

Virginia City
Parking Management Study

Technical Memorandum
Existing Parking Conditions

Prepared for the
Virginia City Convention and Tourist Authority
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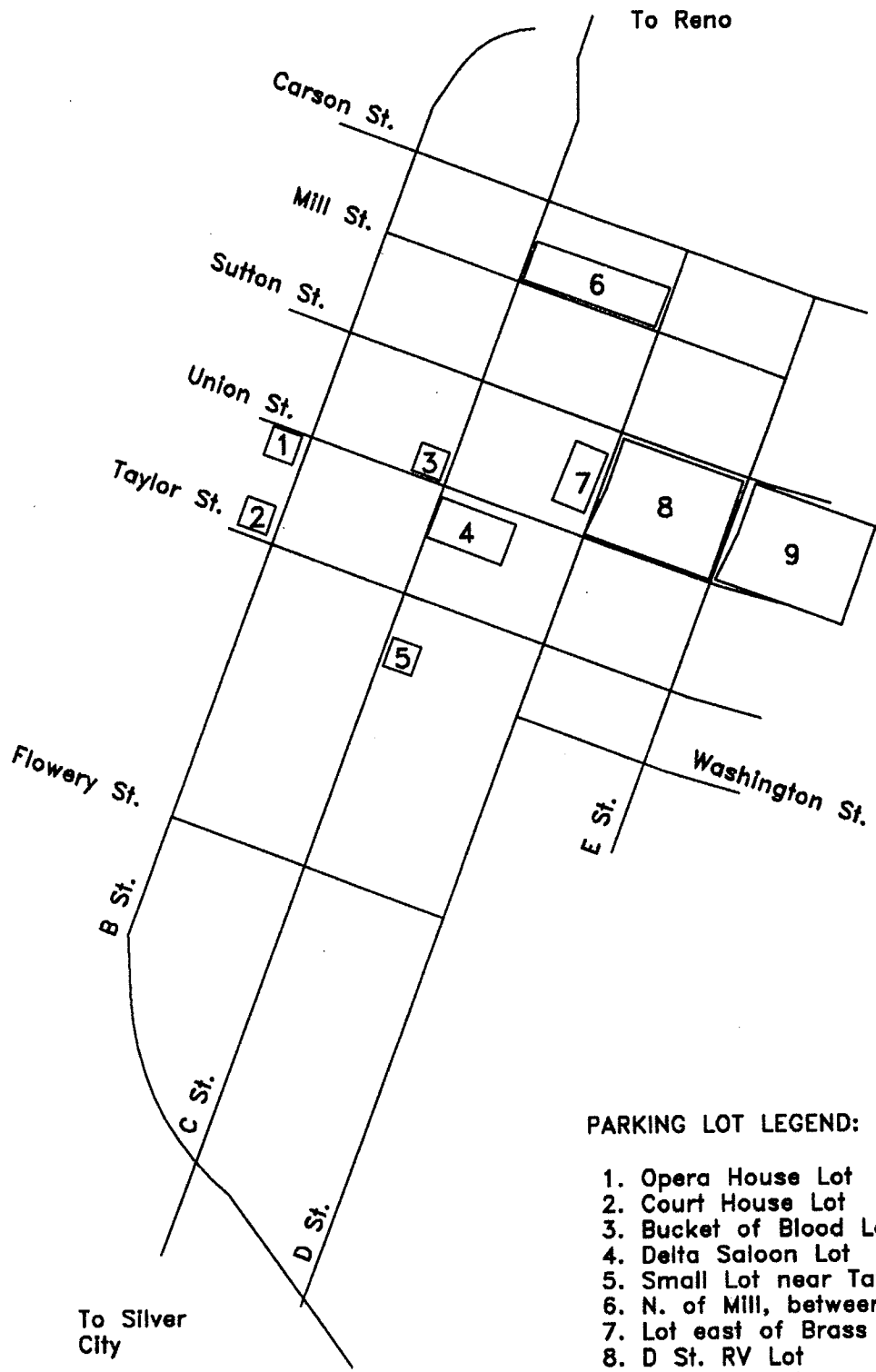
Section 1

INTRODUCTION

During the past decade, Virginia City has become an increasingly popular visitor destination. Along with prosperity, this distinction has brought increased parking congestion, particularly along the City's commercial core on C Street. Parking shortages are thought by some to reduce the attractiveness of Virginia City as a tourist destination during peak periods, and certainly do create an inconvenience for both visitors and residents. Using the services of Leigh, Scott & Cleary, Inc., the Virginia City Convention and Tourist Authority is currently conducting a study to analyze existing parking conditions and recommend alternatives to ease parking problems. The goal of this study is to assess the scope of the current problem, and to identify cost-effective and achievable solutions.

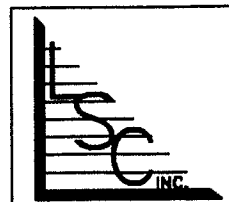
A first step of this study is to understand current parking usage by both visitors and employees of the area. This information will allow the community to develop efficient use of underutilized parking areas, as well as maximizing the turnover and availability of spaces, thus easing congestion along C Street.

This Technical Memorandum is intended to document the results of the Accumulation, Turnover and Employee Parking Surveys regarding existing parking conditions within the study area bounded by B Street, Flowery Street, D Street and Carson Street. Figure 1 illustrates the study area boundaries. After review of this information, a draft parking plan will be developed and reviewed, resulting in a final recommended parking plan for the Virginia City commercial area.



PARKING LOT LEGEND:

- 1. Opera House Lot
- 2. Court House Lot
- 3. Bucket of Blood Lot
- 4. Delta Saloon Lot
- 5. Small Lot near Taylor
- 6. N. of Mill, between C St. & D St.
- 7. Lot east of Brass Rail Saloon
- 8. D St. RV Lot
- 9. E St. RV Lot



LSC NO.:	FIGURE NO.:
937170	1
Study Area	
Virginia City Parking Study	

Section 2

EXISTING PARKING SUPPLY

Despite the ongoing discussion regarding parking in the area, there had to date not been a comprehensive inventory of parking supply or usage within the commercial core of Virginia City. Indications of parking conditions, however, can be ascertained from direct observation, as well as numerous comments from business owners and visitors.

Parking Supply

Total parking supply for the study area consists of approximately 939 spaces¹. Of this total, 577 spaces are provided on public right-of-way and 362 are provided in off-street lots, with no time restrictions. Figure 2 presents both the on-street and off-street parking supply in each of the analysis areas. Specific observations regarding parking supply consists of the following:

The majority of available public parking consists of spaces within street right-of-ways adjacent to travel lanes. In addition to reducing the visual attractiveness of the area and interfering with pedestrian activity, drivers accessing these spaces can substantially reduce the capacity of area roadways.

Lot Descriptions

The only parking lots that are paved within the study area are those with their point of access directly on C Street: the Delta Saloon lot, the Bucket of Blood lot, and the small lot south of Taylor Street. All the remaining lots are unpaved, compacted dirt.

North Area

Mill Street Lot -- The lot located off Mill between C and D Streets is an unpaved, unstriped public parking lot with approximately 54 spaces. There are striped parking stalls marked within this lot.

Central Area

Opera House Lot -- This lot is signed for official use only; 12 spaces are available.

Court House Lot -- There are 25 available spaces in the Court House lot.

Small Lot on C near Taylor -- There are only 4 spaces available in this lot.

Delta Saloon Lot -- This is one of two lots where parking fees were charged. Located on C

¹ Like many activity centers, an exact count of parking supply is made difficult by the presence of informal, unstriped parking areas where capacity can be affected by drivers' actual parking patterns.

Street just south of Union, there are 57 available parking spaces. Of these, 10 spaces are specifically striped for busses, but can also accommodate 2 smaller vehicles. The lot also serves as the terminal for the narrated trolley ride.

Bucket of Blood Lot -- This is the other lot where fees are charged. It is located on the northeast corner of C and Union Streets, with 26 spaces available.

