10 S Franklin St** (2-hour parking; West Side)
- **50 S Jackson St** (All-day parking; East Side)

Moderate Occupancy (between 50% and 75% of all stalls occupied)

- **100 S Main St** (All-day parking; East Side)
- **100 E Wall St** (2-hour parking; South Side)
- **100 Pease Ct** (All-day parking; North Side)
- **100 Pease Ct** (All-day parking; South Side)
- **10 W Court St** (2-hour parking; North Side)
- **10 S Franklin St** (All-day parking; East Side)
- **100 Dodge St** (All-day parking; North Side)
- **100 Dodge St** (All-day parking; South Side)
- **10 S Jackson St** (All-day parking; East Side)

⁵ Janesville's Downtown does not line up directly with the Cardinal Signs. Thus, if a street is designated N-S the sides of the block are indicated as either East or West of the Centerline. If a street is designated E-W the sides of the block are indicated as North of South of the Centerline.

- 200 W Milwaukee St (2-hour parking; South Side)
- 400 W Milwaukee St (2-hour parking; South Side)
- 100 N Franklin St (2-hour parking; West Side)

Several Off-Street lots were observed to have **Moderate Occupancy** (between 50% and 75% of all stalls occupied). Those lots include:

- **Looking Glass Lot at 53% occupancy.** This lot is a 2-hour lot located next to Looking Glass on N Main St
- **N Main St lot at 52% occupancy.** This is a 2-hour lot located next to Bodacious Shops and United Way of Rock County.
- **S Main St Lot at 52% occupancy.** This is an all-day lot, located across S Main St from the Olde Towne Mall.
- **Dodge St Lot at 51% occupancy.** This is an all-day lot, located across Dodge St from the YMCA of Rock County.

