



STAFF REPORT

Report To: Board of Supervisors **Meeting Date:** July 16, 2020

Staff Contact: Darren Schulz, Public Works Director

Agenda Title: For Discussion Only: Discussion and presentation on the 2019 Carson City Downtown Parking Analysis. (Darren Schulz, DSchulz@carson.org; Lee Plemel, LPlemel@carson.org; Lucia Maloney, LMaloney@carson.org)

Staff Summary: At the direction of the Board of Supervisors, Public Works and Community Development staff had a parking study conducted in 2019 to identify issues related to parking in the downtown area, including the availability of parking spaces and parking time management. Staff will present the conclusions and recommendations of the study.

Agenda Action: Other / Presentation **Time Requested:** 10 minutes

Proposed Motion

N/A

Board's Strategic Goal

Sustainable Infrastructure

Previous Action

N/A

Background/Issues & Analysis

Carson City retained LSC Transportation Consultants to conduct weekday parking counts within downtown Carson City during the months of May 2019 (when the Legislature was in session) and September 2019 (when the Legislature was not in session) to evaluate parking regulations. The evaluation will help ensure that public parking facilities are used to best manage parking demand and to support activities in downtown Carson City.

LSC staff inventoried and conducted usage counts of all publicly accessible parking spaces within the parking study area, defined by Nevada Street on the west, William Street on the north, Stewart Street on the east, and 5th Street on the south (excluding the area north of Robinson Street and east of Plaza Street, as well as south of Musser Street and east of Carson Street). This included on-street spaces as well as the spaces within seven off-street parking lots. The area has a total of 1,387 available parking spaces, with 564 (40.7 percent) within lots, and 823 (59.3 percent) on-street. Of the total, 71.4 percent have no restrictions, 22.8 percent are two-hour spaces, 2.5 percent are ADA spaces, and the remaining 3.3 percent are resident, loading, or special curb rental spaces. Additionally, turnover counts were conducted in high-use parking areas in September 2019, to aid in defining short-term customer parking versus long-term employee parking.

The study resulted in the following conclusions and recommendations:

- There is sufficient public parking in downtown Carson City, with a maximum observed utilization rate of 57 percent when the Legislature is in session and 51 percent at other times. The area from Robinson Street north has the lowest peak utilization of 34 percent in May during the legislative session and 33 percent in September when not in session. The central area from Musser Street north to Robinson Street had utilization rates of 60 percent in May and 59 percent in September. The area south of Musser Street had the highest peak utilization rate of 76 percent in May, dropping to 45 percent in September.
- The parking areas near the State Capitol buildings have overall high parking utilization from approximately 10 AM to 5 PM during the Legislative session. At peak times, spaces remained available in the Nugget parking lots, one block from the Capitol buildings.
- Several of the off-street lots were never observed to be more than half full, indicating that the educational efforts such as a parking map could be beneficial in directing more motorists towards using Lots 3 and 4.
- The higher utilization rate of 2-hour spaces over regular spaces in north of Robinson Street indicates that it may be beneficial to designate four to eight more spaces for 2-hour parking in this area.
- Lot 2 (bordered by Musser, Nevada, Proctor and Curry Streets) has low utilization of the existing 2-hour spaces and full utilization of the unrestricted spaces. It is recommended that the 16 spaces on the south side of the northern portion of the lot be made unrestricted rather than 2-hour parking. The City will need to coordinate with the Adams Foundation to see whether an agreement can be made.

Applicable Statute, Code, Policy, Rule or Regulation

N/A

Financial Information

Is there a fiscal impact? No

If yes, account name/number: N/A

Is it currently budgeted? No

Explanation of Fiscal Impact: N/A

Alternatives

N/A

Attachments:

[Exhibit1_2019 Carson Parking Report Final Report.pdf](#)

[Exhibit2_Presentation Downtown Parking Study 2020.pdf](#)

Board Action Taken:

Motion: _____	1) _____	Aye/Nay
	2) _____	_____

(Vote Recorded By)



2019 Carson City Downtown Parking Analysis Final Report

Prepared for the
Carson City Community Development Department



2019 Carson City Downtown Parking Analysis Final Report

Prepared for the
Carson City Community Development Department

January 27, 2020

Prepared by
LSC Transportation Consultants, Inc.
PO Box 5875
2690 Lake Forest Road, Suite C
Tahoe City, California, 96145
(530) 583-4053

TABLE OF CONTENTS

Executive Summary.....	E-1
Chapter 1: Introduction	1
Chapter 2: May Parking Count Analysis.....	7
Chapter 3: September Parking Count Analysis.....	15
Chapter 4: Recommendations	25

APPENDICES

Appendix A: Parking Count Complete Data

LIST OF TABLES

TABLE

	<i>PAGE</i>
1 Downtown Carson City Parking Inventory (1 of 3)	3
1 Downtown Carson City Parking Inventory (2 of 3)	4
1 Downtown Carson City Parking Inventory (3 of 3)	5
2 May Parking Count and Utilization Summary (1 of 3)	8
2 May Parking Count and Utilization Summary (2 of 3)	9
2 May Parking Count and Utilization Summary (3 of 3)	10
3 May Summary by Subarea	12
4 May Summary of Peak Parked Vehicle Counts by Type	13
5 September Parking Count and Utilization Summary (1 of 3).....	16
5 September Parking Count and Utilization Summary (2 of 3).....	17
5 September Parking Count and Utilization Summary (3 of 3).....	18
6 September Summary by Subarea	20
7 September Summary of Peak Parked Vehicle Counts by Type.....	21
8 South Area Observed Parking Duration.....	22
9 Central Area Observed Parking Duration.....	23

LIST OF FIGURES

FIGURE

	<i>PAGE</i>
1 Parking Study Area.....	2
2 Peak Observed Occupancy Rate – May Counts	11
3 May Total Parked Vehicles.....	12
4 Peak Observed Occupancy Rate –September Counts	19
5 September Total Parked Vehicles	20

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Executive Summary
2019 Carson City Downtown Parking Analysis

*Prepared for the Carson City Community Development Department
Prepared by LSC Transportation Consultants, Inc.*

Carson City retained LSC Transportation Consultants to conduct weekday parking counts within downtown Carson City during the months of May 2019 (when the Legislature was in session) and September 2019 (when the Legislature was not in session) and assess changes in parking regulations. The goal of this work was to assess parking conditions and ensure that public parking facilities are used to best manage parking availability and to support activities in downtown Carson City.

PARKING INVENTORY

LSC staff conducted an inventory of all publicly accessible parking spaces within the parking count area, defined by Nevada Street on the west, William Street on north, Stewart Street on the east and 5th Street on the south (excluding the area north of Robinson Street and east of Plaza Street, as well as south of Musser Street and east of Carson Street). This included on-street spaces as well as the spaces within seven off-street parking lots. The area has a total of 1,387 available parking spaces (excluding bus stops), of which 564 (40.7 percent) are within lots and 823 (59.3 percent) are on-street. Of the total, 71.4 percent have no restrictions, 22.8 percent are two-hour spaces, 2.5 percent are ADA spaces and the remaining 3.3 percent are resident, loading, motorcycle or special.

MAY PARKING COUNTS

The parking counts conducted on Wednesday May 29th, 2019 indicate the following:

- A maximum of 784 parked vehicles were observed in any one hour, equal to 56 percent utilization. This was observed in the 11 AM hour. The maximum on-street parked vehicles were observed to be 467, in the 11 AM hour, equal to 55 percent utilization, while the maximum lot utilization was 317, or 59 percent utilization, that occurred in the 11 AM and 1 PM hours. Overall parking demand stayed relatively high (above 700 total vehicles) through the 4 PM hour but dropped substantially in the 5 PM hour.
- While overall utilization does not exceed 57 percent, there are specific “hot spot” areas with high utilization. In particular, parking areas on S. Carson Street and S. Curry Street between 2nd and 5th Streets are largely to completely utilized for much of the day. The area around Curry, Spear, Carson and Musser Streets also had high utilization, particularly in the afternoon.
- The area south of Musser Street had the highest peak utilization (76 percent) followed by 60 percent between Musser Street and Robinson Street and 34 percent north Robinson Street.
- Total study area peak utilization in the regular spaces and the 2-hour spaces was very similar (58.6 percent versus 60.2 percent).

SEPTEMBER PARKING COUNT ANALYSIS

The parking counts conducted Tuesday, September 24th and Thursday September 26th, 2019 indicate the following:

- The parking peak was observed during the 11 AM hour, when 722 parked vehicles were observed (52 percent utilization). This was only 62 less vehicles than in May. The maximum on-street parked vehicles were observed to be 441, in the 12 PM hour, equal to 54 percent utilization. The maximum lot utilization was 284, or 50 percent utilization, during the 11 AM. Overall parking demand stayed between 500 and 700 total vehicles throughout the whole day.
- There are specific “hot spot” areas with high utilization. In particular, the area around Musser between Plaza and Stewart Street also had high utilization, particularly in the afternoon. These occupancy rates are also shown in Figure 4.
- The area between Musser Street and Robinson Street had the highest peak utilization (58 percent), whereas utilization to the south was 45 percent followed by 37 percent to the north.
- Peak utilization in the two-hour spaces were greater than the regular spaces (56.3 percent and 50.8 percent respectively).

PARKING TURNOVER COUNTS

Parking turnover counts were conducted in September to aid in defining short-term (such as customer) parking versus long-term (such as employee) parking. The last four digits of vehicle license plates were recorded every half-hour over an 8-hour period in two busy areas:

- In the **south area** around 3rd Street, Carson Street, 5th Street and Curry Street, the overall average parking duration was 1.6 hours. The spaces designated for 2-hour parking (along Carson Street and the block of 4th Street from Carson to Curry) had an average duration of 1.2 hours, while the undesignated spaces had a duration of 2.1 hours. 14 percent of all vehicles observed in this area parked for 3 or more hours, indicating a relatively low use by employees. These longer-term parkers were spread around the area, with no real concentration in any one block. Of the 78 total vehicles parking in the 2-hour spaces, 9 (or 12 percent) exceeded the 2-hour time limit.
- In the **central area** around Telegraph Street, Curry Street, Musser Street and Nevada Street, average parking duration within the Central Area was observed to be 1.6 hours. Vehicles in the undesignated spaces had an average duration of 4.9 hours, those with a 2-hour time limit had an average duration of 1.4 hours, while the 20-minute spaces had an average of 0.6 hours. The undesignated spaces had 64 percent of vehicles staying longer than 3 hours. Of the total of 9 vehicles parked for these longer stays, 6 of them were parked along Musser Street between Plaza Street and Fall Street. The 20-minute designation was seen to be effective in providing convenient space for short-term stops.

CONCLUSIONS AND RECOMMENDATIONS

- There is sufficient public parking available in downtown Carson City, with a maximum observed utilization rate of 57 percent when the Legislature is in session and 51 percent at other times of

year. The area from Robinson Street north has the lowest peak utilization of 34 percent in the May counts and 33 percent in the September counts. The central area from Musser Street north to Robinson Street had utilization rates of 60 percent in May and 59 percent in September. The area south of Musser Street had the highest peak utilization rate of 76 percent in May, dropping to 45 percent in September.

- Not surprisingly, the parking areas convenient to the State Capitol buildings have overall high parking utilization at peak times (from roughly 10 AM to 5 PM) during the Legislative session. Even in the busiest times, however, there are many spaces available in the Nugget lots one block from the Capitol buildings.
- Several of the off-street lots were never observed to be more than half full, indicating that that educational efforts such as a parking map could be beneficial in directing more motorists towards using Lots 3 and 4.
- The higher utilization rate of 2-hour spaces over regular spaces in north of Robinson Street (63 percent in May versus 33 percent peak utilization in the September) indicates that it may be worthwhile to designate 4 to 8 more spaces for 2-hour parking in this area.
- Lot 2 (on the block bordered by Musser, Nevada, Proctor and Curry Streets) has low utilization of the existing 2-hour spaces and full utilization of the unrestricted spaces. It is recommended that the 16 spaces on the south side of the northern portion of the lot be made unrestricted rather than 2-hour parking. The City will need to coordinate with the Adams Foundation to see whether an agreement can be made.

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Public parking is a crucial factor in the success and functionality of a city’s downtown district. Parking supply needs to be sufficient to provide convenient access and avoid the frustration and traffic congestion generated by long searches for available parking. This supply needs to be managed to ensure that various types of motorists (such as employees, customers and delivery drivers) all have adequate parking availability. At the same time, excessive parking can be costly to provide and can reduce the attractiveness and sense of vibrancy of a downtown area. The importance of this issue is increased in Carson City due to the re-invigoration of the downtown district over recent years as well as the impact of the Nevada State Legislature.

To assess current parking conditions, Carson City retained LSC Transportation Consultants to conduct parking counts within downtown Carson City during the months of May 2019 (when the Legislature was in session) and September 2019 (when the Legislature was not in session). The following chapters describe the existing parking inventory studied, count methodology and results for both months. The final chapter provides our findings and recommendations.

PARKING INVENTORY

LSC staff conducted an inventory of all publicly accessible parking spaces within the parking count area, including on-street spaces as well as the spaces within seven off-street parking lots. This area is shown in Figure 1. Note that spaces were counted on both sides of the streets shown within the boundary line, while spaces were not counted for streets outside of the boundary line. For instances, spaces were counted on both sides of Nevada Street and Fifth Street, but not on either side of Stewart Street or William Street.

Table 1 presents the resulting inventory of parking spaces, by street, block and lot. Spaces were inventoried for “regular” spaces (no restrictions), those with 2-hour or 20-minute parking limitations, those restricted to ADA (disabled) users, those restricted to residents, loading-only spaces, and a few spaces with other restrictions. While the large majority of spaces in the count area are individually marked, there are several on-street areas without marked parallel spaces. In these unmarked areas, the capacity was estimated by assuming 1 space per 25 feet of curb length.

As shown, the area as a whole has a total of 1,387 available parking spaces (excluding bus stops). Of these, 564 (40.7 percent) are within lots and 823 (59.3 percent) are on-street. Of the total, 71.4 percent have no restrictions, 22.8 percent are 2-hour spaces, 2.5 percent are ADA spaces and the remaining 3.3 percent are resident, loading, motorcycle or special.

COUNT METHODOLOGY

Parking counts were conducted in downtown Carson City on May 29th (when the Legislature was in session) and September 24th and 26th (when the Legislature was not in session). On all count days, there were no weather conditions or construction projects that impacted parking. All vehicles parked on the roadways and designated parking lots within the parking study area shown in Figure 1 were included in this study. Counts were performed by LSC staff once an hour starting at 8:00 AM with the last lap

starting at 5:00 PM. Two LSC staff members traveled the count route in one car; one person drove while the second recorded the data on paper count forms that were prepared prior to the counts.