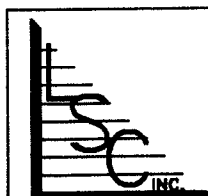
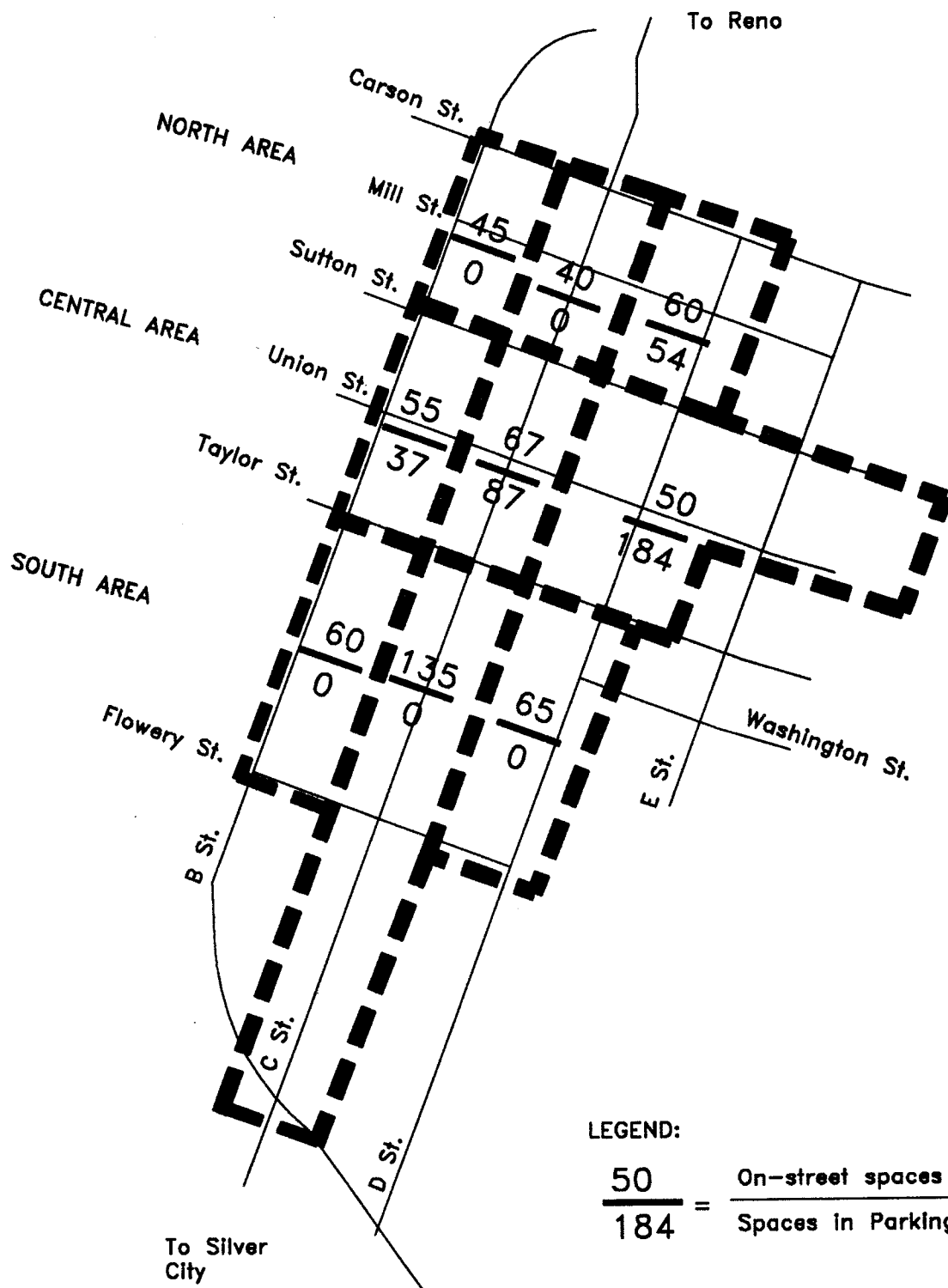
Lot east of Brass Rail Saloon -- Access to this lot is from D Street. Heavily used, there are 24 available spaces.

RV Lot between D and E Streets -- Encompassing the entire block bounded by Sutton to the north and Union to the south, this lot has great capacity, with 80 spaces available.

RV Lot between E and F Streets -- This RV lot is also bounded by Sutton and Union Streets, with a capacity for 80 vehicles.

South Area

There are no parking lots within the South Area.



LSC NO.: 937170	FIGURE NO.: 2
Parking Supply by Analysis Area	
Virginia City Parking Study	

Section 3

PARKING UTILIZATION SURVEYS

In order to accurately assess Virginia City's parking problem, three different types of parking surveys were conducted: Turnover, Accumulation, and Employee (the results of the Employee survey will be included in a later report). Parking turnover counts were conducted on Saturday, August 7, 1993. Accumulation surveys were conducted on the same Saturday, as well as Sunday, August 22 and Wednesday, August 25, 1993. All surveys were conducted by LSC-supervised personnel, with the exception of the Employee Parking Survey which will be conducted by Mr. Angelo Petrini, using a format developed by LSC.

Turnover

A turnover survey was conducted to determine the estimated length of each vehicle's stay, as well as the average number of times a parking spot was used during the day. The turnover counts were conducted in the 130-space on-street parking area on C Street between Washington and Mill Streets, and on B Street between Taylor and Union. The methodology of this survey involved recording the license plate number of every vehicle parked within this area on a half-hourly basis between 10:00 A.M. and 4:00 P.M. on Saturday, August 7. This method allowed the determination of the length of stay for every parked vehicle, thus also yielding information on the average turnover for every space.

The survey indicated that approximately 51 percent of total parkers stayed for less than two hours, 32 percent stayed from 2 to 4 hours, 14 percent stayed from 4 to 6 hours, and only 5 percent (19 vehicles) stayed 7 or more hours. Table A shows the estimated length of stay by number of vehicles for each block within the study area. As shown, the average length of stay was 2.2 hours; however, as illustrated in Figure 3, 26 percent of the vehicles were parked between 1 to 1½ hours. The average turnover for each space was 3.2 throughout the day. These figures indicate that the common problem of employees using much of the available parking (at the expense of visitors) is not a big problem in Virginia City.

To obtain a clear understanding of the long term parking usage (greater than 4 hours), the number of vehicles staying for each amount of time was factored by the length of stay to determine the percent of parking spaces used for long term parking at any one time. It was determined that 33 percent of the on-street spaces within the turnover survey area were used for parking in excess of 4 hours.

Accumulation

In order to understand the parking usage patterns, the study area was delineated into three sub-areas:

South Area	South of Taylor Street
Central Area	Between Taylor and Sutton
North Area	Between Sutton and Carson

The methodology employed in the accumulation survey was for a surveyor to count the number of parked vehicles per block and in each lot on an hourly basis. In order to cover the entire study area

within the hourly time limit, one surveyor conducting the counts in each of the three sub-areas.

Figure 4 illustrates the parking occupancy within the South Area over the three study days. As shown, occupancy peaked around 3:00 P.M. on Saturday (82 percent), 2:00 P.M. on Sunday (87 percent), and at both 1:00 and 2:00 P.M. on Wednesday (72 percent). These figures reflect the amount of parking available even during the busiest time of day.

Occupancy within the Central Area is illustrated in Figure 5. As shown, Saturday's peak occupancy occurred around 2:00 P.M. (81 percent); Sunday's also around 2:00 P.M. (85 percent), and Wednesday's around 3:00 P.M. (82 percent). The remaining percentage of available parking spaces were primarily located within the large RV lots off D and E Streets.

As reflected in Figure 6, the North Area is the most underutilized within the study area. Maximum occupancy occurred at approximately 12:00 Noon on Wednesday, with 56 percent of available spaces occupied. Occupancy on Saturday and Sunday peaked at 2:00 P.M. at 51 percent and 50 percent, respectively.

Tables in Appendix A indicate occupancy by time of day for each survey day by block on each street, as well as each parking lot within the study area. These detailed tables also exhibit maximum and average percent occupancy. Appendix A also contains photographic documentation of illegal parking observed over the study survey days.

When considered areawide, parking accumulation on Saturday peaked at approximately 2:00 P.M. at 75 percent of supply. Utilization equal or above 100 percent, however, was observed in several specific sub-areas, most notably the entire length of C Street within the study area and the Court House Lot on B Street. Figure 7 illustrates the maximum occupancy in each sub-area for each of the three survey days. Parking demand on D Street also peaked at 2:00 P.M., with the lot east of the Brass Rail Saloon reaching its maximum capacity of 96 percent. Figure 8 and Tables B through D show the percent of available parking occupied on each survey day. As shown, peak utilization occurred around 2:00 P.M. on all three days. The area within which parking demand reached saturation is shown in Figure 9.

Lot Utilization

North Area

Mill Street Lot -- This lot is extremely underutilized, having a maximum occupancy of 31 percent over the weekend and only 6 percent during the week.

Central Area

Opera House Lot -- This lot is used primarily for long term parking (4 - 6 hours). The lot reached its maximum occupancy on Sunday (67 percent).

Court House Lot -- This lot was occupied almost constantly over the three survey days. The maximum occupancy of 100 percent was achieved on Saturday, while the average occupancy over the three days was 84 percent, 87 percent, and 89 percent respectively.

Small Lot on C near Taylor -- There was consistent 100 percent occupancy in this small lot. Observation revealed turnover was minimal.

Delta Saloon Lot -- Occupancy was consistently high, reaching maximums of 91 percent on Saturday, 93 percent on Sunday, and 81 percent on Wednesday.

Bucket of Blood Lot -- The lot reached 100 percent occupancy on Sunday, 81 percent on Saturday and 69 percent on Wednesday.

Lot east of Brass Rail Saloon -- Maximum occupancy was 96 percent both on Saturday and Wednesday, and 92 percent on Sunday.

RV Lot between D and E Streets -- With the large capacity of this lot, maximum occupancy only reached 51 percent on Saturday, 79 percent on Sunday, and 64 percent on Wednesday.

RV Lot between E and F Streets -- This lot is very underutilized, with maximum occupancy reaching 63 percent Sunday, 48 percent Saturday and 36 percent Wednesday.

South Area

There are no parking lots within the South Area.

