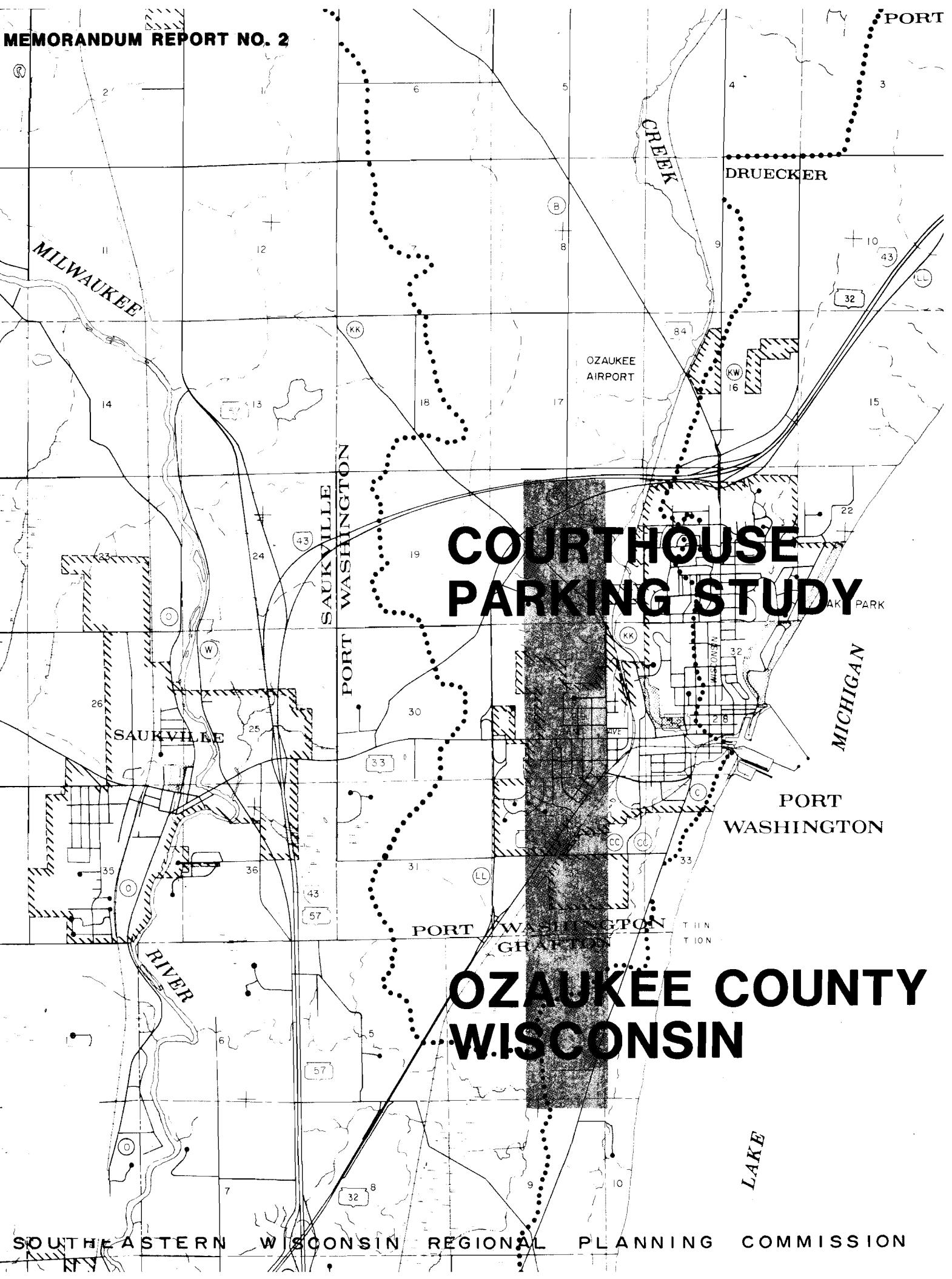


**MEMORANDUM REPORT NO. 2**



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Joan A. Zenk .....Administrative Officer

Special acknowledgement is due Mr. Kenneth H. Voigt, SEWRPC Principal Engineer, for his contribution to the preparation of this report.

**MEMORANDUM REPORT NUMBER 2**

**COURTHOUSE PARKING STUDY  
OZAUKEE COUNTY, WISCONSIN**

**Prepared by the  
Southeastern Wisconsin Regional Planning Commission  
P. O. Box 1607  
Old Courthouse  
916 N. East Avenue  
Waukesha, Wisconsin 53187-1607**

The preparation of this report was financed in part through a joint planning grant from the Wisconsin Department of Transportation and the U. S. Department of Transportation, Federal Highway and Urban Mass Transportation Administrations.

**November 1986**

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## OUTLINE OF FINDINGS AND RECOMMENDATIONS

### I. EXISTING PARKING SUPPLY

- A. There are 309 public parking spaces used by Courthouse employees and visitors within Courthouse area--approximately within 600 feet of Courthouse (see Figure 2 on page 3 and Table 1 on page 4).
- B. Off-street parking spaces serving Courthouse total 154 (County north lot 76, municipal lot adjoining north lot 26, rear lot 48, jail 4). On-street spaces total 155.

### II. EXISTING PARKING DEMAND

- A. There are 230 courthouse employees (33 court, 30 law enforcement, 88 social services, 79 general government); 218 employees, or 95 percent, drive to work and park in or near the study area.
- B. About 550 persons visit the Courthouse on a typical weekday; the typical peak day is Monday which attracts 700 visitors (see Table 2 on page 6).
- C. The peak of visitors occurs during mid-morning hours of a Monday--about 150 visitors during the peak hour.
- D. The parking occupancy rate for all public spaces within 300 feet of the Courthouse is 84 percent; for off-street spaces that rate is 95 percent (see Table 3 on page 10).
- E. The parking turnover rate is 3.1 for on-street parking and 1.8 for off-street parking.

### III. COMPARISON OF EXISTING PARKING SUPPLY AND DEMAND

- A. There is a current shortage of 64 long-term parking spaces for employees (218 employees minus 154 available off-street spaces).
- B. There is a demand for about 200 spaces for visitors. With about 155 on-street parking spaces available, there is a shortage of about 50 short-term visitor spaces.

### IV. PROJECTIONS OF FUTURE PARKING DEMAND

- A. All projections are based on an increase in county population from 67,500 to 105,000 over the next 20-25 years, and a corresponding increase in courthouse employees from 230 to 395 (see Table 5 on page 15).

- B. If all departments remain at the Courthouse, there will be a need for about 160 additional employee parking spaces and 120 additional visitor spaces.

V. SHORT-RANGE PROPOSALS (see Table 6 on page 21)

- A. Reconstruct and designate as one-way westbound W. Main Street between N. Milwaukee Street and N. Wisconsin Street, and provide angle parking on south side of street for a net gain of 22 short-term parking spaces at an estimated cost of \$12,000 (see Figure 6 on page 17).
- B. Improve circulation in county north lot resulting in loss of 5 spaces. Also, acquire the land for the easternmost two rows of parking in county north lot at an estimated cost of \$24,000. At present, that land is leased on a year-to-year basis (see Figure 6 on page 17).
- C. Impose two-hour parking restriction for visitors in the 33 spaces in the three easternmost rows of parking stalls in the county north lot at an estimated cost of \$800 (see Figure 7 on page 18).
- D. Acquire land and construct new surface parking facility along Sauk Creek at south end of S. Milwaukee Street, adding 131 spaces for long-term employee parking at an estimated cost of \$155,600. This would require the taking and razing of two buildings (see Figure 8 on page 19).
- E. Sign all employee lots to indicate restriction of parking lots to courthouse employees at an estimated cost of \$600. Also, transfer the municipal lot adjoining county north lot to county ownership.
- F. Summary The above actions would meet the short-range need for 64 employee spaces and 50 visitor spaces, and provide a surplus of 34 spaces. The estimated cost is \$169,000 plus \$24,000 for acquisition of the currently leased portion of county north lot.

VI. LONG-TERM PROPOSALS<sup>1</sup> (see Table 7 on page 22)

A. Scenario 1--Relocation of Law Enforcement and Courts

1. There would be a surplus of 42 spaces. However, 33 more spaces must be designated for employees rather than visitors.
2. Recommendations (see Table 8 on page 28)
  - o Designate the entire county north lot for employees only at an estimated cost of \$800.

---

<sup>1</sup>All the long-term proposals assume prior implementation of the short-range proposals.

**B. Scenario 2--Relocation of Law Enforcement and Social Services**

1. There would be a surplus of 12 spaces. However, 55 more spaces must be designated for visitors rather than employees.
2. Recommendations (see Table 9 on page 29).
  - o Designate the entire county north lot for visitors at an estimated cost of \$400.

**C. Scenario 3--Relocation of Law Enforcement**

1. There would be a deficiency of 168 spaces.
2. Recommendations (see Table 10 on page 32).
  - o Expand the new employee lot at the south end of S. Milwaukee Street to the east to add 87 spaces at an estimated cost of \$95,200. This will require the taking of a private parking lot (see Figure 10 on page 30).
  - o Expand the county north lot to the east, northeast, and northwest to add 81 spaces, and designate 90 of 178 total spaces for visitor parking at estimated cost of \$362,900. This will require the taking of four residences (see Figure 11 on page 31).

**D. Scenario 4--Relocation of Social Services**

1. There would be a deficiency of 132 spaces, including 74 spaces lost to the presumed site of a new jail (see Figure 9 on page 26).
2. Recommendations
  - o Expand the new employee lot at the south end of S. Milwaukee Street to the east to add 87 spaces at an estimated cost of \$95,200. This will require the taking of a private parking lot (see Figure 10 on page 30).
  - o Expand the county north lot to the east and northeast to add 68 spaces at an estimated cost of \$299,300. This will require the taking of four residences (see Figure 12 on page 34).
  - o Designate 17 spaces in the employee lot south of the Courthouse for visitors at an estimated cost of \$400.

**E. Scenario 5--All Departments Remain at Courthouse**

1. There would be a deficiency of 312 spaces, including 74 spaces lost to the presumed site of a new jail (see Figure 9 on page 26).

2. Recommendations (see Table 12 on page 36).

- o Expand the new employee lot at the south end of S. Milwaukee Street to the east to add 87 spaces at an estimated cost of \$95,200. This will require the taking of a private parking lot (see Figure 10 on page 30).
- o Expand the county north lot to the east and northeast to add 68 spaces at estimated cost of \$299,300. This will require the taking of four residences (see Figure 12 on page 34).
- o The remaining 157 spaces could be provided in one of two ways:
  - o Option 1
    - Build a parking structure east of the new jail or at the new lot at the south end of S. Milwaukee Street at estimated cost of \$950,000.
  - o Option 2
    - Acquire a new employee lot on the southwest corner of the N. Wisconsin Street and W. Jackson Street intersection, providing 70 spaces at an estimated cost of \$42,000. This site is currently partially used for parking (see Figure 13 on page 37).
    - Acquire new employee lot north of E. Pier Street between N. Wisconsin Street and N. Franklin Street, providing 33 spaces at an estimated cost of \$19,800. This site is currently partially used for parking (see Figure 14 on page 38).
    - Provide 14 additional spaces through an expansion of the new lot at the south end of S. Milwaukee Street at an estimated cost of \$7,800 (see Figure 15 on page 39).
    - Provide electronic card gate control at all employee lots--this would reduce the need for 40 spaces at an estimated cost of \$14,500.
    - Designate 52 spaces in county lots south of the Courthouse for visitors at an estimated cost of \$600.

\* \* \*

## OZAUKEE COUNTY COURTHOUSE PARKING STUDY

### INTRODUCTION

On June 18, 1986, the Ozaukee County Clerk, on behalf of the Ozaukee County Board of Supervisors Buildings Committee, requested the Southeastern Wisconsin Regional Planning Commission to conduct a study of parking needs at the Ozaukee County Courthouse. The objectives of the study were to determine the existing supply of parking at the Courthouse; estimate existing and probable future parking demand; identify existing and potential future parking problems; and propose and evaluate alternative parking improvements as necessary. The request for the study was prompted by the Buildings Committee's consideration of potential courthouse expansion.

### EXISTING PARKING SUPPLY AND DEMAND

#### Existing Parking Supply

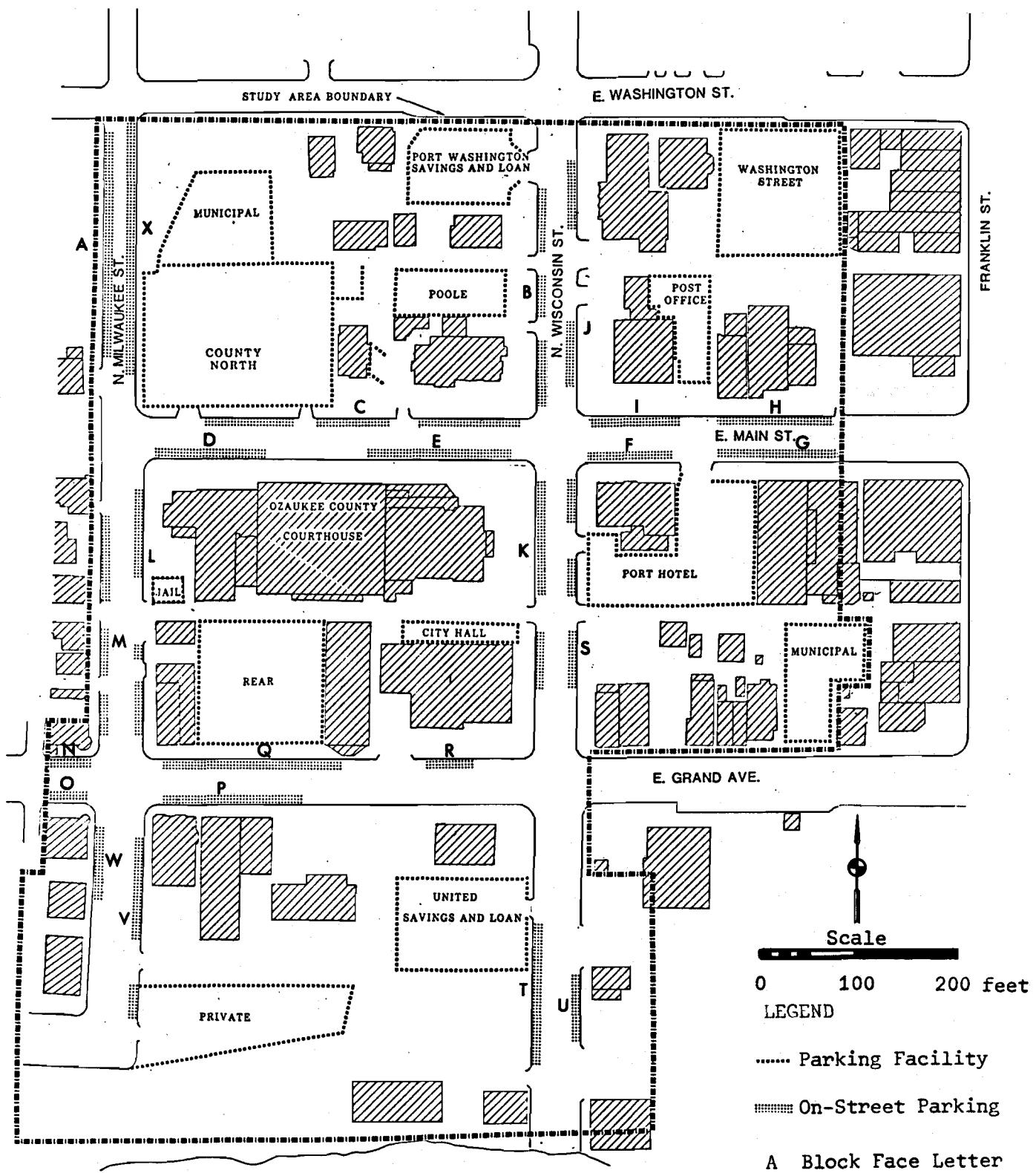
An inventory of the existing parking supply which serves the Ozaukee County Courthouse was conducted as the first step in the requested study. Figure 1 identifies the area in the vicinity of the Courthouse which is, in the judgment of the Buildings Committee, within acceptable walking distance of the Courthouse, and which could be considered as providing parking for the Courthouse currently, as well as in the future. Also shown on Figure 1 are existing on-street curb parking and off-street parking lots within this study area. The Buildings Committee directed the Commission staff to consider the existing public on-street and off-street parking in this area as part of the potential courthouse parking supply, together with county off-street parking lots.