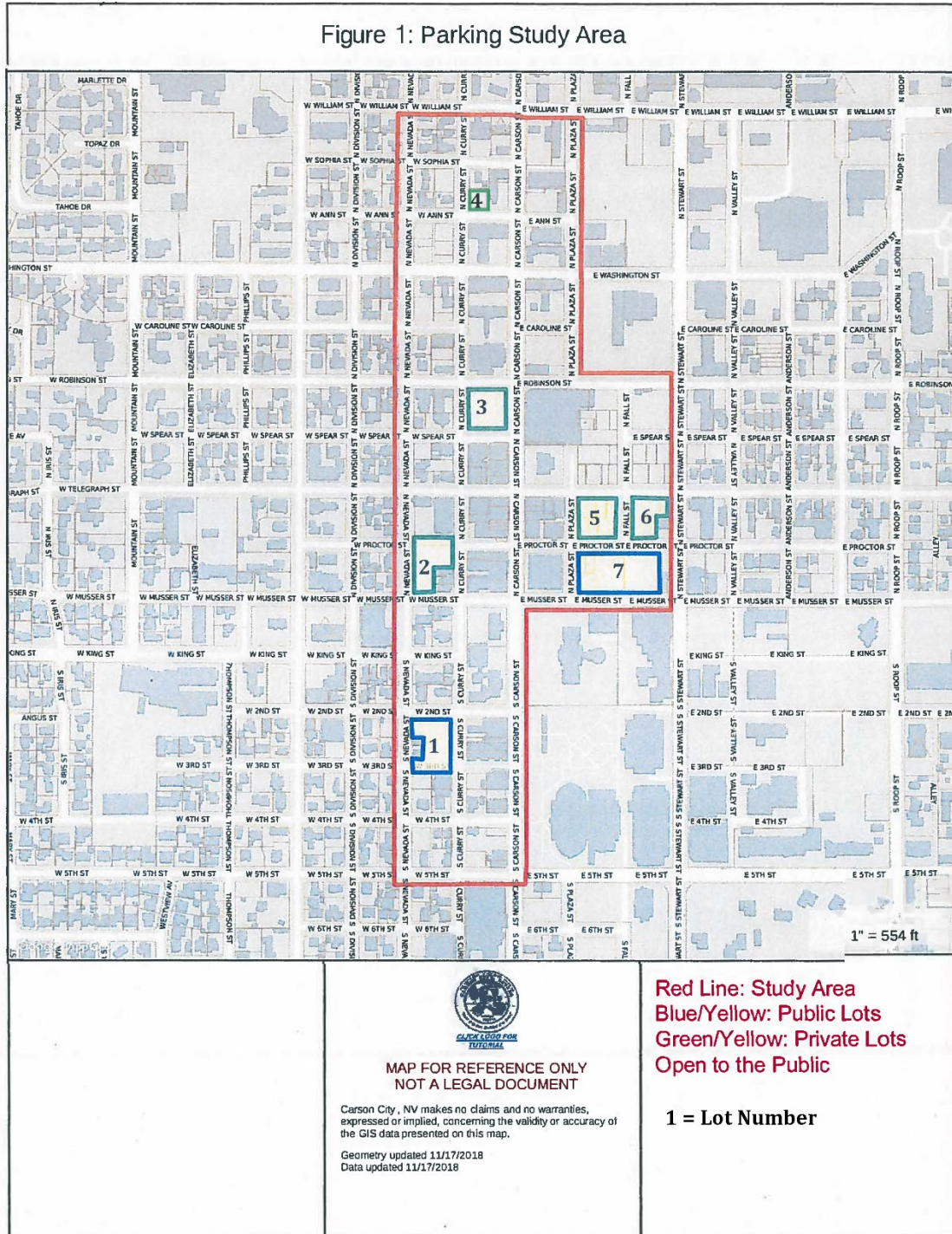


TABLE 1: Downtown Carson City Parking Inventory (1 of 3)

			Inventory							Total (1)
Street	Between	Regular	2hr	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	
Nevada	5th	4th	10							10
	4th	3rd	9							9
	3rd	2nd	8							8
	2nd	King	8							8
	King	Musser	4	7		1				12
	Musser	Proctor	12							12
	Proctor	Telegraph	12							12
	Telegraph	Spear	11							11
	Spear	Robinson	6			2				8
	Robinson ¹	Caroline	7			1			1	9
	Caroline	Washington	8							8
	Washington	Ann	11							11
	Ann	Sophia	13							13
	Sophia	William	13							13
		Total	132	7		4				1
Curry	5th	4th	9							9
	4th	3rd	9		1					10
	3rd	2nd	3	2			3			8
	2nd	King		11	1					12
	King	Musser		7						7
	Musser	Proctor		15			1			16
	Proctor	Telegraph		16						16
	Telegraph	Spear		15						15
	Spear	Robinson		15						15
	Robinson	Washington	17				1	1		18
	Washington	Ann	7							7
Ann	Sophia	11	3						14	
Sophia	William	8				1			9	
	Total	64	84	2		6	1			156
Carson	5th	4th		2						2
	4th	3rd		2						2
	3rd	2nd		5						5
	Musser	Proctor		3				1		3
	Proctor ²	Telegraph		3					3	6
	Telegraph	Spear		5						5
	Spear	Robinson		6						6
	Robinson	Washington		2						2
Washington	Ann		2						2	
	Total		30				1		3	33
Plaza	Musser	Proctor	9							9
	Proctor	Telegraph		16		1				17
	Telegraph	Spear ⁵	12						2	14
	Robinson	Caroline		5				2		5
	Caroline	Washington		4				2		4
	Washington	Ann	13							13
Ann	Sophia	11							11	
Sophia	William	5							5	
	Total	50	25			1	4		2	78
Fall	Musser	Proctor	6							6
	Proctor	Telegraph	12							12
	Telegraph	Spear	8							8
	Spear	Robinson	5							5
	Total	31								31

Note 1: Bus stops are not included in the total inventory count.

TABLE 1: Downtown Carson City Parking Inventory (2 of 3)

Street	Between	Inventory								Total (1)	
		Regular	2hr	ADA	Resident	Loading	Bus Stop	Motorcycle	Special		
East/West Streets	5th	Nevada	Curry	13							13
		Nevada	Curry	10							10
	4th	Curry	Carson		17					1	18
		Total		10	17					1	28
	2nd	Nevada	Curry	10							10
		Curry	Carson		11	1					12
		Total		10	11	1					22
	King	Nevada	Curry	20			1				21
		Nevada	Curry		10						10
		Curry ³	Carson	2						2	4
	Musser	Plaza	Fall	8		2		2			12
		Fall	Stewart	6							6
		Total		16	10	2		2		2	32
		Curry	Carson		16	2					18
	Proctor	Carson	Plaza		14	2					16
		Plaza	Fall	10							10
		Fall	Stewart	8							8
		Total		18	30	4					52
		Nevada	Curry	7		1		2			10
		Curry	Carson		17	1					18
Telegraph	Carson	Plaza		14			1			15	
	Plaza	Fall	5					1		5	
	Fall	Stewart	11							11	
	Total		23	31	2		3	1		59	
	Nevada	Curry	14							14	
Spear	Curry	Carson		18	2					20	
	Fall	Stewart	12							12	
	Total		26	18	2					46	
	Nevada	Curry	9							9	
Robinson	Curry	Carson	5							5	
	Plaza ⁴	Fall						1	2	2	
	Total		14					1	2	16	
Caroline	Carson	Plaza	6							6	
	Nevada	Curry	6				2			8	
Washingto	Carson	Plaza	7							7	
	Total		13				2			15	
	Nevada	Curry	11							11	
	Curry	Carson	17							17	
Ann	Carson	Plaza	13		2		1	1		16	
	Total		41		2		1	1		44	
	Nevada	Curry	10							10	
Sophia	Curry	Carson	9							9	
	Carson	Plaza	8							8	
	Total		27							27	

Note 1: Bus stops are not included in the total inventory count.

TABLE 1: Downtown Carson City Parking Inventory (3 of 3)

Lot		Inventory								Total(1)	
		Regular	2hr	ADA	Resident	Loading	Bus	Motorcycle	Special		
LOTS	1 Nevada/2nd/Curry/3rd	85		2	6					93	
	2 Nevada/Musser/Curry ⁶	26	53	6				2	6	93	
	3 Nugget - Curry/Robinson/Carson/Spear	66								66	
	4 NE Corner Ann/Curry	15		1						16	
	5 Nugget - Plaza/Telegraph/Fall/Proctor	88								88	
	6 Nugget - Hall/Telegraph/Steward/Proctor	57								57	
	A	16		1						17	
	B	69		5						74	
	C	55		5						60	
	Subtotal	140		11						151	
Total	477	53	20	6			2	6	564		
TOTALS	NS Streets	277	146	2	4	7	6	0	6	442	31.9%
	EW Street	237	117	13	1	8	3	1	4	381	27.5%
	Lots	477	53	20	6	0	0	2	6	564	40.7%
	Grand Total	991	316	35	11	15	9	3	16	1,387	100%
		71.4%	22.8%	2.5%	0.8%	1.1%	--	0.2%	1.2%	100.0%	

Special
Type
1 Client
2 20 minute
3 Secretary of State
4 Cab Company
5 Reserved
6 Lumos

Note 1: Bus stops are not included in the total inventory count.

Parked vehicles were recorded by the street and the block which they resided. The type of parking space (disabled, 2-hour limit, etc) which the vehicle was parked in was also recorded independently. On the day of the parking counts no construction was observed to be occurring on any of the roadway or parking lots within the study area, and the weather was fair. This data was entered into a spreadsheets for analysis.

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This chapter documents the parking counts conducted on Wednesday, May 29th, 2019. This date was selected as a typical weekday while the State Legislature was in session.

PARKING COUNT RESULTS

Table 2 presents the total vehicles observed in each individual block and lot for each hour. The right hand portion of this table also shows the utilization – the percent of total legal spaces utilized. Color shading in the utilization data reflects the relative value, with higher values shown in orange and lower values shown in green. Note that some counts indicate more than 100 percent utilization, reflecting either illegal parking (such as partially blocking a drive aisle) or more cars squeezing into an unmarked area than estimated in the inventory.

A review of Table 2 indicates the following:

- A maximum of 784 parked vehicles were observed in any one hour, equal to 56 percent utilization. This was observed in the 11 AM hour.
- The maximum on-street parked vehicles were observed to be 467, in the 11 AM hour, equal to 55 percent utilization.
- The maximum lot utilization was 317, or 59 percent utilization, that occurred in the 11 AM and 1 PM hours.
- While overall utilization does not exceed 57 percent, there are specific “hot spot” areas with high utilization. In particular, S. Carson Street and S. Curry Street between 2nd and 5th Streets are largely to completely utilized for much of the day. The area around Curry, Spear, Carson and Musser also had high utilization, particularly in the afternoon. These peaks in utilization are also shown in Figure 2.
- The overall parking counts by hour are shown in Figure 3, which indicates the 11 AM peak as well as the fact that overall parking demand stayed relatively high (above 700 total vehicles) through the 4 PM hour but dropped substantially in the 5 PM hour.

To gain additional understanding of parking patterns, the overall data was also summarized into three sub-areas:

- North – From Robinson Street (inclusive of both sides) north.
- Central – From Musser Street (inclusive of both sides) north to Robinson Street.
- South – South of Musser Street.

TABLE 2: May Parking Count and Utilization Summary (2 of 3)

	Vehicle Count												Percent Utilization												
	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	Maximum	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	Maximum		
North/South Sts	Plaza	Musser	Proctor	9	8	9	6	8	7	9	9	9	9	9	9	9	9	9	9	9	9	9	9	100%	
		Proctor	Telegraph	16	2	9	10	10	14	7	5	6	7	14	14	14	14	14	14	14	14	14	14	14	100%
		Telegraph	Spear	12	10	11	10	11	11	13	13	11	12	5	13	13	13	13	13	13	13	13	13	13	108%
		Robinson	Caroline	4	1	1	2	1	1	1	3	5	2	5	5	5	5	5	5	5	5	5	5	5	125%
		Caroline	Washington	3	0	0	0	0	1	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	33%
		Washington	Ann	13	2	5	5	5	6	5	4	3	3	2	6	6	6	6	6	6	6	6	6	6	46%
		Ann	Sophia	13	7	8	8	10	9	5	5	6	7	2	10	10	10	10	10	10	10	10	10	10	77%
		Sophia	William	3	2	2	2	1	1	2	1	1	1	1	2	2	2	2	2	2	2	2	2	2	67%
		William	Proctor	6	6	6	6	6	5	4	6	6	5	0	6	6	6	6	6	6	6	6	6	6	100%
		Proctor	Telegraph	14	6	11	11	10	10	8	7	6	6	6	11	11	11	11	11	11	11	11	11	11	79%
		Telegraph	Spear	8	1	1	1	1	1	1	1	1	1	0	1	1	1	1	1	1	1	1	1	1	13%
		Spear	Robinson	5	1	2	2	2	2	1	1	4	2	2	4	4	4	4	4	4	4	4	4	4	80%
		Robinson	Curry	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
	5th	Nevada	Curry	14	2	7	6	9	11	10	9	10	11	10	11	11	11	11	11	11	11	11	11	11	79%
	Nevada	Curry	18	6	10	8	13	15	12	11	12	14	13	15	15	15	15	15	15	15	15	15	15	83%	
	Curry	Carson	15	5	7	9	10	10	8	6	8	8	8	10	10	10	10	10	10	10	10	10	10	67%	
2nd	Nevada	Curry	12	1	4	5	10	10	11	10	9	11	7	11	11	11	11	11	11	11	11	11	11	92%	
	Curry	Carson	21	18	18	20	20	15	16	20	21	18	12	21	21	21	21	21	21	21	21	21	21	100%	
King	Nevada	Curry	11	7	7	7	11	4	8	9	10	8	5	11	11	11	11	11	11	11	11	11	11	100%	
	Nevada	Curry	4	1	2	1	3	0	1	1	1	0	1	3	3	3	3	3	3	3	3	3	3	75%	
Musser	Plaza	Fall	12	9	9	9	9	8	8	9	9	7	2	9	9	9	9	9	9	9	9	9	9	75%	
	Fall	Stewart	6	6	6	6	5	5	6	6	5	4	1	6	6	6	6	6	6	6	6	6	6	100%	
	Stewart	Carson	18	1	4	9	7	4	12	13	12	14	15	15	15	15	15	15	15	15	15	15	15	83%	
	Carson	Plaza	16	3	1	10	15	13	6	6	3	7	14	15	15	15	15	15	15	15	15	15	15	94%	
Proctor	Plaza	Fall	10	9	7	9	6	8	0	8	7	3	9	9	9	9	9	9	9	9	9	9	9	90%	
	Fall	Stewart	8	6	8	8	8	6	6	7	7	7	3	8	8	8	8	8	8	8	8	8	8	100%	
	Stewart	Curry	9	7	6	6	7	5	4	4	4	4	3	7	7	7	7	7	7	7	7	7	7	83%	
	Curry	Carson	19	7	12	12	14	14	16	15	16	11	13	16	16	16	16	16	16	16	16	16	16	78%	
	Carson	Plaza	15	4	1	2	12	10	11	7	11	10	11	12	12	12	12	12	12	12	12	12	12	84%	
Telegraph	Plaza	Fall	5	1	1	3	4	4	3	2	2	2	1	4	4	4	4	4	4	4	4	4	4	80%	
	Fall	Stewart	11	0	0	0	0	3	1	1	1	0	3	3	3	3	3	3	3	3	3	3	3	80%	
	Stewart	Curry	11	0	0	0	0	3	1	1	1	0	3	3	3	3	3	3	3	3	3	3	3	27%	

TABLE 2: May Parking Count and Utilization Summary (3 of 3)

	Vehicle Count												Percent Utilization												
	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	Maximum	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	Maximum		
East/West Streets	Nevada	15	10	9	13	14	14	14	14	13	14	13	6	14	87%	93%	93%	87%	93%	87%	93%	87%	80%	40%	93%
	Curry	20	17	18	18	18	17	16	18	16	16	10	18	18	90%	90%	85%	80%	90%	90%	80%	80%	50%	90%	
	Fall	12	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Curry	9	1	2	3	3	4	6	4	6	5	6	6	6	11%	33%	44%	44%	67%	44%	67%	56%	67%	67%	
	Carson	5	0	0	1	1	2	2	0	0	0	0	2	2	0%	20%	40%	40%	0%	0%	0%	0%	0%	0%	40%
	Fall	3	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Plaza	6	0	0	0	1	0	0	0	0	0	0	0	1	0%	17%	0%	0%	0%	0%	0%	0%	0%	0%	17%
	Carson	5	0	2	2	1	1	1	2	2	2	2	0	2	0%	40%	20%	20%	40%	40%	40%	40%	40%	40%	40%
	Nevada	5	5	1	1	2	3	2	2	1	3	1	5	5	100%	20%	40%	60%	40%	40%	20%	60%	20%	20%	100%
	Carson	11	1	1	0	0	0	0	0	1	0	0	1	0	9%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%
Ann	Curry	19	2	1	4	1	4	3	2	2	3	1	4	4	11%	5%	21%	5%	16%	11%	11%	16%	5%	21%	
	Carson	14	1	3	5	9	13	10	6	4	4	2	13	13	7%	21%	36%	36%	64%	43%	29%	29%	14%	93%	
	Plaza	14	2	3	3	3	3	2	1	3	2	3	2	3	14%	21%	21%	21%	21%	14%	7%	21%	14%	21%	
Sophia	Curry	8	5	7	7	6	6	6	4	4	4	4	7	7	63%	88%	75%	88%	75%	50%	50%	50%	50%	50%	
	Carson	8	3	6	4	7	8	6	7	7	7	5	8	8	38%	75%	50%	88%	75%	88%	88%	88%	63%	88%	
	Plaza	96	25	57	68	77	87	89	77	78	72	80	89	89	26%	59%	71%	80%	91%	80%	81%	75%	83%	93%	
1	Nevada/2nd/Curry/3rd	64	6	12	13	13	20	25	22	20	14	13	25	25	9%	19%	20%	20%	31%	34%	31%	22%	20%	39%	
2	Nevada/Musser/Curry	66	14	10	12	15	13	14	16	14	7	5	16	16	21%	15%	18%	23%	20%	24%	21%	11%	8%	24%	
3	Nugget - Curry/Robinson/Carson/Spear	16	0	1	1	1	1	1	1	1	1	1	1	1	0%	6%	6%	6%	6%	6%	6%	6%	6%	6%	
4	NE Corner Ann/Curry	88	26	37	44	53	51	45	43	41	32	28	53	53	30%	42%	50%	60%	58%	49%	47%	36%	32%	60%	
5	Nugget - Plaza/Telegraph/Fall/Proctor	57	6	13	16	17	14	14	15	13	12	6	17	17	11%	23%	28%	30%	25%	26%	23%	21%	11%	30%	
6	Nugget - Hall/Telegraph/Steward/Proctor	537	185	273	293	317	308	317	309	300	247	187	317	317	34%	51%	55%	59%	57%	58%	56%	46%	35%	59%	
7	Plaza/Proctor/Steward/Musser	823	279	352	406	467	436	460	438	443	463	367	467	467	34%	43%	49%	57%	53%	53%	54%	56%	45%	57%	
Total	Onstreet	564	185	273	293	317	308	317	309	300	247	187	317	317	33%	48%	52%	56%	55%	55%	53%	44%	33%	56%	
	Lots	1387	464	625	699	784	744	777	747	743	710	554	784	784	33%	45%	50%	57%	54%	54%	54%	51%	40%	57%	
	Grand Total																								