In addition to the quantitative observations discussed above, a number of qualitative findings were made in the course of the surveys, as follows:

- ▶ There are a number of common parking practices that could be hazardous to public safety. In several instances, parked cars were found blocking access to fire hydrants. In addition, when cars were parked in loading zones, delivery trucks were forced to park in the street while making their deliveries. This not only blocked the flow of traffic, but created the potential hazard of cars maneuvering into the oncoming lane to go around the trucks.
- ▶ The available public parking supply in peripheral lots is very underutilized. This condition stems from poor information signage, combined with visitors' unfamiliarity of the area and reluctance to walk too far.
- ▶ Confusion on the part of drivers with regard to the best place to find parking is evident from observations of vehicle travel paths. An improved system of signage could potentially partially address parking problems while also improving the visitors' experience in Virginia City.

Also apparent in our observations of parking patterns is the evident lack of enforcement of parking regulations...

- ▶ Observation revealed illegal parking taking place in red and yellow zones and driveways (both commercial and residential).
- ▶ On-street parking spaces on C Street, particularly between Union and Mill Streets, were often occupied by several motorcycles (up to seven per space).

Conclusions

Based upon our surveys and observations, it can be concluded that there is most definitely a parking problem in Virginia City during periods of peak activity. The lack of well-marked parking availability creates unnecessary traffic congestion, is potentially hazardous to the public, and reduces the attractiveness of the community. Fortunately, however, this parking problem is still confined to a relatively small area (mostly along C Street). There always is parking available within a few blocks of one's destination, though this parking may be difficult to find and may entail a steep walk.

Our observations to date indicate that there are generally three alternative ways in which parking conditions can be improved:

- ▶ **A parking intercept/shuttle program** would entail a relatively large lot or lots on the northern and southern edge of the visitor district, near State Highway 431 (C Street). Visitors and employees entering the area would be directed to these convenient lots, where they could either walk into the commercial district or could ride a free shuttle bus.
- ▶ **A scattered lot program** would take advantage of the many vacant parcels adjacent to the commercial core area, particularly along C Street. Though many of these lots could only hold 10 to 30 vehicles, they could be developed relatively inexpensively, and they would be relatively convenient.
- ▶ Finally, an **east parking lot program** could take advantage of the substantial parking areas available along D and E Streets to the east of (and downhill from) the commercial core. As part of the development of improved lots in these areas, signage would be improved, as would pedestrian amenities tying the parking areas to C Street. In addition, a shuttle system could also potentially serve these lots.

In the next part of the parking study, these alternatives will be fully developed and evaluated. Criteria to be assessed will include land availability, construction and maintenance costs, cost of shuttle service, potential season and times of shuttle operation, attractiveness of each program to various types of parkers (visitors, employees, residents), visual impact, and overall program effectiveness. By combining the best of each alternative, the optimum final parking plan will be developed for Virginia City.

Table A: Parking Turnover – Estimated Length of Stay

Estimated Length of Stay in Half-hour Increments

Counted Length of Stay in Park from Histograms																			
Block	On	Between	0.50	1	1.5	2	2.5	3	3.5	4	4.5	5	5.5	6	6.5	7	Total	Average Length of Stay (hours)	Average Turnover(1)
C: Washington & Taylor	7	22	9	6	6	4	1	1	0	1	0	0	0	0	2	59	1.8	4.0	
C: Taylor & Union	22	30	15	18	10	5	6	5	3	3	4	0	0	0	1	122	2.0	3.6	
C: Union & Sutton	19	34	13	21	7	11	2	5	5	2	1	3	0	4	127	2.1	3.3		
C: Sutton & Mill	6	13	7	6	5	7	3	6	0	0	0	2	0	2	57	2.3	3.0		
B: Taylor & Union	3	3	1	3	2	1	1	0	0	1	3	1	0	10	29	4.2	1.7		
Total	57	102	45	54	30	28	13	17	8	7	8	6	0	19	394	2.2	3.2		
Percent of All Observed Vehicles	14%	26%	11%	14%	8%	7%	3%	4%	2%	2%	2%	2%	0%	5%					
Total Number of Parked Vehicles Observed = 394 Average Length of Stay = 2.2 Average Turnover per space = 3.2																			

Note 1: Cars per space per day.

