

## TECHNICAL MEMORANDUM

**DATE:** *Wednesday, October 02, 2024*

**TO:** *Village of Johnson City's Stephanie Yezzi*

**CC:** *John Judge (DESMAN);*

**FROM:** *Andrew Hill and Reese King- Hill (DESMAN)*

**PROJECT:** *Village of Johnson City* **PROJECT #:** *30-23127.00*

**RE:** *Existing Conditions – Final Draft*

---

In the fall of 2023, The Village of Johnson City (“the Village” or “Johnson City”) sought a comprehensive assessment of parking conditions and operations to support the continued renaissance of its downtown. The Village awarded the contract to execute this study to the team at DESMAN Inc. (“DESMAN”) in early 2024.

With the construction of the Binghamton University health sciences buildings, expansion of the Wilson Medical Center and United Health Services (UHS) campus, designation as an Innovation District (“iDistrict”), and other redevelopment initiatives, the Village needs to align its public parking infrastructure with these and other improvements to the downtown. Tagged as the “Health and Culture District” where businesses and anchor institutions will be linked through “art, innovation, culture, and placemaking,” the public on- and off-street parking facilities are required to meet existing and projected parking needs as the Village continues to grow with its partnered developers in the area.

### STUDY AREA

The Village of Johnson City, in collaboration with DESMAN, defined an overall study area at the initial project scoping meeting. In collaboration with Village leaders, DESMAN divided the study area into four sub-areas as shown in **Figure 1** on the following page. The sub-areas were defined by the predominate land uses and/or core institutions contained therein. The boundaries of each sub-area were commonly defined by major roadways and/or geographic features wherever possible.

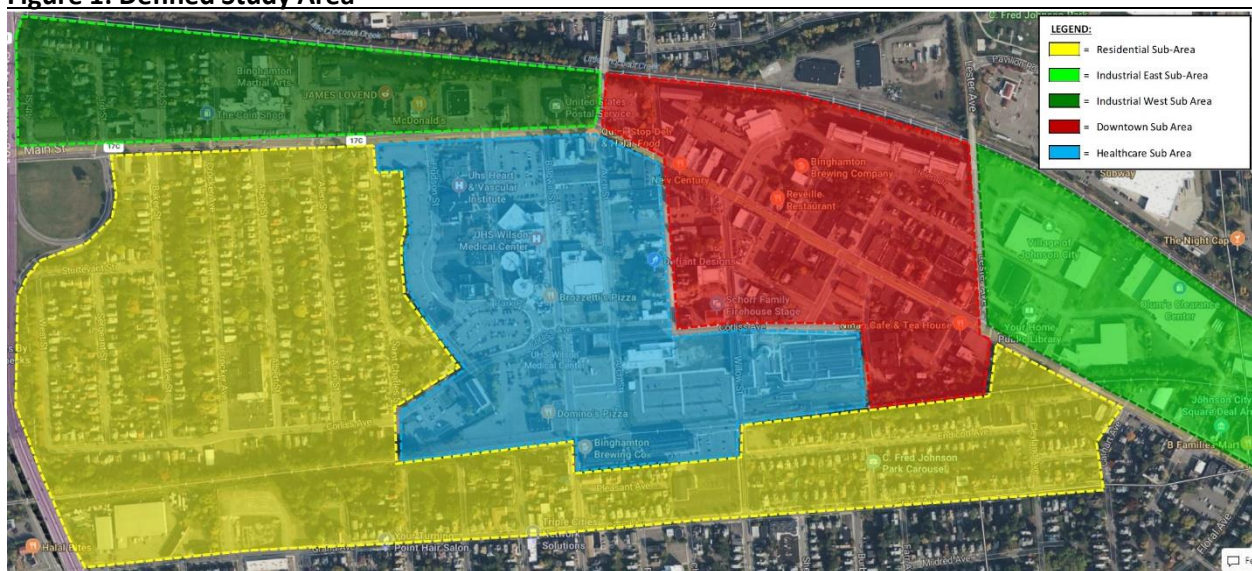
As shown on the following page, each sub-area is color-coded to assist the reader in reviewing the core data and analysis generated within this study. The four sub-areas include:

- The **Residential Sub-Area** (in yellow), which contains both single-family and multi-family housing interspersed with commercial and institutional properties. It is bounded roughly by Route 201 to the west, Main Street to the North, Park Street to the east, and Grand Avenue to the south.
- The **Health Care Sub-Area** (in blue), which encompasses the UHS Wilson Medical Center campus, ranges from Hudson Street to the west, Main Street to the north, Ozalid Road to the east, and Endicott Avenue to the south. This area also included Binghamton University’s Pharmaceutical School and Decker School of Nursing.

- The **Downtown Sub-Area** (in red) is a mixed-use area encompassing retail shops, restaurants, professional offices, single- and multi-family housing. This area is bordered by the Arch Street Overpass to the west, an active rail line to the north, Lester Avenue to the east, the Health Care Sub-Area to the south. Notable buildings within the Central Downtown include the George Kortuz Justice Building and the Victory Lofts.
- The **Industrial Sub-Area** (in green) encompasses primarily commercial and institutional land uses with some medical offices and residential at the far western end. The eastern half of this sub-area is bounded roughly by Lester Avenue, an active rail line, Wells Avenue, and Main Street. The western half is bounded by Route 201, an active rail line, the Arch Street Overpass, and Main Street.

The following analysis of parking supply and observed occupancy and utilization includes assessments of conditions specific to each of these sub-areas, as well as reviews of parking facilities by type.

**Figure 1: Defined Study Area**



**EXISTING CONDITIONS**

The following section presents existing parking supply, inventoried in April 2024, and observed utilization recorded on Thursday, April 25<sup>th</sup> and Saturday, April 27<sup>th</sup>, 2024.

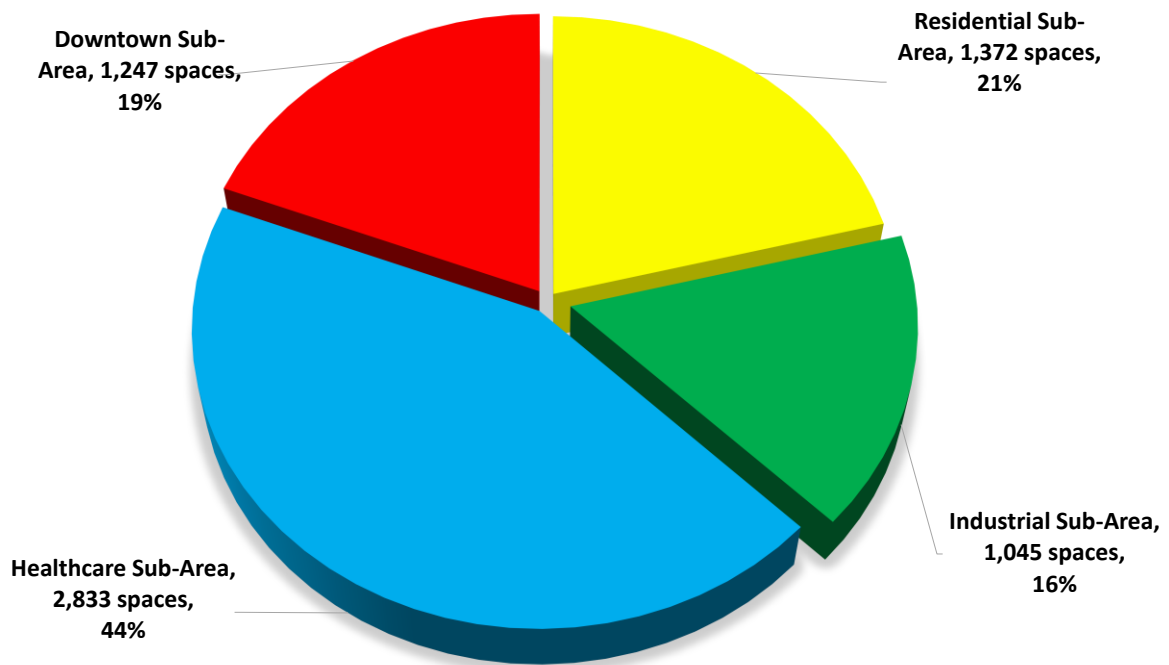
**Parking Supply**

Within the overall defined study area, composed of the referenced sub-areas as shown in **Figure 1**, DESMAN inventoried a total of 6,497 parking spaces as of April 2024. Master inventories showing parking supply by block, block face, sub-area, ownership and access, and type of facility have been included later in this report.

This inventory relied on direct observation to confirm space counts and did not include: residential driveways; garages associated with single-family homes; “ad hoc” parking areas surrounding residential properties; and surface parking lots dedicated to multi-unit residential properties containing less than 10

spaces. The largest concentration of total parking supply was in the Healthcare Sub-Area, followed by the Residential Sub-Area, as shown in **Figure 2**.

**Figure 2: Distribution of Total Parking Supply by Sub-Area**



Parking supply is characterized by ownership and access. If a facility or space is Publicly-Owned, that means it is provided by some form of government or public agency, whereas Privately-Owned parking facilities belong to an individual, business, or private entity. Publicly-Accessible spaces can be used by any individual within the boundaries of the regulations specific to the space (i.e., meter payment, time limit, parking permit, etc.) Privately-Accessible parking spaces means that they are set aside for one exclusive user type (e.g., customers, employees, residents, etc.) Typically, most Publicly-Owned facilities are also Publicly-Accessible (*Public/Public*), but there are instances where a public agency owns spaces or facility, but limits access to a select group, such as students, employees, and/or visitors to the institution or agency; these spaces are considered *Public/Private*. Similarly, most Privately-Owned facilities are set aside for an exclusive user group (*Private/Private*), but there may be instances when a Privately-Owned garage or lot is made accessible to the general public on a fee-for-use basis (*Private/Public*).

**Table 1: Parking Supply by Sub-Area, Ownership and Access**

Sub-Area	Public/ Public	Public/ Private	Private/ Private/ Public	Private/ Public	Total
Residential	725	0	647	0	1,372
Industrial	144	74	827	0	1,045
Healthcare	221	506	2,106	0	2,833
Downtown	411	24	812	0	1,247
<b>Total</b>	<b>1,501</b>	<b>604</b>	<b>4,392</b>	<b>0</b>	<b>6,497</b>

The majority of Public/Public spaces were found along the edge of village streets, although there were eight surface lots belonging to the Village and open to the general public. A small number of facilities were owned by the Village or Binghamton University (public agencies), but restricted to use by employees, faculty, or students only (e.g., Public/Private). The majority of parking across the study area was contained in privately-owned parking lots and garages catering to an exclusive user base. There is no privately-owned parking facility open to the general public within the study area.

Parking supply can also be classified by the type of facility. Parking spaces along the edge of roadways is commonly referred to as **On-Street** or curbside parking and is typically both publicly-owned and -accessible. Within the study area, DESMAN only noted five parking spaces, reserved for Village police vehicles, which differed from this generalization. Roughly 18% of the total supply across the study area was On-Street.

**Table 2: Distribution of Supply by Facility Type, Type of Access, and Sub-Area**

Sub-Area	On-Street (Public Access)	Off-Street (Public Access)	Off-Street (Private Access)	Total
Residential	725	0	647	1,372
Industrial	46	98	901	1,045
Healthcare	221	0	2,612	2,833
Downtown	188	223	836	1,247
<b>Total</b>	<b>1,180</b>	<b>321</b>	<b>4,996</b>	<b>6,497</b>

**Off-Street** parking facilities are surface parking lots, above-grade parking structures, and below-grade parking garages. DESMAN inventoried a total of 89 Off-Street parking facilities across the study area, of which all but one were surface lots. Off-Street parking accounted for roughly 82% of the total study area parking supply. The majority of these facilities were privately-owned and reserved for exclusive use; only 6% of the total On-Street Supply was contained in publicly-owned and -accessible Off-Street facilities.

In total, of the 6,497 parking spaces inventoried across the study area, roughly 23% (1,501) of them were open to use by the general public at any given time.

On-Street Parking Supply

*On-Street* parking spaces, also referred to as “curbside,” account for 18.2% (1,180 spaces) of the total parking supply, as stated above. On-Street parking spaces were inventoried based on posted designations and regulations (i.e., signage, roadway striping, meters, or other indications that parking along the edge of the roadway was authorized) for the most part. In total, DESMAN inventoried 164 block faces across the entire study area which included the following:

- 64 of the 164 block faces (39%) were designated as “No Parking” zones. The largest concentration of “No Parking” zones was in the Residential Sub-Area (21), but they were fairly evenly distributed across all sub-areas.
- Across the 100 block faces which did have some form of On-Street parking there were 1,180 spaces. The largest concentration was in the Residential Sub-Area (61% or 725 spaces) and the smallest concentration was in the Industrial Sub-Areas (4% or 46 spaces).

- 76% of the On-Street parking supply was “free” or unregulated (891 spaces), meaning that there was no prescribed time limit<sup>1</sup>, metering charge, or permit requirement associated with using the space. All of the parking in the Industrial and Residential Sub-Areas was unregulated. In the Healthcare Sub-Area, only 21% (46 of 221 spaces) of the On-Street supply was unregulated. In the Downtown Sub-Area, 39% (77 of 188 spaces) of the On-Street supply was unregulated.
- 24% of the On-Street parking supply (289 spaces) was subject to metering to limit length of stay and encourage turnover at curbside spaces. Metering was only observed in the Healthcare and Downtown Sub-Areas which made up the majority of On-Street parking spaces. The rates collected at these meters were universally the same at all meters (\$0.50/hour); length of stay limits vary between 2 and 6 hours.

Detailed maps and tables showing the location and number of On-Street parking spaces within the study area are included as **Exhibits A** at the conclusion of this report.

Off-Street Parking Supply

Off-Street parking spaces, that is those located in lots and garages, accounts for 83.2% (5,317 spaces) of the total parking supply. DESMAN inventoried a total of 89 Off-Street parking facilities across the study area. The highest concentration of Off-Street parking spaces was in the Healthcare Sub-Area (49% or 2,612 spaces), followed by the Downtown Sub-Area (20% or 1,059 spaces), the Industrial Sub-Areas (19% or 999 spaces), and the Residential Sub-Area (12% or 647 spaces). A breakdown on Off-Street parking supply by Sub-Area, Ownership and Access is provided in **Table 3**.

**Table 3: Off-Street Parking Supply by Sub-Area, Ownership and Access**

Sub-Area	Public/Public		Public/Private		Private/Private		Grand Total	
	Facilities	Spaces	Facilities	Spaces	Facilities	Spaces	Facilities	Spaces
Residential	-	-	-	-	11	647	11	647
Industrial	2	98	2	74	19	827	23	999
Healthcare	-	-	4	322	24	2,290	28	2,612
Downtown	5	223	1	24	21	812	27	1,059
<b>Total</b>	<b>7</b>	<b>321</b>	<b>7</b>	<b>420</b>	<b>75</b>	<b>4,576</b>	<b>89</b>	<b>5,317</b>

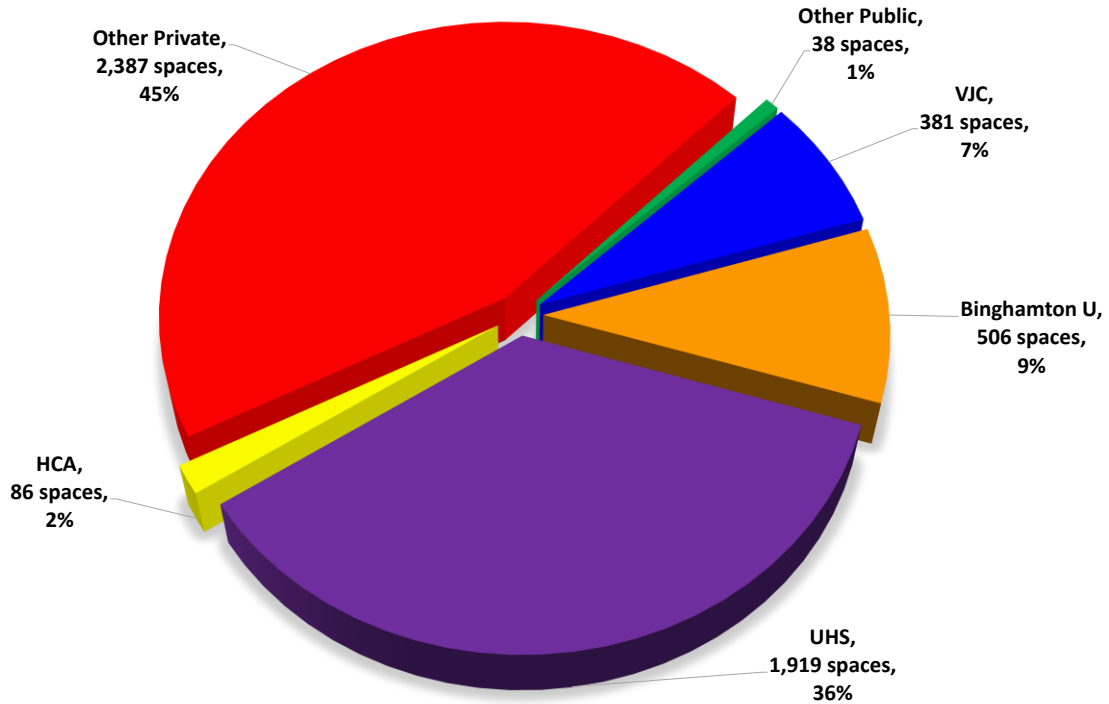
The seven Public/Public parking facilities shown in the table above are all owned by the Village of Johnson City (VJC) and include five municipal lots in the Downtown Sub-Area, as well as lots servicing the VJC offices and the public library in the eastern half of the Industrial Sub-Area. The seven Public/Private facilities were owned by the U.S. Postal Service, the Village of Johnson City, or Binghamton University. The remaining 75 facilities were Private/Private and associated with various business and institutions within the study area including United Health Services (UHS) and the Handicapped Children’s Associations of the Southern Tier (HCA). These two organizations own nineteen (UHS) and two (HCA) of the Private/Private Off-Street facilities respectively; the remaining fifty-four facilities are associated with various businesses.

When strictly addressing ownership, these private businesses and individuals hold roughly 45% of the total Off-Street parking supply, followed by UHS and Binghamton University as illustrated in **Figure 3**, next

<sup>1</sup> Other than those mandated by local ordinance for maximum length of uninterrupted stay or restrictions associated with season snow removal.

page. The Village of Johnson City (VJC) only owns about 7% of the total Off-Street parking supply; of those 381 spaces, roughly 84% (321 spaces) are in facilities which welcome use by the general public.

**Figure 3: Distribution of Off-Street Parking Supply by Ownership**



Detailed maps and tables showing the location and number of On-Street parking spaces within the study area are included as **Exhibits B** at the conclusion of this report.

**Observed Occupancy and Utilization**

Occupancy counts were performed across the study area to establish baseline conditions on Thursday, April 25<sup>th</sup> and Saturday, April 27<sup>th</sup>, 2023. The counts were planned around good weather for more downtown activity, at a time when Binghamton University was in session. A weekday and weekend were used to see the activity of workers, residents, and visitors within the sub-areas at different times of the week.

Occupancy counts were executed at different times of the day for each sub-area to capture dynamics specific to the predominate land uses. For the Residential Sub-Area, occupancy counts were completed twice on a representative Thursday and Saturday, once in the morning (10:00 AM) to establish utilization once the traditional work day has begun and once in the evening (8:00 PM) to establish stabilized usage after the dinner hour. The Industrial Sub-Area was done on a two-count basis on both a Thursday and Saturday, but at 8:00 AM and 5:00 PM instead to capture conditions at the start and end of the traditional workday. Due to the constantly changing dynamics of the institutional and medical land uses contained within, occupancy counts across the Healthcare Sub-Area were executed every other hour starting at 7:00 AM and concluding at 5:00 PM on a representative weekday and weekend day. Lastly, and due to the variety of different land uses, the Downtown Sub-Area was inventoried on an hourly basis starting at 10:00 AM until 8:00PM on the representative weekday and weekend. Data was collected on a block-face by

block-face and facility-by-facility basis during the counts noting both *Occupancy* (e.g., the number of vehicles parked) and *Utilization* (e.g., the percentage of supply in use).

Residential Sub-Area Occupancy and Adequacy

Parking occupancy counts were executed on Thursday, April 25<sup>th</sup> and Saturday, April 27<sup>th</sup> at 10:00 AM and 8:00 PM to establish stabilized parking utilization in the sub-area at the start of the standard business day and end of the traditional workday, surmising these time periods would provide the best contrast between the businesses and institutions located there and the residents who lived in the study area.

Across the Off-Street Supply for the sub-area, DESMAN observed a peak occupancy of 108 cars parked in 647 spaces for an aggregate utilization rate of 17% at 10:00 AM on the surveyed weekday. As shown in **Table 4**, occupancy and utilization varied by facility as well as the day of the week and time of day, but at no time did DESMAN record conditions where occupancy exceeded 75% of the capacity of any given facility.