The number of parking spaces at each location within the study area, as well as the type of parking--public or private, and restricted or unrestricted--are indicated on Figure 2 and Table 1. The existing parking supply in the vicinity of the Courthouse has also been classified according to walking distance from the Courthouse, with one area being generally within 300 feet<sup>1</sup> walking distance and a second being within 300 to 600 feet walking distance. Locations within this latter area are south of E. and W. Grand Avenue and north and east of E. Main Street and N. Wisconsin Street, respectively. Of the total 358 public parking spaces located in the study area, 288 spaces, or 80 percent, were within 300 feet walking distance. Of the total 358 public spaces, 251 spaces, or 70 percent, were all-day unrestricted spaces; 101 spaces, or 28 percent, were restricted with a two-hour limit; and six spaces, or 2 percent, were restricted with a 15-minute limit. Two of the off-street public unrestricted parking lots in the study area--the city hall lot with 12 spaces and the rear county lot south of the Courthouse with 48 spaces--are limited for use by their employees. Also, the county lot north of the Courthouse, pro-

<sup>1</sup> SEWRPC studies have indicated that in 1963 and 1972 the average walking distance to destination from parking sites in the Kenosha and Racine central business districts was about 300 feet to 400 feet, with about 90 percent of all parkers being within 500 feet walking distance of their destination.

Figure 1

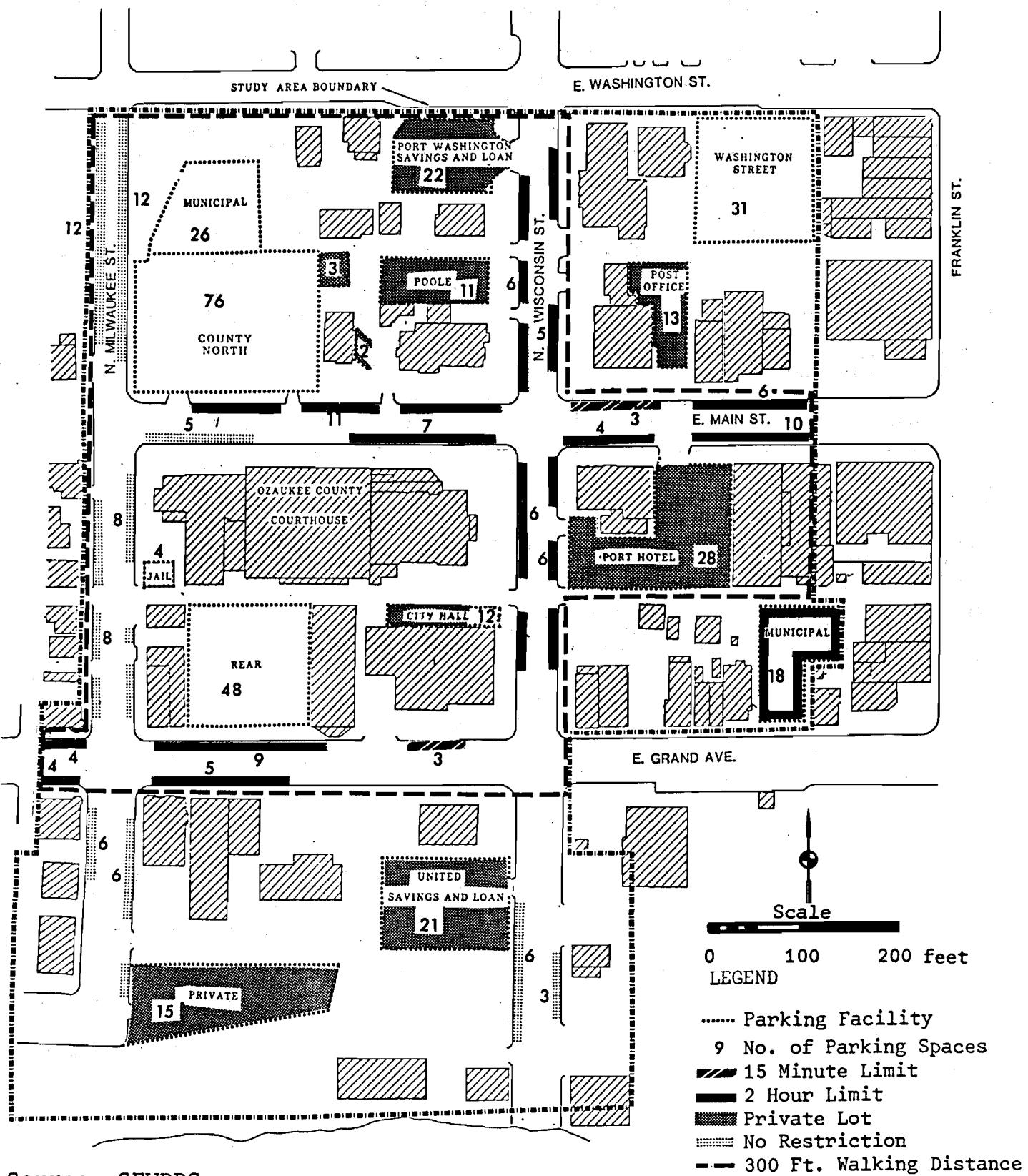
ON- AND OFF-STREET PUBLIC AND PRIVATE PARKING  
FACILITIES SERVING THE OZAUKEE COUNTY COURTHOUSE: 1986



Source: SEWRPC

Figure 2

PARKING RESTRICTIONS FOR THE PARKING SPACES LOCATED  
IN THE OZAUKEE COUNTY COURTHOUSE PARKING STUDY AREA: 1986



Source: SEWRPC

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Table 1

SUMMARY OF ON- AND OFF-STREET PUBLIC PARKING FACILITIES  
IN THE OZAUKEE COUNTY COURTHOUSE PARKING SERVICE AREA: 1986

Parking Restriction	Number of Spaces			Percent		
	Within 300 Feet of Courthouse	Within 300 to 600 Feet of Courthouse	Total	Within 300 Feet of Courthouse	Within 300 to 600 Feet of Courthouse	Total
On-Street	45	21	66	15.6	30.0	18.4
	Unrestricted.....	83	--	28.8	--	23.2
	Two-Hour Limit.....	6	--	2.1	--	1.7
	Subtotal	134	21	155	46.5	30.0
Off-Street <sup>a</sup>	154	31	185	53.5	44.3	51.7
	Public Unrestricted.....	--	18	--	25.7	5.0
	Public Two-Hour Limit....	154	49	203	53.5	70.0
	Subtotal	288	70	358	100.0	100.0
Total <sup>b</sup>						

<sup>a</sup>There are also 78 off-street private parking spaces in five private lots within 300 feet of the Courthouse, and another 49 off-street private parking spaces in three private lots within the courthouse parking study area, but beyond 300 feet of the Courthouse.

<sup>b</sup>Of the total 358 spaces, 309 spaces--154 off-street and 155 on-street--were observed to receive use from courthouse employees and visitors. Two off-street lots in the courthouse parking area, the E. Washington Street and the E. Grand Avenue lots, were used principally for parking for City of Port Washington central business district businesses.

Source: SEWRPC.

viding 76 all-day unrestricted spaces, is limited for use by courthouse employees and visitors. The easternmost two rows of this lot--which contain 23 parking spaces--are leased by the County on an annual basis.

Existing Parking Demand

The current courthouse parking demand and its characteristics were defined by means of special surveys. Two separate surveys were conducted by the Commission to determine the demand for Courthouse-related parking in the study area. The first survey consisted of a questionnaire (see Appendix A) that was distributed to all heads of county departments located at the Courthouse. This questionnaire was designed to quantify employee parking demand and to identify the characteristics of visitor parking demand. According to the questionnaire responses, as summarized in Table 2, there are, on a typical weekday, a total of 230 employees who report to the county courthouse during normal 8:00 a.m. to 5:30 p.m. public business hours. Of these 230 employees, 218, or 95 percent, drive to work and park in the courthouse area. Of the 230 courthouse employees, 33 employees are assigned to the courts; 30 are assigned to the law enforcement departments; 88 employees are assigned to the social services departments; and 79 are assigned to general government departments.

Visitor parking demand and characteristics can also be estimated from the survey. According to the parking questionnaire responses summarized in Table 2, public utilization of the courthouse facilities varies greatly among departments.

In total, an estimated 550 visitors come to the Courthouse on a typical weekday. The peak day for visitor parking during the typical week is Monday, and the typical number of visitors on a Monday is estimated to be about 700. Monday is the typical peak visitor demand weekday for most departments. The exception is the Nursing Services Department, which has its typical peak visitor demand on Tuesday, with about 200 visitors on a typical Tuesday and only 10 visitors on a typical weekday. It should be noted that there are a few days where visitor demand will greatly exceed that of the peak weekday. For example, the County Treasurer reported as part of the survey that from July 28 to July 31, 1986, the department had about 1,500 visitors per day for tax payments. Approximately once a year the court system conducts a high public interest trial resulting in about 200 visitors, of whom about 100 are called for jury selection. Designing public facilities for such peaks is not considered good practice, as the facility capacity provided would go unused for all but a few days each year. Rather, it is appropriate to design for the typical peak weekday, with special parking facility management considerations put into effect to help maximize parking space availability during special--e.g., tax- or court-related--peak parking demand periods.

The average visitor duration at the Courthouse was 36 minutes, and ranged from about 10 minutes to 90 minutes. Therefore, for design purposes, visitor parking demand should be quantified on an hourly basis. The peak hour visitor demand at the Courthouse on Monday--the peak day for courthouse visitors--was estimated to be about 250 visitors, and on a typical weekday estimated to be approximately 200 visitors. The timing of the peak hour varies among county departments. The combined peak of all departments occurs during the mid-morning hours, and is estimated to be about 150 visitors during the peak hour on a typical Monday.

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Table 2  
FINDINGS OF OZAUKEE COUNTY COURTHOUSE PARKING STUDY QUESTIONNAIRE: 1986

Department	Number of Employees	Employees Who Drive to Work	Visitors: Typical Day					Visitors: Peak Day		
			Daily	Percent Drive	Peak Hour	Average Duration (minutes)	Peak Time Period	Daily	Peak Hour	Day of Week
Courts <sup>a</sup>	14	14	35	99	8	25	8:30-10:30	35	8	--
	5	5	30	80	10	10	8:30-9:30	40	20	Monday
	5	4	140	95	75	45	--	210	85	Monday
	5	5	20	80	5	20	9:30-10:30	25	5	Monday
	4	4	20	95	15	30	--	20	15	Monday
	Subtotal	33	32	245	92	113	--	--	--	--
Law Enforcement	1	1	--	--	--	--	--	--	--	--
	29	28	60	99	10	10	8:00-10:00	80	15	Monday
	Subtotal	30	29	60	99	10	--	--	--	--
Social Services	36	33	35	95	10	45	1:00-2:00	45	12	Thursday
	20	19	50	95	12	75	3:00-4:00	50	12	Monday
	28	28	10	100	2	60	--	200	100	Tuesday
	4	3	7	80	5	15	--	10	7	--
	Subtotal	88	83	102	94	29	--	--	--	--
General Government	32	31	3	75	1	60	--	10	1	Wednesday
	10	7	20	98	8	15	4:00-5:00	30	10	Monday
	2	2	2	100	1	30	--	2	1	--
	6	6	6	100	5	90	1:00-2:00	6	5	Monday
	4	4	6	100	3	45	9:00-10:00	10	7	Monday
	4	4	70	70	20	60	10:00-11:00	110	30	Monday
	3	3	3	99	2	30	2:00-3:00	4	2	Monday
	3	3	--	--	--	--	--	--	--	--
	2	2	12	95	4	15	10:00-11:00	4	4	Monday
	7	7	6	99	3	15	10:00-12:00	6	3	Monday
	3	3	12	95	1	60	9:00-10:00	15	8	--
	3	2	8	100	5	30	10:00-11:00	12	8	--
	Subtotal	79	74	148	84	53	--	--	--	--
	Total	230	218	555	91	205	--	--	--	--

<sup>a</sup>The circuit court in Ozaukee County is organized into three separate branches that are coordinated by the Clerk of Courts. Each branch of the circuit court schedules court activities on different days and weeks of the month. Mondays are generally the busiest days, with each of the three circuit courts conducting business on misdemeanor and small claims, traffic offense, and juvenile cases. The estimated typical Monday visitor demand is approximately 210 persons, with a peak hour demand of 85 visitors. Jury trials are normally not conducted on Mondays, but are distributed over the remaining days of the week when the previously noted court activities are at a minimum. These mid-week jury trials normally involve about 35 to 40 jurors plus attorneys, plaintiffs, and about 140 visitors.

A second parking survey was conducted by the Commission to provide information on the characteristics of courthouse parking demand. This survey was conducted on Monday, August 11, 1986, a previously identified peak parking demand day. The survey measured from 8:00 a.m. to 5:00 p.m. actual operating characteristics and parking demand at the 358 public parking spaces located in the study area.

Two measures of the adequacy and operation of public parking facilities are parking occupancy and parking space turnover rates. The parking occupancy rate is defined as the ratio of the number of parked vehicles during a specified time period to the total number of parking spaces available, expressed as a percentage. A low occupancy rate indicates a surplus of parking spaces available. An occupancy rate of about 75 percent is considered to represent a fully utilized public parking facility, as motorists generally must, under such a utilization rate, circulate through an off-street parking facility or past on-street spaces to find a vacant parking space. Parking space turnover rate is defined as the ratio of the number of different vehicles parked during a specified time period to the total number of parking spaces available. A high turnover rate indicates the use of spaces for short-term parking, while a low turnover rate indicates the use of spaces for long-term or all-day parking.

As shown on Figure 3, the public parking demand pattern on the day of the survey increased rapidly, from a low of about 171 vehicles during the 8:00 a.m. to 9:00 a.m. time period to a peak of about 308 vehicles parked at public parking facilities during the 10:00 a.m. to 11:00 a.m. time period. Parking demand remained relatively constant throughout the remainder of the day. Even though the parking survey was conducted during the annual downtown Port Washington Maxwell Street Day celebration, the overwhelming majority of this demand was by courthouse employees and visitors. The exception to this demand characteristic was for the on-street spaces located on E. Main Street between N. Wisconsin Street and N. Franklin Street, and on E. and W. Grand Avenue between N. Milwaukee Street and N. Franklin Street. Also, the E. Washington Street and the E. Grand Avenue municipal parking facilities were observed as principally serving businesses in downtown Port Washington.

It may be noted that the peak demand of 308 parked vehicles determined by field survey is somewhat less than the peak demand estimated by the department head survey of 218 employees and 150 visitors, for a total of 368 parked vehicles. This is to be expected as some employees will not be at work each day due to illness, leave, or other reason, and the work of some employees will require them to report to a location other than their office. Also, some visitors may be expected to utilize the services of several county departments during the same visit to the Courthouse and, as the average visitor parking duration is about 30 minutes, more than one visitor can use the same parking space during the peak hour.

As shown on Figure 4, during the peak parking demand period of 10:00 a.m. to 11:00 a.m., there were a total of six public off-street parking facilities and 14 blocks of on-street parking that experienced a 75 percent or greater occupancy rate, and the study area average occupancy rate was 86 percent. As indicated in Table 3, the 75 percent occupancy rate for the study area was also met or exceeded during the 9:00 a.m. to 10:00 a.m. and 11:00 a.m. to 4:00 p.m. time periods.