Source: Leigh, Scott & Cleary, Inc. Saturday, August 7, 1993

FIGURE 3
Parking Turnover in Virginia City
 Observed Length of Stay

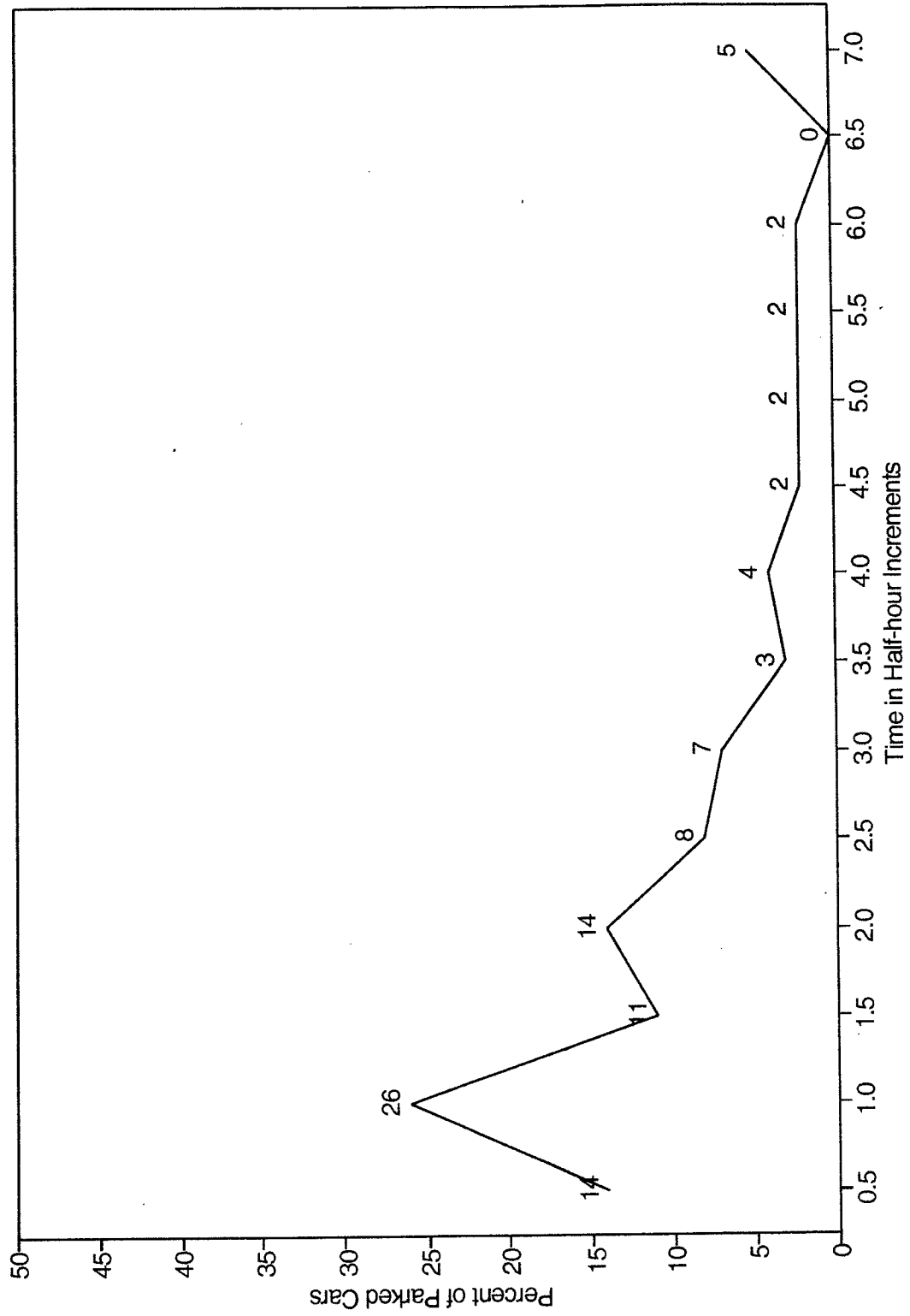


FIGURE 4
Parking Accumulation Summary
 South Area

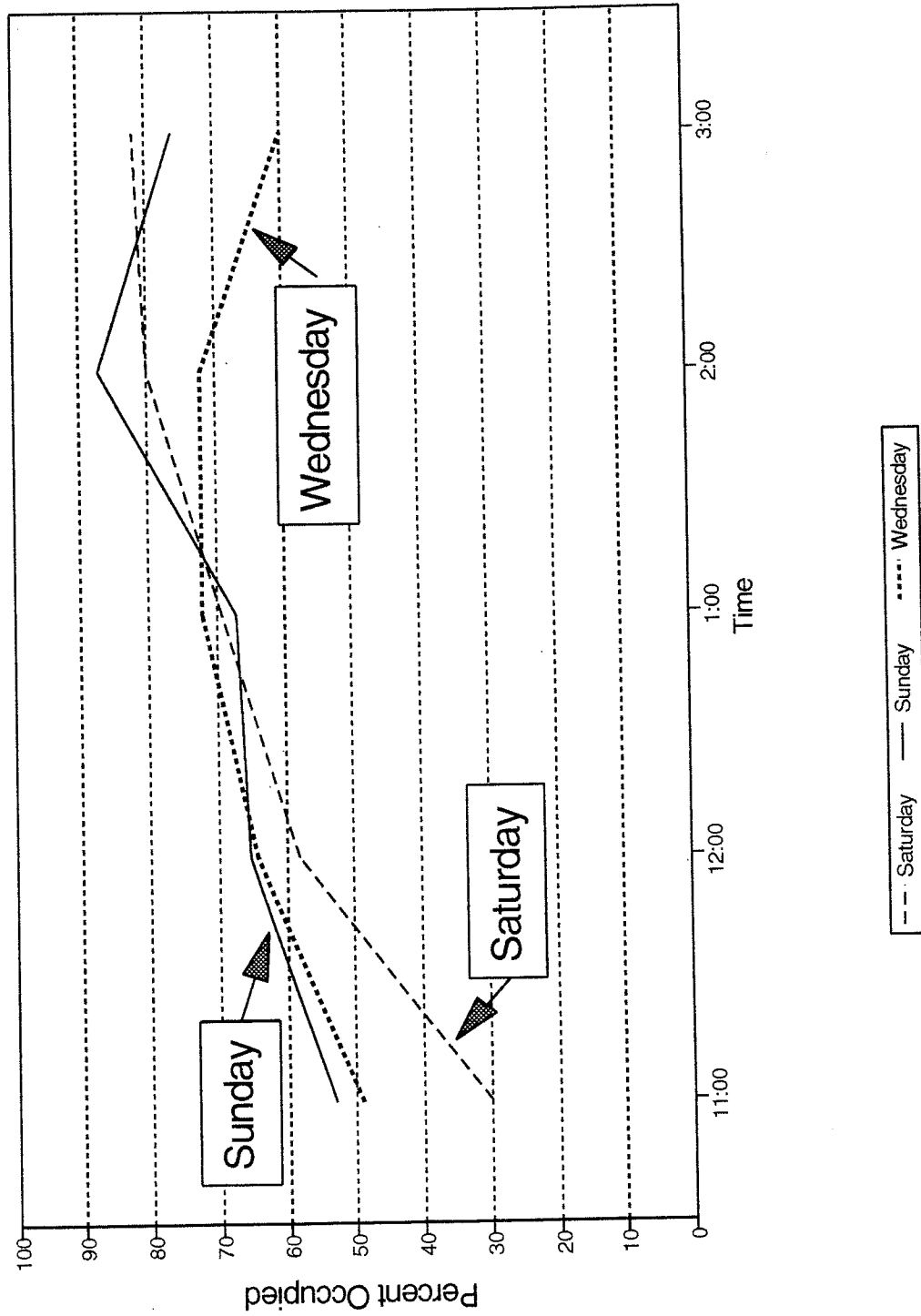


FIGURE 5
Parking Accumulation Summary
 Central Area

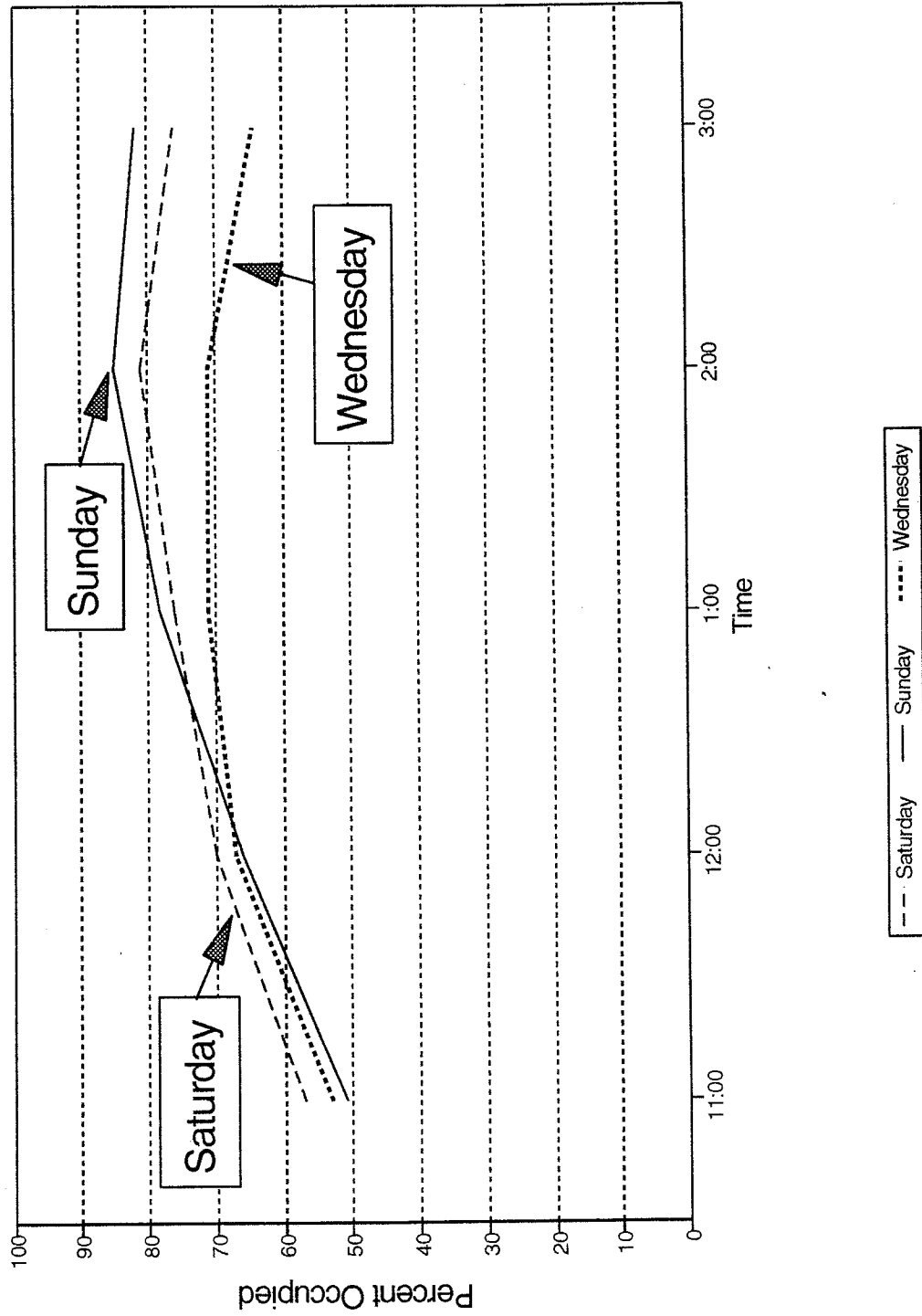
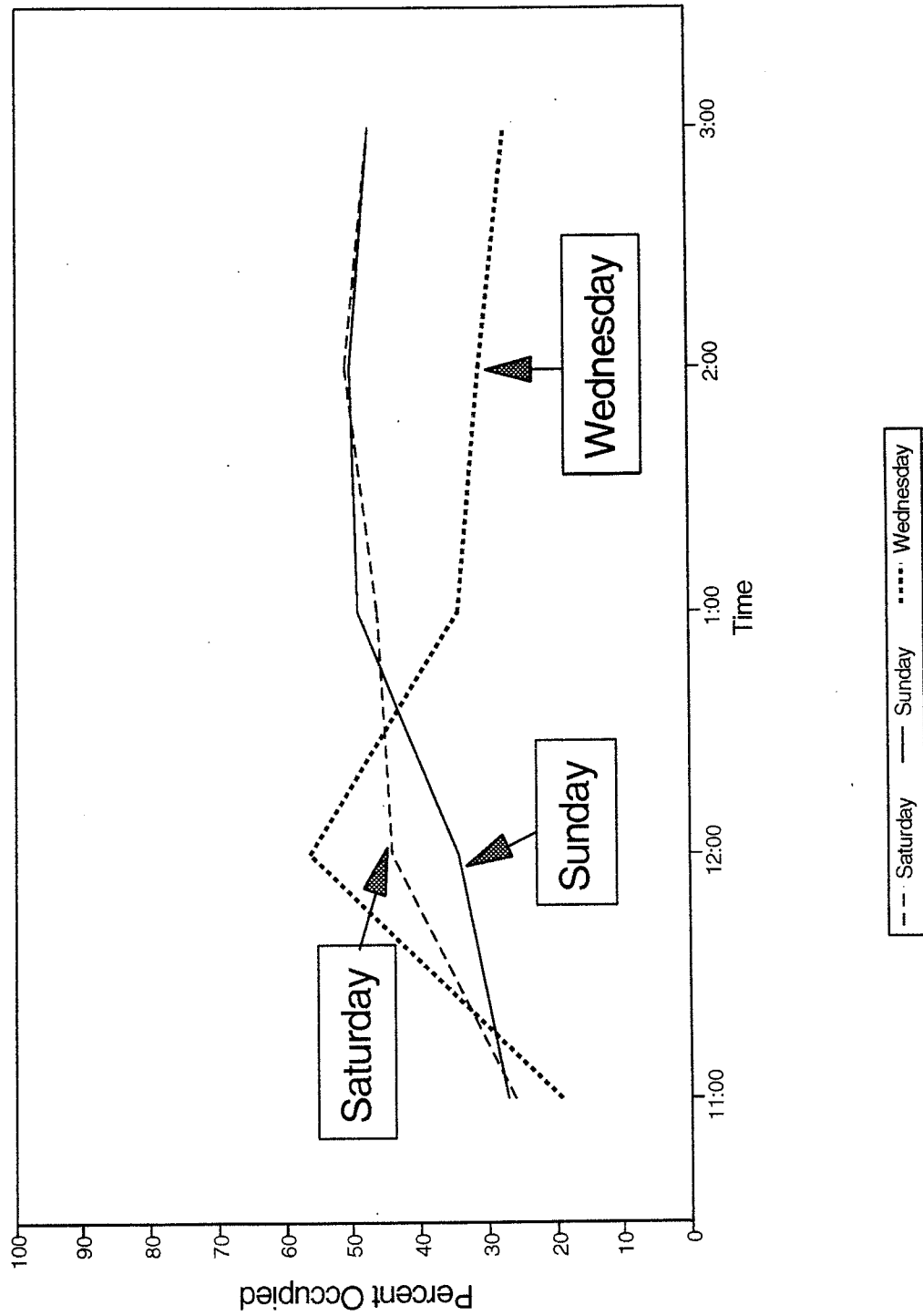
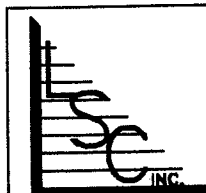
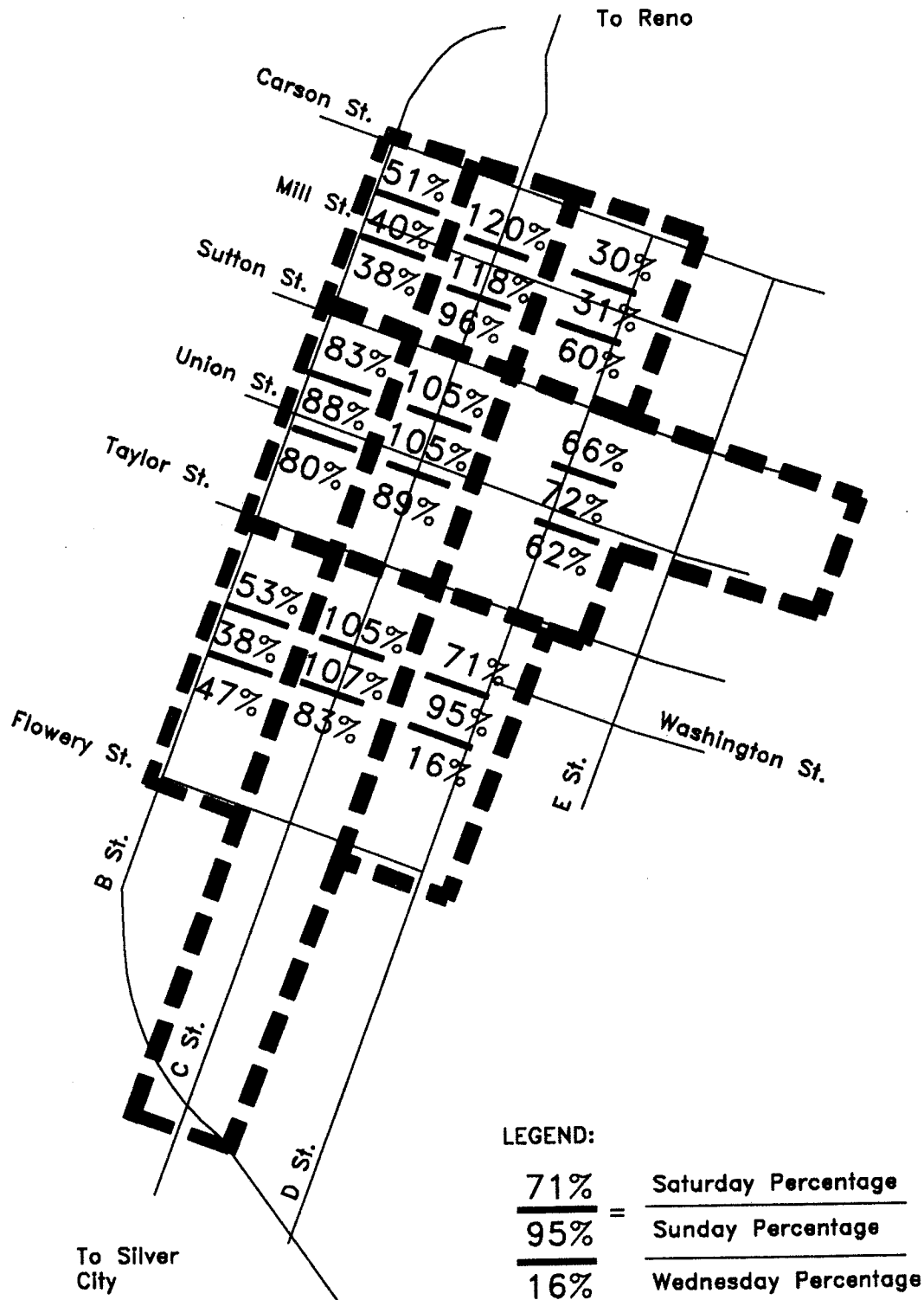