**Table 4: Residential Sub-Area Off-Street Parking Occupancy and Utilization**

ID	Facility Name	Ownership/ Access	Supply	Observed Parking Conditions, 4/25 and 4/27							
				Thurs, 10:00 AM		Thurs, 8:00 PM		Sat, 10:00 AM		Sat, 8:00 PM	
				Occ	Util	Occ	Util	Occ	Util	Occ	Util
19	JC Learning Center Lot	Private/Private	15	2	13%	4	27%	0	0%	0	0%
20	19 Baker Street Lot	Private/Private	14	4	29%	1	7%	2	14%	2	14%
21	16 Baker Street Lot	Private/Private	40	8	20%	2	5%	2	5%	1	3%
22	Barber Memorial Home Lot	Private/Private	42	0	0%	0	0%	1	2%	1	2%
23	Campus Square North Lot	Private/Private	36	8	22%	13	36%	13	36%	11	31%
24	Campus Square South Lot	Private/Private	99	26	26%	21	21%	25	25%	23	23%
25	Moore Tire Sales Lot	Private/Private	36	27	75%	17	47%	16	44%	17	47%
26	DGS General Contractor Lot	Private/Private	6	0	0%	0	0%	0	0%	0	0%
27	346 Grand Ave Lot	Private/Private	150	0	0%	0	0%	0	0%	0	0%
57	Islamic Center Lot	Private/Private	178	11	6%	1	1%	1	1%	5	3%
58	119 Endicott/HCA Lot	Private/Private	31	22	71%	4	13%	5	16%	3	10%
<b>Total</b>			<b>647</b>	<b>108</b>	<b>17%</b>	<b>63</b>	<b>10%</b>	<b>65</b>	<b>10%</b>	<b>63</b>	<b>10%</b>

Within the On-Street Supply across the sub-area, aggregate occupancy was greater, with 220 cars recorded at the peak hour (Saturday, 10:00 AM) against 725 total parking spaces, resulting in a 30% utilization rate as shown in **Table 6** on the next page. As with the Off-Street Supply, DESMAN did note instances where utilization of individual block faces was higher than the aggregate, but never exceeded 83% utilization on any given block face within the sub-area.

In summary, and as shown in **Table 5**, the highest total occupancy across the sub- area was recorded at 10:00 AM on Thursday, April 25<sup>th</sup>, when 294 cars occupied 21% of the 1,372 spaces within the sub-area.

**Table 5: Residential Sub-Area Total Parking Occupancy and Utilization**

Type of Parking	Supply	Observed Parking Conditions, 4/25 and 4/27							
		Thurs, 10:00 AM		Thurs, 8:00 PM		Sat, 10:00 AM		Sat, 8:00 PM	
		Occ	Util	Occ	Util	Occ	Util	Occ	Util
Off-Street	647	108	17%	63	10%	65	10%	63	10%
On-Street	725	186	26%	204	28%	220	30%	195	27%
<b>TOTAL</b>	<b>1,372</b>	<b>294</b>	<b>21%</b>	<b>267</b>	<b>19%</b>	<b>285</b>	<b>21%</b>	<b>258</b>	<b>19%</b>

**Table 6: Residential Sub-Area On-Street Parking Occupancy and Utilization**

ID	Street Name	Cross Streets	POT	Supply	Observed Parking Conditions, 4/25 and 4/27							
					Thurs, 10:00 AM		Thurs, 8:00 PM		Sat, 10:00 AM		Sat, 8:00 PM	
					Occ	Util	Occ	Util	Occ	Util	Occ	Util
A	West St	Sturtevant St & Corliss Ave	NB	21	3	14%	7	33%	7	33%	5	24%
			SB	44	3	7%	6	14%	3	7%	3	7%
B	Sergeant St	Sturtevant St & Corliss Ave	NB	22	8	36%	9	41%	14	64%	10	45%
			SB	20	6	30%	8	40%	10	50%	11	55%
C	Baker St	Corliss Ave & Main St	NB	36	11	31%	10	28%	8	22%	9	25%
			SB	25	6	24%	9	36%	10	40%	9	36%
D	Crocker Ave	Main St & Corliss Ave	NB	NP	0	0%	0	0%	0	0%	0	0%
			SB	33	7	21%	11	33%	7	21%	15	45%
E	Albert St	Main St & Corliss Ave	NB	23	5	22%	10	43%	9	39%	6	26%
			SB	31	8	26%	11	35%	12	39%	12	39%
F	Allen St	Corliss Ave & Main St	NB	34	3	9%	9	26%	7	21%	8	24%
			SB	35	5	14%	8	23%	12	34%	7	20%
G	St Charles St	Corliss Ave & Main St	NB	35	12	34%	5	14%	7	20%	6	17%
			SB	36	18	50%	10	28%	11	31%	11	31%
H	Main St	Route 201 & St. Charles St	EB	OSA	0	0%	0	0%	0	0%	0	0%
			WB	NP	0	0%	0	0%	0	0%	0	0%
I	Sturtevant St	West St & Sergeant St	EB	14	1	7%	0	0%	2	14%	1	7%
			WB	8	0	0%	2	25%	1	13%	0	0%
J	Sturtevant St	Sergeant St & Baker St	EB	9	3	33%	1	11%	4	44%	2	22%
			WB	6	1	17%	1	17%	2	33%	2	33%
K	Corliss Ave	West St & Sergeant St	EB	7	0	0%	1	14%	1	14%	1	14%
			WB	6	1	17%	0	0%	1	17%	3	50%
L	Corliss Ave	Sergeant St & Baker St	EB	7	2	29%	2	29%	3	43%	3	43%
			WB	6	2	33%	1	17%	2	33%	2	33%
M	Corliss Ave	Baker St & Crocker Ave	EB	5	0	0%	0	0%	0	0%	1	20%
			WB	7	1	14%	1	14%	1	14%	1	14%
N	Corliss Ave	Crocker Ave & Albert St	EB	4	0	0%	0	0%	0	0%	0	0%
			WB	NP	0	0%	0	0%	0	0%	0	0%
O	Corliss Ave	Albert St & Allen St	EB	6	1	17%	1	17%	0	0%	1	17%
			WB	5	0	0%	0	0%	0	0%	0	0%
P	Corliss Ave	Allen St & St Charles St	EB	6	3	50%	2	33%	2	33%	2	33%
			WB	NP	0	0%	0	0%	0	0%	0	0%
Q	Park Pl	St Charles St & Hudson St	EB	NP	0	0%	0	0%	0	0%	0	0%
			WB	6	3	50%	0	0%	0	0%	0	0%
R	Grand Ave	Allen St / Elizabeth St & St Charles St	EB	NP	0	0%	0	0%	0	0%	0	0%
			WB	5	1	20%	1	20%	3	60%	3	60%
S	Grand Ave	St Charles St & Hudson St	EB	NP	1	0%	0	0%	1	0%	1	0%
			WB	3	2	67%	2	67%	1	33%	0	0%
T	Grand Ave	Hudson St & Harrison St	EB	NP	1	0%	0	0%	1	0%	3	0%
			WB	4	3	75%	3	75%	2	50%	3	75%
U	Grand Ave	Harrison St & Baldwin St	EB	NP	0	0%	0	0%	0	0%	0	0%
			WB	3	2	67%	2	67%	1	33%	0	0%
V	Grand Ave	Baldwin St & Willow St	EB	NP	0	0%	0	0%	0	0%	0	0%
			WB	19	3	16%	2	11%	1	5%	1	5%
W	Grand Ave	Willow St & Johnson St	EB	NP	0	0%	0	0%	0	0%	0	0%
			WB	13	2	15%	2	15%	2	15%	3	23%
X	Grand Ave	Johnson St & Cleveland Ave	EB	NP	0	0%	0	0%	0	0%	0	0%
			WB	21	11	52%	9	43%	9	43%	12	57%
Y	Grand Ave	Cleveland Ave & Carhart Ave	EB	NP	0	0%	0	0%	0	0%	0	0%
			WB	6	3	50%	3	50%	4	67%	3	50%
Z	St Charles St	Grand Ave & Dead End	NB	NP	0	0%	0	0%	0	0%	0	0%
			SB	10	3	30%	2	20%	4	40%	3	30%
AA	Hudson St	Grand Ave & Dead End	NB	9	5	56%	3	33%	4	44%	2	22%
			SB	9	0	0%	0	0%	0	0%	0	0%
BB	Harrison St	Grand Ave & Dead End	NB	3	1	33%	0	0%	0	0%	2	67%
			SB	10	3	30%	1	10%	2	20%	2	20%
CC	Baldwin St	Grand Ave & Railway Track	NB	NP	0	0%	0	0%	0	0%	0	0%
			SB	10	5	50%	5	50%	2	20%	1	10%
DD	Willow St	Endicott St & Grand Ave	NB	NP	0	0%	0	0%	0	0%	0	0%
			SB	NP	0	0%	0	0%	0	0%	0	0%
EE	Johnson St	Endicott St & Grand Ave	NB	NP	0	0%	0	0%	0	0%	0	0%
			SB	6	2	33%	4	67%	5	83%	4	67%
FF	Cleveland Ave	Main St Terrace & Grand Ave	NB	6	2	33%	5	83%	4	67%	5	83%
			SB	12	4	33%	8	67%	7	58%	8	67%
GG	Endicott Ave	Willow St & Johnson St	EB	13	4	31%	5	38%	6	46%	0	0%
			WB	13	5	38%	7	54%	9	69%	0	0%
HH	Endicott Ave	Johnson St & Cleveland Ave	EB	18	4	22%	4	22%	6	33%	0	0%
			WB	18	3	17%	5	28%	6	33%	0	0%
II	Custer Ave	Cleveland Ave & Carhart Ave	EB	NP	0	0%	0	0%	0	0%	0	0%
			WB	9	1	11%	3	33%	0	0%	3	33%
JJ	Main St Terrace	Cleveland Ave to Dead End	EB	8	2	25%	3	38%	4	50%	5	63%
			WB	NP	0	0%	0	0%	0	0%	0	0%
<b>Total</b>				<b>725</b>	<b>186</b>	<b>26%</b>	<b>204</b>	<b>28%</b>	<b>220</b>	<b>30%</b>	<b>195</b>	<b>27%</b>

OSA = Blockface located in Other Sub-Area

NP = No Parking Zone

Industrial Sub-Area Occupancy and Adequacy

Parking occupancy counts were executed on Thursday, April 25<sup>th</sup> and Saturday, April 27<sup>th</sup> at 8:00 AM and 5:00 PM to establish stabilized parking utilization in the sub-areas at the start and end of the standard business day.

Across the Off-Street Supply for the Industrial East Sub-Area, DESMAN observed a peak occupancy of 40 cars parked in 317 spaces for an aggregate utilization rate of 13% at 5:00 PM on the surveyed weekday. As shown in **Table 7**, occupancy and utilization varied by facility as well as the day of the week and time of day, but at no time did DESMAN record conditions where occupancy exceeded 79% of the capacity of any given facility.

**Table 7: Industrial East Sub-Area Off-Street Parking Occupancy and Utilization**

ID	Facility Name	Ownership/ Access	Supply	Observed Parking Conditions, 4/25 and 4/27							
				Thurs, 8:00 AM		Thurs, 5:00 PM		Sat, 8:00 AM		Sat, 5:00 PM	
				Occ	Util	Occ	Util	Occ	Util	Occ	Util
79	Village Hall Lot	Public/Public	58	0	0%	1	2%	0	0%	0	0%
80	Village Hall Public Works Lot	Public/Private	36	2	6%	2	6%	0	0%	0	0%
81	JH Robotics Lot	Private/Private	46	14	30%	6	13%	0	0%	0	0%
82	Public Library Lot	Public/Public	40	1	3%	10	25%	0	0%	0	0%
83	Equinox Broadcasting Lot	Private/Private	32	2	6%	3	9%	1	3%	1	3%
84	Slavik & Company Lot	Private/Private	12	2	17%	0	0%	0	0%	0	0%
85	Olum's Clearance Center Lot	Private/Private	63	0	0%	8	13%	4	6%	8	13%
86	Southern Tier Auto Care Lot	Private/Private	19	15	79%	10	53%	6	32%	5	26%
87	Car Wash Lot	Private/Private	11	0	0%	0	0%	0	0%	0	0%
<b>Total</b>			<b>317</b>	<b>36</b>	<b>11%</b>	<b>40</b>	<b>13%</b>	<b>11</b>	<b>3%</b>	<b>14</b>	<b>4%</b>

Across the Off-Street Supply for the Industrial West Sub-Area, DESMAN observed a peak occupancy of 243 cars parked in 682 spaces for an aggregate utilization rate of 36% at 8:00 AM on the surveyed weekday. As shown in **Table 8**, occupancy and utilization varied by facility as well as the day of the week and time of day, but at no time did DESMAN record conditions where occupancy exceeded 81% of the capacity of any given facility.

**Table 8: Industrial West Sub-Area Off-Street Parking Occupancy and Utilization**

ID	Facility Name	Ownership/ Access	Supply	Observed Parking Conditions, 4/25 and 4/27							
				Thurs, 8:00 AM		Thurs, 5:00 PM		Sat, 8:00 AM		Sat, 5:00 PM	
				Occ	Util	Occ	Util	Occ	Util	Occ	Util
1	UHS Primary Care Lot	Private/Private	32	20	63%	5	16%	29	91%	1	3%
2	All Saints Church Lot	Private/Private	39	1	3%	0	0%	1	3%	0	0%
3	Old JC High School / Rear Lot	Private/Private	50	3	6%	11	22%	1	2%	12	24%
4	Old JC High School / Front Lot	Private/Private	97	15	15%	22	23%	13	13%	25	26%
5	Women's OBGYN Assoc Lot	Private/Private	65	22	34%	8	12%	25	38%	3	5%
6	United Dental Services Lot	Private/Private	19	1	5%	2	11%	3	16%	1	5%
7	Sante CWHC Lot	Private/Private	39	22	56%	5	13%	20	51%	2	5%
8	UHS Pharmacy Lot	Private/Private	63	27	43%	17	27%	24	38%	4	6%
9	McDonalds Lot	Private/Private	32	12	38%	21	66%	5	16%	26	81%
10	Walgreens/ UHS Lot	Private/Private	97	66	68%	41	42%	65	67%	11	11%
11	NBT Bank Lot	Private/Private	33	7	21%	3	9%	6	18%	0	0%
12	WMC Employee Parking Lot	Private/Private	58	26	45%	12	21%	26	45%	3	5%
13	US Postal Service Lot	Public/Private	38	13	34%	3	8%	9	24%	0	0%
14	305 Main Street Bldg.Lot	Private/Private	20	8	40%	1	5%	8	40%	0	0%
<b>Total</b>			<b>682</b>	<b>243</b>	<b>36%</b>	<b>151</b>	<b>22%</b>	<b>235</b>	<b>34%</b>	<b>88</b>	<b>13%</b>

Within the On-Street Supply across both sub-areas, aggregate occupancy was lesser, with 34 cars recorded at the peak hour (Saturday, 5:00 PM) against 46 total parking spaces, resulting in a 74% utilization rate as shown in **Table 9**. As with the Off-Street Supply, DESMAN did note instances where utilization of individual block faces was higher than the aggregate, but never exceeded 83% utilization on any given block face within the sub-area.

**Table 9: Industrial Sub-Area On-Street Parking Occupancy and Utilization**

ID	Sub-Area	Street Name	Cross Streets	POT	Supply	Observed Parking Conditions, 4/25 and 4/27							
						Thurs, 8:00 AM		Thurs, 5:00 PM		Sat, 8:00 AM		Sat, 5:00 PM	
						Occ	Util	Occ	Util	Occ	Util	Occ	Util
A	Industrial East	Wells Ave	Main St & Dead End	NB	NP	0	0%	0	0%	0	0%	0	0%
				SB	NP	0	0%	0	0%	0	0%	0	0%
B	Industrial East	Brigham Ave	Main St & Dead End	NB	NP	0	0%	0	0%	0	0%	0	0%
				SB	NP	0	0%	0	0%	0	0%	0	0%
C	Industrial East	Lester Ave	Main St & Rail Line	NB	NP	0	0%	0	0%	0	0%	0	0%
				SB	OSA	0	0%	0	0%	0	0%	0	0%
D	Industrial East	Main St	Lester Ave & Wells Ave	EB	NP	0	0%	0	0%	0	0%	0	0%
				WB	OSA	0	0%	0	0%	0	0%	0	0%
E	Industrial West	Arch St	Main St & Rail Line	NB	OSA	0	0%	0	0%	0	0%	0	0%
				SB	NP	0	0%	0	0%	0	0%	0	0%
F	Industrial West	1st St	Main St & Rail Line	NB	NP	0	0%	0	0%	0	0%	0	0%
				SB	8	2	25%	3	38%	5	63%	6	75%
G	Industrial West	2nd St	Main St & Rail Line	NB	NP	0	0%	0	0%	0	0%	0	0%
				SB	7	2	29%	4	57%	5	71%	5	71%
H	Industrial West	3rd St	Main St & Endwell St	NB	NP	0	0%	0	0%	0	0%	0	0%
				SB	11	3	27%	5	45%	7	64%	7	64%
I	Industrial West	4th St	Main St & Endwell St	NB	8	2	25%	3	38%	5	63%	6	75%
				SB	NP	0	0%	0	0%	0	0%	0	0%
J	Industrial West	Endwell St	3rd St & 4th St	WB	12	2	17%	6	50%	8	67%	10	83%
				EB	NP	0	0%	0	0%	0	0%	0	0%
K	Industrial West	Main St	4th St & Arch St	WB	NP	0	0%	0	0%	0	0%	0	0%
				EB	OSA	0	0%	0	0%	0	0%	0	0%
<b>Total</b>					<b>46</b>	<b>11</b>	<b>24%</b>	<b>21</b>	<b>46%</b>	<b>30</b>	<b>65%</b>	<b>34</b>	<b>74%</b>

OSA = Blockface located in Other Sub-Area

NP = No Parking Zone

In summary, and as shown in **Table 10**, the highest total occupancy across the sub-area was recorded at 8:00 AM on Thursday, April 25<sup>th</sup>, when 290 cars occupied 28% of the 1,045 spaces within the sub-area.

**Table 10: Industrial Sub-Area Total Parking Occupancy and Utilization**

Type of Parking	Supply	Observed Parking Conditions, 4/25 and 4/27							
		Thurs, 8:00 AM		Thurs, 5:00 PM		Sat, 8:00 AM		Sat, 5:00 PM	
		Occ	Util	Occ	Util	Occ	Util	Occ	Util
Off-Street	999	279	28%	191	19%	246	25%	102	10%
On-Street	46	11	24%	21	46%	30	65%	34	74%
<b>TOTAL</b>	<b>1,045</b>	<b>290</b>	<b>28%</b>	<b>212</b>	<b>20%</b>	<b>276</b>	<b>26%</b>	<b>136</b>	<b>13%</b>

**Healthcare Sub-Area Occupancy and Adequacy**

Due to frequent changes in patient, visitor, employee, facility and student presence within this sub-area, parking occupancy counts were executed every odd hour between 7:00 AM and 5:00 PM on Thursday, April 25<sup>th</sup> and Saturday, April 27<sup>th</sup>. The results of these exercises are presented as Tables 11, 12, 13, and 14 on the following pages detailing observed conditions for the Off-Street Supply on the survey weekday (Thursday, 4/25) and weekend (Saturday, 4/27) as well observed conditions for the On-Street Supply for the same days.

