City of Meridian - Limited Parking Supply and Demand Analysis

January 2005

Prepared for:

City of Meridian, Idaho – Planning and Zoning
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1. Introduction

1.01. Study Purpose and Approach

The primary purpose of this parking study is to provide a limited parking supply and demand analysis for the City of Meridian, as well as assist in planning for future parking development in downtown. Specifically, the study will determine current and future parking adequacies and provide alternatives for addressing future parking needs.

The parking study initially evaluates existing conditions, determined primarily through a parking occupancy survey and stakeholder meetings. The examination of existing conditions provides the base data from which future development, with its impact on parking supply and demand, can be effectively evaluated. Then future parking adequacies are calculated based on the likelihood of projected downtown developments. Finally, parking alternatives are considered to address future needs.

1.02. Scope of Services

The City of Meridian commissioned ***Carl Walker, Inc.*** to complete a downtown parking study. The scope of services is summarized below:

- Assist in documenting current parking inventories within the study area (downtown Meridian).

- Assist in preparing and documenting a "snap shot" parking occupancy survey for one weekday, during a typical peak parking period.

- Prepare and train City staff for the completion of the occupancy survey, and attend one stakeholder meeting.

- Provide a limited parking supply and demand analysis based on the data collected by City staff that will identify current supply and utilization on a block-by-block basis in the study area.

- Complete an analysis to determine current parking adequacy in the study area. This analysis will incorporate standard techniques such as "design day" calculations and "effective supply" factors.

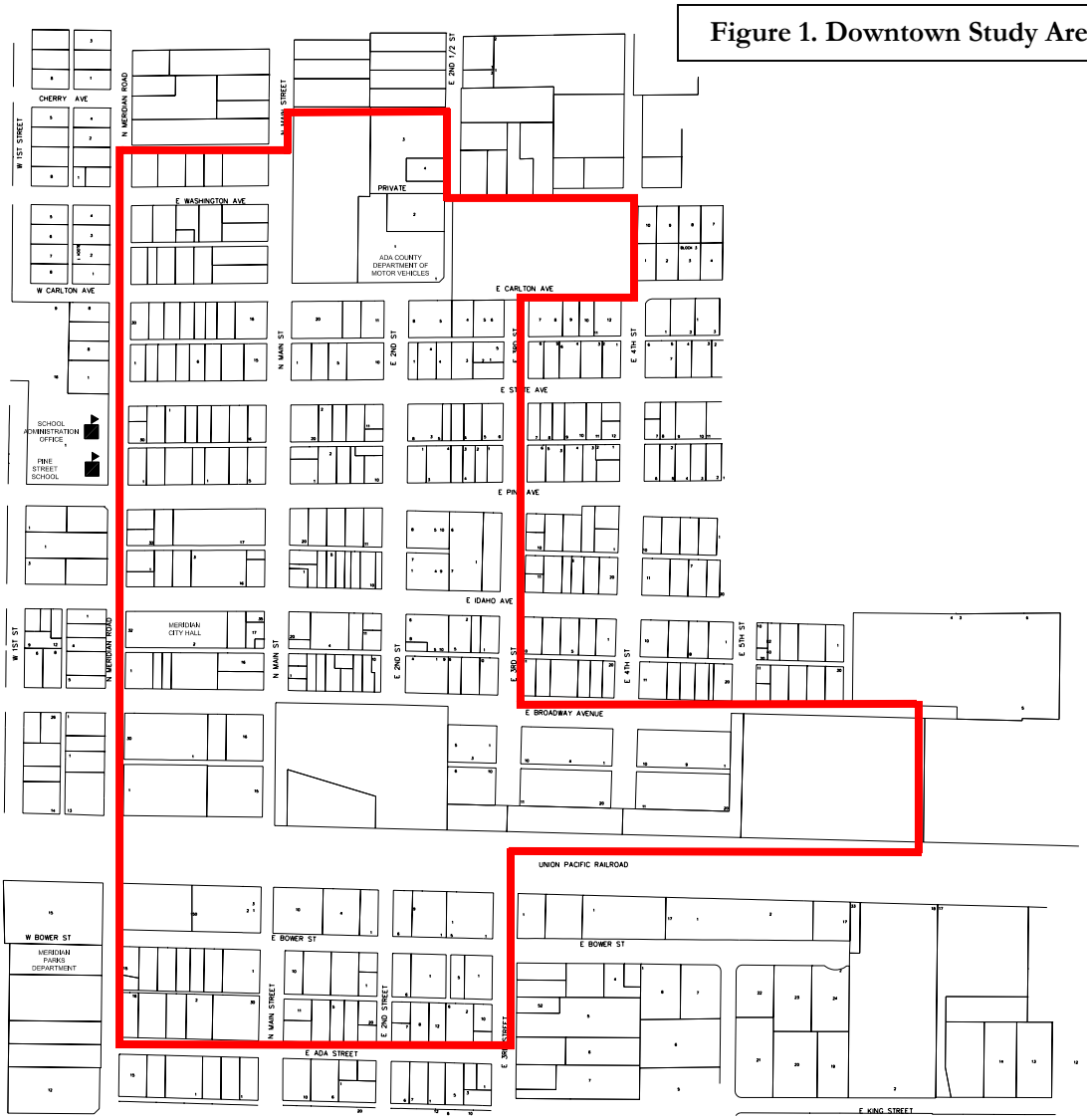
- Based on the future development assumptions provided by planning staff, ***Carl Walker*** will project future parking surplus/deficit conditions within the study area.

- Compile a final report documenting current inventory, current utilization, and current parking adequacy, as well as projected future parking conditions.

1.03. Study Area

The study area for this project is outlined in red on Figure 1. It is bounded approximately by the Post Office to the north, Ada Street to the south, East Third Street to the east, and Meridian Road to the west.