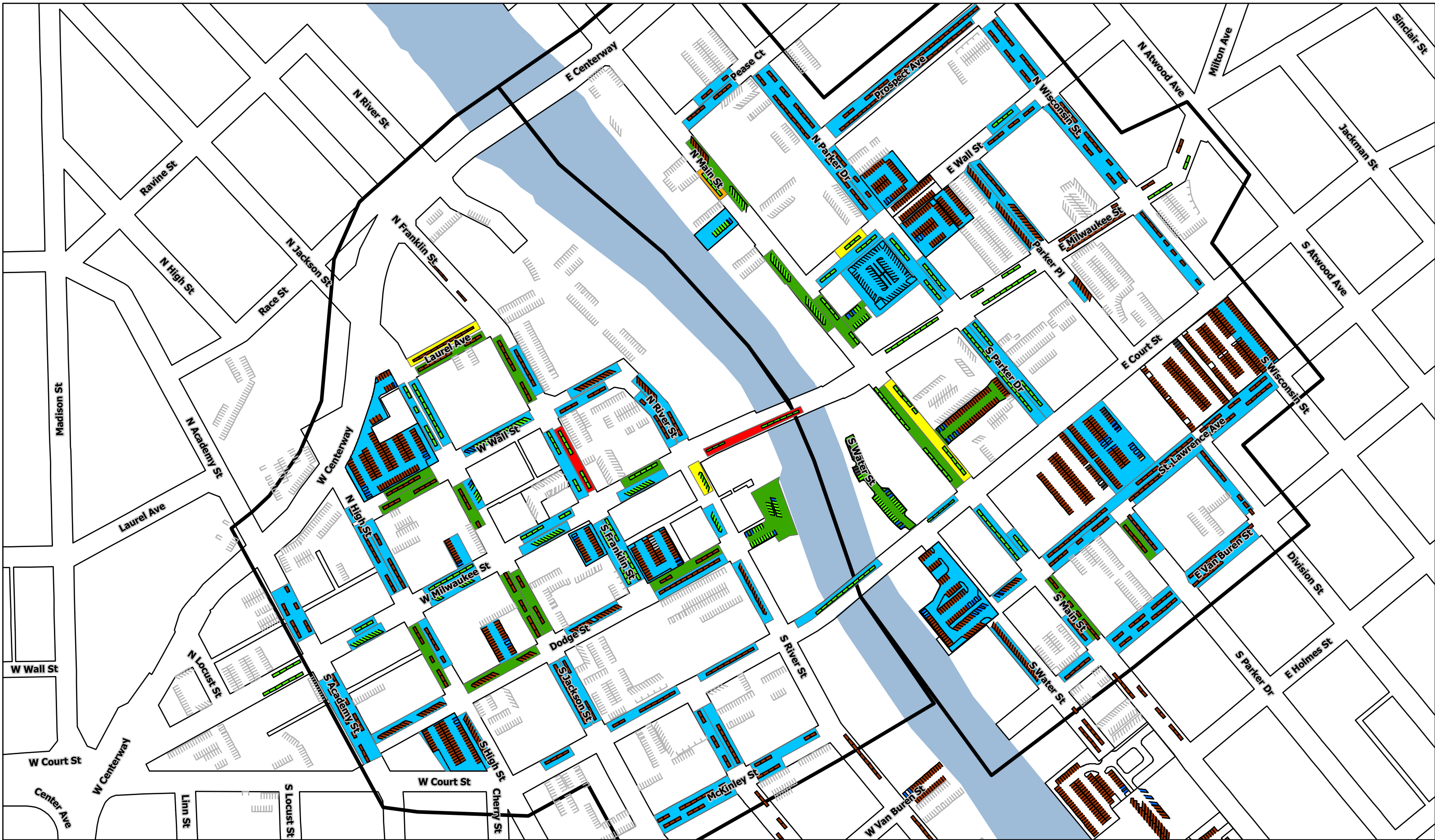


Figure 4: Public Parking Occupancy During Weekdays

- | | | | | | |
|---------------|--------------------|------------------|------------|-------------|----------|
| Study Area | Moderate Occupancy | Effectively Full | 15 Minutes | All-Day | Leased |
| Low Occupancy | Optimal Occupancy | Completely Full | 2 Hours | Handicapped | Reserved |

0 0.03 0.05 0.1 Miles



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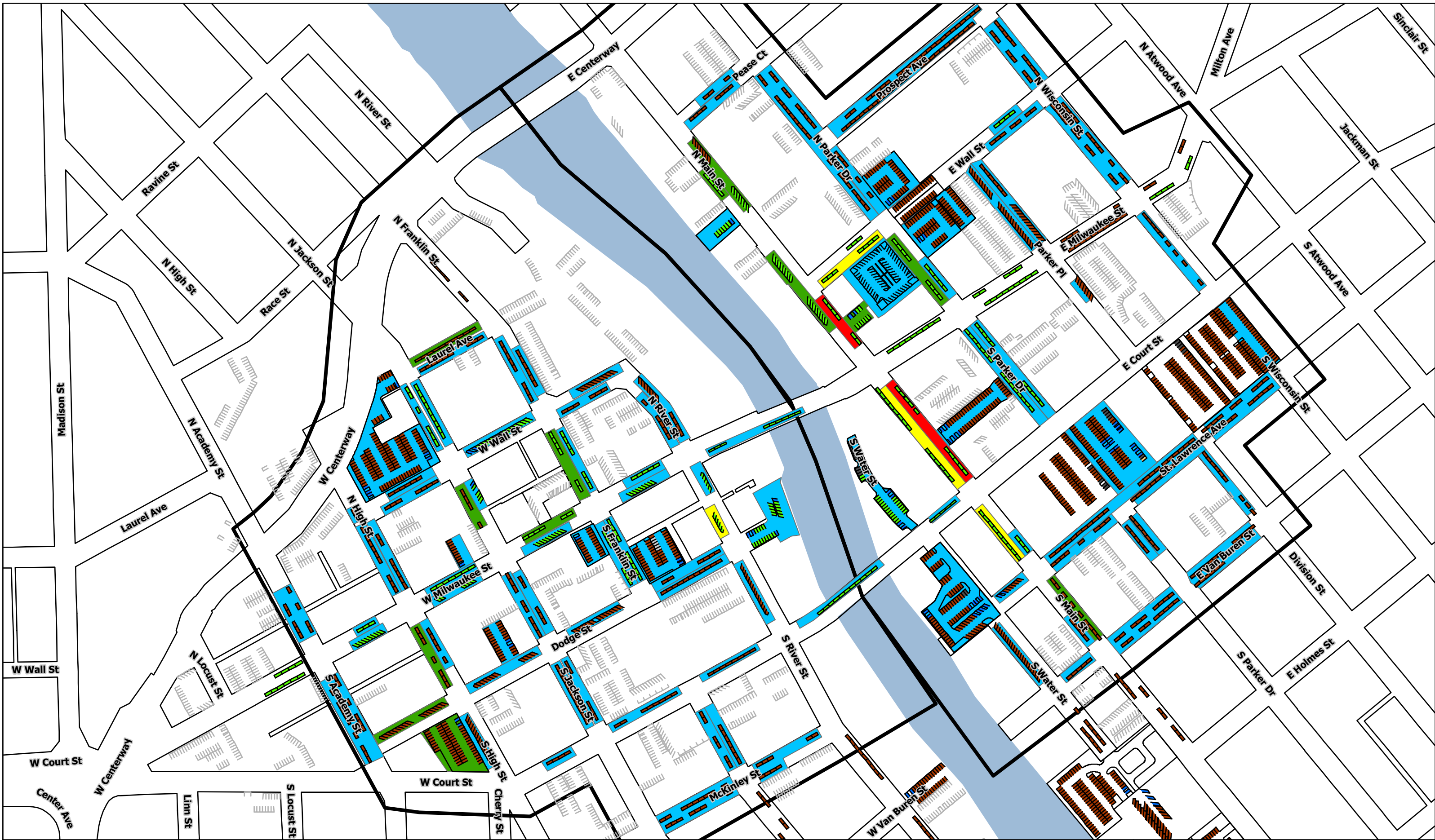
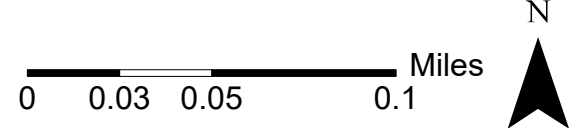


