Downtown Bozeman Parking Study: Parking Assessment and Next Steps

Updated September 30, 2021
Prepared for: City of Bozeman

MT BZN

WALKER CONSULTANTS

Table of Contents

Executive Summary

Parking Occupancy

- There are approximately 1,702 on-street parking spaces in the Study Area (B-3 Business District).
- There are approximately 612 public off-street parking spaces in the Study Area across five facilities.
- About 56% of the parking within the Core Downtown Area is 2-Hour time-restricted parking.
- On-street parking occupancy in the Core Downtown Area peaked at 85% during the weekday afternoon, as shown in **Figure ES1**, and remained at or above approximately 70% during the other observation periods.
- Total off-street parking occupancy peaked at 89% during the weekday afternoon, with all off-street facilities at or above 85% during that period.

Figure ES1: Weekday Afternoon Parking Occupancy Heat Map

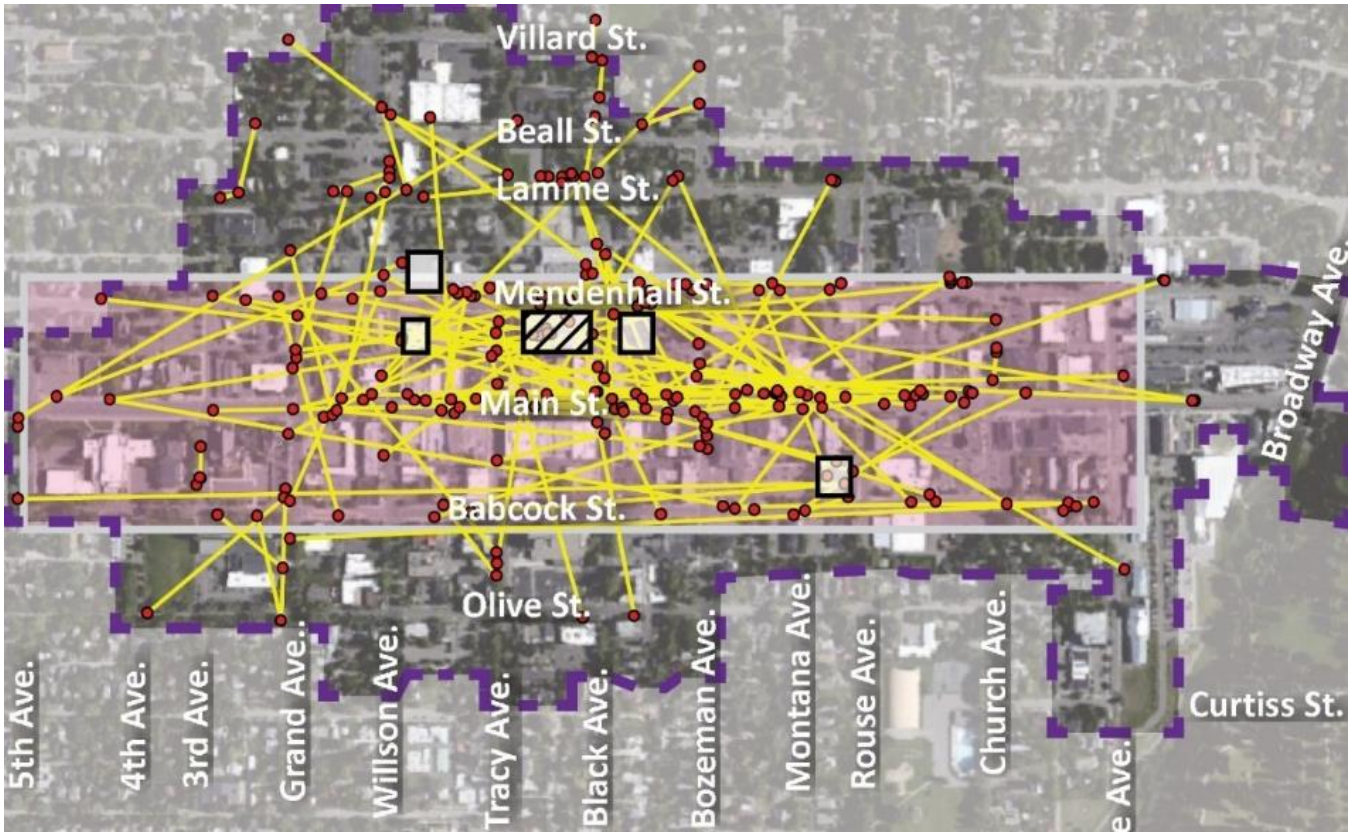
Length of Stay

- On average, parking length of stay was higher in the off-street facilities than on-street, length of stay for all parking types other than unrestricted, all-day parking was under the posted two-hour limit.
- Approximately twenty vehicles were observed to exceed the posted two-hour time limit on both the weekday and Saturday.
- The percentage of vehicles staying longer than two hours was slightly higher on Saturday than the weekday in off-street parking facilities.

Movement Analysis

- Over 100 vehicles were observed to have parked in more than one place during the day on the weekday and on Saturday.
- Re-parking within the B-3 zone, as shown in **Figure ES2**, is contributing to increased traffic congestion Downtown and indicates that some drivers may be moving to evade enforcement of the two-hour limit within those areas.

Figure ES2: Weekday Movement Analysis



Key Conclusions & Next Steps for Consideration

This parking study concludes that, as of the summer of 2021, parking occupancy in the Core Downtown Area consistently reaches, and in many areas exceeds, 85% during weekday afternoons. Also, while average lengths of stay are within the two-hour time window for most time-limited parking, "re-parking" within the time-limited parking areas, as shown in the movement analysis, is a frequent occurrence.

The "85% Rule" suggested in the 2016 Parking Management Plan as a benchmark for when to implement paid parking is derived from an industry-accepted standard that identifies when a parking facility has reached its peak operating efficiency and users of the system begin to have trouble finding parking. As a standalone metric, this "rule" fails to account for other factors that can impact the parking system's operations and customer experience. These factors include such considerations as recovery of system operations and maintenance costs, influencing parking behaviors to support community transportation, economic, and sustainability goals, and funding of future capital investments in parking and transportation.

Because facilities operate most efficiently at different levels based on the type of user, basing decisions on an aggregated systemwide analysis of effective capacity will cause core, high-demand facilities to be over utilized while perimeter facilities remain empty. This contributes to traffic congestion as parkers circulate streets and parking lots, increasing potential conflicts among vehicles and pedestrians and cyclists, as well as increasing greenhouse gas emissions. Further, waiting until effective capacity is reached means action was taken too late and the customer experience is already declining.

For these reasons, the City should consider implementing additional management strategies, specifically implementation of paid parking that will further support adding needed parking supply and funding the system's operations and maintenance. This will support efficient and effective use of parking resources, maximizing benefit for both the City and for all the user groups that rely on Downtown parking.

A list of potential next steps to be disused and evaluated are as follows, including but not limited to:

- Extending the "rolling rule" to all time-limited parking within B-3 District to minimize "re-parking"
- Evaluation of paid parking and its ability to support the parking program or other mobility initiatives
- Expanding the Parking Benefit Zones (PBZ) to include the areas immediately to the north or south of Downtown
- Evaluate parking enforcement technologies and practices
- Increasing number of block faces that are time limited
- Expansion of Bridger Park Garage
- Adding additional structured public parking
- Evaluate feasibility of remote parking
- Adjusting time limits for both on-street and off-street parking to further incentivize off-street parking over on-street parking
- Adjusting fines, penalties, and other parking ordinances
- Formulating a curbside management plan and strategies

01 Introduction & Background

Introduction & Background

The City of Bozeman, and the county within which it lies, was the fastest-growing area in the State of Montana between 2010 and 2020.[1] Acting as the northern gateway to Big Sky Country and Yellowstone National Park, the City's population increased by more than 16,000 to 53,293 in 2020.

With this growth has come economic development, densification, and infill development in Downtown Bozeman. With this growth, however, has come notable increases in vehicular and pedestrian traffic in the area. Activity is high during both the day and evening, and on both weekdays and weekends, due to the convergence of multiple land use and user group types that frequent Downtown. These increases have placed more pressure on a public parking system that has not added significant capacity since 2009, when the City's first and public parking structure, the Bridger Park Garage, came online. Constructed to accommodate the addition of up to 2 decks, the garage capacity could feasibly be increased by up to 143 spaces. The option to increase capacity through such an addition was studied in 2019 but has not been implemented.[2]

To better understand parking occupancy activity Downtown, the City began using mobile license plate reader (LPR) recognition technology. This study provides manual occupancy counts to verify those collected using the mobile LPR, and LPR support analysis of parking length of stay and turnover within the core downtown area where parking is time limited.

Objectives for This Study

Having an accurate and up-to-date picture of parking activity of Downtown can be instrumental in:

- Helping the City to continue to plan for growth
- Effectively managing the public parking and Downtown transportation systems.

The analysis contained herein in this study will help the City to:

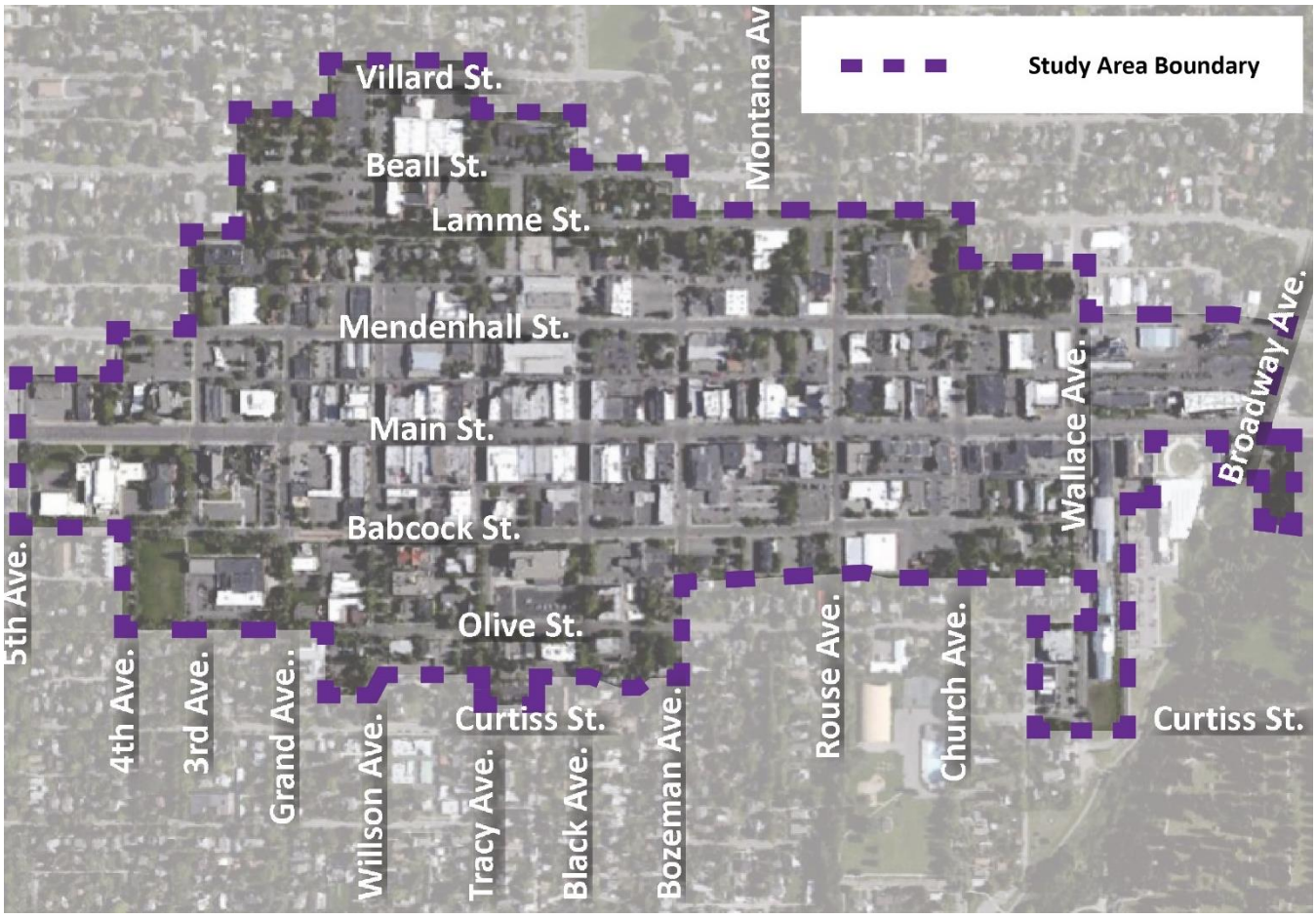
- Identify and establish modifications to the existing parking management system that will enable it to operate more efficiently within the current supply,
- Gain a better understanding of the need for new parking, including how much and when new parking may be needed, should the City decide to move forward with expanding the public parking system.

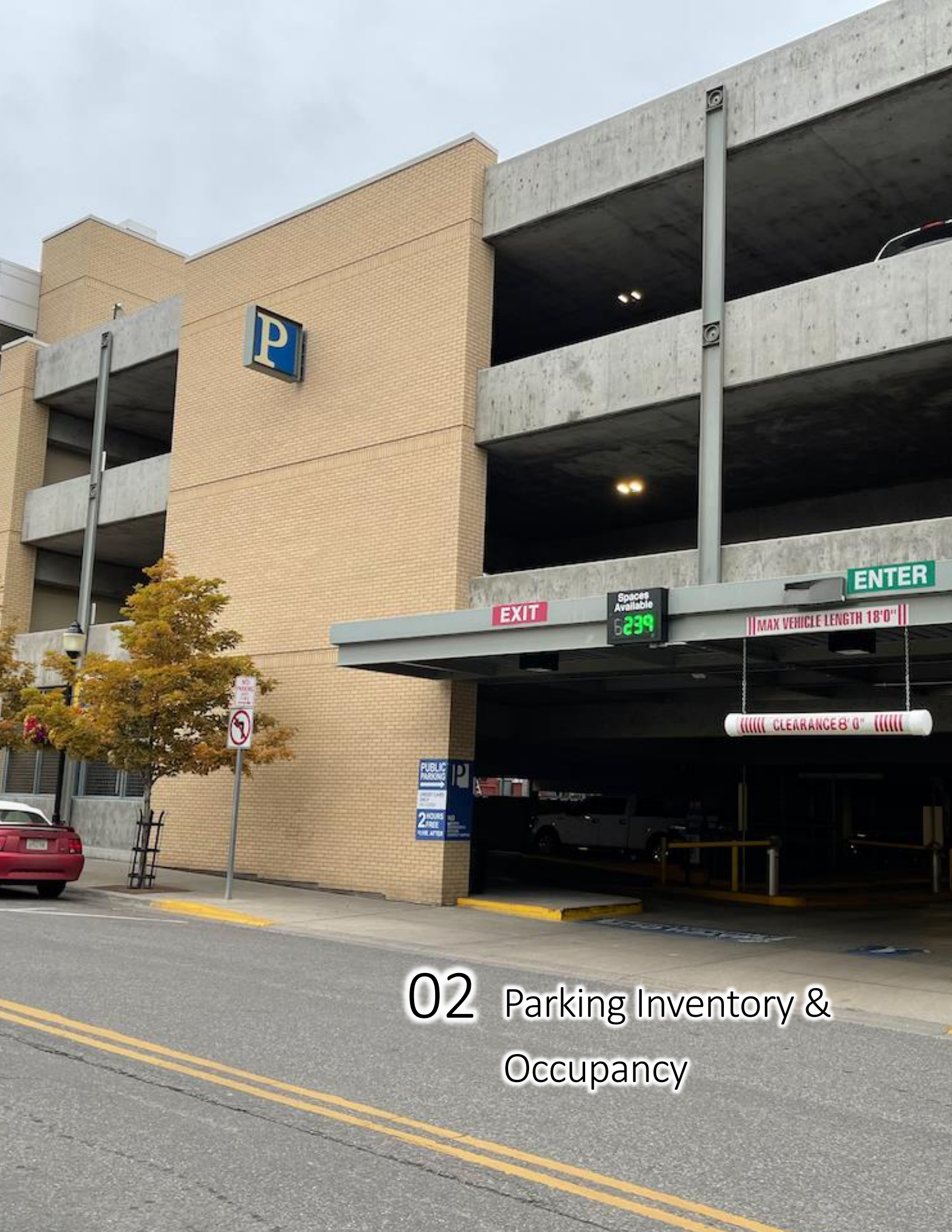
[1] Miller, Alex. "Bozeman tops 50,000 people; Gallatin County leads Montana in population growth." Bozeman Daily Chronicle. August 12, 2021. Accessed September 1, 2021. https://www.bozemandailychronicle.com/news/state/bozeman-tops-50-000-people-gallatin-county-leads-montana-in-population-growth/article_b35b5427-be32-5a19-b7ce-85b6c277e31e.html
[2] ABC FOX Montana. "Possible new parking in downtown Bozeman." May 30, 2019. Accessed September 1, 2021. https://www.montanarightnow.com/bozeman/possible-new-parking-in-downtown-bozeman/article_99c128b2-82c0-11e9-9b98-03eb2982a7db.html

Study Area

Figure 1 shows the Study Area for this parking study. The Study Area corresponds to the boundaries of the Downtown B-3 Business District, as defined in the City's Code of Ordinances.

Figure 1. Study Area Boundary





02 Parking Inventory & Occupancy

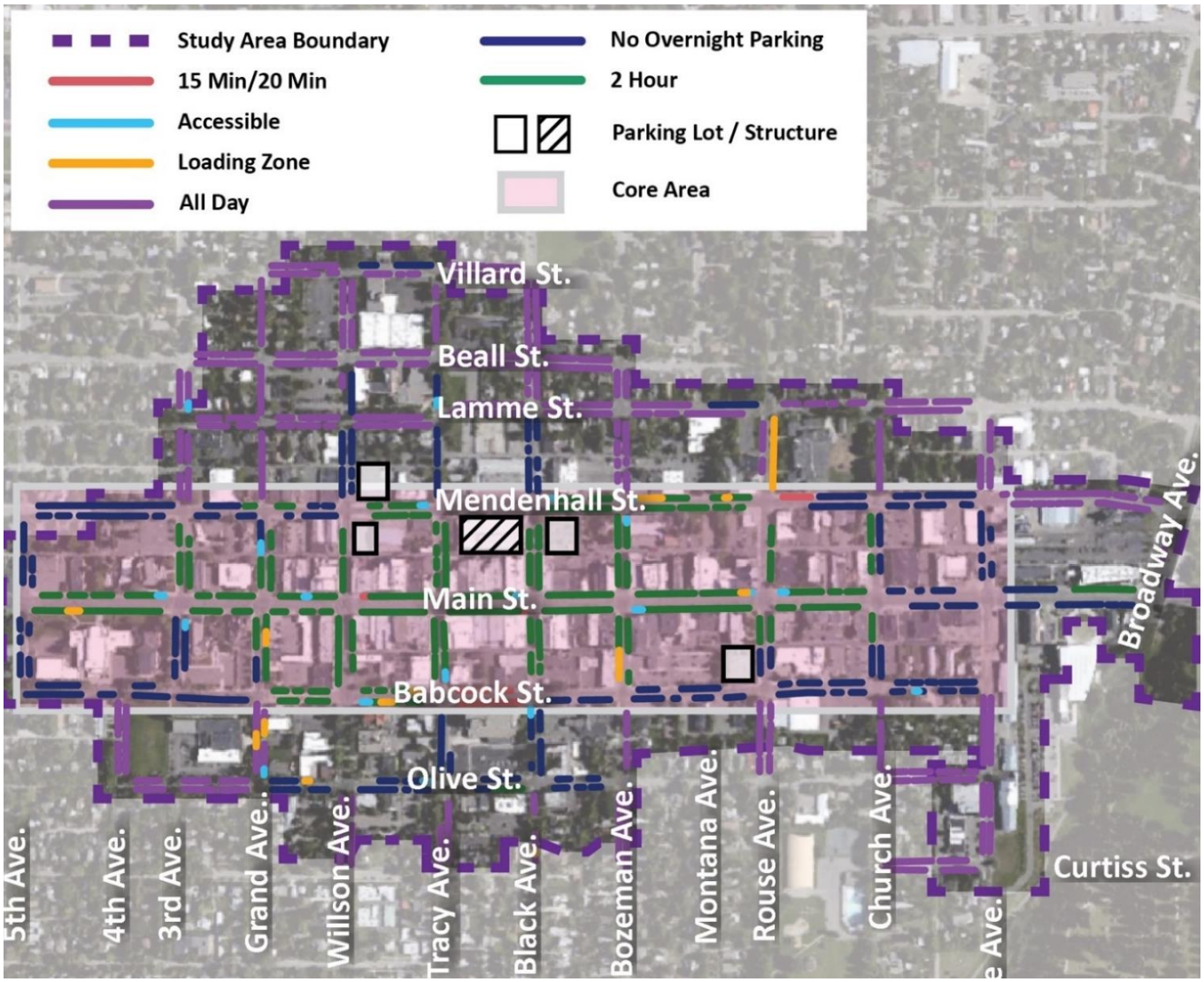
Parking Inventory & Occupancy

Parking Inventory

Overall, there are approximately 2,314 public parking spaces within the Study Area.

Figure 2 maps on-street parking restrictions by block face and the locations of off-street public parking facilities within the Study Area.

Figure 2. On-Street Parking Restrictions by Block Face and Off-Street Public Parking Facilities



On-Street Parking

The City provided a Geographic Information Systems (GIS) data layer that contained estimated on-street parking inventory, sorted by restriction, for each block face in the Study Area. This inventory assumes 24 linear feet of frontage per on-street space to determine the number of on-street spaces. Off-street parking inventories were also contained within the GIS data but were not sorted by restriction.

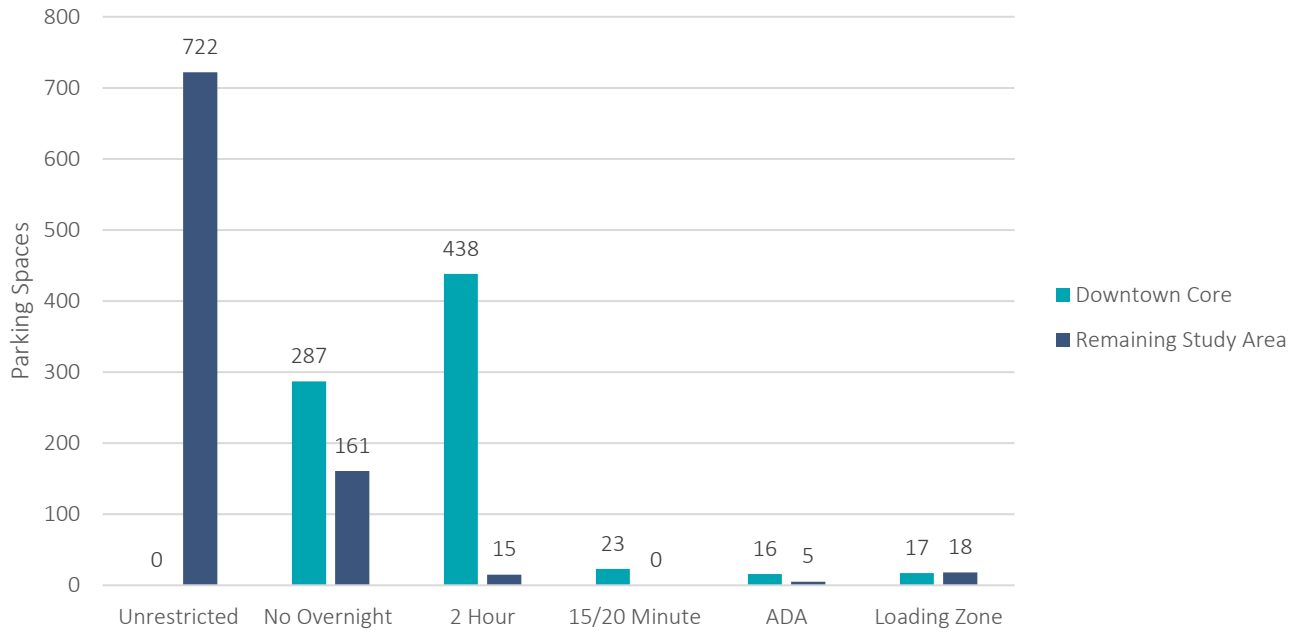
During field observations, block faces where parking supply was unavailable due to construction or other reasons noted and controlled for, as well as where parking supply existed but was not indicated or where posted restrictions differed from the City's data.

There are approximately 1,702 parking spaces in the Study Area. Of these, about 781 parking spaces were within the Downtown "Core Downtown Area," defined as the area bounded by 5th Avenue, Babcock Street, Mendenhall Street, and Wallace Avenue. 921 parking spaces were within the remaining areas of the Study Area. These inventories include both sides of the street for corridors on the Study Area perimeter and are comprised of full block length faces for street segments/block faces that are not fully contained within the boundary.

Detailed on-street parking inventory, by street corridor, side of street, block face, and restriction, is provided in **Appendix A**.

Figure 3 summarizes and compares on-street parking inventory by parking restriction category for the Core Downtown Area and Remaining Study Area. For purposes of this study, some categories were aggregated. This includes regulation categories such as 15 and 20-minute parking and overnight parking restrictions.