**Table 11: Healthcare Sub-Area Off-Street Weekday Parking Occupancy and Utilization**

ID	Facility Name	Ownership/ Access	Supply	Observed Parking Conditions, Thursday, 4/25											
				7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM	
				Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
28	UHS Employee Parking Lot	Private/Private	80	<b>78</b>	<b>98%</b>	<b>78</b>	<b>98%</b>	<b>75</b>	<b>94%</b>	<b>77</b>	<b>96%</b>	42	53%	38	48%
29	UHS Wilson Square East Patient Lot	Private/Private	50	<b>60</b>	<b>120%</b>	<b>57</b>	<b>114%</b>	41	82%	<b>54</b>	<b>108%</b>	25	50%	23	46%
30	UHS Wilson Square West Patient Lot	Private/Private	91	<b>86</b>	<b>95%</b>	<b>90</b>	<b>99%</b>	<b>89</b>	<b>98%</b>	<b>87</b>	<b>96%</b>	45	49%	41	45%
31	UHS MRI Parking Lot	Private/Private	12	6	50%	6	50%	6	50%	4	33%	6	50%	6	50%
32	UHS HVI Patient Lot	Private/Private	18	16	89%	<b>20</b>	<b>111%</b>	9	50%	14	78%	12	67%	12	67%
33	UHS Wilson Sq/Place Employee Lot	Private/Private	99	<b>105</b>	<b>106%</b>	<b>115</b>	<b>116%</b>	<b>120</b>	<b>121%</b>	<b>108</b>	<b>109%</b>	39	39%	35	35%
34	UHS Neurosurgery/Ophthalmology Lot	Private/Private	100	87	87%	<b>99</b>	<b>99%</b>	<b>97</b>	<b>97%</b>	<b>103</b>	<b>103%</b>	78	78%	73	73%
35	UHS Pain & Spine Clinic Lot	Private/Private	8	5	63%	<b>9</b>	<b>113%</b>	6	75%	7	88%	3	38%	3	38%
36	WMC Employee Parking Lot	Private/Private	183	<b>186</b>	<b>102%</b>	<b>189</b>	<b>103%</b>	<b>185</b>	<b>101%</b>	<b>175</b>	<b>96%</b>	152	83%	89	49%
37	Eckelberger Tower Lot	Private/Private	129	51	40%	51	40%	58	45%	67	52%	51	40%	31	24%
38	122 Badwin Street Parking Lot	Private/Private	59	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
39	WMC Employee Parking Lot	Private/Private	213	184	86%	<b>193</b>	<b>91%</b>	<b>200</b>	<b>94%</b>	191	90%	125	59%	53	25%
40	UHS Evening Lot	Private/Private	99	0	0%	0	0%	9	9%	35	35%	48	48%	43	43%
41	Dunkin Donuts Lot	Private/Private	13	11	85%	13	100%	7	54%	4	31%	2	15%	3	23%
42	Domino's Pizza Lot	Private/Private	20	0	0%	0	0%	3	15%	7	35%	6	30%	6	30%
43	Sarah Jane Johnson Church Lot	Private/Private	35	19	54%	26	74%	22	63%	25	71%	2	6%	2	6%
44	WMC Patient & Visitor Parking Lot	Private/Private	156	64	41%	108	69%	95	61%	128	82%	120	77%	117	75%
45	WMC Physician/Employee Garage	Private/Private	355	104	29%	189	53%	203	57%	178	50%	165	46%	106	30%
46	WMC North Faatz Alley Employee Lot	Private/Private	70	<b>64</b>	<b>91%</b>	62	89%	61	87%	58	83%	29	41%	10	14%
47	WMC South Faatz Alley Employee Lot	Private/Private	135	48	36%	53	39%	60	44%	58	43%	42	31%	9	7%
48	8 Bits Restaurant Lot	Private/Private	15	0	0%	0	0%	3	20%	2	13%	3	20%	3	20%
49	18 Broad St/HCA Lot	Private/Private	55	31	56%	41	75%	41	75%	41	75%	1	2%	2	4%
51	OBGYN Breast Center Lot	Private/Private	16	<b>16</b>	<b>100%</b>	<b>15</b>	<b>94%</b>	14	88%	<b>16</b>	<b>100%</b>	0	0%	0	0%
53	BU School of Pharmacy Visitor Lot	Public/Private	10	0	0%	1	10%	2	20%	2	20%	1	10%	1	10%
54	Binghamton University - R&D Bldg Lot	Public/Private	12	2	17%	1	8%	1	8%	2	17%	1	8%	1	8%
55	Binghamton U R-HSC Commuter Lot	Public/Private	279	60	22%	122	44%	122	44%	97	35%	135	48%	63	23%
56	Baldwin/Sunrise Building Lots	Private/Private	95	21	22%	19	20%	21	22%	25	26%	23	24%	19	20%
59	Binghamton U R-HSC 2 Commuter Lot	Public/Private	205	52	25%	121	59%	112	55%	104	51%	81	40%	21	10%
<b>Total</b>			<b>2,612</b>	<b>1,356</b>	<b>52%</b>	<b>1,678</b>	<b>64%</b>	<b>1,662</b>	<b>64%</b>	<b>1,669</b>	<b>64%</b>	<b>1,237</b>	<b>47%</b>	<b>810</b>	<b>31%</b>

**Bold Red = Utilization 90% or higher**

**Bold Purple = Utilization greater than capacity**

**Table 12: Healthcare Sub-Area Off-Street Weekend Parking Occupancy and Utilization**

ID	Facility Name	Ownership/ Access	Supply	Observed Parking Conditions, Saturday, 4/27											
				7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM	
				Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
28	UHS Employee Parking Lot	Private/Private	80	2	3%	2	3%	1	1%	1	1%	0	0%	1	1%
29	UHS Wilson Square East Patient Lot	Private/Private	50	8	16%	10	20%	8	16%	9	18%	5	10%	5	10%
30	UHS Wilson Square West Patient Lot	Private/Private	91	3	3%	2	2%	2	2%	2	2%	0	0%	0	0%
31	UHS MRI Parking Lot	Private/Private	12	0	0%	0	0%	0	0%	0	0%	0	0%	1	8%
32	UHS HVI Patient Lot	Private/Private	18	4	22%	5	28%	4	22%	4	22%	1	6%	2	11%
33	UHS Wilson Sq/Place Employee Lot	Private/Private	99	11	11%	11	11%	12	12%	11	11%	11	11%	8	8%
34	UHS Neurosurgery/Ophthalmology Lot	Private/Private	100	55	55%	56	56%	66	66%	65	65%	64	64%	62	62%
35	UHS Pain & Spine Clinic Lot	Private/Private	8	0	0%	0	0%	0	0%	0	0%	1	13%	0	0%
36	WMC Employee Parking Lot	Private/Private	183	119	65%	112	61%	118	64%	101	55%	113	62%	83	45%
37	Eckelberger Tower Lot	Private/Private	129	33	26%	32	25%	34	26%	28	22%	29	22%	30	23%
38	122 Badwin Street Parking Lot	Private/Private	59	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
39	WMC Employee Parking Lot	Private/Private	213	36	17%	36	17%	36	17%	36	17%	31	15%	16	8%
40	UHS Evening Lot	Private/Private	99	10	10%	10	10%	10	10%	10	10%	20	20%	20	20%
41	Dunkin Donuts Lot	Private/Private	13	<b>13</b>	<b>100%</b>	6	46%	3	23%	2	15%	2	15%	3	23%
42	Domino's Pizza Lot	Private/Private	20	0	0%	0	0%	2	10%	4	20%	6	30%	9	45%
43	Sarah Jane Johnson Church Lot	Private/Private	35	9	26%	5	14%	8	23%	4	11%	1	3%	2	6%
44	WMC Patient & Visitor Parking Lot	Private/Private	156	48	31%	58	37%	83	53%	81	52%	89	57%	93	60%
45	WMC Physician/Employee Garage	Private/Private	355	94	26%	92	26%	102	29%	92	26%	62	17%	64	18%
46	WMC North Faatz Alley Employee Lot	Private/Private	70	10	14%	10	14%	10	14%	11	16%	6	9%	7	10%
47	WMC South Faatz Alley Employee Lot	Private/Private	135	3	2%	4	3%	5	4%	5	4%	3	2%	2	1%
48	8 Bits Restaurant Lot	Private/Private	15	0	0%	0	0%	3	20%	2	13%	3	20%	4	27%
49	18 Broad St/HCA Lot	Private/Private	55	2	4%	2	4%	4	7%	3	5%	3	5%	1	2%
51	OBGYN Breast Center Lot	Private/Private	16	2	13%	2	13%	2	13%	1	6%	0	0%	2	13%
53	BU School of Pharmacy Visitor Lot	Public/Private	10	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
54	Binghamton University - R&D Bldg Lot	Public/Private	12	1	8%	1	8%	1	8%	1	8%	0	0%	1	8%
55	Binghamton U R-HSC Commuter Lot	Public/Private	279	3	1%	5	2%	4	1%	5	2%	9	3%	10	4%
56	Baldwin/Sunrise Building Lots	Private/Private	95	21	22%	18	19%	15	16%	19	20%	24	25%	19	20%
59	Binghamton U R-HSC 2 Commuter Lot	Public/Private	205	2	1%	3	1%	12	6%	15	7%	14	7%	16	8%
<b>Total</b>			<b>2,612</b>	<b>489</b>	<b>19%</b>	<b>482</b>	<b>18%</b>	<b>545</b>	<b>21%</b>	<b>512</b>	<b>20%</b>	<b>497</b>	<b>19%</b>	<b>461</b>	<b>18%</b>

**Bold Red = Utilization 90% or higher**

**Bold Purple = Utilization greater than capacity**

**Table 13: Healthcare Sub-Area On-Street Weekday Parking Occupancy and Utilization**

ID	Street Name	Cross Streets	POT	Type	Supply	Observed Parking Conditions, Thursday, 4/25											
						7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM	
						Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
A	Main St	Arch St & N Broad St*	EB	Meter	3	0	0%	0	0%	0	0%	1	33%	2	67%	4	133%
			WB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
B	Hudson St	Main St & Park Pl	NB	Meter	21	11	52%	16	76%	13	62%	15	71%	6	29%	1	5%
			SB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
C	Park Pl	Hudson St	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	Meter	6	0	0%	4	67%	4	67%	2	33%	1	17%	0	0%
D	Hudson St	Park Pl & Corliss Ave	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	Meter	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
E	Park Pl	Hudson St & Harrison St	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	Meter	6	3	50%	3	50%	5	83%	5	83%	2	33%	1	17%
F	Park Pl	Harrison St & Corliss Ave	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	Meter	4	4	100%	5	125%	5	125%	4	100%	2	50%	3	75%
G	Corliss Ave	St. Charles St & Hudson St	EB	Meter	5	0	0%	1	20%	2	40%	1	20%	0	0%	1	20%
			WB	Free	10	5	50%	3	30%	2	20%	2	20%	2	20%	3	30%
H	Corliss Ave	Hudson St & Baldwin St	EB	Meter	12	0	0%	1	8%	3	25%	4	33%	6	50%	3	25%
			WB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
I	Harrison St	Main St & Park Pl	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	Meter	18	11	61%	11	61%	8	44%	9	50%	5	28%	3	17%
J	Baldwin St	Main St & Corliss Ave	NB	Meter	11	11	100%	9	82%	13	118%	9	82%	6	55%	0	0%
			SB	Meter	3	3	100%	3	100%	3	100%	3	100%	3	100%	0	0%
K	Baldwin St	Corliss Ave & Faatz Alley	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	Free	4	2	50%	2	50%	2	50%	2	50%	2	50%	1	25%
L	Baldwin St	Faatz Alley & Railroad Track	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	Corliss Ave	Baldwin St & Arch St	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	Meter	15	2	13%	2	13%	4	27%	4	27%	4	27%	3	20%
N	Arch St	Main St & Corliss Ave	NB	Meter	23	11	48%	11	48%	12	52%	14	61%	4	17%	0	0%
			SB	Meter	24	8	33%	9	38%	9	38%	8	33%	5	21%	0	0%
O	Arch St	Corliss Ave & Faatz Alley	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	Meter	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
P	N Broad St	Main St & Corliss Ave	NB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	Meter	14	2	14%	4	29%	0	0%	3	21%	5	36%	5	36%
Q	Corliss Ave	Arch St & N Broad St	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
R	Corliss Ave	N Broad St & Willow St	EB	Free	11	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
S	Corliss Ave	Willow St & Jennison Ave	EB	Free	6	0	0%	0	0%	0	0%	0	0%	1	17%	1	17%
			WB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
T	Corliss Ave	Jennison Ave & Ozalid Rd	EB	Free	15	0	0%	0	0%	0	0%	1	7%	0	0%	0	0%
			WB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Total</b>					<b>221</b>	<b>73</b>	<b>33%</b>	<b>84</b>	<b>38%</b>	<b>85</b>	<b>38%</b>	<b>87</b>	<b>39%</b>	<b>56</b>	<b>25%</b>	<b>29</b>	<b>13%</b>

\* The eastbound curb of Main Street between St Charles Street and Arch Street is a continuous "No Parking" zone.

OSA = Blockface located in Other Sub-Area

**Bold Red = Utilization 90% or higher**

NP = No Parking Zone

**Bold Purple = Utilization greater than capacity**

**Table 14: Healthcare Sub-Area On-Street Weekend Parking Occupancy and Utilization**

ID	Street Name	Cross Streets	POT	Type	Supply	Observed Parking Conditions, Saturday, 4/27											
						7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM	
						Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
A	Main St	Arch St & N Broad St*	EB	Meter	3	0	0%	1	33%	2	67%	0	0%	1	33%	3	100%
			WB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
B	Hudson St	Main St & Park Pl	NB	Meter	21	1	5%	1	5%	0	0%	0	0%	0	0%	0	0%
			SB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
C	Park Pl	Hudson St	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	Meter	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
D	Hudson St	Park Pl & Corliss Ave	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	Meter	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
E	Park Pl	Hudson St & Harrison St	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	Meter	6	2	33%	2	33%	3	50%	3	50%	3	50%	1	17%
F	Park Pl	Harrison St & Corliss Ave	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	Meter	4	3	75%	2	50%	4	100%	3	75%	3	75%	3	75%
G	Corliss Ave	St. Charles St & Hudson St	EB	Meter	5	0	0%	0	0%	1	20%	1	20%	1	20%	0	0%
			WB	Free	10	6	60%	5	50%	4	40%	3	30%	3	30%	5	50%
H	Corliss Ave	Hudson St & Baldwin St	EB	Meter	12	1	8%	1	8%	2	17%	2	17%	1	8%	1	8%
			WB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
I	Harrison St	Main St & Park Pl	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	Meter	18	3	17%	5	28%	8	44%	8	44%	7	39%	7	39%
J	Baldwin St	Main St & Corliss Ave	NB	Meter	11	6	55%	6	55%	8	73%	11	100%	6	55%	5	45%
			SB	Meter	3	3	100%	3	100%	3	100%	3	100%	3	100%	3	100%
K	Baldwin St	Corliss Ave & Faatz Alley	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	Free	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
L	Baldwin St	Faatz Alley & Railroad Track	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	Corliss Ave	Baldwin St & Arch St	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	Meter	15	4	27%	5	33%	7	47%	4	27%	5	33%	5	33%
N	Arch St	Main St & Corliss Ave	NB	Meter	23	0	0%	0	0%	3	13%	0	0%	3	13%	3	13%
			SB	Meter	24	4	17%	4	17%	5	21%	0	0%	3	13%	2	8%
O	Arch St	Corliss Ave & Faatz Alley	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	Meter	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
P	N Broad St	Main St & Corliss Ave	NB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			SB	Meter	14	3	21%	3	21%	4	29%	4	29%	6	43%	6	43%
Q	Corliss Ave	Arch St & N Broad St	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
R	Corliss Ave	N Broad St & Willow St	EB	Free	11	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
S	Corliss Ave	Willow St & Jennison Ave	EB	Free	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
			WB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
T	Corliss Ave	Jennison Ave & Ozalid Rd	EB	Free	15	0	0%	0	0%	0	0%	0	0%	0	0%	1	7%
			WB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Total</b>					<b>221</b>	<b>36</b>	<b>16%</b>	<b>38</b>	<b>17%</b>	<b>54</b>	<b>24%</b>	<b>42</b>	<b>19%</b>	<b>45</b>	<b>20%</b>	<b>45</b>	<b>20%</b>

\* The eastbound curb of Main Street between St Charles Street and Arch Street is a continuous "No Parking" zone.

OSA = Blockface located in Other Sub-Area

**Bold Red = Utilization 90% or higher**

NP = No Parking Zone

**Bold Purple = Utilization greater than capacity**

As **Tables 11** and **12** on the preceding pages show, occupancy of the Healthcare Sub-Area Off-Street Supply peaked at 1,669 vehicles at 1:00 PM on the surveyed weekday and 545 vehicles at 11:00 AM on the surveyed weekend day. Relative to the 2,612 parking spaces making up the Off-Street Supply in this sub-area, in aggregate only 64% of the supply was utilized at the peak hour on a weekday and 21% of the supply was utilized at the peak hour on a weekend.

The tables also illustrate facilities and times when utilization reached or exceeded supply during field observations. It is a commonly-accepted principle within parking research institutions that once an off-street parking facility is filled to 90% or more of its capacity, it is perceived as full by most drivers unless they are very familiar with the facility's use trends and patterns. The occasions highlighted in **bold red** within these tables note occasions when the occupancy within a particular facility exceeded 90% of its capacity, leading infrequent users such as patients, visitors, and customers to see the facility as full, even though there may still be a handful of empty spaces.

In the instances where occupancy and utilization are denoted in **bold purple** text, this means that there were more vehicles parked in a particular facility at a particular time than there were physical spaces. In these instances, some individuals may park in drive aisles, on grass verges, in areas marked as "no parking," in loading zones, etc. thereby 'creating' their own parking space within the facility.

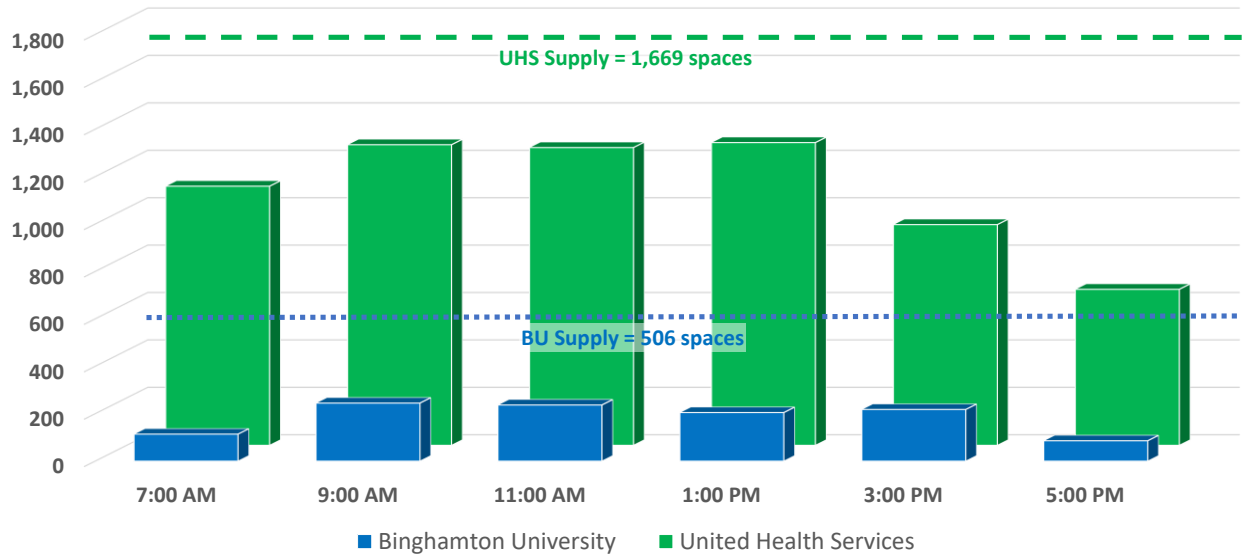
In addition to looking at occupancy and utilization on an aggregate and facility-by-facility basis, DESMAN also assessed the use of parking supply dedicated to the sub-areas two largest users: United Health Services (UHS) and Binghamton University. DESMAN isolated the supply and occupancy in the collective Off-Street parking facilities dedicated to serving each of these institutions as shown in **Figure 4** on the following page. As the figure demonstrates, while some individual Off-Street facilities within the Healthcare Sub-Area may be highly or even overutilized, the total supply allocated to each institution within the Healthcare Sub-Area appears to be more than adequate under observed conditions.

As shown in **Tables 13** and **14** on the prior pages, there were some incidents of individual block faces within the Healthcare Area On-Street Supply parked near to or over capacity as shown in **bold red** and **purple** characters. However, like the Off-Street Supply, aggregate utilization across the On-Street Supply never approached total capacity. At the peak hour (1:00 PM) on a weekday (Thursday, 4/25) just 87 cars parked in 39% of the total On-Street Supply (221 spaces) within the Healthcare Sub-Area. At the peak hour (3:00 PM) on a weekend (Saturday, 4/27) there were just 45 vehicles to fill 20% of the total supply.

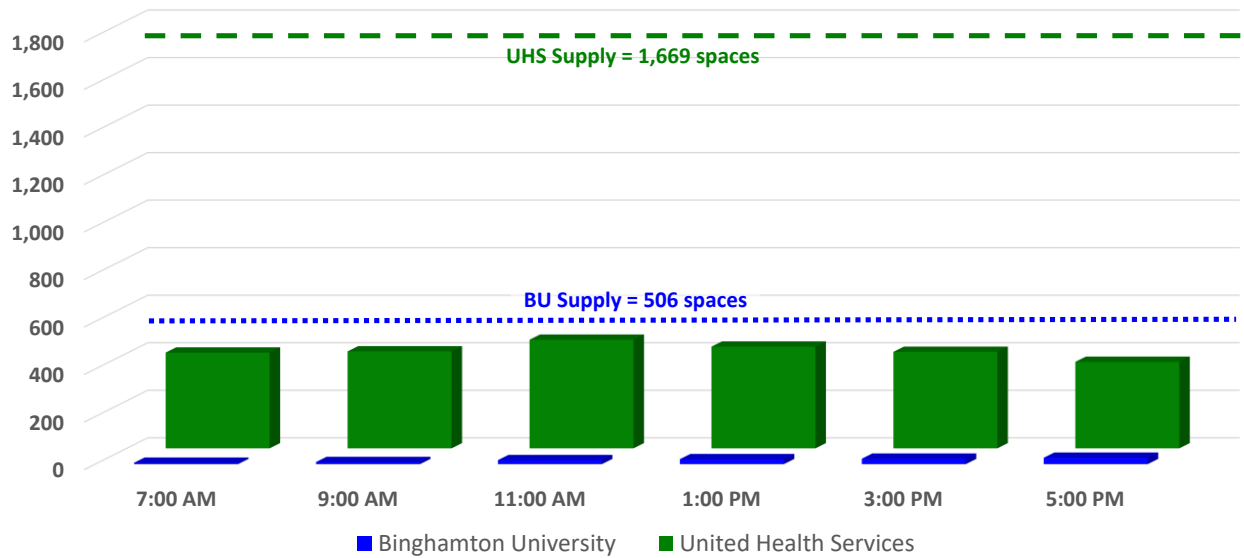
DESMAN also evaluated the relative occupancy and utilization of the Healthcare Sub-Area On-Street Supply by the type of space, comparing the supply with "Free" parking spaces and parking spaces with meters against the recorded occupancy of each. As **Figure 5** on the following page shows, at no time on the surveyed weekday or weekend did the 'free' or metered parking spaces become filled to even half of the respective capacities.