Figure 5: Public Parking Occupancy During Friday Nights

- Study Area
- Moderate Occupancy
- Effectively Full
- 15 Minutes
- All-Day
- Leased
- Low Occupancy
- Optimal Occupancy
- Completely Full
- 2 Hours
- Handicapped
- Reserved



JANESVILLE AREA
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11/28/2023; D. Salmon, Planning Division
 Y:\Projects\MPO\Parking Studies\Downtown Parking Study - 2023\Downtown Parking Study - 2023.aprx

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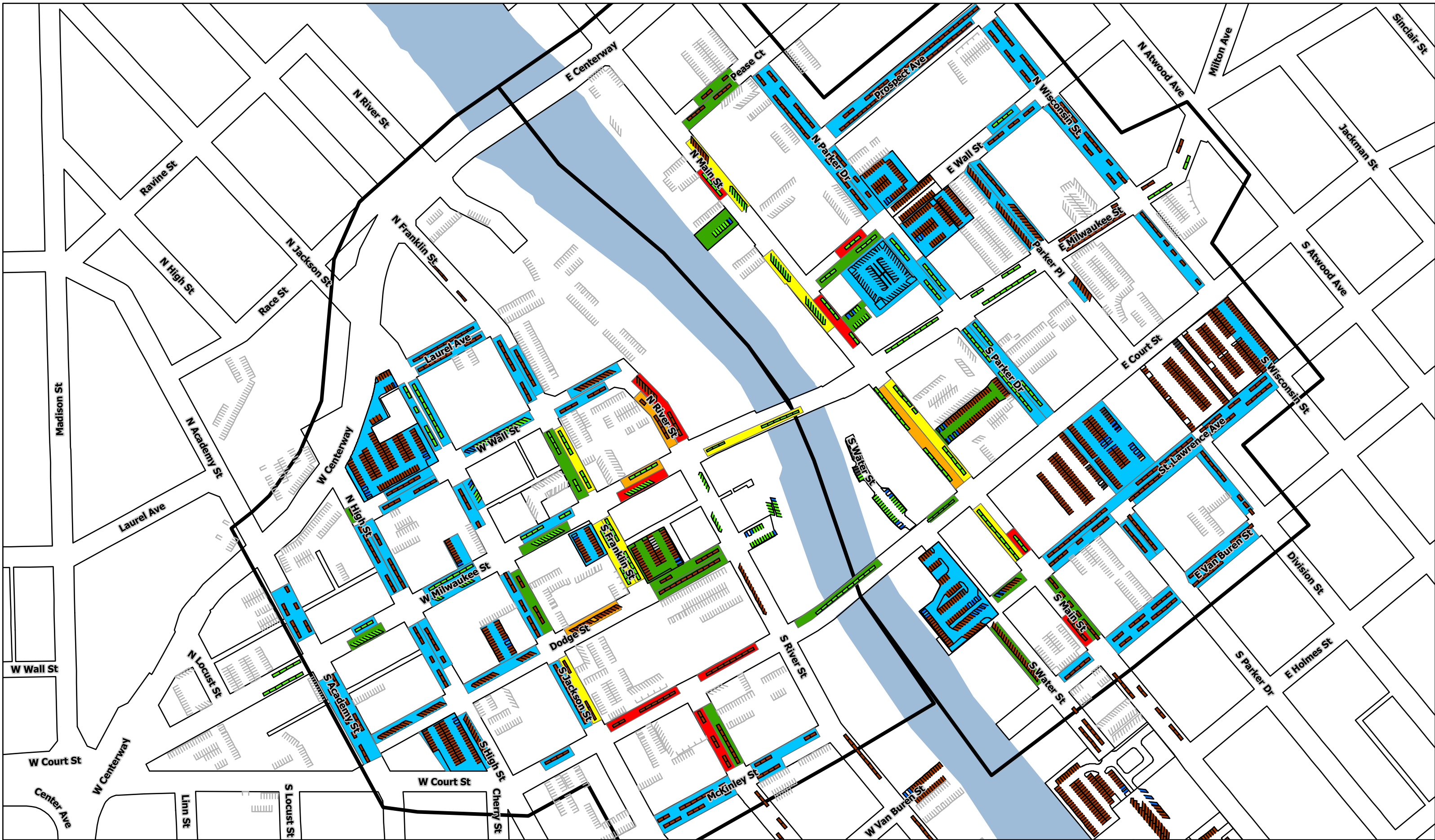
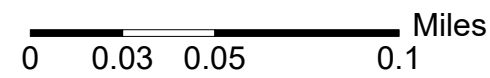