Figure 3. On-Street Parking Inventory



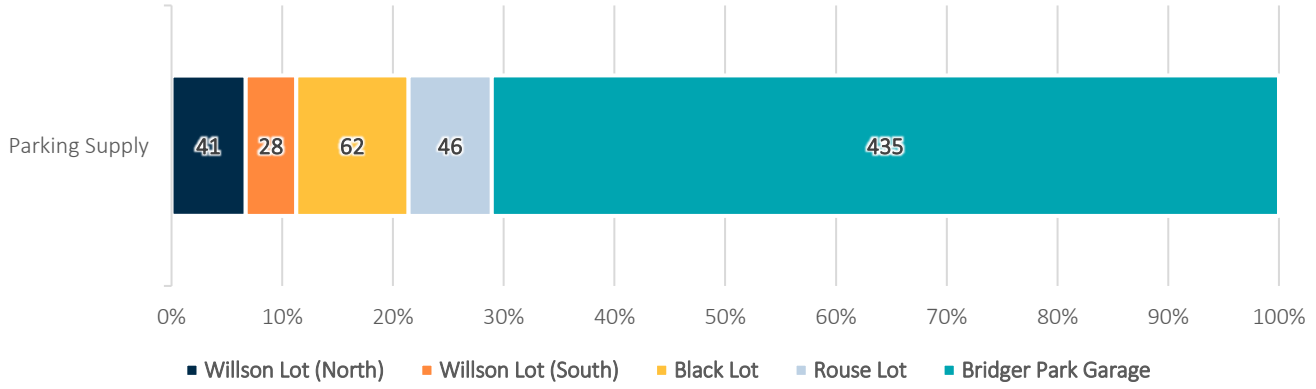
Off-Street Parking

Off-street parking inventories for the surface lots were also contained within the City's GIS data but were not sorted by restriction. The capacity for the Bridger Parking Structure was obtained from the City's parking website and confirmed in the field.

There are 612 off-street public parking spaces within the four surface lots and one structure intended for general public use. **Figure 4** shows off-street parking inventory by facility.

Detailed off-street parking inventory, by facility, is shown in **Appendix A.**

Figure 4. Off-Street Parking Inventory by Facility, Core Downtown*



Parking Occupancy

Methodology

Parking occupancy surveys were conducted for the Study Area on a typical summer weekday (Thursday, August 17, 2021) and a typical summer Saturday (Saturday, August 19, 2021). On both days, one early afternoon count and one evening occupancy count were performed. The weather for the weekday count was unseasonably cold and rainy, and for the weekend count was cooler than average and cloudy. However, overall activity levels and traffic volumes appeared to be unaffected by the prevailing weather on both days. Counts were performed manually, with counts recorded separately according to restriction type for the on-street parking and by facility for the off-street parking.

Weekday

Overall, on-street occupancy across the Study Area during the weekday was highest during the afternoon count. The Core Downtown Area reached 660 vehicles, or 85% occupied, and the remaining study area reached 677 vehicles, or 74% occupied during this time. The overall occupancy for both areas combined was observed at 1,337 vehicles, or about 79% occupied. 2-hour parking was the highest-demand category during the weekday afternoon, with 2-hour on-street parking in the Core Downtown Area reaching 95%.

The weekday afternoon was observed to have the highest occupancy across all observation periods on both the weekday and Saturday. The overall system, including both on-street and off-street facilities, was 81% occupied during the weekday afternoon, mapped in **Figure 5**. However, during this time 2-Hour parking in the Core Downtown Area was higher than the aggregated study area at 86%.

The overall systemwide evening occupancy for both the Core Downtown Area and remaining study area, dropped to 64%. At this time, the Core Downtown Area occupancy decreased to 69% in the evening while the remaining study area decreased to 55%.

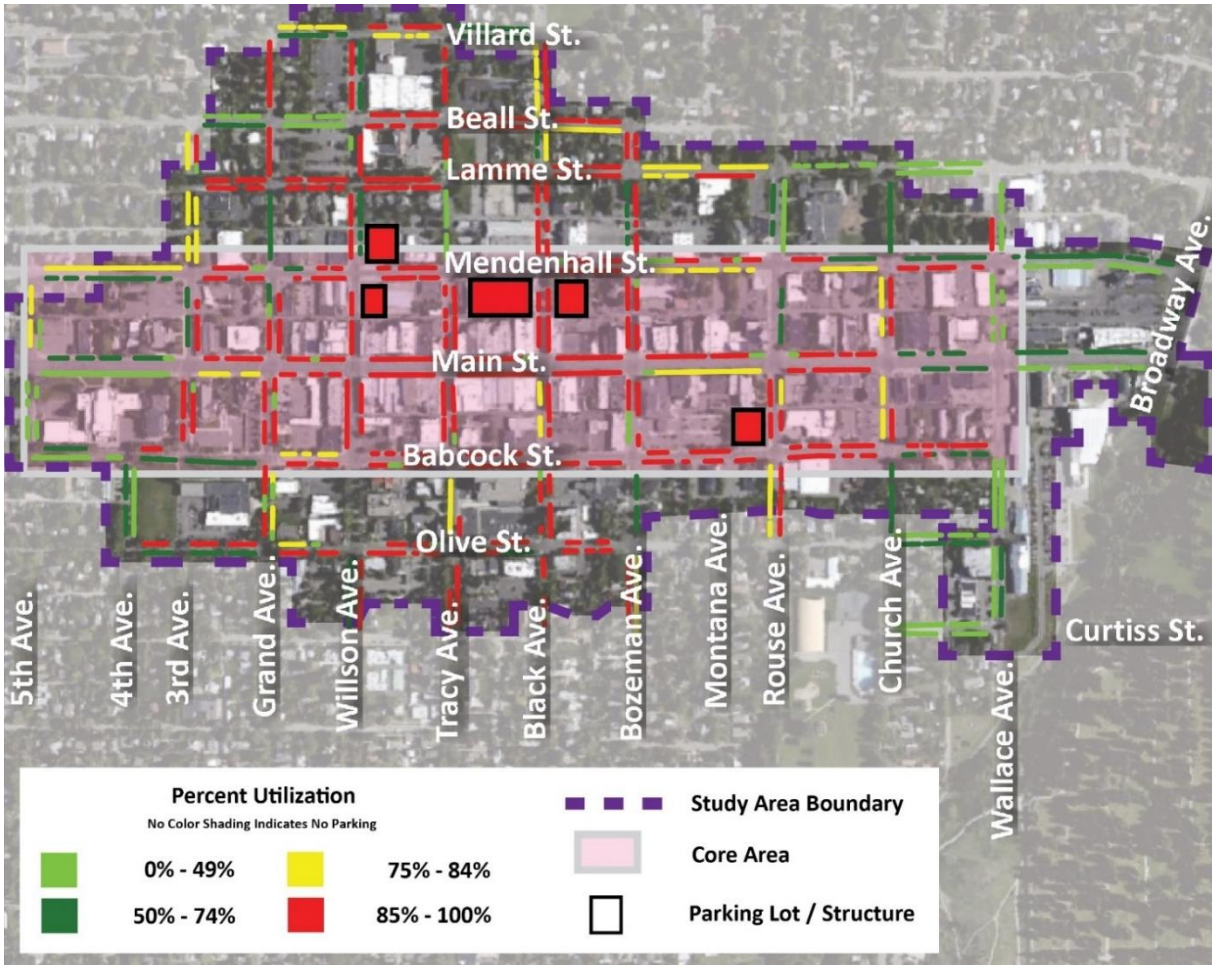
Off-street occupancy patterns correlated to those on-street, with the highest overall occupancy observed during the weekday afternoon at 89% occupied, with all facilities at or above 85% occupied. Total off-street occupancy decreased to 69% occupied in the evening, though the Willson Lots remained above 90% occupied and the Rouse Lot was 83% occupied.

Core Downtown Area Weekday Occupancy

85%
Afternoon

69%
Evening

Figure 5. Weekday Afternoon Occupancy Heat Map



Saturday

On Saturday, on-street occupancy for the overall Study Area was highest during the afternoon count, with the Core Downtown Area reaching 77% occupied, with the remaining study area 59% occupied. Combined, occupancy was observed at approximately 68% occupied. Two-hour parking during this time experienced the highest occupation, with 2-hour on-street parking in the Core Downtown Area reaching 95%.

Core Downtown Area occupancy decreased to 75% in the evening, while the remaining study area stayed consistently at 59%. The overall system evening occupancy was observed at approximately 66% occupied, however, during this time 2-Hour parking in the Core Downtown Area remained high at 93% occupied.

Core Downtown Area Saturday Occupancy

77% Afternoon

75% Evening

Off-street occupancy patterns correlated to those on-street, with the highest total occupancy observed during the afternoon count at 73% occupied. In the evening, overall off-street occupancy decreased to 67%, though like the weekday, the Willson Lots and Rouse Lot remained above 90% occupied. The Bridger Park Garage reached 63% occupancy during the afternoon and 57% during the evening.

Overall Occupancy

Figure 6 through **Figure 9** compare occupancy across all four observation periods.

Figure 6. Core Downtown Area On-Street Occupancy per Observation Period by Restriction Type

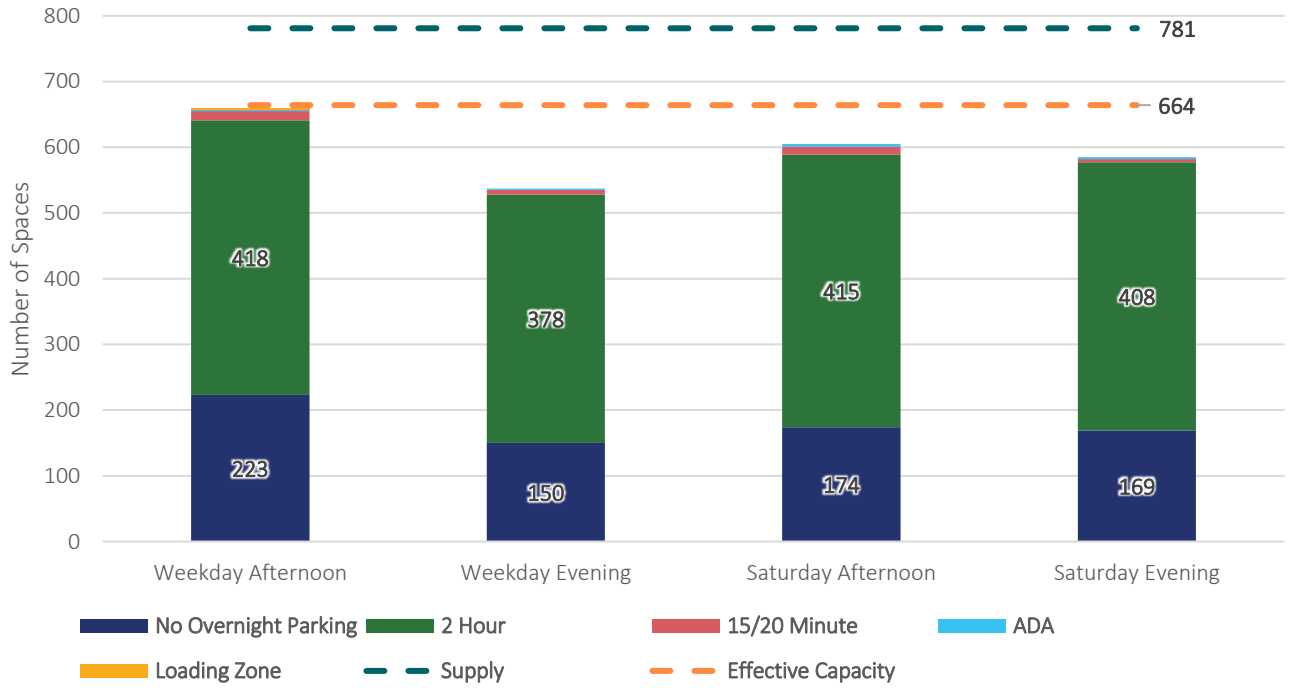


Figure 7. Remaining Study Area On-Street Occupancy per Observation Period by Restriction Type

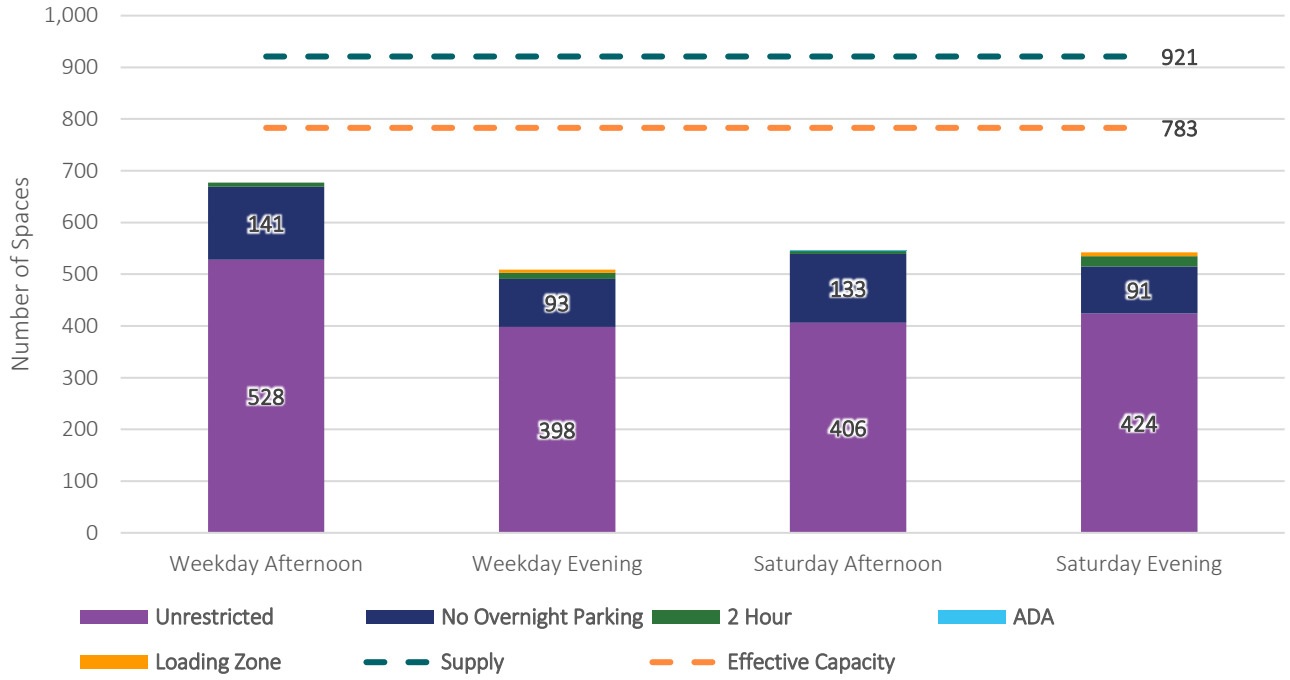


Figure 8. Total Off-Street Occupancy per Observation Period by Facility

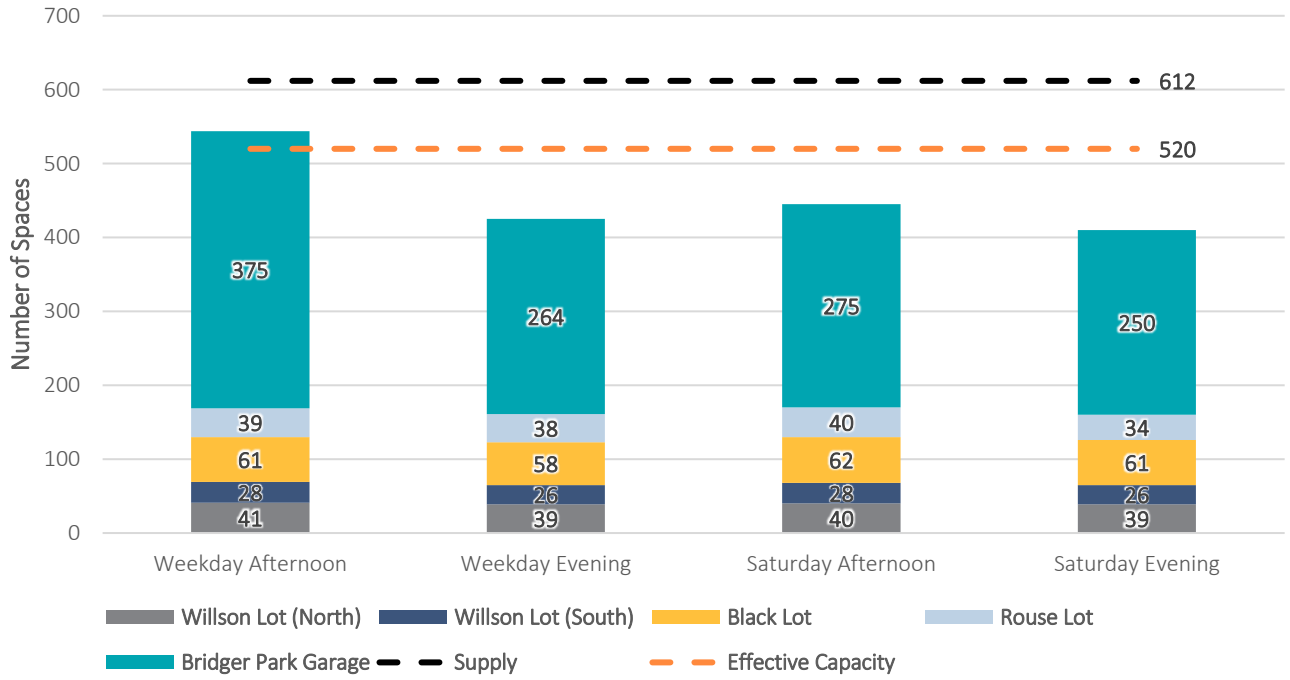
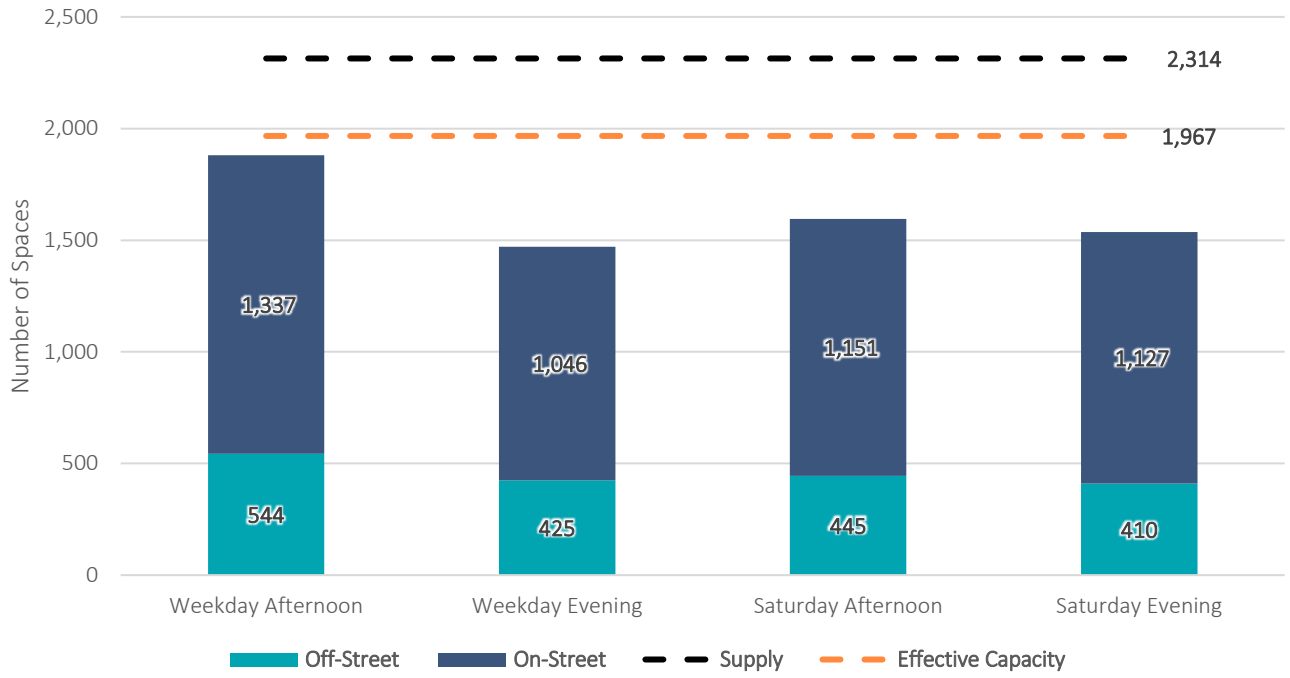


Figure 9. Overall Study Area Occupancy, Off-Street and On-Street



Occupancy heat maps for all observation periods along with detailed parking occupancy information, sorted by block face and restriction for on-street parking and by facility for off-street parking, are provided in Appendix A.

03 Parking Turnover & Length of Stay

Parking Turnover & Length of Stay

Methodology

Observations for length of stay, turnover, and movement collected within the Study Area on Thursday, August 17, 2021. and Saturday, August 19, 2021, were completed using mobile LPR technology. For the Core Downtown Area, including all off-street parking facilities, routes were collected every two hours from 12 PM through 10 PM. Routes were collected every four hours from 1 PM through 9 PM for the remaining on-street parking outside the Core Downtown Area.

Length of Stay

To estimate average consecutive lengths of stay, Walker assumed a length of stay of at least one hour, per every hour elapsed, for every instance of a license plate observation within 2-Hour parking zones (off-street and on-street), where observations were conducted every two hours. For lengths of stay within all-day parking zones, Walker assumed a length of stay of at least two hours, per every four hours elapsed, for every instance of a license plate observation. For 15/20 Minute and Loading Zone Parking, Walker assumed a length of stay of at least 7.5 minutes for each occurrence of a license plate observation, with at least an hour assumed, per every hour elapsed, for vehicles where a license plate was observed twice or more.

These assumptions are necessary due to the inherent limitations of sampling periods. The number of vehicles observed as having exceeded posted time limits were parked in one place for at least 121 minutes and were present during two consecutive license plate observations and represent the number of vehicles that were certain to have exceeded time limits. However, the actual number may be higher.

Average lengths of stay reported here represent license plates observed during consecutive periods only and should be considered to represent the maximum possible average. For example, a license plate observed once may have been present for any length of time between one minute and 1 hour and 59 minutes, in the case of bi-hourly observations, or between one minute and 3 hours and 59 minutes, in the case of observations every four hours. Detailed length of stay data, including the numbers and percentages of total vehicles observed every 2 hours (2-Hour parking zones) or 4 hours (all-day parking zones), is included in the Appendix.

It is typically desirable to see average lengths of stay shorter than the allowed time limit for time-restricted parking. While time limits prevent long-term parkers, such as employees, from occupying convenient spaces and reducing access for customers, one unintended consequence of time-limits is the possibility of over restricting the time and limiting the potential for customers to visit multiple destinations during a trip. Higher-frequency parking turnover increases the potential for additional economic activity, supporting local businesses by maximizing the chances that some on-street parking is available for customers during high-activity times.

Also, high turnover helps ensure that convenient parking is being used by the highest number of patrons per day and not simply being “camped on” by long-term parkers for storage or taking advantage of deficiencies in enforcement. In a paid parking context, high turnover can also help to reduce or eliminate subsidizing costs associated with managed parking’s operations and maintenance by the General Fund (property taxes).

Weekday

The average length of stay on the weekday, excluding 15/20 Minute and Loading Zone parking, ranged from 1 hour and 9 minutes in the two-hour parking zones to 2 hours in the unrestricted all-day parking zones. The average length of stay for off-street parking ranged from 1 hour and 13 minutes in the Willson Lots to 1 hour and 25 minutes in the Bridger Garage. The average length of stay across all off-street facilities was about 1 hour and 18 minutes. Average weekday lengths of stay are shown in **Figure 10**.

In all, as shown in **Figure 11**, 19 vehicles were observed exceeding the time limit (two or more consecutive observations) within respective time-limited parking areas. Of those, four were along Main Street. The garage was excluded as parkers in that facility can pay to stay longer than two hours, and such parkers could not be separated from the data.

The Bridger Garage had the highest percentage of vehicles staying longer than two hours at 8.5%. However, the Rouse Lot had the highest percentage of vehicles staying longer than 4 hours, at 1.6%. It should be noted, in the context of this discussion, that the garage provides 2 hours of free parking which is then $1 per hour. Additionally, monthly parking permits exempt permit holders from time limits in the permit's assigned facility. Along Main Street, within the Core Downtown Area, 94.4% stayed less than two hours while 5.4% stayed between 2 and 4 hours, with no observed stays longer than 4 hours. Average length of stay for 2-Hour on-street and off-street parking are summarized and compared in **Figure 12**.