**Figure 4: Observed Parking Occupancy Among Healthcare Sub-Area Institutions**

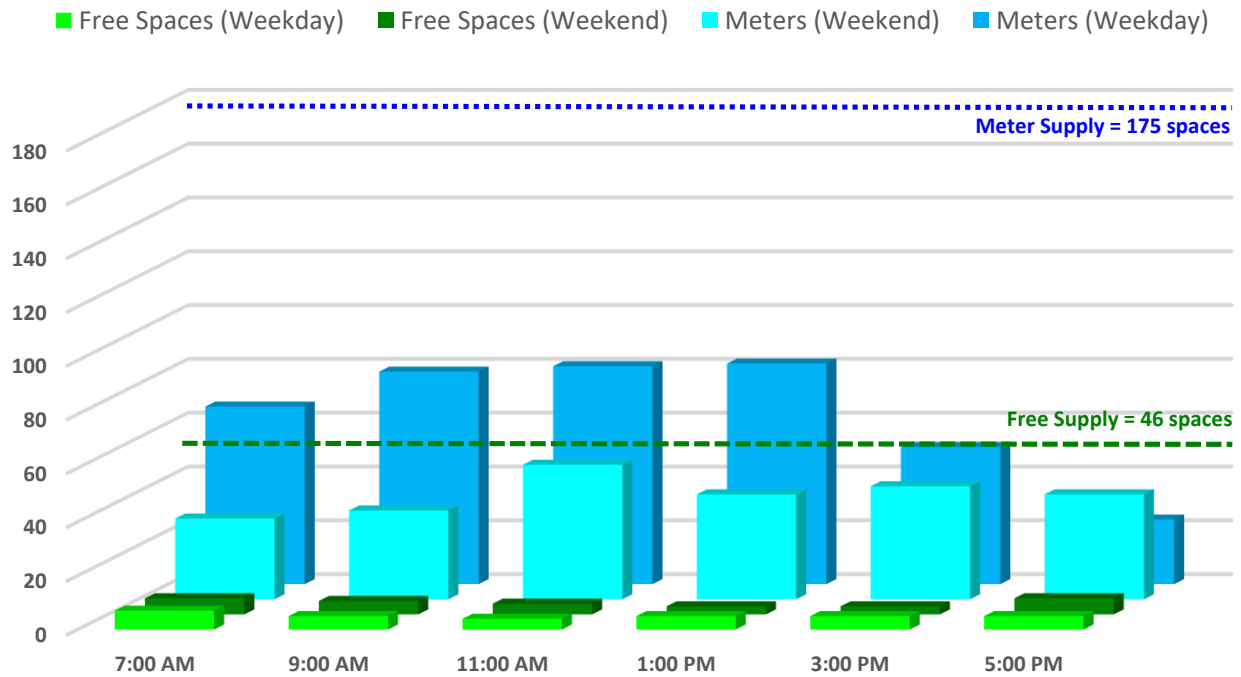
**Weekday (Thursday, 4/25)**



**Weekend (Saturday, 4/27)**



**Figure 5: Healthcare Sub-Area Parking Occupancy for On-Street Meters and “Free” Spaces**



In summary, and as shown in **Table 15**, the highest total occupancy across the sub-area was recorded at 9:00 AM on Thursday, April 25<sup>th</sup>, when 1,762 cars occupied 62% of the 2,833 spaces within the sub-area.

**Table 15: Healthcare Sub-Area Total Parking Occupancy and Utilization**

Type of Parking	Supply	Observed Parking Conditions, Thursday, 4/25											
		7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM	
		Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
Off-Street	2,612	1,356	52%	1,678	64%	1,662	64%	1,669	64%	1,237	47%	810	31%
On-Street	221	73	33%	84	38%	85	38%	87	39%	56	25%	29	13%
<b>TOTAL</b>	<b>2,833</b>	<b>1,429</b>	<b>50%</b>	<b>1,762</b>	<b>62%</b>	<b>1,747</b>	<b>62%</b>	<b>1,756</b>	<b>62%</b>	<b>1,293</b>	<b>46%</b>	<b>839</b>	<b>30%</b>

Type of Parking	Supply	Observed Parking Conditions, Saturday, 4/27											
		7:00 AM		9:00 AM		11:00 AM		1:00 PM		3:00 PM		5:00 PM	
		Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
Off-Street	2,612	489	19%	482	18%	545	21%	512	20%	497	19%	461	18%
On-Street	221	36	16%	38	17%	54	24%	42	19%	45	20%	45	20%
<b>TOTAL</b>	<b>2,833</b>	<b>525</b>	<b>19%</b>	<b>520</b>	<b>18%</b>	<b>599</b>	<b>21%</b>	<b>554</b>	<b>20%</b>	<b>542</b>	<b>19%</b>	<b>506</b>	<b>18%</b>

Downtown Sub-Area Occupancy and Adequacy

Due to mix of land uses within this sub-area, parking occupancy counts were executed every hour between 10:00 AM and 8:00 PM on Thursday, April 25<sup>th</sup> and Saturday, April 27<sup>th</sup>. The results of these exercises are presented as Tables **16**, **17**, **18**, and **19** on the following pages detailing observed conditions for the Off-Street Supply on the survey weekday (Thursday, 4/25) and weekend (Saturday, 4/27) as well observed conditions for the On-Street Supply for the same days.

**Table 16: Downtown Sub-Area Off-Street Weekday Parking Occupancy and Utilization**

ID	Facility Name	Ownership/ Access	Supply	Observed Parking Conditions, Thursday 4/25																					
				10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM	
				Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
15	VJC - Isabelle Lot	Public/Public	58	11	19%	13	22%	15	26%	14	24%	12	21%	13	22%	9	16%	8	14%	2	3%	2	3%		
16	VJC - Municipal Lot	Public/Public	59	4	7%	4	7%	3	5%	4	7%	6	10%	3	5%	2	3%	12	20%	14	24%	13	22%		
17	VJC - Police Department Lot	Public/Private	24	16	67%	18	75%	13	54%	14	58%	15	63%	16	67%	7	29%	3	13%	3	13%	2	8%		
18A	VJC - Justice Lot	Public/Public	27	11	41%	5	19%	5	19%	4	15%	6	22%	4	15%	2	7%	2	7%	2	7%	2	7%		
18B	VJC - Main Street Lot	Public/Public	20	8	40%	10	50%	12	60%	8	40%	8	40%	9	45%	10	50%	4	20%	2	10%	1	5%		
50	VJC - Willow Lot	Public/Public	59	16	27%	19	32%	32	54%	41	69%	34	58%	37	63%	23	39%	18	31%	7	12%	4	7%		
52	Goodwill Theater lot	Private/Private	97	0	0%	0	0%	5	5%	11	11%	23	24%	25	26%	3	3%	3	3%	3	3%	2	2%		
60	14 Lewis Street Lot	Private/Private	22	1	5%	1	5%	1	5%	1	5%	1	5%	1	5%	1	5%	1	5%	1	5%	1	5%		
61	Guthrie JC Senior Care Lot	Private/Private	15	2	13%	1	7%	1	7%	1	7%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
62	Vitali Auto Exchange Lot	Private/Private	50	45	90%	44	88%	44	88%	44	88%	45	90%	45	90%	46	92%	46	92%	43	86%	45	90%		
63	215 Main Street Lot	Private/Private	45	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
64	190 Main St (Dental) Lot	Private/Private	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
65	M&T Bank Lot	Private/Private	58	8	14%	7	12%	9	16%	7	12%	8	14%	6	10%	5	9%	1	2%	1	2%	0	0%		
66	2 Jennison Ave Lot	Private/Private	58	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
67	JF Rice Funeral Home Lot	Private/Private	60	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
68	Old Mary Myers Salon Lot	Private/Private	31	2	6%	2	6%	2	6%	1	3%	3	10%	2	6%	1	3%	0	0%	0	0%	0	0%		
69	St. James Church Lot	Private/Private	69	3	4%	3	4%	4	6%	4	6%	4	6%	3	4%	4	6%	4	6%	2	3%	0	0%		
70	Knights of Columbus Lot	Private/Private	42	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
71	Victory Lofts Southwest Lot	Private/Private	73	11	15%	10	14%	9	12%	9	12%	10	14%	10	14%	12	16%	16	22%	20	27%	22	30%		
72	Dollar General	Private/Private	24	7	29%	9	38%	5	21%	7	29%	4	17%	5	21%	5	21%	4	17%	4	17%	4	17%		
73	Millers Body Shop	Private/Private	13	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
74	Victory Lofts Southeast Lot	Private/Private	30	7	23%	7	23%	7	23%	7	23%	8	27%	6	20%	4	13%	6	20%	7	23%	11	37%		
75	39 Laurel Street Lot	Private/Private	31	0	0%	2	6%	1	3%	1	3%	1	3%	1	3%	1	3%	1	3%	1	3%	3	10%		
76	NY Telephone Company Lot	Private/Private	12	1	8%	2	17%	3	25%	3	25%	2	17%	2	17%	1	8%	1	8%	1	8%	1	8%		
77	St. James Rectory Lot	Private/Private	18	8	44%	9	50%	9	50%	8	44%	8	44%	7	39%	3	17%	1	6%	1	6%	1	6%		
78	St. James School Lot	Private/Private	42	6	14%	6	14%	5	12%	6	14%	4	10%	3	7%	2	5%	3	7%	0	0%	1	2%		
88	Binghamton Realtor's Lot	Private/Private	18	4	22%	3	17%	1	6%	1	6%	2	11%	2	11%	1	6%	0	0%	0	0%	0	0%		
<b>Total</b>			<b>1,059</b>	<b>171</b>	<b>16%</b>	<b>175</b>	<b>17%</b>	<b>186</b>	<b>18%</b>	<b>196</b>	<b>19%</b>	<b>204</b>	<b>19%</b>	<b>199</b>	<b>19%</b>	<b>146</b>	<b>14%</b>	<b>125</b>	<b>12%</b>	<b>118</b>	<b>11%</b>	<b>116</b>	<b>11%</b>		

**Bold Red = Utilization 90% or higher**

**Bold Purple = Utilization greater than capacity**

**Table 17: Downtown Sub-Area Off-Street Weekend Parking Occupancy and Utilization**

ID	Facility Name	Ownership/ Access	Supply	Observed Parking Conditions, Saturday, 4/27																					
				10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM	
				Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
15	VJC - Isabelle Lot	Public/Public	58	9	16%	14	24%	10	17%	12	21%	12	21%	13	22%	5	9%	3	5%	3	5%	1	2%	1	2%
16	VJC - Municipal Lot	Public/Public	59	11	19%	11	19%	8	14%	7	12%	7	12%	10	17%	7	12%	2	3%	2	3%	3	5%	3	5%
17	VJC - Police Department Lot	Public/Private	24	4	17%	4	17%	5	21%	4	17%	4	17%	4	17%	3	13%	3	13%	3	13%	4	17%	2	8%
18A	VJC - Justice Lot	Public/Public	27	1	4%	2	7%	4	15%	2	7%	2	7%	3	11%	2	7%	1	4%	1	4%	3	11%	3	11%
18B	VJC - Main Street Lot	Public/Public	20	2	10%	3	15%	3	15%	1	5%	0	0%	5	25%	4	20%	4	20%	3	15%	4	20%	4	20%
50	VJC - Willow Lot	Public/Public	59	39	66%	52	88%	24	41%	27	46%	<b>55</b>	<b>93%</b>	36	61%	28	47%	<b>55</b>	<b>93%</b>	18	31%	6	10%	4	7%
52	Goodwill Theater lot	Private/Private	97	1	1%	3	3%	0	0%	0	0%	3	3%	1	1%	2	2%	8	8%	0	0%	2	2%	0	0%
60	14 Lewis Street Lot	Private/Private	22	1	5%	1	5%	1	5%	1	5%	0	0%	1	5%	1	5%	0	0%	1	5%	1	5%	1	5%
61	Guthrie JC Senior Care Lot	Private/Private	15	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
62	Vitali Auto Exchange Lot	Private/Private	50	<b>46</b>	<b>92%</b>	<b>46</b>	<b>92%</b>	<b>48</b>	<b>96%</b>	<b>45</b>	<b>90%</b>	<b>45</b>	<b>90%</b>	<b>45</b>	<b>90%</b>	<b>45</b>	<b>90%</b>	<b>45</b>	<b>90%</b>	<b>45</b>	<b>90%</b>	<b>45</b>	<b>90%</b>	<b>45</b>	<b>90%</b>
63	215 Main Street Lot	Private/Private	45	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
64	190 Main St (Dental) Lot	Private/Private	4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
65	M&T Bank Lot	Private/Private	58	0	0%	0	0%	0	0%	0	0%	0	0%	1	2%	0	0%	0	0%	0	0%	0	0%	0	0%
66	2 Jennison Ave Lot	Private/Private	58	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
67	JF Rice Funeral Home Lot	Private/Private	60	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	2%	0	0%	0	0%
68	Old Mary Myers Salon Lot	Private/Private	31	0	0%	1	3%	1	3%	0	0%	0	0%	0	0%	2	6%	0	0%	2	6%	0	0%	0	0%
69	St. James Church Lot	Private/Private	69	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	16	23%	8	12%	17	25%	0	0%	0	0%
70	Knights of Columbus Lot	Private/Private	42	0	0%	1	2%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
71	Victory Lofts Southwest Lot	Private/Private	73	20	27%	19	26%	16	22%	11	15%	12	16%	12	16%	12	16%	11	15%	15	21%	12	16%	7	10%
72	Dollar General	Private/Private	24	2	8%	5	21%	5	21%	5	21%	4	17%	4	17%	5	21%	2	8%	6	25%	2	8%	1	4%
73	Millers Body Shop	Private/Private	13	0	0%	1	8%	0	0%	0	0%	0	0%	1	8%	0	0%	0	0%	0	0%	0	0%	0	0%
74	Victory Lofts Southeast Lot	Private/Private	30	9	30%	9	30%	8	27%	12	40%	12	40%	12	40%	15	50%	12	40%	12	40%	13	43%	13	43%
75	39 Laurel Street Lot	Private/Private	31	4	13%	3	10%	2	6%	2	6%	2	6%	2	6%	3	10%	3	10%	3	10%	2	6%	1	3%
76	NY Telephone Company Lot	Private/Private	12	1	8%	1	8%	1	8%	1	8%	1	8%	1	8%	1	8%	1	8%	1	8%	1	8%	1	8%
77	St. James Rectory Lot	Private/Private	18	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	6%	0	0%	0	0%	0	0%	0	0%
78	St. James School Lot	Private/Private	42	0	0%	1	2%	1	2%	0	0%	0	0%	1	2%	42	100%	7	17%	4	10%	2	5%	1	2%
88	Binghamton Realtor's Lot	Private/Private	18	0	0%	0	0%	1	6%	1	6%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Total</b>			<b>1,059</b>	<b>150</b>	<b>14%</b>	<b>177</b>	<b>17%</b>	<b>138</b>	<b>13%</b>	<b>131</b>	<b>12%</b>	<b>159</b>	<b>15%</b>	<b>152</b>	<b>14%</b>	<b>194</b>	<b>18%</b>	<b>165</b>	<b>16%</b>	<b>137</b>	<b>13%</b>	<b>101</b>	<b>10%</b>	<b>86</b>	<b>8%</b>

**Bold Red = Utilization 90% or higher**

**Bold Purple = Utilization greater than capacity**

**Table 18: Downtown Sub-Area On-Street Weekday Parking Occupancy and Utilization**

ID	Street Name	Cross Street	POT	Type	Supply	Observed Parking Conditions, Thursday 4/25																					
						10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM	
						Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
A	Arch St	Main St & Railroad track	NB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			SB OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
B	N Broad St	Main St & Railroad track	SB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			NB Free	12	2	17%	2	17%	2	17%	2	17%	3	25%	2	17%	3	25%	3	25%	3	25%	2	17%	2	17%	
C	Avenue D	Main St & Dead End	SB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			NB Meter	5	2	40%	2	40%	1	20%	3	60%	2	40%	2	40%	2	40%	1	20%	1	20%	2	40%	2	40%	
D	Avenue C	Main St & Helen Dr	SB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			NB Meter	3	2	67%	2	67%	2	67%	1	33%	3	100%	3	100%	3	100%	3	100%	2	67%	2	67%	1	33%	
E	Avenue B	Main St & Helen Dr	SB Meter	4	2	50%	1	25%	1	25%	1	25%	1	25%	1	25%	1	25%	0	0%	2	50%	3	75%	1	25%	
			NB Meter	6	2	33%	2	33%	2	33%	2	33%	3	50%	1	17%	2	33%	2	33%	0	0%	0	0%	0	0%	
F	Avenue A	Main St & Helen Dr	SB Meter	10	2	20%	1	10%	2	20%	2	20%	1	10%	2	20%	1	10%	1	10%	1	10%	1	10%	0	0%	
			NB Meter	7	3	43%	1	14%	2	29%	2	29%	1	14%	1	14%	1	14%	1	14%	1	14%	2	29%	2	29%	
G	Lester Ave	Main St & Rail Line	NB OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			SB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
H	Main St	Arch St & N Broad St	EB OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			WB Meter	3	1	33%	2	67%	2	67%	1	33%	3	100%	3	100%	3	100%	1	33%	2	67%	0	0%	0	0%	
I	Main St	N Broad St & Avenue C	EB Meter	10	4	40%	3	30%	1	10%	5	50%	8	80%	0	0%	1	10%	0	0%	2	20%	4	40%	3	30%	
			WB Meter	9	5	56%	5	56%	5	56%	5	56%	6	67%	4	44%	5	56%	3	33%	5	56%	7	78%	5	56%	
J	Main St	Avenue C & Avenue B	EB Meter	7	2	29%	5	71%	1	14%	2	29%	0	0%	2	29%	1	14%	3	43%	2	29%	2	29%	1	14%	
			WB Meter	10	0	0%	5	50%	8	80%	6	60%	5	50%	5	50%	4	40%	3	30%	6	60%	4	40%	4	40%	
K	Main St	Avenue B & Avenue A	EB Meter	4	0	0%	1	25%	0	0%	1	25%	2	50%	0	0%	1	25%	0	0%	0	0%	0	0%	0	0%	
			WB Meter	6	1	17%	2	33%	3	50%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
L	Main St	Avenue A & Lester Ave	EB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			WB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
M	Helen Dr	Avenue B & Lester Ave	EB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			WB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
N	Laurel St	Avenue A & Lester Ave	EB Free	12	3	25%	1	8%	1	8%	0	0%	0	0%	1	8%	2	17%	3	25%	1	8%	1	8%			
			WB Free	6	3	50%	2	33%	3	50%	2	33%	3	50%	2	33%	2	33%	2	33%	1	17%	2	33%	2	33%	
P	N Broad St	Main St & Corliss Ave	SB OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			NB Meter	12	2	17%	2	17%	2	17%	2	17%	3	25%	2	17%	3	25%	3	25%	3	25%	2	17%	2	17%	
Q	Willow St	Main St & Corliss Ave	SB Meter	6	0	0%	2	33%	1	17%	1	17%	0	0%	1	17%	1	17%	3	50%	3	50%	1	17%			
			NB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
R	Jennison Ave	Main St & Corliss Ave	SB Meter	3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			NB Meter	7	0	0%	0	0%	1	14%	2	29%	0	0%	0	0%	1	14%	0	0%	0	0%	0	0%	0	0%	
S	Ozalid Rd	Corliss Ave & Main St	SB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			NB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
T	Park St	Main St & Dead End	SB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			NB Free	11	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	
U	Lewis St	Willow St & Jennison Ave	EB Free	25	0	0%	0	0%	0	0%	0	0%	0	0%	1	4%	2	8%	3	12%	4	16%	5	20%			
			WB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
V	Corliss Ave	N Broad St & Willow St	EB OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			WB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
W	Corliss Ave	Willow St & Jennison Ave	EB OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			WB Free	10	2	20%	6	60%	5	50%	2	20%	1	10%	1	10%	0	0%	0	0%	0	0%	0	0%	0	0%	
X	Corliss Ave	Jennison Ave & Ozalid Rd	EB OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%			
			WB NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
<b>Total</b>					<b>188</b>	<b>40</b>	<b>21%</b>	<b>49</b>	<b>26%</b>	<b>47</b>	<b>25%</b>	<b>44</b>	<b>23%</b>	<b>47</b>	<b>25%</b>	<b>36</b>	<b>19%</b>	<b>41</b>	<b>22%</b>	<b>37</b>	<b>20%</b>	<b>41</b>	<b>22%</b>	<b>42</b>	<b>22%</b>		