Figure 6: Public Parking Occupancy During the Farmer's Market

- | | | | | | |
|---------------|--------------------|------------------|------------|-------------|----------|
| Study Area | Moderate Occupancy | Effectively Full | 15 Minutes | All-Day | Leased |
| Low Occupancy | Optimal Occupancy | Completely Full | 2 Hours | Handicapped | Reserved |



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11/28/2023; D. Salmon, Planning Division
 Y:\Projects\MPO\Parking Studies\Downtown Parking Study - 2023\Downtown Parking Study - 2023.aprx

Table 7: Overall Parking Inventory and Occupancy by Type of Parking

Parking by Type and Side of Downtown																	
All Samples - Weekdays, Friday Nights, Saturday Morning Farmer's Market																	
Sample Size - 10 Counts																	
	Duration	East Side				West Side				Parker/Wall Ramp				Total			
Off-Street Parking	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	2 Hour	35	8%	22.6	65%	37	12%	12.4	34%					72	7%	35	49%
	All Day	365	81%	99.0	27%	241	79%	91.7	38%	224	90%	65.2	29%	830	83%	256	31%
	ADA Accessible	36	8%	7.2	20%	17	6%	1.5	9%	8	3%	1.0	13%	61	6%	10	16%
	Leased/Reserved	14	3%	2.9	21%	9	3%	3.2	36%	6	2%	1.0	17%	29	3%	7	24%
	Motorycle									9	4%	0.0		9	1%	-	0%
	Electric Vehicle									2	1%	0.8	39%	2	0.2%	1	39%
			Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied
Totals		450	45%	131.70	29%	304	30%	108.80	36%	249	25%	68.00	27%	1,003	100	308.5	31%
	Duration	East Side				West Side				Parker/Wall Ramp				Total			
On-Street Parking	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	2 Hour	144	26%	62.4	43%	149	33%	55.1	37%					293	29%	118	40%
	All Day	398	73%	61.2	15%	302	66%	98.5	33%					700	70%	160	23%
	ADA Accessible	2	0%	0.3	15%	3	1%	0.2	7%					5	0.5%	1	10%
	Leased/Reserved					3	1%	1.6	53%					3	0.3%	2	53%
		Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ					Inventory	% Inv	Occupied	% Occ
Totals		544.0	54%	124	23%	457.0	46%	155	34%					1,001	100%	279	28%
	Duration	East Side				West Side				Parker/Wall Ramp				Total			
TOTAL Parking	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	2 Hour	179	18%	85	47%	186	24%	68	36%	0	0%	0.0	0%	365	18%	153	42%
	All Day	763	77%	160	21%	543	71%	190	35%	224	90%	65.2	29%	1,530	76%	416	27%
	ADA Accessible	38	4%	8	20%	20	3%	2	9%	8	3%	1.0	13%	66	3%	10	15%
	Leased/Reserved	14	1%	3	21%	12	2%	5	40%	6	2%	1.0	17%	32	2%	9	27%
	Motorycle									9	4%	0.0	0%	9	0%	-	0%
	Electric Vehicle									2	1%	0.8	39%	2	0%	1	39%
		Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
Totals		994	50%	255.60	26%	761	37.97	264.20	35%	249	12%	68.00	27%	2,004	100	587.8	29%

Table 8: Overall Off-Street Parking Inventory and Occupancy by Lot and Type of Parking