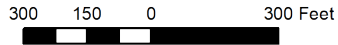
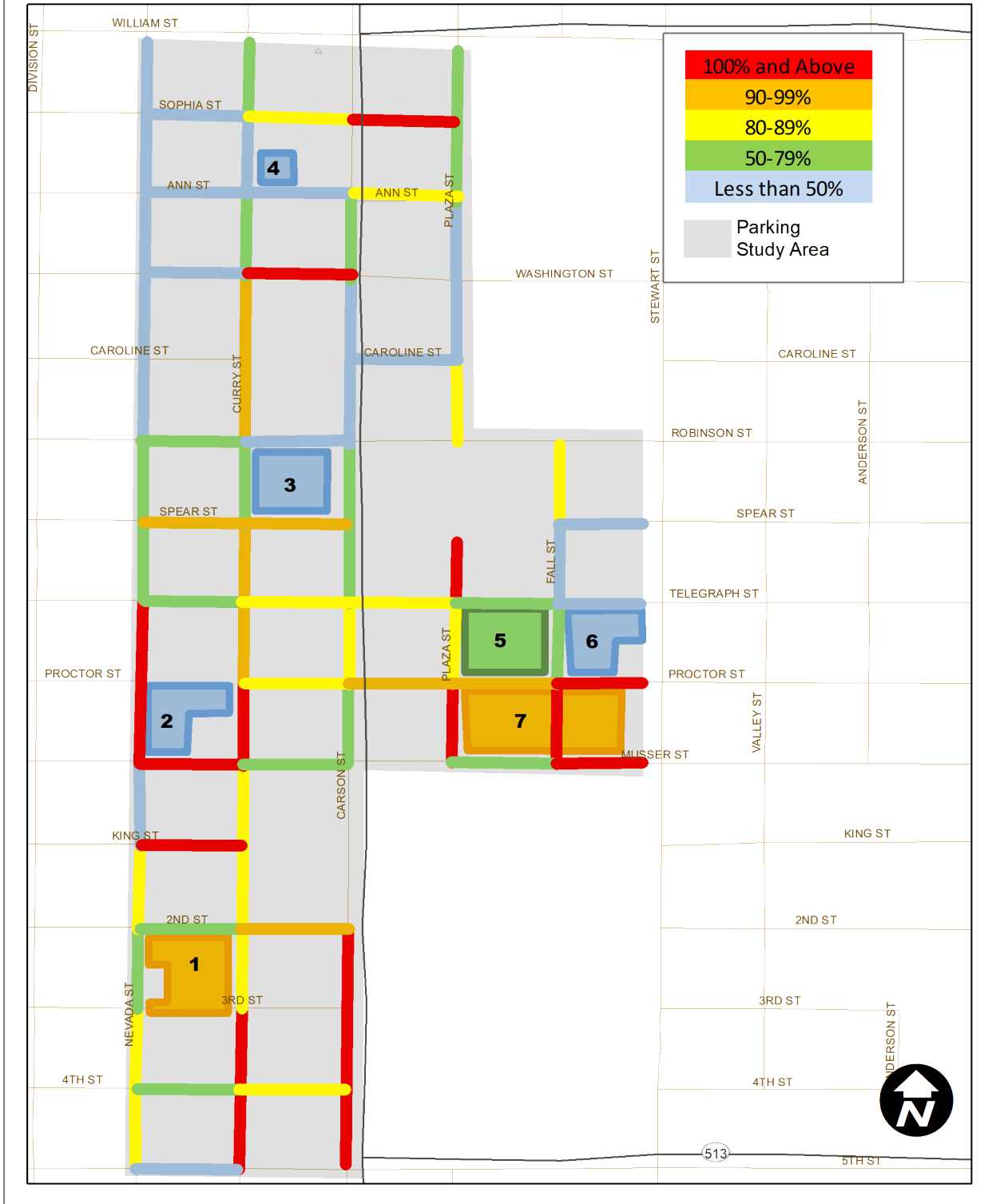
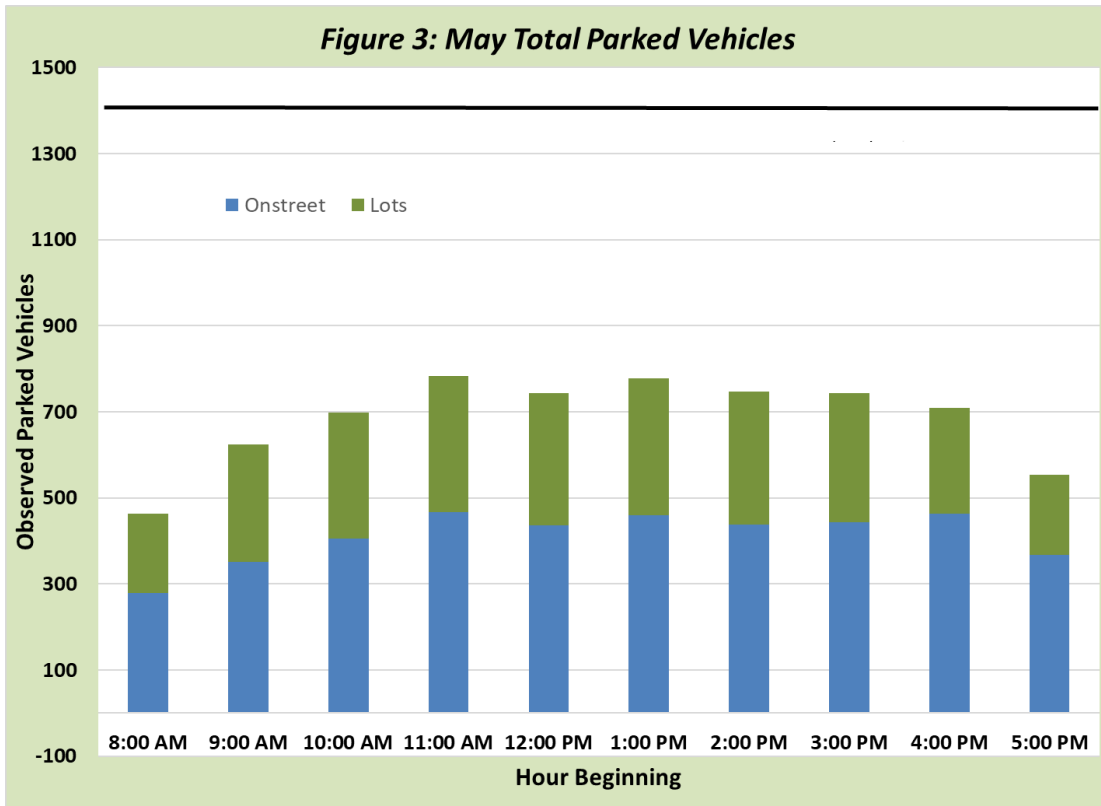


Figure 2
Peak Observed Occupancy Rate -
May Counts





Data for each of these three subareas is shown under Appendix A for the North, Central and South areas, respectively. These tables also present the detailed data by type of parking space. Table 3 presents a summary of utilization by subarea. As shown, the South area had the highest peak utilization (76 percent) followed by 60 percent in the Central area and 34 percent in the North area. Utilization peaked in the 11 AM hour for the North and Central areas, and in the 1 PM hour for the South area.

TABLE 3: May Summary By Subarea

	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	Maximum
Vehicle Count												
North	270	56	76	84	93	89	86	78	74	78	61	93
Central	815	324	404	441	491	441	468	466	462	430	295	491
South	295	84	145	174	200	214	223	203	207	202	198	223
Utilization												
North		21%	28%	31%	34%	33%	32%	29%	27%	29%	23%	34%
Central		40%	50%	54%	60%	54%	57%	57%	57%	53%	36%	60%
South		28%	49%	59%	68%	73%	76%	69%	70%	68%	67%	76%

Finally, the counts can be summarized by the type of space, as shown in Table 4. Total study area peak utilization in the regular spaces and the 2-hour spaces was very similar (58.6 percent versus 60.2 percent). In each of the three subareas, the peak utilization of the 2-hour and unrestricted spaces were roughly equal, indicating a good balance of 2-hour spaces versus unrestricted spaces.

	Regular	2hr	ADA	Resident	Loading	Special	Total
TABLE 4: May Summary of Peak Parked Vehicle Counts by Type							
Peak Observed Parked Vehicles							
NS Streets	215	44	1	0	0	0	244
EW Street	161	68	3	1	0	0	232
Lots	293	21	8	6	0	4	317
North Subarea	91	2	0	0	0	0	93
Central Subarea	416	78	9	2	0	4	491
South Subarea	170	50	4	6	0	0	223
Grand Total	660	124	11	6	0	4	784
Peak Percent Utilization							
NS Streets	55.6%	71.0%	100.0%	--	0.0%	--	54.1%
EW Street	56.5%	77.3%	25.0%	100.0%	0.0%	0.0%	59.2%
Lots	64.5%	37.5%	47.1%	100.0%	--	100.0%	59.0%
North Subarea	34.7%	40.0%	0.0%	--	--	--	34.4%
Central Subarea	64.6%	57.4%	37.5%	--	0.0%	66.7%	60.2%
South Subarea	77.3%	76.9%	133.3%	85.7%	--	--	75.6%
Grand Total	58.6%	60.2%	36.7%	85.7%	0.0%	66.7%	56.8%

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This chapter documents the parking counts conducted by LSC Transportation Consultants, Inc. on Tuesday, September 24th and Thursday September 26th, 2019. These dates were selected to represent a typical work day not during the legislative session.

PARKING COUNT RESULTS

Table 5 presents the total vehicles observed in each individual block and lot for each hour. Identical to the May analysis, the right hand portion of this table also shows the utilization – the percent of total legal spaces utilized.

A review of Table 5 indicates the following:

- Similar to the May counts, the parking peak was observed during the 11 AM hour. The observed maximum was 722 parked vehicles, equal to 52 percent utilization. This was only 62 less vehicles than in May.
- The maximum on-street parked vehicles were observed to be 441, in the 12 PM hour, equal to 54 percent utilization. This on-street maximum was only 26 vehicles less than those observed in May.
- The maximum lot utilization was 284, or 51 percent utilization, during the 11 AM. This was approximately 8 percent less utilization than observed during the May parking counts.
- While overall utilization does not exceed 53 percent, there are specific “hot spot” areas with high utilization. In particular, the area around Musser between Plaza and Stewart Street also had high utilization, particularly in the afternoon. These occupancy rates are also shown in Figure 4.
- The overall parking counts by hour are shown in Figure 5, which indicates the peak in the 11 AM hour as well as the fact that overall parking demand stayed between 500 and 700 total vehicles throughout the whole day.

The overall data was also summarized into the same three sub-areas as discussed in Chapter 2. Specific data for each of these three subareas is shown in Appendix A for the North, Central and South areas, respectively. These tables also present the detailed data by type of parking space.

Table 6 presents a summary of utilization by subarea. As shown, peak utilization varied from the May counts in terms of subarea location. During September, the Central area had the highest peak utilization (58 percent), whereas peak utilization in May was within the South subarea. September utilization within the South area was 45 percent followed by 37 percent in the North area. Utilization peaked in the 11 AM hour for the Central and South areas, and in the 12 PM hour for the North area.

TABLE 5: September Parking Count and Utilization Summary (3 of 3)

Street		Between		Vehicle Count												Percent Utilization											
				Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	Maximum	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	Maximum	
East/West Streets	Nevada	Curry	14	11	9	11	12	11	12	11	12	6	9	9	7	12	79%	64%	79%	86%	43%	64%	64%	50%	86%		
	Curry	Carson	20	10	12	13	15	18	15	15	15	13	13	13	18	50%	60%	65%	75%	75%	8%	65%	65%	8%	90%		
	Fall	Stewart	12	0	0	0	1	1	1	1	1	1	1	1	1	1	0%	0%	8%	8%	8%	8%	8%	8%	8%		
Lots	Nevada	Curry	9	1	1	2	2	1	3	2	2	2	2	2	3	11%	11%	22%	33%	22%	22%	22%	22%	22%	33%		
	Curry	Carson	5	0	0	0	2	4	3	3	0	0	0	0	4	0%	0%	0%	40%	60%	0%	0%	0%	0%	80%		
	Fall	Stewart	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Lots	Caroline	Carson	6	1	2	2	2	4	1	1	1	0	2	0	4	17%	33%	33%	33%	17%	17%	0%	33%	0%	67%		
	Nevada	Curry	8	1	2	3	3	2	3	2	2	2	2	2	3	13%	25%	38%	38%	25%	25%	25%	25%	25%	38%		
	Washington	Carson	7	1	2	2	2	3	1	2	2	2	2	2	3	14%	29%	29%	29%	14%	29%	29%	29%	29%	43%		
Lots	Nevada	Curry	11	2	3	1	2	2	3	1	1	1	1	2	3	18%	27%	9%	18%	27%	9%	9%	9%	18%	27%		
	Curry	Carson	17	5	8	1	1	2	3	0	3	1	4	8	29%	47%	6%	12%	18%	0%	0%	6%	24%	47%			
	Carson	Plaza	17	2	3	3	7	7	5	5	5	3	4	7	12%	18%	18%	41%	41%	29%	29%	18%	24%	41%			
Lots	Nevada	Curry	10	3	4	5	4	4	4	4	4	3	4	3	5	30%	40%	50%	40%	40%	40%	40%	30%	40%	50%		
	Curry	Carson	9	3	5	6	4	6	5	4	3	4	3	6	33%	56%	67%	44%	67%	56%	44%	33%	44%	33%	67%		
	Carson	Plaza	8	4	4	4	6	5	7	6	6	5	3	7	50%	50%	50%	75%	63%	88%	75%	63%	38%	88%			
Lots	1	Nevada/2nd/Curry/3rd	93	26	35	33	33	39	38	38	41	32	44	44	28%	38%	35%	35%	42%	41%	41%	44%	47%	47%			
	2	Nevada/Musser/Carson	93	42	48	48	49	54	55	57	48	36	57	57	45%	45%	52%	53%	58%	59%	52%	39%	61%	61%			
	3	Nugget - Curry/Robinson/Carson/Spear	66	7	7	8	7	8	8	15	9	8	4	15	11%	11%	12%	11%	12%	12%	14%	12%	6%	23%			
Lots	4	NE Corner Ann/Carson	16	1	2	2	2	3	2	2	1	2	1	3	6%	13%	13%	13%	19%	13%	6%	6%	6%	19%			
	5	Nugget - Plaza/Telegraph/Fall/Proctor	88	18	30	33	34	35	32	32	31	29	21	35	20%	34%	38%	39%	40%	36%	35%	33%	24%	40%			
	6	Nugget - Hall/Telegraph/Stewart/Proctor	57	12	15	18	17	10	12	12	12	8	6	18	21%	26%	32%	30%	18%	21%	21%	14%	11%	32%			
Lots	7	Plaza/Proctor/Stewart/Musser	151	136	138	141	142	124	129	126	131	109	55	142	90%	91%	93%	94%	82%	85%	87%	72%	36%	94%			
	Total		562	241	273	282	284	273	275	281	271	223	187	284	43%	49%	50%	51%	49%	49%	48%	40%	33%	51%			
	Onstreet		823	276	347	397	438	441	432	393	356	340	296	441	34%	42%	48%	53%	54%	52%	48%	43%	36%	54%			
Lots			564	241	273	282	284	273	275	281	271	223	187	284	43%	48%	50%	50%	48%	49%	48%	40%	33%	50%			
	Grand Total		1387	517	620	679	722	714	707	674	627	563	483	722	37%	45%	49%	52%	51%	51%	45%	41%	35%	52%			