OSA = Blockface located in Other Sub-Area

NP = No Parking Zone

Bold Red = Utilization 90% or higher

**Table 19: Downtown Sub-Area Off-Street Weekend Parking Occupancy and Utilization**

ID	Street Name	Cross Street	POT	Type	Supply	Observed Parking Conditions, Saturday, 4/27																					
						10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM	
						Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
A	Arch St	Main St & Railroad track	NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			SB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
B	N Broad St	Main St & Railroad track	SB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			NB	Free	12	2	17%	3	25%	3	25%	5	42%	7	58%	7	58%	5	42%	3	25%	2	17%	2	17%	1	8%
C	Avenue D	Main St & Dead End	SB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			NB	Meter	5	1	20%	2	40%	3	60%	4	80%	4	80%	4	80%	4	80%	4	80%	1	20%	1	20%	1	20%
D	Avenue C	Main St & Helen Dr	SB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			NB	Meter	3	1	33%	2	67%	2	67%	2	67%	3	100%	3	100%	3	100%	3	100%	3	100%	2	67%	1	33%
E	Avenue B	Main St & Helen Dr	SB	Meter	4	0	0%	1	25%	1	25%	2	50%	3	75%	3	75%	3	75%	3	75%	3	75%	3	75%	1	25%
			NB	Meter	6	0	0%	1	17%	1	17%	2	33%	2	33%	2	33%	1	17%	2	33%	1	17%	2	33%	0	0%
F	Avenue A	Main St & Helen Dr	SB	Meter	10	1	10%	3	30%	3	30%	2	20%	2	20%	2	20%	3	30%	3	30%	3	30%	2	20%	2	20%
			NB	Meter	7	0	0%	2	29%	5	71%	1	14%	0	0%	2	29%	2	29%	2	29%	2	29%	0	0%	0	0%
G	Lester Ave	Main St & Rail Line	NB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			WB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
H	Main St	Arch St & N Broad St	EB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			WB	Meter	3	1	33%	3	100%	3	100%	2	67%	3	100%	3	100%	3	100%	2	67%	0	0%	2	67%	2	67%
I	Main St	N Broad St & Avenue C	EB	Meter	10	1	10%	1	10%	1	10%	0	0%	6	60%	6	60%	2	20%	2	20%	3	30%	0	0%	0	0%
			WB	Meter	9	2	22%	4	44%	7	78%	8	89%	9	100%	9	100%	6	67%	6	67%	7	78%	5	56%	2	22%
J	Main St	Avenue C & Avenue B	EB	Meter	7	2	29%	4	57%	4	57%	2	29%	2	29%	3	43%	2	29%	1	14%	0	0%	1	14%	1	14%
			WB	Meter	10	2	20%	7	70%	8	80%	3	30%	2	20%	2	20%	4	40%	3	30%	3	30%	7	70%	3	30%
K	Main St	Avenue B & Avenue A	EB	Meter	4	0	0%	0	0%	0	0%	1	25%	1	25%	1	25%	1	25%	0	0%	0	0%	0	0%	0	0%
			WB	Meter	6	0	0%	0	0%	1	17%	1	17%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
L	Main St	Avenue A & Lester Ave	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			WB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
M	Helen Dr	Avenue B & Lester Ave	EB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			WB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
N	Laurel St	Avenue A & Lester Ave	EB	Free	12	0	0%	2	17%	2	17%	0	0%	0	0%	1	8%	2	17%	0	0%	0	0%	0	0%		
			WB	Free	6	2	33%	3	50%	3	50%	3	50%	3	50%	3	50%	3	50%	2	33%	2	33%	3	50%	3	50%
P	N Broad St	Main St & Corliss Ave	SB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			NB	Meter	12	2	17%	3	25%	3	25%	5	42%	7	58%	7	58%	5	42%	3	25%	2	17%	2	17%	1	8%
Q	Willow St	Main St & Corliss Ave	SB	Meter	6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	2	33%	2	33%	1	17%		
			NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
R	Jennison Ave	Main St & Corliss Ave	SB	Meter	3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			NB	Meter	7	1	14%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
S	Ozalid Rd	Corliss Ave & Main St	SB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			NB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
T	Park St	Main St & Dead End	SB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			NB	Free	11	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%	2	18%
U	Lewis St	Willow St & Jennison Ave	EB	Free	25	0	0%	1	4%	2	8%	2	8%	4	16%	5	20%	7	28%	7	28%	6	24%	5	20%	4	16%
			WB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
V	Corliss Ave	N Broad St & Willow St	EB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			WB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
W	Corliss Ave	Willow St & Jennison Ave	EB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			WB	Free	10	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
X	Corliss Ave	Jennison Ave & Ozalid Rd	EB	OSA	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%		
			WB	NP	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Total</b>					<b>188</b>	<b>20</b>	<b>11%</b>	<b>44</b>	<b>23%</b>	<b>54</b>	<b>29%</b>	<b>47</b>	<b>25%</b>	<b>60</b>	<b>32%</b>	<b>65</b>	<b>35%</b>	<b>58</b>	<b>31%</b>	<b>48</b>	<b>26%</b>	<b>42</b>	<b>22%</b>	<b>42</b>	<b>22%</b>	<b>25</b>	<b>13%</b>

OSA = Blockface located in Other Sub-Area

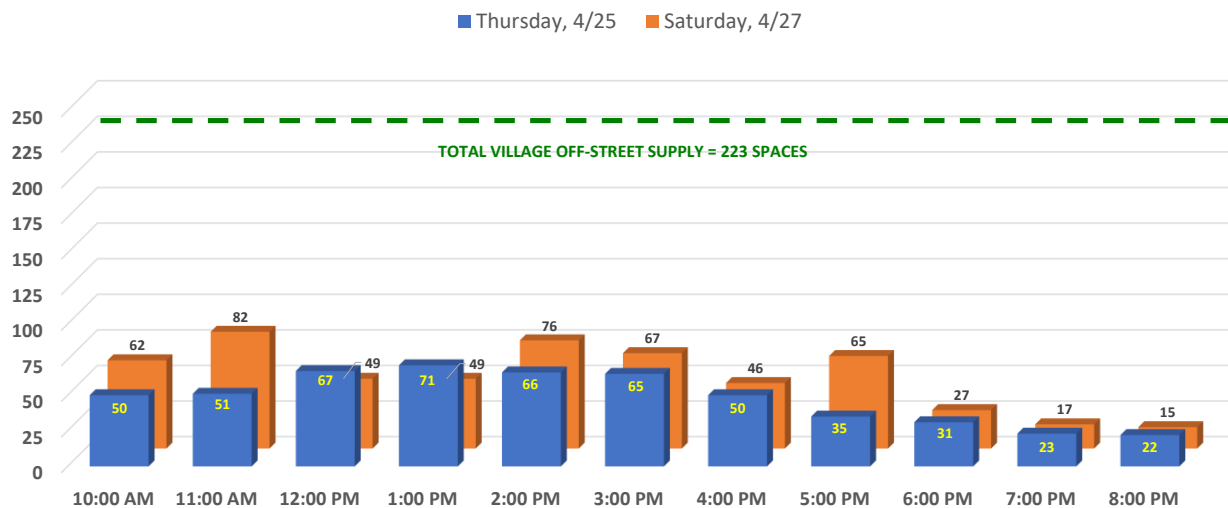
NP = No Parking Zone

Bold Red = Utilization 90% or higher

As **Tables 16** and **17** on the preceding pages show, occupancy of the Downtown Sub-Area Off-Street Supply peaked at 204 vehicles at 2:00 PM on the surveyed weekday and 194 vehicles at 4:00 PM on the surveyed weekend day. Relative to the 1,059 parking spaces making up the Off-Street Supply in this sub-area, this meant that in aggregate only 19% of the off-street supply was utilized at the peak hour on a weekday and 18% of the off-street supply was utilized at the peak hour on a weekend. DESMAN noted only one Off-Street facility which experienced utilization above 90% on a weekday and two on the weekend. No facility appeared to be parked over its capacity at any time.

Within the Downtown Sub-Area are located the Village’s primary public parking lots<sup>2</sup>, which make up the bulk of the Public/Public Off-Street Supply across the entire study area. DESMAN evaluated the utilization of these five lots as a collective, containing a total of 223 spaces as shown in **Figure 6**. While the Willow Street lot did experience a high degree of utilization during weekend afternoon observations (see **Table 17**), each facility has a significant portion of its capacity available during field observations.

**Figure 6: Downtown Sub-Area Village Parking Lots Occupancy Observations**



As shown in **Tables 18** and **19** on the prior pages, there were some isolated incidents of individual block faces within the Downtown Area On-Street Supply parked near to or over capacity as shown in bold red characters. However, like the Off-Street Supply, aggregate utilization across the On-Street Supply never approached total capacity. At the peak hour (12:00 PM) on a weekday (Thursday, 4/25) just 47 cars parked in 23% of the total On-Street Supply (188 spaces) within the Downtown Sub-Area. At the peak hour (3:00 PM) on a weekend (Saturday, 4/27) there were just 65 vehicles to fill 35% of the total supply.

In summary, and as shown in **Table 20** on the next page, the highest total occupancy across the sub-area was recorded at 2:00 PM on Thursday, April 25<sup>th</sup>, when 251 cars occupied 20% of the 1,247 spaces within the sub-area.

<sup>2</sup> The 58-space Isabelle Lot, the 59-space Municipal Lot, the 27-space Justice Lot, the 20-space Main Street Lot, and the 59-space Willow Lot.

**Table 20: Downtown Sub-Area Total Parking Occupancy and Utilization**

		Observed Parking Conditions, Thursday 4/25																					
Type of Parking	Supply	10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM	
		Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
Off-Street	1,059	171	16%	175	17%	186	18%	196	19%	204	19%	199	19%	146	14%	125	12%	118	11%	116	11%	105	10%
On-Street	188	40	21%	49	26%	47	25%	44	23%	47	25%	36	19%	41	22%	37	20%	41	22%	42	22%	32	17%
<b>TOTAL</b>	<b>1,247</b>	<b>211</b>	<b>17%</b>	<b>224</b>	<b>18%</b>	<b>233</b>	<b>19%</b>	<b>240</b>	<b>19%</b>	<b>251</b>	<b>20%</b>	<b>235</b>	<b>19%</b>	<b>187</b>	<b>15%</b>	<b>162</b>	<b>13%</b>	<b>159</b>	<b>13%</b>	<b>158</b>	<b>13%</b>	<b>137</b>	<b>11%</b>

		Observed Parking Conditions, Saturday, 4/27																					
Type of Parking	Supply	10:00 AM		11:00 AM		12:00 PM		1:00 PM		2:00 PM		3:00 PM		4:00 PM		5:00 PM		6:00 PM		7:00 PM		8:00 PM	
		Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util	Occ	Util
Off-Street	1,059	150	14%	177	17%	138	13%	131	12%	159	15%	152	14%	194	18%	165	16%	137	13%	101	10%	86	8%
On-Street	188	20	11%	44	23%	54	29%	47	25%	60	32%	65	35%	58	31%	48	26%	42	22%	42	22%	25	13%
<b>TOTAL</b>	<b>1,247</b>	<b>170</b>	<b>14%</b>	<b>221</b>	<b>18%</b>	<b>192</b>	<b>15%</b>	<b>178</b>	<b>14%</b>	<b>219</b>	<b>18%</b>	<b>217</b>	<b>17%</b>	<b>252</b>	<b>20%</b>	<b>213</b>	<b>17%</b>	<b>179</b>	<b>14%</b>	<b>143</b>	<b>11%</b>	<b>111</b>	<b>9%</b>

### Length of Stay and Turnover Observations

In addition to occupancy counts, DESMAN also performed license plate inventories across the Downtown Sub-Area for all on- and off-street parking facilities. Within these inventories, DESMAN recorded the license plate of each vehicle parked in each on- and off-street parking spaces within the sub-area at the top of each hour. This data was then analyzed to provide DESMAN with an understanding for how long parkers typically stayed during the survey days, how often parking spaces turned over, and an estimate of how many drivers exceeded posted maximum time limits, if any.

Detailed accounting of this work is included in the tables on the following pages. Major conclusions from this work include the following:

- I. On the surveyed weekday (Thursday, 4/25), a total of 506 vehicles parked in the 1,059 off-street parking spaces in the Downtown Sub-Area, creating an average turnover rate of 0.48 vehicles per space. These 506 vehicles parked for a total of 1,735 hours, rendering an average length of stay of 3.43 hours per parked vehicle on the survey day.
- II. On the surveyed weekday, a total of 246 vehicles parked in the 247 off-street parking spaces in the Village's six public parking lots within the Downtown Sub-Area, creating an average turnover rate of ~ 1.00 vehicles per space. These 246 vehicles parked for a total of 640 hours, rendering an average length of stay of 2.60 hours per parked vehicle on the survey day.
  - a. The 59-space Willow Lot had 103 vehicles parked in it during the course of the day for a total of 235 hours, creating a turnover rate of 1.75 vehicles per space and typical length of stay of 2.28 hours per vehicle.
- III. On the surveyed weekend day (Saturday, 4/27), a total of 591 vehicles parked in the 1,059 off-street parking spaces in the Downtown Sub-Area, creating an average turnover rate of 0.56 vehicles per space. These 591 vehicles parked for a total of 1,588 hours, rendering an average length of stay of 2.69 hours per parked vehicle on the survey day.
- IV. On the surveyed weekend day, a total of 296 vehicles parked in the 247 off-street parking spaces in the Village's six public parking lots within the Downtown Sub-Area, creating an average turnover rate of ~ 1.20 vehicles per space. These 296 vehicles parked for a total of 595 hours, rendering an average length of stay of 2.00 hours per parked vehicle on the survey day.
  - a. The 59-space Willow Lot had 180 vehicles parked in it during the course of the day for a total of 344 hours, creating a turnover rate of 3.05 vehicles per space and typical length of stay of 1.91 hours per vehicle.
- V. On the surveyed weekday (Thursday, 4/25), a total of 218 vehicles parked in the 156 on-street parking spaces in the Downtown Sub-Area, creating an average turnover rate of 1.40 vehicles per space. These 218 vehicles parked for a total of 404 hours, rendering an average length of stay of 1.85 hours per parked vehicle on the survey day.
  - a. Roughly 4% of all observed on-street drivers (8 out of 218) parked in excess of six hours.
  - b. Main Street between Arch Street and Avenue A contains 52 metered parking spaces that parked a total of 145 vehicles on the survey day for 195 hours for a typical turnover rate of 2.79 vehicles per space and an average length of stay 1.34 hours per vehicle.

- c. There are 102 metered parking spaces across the sub-area which supported 178 parked vehicles during the course of the survey day staying for a total of 316 hours, resulting in an average turnover rate of 1.75 vehicles per space and an average length of stay of 1.78 hours per driver. Only 4% of all surveyed drivers stayed for 6 hours or more in these spaces.
  - d. There are 54 'free' parking spaces across the sub-area which supported 40 parked vehicles during the course of the survey day staying for a total of 88 hours, resulting in an average turnover rate of 0.74 vehicles per space and an average length of stay of 2.20 hours per parker. Only 3% of all surveyed drivers stayed for 6 hours or more in these spaces.
- VI. On the surveyed weekend day (Saturday, 4/27), a total of 128 vehicles parked in the 156 on-street parking spaces in the Downtown Sub-Area, creating an average turnover rate of 0.82 vehicles per space. These 128 vehicles parked for a total of 427 hours, rendering an average length of stay of 3.34 hours per parked vehicle on the survey day.
- a. Roughly 13% of all observed on-street parkers (17 out of 156) parked in excess of six hours.
  - b. Main Street between Arch Street and Avenue A contains 52 metered parking spaces that parked a total of 74 vehicles on the survey day for 199 hours for a typical turnover rate of 1.42 vehicles per space and an average length of stay 2.69 hours per vehicle.
  - c. There are 102 metered parking spaces across the sub-area which supported 111 parked vehicles during the course of the survey day staying for a total of 347 hours, resulting in an average turnover rate of 1.09 vehicles per space and an average length of stay of 3.13 hours per driver. 11% of all surveyed drivers stayed for 6 hours or more in these spaces.
  - d. There are 54 'free' parking spaces across the sub-area which supported 17 parked vehicles during the course of the survey day staying for a total of 80 hours, resulting in an average turnover rate of 0.31 vehicles per space and an average length of stay of 4.71 hours per driver. 29% of all surveyed drivers stayed for 6 hours or more in these spaces.

**Table 21: Weekday (Thursday, 4/25) Length of Stay and Turnover Observations Across Off-Street Parking Facilities in the Downtown Sub-Area**

ID	Facility Name	Ownership/ Access	Supply	Thursday, 4/25											Total Cars/ Day	Avg Turn- over	Total Hours Parked	Average Length of Stay (Hrs)
				Observed Length of Stay														
				1-Hr	2-Hr	3-Hr	4-Hr	5-Hr	6-Hr	7-Hr	8-Hr	9-Hr	10-Hr	11-Hr				
15	VJC - Isabelle Lot	Public/Public	58	15	5	3	2	3	1	1	4	1	-	-	35	0.60	111	3.17
16	VJC - Municipal Lot	Public/Public	59	10	5	9	1	1	-	-	-	-	-	1	27	0.46	67	2.48
17	VJC - Police Department Lot	Public/Private	24	17	7	7	2	1	6	-	1	-	-	-	41	1.71	109	2.66
18A	VJC - Justice Lot	Public/Public	27	15	3	1	1	-	1	-	-	-	-	1	22	0.81	45	2.05
18B	VJC - Main Street Lot	Public/Public	20	4	2	5	1	-	1	3	1	-	-	1	18	0.90	73	4.06
50	VJC - Willow Lot	Public/Public	59	26	45	16	11	4	-	1	-	-	-	-	103	1.75	235	2.28
52	Goodwill Theater lot	Private/Private	97	19	24	3	-	-	-	-	-	-	-	-	46	0.47	76	1.65
60	14 Lewis Street Lot	Private/Private	22	1	1	1	1	-	-	-	-	-	-	-	4	0.18	10	2.50
61	Guthrie JC Senior Care Lot	Private/Private	15	2	-	1	-	-	-	-	-	-	-	-	3	0.20	5	1.67
62	Vitali Auto Exchange Lot	Private/Private	50	3	2	-	-	1	1	1	2	-	-	41	51	1.02	492	9.65
63	215 Main Street Lot	Private/Private	45	-	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00
64	190 Main St (Dental) Lot	Private/Private	4	-	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00
65	M&T Bank Lot	Private/Private	58	16	-	1	-	1	-	4	-	-	-	-	22	0.38	52	2.36
66	2 Jennison Ave Lot	Private/Private	58	-	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00
67	JF Rice Funeral Home Lot	Private/Private	60	-	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00
68	Old Mary Myers Salon Lot	Private/Private	31	2	2	1	1	-	-	-	-	-	-	-	6	0.19	13	2.17
69	St. James Church Lot	Private/Private	69	3	-	1	-	-	-	1	-	2	-	-	7	0.10	31	4.43
70	Knights of Columbus Lot	Private/Private	42	-	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00
71	Victory Lofts Southwest Lot	Private/Private	73	2	5	8	6	1	1	-	-	-	3	4	30	0.41	145	4.83
72	Dollar General	Private/Private	24	16	7	-	1	1	2	1	-	-	-	-	28	1.17	58	2.07
73	Millers Body Shop	Private/Private	13	-	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00
74	Victory Lofts Southeast Lot	Private/Private	30	4	6	1	3	1	2	-	-	-	-	3	20	0.67	81	4.05
75	39 Laurel Street Lot	Private/Private	31	3	1	1	-	-	1	-	-	-	-	-	6	0.19	14	2.33
76	NY Telephone Company Lot	Private/Private	12	-	-	1	1	-	-	-	-	-	-	1	3	0.25	18	6.00
77	St. James Rectory Lot	Private/Private	18	-	3	4	-	-	5	1	-	-	-	-	13	0.72	55	4.23
78	St. James School Lot	Private/Private	42	8	5	-	2	1	1	-	-	-	-	-	17	0.40	37	2.18
88	Binghamton Realtor's Lot	Private/Private	18	1	2	1	-	-	-	-	-	-	-	-	4	0.22	8	2.00
<b>Total</b>			<b>1,059</b>	<b>167</b>	<b>125</b>	<b>65</b>	<b>33</b>	<b>15</b>	<b>22</b>	<b>13</b>	<b>8</b>	<b>3</b>	<b>3</b>	<b>52</b>	<b>506</b>	<b>0.48</b>	<b>1,735</b>	<b>3.43</b>

**Table 22: Weekend (Saturday, 4/27) Length of Stay and Turnover Observations Across Off-Street Parking Facilities in the Downtown Sub-Area**

ID	Facility Name	Ownership/ Access	Supply	Saturday, 4/27											Total Cars/ Day	Avg Turn- over	Total Hours Parked	Average Length of Stay (Hrs)
				Observed Length of Stay														
				1-Hr	2-Hr	3-Hr	4-Hr	5-Hr	6-Hr	7-Hr	8-Hr	9-Hr	10-Hr	11-Hr				
15	VJC - Isabelle Lot	Public/Public	58	13	14	5	3	3	-	-	-	-	-	-	38	0.66	83	2.18
16	VJC - Municipal Lot	Public/Public	59	13	15	1	5	1	-	-	-	-	-	35	0.59	71	2.03	
17	VJC - Police Department Lot	Public/Private	24	3	10	3	2	-	-	-	-	-	-	18	0.75	40	2.22	
18A	VJC - Justice Lot	Public/Public	27	4	3	3	-	1	-	-	-	-	-	11	0.41	24	2.18	
18B	VJC - Main Street Lot	Public/Public	20	4	4	3	3	-	-	-	-	-	-	14	0.70	33	2.36	
50	VJC - Willow Lot	Public/Public	59	72	62	36	10	-	-	-	-	-	-	180	3.05	344	1.91	
52	Goodwill Theater lot	Private/Private	97	16	2	-	-	-	-	-	-	-	-	18	0.19	20	1.11	
60	14 Lewis Street Lot	Private/Private	22	2	2	1	-	-	-	-	-	-	-	5	0.23	9	1.80	
61	Guthrie JC Senior Care Lot	Private/Private	15	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00	
62	Vitali Auto Exchange Lot	Private/Private	50	5	-	-	-	-	-	-	-	-	45	50	1.00	500	10.00	
63	215 Main Street Lot	Private/Private	45	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00	
64	190 Main St (Dental) Lot	Private/Private	4	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00	
65	M&T Bank Lot	Private/Private	58	1	-	-	-	-	-	-	-	-	-	1	0.02	1	1.00	
66	2 Jennison Ave Lot	Private/Private	58	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00	
67	JF Rice Funeral Home Lot	Private/Private	60	1	-	-	-	-	-	-	-	-	-	1	0.02	1	0.00	
68	Old Mary Myers Salon Lot	Private/Private	31	4	1	-	-	-	-	-	-	-	-	5	0.16	6	1.20	
69	St. James Church Lot	Private/Private	69	25	8	-	-	-	-	-	-	-	-	33	0.48	41	1.24	
70	Knights of Columbus Lot	Private/Private	42	1	-	-	-	-	-	-	-	-	-	1	0.02	1	0.00	
71	Victory Lofts Southwest Lot	Private/Private	73	9	10	22	13	-	-	-	-	-	-	54	0.74	147	2.72	
72	Dollar General	Private/Private	24	9	9	2	2	-	-	-	-	-	-	22	0.92	41	1.86	
73	Millers Body Shop	Private/Private	13	2	-	-	-	-	-	-	-	-	-	2	0.15	2	0.00	
74	Victory Lofts Southeast Lot	Private/Private	30	5	13	5	14	5	-	-	-	-	-	42	1.40	127	3.02	
75	39 Laurel Street Lot	Private/Private	31	1	5	1	2	1	-	-	-	-	-	10	0.32	27	2.70	
76	NY Telephone Company Lot	Private/Private	12	-	1	-	2	-	-	-	-	-	-	3	0.25	10	3.33	
77	St. James Rectory Lot	Private/Private	18	1	-	-	-	-	-	-	-	-	-	1	0.06	1	1.00	
78	St. James School Lot	Private/Private	42	37	8	2	-	-	-	-	-	-	-	47	1.12	59	1.26	
88	Binghamton Realtor's Lot	Private/Private	18	-	-	-	-	-	-	-	-	-	-	-	0.00	-	0.00	
<b>Total</b>			<b>1,059</b>	<b>228</b>	<b>167</b>	<b>84</b>	<b>56</b>	<b>11</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>45</b>	<b>591</b>	<b>0.56</b>	<b>1,588</b>	<b>2.69</b>