FIGURE 6
Parking Accumulation Summary
 North Area





LSC NO.:	FIGURE NO.:
937170	7
Peak Hour Maximum Parking Occupancy	
Virginia City Parking Study	

FIGURE 8
Parking Accumulation Summary
 Areawide by Day

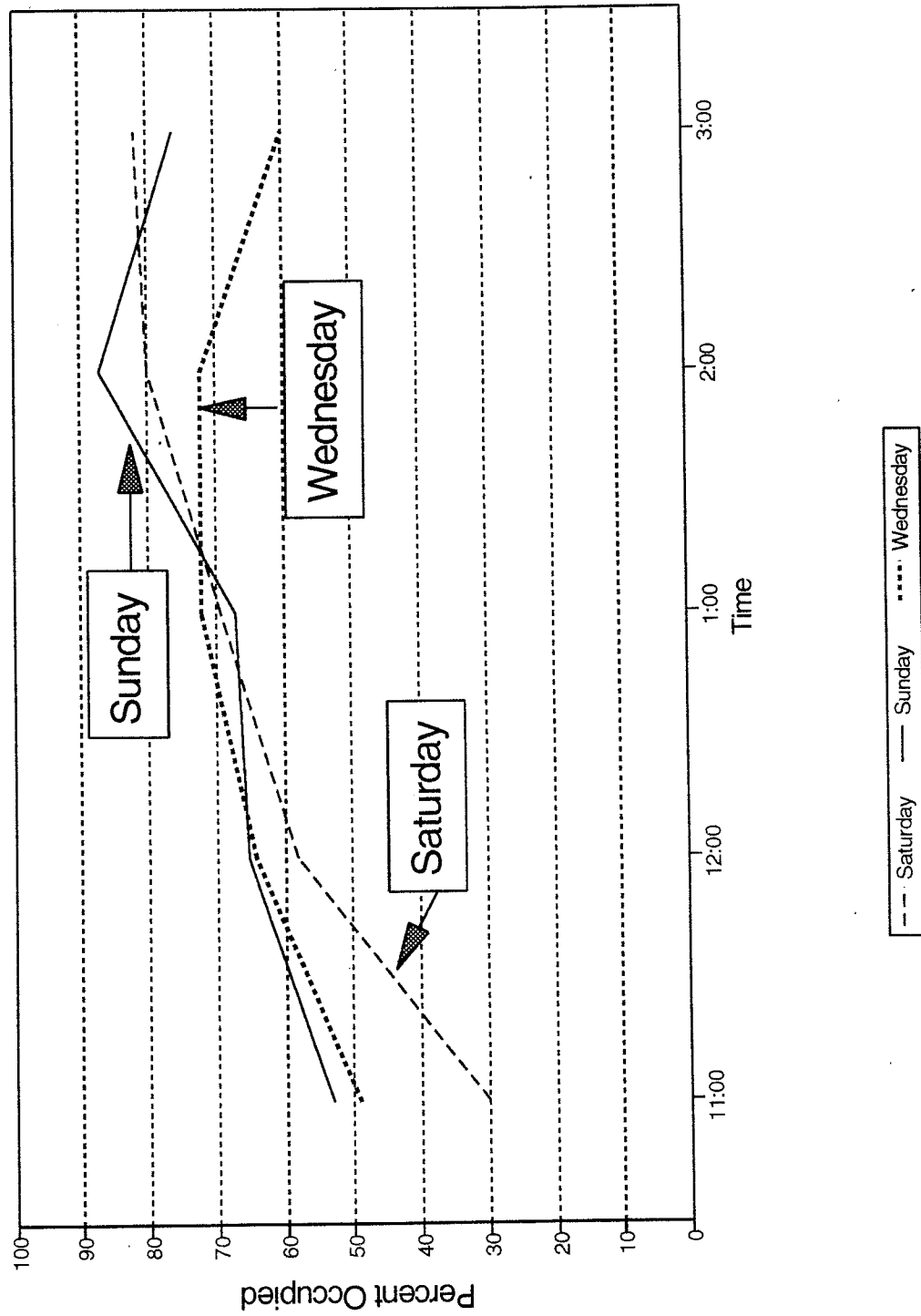


Table B: Parking Accumulation Summary -- Saturday, August 7, 1993

Area	# of spaces	# of Cars at ... (time)							Max.	Avg.
		10:00	11:00	12:00	1:00	2:00	3:00	4:00	% Occ.	% Occ.
South	260	62	79	151	180	210	213	177	82%	59%
Central	480	210	276	338	366	391	367	344	81%	68%
North	<u>199</u>	<u>44</u>	<u>53</u>	<u>87</u>	<u>92</u>	<u>101</u>	<u>94</u>	<u>75</u>	51%	39%
TOTAL	939	316	408	576	638	702	674	596	75%	59%
Percent Occupied		34%	43%	61%	68%	75%	72%	63%		

Source: Leigh, Scott & Cleary, Inc. Saturday, August 7, 1993.