Figure 3

PARKING DEMAND IN THE OZAUKEE  
COUNTY COURTHOUSE PARKING STUDY AREA:  
Monday, August 11, 1986

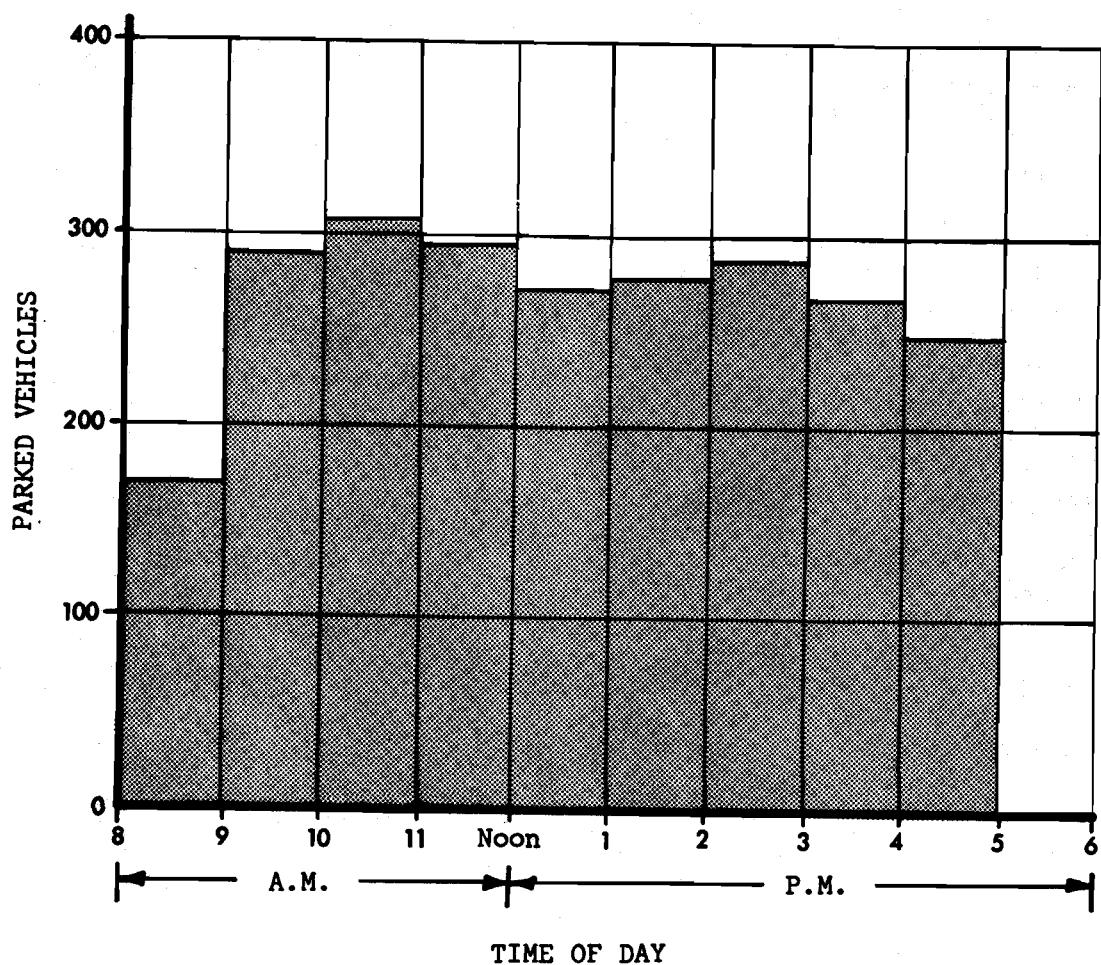
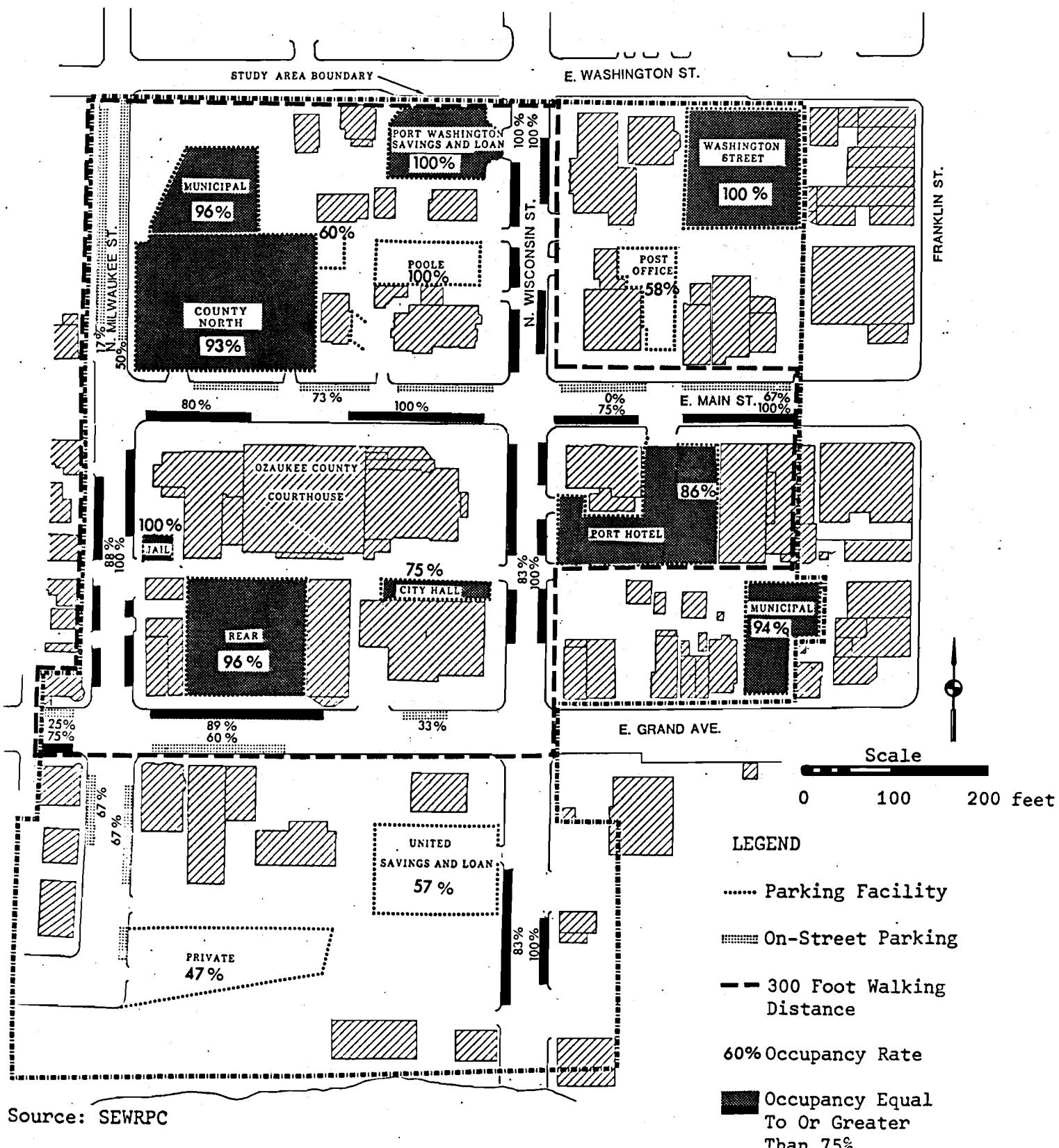


Figure 4

ON- AND OFF-STREET PARKING FACILITY OCCUPANCY  
RATES IN THE OZAUKEE COUNTY COURTHOUSE PARKING STUDY AREA:  
Monday, August 11, 1986 (10:00 a.m. to 11:00 a.m.)



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Table 3

ON- AND OFF-STREET PARKING FACILITY OCCUPANCY AND TURNOVER RATES  
IN THE OZAUKEE COUNTY COURTHOUSE PARKING STUDY AREA: AUGUST 11, 1986

Block Face Facility <sup>a</sup>	Parking Restriction	Number of Spaces	Percent Spaces Occupied by Hour of Day									Turnover (Vehicles per space)
			8-9	9-10	10-11	11-12	12-1	1-2	2-3	3-4	4-5	
On-Street												
A	Unrestricted	12	8	8	17	25	25	17	33	33	8	0.7
B	Two-hour	6	--	83	100	117	117	117	83	67	83	5.8
C	Two-hour	11	9	45	73	100	64	73	82	45	54	4.5
D	Police only	5	20	60	80	80	40	60	80	80	80	1.8
E	Two-hour	7	43	57	100	100	86	71	57	100	57	5.4
F	Two-hour	4	75	100	75	75	100	100	50	120	50	6.8
G	Two-hour	10	100	100	100	100	100	100	100	90	100	5.8
H	Two-hour	6	100	100	67	117	117	100	100	100	50	5.5
I	15-minute	3	33	--	--	--	67	--	--	--	33	1.3
J	Two-hour	5	40	100	100	80	100	80	60	40	40	5.4
K	Two-hour	6	33	100	83	33	100	83	50	50	33	4.7
L	Unrestricted	8	100	100	100	100	75	100	88	62	88	1.9
M	Unrestricted	8	62	75	88	75	25	88	50	62	75	2.1
N	Two-hour	4	--	--	25	75	100	50	50	25	50	2.2
O	Two-hour	4	25	--	75	25	--	25	25	50	50	2.0
P	Two-hour	5	60	60	60	--	40	40	40	40	40	2.6
Q	Two-hour	9	11	55	89	55	44	44	44	44	33	1.7
R	15-minute	3	33	33	33	--	--	--	--	--	--	1.0
S	Two-hour	6	33	100	100	67	100	100	67	67	50	5.0
T	Unrestricted	6	67	67	83	50	100	83	67	83	67	2.7
U	Unrestricted	3	100	100	100	100	100	100	100	67	100	2.3
V	Unrestricted	6	83	67	67	83	67	83	100	100	100	1.8
W	Unrestricted	6	50	50	67	67	67	83	50	100	83	2.3
X	Unrestricted	12	--	33	50	25	25	8	17	8	8	0.7
Subtotal	--	155	42	64	73	67	66	59	59	46	54	3.1
Off-Street												
County North.....	Unrestricted	76	24	96	93	97	76	80	96	89	83	2.1
Municipal.....	Unrestricted	26	27	88	96	100	92	85	100	81	81	1.5
Rear.....	Employee	48	67	96	96	90	75	85	94	83	79	1.4
Jail.....	Employee	4	120	100	100	100	100	100	100	100	50	1.2
Washington Street.....	Unrestricted	31	100	100	100	97	100	100	103	90	100	--
Municipal.....	Two-Hour	18	67	94	94	89	94	94	94	94	61	--
Subtotal	--	203	51	95	95	95	83	86	96	88	81	1.8
Total	--	358	46	83	86	84	75	78	78	76	70	2.4

<sup>a</sup> Block face letters and off-street parking facility locations are shown on Figure 3.

Source: SEWRPC.

Within the 300-foot visitor walking distance of the Ozaukee County Courthouse, the average peak hour parking occupancy rate was 84 percent. This high occupancy rate was a result of 97 of the 134 on-street parking spaces and 146 of the 154 off-street public parking spaces being occupied, for a 72 and 95 percent occupancy rate, respectively. An inspection of Figure 4 indicates that the average 72 percent on-street occupancy rate can be attributed to low use of the inconvenient N. Milwaukee Street spaces located on the steep grade between W. Main Street and W. Washington Avenue, the 15-minute restricted spaces at the Post Office and City Hall, and the parking spaces located on the south side of W. Grand Avenue between N. Milwaukee Street and N. Wisconsin Street.

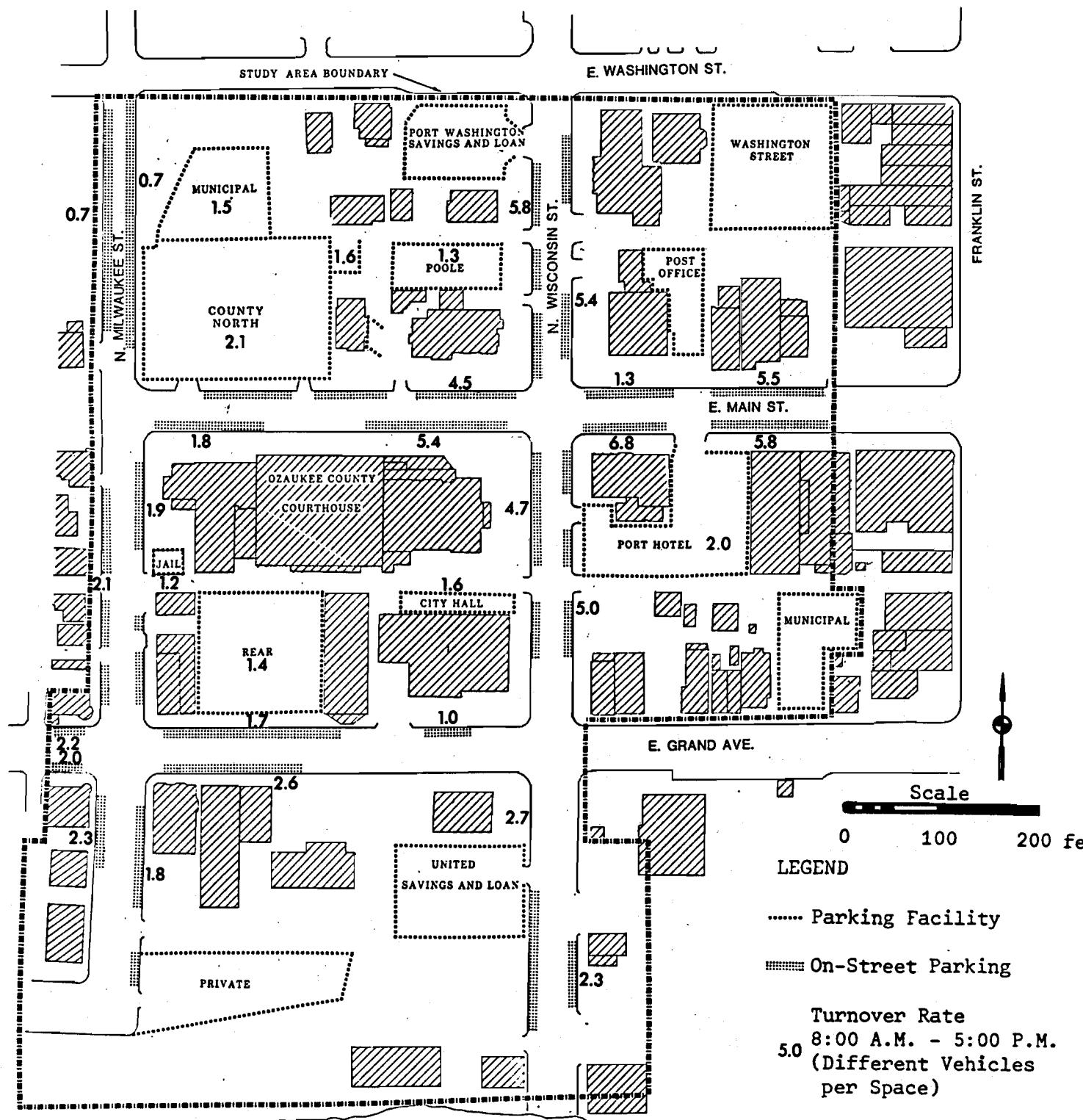
The second measure of parking facility operation, parking space turnover rate, is shown on Table 3 and Figure 5. On-street parking in the area exhibits a high utilization or turnover by motorists, with an average of 3.1 vehicles per parking stall during the nine-hour parking survey. The two-hour restricted on-street parking spaces in proximity to the Courthouse exhibited high turnover rates, ranging between 4.5 and 6.8 vehicles per space. The unrestricted on-street parking spaces, primarily those located on N. and S. Milwaukee Street, exhibited low turnover rates, ranging between 0.7 and 2.3 vehicles per space. The off-street public parking facilities exhibited a low overall turnover rate of 1.8 vehicles per space, with a range of 2.1 vehicles per space in the county north public parking facility, to a low of 1.2 vehicles per space in the Courthouse jail facility.

#### Summary and Conclusions--Existing Parking Supply and Demand

There is a total of 358 public parking spaces in the Ozaukee County Courthouse parking study area, of which 288 spaces are located within a desirable 300-foot distance from the courthouse building. Of these 358 spaces, 155 are on-street curb parking spaces, and 203 spaces are public off-street parking spaces. Parking demand currently exceeds the existing supply of parking spaces provided in the study area. The average hourly parking space occupancy rate during the 9:00 a.m. to 4:00 p.m. time period meets or exceeds the acceptable occupancy rate of 75 percent, reaching a high of 86 percent during the 10:00 a.m. to 11:00 a.m. period. Very little parking space turnover occurs in the off-street public parking facilities, with an average of 1.8 vehicles using each parking space during the nine-hour period between 8:00 a.m. and 5:00 p.m. The low turnover rates, combined with the high hourly occupancy rates, indicate that the off-street public parking facilities in the study area are used primarily to serve all-day employee and long-term visitor parking demand. Based upon the county courthouse parking questionnaire responses, there is an existing county employee parking demand for 218 spaces, which exceeds the total available supply of 203 off-street parking spaces available to county employees. Removal of the E. Washington Street and the E. Grand Avenue municipal off-street public parking facilities reduces the total study area supply of unrestricted off-street parking spaces to 154, including the 48 spaces in the courthouse rear lot reserved for courthouse employees, the four spaces south of the Courthouse reserved for law enforcement employees, the 76 spaces in the county north lot reserved for courthouse employees and visitors, and the 26 spaces in the municipal lot immediately north of the county north lot. Assuming that these spaces could be restricted to courthouse employee use, it may therefore be concluded that there is a shortage of at least 64 long-term parking spaces in the courthouse parking study area to adequately serve existing county employee parking needs.