Off-Street Parking Inventory and Occupancy by Lot and Type of Parking																									
Overall - Weekdays, Friday Nights, Farmer's Market Days (Saturday AM)																									
Sample Size - 10 Counts																									
	Lot Name	2 Hours			All Day			ADA Accessible			Leased/Reserved			Motorcycle			Electric Vehicle			Total			Lot Name		
		Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.			
East Side	N Parker Dr Ramp				224	65.2	29%	8	1	13%	6	1	17%	9	0	0%	2	0.8	39%	249	68	27%	N Parker Dr Ramp		
	N Main St Lot	6	3.5	58%				1	0	0%										7	3.5	50%	N Main St Lot		
	Looking Glass Lot	8	6.3	79%				2	0.9	45%										10	7.2	72%	Looking Glass Lot		
	E Wall St Lot - South and East				81	28.2	35%	2	0.3	15%										83	28.5	34%	E Wall St Lot - South and East		
	E Wall St Lot - North				55	10.8	20%	2	0.1	5%										57	10.9	19%	E Wall St Lot - North		
	Upper Courthouse Lot				53	0	0%													53	0	0%	Upper Courthouse Lot		
	Lower Courthouse Ramp				61	13.7	22%	12	1.4	12%	6	0.4	7%							79	15.5	20%	Lower Courthouse Ramp		
	Senior Center Lot				69	20.5	30%	8	1.8	23%	2	0.1	5%							79	22.4	28%	Senior Center Lot		
	S Main St Lot				46	25.8	56%	5	2	40%										51	27.8	55%	S Main St Lot		
	Town Square East	21	12.8	61%				4	0.7	18%	6	2.4	40%							31	15.9	51%	Town Square East		
West Side	City Hall Lot	6	0	0%	106	40	38%	6	0.2	3%	1	0.7	70%							119	40.9	34%	City Hall Lot		
	W Milwaukee St Lot				9	2.5	28%	1	0	0%										10	2.5	25%	W Milwaukee St Lot		
	S High St Lot				55	20.9	38%	2	0	0%										57	20.9	37%	S High St Lot		
	Dodge St Lot				37	17	46%	2	0.6	30%	8	2.5	31%							47	20.1	43%	Dodge St Lot		
	W Dodge St Lot				23	5.8	25%	2	0	0%										25	5.8	23%	W Dodge St Lot		
	S Franklin St Lot	9	0	0%	11	5.5	50%	1	0.2	20%										21	5.7	27%	S Franklin St Lot		
	Town Square West	22	12.4	56%				3	0.5	17%										25	12.9	52%	Town Square West		
	TOTAL																								
		72	35	49%	830	255.9	31%	61	9.7	16%	29	7.1	24%	9	0	0%	2	0.8	39%	1003	308.5	31%			

Table 9: Weekday Parking Inventory and Occupancy by Type of Parking

Parking Inventory and Occupancy by Type of Parking																	
Weekdays (Monday - Friday; 10am and 2pm)																	
Sample Size - 6 Counts																	
	Duration	East Side				West Side				Parker/Wall Ramp				Total			
Off-Street Parking	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	2 Hour	35	8%	25.2	72%	37	12%	15.5	42%					72	7%	41	56%
	All Day	365	81%	111.0	30%	241	79%	112.5	47%	224	90%	67.8	30%	830	83%	291	35%
	ADA Accessible	36	8%	7.8	22%	17	6%	0.8	5%	8	3%	0.8	10%	61	6%	9	16%
	Leased/Reserved	14	3%	3.0	21%	9	3%	3.5	39%	6	2%	0.4	7%	29	3%	7	24%
	Motorcycle									9	4%	0.0	0%	9	1%	-	0%
	Electric Vehicle									2	1%	1.2	60%	2	0.2%	1	60%
	Duration	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	Totals	450	45%	147.00	33%	304	30%	132.33	44%	249	25%	70.20	28%	1,003	100	349.5	35%
On-Street Parking	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ					Inventory	% Inv	Occupied	% Occ
	2 Hour	144	26%	57.5	40%	149	33%	55.0	37%					293	29%	113	38%
	All Day	398	73%	64.5	16%	302	66%	97.0	32%					700	70%	162	23%
	ADA Accessible	2	0%	0.3	17%	3	1%	0.3	11%					5	0.5%	1	13%
	Leased/Reserved					3	1%	2.0	67%					3	0.3%	2	67%
	Duration	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ					Inventory	% Inv	Occupied	% Occ
	Totals	544.0	54%	122	22%	457.0	46%	154	34%					1,001	100%	277	28%
TOTAL Parking	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	2 Hour	179	18%	83	46%	186	24%	71	38%	0	0%	0.0	0%	365	18%	153	42%
	All Day	763	77%	176	23%	543	71%	210	39%	224	90%	67.8	30%	1,530	76%	453	30%
	ADA Accessible	38	4%	8	21%	20	3%	1	6%	8	3%	0.8	10%	66	3%	10	15%
	Leased/Reserved	14	1%	3	21%	12	2%	6	46%	6	2%	0.4	7%	32	2%	9	28%
	Motorcycle									9	4%	0.0	0%	9	0%	-	0%
	Electric Vehicle									2	1%	1.2	60%	2	0%	1	60%
	Duration	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	Totals	994	50%	269.33	27%	761	37.97	286.67	38%	249	12%	70.20	28%	2,004	100	626.2	31%