Table C: Parking Accumulation Summary -- Sunday, August 22, 1993

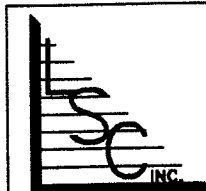
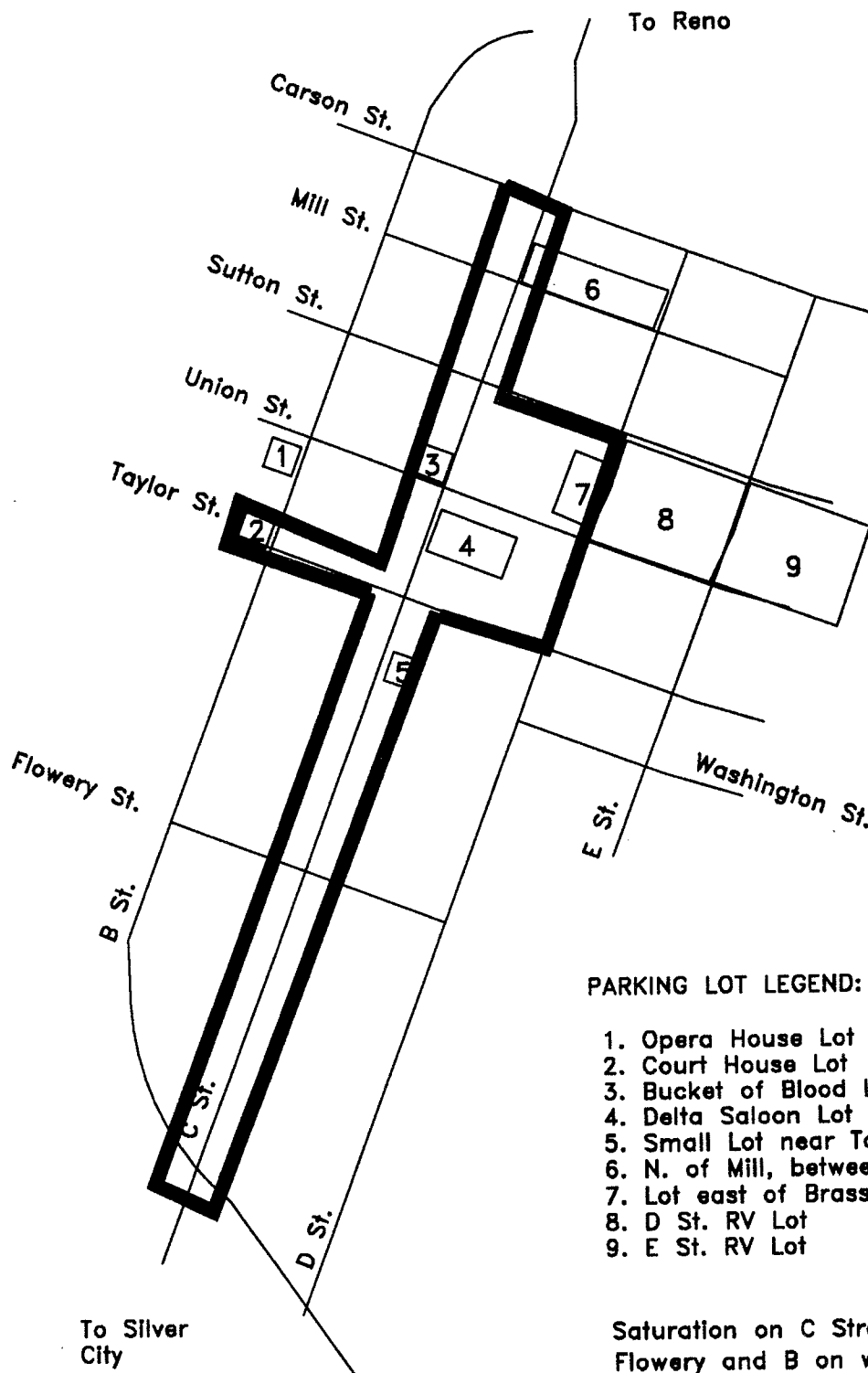
Area	# of spaces	# of Cars at ... (time)					Max.	Avg.
		11:00	12:00	1:00	2:00	3:00	% Occ.	% Occ.
South	260	137	168	174	227	197	87%	69%
Central	480	246	318	376	407	392	85%	72%
North	<u>199</u>	<u>54</u>	<u>68</u>	<u>98</u>	<u>100</u>	<u>93</u>	50%	42%
TOTAL	939	437	554	648	734	682	78%	65%
Percent Occupied		47%	59%	69%	78%	73%		

Source: Leigh, Scott & Cleary, Inc. Sunday, August 22, 1993.

Table D: Parking Accumulation Summary -- Wednesday, August 25, 1993

Area	# of spaces	# of Cars at ... (time)					Max.	Avg.
		11:00	12:00	1:00	2:00	3:00	% Occ.	% Occ.
South	260	128	167	186	186	156	72%	63%
Central	480	252	322	340	342	309	71%	65%
North	<u>199</u>	<u>38</u>	<u>56</u>	<u>67</u>	<u>62</u>	<u>54</u>	34%	28%
TOTAL	939	418	545	593	590	519	63%	57%
Percent Occupied		45%	58%	63%	63%	55%		

Source: Leigh, Scott & Cleary, Inc. Wednesday, August 25, 1993.



LSC NO.:	FIGURE NO.:
937170	9
Approximate Area of Parking Saturation	
Virginia City Parking Study	

APPENDIX A

Appendix Table A: Parking Accumulation - B Street On Saturday, August 7, 1993

Area	# of spaces	# of Cars at ... (time)							Max. %	Avg. %
		10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occ.	Occ.
B South										
- between Taylor and Flowery	60	14	15	19	20	25	32	25	53%	36%
B Central										
- between Sutton and Taylor	55	36	45	46	47	48	48	41	87%	81%
- Opera House Lot	12	2	2	3	4	4	4	5	42%	29%
- Court House Lot	25	16	20	19	25	23	24	20	100%	84%
Subtotal	92	54	67	68	76	75	76	66	83%	75%
B North										
- between Carson and Sutton	45	17	17	16	19	21	23	22	51%	43%
TOTAL	197	85	99	103	115	121	131	113	66%	56%
Percent Occupied		43%	50%	52%	58%	61%	66%	57%		

Source: Leigh, Scott & Cleary, Inc. Saturday, August 7, 1993

Note: Unmarked parking. Number of spaces estimated.

Appendix Table B: Parking Accumulation - C Street On Saturday, August 7, 1993

Area	# of spaces	# of Cars at ... (time)							Max. %	Avg. %
		10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occ.	Occ.
C South										
- between Taylor and Flowery	65	43	59	68	67	69	67	67	106%	97%
- between Flowery and B (1),(2)	<u>70</u>	<u>--</u>	<u>--</u>	<u>33</u>	<u>56</u>	<u>73</u>	<u>68</u>	<u>50</u>	104%	57%
Subtotal	135	43	59	101	123	142	135	115	105%	76%
C Central										
- between Sutton and Taylor	67	85	78	84	86	90	80	90	134%	126%
- Small Lot Near Taylor	4	4	4	4	4	4	3	4	100%	96%
- Delta Saloon Lot	57	8	22	51	52	47	45	32	91%	64%
- Bucket of Blood Lot	<u>26</u>	<u>6</u>	<u>15</u>	<u>21</u>	<u>18</u>	<u>21</u>	<u>20</u>	<u>18</u>	81%	65%
Subtotal	154	103	119	160	160	162	148	144	105%	92%
C North										
- between Carson and Sutton (1)	<u>40</u>	<u>23</u>	<u>27</u>	<u>48</u>	<u>48</u>	<u>47</u>	<u>37</u>	<u>33</u>	120%	94%
TOTAL	329	169	205	309	331	351	320	292		
Percent Occupied		51%	62%	94%	101%	107%	97%	89%		

Source: Leigh, Scott & Cleary, Inc., Saturday, August 7, 1993.