Figure 5

ON- AND OFF-STREET PARKING FACILITY TURNOVER  
RATES IN THE OZAUKEE COUNTY COURTHOUSE PARKING STUDY AREA:  
August 11, 1986 (8:00 a.m. to 5:00 p.m.)



The 155 on-street parking spaces in the study area are well used, with an average 10:00 a.m. to 11:00 a.m. occupancy of 73 percent, and an average daily turnover rate of 3.1 vehicles per space. The two-hour time restricted spaces in the vicinity of the Courthouse are the most heavily used, with a majority of the hourly occupancy rates at 100 percent and turnover rates of over five vehicles per space during the nine-hour parking survey period. According to county department head estimates, there is a demand for about 150 visitor parking spaces at the Courthouse during the peak period of the normal peak day of the week. It may be concluded that there presently is a shortage of about 50 short-term visitor parking spaces in the courthouse parking study area, if a 75 percent occupancy rate is to be provided.

#### FUTURE PARKING DEMAND

Alternative parking improvement actions cannot be properly formulated and evaluated without consideration of probable future increases in both employee and visitor parking demand. Ozaukee County has recently completed a study of future courthouse facility needs to accommodate increased resident population levels and increased government services.<sup>2</sup> As concluded in this study, it is anticipated that employment at the Courthouse may increase by approximately 70 percent under a population scenario set forth in the study envisioning an increase in county population from 67,500 in 1985 to 105,000, or about a 55 percent increase in population.

The percentage increase in employees by department, as presented in that study, is approximately 50 percent for the courts, 65 percent for law enforcement, 75 percent for social services, and 65 percent for general government. Table 4 summarizes the future courthouse employee parking needs which have been determined by applying the above estimates of percentage increases in employees by department to existing employee parking needs. It is anticipated that a future need will exist for approximately an additional 160 courthouse employee parking spaces.

In addition to the need for increased employee parking, there will also be a need for increased courthouse visitor parking. It is anticipated that future visitor parking demand will increase, as shown in Table 5, from 150 hourly peak period visitors to approximately 240 visitors. This estimated peak hour visitor parking demand range is based upon an anticipated growth in the resident population of Ozaukee County from 67,500 in 1985 to 105,000 persons, and the number of additional county employees required to serve this increased population. This anticipated future visitor parking demand will result in a need for approximately an additional 120 parking spaces if a 75 percent occupancy rate is to be provided.

#### ANALYSIS AND RECOMMENDATIONS

A short-range plan was prepared recommending parking improvements to resolve the existing parking problems. A long-range plan was also proposed recommend-

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<sup>2</sup>See Facility Master Plan: Ozaukee County, Report No. 5, "Facility Master Plan Report," Geisler Smith Associates, 1986.

TR61/bb

Table 4

EXISTING AND PROBABLE FUTURE EMPLOYEE  
PARKING DEMAND AT THE OZAUKEE COUNTY COURTHOUSE<sup>a</sup>

Department	Employees Reporting to Work at Courthouse During Normal Business Hours	
	Existing	Future
Courts.....	33	50
Law Enforcement.....	30	50
Social Services.....	88	155
General Government....	79	130
Total	230	395

<sup>a</sup> Based upon a 105,000 population scenario and attendant projected 70 percent increase in courthouse employees, as set forth in Report Number 5, Ozaukee County Facility Master Plan Report, April 23, 1986.

Source: SEWRPC.

TR61/aa

Table 5

EXISTING AND PROBABLE FUTURE PEAK HOUR  
VISITOR PARKING DEMAND ON A TYPICAL MONDAY  
AT THE OZAUKEE COUNTY COURTHOUSE

Department	Visitor Parking Demand	
	Existing <sup>a</sup>	Future <sup>b</sup>
Courts.....	80	125
Law Enforcement.....	10	15
Social Services.....	15	25
General Government.....	45	75
Total	150	240

<sup>a</sup>Estimated from survey of department heads. Represents peak hour demand on a typical Monday, the peak visitor parking day of a typical week.

<sup>b</sup>Range of future visitor parking demand based upon county population growth to 105,000 persons and probable county courthouse employee forecasts set forth in Table 4.

Source: SEWRPC.

ing parking improvements to meet future needs. The plans were designed to serve visitor parking needs within a 300-foot distance of the Courthouse, and employee parking needs within a 600-foot distance of the Courthouse.

Short-Range Parking Improvement Plan

A need has been identified to provide an additional 114 parking spaces in the Ozaukee County courthouse parking area in addition to the 358 existing parking spaces in the area. Of the 114 total parking spaces, 64 spaces are required to serve employee long-term parking demand, and 50 spaces are required to serve peak short-term courthouse visitor demand.

Courthouse Visitor Parking Improvements: The first improvement recommended to increase the short-term visitor parking supply would involve reconstruction of the segment of W. Main Street between N. Milwaukee Street and N. Wisconsin Street to provide angle parking along the south side of W. Main Street, as shown in Figure 6. This alternative would add about 22 on-street parking spaces to the visitor parking supply. West Main Street would have to be widened from its present width of 40 feet to a minimum width of 44 feet; and would have to be changed from two-way operation to one-way operation westbound. Signs should be erected which restrict the parking to courthouse visitors only on weekdays between 8:00 a.m. and 5:00 p.m. The estimated cost of this alternative is \$12,000 including the necessary additional roadway pavement, new curb and gutter, and replacement stormwater inlets. It is recommended that this alternative be implemented. This improvement would have to be cooperatively arrived at by the County and City. As a result of the conversion of W. Main Street to one-way westbound, it is recommended that the circulation in the county north lot be improved, as also shown in Figure 6. This will result in a loss of five parking spaces. Also, as part of this courthouse parking improvement, it may be desirable and, indeed, necessary to acquire the land for the easternmost two<sup>3</sup> rows of the county north lot. The estimated cost of acquisition is \$24,000.

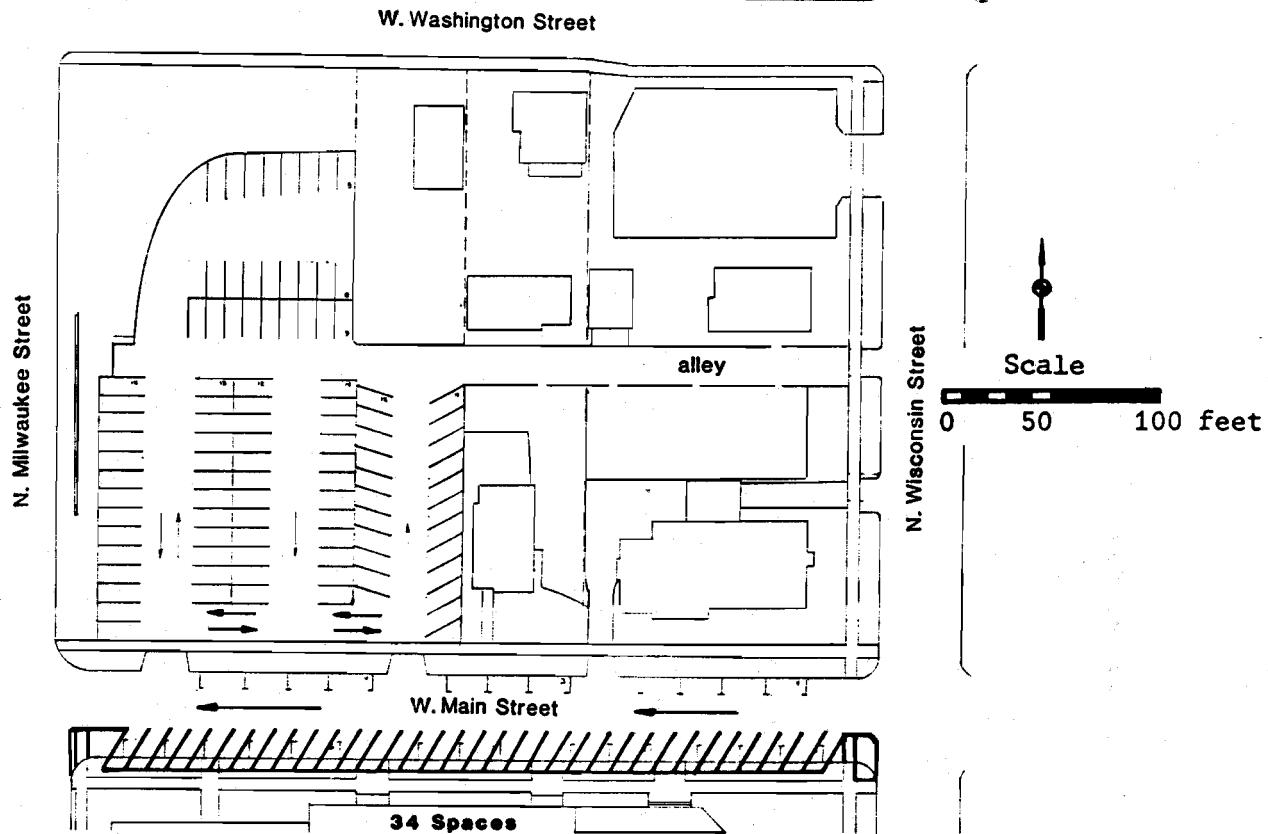
The second improvement recommended to increase the short-term visitor parking supply, as shown in Figure 7, would involve restricting the three easternmost rows of parking stalls in the county north off-street parking facility to courthouse visitors only through the posting of visitor parking designation signs. The estimated cost of this improvement is \$800. This alternative would add 33 short-term visitor parking spaces by displacing 33 long-term unrestricted parking spaces. It is recommended that this alternative be implemented by Ozaukee County.

Courthouse Employee Parking Improvements: The principal relatively low-cost surface parking alternative available to increase the supply of employee parking in the courthouse study area is the construction of a surface parking facility along Sauk Creek at the south end of S. Milwaukee Street. The first stage of such a facility, as shown on Figure 8, would be located to the west of S. Milwaukee Street and would provide 131 parking spaces. This new parking lot could provide the 102 spaces now needed--meeting the current 64-space shortfall and replacing the five spaces displaced for improved circulation in

<sup>3</sup>All estimated costs of property acquisition in this report are based upon the fair market value of the lands involved as established by the City of Port Washington Assessor.

Figure 6

RECOMMENDED SHORT-RANGE ADDITION OF 22 VISITOR  
PARKING SPACES BY RECONSTRUCTION OF  
W. MAIN STREET AND CONVERSION TO ONE-WAY OPERATION<sup>a</sup>



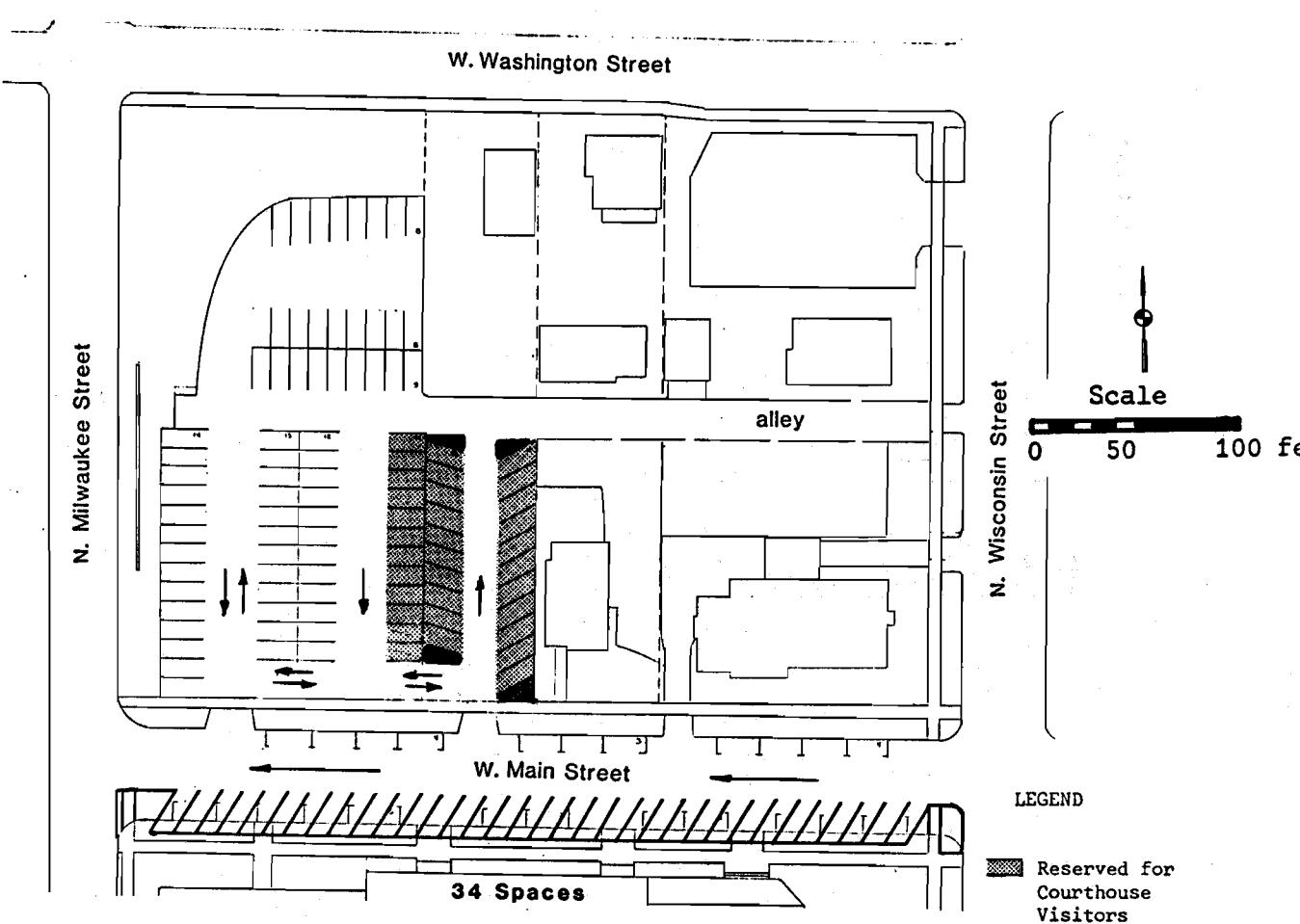
<sup>a</sup>This angle parking design could be modified to provide a loading zone, or a midblock cross-walk. Either modification would result in the loss of from four to five parking spaces.

It should be noted that the angle parking on the south side of E. Main Street between N. Wisconsin Street and N. Franklin Street--one block east--provides only 19 spaces. The reduced number of parking spaces provided in that block, as compared to the 34 spaces proposed in front of the Courthouse, is principally a result of parking spaces lost to a driveway (three spaces), loading zones (two spaces), large setback distances between the parking and street intersections (five spaces), and the use of a 45-degree rather than a 60-degree angle for parking (five spaces).

Source: SEWRPC.