**Table 23: Weekday (Thursday, 4/25) Length of Stay and Turnover Observations Across On-Street Parking Facilities in the Downtown Sub-Area**

Street Name	Cross Streets	POT	Type	Supply	Thursday, 4/25												Total Cars/Day	Avg Turn-over	Time Violation Rate	Total Hours Parked	Average Length of Stay (Hrs)	
					Utilization		Observed Length of Stay															
					Avg	Peak	1-Hr	2-Hr	3-Hr	4-Hr	5-Hr	6-Hr	7-Hr	8-Hr	9-Hr	10-Hr						11-Hr
Main Street	Arch St & N Broad St	EB	Metered	3	27%	100%	6	-	1	-	-	-	-	-	-	-	-	7	2.33	-	9	1.29
Main Street	Arch St & N Broad St	WB	Metered	3	55%	100%	12	3	-	-	-	-	-	-	-	-	-	15	5.00	-	18	1.20
N. Broad Street	Main St & Railroad Track	NB	Metered	12	20%	25%	1	-	-	-	1	-	-	-	1	-	1	4	0.33	50%	26	6.50
Avenue D	Main St & Dead End	NB	Metered	5	36%	60%	2	3	-	1	-	-	-	1	-	-	-	7	1.40	14%	20	2.86
Main Street	Avenue D & Avenue C	EB	Metered	10	28%	80%	18	5	1	-	-	-	-	-	-	-	-	24	2.40	-	31	1.29
Main Street	Avenue D & Avenue C	WB	Metered	9	56%	78%	21	9	2	-	2	-	-	-	-	-	-	34	3.78	-	55	1.62
Avenue C	Main St & Avenue B	NB	Metered	3	73%	100%	-	-	2	1	-	1	-	1	-	-	-	5	1.67	20%	24	4.80
Main Street	Avenue C & Avenue B	EB	Metered	7	27%	71%	18	-	1	-	-	-	-	-	-	-	-	19	2.71	-	21	1.11
Main Street	Avenue C & Avenue B	WB	Metered	10	45%	80%	26	6	4	-	-	-	-	-	-	-	-	36	3.60	-	50	1.39
Main Street	Avenue B & Avenue A	EB	Metered	4	11%	50%	5	-	-	-	-	-	-	-	-	-	-	5	1.25	-	5	1.00
Main Street	Avenue B & Avenue A	WB	Metered	6	90%	50%	4	1	-	-	-	-	-	-	-	-	-	5	0.83	-	6	1.20
Avenue B	Main St & Helen Dr	SB	Metered	4	32%	75%	1	3	-	-	-	-	1	-	-	-	-	5	1.25	20%	14	2.80
Avenue B	Main St & Helen Dr	NB	Metered	6	24%	50%	1	1	-	-	1	-	-	1	-	-	-	4	0.67	25%	16	4.00
Avenue A	Main St & Helen Dr	NB	Metered	10	15%	30%	1	1	1	-	-	-	-	-	-	-	1	4	0.40	25%	17	4.25
Laurel Street	Avenue A & Lester Ave	EB	Free	12	11%	25%	4	-	2	1	-	-	-	-	-	-	-	7	0.58	-	14	2.00
Laurel Street	Avenue A & Lester Ave	WB	Free	6	36%	50%	3	1	-	-	1	1	-	1	-	-	-	7	1.17	14%	24	3.43
Jennison Avenue	Main St & Corliss Ave	SB	Metered	3	0%	0%	-	-	-	-	-	-	-	-	-	-	-	0	0.00	-	0	0.00
Jennison Avenue	Main St & Corliss Ave	NB	Metered	7	5%	29%	4	-	-	-	-	-	-	-	-	-	-	4	0.57	-	4	1.00
Corliss Avenue	Willow St & Ozalid Rd	EB	Free	10	15%	60%	3	1	2	-	-	1	-	-	-	-	-	7	0.70	-	17	2.43
Corliss Avenue	Willow St & Ozalid Rd	WB	Free	16	9%	44%	11	2	-	-	-	-	-	-	-	-	-	13	0.81	-	15	1.15
Lewis Street	Willow St & Jennison Ave	WB	Free	10	16%	50%	1	1	2	1	1	-	-	-	-	-	-	6	0.60	-	18	3.00
<b>TOTAL</b>				<b>156</b>	<b>19%</b>	<b>25%</b>	<b>142</b>	<b>37</b>	<b>18</b>	<b>4</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>218</b>	<b>1.40</b>	<b>4%</b>	<b>404</b>	<b>1.85</b>

**Table 24: Weekend (Saturday, 4/27) Length of Stay and Turnover Observations Across On-Street Parking Facilities in the Downtown Sub-Area**

Street Name	Cross Streets	POT	Type	Supply	Saturday, 4/27												Total Cars/Day	Avg Turn-over	Time Violation Rate	Total Hours Parked	Average Length of Stay (Hrs)	
					Utilization		Observed Length of Stay															
					Avg	Peak	1-Hr	2-Hr	3-Hr	4-Hr	5-Hr	6-Hr	7-Hr	8-Hr	9-Hr	10-Hr						11-Hr
Main Street	Arch St & N Broad St	EB	Metered	3	48%	100%	-	2	1	1	1	-	-	-	-	-	-	5	1.67	-	16	3.20
Main Street	Arch St & N Broad St	WB	Metered	3	73%	100%	1	5	3	1	-	-	-	-	-	-	-	10	3.33	-	24	2.40
N. Broad Street	Main St & Railroad Track	NB	Metered	12	30%	58%	-	1	1	4	-	2	1	-	-	-	-	9	0.75	11%	40	4.44
Avenue D	Main St & Dead End	NB	Metered	5	53%	80%	-	1	2	-	-	1	1	1	-	-	-	6	1.20	33%	29	4.83
Main Street	Avenue D & Avenue C	EB	Metered	10	20%	60%	3	8	1	-	-	-	-	-	-	-	-	12	1.20	-	22	1.83
Main Street	Avenue D & Avenue C	WB	Metered	9	66%	100%	5	3	2	5	-	2	1	-	1	-	-	19	2.11	-	65	3.42
Avenue C	Main St & Avenue B	NB	Metered	3	76%	100%	-	-	-	-	-	-	1	-	2	-	-	3	1.00	100%	25	8.33
Main Street	Avenue C & Avenue B	EB	Metered	7	29%	57%	1	3	2	1	1	-	-	-	-	-	-	8	1.14	-	22	2.75
Main Street	Avenue C & Avenue B	WB	Metered	10	40%	80%	6	5	2	1	1	1	1	-	-	-	-	17	1.70	-	44	2.59
Main Street	Avenue B & Avenue A	EB	Metered	4	9%	25%	1	-	1	-	-	-	-	-	-	-	-	2	0.50	-	4	2.00
Main Street	Avenue B & Avenue A	WB	Metered	6	3%	17%	-	1	-	-	-	-	-	-	-	-	-	1	0.17	-	2	2.00
Avenue B	Main St & Helen Dr	SB	Metered	4	52%	75%	-	-	2	-	-	-	-	-	1	1	-	4	1.00	50%	23	5.75
Avenue B	Main St & Helen Dr	NB	Metered	6	21%	33%	3	-	1	-	-	-	-	1	-	-	-	5	0.83	20%	14	2.80
Avenue A	Main St & Helen Dr	NB	Metered	10	15%	50%	4	4	-	1	-	-	-	-	-	-	-	9	0.90	0%	16	1.78
Laurel Street	Avenue A & Lester Ave	EB	Free	12	5%	17%	1	3	-	-	-	-	-	-	-	-	-	4	0.33	-	7	1.75
Laurel Street	Avenue A & Lester Ave	WB	Free	6	45%	50%	-	1	-	-	-	-	1	-	-	1	1	4	0.67	75%	30	7.50
Jennison Avenue	Main St & Corliss Ave	SB	Metered	3	0%	0%	-	-	-	-	-	-	-	-	-	-	-	0	0.00	-	0	0.00
Jennison Avenue	Main St & Corliss Ave	NB	Metered	7	1%	14%	1	-	-	-	-	-	-	-	-	-	-	1	0.14	-	1	1.00
Corliss Avenue	Willow St & Ozalid Rd	EB	Free	10	0%	0%	-	-	-	-	-	-	-	-	-	-	-	0	0.00	-	0	0.00
Corliss Avenue	Willow St & Ozalid Rd	WB	Free	16	0%	0%	-	-	-	-	-	-	-	-	-	-	-	0	0.00	-	0	0.00
Lewis Street	Willow St & Jennison Ave	WB	Free	10	39%	70%	1	1	2	1	1	1	-	-	1	1	-	9	0.90	-	43	4.78
<b>TOTAL</b>				<b>156</b>	<b>22%</b>	<b>30%</b>	<b>27</b>	<b>38</b>	<b>20</b>	<b>15</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>3</b>	<b>5</b>	<b>2</b>	<b>1</b>	<b>128</b>	<b>0.82</b>	<b>13%</b>	<b>427</b>	<b>3.34</b>

## **PUBLIC ENGAGEMENT AND STAKEHOLDER INTERVIEWS**

The Village of Johnson City is generating remarkable momentum, as evidenced by the Village's designation as an iDistrict, construction of the Binghamton University health sciences buildings, expansion of UHS's Wilson Medical Center and adjacent campus, and award of various grants to support economic development and downtown placemaking. Given that background, the consultants interviewed representative downtown stakeholders in an effort to appreciate the wants, needs, and expectations of the public parking system from a variety of perspectives, as growth continues to rapidly expand in the study area.

Topics of discussion included current parking and access frustrations, appropriate on- and off-street parking rates, parking enforcement and fines, hours of operation, development and municipal codes/ordinances, acceptable walking distances from a parked vehicle to ones' destination, and appropriate locations for a new public parking facility. Interviews were around one hour in length, located in Village offices, organized by the different stakeholder groups including: local business owners/managers; residents; faith group representatives; spokespersons from Binghamton University and UHS; developers/building owners; and elected officials, and Planning Board and Zoning Board of Appeals members. Below is a summary of common statements and concerns raised at these meetings.

1. Several stakeholders brought up that there is only one designated parking enforcement officer for the whole of the Village for eight (8) hours of the day. A commonly cited and recurring concern was that this was not enough manpower to effectively enforce the parking policies currently in place and address the parking issues reported to the Village by constituents. The majority of the stakeholders interviewed, especially those representing healthcare agencies and faith-based groups, were adamant that parking enforcement efforts needed to be improved in the near term to support continued growth and vitality downtown.
2. There was a general consensus among stakeholders that the Village needed to be made more walkable, especially downtown and that parking needs to be priced by demand. It was stated that the number of small parking lots allocated to serving just one building or destination does not create an attractive streetscape and prioritizes vehicles over people.
3. Many individuals opined that there is not enough usage of the parking facilities that currently exist and that actions should be taken to better identify those facilities to searching drivers and incent individuals to make the most of the parking already in existence before creating new supply.
4. As a principle, most stakeholders agreed that the fee for parking should reflect its relative value as demonstrated by utilization, with pricing for parking spaces in high demand being set higher and the cost of parking for underused spaces being substantially lower, or even free to create natural incentives for the drivers to balance supply and demand. However, the majority of residents also felt that there should be a return to three-hour free parking to reduce barriers to patronage and place the Village on even footing with surrounding communities.
5. Several individuals raised concerns with the new multi-space meters ("kiosks"), stating that the design of these mechanisms was not as intuitive as the old single-head meters and that there had not been adequate education for the general public to ease the transition to the new machines. It was also suggested that this lack of education and support during the transition to the new meters had resulted in negative general opinions of the downtown experience, tension among individuals unfamiliar with the new machines, and citations being issued due to non-

payment or other errors occurring due to a lack of understanding of how the new meters worked. There is an expressed demand for education about the new kiosks in order to avoid ticketing.

6. Binghamton University has a first-come, first-served permit system for their campus lots in the Healthcare Sub-Area and are capable of handling their parking needs accordingly. The University would like to collaborate with the Shorr Family Firehouse Stage and Goodwill Theatre to better support productions and events in the theater within their own lots on nights and weekends and also explore shared parking opportunities during weekdays within the lots surrounding the theater buildings when the complex is not active.
7. The parking for Wilson Medical Center and surrounding ancillary UHS buildings is complementary to employees and patients (besides the garage) with only limited restrictions, which is why those lots closest to the buildings are always in very high demand. Parking enforcement in these private facilities is very aggressive to maintain balance between patient, visitor, and staff needs. It is common practice for employees who cannot get their first choice of parking spaces to migrate to on-street spaces in the surrounding area, occasionally in competition with area residents and businesses. In effort to ease some of the demand for parking in surrounding lots, UHS is reintroducing valet parking for the 1<sup>st</sup> and 2<sup>nd</sup> quarters of the calendar year for patients and visitors.

**Public Questionnaire**

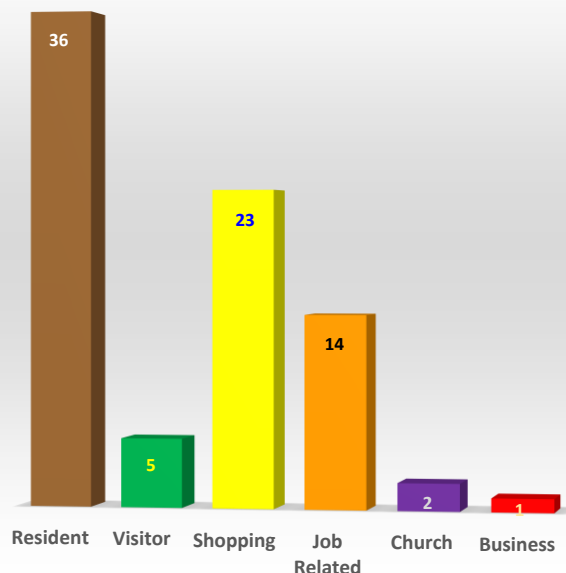
DESMAN was tasked with conducting a public survey to gather information on the general public’s parking patterns, behaviors, and opinions. The intent of this initiative was to create another avenue for collecting input from the general public outside the organized stakeholder meetings. The online survey, which ran over thirty-days and was promoted by Village leaders, contained ten (10) total questions and received a total of eighty-three (83) responses. Questions and responses to them were as follows:

**1. *What is the primary nature/purpose of your visit when you come to Johnson City?***

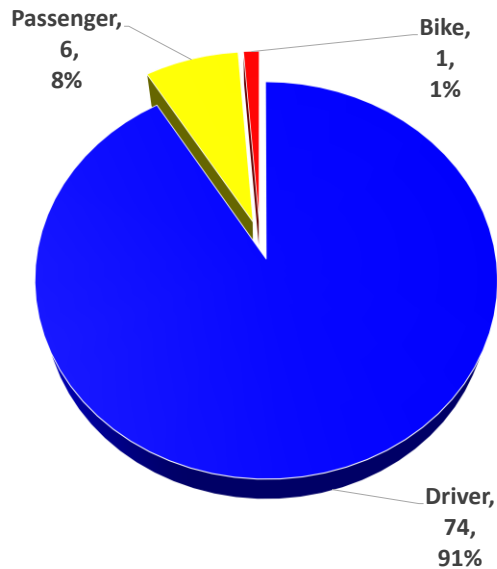
Of 81 respondents, roughly 44% identified themselves first and foremost as Residents. 28% of respondents indicated that came into Johnson City to shop, while 17% stated they came to work or conduct some job-related business. Only about 6% of respondents identified themselves primarily as a visitor.

This response was reasonable in DESMAN’s experience, as the highest percentage of participants for surveys regarding downtown parking conditions are commonly local residents, employees, and regular business or institutional patrons.

**PRIMARY PURPOSE OF VISIT**



**TRIP MODE**



**2. “Please identify your primary mode of transportation when travelling to or from the Village.”**

81 individuals responded to this question, of which 98% indicated they came by personal vehicle. 91% of respondents indicated they drove themselves while 8% stated they were a passenger in a private vehicle. Only one respondent indicated they bicycled in or out of the Village and none of the respondents stated they primary came by walking, transit, or other means.

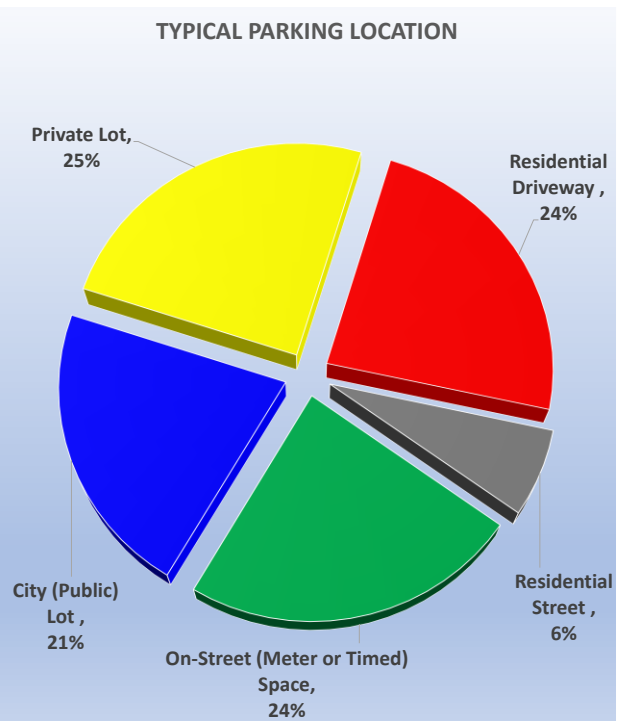
This response rate appears appropriate for the nature of the survey and local conditions. The U.S. Census Bureau reported in the 2022 American Community Survey specific to the Village of Johnson City that 82% of survey participants commuted to work each day by personal vehicle, either as a driver or passenger.

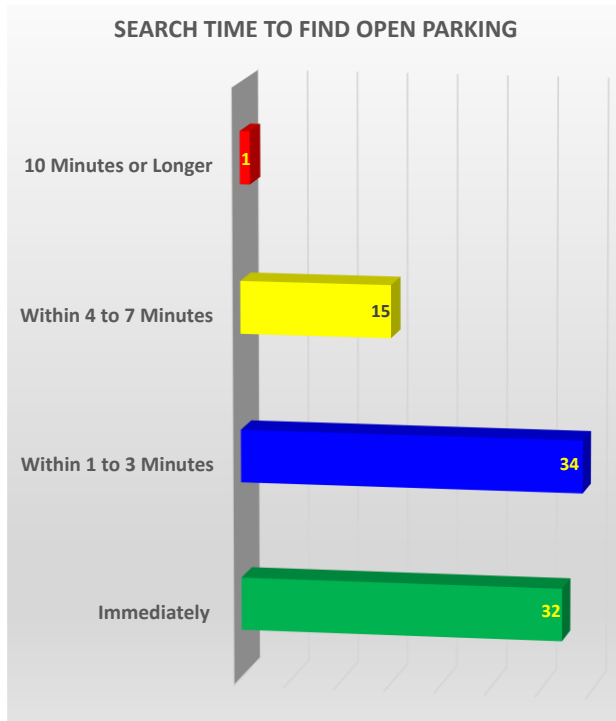
**3. “When you come to Johnson City, where do you typically park your vehicle?”**

Respondents were allowed to select more than one answer for this question, resulting in a total of 93 responses. A fairly small number of respondents indicated that they parked regularly on a residential street, which presumably was not subject to metering or any kind of time limit regulation. The remaining responses were fairly evenly distributed between private lots, residential driveways, public parking lots, and public on-street spaces regulated by a meter or posted time limit.

The responses to this question provide an interesting contrast to market conditions, as respondent’s parking practices appear to be equally divided between private and public parking spaces. The inventory of parking supply across the study area indicated that only about 6% of the total number of parking spaces were contained in public parking lots and only 39% of on-street spaces were outside the Residential Sub-Area and potentially subject to some form of time limit or metering.