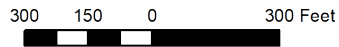


Figure 4
Peak Observed Occupancy Rate -
September Counts

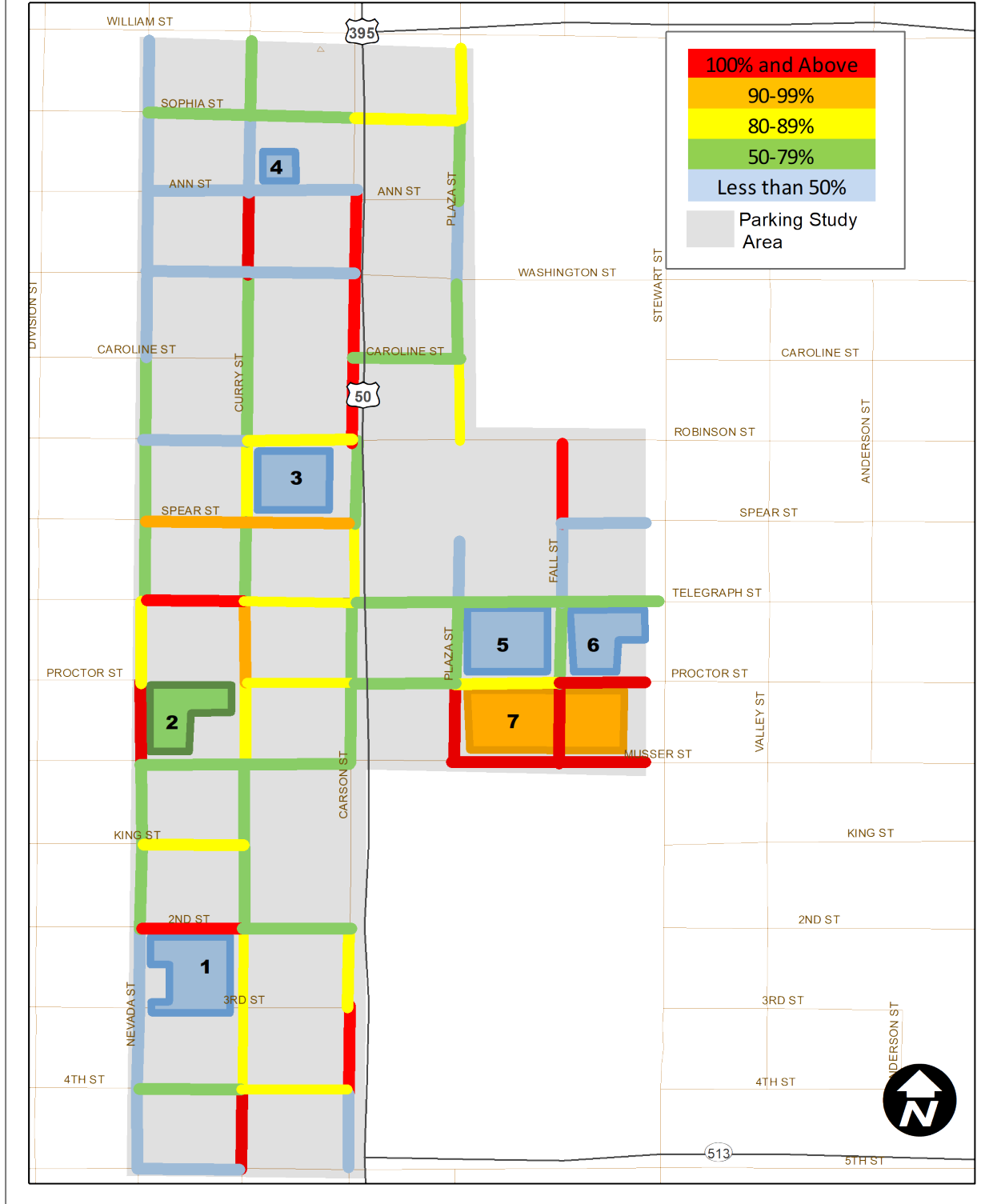


Figure 5: September Total Parked Vehicles

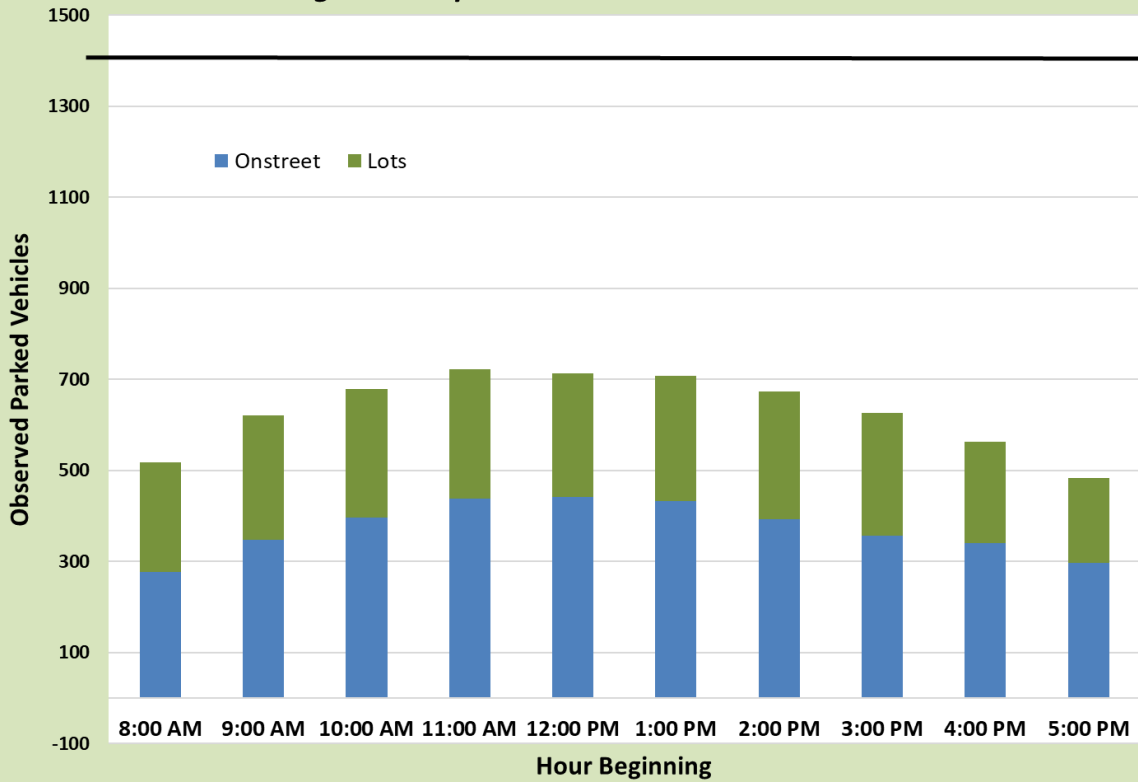


TABLE 6: September Summary By Subarea

Data is the average of the 2 count days

	Inventory	8:00 AM	9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	Maximum
Vehicle Count												
North	275	48	83	87	90	102	98	88	75	64	60	102
Central	842	380	421	471	490	477	473	455	425	381	320	490
South	279	78	105	111	125	122	123	119	114	103	91	125
Total	1396	505	608	668	704	701	694	661	614	548	470	704
Utilization												
North		17%	30%	31%	33%	37%	36%	32%	27%	23%	22%	37%
Central		45%	50%	56%	58%	57%	56%	54%	50%	45%	38%	58%
South		28%	38%	40%	45%	44%	44%	42%	41%	37%	33%	45%
Total		36%	44%	48%	50%	50%	50%	47%	44%	39%	34%	50%

Finally, the counts can be summarized by the type of space, as shown in Table 7. Unlike the counts conducted during May, September peak utilization in the 2-hour spaces were greater than the regular spaces (56.3 percent and 50.8 percent respectively). This was particularly true for the northern subarea, where the peak utilization of the 2-hour spaces was 62.5 percent compared with a peak utilization of the unrestricted spaces of 33.3 percent. This indicates that overall parking use and convenience could be improved for this area by designating more unrestricted spaces (roughly 4 to 8 spaces) into 2-hour parking spaces.

	Regular	2hr	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total
Peak¹ Observed Parked Vehicles									
NS Streets	130	81	2	3	0	0	0	3	219
EW Street	121	78	3	0	1	1	0	1	205
Lots	252	19	8	1	0	0	1	4	285
North Subarea	80	10	0	0	0	0	0	0	90
Central Subarea	336	132	11	3	1	1	1	8	493
South Subarea	87	36	2	1	0	0	0	0	126
<i>Grand Total</i>	<i>503</i>	<i>178</i>	<i>13</i>	<i>4</i>	<i>1</i>	<i>1</i>	<i>1</i>	<i>8</i>	<i>709</i>
Peak Percent Utilization									
NS Streets	46.9%	55.5%	100.0%	75.0%	0.0%	0.0%	--	50.0%	48.9%
EW Street	51.1%	66.7%	23.1%	0.0%	12.5%	33.3%	--	25.0%	53.5%
Lots	52.8%	35.8%	40.0%	16.7%	--	--	50.0%	66.7%	50.5%
North Subarea	33.3%	62.5%	0.0%	0.0%	0.0%	0.0%	--	0.0%	32.7%
Central Subarea	60.8%	55.9%	40.7%	150.0%	14.3%	50.0%	50.0%	61.5%	58.6%
South Subarea	43.9%	56.3%	40.0%	12.5%	0.0%	--	0.0%	--	45.2%
<i>Grand Total</i>	<i>50.8%</i>	<i>56.3%</i>	<i>37.1%</i>	<i>36.4%</i>	<i>6.7%</i>	<i>11.1%</i>	<i>50.0%</i>	<i>50.0%</i>	<i>50.8%</i>
Note 1: Peak is defined by peak hour (11:00AM) of all parked vehicles within the study area. As such sub areas or type can have a greater individual peak.									

PARKING TURNOVER COUNTS

Parking turnover counts provide information regarding how long individual vehicles are parked in specific areas. These counts consist of recording the last four digits of vehicle license plates on a half-hourly basis over an 8-hour period, and then matching the data to identify the parking duration of individual vehicles. (Recording four digits has been found to be sufficient to avoid any duplicates, and also avoids issues related to personal privacy associated with recording full license plate numbers.) This is particularly useful in assessing whether individual vehicles are associated with employees (typically parking 3 or more hours) versus customers (parking a shorter duration), as well as the appropriate designation of timed parking restrictions.

LSC conducted parking turnover counts in two areas found to be relatively busy: (1) a **south area** around 3rd Street, Carson Street, 5th Street and Curry Street and (2) a **central area** around Telegraph Street,

Curry Street, Musser Street and Nevada Street. These count areas include both 2-hour and unrestricted spaces, and the specific type of space was identified. Staffers recorded license plates observed in each space every half-hour from the 9:00 AM – 9:30 AM period until the 3:30 PM – 4:00 PM period. The data was then analyzed to identify the number of individual vehicles parking in each area by their estimated parking duration. Vehicles observed only once are estimated to average 0.5 hours (30 minutes) in duration, vehicles observed twice are estimated to stay one hour, etcetera.

The results for the southern area is shown in Table 8. A review of this data indicates the following:

- The overall average parking duration in this area was 1.6 hours. The spaces designated for 2-hour parking (along Carson Street and the block of 4th Street from Carson to Curry) had an average duration of 1.2 hours, while the undesignated spaces had a duration of 2.1 hours.

Street	Segment	Side	Type of Space	Estimated Parking Duration													Average	
				0.5	1	1.5	2	2.5	3	3.5	4	4.5	5	5.5	6	6.5		7+
Number of Observed Vehicles																		
Carson St	5th to 4th	West	2 Hr	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5
	4th to 3rd	East	2 Hr	4	4	3	0	0	0	0	0	0	0	0	0	0	0	1.0
4th St	Carson to Curry	North	2 Hr	8	4	3	0	2	0	0	0	0	0	0	0	0	0	1.0
		South	2 Hr	17	13	6	5	2	0	4	0	0	1	0	0	0	0	1.3
	Curry to Nevada	North	Regular	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5.5
		South	Regular	1	1	1	0	0	1	1	0	0	0	0	0	0	0	1.9
Curry St	5th to 4th	East	Regular	1	0	3	0	2	0	1	0	0	0	0	0	0	0	1.9
		West	Regular	2	2	0	0	1	0	0	0	0	0	0	0	0	0	1.1
	4th to 3rd	East	Regular	5	1	0	1	0	1	0	0	0	0	1	0	0	2	2.7
		West	Regular	4	6	3	1	0	0	0	0	0	1	1	0	0	0	1.6
Nevada St	5th to 4th	East	Regular	0	0	0	0	0	1	0	0	0	0	0	0	1	5.5	
		West	Regular	0	0	0	0	0	0	0	1	0	0	0	0	0	0	4.0
	4th to 3rd	East	Regular	1	0	0	0	1	0	0	0	0	0	0	0	0	0	1.5
		West	Regular	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1.2
Subtotal: 2 Hr				31	21	12	5	4	0	4	0	0	1	0	0	0	0	1.2
Subtotal: Regular				15	10	9	2	4	3	2	1	0	1	3	0	0	3	2.1
Total				46	31	21	7	8	3	6	1	0	2	3	0	0	3	1.6
Percent of Observed Vehicles																		
Carson St	5th to 4th	West	2 Hr	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	4th to 3rd	East	2 Hr	36%	36%	27%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
4th St	Carson to Curry	North	2 Hr	47%	24%	18%	0%	12%	0%	0%	0%	0%	0%	0%	0%	0%	12%	
		South	2 Hr	35%	27%	13%	10%	4%	0%	8%	0%	0%	2%	0%	0%	0%	15%	
	Curry to Nevada	North	Regular	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	--
		South	Regular	20%	20%	20%	0%	0%	20%	20%	0%	0%	0%	0%	0%	0%	0%	--
Curry St	5th to 4th	East	Regular	14%	0%	43%	0%	29%	0%	14%	0%	0%	0%	0%	0%	0%	--	
		West	Regular	40%	40%	0%	0%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	--
	4th to 3rd	East	Regular	45%	9%	0%	9%	0%	9%	0%	0%	0%	0%	9%	0%	0%	18%	
		West	Regular	25%	38%	19%	6%	0%	0%	0%	0%	0%	6%	0%	0%	0%	--	
Nevada St	5th to 4th	East	Regular	0%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%	
		West	Regular	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	--	
	4th to 3rd	East	Regular	50%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	0%	--	
		West	Regular	33%	0%	67%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	--	
Subtotal: 2 Hr				40%	27%	15%	6%	5%	0%	5%	0%	0%	1%	0%	0%	0%	12%	
Subtotal: Regular				28%	19%	17%	4%	8%	6%	4%	2%	0%	2%	6%	0%	0%	6%	--
Total				35%	24%	16%	5%	6%	2%	5%	1%	0%	2%	2%	0%	0%	2%	--

Source: LSC counts conducted on Thursday October 3, 2019.

- 14 percent of all vehicles observed in this area parked for 3 or more hours, indicating a relatively low use by employees. These longer-term parkers were spread around the area, with no real concentration in any one block.
- Of the 78 total vehicles parking in the 2-hour spaces, 9 (or 12 percent) exceeded the 2-hour time limit. All of the vehicles exceeding the 2-hour limit parked along 4th Street, with none along Carson Street.