Figure 7

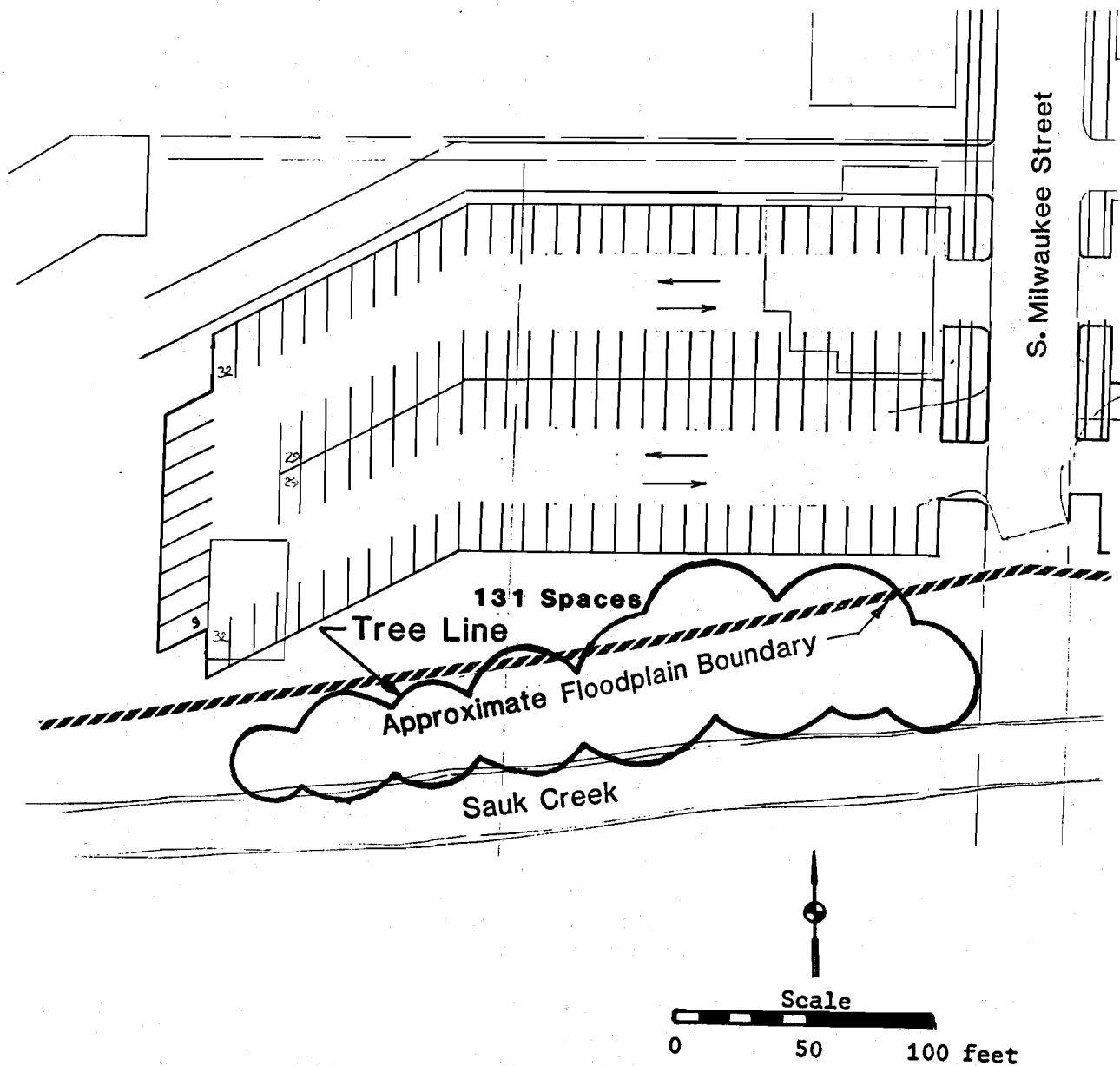
RECOMMENDED SHORT-RANGE VISITOR PARKING ADDITION  
THROUGH RESTRICTION OF 33 PARKING SPACES IN  
THE COUNTY NORTH LOT FOR COURTHOUSE VISITOR USE



Source: SEWRPC

Figure 8

RECOMMENDED SHORT-RANGE EMPLOYEE PARKING  
ADDITION THROUGH CONSTRUCTION OF FIRST STAGE OF NEW  
PARKING LOT AT SOUTHERN END OF S. MILWAUKEE STREET



Source: Federal Emergency Management Agency  
and SEWRPC.

the county north lot and the 33 spaces recommended for restriction of use for courthouse visitors--and, as well, provide 29 additional spaces. The new lot would have an estimated construction cost of \$155,600 including \$67,500 for land acquisition and preparation costs. Two storage buildings would be required to be taken to implement this improvement. It is recommended that Ozaukee County implement this improvement to resolve the existing county employee parking shortage problem.

Also, it is recommended that all employee parking facilities--the new lot, the lot immediately south of the Courthouse, the remaining 38 spaces in the county north lot, and the 26 spaces in the municipal lot adjacent to the county north lot--be posted with signs restricting use to courthouse employees. This may require transfer of the municipal lot north of the county north lot to the County, and will entail signing with an estimated cost of \$600.

Concluding Remarks: In conclusion, as summarized in Table 6, it is recommended that: 1) angle parking be provided on the south side of the segment of W. Main Street between N. Milwaukee Street and N. Wisconsin Street to provide an additional 22 short-term visitor parking spaces, and that circulation in the county north lot be improved, resulting in the loss of five spaces; 2) that a two-hour parking restriction and appropriate visitor parking signs be implemented on the 33 parking spaces in the three easternmost rows of parking in the county north off-street parking facility; 3) construction of a new 131-space long-term off-street employee parking facility at the south end of S. Milwaukee Street along the Sauk River; and 4) signing of all employee lots to indicate the restriction of parking in these lots to courthouse employees, and transfer of the municipal lot north of the county north lot to the County. Implementation of these parking improvement actions at an estimated cost of \$169,000 should increase the short-term parking supply by 55 spaces and the long-term parking supply by 93 spaces, thereby resolving the existing parking shortage problem in the courthouse parking study area and providing approximately 34 parking spaces to ultimately serve future courthouse parking demand needs.

#### Long-Range Parking Improvement Plan

The future parking needs at the Ozaukee County Courthouse will depend upon the extent to which the county government functions now housed at the Courthouse continue to be located at the Courthouse. Five alternative scenarios for future county government functions at the Courthouse have been identified by the Ozaukee County Board of Supervisors Buildings Committee. These five scenarios are listed in Table 7, along with the anticipated number of employees and forecast employee parking demand at the Courthouse under each scenario; and the anticipated number of visitors and forecast visitor parking demand at the Courthouse under each scenario. Also listed in the table is the forecast parking supply deficiency under each scenario. This forecast of future parking deficiencies, or additional parking spaces needed to accommodate the future parking demand, assumes that all recommended improvements to address existing courthouse parking problems will be implemented.

It is important to note that, for those two scenarios which would retain the law enforcement function at the Courthouse, a new jail and law enforcement facility will have to be constructed. The Buildings Committee has directed that it be assumed that this new jail will occupy a 100-foot by 210-foot site north of the Courthouse in the county north lot, as shown in Figure 9. The new jail facility would be expected to result in the loss of 74 existing parking spaces.

Table 6

SHORT-RANGE PARKING IMPROVEMENTS RECOMMENDED  
TO SOLVE EXISTING PARKING PROBLEMS IN  
THE OZAUKEE COUNTY COURTHOUSE STUDY AREA

Recommendation	Additional Spaces	Cost	Implementing Unit of Government
1. Construct Angle Parking on the Segment of W. Main Street Between N. Milwaukee and N. Wisconsin Streets.....	22 <sup>a</sup>	\$ 12,000 <sup>d</sup>	City of Port Washington and Ozaukee County
2. Restrict Parking in Easternmost Three Rows (33 spaces) in County North Off-Street Parking Facility for Visitors.....	-- <sup>b</sup>	\$ 800	Ozaukee County
3. Construct New Off-Street Employee Parking Facility at South End of S. Milwaukee Street.....	131	\$155,600 <sup>c</sup>	Ozaukee County
4. Sign all Employee Lots to Indicate Restriction of Parking to Courthouse Employees (Entail new "Employee Only" restrictions in remaining 38 spaces in county north lot, and 26 in municipal lot adjoining county north lot. Also, possible transfer of municipal lot to County).....	--	\$ 600	City of Port Washington and Ozaukee County
Total	148	\$169,000 <sup>d</sup>	--

<sup>a</sup>It is also recommended that circulation in the county north lot be improved, resulting in the loss of five spaces. This may require acquisition, rather than continued leasing, of the two easternmost rows of parking in the county north lot. The estimated cost of acquisition is \$24,000, which can be compared to the present cost of leasing the parking spaces for \$1,750 in 1986.

<sup>b</sup>Does not affect total spaces available, only changes utilization from employee to visitor.

<sup>c</sup>Includes \$67,500 for land acquisition and preparation. Will require taking of two buildings.

<sup>d</sup>Possible additional cost of \$24,000 for acquisition, rather than annual leasing, of two easternmost rows of county north lot.

Source: SEWRPC.

Table 7

PARKING NEEDS AND RECOMMENDED IMPROVEMENTS  
UNDER EACH SCENARIO FOR COURTHOUSE EXPANSION

Demand/Deficiency	Alternative Scenarios for Courthouse Expansion				
	Scenario 1: Relocation of Law Enforcement and Courts	Scenario 2: Relocation of Law Enforcement and Social Services	Scenario 3: Relocation of Law Enforcement	Scenario 4: Relocation of Social Services	Scenario 5: All Departments Remain at Courthouse
FUTURE PARKING DEMAND					
<u>Employees</u>					
Courthouse Employees (Existing 230 employees).....	295	190	345	240	395
Courthouse Employee Parking Space Demand (Existing 218 space demand).....	280	180	325	230	375
Visitors (including Jurors)					
Number of Visitors (existing 150 peak hour visitors on peak weekday of typical week).....	100	200	225	215	240
Visitor Parking Space Demand (Existing 200 spaces--to provide 75 percent occupancy)...	135	265	300	285	320
Total Parking Demand (Existing 418 spaces).....	415	445	625	515	695
FUTURE PARKING SUPPLY DEFICIENCIES					
Total Parking Supply					
Deficiency (Existing 457 space supply with recommended short-range improvements--247 employee spaces and 210 visitor spaces).....	None (42-space surplus).	None (12-space surplus).	168 new spaces needed.	132 new spaces needed (new jail facility will remove 74 existing spaces--64 employee and 10 visitor spaces).	312 new spaces needed (new jail facility will remove 74 existing spaces--64 employee and 10 visitor spaces).
Employee Parking Deficiency.....	33 spaces needed.	None (67-space surplus).	78 spaces needed.	47 spaces needed.	192 spaces needed.
Visitor/Juror Parking Deficiency.....	None (75-space surplus).	55 spaces needed.	90 spaces needed.	85 spaces needed.	120 spaces needed.

-continued-

Table 7 (continued)

Page 2

Demand/Deficiency	Alternative Scenarios for Courthouse Expansion				
	Scenario 1: Relocation of Law Enforcement and Courts	Scenario 2: Relocation of Law Enforcement and Social Services	Scenario 3: Relocation of of Law Enforcement	Scenario 4: Relocation of Social Services	Scenario 5: All Departments Remain at Courthouse
RECOMMENDED FUTURE PARKING IMPROVEMENTS TO RESOLVE IDENTIFIED DEFICIENCIES..	<ul style="list-style-type: none"> <li>o 33 spaces in county north lot designated for visitors only should be designated in future for employee spaces.</li> </ul>	<ul style="list-style-type: none"> <li>o Remaining 64 employee spaces in county north lot should be designated in future for visitor spaces.</li> </ul>	<ul style="list-style-type: none"> <li>o Employee parking lot along Sauk Creek should be expanded to the east to add 87 spaces.</li> <li>o County north parking lot should be expanded to east, northeast, and northwest to add 81 spaces, and 90 of the total 178 spaces should be designated for visitor parking only.</li> </ul>	<ul style="list-style-type: none"> <li>o Employee parking lot along Sauk Creek should be expanded to the east to add 87 spaces.</li> <li>o 17 spaces in employee lot immediately south of Courthouse should be designated for visitors only.</li> <li>o County north lot should be expanded to the east and northeast to add 68 visitor spaces.</li> </ul>	<ul style="list-style-type: none"> <li>o Employee parking lot along Sauk Creek should be expanded to the east to add 87 spaces.</li> <li>o County north lot should be expanded to the east and northeast to add 68 visitor spaces.</li> <li>o <u>Remaining need for 157 spaces cannot be satisfied by surface parking in designated area within convenient walking distance of Courthouse without additional substantial clearance.</u> <u>Alternative actions to resolve this future deficiency:</u> <u>1. Parking Structure Option</u> o Provide multi-level parking structure at site of one of two existing lots: lot east of new jail or lot along Sauk Creek.</li> </ul>

-continued-

Table 7 (continued)

Demand/Deficiency	Alternative Scenarios for Courthouse Expansion				
	Scenario 1: Relocation of Law Enforcement and Courts	Scenario 2: Relocation of Law Enforcement and Social Services	Scenario 3: Relocation of of Law Enforcement	Scenario 4: Relocation of Social Services	Scenario 5: All Departments Remain at Courthouse
RECOMMENDED FUTURE IMPROVEMENTS (continued)					<p>2. Provide Surface Parking Beyond Identified Convenient Walking Area</p> <ul style="list-style-type: none"> <li>o Construct new lot for employees on southwest corner of N. Wisconsin Street and W. Jackson Street on old Wisconsin Street School site to add 70 visitor spaces.</li> <li>o Construct new lot for employees on vacant land north of E. Pier Street between N. Wisconsin Street and N. Franklin Street to add 33 employee spaces.</li> <li>o Expand Sauk Creek lot to provide 14 additional employee parking spaces.</li> <li>o Install electronic card gate control at all employee lots except the proposed E. Pier Street lot to eliminate unauthorized use. Providing parking for 90 percent, rather than 100 percent, of employees will then be adequate to account for normal employee absence on typical day.</li> </ul>

-continued-

Table 7 (continued)

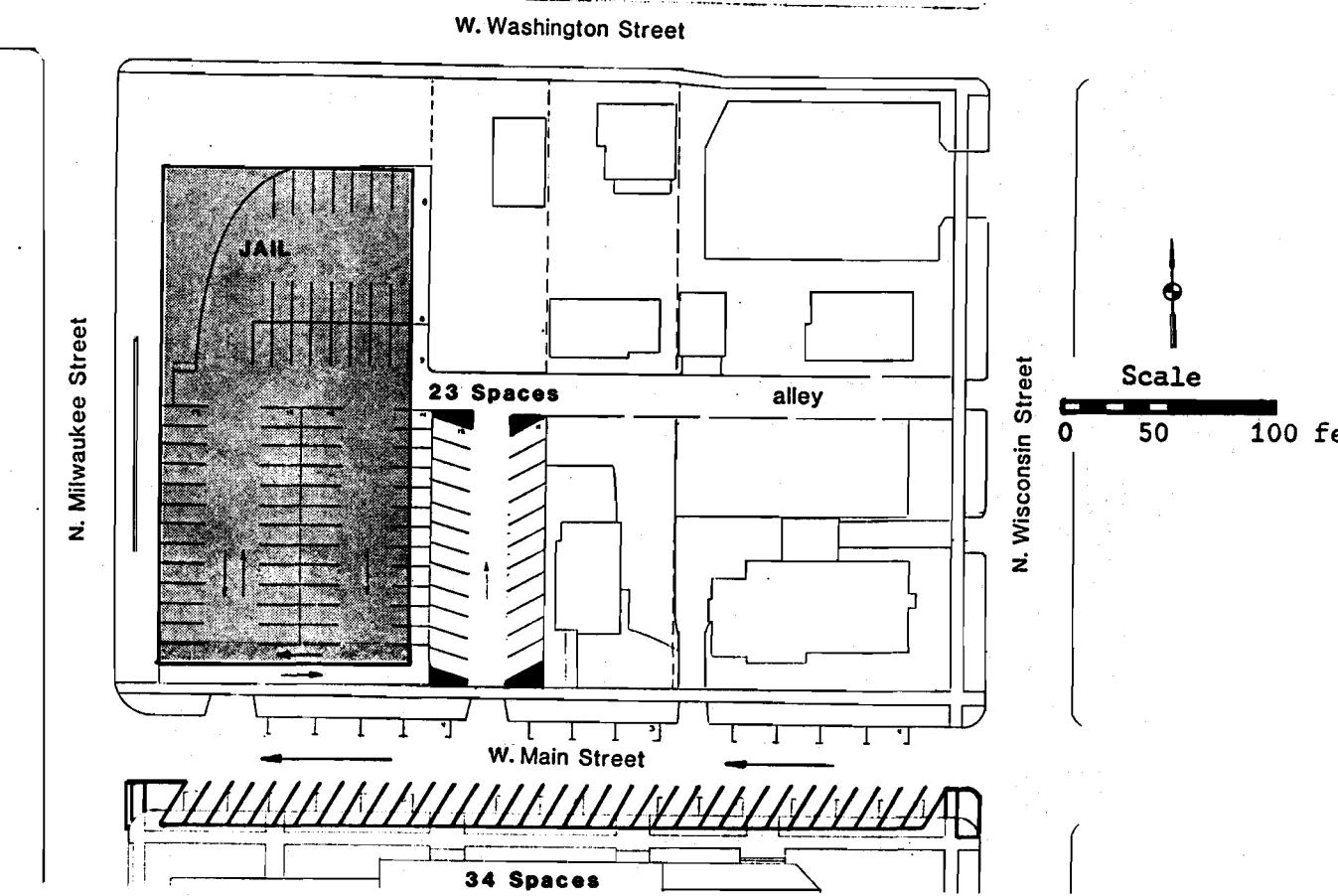
Page 4

Demand/Deficiency	Alternative Scenarios for Courthouse Expansion				
	Scenario 1: Relocation of Law Enforcement and Courts	Scenario 2: Relocation of Law Enforcement and Social Services	Scenario 3: Relocation of Law Enforcement	Scenario 4: Relocation of Social Services	Scenario 5: All Departments Remain at Courthouse
RECOMMENDED FUTURE IMPROVEMENTS (continued)					<ul style="list-style-type: none"> <li>o 52 employee spaces immediately south of Courthouse should be converted to visitor parking.</li> </ul>

Source: SEWRPC.