Figure 1. Downtown Study Area



2. Current Parking Supply and Demand

2.01. Current Parking Supply

On August 11, 2004 ***Carl Walker*** conducted an inventory of parking spaces located within the downtown study area. The parking spaces were classified into two primary categories, on-street and off-street. On-street spaces refer to spaces located on a roadway, adjacent to a block. Off-street spaces refer to spaces located within a block.

Generally, all on-street spaces were available for public parking while the majority of off-street spaces were reserved for a particular group (e.g. specific customers, reserved parking, etc.) In this report, public parking will refer to parking available to all user groups and managed by the City. Private parking will refer to parking owned privately and designated for a specific user group.

The parking supply inventory identified a total of approximately 1,785 parking spaces within the study area. The total is estimated, as some parking areas could not be accurately inventoried. Some parking locations lacked parking stripes or the existing stripes were worn away. In these situations, the number of parking spaces available was estimated based on the size of the parking area. Of the estimated 1,785 parking spaces, 971 parking spaces are in off-street parking lots and 814 spaces are located on-street.

The following two subsections summarize the current downtown parking supply. A full block-by-block breakdown is available in Appendix A.

2.01.1. Off-Street Parking Supply

The study area contained an approximate total of 971 off-street parking spaces. The City of Meridian currently manages approximately 146 off-street spaces. Based on the current parking space inventory estimate, the City manages 15% of the total off-street parking supply. The relatively low number of off-street public (City owned/managed) parking spaces is not unusual, as most privately built parking lots are intended to serve a specific development only. Of the remaining 825 off-street parking spaces, the vast majority are reserved for employees and visitors of specific businesses or buildings.

2.01.2. On-Street Parking Supply

The study area contains approximately 814 public on-street spaces, all of which are controlled by the City. The on-street parking supply consists of parallel and diagonal parking spaces. The number of on-street parking spaces can only be estimated, as few on-street parking spaces are marked. The actual number of on-street spaces could be reduced in the future should the City identify additional no-parking zones. The on-street parking is available to the public on a first-come-first-serve basis.

Some of the on-street parking surrounding blocks 9, 12, 13, 15, and 16 (see Figure 2) is angled and partially located on private land. These were included in the current study based on their current utilization as public, on-street parking. Nevertheless, future circumstances might place more control of these spaces with the landowners.