Figure 10. Average Weekday Consecutive Length of Stay by On-Street Restriction/Off-Street Facility

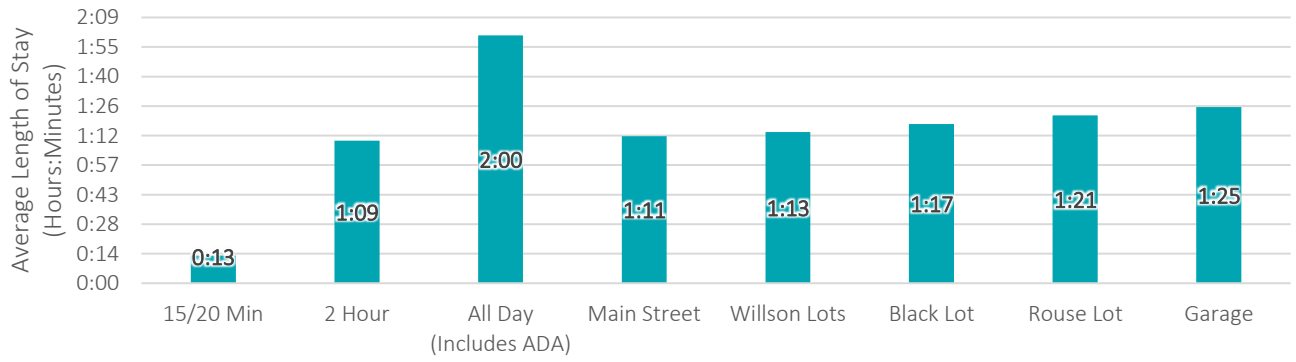
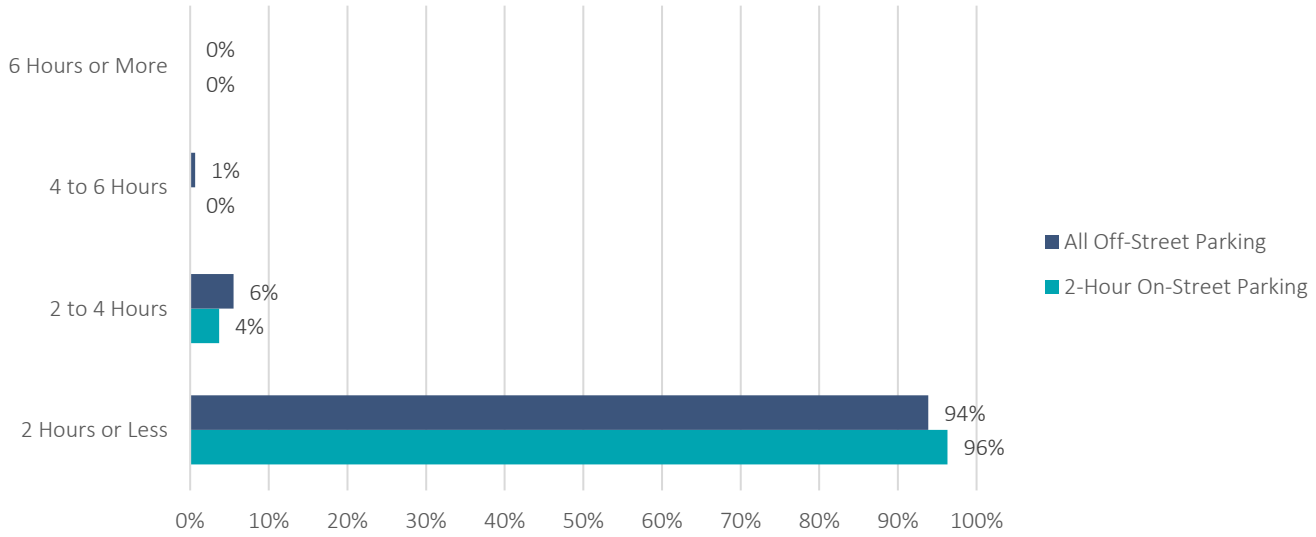


Figure 11. Weekday Number of Vehicles Exceeding Time Limit within Time-Restricted Areas (Excluding Garage)

Figure 12. Weekday Consecutive Length of Stay by Percent, 2-Hour On-Street and Aggregated Off-Street Facilities



Saturday

The average length of stay on the Saturday, excluding 15/20 Minute and Loading Zone parking, ranged from 1 hour and 11 minutes in the two-hour parking zones to 2 hours in the unrestricted all-day parking zones. The average length of stay for off-street parking ranged from 1 hour and 18 minutes in the Bridger Garage and Black Lot to one hour and 24 minutes in the Rouse Lot. The average length of stay across all off-street facilities was the same as for the weekday, about 1 hour and 18 minutes. Average Saturday lengths of stay are shown in **Figure 13**.

In all, as shown in **Figure 14**, about 20 vehicles were observed exceeding the time limit (two or more consecutive observations) within respective time-limited parking areas, though not all vehicles violated the City's "Rolling Rule.[3]" This movement may indicate evasion of time limits by area employees, moving to avoid time limits by customers visiting multiple destinations, or customers moving between multiple destinations because it is perceived as more convenient or accessible than walking. Of those that did violate the rolling rule, one was along Main Street. The Garage was excluded as parkers in that facility can pay to stay for longer than two hours, and these paid or permitted parkers could not be identified in the data.

The Rouse Lot had the highest percentage of vehicles staying longer than two hours at 8.8%. No off-street facility was observed to have a vehicle definitively parked consecutively for more than four hours. Along Main Street, within the Core Downtown Area, 95.0% stayed less than two hours while 5.0% stayed between 2 and 4 hours, with no observed stays longer than 4 hours. Average length of stay for 2-Hour on-street and off-street parking are summarized and compared in **Figure 15**.

[3] "In 2003, the Bozeman City Commission adopted a new law to prevent someone from moving their vehicle within the same block or parking lot to avoid the time limit. Moving your vehicle within the same 'block face' - same side and same block of street - to avoid the 2-hour limit, or leaving to return to the same block face or lot within 3 hours, may result in an overtime parking fine. (Section 36.04.260 Bozeman Municipal Code)" - https://www.bozeman.net/government/parking

Figure 13. Average Saturday Consecutive Length of Stay by On-Street Restriction or Off-Street Facility

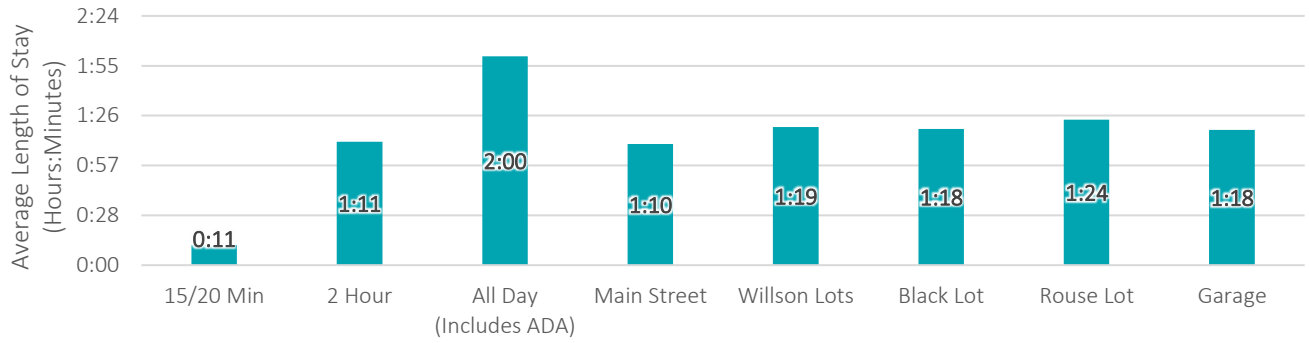


Figure 14. Saturday Number of Vehicles Exceeding Time Limit within Time-Restricted Areas (Excluding Garage)

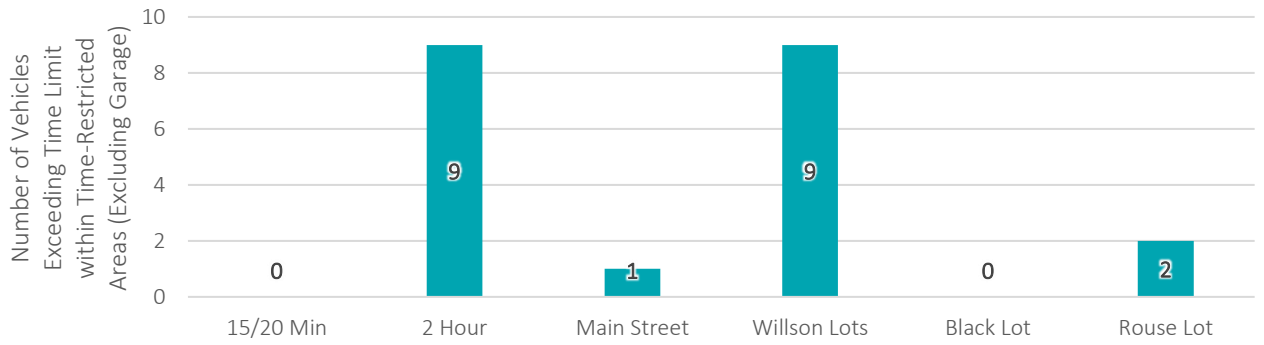
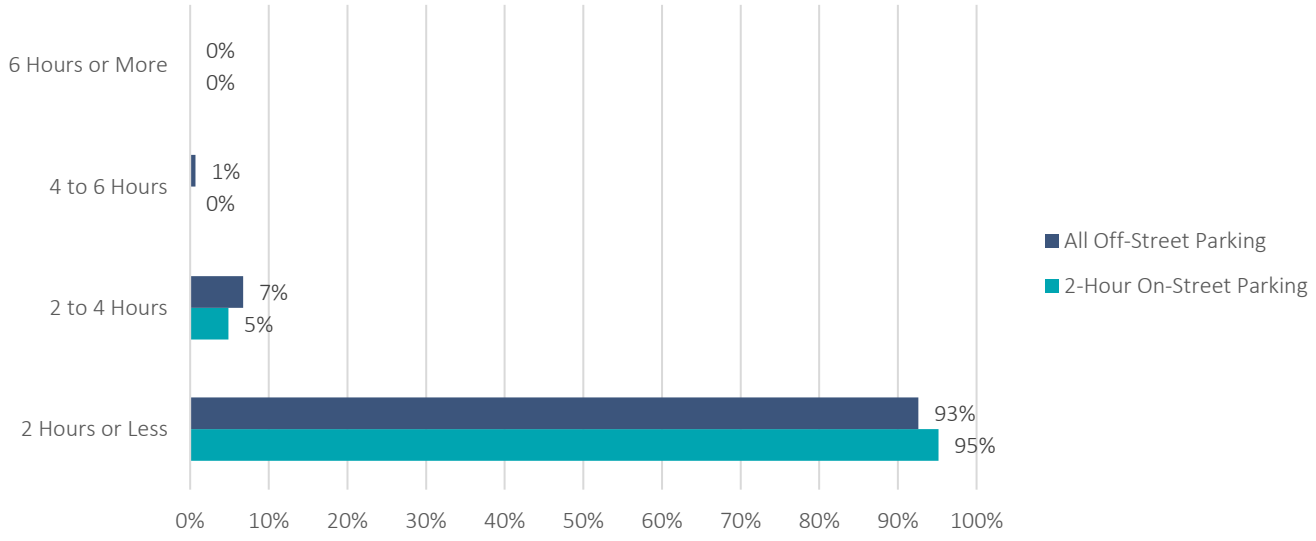


Figure 15. Saturday Consecutive Length of Stay by Percent, 2-Hour On-Street and Aggregated Off-Street Facilities



Movement Analysis

While frequent turnover of parking spaces is encouraged and desirable within any managed or time-limited parking area, vehicles that repark in the Study Area at multiple locations throughout the day effectively reduce the actual turnover and availability of parking. Essentially, these vehicles continue to occupy space consistently within a managed zone, reducing overall accessibility for others.

The City of Bozeman has a "rolling rule" in place, which states that vehicles are only allowed to park for one two-hour period per day per block face. Simply re-parking in a different space on the same block does not reset the clock, and such vehicles are subject to citation. The "rolling rule" also applies to the off-street parking facilities, where parkers cannot simply relocate to a different space within the same facility. However, the "rolling rule" currently does not apply to the overall Study Area, meaning that movements to different time-restricted parking spaces on a different block face, or within a different off-street facility, are currently not prohibited.

There are other important reasons to discourage such behavior. In a dense, walkable area such as Downtown Bozeman, the levels of pedestrian activity and circulating vehicular traffic are very high for most of the day. Systems where people can park once reduce traffic congestion related to circulating vehicles looking for re-park opportunities because those people walk instead of driving to reach multiple destinations. This reduction in parking-related traffic has positive safety implications. It can reduce the number of interactions between vehicles searching for a space, as well as with bicycles and pedestrians, and support reductions in greenhouse gas emissions.

Additionally, people are more likely to use off-street parking if they will be parking once per day for a longer period of time, especially if there are incentives, such as reduced cost or longer time limits, compared to on-street options. Also, a system where people park once naturally functions as more of a shared parking system. With shared parking, patrons and employees are not competing to park in front of or as close to their intended destination as possible, reducing spillover parking demand's negative effects.

For the movement analysis, a "movement" constituted a license plate that was observed at two different points, using geolocated coordinates, occurring at least approximately a quarter to a half-block apart or more to account for the margin of error related to GPS accuracy.

Weekday

In all, about 14 vehicles were observed to move within the time-limited on-street parking area and stay more than two hours, with an additional four vehicles moving between time-limited and unrestricted parking for a period exceeding two hours. Two vehicles were observed to have violated the "rolling rule" in place. Six vehicles made more than one movement.

In all, about 107 unique movements of a quarter of a block or more were observed across the day. However, 44 of those were non-consecutive movements, such as vehicles leaving in the morning from an unrestricted block face and returning to a different parking space in the evening. There were 51 consecutive movements involving time-restricted parking, where at least one of the locations was time-restricted, and 26 consecutive movements where all locations were time restricted, either off-street or on-street. **Figure 16** highlights movement statistics on the weekday, with weekday movements summarized by type in **Figure 17**.

Figure 16. Key Weekday Movement Statistics

Key Movement Statistic	Number of Movements
Number of Vehicles Making Consecutive Time Restricted Movements (On Street to On Street):	14
Number of Vehicles Making Consecutive Time Restricted Movements (Surface Lot to On Street):	4
Number of Vehicles Making Consecutive On-Street Time Restricted Movements on Same Block Face:	2
Total Number of On-Street-Only Movements:	81
Total Number of Off-Street to On-Street Movements:	25
Total Number of Vehicles Making More than One Movement:	6
Total Number of Observed Movements:	107

Figure 17. Number of Weekday Observed Movements within Study Area by Type

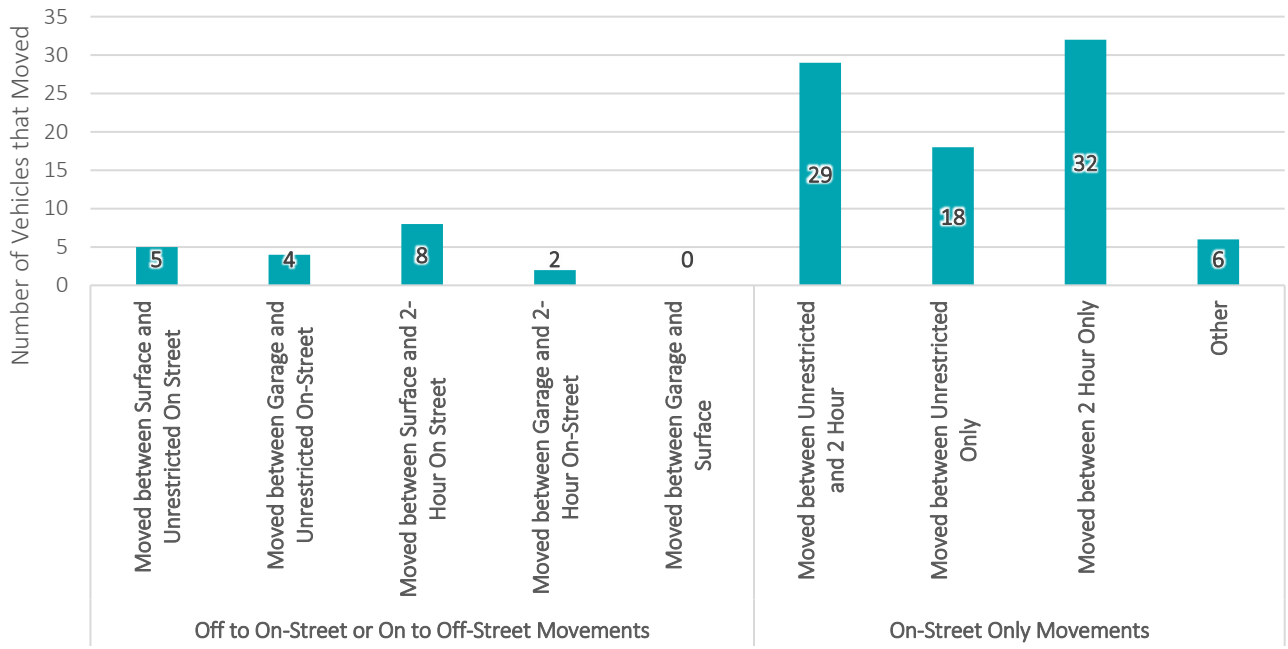
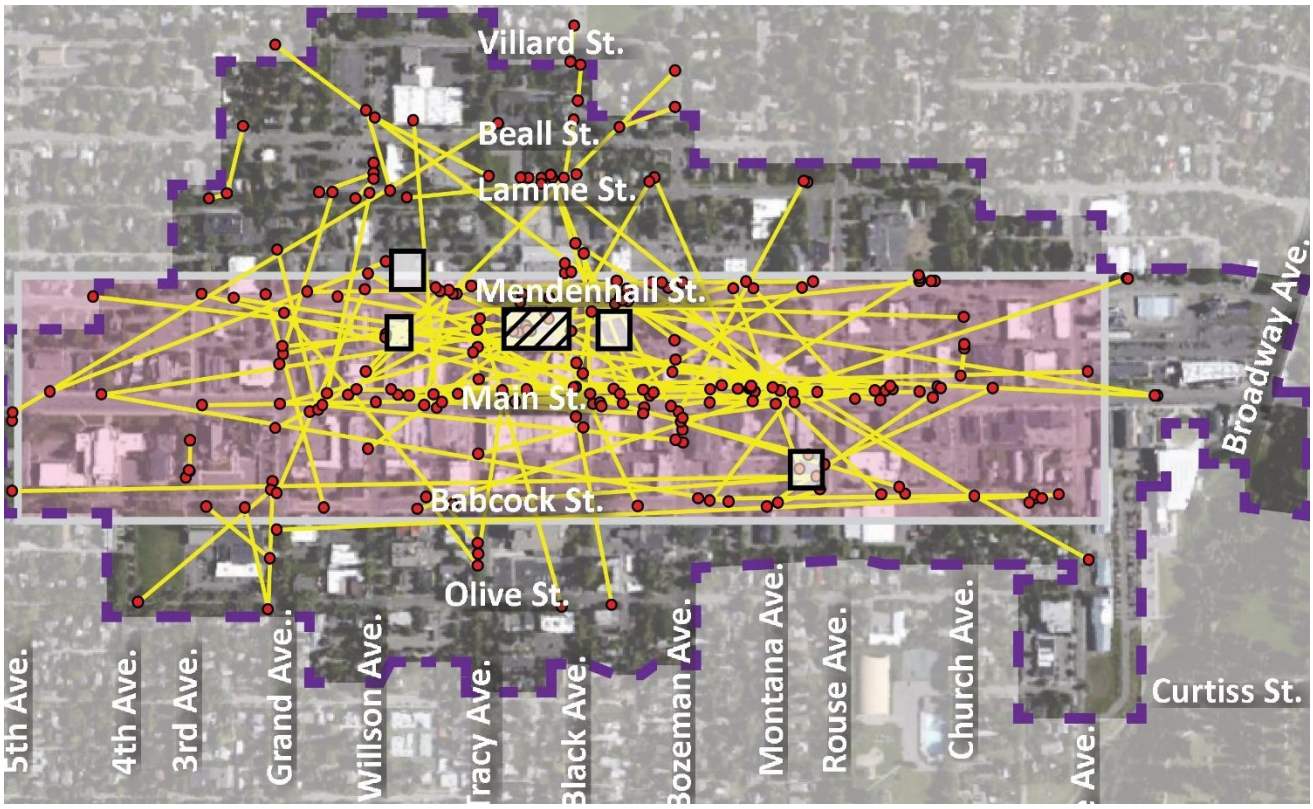


Figure 18 maps observed parked vehicle movements within the Study Area across the weekday. This analysis is intended to display the amount of additional traffic congestion generated by vehicles that are re-parking throughout the day within the area.

These parkers may be trying to evade time restrictions by moving vehicles within time-limited areas or area residents driving from their homes to one of the off-street parking facilities.

Figure 18. All Observed Weekday Vehicle Movements



Saturday

In all, about 18 vehicles were observed to move within the time-limited on-street parking area and stay more than two hours, with an additional four vehicles moving between time-limited and unrestricted parking for a period greater than two hours. Four vehicles were observed to have violated the "rolling rule" in place. Five vehicles made more than one movement.

In all, about 104 movements of a quarter of a block or more were observed across the day. However, 52 of those were non-consecutive movements, such as vehicles leaving in the morning from an unrestricted block face and returning to a different parking space in the evening. There were 44 consecutive movements involving time-restricted parking, where at least one of the locations was time-restricted, and 29 consecutive movements where all locations were time restricted, either off-street or on-street. **Figure 19** highlights movement statistics on Saturday, with Saturday movements summarized by type in **Figure 20**.

Figure 19. Selected Key Saturday Movement Statistics

Key Movement Statistic	Number of Movements
Number of Vehicles Making Consecutive Time Restricted Movements (On Street to On Street):	18
Number of Vehicles Making Consecutive Time Restricted Movements (Surface Lot to On Street):	4
Number of Vehicles Making Consecutive On-Street Time Restricted Movements on Same Block Face:	4
Total Number of On-Street-Only Movements:	85
Total Number of Off-Street to On-Street Movements:	19
Total Number of Vehicles Making More than One Movement:	5
Total Number of Movements:	104

Figure 20. Number of Saturday Observed Movements within Study Area by Type

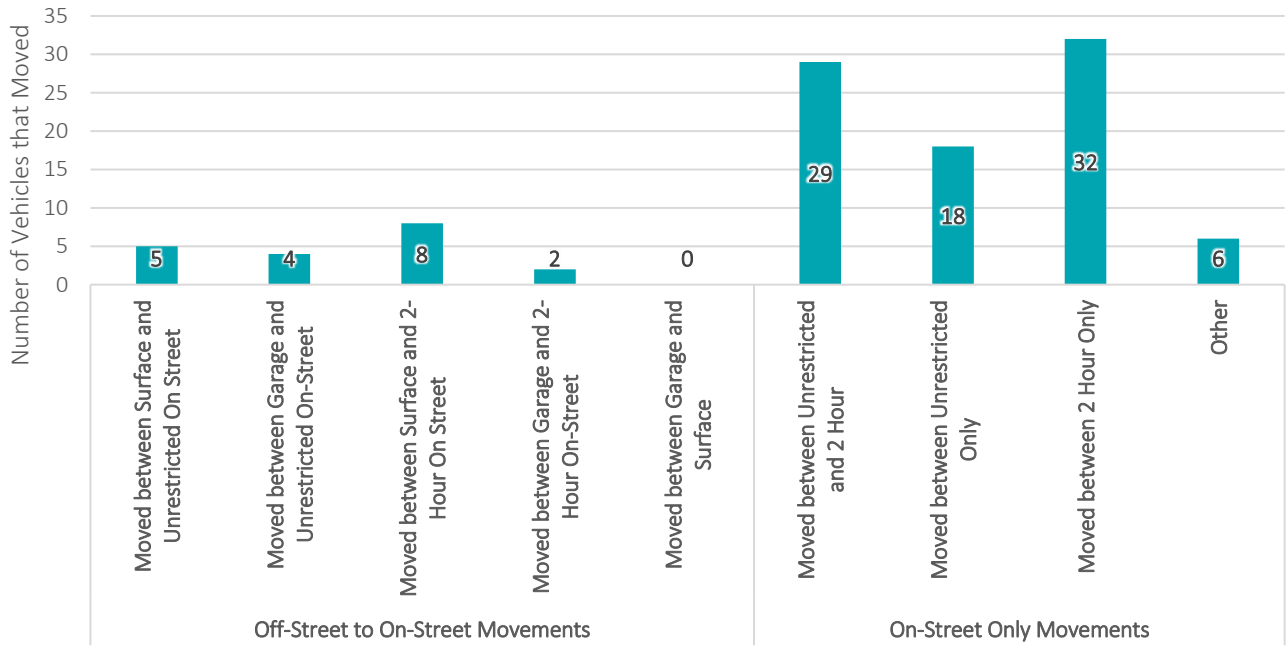
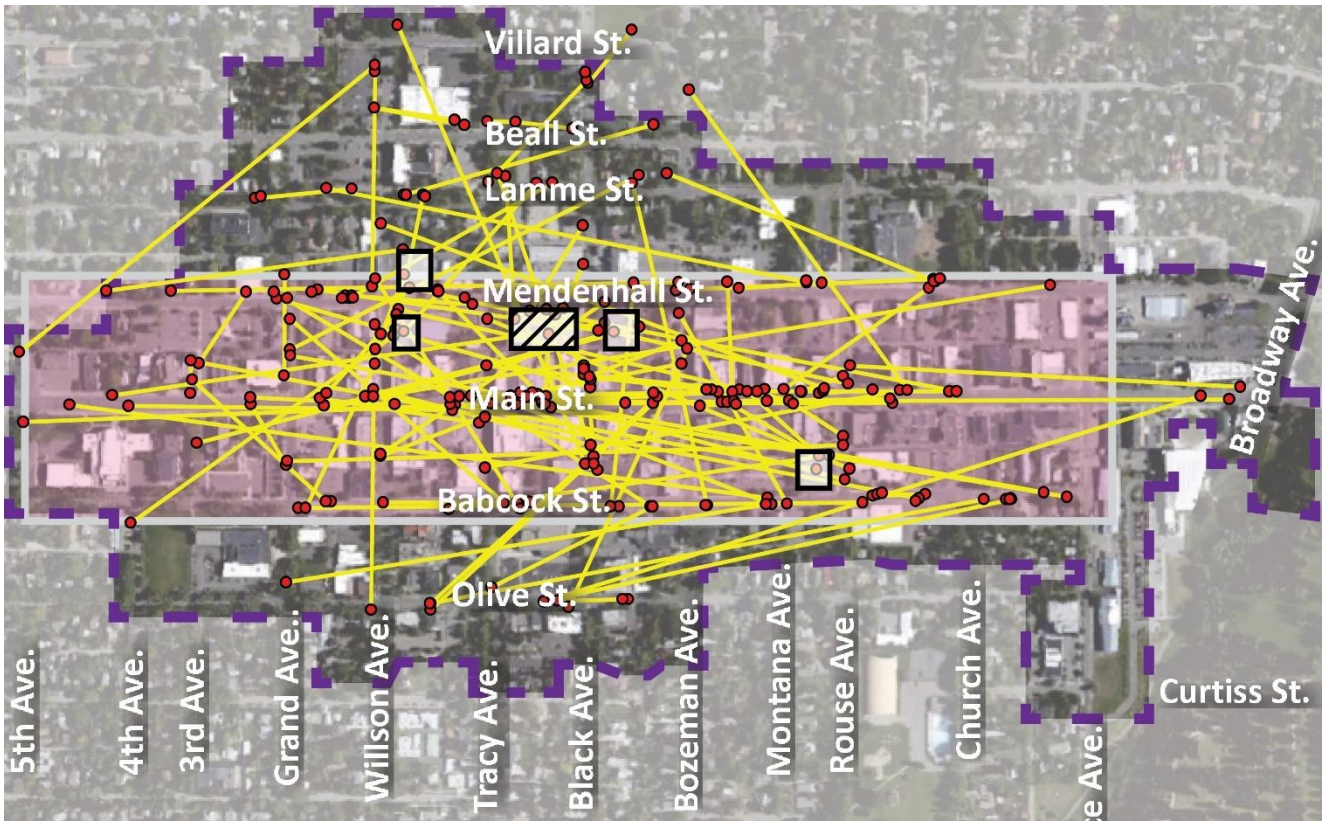


Figure 21 maps observed parked vehicle movements within the Study Area across the day on Saturday. This analysis is intended to display the amount of additional traffic congestion generated by vehicles that are re-parking throughout the day within the area.