Note (1): Unmarked parking. Number of spaces estimated.

Note (2): Counted only when parking began to be a problem.

Appendix Table C: Parking Accumulation - D Street On Saturday, August 7, 1993

Area	# of spaces	# of Cars at ... (time)							Max. %	Avg. %
		10:00	11:00	12:00	1:00	2:00	3:00	4:00	Occ.	Occ.
D South										
- between Taylor and Flowery	65	5	5	31	37	43	46	37	71%	45%
D Central										
- between Sutton and Taylor	50	35	43	46	41	50	46	51	102%	89%
- Lot East of Brass Rail Saloon	24	9	22	22	23	23	17	18	96%	80%
- RV Lot Between D & E	80	2	11	23	41	31	32	24	51%	29%
- RV Lot Between E & F	80	7	14	19	25	50	48	41	63%	36%
Subtotal	234	53	90	110	130	154	143	134	66%	50%
D North										
- between Carson and Sutton (1)	60	4	6	18	21	25	23	10	42%	25%
- Lot Between C & D	54	0	3	5	4	8	11	10	20%	11%
Subtotal	114	4	9	23	25	33	34	20	30%	19%
TOTAL	413	62	104	164	192	230	223	191	56%	40%
Percent Occupied		15%	25%	40%	46%	56%	54%	46%		

Source: Leigh, Scott & Cleary, Inc., Saturday, August 7, 1993.

Note (1): Unmarked parking. Number of spaces estimated.

Appendix Table D: Parking Accumulation - B Street On Sunday, August 22, 1993

Area	# of spaces	# of Cars at ... (time)					Max. %	Avg. %
		11:00	12:00	1:00	2:00	3:00	Occ.	Occ.
B South								
- between Taylor and Flowery	60	18	21	23	21	20	38%	34%
B Central								
- between Sutton and Taylor	55	40	43	50	51	42	0%	82%
- Opera House Lot	12	3	5	8	7	6	67%	48%
- Court House Lot	25	17	23	23	22	24	96%	87%
Subtotal	92	60	71	81	80	72	88%	79%
B North								
- between Carson and Sutton	45	17	15	18	18	18	40%	38%
TOTAL	197	95	107	122	119	110	62%	56%
Percent Occupied		48%	54%	62%	60%	56%		

Source: Leigh, Scott & Cleary, Inc. Sunday, August 22, 1993.

Note: Unmarked parking. Number of spaces estimated.

Appendix Table E: Parking Accumulation - C Street On Sunday, August 22, 1993

Area	# of spaces	# of Cars at ... (time)					Max. %	Avg. %
		11:00	12:00	1:00	2:00	3:00	Occ.	Occ.
C South								
- between Taylor and Flowery	65	69	67	68	68	70	108%	105%
- between Flowery and B (1),(2)	<u>70</u>	<u>26</u>	<u>42</u>	<u>51</u>	<u>76</u>	<u>63</u>	109%	74%
Subtotal	135	95	109	119	144	133	107%	89%
C Central								
- between Sutton and Taylor	67	70	76	76	79	85	127%	115%
- Small Lot Near Taylor	4	4	4	4	4	4	100%	100%
- Delta Saloon Lot	57	31	42	46	53	44	93%	76%
- Bucket of Blood Lot	<u>26</u>	<u>8</u>	<u>16</u>	<u>25</u>	<u>26</u>	<u>18</u>	100%	72%
Subtotal	154	113	138	151	162	151	105%	93%
C North								
- between Carson and Sutton (1)	<u>40</u>	<u>26</u>	<u>32</u>	<u>45</u>	<u>47</u>	<u>42</u>	118%	96%
TOTAL	329	234	279	315	353	326		
Percent Occupied		71%	85%	96%	107%	99%		

Source: Leigh, Scott & Cleary, Inc., Sunday, August 22, 1993.

Note (1): Unmarked parking. Number of spaces estimated.

Note (2): Counted only when parking began to be a problem.

Appendix Table F: Parking Accumulation - D Street On Sunday, August 22, 1993

Area	# of spaces	# of Cars at ... (time)					Max. %	Avg. %
		11:00	12:00	1:00	2:00	3:00	Occ.	Occ.
D South								
- between Taylor and Flowery	65	24	38	32	62	44	95%	62%
D Central								
- between Sutton and Taylor	50	44	51	56	55	49	112%	102%
- Lot East of Brass Rail Saloon	24	15	19	22	20	19	92%	79%
- RV Lot Between D & E	80	3	18	35	60	63	79%	45%
- RV Lot Between E & F	80	11	21	31	30	38	48%	33%
Subtotal	234	73	109	144	165	169	72%	56%
D North								
- between Carson and Sutton (1)	60	11	18	27	24	25	45%	35%
- Lot Between C & D	54	0	3	8	11	8	20%	11%
Subtotal	114	11	21	35	35	33	31%	24%
TOTAL	413	108	168	211	262	246	63%	48%
Percent Occupied		26%	41%	51%	63%	60%		

Source: Leigh, Scott & Cleary, Inc., Sunday, August 22, 1993.

Note (1): Unmarked parking. Number of spaces estimated.

Appendix Table G: Parking Accumulation - B Street On Wednesday, August 25, 1993

Area	# of spaces	# of Cars at ... (time)					Max. %	Avg. %
		11:00	12:00	1:00	2:00	3:00	Occ.	Occ.
B South								
- between Taylor and Flowery	60	25	24	26	26	28	47%	43%
B Central								
- between Sutton and Taylor	55	40	44	45	45	41	82%	78%
- Opera House Lot	12	4	4	5	6	6	50%	42%
- Court House Lot	25	21	23	22	23	22	92%	89%
Subtotal	92	65	71	72	74	69	80%	76%
B North								
- between Carson and Sutton	45	15	16	17	15	12	38%	33%
TOTAL	197	105	111	115	115	109	58%	56%
Percent Occupied		53%	56%	58%	58%	55%		

Source: Leigh, Scott & Cleary, Inc. Wednesday, August 25, 1993.

Note: Unmarked parking. Number of spaces estimated.

Appendix Table H: Parking Accumulation - C Street On Wednesday, August 25, 1993

Area	# of spaces	# of Cars at ... (time)					Max. %	Avg. %
		11:00	12:00	1:00	2:00	3:00	Occ.	Occ.
C South								
- between Taylor and Flowery	65	67	71	68	65	59	109%	102%
- between Flowery and B (1),(2)	70	14	45	61	56	45	87%	63%
Subtotal	135	81	116	129	121	104	96%	82%
C Central								
- between Sutton and Taylor	67	61	69	65	64	65	103%	97%
- Small Lot Near Taylor	4	4	4	4	4	3	100%	95%
- Delta Saloon Lot	57	30	46	43	39	35	81%	68%
- Bucket of Blood Lot	26	6	18	16	15	15	69%	54%
Subtotal	154	101	137	128	122	118	89%	79%
C North								
- between Carson and Sutton (1)	40	15	26	32	33	33	83%	70%
TOTAL	329	197	279	289	276	255		
Percent Occupied		60%	85%	88%	84%	78%		

Source: Leigh, Scott & Cleary, Inc., Wednesday, August 25, 1993.

Note (1): Unmarked parking. Number of spaces estimated.

Note (2): Counted only when parking began to be a problem.

Appendix Table I: Parking Accumulation - D Street On Wednesday, August 25, 1993

Area	# of spaces	# of Cars at ... (time)					Max. %	Avg. %
		11:00	12:00	1:00	2:00	3:00	Occ.	Occ.
D South								
- between Taylor and Flowery	65	22	27	31	39	24	60%	44%
D Central								
- between Sutton and Taylor	50	45	48	48	43	38	96%	89%
- Lot East of Brass Rail Saloon	24	22	22	23	23	17	96%	89%
- RV Lot Between D & E	80	9	25	40	51	41	64%	42%
- RV Lot Between E & F	80	10	19	29	29	26	36%	28%
Subtotal	234	86	114	140	146	122	62%	52%
D North								
- between Carson and Sutton (1)	60	8	13	15	12	9	25%	19%
- Lot Between C & D	54	0	1	3	2	0	6%	2%
Subtotal	114	8	14	18	14	9	16%	11%
TOTAL	413	116	155	189	199	155	48%	39%
Percent Occupied		28%	38%	46%	48%	38%		