Table 9 provides the results for the central area, indicating the following:

TABLE 9: Central Area Observed Parking Duration																	Exceeds Time Limit		
Street	Segment	Side	Type of Space	Estimated Parking Duration													Average		
				0.5	1	1.5	2	2.5	3	3.5	4	4.5	5	5.5	6	6.5		7+	
Number of Observed Vehicles																	Average		
Musser	Carson to Curry	Regular	2 Hr	6	0	1	0	0	0	0	0	0	0	0	0	0	1	1.6	
		North	2 Hr	0	1	0	1	1	0	0	0	1	1	0	0	0	0	3.0	
	Curry to Nevada	South	2 Hr	1	0	1	1	0	1	0	1	1	0	0	0	0	1	3.4	
		Plaza to Fall	North	Regular	0	1	1	1	0	0	1	0	0	0	1	0	0	5	5.4
			South	Regular	0	1	0	1	0	0	1	0	0	0	0	0	0	1	3.6
Curry	Telegraph to Proctor	East	2 Hr	11	17	5	7	1	0	0	1	1	0	0	0	0	1	1.4	
		West	2 Hr	11	4	5	2	2	0	0	0	0	0	0	0	0	0	1.1	
	Musser to Proctor	East	2 Hr	14	7	0	3	3	2	0	0	1	0	0	1	0	0	1.4	
		West	2 Hr	4	1	3	2	1	0	0	0	0	0	0	0	0	0	1.3	
			Loading	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.5
Carson	Musser to Proctor	West	2 Hr	7	2	3	0	0	0	0	0	0	0	0	0	0	0	0.8	
		West	20 Min	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0.6	
	Proctor to Telegraph	East	2 Hr	1	2	2	2	1	0	0	0	0	0	0	0	0	0	1.5	
Proctor	Carson to Plaza	North	2 Hr	11	13	10	10	1	0	0	0	0	0	0	0	0	0	1.2	
		South	2 Hr	10	2	5	1	2	1	1	0	0	0	0	0	0	0	1.3	
Subtotal: Loading				5	0	0	0	0	0	0	0	0	0	0	1	0	0	1.4	
Subtotal: 20 Minute				8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0.6
Subtotal: 2 Hr				76	49	35	29	12	4	1	2	4	1	0	1	0	3	1.4	
Subtotal: Regular				0	2	1	2	0	0	2	0	0	0	1	0	0	6	4.9	
Total				89	53	36	31	12	4	3	2	4	1	1	2	0	9	1.6	
Percent of Observed Vehicles																	Total Exceeding		
Musser	Carson to Curry	Regular	2 Hr	75%	0%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	13%		
		North	2 Hr	0%	20%	0%	20%	20%	0%	0%	0%	20%	20%	0%	0%	0%	0%	60%	
	Curry to Nevada	South	2 Hr	14%	0%	14%	14%	0%	14%	0%	14%	14%	0%	0%	0%	14%	57%		
		Plaza to Fall	North	Regular	0%	10%	10%	10%	0%	0%	10%	0%	0%	10%	0%	0%	50%	--	
			South	Regular	0%	25%	0%	25%	0%	0%	25%	0%	0%	0%	0%	0%	25%	--	
Curry	Telegraph to Proctor	East	2 Hr	25%	39%	11%	16%	2%	0%	0%	2%	2%	0%	0%	0%	2%	--		
		West	2 Hr	46%	17%	21%	8%	8%	0%	0%	0%	0%	0%	0%	0%	0%	--		
	Musser to Proctor	East	2 Hr	45%	23%	0%	10%	10%	6%	0%	0%	3%	0%	0%	3%	0%	--		
		West	2 Hr	36%	9%	27%	18%	9%	0%	0%	0%	0%	0%	0%	0%	0%	--		
			Loading	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	--		
Carson	Musser to Proctor	West	2 Hr	58%	17%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
		Proctor to Telegraph	West	20 Min	80%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%		
	East	2 Hr	13%	25%	25%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%			
Proctor	Carson to Plaza	North	2 Hr	24%	29%	22%	22%	2%	0%	0%	0%	0%	0%	0%	0%	2%			
		South	2 Hr	45%	9%	23%	5%	9%	5%	5%	0%	0%	0%	0%	0%	18%			
Subtotal: Loading				83%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	0%	--			
Subtotal: 20 Minute				80%	20%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	20%		
Subtotal: 2 Hr				35%	23%	16%	13%	6%	2%	0%	1%	2%	0%	0%	1%	13%			
Subtotal: Regular				0%	14%	7%	14%	0%	0%	14%	0%	0%	7%	0%	0%	43%	--		
Total				36%	21%	15%	13%	5%	2%	1%	1%	2%	0%	1%	4%	--			

Source: LSC counts conducted on Thursday October 3, 2019.

- Overall average parking duration within the Central Area was observed to be 1.6 hours. Vehicles in the undesignated spaces had an average duration of 4.9 hours, those with a 2-hour time limit had an average duration of 1.4 hours, while the 20-minute spaces had an average of 0.6 hours.
- The undesignated spaces had 64 percent of vehicles staying longer than 3 hours. Of the total of 9 vehicles parked for these longer stays, 6 of them were parked along Musser Street between Plaza Street and Fall Street.
- During observation, 13 percent of the vehicles parked in the 2-hour spaces (27 out of a total of 217) exceeded the 2-hour parking limit. Of those 27 vehicles observed, 3 vehicles were parked throughout the 7-hour count period. Of the vehicles exceeding the 2-hour parking limit within the Central area, half of the vehicles were located along Curry Street (7 of 14).
- The 3 spaces along the west side of Carson Street between Procter and Telegraph designated for 20-minute parking duration were observed to be used by a total of 10 vehicles, of which 8 were observed once and 2 were observed twice. Note that many more vehicles may have parked in these spaces for short periods between the half-hourly counts. This indicates that the 20-minute designation is effective in providing convenient space for short-term stops.

Overall between the two areas, this data indicates that the designation of spaces for limited duration (largely 2-hour spaces) is effective in shifting longer term parking to other areas and increasing availability of on-street parking for shorter stops. With the exception of the spaces along Musser Street between Plaza Street and Fall Street, the level of employee parking use in the two areas is low.

Conclusions and Recommendations

This chapter provides a summary of the count data, and discusses potential changes in the parking program, as follows:

- There is overall sufficient public parking available in downtown Carson City, with a maximum observed utilization rate of 57 percent when the Legislature is in session and 51 percent at other times.
- Considered by three sub-areas, the northern area (from Robinson Street north) has the lowest peak utilization of 34 percent in the May counts and 33 percent in the September counts. The central area from Musser Street north to Robinson Street had utilization rates of 60 percent in May and 59 percent in September. The southern area (south of Musser) had the highest peak utilization rate of 76 percent in May, dropping to 45 percent in September.
- Not surprisingly, the parking areas convenient to the State Capitol buildings (between King Street and 5th Street west of the Capitol and between Plaza Street and Stewart Street north of the Capitol) have overall high parking utilization at peak times (from roughly 10 AM to 5 PM) during the Legislative session. Parking availability when the Legislature is not in session is much better, with high utilization confined to only the one block just to the north of the Musset Street. Even in the busiest times, however, there are many spaces available in the Nugget lots one block from the Capitol buildings.
- Several of the off-street lots were never observed to be more than half full, specifically Lot 3 (Nugget Lot between Curry/Robinson/Carson/Spear), Lot 4 on the northeast corner of Ann and Curry and Lot 6 (Nugget Lot between Fall/Telegraph/Stewart/Proctor. This indicates that educational efforts such as a parking map could be beneficial in directing more motorists towards using Lots 3 and 4.
- The higher utilization rate of 2-hour spaces over regular spaces in the North subarea (63 percent in May versus 33 percent peak utilization in the September) indicates that it may be worthwhile to designate 4 to 8 more spaces in the North subarea for 2-hour parking.
- Lot 2 is comprised of two separate parking lots. The northern lot was recently repaved and striped with all spaces (with the exception of the Lumos Engineering spaces) designated as 2-hour parking to provide customer parking. The southern portion of Lot 2 is private property of the First Presbyterian Church. On weekdays the “Church lot” is opened to the public with no parking restrictions. It is observed that the Church lot reaches 90 to 100 percent utilization most of the day while the 2-hour lot reaches 50 percent utilization for only one count interval and is less than 25% most of the day. Curry Street between Musser and Proctor near Lot 2 (immediately adjacent to commercial uses) is designated 2-hour only parking. Though busy, parking on this block never reaches 100 percent utilization. The on-street parking in front of residential homes along Nevada Street on the block adjacent to Lot 2 experiences utilization of 80 to 90% most of the day. It is recommended that the 16 spaces on the south side of the northern lot should be made unrestricted rather than 2-hour parking. This would increase the utilization of Lot 2 and reduce the number of vehicles parking on-street in the residential

neighborhoods. The City will need to coordinate with the Adams Foundation to see whether an agreement could be made to derestrict the 16 parking spaces within Lot 2 to improve downtown parking utilization.

Note that specific changes in parking regulations needs to consider particular local issues beyond the overall parking counts, utilization and turnover data discussed in this report.

TABLE A: North Area Detailed Counts (1 of 2)

		Inventory		8:00 AM		9:00 AM		10:00 AM		11:00 AM		12:00 PM		
		Regular	2hr	ADA	Resident	Loading	Special	Total	Regular	2hr	ADA	Resident	Loading	Special
N/S Streets	Nevada	Robinson	9		3	3	3	4	4	3	3	1	1	1
		Caroline	8		1	1	1	1	1	3	3	1	1	1
		Washington	11		2	3	2	2	2	2	2	2	2	2
		Ann	13		1	2	2	2	2	3	3	2	2	2
	Sophia	14												
	William	14												
	Total	55		7	9	9	9	9	9	11	11	4	4	4
	Curry	18		13	14	14	17	17	16	16	16	14	14	14
	Washington	9		3	4	4	4	4	5	5	5	5	5	5
	Ann	14			1	2	2	2	2	4	4	2	2	2
Sophia	8		1	4	4	4	4	4	3	3	1	1	1	
William	49		17	23	23	27	27	28	28	22	22	22	22	
Total	49		49	49	49	49	49	49	49	49	49	49	49	
Carson	3			1	1	1	1	1	1	1	1	1	1	
Washington	2			1	1	1	1	1	2	2	2	2	2	
Ann	5													
Total	6			1	1	1	2	2	1	1	1	1	1	
Plaza	5			2	5	5	5	5	5	5	6	6	6	
Washington	13			7	8	8	8	8	10	10	9	9	9	
Ann	13			2	2	2	2	2	2	2	1	1	1	
Sophia	3			2	2	2	2	2	1	1	1	1	1	
William	40		12	16	16	17	17	17	17	17	18	18	18	
Total	9		1	2	2	3	3	3	3	3	4	4	4	
Nevada	5			2	5	5	5	5	5	5	6	6	6	
Curry	5			1	1	1	1	1	1	1	2	2	2	
Carson	14		1	2	2	4	4	4	4	4	6	6	6	
Total	6													
Carson	5			2	5	5	5	5	5	5	6	6	6	
Nevada	5			1	1	1	1	1	2	2	3	3	3	
Curry	5			5	7	7	7	7	7	7	8	8	8	
Plaza	10		5	5	5	5	5	5	5	5	6	6	6	
Total	11		11	11	11	11	11	11	11	11	12	12	12	
Curry	19		19	19	19	19	19	19	19	19	20	20	20	
Carson	13		2	3	3	3	3	3	3	3	4	4	4	
Plaza	43		2	5	5	5	5	5	5	5	6	6	6	
Total	14		14	14	14	14	14	14	14	14	15	15	15	
Nevada	8		8	8	8	8	8	8	8	8	9	9	9	
Curry	8		8	8	8	8	8	8	8	8	9	9	9	
Carson	30		30	30	30	30	30	30	30	30	31	31	31	
Total	15		15	15	15	15	15	15	15	15	16	16	16	
Curry	15		15	15	15	15	15	15	15	15	16	16	16	
Carson	144		5	36	36	48	48	48	48	48	53	53	53	
Plaza	103		2	20	20	26	26	26	26	26	30	30	30	
Total	15		1	1	1	1	1	1	1	1	1	1	1	
Lots	262		5	75	75	75	75	75	75	75	84	84	84	
Grand Total	270		3	56	56	76	76	76	76	76	89	89	89	
Lot	4													
Total	15		1	1	1	1	1	1	1	1	1	1	1	
NS Streets	144		5	36	36	48	48	48	48	48	53	53	53	
EW Street	103		2	20	20	26	26	26	26	26	30	30	30	
Lots	15		1	1	1	1	1	1	1	1	1	1	1	
Grand Total	270		3	56	56	76	76	76	76	76	89	89	89	

TABLE C: South Area Detailed Counts (2 of 2)

		Inventory					2:00 PM					3:00 PM					4:00 PM					5:00 PM								
		Regular	2hr	ADA	Resident	Loading	Special	Total	Regular	2hr	ADA	Resident	Loading	Special	Total	Regular	2hr	ADA	Resident	Loading	Special	Total	Regular	2hr	ADA	Resident	Loading	Special	Total	
North/South Streets	Nevada	Between																												
		5th	10			8		8	5			6		6	6			6		6	6			6		6	6			6
		4th	9			8		8	4			5		5	5			5		5	5			5		5	5			5
		3rd	8			5		5	2			2		2	1			1		1	1			1		1	1			1
		2nd	8			6		6	7			6		6	7			7		7	7			7		7	7			7
	King	4	7		2		11	4			3		3	2			2		2	2			2		2	2			2	
	Musser	39	7		29		46	22			21		21	20			20		20	18			18		18	18			18	
	Total	9			8		8	8			9		9	9			9		9	9			9		9	9			9	
	Curry	10			10		10	10			10		10	10			10		10	10			10		10	10			10	
	3rd	9			8		8	6			6		6	6			6		6	6			6		6	6			6	
2nd		13	1	7	1	8		8	1	11	1	12		11	1	12		12		11	1	12		12		10	1	11		
King	5	5		3		3	4			3		3	3			3		3	3			3		3	3			3		
Musser	28	18	1	26	10	37	24	12	1	37	14	39	25	14	1	40		40	26	12	1	39		39	26	12	1	39		
Total	2	3		2		2	2			2		2	2			2		2	2			2		2	2			2		
5th	3			3		3	3			3		3	2			2		2	2			2		2	2			2		
4th	6			7		7	6			5		5	5			5		5	5			5		5	5			5		
3rd	11			11		11	11			9		9	8			8		8	8			8		8	8			8		
Total	15			15		15																								
5th	14			14		14	10			10		10	11			11		11	10			10		10	10			10		
Nevada	14			14		14	9			9		9	10			10		10	11			11		11	10			10		
Curry	17	1		12		12	11			11		11	12			12		12	13			13		13	12			12		
Carson	14	17	1	32	10	22	9	11		20	12	22	11	13	1	25		25	10	12	1	23		23	10	12	1	23		
Total	15			15		15	6			6		6	8			8		8	8			8		8	8			8		
Nevada	15			15		15	8			8		8	8			8		8	8			8		8	8			8		
Curry	12			11		11	10			10		10	9			9		9	11			11		11	7			7		
Carson	15	12		27	8	19	6	10		16	9	17	8	11		19		19	8	7		15		15	8	7		15		
Total	21			21		21	16			16		16	20			20		20	18			18		18	12			12		
King	88	2	6	96	81	89	81	3		77	4	78	74	4		78		78	68	4		72		72	74	4	2	80		
Nevada	88	2	6	96	81	89	81	3		77	4	78	74	4		78		78	68	4		72		72	74	4	2	80		
Curry	67	36	1	104	55	77	46	23	1	70	23	69	45	22	1	68		68	44	23	1	68		68	44	23	1	68		
Total	65	29	1	95	34	57	35	21		56	21	60	37	24		62		62	30	19	1	50		50	30	19	1	50		
EW Street	88	2	6	96	81	89	81	3		77	4	78	74	4		78		78	68	4		72		72	74	4	2	80		
Lots	220	65	3	295	170	223	155	47	1	203	48	207	158	50	1	202		202	148	46	3	198		198	148	46	3	198		
Grand Total	220	65	3	295	170	223	155	47	1	203	48	207	158	50	1	202		202	148	46	3	198		198	148	46	3	198		

TABLE D - North Area Detailed Counts-Tuesday 9/24/2019 (1 of 2)