Figure 21. All Observed Saturday Vehicle Movements



04 Next Steps for Consideration

Next Steps for Consideration

The City of Bozeman's downtown parking system has been a part of six plans and studies since 2010. Previous studies and plans pertaining to parking in Downtown Bozeman include:

- Downtown Bozeman Parking Study (Western Transportation Institute, Montana State University, 2012)
- Downtown Bozeman Parking Study (Western Transportation Institute, Montana State University, 2014)
- Downtown Strategic Parking Management Plan (Rick Williams Consulting, 2017)
- City of Bozeman Parking Study (Western Transportation Institute, Montana State University, 2017)
- Bridger Park Garage Expansion Study (DCI Engineers, 2019)
- Downtown Bozeman Structured Parking – Feasibility Study (Sanderson Stewart, 2019)

One of the consistent themes from the previous studies is that parking occupancy within the Core Downtown Area, as defined in this document, and in the off-street facilities, has been high for many years and has steadily trended towards being effectively full during peak times. One of the Guiding Principles of the Strategic Parking Management Plan uses an "85% Rule" as a parking occupancy standard to inform and guide decision-making.

The "85% Rule" suggested in the 2016 Parking Management Plan states, "When the parking supply is routinely occupied at 85% or greater during peak periods, more intensive and aggressive management strategies are called for to assist priority customers in finding available parking. This '85% Rule' will inform decisions regarding time stays, enforcement, and other issues related to capacity management." While this "rule" is derived from an industry-accepted standard, known as Effective Capacity, when considered on its own it fails to account for other factors that can and will have a significant impact on the parking system's operations and customer experience. Effective capacity is defined as the level of occupation at which customers struggle to find available parking spaces within a facility. Because facilities operate at different levels, basing decisions on an aggregated systemwide analysis of effective capacity will cause core, high-demand facilities to be over utilized while perimeter facilities remain empty. This contributes to traffic congestion as parkers circulate streets and parking lots, increasing potential conflicts among vehicles and pedestrians and cyclists, as well as increasing greenhouse gas emissions. Further, waiting until effective capacity is reached means action was taken too late and the customer experience is already declining. Enhanced parking management strategies, whether related to adjusting time limits, enforcement, or pricing, require planning, community education, technology procurement, staff training, and other implementation considerations should be undertaken before a problem arises.

When considered on its own, the "85% Rule" fails to account for other factors that can and will have a significant impact on the parking system's operations and customer experience.

Proactive parking management can significantly improve the parking experience and contribute to a more positive Downtown experience for employees, customers, and visitors relative to reactive management. A parking system managed proactively looks at not only the existing parking environment, but considers the community's master planning activities, transportation trends, and projected growth and distribution of population and employment. No single benchmark, considered on its without additional context, represents a best practice. For example, parking at a multi-family residential development may routinely exceed 95% occupied, but because residents exhibit habitual parking patterns, parking in the same spaces at the same time of day, the experience is not perceived negatively by the system users. Alternatively, it would not be uncommon for a medical center that experiences a high degree of irregular visitors, who are generally not familiar with the campus or its parking facilities, to received complaints of lack of parking availability when the system reaches 75% to 80% occupied.

Pricing may also be considered for reasons beyond demand management, particularly in areas with lower price sensitivity. Managed parking systems generate costs related to their ongoing operations and maintenance, and for future investments in capital projects to support a growing district's transportation needs. Options for funding these activities include one or a combination of strategies such as taking on debt through conventional financing or issuance of bonds, by creating a parking tax district, allowing for parking payment in lieu of new developments, operating as part of a parking authority or enterprise fund, or charging user fees. User fees, or paid parking, can reduce or eliminate subsidizing Downtown parking management with citywide property tax revenue from the General Fund and instead having those that utilize and benefit from it the most provide for its financial burden.

This parking study concludes that, as of 2021, parking occupancy in the Core Downtown Area consistently reaches, and in many areas exceeds, 85% during weekday afternoons. Also, while average lengths of stay appear to be well within the two-hour time window for most time-limited parking, "re-parking" of vehicles within the time-limited parking areas, as shown in the movement analysis, is a frequent occurrence. For these reasons, the City should consider implementing active management strategies, specifically implementation of paid parking. Parking user fees will not only support management of the existing system's operations and maintenance but provide potential reinvestment in the B-3 District's future transportation needs. This will support efficient and effective use of parking resources, maximizing benefit for both the City and for all the user groups that rely on Downtown parking.

A list of potential next steps to be disused and evaluated are as follows, including but not limited to:

- Extending the "rolling rule" to all time-limited parking within B-3 District to minimize "re-parking"
- Evaluation of paid parking and its ability to support the parking program or other mobility initiatives
- Expanding the Parking Benefit Zones (PBZ) to include the areas immediately to the north or south of Downtown
- Evaluate parking enforcement technologies and practices
- Increasing number of block faces that are time limited
- Expansion of Bridger Park Garage
- Adding additional structured public parking
- Evaluate feasibility of remote parking
- Adjusting time limits for both on-street and off-street parking to further incentivize off-street parking over on-street parking
- Adjusting fines, penalties, and other parking ordinances
- Formulating a curbside management plan and strategies

05 Appendices

Appendix A. Parking Supply and Occupancy

On-Street Parking Inventory

Figure 22. Parking Inventory by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Streets)

Corridor	Corridor Segment	Supply																		
		North						South						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
Villard Street	Grand to Willson	9	-	-	-	-	-	8	-	-	-	-	-	17	-	-	-	-	-	17
	Willson to Tracy	-	8	-	-	-	-	6	-	-	-	-	-	6	8	-	-	-	-	14
	Tracy to Black	9	-	-	-	-	-	9	-	-	-	-	-	18	-	-	-	-	-	18
Beall Street	3rd to Grand	6	-	-	-	-	-	8	-	-	-	-	-	14	-	-	-	-	-	14
	Grand to Willson	8	-	-	-	-	-	10	-	-	-	-	-	18	-	-	-	-	-	18
	Willson to Tracy	9	-	-	-	-	-	7	-	-	-	-	-	16	-	-	-	-	-	16
	Tracy to Black	9	-	-	-	-	-	12	-	-	-	-	-	21	-	-	-	-	-	21
	Black to Bozeman	10	-	-	-	-	-	11	-	-	-	-	-	21	-	-	-	-	-	21
Lamme Street	3rd to Grand	8	-	-	-	-	-	8	-	-	-	-	-	16	-	-	-	-	-	16
	Grand to Willson	8	-	-	-	-	-	6	-	-	-	-	-	14	-	-	-	-	-	14
	Willson to Tracy	11	-	-	-	-	-	11	-	-	-	-	-	22	-	-	-	-	-	22
	Tracy to Black	11	-	-	-	-	-	8	-	-	-	-	-	19	-	-	-	-	-	19
	Black to Bozeman	9	-	-	-	-	-	9	-	-	-	-	-	18	-	-	-	-	-	18
	Bozeman to Montana	9	-	-	-	-	-	5	-	-	-	-	-	14	-	-	-	-	-	14
	Montana to Rouse	-	8	-	-	-	-	9	-	-	-	-	-	9	8	-	-	-	-	17
	Rouse to Church	8	-	-	-	-	-	-	1	-	-	-	-	8	1	-	-	-	-	9
	Church to Wallace	11	-	-	-	-	-	12	-	-	-	-	-	23	-	-	-	-	-	23
Mendenhall Street	5th to 3rd	-	23	-	-	-	-	-	16	-	-	-	-	-	39	-	-	-	-	39
	3rd to Grand	-	5	2	-	-	-	-	6	-	-	-	-	-	11	2	-	-	-	13
	Grand to Willson	-	2	3	-	-	-	-	6	-	-	-	-	-	8	3	-	-	-	11
	Willson to Tracy	-	-	7	-	1	-	-	-	8	-	-	-	-	-	15	-	1	-	16
	Tracy to Black	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Black to Bozeman	-	-	7	-	1	-	-	-	8	-	-	-	-	-	15	-	1	-	16
	Bozeman to Rouse	-	-	9	-	1	4	-	-	12	-	-	-	-	-	21	-	1	4	26
	Rouse to Church	-	7	-	5	-	-	-	9	-	-	-	-	-	16	-	5	-	-	21
	Church to Wallace	-	13	-	-	-	-	-	8	-	-	-	-	-	21	-	-	-	-	21
	Wallace to Broadway	21	-	-	-	-	-	16	-	-	-	-	-	37	-	-	-	-	-	37
Main Street	5th to 3rd	-	-	14	-	1	-	-	-	20	-	-	2	-	-	34	-	1	2	37
	3rd to Grand	-	-	8	-	-	-	-	-	8	-	-	-	-	-	16	-	-	-	16
	Grand to Willson	-	-	8	-	1	-	-	-	6	-	-	-	-	-	14	-	1	-	15
	Willson to Tracy	-	-	10	1	-	-	-	-	11	-	-	-	-	-	21	1	-	-	22
	Tracy to Black	-	-	10	-	1	-	-	-	12	1	-	-	-	-	22	1	1	-	24
	Black to Bozeman	-	-	11	-	-	-	-	-	11	-	-	-	-	-	22	-	-	-	22
	Bozeman to Rouse	-	-	17	-	1	1	-	-	18	-	1	-	-	-	35	-	2	1	38
	Rouse to Church	-	-	11	-	1	-	-	-	11	-	-	-	-	-	22	-	1	-	23
	Church to Wallace	-	6	-	-	-	-	-	9	-	-	-	-	-	15	-	-	-	-	15
	Wallace to Broadway	-	8	10	-	-	-	-	16	-	-	-	-	-	24	10	-	-	-	34
Babcock Street	5th to 4th	-	7	-	-	-	-	-	11	-	-	-	-	-	18	-	-	-	-	18
	4th to 3rd	-	3	-	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	9
	3rd to Grand	-	-	-	-	-	-	-	11	-	-	-	-	-	11	-	-	-	-	11
	Grand to Willson	-	-	6	-	-	-	-	-	6	-	-	-	-	-	12	-	-	-	12
	Willson to Tracy	-	-	4	-	-	1	-	-	5	-	1	2	-	-	9	-	1	3	13
	Tracy to Black	-	-	-	5	-	-	-	-	-	11	-	-	-	-	-	16	-	-	16
	Black to Bozeman	-	-	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	8
	Bozeman to Rouse	-	9	-	-	-	-	-	12	-	-	-	-	-	21	-	-	-	-	21
	Rouse to Church	-	9	-	-	-	-	-	10	-	-	-	-	-	19	-	-	-	-	19
	Church to Wallace	-	9	-	-	-	-	-	7	-	-	1	-	-	16	-	-	1	-	17
Olive Street	4th to 3rd	4	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	-	9
	3rd to Grand	8	-	-	-	-	-	9	-	-	-	-	-	17	-	-	-	-	-	17
	Grand to Willson	-	8	-	-	-	1	-	7	-	-	-	-	-	15	-	-	-	1	16
	Willson to Tracy	-	6	-	-	1	-	-	9	-	-	-	-	-	15	-	-	1	-	16
	Tracy to Black	-	6	-	-	-	-	-	2	5	-	-	-	-	8	5	-	-	-	13
	Black to Bozeman	-	3	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	8
	Church to Wallace	12	-	-	-	-	-	11	-	-	-	-	-	23	-	-	-	-	-	23
Curtiss Street	Church to Wallace	12	-	-	-	-	-	12	-	-	-	-	-	24	-	-	-	-	-	24
Total (Core Area)		**-**	**93**	**127**	**11**	**8**	**6**	**-**	**119**	**136**	**12**	**3**	**4**	**-**	**212**	**263**	**23**	**11**	**10**	**519**
Total (Outside Core Area)		**192**	**47**	**10**	**-**	**1**	**1**	**192**	**40**	**5**	**-**	**-**	**-**	**384**	**87**	**15**	**-**	**1**	**1**	**488**
Total (All)		**192**	**140**	**137**	**11**	**9**	**7**	**192**	**159**	**141**	**12**	**3**	**4**	**384**	**299**	**278**	**23**	**12**	**11**	**1,007**

On-Street Parking Occupancy (Numbers)

The peak observation period is highlighted in yellow.

Figure 23. Weekday Afternoon Parking Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Streets)

Corridor	Corridor Segment	Weekday Afternoon Demand																		
		North						South						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
Villard Street	Grand to Willson	7	-	-	-	-	-	5	-	-	-	-	-	12	-	-	-	-	-	12
	Willson to Tracy	-	7	-	-	-	-	5	-	-	-	-	-	5	7	-	-	-	-	12
	Tracy to Black	5	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	-	11
Beall Street	3rd to Grand	2	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	7
	Grand to Willson	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Willson to Tracy	11	-	-	-	-	-	10	-	-	-	-	-	21	-	-	-	-	-	21
	Tracy to Black	9	-	-	-	-	-	12	-	-	-	-	-	21	-	-	-	-	-	21
	Black to Bozeman	9	-	-	-	-	-	9	-	-	-	-	-	18	-	-	-	-	-	18
Lamme Street	3rd to Grand	9	-	-	-	-	-	8	-	-	-	-	-	17	-	-	-	-	-	17
	Grand to Willson	10	-	-	-	-	-	7	-	-	-	-	-	17	-	-	-	-	-	17
	Willson to Tracy	13	-	-	-	-	-	11	-	-	-	-	-	24	-	-	-	-	-	24
	Tracy to Black	12	-	-	-	-	-	12	-	-	-	-	-	24	-	-	-	-	-	24
	Black to Bozeman	9	-	-	-	-	-	11	-	-	-	-	-	20	-	-	-	-	-	20
	Bozeman to Montana	7	-	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	11
	Montana to Rouse	-	6	-	-	-	-	8	-	-	-	-	-	8	6	-	-	-	-	14
	Rouse to Church	2	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	2
	Church to Wallace	2	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	4
Mendenhall Street	5th to 3rd	-	10	-	-	-	-	-	9	-	-	-	-	-	28	-	-	-	-	28
	3rd to Grand	-	6	-	-	-	-	-	7	-	-	-	-	-	13	-	-	-	-	13
	Grand to Willson	-	2	2	-	-	-	-	7	-	-	-	-	-	9	2	-	-	-	11
	Willson to Tracy	-	-	8	-	1	-	-	-	8	-	-	-	-	-	16	-	1	-	17
	Tracy to Black	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Black to Bozeman	-	-	7	-	-	-	-	-	9	-	-	-	-	-	16	-	-	-	16
	Bozeman to Rouse	-	-	9	-	-	-	-	-	10	-	-	-	-	-	19	-	-	-	19
	Rouse to Church	-	5	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	-	12
	Church to Wallace	-	7	-	-	-	-	-	7	-	-	-	-	-	14	-	-	-	-	14
	Wallace to Broadway	14	-	-	-	-	-	7	-	-	-	-	-	21	-	-	-	-	-	21
Main Street	5th to 3rd	-	-	10	-	-	-	-	-	8	-	-	-	-	-	18	-	-	-	18
	3rd to Grand	-	-	7	-	-	-	-	-	6	-	-	-	-	-	13	-	-	-	13
	Grand to Willson	-	-	8	-	-	-	-	-	6	-	-	-	-	-	14	-	-	-	14
	Willson to Tracy	-	-	12	-	-	-	-	-	15	-	-	-	-	-	27	-	-	-	27
	Tracy to Black	-	-	9	-	-	-	-	-	12	-	-	-	-	-	21	-	-	-	21
	Black to Bozeman	-	-	10	-	-	-	-	-	13	-	-	-	-	-	23	-	-	-	23
	Bozeman to Rouse	-	-	18	-	-	-	-	-	15	-	-	-	-	-	33	-	-	-	33
	Rouse to Church	-	-	11	-	-	-	-	-	11	-	-	-	-	-	22	-	-	-	22
	Church to Wallace	-	4	-	-	-	-	-	6	-	-	-	-	-	10	-	-	-	-	10
	Wallace to Broadway	-	4	5	-	-	-	-	7	-	-	-	-	-	11	5	-	-	-	16
Babcock Street	5th to 4th	-	4	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	7
	4th to 3rd	-	4	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	7
	3rd to Grand	-	-	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	8
	Grand to Willson	-	-	5	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	12
	Willson to Tracy	-	-	4	-	-	1	-	-	6	-	1	-	-	-	10	-	1	1	12
	Tracy to Black	-	-	-	6	-	-	-	-	-	8	-	-	-	-	-	14	-	-	14
	Black to Bozeman	-	-	-	-	-	-	-	12	-	-	-	-	-	12	-	-	-	-	12
	Bozeman to Rouse	-	9	-	-	-	-	-	11	-	-	-	-	-	20	-	-	-	-	20
	Rouse to Church	-	8	-	-	-	-	-	9	-	-	-	-	-	17	-	-	-	-	17
	Church to Wallace	-	8	-	-	-	-	-	5	-	-	1	-	-	13	-	-	1	-	14
Olive Street	4th to 3rd	4	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	7
	3rd to Grand	7	-	-	-	-	-	6	-	-	-	-	-	13	-	-	-	-	-	13
	Grand to Willson	-	6	-	-	-	-	-	8	-	-	-	-	-	14	-	-	-	-	14
	Willson to Tracy	-	6	-	-	-	-	-	8	-	-	-	-	-	14	-	-	-	-	14
	Tracy to Black	-	6	-	-	-	-	-	2	3	-	-	-	-	8	3	-	-	-	11
	Black to Bozeman	-	4	-	-	-	-	-	6	-	-	-	-	-	10	-	-	-	-	10
	Church to Wallace	-	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	6
Curtiss Street	Church to Wallace	2	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	4
Total (Core Area)		**-**	**76**	**120**	**6**	**1**	**1**	**-**	**94**	**126**	**8**	**2**	**-**	**-**	**170**	**246**	**14**	**3**	**1**	**434**
Total (Outside Core Area)		**134**	**39**	**5**	**-**	**-**	**-**	**139**	**31**	**3**	**-**	**-**	**-**	**273**	**70**	**8**	**-**	**-**	**-**	**351**
Total (All)		**134**	**115**	**125**	**6**	**1**	**1**	**139**	**125**	**129**	**8**	**2**	**-**	**273**	**240**	**254**	**14**	**3**	**1**	**785**

Figure 24. Weekday Evening Parking Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Streets)

Corridor	Corridor Segment	Weekday Evening Demand																		
		North						South						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
Villard Street	Grand to Willson	3	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	5
	Willson to Tracy	-	4	-	-	-	-	2	-	-	-	-	-	2	4	-	-	-	-	6
	Tracy to Black	6	-	-	-	-	-	5	-	-	-	-	-	11	-	-	-	-	-	11
Beall Street	3rd to Grand	2	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	4
	Grand to Willson	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Willson to Tracy	8	-	-	-	-	-	7	-	-	-	-	-	15	-	-	-	-	-	15
	Tracy to Black	4	-	-	-	-	-	9	-	-	-	-	-	13	-	-	-	-	-	13
	Black to Bozeman	9	-	-	-	-	-	7	-	-	-	-	-	16	-	-	-	-	-	16
Lamme Street	3rd to Grand	7	-	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	11
	Grand to Willson	7	-	-	-	-	-	6	-	-	-	-	-	13	-	-	-	-	-	13
	Willson to Tracy	11	-	-	-	-	-	12	-	-	-	-	-	23	-	-	-	-	-	23
	Tracy to Black	9	-	-	-	-	-	10	-	-	-	-	-	19	-	-	-	-	-	19
	Black to Bozeman	8	-	-	-	-	-	10	-	-	-	-	-	18	-	-	-	-	-	18
	Bozeman to Montana	4	-	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	8
	Montana to Rouse	-	3	-	-	-	-	3	-	-	-	-	-	3	3	-	-	-	-	6
	Rouse to Church	3	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	3
	Church to Wallace	2	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	4
Mendenhall Street	5th to 3rd	-	6	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	6
	3rd to Grand	-	5	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	9
	Grand to Willson	-	3	3	-	-	-	-	6	-	-	-	-	-	9	3	-	-	-	12
	Willson to Tracy	-	-	9	-	-	-	-	-	5	-	-	-	-	-	14	-	-	-	14
	Tracy to Black	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Black to Bozeman	-	-	7	-	1	-	-	-	8	-	-	-	-	-	15	-	1	-	16
	Bozeman to Rouse	-	-	11	-	-	-	-	-	10	-	-	-	-	-	21	-	-	-	21
	Rouse to Church	-	3	-	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	7
	Church to Wallace	-	8	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	13
	Wallace to Broadway	15	-	-	-	-	-	3	-	-	-	-	-	18	-	-	-	-	-	18
Main Street	5th to 3rd	-	-	2	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	2
	3rd to Grand	-	-	3	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	8
	Grand to Willson	-	-	8	-	-	-	-	-	7	-	-	-	-	-	15	-	-	-	15
	Willson to Tracy	-	-	11	-	-	-	-	-	8	-	-	-	-	-	19	-	-	-	19
	Tracy to Black	-	-	9	-	-	-	-	-	7	1	-	-	-	-	16	1	-	-	17
	Black to Bozeman	-	-	12	-	-	-	-	-	12	-	-	-	-	-	24	-	-	-	24
	Bozeman to Rouse	-	-	21	-	-	-	-	-	20	-	1	-	-	-	41	-	1	-	42
	Rouse to Church	-	-	9	-	-	-	-	-	12	-	-	-	-	-	21	-	-	-	21
	Church to Wallace	-	5	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	9
	Wallace to Broadway	-	8	10	-	-	-	-	3	-	-	-	-	-	11	10	-	-	-	21
Babcock Street	5th to 4th	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	3
	4th to 3rd	-	2	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	5
	3rd to Grand	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	1
	Grand to Willson	-	-	2	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	7
	Willson to Tracy	-	-	3	-	-	-	-	-	7	-	-	-	-	-	10	-	-	-	10
	Tracy to Black	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	6	-	-	6
	Black to Bozeman	-	-	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	6
	Bozeman to Rouse	-	7	-	-	-	-	-	6	-	-	-	-	-	13	-	-	-	-	13
	Rouse to Church	-	4	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	9
	Church to Wallace	-	8	-	-	-	-	-	8	-	-	-	-	-	16	-	-	-	-	16
Olive Street	4th to 3rd	2	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	5
	3rd to Grand	3	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	4
	Grand to Willson	-	2	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2
	Willson to Tracy	-	4	-	-	-	-	-	7	-	-	-	-	-	11	-	-	-	-	11
	Tracy to Black	-	4	-	-	-	-	-	-	2	-	-	-	-	4	2	-	-	-	6
	Black to Bozeman	-	4	-	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	8
	Church to Wallace	2	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	7
Curtiss Street	Church to Wallace	3	-	-	-	-	-	7	-	-	-	-	-	10	-	-	-	-	-	10
Total (Core Area)		**-**	**52**	**110**	**4**	**1**	**-**	**-**	**54**	**106**	**3**	**1**	**-**	**-**	**106**	**216**	**7**	**2**	**-**	**331**
Total (Outside Core Area)		**108**	**29**	**10**	**-**	**-**	**-**	**104**	**14**	**2**	**-**	**-**	**-**	**212**	**43**	**12**	**-**	**-**	**-**	**267**
Total (All)		**108**	**81**	**120**	**4**	**1**	**-**	**104**	**68**	**108**	**3**	**1**	**-**	**212**	**149**	**228**	**7**	**2**	**-**	**598**

Figure 25. Saturday Afternoon Parking Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Streets)