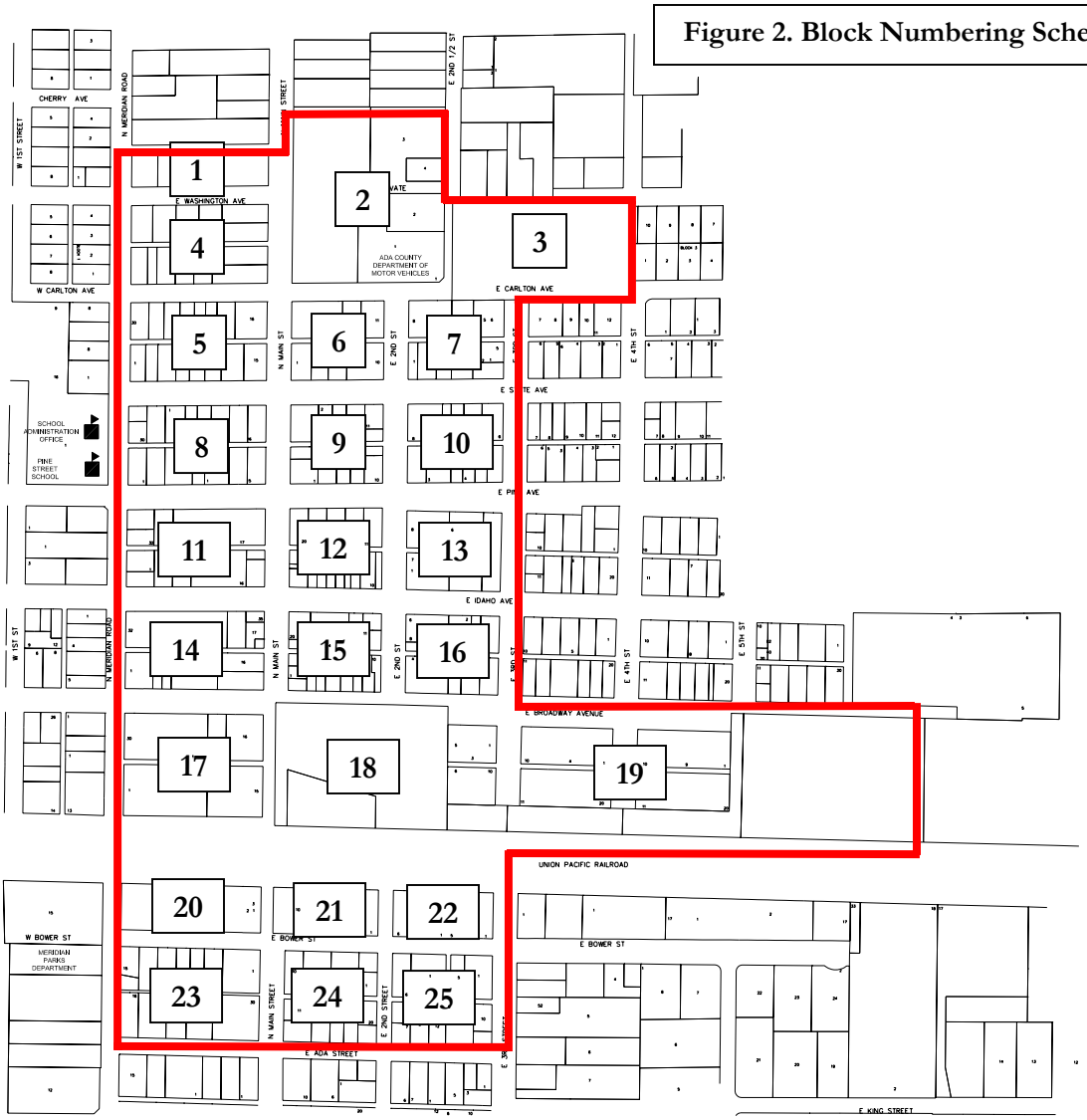
2.02. Current Parking Demand

After the parking inventory was completed, an occupancy survey was conducted to determine how many parking spaces were utilized during a typical parking period. The completed survey provided a "snapshot" of parking occupancy, and did not attempt to determine the absolute peak parking period. Based on other municipal parking occupancy studies conducted by ***Carl Walker, Inc.***, it was determined that the occupancy survey would be conducted between the hours of 10:30 a.m. and 12:00 p.m. The occupancy survey was conducted on Wednesday, August 11, 2004.

The parking occupancy survey looked at two categories of parking, on-street and off-street. Overall, the occupancy survey did not differentiate between public and private off-street parking spaces. As most of the private parking spaces provided both employee parking and customer parking, dividing the user types for this limited occupancy survey would have been impractical. The intent of the survey was to determine the overall level of parking utilization in the study area. The results of this occupancy survey will help the City determine future parking expansion needs and options.

Prior to conducting the occupancy survey, block numbers were assigned to the various blocks located in the study area. The following figure illustrates the block numbering sequence.

Figure 2. Block Numbering Scheme



A total of 756 parking spaces were occupied during the survey period. This level of usage translates into 42.35% of the total parking supply. The following table illustrates the observed occupancy levels for all blocks in the study area:

Table 1. Parking Occupancy by Block

Block #	# On-Street Spaces	# of On-Street Occupied	% of Spaces Occupied	# Off-Street Spaces	# of Off-Street Occupied	% of Spaces Occupied	Total Spaces	% of Total Spaces Occupied
1	18	1	5.56%	30	0	0.00%	48	2.08%
2	22	12	54.55%	269	52	19.33%	291	21.99%
3	0	0		0	0		0	
4	44	3	6.82%	42	11	26.19%	86	16.28%
5	38	25	65.79%	22	9	40.91%	60	56.67%
6	30	22	73.33%	61	7	0.00%	91	31.87%
7	47	9	19.15%	12	0	0.00%	59	15.25%
8	47	40	85.11%	27	19	70.37%	74	79.73%
9	35	18	51.43%	10	5	50.00%	45	51.11%
10	39	7	17.95%	0	0		39	17.95%
11	40	27	67.50%	68	54	79.41%	108	75.00%
12	38	20	52.63%	50	43	86.00%	88	71.59%
13	63	19	30.16%	73	24	32.88%	136	31.62%
14	40	22	55.00%	96	75	78.13%	136	71.32%
15	51	7	13.73%	44	20	45.45%	95	28.42%
16	46	27	58.70%	23	2	0.00%	69	42.03%
17	20	2	10.00%	46	30	65.22%	66	48.48%
18	57	46	80.70%	9	9	100.00%	66	83.33%
19	14	8	57.14%	23	19	82.61%	37	72.97%
20	17	4	23.53%	29	17	58.62%	46	45.65%
21	10	4	40.00%	0	0		10	40.00%
22	16	9	56.25%	0	0		16	56.25%
23	20	0	0.00%	29	25	86.21%	49	51.02%
24	25	0	0.00%	8	3	37.50%	33	9.09%
25	37	0	0.00%	0	0		37	0.00%
TOTAL	814	332	40.79%	971	424	43.67%	1,785	42.35%

Approximately 40.79% of the on-street parking supply, and 43.67% of the off-street parking supply was occupied during the survey period. Blocks 8 and 18 had the highest overall levels of occupancy, with 79.73% and 83.33% of the total parking supply occupied during the survey respectively.

During the occupancy survey, it was noted that a large event (funeral service) was occurring in Block 11. On Thursday, August 12, 2004 ***Carl Walker*** reviewed parking occupancy conditions in and around Block 11 to determine the impact of the funeral service. The parking occupied in and around Block 11 was approximately 40% less than what was observed during the initial survey period. The overall reduction of parking occupied in the study area during non-event parking periods (based on the occupancy noted the day after the funeral service) would be approximately 6.50%. Therefore, the overall parking occupancy for the downtown study area will be reduced from 42.35% to 35.85%.

2.03. Current Parking Adequacy

Knowing the current parking adequacy in the study area is important both to understanding how existing parking spaces are utilized and to help the City of Meridian determine its future parking expansion needs and options.

In determining the current parking adequacy for the study area, it is important to define two terms typically used in analyzing parking adequacy: "Effective supply" and "Design day conditions". Effective supply is a term used to describe the condition where a parking area is perceived to be "full," even though not all of the parking spaces are occupied. When parking occupancy exceeds the effective capacity of the lot (typically 85-90% of total capacity), users become frustrated as it becomes increasingly difficult to find an available parking space. Users will begin to either park illegally in the lot or leave the lot altogether and search for parking elsewhere. In a downtown environment, when visitors are faced with significant parking difficulties, they will often avoid the downtown altogether and shop elsewhere. The accepted effective fill percentage for parking in the downtown study area is 90%. This 10% "cushion" of spaces is used to accommodate spaces lost temporarily due to

construction, improper or illegal parking, and provide for shorter searches for available parking.

Design day conditions attempt to represent typical peak activity that may be exceeded only occasionally during the year. Due to the limited nature of the occupancy study for this project, Design day conditions would normally not be factored into the adequacy model. As stated earlier in this report, the occupancy survey that was conducted provided only a "snap shot" of parking conditions during a typical parking period. However, City staff noted that the Cole Valley School (which was not in session during the survey period) does significantly increase parking demand in Block 2. Based on anecdotal accounts, the parking lot for the school is typically full when school is in session. Therefore, assuming the utilization for the school parking lot increases to 90%, a design day adjustment of 11.00% will be added to adjust for the higher level of utilization. This will increase the overall parking occupancy from 35.85% to 46.85%.

