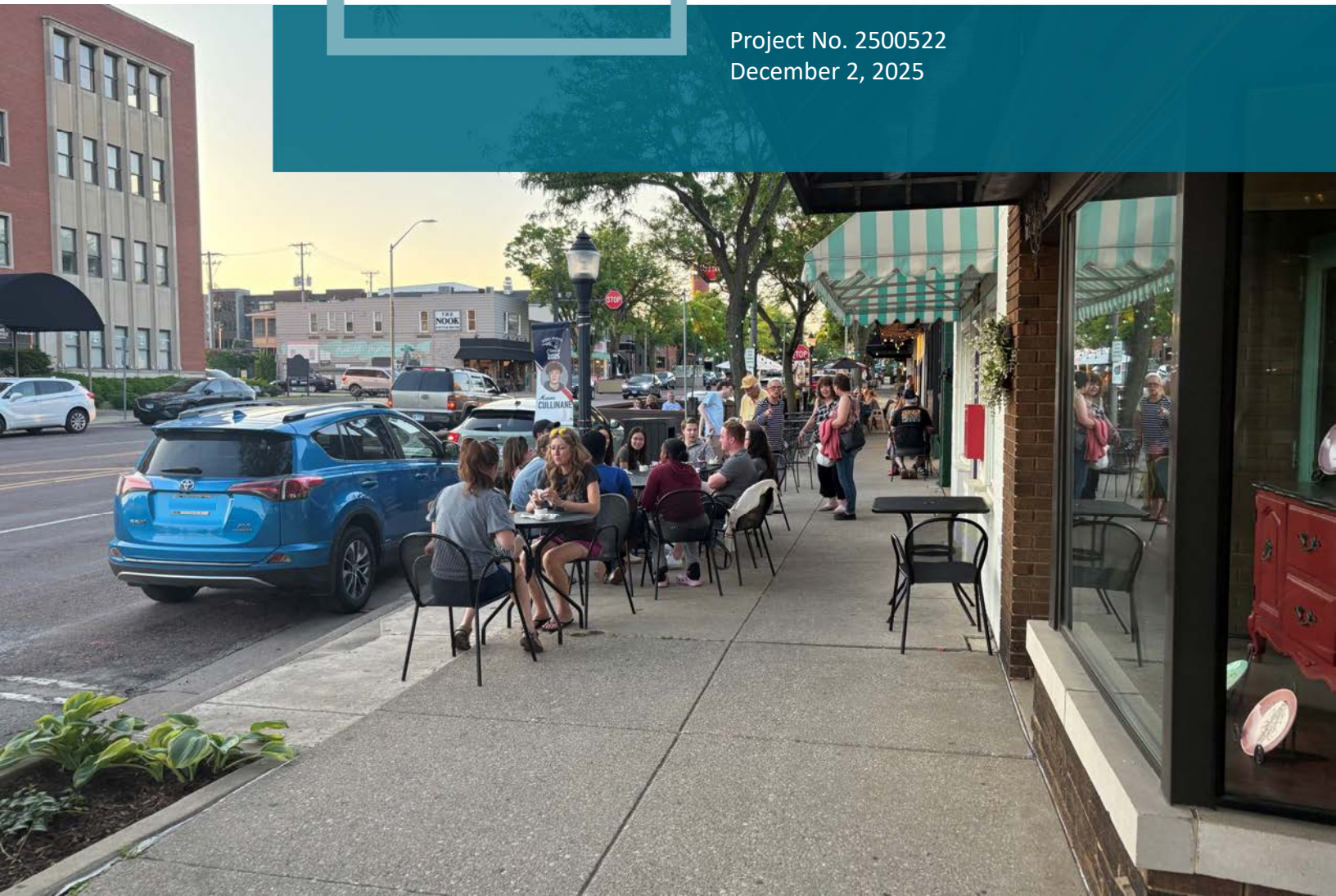


# Village of Peoria Heights Parking Study

Project No. 2500522  
December 2, 2025





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# Section

Executive Summary

# 1

## Village of Peoria Heights Parking Study

### Executive Summary

Downtown Peoria Heights continues to be a regional destination with shops, restaurants, offices, residences, and public spaces attracting visitors from several counties. “Restaurant Row” has continued to grow and evolve to include numerous entertainment opportunities. The Village of Peoria Heights is also undergoing changes related to zoning and the use of Prospect Road with updated standards and design elements. The continued vibrancy along with potential changes to downtown has led Village leaders to study the current parking situation and plan for future needs.

### Parking Study Process

The parking study included community engagement to understand the needs of those using and counting on the parking system. The consultant team use various tools to engage the public in a discussion of parking in downtown Peoria Heights.

- One-on-one interviews with:
  - Business and property owners
  - Village staff and consultants
  - Members of the Village Board
- Intercept surveys of downtown employees and visitors
- Public online survey with 132 responses

The study team inventoried all parking along the Prospect Road corridor from Lake Avenue to Kingman Avenue, and east to west from Columbus Avenue to Atlantic Avenue. There are 2,260 parking spaces in the study area with 1,573 in off-street parking lots and 687 on-street. Most of the parking is privately owned, with the Village owning 80 off-street spaces and regulating use of the on-street spaces. The team also conducted parking vehicle counts on eight separate dates to understand how the parking areas are being used and the occupancy levels. While there were high demand locations such as Heritage Square on Wednesday and weekend evenings, and along Prospect Road on weekend evenings, the overall parking occupancy of downtown was below 50% at almost all times.

Prospect Road is classified as and generally functions as a Minor Arterial, carrying between 9,100 and 12,100 vehicles per day. There is a steady flow of traffic with noticeable peaks during rush hours. Vehicles entering and exiting parking spaces or circling and searching for parking can affect roadway traffic and traffic flow. Prospect Road traffic generally operates organized and uninterrupted other than the somewhat unusual pattern of signalized intersections and All-Way Stop Control intersections.

There are numerous parking lots in Peoria Heights, and while some of them are not available for public use, there is enough parking to meet the needs of employees and visitors on typical days. Prospect Road is well utilized from Marietta Avenue to Samuel Avenue on a busy evening, but there is on-street availability north of Samuel Avenue and down many of the side streets. The private parking lots immediately adjacent to Heritage Square and Oliver’s are well utilized when those businesses are active.

The “Pabst Lot” has served as the unofficial public parking lot for many years. Employees and regular patrons utilize the lot for convenient and available parking free of charge. In Fall of 2025 The Pabst lot became paid parking with the lot enlarged to 181 spaces, adding over 50 new spaces to downtown public parking. It provides a



large amount of parking in a convenient location to support local businesses and activity. However, for the first time in recent memory, parking in Peoria Heights will have a cost to the parker.

The changes to the Pabst Lot coincide with other changes in the community. The recent zoning update created a parking exempt district in downtown (no parking requirements in site plans). Considering the surplus of parking downtown currently, exempting new development from parking requirements should not create a parking shortage, although it will need to be monitored over time. The interjection of private paid parking into downtown supports the exempt district and allows the private sector to lead on providing parking solutions for the vibrant area. Additionally, the Village is studying the layout of Prospect Road. The changes should improve function of the road and increase pedestrian access and use. Taken together, these three changes will alter the downtown patterns that have become familiar over the past several years.

## Recommendations

The downtowns' most valuable parking asset is on-street parking. It provides easy to use and close proximity parking for many downtown businesses and organizations. It is available at no cost to the parker but has a three-hour time limit along Prospect Road and some of the side streets. As parking demand increases and paid off-street parking becomes more integrated into the system, pressure on the on-street parking spaces will increase. The on-street spaces will become both the most convenient AND the lowest price (free). This combination will encourage those without a designated parking space to utilize the on-street parking as a first choice. This dynamic may also cause increased parking on the side streets, potentially encroaching into residential areas.

The Police Department should conduct enforcement of the three-hour time limit consistently to maintain the open spaces for patrons and downtown visitors. Consistent enforcement is not heavy handed but occurs regularly and encourages all-day or long-term parkers to seek appropriate parking in off-street locations. The on-street three-hour restrictions do not match the highest activity times for downtown. Due to the numerous restaurants, the busiest time is evenings. On-street enforcement times should be modified to 9:00 a.m.– 8:00 p.m., Monday through Saturday. Updated signage will be necessary to effectively communicate the change.

The Village encourages alternative transportation modes and would like to see as many people arrive downtown without a vehicle as possible. The online survey noted a willingness of local patrons to walk (15%) and bicycle (40%) to downtown under the right circumstances. The Village has good pedestrian connectivity to the surrounding neighborhoods. The Prospect Road reconfiguration will address concerns about pedestrians crossing Prospect Road at the main intersections of Marietta Avenue, Kelly, Avenue, Sieberling, Avenue., and Duryea Avenue. The four lanes of Prospect Road can be intimidating to cross and changes should make the intersections more pedestrian friendly. Additionally, in-road pedestrian signage at key locations could help with pedestrian crossings.

The Rock Island Greenway enters downtown at Marietta Avenue, but a more convenient location on Duryea Avenue is already established and should be promoted for bicyclists on the Greenway with enhanced signage, bicycle racks and potentially a modest trailhead. Duryea Avenue brings bicyclists into downtown at the top of the hill and provides a buffer when approaching Prospect Road. Infrastructure improvements, implementing the Active Transportation Plan, planning warm weather events and increased promotion of biking can positively impact businesses and bring people downtown. The Village should encourage alternative transportation but must realize that the region is heavily auto dependent and will likely continue to be a driving community for the foreseeable future, especially during inclement weather.

Considering the changes to parking in downtown, it is important to engage with the community and measure results. The introduction of paid parking will increase the opportunity for private parking lot owners to rent excess parking spaces to other businesses for their employees. The Chamber of Commerce can help with promotion and connecting businesses with one another to share parking assets such as underutilized private parking lots. This

practice maximizes use of existing parking and diminishes the need to build more parking when there is an adequate supply. To understand how the changes are impacting downtown parking, the Village should conduct quarterly parking occupancy counts utilizing the baseline GIS inventory and protocols that have been set up for this study. Unlike the study data, one daytime and one weekend evening count per quarter should be adequate to understand the patterns and parking demand. Prospect Road and the side streets should be monitored to understand overall changes in use and potential encroachment into the neighborhoods. The counts can be done in a few hours by staff, or potentially Tri-County Planning could provide both the GIS expertise and parking count labor. The parking counts, along with the overall parking situation should be reviewed annually at a Village Board meeting.

The Prospect Road Study is considering how to maximize the primary street of downtown to benefit the district. The suggested changes in parking operations will slightly impact traffic and the Village should monitor increased traffic on parallel streets. The proposed changes will likely have a calming effect on traffic and improve pedestrian facilities, it may also result in reduced overall capacity and more noticeable congestion during peak hours.

## **Conclusion**

Downtown Peoria Heights is a regional destination serving local residents as well as communities across several counties. The Restaurant Row reputation persists with a great collection of local bars, restaurants, and event spaces. There is also investment in the area with new buildings and remodeled existing buildings. The parking supply is adequate to meet the expanding parking demand as long as privately owned parking spaces are available for public use. Private landowners appear to be willing to share parking assets, although the community will have to adjust to paid parking opportunities.

The Village should dedicate time to parking enforcement of the three-hour on-street zones and monitor whether on-street parking is spilling over into the neighborhoods. The zoning changes, paid parking, and re-design of Prospect Road will cause the neighborhood to feel different than it has in the past. The Village Board should monitor parking occupancy levels and proactively discuss parking at least once annually at Village Board Meetings to understand the impact on the community.

# Section

Findings and Recommendations

# 2

# Peoria Heights Parking Study Village Board Presentation

December 2, 2025

Final Submission



**GHA** GEWALT HAMILTON  
ASSOCIATES, INC.



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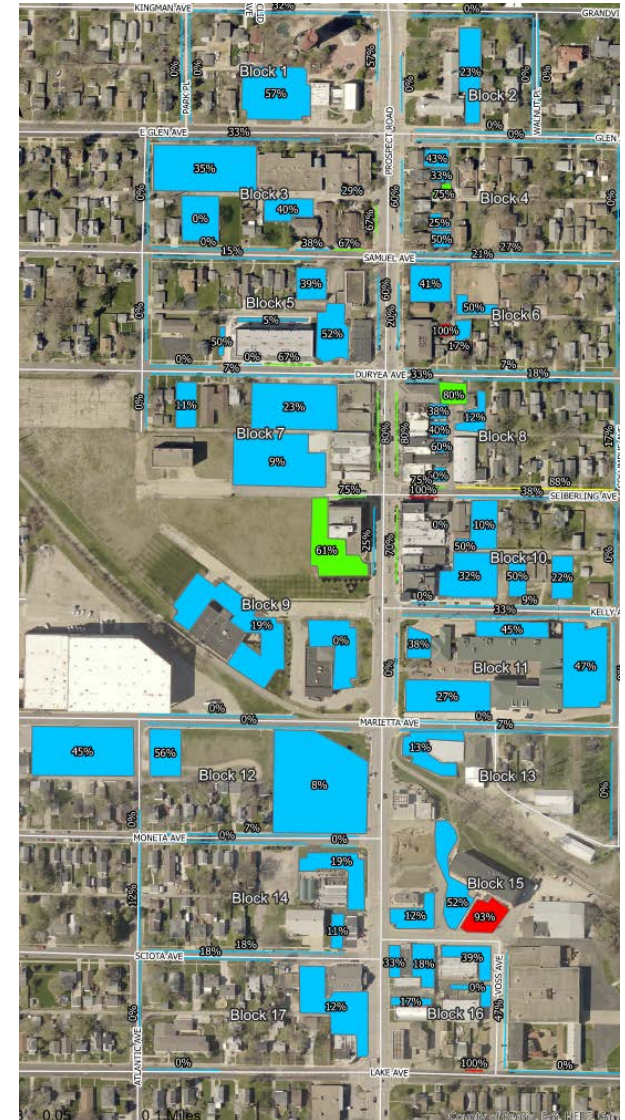
## Study Tasks

- Measure parking supply and demand for the downtown / Prospect Road area
- Gather input from the public regarding parking perceptions
- Evaluate operational policies and patron service
- Coordinate parking planning with other planning initiatives
  - Prospect Road plan and zoning update
- Consider opportunities for alternative transportation
- Plan for future parking and operational needs



# Study Area

- Focused along Prospect Road from Kingman Ave. to Lake Ave.
- One block east and west
- Public on-street parking
- Two public (Village Owned) parking lots
- Private parking lots throughout the area
- Parking data gathered via GIS
  - Parking inventory (spaces)
  - Multiple occupancy counts (cars)



# Parking Supply



- 2,260 total parking spaces
  - 1,573 total off-street spaces
    - 80 off-street public parking spaces
    - Village Hall Lot and Duryea Lot
  - 687 on-street spaces
- Core area – Kingman Ave. to Marietta Ave.
  - 1,111 off-street spaces
  - 497 on-street spaces
- Prospect Road – 95 spaces
- All inventory and occupancy data collected and stored in GIS platform



# Hours and Regulations

- 3-hour parking 8a-6p along Prospect Road between Kelly Ave. and Glen Ave.
  - 1200 Block E Duryea Ave.
- 3-hour parking 7a-7p E Duryea Ave. between
  - N Atlantic and Columbus Ave.
- Parking is currently free in Village owned public parking and private parking lots
  - (There may be fees associated with some private or reserved areas that are unknown.)
- Overtime parking citation - \$5 payable within 14 days







## GIS Format

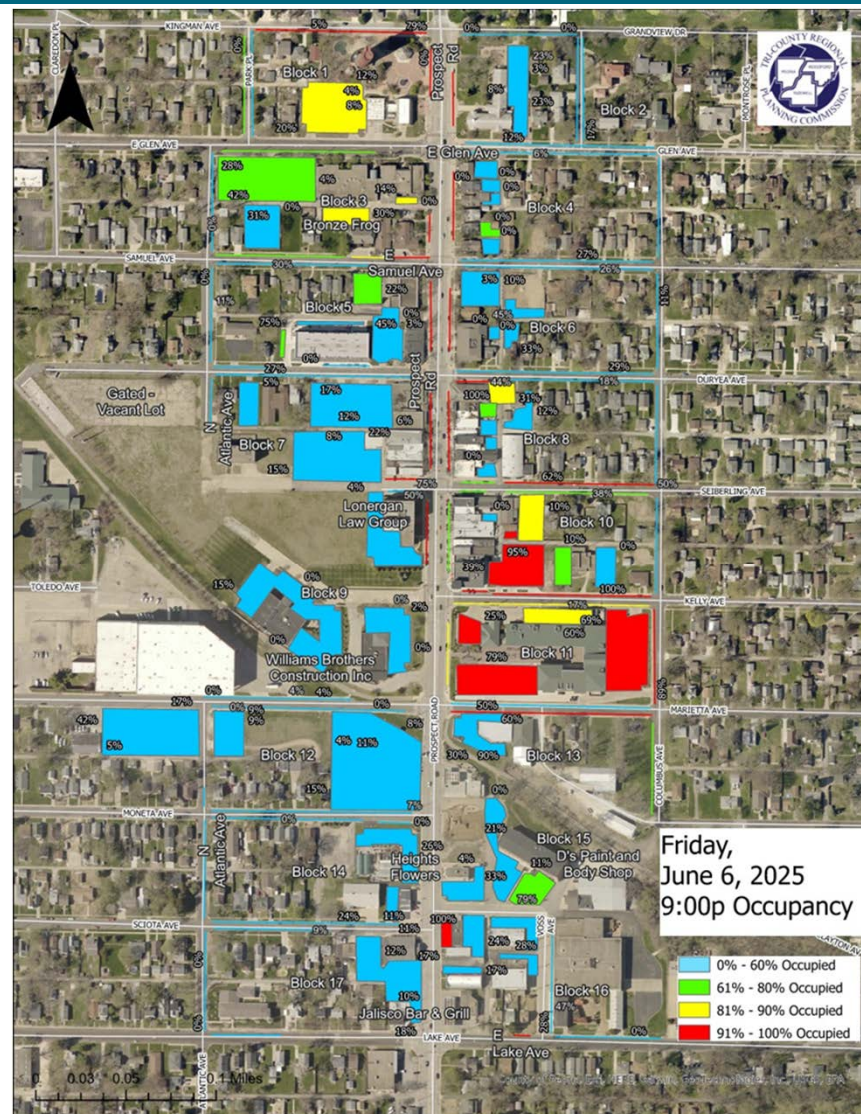
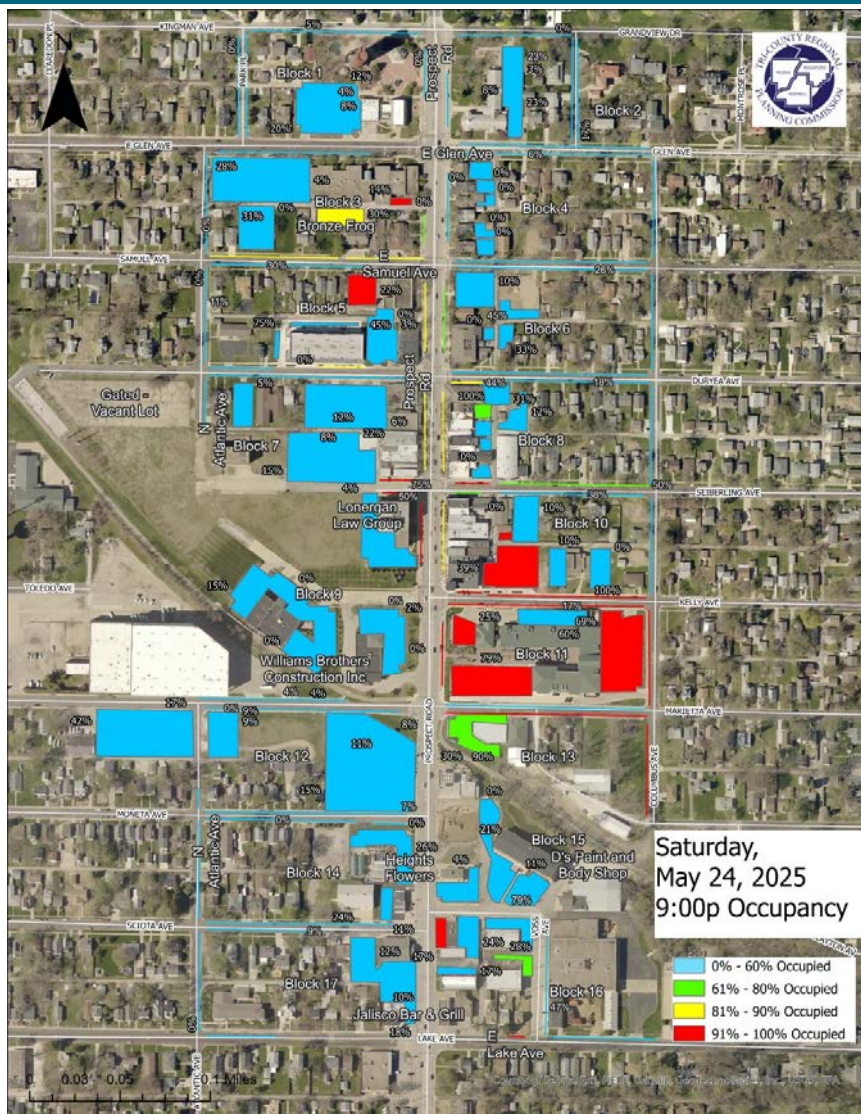
- All parking supply and parking occupancy information is stored in a GIS format for future use and comparison
- Easily update inventory changes annually
- Build upon occupancy information to understand how development and building use changes are impacting parking use

# Parking Occupancy

- Overall occupancy did not exceed 50% during study counts
- Core area occupancy peaked near 50%
- Prospect Road exceeded 90% on a busy Friday evening – June 6, 2025
- Parking near Heritage Square and other restaurant / entertainment areas was high during peak times
- Most patrons can find a space within two blocks of their destination









# Community Engagement

- Individual meetings with local business owners, Board Members and staff
- Public meeting with community invited to attend and give comments
- Intercept surveys – spoke with patrons on the sidewalk during a busy Friday evening (May 16, 2025)
- Online survey to gather input and details on how employees and patrons use parking





## Public Survey Feedback

- 132 responses
- Main reasons for visiting downtown is restaurants, bars and shopping
  - Restaurants – 71% of all respondents
- 66% visit on weekend evenings (Fri and Sat)
- 80% drive as primary mode of transportation - 15% walk
- 85% of respondents believe they park a reasonable distance from their destination
- 93% feel safe when parking downtown
- Concerns expressed about residential street parking being utilized

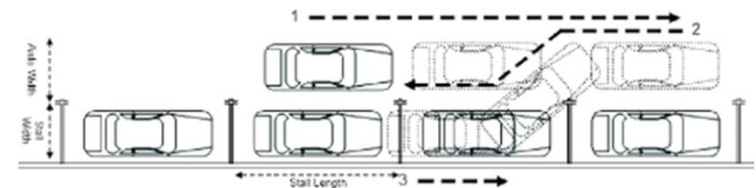
# Alternative Transportation

- Survey indicated willingness (15%) of pedestrians to walk downtown if they live nearby
- Biking – either on the street or using the Greenway – was lower.
  - There are bicycle racks downtown, but no bicycle lanes on Prospect Road
- CityLink Route #12 has stops on Prospect Road
  - 1.6% of survey respondents use transit system
    - 94% unlikely to use even with enhancements
  - Last bus leaves at 10:10pm M-F and 8:40pm on Saturday
    - May not support employee transportation needs



# Traffic Relationship

- Prospect Road
  - Minor Arterial Functional Classification
  - 4 to 5 lane cross section
  - Carries between 9,100-12,500 vehicles daily
  - Steady traffic flow with distinct peak periods
  - 4-way stop, signal, 4-way stop, 2-way stop, 2-way stop, signal
- Relationship between traffic and parking
  - Vehicles may cruise streets looking for available no fee parking
- Addressed in Prospect Road Study





## Parking Goals from Comprehensive Plan

- ❖ *Prohibit the construction of new parking lots along Prospect Road. If additional public parking lots or public parking structures are needed, they should be located off of Prospect Road but within easy walking distance.*
- ❖ *Update the zoning ordinance to require property owners to provide perimeter screening, landscaped islands, pedestrian-scaled lighting, and bicycle parking.*
- ❖ *Require cross-lot access between private parking lots.*
- ❖ *Incorporate sustainable features in public parking lots and provide incentives for elements such as permeable paving, bioswales, rain gardens, and LED lighting.*

# Parking Planning and Operational Goals

- Patron ease of use and access to downtown – Keep The Heights Vibrant!
- Light operational requirements – Village staff is minimal, with little appetite for additional positions
- Integrate parking needs with other planning tools and initiatives – Prospect Road and zoning update
- Monitor parking to adjust to changes
- Seek opportunities to increase alternative transportation options



**COMPREHENSIVE PLAN**



# Findings and Solutions



# Parking Issues and Future Considerations

- Overall parking capacity is not currently a problem
- Development on existing parking lots may decrease parking supply and increase occupancy levels
- Private parking owners have begun to start charging for parking
  - Village has little control of pricing, policy, and patron experience
  - This may bring currently unavailable parking into the public realm
- The Pabst Lot has served as the largest public parking lot in downtown for years – how will the community react to paid parking on the site?
  - Increase from 127 to 181 spaces
  - Patrons will be the main customers of paid parking, employees will seek other options

# Paid Parking Implications

- Other private parking lot owners will make choices
  - Install paid parking
  - Protect parking lots with No Parking / Towing
  - Allow public use of their parking lots, although they may want to define the terms
- The on-street parking spaces may become a point of contention – they are now BOTH the most convenient and the lowest priced parking options
- A paid parking market can be an effective tool in managing overall supply and access to downtown
  - Especially with downtown becoming a parking exempt district by zoning



# On-Street Parking

- 8am – 6pm operating hours do not reflect current conditions
  - Downtown is busier in the evening than during the day
- Three hour time limit is appropriate for patrons to conduct a range of activities at several locations
- Enforcement is light
  - Only one survey respondent received a citation in the past three years
- Employees are occupying some on-street parking spaces due to convenience, even though the intention is patron parking
- On-street spaces will become more desired by employees with paid off-street parking on the Pabst site



# Off-Street Parking

- Best location for longer term (more than three hour) parking needs for employees and residents
- Plenty of private parking available throughout the downtown
- Encourage businesses / organizations to work together to share
  - Underutilized parking lots
  - Shared use – office / shopping daytime and restaurant in evening
- Encourage market driven solutions – sharing of spaces, paid parking
- Monitor opportunities to create additional parking
  - Lots on Duryea Ave. and Atlantic Ave.
  - Sherman's Distribution lots for evening use
  - 1200 Duryea Ave. lots that are under capacity

# Alternative Transportation

- Unlikely to greatly increase CityLink use unless time on bus starts to compare closely with time to drive
- 40% of survey respondents open to bicycling to downtown
  - Opportunity to increase bicycle use through promotion
  - Weather dependent
- Encourage private parking lot owners to install EV charging
- Peoria Heights will continue to be a predominantly driving community for the foreseeable future
  - Promote opportunities without expecting dramatic changes
- Implement 2024 Active Transportation Plan



# On-Street Regulation Recommendations

- Adjust on-street hours of operation
  - 9am – 9pm, Monday through Saturday to protect spaces for turnover
  - Audit signage for message consistency
- Enforce on-street parking regularly (essential)
  - Not heavy handed, but enough to discourage employee parking
  - Monitor use and communicate with business owners on need
    - Businesses will not want patrons walking blocks while employees are parked on Prospect Road
- Overtime citation fees (tiered to discourage repeat violators)
  - One per year – warning, no fee
  - 2<sup>nd</sup> – 6<sup>th</sup> citations annually - \$15 each
  - 7<sup>th</sup> or more citations annually - \$30 each
- No Parking Zone fine - \$30





# On-Street Parking Recommendations

- Maintain as many spaces on Prospect Road as possible with the reconfiguration
  - Add ADA spaces in conformity with PROWAG
- Continue parklets as long as safety and other needs met
- Monitor side (neighborhood) streets for encroachment and implement protections if necessary – time limits or residential permit zones
- Include one 15-minute drop-off zone on each side of Prospect Road for personal vehicle, Uber/Lyft, to increase access
  - Duryea Ave. or Seiberling Ave. near Prospect Road



# Alternative Transportation Recommendations

- Improve Greenway access at Duryea Ave.
  - Signage on Greenway and downtown, bike racks
- Team with local organizations to plan bicycle events
  - Restaurant and destination sponsors
- Expand bicycle infrastructure / routes from neighborhoods to Greenway
  - Connect more homes to Greenway access
- Improve Prospect Road pedestrian crossings so they feel safer
  - Road study and signalization project should address
- EXPECT patrons to walk 2-3 blocks from parking to destination
  - Downtown is beautiful, walkable, and compact



# Operational Recommendations

- Increase parking enforcement of on-street time limits as needed by activity
  - Consistent, not heavy handed
  - Monitor / limit employee parking on the street – specifically Prospect Road
- Coordinate with the Chamber of Commerce and other organizations to help businesses connect and share parking assets
  - Employee parking spaces / permits
  - Shared use agreements – day and evening use
- Assign staff, Village Board member, or outside group to summarize parking information and future needs at one Board meeting annually
  - Create brief parking page on Village website to show locations and policy
- Eliminate three-hour time limit on Duryea Ave. Village lot
  - Limit parking to 24 hour maximum – enforce regularly

# Ongoing Parking Occupancy and Usage

- Conduct quarterly occupancy counts in GIS for all on- and off-street parking
  - Monitor side streets into the neighborhoods for encroachment
  - Are the private parking lots (paid or free) providing enough parking for the community?
  - Are the on-street spaces turning over to accommodate patrons and guests?
- Assess how zoning changes are impacting downtown parking occupancy
- Share information with business and community to maintain transparency and communication on parking issues
- Additional parking supply is not necessary until parking occupancy exceeds 80% across three or more blocks regularly





# Summary

- There is adequate parking downtown to meet current and immediate future parking demand
- The introduction of paid public parking will change the dynamics – measure and adjust to changes
  - Creates public parking that the Village does not have to build, operate and maintain
  - Compliments new parking exempt zoning policy
- Support local businesses in sharing parking assets
- Monitor occupancy over time to know when to make changes
  - Discuss at Village Board annually, someone needs to take the lead





**GHA** GEWALT HAMILTON  
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**TRI-COUNTY REGIONAL  
PLANNING COMMISSION**

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Parking Study Recommendations Matrix													
Village of Peoria Heights, Illinois													
Fall 2025													
Recommendation	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9	Year 10	Potential Cost	Team	Priority
1 Operational Solutions													
1.1 Adjust On-Street Hours of Operation (9am - 9pm)											Staff time	VB/PD	High
1.11 Update signage with complete information											\$25,000	DPW	High
1.2 Review hours / days of operation / enforcement	Review Policy Success Annually										Staff time	VB/VA/PD	Medium
1.3 Conduct quarterly parking occupancy counts											Staff time	VA/DPW	High
1.4 Enforce on-street parking regularly											Staff time	PD	High
2 Parking Policy Solutions													
2.1 Coordinate with local businesses to bring private parking into public use (paid or free)											Staff Time	PLN/CHM	Medium
2.2 Update Village Board annually on parking situation											Staff time	VB/VA	High
2.3 Meet annually with owners of paid parking											Staff time	PLN	Medium
2.4 Coordinate with the Chamber and other organizations on parking needs											Staff time	PLN	Medium
3 Planning Solutions													
3.1 Monitor options to increase Village owned off-street parking	Monitor Options and Identify Property to Target										Staff time	VB/VA/DPW	Medium
3.2 Implement zoning update and monitor impact			Monitor								Staff time	VA/PLN	High
3.3 Implement Active Transportation Plan	Long-Term Project										Staff time/\$ unknown	VB/PLN	Medium
3.4 Enhance the Greenway connection with downtown at Duryea Ave.											Staff time	VB/DPW	Medium
3.5 Conduct bicycle events and promotion with local organizations	Ongoing										Staff time	PLN/CHM	Low

VB = Village Board  
VA = Village Administrator  
DPW = Department of Public Works  
PD = Police Department  
PLN = Planning / Economic Development  
CHM = Chamber of Commerce

Peoria Heights Parking Study		
Action Items - Fall 2025		
Planning / Leadership	Timing	Priority
Identify Parking Leadership	6 Months	Highest
Board Responsibility (One Trustee and an Annual Meeting)	6 Months	High
Individual Responsibility (Staff or 3rd party)	6 Months	High
Develop parking benchmarks	12-24 Months	High
Conduct quarterly parking occupancy counts via GIS	Quarterly	High
Vehicle turnover on Prospect Road to measure employee use	Quarterly	High
Monitor side streets for increased parking and traffic activity	Quarterly	High
Report benchmarks to Village Board once per year	Annually	High
Communicate regularly with business owners on parking issues	Ongoing	Medium
Attend one annual Chamber of Commerce Meeting to discuss parking	Annually	Medium
Contact / connect private land owners for shared use	12 Months	Medium
Identify opportunities to manage parking supply	12-60 Months	Medium
Meet with paid parking lot owners once per year	Annually	Medium
Identify potential property for a municipal parking lots	60 Months	Medium
Seek opportunities to bring private parking into public use	Ongoing	Medium
Monitor parking development in coordination with Comprehensive Plan	Ongoing	High
Site plan reviews restrict parking along Prospect Road	Ongoing	High
Encourage shared parking in downtown Parking Exempt district	Ongoing	High
Coordinate with local, State, and regional agencies on transportation issues	Ongoing	Medium
Prospect Road renovations	12 Months	Medium
2024 Active Transportation Plan	Ongoing	Medium
Create Duryea Ave Trailhead (signs and bicycle rack)	18 Months	Medium
Bicycle connections from neighborhoods to Greenway	36 Months	Low
Enforce on-street parking policy regularly	Immediately	Monitor
Update hours of operation (9am - 9pm)	12 Months	High
Update citation fees	12 Months	Medium
Meet with business owners regarding employee parking on the street	Immediately	High
Improvements / Projects		
Update time limit signage across downtown (9am - 9pm)	24 Months	High
Install loading zone / 30 minute spaces on select blocks	12 Months	Medium
Add parking page to Village website	24 Months	Medium
Update ADA parking spaces as part of Prospect Road project	When Constructed	High



# Section

Parking Occupancy Data

A decorative graphic consisting of a horizontal line and a vertical line intersecting, with a large white number '3' positioned to the right of the intersection.

# 3

Off-Street Parking - Daytime					Wednesday April 23			
					Morning (10a-12p)		Afternoon (12p-2p)	
					Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
Block ID	Name	Inventory	Comments	Public Y/N				
Block 1	Peoria Heights Fire Department	49	6 Designated Fire Dept spaces, 3 ADA spaces	Y	8	16.3%	9	17.35%
Block 2	Montessori School of Peoria	39	6 ADA spaces	N	10	24.4%	9	23.08%
Block 3	Pearl Companies	102	5 ADA spaces	N	32	31.4%	33	32.35%
	Pearl Companies	36		N	0	0.00%	0	0.00%
	Pearl Insurance	7		N	1	14.3%	3	35.71%
	Bronze Frog	20		N	6	27.5%	5	25.00%
	Total	165			39	23.3%	41	24.55%
Block 4	Backlund Investment	7		N	4	50.0%	3	35.71%
	Cypress Asset Management	3		N	3	83.3%	3	83.33%
	Rantis Law	4		N	1	25.0%	2	50.00%
	Sweet Caroline's Possibilities	4		N	2	50.0%	3	62.50%
	Leaves n' Beans Coffee	6		N	4	58.3%	4	58.33%
	Total	24			13	52.1%	13	54.17%
Block 5	Public Parking	31	4 ADA spaces	Y	8	24.2%	6	19.35%
	The Heights Bank	18		N	8	44.4%	9	47.22%
	Twelve21 Duryea	19	2 ADA spaces	N	4	18.4%	3	13.16%
	Twelve21 Duryea	4		N	2	37.5%	1	25.00%
	Total	72			21	28.5%	18	25.00%
Block 6	Unknown	29		N	13	44.8%	12	41.38%
	1310 Samuel Avenue Condos	2	1 ADA space	N	1	50.0%	1	50.00%
	Healing Hands Bodywork	2		N	1	25.0%	1	50.00%
	Keller Williams Realty	6		N	2	25.0%	2	33.33%
	Total	39			16	41.0%	16	41.03%
Block 7	Curious Baubles	19	1 ADA space	N	1	5.3%	1	5.26%
	Pabst Lot	99		N	10	9.6%	23	22.73%
	Baird Private Wealth Management	93	3 ADA spaces	N	18	19.4%	14	15.05%
	Total	211			29	13.5%	38	17.77%
Block 8	Tyler A. Evans, MD, FACS	10		N	5	50.0%	6	55.00%
	Alleyway Parking	6		N	3	50.0%	4	58.33%
	KW Skin	16		N	4	25.0%	5	28.13%
	Publik House	8		N	6	75.0%	6	68.75%
	Gallery Homes Real Estate	10		N	3	30.0%	3	25.00%
	Jordyn Baker Hair	5		N	1	20.0%	2	30.00%
	Total	55			22	40.0%	23	41.82%
Block 9	Lonerган Law Group	28	1 ADA space	N	12	42.9%	13	46.43%
	Williams Brothers Construction Inc	79	2 ADA spaces	N	23	28.5%	19	24.05%
	Vacant (formerly CVS)	49	3 ADA spaces	N	0	0.0%	0	0.00%
	Total	156			35	22.1%	32	20.51%
Block 10	Alluring Insurance Group	21	2 ADA spaces	N	2	7.1%	3	11.90%
	Matt Rupert - Thrivent	59	2 ADA spaces	N	25	41.5%	38	64.41%
	WE Sullivan's Irish Pub and Fare	4		N	2	37.5%	3	75.00%
	Cafe Santa Rosa	10	1 ADA space	N	6	60.0%	6	55.00%
	Cafe Santa Rosa	18	1 ADA space	N	4	22.2%	8	44.44%
	Casa Agave Alley Lot	2		N	0	0.0%	1	50.00%
	Total	114			38	32.9%	58	50.88%

Tuesday April 29			
Morning (10a-12p)		Afternoon (12p-2p)	
Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
21	41.84%	12	24.49%
9	23.08%	9	22.22%
35	33.82%	30	29.74%
0	0.00%	0	0.00%
1	14.29%	0	0.00%
8	40.00%	8	40.00%
44	26.36%	38	23.23%
3	42.86%	3	38.10%
1	33.33%	2	66.67%
3	75.00%	3	66.67%
1	25.00%	2	50.00%
4	58.33%	3	55.56%
12	47.92%	13	52.78%
16	50.00%	9	30.11%
7	36.11%	7	37.04%
1	5.26%	1	5.26%
2	37.50%	1	33.33%
25	34.03%	18	25.46%
12	41.38%	10	34.48%
1	50.00%	1	50.00%
2	75.00%	1	66.67%
1	16.67%	1	11.11%
16	39.74%	13	33.33%
2	10.53%	2	12.28%
11	11.11%	15	15.49%
20	21.51%	21	22.22%
33	15.64%	38	18.17%
9	85.00%	8	83.33%
4	58.33%	4	61.11%
2	12.50%	3	16.67%
3	31.25%	5	58.33%
5	45.00%	5	46.67%
3	60.00%	5	93.33%
24	43.64%	29	52.12%
17	60.71%	15	53.57%
15	18.99%	12	14.77%
0	0.00%	0	0.00%
32	20.51%	27	17.09%
2	9.52%	4	17.46%
24	40.68%	40	67.80%
2	50.00%	3	75.00%
4	35.00%	3	30.00%
4	22.22%	1	7.41%
0	0.00%	0	0.00%
36	31.14%	51	44.74%

Friday May 9			
Morning (10a-12p)		Afternoon (12p-2p)	
Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
12	24.49%	12	24.49%
7	17.95%	8	19.66%
25	24.51%	22	21.24%
0	0.00%	0	0.00%
2	28.57%	2	28.57%
6	27.50%	4	20.00%
33	19.70%	28	16.77%
6	78.57%	3	47.62%
2	66.67%	1	22.22%
3	75.00%	1	33.33%
1	25.00%	2	41.67%
5	83.33%	5	83.33%
17	68.75%	12	50.00%
7	22.58%	10	32.26%
7	38.89%	5	27.78%
2	10.53%	2	10.53%
0	0.00%	0	0.00%
16	22.22%	17	23.61%
11	36.21%	8	27.59%
1	50.00%	1	50.00%
1	25.00%	0	16.67%
1	16.67%	1	16.67%
13	33.33%	10	26.50%
2	7.89%	1	5.26%
22	21.72%	37	37.04%
13	13.44%	10	11.11%
36	16.82%	48	22.75%
3	25.00%	2	20.00%
4	66.67%	3	55.56%
8	50.00%	4	27.08%
3	31.25%	5	58.33%
4	40.00%	6	56.67%
4	70.00%	4	86.67%
25	44.55%	24	44.24%
14	50.00%	12	42.86%
15	18.35%	15	18.99%
0	0.00%	0	0.00%
29	18.27%	27	17.31%
2	7.14%	7	34.92%
36	60.17%	47	79.66%
4	87.50%	4	100.00%
5	50.00%	3	33.33%
7	36.11%	2	9.26%
2	75.00%	2	100.00%
54	46.93%	65	57.31%

Continued on next page

Off-Street Parking - Daytime					Wednesday April 23				Tuesday April 29				Friday May 9			
					Morning (10a-12p)		Afternoon (12p-2p)		Morning (10a-12p)		Afternoon (12p-2p)		Morning (10a-12p)		Afternoon (12p-2p)	
					Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
Block ID	Name	Inventory	Comments	Public Y/N												
Block 11	Brienzo's Pizza / Bar Peoria Heights	63	3 ADA spaces	N	24	38.1%	35	55.56%	20	31.75%	28	44.44%	26	40.48%	36	56.61%
	Peoria Heights Community Bank	16	1 ADA space	N	2	12.5%	2	12.50%	6	37.50%	5	29.17%	6	37.50%	5	29.17%
	Heritage Square Shopping Center	20	1 ADA space	N	8	40.0%	11	55.00%	12	60.00%	14	71.67%	12	60.00%	11	55.00%
	Miss Laura's School of Dance	88	4 ADA spaces	N	39	43.8%	33	36.93%	42	47.16%	38	43.56%	52	58.52%	34	38.64%
	Total	187			73	38.8%	81	43.05%	80	42.51%	85	45.63%	95	50.80%	85	45.63%
Block 12	Sherman's Warehouse Clearance	105	5 ADA spaces	N	51	48.1%	54	50.95%	48	45.24%	44	41.59%	50	47.14%	47	44.76%
	Sherman's Warehouse Clearance	32	Operating Hours: M-F 10-7; Sat 10-5; Sun 11-5	N	20	62.5%	20	60.94%	19	57.81%	18	57.29%	27	82.81%	23	72.92%
	Save A Lot	74	2 ADA spaces	N	10	12.8%	8	10.14%	6	8.11%	9	12.16%	10	12.84%	8	10.81%
	Total	211			80	37.9%	81	38.15%	72	34.12%	71	33.65%	86	40.52%	78	37.12%
Block 13	Express Smoke Shop	30	3 ADA spaces	N	4	13.3%	3	10.00%	4	11.67%	3	8.89%	3	10.00%	3	10.00%
Block 14	Heights Flowers	27	1 ADA spaces	N	5	18.5%	5	18.52%	5	16.67%	8	28.40%	15	53.70%	17	61.73%
	Heights Auto	9		N	1	11.1%	1	11.11%	1	11.11%	1	11.11%	1	11.11%	1	14.81%
	Total	36			6	16.7%	6	16.67%	6	15.28%	9	24.07%	16	43.06%	18	50.00%
Block 15	Bust'd Brewing	25	1 ADA space	N	3	12.0%	5	18.00%	4	14.00%	3	10.67%	9	34.00%	7	28.00%
	Trefzger's Bakery	33	2 ADA spaces	N	21	62.1%	21	62.12%	20	59.09%	18	54.55%	31	93.94%	21	64.65%
	Trailside Event Center	28	1 ADA space	N	14	48.2%	21	75.00%	23	82.14%	22	78.57%	26	92.86%	22	78.57%
	Total	86			37	43.0%	46	53.49%	46	53.49%	43	49.61%	66	76.16%	50	58.53%
Block 16	Options Center for Health and Education	6		N	1	8.3%	0	0.00%	1	16.67%	1	16.67%	1	16.67%	2	27.78%
	Silver Dollar Bar	6		N	2	33.3%	1	8.33%	1	16.67%	5	77.78%	2	25.00%	3	50.00%
	Silver Dollar Bar	17		N	9	52.9%	2	11.76%	3	17.65%	3	15.69%	8	47.06%	1	5.88%
	Peoria Heights Police Department	18		Y	8	41.7%	6	33.33%	8	41.67%	7	40.74%	9	47.22%	7	37.04%
	Paparazzi	12		N	2	16.7%	4	33.33%	0	0.00%	0	2.78%	1	4.17%	2	16.67%
	Total	59			21	35.6%	13	21.19%	13	21.19%	16	27.12%	20	33.05%	14	24.29%
Block 17	Jalisco Bar & Grill	40		N	7	16.3%	7	16.25%	8	20.00%	10	25.00%	7	16.25%	6	14.17%
	Total	1573			455	28.9%	491	31.2%	476	30.3%	484	30.8%	530	33.7%	506	32.2%
	Core	1111			300	27.0%	336	30.2%	329	29.6%	333	30.0%	334	30.1%	337	30.3%