Figure 9

SITE OF POSSIBLE NEW LOCATION FOR NEW JAIL  
FACILITY UNDER COURTHOUSE EXPANSION SCENARIOS  
NUMBERS 4 AND 5 WHICH ENVISION THE CONTINUED LAW  
ENFORCEMENT FUNCTION AT THE COURTHOUSE



Source: SEWRPC

Scenario 1--Relocation of Law Enforcement and Courts to New Site

Under this scenario, no future parking supply deficiency would be expected to occur, as noted in Table 7. However, there would be a need to convert some of the existing visitor parking to employee parking. As shown in Tables 7 and 8, it is recommended that the 33 spaces in the county north lot designated for visitors only as part of the short-range parking recommendations should be redesignated in the future as employee parking spaces, at a cost of \$800.

Scenario 2--Relocation of Law Enforcement and Social Services

Under this scenario, no future parking supply deficiency would be expected to exist, as noted in Table 7. However, there would be a need to convert some of the existing employee parking to visitor parking. It is recommended, as noted in Table 9, that the remaining 64 employee parking spaces in the county north lot be designated in the future for visitor parking only, at a cost of \$400.

Scenario 3--Relocation of Law Enforcement

Under this scenario for Ozaukee County Courthouse expansion, a need would exist in the future for 168 additional parking spaces, including 78 employee spaces and 90 visitor/juror parking spaces, as noted in Table 7. To resolve this future deficiency it is recommended, with respect to employee parking, that the new employee parking lot at the south end of S. Milwaukee Street and along Sauk Creek be expanded to the east to add 87 spaces, as shown in Figure 10. It is recommended with respect to visitor parking that the county north parking lot be expanded, as shown in Figure 11, to add 81 parking spaces and 90 of the resultant total 178 spaces in the lot be designated for visitor parking only. As indicated in Table 10, the estimated cost of these proposed improvements are \$458,100 and they will require the taking of four residences and one private parking lot.

Scenario 4--Relocation of Social Services

Under this scenario, the anticipated future parking deficiency will be 132 spaces including 47 employee parking spaces and 85 visitor parking spaces. The anticipated parking deficiency is substantial because the new jail facility, which would be assumed to be built north of the Courthouse under this scenario, would displace 74 existing parking spaces. As noted in Tables 7 and 11, it is recommended that, to resolve the anticipated future employee parking deficiency, as under scenario 3, the employee parking lot at the south end of S. Milwaukee Street and along Sauk Creek be expanded to the east to add 87 parking spaces. With respect to future visitor parking improvements, it is recommended that the county north lot be expanded to the east and northeast to add 68 parking spaces, as shown in Figure 12, and that 17 spaces in the employee lot immediately south of the Courthouse be designated for visitors only, rather than employees only. The estimated cost of these improvements is \$394,900 and they will require taking four residences and a private parking lot.

Scenario 5--All Departments Remain at Courthouse

Under this scenario, all departments would remain at the Courthouse and a new jail facility would be constructed north of the Courthouse on the county north parking lot. Under this scenario, the anticipated future parking supply deficiency would be 312 spaces, including 192 employee spaces and 120 visitor spaces, as noted in Table 7. As under scenarios 3 and 4, it is recommended that, to resolve in part the employee parking deficiency, the employee parking lot at the southern end of S. Milwaukee Street and along Sauk Creek be

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Table 8

LONG-RANGE PARKING IMPROVEMENTS RECOMMENDED UNDER  
SCENARIO 1: RELOCATION OF LAW ENFORCEMENT AND COURTS

Recommendation	Additional Spaces	Cost	Implementing Unit of Government
Restrict Through Signing Easternmost Three Rows of County North Lot (33 spaces) for Courthouse Employees.....	--	\$800	Ozaukee County

Source: SEWRPC.

TR61B/e

Table 9

LONG-RANGE PARKING IMPROVEMENTS RECOMMENDED UNDER  
SCENARIO 2: RELOCATION OF LAW ENFORCEMENT AND SOCIAL SERVICES

Recommendation	Additional Spaces	Cost	Implementing Unit of Government
Restrict Through Signing Entire County North Lot for Courthouse Visitors.....	--	\$400	Ozaukee County

Source: SEWRPC.

Figure 10

RECOMMENDED LONG-RANGE EXPANSION TO EAST OF NEW COURTHOUSE EMPLOYEE PARKING LOT AT SOUTHERN END OF S. MILWAUKEE STREET: COURTHOUSE EXPANSION SCENARIOS 3, 4, AND 5

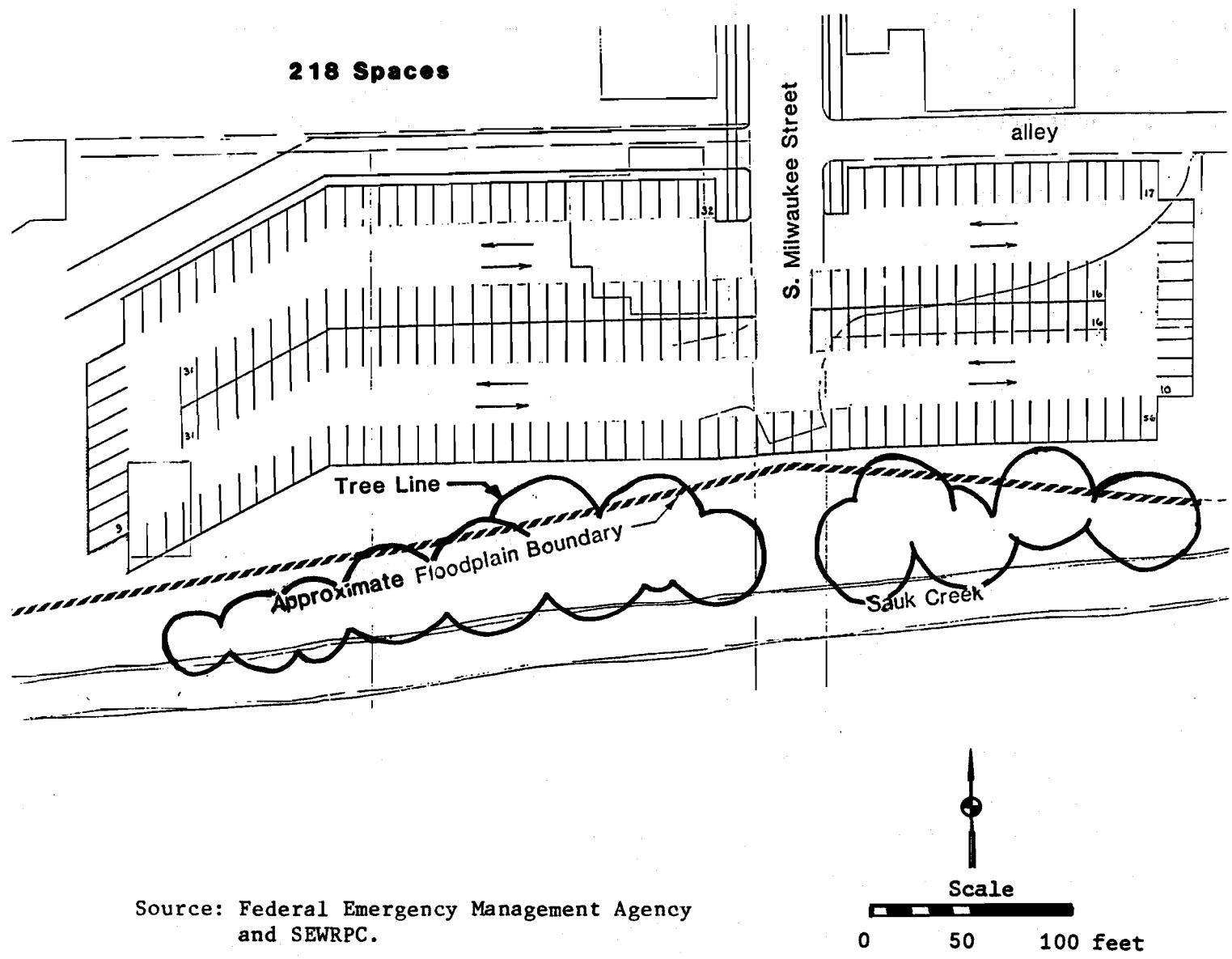
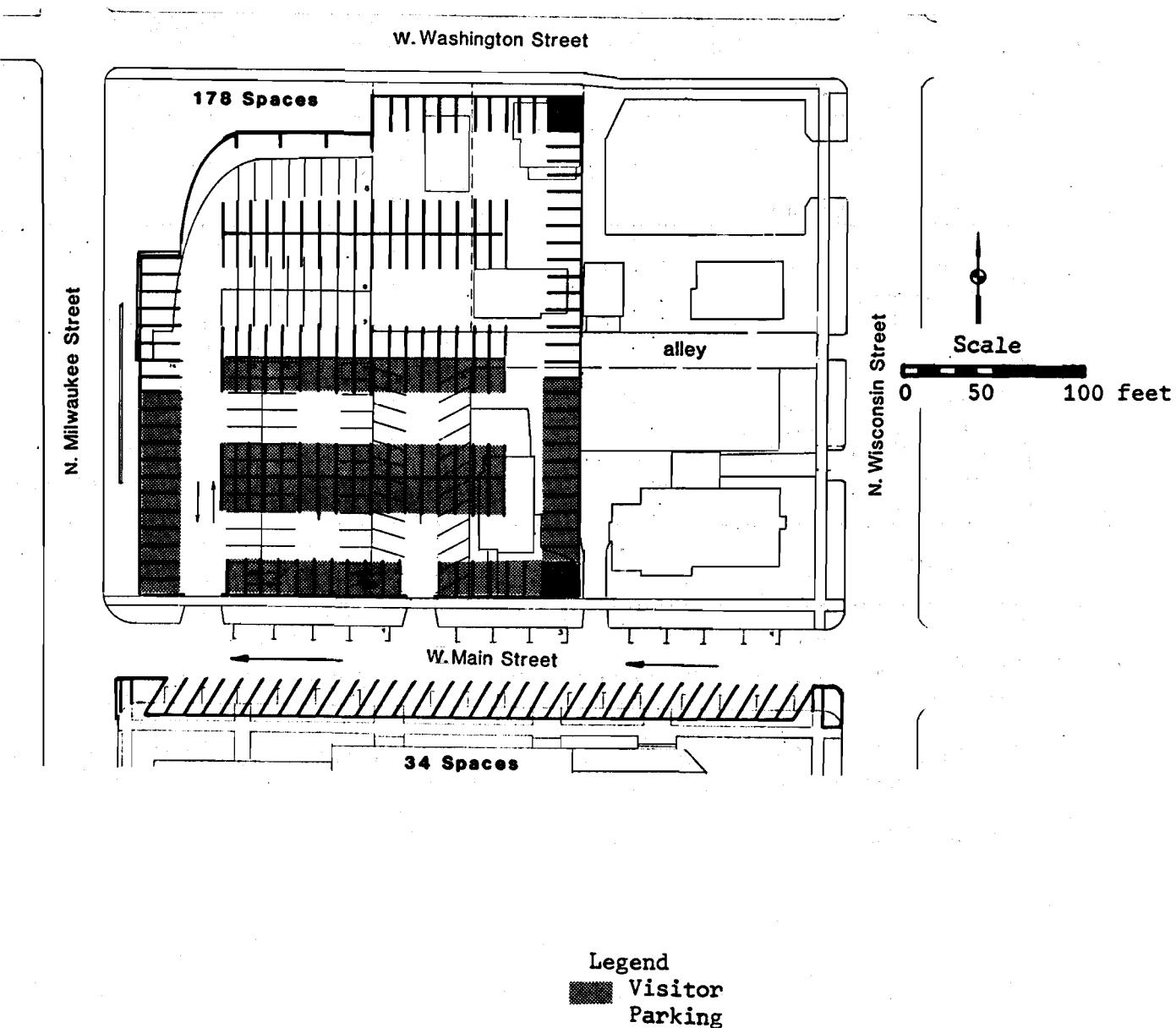


Figure 11

RECOMMENDED LONG-RANGE EXPANSION OF COUNTY NORTH  
LOT UNDER SCENARIO 3: RELOCATION OF LAW ENFORCEMENT<sup>a</sup>



<sup>a</sup>It should be noted that if the residential property on W. Main Street was not acquired as part of the improvement, the existing layout of the parking lot would be recommended to be largely retained and a total of 51 spaces could be added to the lot, compared to the 81 spaces added with the acquisition of the property, as shown in this figure.

Source: SEWRPC.

TR61B/g

Table 10

LONG-RANGE PARKING IMPROVEMENTS UNDER  
SCENARIO 3: RELOCATION OF LAW ENFORCEMENT

Recommendation	Additional Spaces	Cost	Implementing Unit of Government
Expand to the East the New Employee Parking Lot Along Sauk Creek.....	87	\$ 95,200 <sup>a</sup>	Ozaukee County
Expand County North Lot to Provide 81 Additional Spaces and Designate 90 of the Total 178 Spaces for Visitor Parking....	81	\$362,900 <sup>b</sup>	Ozaukee County
Total	168	\$458,100	--

<sup>a</sup> Includes \$39,400 for land acquisition. Will require taking a private parking lot.

<sup>b</sup> Includes \$258,500 for land acquisition and preparation. Will require taking four residences.

Source: SEWRPC.