Table 10: Weekday Off-Street Parking Inventory and Occupancy by Lot and Type of Parking

Off-Street Parking Inventory and Occupancy by Lot and Type of Parking																							
Weekdays (Monday - Friday AM; 10am and 2pm)																							
Sample Size - 6 Counts																							
	Lot Name	2 Hours			All Day			ADA Accessible			Leased/Reserved			Motorcycle			Electric Vehicle			Total			Lot Name
		Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	
East Side	N Parker Dr Ramp				224	67.8	30%	8	0.8	10%	6	0.4	7%	9	0	0%	2	1.2	60%	249	70.2	28%	N Parker Dr Ramp
	N Main St Lot	6	3.3	56%				1	0.0	0%										7	3.3	48%	N Main St Lot
	Looking Glass Lot	8	6.2	77%				2	0.8	42%										10	7.0	70%	Looking Glass Lot
	E Wall St Lot - South and East				81	31.0	38%	2	0.2	8%										83	31.2	38%	E Wall St Lot - South and East
	E Wall St Lot - North				55	15.0	27%	2	0.2	8%										57	15.2	27%	E Wall St Lot - North
	Upper Courthouse Lot				53	0.0	0%													53	0.0	0%	Upper Courthouse Lot
	Lower Courthouse Ramp				61	22.8	37%	12	2.3	19%	6	0.7	11%							79	25.8	33%	Lower Courthouse Ramp
	Senior Center Lot				69	17.7	26%	8	2.0	25%	2	0.0	0%							79	19.7	25%	Senior Center Lot
	S Main St Lot				46	24.5	53%	5	1.8	37%										51	26.3	52%	S Main St Lot
	Town Square East	21	15.7	75%				4	0.5	13%	6	2.3	39%							31	18.5	60%	Town Square East
West Side	City Hall Lot	6	0.0	0%	106	60.0	57%	6	0.2	3%	1	1.0	100%							119	61.2	51%	City Hall Lot
	W Milwaukee St Lot				9	3.5	39%	1	0.0	0%										10	3.5	35%	W Milwaukee St Lot
	S High St Lot				55	20.7	38%	2	0.0	0%										57	20.7	36%	S High St Lot
	Dodge St Lot				37	16.3	44%	2	0.3	17%	8	2.5	31%							47	19.2	41%	Dodge St Lot
	W Dodge St Lot				23	9.5	41%	2	0.0	0%										25	9.5	38%	W Dodge St Lot
	S Franklin St Lot	9	0.0	0%	11	2.5	23%	1	0.0	0%										21	2.5	12%	S Franklin St Lot
	Town Square West	22	15.5	70%				3	0.3	11%										25	15.8	63%	Town Square West
	TOTAL				830	291.3	35%	61	9.5	16%	29	6.9	24%	9	0		2	1.2	60%	1003	349.5	35%	

Table 11: Friday Night Parking Inventory and Occupancy by Type of Parking

Parking by Type and Side of Downtown																		
Friday Night (6pm)																		
Sample Size - 2 Counts																		
	Duration	East Side				West Side				Parker/Wall Ramp				Total				
Off-Street Parking	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	
	2 Hour	35	8%	14.5	41%	37	12%	4.5	12%					72	7%	19	26%	
	All Day	365	81%	72.0	20%	241	79%	55.5	23%	224	90%	99.5	44%	830	83%	227	27%	
	ADA Accessible	36	8%	3.0	8%	17	6%	0.5	3%	8	3%	1.5	19%	61	6%	5	8%	
	Leased/Reserved	14	3%	2.0	14%	9	3%	0.5	6%	6	2%	2.0	33%	29	3%	5	16%	
	Motorcycle									9	4%	0.0	0%	9	1%	-	0%	
	Electric Vehicle									2	1%	0.5	25%	2	0.2%	1	25%	
			Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	Totals	450	45%	91.50	20%	304	30%	61.00	20%	249	25%	103.50	42%	1,003	100	256.0	26%	
On-Street Parking	Duration	East Side				West Side				Parker/Wall Ramp				Total				
	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	
	2 Hour	144	26%	73.0	51%	149	33%	36.5	24%					293	29%	110	37%	
	All Day	398	73%	30.5	8%	302	66%	64.0	21%					700	70%	95	14%	
	ADA Accessible	2	0%	0.0	0%	3	1%	0.0	0%					5	0.5%	-	0%	
	Leased/Reserved					3	1%	2.0	67%					3	0.3%	2	67%	
			Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ					Inventory	% Inv	Occupied	% Occ
		Totals	544.0	54%	104	19%	457.0	46%	103	22%					1,001	100%	206	21%
TOTAL Parking	Duration	East Side				West Side				Parker/Wall Ramp				Total				
	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	
	2 Hour	179	18%	88	49%	186	24%	41	22%	0	0%	0.0	0%	365	18%	129	35%	
	All Day	763	77%	103	13%	543	71%	120	22%	224	90%	99.5	44%	1,530	76%	322	21%	
	ADA Accessible	38	4%	3	8%	20	3%	1	3%	8	3%	1.5	19%	66	3%	5	8%	
	Leased/Reserved	14	1%	2	14%	12	2%	3	21%	6	2%	2.0	33%	32	2%	7	20%	
	Motorcycle									9	4%	0.0	0%	9	0%	-	0%	
	Electric Vehicle									2	1%	0.5	25%	2	0%	1	25%	
		Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	
	Totals	994	50%	195.00	20%	761	37.97	163.50	21%	249	12%	103.50	42%	2,004	100	462.0	23%	