Off-Street Parking - Evening

Off-Street Parking - Evening					Public Y/N	Wednesday April 30			
Block ID	Name	Inventory	Comments	Late Afternoon (4p-6p)		Evening (7p-9p)			
				Avg Count		Avg Occupancy	Avg Count	Avg Occupancy	
Block 1	Peoria Heights Fire Department	49	6 Designated Fire Dept spaces, 3 ADA spaces	Y	10	21.1%	7	14.29%	
Block 2	Montessori School of Peoria	39	6 ADA spaces	N	4	10.3%	3	8.55%	
	Pearl Companies	102	5 ADA spaces	N	20	19.9%	4	4.25%	
	Pearl Companies	36		N	0	0.0%	0	0.00%	
	Pearl Insurance	7		N	2	28.6%	1	14.29%	
	Bronze Frog	20		N	11	53.3%	7	36.67%	
	Total	165			33	20.0%	13	7.68%	
	Backlund Investment	7		N	1	19.0%	0	0.00%	
	Cypress Asset Management	3		N	0	0.0%	0	0.00%	
	Rantis Law	4		N	1	25.0%	0	0.00%	
	Sweet Caroline's Possibilities	4		N	2	41.7%	0	0.00%	
	Leaves n' Beans Coffee	6		N	2	27.8%	0	0.00%	
Block 4	Total	24			6	23.6%	0	0.00%	
	Public Parking	31	4 ADA spaces	Y	4	14.0%	1	2.15%	
	The Heights Bank	18		N	9	51.9%	4	24.07%	
	Twelve21 Duryea	19	2 ADA spaces	N	2	8.8%	3	14.04%	
	Twelve21 Duryea	4		N	1	25.0%	3	75.00%	
	Total	72			16	22.7%	11	14.81%	
	Unknown	29		N	7	24.1%	3	10.34%	
	1310 Samuel Avenue Condos	2	1 ADA space	N	0	16.7%	1	50.00%	
	Healing Hands Bodywork	2		N	0	0.0%	0	0.00%	
	Keller Williams Realty	6		N	2	33.3%	2	33.33%	
	Total	39			9	23.9%	6	15.38%	
	Curious Baubles	19	1 ADA space	N	3	17.5%	1	5.26%	
	Pabst Lot	99		N	21	20.9%	29	29.63%	
	Baird Private Wealth Management	93	3 ADA spaces	N	14	15.1%	7	7.53%	
	Total	211			38	18.0%	37	17.69%	
	Tyler A. Evans, MD, FACS	10		N	4	36.7%	3	33.33%	
	Alleyway Parking	6		N	1	22.2%	0	5.56%	
	KW Skin	16		N	5	31.3%	3	16.67%	
	Publik House	8		N	7	91.7%	7	91.67%	
	Gallery Homes Real Estate	10		N	6	60.0%	5	50.00%	
	Jordyn Baker Hair	5		N	1	13.3%	0	0.00%	
	Total	55			24	43.6%	19	33.94%	
	Lonerган Law Group	28	1 ADA space	N	4	14.3%	2	5.95%	
	Williams Brothers Construction Inc	79	2 ADA spaces	N	7	9.3%	0	0.00%	
	Vacant (formerly CVS)	49	3 ADA spaces	N	1	1.4%	1	1.36%	
	Total	156			12	7.7%	2	1.50%	
	Alluring Insurance Group	21	2 ADA spaces	N	8	38.1%	4	20.63%	
	Matt Rupert - Thrivent	59	2 ADA spaces	N	41	69.5%	31	51.98%	
	WE Sullivan's Irish Pub and Fare	4		N	3	75.0%	3	75.00%	
	Cafe Santa Rosa	10	1 ADA space	N	1	13.3%	1	13.33%	
	Cafe Santa Rosa	18	1 ADA space	N	0	1.9%	0	0.00%	
	Casa Agave Alley Lot	2		N	1	33.3%	0	0.00%	
Block 10	Total	114			54	47.7%	39	34.50%	
	Brienzo's Pizza / Bar Peoria Heights	63	3 ADA spaces	N	43	68.8%	57	89.95%	
	Peoria Heights Community Bank	16	1 ADA space	N	6	39.6%	5	31.25%	
	Heritage Square Shopping Center	20	1 ADA space	N	15	73.3%	14	70.00%	
	Miss Laura's School of Dance	88	4 ADA spaces	N	64	73.1%	72	81.82%	
	Total	187			129	68.8%	148	78.97%	
	Sherman's Warehouse Clearance	105	5 ADA spaces	N	50	47.6%	29	27.94%	
	Sherman's Warehouse Clearance	32	Operating Hours: M-F 10-7; Sat 10-5; Sun 11-5	N	9	29.2%	3	9.38%	
	Save A Lot	74	2 ADA spaces	N	9	11.7%	7	9.91%	
	Total	211			68	32.2%	40	18.80%	
Block 13	Express Smoke Shop	30	3 ADA spaces	N	3	11.1%	10	33.33%	
	Heights Flowers	27	1 ADA spaces	N	7	24.7%	1	3.70%	
	Heights Auto	9		N	1	11.1%	1	11.11%	
	Total	36			8	21.3%	2	5.56%	

Saturday May 17			
Late Afternoon (4p-6p)		Evening (7p-9p)	
Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
5	10.88%	4	8.16%
1	2.56%	1	2.56%
8	7.52%	17	16.99%
2	5.56%	5	13.89%
6	80.95%	5	66.67%
14	68.33%	15	76.67%
29	17.58%	42	25.66%
1	9.52%	1	9.52%
0	0.00%	0	0.00%
0	0.00%	0	0.00%
1	25.00%	0	0.00%
0	0.00%	0	0.00%
2	6.94%	1	2.78%
4	12.90%	6	20.43%
9	48.15%	14	75.93%
2	10.53%	2	10.53%
2	41.67%	2	50.00%
16	22.69%	24	33.33%
3	11.49%	5	16.09%
0	0.00%	0	0.00%
0	0.00%	0	0.00%
0	5.56%	0	0.00%
4	9.40%	5	11.97%
4	21.05%	19	100.00%
29	28.96%	76	77.10%
11	12.19%	43	46.59%
44	20.85%	139	65.72%
3	26.67%	4	40.00%
1	16.67%	1	11.11%
0	0.00%	0	0.00%
7	83.33%	6	70.83%
2	20.00%	2	16.67%
0	0.00%	0	0.00%
12	22.42%	12	21.82%
1	4.76%	3	10.71%
2	2.95%	2	2.53%
1	2.04%	11	22.45%
5	2.99%	16	10.26%
12	57.14%	9	41.27%
47	80.23%	53	89.83%
4	100.00%	4	100.00%
3	30.00%	5	50.00%
0	1.85%	7	40.74%
3	133.33%	3	133.33%
69	60.82%	81	70.76%
59	93.12%	62	98.41%
4	27.08%	13	79.17%
15	75.00%	18	88.33%
53	60.23%	83	94.70%
131	70.05%	176	93.94%
12	11.11%	6	5.71%
6	19.79%	3	8.33%
7	9.46%	5	6.31%
25	11.85%	13	6.32%
5	17.78%	18	60.00%
4	16.05%	0	0.00%
1	11.11%	1	11.11%
5	14.81%	19	52.78%

Saturday May 24			
Late Afternoon (4p-6p)		Evening (7p-9p)	
Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
6	12.93%	2	4.76%
2	5.98%	1	2.56%
3	2.94%	25	24.84%
1	3.70%	10	27.78%
4	52.38%	7	100.00%
12	60.00%	18	88.33%
20	12.12%	60	36.36%
0	0.00%	0	0.00%
0	0.00%	0	0.00%
0	0.00%	0	0.00%
1	25.00%	0	0.00%
1	22.22%	0	0.00%
2	9.72%	0	0.00%
2	5.38%	14	45.16%
8	42.59%	18	100.00%
4	22.81%	5	24.56%
1	33.33%	2	50.00%
15	20.83%	39	53.70%
2	6.90%	3	9.20%
0	0.00%	0	0.00%
0	0.00%	0	0.00%
0	5.56%	0	0.00%
2	5.98%	3	6.84%
3	14.04%	4	21.05%
31	31.65%	56	56.57%
11	12.19%	15	16.49%
45	21.48%	75	35.70%
4	40.00%	5	53.33%
1	16.67%	0	5.56%
0	0.00%	0	0.00%
7	91.67%	6	79.17%
1	13.33%	2	20.00%
0	0.00%	2	33.33%
14	24.85%	16	28.48%
2	7.14%	3	10.71%
1	1.27%	1	1.27%
0	0.00%	10	19.73%
3	1.92%	14	8.76%
6	26.98%	6	30.16%
45	75.71%	51	87.01%
4	100.00%	4	100.00%
7	70.00%	2	16.67%
12	66.67%	4	20.37%
3	133.33%	3	133.33%
76	66.67%	70	61.11%
59	94.18%	62	98.41%
1	4.17%	15	93.75%
13	66.67%	15	76.67%
52	59.47%	85	96.59%
126	67.20%	177	94.83%
9	8.25%	7	6.98%
6	18.75%	2	5.21%
9	12.61%	8	11.26%
24	11.37%	17	8.21%
6	20.00%	20	66.67%
6	22.22%	1	2.47%
1	11.11%	1	11.11%
7	19.44%	2	4.63%

Friday June 6			
Late Afternoon (4p-6p)		Evening (7p-9p)	
Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
32	64.63%	39	78.91%
2	5.98%	12	31.62%
19	18.30%	60	58.82%
1	2.78%	3	7.41%
4	61.90%	6	85.71%
14	68.33%	18	88.33%
38	22.83%	86	52.32%
1	19.05%	0	0.00%
0	0.00%	0	0.00%
0	8.33%	0	0.00%
1	33.33%	2	58.33%
1	22.22%	0	0.00%
4	18.06%	2	9.72%
9	27.96%	10	32.26%



Off-Street Parking - Evening																								
Block ID	Name	Inventory	Comments	Public Y/N	Wednesday April 30				Saturday May 17				Saturday May 24				Friday June 6				Friday June 13			
					Late Afternoon (4p-6p)		Evening (7p-9p)		Late Afternoon (4p-6p)		Evening (7p-9p)		Late Afternoon (4p-6p)		Evening (7p-9p)		Late Afternoon (4p-6p)		Evening (7p-9p)		Late Afternoon (4p-6p)		Evening (7p-9p)	
					Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy		
Block 15	Bust'd Brewing	25	1 ADA space	N	5	20.0%	4	14.67%	12	48.00%	7	29.33%	9	37.33%	2	9.33%	16	64.00%	15	61.33%	9	36.00%	12	48.00%
	Trefzger's Bakery	33	2 ADA spaces	N	10	30.3%	2	6.06%	3	8.08%	0	1.01%	28	84.85%	14	41.41%	26	78.79%	17	51.52%	13	39.39%	30	89.90%
	Trailside Event Center	28	1 ADA space	N	15	53.6%	4	13.10%	6	22.62%	5	16.67%	24	84.52%	14	50.00%	22	79.76%	15	54.76%	13	46.43%	24	84.52%
	Total	86			30	34.9%	9	10.85%	21	24.42%	12	14.34%	61	70.93%	30	34.88%	64	74.81%	48	55.43%	35	40.70%	65	75.97%
Block 16	Options Center for Health and Education	6		N	1	16.7%	1	16.67%	2	33.33%	2	33.33%	2	27.78%	2	38.89%	0	0.00%	1	16.67%	2	33.33%	2	33.33%
	Silver Dollar Bar	6		N	2	33.3%	2	27.78%	3	55.56%	6	105.56%	3	44.44%	5	88.89%	4	66.67%	6	105.56%	5	83.33%	6	105.56%
	Silver Dollar Bar	17		N	1	7.8%	4	23.53%	7	41.18%	16	94.12%	3	15.69%	5	27.45%	2	13.73%	9	52.94%	2	13.73%	9	52.94%
	Peoria Heights Police Department	18		Y	7	38.9%	9	48.15%	5	27.78%	5	27.78%	6	35.19%	6	31.48%	5	27.78%	6	33.33%	6	35.19%	8	44.44%
	Paparazzi	12		N	5	41.7%	6	50.00%	5	41.67%	7	54.17%	4	30.56%	7	55.56%	6	47.22%	6	52.78%	4	33.33%	6	47.22%
	Total	59			16	27.7%	21	36.16%	22	37.85%	36	60.73%	17	28.81%	25	41.81%	17	28.81%	29	48.59%	20	33.33%	31	52.54%
Block 17	Jalisco Bar & Grill	40		N	7	16.3%	7	16.25%	14	35.00%	10	25.00%	6	15.00%	7	17.50%	4	10.00%	10	25.00%	4	10.00%	6	14.17%
	Total	1573			468	29.7%	374	23.8%	411	26.1%	608	38.7%	433	27.5%	557	35.4%	510	32.4%	655	41.6%	488	31.0%	579	36.8%
	Core (north of Marietta Ave.)	1111			336	30.2%	285	25.7%	318	28.7%	500	45.0%	312	28.1%	456	41.1%	382	34.4%	537	48.3%	365	32.9%	453	40.8%

On-Street Parking - Daytime				Wednesday April 23			
				Morning (10a-12p)		Afternoon (12p-2p)	
				Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
Block ID	Street Name	Spaces	Comments				
Block 1	Prospect Rd / E Kingman Ave to E Glen Ave	7	Parallel Parking (West side of street)	1	7.1%	2	28.57%
	N Park Pl / E Glen Ave to E Kingman Ave	8	Parallel Parking (East side of street)	0	0.0%	0	0.00%
	E Kingman Ave / N Park PL to Prospect Rd	19	Parallel Parking (South side of street)	6	28.9%	3	15.79%
	N Park Pl / E Glen Ave to E Kingman Ave	6	Parallel Parking (West side of street)	0	0.0%	0	0.00%
	Total	40		6	15.0%	5	12.50%
Block 2	Prospect Rd / Glen Ave to Grandview Dr	8	Parallel Parking (East side of street)	0	0.0%	1	12.50%
	E Glen Ave / Prospect Rd to Columbus Ave	17	Parallel Parking (North side of street)	0	0.0%	1	2.94%
	Walnut Pl / E Kingman Ave to E Glen Ave	5	Parallel Parking (West side of street)	1	10.0%	0	0.00%
	Walnut Pl / E Kingman Ave to E Glen Ave	6	Parallel Parking (East side of street)	0	0.0%	1	8.33%
	E Kingman Ave / Prospect Rd to Walnut Pl	11	Parallel Parking (South side of street)	0	0.0%	0	0.00%
	Total	47		1	1.1%	2	4.26%
Block 3	Prospect Rd / E Samuel Ave to E Glen Ave	3	3hr Parking 8a-6p, Parallel Parking (West side of street)	1	16.7%	2	50.00%
	E Glen Ave / N Atlantic Ave to Prospect Rd	15	Parallel Parking (South side of street)	2	13.3%	3	20.00%
	N Atlantic Ave / E Glen Ave to E Samuel Ave	6	Parallel Parking (East side of street)	1	8.3%	0	0.00%
	E Samuel Ave / N Atlantic Ave to Prospect Rd	16	Parallel Parking (North side of street)	1	3.1%	1	3.13%
	Total	40		4	8.8%	5	12.50%
Block 4	Prospect Rd / E Samuel Ave to E Glen Ave	10	3hr Parking 8a-6p, Parallel Parking (East side of street)	3	25.0%	4	40.00%
	E Samuel Ave / Prospect Rd to Columbus Ave	15	Parallel Parking (North side of street)	5	30.0%	4	23.33%
	Columbus Ave / E Glen Ave to E Samuel Ave	10	Parallel Parking (West side of street)	0	0.0%	0	0.00%
	E Glen Ave / Prospect Rd to Columbus Ave	17	Parallel Parking (South side of street)	0	0.0%	1	2.94%
	Total	52		7	13.5%	8	15.38%
Block 5	Prospect Rd / E Duryea Ave to E Samuel Ave	10	3hr Parking 8a-6p, Parallel Parking (West side of street)	3	25.0%	8	75.00%
	E Samuel Ave / N Atlantic Ave to Prospect Rd	20	Parallel Parking (South side of street)	2	10.0%	5	22.50%
	N Atlantic Ave / E Samuel Ave to E Duryea Ave	9	Parallel Parking (East side of street)	0	0.0%	1	5.56%
	E Duryea Ave / Atlantic Ave to Prospect Rd	9	Parallel Parking (North side of street)	0	0.0%	0	0.00%
	E Duryea Ave	0	Loading Zone	0	0.0%	0	0.00%
	E Duryea Ave to Prospect Rd	6	Parallel Parking (North side of street)	2	33.3%	2	25.00%
	Total	54		7	12.0%	14	25.93%
Block 6	Prospect Rd / E Duryea Ave to E Samuel Ave	10	3hr Parking 8a-6p, Parallel Parking (East side of street)	5	45.0%	6	60.00%
	E Duryea Ave / Prospect Rd to Columbus Ave	14	3hr Parking 7a-7p, Parallel Parking (North side of street)	1	7.1%	2	14.29%
	E Samuel Ave / Prospect Rd to Columbus Ave	19	Parallel Parking (South side of street)	3	15.8%	5	26.32%
	Columbus Ave / E Samuel Ave to E Duryea Ave	9	Parallel Parking (West side of street)	1	5.6%	0	0.00%
	Total	52		9	17.3%	13	25.00%
Block 7	Prospect Rd / E Seiberling Ave to E Duryea Ave	10	3hr Parking 8a-6p, Parallel Parking (West side of street)	8	75.0%	10	100.00%
	Seiberling Ave to Prospect Rd	2	3hr Parking, Parallel parking (North side of street)	3	125.0%	4	200.00%
	E Duryea Ave / N Atlantic Ave to Prospect Rd	15	3hr Parking 7a-7p, Parallel Parking (South side of street)	1	6.7%	2	10.00%
	N Atlantic Ave to E Duryea Ave	3	Parallel Parking (East side of street)	0	0.0%	0	0.00%
	Total	30		11	36.7%	16	51.67%
Block 8	Prospect Rd / E Seiberling Ave to E Duryea Ave	10	3hr Parking 8a-6p, Parallel Parking (East side of street)	7	65.0%	9	85.00%
	E Seiberling Ave to Prospect Rd	4	3hr Parking 8a-6p, Parallel Parking (North side of street)	3	75.0%	4	87.50%
	E Duryea Ave to Prospect Rd	9	3hr Parking 8a-6p, Angled Parking (South side of street)	2	22.2%	5	50.00%
	E Duryea Ave / Prospect Rd to Columbus Ave	11	3hr Parking 7a-7p, Parallel Parking (South side of street)	3	22.7%	2	18.18%
	Columbus Ave / E Duryea Ave to E Seiberling Ave	6	Parallel Parking (West side of street)	0	0.0%	0	0.00%
	E Seiberling Ave / Prospect Rd to Columbus Ave	8	Parallel Parking (North side of street)	2	18.8%	4	43.75%
	Total	48		16	32.3%	22	45.83%
Block 9	Prospect Rd / E Kelly Ave to E Seiberling Ave	8	3hr Parking 8a-6p, Parallel Parking (West side of street)	3	31.3%	6	75.00%
	Seiberling Ave to Prospect Rd	4	3hr Parking 7a-7p, Parallel Parking (South side of street)	2	50.0%	3	62.50%
	E Marietta Ave / N Atlantic Ave to Prospect Rd	24	Parallel Parking (North side of street)	0	0.0%	1	2.08%
	Total	36		5	12.5%	9	25.00%
				Tuesday April 29			
				Morning (10a-12p)		Afternoon (12p-2p)	
				Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
				2	33.33%	2	21.43%
				0	0.00%	0	0.00%
				5	28.07%	3	15.79%
				0	0.00%	0	0.00%
				8	19.17%	5	11.25%
				1	8.33%	0	0.00%
				0	0.00%	0	0.00%
				0	0.00%	0	0.00%
				1	22.22%	0	0.00%
				0	0.00%	0	0.00%
				2	4.26%	0	0.00%
				1	44.44%	2	66.67%
				4	28.89%	4	23.33%
				0	0.00%	0	0.00%
				0	0.00%	1	3.13%
				6	14.17%	6	15.00%
				5	46.67%	4	40.00%
				3	17.78%	3	20.00%
				0	0.00%	0	0.00%
				1	3.92%	0	0.00%
				8	15.38%	7	13.46%
				8	76.67%	8	75.00%
				3	15.00%	2	10.00%
				0	0.00%	0	0.00%
				0	0.00%	0	0.00%
				0	0.00%	0	0.00%
				0	0.00%	0	0.00%
				4	61.11%	2	33.33%
				14	26.54%	12	21.30%
				5	50.00%	8	75.00%
				1	9.52%	3	21.43%
				4	22.81%	3	15.79%
				0	3.70%	0	0.00%
				11	21.15%	14	25.96%
				8	83.33%	10	95.00%
				3	150.00%	3	125.00%
				1	6.67%	2	10.00%
				0	0.00%	0	0.00%
				12	41.11%	14	45.00%
				9	90.00%	10	95.00%
				3	75.00%	3	75.00%
				4	40.74%	6	66.67%
				2	15.15%	2	18.18%
				1	16.67%	1	16.67%
				7	83.33%	7	87.50%
				25	52.08%	29	59.38%
				3	41.67%	5	62.50%
				3	75.00%	2	50.00%
				0	1.39%	0	0.00%
				7	18.52%	7	19.44%
				Friday May 9			
				Morning (10a-12p)		Afternoon (12p-2p)	
				Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
				1	7.14%	5	66.67%
				1	6.25%	0	0.00%
				3	15.79%	2	10.53%
				0	0.00%	0	0.00%
				4	10.00%	7	16.67%
				4	50.00%	5	62.50%
				0	0.00%	0	0.00%
				0	0.00%	0	0.00%
				0	0.00%	0	0.00%
				2	33.33%	3	50.00%
				0	0.00%	0	0.00%
				6	12.77%	8	17.02%
				1	33.33%	1	44.44%
				3	16.67%	3	17.78%
				0	0.00%	0	0.00%
				1	6.25%	1	8.33%
				5	11.25%	5	13.33%
				5	50.00%	2	23.33%
				7	43.33%	4	26.67%
				1	5.00%	0	0.00%
				1	2.94%	1	5.88%
				13	24.04%	7	14.10%
				6	55.00%	7	66.67%
				4	17.50%	3	13.33%
				0	0.00%	1	7.41%
				0	0.00%	0	3.70%
				0	0.00%	0	0.00%
				0	0.00%	0	0.00%
				1	16.67%	1	16.67%
				10	18.52%	11	20.99%
				7	70.00%	7	66.67%
				2	14.29%	4	30.95%
				7	36.84%	6	31.58%
				0	0.00%	0	0.00%
				16	30.77%	17	32.69%
				10	100.00%	9	93.33%
				3	150.00%	3	150.00%
				0	0.00%	3	20.00%
				0	0.00%	0	0.00%
				13	43.33%	15	51.11%
				8	75.00%	9	86.67%
				3	75.00%	4	91.67%
				1	11.11%	6	62.96%
				3	27.27%	4	36.36%
				2	25.00%	1	22.22%
				6	75.00%	5	62.50%
				22	45.83%	28	59.03%
				7	81.25%	7	91.67%
				4	87.50%	4	91.67%
				0	0.00%	0	0.00%
				10	27.78%	11	30.56%

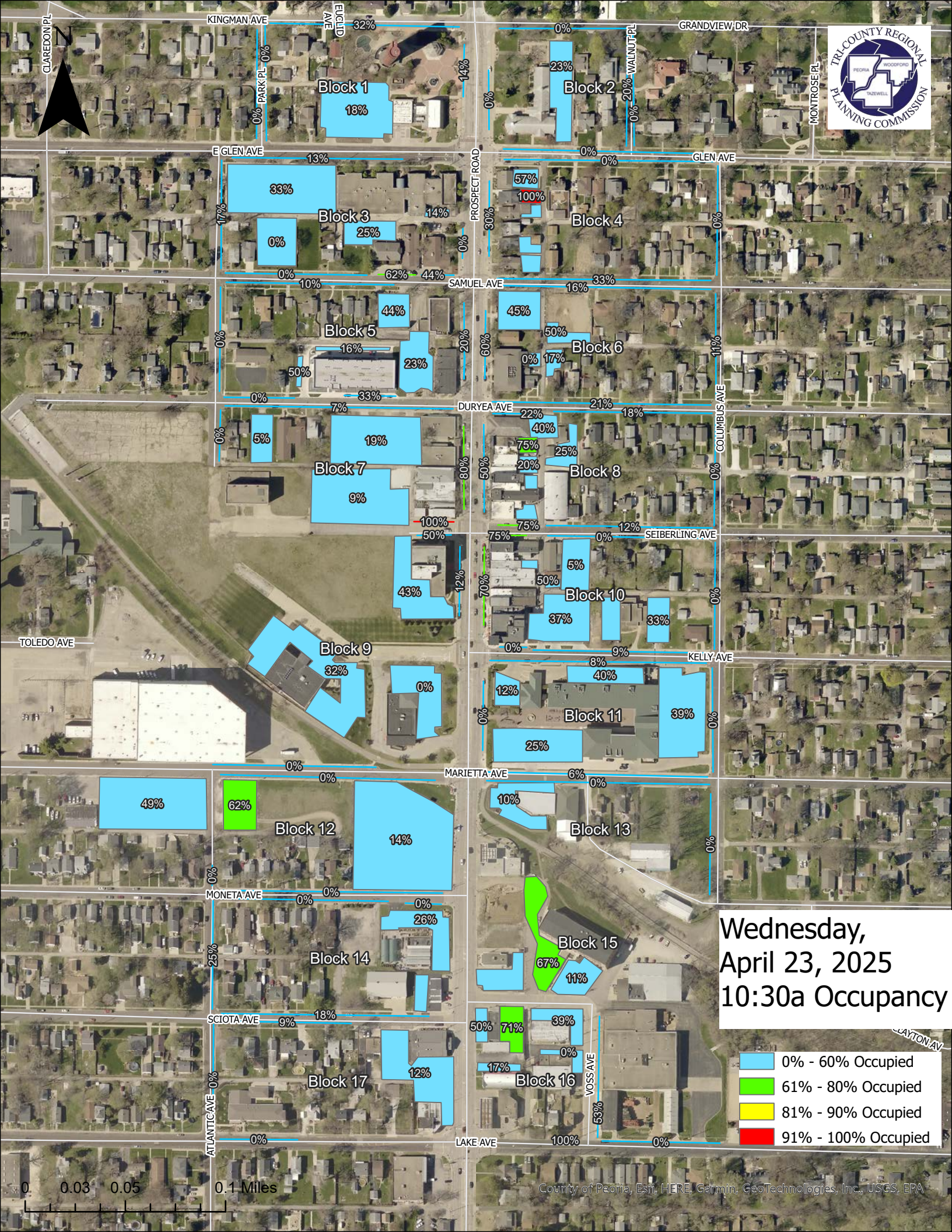
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On-Street Parking - Daytime				Wednesday April 23				Tuesday April 29				Friday May 9			
				Morning (10a-12p)		Afternoon (12p-2p)		Morning (10a-12p)		Afternoon (12p-2p)		Morning (10a-12p)		Afternoon (12p-2p)	
				Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
Block ID	Street Name	Spaces	Comments												
Block 10	E Seiberling Ave / Prospect Rd to Columbus Ave	4	3hr Parking 8a-6p, Parallel parking (South side of street)	4	87.5%	4	100.00%	4	91.67%	4	100.00%	3	75.00%	3	83.33%
	Prospect Rd / E Kelly Ave to E Seiberling Ave	10	3hr Parking 8a-6p, Parallel Parking (East side of street)	8	80.0%	9	85.00%	7	66.67%	7	70.00%	4	35.00%	9	86.67%
	Kelly Ave / Prospect Rd to Columbus Ave	3	Parallel Parking (North side of street)	1	16.7%	3	100.00%	0	11.11%	3	100.00%	1	33.33%	2	55.56%
	E Kelly Ave / Prospect Rd to Columbus Ave	11	Parallel Parking (North side of street)	1	9.1%	1	9.09%	2	15.15%	2	13.64%	2	18.18%	4	36.36%
	Columbus Ave / E Seiberling Ave to E Kelly Ave	10	Parallel Parking (West side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	1	6.67%
	E Seiberling Ave / Prospect Rd to Columbus Ave	13	Parallel Parking (South side of street)	0	0.0%	4	30.77%	7	51.28%	9	65.38%	6	46.15%	8	64.10%
	Total	51		13	25.5%	21	40.20%	19	37.25%	24	47.06%	16	30.39%	27	52.29%
Block 11	Prospect Rd / E Marietta Ave to E Kelly Ave	9	Parallel Parking (East side of street)	1	5.6%	6	61.11%	1	14.81%	3	27.78%	9	100.00%	7	81.48%
	E Marietta Ave / Prospect Rd to Columbus Ave	17	Parallel Parking (North side of street)	1	2.9%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	Columbus Ave / E Kelly Ave to E Marietta Ave	9	Parallel Parking (West side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	E Kelly Ave / Prospect Rd to Columbus Ave	12	Parallel Parking (South side of street)	3	20.8%	2	16.67%	4	30.56%	3	25.00%	2	16.67%	4	33.33%
	Total	47		4	7.4%	8	15.96%	5	10.64%	6	11.70%	11	23.40%	11	24.11%
Block 12	N Atlantic Ave to E Sciota Ave	2	Parallel Parking (East side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	16.67%
	E Marietta Ave / N Atlantic Ave to Prospect Rd	23	Parallel Parking	0	0.0%	0	0.00%	0	0.00%	0	0.00%	1	2.17%	0	0.00%
	E Moneta Ave / N Atlantic Ave to Prospect Rd	15	Parallel Parking (North side of street)	1	6.7%	1	3.33%	1	6.67%	1	6.67%	2	10.00%	4	24.44%
	Total	40		1	2.5%	1	1.25%	1	2.50%	1	2.50%	2	5.00%	4	10.00%
Block 13	E Marietta Ave / Prospect Rd to Columbus Ave	14	Parallel Parking (South side of street)	0	0.0%	1	3.57%	1	7.14%	0	0.00%	3	17.86%	0	0.00%
	Columbus Ave to E Marietta	11	Parallel Parking (West side of street)	0	0.0%	0	0.00%	0	0.00%	1	9.09%	1	4.55%	1	6.06%
	Total	25	3 ADA spaces	0	0.0%	1	2.00%	1	4.00%	1	4.00%	3	12.00%	1	2.67%
Block 14	E Moneta Ave / N Atlantic Ave to Prospect Rd	3	Parallel Parking (South side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	E Moneta Ave / N Atlantic Ave to Prospect Rd	16	Parallel Parking (South side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	E Sciota Ave / Atlantic Ave to Prospect Rd	17	Parallel Parking (North side of street)	3	17.6%	4	23.53%	3	17.65%	4	23.53%	4	23.53%	5	27.45%
	N Atlantic Ave / E Sciota Ave to E Moneta Ave	8	Parallel Parking (East side of street)	2	18.8%	1	6.25%	1	12.50%	1	6.25%	1	12.50%	1	12.50%
	Total	44		5	10.2%	5	10.23%	4	9.09%	5	10.23%	5	11.36%	6	12.88%
Block 16	N Voss St to E Lake Ave	32	Perpendicular Parking (East side of street)	15	46.9%	16	50.00%	14	44.79%	15	45.31%	11	34.38%	12	37.50%
	E Lake Ave / Prospect Rd to N Voss St	1	Parallel Parking (North side of street)	1	100.0%	1	100.00%	1	100.00%	1	100.00%	0	0.00%	0	0.00%
	E Lake Ave to N Voss St	5	Parallel Parking (North side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	Total	38		16	42.1%	17	44.74%	15	40.35%	16	40.79%	11	28.95%	12	31.58%
Block 17	E Lake Ave to N Atlantic Ave	9	Parallel Parking (North side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	E Sciota Ave / Atlantic Ave to Prospect Rd	11	Parallel Parking (North side of street)	1	9.1%	1	9.09%	2	15.15%	2	13.64%	2	13.64%	1	9.09%
	N Atlantic Ave / E Lake Ave to E Sciota Ave	6	Parallel Parking (South side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%
	E Samuel Ave	8	Perpendicular Parking (North side of street)	5	56%	5	56.25%	3	33.33%	3	31.25%	2	25.00%	2	29.17%
	E Samuel Ave	9	Angled Parking (North side of street)	5	50.0%	6	66.67%	6	66.67%	6	66.67%	5	50.00%	5	55.56%
	Total	43		10	23.3%	7	15.12%	10	24.03%	10	23.26%	7	15.12%	6	13.18%
	Total	687		112	16%	151	22%	148	22%	153	22%	152	22%	176	26%
	Core (north of Marietta Ave.)	497		80	16%	122	24%	117	23%	121	24%	125	25%	148	30%
	Prospect Road	95		36	37%	61	64%	50	53%	56	59%	60	63%	68	72%

On-Street Parking - Evening							
			Wednesday April 30				
			Late Afternoon (4p-6p)		Evening (7p-9p)		
Block ID	Street Name	Space					
Block 1	Prospect Rd / E Kingman Ave to E Glen Ave	7	Parallel Parking (West side of street)	0	0.0%	0	0.00%
	N Park Pl / E Glen Ave to E Kingman Ave	8	Parallel Parking (East side of street)	0	0.0%	0	0.00%
	E Kingman Ave / N Park PL to Prospect Rd	19	Parallel Parking (South side of street)	2	10.5%	2	12.28%
	N Park Pl / E Glen Ave to E Kingman Ave	6	Parallel Parking (West side of street)	0	0.0%	0	0.00%
	Total	40		2	5.0%	2	5.83%
Block 2	Prospect Rd / Glen Ave to Grandview Dr	8	Parallel Parking (East side of street)	0	0.0%	0	0.00%
	E Glen Ave / Prospect Rd to Columbus Ave	17	Parallel Parking (North side of street)	0	2.0%	0	0.00%
	Walnut Pl / E Kingman Ave to E Glen Ave	5	Parallel Parking (West side of street)	0	0.0%	0	0.00%
	Walnut Pl / E Kingman Ave to E Glen Ave	6	Parallel Parking (East side of street)	0	0.0%	0	5.56%
	E Kingman Ave / Prospect Rd to Walnut Pl	11	Parallel Parking (South side of street)	0	0.0%	0	0.00%
Total	47		0	0.7%	0	0.71%	
Block 3	Prospect Rd / E Samuel Ave to E Glen Ave	3	3hr Parking 8a-6p, Parallel Parking (West side of street)	3	100.0%	1	44.44%
	E Glen Ave / N Atlantic Ave to Prospect Rd	15	Parallel Parking (South side of street)	1	4.4%	1	4.44%
	N Atlantic Ave / E Glen Ave to E Samuel Ave	6	Parallel Parking (East side of street)	0	0.0%	0	0.00%
	E Samuel Ave / N Atlantic Ave to Prospect Rd	16	Parallel Parking (North side of street)	9	54.2%	5	29.17%
	Total	40		12	30.8%	7	16.67%
Block 4	Prospect Rd / E Samuel Ave to E Glen Ave	10	3hr Parking 8a-6p, Parallel Parking (East side of street)	2	23.3%	1	13.33%
	E Samuel Ave / Prospect Rd to Columbus Ave	15	Parallel Parking (North side of street)	3	20.0%	3	22.22%
	Columbus Ave / E Glen Ave to E Samuel Ave	10	Parallel Parking (West side of street)	0	0.0%	0	0.00%
	E Glen Ave / Prospect Rd to Columbus Ave	17	Parallel Parking (South side of street)	1	3.9%	1	5.88%
	Total	52		6	11.5%	6	10.90%
Block 5	Prospect Rd / E Duryea Ave to E Samuel Ave	10	3hr Parking 8a-6p, Parallel Parking (West side of street)	7	73.3%	8	83.33%
	E Samuel Ave / N Atlantic Ave to Prospect Rd	20	Parallel Parking (South side of street)	7	35.0%	3	13.33%
	N Atlantic Ave / E Samuel Ave to E Duryea Ave	9	Parallel Parking (East side of street)	0	0.0%	1	11.11%
	E Duryea Ave / Atlantic Ave to Prospect Rd	9	Parallel Parking (North side of street)	0	0.0%	0	0.00%
	E Duryea Ave	0	Loading Zone	0	0.0%	0	0.00%
	E Duryea Ave to Prospect Rd	6	Parallel Parking (North side of street)	2	27.8%	3	50.00%
	Total	54		16	29.6%	15	27.78%
Block 6	Prospect Rd / E Duryea Ave to E Samuel Ave	10	3hr Parking 8a-6p, Parallel Parking (East side of street)	7	73.3%	5	46.67%
	E Duryea Ave / Prospect Rd to Columbus Ave	14	3hr Parking 7a-7p, Parallel Parking (North side of street)	2	14.3%	1	9.52%
	E Samuel Ave / Prospect Rd to Columbus Ave	19	Parallel Parking (South side of street)	3	17.5%	2	10.53%
	Columbus Ave / E Samuel Ave to E Duryea Ave	9	Parallel Parking (West side of street)	0	0.0%	0	0.00%
	Total	52		13	24.4%	8	15.38%
Block 7	Prospect Rd / E Seiberling Ave to E Duryea Ave	10	3hr Parking 8a-6p, Parallel Parking (West side of street)	9	90.0%	9	90.00%
	Seiberling Ave to Prospect Rd	2	3hr Parking, Parallel parking (North side of street)	3	133.3%	2	83.33%
	E Duryea Ave / N Atlantic Ave to Prospect Rd	15	3hr Parking 7a-7p, Parallel Parking (South side of street)	2	15.6%	4	24.44%
	N Atlantic Ave to E Duryea Ave	3	Parallel Parking (East side of street)	0	0.0%	0	0.00%
	Total	30		14	46.7%	14	47.78%
Block 8	Prospect Rd / E Seiberling Ave to E Duryea Ave	10	3hr Parking 8a-6p, Parallel Parking (East side of street)	10	96.7%	9	86.67%
	E Seiberling Ave to Prospect Rd	4	3hr Parking 8a-6p, Parallel Parking (North side of street)	4	91.7%	3	83.33%
	E Duryea Ave to Prospect Rd	9	3hr Parking 8a-6p, Angled Parking (South side of street)	8	85.2%	8	92.59%
	E Duryea Ave / Prospect Rd to Columbus Ave	11	3hr Parking 7a-7p, Parallel Parking (South side of street)	2	15.2%	2	18.18%
	Columbus Ave / E Duryea Ave to E Seiberling Ave	6	Parallel Parking (West side of street)	0	5.6%	0	0.00%
	E Seiberling Ave / Prospect Rd to Columbus Ave	8	Parallel Parking (North side of street)	4	50.0%	5	58.33%
	Total	48		27	56.3%	27	56.25%
Block 9	Prospect Rd / E Kelly Ave to E Seiberling Ave	8	3hr Parking 8a-6p, Parallel Parking (West side of street)	7	83.3%	6	75.00%
	Seiberling Ave to Prospect Rd	4	3hr Parking 7a-7p, Parallel Parking (South side of street)	3	66.7%	3	75.00%
	E Marietta Ave / N Atlantic Ave to Prospect Rd	24	Parallel Parking (North side of street)	0	0.0%	0	0.00%
	Total	36		9	25.9%	9	25.00%
Block 10	E Seiberling Ave / Prospect Rd to Columbus Ave	4	3hr Parking 8a-6p, Parallel parking (South side of street)	4	91.7%	3	83.33%
	Prospect Rd / E Kelly Ave to E Seiberling Ave	10	3hr Parking 8a-6p, Parallel Parking (East side of street)	9	90.0%	9	90.00%
	Kelly Ave / Prospect Rd to Columbus Ave	3	Parallel Parking (North side of street)	2	55.6%	3	88.89%
	E Kelly Ave / Prospect Rd to Columbus Ave	11	Parallel Parking (North side of street)	1	9.1%	4	36.36%
	Columbus Ave / E Seiberling Ave to E Kelly Ave	10	Parallel Parking (West side of street)	0	0.0%	0	0.00%
	E Seiberling Ave / Prospect Rd to Columbus Ave	13	Parallel Parking (South side of street)	5	35.9%	5	35.90%
	Total	51		20	39.2%	24	46.41%
Block 11	Prospect Rd / E Marietta Ave to E Kelly Ave	9	Parallel Parking (East side of street)	8	92.6%	7	77.78%
	E Marietta Ave / Prospect Rd to Columbus Ave	17	Parallel Parking (North side of street)	0	0.0%	2	9.80%
	Columbus Ave / E Kelly Ave to E Marietta Ave	9	Parallel Parking (West side of street)	2	22.2%	1	11.11%
	E Kelly Ave / Prospect Rd to Columbus Ave	12	Parallel Parking (South side of street)	2	16.7%	5	38.89%
	Total	47		12	26.2%	14	30.50%
Block 12	N Atlantic Ave to E Sciota Ave	2	Parallel Parking (East side of street)	0	0.0%	0	0.00%
	E Marietta Ave / N Atlantic Ave to Prospect Rd	23	Parallel Parking	0	0.0%	0	0.00%
	E Moneta Ave / N Atlantic Ave to Prospect Rd	15	Parallel Parking (North side of street)	0	2.2%	2	15.56%
	Total	40		0	0.8%	2	5.83%
Block 13	E Marietta Ave / Prospect Rd to Columbus Ave	14	Parallel Parking (South side of street)	0	2.4%	5	38.10%
	Columbus Ave to E Marietta	11	Parallel Parking (West side of street)	0	3.0%	2	18.18%
	Total	25	3 ADA spaces	1	2.7%	7	29.33%