Corridor	Corridor Segment	Saturday Afternoon Demand																			
		North						South						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
Villard Street	Grand to Willson	4	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	6
	Willson to Tracy	-	5	-	-	-	-	4	-	-	-	-	-	4	5	-	-	-	-	9
	Tracy to Black	5	-	-	-	-	-	5	-	-	-	-	-	10	-	-	-	-	-	10
Beall Street	3rd to Grand	1	-	-	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	6
	Grand to Willson	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Willson to Tracy	10	-	-	-	-	-	8	-	-	-	-	-	18	-	-	-	-	-	18
	Tracy to Black	6	-	-	-	-	-	10	-	-	-	-	-	16	-	-	-	-	-	16
	Black to Bozeman	7	-	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	11
Lamme Street	3rd to Grand	6	-	-	-	-	-	5	-	-	-	-	-	11	-	-	-	-	-	11
	Grand to Willson	9	-	-	-	-	-	7	-	-	-	-	-	16	-	-	-	-	-	16
	Willson to Tracy	7	-	-	-	-	-	13	-	-	-	-	-	20	-	-	-	-	-	20
	Tracy to Black	12	-	-	-	-	-	13	-	-	-	-	-	25	-	-	-	-	-	25
	Black to Bozeman	8	-	-	-	-	-	10	-	-	-	-	-	18	-	-	-	-	-	18
	Bozeman to Montana	3	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	-	8
	Montana to Rouse	-	2	-	-	-	-	2	-	-	-	-	-	2	2	-	-	-	-	4
	Rouse to Church	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Church to Wallace	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2
Mendenhall Street	5th to 3rd	-	8	-	-	-	-	-	4	-	-	-	-	-	12	-	-	-	-	12
	3rd to Grand	-	5	2	-	-	-	-	6	-	-	-	-	-	11	2	-	-	-	13
	Grand to Willson	-	2	2	-	-	-	-	6	-	-	-	-	-	8	2	-	-	-	10
	Willson to Tracy	-	-	8	-	1	-	-	-	6	-	-	-	-	-	14	-	1	-	15
	Tracy to Black	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Black to Bozeman	-	-	4	-	-	-	-	-	7	-	-	-	-	-	11	-	-	-	11
	Bozeman to Rouse	-	-	8	-	-	-	-	-	8	-	-	-	-	-	16	-	-	-	16
	Rouse to Church	-	5	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	11
	Church to Wallace	-	6	-	-	-	-	-	7	-	-	-	-	-	13	-	-	-	-	13
	Wallace to Broadway	7	-	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	9
Main Street	5th to 3rd	-	-	9	-	-	-	-	-	9	-	-	-	-	-	18	-	-	-	18
	3rd to Grand	-	-	8	-	-	-	-	-	4	-	-	-	-	-	12	-	-	-	12
	Grand to Willson	-	-	10	-	-	-	-	-	7	-	-	-	-	-	17	-	-	-	17
	Willson to Tracy	-	-	14	-	-	-	-	-	13	-	-	-	-	-	27	-	-	-	27
	Tracy to Black	-	-	10	-	1	-	-	-	14	1	-	-	-	-	24	1	1	-	26
	Black to Bozeman	-	-	11	-	-	-	-	-	11	-	-	-	-	-	22	-	-	-	22
	Bozeman to Rouse	-	-	19	-	-	-	-	-	23	-	-	-	-	-	42	-	-	-	42
	Rouse to Church	-	-	10	-	-	-	-	-	9	-	-	-	-	-	19	-	-	-	19
	Church to Wallace	-	3	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	8
	Wallace to Broadway	-	3	4	-	-	-	-	7	-	-	-	-	-	10	4	-	-	-	14
Babcock Street	5th to 4th	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	1
	4th to 3rd	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	1
	3rd to Grand	-	-	-	-	-	-	-	11	-	-	-	-	-	11	-	-	-	-	11
	Grand to Willson	-	-	5	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	12
	Willson to Tracy	-	-	6	-	-	-	-	-	6	-	1	-	-	-	12	-	1	-	13
	Tracy to Black	-	-	-	5	-	-	-	-	-	6	-	-	-	-	-	11	-	-	11
	Black to Bozeman	-	-	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	8
	Bozeman to Rouse	-	10	-	-	-	-	-	7	-	-	-	-	-	17	-	-	-	-	17
	Rouse to Church	-	6	-	-	-	-	-	8	-	-	-	-	-	14	-	-	-	-	14
	Church to Wallace	-	7	-	-	-	-	-	8	-	-	1	-	-	15	-	-	1	-	16
Olive Street	4th to 3rd	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1
	3rd to Grand	7	-	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	9
	Grand to Willson	-	7	-	-	-	-	-	8	-	-	-	-	-	15	-	-	-	-	15
	Willson to Tracy	-	6	-	-	-	-	-	8	-	-	-	-	-	14	-	-	-	-	14
	Tracy to Black	-	6	-	-	-	-	-	3	2	-	-	-	-	9	2	-	-	-	11
	Black to Bozeman	-	5	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	11
	Church to Wallace	2	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	7
Curtiss Street	Church to Wallace	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4
Total (Core Area)		**-**	**52**	**126**	**5**	**2**	**-**	**-**	**78**	**124**	**7**	**2**	**-**	**-**	**130**	**250**	**12**	**4**	**-**	**396**
Total (Outside Core Area)		**95**	**34**	**4**	**-**	**-**	**-**	**108**	**32**	**2**	**-**	**-**	**-**	**203**	**66**	**6**	**-**	**-**	**-**	**275**
Total (All)		**95**	**86**	**130**	**5**	**2**	**-**	**108**	**110**	**126**	**7**	**2**	**-**	**203**	**196**	**256**	**12**	**4**	**-**	**671**

Figure 26. Saturday Evening Parking Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Streets)

Corridor	Corridor Segment	Saturday Evening Demand																		
		North						South						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
Villard Street	Grand to Willson	4	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	6
	Willson to Tracy	-	5	-	-	-	-	5	-	-	-	-	-	5	5	-	-	-	-	10
	Tracy to Black	7	-	-	-	-	-	5	-	-	-	-	-	12	-	-	-	-	-	12
Beall Street	3rd to Grand	1	-	-	-	-	-	4	-	-	-	-	-	5	-	-	-	-	-	5
	Grand to Willson	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Willson to Tracy	11	-	-	-	-	-	7	-	-	-	-	-	18	-	-	-	-	-	18
	Tracy to Black	8	-	-	-	-	-	13	-	-	-	-	-	21	-	-	-	-	-	21
	Black to Bozeman	5	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	-	-	12
Lamme Street	3rd to Grand	7	-	-	-	-	-	6	-	-	-	-	-	13	-	-	-	-	-	13
	Grand to Willson	9	-	-	-	-	-	7	-	-	-	-	-	16	-	-	-	-	-	16
	Willson to Tracy	7	-	-	-	-	-	12	-	-	-	-	-	19	-	-	-	-	-	19
	Tracy to Black	11	-	-	-	-	-	11	-	-	-	-	-	22	-	-	-	-	-	22
	Black to Bozeman	7	-	-	-	-	-	10	-	-	-	-	-	17	-	-	-	-	-	17
	Bozeman to Montana	3	-	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	-	9
	Montana to Rouse	-	2	-	-	-	-	5	-	-	-	-	-	5	2	-	-	-	-	7
	Rouse to Church	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1
	Church to Wallace	2	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	4
Mendenhall Street	5th to 3rd	-	5	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	5
	3rd to Grand	-	3	3	-	-	-	-	5	-	-	-	-	-	8	3	-	-	-	11
	Grand to Willson	-	2	3	-	-	-	-	5	-	-	-	-	-	7	3	-	-	-	10
	Willson to Tracy	-	-	8	-	1	-	-	-	5	-	-	-	-	-	13	-	1	-	14
	Tracy to Black	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Black to Bozeman	-	-	7	-	-	-	-	-	9	-	-	-	-	-	16	-	-	-	16
	Bozeman to Rouse	-	-	12	-	-	-	-	-	11	-	-	-	-	-	23	-	-	-	23
	Rouse to Church	-	4	-	-	-	-	-	7	-	-	-	-	-	11	-	-	-	-	11
	Church to Wallace	-	10	-	-	-	-	-	4	-	-	-	-	-	14	-	-	-	-	14
	Wallace to Broadway	9	-	-	-	-	-	4	-	-	-	-	-	13	-	-	-	-	-	13
Main Street	5th to 3rd	-	-	4	-	-	-	-	-	4	-	-	-	-	-	8	-	-	-	8
	3rd to Grand	-	-	7	-	-	-	-	-	6	-	-	-	-	-	13	-	-	-	13
	Grand to Willson	-	-	8	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	13
	Willson to Tracy	-	-	11	-	-	-	-	-	11	-	-	-	-	-	22	-	-	-	22
	Tracy to Black	-	-	12	-	1	-	-	-	12	-	-	-	-	-	24	-	1	-	25
	Black to Bozeman	-	-	12	-	-	-	-	-	12	-	-	-	-	-	24	-	-	-	24
	Bozeman to Rouse	-	-	18	-	1	-	-	-	21	-	-	-	-	-	39	-	1	-	40
	Rouse to Church	-	-	9	-	-	-	-	-	11	-	-	-	-	-	20	-	-	-	20
	Church to Wallace	-	5	-	-	-	-	-	5	-	-	-	-	-	10	-	-	-	-	10
	Wallace to Broadway	-	-	17	-	-	-	-	9	-	-	-	-	-	9	17	-	-	-	26
Babcock Street	5th to 4th	-	-	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	2
	4th to 3rd	-	-	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	2
	3rd to Grand	-	-	-	-	-	-	-	11	-	-	-	-	-	11	-	-	-	-	11
	Grand to Willson	-	-	5	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	12
	Willson to Tracy	-	-	4	-	-	-	-	-	7	-	-	-	-	-	11	-	-	-	11
	Tracy to Black	-	-	-	5	-	-	-	-	-	-	-	-	-	-	-	5	-	-	5
	Black to Bozeman	-	-	-	-	-	-	-	10	-	-	-	-	-	10	-	-	-	-	10
	Bozeman to Rouse	-	8	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	13
	Rouse to Church	-	6	-	-	-	-	-	7	-	-	-	-	-	13	-	-	-	-	13
	Church to Wallace	-	9	-	-	-	-	-	8	-	-	-	-	-	17	-	-	-	-	17
Olive Street	4th to 3rd	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	3
	3rd to Grand	9	-	-	-	-	-	7	-	-	-	-	-	16	-	-	-	-	-	16
	Grand to Willson	-	3	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	8
	Willson to Tracy	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1
	Tracy to Black	-	1	-	-	-	-	-	-	3	-	-	-	-	1	3	-	-	-	4
	Black to Bozeman	-	3	-	-	-	-	-	5	-	-	-	-	-	8	-	-	-	-	8
	Church to Wallace	1	-	-	-	-	-	8	-	-	-	-	-	9	-	-	-	-	-	9
Curtiss Street	Church to Wallace	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4
Total (Core Area)		**-**	**52**	**123**	**5**	**3**	**-**	**-**	**71**	**121**	**-**	**-**	**-**	**-**	**123**	**244**	**5**	**3**	**-**	**375**
Total (Outside Core Area)		**103**	**15**	**17**	**-**	**-**	**-**	**127**	**19**	**3**	**-**	**-**	**-**	**230**	**34**	**20**	**-**	**-**	**-**	**284**
Total (All)		**103**	**67**	**140**	**5**	**3**	**-**	**127**	**90**	**124**	**-**	**-**	**-**	**230**	**157**	**264**	**5**	**3**	**-**	**659**

Figure 27. Parking Inventory by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Avenues)

Corridor	Corridor Segment	Supply																		
		East						West						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
5th Avenue	Mendenhall to Main	-	3	-	-	-	-	-	8	-	-	-	-	-	11	-	-	-	-	11
	Main to Babcock	-	4	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	9
4th Avenue	Babcock to Olive	11	-	-	-	-	-	9	-	-	-	-	-	20	-	-	-	-	-	20
3rd Avenue	Beall to Lamme	5	-	-	-	1	-	5	-	-	-	-	-	10	-	-	-	1	-	11
	Lamme to Mendenhall	9	-	-	-	-	-	9	-	-	-	-	-	18	-	-	-	-	-	18
	Mendelhall to Main	-	-	6	-	-	-	-	-	8	-	-	-	-	-	14	-	-	-	14
	Main to Babcock	-	7	-	-	1	-	-	8	-	-	-	-	-	15	-	-	1	-	16
Grand Avenue	Villard to Beall	-	-	-	-	-	-	9	-	-	-	-	-	9	-	-	-	-	-	9
	Beall to Lamme	-	-	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	7
	Lamme to Mendenhall	-	-	-	-	-	-	11	-	-	-	-	-	11	-	-	-	-	-	11
	Mendenhall to Main	-	-	7	-	-	-	-	3	4	-	2	-	-	3	11	-	2	-	16
	Main to Babcock	-	-	7	-	-	2	-	3	4	-	-	-	-	3	11	-	-	2	16
	Babcock to Olive	6	-	-	-	1	2	9	-	-	-	-	2	15	-	-	-	1	4	20
Willson Avenue	Villard to Beall	9	-	-	-	-	-	9	-	-	-	-	-	18	-	-	-	-	-	18
	Beall to Lamme	-	6	-	-	-	-	2	-	-	-	-	-	2	6	-	-	-	-	8
	Lamme to Mendenhall	-	7	-	-	-	-	-	9	-	-	-	-	-	16	-	-	-	-	16
	Mendenhall to Main	-	-	-	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	8
	Main to Babcock	-	-	6	-	-	-	-	-	11	-	-	-	-	-	17	-	-	-	17
	Babcock to Olive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Olive to Curtiss	9	-	-	-	-	-	10	-	-	-	-	-	19	-	-	-	-	-	19
Tracy Avenue	Villard to Beall	-	-	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	7
	Beall to Lamme	-	-	-	-	-	-	-	3	-	-	1	-	-	3	-	-	1	-	4
	Lamme to Mendenhall	-	-	-	-	-	-	-	9	-	-	-	-	-	9	-	-	-	-	9
	Mendenhall to Main	-	-	10	-	-	-	-	-	4	-	-	-	-	-	14	-	-	-	14
	Main to Babcock	-	-	7	-	1	-	-	-	8	-	-	-	-	-	15	-	1	-	16
	Babcock to Olive	-	3	-	-	-	-	-	9	-	-	-	-	-	12	-	-	-	-	12
	Olive to Curtiss	9	-	-	-	-	-	6	-	-	-	-	-	15	-	-	-	-	-	15
Black Avenue	Villard to Beall	10	-	-	-	-	-	10	-	-	-	-	-	20	-	-	-	-	-	20
	Beall to Lamme	4	-	-	-	-	-	3	-	-	-	-	-	7	-	-	-	-	-	7
	Lamme to Mendenhall	-	6	-	-	-	-	-	9	-	-	-	-	-	15	-	-	-	-	15
	Mendenhall to Main	-	-	8	-	-	-	-	-	8	-	-	-	-	-	16	-	-	-	16
	Main to Babcock	-	-	7	-	-	-	-	-	6	-	-	-	-	-	13	-	-	-	13
	Babcock to Olive	-	8	-	-	-	-	-	5	-	-	1	-	-	13	-	-	1	-	14
	Olive to Curtiss	-	-	-	-	-	-	7	-	-	-	-	1	7	-	-	-	-	1	8
Bozeman Avenue	Beall to Lamme	2	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	6
	Lamme to Mendenhall	8	-	-	-	-	-	6	-	-	-	-	-	14	-	-	-	-	-	14
	Mendenhall to Main	-	-	8	-	1	-	-	-	10	-	-	-	-	-	18	-	1	-	19
	Main to Babcock	-	-	6	-	-	-	-	-	5	-	-	5	-	-	11	-	-	5	16
	Babcock to Olive	8	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	8
	Olive to Curtiss	12	-	-	-	-	-	9	-	-	-	-	-	21	-	-	-	-	-	21
Rouse Avenue	Lamme to Mendenhall	-	-	-	-	-	12	6	-	-	-	-	-	6	-	-	-	-	12	18
	Mendenhall to Main	-	-	7	-	-	-	-	-	-	-	-	-	-	-	7	-	-	-	7
	Main to Babcock	-	3	4	-	-	-	-	4	4	-	-	-	-	7	8	-	-	-	15
	Babcock to Olive	7	-	-	-	-	-	10	-	-	-	-	-	17	-	-	-	-	-	17
Church Avenue	Lamme to Mendenhall	11	-	-	-	-	-	-	-	-	-	-	-	11	-	-	-	-	-	11
	Mendenhall to Main	-	7	-	-	-	-	-	-	8	-	-	-	-	7	8	-	-	-	15
	Main to Babcock	-	5	-	-	-	-	-	4	4	-	-	-	-	9	4	-	-	-	13
	Babcock to Olive	9	-	-	-	-	-	-	-	-	-	-	-	9	-	-	-	-	-	9
Wallace Avenue	Lamme to Mendenhall	9	-	-	-	-	-	5	-	-	-	-	-	14	-	-	-	-	-	14
	Mendenhall to Main	-	4	-	-	-	-	-	7	-	-	-	-	-	11	-	-	-	-	11
	Main to Babcock	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Babcock to Olive	12	-	-	-	-	-	11	-	-	-	-	-	23	-	-	-	-	-	23
	Olive to Curtiss	12	-	-	-	-	-	10	-	-	-	-	-	22	-	-	-	-	-	22
Broadway Avenue	Mendenhall to Main	2	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	2
Total (Core Area)		**-**	**33**	**83**	**-**	**3**	**2**	**-**	**42**	**92**	**-**	**2**	**5**	**-**	**75**	**175**	**-**	**5**	**7**	**262**
Total (Outside Core Area)		**164**	**30**	**-**	**-**	**2**	**14**	**174**	**44**	**-**	**-**	**2**	**3**	**338**	**74**	**-**	**-**	**4**	**17**	**433**
Total (All)		**164**	**63**	**83**	**-**	**5**	**16**	**174**	**86**	**92**	**-**	**4**	**8**	**338**	**149**	**175**	**-**	**9**	**24**	**695**

Figure 28. Weekday Afternoon Parking Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Avenues)

Corridor	Corridor Segment	Weekday Afternoon Demand																		
		East						West						Both Sides						
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Total (All)
5th Avenue	Mendenhall to Main	-	-	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	6
	Main to Babcock	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1
4th Avenue	Babcock to Olive	2	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	-	7
3rd Avenue	Beall to Lamme	5	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	9
	Lamme to Mendenhall	7	-	-	-	-	-	7	-	-	-	-	-	14	-	-	-	-	-	14
	Mendelhall to Main	-	-	7	-	-	-	-	-	5	-	-	-	-	-	12	-	-	-	12
	Main to Babcock	-	7	-	-	-	-	-	7	-	-	-	-	-	14	-	-	-	-	14
Grand Avenue	Villard to Beall	-	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	-	8
	Beall to Lamme	-	-	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	7
	Lamme to Mendenhall	-	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	-	8
	Mendenhall to Main	-	-	10	-	-	-	-	2	5	-	-	-	-	2	15	-	-	-	17
	Main to Babcock	-	-	6	-	-	-	-	3	4	-	-	-	-	3	10	-	-	-	13
	Babcock to Olive	5	-	-	-	-	-	8	-	-	-	-	-	13	-	-	-	-	-	13
Willson Avenue	Villard to Beall	5	-	-	-	-	-	9	-	-	-	-	-	14	-	-	-	-	-	14
	Beall to Lamme	-	6	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	6
	Lamme to Mendenhall	-	5	-	-	-	-	-	10	-	-	-	-	-	15	-	-	-	-	15
	Mendenhall to Main	-	-	-	-	-	-	-	-	9	-	-	-	-	-	9	-	-	-	9
	Main to Babcock	-	-	7	-	-	-	-	-	11	-	-	-	-	-	18	-	-	-	18
	Babcock to Olive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Olive to Curtiss	9	-	-	-	-	-	7	-	-	-	-	-	16	-	-	-	-	-	16
Tracy Avenue	Villard to Beall	-	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	6
	Beall to Lamme	-	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	4
	Lamme to Mendenhall	-	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	4
	Mendenhall to Main	-	-	9	-	-	-	-	-	5	-	-	-	-	-	14	-	-	-	14
	Main to Babcock	-	-	6	-	-	-	-	-	9	-	-	-	-	-	15	-	-	-	15
	Babcock to Olive	-	3	-	-	-	-	-	7	-	-	-	-	-	10	-	-	-	-	10
	Olive to Curtiss	10	-	-	-	-	-	10	-	-	-	-	-	20	-	-	-	-	-	20
Black Avenue	Villard to Beall	9	-	-	-	-	-	8	-	-	-	-	-	17	-	-	-	-	-	17
	Beall to Lamme	3	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	5
	Lamme to Mendenhall	-	7	-	-	-	-	-	9	-	-	-	-	-	16	-	-	-	-	16
	Mendenhall to Main	-	-	7	-	-	-	-	-	8	-	-	-	-	-	15	-	-	-	15
	Main to Babcock	-	-	8	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	13
	Babcock to Olive	-	10	-	-	-	-	-	6	-	-	-	-	-	16	-	-	-	-	16
	Olive to Curtiss	-	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	-	8
Bozeman Avenue	Beall to Lamme	3	-	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	7
	Lamme to Mendenhall	7	-	-	-	-	-	4	-	-	-	-	-	11	-	-	-	-	-	11
	Mendenhall to Main	-	-	8	-	-	-	-	-	9	-	-	-	-	-	17	-	-	-	17
	Main to Babcock	-	-	8	-	-	-	-	-	6	-	-	1	-	-	14	-	-	1	15
	Babcock to Olive	5	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	5
	Olive to Curtiss	9	-	-	-	-	-	8	-	-	-	-	-	17	-	-	-	-	-	17
Rouse Avenue	Lamme to Mendenhall	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4
	Mendenhall to Main	-	-	4	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	4
	Main to Babcock	-	3	3	-	-	-	-	4	4	-	-	-	-	7	7	-	-	-	14
	Babcock to Olive	8	-	-	-	-	-	8	-	-	-	-	-	16	-	-	-	-	-	16
Church Avenue	Lamme to Mendenhall	7	-	-	-	-	-	-	-	-	-	-	-	7	-	-	-	-	-	7
	Mendenhall to Main	-	7	-	-	-	-	-	-	6	-	-	-	-	7	6	-	-	-	13
	Main to Babcock	-	8	-	-	-	-	-	3	3	-	-	-	-	11	3	-	-	-	14
	Babcock to Olive	6	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	6
Wallace Avenue	Lamme to Mendenhall	4	-	-	-	-	-	8	-	-	-	-	-	12	-	-	-	-	-	12
	Mendenhall to Main	-	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	2
	Main to Babcock	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Babcock to Olive	4	-	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	8
	Olive to Curtiss	7	-	-	-	-	-	2	-	-	-	-	-	9	-	-	-	-	-	9
Broadway Avenue	Mendenhall to Main	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1
Total (Core Area)		**-**	**27**	**83**	**-**	**-**	**-**	**-**	**26**	**89**	**-**	**-**	**1**	**-**	**53**	**172**	**-**	**-**	**1**	**226**
Total (Outside Core Area)		**116**	**31**	**-**	**-**	**-**	**-**	**139**	**40**	**-**	**-**	**-**	**-**	**255**	**71**	**-**	**-**	**-**	**-**	**326**
Total (All)		**116**	**58**	**83**	**-**	**-**	**-**	**139**	**66**	**89**	**-**	**-**	**1**	**255**	**124**	**172**	**-**	**-**	**1**	**552**

Figure 29. Weekday Evening Parking Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Avenues)

Corridor	Corridor Segment	Weekday Evening Demand																		
		East						West						Both Sides						
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Total (All)
5th Avenue	Mendenhall to Main	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1
	Main to Babcock	-	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	3
4th Avenue	Babcock to Olive	2	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	5
3rd Avenue	Beall to Lamme	4	-	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	8
	Lamme to Mendenhall	5	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	9
	Mendelhall to Main	-	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	3
	Main to Babcock	-	5	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	6
Grand Avenue	Villard to Beall	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4
	Beall to Lamme	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4
	Lamme to Mendenhall	-	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	-	8
	Mendenhall to Main	-	-	7	-	-	-	-	3	5	-	-	-	-	3	12	-	-	-	15
	Main to Babcock	-	-	5	-	-	-	-	2	3	-	-	-	-	2	8	-	-	-	10
	Babcock to Olive	3	-	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	7
Willson Avenue	Villard to Beall	5	-	-	-	-	-	5	-	-	-	-	-	10	-	-	-	-	-	10
	Beall to Lamme	-	4	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	4
	Lamme to Mendenhall	-	5	-	-	-	-	-	9	-	-	-	-	-	14	-	-	-	-	14
	Mendenhall to Main	-	-	-	-	-	-	-	-	9	-	-	-	-	-	9	-	-	-	9
	Main to Babcock	-	-	7	-	-	-	-	-	9	-	-	-	-	-	16	-	-	-	16
	Babcock to Olive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Olive to Curtiss	7	-	-	-	-	-	6	-	-	-	-	-	13	-	-	-	-	-	13
Tracy Avenue	Villard to Beall	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Beall to Lamme	-	-	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	2
	Lamme to Mendenhall	-	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	1
	Mendenhall to Main	-	-	9	-	-	-	-	-	6	-	-	-	-	-	15	-	-	-	15
	Main to Babcock	-	-	8	-	-	-	-	-	8	-	-	-	-	-	16	-	-	-	16
	Babcock to Olive	-	-	-	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	7
	Olive to Curtiss	3	-	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	7
Black Avenue	Villard to Beall	6	-	-	-	-	-	7	-	-	-	-	-	13	-	-	-	-	-	13
	Beall to Lamme	3	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	4
	Lamme to Mendenhall	-	5	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	-	12
	Mendenhall to Main	-	-	7	-	-	-	-	-	8	-	-	-	-	-	15	-	-	-	15
	Main to Babcock	-	-	5	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	11
	Babcock to Olive	-	5	-	-	-	-	-	5	-	-	-	-	-	10	-	-	-	-	10
	Olive to Curtiss	-	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	6
Bozeman Avenue	Beall to Lamme	4	-	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	8
	Lamme to Mendenhall	6	-	-	-	-	-	5	-	-	-	-	-	11	-	-	-	-	-	11
	Mendenhall to Main	-	-	8	-	-	-	-	-	10	-	-	-	-	-	18	-	-	-	18
	Main to Babcock	-	-	8	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	13
	Babcock to Olive	4	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	4
	Olive to Curtiss	9	-	-	-	-	-	8	-	-	-	-	-	17	-	-	-	-	-	17
Rouse Avenue	Lamme to Mendenhall	-	-	-	-	-	6	4	-	-	-	-	-	4	-	-	-	-	6	10
	Mendenhall to Main	-	-	4	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	4
	Main to Babcock	-	2	5	-	-	-	-	3	7	-	-	-	-	5	12	-	-	-	17
	Babcock to Olive	-	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2
Church Avenue	Lamme to Mendenhall	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1
	Mendenhall to Main	-	7	-	-	-	-	-	-	6	-	-	-	-	7	6	-	-	-	13
	Main to Babcock	-	5	-	-	-	-	-	3	4	-	-	-	-	8	4	-	-	-	12
	Babcock to Olive	9	-	-	-	-	-	-	-	-	-	-	-	9	-	-	-	-	-	9
Wallace Avenue	Lamme to Mendenhall	6	-	-	-	-	-	3	-	-	-	-	-	9	-	-	-	-	-	9
	Mendenhall to Main	-	4	-	-	-	-	-	5	-	-	-	-	-	9	-	-	-	-	9
	Main to Babcock	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Babcock to Olive	6	-	-	-	-	-	3	-	-	-	-	-	9	-	-	-	-	-	9
	Olive to Curtiss	7	-	-	-	-	-	5	-	-	-	-	-	12	-	-	-	-	-	12
Broadway Avenue	Mendenhall to Main	2	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	-	2
Total (Core Area)		**-**	**26**	**74**	**-**	**-**	**-**	**-**	**18**	**88**	**-**	**-**	**-**	**-**	**44**	**162**	**-**	**-**	**-**	**206**
Total (Outside Core Area)		**92**	**19**	**-**	**-**	**-**	**6**	**94**	**31**	**-**	**-**	**-**	**-**	**186**	**50**	**-**	**-**	**-**	**6**	**242**
Total (All)		**92**	**45**	**74**	**-**	**-**	**6**	**94**	**49**	**88**	**-**	**-**	**-**	**186**	**94**	**162**	**-**	**-**	**6**	**448**