Table 12: Friday Night Off-Street Parking Inventory and Occupancy by Lot and Type of Parking

Off-Street Parking Inventory and Occupancy by Lot and Type of Parking																									
Friday Night (6pm)																									
Sample Size - 2 Counts																									
	Lot Name	2 Hours			All Day			ADA Accessible			Leased/Reserved			Motorcycle			Electric Vehicle			Total			Lot Name		
		Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.			
East Side	N Parker Dr Ramp				224	99.5	44%	8	1.5	19%	6	2.0	33%	9	0	0%	2	0.5	25%	249	103.5	42%	N Parker Dr Ramp		
	N Main St Lot	6	2.0	33%				1	0.0	0%										7	2.0	29%	N Main St Lot		
	Looking Glass Lot	8	6.0	75%				2	1.0	50%										10	7.0	70%	Looking Glass Lot		
	E Wall St Lot - South and East				81	39.0	48%	2	1.0	50%										83	40.0	48%	E Wall St Lot - South and East		
	E Wall St Lot - North				55	5.0	9%	2	0.0	0%										57	5.0	9%	E Wall St Lot - North		
	Upper Courthouse Lot				53	0.0	0%													53	0.0	0%	Upper Courthouse Lot		
	Lower Courthouse Ramp				61	0.0	0%	12	0.0	0%	6	0.0	0%							79	0.0	0%	Lower Courthouse Ramp		
	Senior Center Lot				69	9.0	13%	8	0.0	0%	2	0.0	0%							79	9.0	11%	Senior Center Lot		
	S Main St Lot				46	19.0	41%	5	1.0	20%										51	20.0	39%	S Main St Lot		
	Town Square East	21	6.5	31%				4	0.0	0%	6	2.0	33%							31	8.5	27%	Town Square East		
West Side	City Hall Lot	6	0.0	0%	106	11.0	10%	6	0.0	0%	1	0.0	0%							119	11.0	9%	City Hall Lot		
	W Milwaukee St Lot				9	1.0	11%	1	0.0	0%										10	1.0	10%	W Milwaukee St Lot		
	S High St Lot				55	29.0	53%	2	0.0	0%										57	29.0	51%	S High St Lot		
	Dodge St Lot				37	6.5	18%	2	0.0	0%	8	0.5	6%							47	7.0	15%	Dodge St Lot		
	W Dodge St Lot				23	0.0	0%	2	0.0	0%										25	0.0	0%	W Dodge St Lot		
	S Franklin St Lot	9	0.0	0%	11	8.0	73%	1	0.5	50%										21	8.5	40%	S Franklin St Lot		
	Town Square West	22	4.5	20%				3	0.0	0%										25	4.5	18%	Town Square West		
	TOTAL																								
		72	19.0	26%	830	227.0	27%	61	5.0	8%	29	4.5	16%	9	0	0%	2	0.5	25%	1003	256.0	26%			