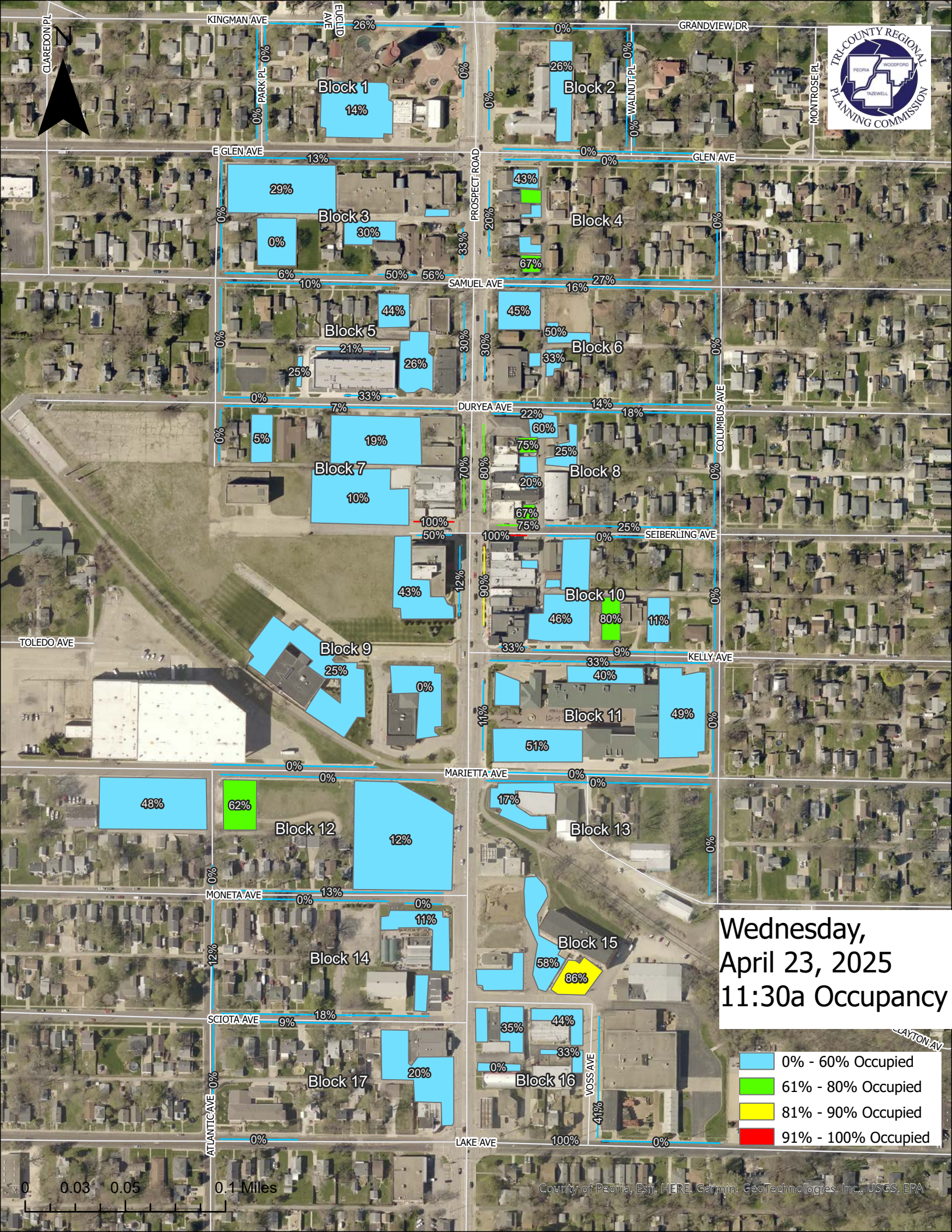
On-Street Parking - Evening					Wednesday April 30				Saturday May 17				Saturday May 24				Friday June 5				Friday June 13				
Block ID	Street Name	Spots			Comments	Late Afternoon (4p-6p)		Evening (7p-9p)		Late Afternoon (4p-6p)		Evening (7p-9p)		Late Afternoon (4p-6p)		Evening (7p-9p)		Late Afternoon (4p-6p)		Evening (7p-9p)		Late Afternoon (4p-6p)		Evening (7p-9p)	
						Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy	Avg Count	Avg Occupancy
Block 14	E Moneta Ave / N Atlantic Ave to Prospect Rd	3	Parallel Parking (South side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%		
	E Moneta Ave / N Atlantic Ave to Prospect Rd	16	Parallel Parking (South side of street)	1	6.3%	1	6.25%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	2.08%	0	0.00%	1	6.25%	1	6.25%		
	E Sciota Ave / Atlantic Ave to Prospect Rd	17	Parallel Parking (North side of street)	7	39.2%	7	39.22%	3	17.65%	4	23.53%	4	23.53%	2	11.76%	2	13.73%	2	11.76%	10	32.29%	6	17.71%		
	N Atlantic Ave / E Sciota Ave to E Moneta Ave	8	Parallel Parking (East side of street)	1	12.5%	1	12.50%	1	12.50%	1	12.50%	1	12.50%	2	25.00%	1	12.50%	1	12.50%	4	45.83%	7	83.33%		
	Total	44		9	19.7%	9	19.70%	4	9.09%	5	11.36%	5	12.12%	6	13.64%	3	7.58%	4	8.33%	3	6.82%	3	6.82%		
	N Voss St to E Lake Ave	32	Perpendicular Parking (East side of street)	4	12.5%	4	12.50%	2	7.29%	7	20.83%	3	8.33%	6	19.79%	4	11.46%	10	32.29%	2	6.25%	6	17.71%		
Block 16	E Lake Ave / Prospect Rd to N Voss St	1	Parallel Parking (North side of street)	0	0.0%	0	33.33%	0	0.00%	0	0.00%	1	66.67%	1	100.00%	1	66.67%	1	100.00%	0	0.00%	0	0.00%		
	E Lake Ave to N Voss St	5	Parallel Parking (North side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%		
	Total	38		4	10.5%	4	11.40%	2	6.14%	7	17.54%	3	8.77%	7	19.30%	4	11.40%	11	29.82%	2	5.26%	6	14.91%		
Block 17	E Lake Ave to N Atlantic Ave	9	Parallel Parking (North side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%		
	E Sciota Ave / Atlantic Ave to Prospect Rd	11	Parallel Parking (North side of street)	1	12.1%	2	18.18%	1	9.09%	1	12.12%	0	0.00%	1	9.09%	1	9.09%	1	12.12%	2	18.18%	2	18.18%		
	N Atlantic Ave / E Lake Ave to E Sciota Ave	6	Parallel Parking (South side of street)	0	0.0%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%	0	0.00%		
	E Samuel Ave	8	Perpendicular Parking (North side of street)	6	79.2%	5	62.50%	5	66.67%	6	79.17%	5	66.67%	7	87.50%	4	45.83%	7	83.33%	2	29.17%	5	66.67%		
	E Samuel Ave	9	Angled Parking (North side of street)	8	85.2%	8	85.19%	9	96.30%	9	96.30%	7	74.07%	8	85.19%	8	85.19%	8	92.59%	6	70.37%	7	74.07%		
	Total	43		15	35.7%	15	34.11%	15	34.88%	16	37.98%	12	27.91%	16	36.43%	12	28.68%	16	37.98%	11	24.81%	14	32.56%		
	Total	687		161	23%	164	24%	187	27%	261	38%	148	22%	239	35%	202	29%	299	44%	168	25%	209	30%		
	Core (north of Marietta Ave.)	497		132	27%	126	25%	153	31%	205	41%	121	24%	184	37%	171	34%	248	50%	146	29%	173	35%		
	Prospect Road	95		63	66%	55	58%	63	66%	73	77%	56	59%	68	71%	73	77%	88	93%	71	74%	71	75%		



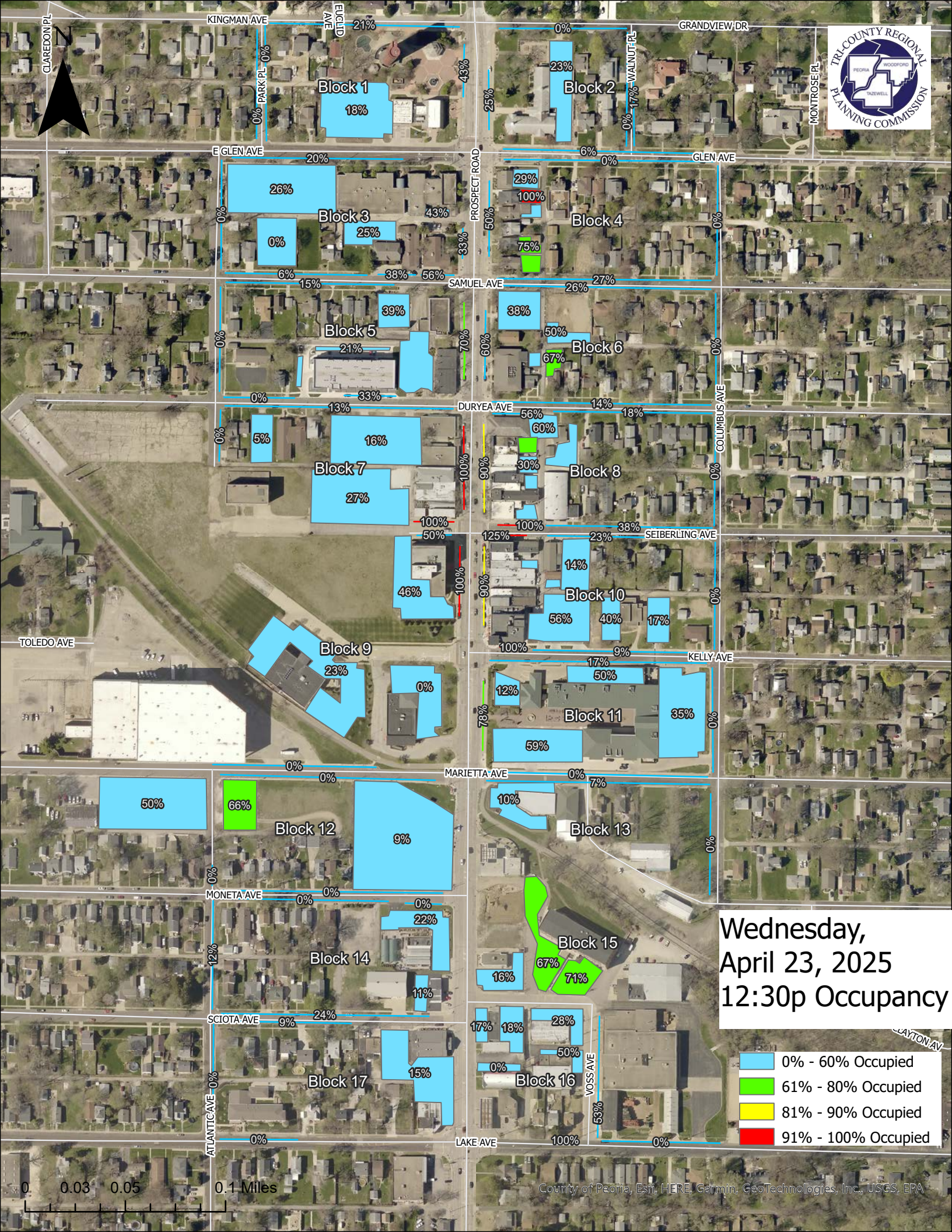


Wednesday,  
April 23, 2025  
10:30a Occupancy





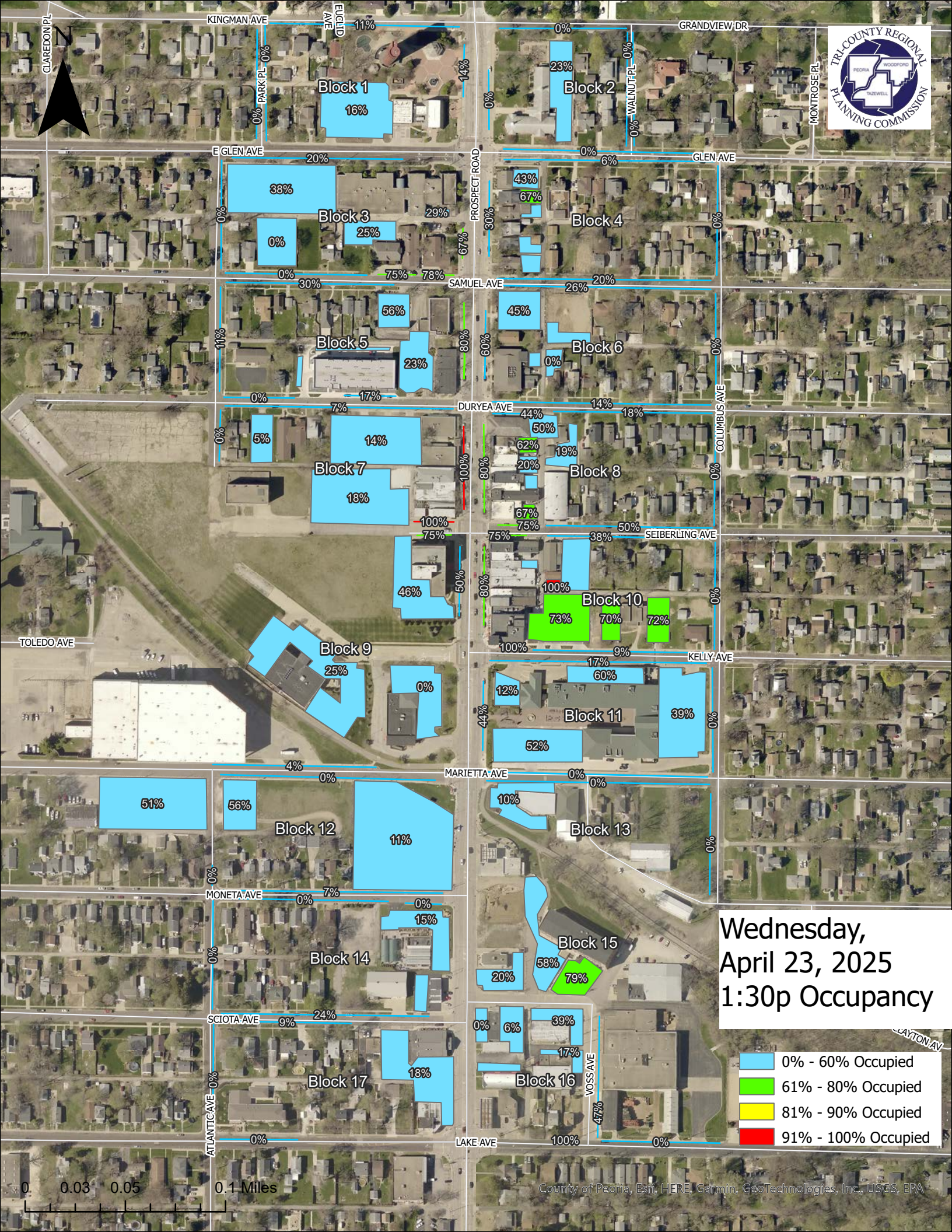




Wednesday,  
April 23, 2025  
12:30p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

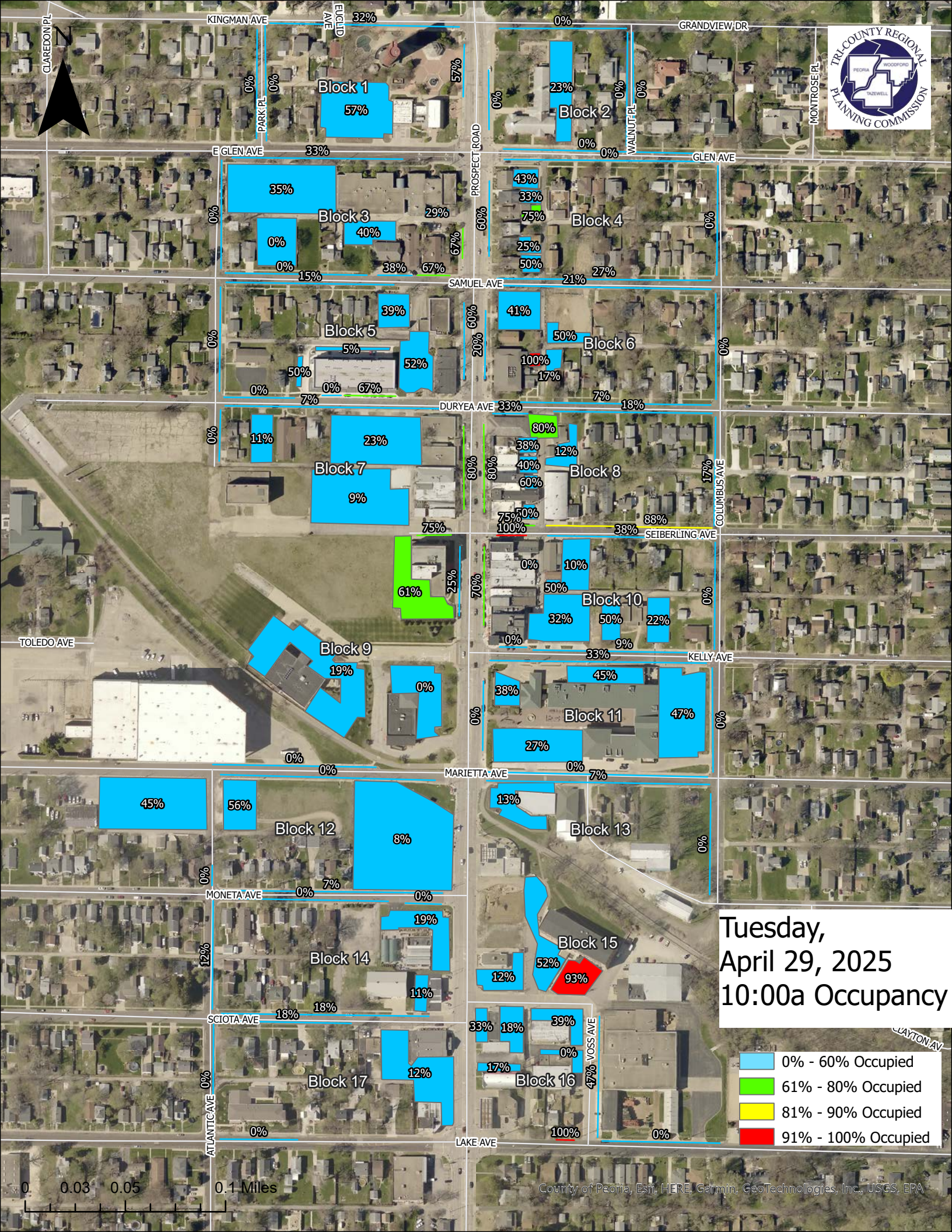




Wednesday,  
April 23, 2025  
1:30p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

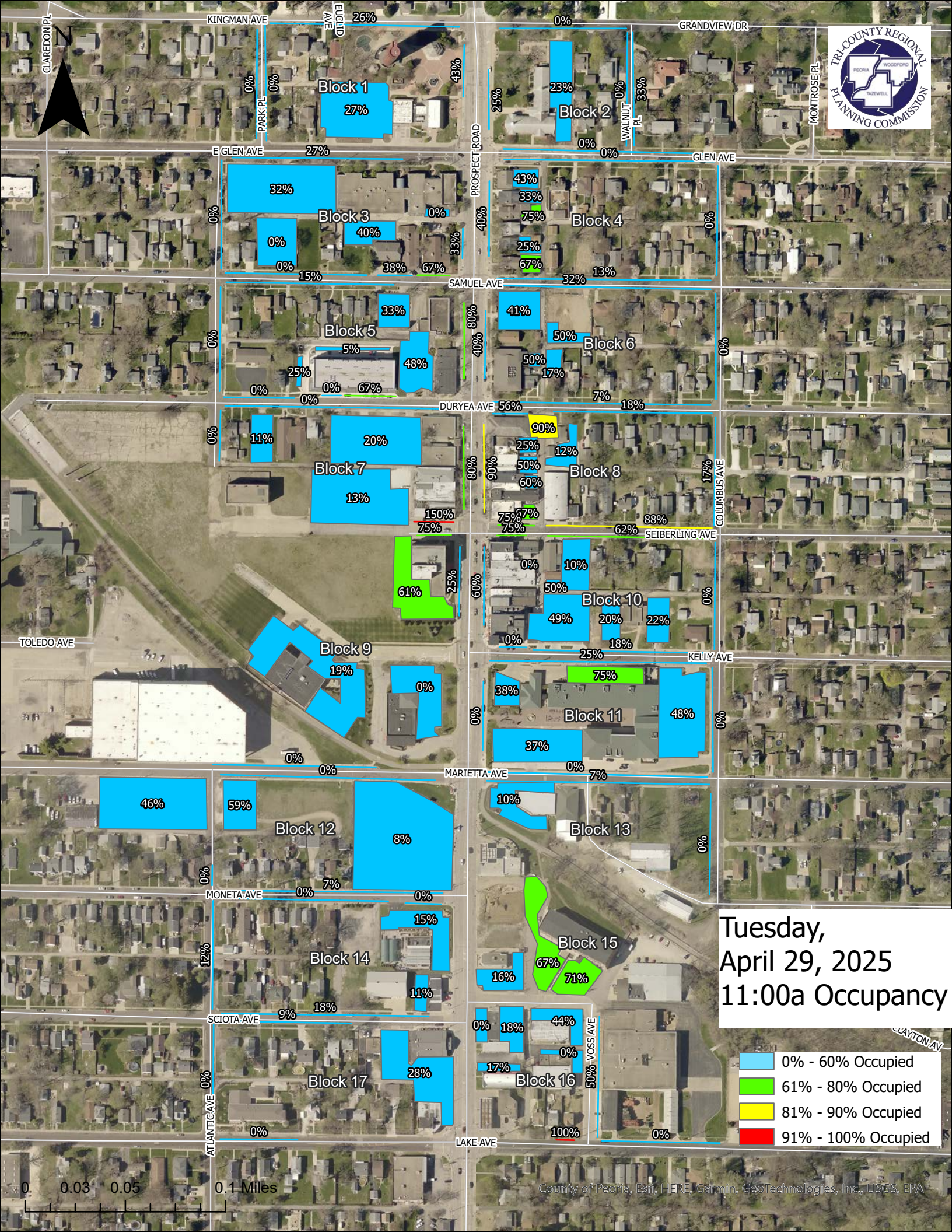




Tuesday,  
April 29, 2025  
10:00a Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

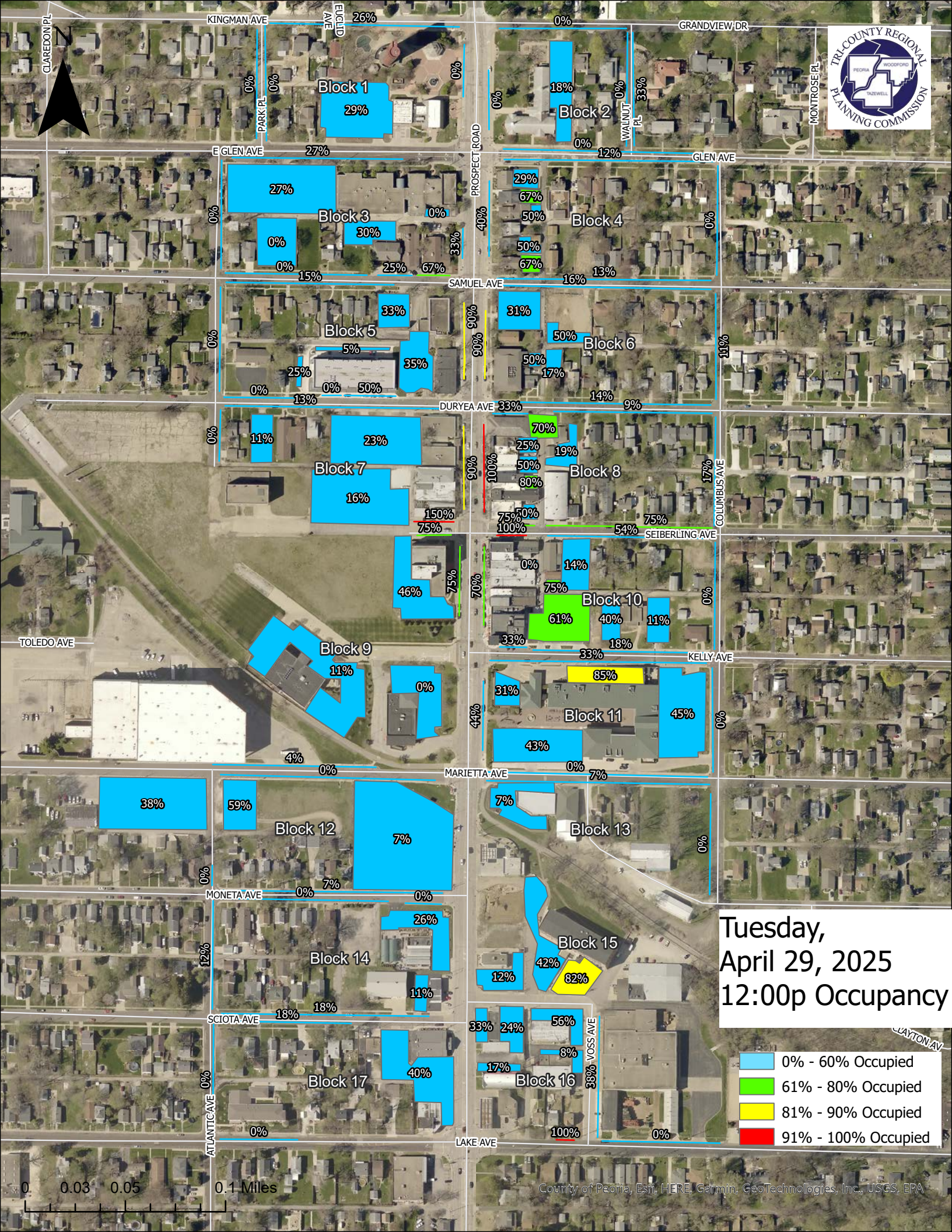




Tuesday,  
April 29, 2025  
11:00a Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

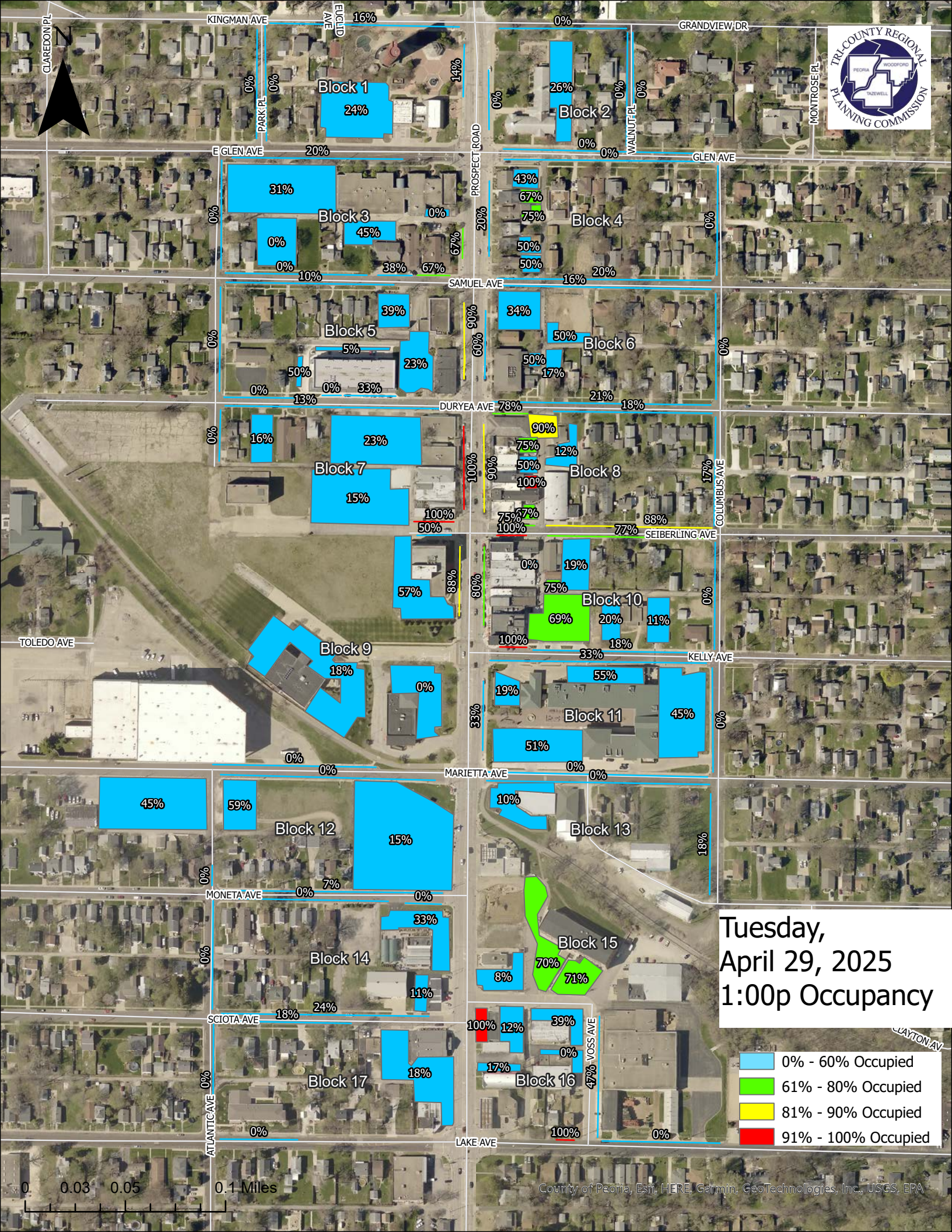




Tuesday,  
April 29, 2025  
12:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

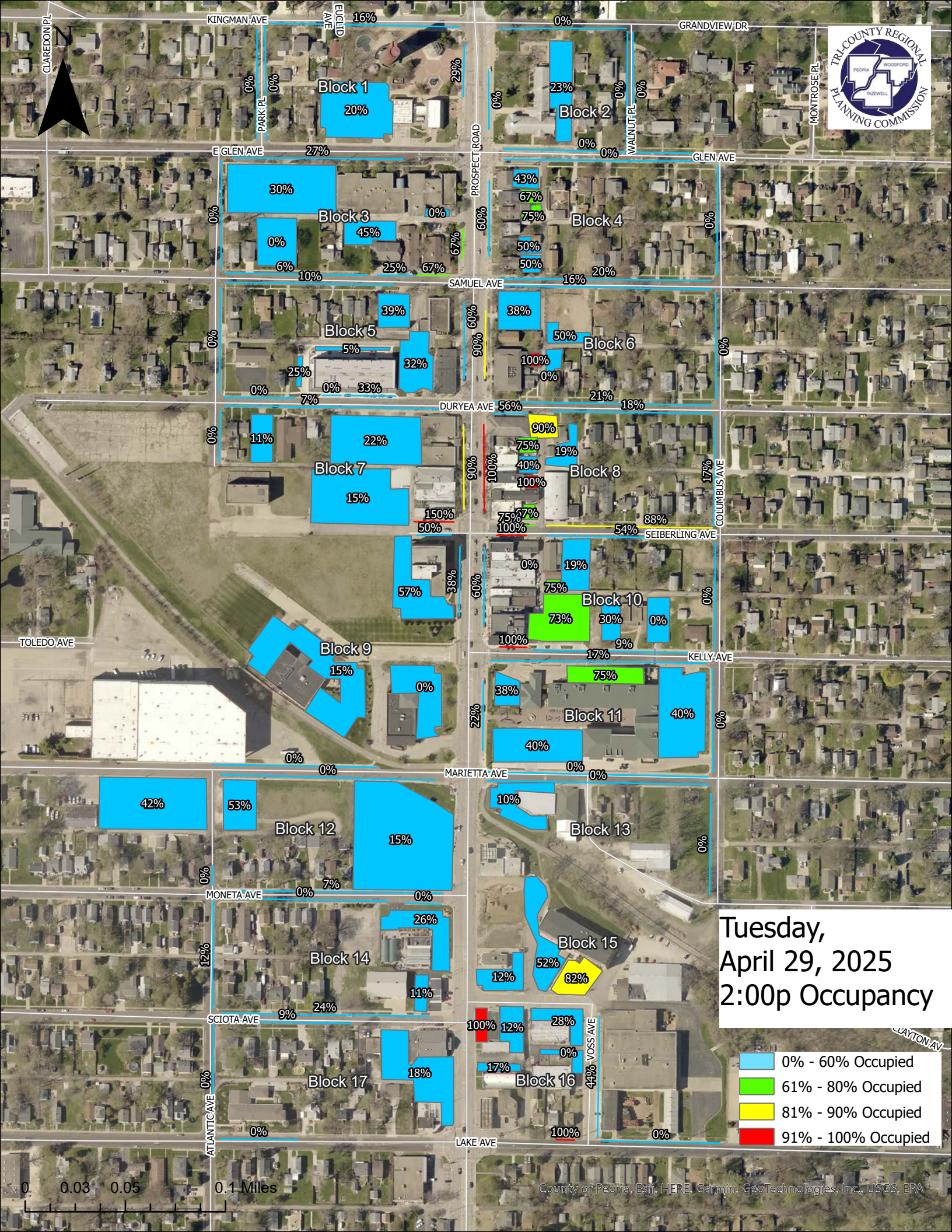




Tuesday,  
April 29, 2025  
1:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

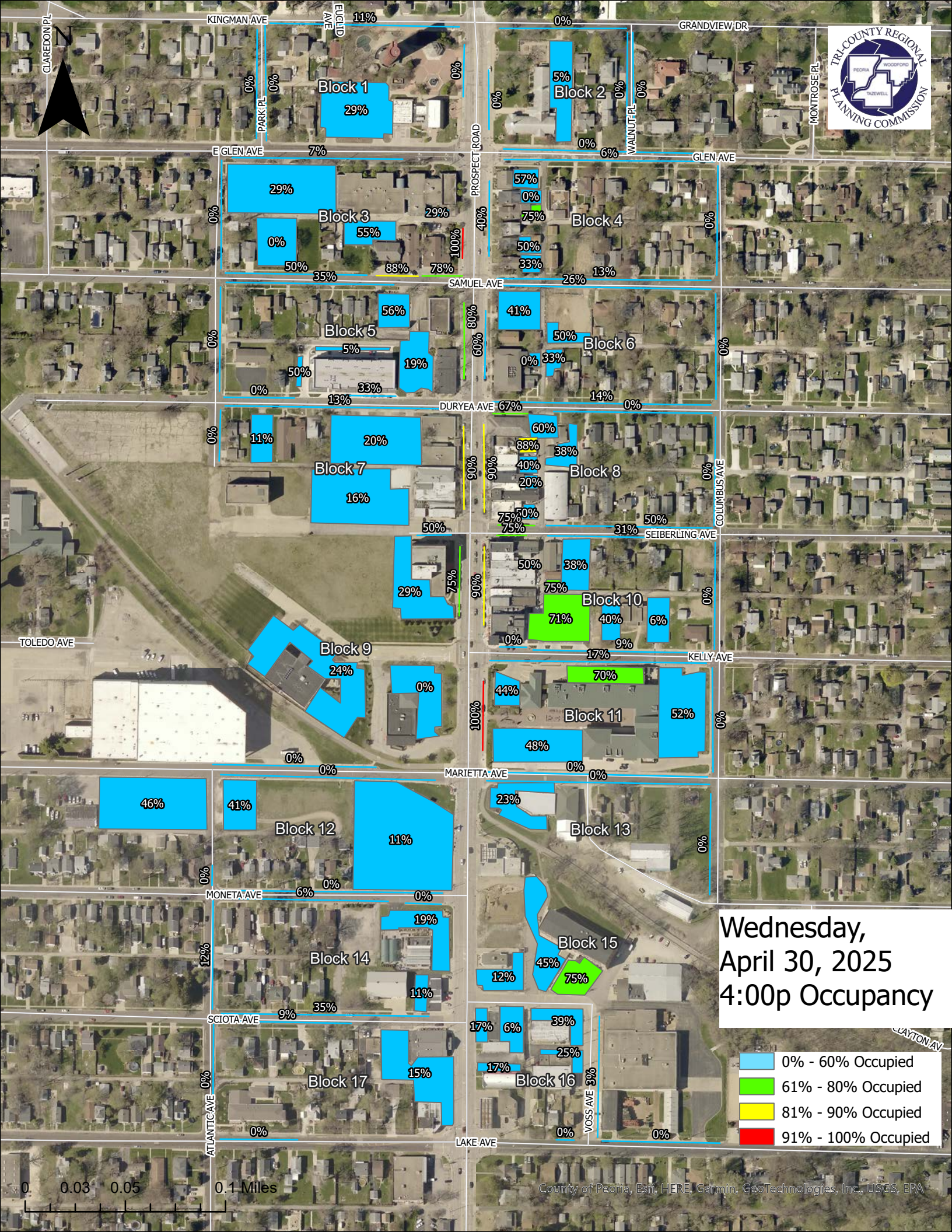




Tuesday,  
April 29, 2025  
2:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

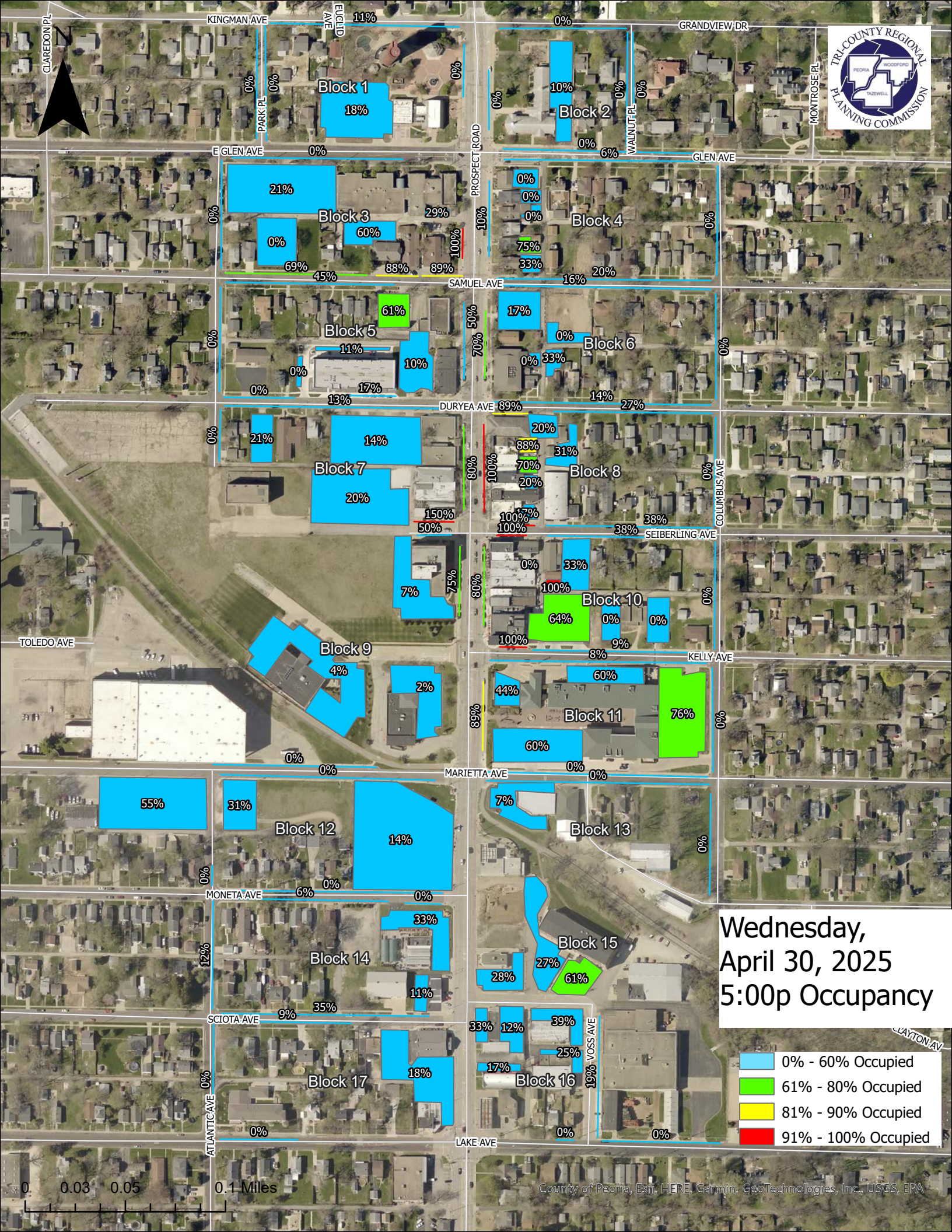




Wednesday,  
April 30, 2025  
4:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

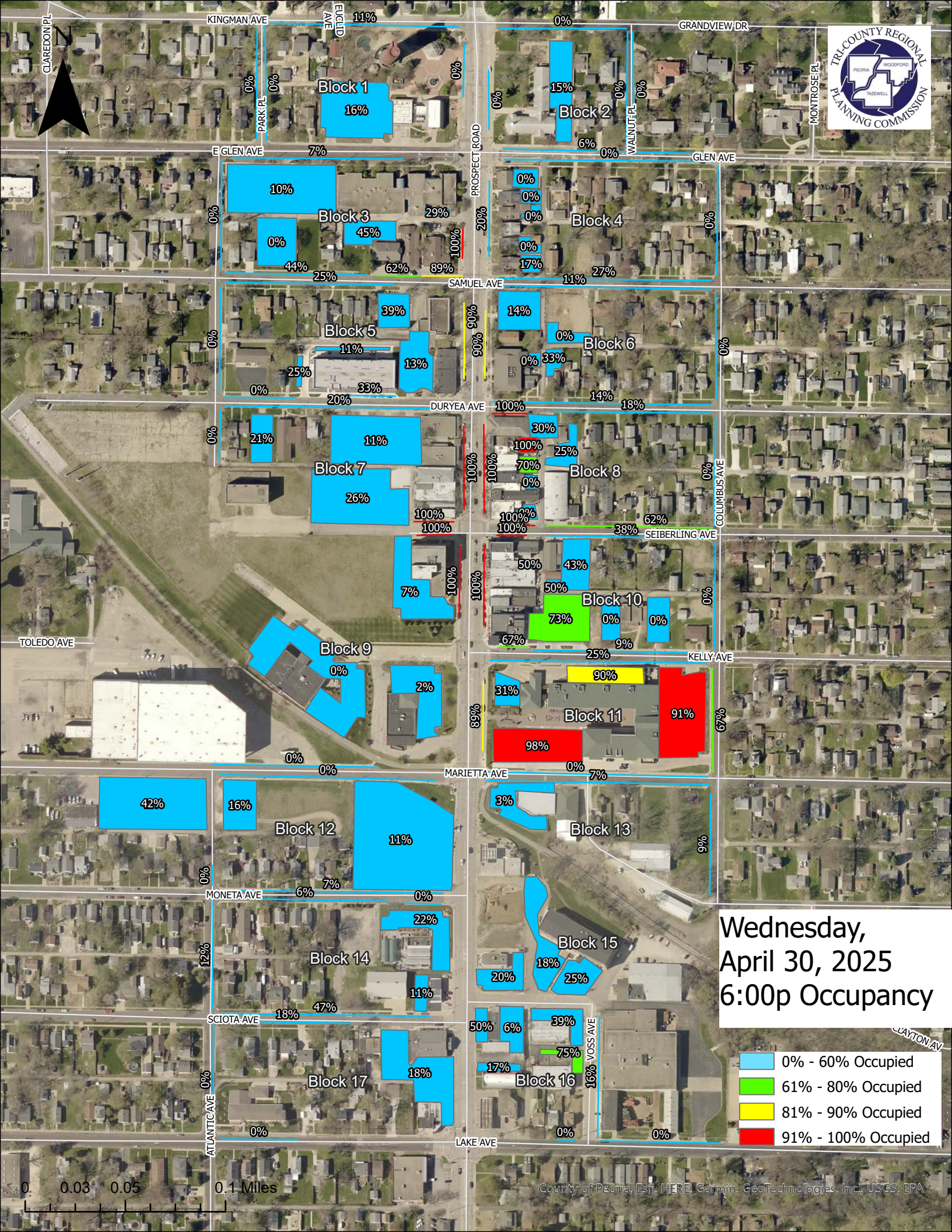




Wednesday,  
April 30, 2025  
5:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