Overall, there is a substantial surplus of parking available in downtown Meridian. The following table illustrates the total calculated parking adequacy for the entire study area.

Table 2. Current Study Area Parking Adequacy

		Number of Spaces
Current Total Parking Supply		1,785
Current Effective Parking Supply (90% of Total)		1,607
Observed Parking Occupancy	46.85%	836
Current Effective Parking Surplus/Deficit		770

Based on the effective parking supply of the study area, there is currently a parking surplus of 770 spaces or approximately 48% of the effective supply. Current land use data for the study area was not available for this report, nor was a land use analysis part of the scope of this study. So, parking adequacy is based solely on observed parking demand.

3. Future Parking Supply and Demand

3.01. Future Development Projects and Parking Adequacy

Currently, few specifics are available concerning future developments planned for the downtown area. However, during the public input session on August 11, 2004 several potential development projects were identified that could impact parking supplies in the southern portion of the study area. In addition to the developments listed below, smaller developments are expected to occur north of the study area. The potential development areas are:

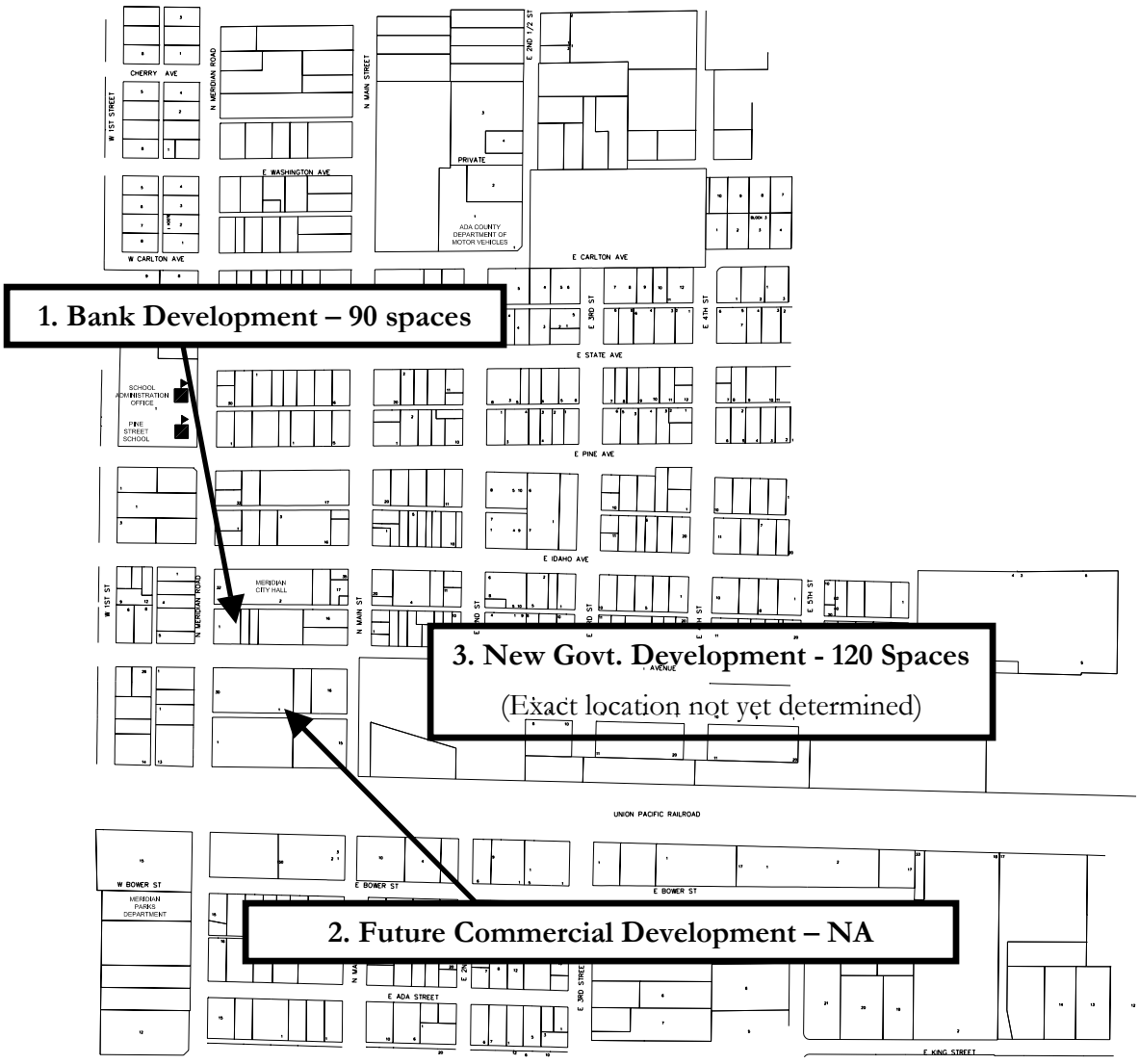
1. Block 14 – A potential 16,500 square foot bank is planned. The actual development is planned to occur on the southwest portion of the block. The development may include additional commercial space. Based on Institute of Transportation Engineers (ITE) parking demand standards, a parking demand of 5.47 spaces per 1,000 s.f. is estimated (or 90 spaces).

2. Block 17 – A new development may occur in Block 17. It is not yet known what type of commercial space the development may contain, nor is the anticipated size known.