Table 13 Farmer's Market Parking Inventory and Occupancy by Type of Parking

Parking by Type and Side of Downtown Farmer's Market Day (Saturday 10am) Sample Size - 2 Counts																	
	Duration	East Side				West Side				Parker/Wall Ramp				Total			
Off-Street Parking	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	2 Hour	35	8%	23.0	66%	37	12%	11.0	30%					72	7%	34	47%
	All Day	365	81%	90.0	25%	241	79%	65.5	27%	224	90%	24.5	11%	830	83%	180	22%
	ADA Accessible	36	8%	9.5	26%	17	6%	4.5	26%	8	3%	1.0	13%	61	6%	15	25%
	Leased/Reserved	14	3%	3.5	25%	9	3%	5.0	56%	6	2%	1.5	25%	29	3%	10	34%
	Motorcycle									9	4%	0.0	0%	9	1%	-	0%
	Electric Vehicle									2	1%	0.0	0%	2	0.2%	-	0%
	Totals		450	45%	126.00	28%	304	30%	86.00	28%	249	25%	27.00	11%	1,003	100	239.0
On-Street Parking	Duration	East Side				West Side				Parker/Wall Ramp				Total			
	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	2 Hour	144	26%	66.5	46%	149	33%	74.0	50%					293	29%	141	48%
	All Day	398	73%	82.0	21%	302	66%	137.5	46%					700	70%	220	31%
	ADA Accessible	2	0%	0.5	25%	3	1%	0.0	0%					5	0.5%	1	10%
Leased/Reserved					3	1%	0.0	0%					3	0.3%	-	0%	
Totals		544.0	54%	149	27%	457.0	46%	212	46%					1,001	100%	361	36%
TOTAL Parking	Duration	East Side				West Side				Parker/Wall Ramp				Total			
	Parking Type	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ	Inventory	% Inv	Occupied	% Occ
	2 Hour	179	18%	90	50%	186	24%	85	46%	0	0%	0.0	0%	365	18%	175	48%
	All Day	763	77%	172	23%	543	71%	203	37%	224	90%	24.5	11%	1,530	76%	400	26%
	ADA Accessible	38	4%	10	26%	20	3%	5	23%	8	3%	1.0	13%	66	3%	16	23%
	Leased/Reserved	14	1%	4	25%	12	2%	5	42%	6	2%	1.5	25%	32	2%	10	31%
	Motorcycle									9	4%	0.0	0%	9	1%	-	0%
Electric Vehicle									2	1%	0.0	0%	2	0%	-	0%	
Totals		994	50%	275.00	28%	761	37.97	297.50	39%	249	12%	27.00	11%	2,004	100	599.5	30%

Table 14: Farmer's Market Off-Street Parking Inventory and Occupancy by Lot and Type of Parking

Off-Street Parking Inventory and Occupancy by Lot and Type of Parking																									
Farmer's Market Day (Saturday 10 am)																									
Sample Size - 2 Counts																									
	Lot Name	2 Hours			All Day			ADA Accessible			Leased/Reserved			Motorcycle			Electric Vehicle			Total			Lot Name		
		Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.	Inventory	Occupied	% Occ.			
East Side	N Parker Dr Ramp				224	16.3	7%	8	0.7	8%	6	1.0	17%	9	0	0%	2	0.0	0%	249	18.0	7%	N Parker Dr Ramp		
	N Main St Lot	6	3.7	61%				1	0.0	0%										7	3.7	52%	N Main St Lot		
	Looking Glass Lot	8	4.7	58%				2	0.7	33%										10	5.3	53%	Looking Glass Lot		
	E Wall St Lot - South and East				81	6.0	7%	2	0.0	0%										83	6.0	7%	E Wall St Lot - South and East		
	E Wall St Lot - North				55	2.7	5%	2	0.0	0%										57	2.7	5%	E Wall St Lot - North		
	Upper Courthouse Lot				53	0.0	0%													53	0.0	0%	Upper Courthouse Lot		
	Lower Courthouse Ramp				61	0.0	0%	12	0.0	0%	6	0.0	0%							79	0.0	0%	Lower Courthouse Ramp		
	Senior Center Lot				69	27.0	39%	8	2.0	25%	2	0.3	17%							79	29.3	37%	Senior Center Lot		
	S Main St Lot				46	24.3	53%	5	2.3	47%										51	26.7	52%	S Main St Lot		
	Town Square East	21	7.0	33%				4	1.3	33%	6	2.0	33%							31	10.3	33%	Town Square East		
West Side	City Hall Lot	6	0.0	0%	106	6.0	6%	6	0.3	6%	1	0.3	33%							119	6.7	6%	City Hall Lot		
	W Milwaukee St Lot				9	0.7	7%	1	0.0	0%										10	0.7	7%	W Milwaukee St Lot		
	S High St Lot				55	9.0	16%	2	0.0	0%										57	9.0	16%	S High St Lot		
	Dodge St Lot				37	19.7	53%	2	1.3	67%	8	3.0	38%							47	24.0	51%	Dodge St Lot		
	W Dodge St Lot				23	0.3	1%	2	0.0	0%										25	0.3	1%	W Dodge St Lot		
	S Franklin St Lot	9	0.0	0%	11	8.0	73%	1	0.3	33%										21	8.3	40%	S Franklin St Lot		
	Town Square West	22	7.3	33%				3	1.0	33%										25	8.3	33%	Town Square West		
	TOTAL				72	22.7	31%	830	120.0	14%	61	10.0	16%	29	6.7	23%	9	0	0%	2	0.0	0%	1003	159.3	16%