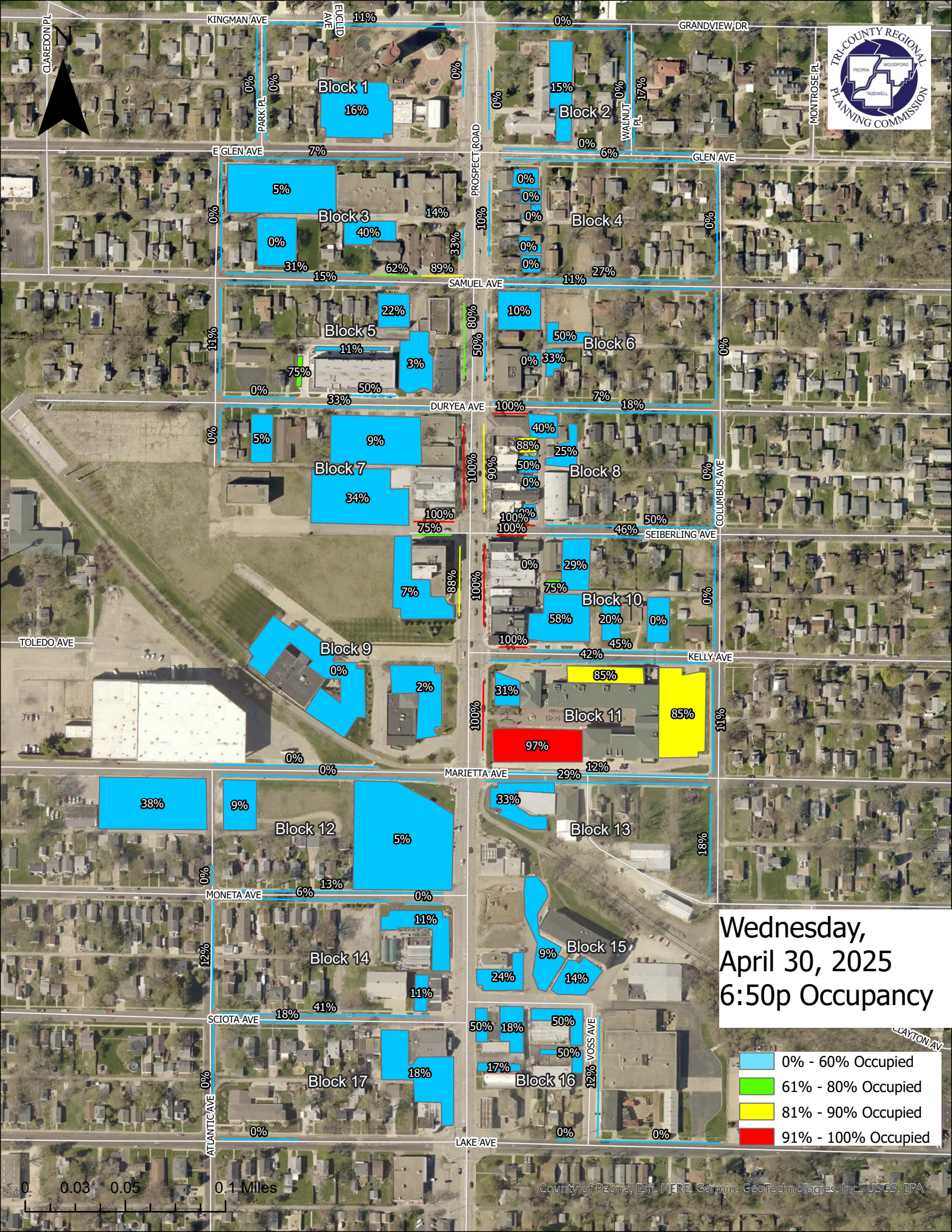




Wednesday,  
April 30, 2025  
6:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

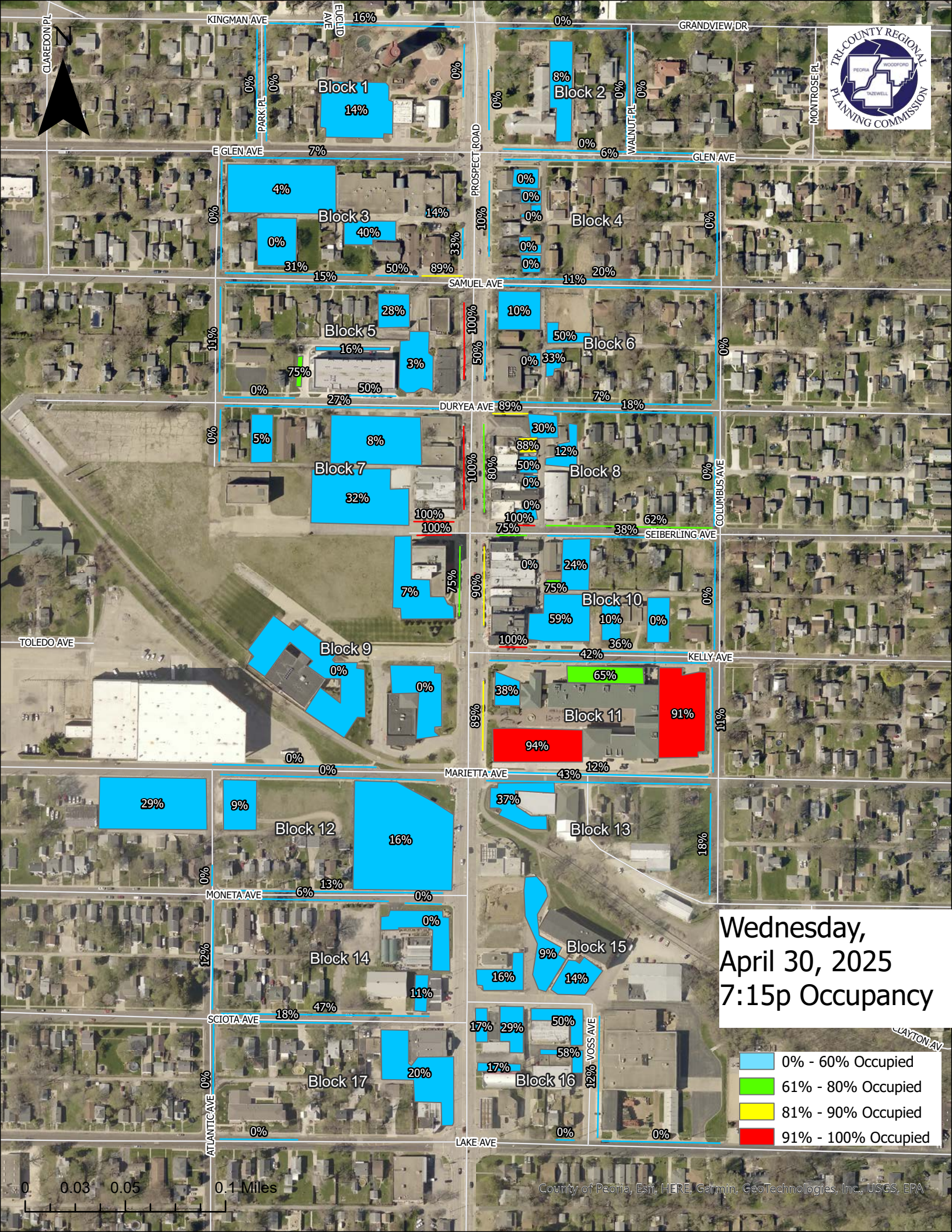




Wednesday,  
April 30, 2025  
6:50p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

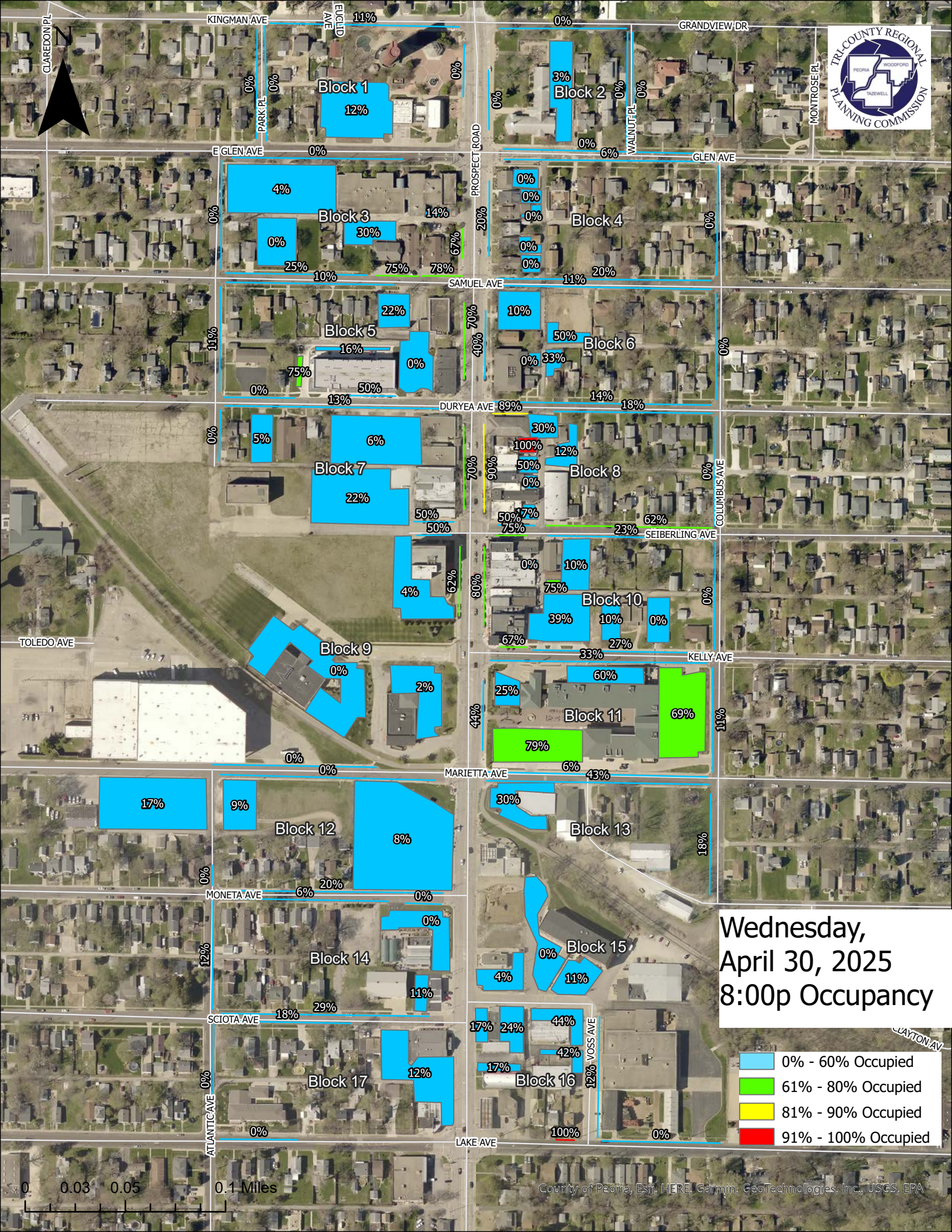




Wednesday,  
April 30, 2025  
7:15p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

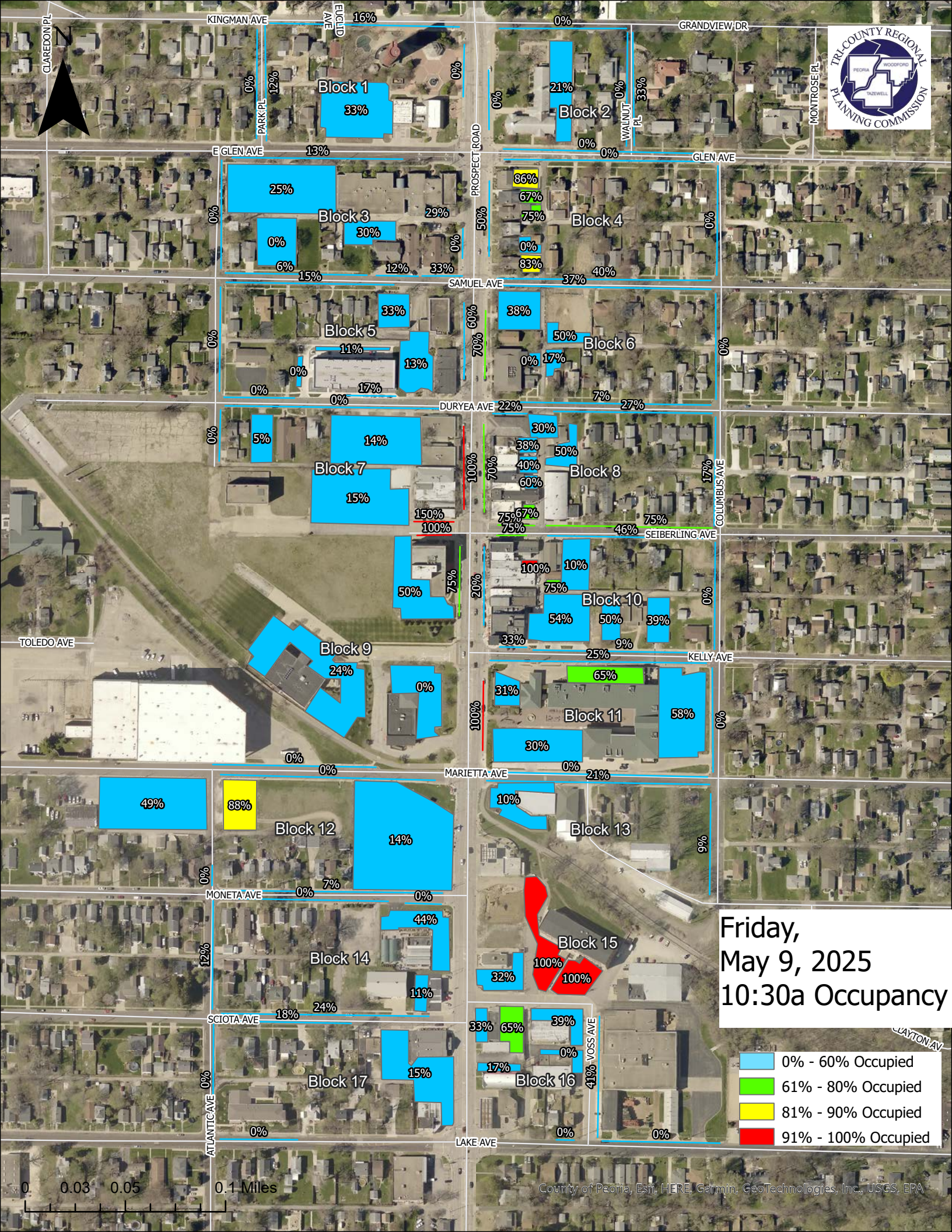




Wednesday,  
April 30, 2025  
8:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

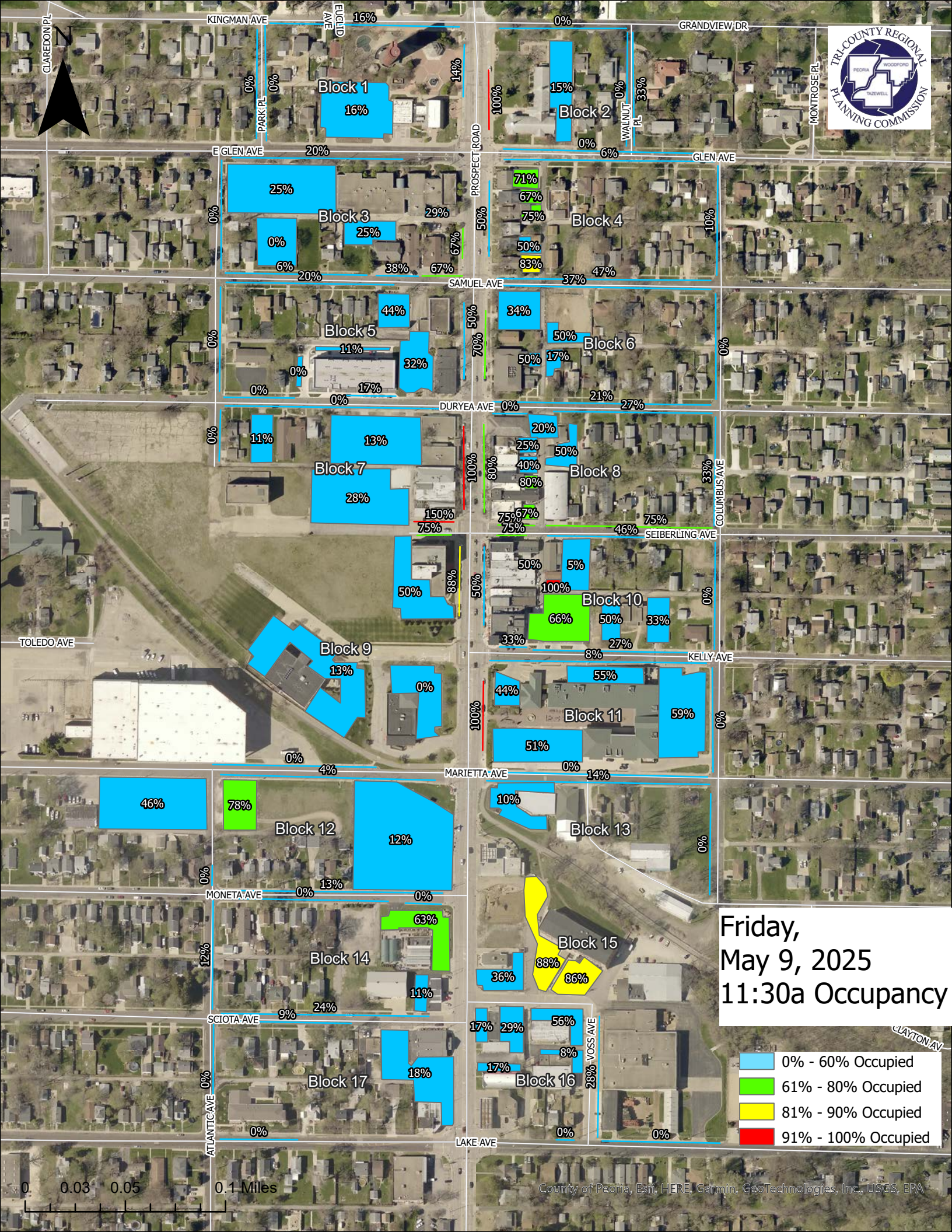




Friday,  
May 9, 2025  
10:30a Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

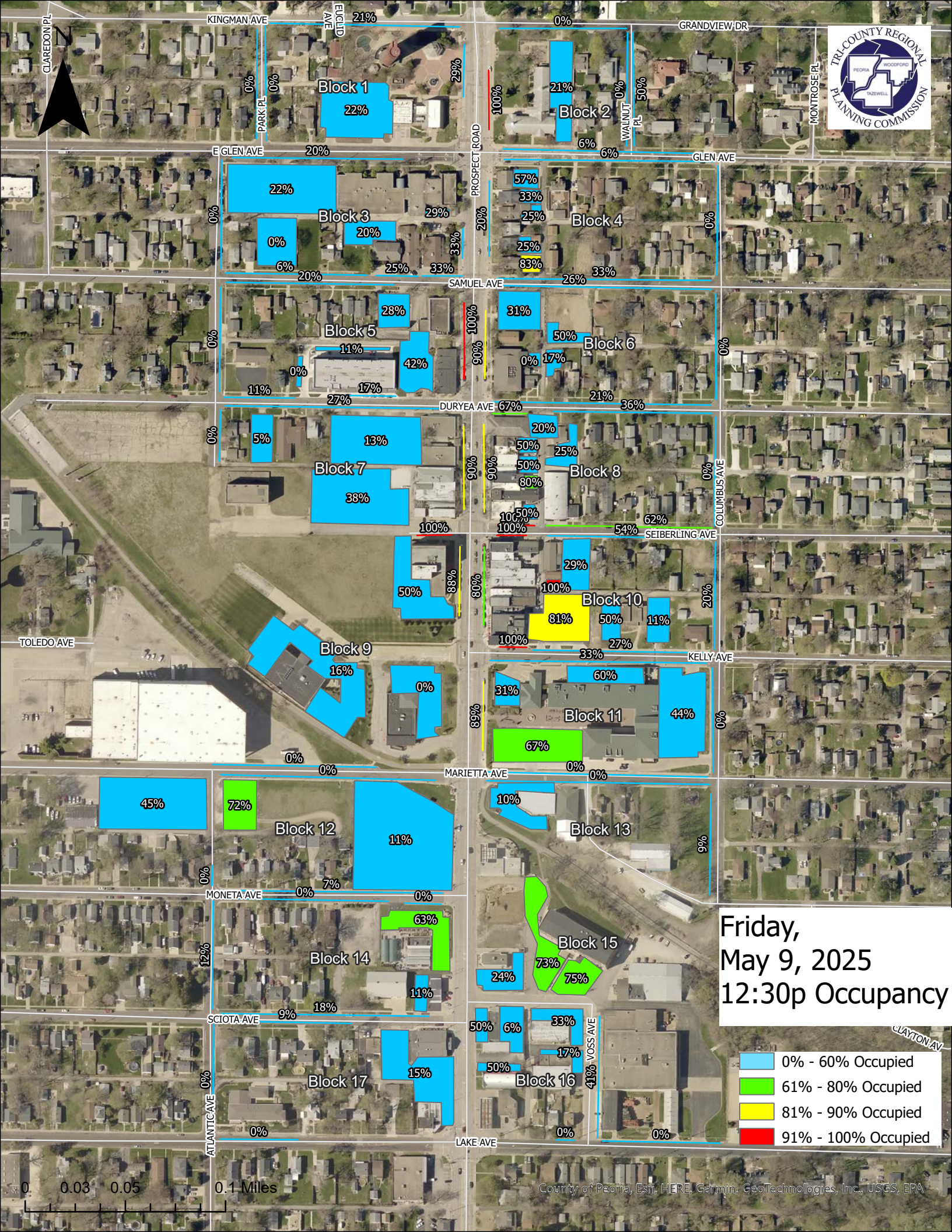




Friday,  
May 9, 2025  
11:30a Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

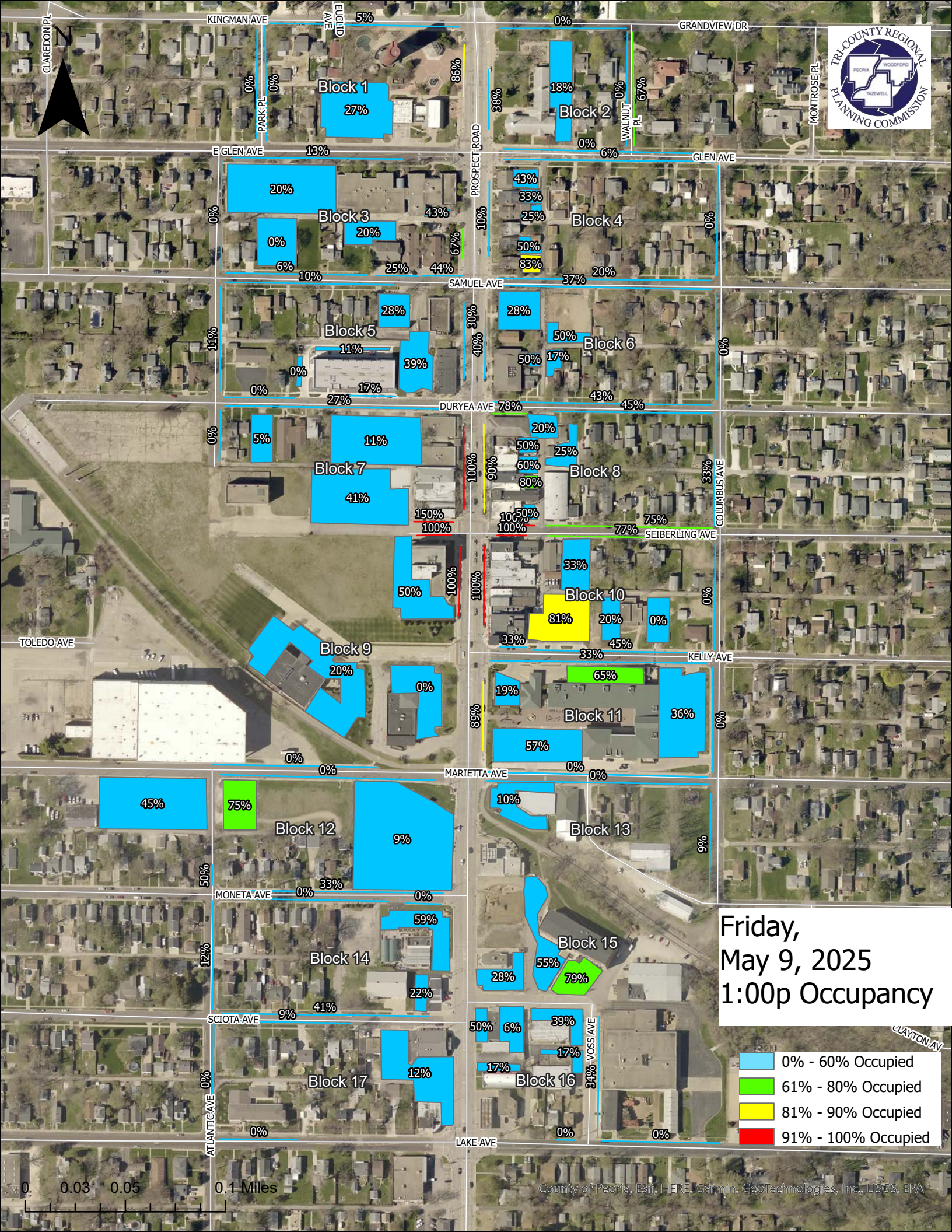




Friday,  
May 9, 2025  
12:30p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

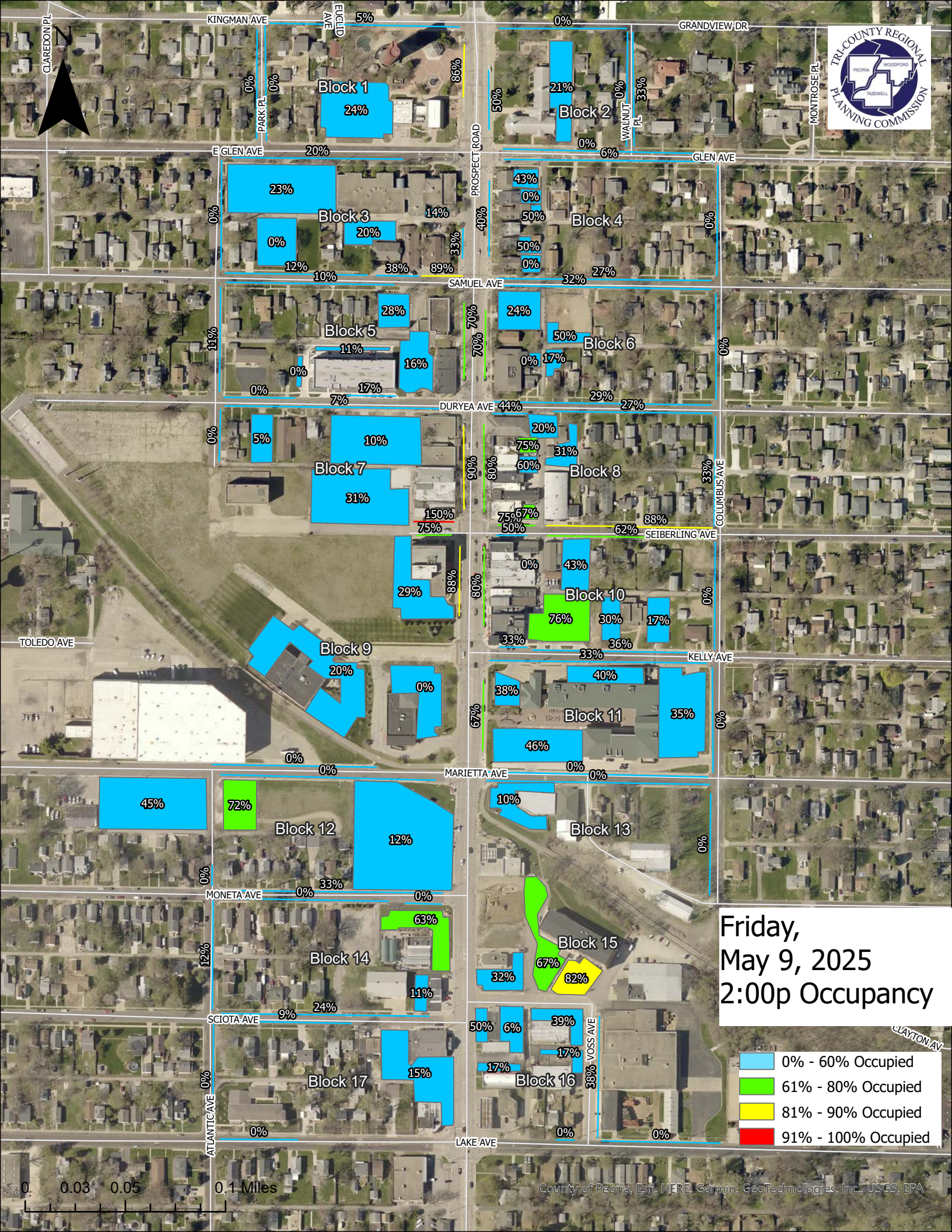




Friday,  
May 9, 2025  
1:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied



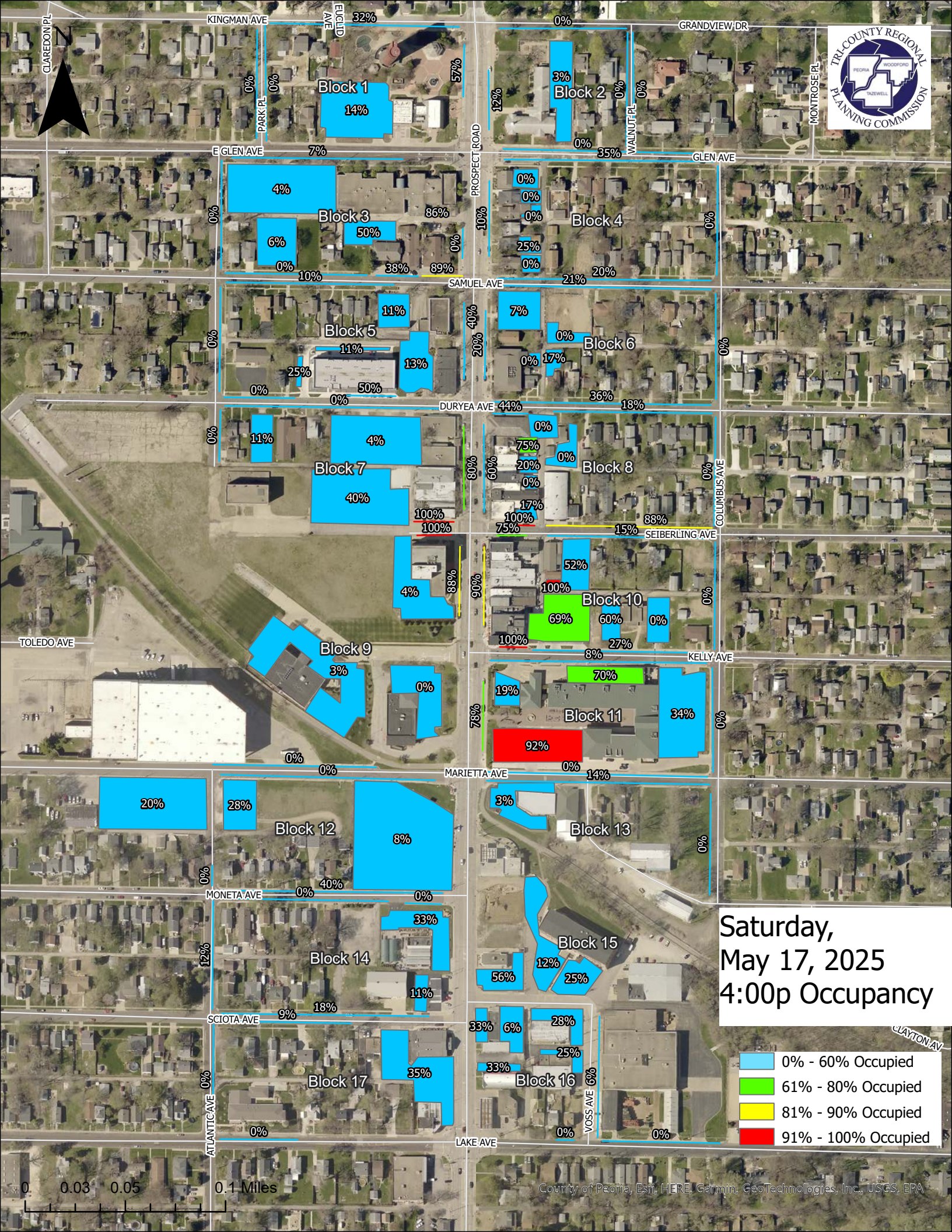


Friday,  
May 9, 2025  
2:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

0 0.03 0.05 0.1 Miles

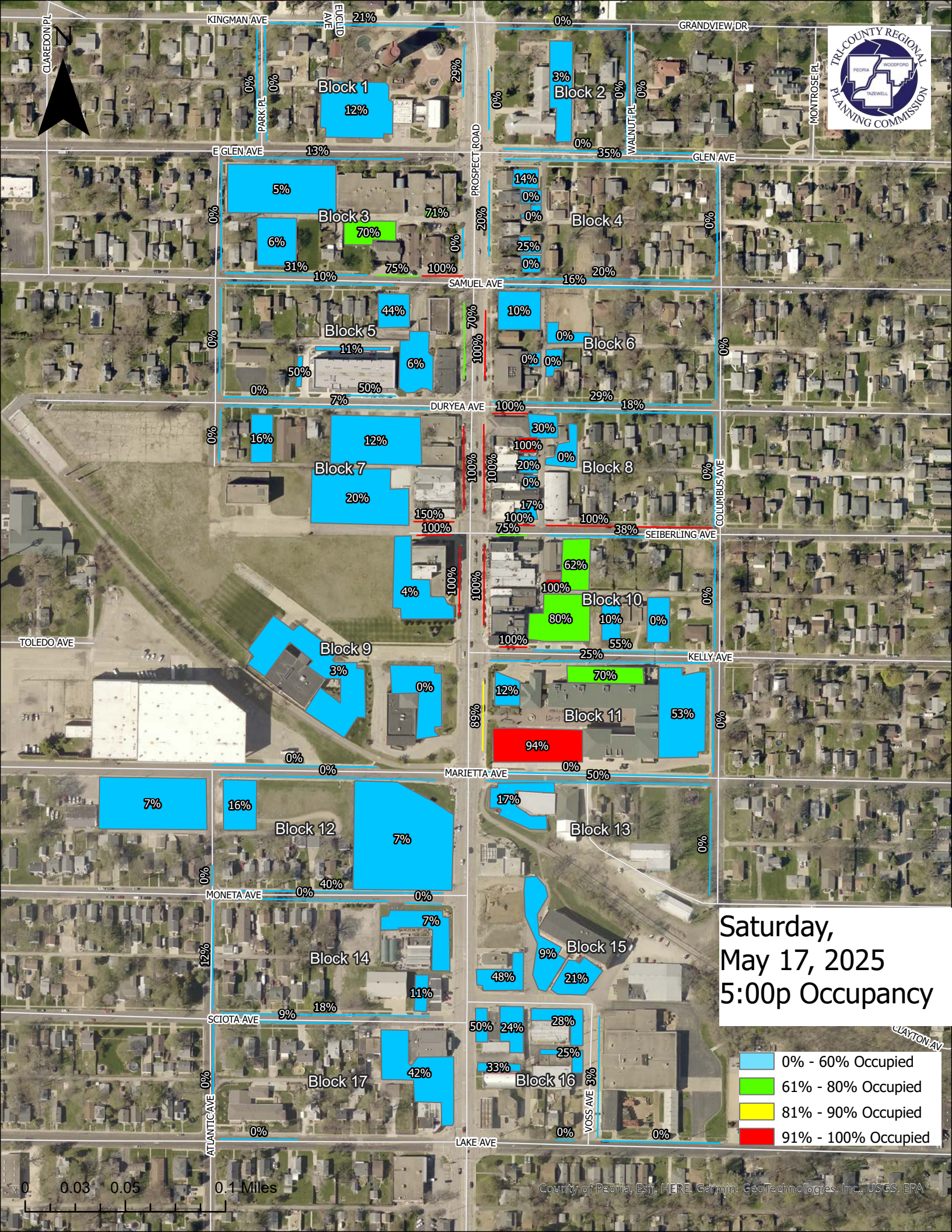




Saturday,  
May 17, 2025  
4:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

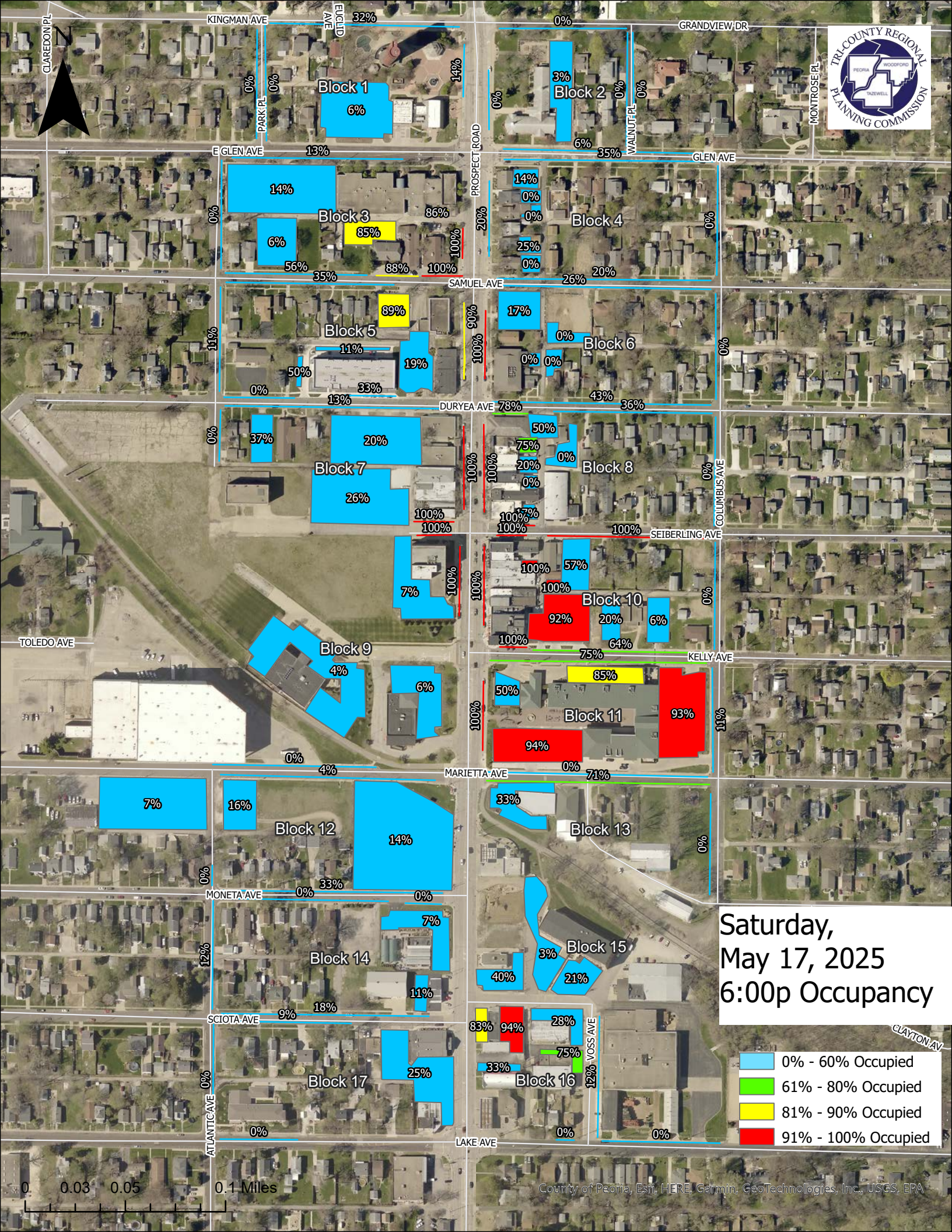




Saturday,  
May 17, 2025  
5:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

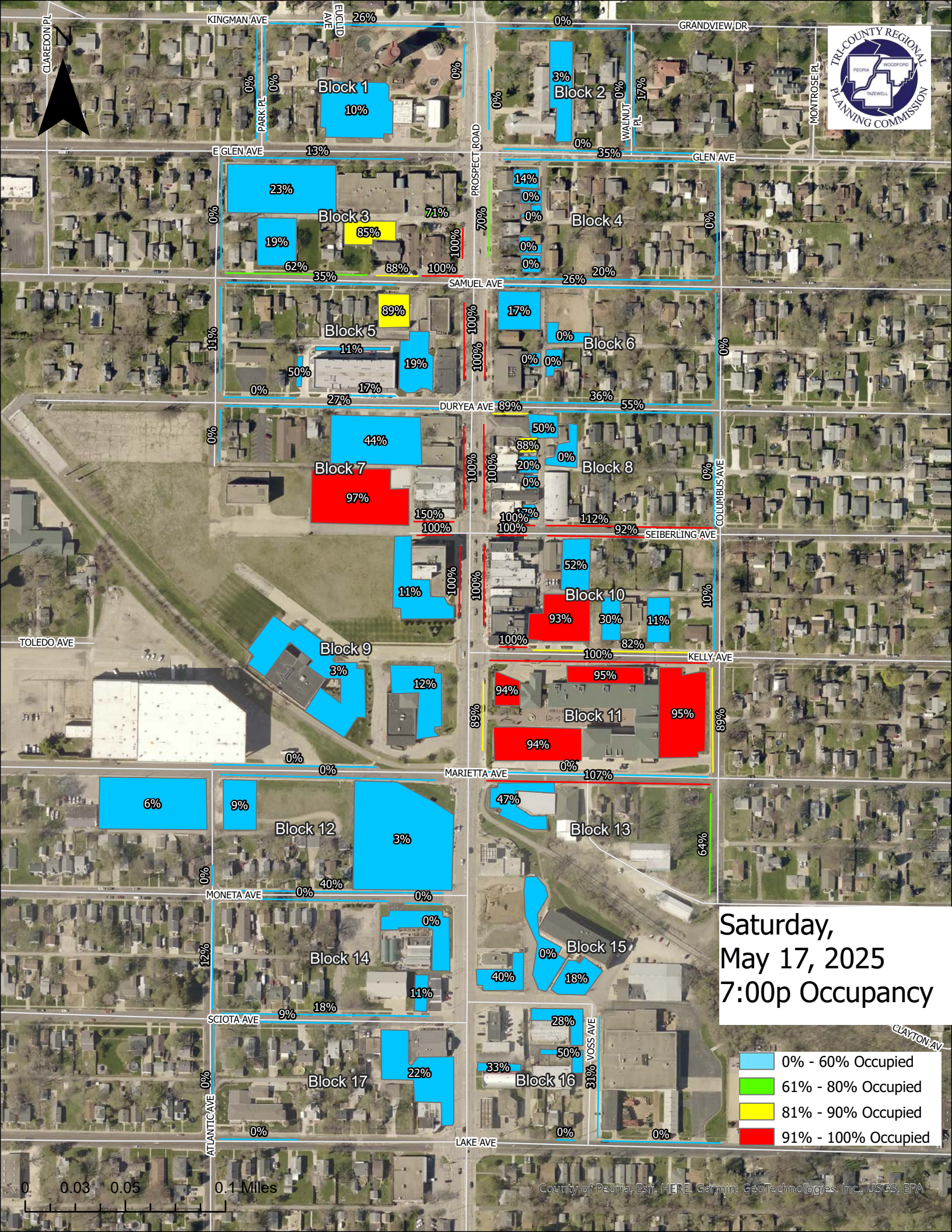




Saturday,  
May 17, 2025  
6:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