Figure 30. Saturday Afternoon Parking Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Avenues)

Corridor	Corridor Segment	Saturday Afternoon Demand																		
		East						West						Both Sides						
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Total (All)
5th Avenue	Mendenhall to Main	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Main to Babcock	-	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	3
4th Avenue	Babcock to Olive	2	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	5
3rd Avenue	Beall to Lamme	2	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	3
	Lamme to Mendenhall	8	-	-	-	-	-	3	-	-	-	-	-	11	-	-	-	-	-	11
	Mendelhall to Main	-	-	4	-	-	-	-	-	6	-	-	-	-	-	10	-	-	-	10
	Main to Babcock	-	2	-	-	-	-	-	6	-	-	-	-	-	8	-	-	-	-	8
Grand Avenue	Villard to Beall	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4
	Beall to Lamme	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4
	Lamme to Mendenhall	-	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	-	-	8
	Mendenhall to Main	-	-	8	-	-	-	-	4	4	-	-	-	-	4	12	-	-	-	16
	Main to Babcock	-	-	7	-	-	-	-	3	5	-	-	-	-	3	12	-	-	-	15
	Babcock to Olive	6	-	-	-	-	-	7	-	-	-	-	-	13	-	-	-	-	-	13
Willson Avenue	Villard to Beall	7	-	-	-	-	-	8	-	-	-	-	-	15	-	-	-	-	-	15
	Beall to Lamme	-	6	-	-	-	-	-	-	-	-	-	-	-	6	-	-	-	-	6
	Lamme to Mendenhall	-	5	-	-	-	-	-	10	-	-	-	-	-	15	-	-	-	-	15
	Mendenhall to Main	-	-	-	-	-	-	-	-	8	-	-	-	-	-	8	-	-	-	8
	Main to Babcock	-	-	5	-	-	-	-	-	11	-	-	-	-	-	16	-	-	-	16
	Babcock to Olive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Olive to Curtiss	7	-	-	-	-	-	9	-	-	-	-	-	16	-	-	-	-	-	16
Tracy Avenue	Villard to Beall	-	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	6
	Beall to Lamme	-	-	-	-	-	-	-	2	-	-	1	-	-	2	-	-	1	-	3
	Lamme to Mendenhall	-	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	4
	Mendenhall to Main	-	-	9	-	-	-	-	-	6	-	-	-	-	-	15	-	-	-	15
	Main to Babcock	-	-	6	-	-	-	-	-	9	-	-	-	-	-	15	-	-	-	15
	Babcock to Olive	-	3	-	-	-	-	-	9	-	-	-	-	-	12	-	-	-	-	12
	Olive to Curtiss	9	-	-	-	-	-	8	-	-	-	-	-	17	-	-	-	-	-	17
Black Avenue	Villard to Beall	5	-	-	-	-	-	7	-	-	-	-	-	12	-	-	-	-	-	12
	Beall to Lamme	3	-	-	-	-	-	3	-	-	-	-	-	6	-	-	-	-	-	6
	Lamme to Mendenhall	-	5	-	-	-	-	-	9	-	-	-	-	-	14	-	-	-	-	14
	Mendenhall to Main	-	-	7	-	-	-	-	-	7	-	-	-	-	-	14	-	-	-	14
	Main to Babcock	-	-	8	-	-	-	-	-	6	-	-	-	-	-	14	-	-	-	14
	Babcock to Olive	-	9	-	-	-	-	-	5	-	-	-	-	-	14	-	-	-	-	14
	Olive to Curtiss	-	-	-	-	-	-	7	-	-	-	-	-	7	-	-	-	-	-	7
Bozeman Avenue	Beall to Lamme	3	-	-	-	-	-	4	-	-	-	-	-	7	-	-	-	-	-	7
	Lamme to Mendenhall	5	-	-	-	-	-	4	-	-	-	-	-	9	-	-	-	-	-	9
	Mendenhall to Main	-	-	6	-	-	-	-	-	10	-	-	-	-	-	16	-	-	-	16
	Main to Babcock	-	-	7	-	-	-	-	-	5	-	-	-	-	-	12	-	-	-	12
	Babcock to Olive	8	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	8
	Olive to Curtiss	7	-	-	-	-	-	7	-	-	-	-	-	14	-	-	-	-	-	14
Rouse Avenue	Lamme to Mendenhall	-	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1
	Mendenhall to Main	-	-	5	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	5
	Main to Babcock	-	3	3	-	-	-	-	2	3	-	-	-	-	5	6	-	-	-	11
	Babcock to Olive	7	-	-	-	-	-	9	-	-	-	-	-	16	-	-	-	-	-	16
Church Avenue	Lamme to Mendenhall	3	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	3
	Mendenhall to Main	-	6	-	-	-	-	-	-	6	-	-	-	-	6	6	-	-	-	12
	Main to Babcock	-	9	-	-	-	-	-	4	4	-	-	-	-	13	4	-	-	-	17
	Babcock to Olive	5	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	5
Wallace Avenue	Lamme to Mendenhall	-	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	3
	Mendenhall to Main	-	2	-	-	-	-	-	-	-	-	-	-	-	2	-	-	-	-	2
	Main to Babcock	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Babcock to Olive	1	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	4
	Olive to Curtiss	1	-	-	-	-	-	3	-	-	-	-	-	4	-	-	-	-	-	4
Broadway Avenue	Mendenhall to Main	1	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	2
Total (Core Area)		**-**	**23**	**75**	**-**	**-**	**-**	**-**	**21**	**90**	**-**	**-**	**-**	**-**	**44**	**165**	**-**	**-**	**-**	**209**
Total (Outside Core Area)		**90**	**28**	**-**	**-**	**-**	**-**	**113**	**39**	**-**	**-**	**1**	**-**	**203**	**67**	**-**	**-**	**1**	**-**	**271**
Total (All)		**90**	**51**	**75**	**-**	**-**	**-**	**113**	**60**	**90**	**-**	**1**	**-**	**203**	**111**	**165**	**-**	**1**	**-**	**480**

Figure 31. Saturday Evening Parking Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Avenues)

Corridor	Corridor Segment	Saturday Evening Demand																		
		East						West						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
5th Avenue	Mendenhall to Main	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1
	Main to Babcock	-	1	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	1
4th Avenue	Babcock to Olive	4	-	-	-	-	-	4	-	-	-	-	-	8	-	-	-	-	-	8
3rd Avenue	Beall to Lamme	2	-	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	4
	Lamme to Mendenhall	2	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	6
	Mendelhall to Main	-	-	2	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	5
	Main to Babcock	-	3	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	4
Grand Avenue	Villard to Beall	-	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	6
	Beall to Lamme	-	-	-	-	-	-	3	-	-	-	-	-	3	-	-	-	-	-	3
	Lamme to Mendenhall	-	-	-	-	-	-	9	-	-	-	-	-	9	-	-	-	-	-	9
	Mendenhall to Main	-	-	8	-	-	-	-	2	4	-	-	-	-	2	12	-	-	-	14
	Main to Babcock	-	-	4	-	-	-	-	3	3	-	-	-	-	3	7	-	-	-	10
	Babcock to Olive	6	-	-	-	-	-	10	-	-	-	-	-	16	-	-	-	-	-	16
Willson Avenue	Villard to Beall	7	-	-	-	-	-	7	-	-	-	-	-	14	-	-	-	-	-	14
	Beall to Lamme	-	5	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	5
	Lamme to Mendenhall	-	5	-	-	-	-	-	9	-	-	-	-	-	14	-	-	-	-	14
	Mendenhall to Main	-	-	-	-	-	-	-	-	10	-	-	-	-	-	10	-	-	-	10
	Main to Babcock	-	-	7	-	-	-	-	-	12	-	-	-	-	-	19	-	-	-	19
	Babcock to Olive	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Olive to Curtiss	7	-	-	-	-	-	3	-	-	-	-	-	10	-	-	-	-	-	10
Tracy Avenue	Villard to Beall	-	-	-	-	-	-	6	-	-	-	-	-	6	-	-	-	-	-	6
	Beall to Lamme	-	-	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	2
	Lamme to Mendenhall	-	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	4
	Mendenhall to Main	-	-	10	-	-	-	-	-	3	-	-	-	-	-	13	-	-	-	13
	Main to Babcock	-	-	7	-	-	-	-	-	9	-	-	-	-	-	16	-	-	-	16
	Babcock to Olive	-	2	-	-	-	-	-	5	-	-	-	-	-	7	-	-	-	-	7
	Olive to Curtiss	8	-	-	-	-	-	8	-	-	-	-	-	16	-	-	-	-	-	16
Black Avenue	Villard to Beall	8	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	-	13
	Beall to Lamme	3	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	4
	Lamme to Mendenhall	-	4	-	-	-	-	-	8	-	-	-	-	-	12	-	-	-	-	12
	Mendenhall to Main	-	-	8	-	-	-	-	-	8	-	-	-	-	-	16	-	-	-	16
	Main to Babcock	-	-	7	-	-	-	-	-	5	-	-	-	-	-	12	-	-	-	12
	Babcock to Olive	-	8	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	-	13
	Olive to Curtiss	-	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	4
Bozeman Avenue	Beall to Lamme	2	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	5
	Lamme to Mendenhall	3	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	5
	Mendenhall to Main	-	-	8	-	-	-	-	-	9	-	-	-	-	-	17	-	-	-	17
	Main to Babcock	-	-	8	-	-	-	-	-	5	-	-	-	-	-	13	-	-	-	13
	Babcock to Olive	8	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	8
	Olive to Curtiss	7	-	-	-	-	-	7	-	-	-	-	-	14	-	-	-	-	-	14
Rouse Avenue	Lamme to Mendenhall	-	-	-	-	-	7	4	-	-	-	-	-	4	-	-	-	-	7	11
	Mendenhall to Main	-	-	5	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	5
	Main to Babcock	-	3	3	-	-	-	-	3	4	-	-	-	-	6	7	-	-	-	13
	Babcock to Olive	6	-	-	-	-	-	10	-	-	-	-	-	16	-	-	-	-	-	16
Church Avenue	Lamme to Mendenhall	8	-	-	-	-	-	-	-	-	-	-	-	8	-	-	-	-	-	8
	Mendenhall to Main	-	8	-	-	-	-	-	-	8	-	-	-	-	8	8	-	-	-	16
	Main to Babcock	-	8	-	-	-	-	-	4	4	-	-	-	-	12	4	-	-	-	16
	Babcock to Olive	5	-	-	-	-	-	-	-	-	-	-	-	5	-	-	-	-	-	5
Wallace Avenue	Lamme to Mendenhall	2	-	-	-	-	-	3	-	-	-	-	-	5	-	-	-	-	-	5
	Mendenhall to Main	-	3	-	-	-	-	-	6	-	-	-	-	-	9	-	-	-	-	9
	Main to Babcock	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	Babcock to Olive	1	-	-	-	-	-	2	-	-	-	-	-	3	-	-	-	-	-	3
	Olive to Curtiss	-	-	-	-	-	-	2	-	-	-	-	-	2	-	-	-	-	-	2
Broadway Avenue	Mendenhall to Main	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total (Core Area)		**-**	**27**	**77**	**-**	**-**	**-**	**-**	**19**	**87**	**-**	**-**	**-**	**-**	**46**	**164**	**-**	**-**	**-**	**210**
Total (Outside Core Area)		**89**	**24**	**-**	**-**	**-**	**7**	**105**	**33**	**-**	**-**	**-**	**-**	**194**	**57**	**-**	**-**	**-**	**7**	**258**
Total (All)		**89**	**51**	**77**	**-**	**-**	**7**	**105**	**52**	**87**	**-**	**-**	**-**	**194**	**103**	**164**	**-**	**-**	**7**	**468**

On-Street Parking Occupancy (Percentages)

Note: City-provided on-street inventory figures were estimated by assuming 24 linear feet of parkable curb frontage per space. Actual occupancy figures that exceed 100% reflect the occurrence of vehicles using less than 24 linear feet of space to park, resulting in more vehicles than estimated accessing a given length of curb. The peak observation period is highlighted in yellow.

Figure 32. Weekday Afternoon Parking Percent Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Streets)

Corridor	Corridor Segment	Weekday Afternoon Demand																		
		North						South						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
Villard Street	Grand to Willson	78%						63%						71%						71%
	Willson to Tracy		88%					83%						83%	88%					86%
	Tracy to Black	56%						67%						61%						61%
Beall Street	3rd to Grand	33%						63%						50%						50%
	Grand to Willson	0%						0%						0%						0%
	Willson to Tracy	122%						143%						131%						131%
	Tracy to Black	100%						100%						100%						100%
	Black to Bozeman	90%						82%						86%						86%
Lamme Street	3rd to Grand	113%						100%						106%						106%
	Grand to Willson	125%						117%						121%						121%
	Willson to Tracy	118%						100%						109%						109%
	Tracy to Black	109%						150%						126%						126%
	Black to Bozeman	100%						122%						111%						111%
	Bozeman to Montana	78%						80%						79%						79%
	Montana to Rouse		75%					89%						89%	75%					82%
	Rouse to Church	25%							0%					25%	0%					22%
	Church to Wallace	18%						17%						17%						17%
Mendenhall Street	5th to 3rd		83%						56%						72%					72%
	3rd to Grand		120%	0%					117%						118%	0%				100%
	Grand to Willson		100%	67%					117%						113%	67%				100%
	Willson to Tracy			114%		100%				100%						107%		100%		106%
	Tracy to Black																			
	Black to Bozeman			100%		0%				113%						107%		0%		100%
	Bozeman to Rouse			100%		0%	0%			83%						90%		0%	0%	73%
	Rouse to Church		71%		0%				78%						75%		0%			57%
	Church to Wallace		54%						88%						67%					67%
	Wallace to Broadway	67%						44%						57%						57%
Main Street	5th to 3rd			71%		0%				40%			0%			53%		0%	0%	49%
	3rd to Grand			88%						75%						81%				81%
	Grand to Willson			100%		0%				100%						100%		0%		93%
	Willson to Tracy			120%	0%					136%						129%	0%			123%
	Tracy to Black			90%		0%				100%	0%					95%	0%	0%		88%
	Black to Bozeman			91%						118%						105%				105%
	Bozeman to Rouse			106%		0%	0%			83%		0%				94%		0%	0%	87%
	Rouse to Church			100%		0%				100%						100%		0%		96%
	Church to Wallace		67%						67%						67%					67%
	Wallace to Broadway		50%	50%					44%						46%	50%				47%
Babcock Street	5th to 4th		57%						27%						39%					39%
	4th to 3rd		133%						50%						78%					78%
	3rd to Grand								73%						73%					73%
	Grand to Willson			83%						117%						100%				100%
	Willson to Tracy			100%			100%			120%		100%	0%			111%		100%	33%	92%
	Tracy to Black				120%						73%						88%			88%
	Black to Bozeman								150%						150%					150%
	Bozeman to Rouse		100%						92%						95%					95%
	Rouse to Church		89%						90%						89%					89%
	Church to Wallace		89%						71%			100%			81%			100%		82%
Olive Street	4th to 3rd	100%						60%						78%						78%
	3rd to Grand	88%						67%						76%						76%
	Grand to Willson		75%				0%		114%						93%				0%	88%
	Willson to Tracy		100%			0%			89%						93%			0%		88%
	Tracy to Black		100%						100%	60%					100%	60%				85%
	Black to Bozeman		133%						120%						125%					125%
	Church to Wallace	0%						55%						26%						26%
Curtiss Street	Church to Wallace	17%						17%						17%						17%
Total (Core Area)			**82%**	**94%**	**55%**	**13%**	**17%**		**79%**	**93%**	**67%**	**67%**	**0%**		**80%**	**94%**	**61%**	**27%**	**10%**	**84%**
Total (Outside Core Area)		**70%**	**83%**	**50%**		**0%**	**0%**	**72%**	**78%**	**60%**				**71%**	**80%**	**53%**		**0%**	**0%**	**72%**
Total (All)		**70%**	**82%**	**91%**	**55%**	**11%**	**14%**	**72%**	**79%**	**91%**	**67%**	**67%**	**0%**	**71%**	**80%**	**91%**	**61%**	**25%**	**9%**	**78%**

Figure 33. Weekday Evening Parking Percent Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Streets)

Corridor	Corridor Segment	Weekday Evening Demand																		
		North						South						Both Sides						
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Total (All)
Villard Street	Grand to Willson	33%						25%						29%						29%
	Willson to Tracy		50%					33%						33%	50%					43%
	Tracy to Black	67%						56%						61%						61%
Beall Street	3rd to Grand	33%						25%						29%						29%
	Grand to Willson	0%						0%						0%						0%
	Willson to Tracy	89%						100%						94%						94%
	Tracy to Black	44%						75%						62%						62%
	Black to Bozeman	90%						64%						76%						76%
Lamme Street	3rd to Grand	88%						50%						69%						69%
	Grand to Willson	88%						100%						93%						93%
	Willson to Tracy	100%						109%						105%						105%
	Tracy to Black	82%						125%						100%						100%
	Black to Bozeman	89%						111%						100%						100%
	Bozeman to Montana	44%						80%						57%						57%
	Montana to Rouse		38%					33%						33%	38%					35%
	Rouse to Church	38%							0%					38%	0%					33%
	Church to Wallace	18%						17%						17%						17%
Mendenhall Street	5th to 3rd		26%						0%						15%					15%
	3rd to Grand		100%	0%					67%						82%	0%				69%
	Grand to Willson		150%	100%					100%						113%	100%				109%
	Willson to Tracy			129%		0%				63%						93%		0%		88%
	Tracy to Black																			
	Black to Bozeman			100%		100%				100%						100%		100%		100%
	Bozeman to Rouse			122%		0%	0%			83%						100%		0%	0%	81%
	Rouse to Church		43%		0%				44%						44%		0%			33%
	Church to Wallace		62%						63%						62%					62%
	Wallace to Broadway	71%						19%						49%						49%
Main Street	5th to 3rd			14%		0%				0%			0%			6%		0%	0%	5%
	3rd to Grand			38%						63%						50%				50%
	Grand to Willson			100%		0%				117%						107%		0%		100%
	Willson to Tracy			110%	0%					73%						90%	0%			86%
	Tracy to Black			90%		0%				58%	100%					73%	100%	0%		71%
	Black to Bozeman			109%						109%						109%				109%
	Bozeman to Rouse			124%		0%	0%			111%		100%				117%		50%	0%	111%
	Rouse to Church			82%		0%				109%						95%		0%		91%
	Church to Wallace		83%						44%						60%					60%
	Wallace to Broadway		100%	100%					19%						46%	100%				62%
Babcock Street	5th to 4th		14%						18%						17%					17%
	4th to 3rd		67%						50%						56%					56%
	3rd to Grand								9%						9%					9%
	Grand to Willson			33%						83%						58%				58%
	Willson to Tracy			75%			0%			140%		0%	0%			111%		0%	0%	77%
	Tracy to Black				80%						18%						38%			38%
	Black to Bozeman								75%						75%					75%
	Bozeman to Rouse		78%						50%						62%					62%
	Rouse to Church		44%						50%						47%					47%
	Church to Wallace		89%						114%			0%			100%			0%		94%
Olive Street	4th to 3rd	50%						60%						56%						56%
	3rd to Grand	38%						11%						24%						24%
	Grand to Willson		25%				0%		0%						13%				0%	13%
	Willson to Tracy		67%			0%			78%						73%			0%		69%
	Tracy to Black		67%						0%	40%					50%	40%				46%
	Black to Bozeman		133%						80%						100%					100%
	Church to Wallace	17%						45%						30%						30%
Curtiss Street	Church to Wallace	25%						58%						42%						42%
Total (Core Area)			**56%**	**87%**	**36%**	**13%**	**0%**		**45%**	**78%**	**25%**	**33%**	**0%**		**50%**	**82%**	**30%**	**18%**	**0%**	**64%**
Total (Outside Core Area)		**56%**	**62%**	**100%**		**0%**	**0%**	**54%**	**35%**	**40%**				**55%**	**49%**	**80%**		**0%**	**0%**	**55%**
Total (All)		**56%**	**58%**	**88%**	**36%**	**11%**	**0%**	**54%**	**43%**	**77%**	**25%**	**33%**	**0%**	**55%**	**50%**	**82%**	**30%**	**17%**	**0%**	**59%**

Figure 34. Saturday Afternoon Parking Percent Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Streets)

Corridor	Corridor Segment	Saturday Afternoon Demand																		
		North						South						Both Sides						
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Total (All)
Villard Street	Grand to Willson	44%						25%						35%						35%
	Willson to Tracy		63%					67%						67%	63%					64%
	Tracy to Black	56%						56%						56%						56%
Beall Street	3rd to Grand	17%						63%						43%						43%
	Grand to Willson	0%						0%						0%						0%
	Willson to Tracy	111%						114%						113%						113%
	Tracy to Black	67%						83%						76%						76%
	Black to Bozeman	70%						36%						52%						52%
Lamme Street	3rd to Grand	75%						63%						69%						69%
	Grand to Willson	113%						117%						114%						114%
	Willson to Tracy	64%						118%						91%						91%
	Tracy to Black	109%						163%						132%						132%
	Black to Bozeman	89%						111%						100%						100%
	Bozeman to Montana	33%						100%						57%						57%
	Montana to Rouse		25%					22%						22%	25%					24%
	Rouse to Church	0%							0%					0%	0%					0%
	Church to Wallace	9%						8%						9%						9%
Mendenhall Street	5th to 3rd		35%						25%						31%					31%
	3rd to Grand		100%	100%					100%						100%	100%				100%
	Grand to Willson		100%	67%					100%						100%	67%				91%
	Willson to Tracy			114%		100%				75%						93%		100%		94%
	Tracy to Black																			
	Black to Bozeman			57%		0%				88%						73%		0%		69%
	Bozeman to Rouse			89%		0%	0%			67%						76%		0%	0%	62%
	Rouse to Church		71%		0%				67%						69%		0%			52%
	Church to Wallace		46%						88%						62%					62%
	Wallace to Broadway	33%						13%						24%						24%
Main Street	5th to 3rd			64%		0%				45%			0%			53%		0%	0%	49%
	3rd to Grand			100%						50%						75%				75%
	Grand to Willson			125%		0%				117%						121%		0%		113%
	Willson to Tracy			140%	0%					118%						129%	0%			123%
	Tracy to Black			100%		100%				117%	100%					109%	100%	100%		108%
	Black to Bozeman			100%						100%						100%				100%
	Bozeman to Rouse			112%		0%	0%			128%		0%				120%		0%	0%	111%
	Rouse to Church			91%		0%				82%						86%		0%		83%
	Church to Wallace		50%						56%						53%					53%
	Wallace to Broadway		38%	40%					44%						42%	40%				41%
Babcock Street	5th to 4th		0%						9%						6%					6%
	4th to 3rd		0%						17%						11%					11%
	3rd to Grand								100%						100%					100%
	Grand to Willson			83%						117%						100%				100%
	Willson to Tracy			150%			0%			120%		100%	0%			133%		100%	0%	100%
	Tracy to Black				100%						55%						69%			69%
	Black to Bozeman								100%						100%					100%
	Bozeman to Rouse		111%						58%						81%					81%
	Rouse to Church		67%						80%						74%					74%
	Church to Wallace		78%						114%			100%			94%			100%		94%
Olive Street	4th to 3rd	0%						20%						11%						11%
	3rd to Grand	88%						22%						53%						53%
	Grand to Willson		88%				0%		114%						100%				0%	94%
	Willson to Tracy		100%			0%			89%						93%			0%		88%
	Tracy to Black		100%						150%	40%					113%	40%				85%
	Black to Bozeman		167%						120%						138%					138%
	Church to Wallace	17%						45%						30%						30%
Curtiss Street	Church to Wallace	0%						33%						17%						17%
Total (Core Area)			**56%**	**99%**	**45%**	**25%**	**0%**		**66%**	**91%**	**58%**	**67%**	**0%**		**61%**	**95%**	**52%**	**36%**	**0%**	**76%**
Total (Outside Core Area)		**49%**	**72%**	**40%**		**0%**	**0%**	**56%**	**80%**	**40%**				**53%**	**76%**	**40%**		**0%**	**0%**	**56%**
Total (All)		**49%**	**61%**	**95%**	**45%**	**22%**	**0%**	**56%**	**69%**	**89%**	**58%**	**67%**	**0%**	**53%**	**66%**	**92%**	**52%**	**33%**	**0%**	**67%**