3. A new Meridian City Hall, including Department of Motor Vehicles and Court Space, is planned for downtown. The exact location of the project has not yet been determined. The projected size of this development is 40,000 square feet. Based on ITE parking demand standards, a parking demand of 3.00 parking spaces per 1,000 s.f. is estimated (or 120 spaces).

The potential locations of the aforementioned developments are illustrated on the following study area diagram.

Figure 3. Approximate Locations of Projected Developments



The known parking needs for Projects 1 and 3 would create a total parking demand increase of approximately 210 parking spaces. This level of demand could exceed the available parking surplus on each block. For example, if only the off-street parking supplies located on Block 14 were used to cover the parking needs of Project 1, a deficit of 72 parking spaces would occur (based on effective supply). Overall, sufficient parking exists within the immediate blocks surrounding the potential developments to support a portion of the new demand. This assumes the on-street parking located on the blocks surrounding the developments could be used to support new parking demands.

As insufficient off-street parking exists to support the anticipated future developments, additional off-street parking lots would be recommended to support the developments. Once development locations and sizes have been established, parking needs should be reviewed to ensure sufficient supplies are available.

3.02. Future Parking Adequacy

The development projects with known parking demand needs would create a total parking demand increase of approximately 210 parking spaces in downtown. This level of demand will not exceed overall existing parking supplies, but will cause parking deficits on the blocks where the developments occur. The following table illustrates the projected parking adequacy for the study area:

Table 3. Projected Future Study Area Parking Adequacy		Number of Spaces
Current Total Parking Supply		1,785
Current Effective Parking Supply (90% of Total)		1,607
Observed Parking Occupancy	46.85%	836
Projected New Development Parking Demand		210
Current Effective Parking Surplus/Deficit		560

4. Parking Alternatives Analysis

4.01. Parking Alternatives

After reviewing the current parking adequacy in downtown Meridian and projecting the future adequacy, it is clear that overall a net parking space surplus exists in the study area. However, new developments may lead to localized parking deficits in some areas. To meet future parking demands in areas impacted by new developments, several options are available to the City:

- The City could decide to work with private parking lot owners within the impact area to better utilize available parking supplies.

- The City could create additional surface parking lots to provide additional visitor and employee parking. New parking lots could be created on the perimeter of the downtown, or near Blocks 14 and 18, and/or existing parking areas could be improved or expanded. Downtown employees could be required to park in perimeter surface lots.

- The City could require new downtown developments to provide sufficient parking. New developments would provide their own parking for employees and visitors.

- The City could decide to construct a parking garage near the new City Hall. This garage could provide parking for both employees and downtown visitors. A two-bay parking garage could be constructed to include sufficient space for projected unmet demand. The garage could also include first level commercial or retail space.

- The City could utilize a combination of alternatives.

In the **First Alternative**, the City would work with downtown parking lot owners to better utilize available parking supplies. This would mitigate the need to construct additional parking, thereby saving perhaps millions of dollars. As sufficient parking is available in the impact area to meet a large portion of the need, this alternative has merit. Better utilizing the available supply would eliminate at least the need for near-term parking supply additions, maintain existing green space or future development space, and reduce City parking responsibilities (e.g. maintenance, signage, etc.)

However, this approach to dealing with future parking needs may not adequately meet the projected parking deficit. First, the number of parking lot owners willing to cooperate may not be sufficient to provide the necessary parking, especially considering there is no economic incentive to do so. Second, the location of available parking supplies may not provide "acceptable" parking to future downtown developments. The available parking supplies may not be within an acceptable walking distance (approximately two blocks), etc. Thirdly, this option would most likely require the need to use a substantial portion of the on-street supply to meet development needs. Finally, the available parking supply could be insufficient, should existing building occupancy rates increase or other unforeseen factors affect parking utilization.

The **Second Alternative** available to the City is to create additional surface parking lots, or improve the capacities of existing lots, to provide sufficient parking to meet unmet future demands. This alternative would involve an analysis of existing parking lot physical layouts to determine if improvements could be made to increase lot capacities. Theoretically, both

public and private parking supplies could be included in this analysis with the consent of private parking owners. If sufficient additional parking spaces could not be created through lot improvements, then additional surface parking supplies could be created using available unimproved land. Most likely, new surface parking construction could take place on the perimeter of downtown, or in Blocks 14 and 18.

It is unlikely that sufficient parking would be created through existing parking lot improvements. Therefore, the most likely way to meet future parking demand under this alternative is to create new surface parking lots. New surface parking lots are much less expensive to construct than parking garages. Surface parking lots cost approximately 1/10th the cost of above ground parking structures (or approximately $1,500 to $2,000 per space). Also, surface lots are less expensive to maintain and operate.

Surface parking lots can provide an additional advantage to the City. As construction costs are relatively low, the newly created surface parking lots could be viewed as land banking for future development. If needed in the future, the surface parking lots could be easily developed to a higher and better use.

However, there are two disadvantages to new surface parking lot construction. First, the new lots could be constructed outside of the designated impact area (area surrounding Blocks 14 and 18). This may mean that walking distances are not acceptable, and therefore the lots may be underutilized or the lots may not be utilized by the developments for which they are intended. Second, the City would have to pay for the construction of the surface lots.

The **Third Alternative** available to the City would be to require new downtown developments to provide their own parking resources. This would involve setting parking requirements for new developments, based on projected land uses, and enforcing parking zoning codes. The main advantage to this alternative is that the City would not be required to construct, maintain, and operate new parking supplies in downtown. While some towns and cities do require downtown developments to provide their own parking supplies, the majority of downtowns that are encouraging development do not use any parking requirements. Instead, the City works with the developer to provide sufficient parking. Requiring developments to provide their own parking would discourage downtown development in favor of more suburban development, where sufficient space is available for surface parking. Therefore, this option is not recommended as a single alternative to providing parking for unmet future demand.