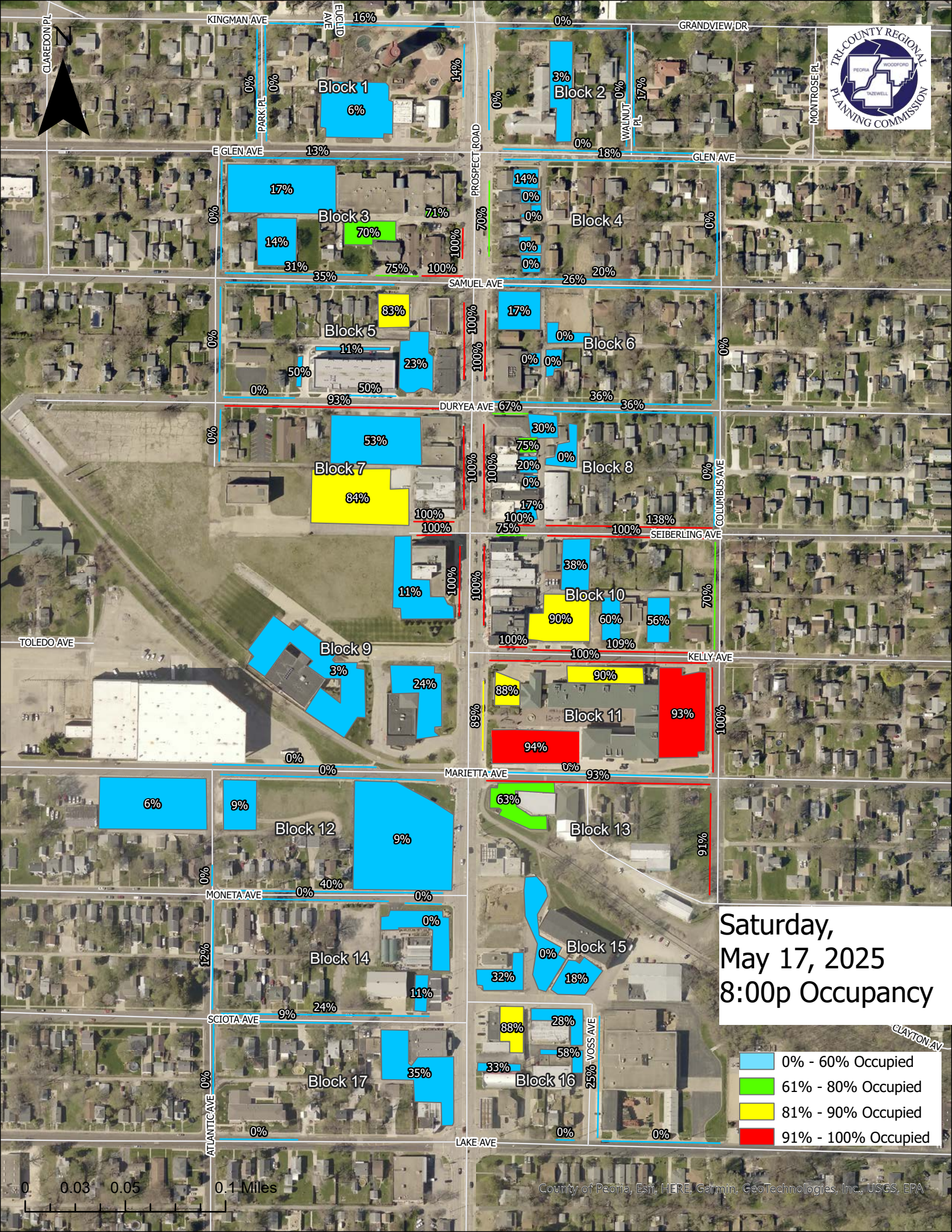




Saturday,  
May 17, 2025  
7:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

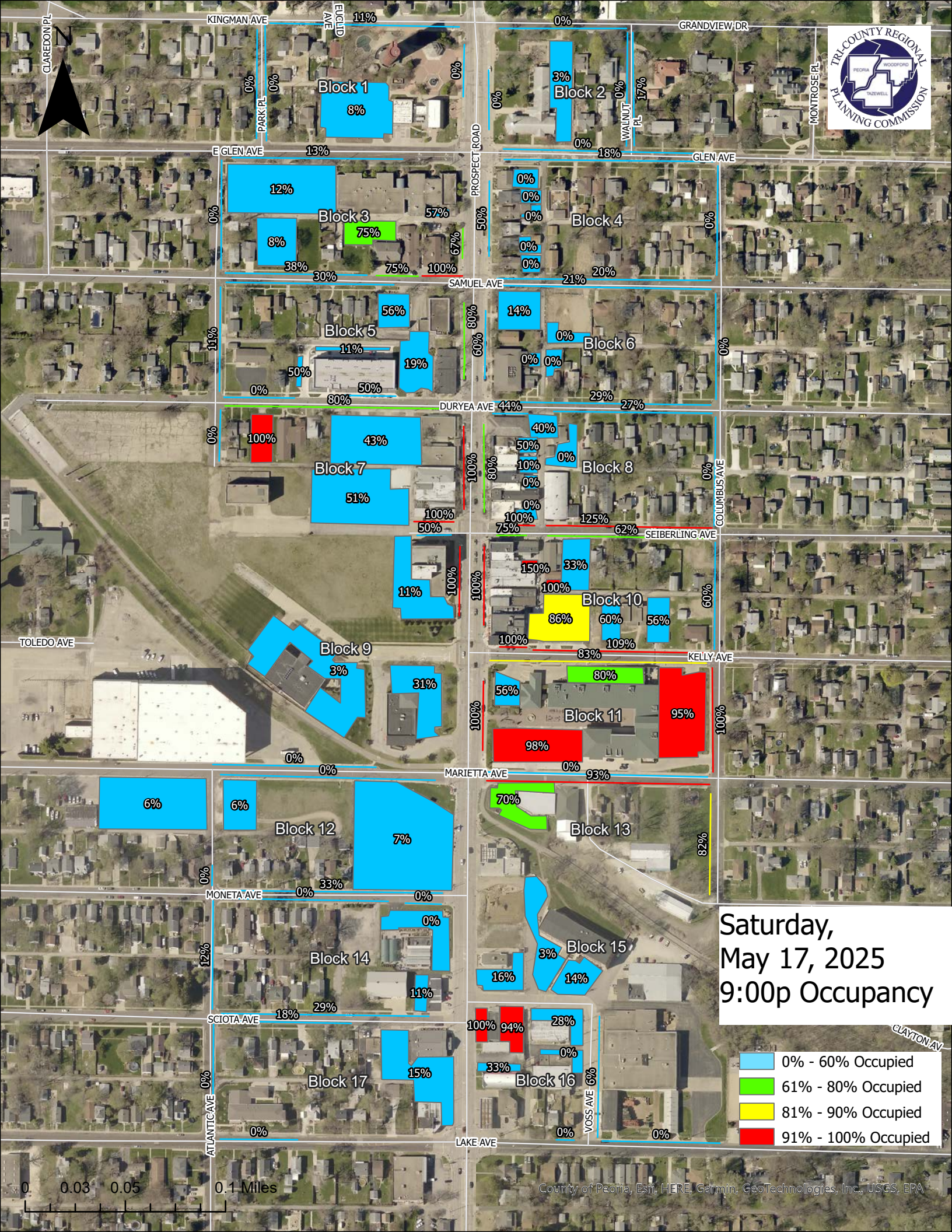




Saturday,  
May 17, 2025  
8:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

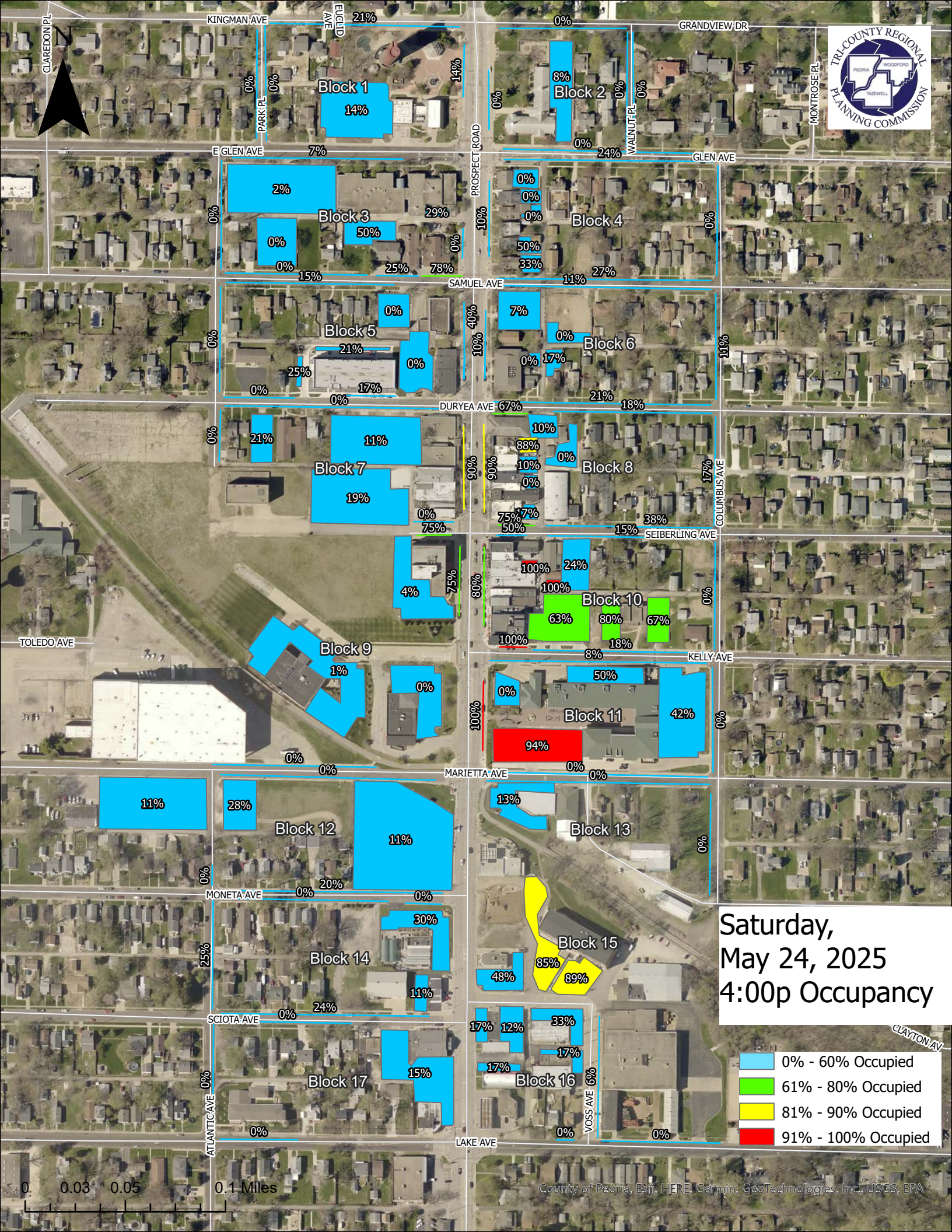




Saturday,  
May 17, 2025  
9:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

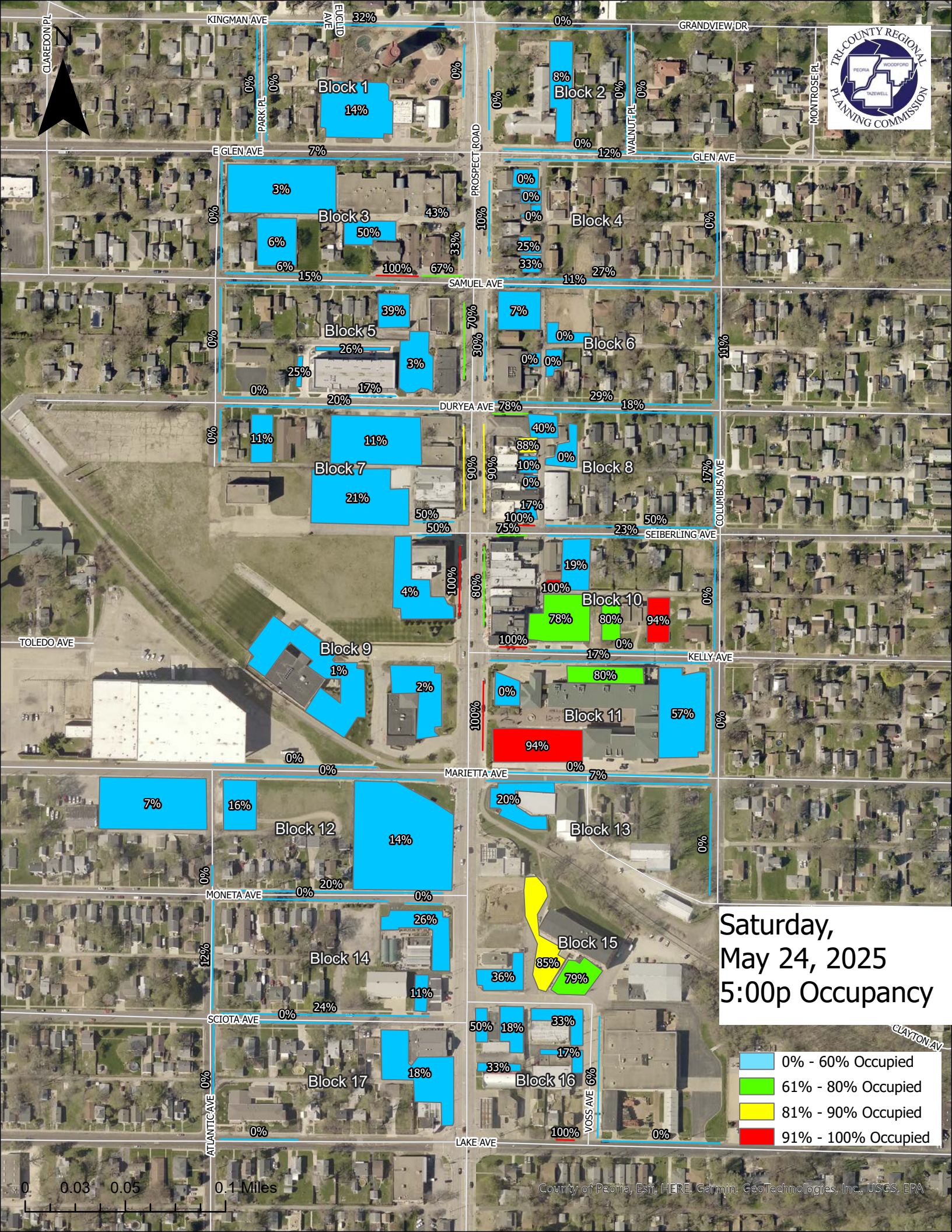




Saturday,  
May 24, 2025  
4:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

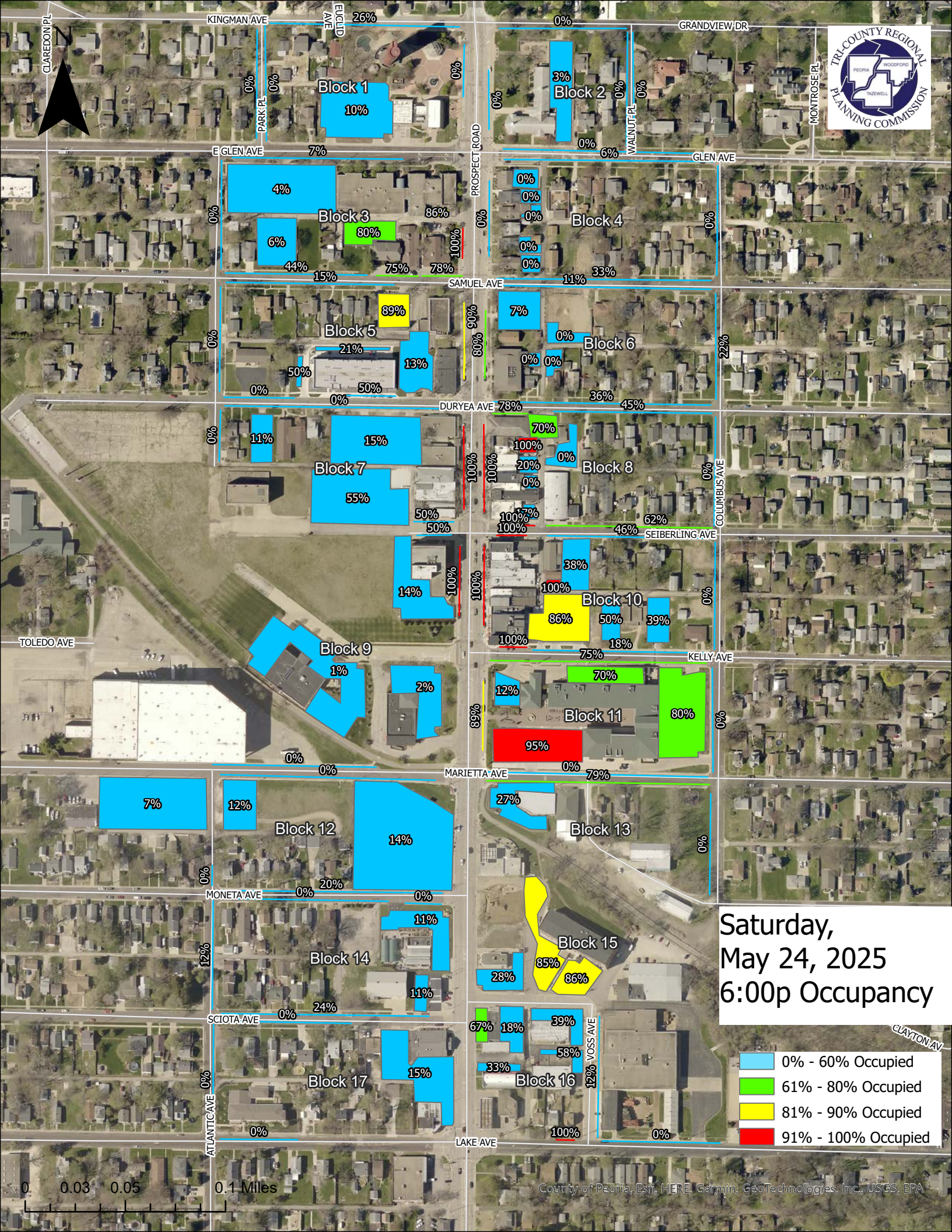




Saturday,  
May 24, 2025  
5:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

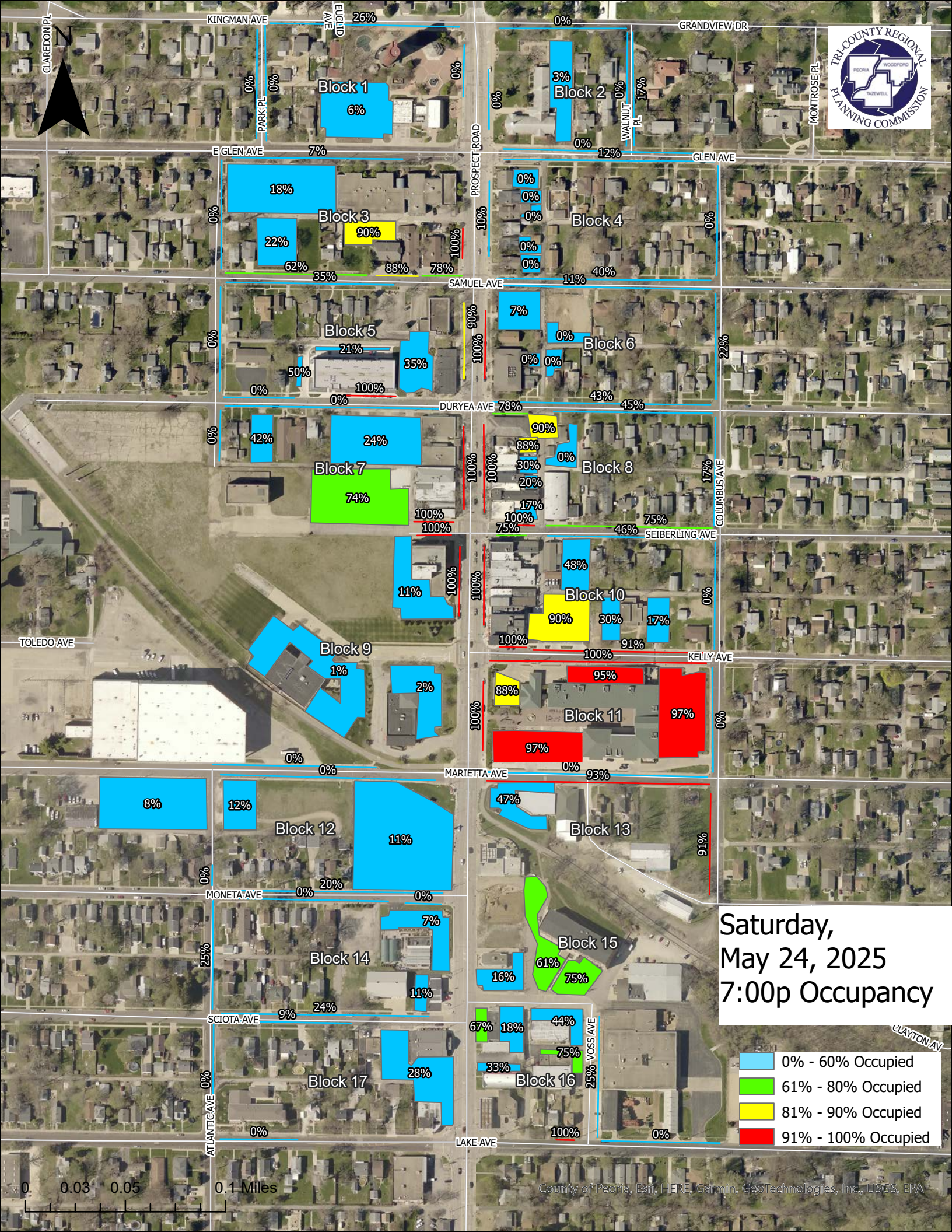




Saturday,  
May 24, 2025  
6:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

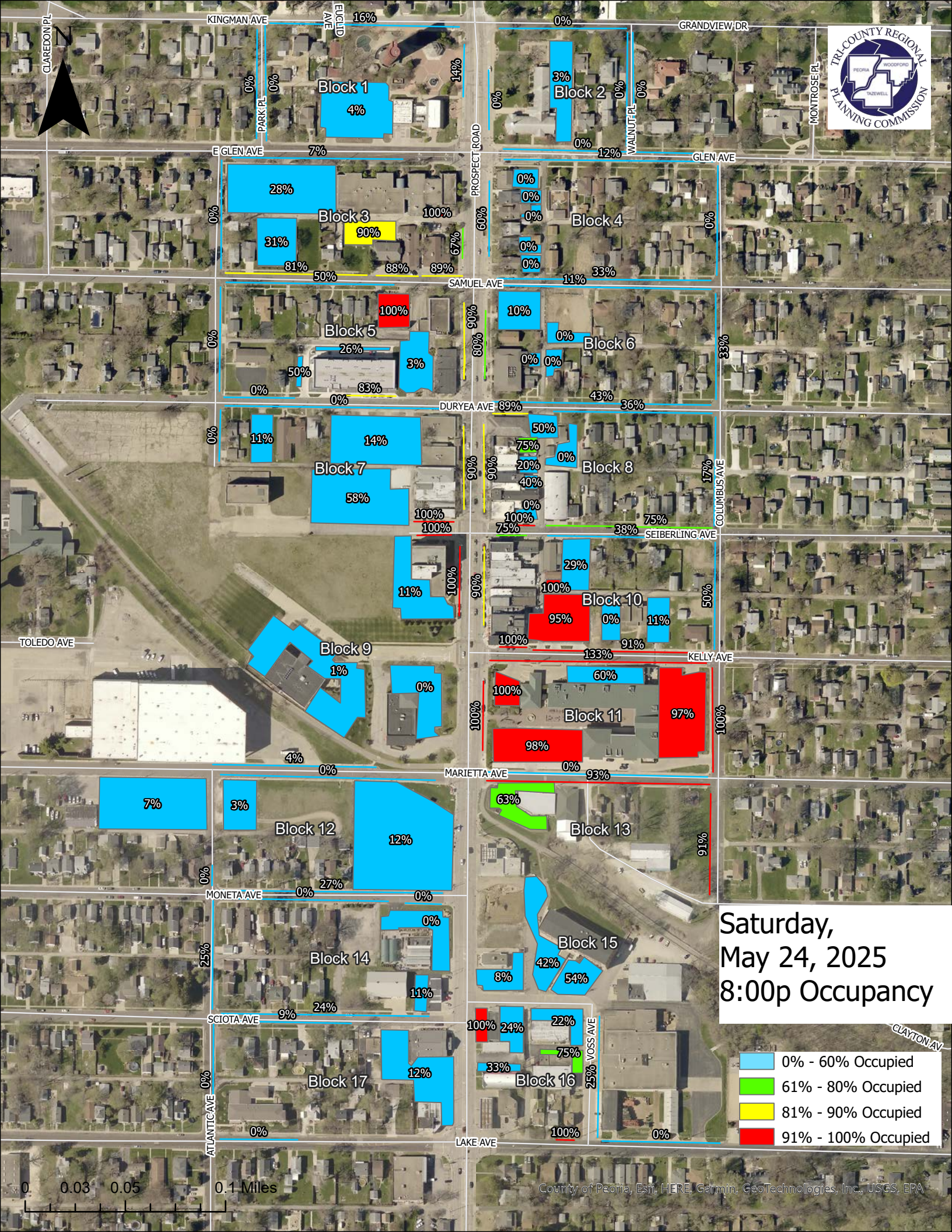




Saturday,  
May 24, 2025  
7:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

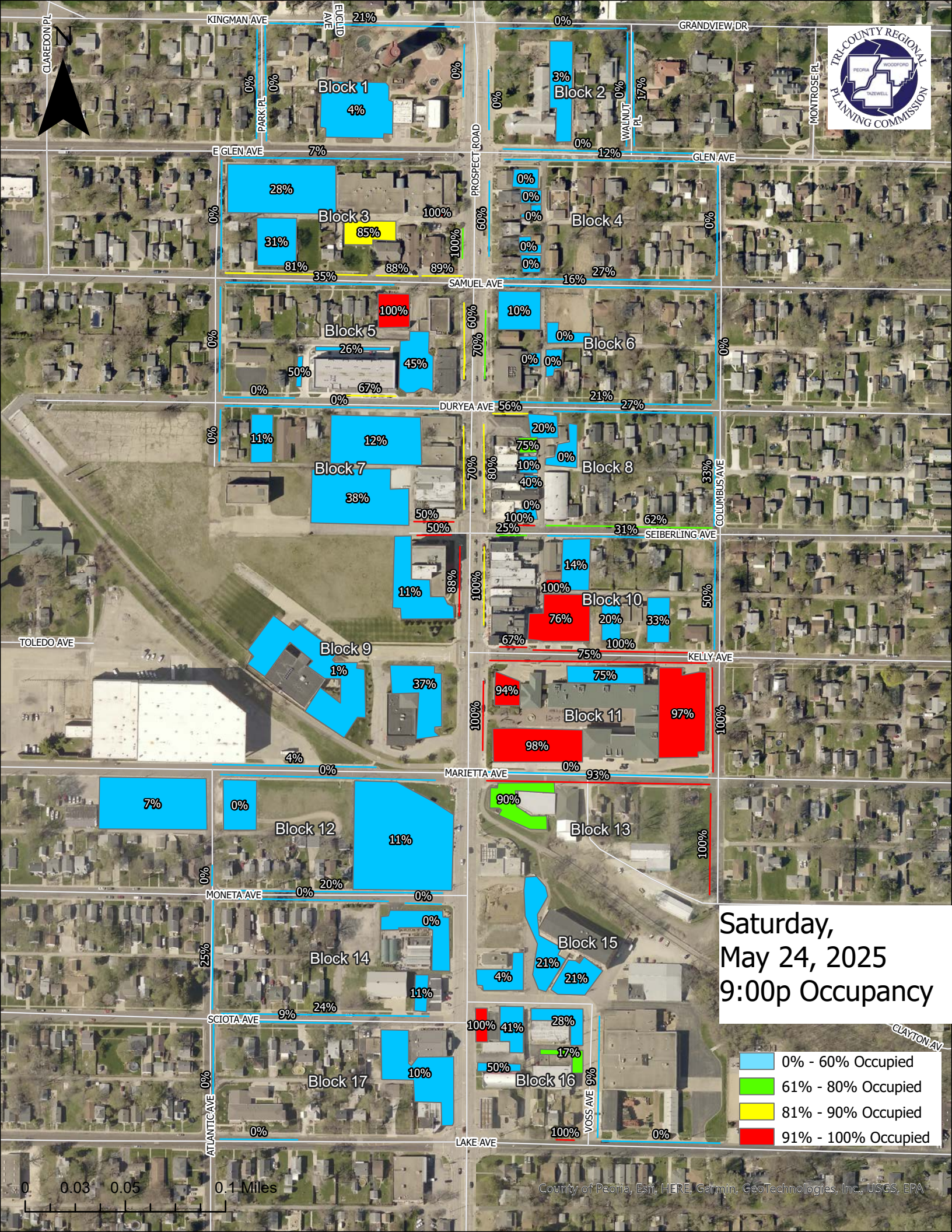




Saturday,  
May 24, 2025  
8:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

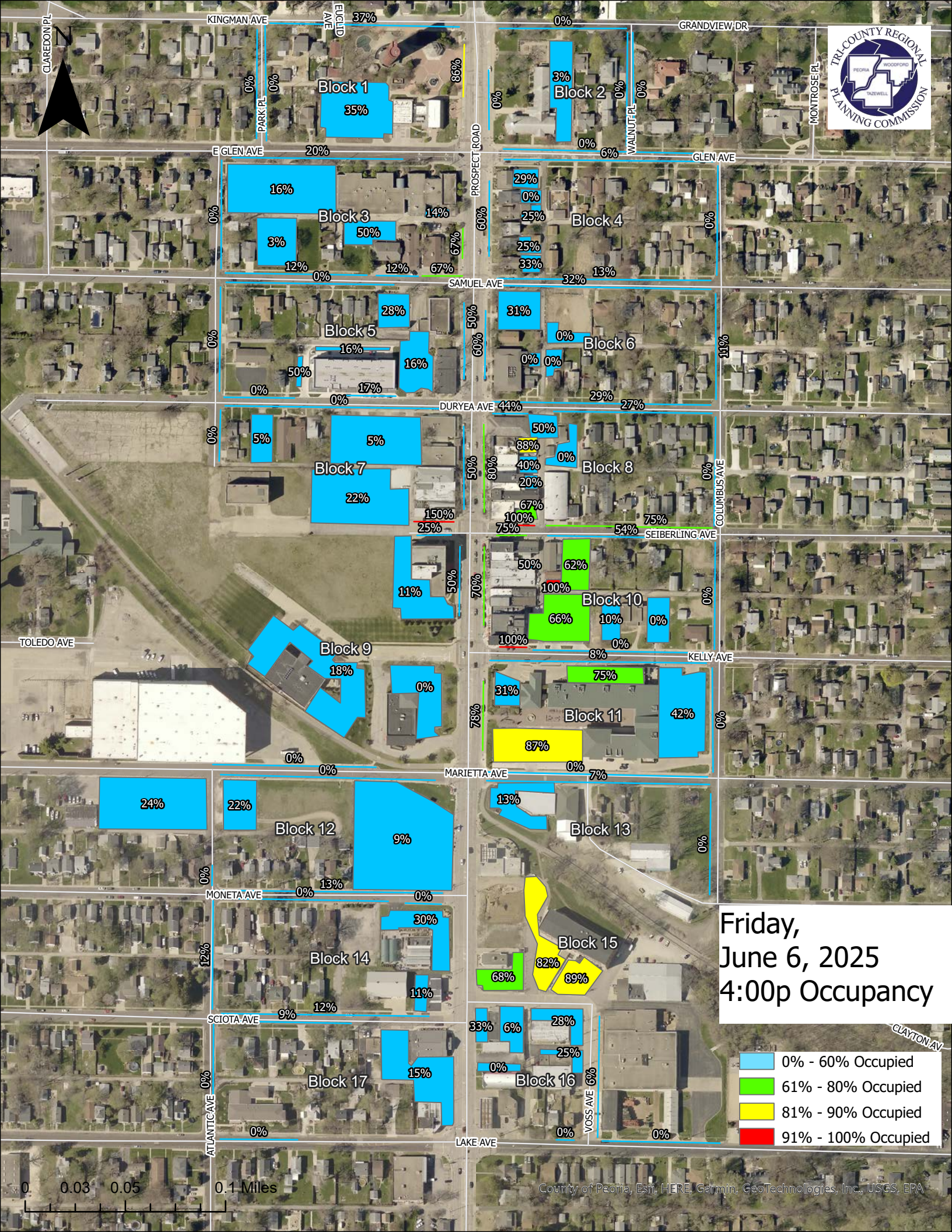




Saturday,  
May 24, 2025  
9:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