		Between		Inventory		Tuesday 9/24/2019 8:00 AM					Tuesday 9/24/2019 9:00 AM					Tuesday 9/24/2019 10:00 AM					Tuesday 9/24/2019 11:00 AM									
		Regular	Zhr	ADA	Loading	Bus Stop	Motorcycle	Special	Total	% Util	Regular	Zhr	ADA	Loading	Bus Stop	Motorcycle	Special	Total	% Util	Regular	Zhr	ADA	Loading	Bus Stop	Motorcycle	Special	Total	% Util		
N/S Streets	Nevada	Robinson	1	1	1	1	1	1	1	11%	1	1	1	1	1	1	1	1	1	11%	2	2	2	2	2	2	2	2	22%	
		Caroline Washington	7	8	9	8	8	0%	0%	0%	0%	1	1	1	1	1	1	1	1	1	13%	1	1	1	1	1	1	1	1	13%
		Washington Ann Sophia William	11	11	11	13	13	27%	0%	0%	36%	4	4	4	4	4	4	4	4	4	45%	5	5	5	5	5	5	5	45%	
	Curry	Robinson	17	19	19	19	19	5%	3	16%	3	3	3	3	3	3	3	3	3	16%	16	16	16	16	16	16	16	16	84%	
		Washington Ann Sophia William	11	14	14	14	14	14%	0%	0%	29%	2	2	2	2	2	2	2	2	2	29%	1	1	1	1	1	1	1	14%	
		Carson	8	9	9	9	9	44%	3	44%	4	4	4	4	4	4	4	4	4	44%	4	4	4	4	4	4	4	44%		
	Plaza	Robinson	2	2	2	2	2	0%	0%	0%	0%	2	2	2	2	2	2	2	2	2	100%	2	2	2	2	2	2	2	100%	
		Washington Ann	5	7	7	7	7	14%	1	29%	2	2	2	2	2	2	2	2	2	29%	0%	1	1	1	1	1	1	1	14%	
		Caroline Washington	13	13	13	13	13	15%	2	23%	3	3	3	3	3	3	3	3	3	23%	1	1	1	1	1	1	1	1	8%	
	Robinson	Caroline Washington	11	11	11	11	11	55%	7	64%	8	8	8	8	8	8	8	8	8	73%	8	8	8	8	8	8	8	8	73%	
		Washington Ann Sophia William	5	5	5	5	5	20%	2	40%	2	2	2	2	2	2	2	2	2	40%	0%	1	1	1	1	1	1	1	20%	
		Nevada	9	9	9	9	9	11%	1	11%	1	1	1	1	1	1	1	1	1	11%	2	2	2	2	2	2	2	22%		
	E/W Street	Curry	5	5	5	5	5	0%	0%	0%	0%	2	2	2	2	2	2	2	2	2	0%	0%	0%	0%	0%	0%	0%	0%	0%	
Caroline Plaza		6	6	6	6	6	17%	1	17%	2	2	2	2	2	2	2	2	2	33%	0%	1	1	1	1	1	1	1	17%		
Washington		6	8	8	8	8	13%	1	13%	2	2	2	2	2	2	2	2	2	25%	3	3	3	3	3	3	3	38%			
Ann		Caroline Plaza	11	11	11	11	11	18%	2	18%	3	3	3	3	3	3	3	3	3	27%	1	1	1	1	1	1	1	1	9%	
		Curry	17	17	17	17	17	41%	8	47%	8	8	8	8	8	8	8	8	8	47%	1	1	1	1	1	1	1	1	6%	
		Carson	13	17	17	17	17	6%	1	6%	3	3	3	3	3	3	3	3	3	18%	3	3	3	3	3	3	3	18%		
Sophia		Nevada	10	10	10	10	10	30%	3	30%	3	3	3	3	3	3	3	3	3	30%	4	4	4	4	4	4	4	40%		
		Curry	9	9	9	9	9	56%	5	56%	5	5	5	5	5	5	5	5	5	56%	6	6	6	6	6	6	6	78%		
		Carson	8	8	8	8	8	75%	6	75%	5	5	5	5	5	5	5	5	5	63%	7	7	7	7	7	7	7	88%		
Lots		4	16	16	16	16	6%	1	6%	2	2	2	2	2	2	2	2	2	13%	2	2	2	2	2	2	2	2	13%		
Total		NS Streets	124	16	1	2	5	1	149	19	1	1	0	0	0	21	14%	34	23%	39	4	43	29%	37	5	42	28%			
		EW Street	101	2	3	2	2	110	28	0	0	0	0	28	25%	32	29%	32	29%	27	25%	32	29%	32	32	32	29%			
		Lots	15	1	1	1	1	16	1	0	0	0	1	6%	2	13%	2	13%	2	13%	2	13%	2	2	2	13%				
	Total	240	16	3	1	5	7	3	275	48	1	1	0	0	50	18%	68	25%	61	6	68	25%	68	4	76	28%				

TABLE D -North Area Detailed Counts-Tuesday 9/24/2019 (2 of 2)

N/S Streets	Inventory		Tuesday 9/24/2019 12:00 PM		Tuesday 9/24/2019 1:00 PM		Tuesday 9/24/2019 2:00 PM		Tuesday 9/24/2019 3:00 PM		Tuesday 9/24/2019 4:00 PM		Tuesday 9/24/2019 5:00 PM		
	Regular	Total	Regular	% UNI	Regular	% UNI	Regular	% UNI	Regular	% UNI	Regular	% UNI	Regular	% UNI	
Caroline	7	9	2	100%	2	22%	2	22%	2	22%	1	11%	4	44%	
Washington	8	2	2	25%	2	25%	2	25%	2	25%	2	25%	3	38%	
Ann	11	11	1	9%	5	46%	4	36%	4	36%	5	45%	3	30%	
Sophia	13	13	1	8%	2	15%	2	15%	2	15%	2	15%	2	15%	
William	13	1	1	8%	2	15%	2	15%	2	15%	2	15%	2	15%	
Washington	17	19	9	47%	13	68%	11	58%	10	53%	14	74%	5	26%	
Ann	7	7	1	14%	0	0%	0	0%	0	0%	0	0%	0	0%	
Sophia	11	3	2	14%	1	11%	1	11%	2	20%	1	7%	0	0%	
William	8	4	3	44%	3	33%	3	33%	2	22%	4	44%	6	62%	
Washington	2	2	2	100%	1	50%	1	50%	2	100%	4	200%	2	100%	
Ann	5	7	6	86%	1	14%	0	0%	0	0%	0	0%	2	29%	
Washington	4	2	4	31%	4	31%	4	31%	3	23%	1	17%	1	17%	
Ann	13	13	1	9%	7	64%	7	64%	6	55%	6	55%	3	23%	
Sophia	11	11	1	9%	7	64%	7	64%	6	55%	6	55%	5	45%	
William	5	6	6	120%	1	20%	1	20%	1	20%	1	20%	2	40%	
Carson	9	9	1	11%	2	22%	1	11%	1	11%	2	22%	2	22%	
Curry	5	5	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
Carson	5	5	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
Plaza	1	2	3	67%	0	0%	0	0%	4	200%	4	200%	2	100%	
Caroline	6	6	4	67%	1	17%	1	17%	1	17%	2	33%	0	0%	
Washington	6	8	1	13%	2	25%	1	13%	2	25%	2	25%	2	25%	
Carson	7	3	3	43%	1	14%	2	29%	3	43%	1	14%	2	29%	
Nevada	11	11	2	18%	1	9%	0	0%	0	0%	1	9%	2	18%	
Curry	17	17	2	12%	2	12%	0	0%	1	6%	1	6%	6	35%	
Carson	13	12	4	24%	5	29%	4	24%	4	24%	3	18%	4	24%	
Plaza	10	10	4	40%	4	40%	3	30%	2	20%	3	30%	2	20%	
Curry	9	6	6	67%	5	56%	4	44%	4	44%	5	56%	3	33%	
Carson	8	4	4	50%	7	88%	6	75%	7	88%	7	88%	2	25%	
Plaza	15	16	2	19%	1	6%	1	6%	1	6%	2	13%	1	6%	
Lots	4														
NS Streets	124	16	1	2	5	1	149	38	12	46	31%	36	7	28%	
EW Street	101	2	3	2	110	31	28%	30	27%	22	20%	24	22%	25	23%
Lots	15	1	1	16	2	1	6%	1	6%	1	6%	2	13%	1	6%
Total	240	16	3	1	5	7	3	275	71	6	28%	61	7	54	22%

TABLE E - North Area Detailed Counts-Tuesday 9/26/2019 (1 of 2)

		Inventory		Thursday 9/26/2019 8:00 AM		Thursday 9/25/2019 9:00 AM		Thursday 9/25/2019 10:00 AM		Thursday 9/25/2019 11:00 AM		Thursday 9/25/2019 12:00 PM		
	Between	Regular	Total	Regular	Total	Regular	Total	Regular	Total	Regular	Total	Regular	Total	
		ADA	% Util	ADA	% Util	ADA	% Util	ADA	% Util	ADA	% Util	ADA	% Util	
N/S Streets	Robinson	7	1	11%	1	11%	2	22%	2	25%	2	22%	3	33%
	Caroline	8	1	13%	1	13%	2	25%	2	25%	2	25%	3	38%
	Washington	11	1	9%	1	9%	1	9%	1	9%	1	9%	2	18%
	Ann	13	13	0%	5	38%	4	31%	4	31%	4	31%	3	23%
	Sophia	13	13	100%	1	8%	2	15%	3	23%	3	23%	3	23%
	Robinson	17	1	6%	6	32%	8	42%	7	37%	7	37%	7	37%
	Washington	7	7	100%	8	114%	7	100%	10	143%	10	143%	4	57%
	Ann	11	3	27%	2	18%	2	18%	4	36%	4	36%	2	18%
	Sophia	14	14	100%	3	21%	4	29%	4	29%	4	29%	2	14%
	William	8	1	13%	3	38%	4	50%	3	38%	3	38%	5	56%
	Robinson	2	2	100%	3	150%	3	150%	3	150%	3	150%	3	150%
	Washington	2	2	100%	3	150%	3	150%	3	150%	3	150%	3	150%
	Ann	5	2	40%	1	14%	3	50%	4	67%	1	14%	1	17%
Caroline	4	2	50%	3	75%	4	100%	1	25%	1	25%	2	50%	
Washington	13	13	100%	2	15%	1	8%	2	15%	2	15%	2	15%	
Ann	11	11	100%	6	55%	2	18%	6	55%	8	73%	8	73%	
Sophia	5	5	100%	1	20%	1	20%	2	40%	1	20%	1	20%	
Robinson	9	9	100%	1	11%	2	22%	3	33%	3	33%	1	11%	
Curry	5	5	100%	0	0%	0	0%	2	40%	2	40%	4	80%	
Carson	5	5	100%	0	0%	0	0%	0	0%	0	0%	4	80%	
Plaza	1	2	200%	0	0%	0	0%	0	0%	0	0%	0	0%	
Carson	6	6	100%	2	33%	3	50%	3	50%	3	50%	3	50%	
Nevada	6	2	33%	2	25%	3	38%	2	25%	2	25%	3	38%	
Curry	7	7	100%	1	14%	2	25%	3	38%	2	25%	3	38%	
Plaza	7	7	100%	1	14%	1	14%	1	14%	1	14%	3	43%	
Nevada	11	11	100%	2	18%	0	0%	0	0%	1	9%	1	9%	
Curry	17	17	100%	2	12%	0	0%	0	0%	1	6%	1	6%	
Carson	13	2	15%	3	18%	0	0%	0	0%	9	53%	10	59%	
Plaza	10	10	100%	5	50%	6	60%	4	40%	4	40%	4	40%	
Curry	9	9	100%	1	11%	0	0%	0	0%	1	11%	1	11%	
Carson	8	8	100%	2	25%	2	25%	3	38%	4	50%	6	75%	
Plaza	15	1	7%	2	13%	2	13%	2	13%	2	13%	4	27%	
LOTS	4													
	NS Streets	124	16	13%	23	19%	42	34%	45	37%	47	39%	52	42%
	EW Streets	101	2	2%	13	13%	12	12%	18	18%	28	28%	33	33%
	Lots	15	1	7%	16	107%	2	13%	2	13%	2	13%	3	20%
	Total	240	16	7%	36	15%	54	23%	74	31%	83	34%	85	35%

TABLE F - Central Area Detailed Counts-Tuesday 9/24/2019 (1 of 2)

N/S Streets	Between		Inventory		Tuesday 9/24/2019 8:00 AM		Tuesday 9/24/2019 9:00 AM		Tuesday 9/24/2019 10:00 AM		Tuesday 9/24/2019 11:00 AM		Tuesday 9/24/2019 12:00 PM	
	Regular	Total	Regular	Total	Regular	% Uni	Regular	% Uni	Regular	% Uni	Regular	% Uni	Regular	% Uni
N/S Streets	Musser	12	10	83%	10	83%	11	92%	11	92%	10	83%	8	67%
	Proctor	12	10	83%	7	58%	8	67%	8	67%	10	83%	7	58%
	Telegraph	11	6	55%	6	55%	7	64%	7	64%	7	64%	7	64%
	Spear	6	2	25%	1	0%	1	17%	1	17%	1	17%	1	17%
	Robinson	15	16	111%	16	107%	13	87%	13	87%	15	100%	11	73%
	Proctor	15	4	27%	8	53%	8	53%	8	53%	9	60%	11	73%
	Telegraph	15	4	27%	1	7%	1	7%	1	7%	2	13%	2	13%
	Spear	4	1	25%	1	25%	1	25%	1	25%	1	25%	2	50%
	Robinson	3	4	133%	3	83%	2	50%	2	50%	3	75%	2	50%
	Carson	5	1	20%	1	20%	1	20%	1	20%	1	20%	4	80%
E/W Street	Carson	6	1	17%	1	17%	1	17%	1	17%	3	50%	3	50%
	Musser	9	8	89%	9	100%	9	100%	9	100%	8	89%	8	89%
	Proctor	16	1	59%	9	53%	10	59%	10	59%	9	53%	9	53%
	Telegraph	12	14	117%	11	92%	10	83%	9	75%	11	92%	11	92%
	Spear	6	5	83%	5	83%	6	100%	6	100%	6	100%	6	100%
	Robinson	12	3	25%	4	33%	6	50%	5	42%	5	42%	4	33%
	Proctor	8	1	13%	1	13%	1	13%	1	13%	1	13%	1	13%
	Telegraph	5	1	20%	1	20%	1	20%	1	20%	2	40%	3	60%
	Spear	10	3	30%	3	30%	4	40%	4	40%	6	60%	6	60%
	Robinson	2	4	120%	1	25%	7	75%	8	80%	10	100%	8	80%
Lots	Carson	6	6	100%	6	100%	6	100%	6	100%	6	100%	6	100%
	Proctor	16	2	13%	3	17%	4	22%	8	44%	15	83%	13	72%
	Telegraph	14	2	14%	10	63%	4	25%	3	19%	7	44%	10	63%
	Spear	10	5	50%	5	50%	6	60%	6	60%	9	90%	7	70%
	Robinson	8	2	25%	3	38%	5	63%	5	63%	7	88%	7	88%
	Stewart	7	1	14%	4	40%	7	70%	7	70%	6	60%	6	60%
	Curry	17	1	6%	12	67%	15	83%	15	83%	12	67%	14	78%
	Carson	14	1	7%	3	20%	3	20%	3	20%	4	27%	7	47%
	Plaza	5	1	20%	2	35%	3	50%	3	50%	3	50%	2	33%
	Fall	11	0	0%	0	0%	10	71%	11	79%	11	79%	11	79%
Grand Total	Curry	14	14	100%	13	93%	11	79%	11	79%	11	79%	11	79%
	Carson	18	2	11%	11	55%	11	55%	11	55%	11	55%	16	80%
	Stewart	12	12	100%	12	60%	11	55%	11	55%	11	55%	16	80%
	Fall	26	6	23%	24	92%	26	100%	26	100%	24	92%	24	92%
	Curry	66	6	9%	7	11%	7	11%	7	11%	7	11%	8	12%
	Carson	88	23	26%	23	26%	37	42%	32	36%	34	39%	34	39%
	Plaza	57	13	23%	13	23%	19	33%	17	30%	17	30%	9	16%
	Stewart	17	13	76%	13	76%	16	28%	19	33%	17	30%	9	16%
	Curry	16	1	6%	67	4	9%	15	88%	15	88%	14	82%	
	Carson	69	5	7%	71	96%	67	97%	68	99%	64	93%	57	83%
Plaza	55	5	9%	55	92%	55	92%	56	93%	51	87%	54	90%	
Fall	140	11	8%	122	87%	137	98%	137	98%	132	95%	122	87%	
Grand Total	NS Streets	93	54	58%	54	58%	60	65%	60	65%	57	61%	56	60%
	EW Street	83	89	107%	41	49%	45	54%	45	54%	53	64%	47	57%
	Lots	377	53	14%	2	0%	4	1%	4	1%	1	0%	1	0%
	Grand Total	553	236	43%	296	53%	331	60%	331	60%	321	58%	300	54%

TABLE H - South Area Detailed Counts-Tuesday 9/24/2019 (1 of 2)