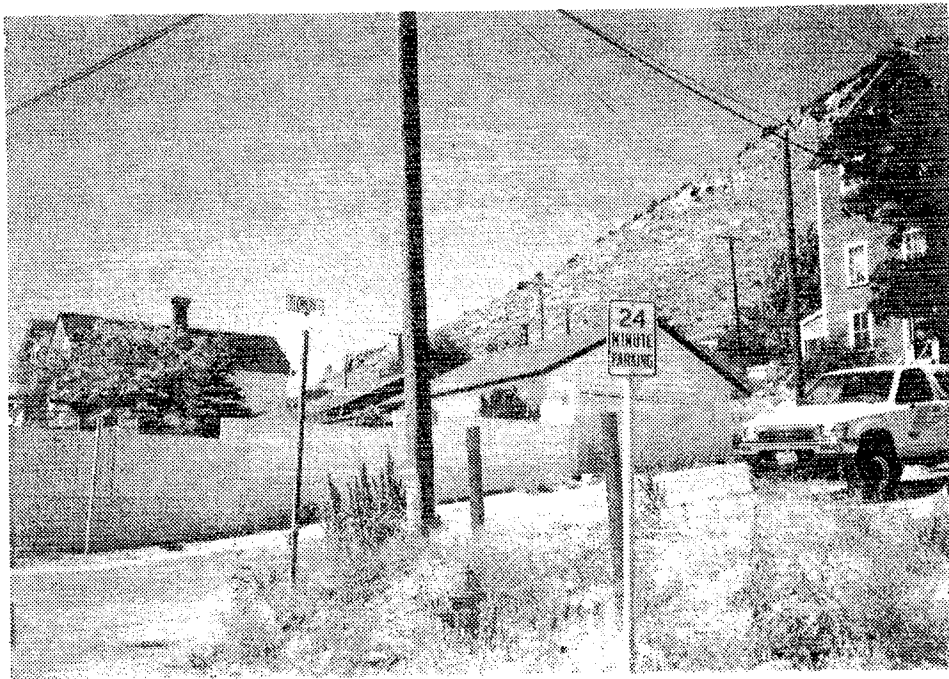
Source: Leigh, Scott & Cleary, Inc., Wednesday, August 25, 1993.

Note (1): Unmarked parking. Number of spaces estimated.

Only signed time limit parking in Virginia City (No Enforcement)

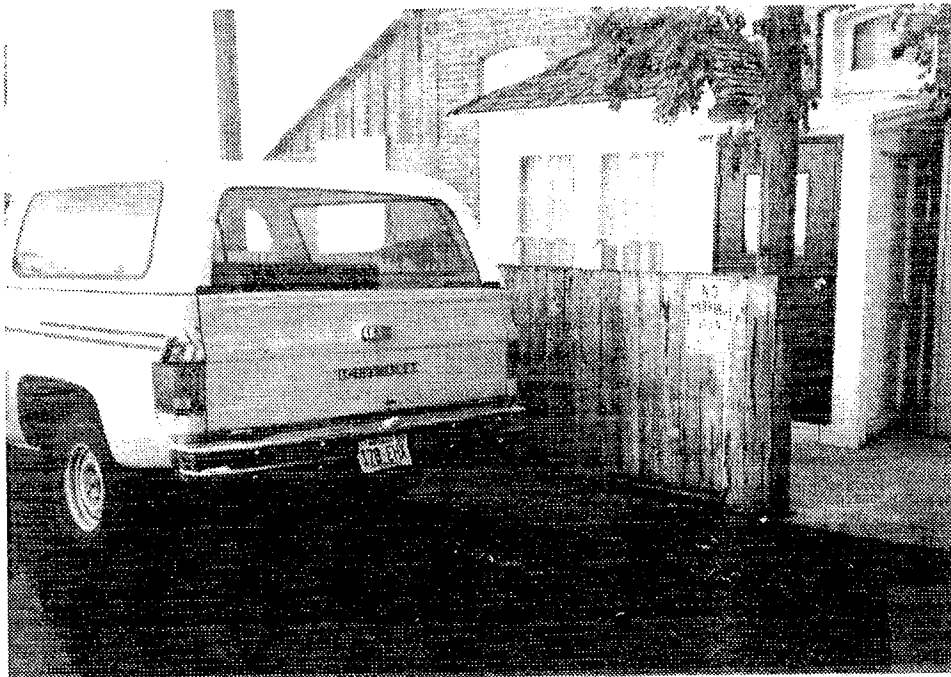
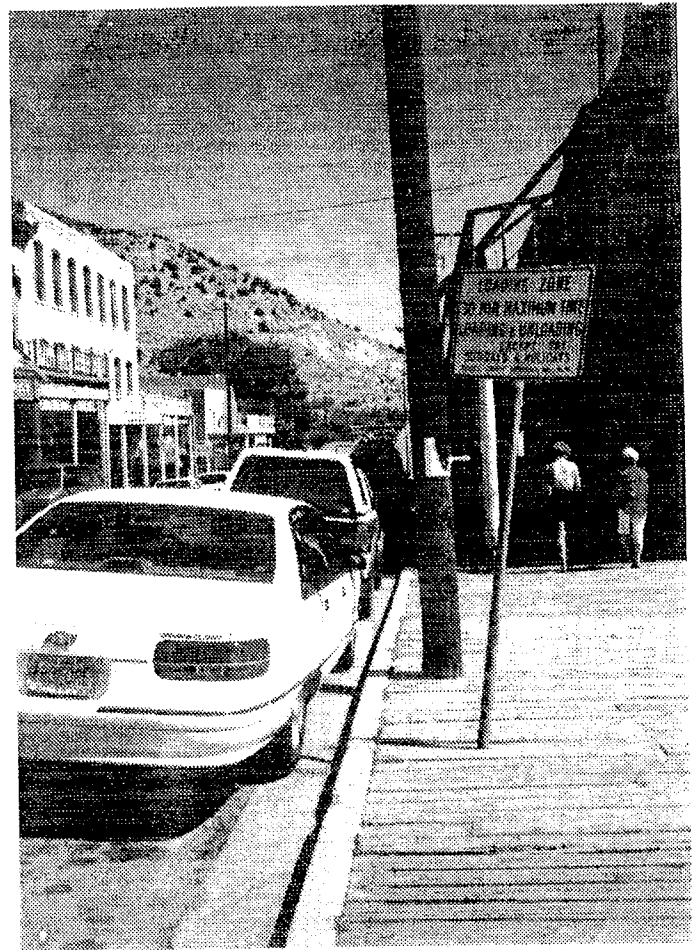
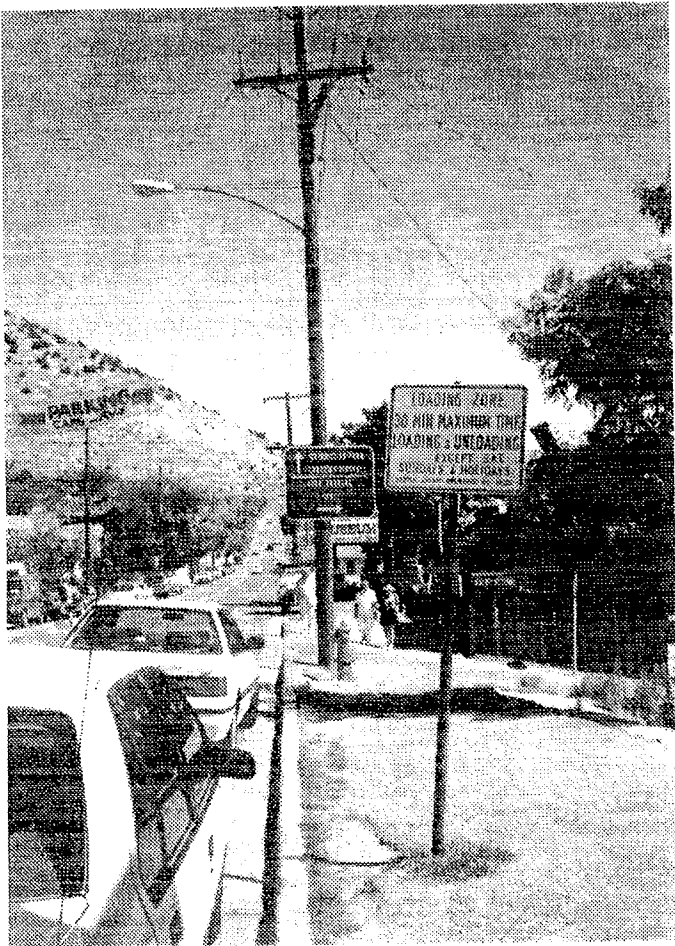


24 Minute Parking in front of the Virginia Market on C Street



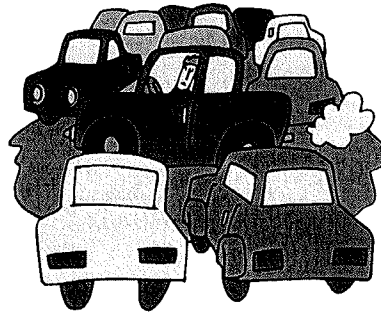
24 Minute Parking, corner of Flowery and D Streets, across from the McKay Mansion

Documentation of illegal parking in loading zones



Transportation–Parking Summit

VIRGINIA CITY



AGENDA:

- Greetings / Introductions
- Objective: Dotson, Sjovangen
 - Develop master plan
- Identify issues: ALL
 - Transportation:
 - Lack of correct vehicle(s), route, funding, etc....
 - Parking:
 - Lack of, poor locations, poor signage, streets not labeled, hot spots, etc...
- Identify solutions:
 - Transportation Ideas:
 - Best vehicle(s), route, funding, etc..
 - Town Center Concept
 - Traffic flow...one way streets?
 - Special Events only?
 - Parking Ideas:
 - Where to improve?, "No" parking areas?, Time limited parking?
 - Pay to park? (meters)
 - Directional parking
- Next steps?
- Next Meeting?