The **Fourth Alternative** to meeting unmet future parking demand would involve the City constructing a new parking structure. With respect to this alternative, ***Carl Walker*** would recommend a new facility be constructed in a location strategically located to meet the needs of the projected City Hall development. The major advantage of this alternative would be to provide parking as close as possible to the projected developments, and securing future parking supplies (as a garage is less likely to be redeveloped than a surface lot). The site for a parking garage on Block 18 could be located on the southwest corner of the block. The location appears to be large enough to support a two-bay, multilevel parking structure. A 200 space parking structure, depending on design and architecture, could cost $10,000 per space or more (not including land), or a total of $2,000,000.

While providing a parking garage could address the parking needs of future development, there are several significant drawbacks. First, there is a substantial amount of underutilized

parking in downtown. This may mean that a new parking garage would be relatively underutilized. Second, the costs to construct a parking facility are quite high, and would result in a significant amount of debt service for the City. As the current parking system does not generate any income, the debt service may need to be covered using general funds. Also, operations and maintenance costs would have to be covered by the City. Thirdly, the construction of a new parking garage could result in a fundamental change in the downtown parking environment. If the City decided to charge a parking fee in the garage to help cover expenses, overall parking management would need to change. For example, on-street parking would have to become metered in order to encourage people to use the parking garage, as well as promote space turnover. Finally, constructing a parking garage will not guarantee that future developments occur in downtown.

The **Fifth Alternative** is actually a combination of the previous four alternatives. This alternative would involve the City working with private parking lot owners to better utilize the existing parking surplus before adding additional parking supplies. If sufficient parking could not be secured using this approach, then the City would consider improving existing parking supplies and/or adding new supplies as appropriate. If new surface improvements and/or additions could not supply sufficient parking, then the City would consider the design and construction of a parking structure. If new parking were added, either through surface lots or parking garages, the City would look to the development to help defray at least some of the costs (if possible). ***Carl Walker*** recommends this alternative, as it provides a reasonable approach to dealing with future parking demands and should help limit future parking system expenses. Also, this approach will allow the City to show the community that all options were explored prior to expending City funds for building a parking structure.

5. Recommendations Summary

Currently, almost half of the available parking supply in downtown is unused during the typical peak parking period. With this level of surplus parking, it is unlikely that a new parking garage will be financially viable in the near future. However, a parking garage could be viable should the anticipated developments outlined in this report, or another specific development, come forth prepared to partner with the City in providing a parking structure. With this in mind, ***Carl Walker*** recommends the following steps be taken by the City:

- With respect to new developments, attempt to better utilize existing parking supplies prior to designing and constructing new parking areas. As stated previously, there is currently enough unused parking in the main impact area to accommodate a majority of the projected parking need. Work with private parking lot owners to better utilize existing supplies, to the benefit of the City, developers, and the private lot owners.

- Improve existing parking capacities or add new surface lots if private parking lot owners are unwilling to work with the City, or the number of spaces required cannot be achieved using that approach. Costs associated with surface lot improvement or construction are far less than parking garage construction. The City should ensure all surface options are explored prior to moving forward with garage designs. Also, the City should view the creation of surface parking as land banking, and not as a permanent downtown parking solution. If perimeter surface parking lots are created, encourage downtown employees to use the perimeter parking in order to keep more of the convenient (especially on-street) parking open for visitors and customers.

- The creation of downtown structured parking should be viewed as an option for the future. Today, a downtown parking garage will likely not be financially viable, relative to the revenues and expenses generated. However, a garage may be the only available option should the City decide to provide convenient parking for developments without the assistance of private parking lot owners. Also, the value of a parking garage could extend beyond the revenues it generates by providing an incentive for downtown development.

- Ideally, the development of a downtown parking garage would coincide with the development(s) it is serving. Building a parking garage with the hope of attracting downtown development should only occur if sufficient downtown development warrants. Should developments not occur, a garage built on speculation could result in a severely underutilized facility. If a developer is interested in developing a portion of downtown, and sufficient parking supplies cannot be provided using other methods, then the City could propose providing the necessary parking contingent on the construction of the development.

- The City will need to change how it views downtown parking management if a downtown parking structure is developed. To encourage the use of the parking garage, ideally there would be a charge in place for on-street parking (in delineated spaces). Also, the other City surface parking lots may need to charge for parking. Theoretically, the charge for parking should be such that it encourages short-term parking on the street and encourages long-term parking in the garage. It may be difficult to achieve community acceptance for the creation of paid on-street parking. Even if there is a fee for on-street parking, there will still be an ample amount of free off-street parking in private parking lots. Once fees are put into place for parking,