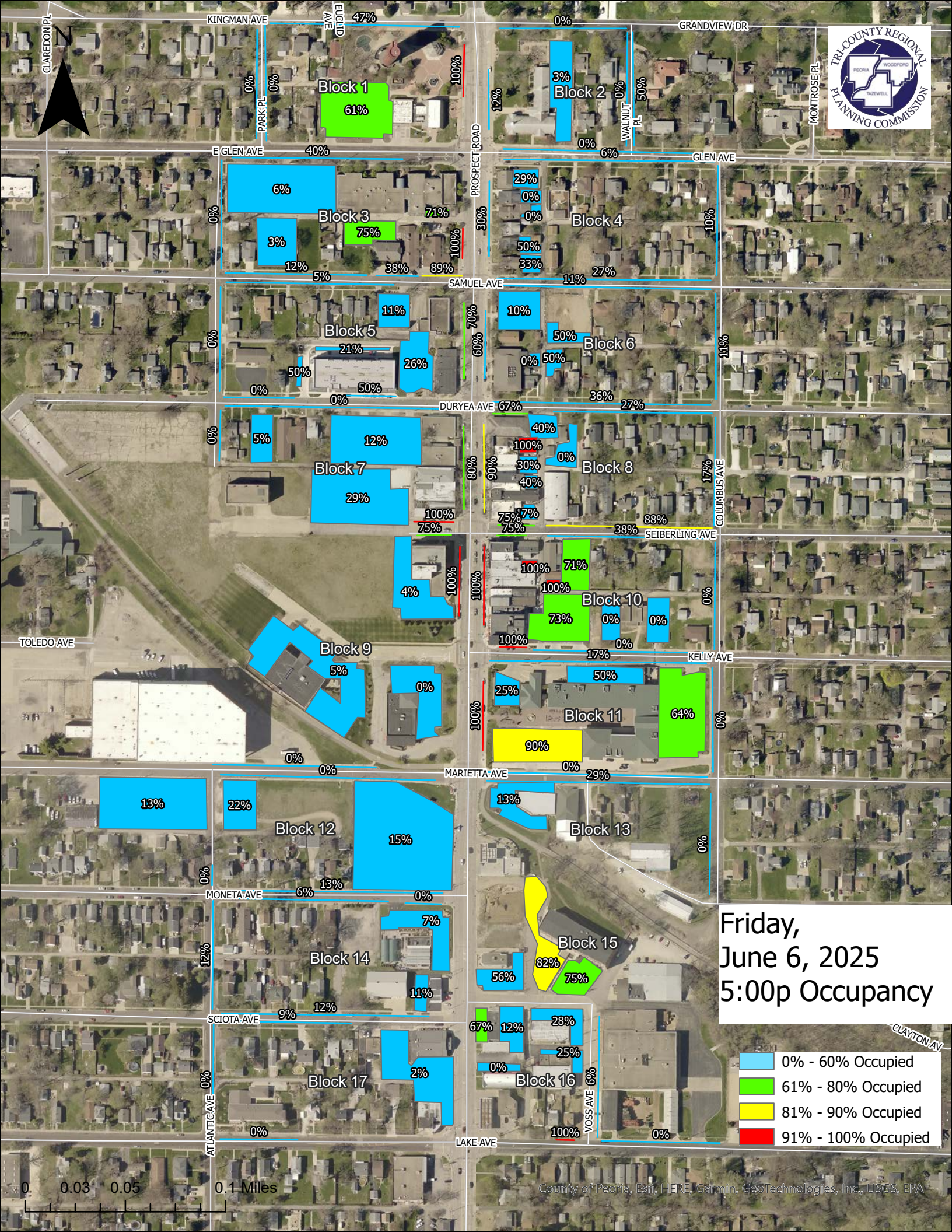




Friday,  
June 6, 2025  
4:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

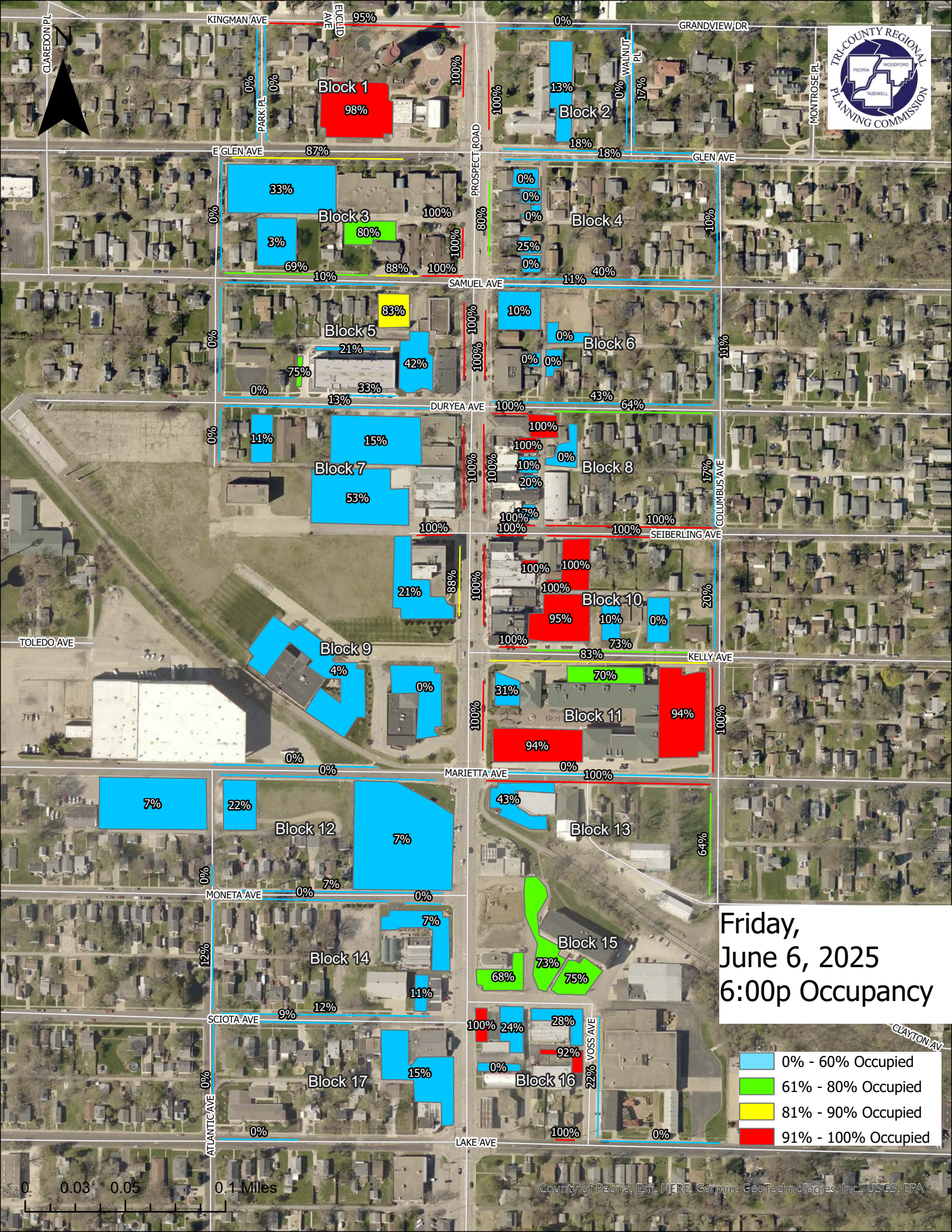




Friday,  
June 6, 2025  
5:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

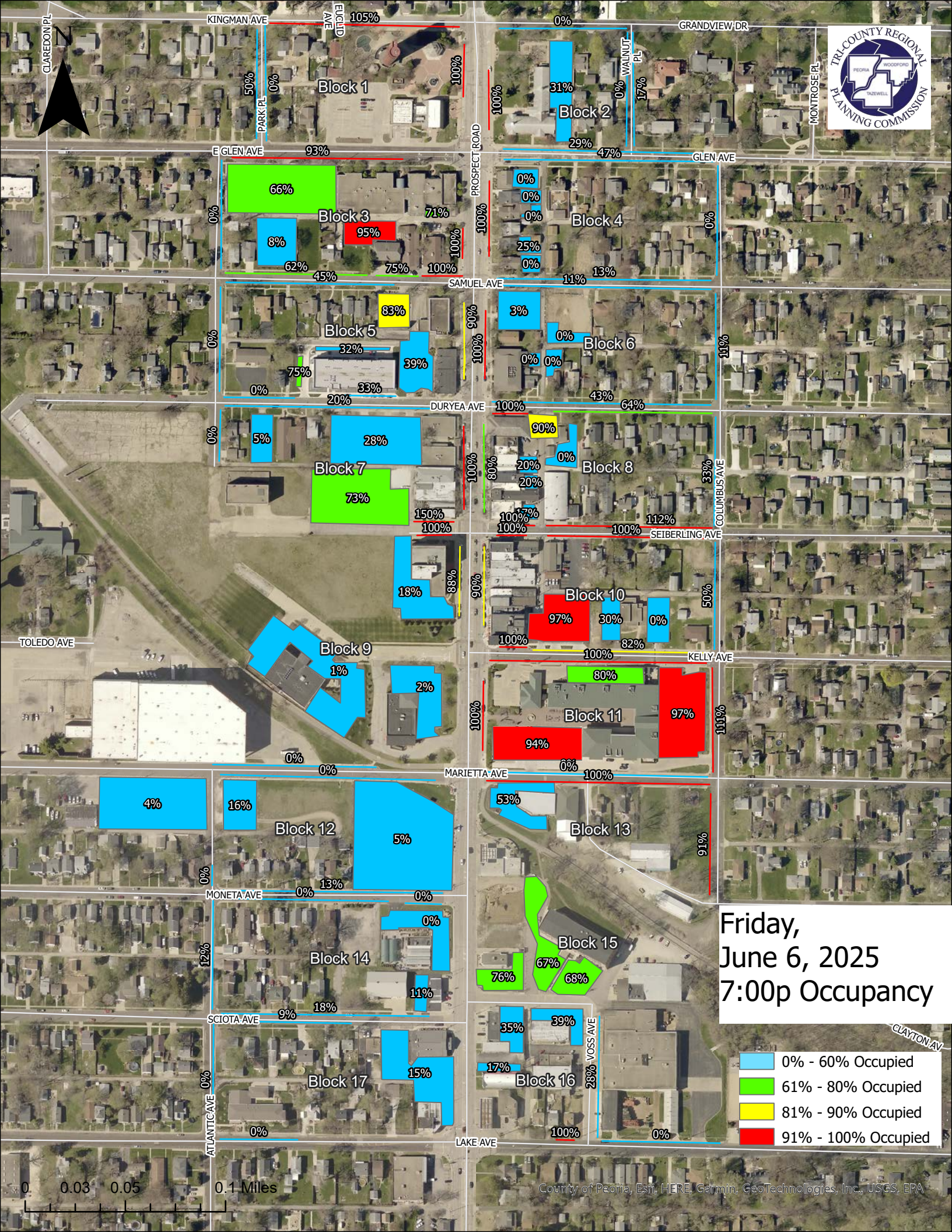




Friday,  
June 6, 2025  
6:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

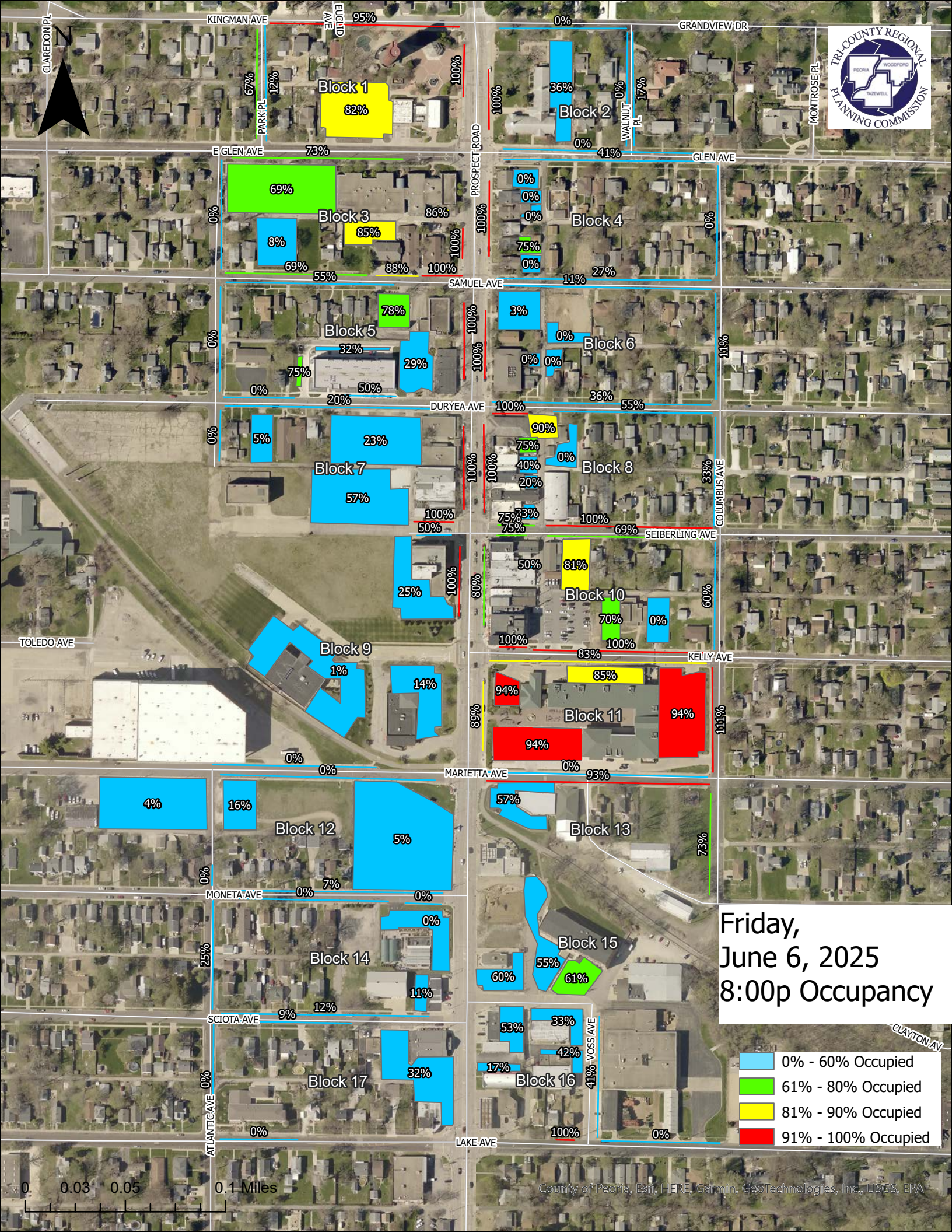




Friday,  
June 6, 2025  
7:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

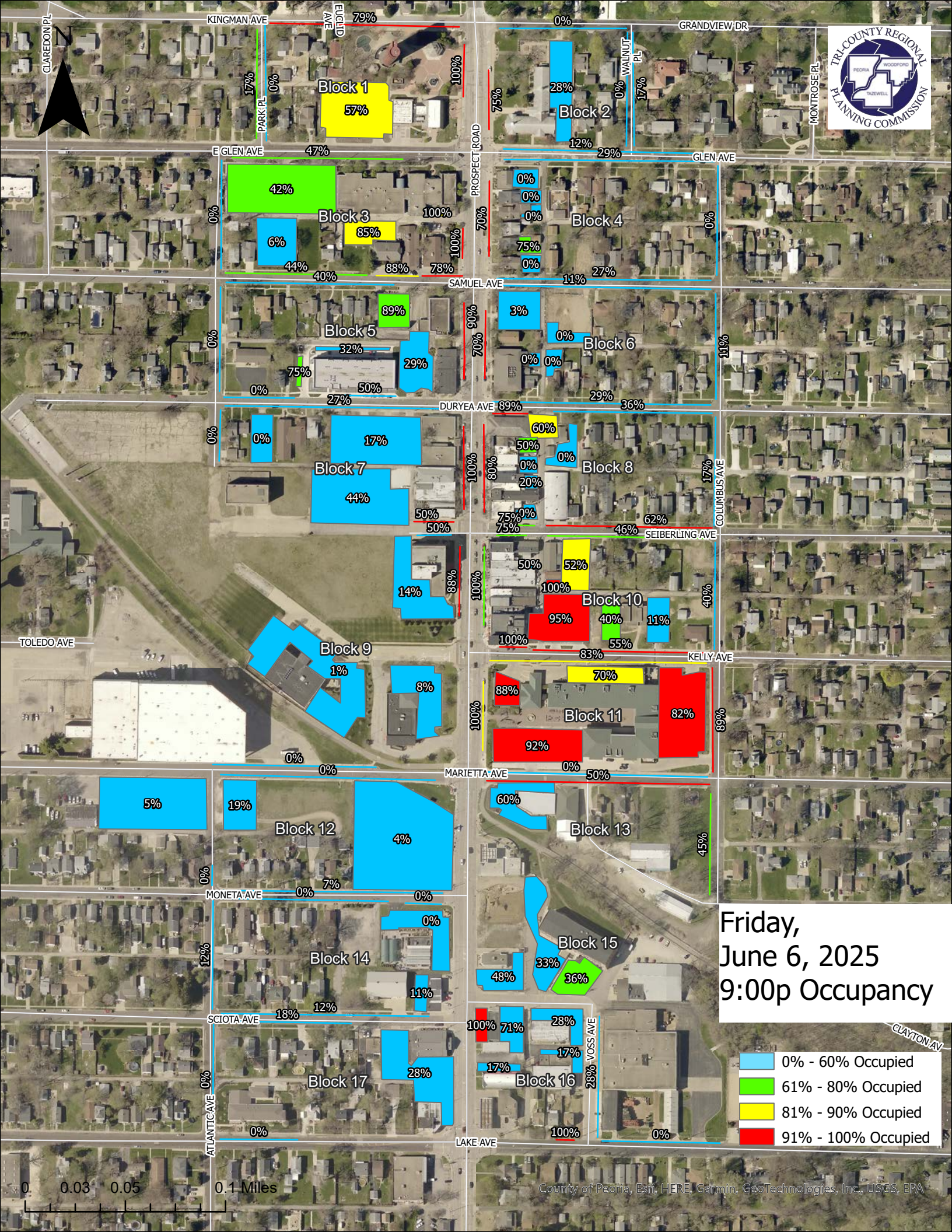




Friday,  
June 6, 2025  
8:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

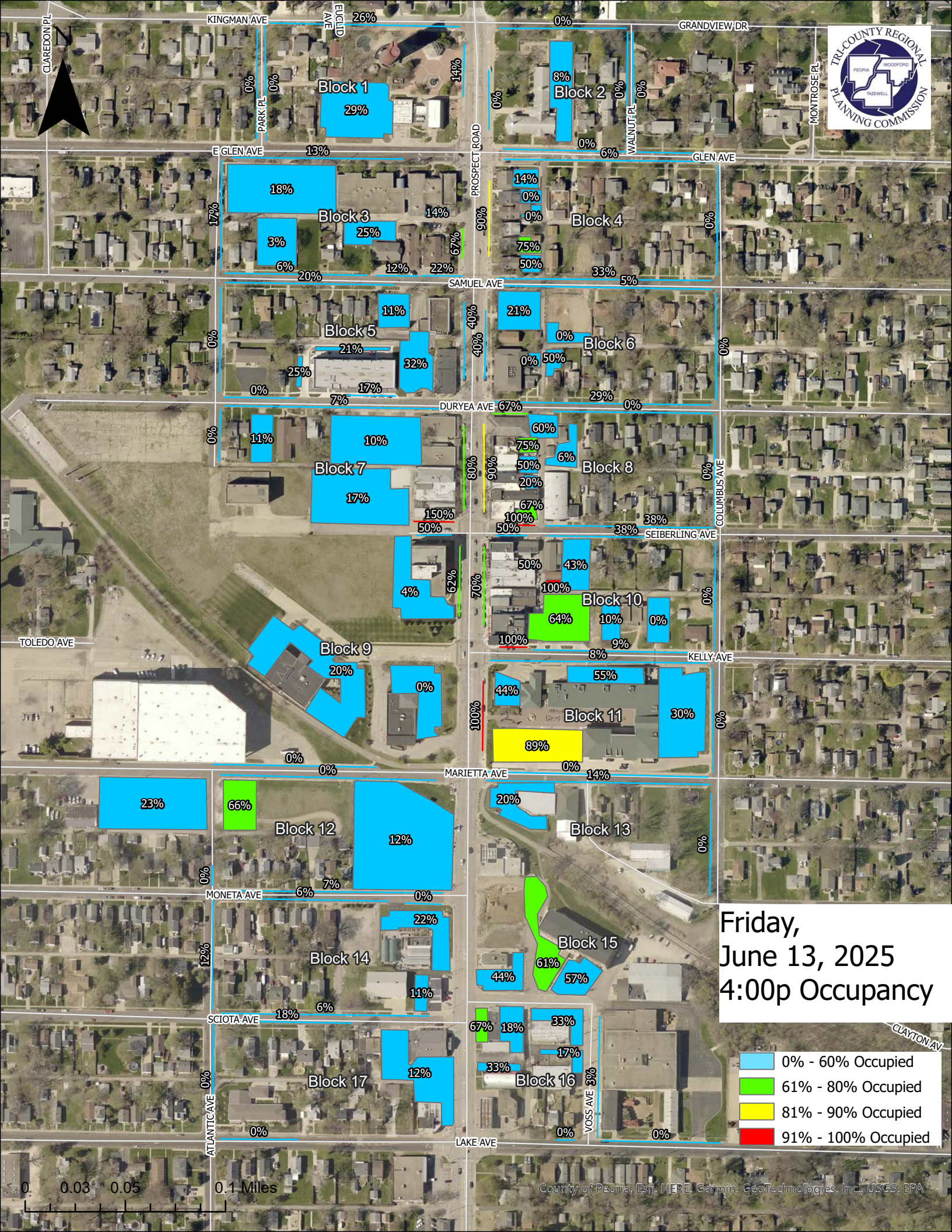




Friday,  
June 6, 2025  
9:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

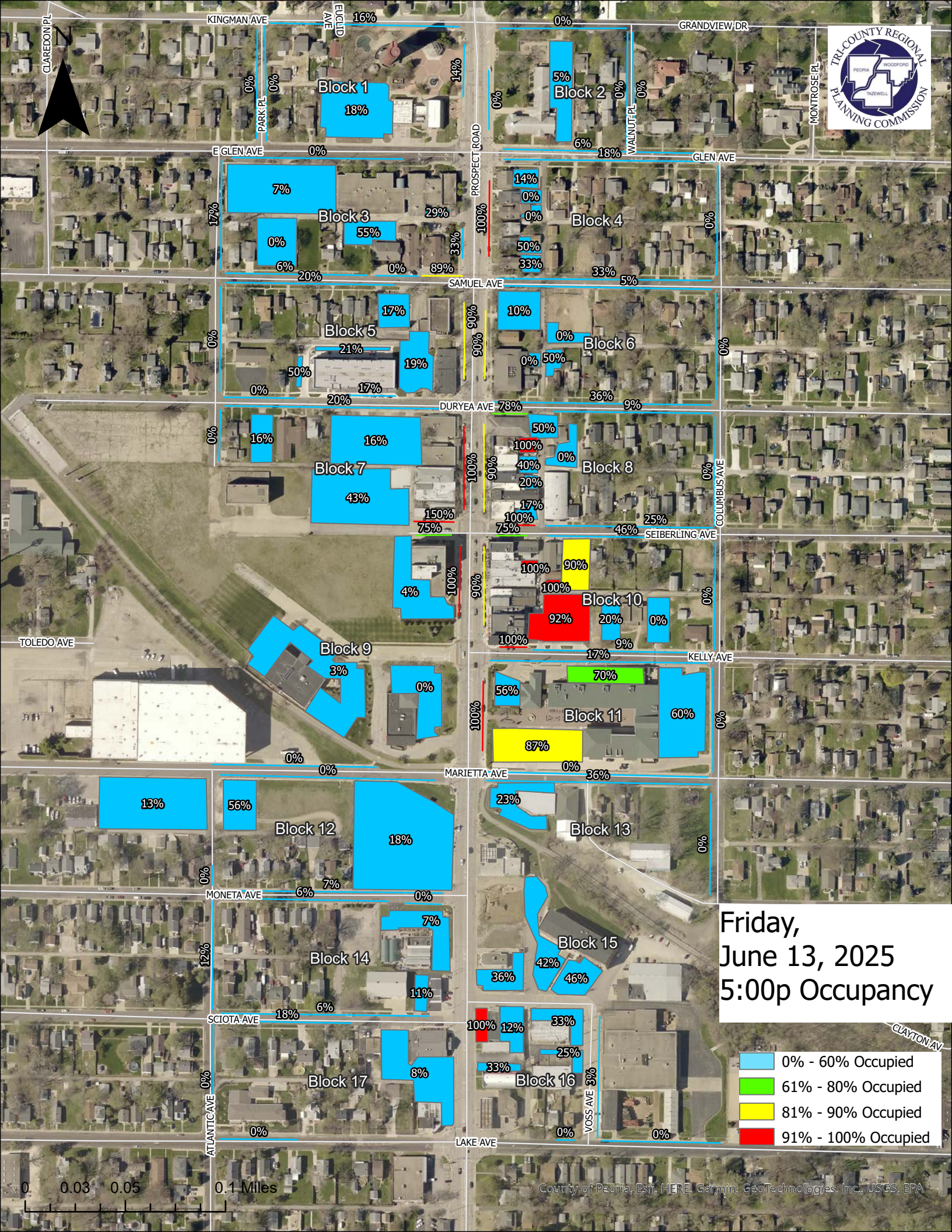




Friday,  
June 13, 2025  
4:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

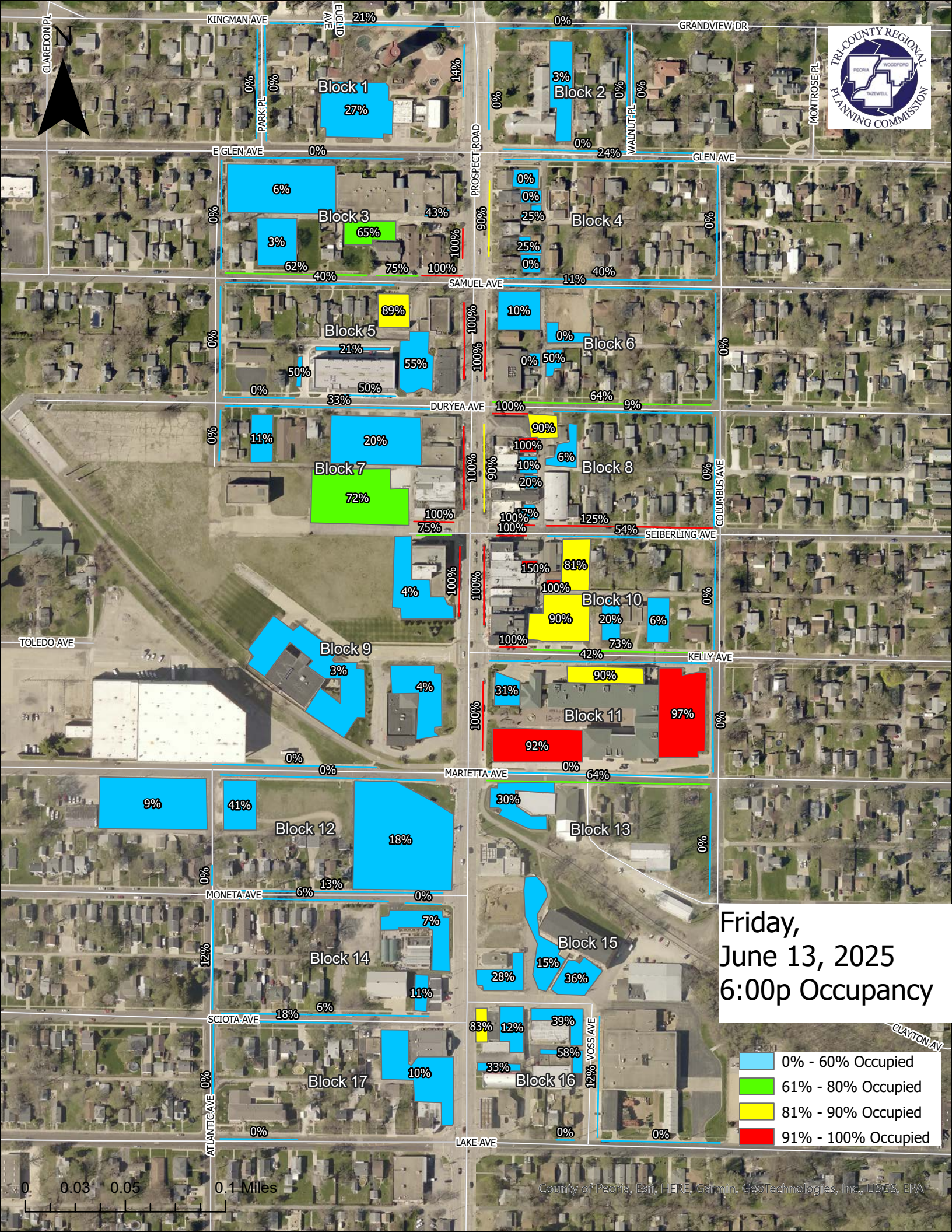




Friday,  
June 13, 2025  
5:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

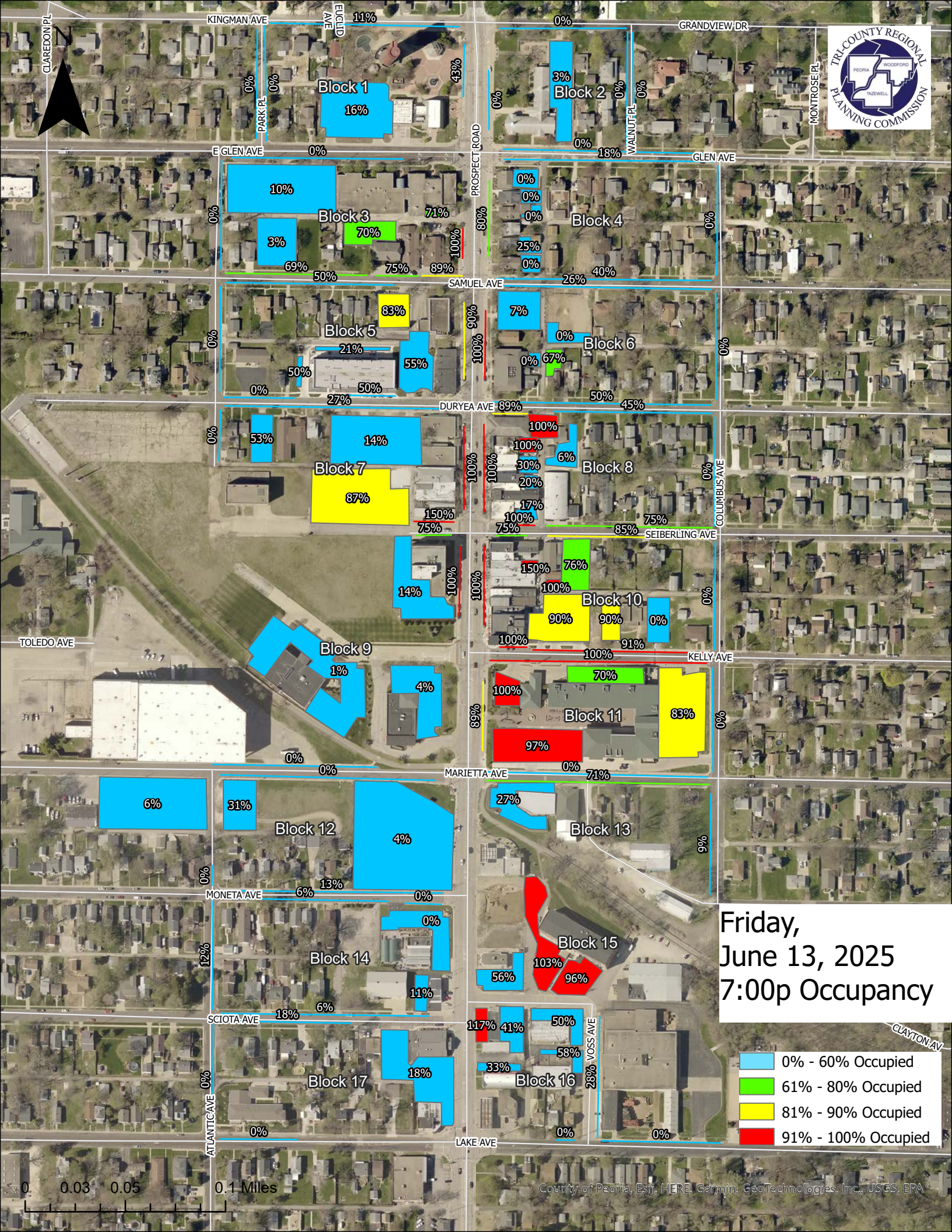




Friday,  
June 13, 2025  
6:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

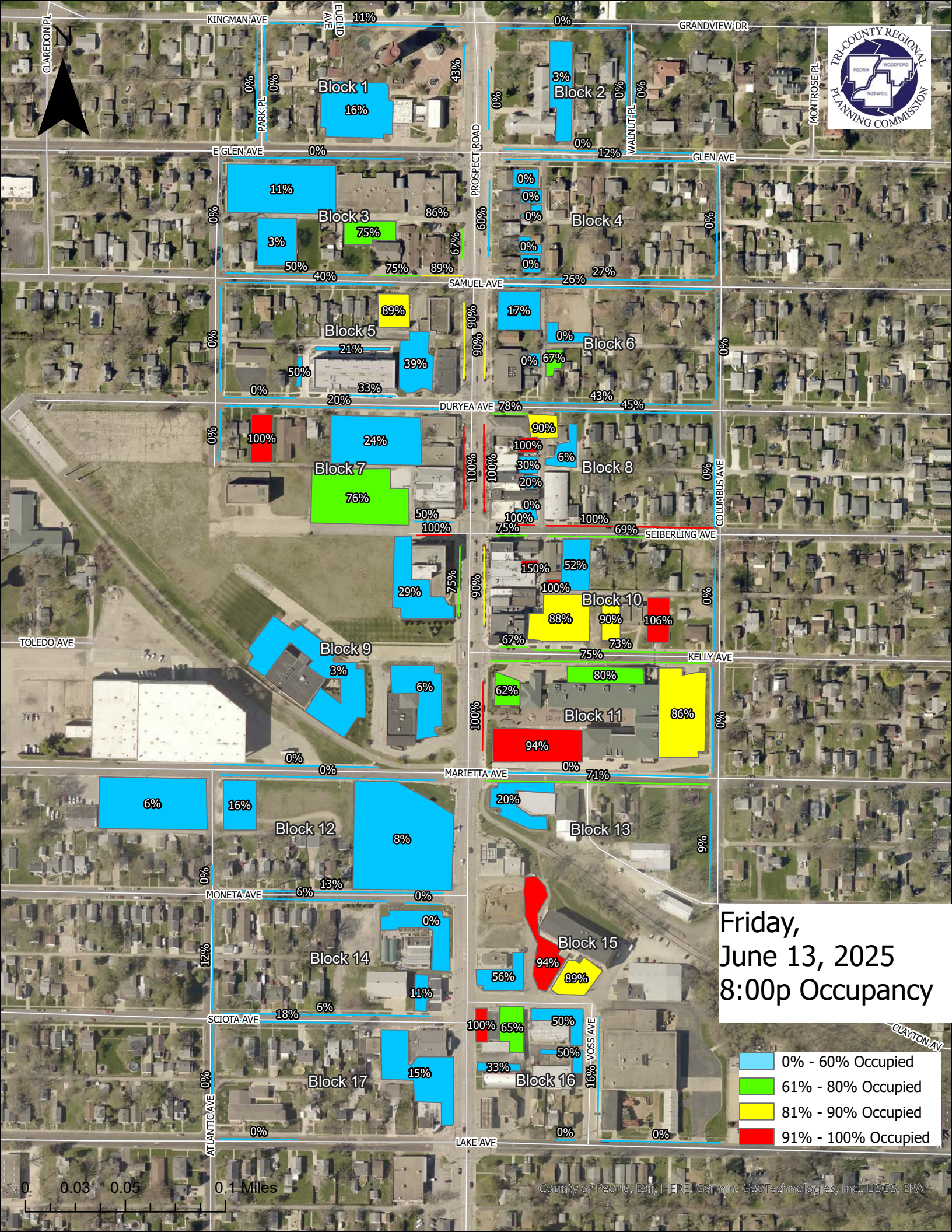




Friday,  
June 13, 2025  
7:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied

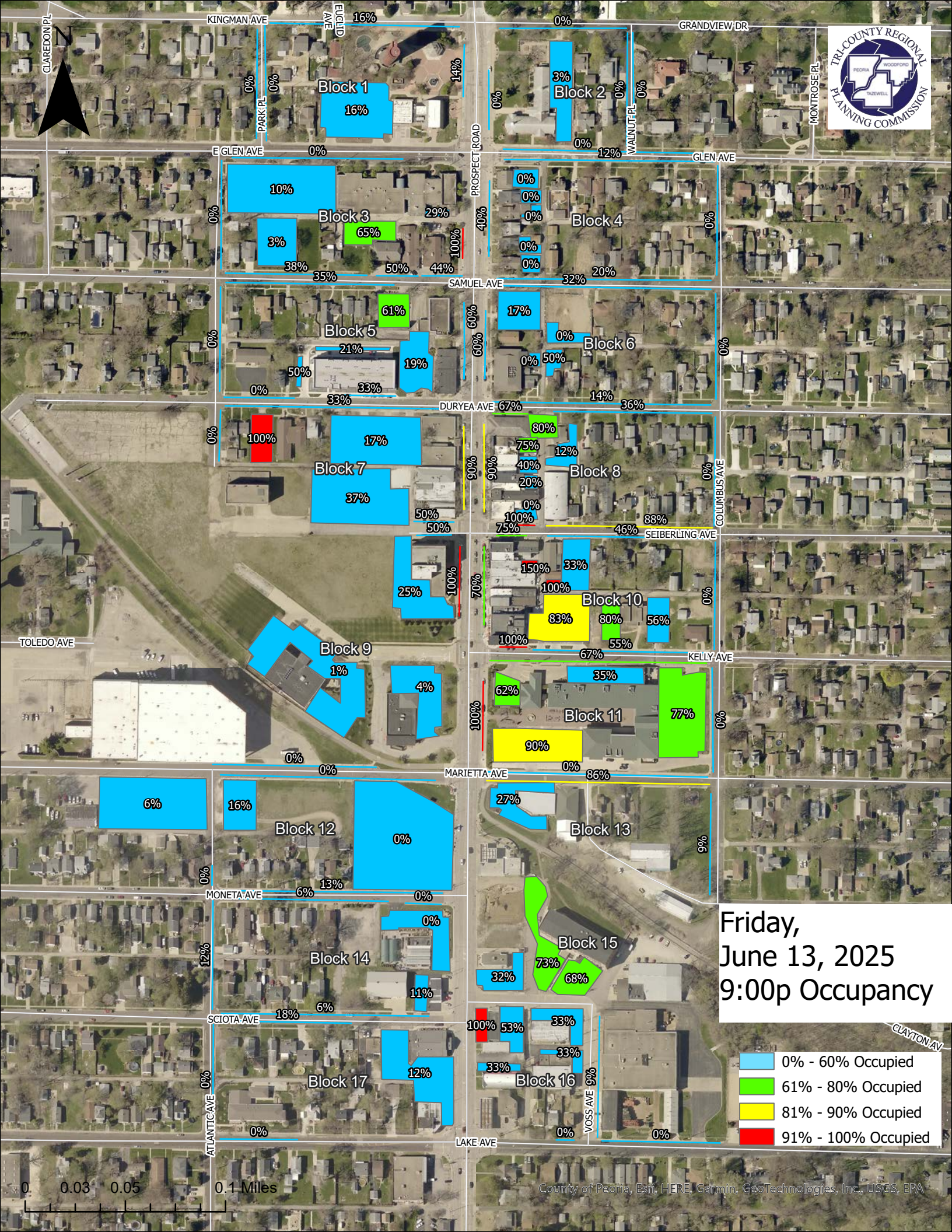




Friday,  
June 13, 2025  
8:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied





Friday,  
June 13, 2025  
9:00p Occupancy

- 0% - 60% Occupied
- 61% - 80% Occupied
- 81% - 90% Occupied
- 91% - 100% Occupied



# Section

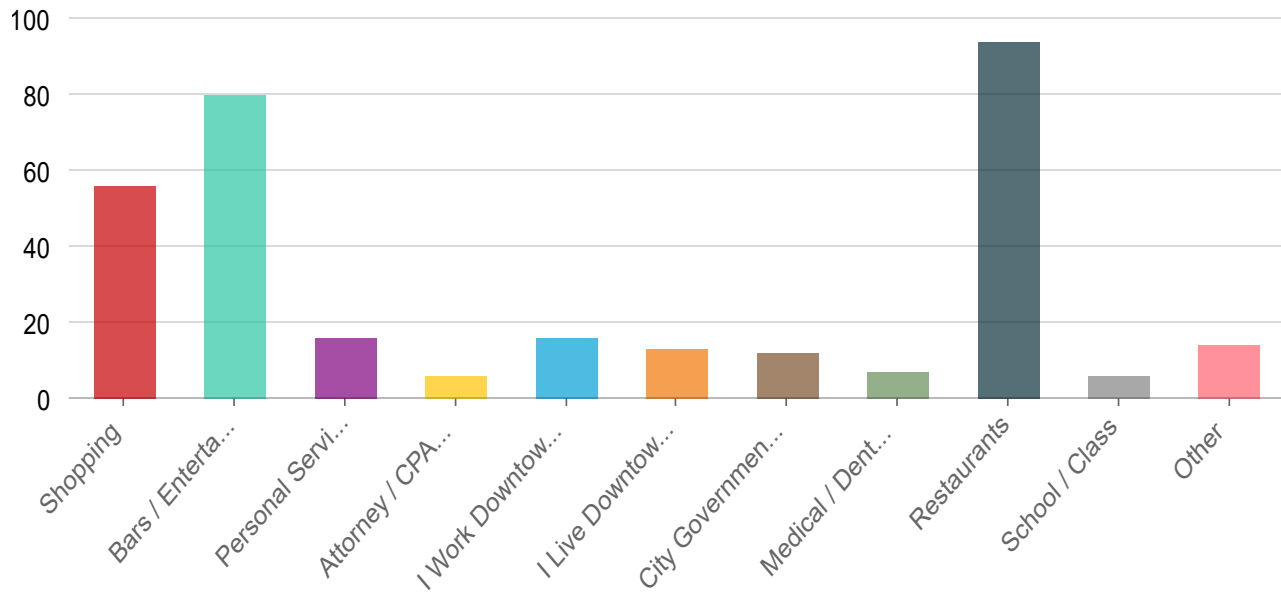
Public Engagement/Online Survey

# 4



# Peoria Heights Parking Study

What are your main reasons for being downtown? \*



## Answers

## Count

## Percentage

Shopping	56	42.42%
Bars / Entertainment	80	60.61%
Personal Services (Salon/Spa)	16	12.12%
Attorney / CPA / Insurance / Finance	6	4.55%
I Work Downtown	16	12.12%
I Live Downtown	13	9.85%
City Government	12	9.09%
Medical / Dentist / Chiropractor	7	5.3%
Restaurants	94	71.21%
School / Class	6	4.55%



Other	14	10.61%
-------	----	--------

Answered: 132 Skipped: 0



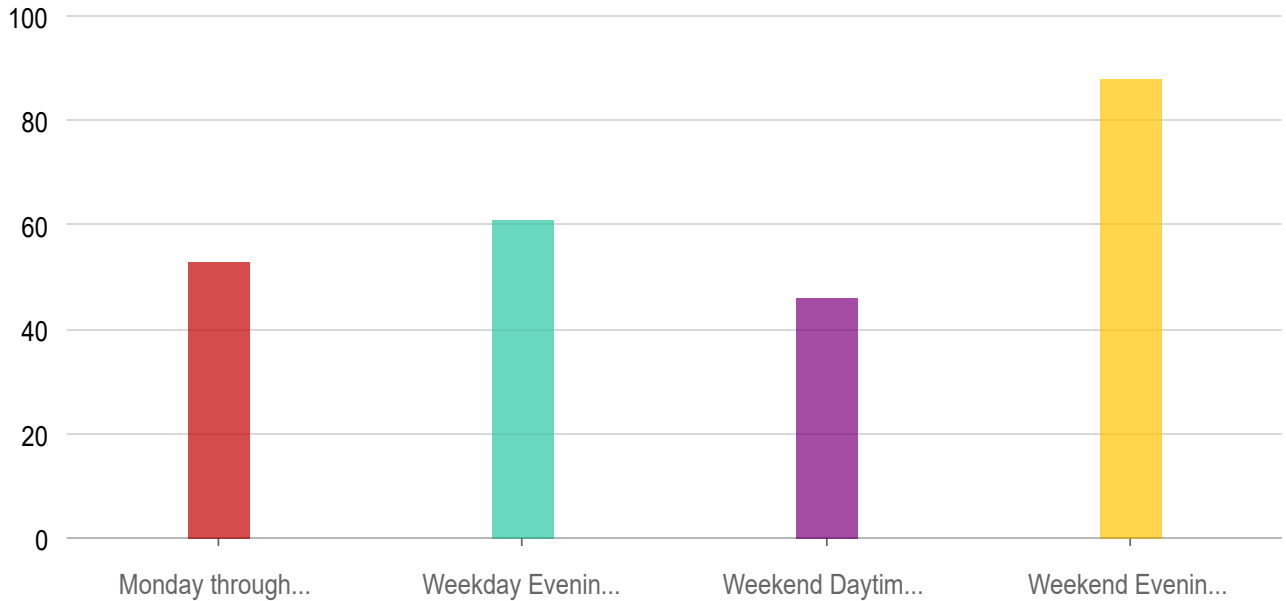
# Peoria Heights Parking Study

Other Reasons For Being Downtown	Please explain your "Other" answer.
Driving through	Living in the Heights for 60 years. Prospect is the main road to get from home, to family members, doctors, shopping, and most everything.
Coffee shop & walking trails	
I live nearby	pass or drive thru it daily to get to a side street to get to my home
walking	
Walking	
Walking dog & exercise	
Going on walks. When it's not crowded	
	Just taking a walk. Or walking up to tower park to listen to music.



# Peoria Heights Parking Study

At what time do you typically go to downtown Peoria Heights?



## Answers

## Count

## Percentage

Monday through Friday 9am – 5pm

53

43.1%

Weekday Evenings

61

49.5%

Weekend Daytime

46

37.4%

Weekend Evening (Friday and Saturday)

88

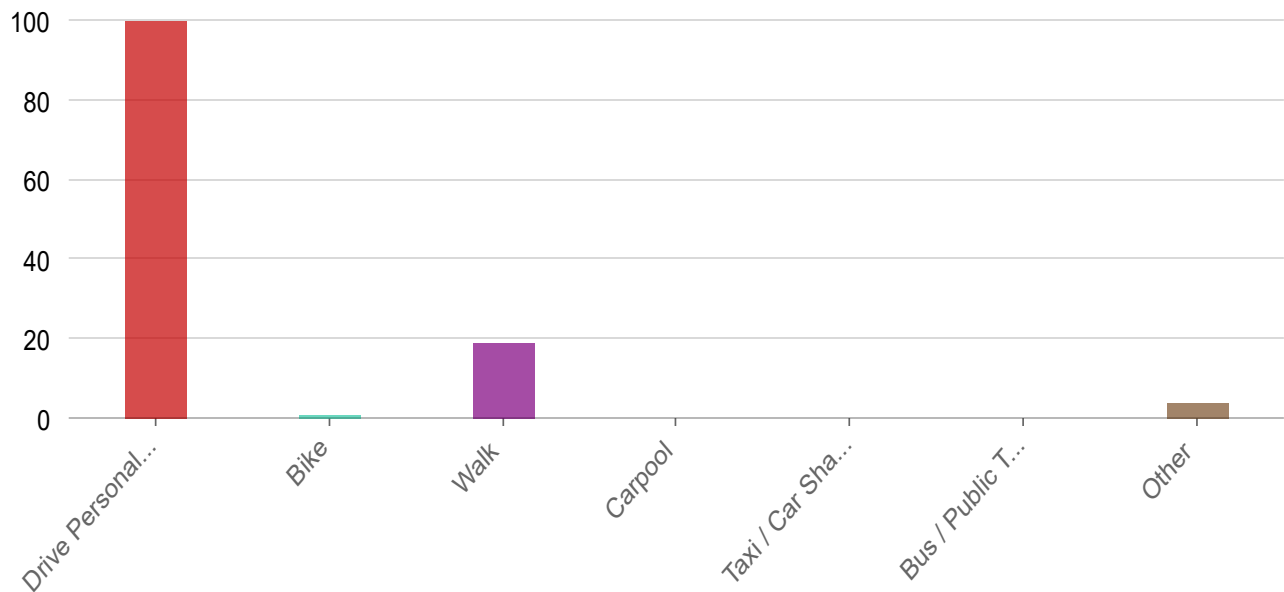
71.5%

Answered: 123 Skipped: 9



# Peoria Heights Parking Study

What is your primary or typical mode of transportation when you visit downtown?



Answers	Count	Percentage
Drive Personal Car	100	80.6%
Bike	1	0.80%
Walk	19	15.3%
Carpool	0	0%
Taxi / Car Share	0	0%
Bus / Public Transportation	0	0%
Other	4	3.2%

Answered: 124 Skipped: 8



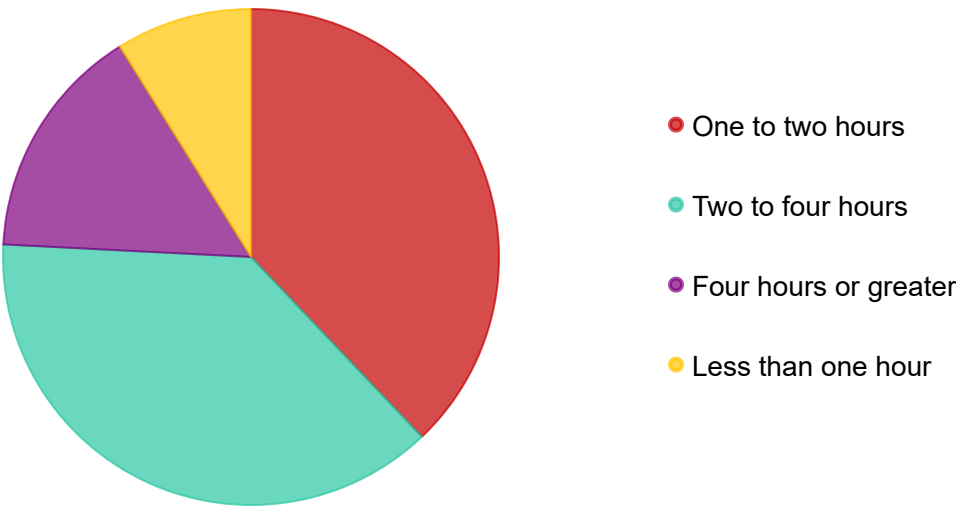
# Peoria Heights Parking Study

<b><u>Other - What is your primary or typical mode of transportation when you visit downtown?</u></b>	<b><u>Please explain your "Other" selection.</u></b>
motorcycle	
Uber	
I am disabled have a scooter	Disabled have a scooter & or wheelchair
Bike summer car winter	I bike whenever possible but drive 9-5 M-F



# Peoria Heights Parking Study

What is the length of stay during your typical visit to downtown?



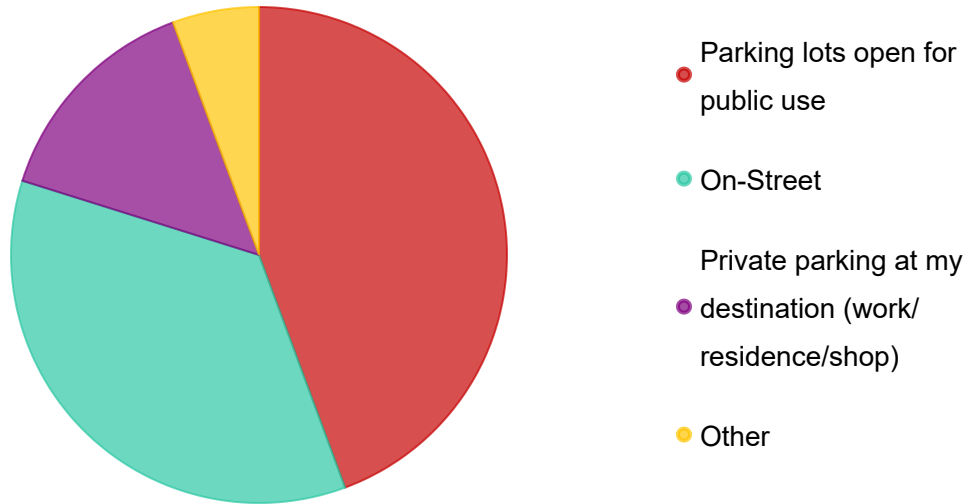
Answers	Count	Percentage
One to two hours	47	37.9%
Two to four hours	47	37.9%
Four hours or greater	19	15.3%
Less than one hour	11	8.8%

Answered: 124 Skipped: 8



# Peoria Heights Parking Study

When you drive downtown, where do you typically park?



## Answers

## Count

## Percentage

Parking lots open for public use	55	44.3%
On-Street	44	35.5%
Private parking at my destination (work/residence/shop)	18	14.5%
Other	7	5.6%

Answered: 124 Skipped: 8



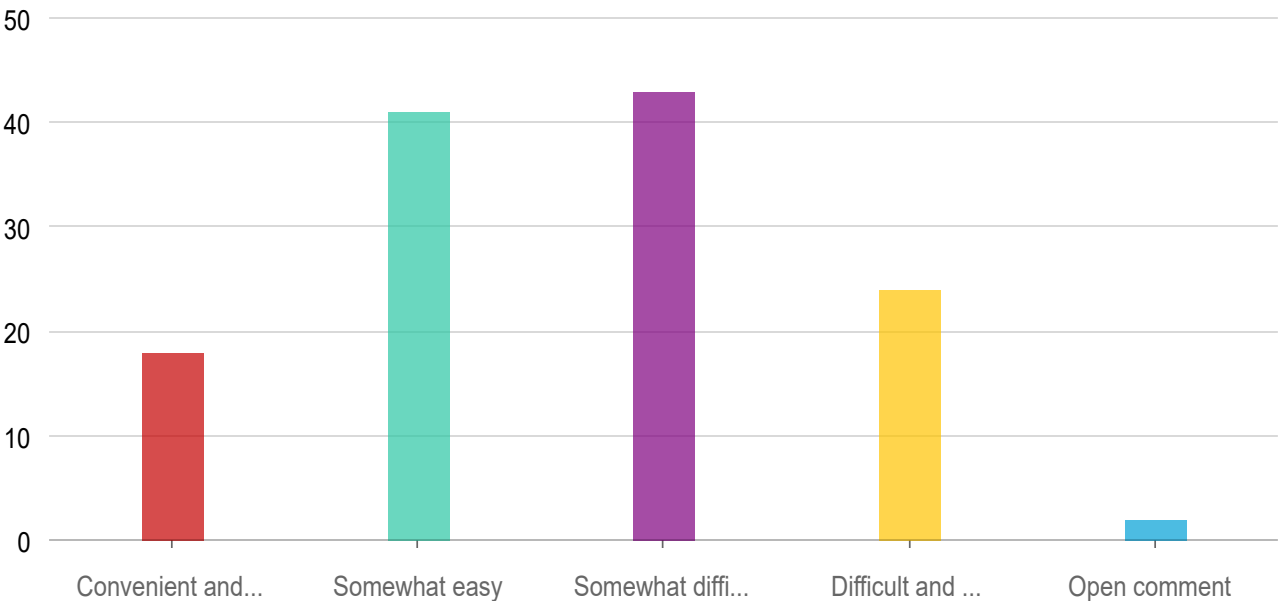
# Peoria Heights Parking Study

Other - When you drive downtown, where do you typically park?	Please explain your "Other" selection.
I don't drive	I don't drive
Parking lot by Pabst	Parking lot by Pabst
Family house and walk or public parking	Family house and walk or public parking
Pabst	Pabst



# Peoria Heights Parking Study

How would you generally characterize your ability to find a parking spot downtown?