Figure 35. Saturday Evening Parking Percent Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Streets)

Corridor	Corridor Segment	Saturday Evening Demand																		
		North						South						Both Sides						
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Total (All)
Villard Street	Grand to Willson	44%						25%						35%						35%
	Willson to Tracy		63%					83%						83%	63%					71%
	Tracy to Black	78%						56%						67%						67%
Beall Street	3rd to Grand	17%						50%						36%						36%
	Grand to Willson	0%						0%						0%						0%
	Willson to Tracy	122%						100%						113%						113%
	Tracy to Black	89%						108%						100%						100%
	Black to Bozeman	50%						64%						57%						57%
Lamme Street	3rd to Grand	88%						75%						81%						81%
	Grand to Willson	113%						117%						114%						114%
	Willson to Tracy	64%						109%						86%						86%
	Tracy to Black	100%						138%						116%						116%
	Black to Bozeman	78%						111%						94%						94%
	Bozeman to Montana	33%						120%						64%						64%
	Montana to Rouse		25%					56%						56%	25%					41%
	Rouse to Church	13%							0%					13%	0%					11%
	Church to Wallace	18%						17%						17%						17%
Mendenhall Street	5th to 3rd		22%						0%						13%					13%
	3rd to Grand		60%	150%					83%						73%	150%				85%
	Grand to Willson		100%	100%					83%						88%	100%				91%
	Willson to Tracy			114%		100%				63%						87%		100%		88%
	Tracy to Black																			
	Black to Bozeman			100%		0%				113%						107%		0%		100%
	Bozeman to Rouse			133%		0%	0%			92%						110%		0%	0%	88%
	Rouse to Church		57%		0%				78%						69%		0%			52%
	Church to Wallace		77%						50%						67%					67%
	Wallace to Broadway	43%						25%						35%						35%
Main Street	5th to 3rd			29%		0%				20%			0%			24%		0%	0%	22%
	3rd to Grand			88%						75%						81%				81%
	Grand to Willson			100%		0%				83%						93%		0%		87%
	Willson to Tracy			110%	0%					100%						105%	0%			100%
	Tracy to Black			120%		100%				100%	0%					109%	0%	100%		104%
	Black to Bozeman			109%						109%						109%				109%
	Bozeman to Rouse			106%		100%	0%			117%		0%				111%		50%	0%	105%
	Rouse to Church			82%		0%				100%						91%		0%		87%
	Church to Wallace		83%						56%						67%					67%
	Wallace to Broadway		0%	170%					56%						38%	170%				76%
Babcock Street	5th to 4th		0%						18%						11%					11%
	4th to 3rd		0%						33%						22%					22%
	3rd to Grand								100%						100%					100%
	Grand to Willson			83%						117%						100%				100%
	Willson to Tracy			100%			0%			140%		0%	0%			122%		0%	0%	85%
	Tracy to Black				100%						0%						31%			31%
	Black to Bozeman								125%						125%					125%
	Bozeman to Rouse		89%						42%						62%					62%
	Rouse to Church		67%						70%						68%					68%
	Church to Wallace		100%						114%			0%			106%			0%		100%
Olive Street	4th to 3rd	25%						40%						33%						33%
	3rd to Grand	113%						78%						94%						94%
	Grand to Willson		38%				0%		71%						53%				0%	50%
	Willson to Tracy		17%			0%			0%						7%			0%		6%
	Tracy to Black		17%						0%	60%					13%	60%				31%
	Black to Bozeman		100%						100%						100%					100%
	Church to Wallace	8%						73%						39%						39%
Curtiss Street	Church to Wallace	0%						33%						17%						17%
Total (Core Area)			**56%**	**97%**	**45%**	**38%**	**0%**		**60%**	**89%**	**0%**	**0%**	**0%**		**58%**	**93%**	**22%**	**27%**	**0%**	**72%**
Total (Outside Core Area)		**54%**	**32%**	**170%**		**0%**	**0%**	**66%**	**48%**	**60%**				**60%**	**39%**	**133%**		**0%**	**0%**	**58%**
Total (All)		**54%**	**48%**	**102%**	**45%**	**33%**	**0%**	**66%**	**57%**	**88%**	**0%**	**0%**	**0%**	**60%**	**53%**	**95%**	**22%**	**25%**	**0%**	**65%**

Figure 36. Weekday Afternoon Parking Percent Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Avenues)

Corridor	Corridor Segment	Weekday Afternoon Demand																		
		East						West						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
5th Avenue	Mendenhall to Main		0%						75%						55%					55%
	Main to Babcock		25%						0%						11%					11%
4th Avenue	Babcock to Olive	18%						56%						35%						35%
3rd Avenue	Beall to Lamme	100%				0%		80%						90%				0%		82%
	Lamme to Mendenhall	78%						78%						78%						78%
	Mendelhall to Main			117%						63%						86%				86%
	Main to Babcock		100%			0%			88%						93%			0%		88%
Grand Avenue	Villard to Beall							89%						89%						89%
	Beall to Lamme							100%						100%						100%
	Lamme to Mendenhall							73%						73%						73%
	Mendenhall to Main			143%					67%	125%		0%			67%	136%		0%		106%
	Main to Babcock			86%			0%		100%	100%					100%	91%			0%	81%
	Babcock to Olive	83%				0%	0%	89%					0%	87%				0%	0%	65%
Willson Avenue	Villard to Beall	56%						100%						78%						78%
	Beall to Lamme		100%					0%						0%	100%					75%
	Lamme to Mendenhall		71%						111%						94%					94%
	Mendenhall to Main									113%						113%				113%
	Main to Babcock			117%						100%						106%				106%
	Babcock to Olive																			
	Olive to Curtiss	100%						70%						84%						84%
Tracy Avenue	Villard to Beall							86%						86%						86%
	Beall to Lamme								133%			0%			133%			0%		100%
	Lamme to Mendenhall								44%						44%					44%
	Mendenhall to Main			90%						125%						100%				100%
	Main to Babcock			86%		0%				113%						100%		0%		94%
	Babcock to Olive		100%						78%						83%					83%
	Olive to Curtiss	111%						167%						133%						133%
Black Avenue	Villard to Beall	90%						80%						85%						85%
	Beall to Lamme	75%						67%						71%						71%
	Lamme to Mendenhall		117%						100%						107%					107%
	Mendenhall to Main			88%						100%						94%				94%
	Main to Babcock			114%						83%						100%				100%
	Babcock to Olive		125%						120%			0%			123%			0%		114%
	Olive to Curtiss							114%					0%	114%					0%	100%
Bozeman Avenue	Beall to Lamme	150%						100%						117%						117%
	Lamme to Mendenhall	88%						67%						79%						79%
	Mendenhall to Main			100%		0%				90%						94%		0%		89%
	Main to Babcock			133%						120%			20%			127%			20%	94%
	Babcock to Olive	63%												63%						63%
	Olive to Curtiss	75%						89%						81%						81%
Rouse Avenue	Lamme to Mendenhall						0%	67%						67%					0%	22%
	Mendenhall to Main			57%												57%				57%
	Main to Babcock		100%	75%					100%	100%					100%	88%				93%
	Babcock to Olive	114%						80%						94%						94%
Church Avenue	Lamme to Mendenhall	64%												64%						64%
	Mendenhall to Main		100%							75%					100%	75%				87%
	Main to Babcock		160%						75%	75%					122%	75%				108%
	Babcock to Olive	67%												67%						67%
Wallace Avenue	Lamme to Mendenhall	44%						160%						86%						86%
	Mendenhall to Main		25%						14%						18%					18%
	Main to Babcock																			
	Babcock to Olive	33%						36%						35%						35%
	Olive to Curtiss	58%						20%						41%						41%
Broadway Avenue	Mendenhall to Main	50%												50%						50%
Total (Core Area)			**82%**	**100%**		**0%**	**0%**		**62%**	**97%**		**0%**	**20%**		**71%**	**98%**		**0%**	**14%**	**86%**
Total (Outside Core Area)		**71%**	**103%**			**0%**	**0%**	**80%**	**91%**			**0%**	**0%**	**75%**	**96%**			**0%**	**0%**	**75%**
Total (All)		**71%**	**92%**	**100%**		**0%**	**0%**	**80%**	**77%**	**97%**		**0%**	**13%**	**75%**	**83%**	**98%**		**0%**	**4%**	**79%**

Figure 37. Weekday Evening Parking Percent Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Avenues)

Corridor	Corridor Segment	Weekday Evening Demand																		
		East						West						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
5th Avenue	Mendenhall to Main		33%						0%						9%					9%
	Main to Babcock		50%						20%						33%					33%
4th Avenue	Babcock to Olive	18%						33%						25%						25%
3rd Avenue	Beall to Lamme	80%				0%		80%						80%				0%		73%
	Lamme to Mendenhall	56%						44%						50%						50%
	Mendelhall to Main			17%						25%						21%				21%
	Main to Babcock		71%			0%			13%						40%			0%		38%
Grand Avenue	Villard to Beall							44%						44%						44%
	Beall to Lamme							57%						57%						57%
	Lamme to Mendenhall							73%						73%						73%
	Mendenhall to Main			100%					100%	125%		0%			100%	109%		0%		94%
	Main to Babcock			71%			0%		67%	75%					67%	73%			0%	63%
	Babcock to Olive	50%				0%	0%	44%					0%	47%				0%	0%	35%
Willson Avenue	Villard to Beall	56%						56%						56%						56%
	Beall to Lamme		67%					0%						0%	67%					50%
	Lamme to Mendenhall		71%						100%						88%					88%
	Mendenhall to Main									113%						113%				113%
	Main to Babcock			117%						82%						94%				94%
	Babcock to Olive																			
	Olive to Curtiss	78%						60%						68%						68%
Tracy Avenue	Villard to Beall							0%						0%						0%
	Beall to Lamme								67%			0%			67%			0%		50%
	Lamme to Mendenhall								11%						11%					11%
	Mendenhall to Main			90%						150%						107%				107%
	Main to Babcock			114%		0%				100%						107%		0%		100%
	Babcock to Olive		0%						78%						58%					58%
	Olive to Curtiss	33%						67%						47%						47%
Black Avenue	Villard to Beall	60%						70%						65%						65%
	Beall to Lamme	75%						33%						57%						57%
	Lamme to Mendenhall		83%						78%						80%					80%
	Mendenhall to Main			88%						100%						94%				94%
	Main to Babcock			71%						100%						85%				85%
	Babcock to Olive		63%						100%			0%			77%			0%		71%
	Olive to Curtiss							86%					0%	86%					0%	75%
Bozeman Avenue	Beall to Lamme	200%						100%						133%						133%
	Lamme to Mendenhall	75%						83%						79%						79%
	Mendenhall to Main			100%		0%				100%						100%		0%		95%
	Main to Babcock			133%						100%			0%			118%			0%	81%
	Babcock to Olive	50%												50%						50%
	Olive to Curtiss	75%						89%						81%						81%
Rouse Avenue	Lamme to Mendenhall						50%	67%						67%					50%	56%
	Mendenhall to Main			57%												57%				57%
	Main to Babcock		67%	125%					75%	175%					71%	150%				113%
	Babcock to Olive	0%						20%						12%						12%
Church Avenue	Lamme to Mendenhall	9%												9%						9%
	Mendenhall to Main		100%							75%					100%	75%				87%
	Main to Babcock		100%						75%	100%					89%	100%				92%
	Babcock to Olive	100%												100%						100%
Wallace Avenue	Lamme to Mendenhall	67%						60%						64%						64%
	Mendenhall to Main		100%						71%						82%					82%
	Main to Babcock																			
	Babcock to Olive	50%						27%						39%						39%
	Olive to Curtiss	58%						50%						55%						55%
Broadway Avenue	Mendenhall to Main	100%												100%						100%
Total (Core Area)			**79%**	**89%**		**0%**	**0%**		**43%**	**96%**		**0%**	**0%**		**59%**	**93%**		**0%**	**0%**	**79%**
Total (Outside Core Area)		**56%**	**63%**			**0%**	**43%**	**54%**	**70%**			**0%**	**0%**	**55%**	**68%**			**0%**	**35%**	**56%**
Total (All)		**56%**	**71%**	**89%**		**0%**	**38%**	**54%**	**57%**	**96%**		**0%**	**0%**	**55%**	**63%**	**93%**		**0%**	**25%**	**64%**

Figure 38. Saturday Afternoon Parking Percent Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Avenues)

Corridor	Corridor Segment	Saturday Afternoon Demand																		
		East						West						Both Sides						Total (All)
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
5th Avenue	Mendenhall to Main		0%						0%						0%					0%
	Main to Babcock		25%						40%						33%					33%
4th Avenue	Babcock to Olive	18%						33%						25%						25%
3rd Avenue	Beall to Lamme	40%				0%		20%						30%				0%		27%
	Lamme to Mendenhall	89%						33%						61%						61%
	Mendelhall to Main			67%						75%						71%				71%
	Main to Babcock		29%			0%			75%						53%			0%		50%
Grand Avenue	Villard to Beall							44%						44%						44%
	Beall to Lamme							57%						57%						57%
	Lamme to Mendenhall							73%						73%						73%
	Mendenhall to Main			114%					133%	100%		0%			133%	109%		0%		100%
	Main to Babcock			100%			0%		100%	125%					100%	109%			0%	94%
	Babcock to Olive	100%				0%	0%	78%					0%	87%				0%	0%	65%
Willson Avenue	Villard to Beall	78%						89%						83%						83%
	Beall to Lamme		100%					0%						0%	100%					75%
	Lamme to Mendenhall		71%						111%						94%					94%
	Mendenhall to Main									100%						100%				100%
	Main to Babcock			83%						100%						94%				94%
	Babcock to Olive																			
	Olive to Curtiss	78%						90%						84%						84%
Tracy Avenue	Villard to Beall							86%						86%						86%
	Beall to Lamme								67%			100%			67%			100%		75%
	Lamme to Mendenhall								44%						44%					44%
	Mendenhall to Main			90%						150%						107%				107%
	Main to Babcock			86%		0%				113%						100%		0%		94%
	Babcock to Olive		100%						100%						100%					100%
	Olive to Curtiss	100%						133%						113%						113%
Black Avenue	Villard to Beall	50%						70%						60%						60%
	Beall to Lamme	75%						100%						86%						86%
	Lamme to Mendenhall		83%						100%						93%					93%
	Mendenhall to Main			88%						88%						88%				88%
	Main to Babcock			114%						100%						108%				108%
	Babcock to Olive		113%						100%			0%			108%			0%		100%
	Olive to Curtiss							100%					0%	100%					0%	88%
Bozeman Avenue	Beall to Lamme	150%						100%						117%						117%
	Lamme to Mendenhall	63%						67%						64%						64%
	Mendenhall to Main			75%		0%				100%						89%		0%		84%
	Main to Babcock			117%						100%			0%			109%			0%	75%
	Babcock to Olive	100%												100%						100%
	Olive to Curtiss	58%						78%						67%						67%
Rouse Avenue	Lamme to Mendenhall						0%	17%						17%					0%	6%
	Mendenhall to Main			71%												71%				71%
	Main to Babcock		100%	75%					50%	75%					71%	75%				73%
	Babcock to Olive	100%						90%						94%						94%
Church Avenue	Lamme to Mendenhall	27%												27%						27%
	Mendenhall to Main		86%							75%					86%	75%				80%
	Main to Babcock		180%						100%	100%					144%	100%				131%
	Babcock to Olive	56%												56%						56%
Wallace Avenue	Lamme to Mendenhall	0%						60%						21%						21%
	Mendenhall to Main		50%						0%						18%					18%
	Main to Babcock																			
	Babcock to Olive	8%						27%						17%						17%
	Olive to Curtiss	8%						30%						18%						18%
Broadway Avenue	Mendenhall to Main	50%												100%						100%
Total (Core Area)			**70%**	**90%**		**0%**	**0%**		**50%**	**98%**		**0%**	**0%**		**59%**	**94%**		**0%**	**0%**	**80%**
Total (Outside Core Area)		**55%**	**93%**			**0%**	**0%**	**65%**	**89%**			**50%**	**0%**	**60%**	**91%**			**25%**	**0%**	**63%**
Total (All)		**55%**	**81%**	**90%**		**0%**	**0%**	**65%**	**70%**	**98%**		**25%**	**0%**	**60%**	**74%**	**94%**		**11%**	**0%**	**69%**

Figure 39. Saturday Evening Parking Percent Occupancy by Corridor, Block Segment, Side of Street, and Parking Restriction Type (Avenues)

Corridor	Corridor Segment	Saturday Evening Demand												Total (All)
		East						West						
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	Unrestricted	No Overnight	2 Hour	15 Minute	ADA	Loading Zone	
5th Avenue	Mendenhall to Main		33%						0%					9%
	Main to Babcock		25%						0%					11%
4th Avenue	Babcock to Olive	36%						44%						40%
3rd Avenue	Beall to Lamme	40%				0%		40%						36%
	Lamme to Mendenhall	22%						44%						33%
	Mendelhall to Main			33%						38%				36%
	Main to Babcock		43%			0%			13%					25%
Grand Avenue	Villard to Beall							67%						67%
	Beall to Lamme							43%						43%
	Lamme to Mendenhall							82%						82%
	Mendenhall to Main			114%					67%	100%		0%		88%
	Main to Babcock			57%			0%		100%	75%				63%
	Babcock to Olive	100%				0%	0%	111%					0%	80%
Willson Avenue	Villard to Beall	78%						78%						78%
	Beall to Lamme		83%					0%						63%
	Lamme to Mendenhall		71%						100%					88%
	Mendenhall to Main									125%				125%
	Main to Babcock			117%						109%				112%
	Babcock to Olive													
	Olive to Curtiss	78%						30%						53%
Tracy Avenue	Villard to Beall							86%						86%
	Beall to Lamme								67%			0%		50%
	Lamme to Mendenhall								44%					44%
	Mendenhall to Main			100%						75%				93%
	Main to Babcock			100%		0%				113%				100%
	Babcock to Olive		67%						56%					58%
	Olive to Curtiss	89%						133%						107%
Black Avenue	Villard to Beall	80%						50%						65%
	Beall to Lamme	75%						33%						57%
	Lamme to Mendenhall		67%						89%					80%
	Mendenhall to Main			100%						100%				100%
	Main to Babcock			100%						83%				92%
	Babcock to Olive		100%						100%			0%		93%
	Olive to Curtiss							57%					0%	50%
Bozeman Avenue	Beall to Lamme	100%						75%						83%
	Lamme to Mendenhall	38%						33%						36%
	Mendenhall to Main			100%		0%				90%			0%	89%
	Main to Babcock			133%						100%		0%		81%
	Babcock to Olive	100%												100%
	Olive to Curtiss	58%						78%						67%
Rouse Avenue	Lamme to Mendenhall						58%	67%					58%	61%
	Mendenhall to Main			71%										71%
	Main to Babcock		100%	75%					75%	100%				87%
	Babcock to Olive	86%						100%						94%
Church Avenue	Lamme to Mendenhall	73%												73%
	Mendenhall to Main		114%							100%				107%
	Main to Babcock		160%						100%	100%				123%
	Babcock to Olive	56%												56%
Wallace Avenue	Lamme to Mendenhall	22%						60%						36%
	Mendenhall to Main		75%						86%					82%
	Main to Babcock													
	Babcock to Olive	8%						18%						13%
	Olive to Curtiss	0%						20%						9%
Broadway Avenue	Mendenhall to Main	0%												0%
Total (Core Area)			**82%**	**93%**		**0%**	**0%**		**45%**	**95%**		**0%**	**0%**	**80%**
Total (Outside Core Area)		**54%**	**80%**			**0%**	**50%**	**60%**	**75%**			**0%**	**0%**	**60%**
Total (All)		**54%**	**81%**	**93%**		**0%**	**44%**	**60%**	**60%**	**95%**		**0%**	**0%**	**67%**

Corridor	Corridor Segment	Both Sides						
		Unrestricted	No Overnight	2 Hour	15/20 Minute	ADA	Loading Zone	
5th Avenue	Mendenhall to Main		9%					9%
	Main to Babcock		11%					11%
4th Avenue	Babcock to Olive	40%						40%
3rd Avenue	Beall to Lamme	40%				0%		36%
	Lamme to Mendenhall	33%						33%
	Mendelhall to Main			36%				36%
	Main to Babcock		27%			0%		25%
Grand Avenue	Villard to Beall	67%						67%
	Beall to Lamme	43%						43%
	Lamme to Mendenhall	82%						82%
	Mendenhall to Main		67%	109%		0%		88%
	Main to Babcock		100%	64%			0%	63%
	Babcock to Olive	107%				0%	0%	80%
Willson Avenue	Villard to Beall	78%						78%
	Beall to Lamme	0%	83%					63%
	Lamme to Mendenhall		88%					88%
	Mendenhall to Main			125%				125%
	Main to Babcock			112%				112%
	Babcock to Olive							
	Olive to Curtiss	53%						53%
Tracy Avenue	Villard to Beall	86%						86%
	Beall to Lamme		67%			0%		50%
	Lamme to Mendenhall		44%					44%
	Mendenhall to Main			93%				93%
	Main to Babcock			107%		0%		100%
	Babcock to Olive		58%					58%
	Olive to Curtiss	107%						107%
Black Avenue	Villard to Beall	65%						65%
	Beall to Lamme	57%						57%
	Lamme to Mendenhall		80%					80%
	Mendenhall to Main			100%				100%
	Main to Babcock			92%				92%
	Babcock to Olive		100%			0%		93%
	Olive to Curtiss	57%					0%	50%
Bozeman Avenue	Beall to Lamme	83%						83%
	Lamme to Mendenhall	36%						36%
	Mendenhall to Main			94%		0%		89%
	Main to Babcock			118%			0%	81%
	Babcock to Olive	100%						100%
	Olive to Curtiss	67%						67%
Rouse Avenue	Lamme to Mendenhall	67%					58%	61%
	Mendenhall to Main			71%				71%
	Main to Babcock		86%	88%				87%
	Babcock to Olive	94%						94%
Church Avenue	Lamme to Mendenhall	73%						73%
	Mendenhall to Main		114%	100%				107%
	Main to Babcock		133%	100%				123%
	Babcock to Olive	56%						56%
Wallace Avenue	Lamme to Mendenhall	36%						36%
	Mendenhall to Main		82%					82%
	Main to Babcock							
	Babcock to Olive	13%						13%
	Olive to Curtiss	9%						9%
Broadway Avenue	Mendenhall to Main	0%						0%
Total (Core Area)			**61%**	**94%**		**0%**	**0%**	**80%**
Total (Outside Core Area)		**57%**	**77%**			**0%**	**41%**	**60%**
Total (All)		**57%**	**69%**	**94%**		**0%**	**29%**	**67%**

Off-Street Parking Inventory and Occupancy

Figure 40. Off-Street Detailed Parking Inventory, Occupancy, and Percent Occupancy by Facility

Off-Street Facility	Supply	Demand				Percent Occupancy			
		Weekday Afternoon	Weekday Evening	Saturday Afternoon	Saturday Evening	Weekday Afternoon	Weekday Evening	Saturday Afternoon	Saturday Evening
Willson Lot (North)	41	41	39	40	39	100%	95%	98%	95%
Willson Lot (South)	28	28	26	28	26	100%	93%	100%	93%
Black Lot	62	61	58	62	61	98%	94%	100%	98%
Rouse Lot	46	39	38	40	34	85%	83%	87%	74%
Bridger Park Garage	435	375	264	275	250	86%	61%	63%	57%
Total	**612**	**544**	**425**	**445**	**410**	**89%**	**69%**	**73%**	**67%**