TR61B/f

Table 11

LONG-RANGE PARKING IMPROVEMENTS RECOMMENDED UNDER  
SCENARIO 4: RELOCATION OF SOCIAL SERVICES

Recommendation	Additional Spaces	Cost	Implementing Unit of Government
Expand to the East the New Employee Parking Lot Along Sauk Creek.....	87	\$ 95,200 <sup>a</sup>	Ozaukee County
Designate 17 Spaces in Employee Lot Immediately South of Courthouse for Courthouse Visitors Only.....	--	\$ 400	Ozaukee County
Expand County North Lot to the East and Northeast to Provide 68 Additional Visitor Spaces..	68	\$299,300 <sup>b</sup>	Ozaukee County
Total	155	\$394,900	--

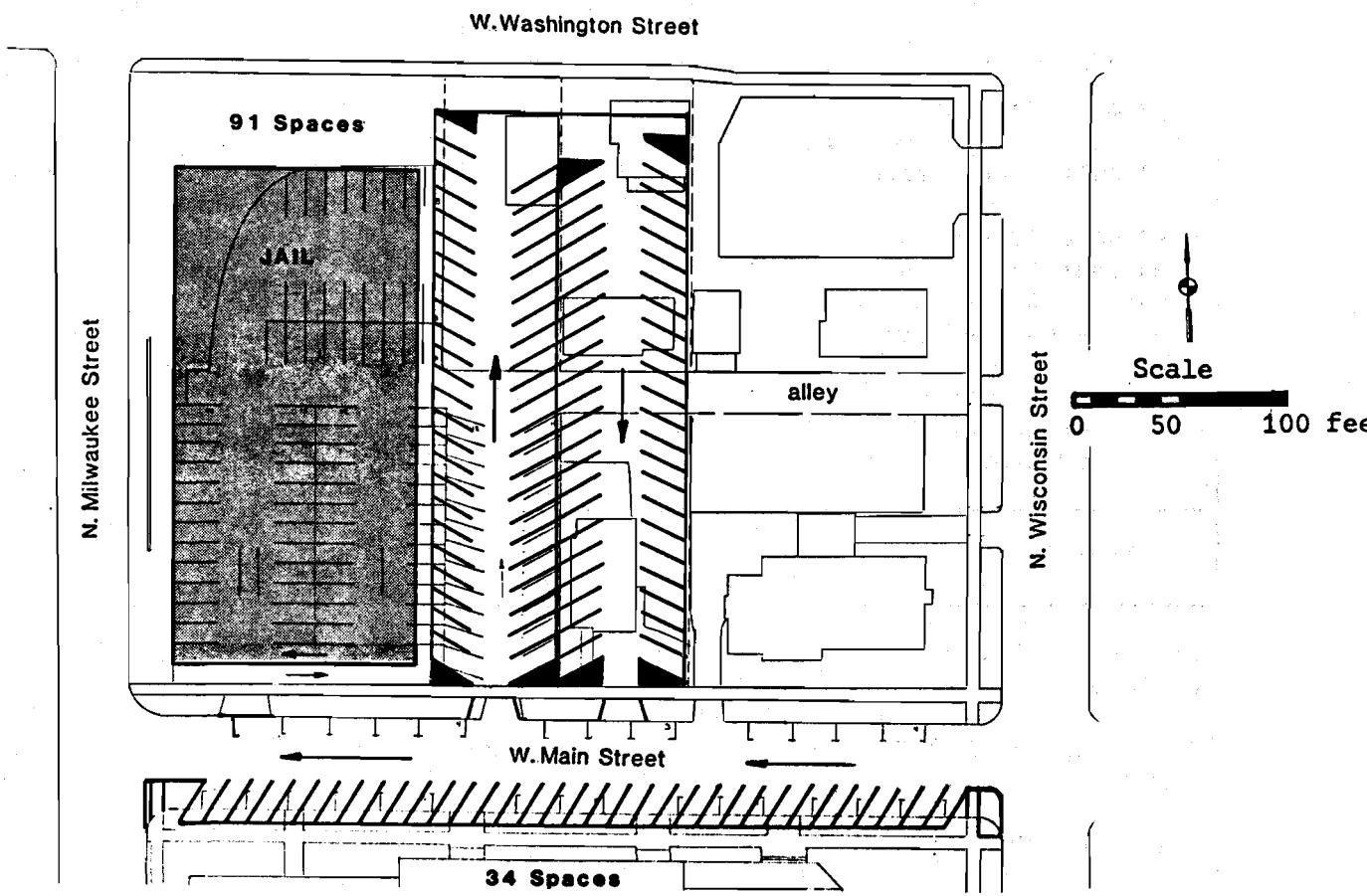
<sup>a</sup> Includes \$39,400 for land acquisition. Will require taking a private parking lot.

<sup>b</sup> Includes \$258,500 for land acquisition and preparation. Will require taking four residences.

Source: SEWRPC.

Figure 12

RECOMMENDED LONG-RANGE EXPANSION OF COUNTY NORTH  
LOT UNDER COURTHOUSE EXPANSION SCENARIOS 4 AND 5



expanded to the east to add 87 spaces. It is also recommended to resolve in part the anticipated future visitor parking space deficiency that the county north lot be expanded to the east and northeast to add 68 visitor spaces, as shown in Figure 12. The estimated cost of these improvements is \$394,500 and they will require taking four residences and a private parking lot. With these two improvements, the need for an additional 157 parking spaces would still remain. To provide these spaces in new surface parking lots in the designated area within convenient walking distance of the Courthouse would require substantial additional clearance of property. The construction cost of the surface parking provided would likely approach that of providing parking in a parking structure.

Therefore, as noted in Table 12, there are two options to resolve the remaining parking deficiency under this scenario. One would require the construction of a parking structure which would provide multi-level parking for the needed 157 spaces at one or both of two proposed county off-street lots: the new lot east of the new jail or the new lot at the southern end of S. Milwaukee Street. The estimated cost of a structure providing the 157 spaces would be approximately \$950,000, estimated at \$6,000 per parking space. A sub-option of this alternative would be to elevate the new jail facility and retain parking under the facility, and/or build the jail facility partly over W. Main Street. The estimated cost per parking space retained through such actions, however, likely would be greater than the cost per parking space of a new parking structure.

The second option available to address the parking needs would be largely to provide additional surface parking which would be located beyond, but immediately adjacent to, the identified convenient walking area. The sites for two such lots are shown on Figures 13 and 14. Both of these lots would be designated for employee use. One would add 70 spaces, and would be located on the southwest corner of N. Wisconsin Street and W. Jackson Street on the old Wisconsin Street School site. This site is owned by the City of Port Washington and is now vacant except for a small city garage. The second new lot would be located north of E. Pier Street between N. Wisconsin and N. Franklin Streets, and would add 33 spaces. Both these proposed lots are owned by the City of Port Washington and receive some use, principally by the City of Port Washington Senior Citizen Center.

It is also recommended that the proposed new county lot south of S. Milwaukee Street be further expanded, as shown in Figure 15, to add 14 spaces. These 14 additional spaces would be further removed from the Courthouse, and would somewhat restrict circulation.

It is also recommended that the County restrict use of employee lots to employees only through electronic card gate controls at the employee lots, with one exception the potential Pier Street lot. An employee would gain entrance to the controlled lots by a specially coded card. This option could be expected to reduce the need for employee parking by about 10 percent, or about the additional 40 spaces needed under this scenario. This control would take advantage of the fact that not all employees will report to work each day due to sickness, leave, and need to report to some other location. Without such strict restriction of parking lots to only employee use, additional spaces must, in effect, be provided to accommodate unauthorized use. It should

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Table 12

LONG-RANGE PARKING IMPROVEMENTS UNDER SCENARIO 5:  
ALL DEPARTMENTS REMAIN AT COURTHOUSE

Recommendation	Additional Spaces	Cost	Implementing Unit of Government
Expand to the East the New Employee Parking Lot Along Sauk Creek.....	87	\$ 95,200 <sup>a</sup>	Ozaukee County
Expand the County North Lot to the East and Northeast to Add 68 Visitor Spaces.....	68	299,300 <sup>b</sup>	Ozaukee County
<u>Option 1</u> Construct Parking Structure.....	157	950,000	Ozaukee County
<u>Option 2</u> Construct New Employee Lot on Wisconsin Street School Site at N. Wisconsin Street and E. Jackson Street.....	70	42,000 <sup>c</sup>	City of Port Washington and Ozaukee County
Construct New Employee Lot North of E. Pier Street Between N. Wisconsin and N. Franklin Streets.....	33	19,800 <sup>d</sup>	City of Port Washington and Ozaukee County
Expand Proposed Employee Lot Along Sauk Creek.....	14	7,800 <sup>e</sup>	Ozaukee County
Implement Electronic Card Gate Control at All Employee Lots (Reduce total employee demand by 40 spaces).....	--	14,500	Ozaukee County
Transfer Through Signing 52 Employee Spaces Immediately South of Courthouse to Visitor Parking.....	--	600	Ozaukee County

<sup>a</sup>Includes \$39,400 for land acquisition and preparation. Will require taking a private parking lot.

<sup>b</sup>Includes \$258,500 for land acquisition and preparation. Will require taking four residences.

<sup>c</sup>Assumes no cost of land acquisition and transfer of lot from City to County.

<sup>d</sup>Assumes no cost of land acquisition and transfer of lot from City to County.

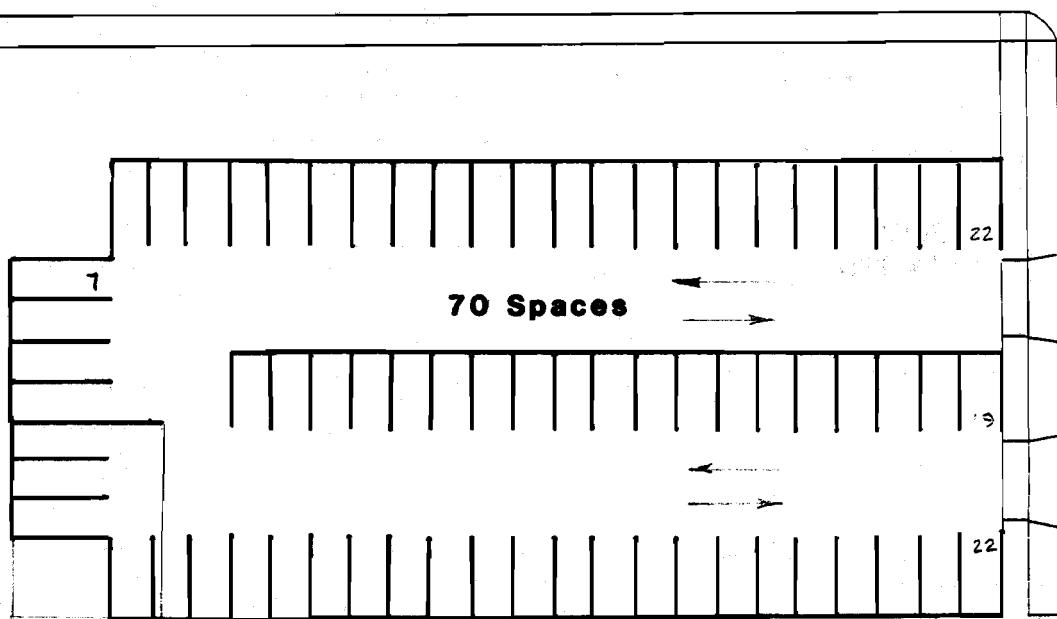
<sup>e</sup>Includes \$3,000 for land acquisition and preparation.

Source: SEWRPC.

Figure 13

POTENTIAL NEW PARKING LOT UNDER COURTHOUSE EXPANSION  
SCENARIO 5: ALL DEPARTMENTS REMAIN AT COURTHOUSE

**W. Jackson Street**



**N. Wisconsin Street**

**FIRE DEPARTMENT**

Scale

0 50 100 feet

Figure 14

POTENTIAL NEW PARKING LOT UNDER COURTHOUSE  
EXPANSION SCENARIO 5: ALL DEPARTMENTS REMAIN AT COURTHOUSE

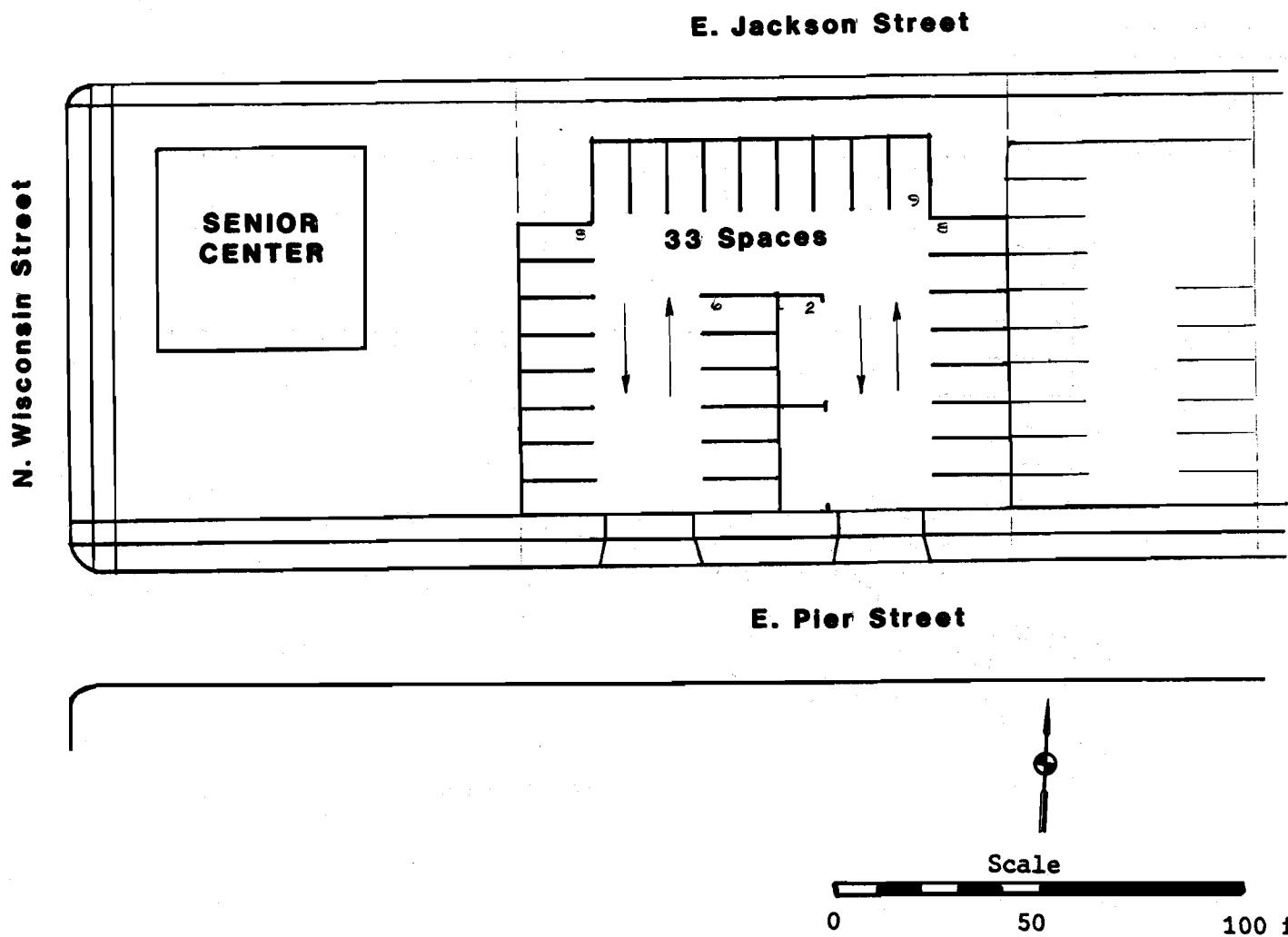
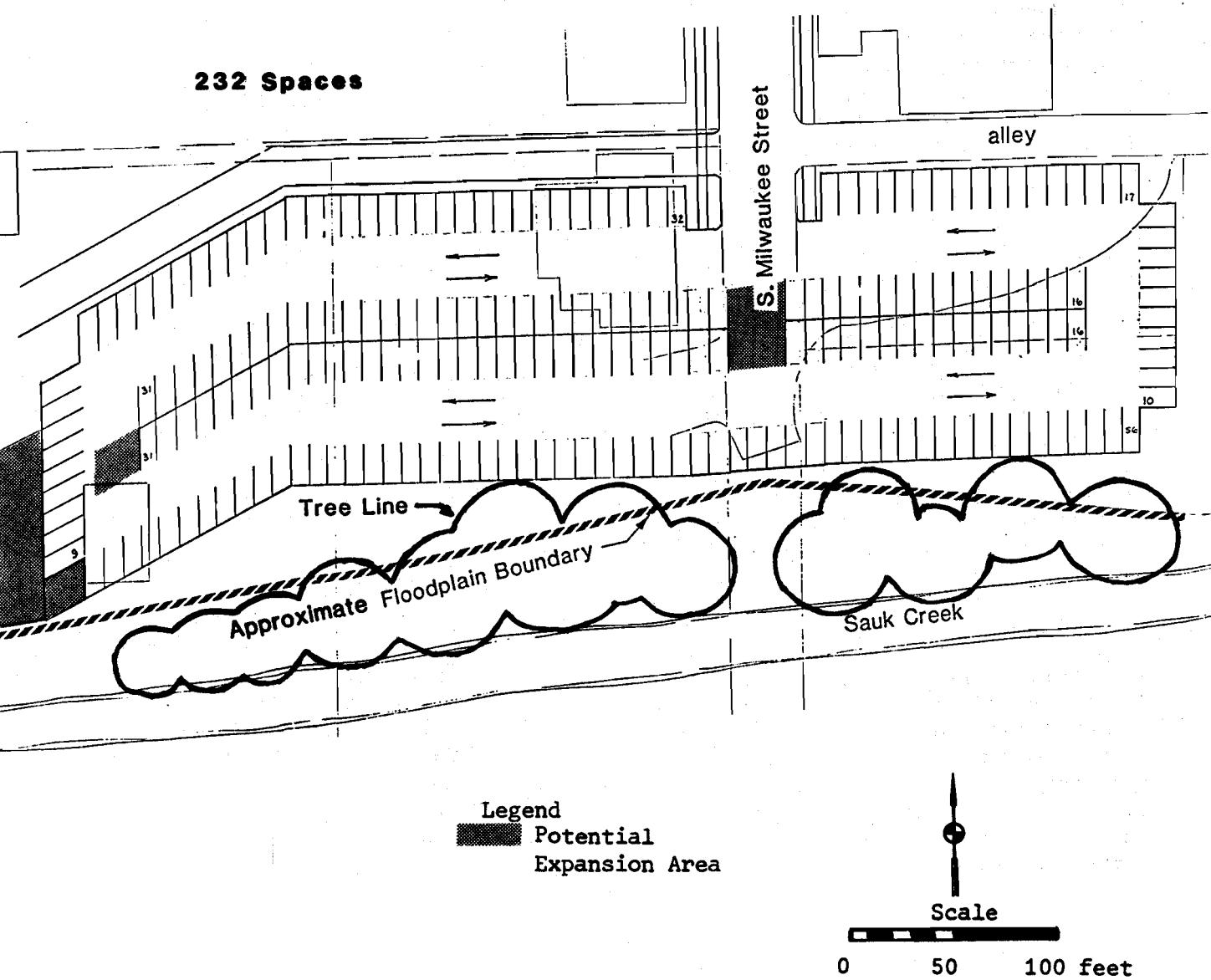


Figure 15

POTENTIAL ADDITION TO NEW COUNTY LOT  
ALONG SAUK CREEK UNDER COURTHOUSE EXPANSION  
SCENARIO 5: ALL DEPARTMENTS REMAIN AT COURTHOUSE



Source: Federal Emergency Management Agency  
and SEWRPC.

be noted that this is not the only management action which could be taken to resolve the parking problem. Another could be to provide in the larger employee lots a number of smaller, compact car spaces rather than all regular size car spaces.