Answers	Count	Percentage
Convenient and easy	18	14.6%
Somewhat easy	41	33.3%
Somewhat difficult	43	34.9%
Difficult and inconvenient	24	19.5%
Open comment	2	1.6%

Answered: 123 Skipped: 9



# Peoria Heights Parking Study

**Please enter your comments here.**

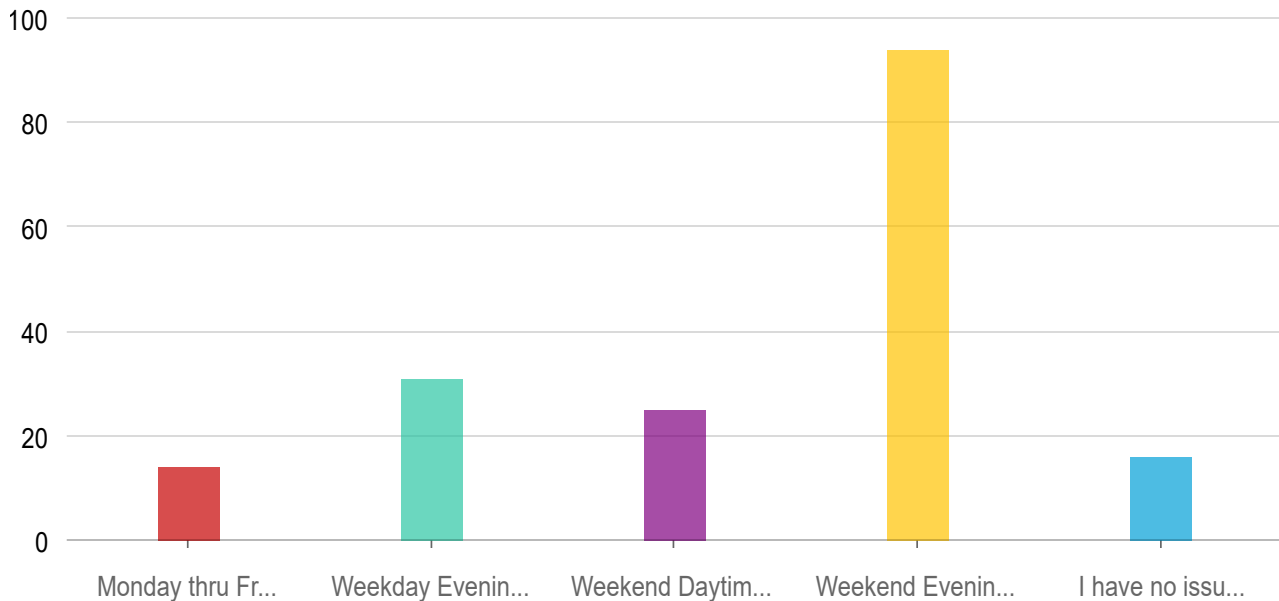
Never the same daytime or evening. Sometimes wasy...sometimes rather difficult.

Depends on day and time... 11am on a workday is fine... other times might not be



# Peoria Heights Parking Study

Is there a time of day or day of week that you experience more difficulty finding a parking space? (Check all that apply.)



## Answers

## Count

## Percentage

Monday thru Friday 9am-5pm

14

11.5%

Weekday Evenings

31

25.6%

Weekend Daytime

25

20.6%

Weekend Evenings (Friday and Saturday)

94

77.7%

I have no issues finding available parking at any time

16

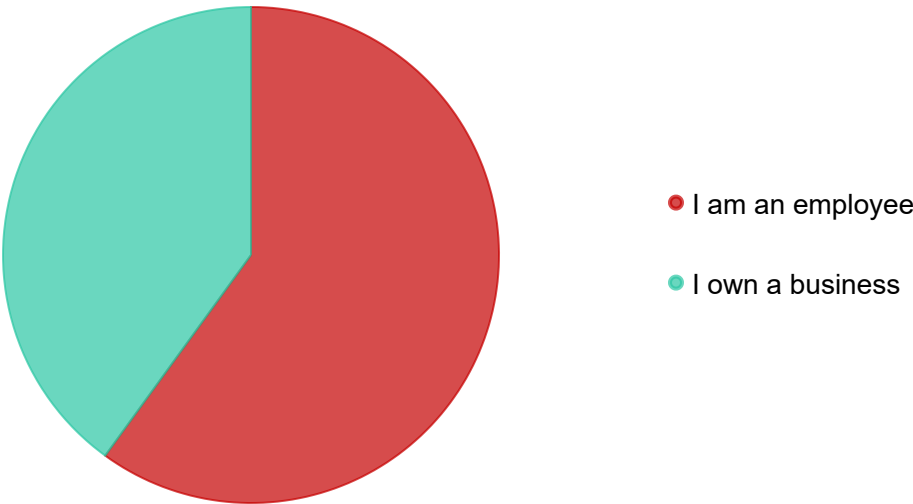
13.2%

Answered: 121 Skipped: 11



# Peoria Heights Parking Study

Are you an employee or a business owner downtown?



Answers	Count	Percentage
I am an employee	9	60%
I own a business	6	40%

Answered: 15 Skipped: 117



# Peoria Heights Parking Study

What are your typical hours of operation?





# Peoria Heights Parking Study

Please enter your hours of operation.

The word cloud requires at least 20 answers to show.

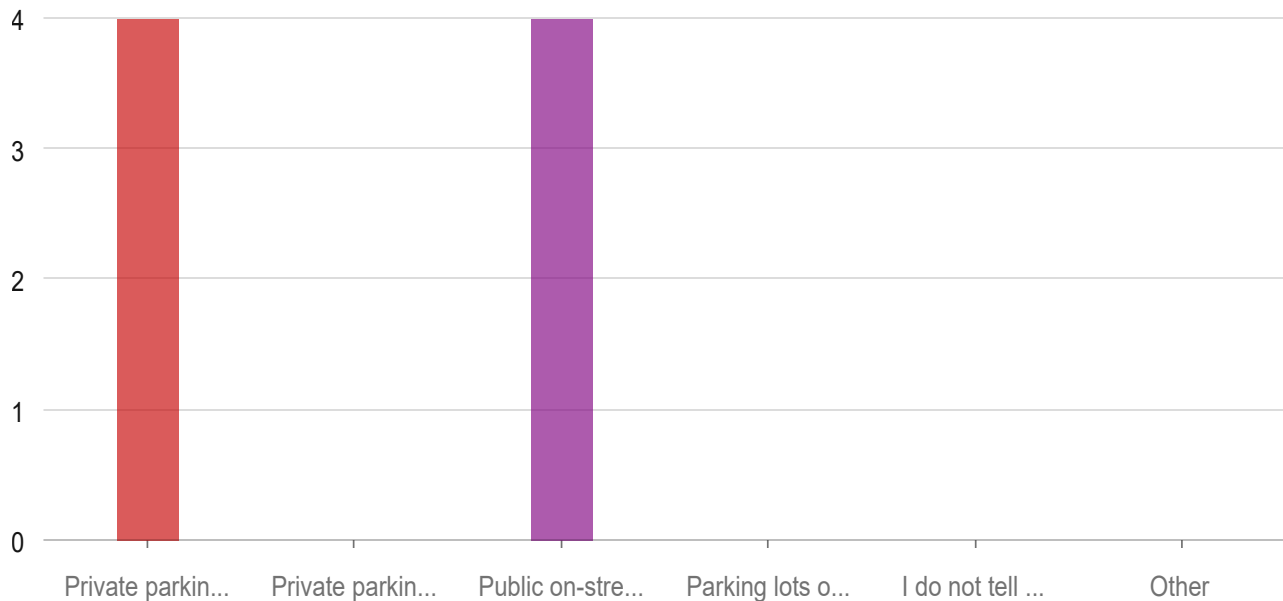
Word	Count
6	1
9am	1
7pm	1
Monday	1
Thursday	1

Answered: 1 Skipped: 131



# Peoria Heights Parking Study

Where do you tell your employees to park?



## Answers

## Count

## Percentage

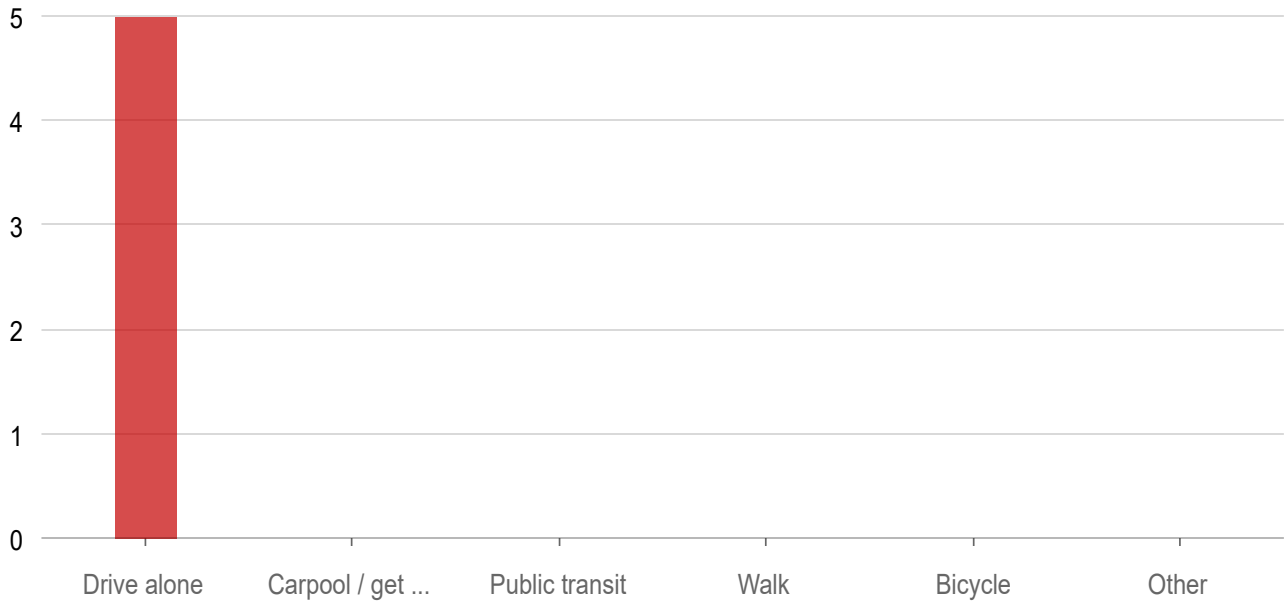
Private parking on your property	4	50%
Private parking you don't own but have permission to use	0	0%
Public on-street parking	4	50%
Parking lots open for public use	0	0%
I do not tell them where to park	0	0%
Other	0	0%

Answered: 6 Skipped: 126



# Peoria Heights Parking Study

How do you commute to and from work?



## Answers

## Count

## Percentage

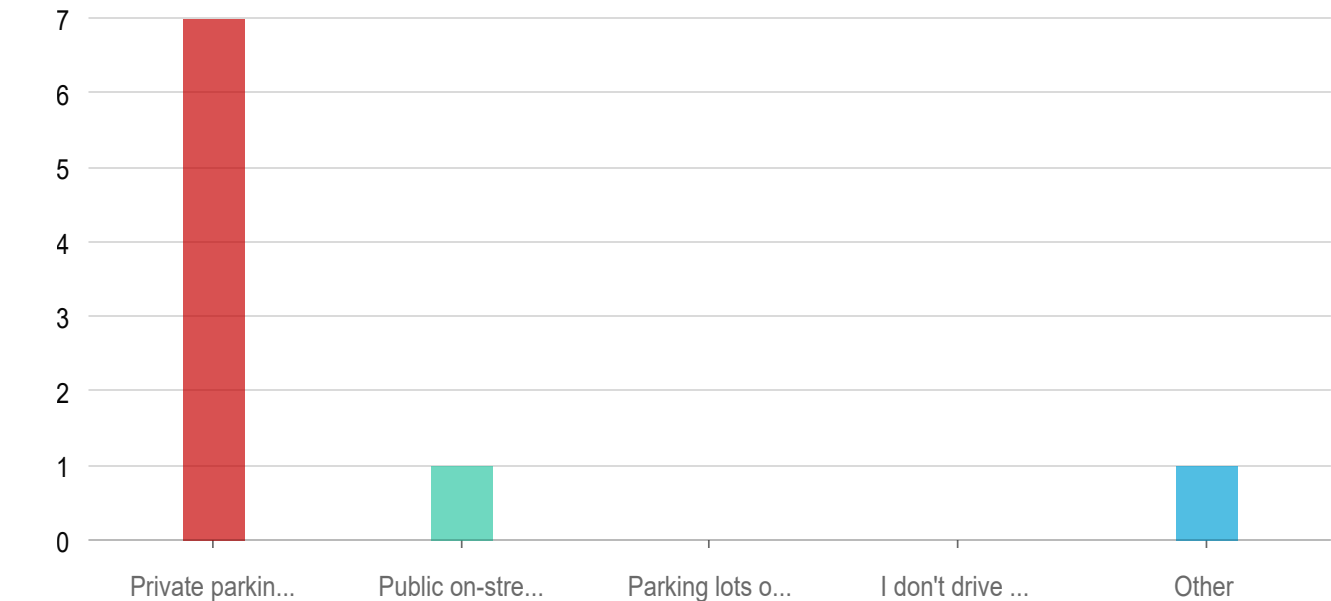
Drive alone	5	100%
Carpool / get dropped off	0	0%
Public transit	0	0%
Walk	0	0%
Bicycle	0	0%
Other	0	0%

Answered: 5 Skipped: 127



# Peoria Heights Parking Study

## Where do you park?



Answers	Count	Percentage
Private parking provided by employer	7	77.7%
Public on-street parking	1	11.1%
Parking lots open for public use	0	0%
I don't drive to work	0	0%
Other	1	11.1%

Answered: 9 Skipped: 123



# Peoria Heights Parking Study

<b>Other - Where do you park?</b>
Get a ride due to limited parking.



# Peoria Heights Parking Study

When working downtown, how far from your work location do you park?



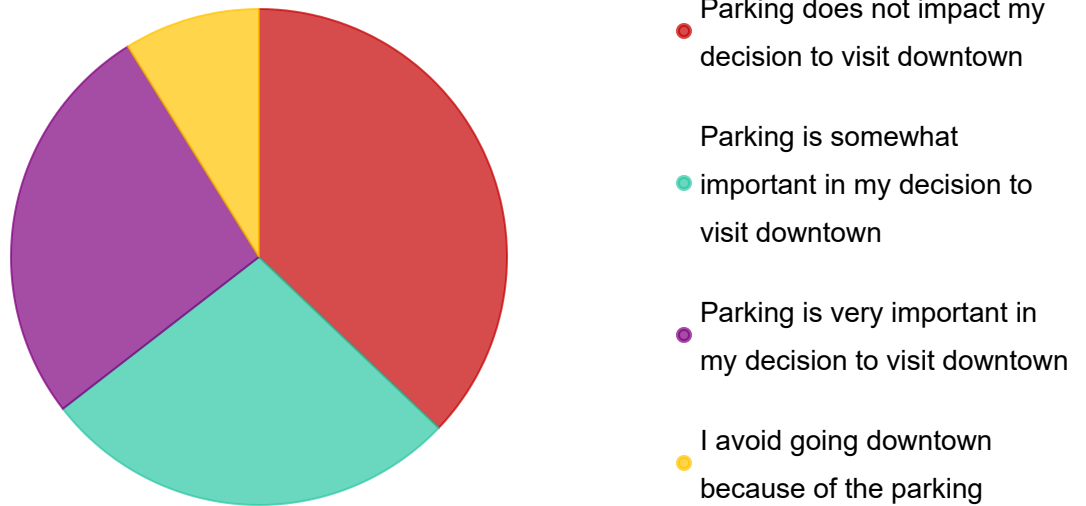
Answers	Count	Percentage
Same block	6	100%
1 block	0	0%
2 blocks	0	0%
3 blocks	0	0%
4 blocks or more	0	0%

Answered: 6 Skipped: 126



# Peoria Heights Parking Study

How important is parking as it relates to your decision to visit downtown Peoria Heights?



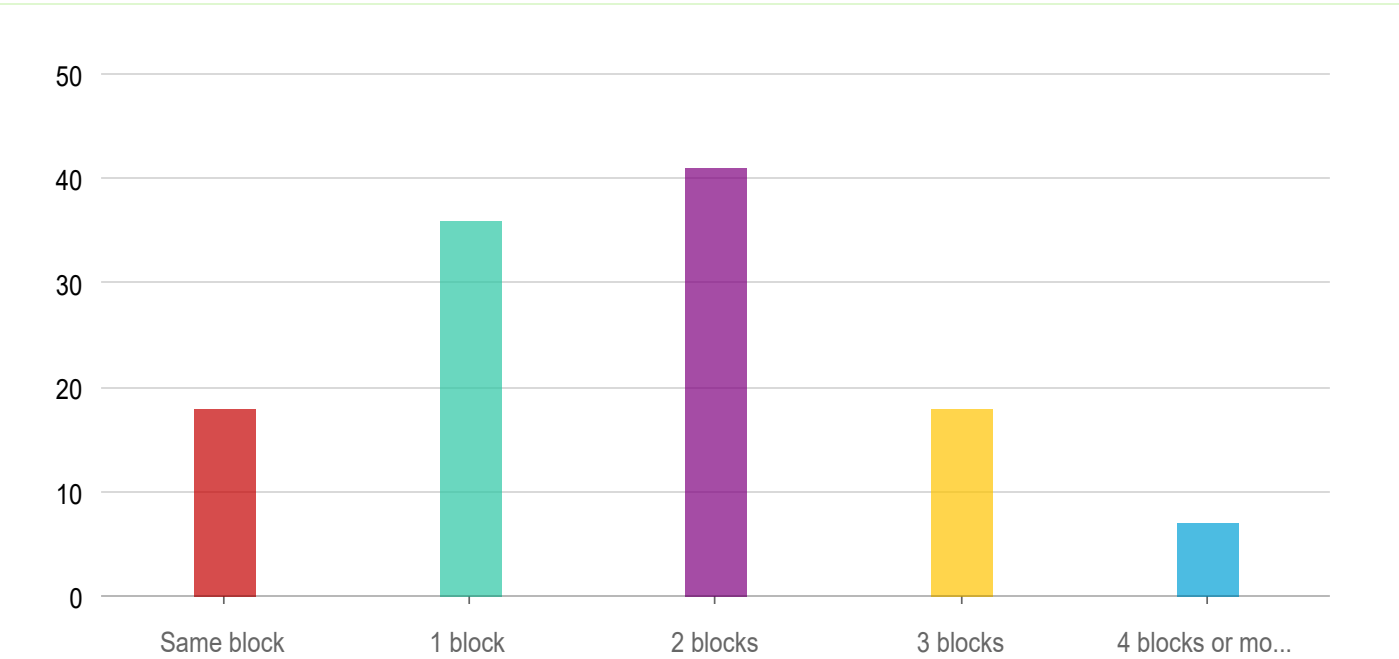
Answers	Count	Percentage
Parking does not impact my decision to visit downtown	46	37.1%
Parking is somewhat important in my decision to visit downtown	34	27.4%
Parking is very important in my decision to visit downtown	33	26.6%
I avoid going downtown because of the parking	11	8.8%

Answered: 124 Skipped: 8



# Peoria Heights Parking Study

How far do you walk from parking to your destination?



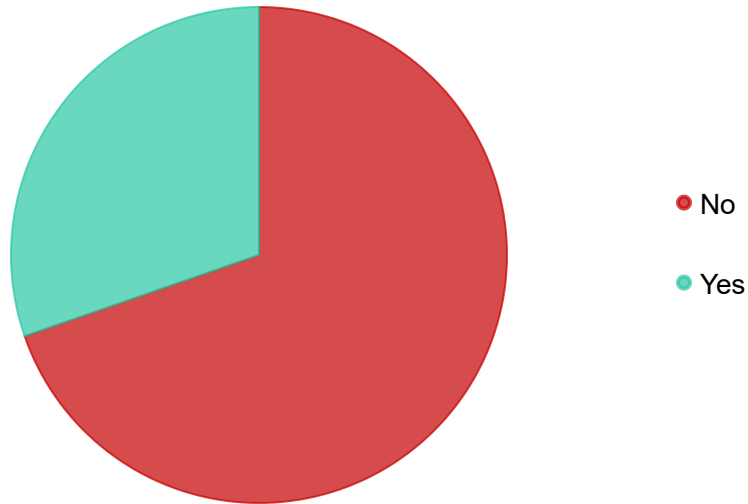
Answers	Count	Percentage
Same block	18	15%
1 block	36	30%
2 blocks	41	34.1%
3 blocks	18	15%
4 blocks or more	7	5.8%

Answered: 120 Skipped: 12



# Peoria Heights Parking Study

Does vehicle traffic on the streets inhibit you from freely crossing the streets and walking around downtown?



**Answers**

**Count**

**Percentage**

No

92

69.7%

Yes

40

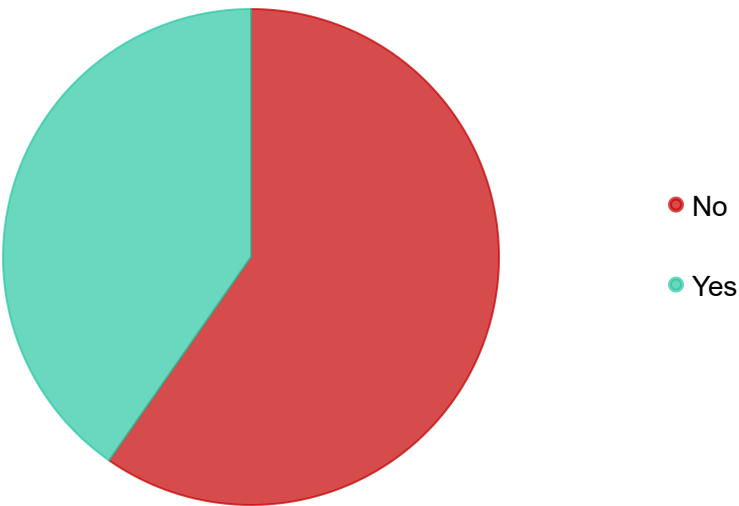
30.3%

Answered: 132 Skipped: 0



# Peoria Heights Parking Study

Are there intersections or blocks where traffic is especially heavy or dangerous?



Answers	Count	Percentage
No	77	59.7%
Yes	52	40.3%

Answered: 129 Skipped: 3



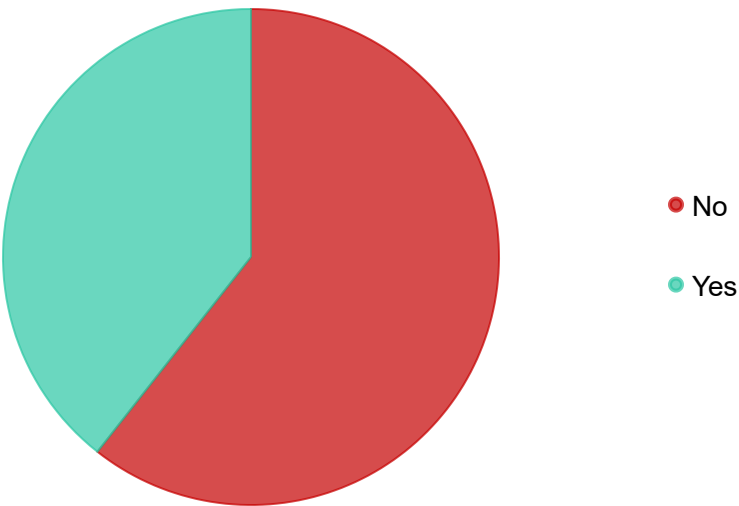
# Peoria Heights Parking Study

<b>19 - Please list the intersection(s) and/or block(s).</b>
The prospect crossings at Seiberling, Duryea, Samuel, and Marietta all feel very dangerous to cross as a pedestrian and in the cases of Marietta and Seiberling, also feel dangerous in a vehicle.
Kelly, Marietta, and Columbus
All prospect intersections from Marietta to Glen.
Any non 4 way
All of the ones down town, the parking plug the foot traffic makes it very dangerous for drivers even if you really extra cautious because people are getting in/out of their cars in the street and also crossing both in the designated walks and just wherever.
Every one of them! Plus folks need to cross at the crosswalk not in the middle if a block!!!
entirety of prospect.
Duryea and Prospect. There is no stop sign to help
East Marietta Avenue. Side residential streets (Samuel, Duryea, Seiberling, Kelly Avenue, East Marietta Avenue and North Columbus Avenue.
Main blocks on Prospect by restaurants.
Marietta between Prospect and Columbus
By The Nook and by Publik House
Marietta/Columbus
Marietta and Columbus
Prospect road all of it
Any street in downtown heights that doesn't have a stop sign or light, I have had cars pull out in front of me due to poor visibility of parked cars on the street. I am surprised more accidents haven't happened but I suppose that is because the speed limit is 25 mph.
Kelly and Prospect
The stop sign by Heritage Square and Save a lot - on prospect
Marietta and prospect
Sieberling and prospect
Kelly and prospect
Marietta and Columbus
Marietta and Prospect but to me, these are two different questions. Being heavy and dangerous are different.
Marietta and prospect. Most cars don't stop they just slow down and keep going. There needs to be a light there instead of at Kelly and Prospect
Anywhere near Pour Bros!
Prospect and Seiberling
Prospect/Duryea
Marietta and Prospect.
Kelly and Prospect
Samuel and Prospect
Prospect & Lake
Also the 4 way stop by Save a Lot. There has been several times when I've been crossing that a car doesn't even stop at the sign and just runs through it.
Duryea, Samuel where there are not stop signs or lights. Marietta and prospect too. People going to fast and roll through stop signs.
Glen & Prospect
Dureya & Prospect
Big stop sign intersection
kelly, marietta/prospect
Pretty much all of prospect through downtown
Glenn and Prospect
Marietta and Prospect
E. Margarita and Prospect at the trail crossing.
Ignored stop signs
Seiberling and Prospect, and Glen and Prospect
The stretch of road from Lake to Marietta is especially dangerous as a pedestrian. Cars regularly drive down this
The two intersections north of the 4-way stop
The N Prospect and Duryea intersection is hard to see due to the outside seating for The Publik House and Jim's Bistro and I've had some close calls when trying to turn.
E Marietta and Prospect 4-way Intersection
Marietta and Prospect
Seiberling and prospect and Samuel's and prospect
Prospect and Samuel, especially when the light at Prospect and Glen is green.
All intersections
Prospect and Duryea
Prospect and Seibrlling
The speed of cars & trucks seems to go undetected by the police, especially on Prospect & Glen.
Marietta and Prospect
Prospect at Kelly
The ones with crosswalks



# Peoria Heights Parking Study

Do you regularly (at least once a month) make quick trips downtown for pickups (food, people, shopping) where you need to park for less than 15 minutes?



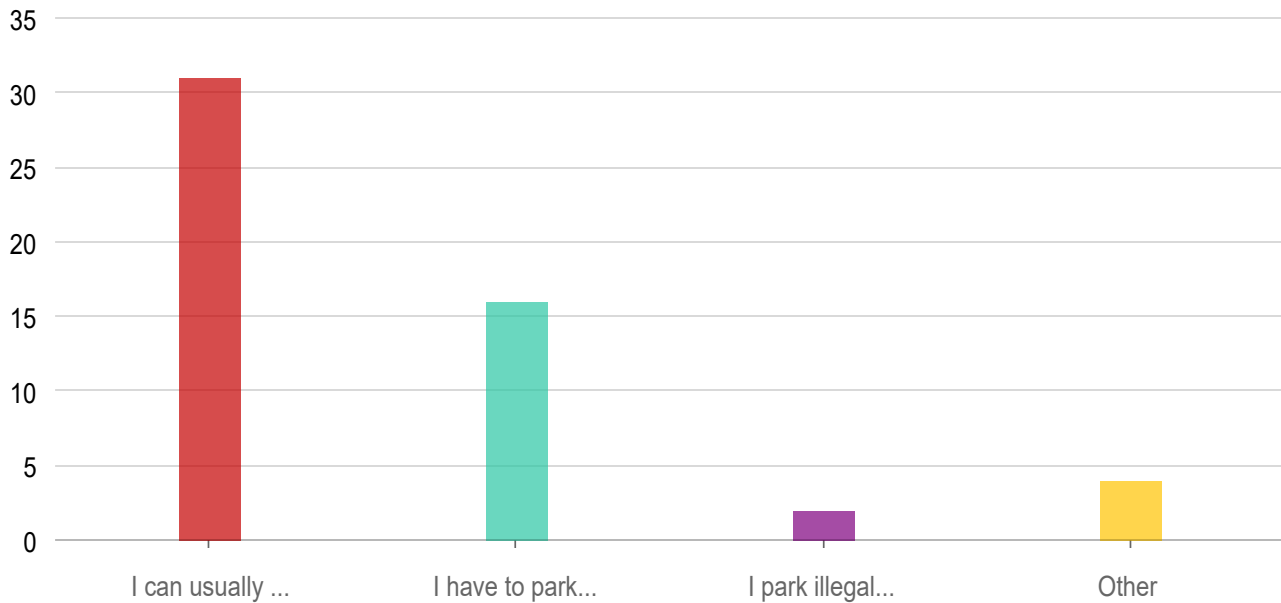
Answers	Count	Percentage
No	77	60.6%
Yes	50	39.4%

Answered: 127 Skipped: 5



# Peoria Heights Parking Study

On these quick trips, what is the typical condition?



## Answers

## Count

## Percentage

I can usually find a parking space near my pickup location

31

62%

I have to park more than a block away

16

32%

I park illegally or double park in the street

2

4%

Other

4

8%

Answered: 50 Skipped: 82



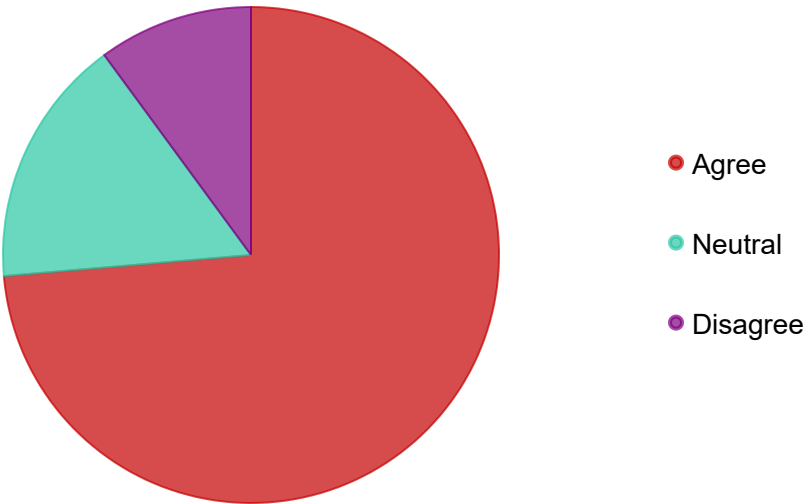
# Peoria Heights Parking Study

Other - On these quick trips, what is the typical condition?	Please explain your "Other" selection.
We walk up	We live close enough to walk up for carry out orders so we don't have to hassle with getting parking for a couple minutes
Depends on traffic	Try to make sure it's early in the day.
As long as my appt is at 4. Anything later, good luck	
Occasional issues at heritage square. Otherwise not much of an issue	



# Peoria Heights Parking Study

I know where I am able to park downtown



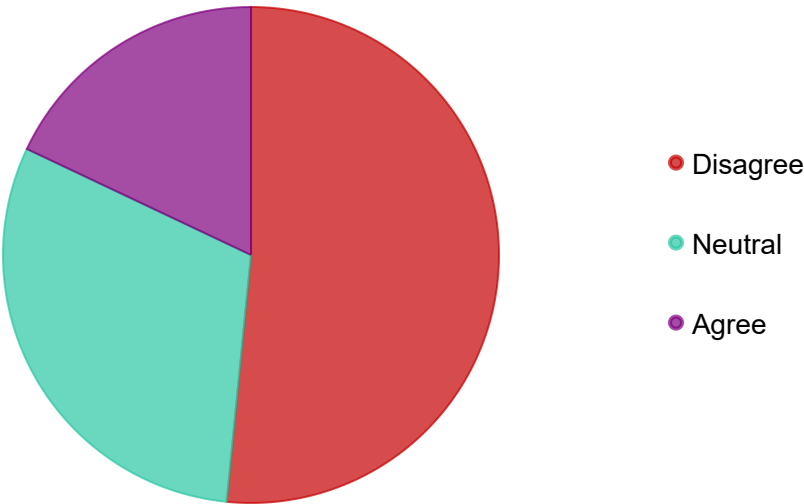
Answers	Count	Percentage
Agree	95	73.6%
Neutral	21	16.3%
Disagree	13	10%

Answered: 129 Skipped: 3



# Peoria Heights Parking Study

There is enough on-street parking



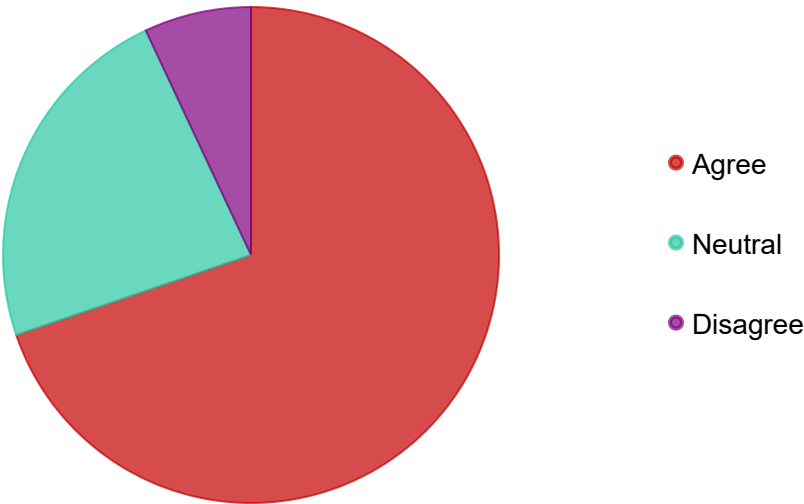
Answers	Count	Percentage
Disagree	66	51.5%
Neutral	39	30.4%
Agree	23	18%

Answered: 128 Skipped: 4



# Peoria Heights Parking Study

I am able to park for the length of time I desire



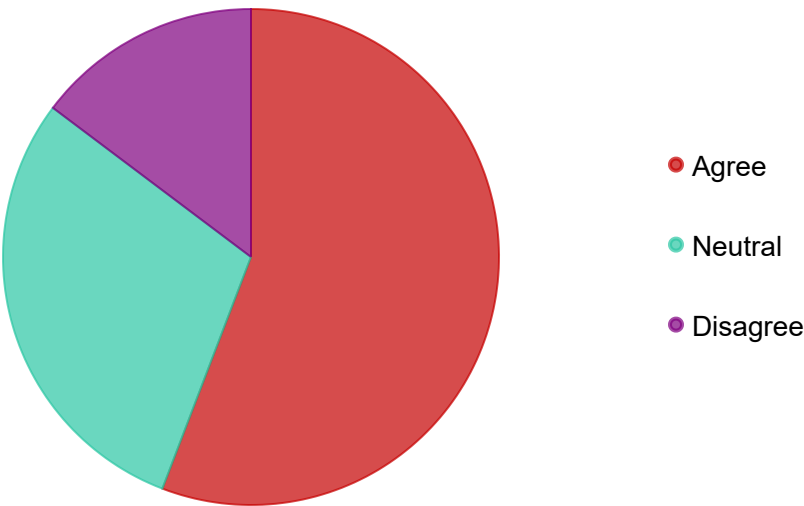
Answers	Count	Percentage
Agree	90	69.7%
Neutral	30	23.2%
Disagree	9	6.9%

Answered: 129 Skipped: 3



# Peoria Heights Parking Study

I am able to park a reasonable distance from my destination



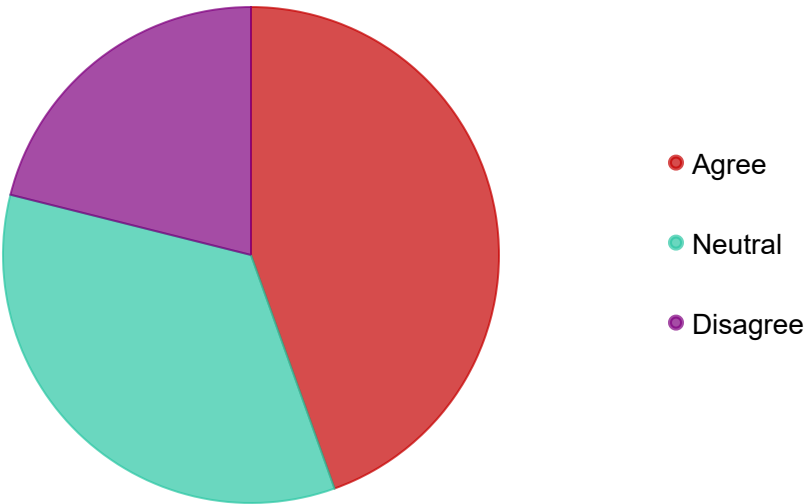
Answers	Count	Percentage
Agree	72	55.8%
Neutral	38	29.4%
Disagree	19	14.7%

Answered: 129 Skipped: 3



# Peoria Heights Parking Study

## Most patrons observe parking regulations and policies



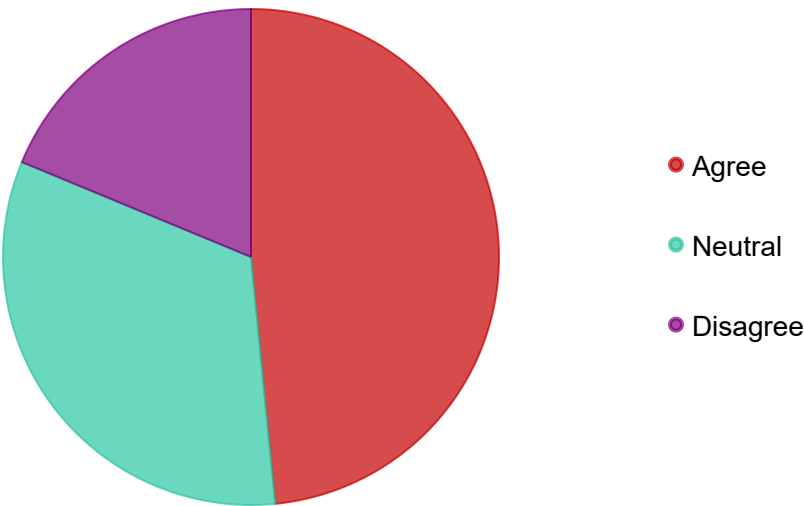
Answers	Count	Percentage
Agree	57	44.5%
Neutral	44	34.3%
Disagree	27	21.1%

Answered: 128 Skipped: 4



# Peoria Heights Parking Study

Parking signage is easy to locate and understand



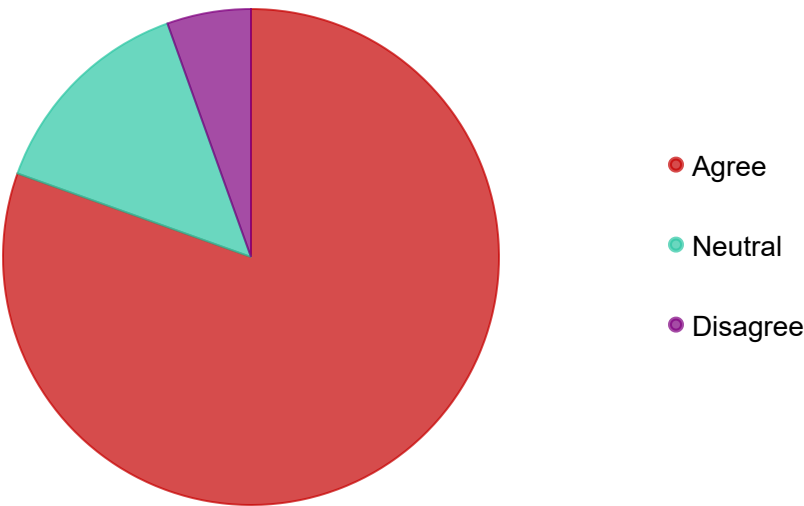
Answers	Count	Percentage
Agree	62	48.4%
Neutral	42	32.8%
Disagree	24	18.7%

Answered: 128 Skipped: 4



# Peoria Heights Parking Study

I feel safe when parking downtown



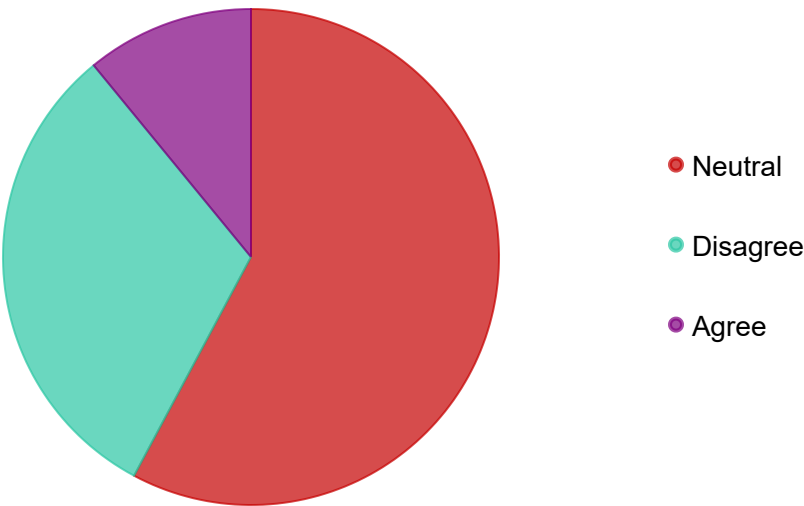
Answers	Count	Percentage
Agree	103	80.4%
Neutral	18	14%
Disagree	7	5.5%

Answered: 128 Skipped: 4



# Peoria Heights Parking Study

There is adequate ADA / disabled parking downtown

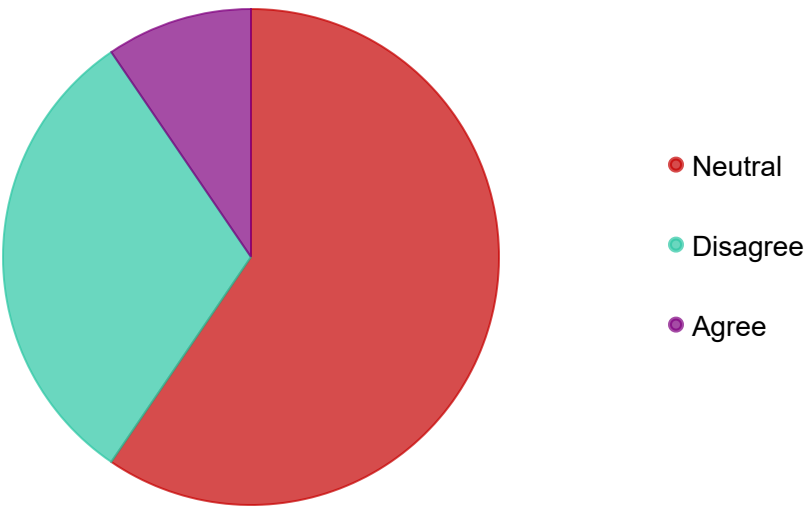


Answers	Count	Percentage
Neutral	74	57.8%
Disagree	40	31.1%
Agree	14	10.9%

Answered: 128 Skipped: 4

# Peoria Heights Parking Study

There are adequate electric vehicle charging stations downtown



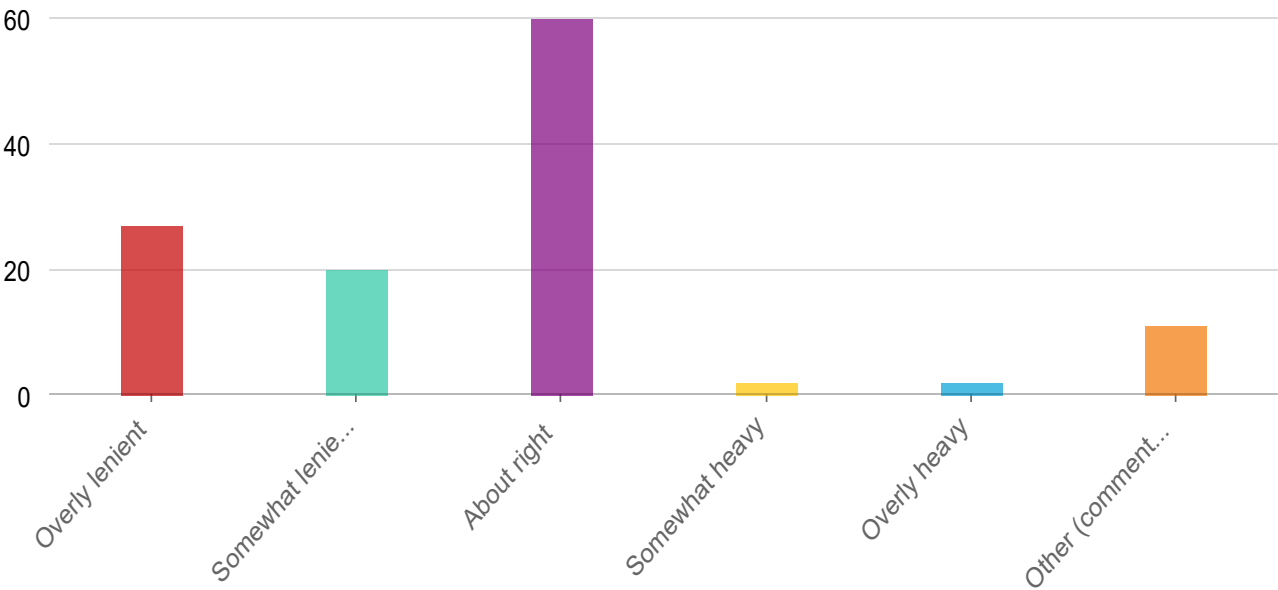
Answers	Count	Percentage
Neutral	75	59.5%
Disagree	39	31%
Agree	12	9.5%

Answered: 126 Skipped: 6



# Peoria Heights Parking Study

Parking enforcement downtown is:



Answers	Count	Percentage
Overly lenient	27	22.1%
Somewhat lenient	20	16.4%
About right	60	49.2%
Somewhat heavy	2	1.64%
Overly heavy	2	1.64%
Other (comment)	11	9%

Answered: 122 Skipped: 10

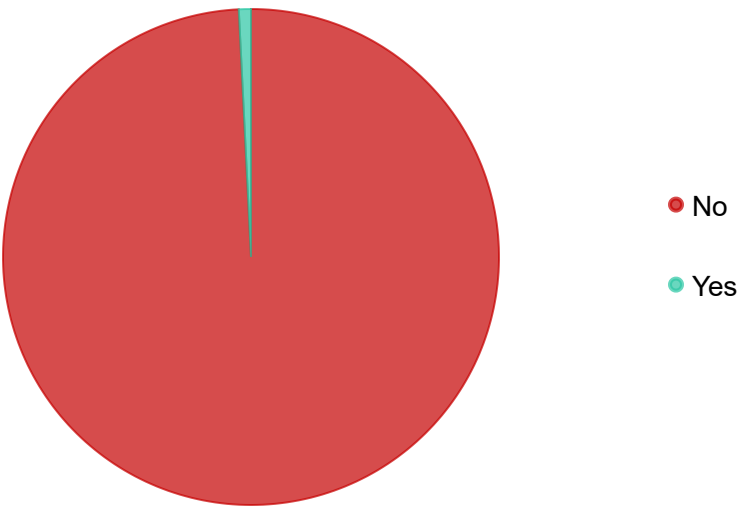
# Peoria Heights Parking Study

Other (comment) - Parking enforcement downtown is:	Please explain your "Other" selection.
Unsure	
Could be better on Weekends	
Unknown	
I dont know	Don't know
Honestly have no idea.	
	I haven't ever had any involvement so I stand neutral.