E/W St	Inventory		Tuesday 9/24/2019 8:00 AM		Tuesday 9/24/2019 9:00 AM		Tuesday 9/24/2019 10:00 AM		Tuesday 9/24/2019 11:00 AM		Tuesday 9/24/2019 12:00 PM	
	Regular	Total	Regular	% Util	Regular	% Util	Regular	% Util	Regular	% Util	Regular	% Util
North/South Streets	Between	10	10	100%	1	10%	1	10%	1	10%	2	20%
	5th	9	9	0%	0	0%	0	0%	0	0%	0	0%
	4th	8	8	25%	1	13%	1	13%	1	13%	1	13%
	3rd	8	8	0%	0	0%	0	0%	0	0%	0	0%
	2nd	8	8	0%	0	0%	0	0%	0	0%	0	0%
	King	4	4	17%	2	50%	2	50%	2	50%	2	50%
	Musser	4	4	17%	1	25%	2	50%	2	50%	2	50%
	5th	9	9	22%	1	11%	1	11%	1	11%	1	11%
	4th	9	9	60%	5	60%	6	60%	7	70%	7	70%
	3rd	2	2	50%	2	100%	2	100%	2	100%	2	100%
E/W St	Curry	11	11	67%	8	73%	9	82%	9	82%	8	73%
	King	7	7	43%	4	57%	4	57%	4	57%	4	57%
	5th	2	2	0%	0	0%	0	0%	0	0%	0	0%
	4th	2	2	50%	1	50%	2	100%	2	100%	2	100%
	3rd	2	2	50%	1	50%	2	100%	2	100%	2	100%
	2nd	5	5	60%	3	60%	3	60%	3	60%	3	60%
	3rd	5	5	60%	3	60%	3	60%	3	60%	3	60%
	2nd	5	5	60%	3	60%	3	60%	3	60%	3	60%
	1st	13	13	40%	4	31%	4	31%	4	31%	4	31%
	Nevada	10	10	18%	1	10%	1	10%	1	10%	1	10%
Lots	Curry	17	17	68%	3	17%	5	28%	8	47%	10	58%
	Carson	10	10	60%	7	70%	8	80%	9	90%	9	90%
	Curry	11	11	58%	5	45%	5	45%	5	45%	5	45%
	Carson	20	20	18%	1	5%	1	5%	1	5%	1	5%
	Nevada	21	21	86%	1	5%	1	5%	1	5%	1	5%
	Curry	20	20	86%	1	5%	1	5%	1	5%	1	5%
	Carson	85	85	37%	33	37%	33	37%	33	37%	33	37%
	Nevada	2	2	37%	1	50%	1	50%	1	50%	1	50%
	Curry	93	93	37%	33	37%	33	37%	33	37%	33	37%
	Grand Total	NS Streets	60	60	12%	12	20%	13	22%	13	22%	13
EW Street		53	53	28%	1	2%	16	30%	25	47%	31	58%
Curry		28	28	84%	8	28%	10	36%	13	46%	17	61%
Carson		84	84	28%	1	1%	16	19%	25	30%	31	37%
Curry		85	85	26%	1	1%	34	40%	36	42%	37	43%
Carson		198	198	64%	8	4%	79	40%	104	52%	116	58%
Curry		64	64	58%	3	5%	4	6%	4	6%	4	6%
Carson		279	279	73%	26	9%	33	12%	44	16%	51	18%
Curry		198	198	64%	8	4%	79	40%	104	52%	116	58%
Carson		122	122	36%	3	2%	3	2%	3	2%	3	2%

TABLE I - South Area Detailed Counts-Tuesday 9/26/2019 (1 of 2)

North/South Streets	Thursday 9/26/2019 8:00 AM										Thursday 9/25/2019 9:00 AM										Thursday 9/25/2019 10:00 AM										Thursday 9/25/2019 11:00 AM										Thursday 9/25/2019 12:00 PM									
	Regular	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total	% Util	Regular	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total	% Util	Regular	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total	% Util	Regular	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total	% Util	Regular	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total	% Util					
5th Nevada	10						10	20%	2							2	10%	1							1	0%	2							2	20%	3							3	30%						
4th Curry	9						9	0%	1							1	0%	1							1	0%	2							2	22%	2							2	22%						
3rd Carson	8						8	13%	1							1	13%	1							1	13%	2							2	25%	3							3	38%						
2nd King	8						8	0%	3							3	38%	3							3	38%	3							3	38%	4							4	50%						
King Musser	4						4	17%	2							2	17%	2							2	17%	1							1	8%	3							3	25%						
5th Curry	9						9	11%	1							1	11%	4							4	44%	3							3	33%	2							2	22%						
4th Carson	10						10	20%	2							2	20%	5							5	50%	6							6	60%	3							3	30%						
3rd King	8						8	0%	3							3	38%	1							1	13%	2							2	25%	3							3	38%						
2nd King	11						11	17%	2							2	17%	5							5	75%	7							7	58%	4							4	50%						
King Musser	7						7	43%	3							3	43%	0							0	0%	1							1	14%	1							1	14%						
5th Curry	2						2	0%	2							2	100%	0							0	0%	2							2	100%	2							2	100%						
4th Carson	2						2	50%	1							1	50%	3							3	150%	2							2	100%	5							5	100%						
3rd Carson	5						5	80%	4							4	80%	3							3	60%	6							6	120%	5							5	100%						
5th Nevada	13						13	0%	13							13	100%	0							0	0%	3							3	23%	3							3	23%						
Nevada Curry	10						10	10%	1							1	10%	2							2	20%	3							3	30%	4							4	40%						
4th Carson	17						17	11%	2							2	11%	2							2	12%	14							14	78%	14							14	78%						
Nevada Curry	10						10	10%	1							1	10%	6							6	60%	12							12	120%	8							8	80%						
2nd Carson	11						11	17%	2							2	17%	2							2	17%	3							3	25%	8							8	67%						
King Nevada	20						20	5%	1							1	5%	12							12	57%	13							13	62%	17							17	81%						
Lots	1						1	19%	17							17	19%	32							32	33%	28							28	31%	40							40	45%						
NS Streets	60						60	102%	7							7	11%	19							19	31%	11							11	18%	13							13	21%						
EW Street	53						53	84%	28							28	53%	2							2	4%	1							1	2%	1							1	2%						
Lots	85						85	93%	17							17	19%	32							32	33%	28							28	31%	40							40	45%						
Grand Total	198						198	64	5							5	3	73							73	8	1							1	1	86							86	38						

TABLE I - South Area Detailed Counts-Tuesday 9/26/2019 (2 of 2)

North/South Streets	Inventory					Thursday 9/25/2019 1:00 PM					Thursday 9/25/2019 2:00 PM					Thursday 9/25/2019 3:00 PM					Thursday 9/25/2019 4:00 PM					Thursday 9/25/2019 5:00 PM									
	Regular	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total	% Util	Regular	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total	% Util	Regular	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total	% Util	Regular	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total
E/W St	5th Nevada	10	2	2	2	2	2	10	20%	1	1	1	1	1	1	1	1	10%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	10%
	4th Nevada	9	2	2	2	2	2	9	22%	1	1	1	1	1	1	1	1	11%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	0%
	3rd Nevada	8	4	4	4	4	4	8	50%	3	3	3	3	3	3	3	3	38%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	50%	
	2nd Nevada	8	7	7	7	7	7	8	88%	3	3	3	3	3	3	3	3	38%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	50%	
	King Nevada	4	7	7	7	7	7	4	33%	1	1	1	1	1	1	1	1	8%	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	8%	
	5th Curry	9	4	4	4	4	4	9	44%	4	4	4	4	4	4	4	4	44%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	22%	
	4th Curry	10	5	5	5	5	5	10	50%	4	4	4	4	4	4	4	4	40%	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	60%	
	3rd Curry	3	2	2	2	2	2	3	50%	4	4	4	4	4	4	4	4	63%	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	75%
	2nd Curry	12	7	7	7	7	7	12	58%	6	6	6	6	6	6	6	6	50%	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	58%	
	King Curry	7	6	6	6	6	6	7	86%	2	2	2	2	2	2	2	2	86%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	29%	
5th Carson	2	2	2	2	2	2	2	0%	2	2	2	2	2	2	2	2	100%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	0%		
4th Carson	2	2	2	2	2	2	2	100%	4	4	4	4	4	4	4	4	80%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%		
3rd Carson	5	4	4	4	4	4	5	80%	4	4	4	4	4	4	4	4	80%	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	100%		
5th Nevada	13	2	2	2	2	2	13	15%	2	2	2	2	2	2	2	2	15%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	20%	
4th Nevada	10	5	5	5	5	5	10	50%	5	5	5	5	5	5	5	5	89%	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	39%		
Carson	17	1	1	1	1	1	17	94%	16	16	16	16	16	16	16	16	89%	7	7	7	7	7	7	7	7	7	7	7	7	7	7	7	39%		
2nd Nevada	10	6	6	6	6	6	10	60%	7	7	7	7	7	7	7	7	70%	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	60%		
Carson	11	1	1	1	1	1	11	0%	2	2	2	2	2	2	2	2	17%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	17%		
King Nevada	20	1	1	1	1	1	21	10%	2	2	2	2	2	2	2	2	10%	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	81%	
King Nevada	85	2	2	2	2	2	87	40%	38	38	38	38	38	38	38	38	43%	36	36	36	36	36	36	36	36	36	36	36	36	36	36	36	41%		
Lots	1	6	6	6	6	6	93	93%	35	35	35	35	35	35	35	35	40%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	37%	
NS Streets	60	36	36	36	36	36	102	102%	31	31	31	31	31	31	31	31	36	36%	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17	36%	
EW Street	53	28	28	28	28	28	81	81%	14	14	14	14	14	14	14	14	34	34%	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	33%	
Lots	85	2	2	2	2	2	87	87%	38	38	38	38	38	38	38	38	40%	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	34%	
Grand Total	198	64	64	64	64	64	279	279%	81	81	81	81	81	81	81	81	112	112%	73	73	73	73	73	73	73	73	73	73	73	73	73	73	103%		

TABLE J: Summary of Peak Parked Vehicle Counts by Type and Area

		Regular	2hr	ADA	Resident	Loading	Bus Stop	Motorcycle	Special	Total
Inventory of Parking spaces										
North	NS Streets	124	16	0	1	2	5	0	1	149
	EW Street	101	0	2	0	3	2	0	2	110
	Lots	15	0	1	0	0	0	0	0	16
Central	NS Streets	93	94	0	2	2	1	0	5	197
	EW Street	83	89	10	0	5	1	0	2	190
	Lots	377	53	17	0	0	0	2	6	455
South	NS Streets	60	36	2	1	3	0	0	0	102
	EW Street	53	28	1	1	0	0	1	0	84
	Lots	85	0	2	6	0	0	0	0	93
Peak¹ Observed Parked Vehicles										
North	NS Streets	46	10	0	0	0	0	0	0	56
	EW Street	32	0	0	0	0	0	0	0	32
	Lots	2	0	0	0	0	0	0	0	2
Central	NS Streets	63	53	0	3	0	0	0	3	122
	EW Street	55	60	3	0	1	1	0	1	121
	Lots	218	19	8	0	0	0	1	4	250
South	NS Streets	21	18	2	0	0	0	0	0	41
	EW Street	34	18	0	0	0	0	0	0	52
	Lots	32	0	0	1	0	0	0	0	33
Peak Percent Utilization										
North	NS Streets	37%	63%	--	0%	0%	0%	--	0%	38%
	EW Street	32%	--	0%	--	0%	0%	--	0%	29%
	Lots	13%	--	0%	--	--	--	--	--	13%
Central	NS Streets	68%	56%	--	150%	0%	0%	--	60%	62%
	EW Street	66%	67%	30%	--	20%	100%	--	50%	64%
	Lots	58%	36%	47%	--	--	--	50%	67%	55%
South	NS Streets	35%	50%	100%	0%	0%	--	--	--	40%
	EW Street	64%	64%	0%	0%	--	--	0%	--	62%
	Lots	38%	--	0%	17%	--	--	--	--	35%

Note 1: Peak is defined by peak hour (11:00AM) of all parked vehicles within the study area. As such sub areas or type can have a greater individual peak.

Carson City Downtown Parking Study

Downtown Parking Study Area

Includes:

- All on-street parking
- Public parking lots
- Private parking lots open to the public

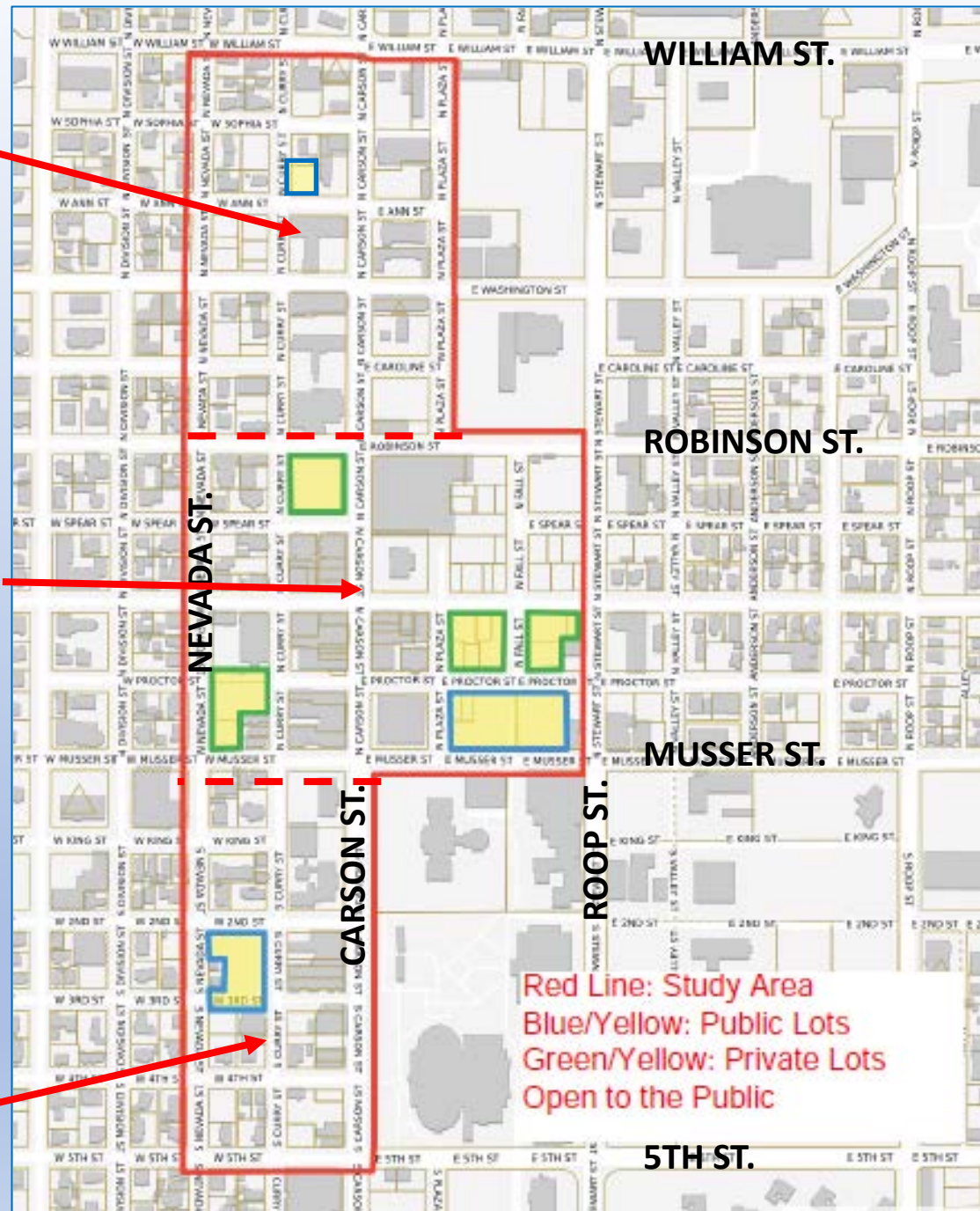
Parking counts conducted in:

- May 2019 (Legislative session)
- September 2019

North

Central

South



Downtown Parking Study Area

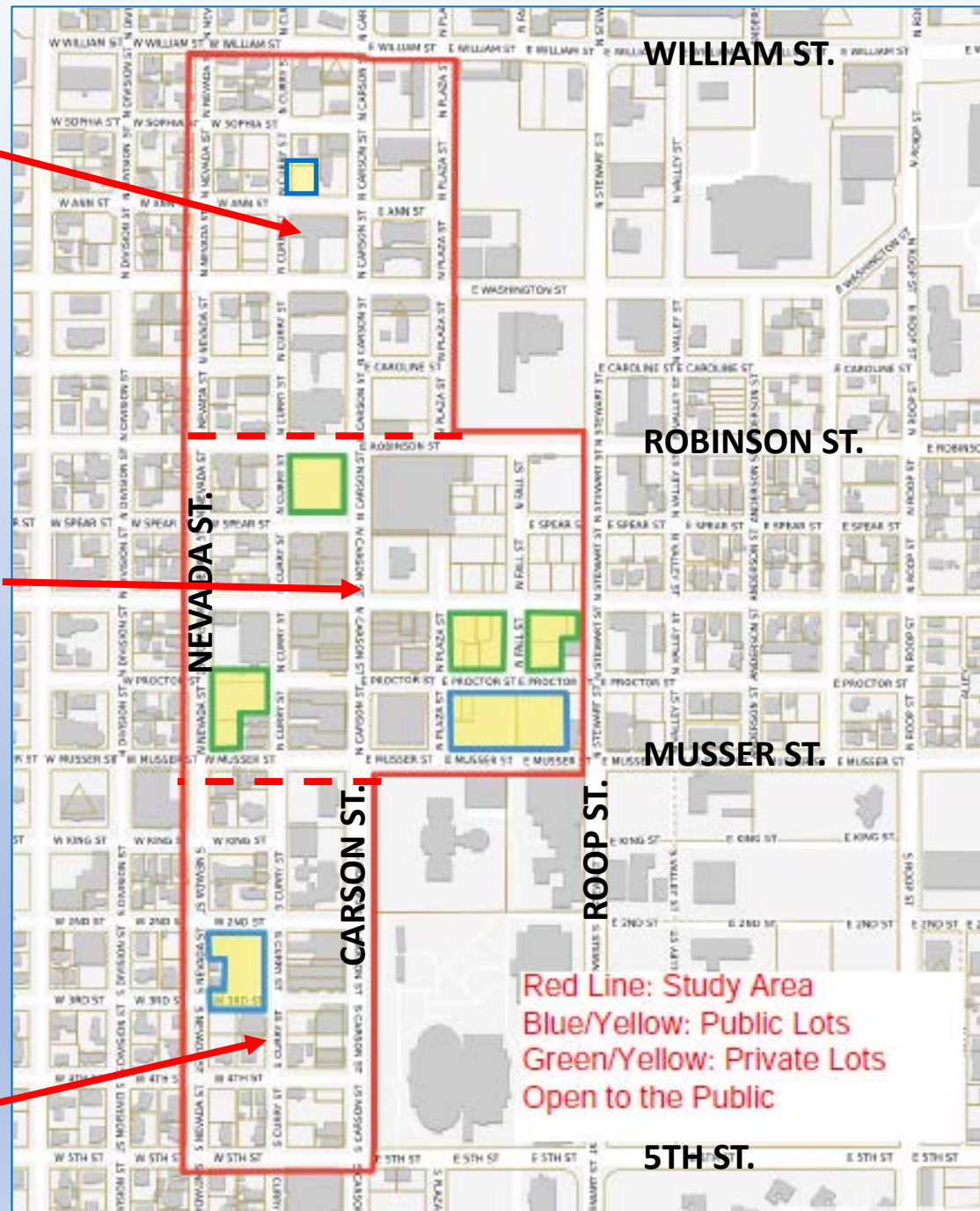
Parking inventory:

- 1,387 total public spaces
 - 823 (59.3%) on-street
 - 261 (18.8%) in public lots
 - 303 (21.8%) in private lots
-
- 991 (71.4%) no restrictions
 - 316 (22.7%) 2-hour limit
 - 35 (2.5%) ADA
 - 51 Other (resident, loading, bus, special)

North

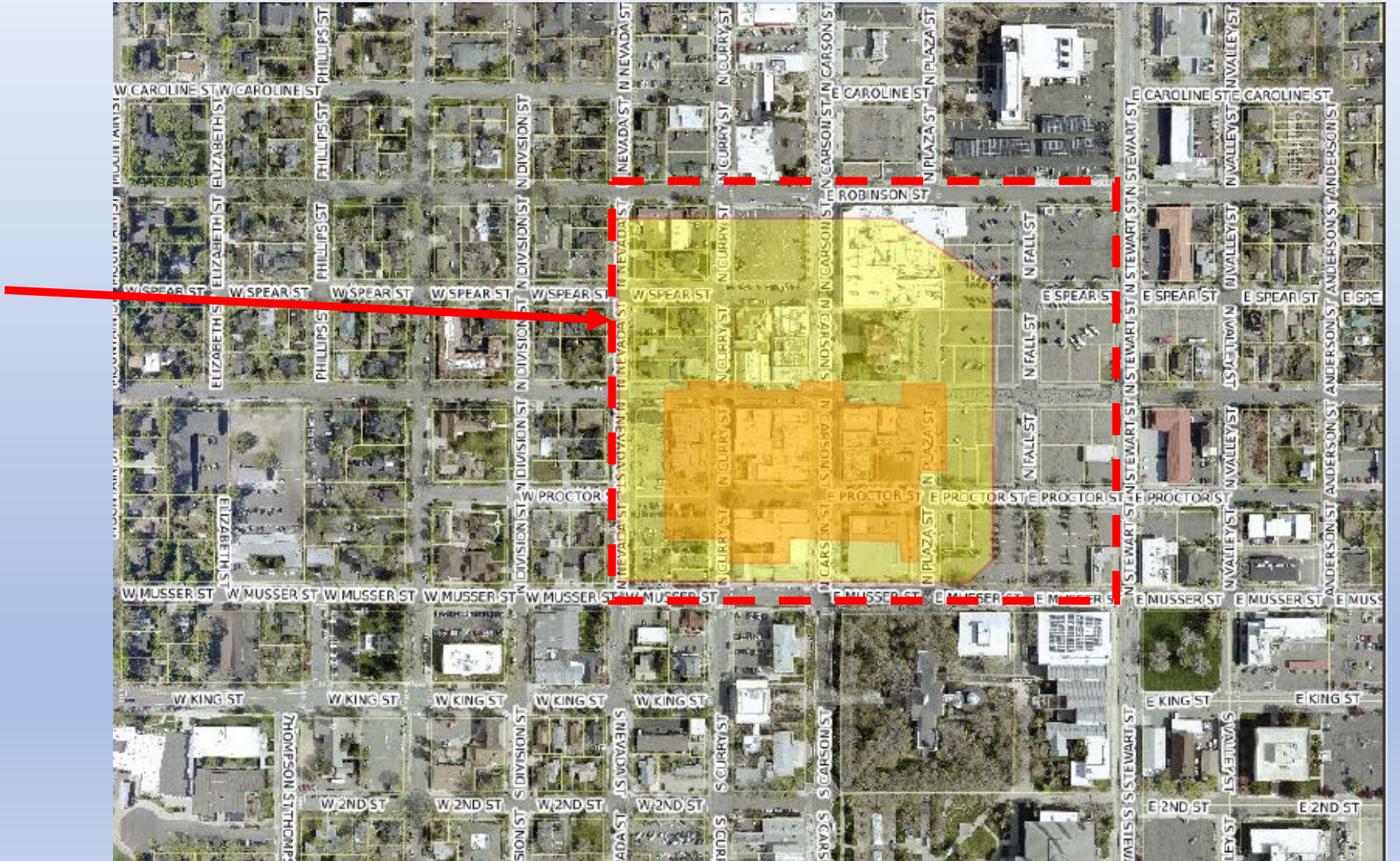
Central

South



Wal-Mart property compared to downtown

Central
Study Area



Average Daily Hourly Parking Use

Figure 3: May Total Parked Vehicles

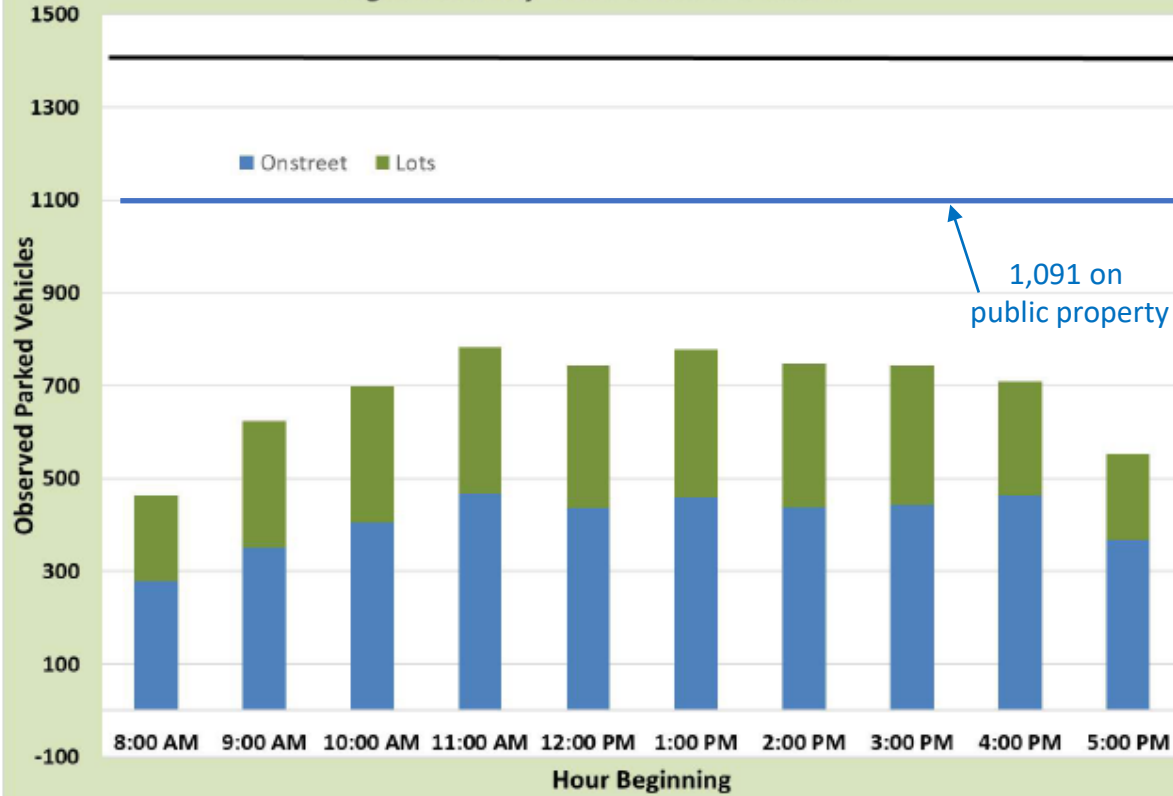
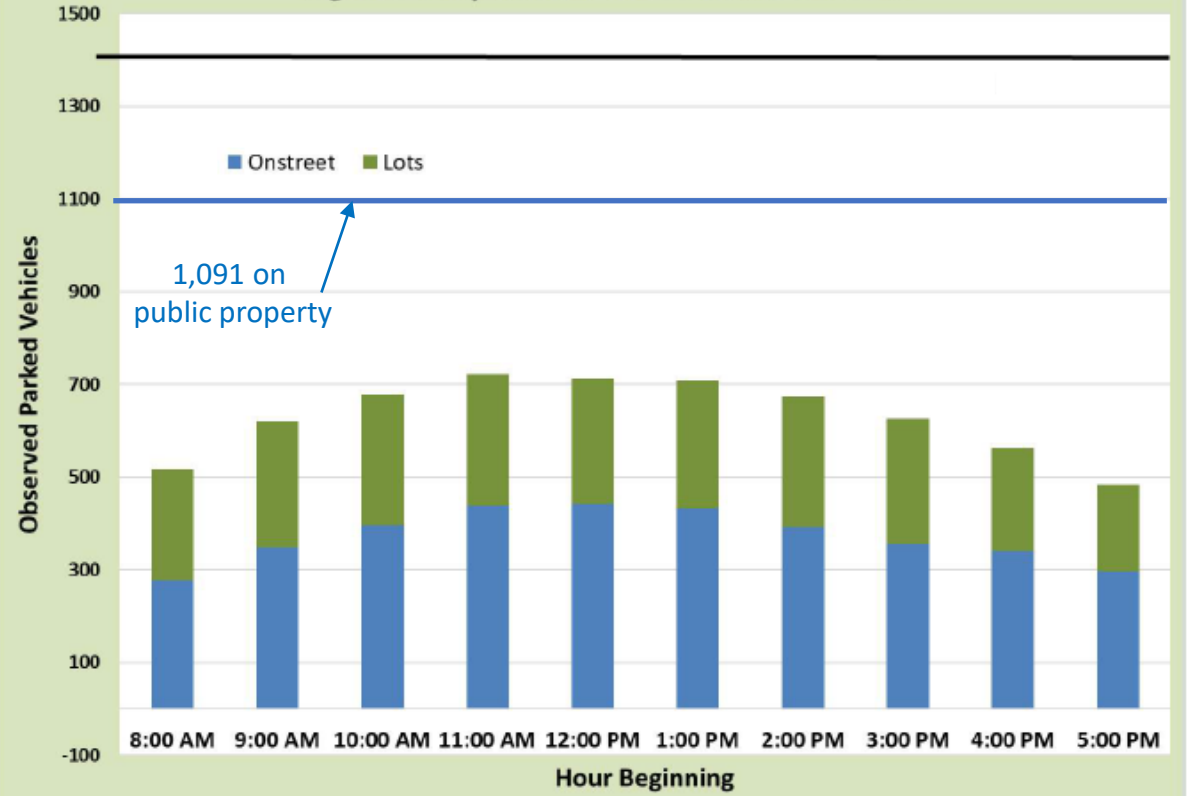
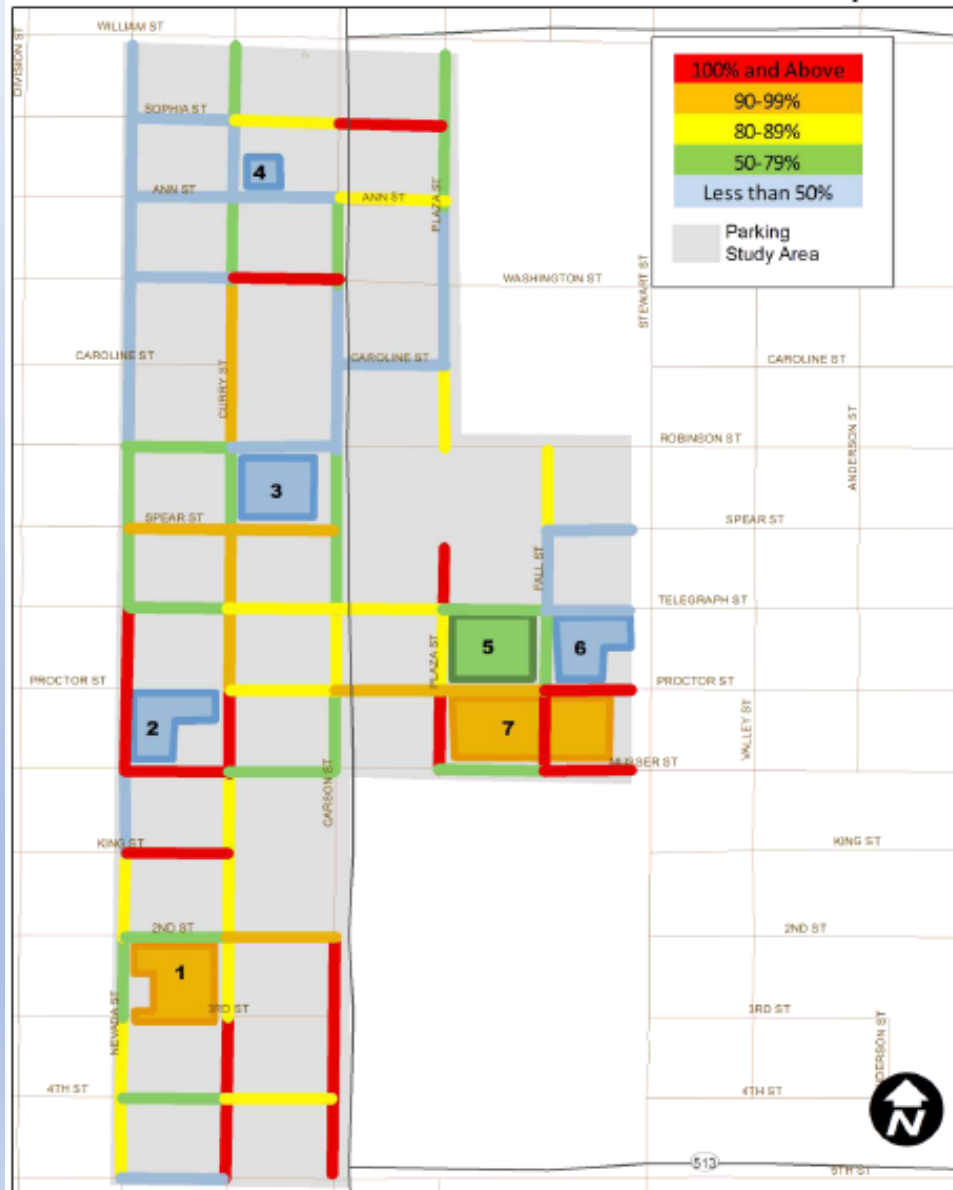


Figure 5: September Total Parked Vehicles



May Counts



September Counts



Conclusions and Recommendations Summary

- There is overall sufficient public parking available in downtown Carson City, with a maximum observed utilization rate of 57 percent when the Legislature is in session and 51 percent at other times.
- Peak utilization:

	<u>May</u>	<u>September</u>
• Northern area:	34%	33%
• Central area:	60%	59%
• Southern area:	76%	45%
- The higher utilization rate of 2-hour spaces over regular spaces in the north subarea (63 percent in May versus 33 percent peak utilization in September) indicates that it may be worthwhile to designate 4 to 8 more spaces in the north subarea for 2-hour parking.