Together, these actions would add 157 employee parking spaces, or 52 more than needed. The visitor parking deficiency is 52 spaces and it is recommended that, to resolve this deficiency, the 52 employee spaces immediately south of the Courthouse be converted to visitor use only through signing. The estimated cost of the potential improvements under this second option to provide the remaining 157 spaces needed under this fifth courthouse expansion scenario is \$84,700, assuming the City will transfer the two lots identified to the County at no cost.

#### SUMMARY AND CONCLUSIONS

On June 18, 1986, the Ozaukee County Clerk, on behalf of the Ozaukee County Board of Supervisors Buildings Committee, requested the Southeastern Wisconsin Regional Planning Commission to conduct a study of parking needs at the Ozaukee County Courthouse. The objectives of the study were to determine the existing supply of parking at the Courthouse, estimate existing and probable future parking demand, identify existing and potential future parking problems, and propose and evaluate alternative parking improvements as necessary. The request for the study was prompted by the Buildings Committee consideration of potential courthouse expansion. This report presents the findings and recommendations of this parking study.

A first step in the requested study was an inventory of existing parking supply serving the Ozaukee County Courthouse. The Buildings Committee identified an area approximately within 600 feet of the Courthouse which, in their judgement, could be considered as providing parking for the Courthouse currently, as well as in the future. Of the total 358 public parking spaces located in this study area, 251 spaces, or 71 percent, were all-day unrestricted spaces; 101 spaces, or 28 percent, were restricted with a two-hour limit; and 6 spaces, or 2 percent, were restricted with a 15-minute limit. Two of the off-street public parking lots in the study area--the city hall lot with 12 spaces and the rear county lot south of the Courthouse with 48 spaces--were limited for use by employees. Also, the county lot north of the Courthouse, providing 76 all-day unrestricted spaces, was limited for use by courthouse employees and visitors.

The current courthouse parking demand and its characteristics were defined by means of two surveys. One was a survey distributed to all heads of county departments located at the Courthouse and was designed to identify employee demand and its characteristics, as well as that of courthouse visitors. The survey indicated that a total of 230 employees reported to the County Courthouse during normal 8:00 a.m. to 5:30 p.m. business hours. Of these 230 employees, 33 were court employees; 30 were law enforcement employees; 88 were social services employees; and 79 were general government employees. Of the 230 employees, 218 were identified as driving to work and parking in the courthouse area.

With respect to courthouse visitor parking demand, an estimated 550 visitors were determined to come to the Courthouse on a typical weekday. The typical number of courthouse visitors during the peak day of a typical week--Monday--was estimated to be about 700. The average visit duration was 36 minutes and ranged from 10 to 90 minutes. Therefore, for design purposes, visitor parking demand was determined to be quantified on an hourly basis. The combined peak of all departments was determined to occur during the mid-morning hours of a Monday, and was estimated to be about 150 visitors during the peak hour.

A second parking survey of courthouse parking demand and its characteristics was conducted on Monday, August 11, 1986. This survey measured the parking occupancy and turnover rate at all parking spaces within the courthouse parking area. The parking occupancy rate is a measure of the degree of use of parking facilities, and is defined as the ratio of the number of parked vehicles during a specified time period to the total number of parking spaces available. An occupancy rate of 75 percent is considered to represent a fully utilized facility, as motorists must, under such a rate, circulate to find a vacant parking space. The parking space turnover rate is the ratio of the number of different vehicles parked in a specified time period to the total number of parking spaces available. A high turnover rate indicates short-term parking, while a low turnover rate indicates long-term and all-day parking. The parking demand in the survey area was determined to reach its peak during the 10:00 to 11:00 a.m. time period, at about 308 vehicles parked. Parking demand remains relatively constant throughout the remainder of the day. The majority of the parking demand in the study area was for courthouse employees and visitors. The parking occupancy rate within 300 feet of the Courthouse was determined to be 84 percent, and for off-street parking spaces within 300 feet to be 95 percent. On-street parking in the area was determined to exhibit a high turnover, with an average of 3.1 vehicles per parking stall. The off-street parking exhibited a low overall turnover rate, at about 1.8 vehicles per space.

Based upon these surveys of existing courthouse parking supply and demand, which indicated an employee parking demand of 218 spaces and a supply of 154 off-street parking spaces generally available to county employees, it was determined that there was a shortage of at least 64 long-term parking spaces in the courthouse area to adequately serve existing county employee parking needs. With respect to visitor needs, it was determined that the 155 on-street parking spaces in the study area were well used, with an average peak hour occupancy rate of about 75 percent. According to the county department head estimates, there was demand for about 150 visitor spaces, thus indicating a need, at a 75 percent occupancy rate, of 200 spaces. Thus, it was concluded that there was presently a shortage, as well, of about 50 short-term visitor parking spaces in the study area.

Future parking demand in the courthouse study area was estimated based upon population and employee projections contained in the facility master plan being prepared by a consultant for Ozaukee County. This plan envisions an increase in county population from 67,500 persons in 1985 to 105,000, and in courthouse employees from 230 to 395. Based upon these projections in the consultant report, it is estimated that a future need will exist for approximately an additional 160 courthouse employee parking spaces and approximately 120 additional visitor spaces during the peak hour of the peak weekday.

A short-range plan was prepared, recommending parking improvements to resolve the identified existing parking needs for 64 employee spaces and 50 visitor parking spaces. It was recommended that two actions be taken to increase the short-term visitor parking supply. One was the reconstruction of W. Main Street between N. Milwaukee Street and N. Wisconsin Street to provide angle parking along the south side of W. Main Street at an estimated cost of \$12,000. This alternative would add about 22 on-street parking spaces. It would require the widening of W. Main Street from its present width of 40 feet to a minimum of 44 feet, and require changing its two-way operation to one-way operation. As a result of the conversion of W. Main Street to one-way operation, an improvement in the circulation of the county north lot is recommended, displacing five parking spaces. Also, as part of this improvement, it may be desirable, and indeed necessary, to acquire the easternmost two rows of parking spaces in the county north lot at an estimated cost of \$24,000, rather than continue annual leasing. The second improvement recommended was to impose a two-hour parking restriction, with "Visitor" parking designation signs in 33 spaces in the three easternmost rows of parking stalls in the county north lot at an estimated cost of \$800. This alternative would add 33 short-term parking stalls, but displace 33 long-term unrestricted parking spaces. One improvement was recommended to increase courthouse employee parking. This improvement would involve the construction of a new surface parking facility along Sauk Creek at the south end of S. Milwaukee Street at an estimated cost of \$155,600 including land acquisition costs. This alternative has the advantage of adding approximately 131 spaces to the long-term employee parking supply, and together with the loss in employee parking due to the visitor parking and circulation improvements, would add a total of 93 employee parking spaces. It was also recommended that signs be posted at all employee lots to indicate parking restricted to employees, and that the municipal lot adjoining the county north lot be transferred to the County. Implementation of these short-term improvement actions would be at an estimated cost of \$169,000--plus \$24,000 for possible acquisition of the two easternmost rows of parking spaces in the county north lot currently leased--and should increase the visitor parking supply by 55 spaces and the long-term parking supply by 93 spaces, providing an approximately 34 parking spaces to ultimately serve future courthouse parking demand needs.

The future parking needs at the Ozaukee County Courthouse will depend upon the extent to which the county government functions, now housed at the Courthouse, continue to be located at the Courthouse. Five alternative scenarios for future county government functions at the Courthouse have been identified by the Ozaukee County Board of Supervisors Buildings Committee. For each of these scenarios, the anticipated number of employees and forecast employee parking demand at the Courthouse was determined; along with the anticipated number of visitors and forecast visitor parking demand at the Courthouse. Also determined for each scenario was the forecast of future parking deficiencies or additional parking spaces needed to accommodate the future parking demand.

Under two of the scenarios, the law enforcement function would be retained at the Courthouse, and a new jail and law enforcement facility would have to be constructed. It was assumed that this new jail will occupy a 100-foot by 210-foot site north of the Courthouse in the county north parking lot pursuant to directions provided by the Buildings Committee. The new jail facility would be expected to result in the loss of 74 existing parking spaces.

It was determined that, under four of the five courthouse expansion scenarios, it would be possible, assuming the implementation of all recommended short-range improvements, to accommodate all future parking demand with either no further expansion of parking or through the expansion of surface parking within the area identified by the Buildings Committee as being convenient for walking to the Courthouse. Under the first scenario, which would propose relocation of law enforcement and courts to a new site, no future parking supply deficiency was expected to occur. However, there would be a need to convert some existing visitor parking to employee parking and it was recommended that 33 spaces in the county north lot designated for visitors only as part of the short-range parking recommendations be re-designated in the future as employee parking spaces at a cost of \$800.

Under the second scenario, which proposed relocation of law enforcement and social services, no future parking supply deficiency was expected to exist. However, it was determined that there would be a need to convert some of the existing employee parking to visitor parking. It was recommended that the remaining 64 employee parking spaces in the county north lot be designated in the future for visitor parking at a cost of \$400.

Under the third scenario, which proposed relocation of law enforcement, the need was determined to exist for 168 additional parking spaces, including 78 employee spaces and 90 visitor/juror parking spaces. To resolve this deficiency, it was recommended with respect to employee parking that the new employee parking at the south end of S. Milwaukee Street and along Sauk Creek be expanded to the east to add 87 spaces; and, with respect to visitor parking, the county north lot be expanded to add 81 spaces, and that 90 of the resultant total 178 spaces be designated for visitor parking. The estimated cost of these proposed improvements is \$458,100 and they would require the taking of four residences and one private parking lot.

The fourth scenario, which proposes the relocation of social services, a parking deficiency of 132 spaces including 47 employee spaces and 85 visitor spaces was expected to occur. It was recommended to resolve the anticipated deficiency that the parking lot at the south end of S. Milwaukee Street be expanded to the east to add 87 spaces; and that the county north lot be expanded to the east and northeast to add 68 spaces; and that 17 spaces in the employee lot immediately south of the Courthouse be designated for visitors only. The estimated cost of these improvements is \$394,900 and they will require taking four residences and a private parking lot.

The fifth scenario identified by the Buildings Committee was the continued location of all departments at the Courthouse. Under this scenario, the anticipated future parking supply deficiency would be 312 spaces including 192 employee spaces and 120 visitor spaces. It was recommended that to resolve the employee parking deficiency the employee parking lot at the southern end of S. Milwaukee Street be expanded to the east to add 87 spaces. It was also recommended to resolve in part the anticipated future visitor parking deficiency that the county north lot be expanded to the east and northeast to add 68 spaces. The estimated cost of these improvements is \$394,500 and they will require taking four residences and a private parking lot. With these two improvements, the need for an additional 157 parking spaces would still remain. However, to provide these spaces, with surface parking in the designated area within convenient walking distance of the Courthouse would require

substantial additional clearance of property, and the cost of the surface parking provided could approach that of parking in a parking structure.

Two options were identified to resolve the remaining parking deficiency. One would require the construction of a parking structure at the new lot east of the new jail or the new lot at the southern end of S. Milwaukee Street. The estimated cost of the structure, providing 157 spaces, would be approximately \$950,000. A sub-option of this alternative would be to elevate the new jail facility and retain parking under the facility and/or build the facility partly over W. Main Street. However, the estimated cost of the parking spaces provided through such a building plan would be greater than providing the parking spaces with a parking structure. A second option available was to provide additional surface parking, which was to be located beyond, but immediately adjacent to, the identified convenient walking area. Two sites were identified. One was the old Wisconsin Street School site on the southwest corner of N. Wisconsin Street and W. Jackson Street. The site is now vacant except for a small municipal garage, and is owned by the City of Port Washington, and could provide space for 70 parking spaces. The second new lot would be located north of E. Pier Street between N. Wisconsin and N. Franklin Streets, and would add 33 spaces. This lot is also owned by the City of Port Washington. Both these proposed new lots receive some use, principally by the City of Port Washington Senior Citizens Center. It was also recommended that the new employee lot along Sauk Creek be expanded by 14 spaces. It was also recommended that the County provide strict restriction of use of employee lots except the proposed Pier Street lot to employees only through the use of electronic card gate controls at employee lots. This option could be expected to reduce the need for employee parking by about 10 percent, or by about the additional 40 spaces needed under this scenario so that 52 employee spaces immediately south of the Courthouse could be converted to visitor use to resolve the remaining visitor parking deficiency. The estimated cost of the additional 157 spaces provided under this second option is \$84,700.

Appendix A

TR59A/e  
7/28/86

OZAUKEE COUNTY COURTHOUSE PARKING STUDY SURVEY

The Southeastern Wisconsin Regional Planning Commission has been requested by the Ozaukee County Buildings Committee to identify and analyze existing and future Courthouse parking needs and conditions. Your assistance in completing this parking survey would be very helpful in identifying existing Courthouse parking conditions.

Please complete and return this survey to Mr. Harold C. Dobberpuhl, County Clerk, by Monday, August 4, 1986. Should you have any questions regarding this survey, please contact Mr. Dobberpuhl or Mr. Kenneth H. Voigt of the Regional Planning Commission staff at 547-6721.

Thank you,

Kurt W. Bauer  
Executive Director

Department: \_\_\_\_\_

Department Head: \_\_\_\_\_

Telephone Number: \_\_\_\_\_

Please answer questions as they relate to your department only:

1. Normal daily public business hours: \_\_\_\_\_ to \_\_\_\_\_.
2. Typical public business day:
  - a. Estimated number of visitors during normal business hours: \_\_\_\_\_
  - b. Busiest hour of day: \_\_\_\_\_ to \_\_\_\_\_.
  - c. Estimated number of visitors during busiest hour: \_\_\_\_\_.
3. Busiest day of week or month: \_\_\_\_\_.
  - a. Estimated number of visitors during normal business hours: \_\_\_\_\_
  - b. Busiest hour of day: \_\_\_\_\_ to \_\_\_\_\_.
  - c. Estimated number of visitors during busiest hour: \_\_\_\_\_.
4. Estimated duration of visitor stay to conduct business with your department: \_\_\_\_\_.
5. Estimated percentage of visitors who drive to conduct business with your department: \_\_\_\_\_.

6. Where do most of your visitors normally park their vehicle while conducting business at the Courthouse? \_\_\_\_\_

7. Do you consider existing parking adequate to serve your department's business needs? Yes \_\_\_\_\_ No \_\_\_\_\_

Please explain: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

8. a. Number of employees in your department who report to Courthouse during normal public business hours: \_\_\_\_\_.  
b. How many of these employees normally drive to work? \_\_\_\_\_.

9. Where do your employees park during normal business hours?  
\_\_\_\_\_  
\_\_\_\_\_

10. Do you have any government vehicles assigned to your department?

Yes \_\_\_\_\_ No \_\_\_\_\_

If yes, a. How many?

b. Where are they parked during business hours? \_\_\_\_\_  
\_\_\_\_\_

c. Where are they parked after business hours? \_\_\_\_\_  
\_\_\_\_\_

11. Do you consider existing parking adequate to serve your department's employees' needs? Yes \_\_\_\_\_ No \_\_\_\_\_

Please explain: \_\_\_\_\_  
\_\_\_\_\_