Occupancy Heat Maps

Figure 41. Weekday Afternoon Occupancy Heat Map

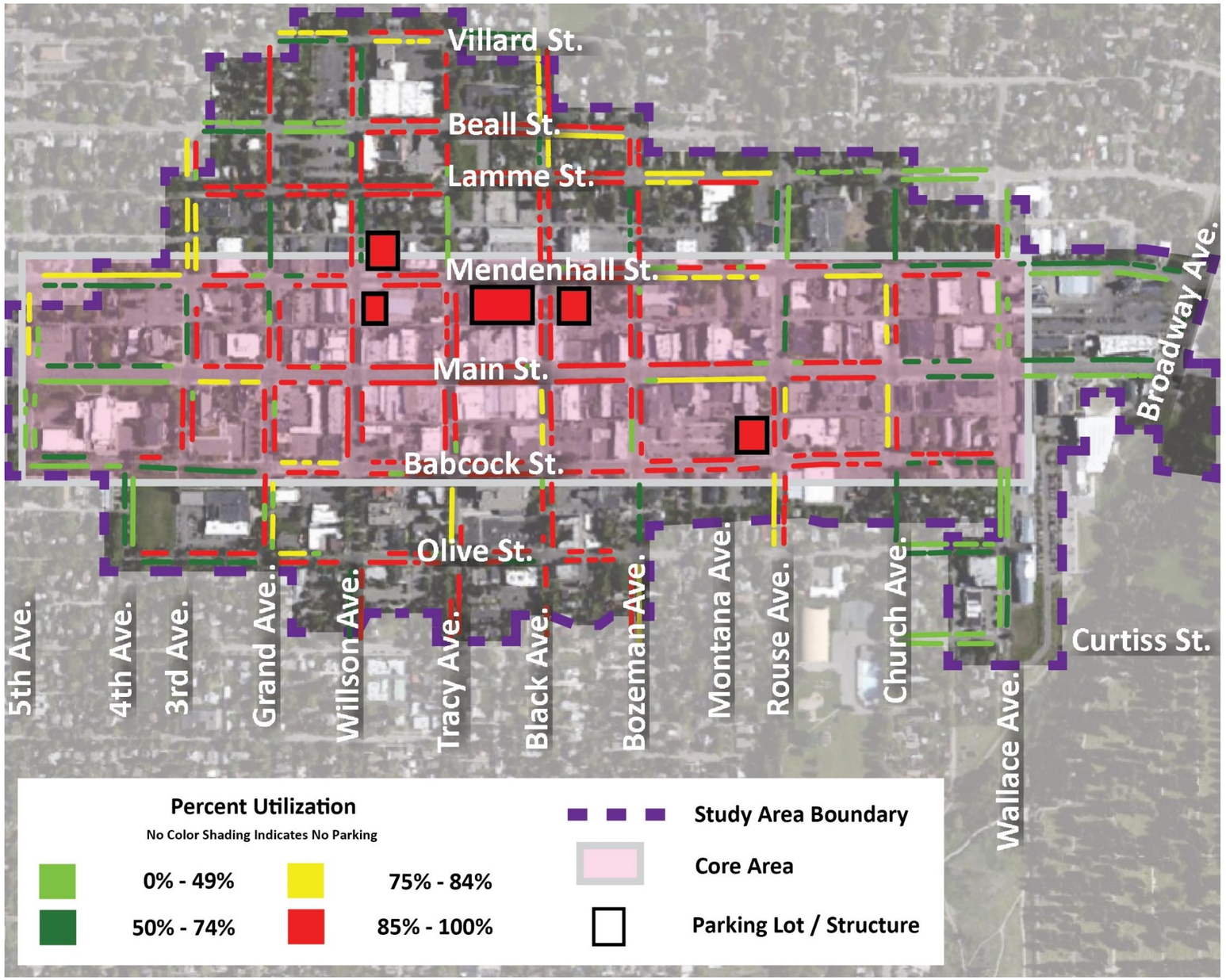


Figure 42. Weekday Evening Occupancy Heat Map

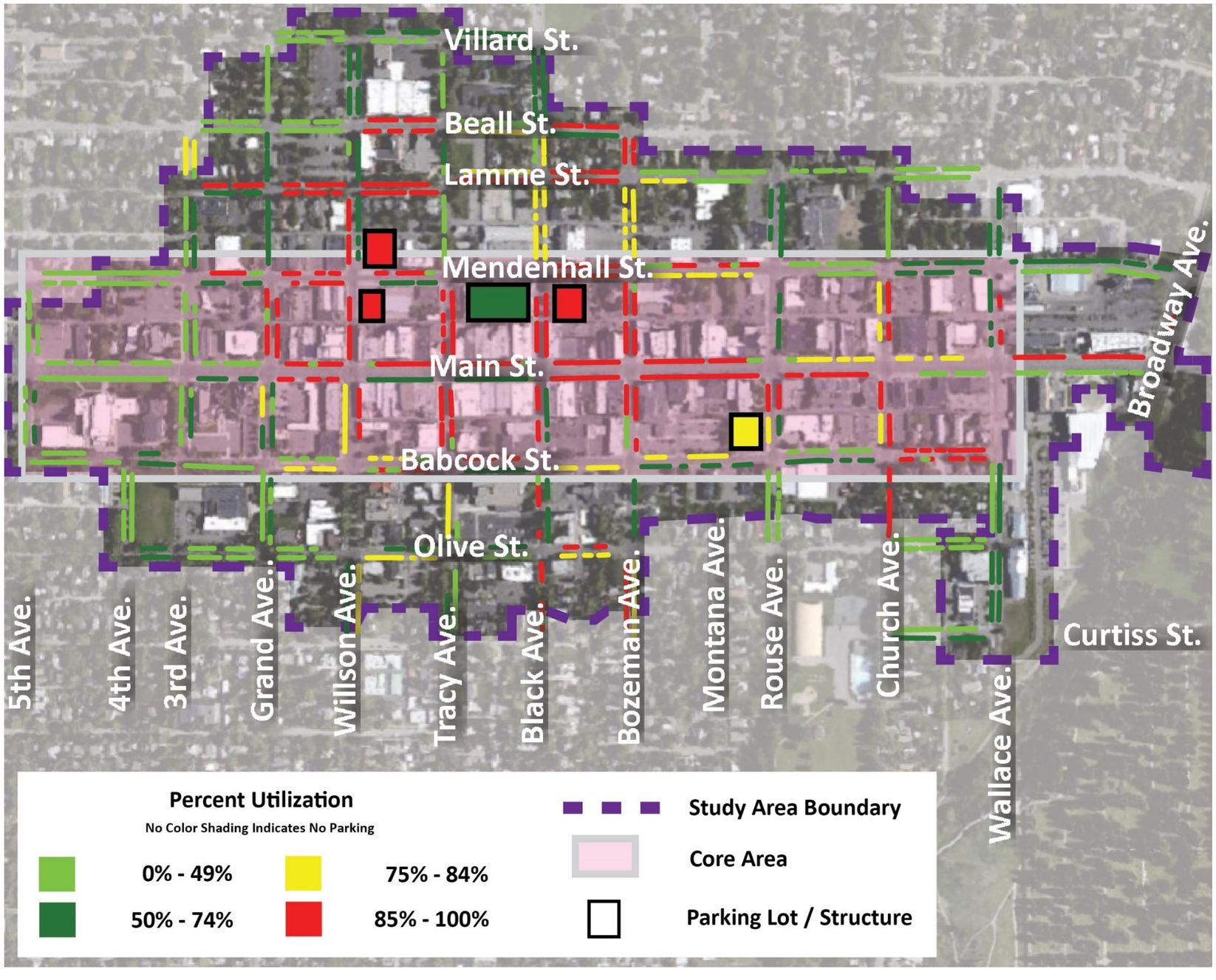


Figure 43. Saturday Afternoon Occupancy Heat Map

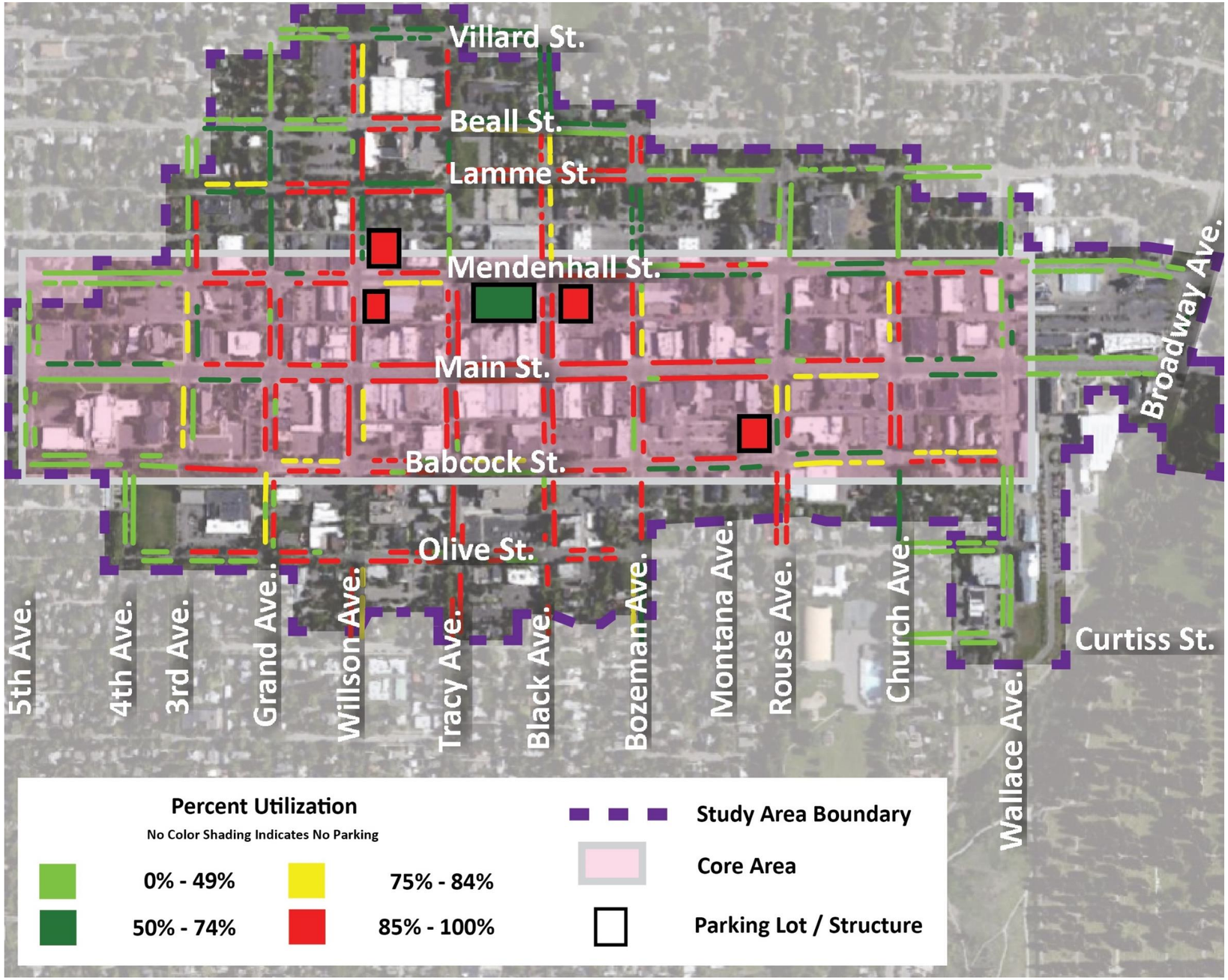
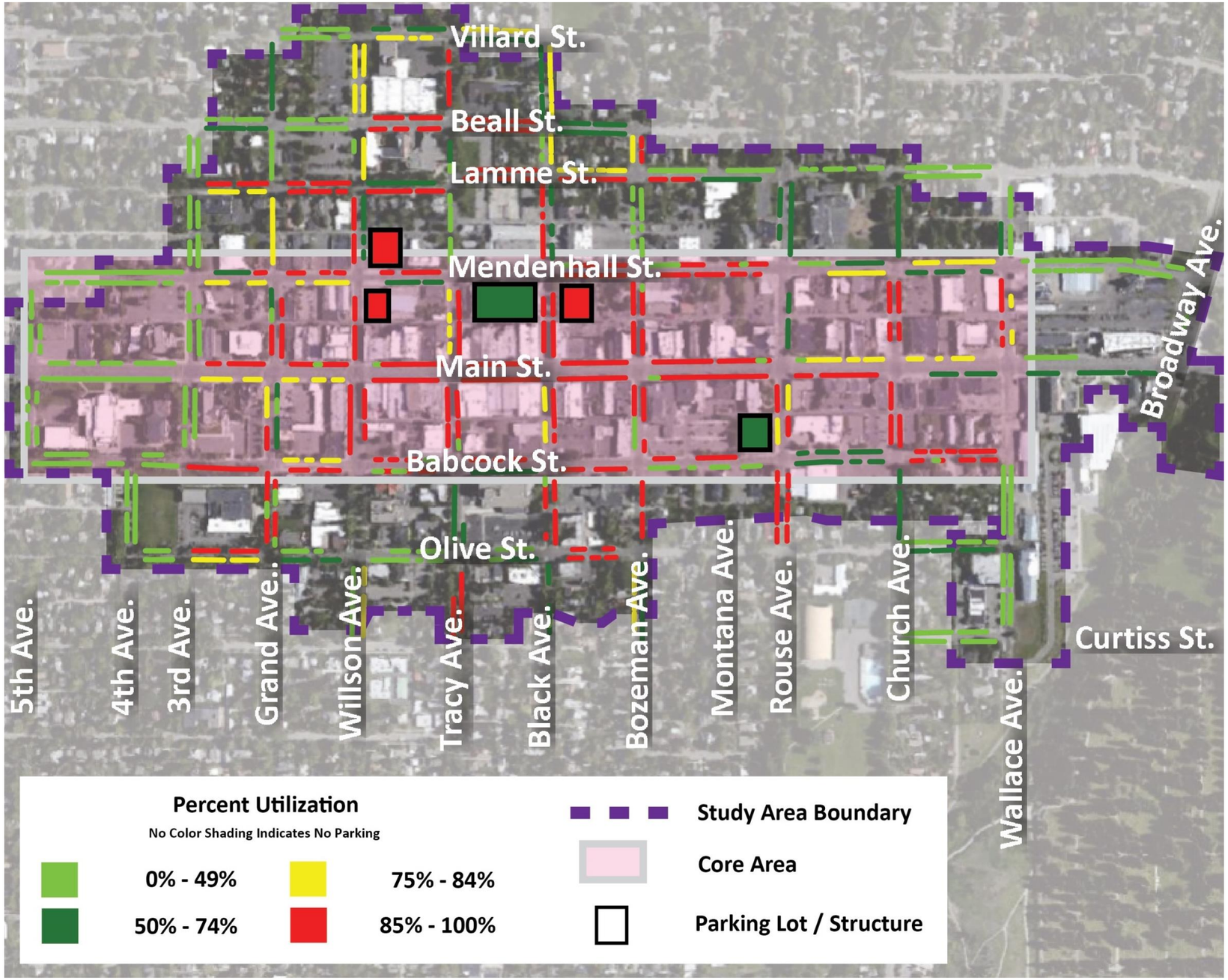


Figure 44. Saturday Evening Occupancy Heat Map



Appendix B. Length of Stay

Weekday

Figure 45. Weekday Total Number of Weekday Vehicles Observed by Length of Stay (15 Minute)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	62	62	-
Between 2 and 4 Hours	3	2	1
Between 4 and 6 Hours	-	-	-
Between 6 and 8 Hours	-	-	-
More than 8 Hours	-	-	-
Total	**65**	**64**	**1**

Figure 46. Weekday Vehicles Observed by Length of Stay, Percent of Weekday Total (15 Minute)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	95.4%	96.9%
Between 2 and 4 Hours	4.6%	3.1%
Between 4 and 6 Hours	0.0%	0.0%
Between 6 and 8 Hours	0.0%	0.0%
More than 8 Hours	0.0%	0.0%

Figure 47. Weekday Total Number of Weekday Vehicles Observed by Length of Stay (2-Hour)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	1,045	1,045	-
Between 2 and 4 Hours	50	40	10
Between 4 and 6 Hours	17	-	17
Between 6 and 8 Hours	1	-	1
More than 8 Hours	2	-	2
Total	**1,115**	**1,085**	**30**

Figure 48. Weekday Vehicles Observed by Length of Stay, Percent of Weekday Total (2-Hour)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	93.7%	96.3%
Between 2 and 4 Hours	4.5%	3.7%
Between 4 and 6 Hours	1.5%	0.0%
Between 6 and 8 Hours	0.1%	0.0%
More than 8 Hours	0.2%	0.0%

Figure 49. Weekday Total Number of Weekday Vehicles Observed by Length of Stay (All Day)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Four Hours or Less	1,144	1,054	90
Between 4 and 8 Hours	64	4	60
More than 8 Hours	5	-	5
Total	**1,213**	**1,058**	**155**

Figure 50. Weekday Vehicles Observed by Length of Stay, Percent of Weekday Total (All Day)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Four Hours or Less	94.3%	99.6%
Between 4 and 8 Hours	5.3%	0.4%
More than 8 Hours	0.4%	0.0%

Figure 51. Weekday Total Number of Weekday Vehicles Observed by Length of Stay (Main Street)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	470	470	-
Between 2 and 4 Hours	31	28	3
Between 4 and 6 Hours	3	-	3
Between 6 and 8 Hours	-	-	-
More than 8 Hours	1	-	1
Total	**505**	**498**	**7**

Figure 52. Weekday Vehicles Observed by Length of Stay, Percent of Weekday Total (Main Street)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	93.1%	94.4%
Between 2 and 4 Hours	6.1%	5.6%
Between 4 and 6 Hours	0.6%	0.0%
Between 6 and 8 Hours	0.0%	0.0%
More than 8 Hours	0.2%	0.0%

Figure 53. Weekday Total Number of Weekday Vehicles Observed by Length of Stay (Willson Lots)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	169	169	-
Between 2 and 4 Hours	8	5	3
Between 4 and 6 Hours	2	1	1
Between 6 and 8 Hours	1	-	1
More than 8 Hours	-	-	-
Total	**180**	**175**	**5**

Figure 54. Weekday Vehicles Observed by Length of Stay, Percent of Weekday Total (Willson Lots)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	93.9%	96.6%
Between 2 and 4 Hours	4.4%	2.9%
Between 4 and 6 Hours	1.1%	0.6%
Between 6 and 8 Hours	0.6%	0.0%
More than 8 Hours	0.0%	0.0%

Figure 55. Weekday Total Number of Weekday Vehicles Observed by Length of Stay (Black Lot)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	162	162	-
Between 2 and 4 Hours	12	6	6
Between 4 and 6 Hours	2	2	-
Between 6 and 8 Hours	-	-	-
More than 8 Hours	-	-	-
Total	**176**	**170**	**6**

Figure 56. Weekday Vehicles Observed by Length of Stay, Percent of Weekday Total (Black Lot)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	92.0%	95.3%
Between 2 and 4 Hours	6.8%	3.5%
Between 4 and 6 Hours	1.1%	1.2%
Between 6 and 8 Hours	0.0%	0.0%
More than 8 Hours	0.0%	0.0%

Figure 57. Weekday Total Number of Weekday Vehicles Observed by Length of Stay (Rouse Lot)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	117	117	-
Between 2 and 4 Hours	7	5	2
Between 4 and 6 Hours	3	2	1
Between 6 and 8 Hours	-	-	-
More than 8 Hours	-	-	-
Total	**127**	**124**	**3**

Figure 58. Weekday Vehicles Observed by Length of Stay, Percent of Weekday Total (Rouse Lot)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	92.1%	94.4%
Between 2 and 4 Hours	5.5%	4.0%
Between 4 and 6 Hours	2.4%	1.6%
Between 6 and 8 Hours	0.0%	0.0%
More than 8 Hours	0.0%	0.0%

Figure 59. Weekday Total Number of Weekday Vehicles Observed by Length of Stay (Garage)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	303	303	-
Between 2 and 4 Hours	32	28	4
Between 4 and 6 Hours	8	-	8
Between 6 and 8 Hours	1	-	1
More than 8 Hours	-	-	-
Total	**344**	**331**	**13**

Figure 60. Weekday Vehicles Observed by Length of Stay, Percent of Weekday Total (Garage)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	88.1%	91.5%
Between 2 and 4 Hours	9.3%	8.5%
Between 4 and 6 Hours	2.3%	0.0%
Between 6 and 8 Hours	0.3%	0.0%
More than 8 Hours	0.0%	0.0%

Saturday

Figure 61. Saturday Total Number of Saturday Vehicles Observed by Length of Stay (15 Minute)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	38	38	-
Between 2 and 4 Hours	1	-	1
Between 4 and 6 Hours	-	-	-
Between 6 and 8 Hours	-	-	-
More than 8 Hours	1	-	1
Total	**40**	**38**	**2**

Figure 62. Saturday Vehicles Observed by Length of Stay, Percent of Saturday Total (15 Minute)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	95.0%	100.0%
Between 2 and 4 Hours	2.5%	0.0%
Between 4 and 6 Hours	0.0%	0.0%
Between 6 and 8 Hours	0.0%	0.0%
More than 8 Hours	2.5%	0.0%

Figure 63. Saturday Total Number of Saturday Vehicles Observed by Length of Stay (2-Hour)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	1,118	1,118	-
Between 2 and 4 Hours	62	57	5
Between 4 and 6 Hours	15	-	15
Between 6 and 8 Hours	4	-	4
More than 8 Hours	4	-	4
Total	**1,203**	**1,175**	**28**

Figure 64. Saturday Vehicles Observed by Length of Stay, Percent of Saturday Total (2-Hour)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	92.9%	95.1%
Between 2 and 4 Hours	5.2%	4.9%
Between 4 and 6 Hours	1.2%	0.0%
Between 6 and 8 Hours	0.3%	0.0%
More than 8 Hours	0.3%	0.0%

Figure 65. Saturday Total Number of Saturday Vehicles Observed by Length of Stay (All Day)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Four Hours or Less	1,073	1,039	34
Between 4 and 8 Hours	88	3	85
More than 8 Hours	22	-	22
Total	**1,183**	**1,042**	**141**

Figure 66. Saturday Vehicles Observed by Length of Stay, Percent of Saturday Total (All Day)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Four Hours or Less	90.7%	99.7%
Between 4 and 8 Hours	7.4%	0.3%
More than 8 Hours	1.9%	0.0%

Figure 67. Saturday Total Number of Saturday Vehicles Observed by Length of Stay (Main Street)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	553	553	-
Between 2 and 4 Hours	31	29	2
Between 4 and 6 Hours	4	-	4
Between 6 and 8 Hours	1	-	1
More than 8 Hours	-	-	-
Total	**589**	**582**	**7**

Figure 68. Saturday Vehicles Observed by Length of Stay, Percent of Saturday Total (Main Street)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	93.9%	95.0%
Between 2 and 4 Hours	5.3%	5.0%
Between 4 and 6 Hours	0.7%	0.0%
Between 6 and 8 Hours	0.2%	0.0%
More than 8 Hours	0.0%	0.0%

Figure 69. Saturday Total Number of Saturday Vehicles Observed by Length of Stay (Willson Lots)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	171	171	-
Between 2 and 4 Hours	13	12	1
Between 4 and 6 Hours	7	5	2
Between 6 and 8 Hours	-	-	-
More than 8 Hours	2	-	2
Total	**193**	**188**	**5**

Figure 70. Saturday Vehicles Observed by Length of Stay, Percent of Saturday Total (Willson Lots)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	88.6%	91.0%
Between 2 and 4 Hours	6.7%	6.4%
Between 4 and 6 Hours	3.6%	2.7%
Between 6 and 8 Hours	0.0%	0.0%
More than 8 Hours	1.0%	0.0%

Figure 71. Saturday Total Number of Saturday Vehicles Observed by Length of Stay (Black Lot)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	149	149	-
Between 2 and 4 Hours	14	14	-
Between 4 and 6 Hours	5	-	5
Between 6 and 8 Hours	1	-	1
More than 8 Hours	-	-	-
Total	**169**	**163**	**6**

Figure 72. Saturday Vehicles Observed by Length of Stay, Percent of Saturday Total (Black Lot)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	88.2%	91.4%
Between 2 and 4 Hours	8.3%	8.6%
Between 4 and 6 Hours	3.0%	0.0%
Between 6 and 8 Hours	0.6%	0.0%
More than 8 Hours	0.0%	0.0%

Figure 73. Saturday Total Number of Saturday Vehicles Observed by Length of Stay (Rouse Lot)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	93	93	-
Between 2 and 4 Hours	10	9	1
Between 4 and 6 Hours	2	-	2
Between 6 and 8 Hours	1	-	1
More than 8 Hours	1	-	1
Total	**107**	**102**	**5**

Figure 74. Saturday Vehicles Observed by Length of Stay, Percent of Saturday Total (Rouse Lot)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	86.9%	91.2%
Between 2 and 4 Hours	9.3%	8.8%
Between 4 and 6 Hours	1.9%	0.0%
Between 6 and 8 Hours	0.9%	0.0%
More than 8 Hours	0.9%	0.0%

Figure 75. Saturday Total Number of Saturday Vehicles Observed by Length of Stay (Garage)

Observed Length of Stay	Total Number of Vehicles	Total Number of Vehicles Parked for Consecutive Hours	Total Number of Vehicles Parked for Non-Consecutive Hours
Two Hours or Less	275	275	-
Between 2 and 4 Hours	19	15	4
Between 4 and 6 Hours	3	-	3
Between 6 and 8 Hours	3	-	3
More than 8 Hours	7	-	7
Total	**307**	**290**	**17**

Figure 76. Saturday Vehicles Observed by Length of Stay, Percent of Saturday Total (Garage)

Observed Length of Stay	Percent of Total	Percent of Total (Vehicles Parked Consecutively)
Two Hours or Less	89.6%	94.8%
Between 2 and 4 Hours	6.2%	5.2%
Between 4 and 6 Hours	1.0%	0.0%
Between 6 and 8 Hours	1.0%	0.0%
More than 8 Hours	2.3%	0.0%

Appendix C. Movement Analysis

Weekday

Figure 77. Total Weekday Number of Observed Vehicle Movements Greater than 1/4th of a Block by Movement Type

Off-Street to On-Street Movements					On-Street Only Movements				
Moved between Surface and Unrestricted On Street	Moved between Garage and Unrestricted On-Street	Moved between Surface and 2-Hour On Street	Moved between Garage and 2-Hour On-Street	Moved between Garage and Surface	Moved between Unrestricted and 2 Hour	Moved between Unrestricted Only	Moved between 2 Hour Only	Other	Total
8	5	5	7	1	30	19	29	3	**107**

Saturday

Figure 78. Total Saturday Number of Observed Vehicle Movements Greater than 1/4th of a Block by Movement Type

Off-Street to On-Street Movements					On-Street Only Movements				
Moved between Surface and Unrestricted On Street	Moved between Garage and Unrestricted On-Street	Moved between Surface and 2-Hour On Street	Moved between Garage and 2-Hour On-Street	Moved between Garage and Surface	Moved between Unrestricted and 2 Hour	Moved between Unrestricted Only	Moved between 2 Hour Only	Other	Total
5	4	8	2	0	29	18	32	6	**104**