**TYPICAL PARKING LOCATION**





**4. “How long does it take to find an available parking space in Johnson City?”**

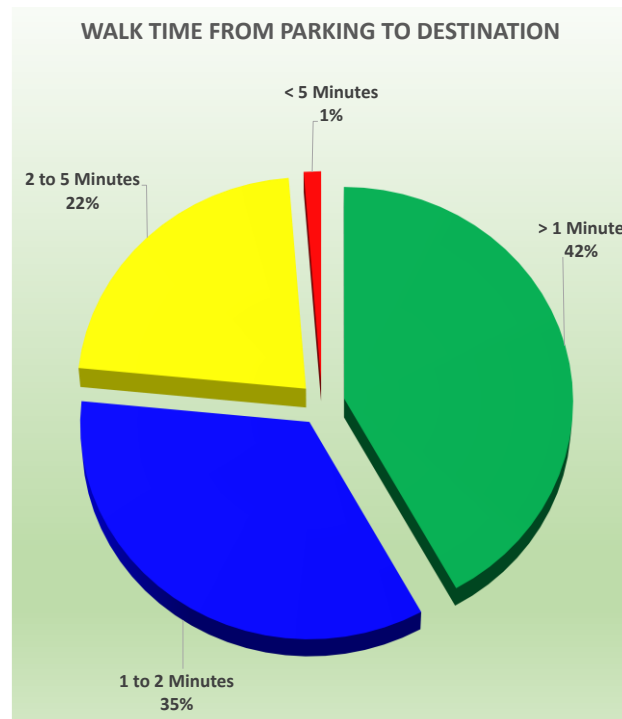
Respondents were asked to identify their typical experience looking for an open parking space from one of four possible categories. 82 of the 83 total respondents answered this question. Over 80% of the responses indicated that survey participants could usually find an open parking space within three minutes or less; half of these individuals indicated they could find open parking ‘immediately’ upon looking for it. Less than 20% of respondents indicated they had to look for between four and seven minutes and only one individual stated it took over ten minutes to find an open spot.

These responses are supported by DESMAN’s field observations which suggested there was a substantial number of open parking spaces across the study area during field surveys.

**5. “How long does it take for you to walk from your parking location to your intended destination?”**

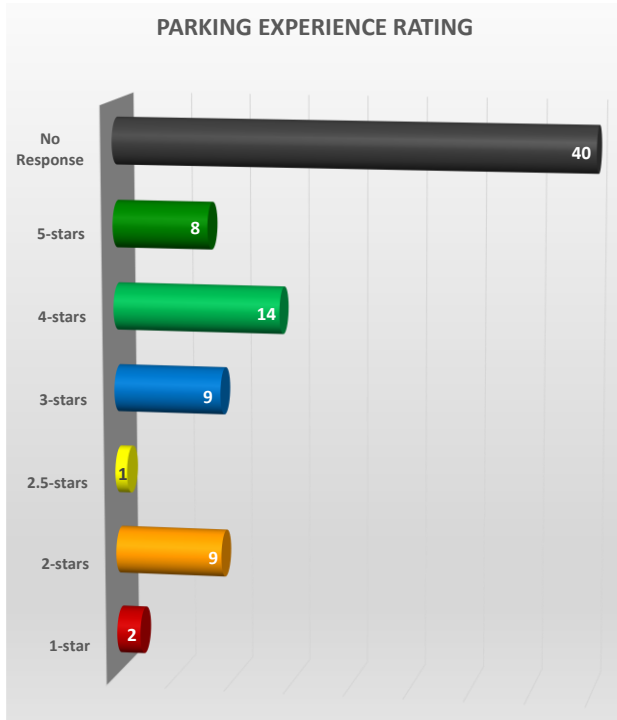
While the prior questions spoke to availability, this question was designed to measure relative proximity. In many downtowns, drivers report being able to locate open spaces with little difficulty, but still consider the quality of the experience poor as the open spaces are an unreasonable distance from their planned destination. Acceptable walking distances vary widely from community to community based on a number of factors including street design, local expectations, streetscape, lighting, the quality of crosswalks and sidewalks, and the number of bisecting roadways along the path of travel. Rather than define acceptable walking distance as a linear measure, it is often more effective to reference it by the time required to travel from parking to destination.

Of the 81 individuals responding to this question, 77% stated they could typically locate parking within a two-minute walk of their destination or less. While ambulatory rates vary by individual, this would suggest that the majority of respondents were



Of the 81 individuals responding to this question, 77% stated they could typically locate parking within a two-minute walk of their destination or less. While ambulatory rates vary by individual, this would suggest that the majority of respondents were

parking either on the same block or the adjacent block from their destination. This is a favorable condition in most communities in DESMAN’s experience.



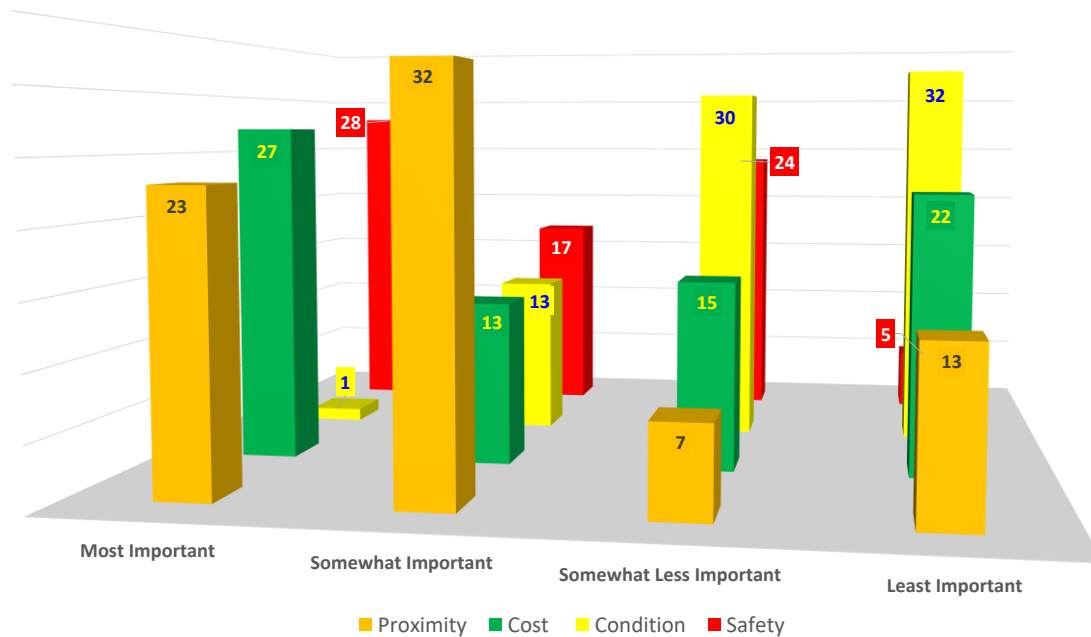
**6. “How would you rate your overall parking experience in Johnson City?”**

Respondents to this question were asked to score their experience on a range of five-stars, equating to an ‘excellent’ experience, to one-star, referencing a ‘terrible’ experience. Respondents were not asked to evaluate any particular aspects or features of the experience - such as proximity, safety, or walking environment - just the event as a whole, and were not provided any defined metrics (e.g., lighting, distance to destination, etc.) for evaluating the experience.

Of the 83 respondents completing the survey, less than half answered this question. 72% of those that did respond characterized the experience as three-stars (average) or better. 21% of the individuals answering the question rated the experience as two-stars.

**7. “Considering the common values of Proximity (to destination), Cost (to park), Condition (of the parking facility), and perceived Safety (of the parking facility), how would you rank each of these values from Most Important (1) to Least Important (4) when choosing where to park?”**

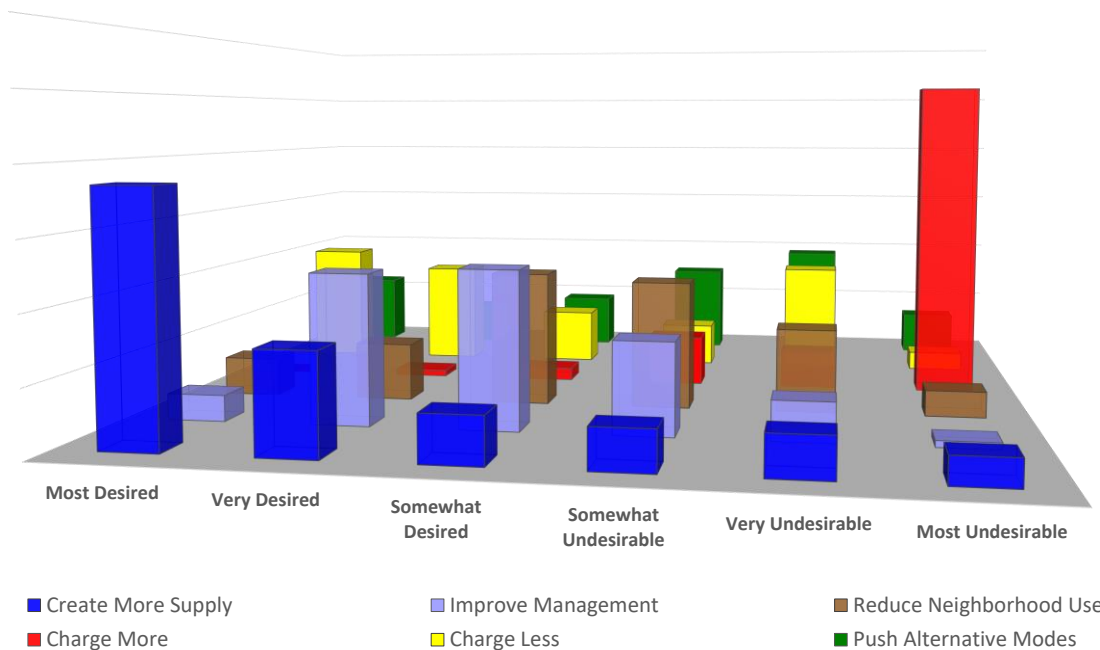
**CRITICAL VALUES WHEN DECIDING WHERE TO PARK**



Roughly 75 individuals responded to this question. 73% of respondents considered proximity to their destination to be relatively important when deciding where to park and a majority of respondents (60%) also consider safety to be an important factor when deciding where to park. The outlook on the cost of parking varied with almost half agreeing it is relatively important and the other half in agreement that cost is not as important as other parking factors. 83% considered condition of the parking facility to be less or least important.

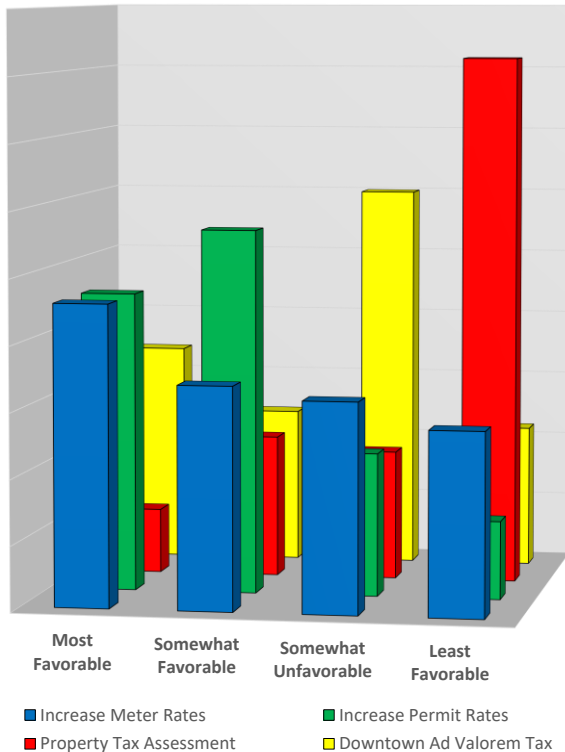
8. ***“Common solutions to parking challenges in downtown include the following: a) Provide more parking spaces (supply); b) Improve the management of existing parking spaces to get greater efficiency and use out of the existing supply; c) Reduce parking demand/utilization in neighborhoods; d) Charge more for parking to influence parker behavior; e) Charge less for parking to encourage more visitors to downtown; and f) Promote alternate (i.e., non-auto) travel modes. On a six-point scale between “Most Desirable” and “Most Undesirable,” how would you rate your feelings about each of these common solutions?”***

**RANKING OF COMMON SOLUTIONS**



Only 71 of the 83 survey participants responded to this question. The strongest support expressed was for creating more parking supply; 77% of respondents felt this was Somewhat, Very, or Most Desirable. Roughly 70% of respondents felt improving the management of existing parking assets was Somewhat, Very, or Most Desirable. Roughly 50% felt reducing parking use in neighborhoods was in some way desirable; the other half of respondents felt it was in some way undesirable. Only 4% of respondents felt charging more for parking was desirable; 73% of respondents felt it was the most undesirable of potential solutions. Roughly 60% of respondents supported some form of charging less for parking, while the remainder felt this was undesirable in some way. Only 37% of respondents felt programs promoting alternative transportation modes were desirable.

**FUNDING MECHANISMS**



9. **“Any improvements to the current public parking system in the Village will most likely require some form of revenue enhancement to fund, as the current parking system operates on a break-even basis. Common mechanisms for funding improvements to a public parking system include the following: A) Increasing rates for metered/hourly parking; B) Increasing rates for parking permits; C) Establish a special tax (ad valorem) tax on downtown businesses; and D) Establish a special property assessment on commercial and residential properties. Of these mechanisms, please indicate those you would rank as Most Favorable to Least Favorable.”**

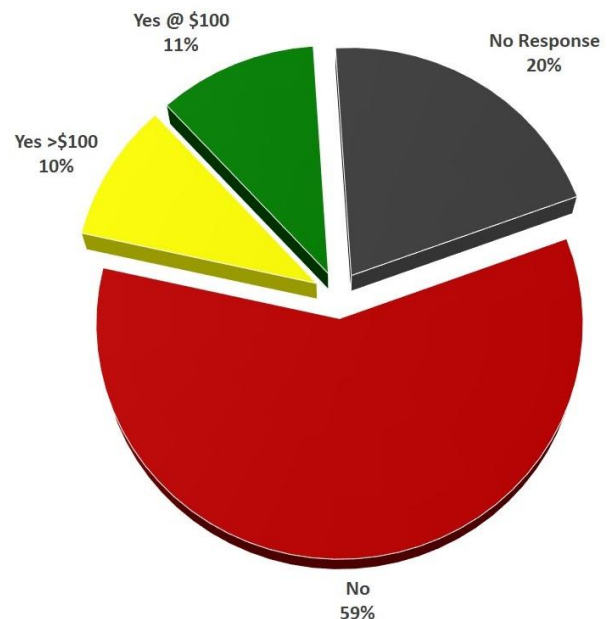
Only 83% of survey participants elected to respond to this question. The greatest support was for increasing parking permit rates, as 75% of respondents found this option Most to Somewhat Favorable, followed by increasing meter rates with 59% rating the option Most to Somewhat Favorable. Only 43% of respondents found the

idea of the Downtown Ad Valorem Tax Most or Somewhat Favorable. 72% of respondents felt that any kind of Property Tax Assessment on commercial and residential properties is unfavorable.

10. **“Would you be in support of the establishment of a Residential Parking Permit program for neighborhoods abutting downtown to cut down on area employees and visitors parking on residential streets that supported itself through permit fees? If yes, would you be more or less inclined to support the program if the cost of each permit was \$100/year? How about if the cost of the permit was less than \$100/year?”**

Roughly 20% of survey participants did not respond to this question. Of those that did respond, 59% did not support any form of a Residential Parking Permit program that would charge for permits. 10% of respondents indicated they would only support such a program if the cost of a permit was less than \$100/year. The remainder (11%) said they would support a program charging \$100/year for each permit.

**RESIDENT PARKING PERMIT FEE**



The survey closed with an option for participants to provide additional comments and thoughts regarding parking in Johnson City. There was a total of 61 individual comments recorded. DESMAN has consolidated repeating statements and sentiments into the following statements:

1. *I believe a large part of the solution is improved public transit. While parking is necessary, I would like see less traffic and more walking and public transportation. Providing free or low-cost bulk parking outside the village, and more public transport into the Village will reduce congestion. You can't have parking problems if there are no cars to park.*
2. *Bring back coin meters and please fix the machines, a lot do not take cash, and not everyone uses credit cards. And charge less to increase shopping traffic! Senior Citizens can't afford to pay for both parking and support local businesses Smaller, safe, free parking ramps like those in Saratoga are needed desperately. Drawing people into the downtown is critical. Whatever can be done to make access easy, safe, and affordable should be a priority.*
3. *Please start enforcing parking violations on people who are parked there for no reason to allow employees of actual business to have a spot. There is not enough parking around Wilson Hospital and it will only get more challenging when the Tower is complete. I am most affected (adversely) by hospital parking encroachment on private lots (i.e., hospital staff and visitors taking spots in our private lot.)*
4. *A 15-minute free zone should be created for pick up/drop off in front of coffee shops. The meters are frustrating to have to pay every time. If I am running in to grab a coffee and go, this can't be accomplished in 5 minutes. If I am going to stay at an establishment I don't mind paying for parking.*
5. *We need cheaper public electric vehicle charging.*
6. *I have no issues. I live in the Victory Building and pay for access to a private lot. JC is very walkable.*
7. *The problem is not lack of parking spaces; it is allocation of parking spaces.*
8. *The metered parking on the streets is fine as long as the parking fees are being spent within the city to improve the parking situation and not being added to the General Fund. There is not enough clarity about how the parking revenues are being spent.*
9. *Handicapped parking with easy access to sidewalks should be considered. I am handicapped and need nearby parking to destinations such as going to lunch at Reveille or pick up at New Century.*
10. *Employee parking in the public lots is extremely important for the operations of downtown businesses. The Village should consider providing free or low-cost bulk parking outside of the main downtown area for those who cannot pay the meter fee.*

## CONCLUSIONS

Based on the preceding work, DESMAN draws the following conclusions regarding downtown parking in the Village of Johnson City:

- A. Overall, there appears to be large quantities of open parking supply in each study area, although much of it is concentrated in public on-street spaces in residential areas and private off-street parking lots.

- B. The Village's public parking lots had significant supply available to support downtown commerce and growth, but represent a relatively small portion of the overall parking supply within the study area.
- C. The private parking facilities supporting all UHS facilities were all highly utilized, and in some cases, parked beyond striped capacity. This appeared to cause a spillover effect onto public on-street parking areas, including those on residential side streets.
- D. Binghamton University appeared to have ample available parking during field observations.
- E. A handful of private parking lots in the other sub-areas were observed to be running near, at, or over capacity, but did not appear to be impacting the abutting area.
- F. Typical length of stay in off-street parking facilities in the Downtown Sub-Area was roughly 3.4 hours in off-street facilities on weekdays in contrast to a typical length of stay of under 1.9 hours for on-street spaces in the same area. However, on weekends, length of stay for vehicles parked on-street was longer than off-street vehicles or drivers in the same area.
- G. Length of stay and turnover observations indicated that the Village's public parking lots in the Downtown Sub-Area supported higher numbers of total drivers per day and a higher rate of turnover than other private parking lots in the same area. In particular, the Willow Lot appears to be heavily utilized during the course of a typical weekday and weekend day.
- H. Along Main Street within the Downtown Sub-Area, on-street metered parking spaces turnover roughly 2.8 times per day and the average vehicle stays for less than 90 minutes on weekdays.
- I. The number of drivers using on-street spaces in the Downtown Sub-Area for six hours or longer represents a minority of all daily vehicles parked on-street based on field observations. The incidence of vehicles staying for longer than six hours increases substantially on weekends.
- J. There is a general desire to see more aggressive enforcement of existing parking policies and a desire to see more active management applied to existing parking assets.
- K. There appears to be a common interest in promoting more sustainable modes of travel, but no specific mandates for how this should occur or what user groups should be targeted.
- L. There is a great deal of concern surrounding how parking is administered and managed in UHS facilities and its potential impacts on abutting neighborhoods.
- M. Stakeholders acknowledge the cost of providing public parking, but are resistant to any increased or new fees to help fund improvements. There is a desire to see more transparency regarding how much the Village is collecting for paid parking and where the funds are going.
- N. Opinions are divided on the utility and effectiveness of the new multi-space meters (kiosks).