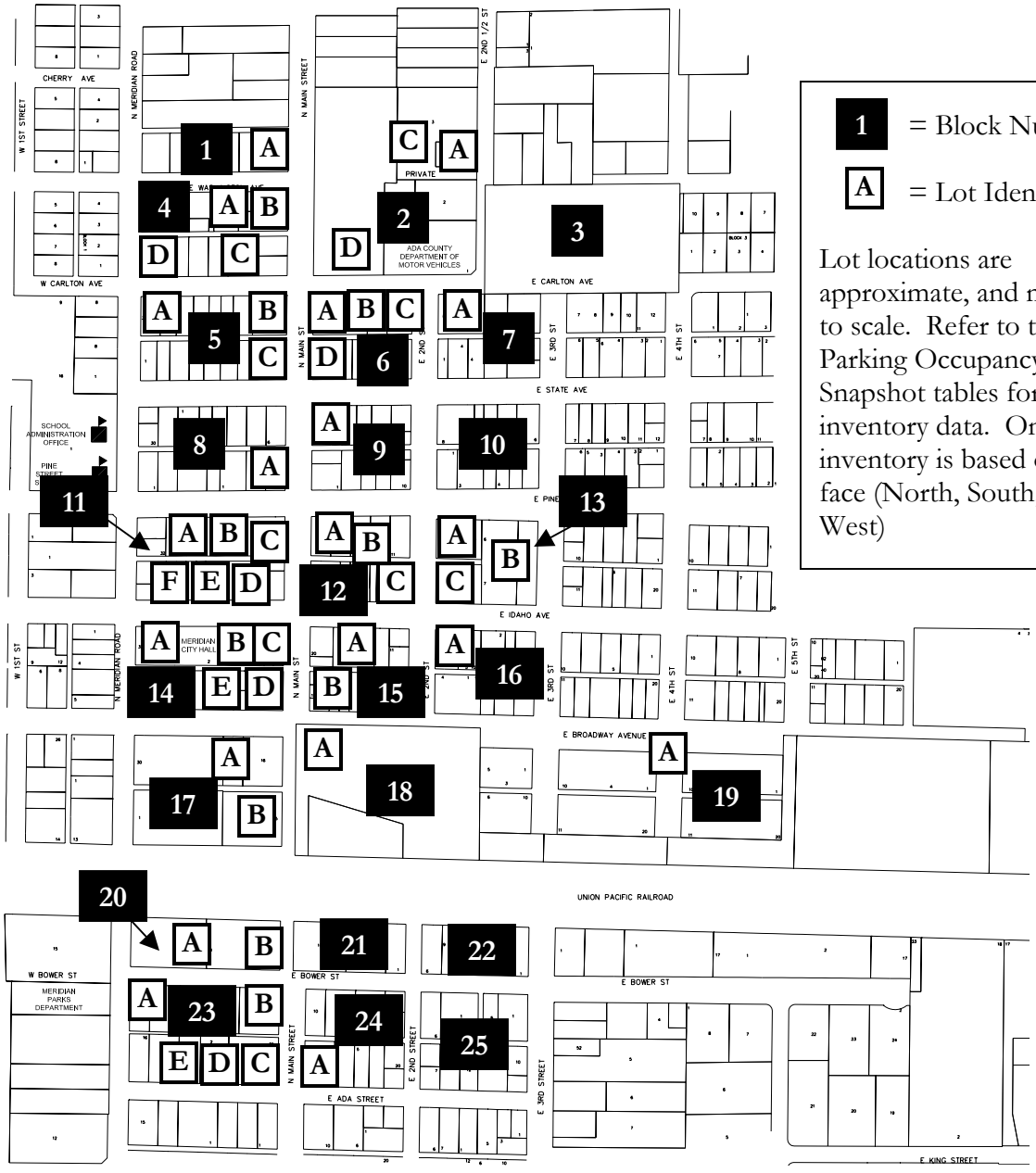
other management issues will arise such as parking validation programs, reserved parking, greater parking enforcement responsibilities, etc. This may necessitate the creation of a City department charged with the management of the parking system.

- The City should explore alternative revenue streams since the existing downtown parking system is unlikely to generate sufficient funds to fully pay for a downtown parking garage. First, the use of tax increment financing could be explored in the future. This is a feasible way to fund parking system expansion, and is used by many communities today, including Boise. Second, the City could team with a developer or another entity in construction of a parking garage. Assuming the parking demand patterns are compatible, a multi-use facility could help reduce City expenses. Finally, the City could create a special assessment district to help fund the facility.

- The City should create design standards for parking functional and geometric design. For example, the City should create on-street parking space design standards, and then work to delineate all of the on-street parking spaces in the study area to meet the new standards. This action would result in an accurate accounting of on-street spaces, clearly designate where parking is permitted, and address potential safety and traffic issues such as sight lines and visibility at intersections. Also, design standards should be adopted for off-street parking lots and garages.

6. Appendix

City of Meridian, Idaho – Study Area Parking Lot Locations (Approximate)



1 = Block Number

A = Lot Identification

Lot locations are approximate, and map is not to scale. Refer to the Parking Occupancy Snapshot tables for inventory data. On-street inventory is based on block face (North, South, East, West)

City of Meridian, Idaho - Parking Occupancy Snapshot

Block	On-Street Spaces	# of On-Street	Off-Street Spaces	# of Off-Street	On-Street Occupied	Off-Street Occupied	On-Street Occupancy	Off-Street Occupancy
1	N	NA	A	30	NA	0	NA	0.00%
	S	10			1		10.00%	
	E	4			0		0.00%	
	W	4			0		0.00%	
	Totals	18		30	1	0	5.56%	0.00%
2	N	NA	A	32	NA	1	NA	3.13%
	S	10	B	203	5	39	50.00%	19.21%
	E	NA	C	34	NA	12	NA	35.29%
	W	12			7		58.33%	
	Totals	22		269	12	52	54.55%	19.33%
3	No Parking Spaces							
	Totals	0		0	0	0	0.00%	0.00%
4	N	15	A	8	0	2	0.00%	25.00%
	S	10	B	5	3	3	30.00%	60.00%
	E	7	C	15	0	4	0.00%	26.67%
	W	12	D	14	0	2	0.00%	14.29%
	Totals	44		42	3	11	6.82%	26.19%
5	N	12	A	7	8	5	66.67%	71.43%
	S	16	B	7	12	0	75.00%	0.00%
	E	6	C	8	0	4	0.00%	50.00%
	W	4			5		125.00%	
	Totals	38		22	25	9	65.79%	40.91%