# Peoria Heights Parking Study

Have you received a parking ticket downtown in the past three years?

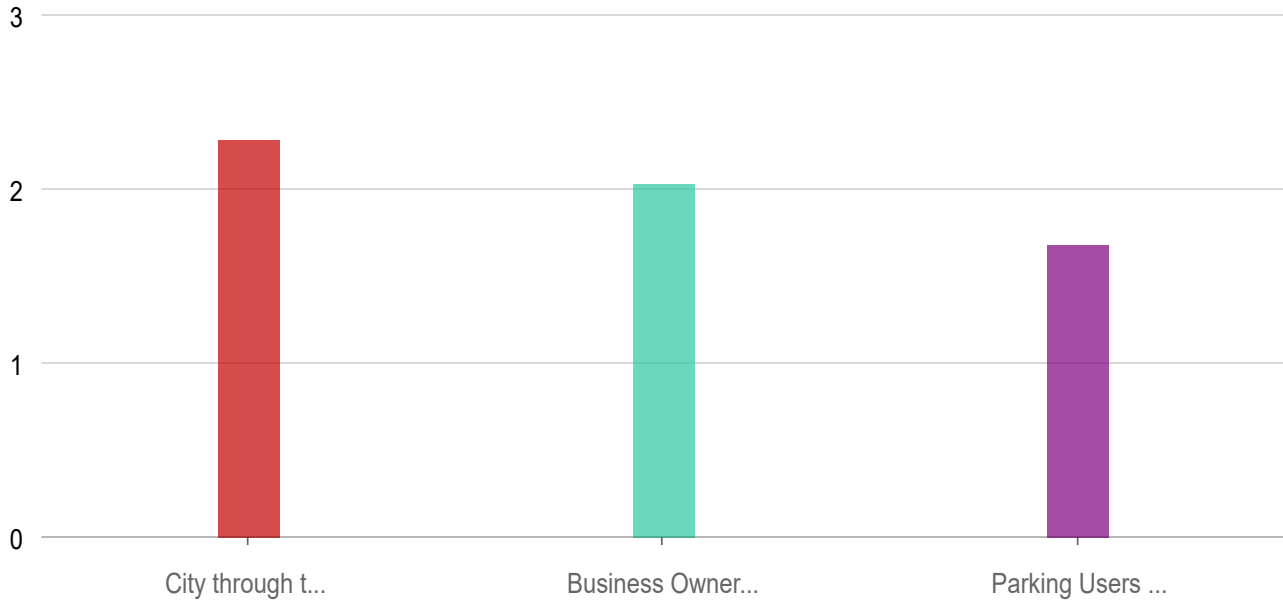


Answers	Count	Percentage
No	126	99.2%
Yes	1	0.8%

Answered: 127 Skipped: 5

# Peoria Heights Parking Study

In your opinion, who should pay the cost of building and maintaining public parking facilities?



Rank	Answers	1	2	Average score
1	City through tax dollars	56.91% 70	14.63% 18	2.28 28.46% 35
2	Business Owners / Property Owners	26.83% 33	49.59% 61	2.03
3	Parking Users / Customers	16.26% 20	35.77% 44	1.68 47.97% 59

Answered: 123 Skipped: 9



# Peoria Heights Parking Study

## **Optional: Provide comments about the previous question.**

I think the on street parking on Prospect feels dangerous. It would feel a lot safer if there was more space between driving lanes and parking lanes and some protective barrier like planters would be very helpful.

Businesses alone should foot the bill for parking issues. ~~not~~ not the taxpayers. Most Heights residents don't frequent any businesses in the "business district" Parking on residential side streets for residents is a nightmare during events, and weekends. Treat those who elect you to represent them with respect.

ADA accessibility limited many places and not adequate sized for wheelchairs etc

I think this responsibility should fall on the businesses and customers, not on the residents.

All of this should be paid by parking user customers with a combination of businesses. Use parking meter or some type of app that you download to phone to pay for parking. Local residents should not be responsible for paying.

Having a parking deck will drive more people to come.

City Business / Property Customers

The page won't let me rank them in the order I want too. I want 1 to be Business owners/property owners. 2 Parking users/customers 3 city thru tax dollars.

The parking behind The Nook should be converted to a multi-level parking deck. Centrally located, minimal obstruction of view, etc.

Likewise, the lot behind Twelve Bar should be a low-rise parking deck as well.

Government supports business by collecting tax, which then helps businesses through programs, which helps customers, which helps support tax revenue.

As someone who lives here why am I paying for parking when if I go somewhere here I will walk to my destination not take a car.

City has zoned this area for business and needs to take care of the businesses and patrons.

If it is public lots, then the public should fund it. If a business were to fund and maintain it, then it would no longer be a "public lot".

The template doesn't allow me to list in order 1) business/property owners 2) tax dollars 3) users

Who pays for street maintenance now? It should fall under the same category .

A redesigned street scape with 2 lanes of traffic and more on Street parking would be nice. Also more parking for business owners in the back of buildings so they do not take up a street spot all day.

Public parking lots should be built and maintained by the city. However, it could be charged to the users and the revenue, supports the overall maintenance and repairs.

I would also love to see more police running radar on N. Prospect.

Paid parking would keep me away. It keeps me away from downtown Peoria during business hours. It's a hassle and it sucks. Don't do it!!!

All parties should support maintaining parking.

Business owners want Parking for obvious reasons, but Peoria Heights is so tight and landlocked. Where are you going to take the space from? Making space for more parking is going to be very unattractive. I would need to see a plan before ever changing the layout of Peoria Heights' downtown. It is a quaint little community and I don't want to lose that feel.

If the cost of parking facilities is placed on the parking user, then Ill just park further away in the neighborhoods where its free.

city should be receiving increased sales tax dollars from people coming downtown... assuming you focus on businesses that generate sales tax (and not services that don't, like lawyer offices)

I don't really agree that any of the above should be responsible as parking isn't going to benefit all businesses and I'm unsure how you can get customers/parking users to pay for it. The Village should use fundraising methods, taxes are already high and taxpayers/businesses are struggling enough.

I think there should be fundraising. Taxes are high enough as it is and businesses are already struggling enough.

Parking users/ customers should pay to park

That would be a good time to buy some parking behind the pabst building

Sometimes it is impossible to find adequate parking downtown. Even during the weekdays in certain areas it is very congested and frustrating.

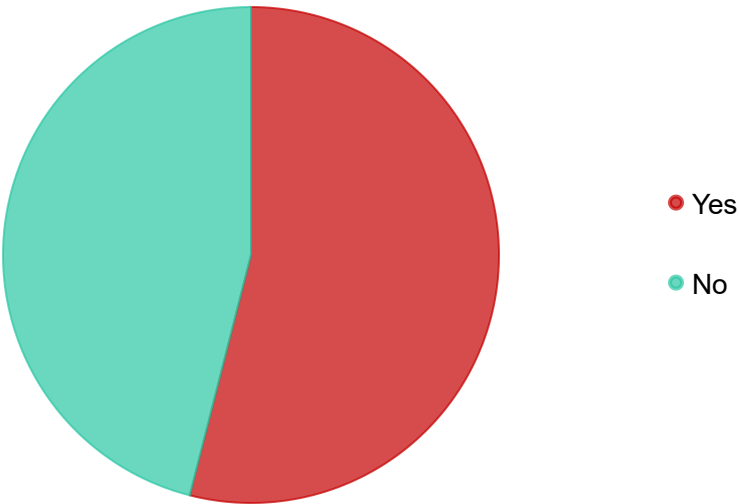
I think it is terribly wrong to have cars parking along narrow residential streets. It is so unfair to those neighborhoods. I can't imagine that is good for those homeowners. And it's dark and feels unsafe at night to park way down a residential street.

Taxes in the heights are high with very little results of improvement

Shared between city and businesses.

# Peoria Heights Parking Study

Is there enough bicycle and pedestrian infrastructure (sidewalks, bikepaths, bikeracks, etc.) to safely provide for bicyclists, motorists and pedestrians moving around downtown?



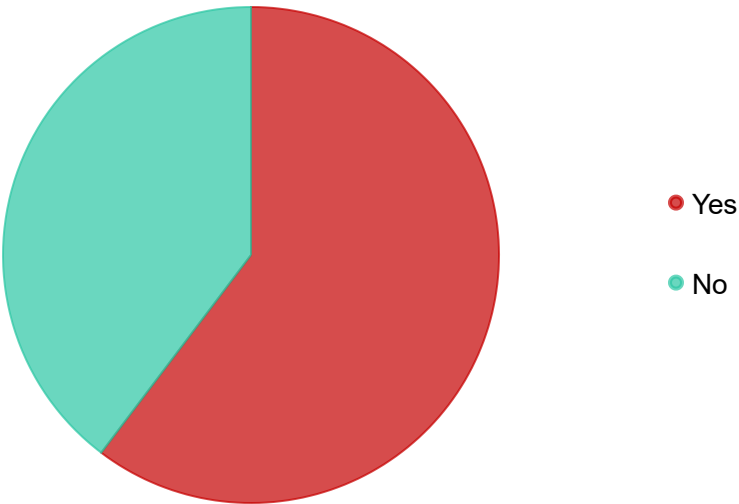
Answers	Count	Percentage
Yes	68	54%
No	58	46%

Answered: 126 Skipped: 6



# Peoria Heights Parking Study

Do you walk or bicycle into downtown occasionally (at least once per year)?

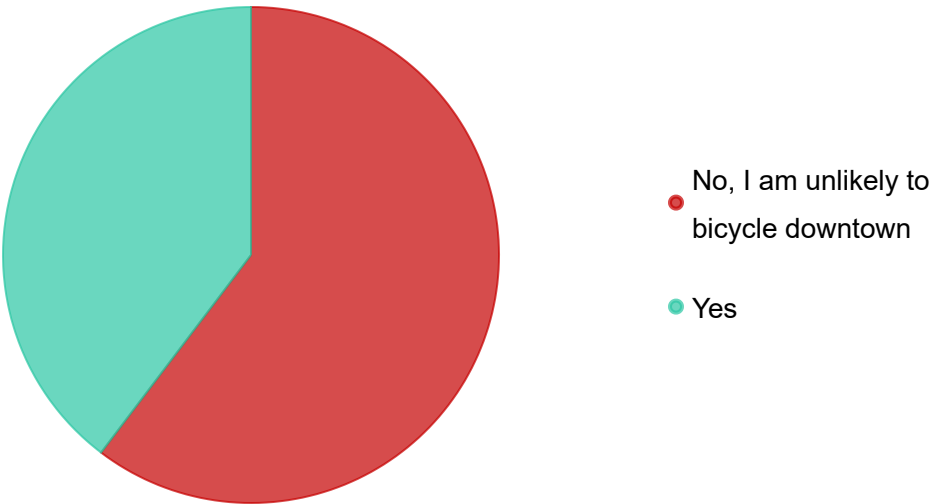


Answers	Count	Percentage
Yes	76	60%
No	50	40%

Answered: 126 Skipped: 6

# Peoria Heights Parking Study

Are there changes the Village could make that would make it more likely you would use the Rock Island Greenway bike path or other biking routes?



Answers	Count	Percentage
No, I am unlikely to bicycle downtown	73	60.3%
Yes	48	39.7%

Answered: 121 Skipped: 11



# Peoria Heights Parking Study

## **Optional: Provide comments on what changes you would like to see.**

Make the crossing at Marietta and Prospect safer and provide a dedicated bike lane from the trail into downtown.

Parking for handicapped persons to access trail

Making intersection by the trail a light instead of 4 way stop

Expand trail

Make more connections to other areas of town and Peoria.

better directional signage from the trail to downtown racks.

Light up crosswalks to alert drivers of pedestrians crossing the street

For handicapped people to be able to their motorized wheel chairs or scooters.

There should be a well lit, well paved path that goes from rock island that cuts through the old Pabst area near the Public parking area. Instead of having to walk either to save a lot then up or to Oliver's then down.

Add a bike rapir hub around where the trail meets prospect. Add some things to safely lock bikes up there too.

Lights

Create a trailhead in Peoria heights with parking and maybe a few picnic tables and bike racks.

Signage

I do not feel that the bike path is safe east of Prospect. I'm not sure how to address this, though.

Make Village more bike friendly.

On street bike parking seasonally would be a huge improvement.

Trail Signage to direct cyclists use Duryea plus a marked bike lane on DurYea would be nice. It is intimidating for many to ride northbound on prospect at the trail intersection. 4 lane traffic is a bit much after being on the trail.

A bike lane/markings along with share the road signs on Lake and Glen should strongly be considered.

More bike parking.

- Better crossing at the Prospect Road and Rock Island Trail intersection.

- A trailhead at Prospect Road and Rock Island intersection to give people a place to park, maps of Peoria Heights downtown with businesses, bathroom facilities with diaper changing facilities, and have necessary vending machine items (water, Band-Aids, air pump for tires, sunscreen, etc.)

- Provide more shade and benches along the Rock Island Trail stretch from Prospect Road to Glen.

More bike routes off the Rock Island path

Yes, there are several changes the Village could make that would encourage me to use the Rock Island Greenway and other biking routes more frequently:

Improve Connectivity – Extending the Greenway to connect more neighborhoods, parks, schools, and commercial areas would make biking a more practical transportation option, not just a recreational one.

Increase Safety Measures – Adding more lighting, signage, and clearly marked crossings at intersections would help riders feel safer, especially during early morning or evening hours.

Bike-Friendly Infrastructure – Installing more bike racks at public facilities and businesses, water fountains along the trail, and shaded rest areas would support longer, more comfortable rides.

Traffic Calming Measures – On routes that share the road with vehicles, adding speed bumps, signage, or designated bike lanes would make those routes more inviting and secure for cyclists.

Connect to to Glen Oak Park. Bike path on Prospect and Grand View Drive.

Bicycle riders need to have a margin of space between them and dining areas. I don't think there's enough room to do that. I would need to see a very well thought out plan before anything else is done.

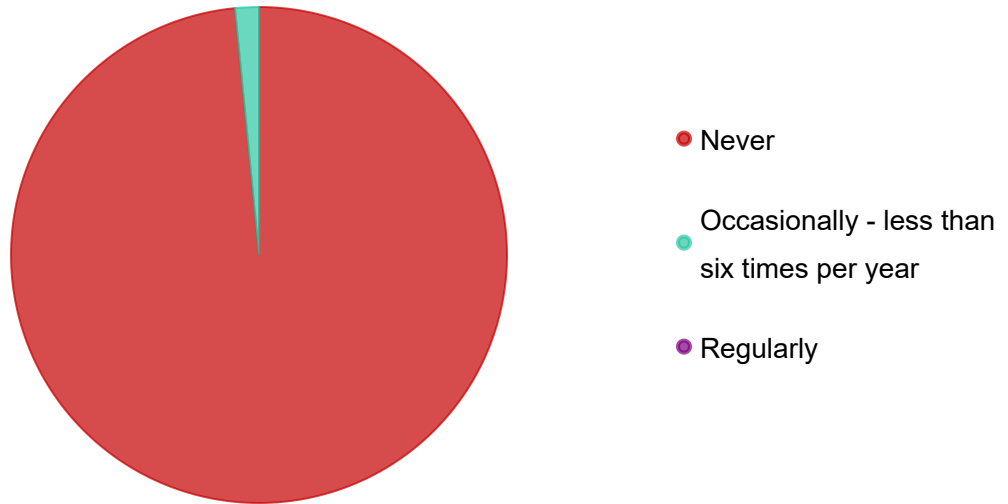
I like the path

Make it easier to cross Prospect. It is difficult because cars don't think of bikes as pedestrians and often don't let you cross. In addition the trail is set up that you have to cross two different streets. Some cities have a diagonal crosswalk which is what is needed here

Making access to the trail from other parts of the Heights easier and safer would help a lot.

# Peoria Heights Parking Study

Do you ever use CityLink transit when going to downtown Peoria Heights?



## Answers

## Count

## Percentage

Never

127

98.4%

Occasionally - less than six times per year

2

1.6%

Regularly

0

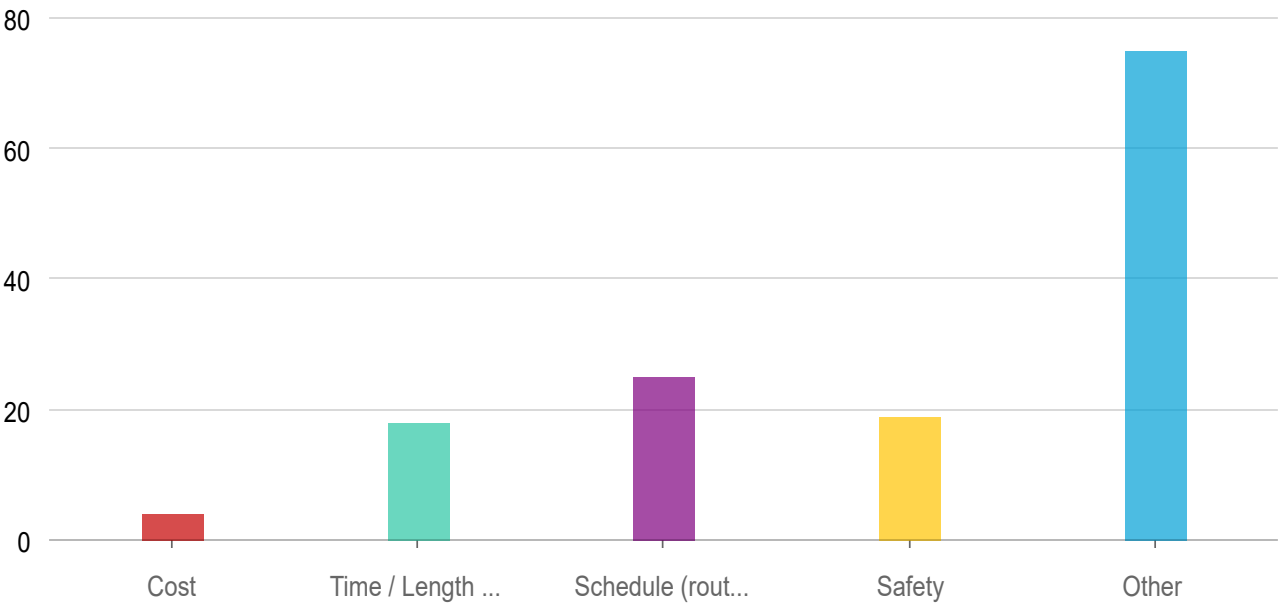
0%

Answered: 129 Skipped: 3



# Peoria Heights Parking Study

What keeps you from using CityLink to travel to downtown Peoria Heights?



Answers	Count	Percentage
Cost	4	3.33%
Time / Length of trip	18	15%
Schedule (routes don't align with my travel needs)	25	20.8%
Safety	19	15.8%
Other	75	62.5%

Answered: 120 Skipped: 12

# Peoria Heights Parking Study

## **Please explain your "Other" selection.**

I prefer biking or walking

No interest

I live in Peoria Heights

No need

CityLink has shady riders. Why would any subject themselves to unsafe environments

I don't need to

i drive

I live here.

No need

Walk everyone from my house, bike, or drive.

I use the bus to return from downtown Peoria as a resident of Peoria Heights

Don't need to

I don't use it, but I used to rely on it. It should be available for all and the service is easily available.

I don't use CityLink ever.

I live with in a mile of downtown Peoria Heights the bus is not needed

I live between East Peoria and Metamora, so I'm already driving my car to go to Peoria Heights.

I live 2 blocks away and drive my own car. Don't need a bus

There is not a bus route from my home area to my business

I live off glen

Own vehicle

I live in the Heights, close enough to where it's not needed.

Live only a few blocks away.

Don't want to

I have a car. I will go where parking is provided.

I am within walking distance to downtown, and parking is never an issue for us as we always find parking easily.

No need

Convenience

I am at the age where getting on a bus is not feasible.

Not needed for me

I prefer to drive

Live in the heights

Have car and bike and live close to downtown

There are no routes that go as far north as my home.

I have a car.

No need when I can bike or drive.

Wouldn't make sense from where I live

I live less than a mile up the street

Have my own car

Live within walking distance of downtown

I live close enough to bike or drive quickly.

Don't ride the bus.

I own a car. If I am using citylink it is to go from my home to downtown. If I am in the heights I drive there

don't need it

I prefer my own suv

I don't use the bus because I have my own car

I don't use public transportation

Do not need to use it.

I don't need it

There are a few factors that currently keep me from using CityLink to travel to downtown Peoria Heights:

Inconvenient Schedules – The bus times don't always align with my work or personal schedule, making it difficult to rely on CityLink for timely travel.

Lack of Direct Routes – Reaching Peoria Heights often requires multiple transfers, which makes the trip longer and less convenient compared to driving.

Uncertainty About Stops and Routes – It's not always clear where the stops are located or how the routes operate. A more user-friendly app or real-time tracking would help increase confidence in using the system.

Limited Evening and Weekend Service – If service was more frequent during evenings and weekends, it would be a more viable option for social activities or dining out in the Heights.

Perception of Safety and Comfort – Clean, well-maintained buses and shelters, as well as clear security measures, would improve the overall experience.

Never ride bus.

I have my own transportation

won't use it...live too far

Live in town

Have no idea how to do it.

I live in Chillicothe. Driving in is the only option

Not needed

I have a car

I have a vehicle

I own a vehicle

I own a car

I drive.

I hate the buses going through the Heights Main Street during the nice weather. The buses overwhelm the people on the sidewalks. The exhaust, noise and vibration is awful. I think the buses should take a detour route through the spring summer and fall months when people are eating outside.

I'm not in town often enough to be familier

I don't live along a city link route.

No need

Don't live in town

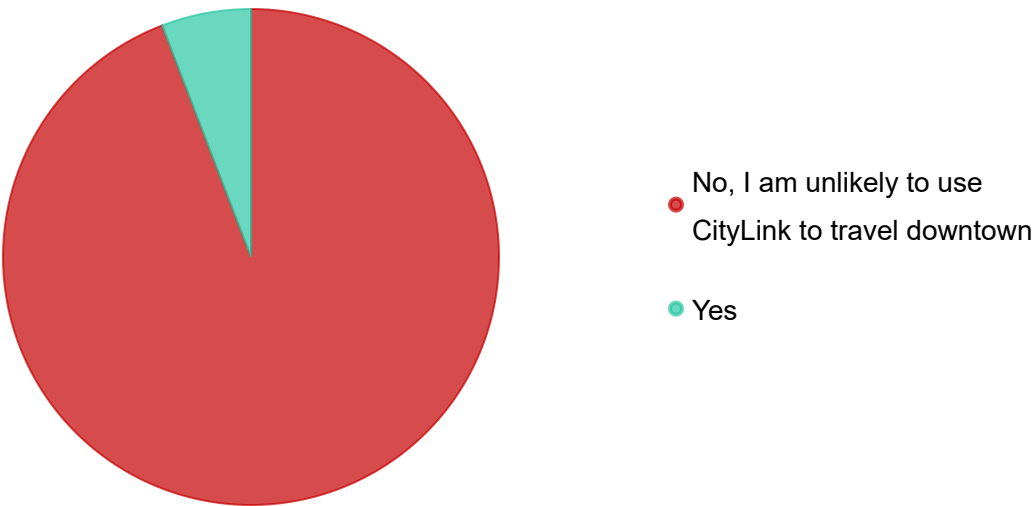
Na

Live in the heights



# Peoria Heights Parking Study

Are there any changes that would make you more likely to use CityLink to travel to downtown Peoria Heights?



Answers	Count	Percentage
No, I am unlikely to use CityLink to travel downtown	113	94.2%
Yes	7	5.8%

Answered: 120 Skipped: 12

# Peoria Heights Parking Study

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**What changes would make you more likely to use CityLink?**

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Have a shuttle service! And I'm not talking about the peddle thing even tho cool free

More routes that go into Chillicothe, and better bicycle accommodations.

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More Direct Routes – A faster, more direct route to Peoria Heights without multiple transfers would make the system much more appealing.

Improved Frequency – Shorter wait times between buses, especially during peak hours and evenings, would make it easier to plan spontaneous trips or avoid long layovers.

Extended Evening and Weekend Hours – Being able to rely on CityLink for evening events or weekend activities would make it a viable alternative to driving.

Real-Time Bus Tracking – A user-friendly app or live updates at stops showing real-time arrival information would help reduce uncertainty and improve the overall experience.

Enhanced Bus Stops and Shelters – More covered, well-lit, and clearly marked shelters—especially in the Heights—would improve comfort and safety while waiting.

Promotions or Incentives – Occasional fare discounts, community ride days, or partnerships with local businesses could encourage more first-time and casual riders to give CityLink a try.

There needs to be opportunities for people to learn about mass transportation, and what it offers.

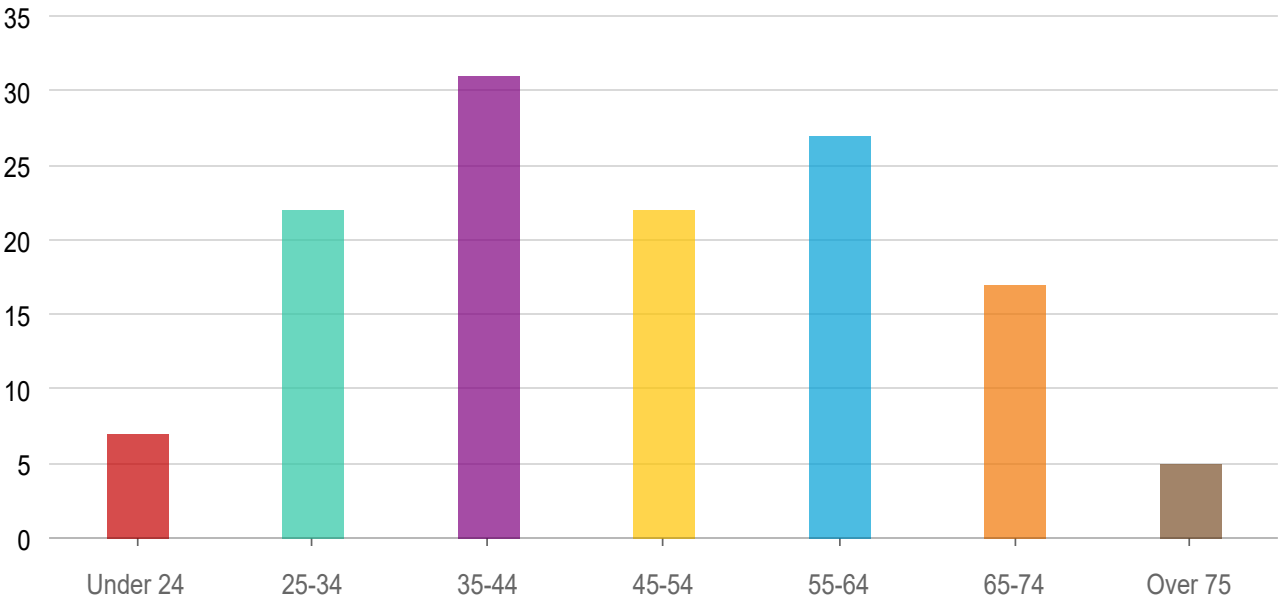
Have a bus service that services stops more than once per hour and routes that allow someone to get to the Heights in under an hour from across town.

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# Peoria Heights Parking Study

What is your age?

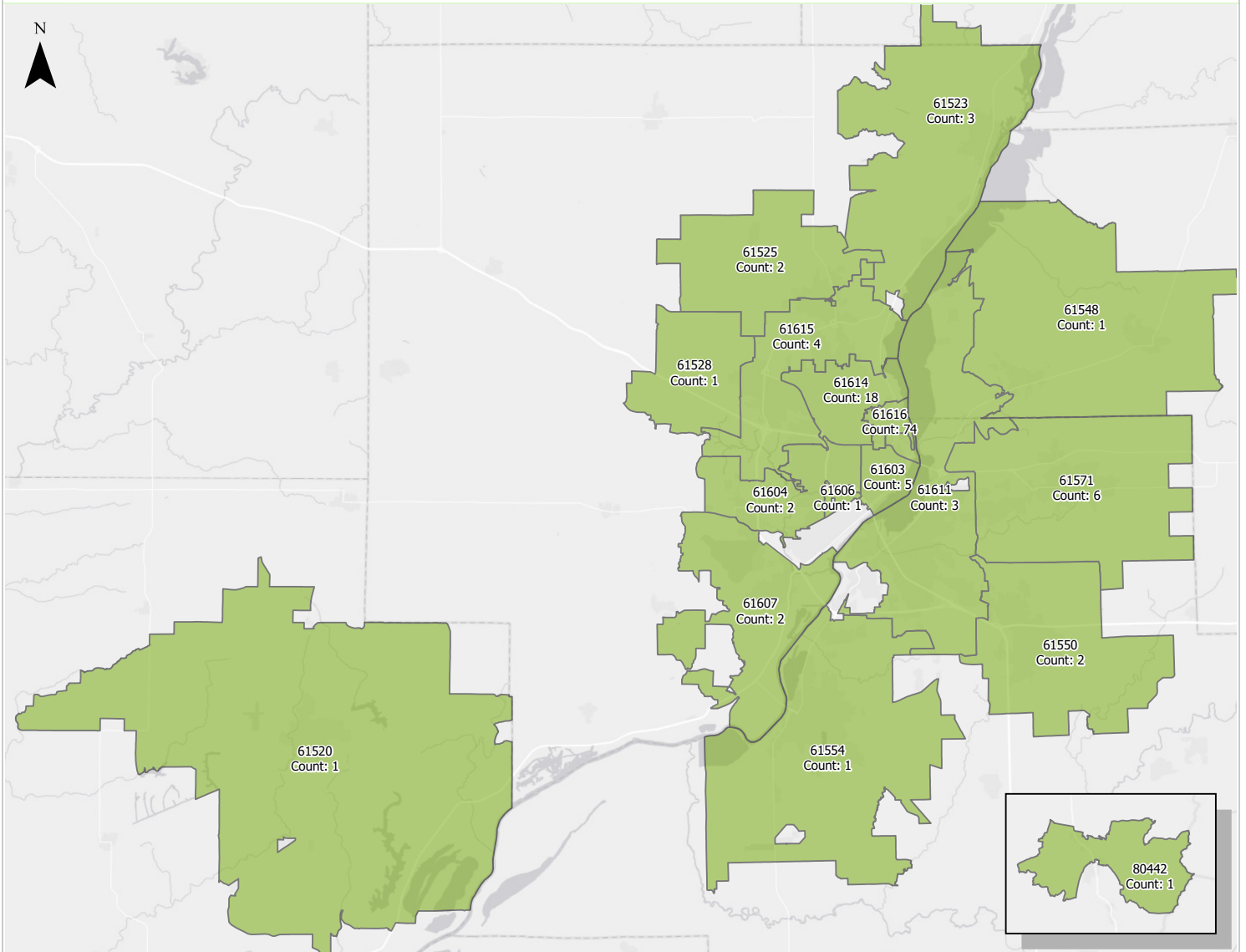


Answers	Count	Percentage
Under 24	7	5.3%
25-34	22	16.67%
35-44	31	23.48%
45-54	22	16.67%
55-64	27	20.45%
65-74	17	12.88%
Over 75	5	3.79%

Answered: 131 Skipped: 1

# Peoria Heights Parking Study

What is your mailing ZIP code?



Answered: 129 Skipped: 3



# Peoria Heights Parking Study

**Optional: Please leave any comments you have on downtown Peoria Heights parking. Please include items that are working well and issues that need improvement.**

Thank you for doing this work!

There is not enough parking for all the businesses. It is extremely difficult to find parking. Pedestrians routinely walk into roadways. I live in the Heights and it has become more frequent for me to meet friends in other areas & towns instead of staying in the Heights because it is too difficult for everyone to find parking at a restaurant or shop here.

This is the business owners responsibility to provide parking for their customers. Not the taxpayers of Peoria Heights. While businesses keep taxes low, they aren't more important than the taxpayers themselves. Residential area's want safety, sidewalks, street sweeping and police patrol. Unfortunately residents are denied because it's all beneficial to Prospect between Glen and Marietta. Last election voters made a statement. If mayor had someone against them, it would have been a different outcome.

I do not agree with decreasing the lanes of traffic! That will cause major headaches and bottlenecks!

Cant ride my scooter to downtown sidewalks on Glen are ridiculous & with outside seating you cannot get thru! Parking enforcement would also be helpful

Need more parking for festivities. Love the cement concrete wall! Would like to see us invest in more to prevent future incidents.

As a resident of Peoria Heights I believe that there is adequate parking in the Heights. there are only about 30 weekends, 60 days, a year that there are exceptional numbers of cars parking in the Heights. The other 300 days a year there appears to be plenty of parking. Clearer signage encouraging street parking would go a long way to spreading out the additional traffic on the weekend.

Please seize the congestion allowed in our neighborhood streets during events. It cause mass littering and further congestion due to people leaving their cars overnight after a night of drinking.

The on street parking into the neighborhoods get very cramped and disruptive to residents. Quite a few patrons parking in these areas disrespectful to the residents by littering, poor parking ei parking so close to driveways it is very difficult to get out and in, leaving cars over night and some even longer after a night of drinking, and being loud and disruptive when leaving events.

Signs needed to clarify hours/days business-specific NO PARKING zones during work day & what's allowed after-hours without getting ticketed.

Way too many J walkers on their phones yapping, not paying attention and walking out in front of traffic coming out from between cars. Also many blind spots turning off a few of those side streets. Many many cars blow the 4 way stop next to Save a Lot and old CVS bldg.

Cafe string lights across the street on Prospect Rd (From Pabst building to Pearl Building) - would add to the Heights experience.

Downtown area is perfectly fine. You should be more worried about other areas in the Heights.

Leave it the way it is. Improve lighting and that's it.

My wife and I do not frequent the downtown area of Peoria Heights specifically because of the parking issues. I have bad knees and I can find other areas to spend time and money without having to park 6 blocks away.

Add lighted indicators at pedestrian crossing signs such as the ones located at the corner Duryea and Prospect. It is difficult to see when driving down Prospect if pedestrians are stepping out into the lane or just waiting at a corner.

Need to build a parking deck, work with Williams Bros who owns the property and give tax incentive!

Shuttle service could be an option besides a valet service.

Issues needing improvement are being able to walk/ jog/ bike down the sidewalks through downtown and not through dining tables.

The other item is the stop sign by Save a Lot. Getting cars to actually stop and not run it.

I love what Chillicothe did for their downtown parking. They bought up the properties behind the shopping area on both sides and created city parking lots behind all the shopping area as well as on street parking in front of the buildings. Makes sense to me that this idea would increase the ability for more people to choose to come to the heights instead of choosing other shopping areas because the heights doesn't have enough parking. As much as some people have said Peoria heights is a "walkable" village, it is not. The weather extremes we have and the fact that a lot of village residents can't afford to spend money in the heights it seems that the heights must rely on people who dont live in the village to support the businesses therefore the heights needs to increase parking.

In general we have lots of parking but many people don't want to walk more than from curb to door. We have never walked more than 2 blocks

Utilize after hours parking from businesses with some type of incentive

I enjoy that the street parking is because it's very convenient, but that there are also ample parking in the lots if I can't find a spot. I do think the Heritage square parking lot west of Brienza's is dangerous - there isn't room for pickup trucks to maneuver. I really think it should be changed to angled parking with one way traffic.

I was on the board when we increased the lane size. I can tell you from those discussions, you do not want to go back to that.

At one time there was interest in increasing street parking between Marietta and kingman by reducing traffic lanes.

Downtown Bloomington has a good mix of parallel parking and angled parking that would be a great way to incorporate time limited spots with longer stay spots.

For the most part the limited parking does not prevent people from using the heights. However, there is room for improvement by adapting a plan for more Accessible spots and pedestrian friendly roadways.

I love the on street dining that was added in the last few years. I feel there could be more of this but total number of on street parking spots should be increased by moving parking into the traffic lane.

Reducing Prospect to two lanes will wreak havoc. It would bottle neck traffic. The construction would devastate businesses along Prospect. People would just avoid the area.

Remove save a lot or cvs and create a multi level parking deck. charge a fee (like downtown peoria) to maintain infrastructure and needs

Big picture comment

Study after study, when asking people if more parking is needed... Their answer will be yes.

Human behavior is more inclined to want/ask for more.

But when asked another way of consumers knowing where parking is... It may identify that they simply don't know the overall options. Initial solutions would be to provide signage to direct people to parking.

The village has been extremely fortunate over the years to have parking because of the generosity of privately owned lots.

One example, Pabst Office Building, allowed the public to use it at no charge. With new ownership that may change. So, I would strongly recommend working with the new owners and partnering in a way that allows the public to use it... It would also be an amazing opportunity to establish electronic vehicle charging stations.

However, privately owned parking lots should be expected to provide public parking. The wear and tear and additional maintenance cost and taxes are a burden to the owner.

Need a parking lot

Not diagonal parking -that's too dangerous to back out

Downtown Peoria Heights parking offers free, conveniently located spaces within easy walking distance of shops and restaurants, with clear signage in key lots. However, available spots fill quickly during peak times and events, and a lack of overflow options creates congestion. Inconsistent striping and unclear lot designations can confuse drivers about public vs. private or time-restricted spaces. Too few ADA-accessible spaces exist in high-traffic areas, and lighting in some lots is inadequate for evening visits. To improve, the Village could enhance wayfinding signage, restripe and reconfigure lots to increase capacity, partner with nearby businesses for shared parking during off-hours, add lighting and safety features, and offer an online, interactive parking map.

I never have trouble parking and I go often. Yes, you have to walk a block but I can always find a spot.

I have doubts as to whether or not that area can be improved without a substantial investment. The risk is, that it could lose its appeal and get too crowded.

Ideally, the Peoria Heights area would give a much higher priority to people who want to walk downtown without having to worry about the 4 or 5 lanes of traffic. Having to contend with over crowded sidewalks and cars that go well above speed limits, even with the traffic calming that has been put into place.

Focusing more on robust and reliable public transportation options should be the first method to help with any parking congestion that are occurring. If there are viable alternatives for residents of the Peoria area that don't require people to drive their own vehicles, it might help to reduce the parking burden in the area.

Fully in support of any improvements that makes heights more walkable or bike friendly

If you make it too far for people to park downtown no one will come anymore. Some of the changes you are proposing tell people who don't live in the Heights they aren't welcome. You don't want me to spend money here? I won't come. You can not make parking harder or driving harder. Making the road narrower will discourage people from coming because it'll be harder to get in and out of the area. Don't be stupid.

I've had no issues with parking in the 5 years I've been here.

don't know how... but if you could somehow redirect all the through traffic, it would be safer and easier for pedestrians to walk from their parking to their destination

Peoria Heights parking is always congested/limited and parking regulations are not enforced well enough

We need better signs for the public parking lots. Also parking needs to be monitored. Too many business owners park in corners where there isn't even a parking spot, thus making driving and turning corners unsafe. I understand not wanting to walk but if customer must walk a distance to shop then owners should also.

The side street that you exit out of Heights Bank's drive through banking & turn left to access Prospect rd is a blind spot ,very hard to see traffic so I can turn north or south on to prospect rd

I think the village dropped the ball when they lost save a lot

We are proud of all that the Village of Peoria Heights has to offer!

Parking is a mixed bag of private and public property. The streets are too narrow to handle thousands of cars. The buses are disruptive to the great socializing along the sidewalks, shops and restaurants especially. Private parking is not marked well or ppl don't want to obey the signage.

Overall happy with the parking but could use more on the busy nights

Not parking related, but it is absurd there is not a crosswalk at the intersection of Prospect and Grandview.

Speed limits need to be enforced.

Overall making downtown Peoria Heights a better place to walk and bike would make me more likely to visit. I don't generally have a problem with finding parking at any time.