City of Meridian, Idaho - Parking Occupancy Snapshot

Block	On-Street Spaces	# of On-Street	Off-Street Spaces	# of Off-Street	On-Street Occupied	Off-Street Occupied	On-Street Occupancy	Off-Street Occupancy
6	N	5	A	5	3	0	60.00%	0.00%
	S	9	B	45	3	0	33.33%	0.00%
	E	9	C	4	9	1	100.00%	25.00%
	W	7	D	7	7	6	100.00%	85.71%
	Totals	30		61	22	7	73.33%	11.48%
7	N	15	A	12	3	0	20.00%	0.00%
	S	10			0		0.00%	
	E	9			1		11.11%	
	W	13			5		38.46%	
	Totals	47		12	9	0	19.15%	0.00%
8	N	17	A	27	14	19	82.35%	70.37%
	S	14			14		100.00%	
	E	7			5		71.43%	
	W	9			7		77.78%	
	Totals	47		27	40	19	85.11%	70.37%
9	N	9	A	10	5	5	55.56%	50.00%
	S	8			8		100.00%	
	E	9			2		22.22%	
	W	9			3		33.33%	
	Totals	35		10	18	5	51.43%	50.00%
10	N	10			2		20.00%	
	S	10			0		0.00%	
	E	10			3		30.00%	
	W	9			2		22.22%	
	Totals	39		0	7	0	17.95%	0.00%

City of Meridian, Idaho - Parking Occupancy Snapshot

Block	On-Street Spaces	# of On-Street	Off-Street Spaces	# of Off-Street	On-Street Occupied	Off-Street Occupied	On-Street Occupancy	Off-Street Occupancy
11	N	12	A	5	12	1	100.00%	20.00%
	S	12	B	11	10	11	83.33%	100.00%
	E	10	C	8	5	6	50.00%	75.00%
	W	6	D	13	0	11	0.00%	84.62%
			E	23		19		82.61%
			F	8		6		75.00%
	Totals	40		68	27	54	67.50%	79.41%
12	N	8	A	36	7	32	87.50%	88.89%
	S	7	B	5	7	5	100.00%	100.00%
	E	15	C	9	6	6	40.00%	66.67%
	W	8			0		0.00%	
	Totals	38		50	20	43	52.63%	86.00%
13	N	15	A	23	2	4	13.33%	17.39%
	S	14	B	15	5	3	35.71%	20.00%
	E	19	C	35	0	17	0.00%	48.57%
	W	15			12		80.00%	
	Totals	63		73	19	24	30.16%	32.88%
14	N	15	A	22	13	19	86.67%	86.36%
	S	14	B	22	6	23	42.86%	104.55%
	E	7	C	23	0	22	0.00%	95.65%
	W	4	D	10	3	4	75.00%	40.00%
			E	19		7		36.84%
	Totals	40		96	22	75	55.00%	78.13%

City of Meridian, Idaho - Parking Occupancy Snapshot

Block	On-Street Spaces	# of On-Street	Off-Street Spaces	# of Off-Street	On-Street Occupied	Off-Street Occupied	On-Street Occupancy	Off-Street Occupancy
15	N	8	A	17	2	3	25.00%	17.65%
	S	18	B	27	5	9	27.78%	33.33%
	E	12				8	0.00%	
	W	13				0	0.00%	
	Totals	51		44	7	20	13.73%	45.45%
16	N	12	A	23	4	2	33.33%	8.70%
	S	10			8		80.00%	
	E	9			1		11.11%	
	W	15			14		93.33%	
	Totals	46		23	27	2	58.70%	8.70%
17	N	15	A	31	1	21	6.67%	67.74%
	S	NA	B	15	NA	9	NA	60.00%
	E	5			1		20.00%	
	W	NA			NA		NA	
	Totals	20		46	2	30	10.00%	65.22%
18	N	49	A	9	45	9	91.84%	100.00%
	S	NA			NA		NA	
	E	NA			NA		NA	
	W	8			1		12.50%	
	Totals	57		9	46	9	80.70%	100.00%
19	N	14	A	23	8	19	57.14%	82.61%
	S	NA			NA		NA	
	E	NA			NA		NA	
	W	NA			NA		NA	
	Totals	14		23	8	19	57.14%	82.61%

City of Meridian, Idaho - Parking Occupancy Snapshot

Block	On-Street Spaces	# of On-Street	Off-Street Spaces	# of Off-Street	On-Street Occupied	Off-Street Occupied	On-Street Occupancy	Off-Street Occupancy
20	N	NA	A	5	NA	5	NA	100.00%
	S	13	B	24	4	12	30.77%	50.00%
	E	4			0		0.00%	
	W	NA			NA		NA	
	Totals	17		29	4	17	23.53%	58.62%
21	N	NA			NA		NA	
	S	10			4		40.00%	
	E	NA			NA		NA	
	W	NA			NA		NA	
	Totals	10		0	4	0	40.00%	0.00%
22	N	NA			NA		NA	
	S	10			3		30.00%	
	E	6			6		100.00%	
	W	NA			NA		NA	
	Totals	16		0	9	0	56.25%	0.00%
23	N	10	A	4		3	0.00%	75.00%
	S	10	B	13		12	0.00%	92.31%
	E	NA	C	5	NA	5	NA	100.00%
	W	NA	D	3	NA	2	NA	66.67%
			E	4		3		75.00%
	Totals	20		29	0	25	0.00%	86.21%
24	N	10	A	8	0	3	0.00%	37.50%
	S	5			0		0.00%	
	E	10			0		0.00%	
	W	NA			NA		NA	
	Totals	25		8	0	3	0.00%	37.50%

City of Meridian, Idaho - Parking Occupancy Snapshot

Block	On-Street Spaces	# of On-Street	Off-Street Spaces	# of Off-Street	On-Street Occupied	Off-Street Occupied	On-Street Occupancy	Off-Street Occupancy
25	N	10			0		0.00%	
	S	7			0		0.00%	
	E	10			0		0.00%	
	W	10			0		0.00%	
	Totals	37		0	0	0	0.00%	0.00%
Overall Totals		814		971	332	424	40.79%	43.67%
			Effective Supply:	873.9				
			On and Off Street:	1785		756		42.35%