**Exhibit A-1: Residential Sub-Area On-Street Parking Supply**

ID	Street Name	Cross Streets	Direction	Spaces	Free	Metered	No Parking
A	West St	Sturtevant St & Corliss Ave	NB	21	21	-	-
			SB	44	44	-	-
B	Sergeant St	Sturtevant St & Corliss Ave	NB	22	22	-	-
			SB	20	20	-	-
C	Baker St	Corliss Ave & Main St	NB	36	36	-	-
			SB	25	25	-	-
D	Crocker Ave	Main St & Corliss Ave	NB	0	-	-	X
			SB	33	33	-	-
E	Albert St	Main St & Corliss Ave	NB	23	23	-	-
			SB	31	31	-	-
F	Allen St	Corliss Ave & Main St	NB	34	34	-	-
			SB	35	35	-	-
G	St Charles St	Corliss Ave & Main St	NB	35	35	-	-
			SB	36	36	-	-
H	Main St	Route 201 & St. Charles St	EB	0	-	-	Part of WISA
			WB	0	-	-	X
I	Sturtevant St	West St & Sergeant St	EB	14	14	-	-
			WB	8	8	-	-
J	Sturtevant St	Sergeant St & Baker St	EB	9	9	-	-
			WB	6	6	-	-
K	Corliss Ave	West St & Sergeant St	EB	7	7	-	-
			WB	6	6	-	-
L	Corliss Ave	Sergeant St & Baker St	EB	7	7	-	-
			WB	6	6	-	-
M	Corliss Ave	Baker St & Crocker Ave	EB	5	5	-	-
			WB	7	7	-	-
N	Corliss Ave	Crocker Ave & Albert St	EB	4	4	-	-
			WB	0	-	-	X
O	Corliss Ave	Albert St & Allen St	EB	6	6	-	-
			WB	5	5	-	-
P	Corliss Ave	Allen St & St Charles St	EB	6	6	-	-
			WB	0	-	-	X
Q	Park Pl	St Charles St & Hudson St	EB	0	-	-	X
			WB	6	6	-	-
R	Grand Ave	Allen St / Elizabeth St & St Charles St	EB	0	-	-	X
			WB	5	5	-	-
S	Grand Ave	St Charles St & Hudson St	EB	0	-	-	X
			WB	3	3	-	-
T	Grand Ave	Hudson St & Harrison St	EB	0	-	-	X
			WB	4	4	-	-
U	Grand Ave	Harrison St & Baldwin St	EB	0	-	-	X
			WB	3	3	-	-
V	Grand Ave	Baldwin St & Willow St	EB	0	-	-	X
			WB	19	19	-	-
W	Grand Ave	Willow St & Johnson St	EB	0	-	-	X
			WB	13	13	-	-
X	Grand Ave	Johnson St & Cleveland Ave	EB	0	-	-	X
			WB	21	21	-	-
Y	Grand Ave	Cleveland Ave & Carhart Ave	EB	0	-	-	X
			WB	6	6	-	-
Z	St Charles St	Grand Ave & Dead End	NB	0	-	-	X
			SB	10	10	-	-
AA	Hudson St	Grand Ave & Dead End	NB	9	9	-	-
			SB	9	9	-	-
BB	Harrison St	Grand Ave & Dead End	NB	3	3	-	-
			SB	10	10	-	-
CC	Baldwin St	Grand Ave & Railway Track	NB	0	-	-	X
			SB	10	10	-	-
DD	Willow St	Endicott St & Grand Ave	NB	0	-	-	X
			SB	0	-	-	X
EE	Johnson St	Endicott St & Grand Ave	NB	0	-	-	X
			SB	6	6	-	-
FF	Cleveland Ave	Main St Terrace & Grand Ave	NB	6	6	-	X*
			SB	12	12	-	-
GG	Endicott Ave	Willow St & Johnson St	EB	13	13	-	-
			WB	13	13	-	-
HH	Endicott Ave	Johnson St & Cleveland Ave	EB	18	18	-	-
			WB	18	18	-	-
II	Custer Ave	Cleveland Ave & Carhart Ave	EB	0	-	-	X
			WB	9	9	-	-
JJ	Main St Terrace	Cleveland Ave to Dead End	EB	8	8	-	-
			WB	0	-	-	X
<b>Total</b>				<b>725</b>	<b>725</b>	<b>-</b>	<b>21</b>

\*No Parking along northbound curb between Grand St and Custer St



**LEGEND:**

- = Residential Sub-Area
- = "Free"/Unregulated On-Street
- = No Parking Zone

**Exhibit A-2: Industrial Sub-Area On-Street Parking Supply**

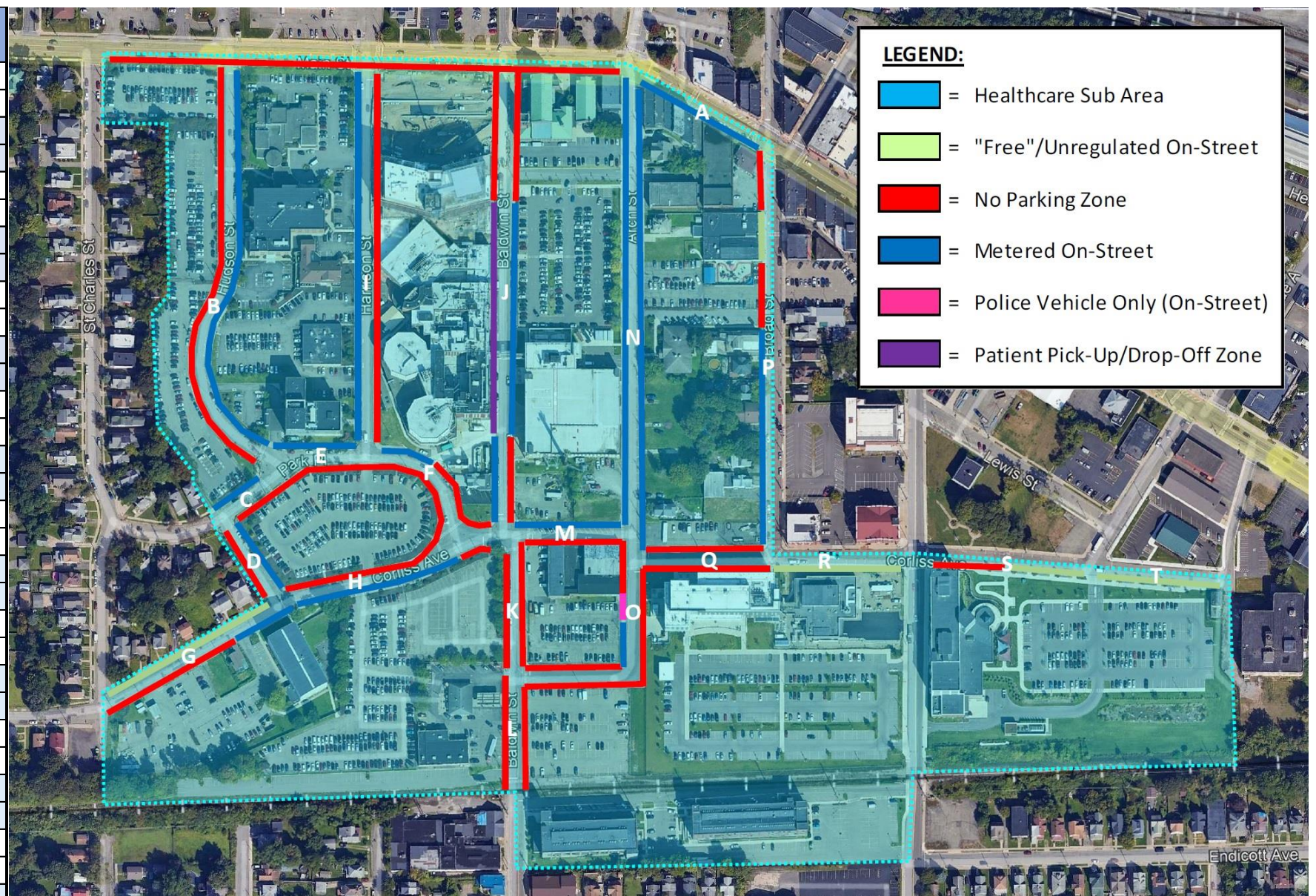
ID	Sub-Area	Street Name	Cross Streets	Direction	Spaces	Free	Metered	No Parking
A	Industrial East	Wells Ave	Main St & Dead End	NB	0	-	-	X
				SB	0	-	-	X
B	Industrial East	Brigham Ave	Main St & Dead End	NB	0	-	-	X
				SB	0	-	-	X
C	Industrial East	Lester Ave	Main St & Rail Line	NB	0	-	-	X
				SB	0	Part of Downtown Sub-Area		
D	Industrial East	Main St	Lester Ave & Wells Ave	EB	0	-	-	X
				WB	0	Outside Study Area Boundary		
E	Industrial West	Arch St	Main St & Rail Line	NB	0	-	-	X
				SB	0	-	-	X
F	Industrial West	1st St	Main St & Rail Line	NB	0	-	-	X
				SB	8	8	-	
G	Industrial West	2nd St	Main St & Rail Line	NB	0	-	-	X
				SB	7	7	-	
H	Industrial West	3rd St	Main St & Endwell St	NB	0	-	-	X
				SB	11	11	-	
I	Industrial West	4th St	Main St & Endwell St	NB	8	8	-	X*
				SB	0	-	-	
J	Industrial West	Endwell St	3rd St & 4th St	WB	12	12	-	
				EB	0	-	-	X
K	Industrial West	Main St	4th St & Arch St	WB	0	-	-	X
				EB	0	Part of Residential Sub-Area		
<b>Total</b>					<b>46</b>	<b>46</b>	<b>0</b>	<b>13</b>

\* No "No Parking" signs posted but also not enough room to park without obstructing traffic.



**Exhibit A-3: Healthcare Sub-Area On-Street Parking Supply**

ID	Street Name	Cross Streets	Direction	Spaces	Free	Metered	No Parking
A	Main St	Arch St & N Broad St*	EB	3	-	3	
			WB	0	Part of Downtown Sub-Area		
B	Hudson St	Main St & Park Pl	NB	21	-	21	
			SB	0	-	-	X
C	Park Pl	Hudson St	EB	0	-	-	X
			WB	6	-	6	
D	Hudson St	Park Pl & Corliss Ave	NB	0	-	-	X
			SB	6	-	6	
E	Park Pl	Hudson St & Harrison St	EB	0	-	-	X
			WB	6	-	6	
F	Park Pl	Harrison St & Corliss Ave	EB	0	-	-	X
			WB	4	-	4	
G	Corliss Ave	St. Charles St & Hudson St	EB	5	-	5	
			WB	10	10	-	
H	Corliss Ave	Hudson St & Baldwin St	EB	12	-	12	
			WB	0	-	-	X
I	Harrison St	Main St & Park Pl	NB	0	-	-	X
			SB	18	-	18	
J	Baldwin St	Main St & Corliss Ave	NB	11	-	11	
			SB	3	-	3	
K	Baldwin St	Corliss Ave & Faatz Alley	NB	0	-	-	X
			SB	4	4	-	
L	Baldwin St	Faatz Alley & Railroad Track	NB	0	-	-	X
			SB	0	-	-	X
M	Corliss Ave	Baldwin St & Arch St	EB	0	-	-	X
			WB	15	-	15	
N	Arch St	Main St & Corliss Ave	NB	23	-	23	
			SB	24	-	24	
O	Arch St	Corliss Ave & Faatz Alley	NB	0	-	-	X
			SB	4	-	4	
P	N Broad St	Main St & Corliss Ave	NB	0	Part of Downtown Sub-Area		
			SB	14	-	14	
Q	Corliss Ave	Arch St & N Broad St	EB	0	-	-	X
			WB	0	-	-	X
R	Corliss Ave	N Broad St & Willow St	EB	11	11	-	
			WB	0	Part of Downtown Sub-Area		
S	Corliss Ave	Willow St & Jennison Ave	EB	6	6	-	
			WB	0	Part of Downtown Sub-Area		
T	Corliss Ave	Jennison Ave & Ozalid Rd	EB	15	15	-	
			WB	0	Part of Downtown Sub-Area		
<b>Total</b>				<b>221</b>	<b>46</b>	<b>175</b>	<b>14</b>



\* The eastbound curb of Main Street between St Charles Street and Arch Street is a continuous "No Parking" zone.

**Exhibit A-4: Downtown Sub-Area On-Street Parking Supply**

ID	Street Name	Cross Street	Direction	Spaces	Free	Metered	No Parking
A	Arch St	Main St & Railroad track	NB	0	-	-	X
			SB	0	Part of Downtown Sub-Area		
B	N Broad St	Main St & Railroad track	SB	0	-	-	X*
			NB	12	10	2	
C	Avenue D	Main St & Dead End	SB	0	-	-	X
			NB	5	-	5	
D	Avenue C	Main St & Helen Dr	SB	0	-	-	X**
			NB	3	-	3	
E	Avenue B	Main St & Helen Dr	SB	4	-	-	4
			NB	6	-	6	
F	Avenue A	Main St & Helen Dr	SB	10	-	-	10
			NB	7	-	7	
G	Lester Ave	Main St & Rail Line	NB	0	Part of E Industrial Sub-Area		
			SB	0	-	-	X
H	Main St	Arch St & N Broad St	EB	0	Part of Healthcare Sub-Area		
			WB	3	-	3	
I	Main St	N Broad St & Avenue C	EB	10	-	-	10
			WB	9	-	9	
J	Main St	Avenue C & Avenue B	EB	7	-	-	7
			WB	10	-	10	
K	Main St	Avenue B & Avenue A	EB	4	-	-	4
			WB	6	-	6	
L	Main St	Avenue A & Lester Ave	EB	0	-	-	X
			WB	0	-	-	X
M	Helen Dr	Avenue B & Lester Ave	EB	0	-	-	X
			WB	0	-	-	X
N	Laurel St	Avenue A & Lester Ave	EB	12	12	-	
			WB	6	6	-	
P	N Broad St	Main St & Corliss Ave	SB	0	Part of Healthcare Sub-Area		
			NB	12	-	12	
Q	Willow St	Main St & Corliss Ave	SB	6	-	-	6
			NB	0	-	-	X
R	Jennison Ave	Main St & Corliss Ave	SB	3	-	-	3
			NB	7	-	7	
S	Ozalid Rd	Corliss Ave & Main St	SB	0	-	-	X
			NB	0	-	-	X
T	Park St	Main St & Dead End	SB	0	-	-	X*
			NB	11	11	-	
U	Lewis St	Willow St & Jennison Ave	EB	25	25	-	
			WB	0	-	-	X
V	Corliss Ave	N Broad St & Willow St	EB	0	Part of Healthcare Sub-Area		
			WB	0	-	-	X
W	Corliss Ave	Willow St & Jennison Ave	EB	0	Part of Healthcare Sub-Area		
			WB	10	10	-	
X	Corliss Ave	Jennison Ave & Ozalid Rd	EB	0	Part of Healthcare Sub-Area		
			WB	0	-	-	X*
<b>Total</b>				<b>188</b>	<b>74</b>	<b>114</b>	<b>16</b>



**LEGEND:**

- ▬ = Downtown Sub Area
- ▬ = "Free"/Unregulated On-Street
- ▬ = No Parking Zone
- ▬ = Metered On-Street
- ▬ = Police Vehicle Only (On-Street)

\* "No Parking" signage is largely absent, but street width will not allow parking on both sides of the roadway.

\*\* Two spaces signed for Police Use only in front of the George Kortuz Justice Building.

**Exhibit B-1: Residential Sub-Area Off-Street Parking Supply**

ID	Facility Name	Sub-Area	Ownership/ Access	Facility Type	Supply
19	JC Learning Center Lot	Residential	Private/Private	Lot	15
20	19 Baker Street Lot	Residential	Private/Private	Lot	14
21	16 Baker Street Lot	Residential	Private/Private	Lot	40
22	Barber Memorial Home Lot	Residential	Private/Private	Lot	42
23	Campus Square North Lot	Residential	Private/Private	Lot	36
24	Campus Square South Lot	Residential	Private/Private	Lot	99
25	Moore Tire Sales Lot	Residential	Private/Private	Lot	36
26	DGS General Contractor Lot	Residential	Private/Private	Lot	6
27	346 Grand Ave Lot	Residential	Private/Private	Lot	150
57	Islamic Center Lot	Residential	Private/Private	Lot	178
58	119 Endicott/HCA Lot	Residential	Private/Private	Lot	31
<b>Total</b>					<b>647</b>

\*No striping (assumed about 30 spaces)



**Exhibit B-2: Industrial Sub-Areas Off-Street Parking Supply**

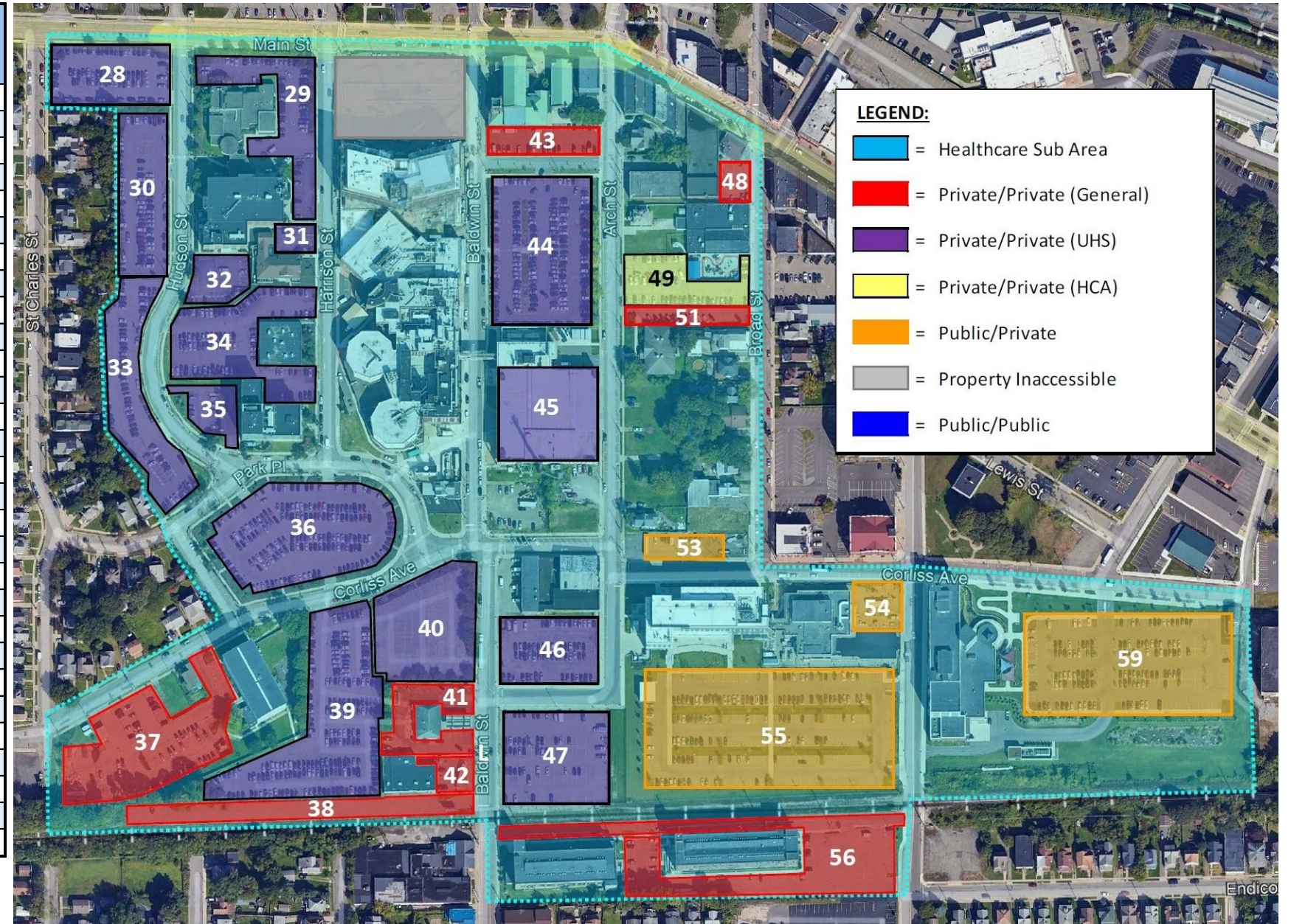
ID	Facility Name	Sub-Area	Ownership/ Access	Facility Type	Supply
1	UHS Primary Care Lot	Industrial West	Private/Private	Lot	32
2	All Saints Church Lot	Industrial West	Private/Private	Lot	39
3	Old JC High School / Rear Lot	Industrial West	Private/Private	Lot	50
4	Old JC High School / Front Lot	Industrial West	Private/Private	Lot	97
5	Women's OBGYN Assoc Lot	Industrial West	Private/Private	Lot	65
6	United Dental Services Lot	Industrial West	Private/Private	Lot	19
7	Sante CWHC Lot	Industrial West	Private/Private	Lot	39
8	UHS Pharmacy Lot	Industrial West	Private/Private	Lot	63
9	McDonalds Lot	Industrial West	Private/Private	Lot	32
10	Walgreens/ UHS Lot	Industrial West	Private/Private	Lot	97
11	NBT Bank Lot	Industrial West	Private/Private	Lot	33
12	WMC Employee Parking Lot	Industrial West	Private/Private	Lot	58
13	US Postal Service Lot	Industrial West	Public/Private	Lot	38
14	305 Main Street Bldg. Lot	Industrial West	Private/Private	Lot	20
<b>Total</b>					<b>682</b>

ID	Facility Name	Sub-Area	Ownership/ Access	Facility Type	Supply
79	Village Hall Lot	Industrial East	Public/Public	Lot	58
80	Village Hall Public Works Lot	Industrial East	Public/Private	Lot	36
81	JH Robotics Lot	Industrial East	Private/Private	Lot	46
82	Public Library Lot	Industrial East	Public/Public	Lot	40
83	Equinox Broadcasting Lot	Industrial East	Private/Private	Lot	32
84	Slavik & Company Lot	Industrial East	Private/Private	Lot	12
85	Olum's Clearance Center Lot	Industrial East	Private/Private	Lot	63
86	Southern Tier Auto Care Lot	Industrial East	Private/Private	Lot	19
87	Car Wash Lot	Industrial East	Private/Private	Lot	11
<b>Total</b>					<b>317</b>



**Exhibit B-3: Healthcare Sub-Area Off-Street Parking Supply**

ID	Facility Name	Sub-Area	Ownership/ Access	Facility Type	Supply
28	UHS Employee Parking Lot	Health Care	Private/Private	Lot	80
29	UHS Wilson Square East Patient Lot	Health Care	Private/Private	Lot	50
30	UHS Wilson Square West Patient Lot	Health Care	Private/Private	Lot	91
31	UHS MRI Parking Lot	Health Care	Private/Private	Lot	12
32	UHS HVI Patient Lot	Health Care	Private/Private	Lot	18
33	UHS Wilson Sq/Place Employee Lot	Health Care	Private/Private	Lot	99
34	UHS Neurosurgery/Ophthalmology Lot	Health Care	Private/Private	Lot	100
35	UHS Pain & Spine Clinic Lot	Health Care	Private/Private	Lot	8
36	WMC Employee Parking Lot	Health Care	Private/Private	Lot	183
37	Eckelberger Tower Lot	Health Care	Private/Private	Lot	129
38	122 Baldwin Street Parking Lot	Health Care	Private/Private	Lot	59
39	WMC Employee Parking Lot	Health Care	Private/Private	Lot	213
40	UHS Evening Lot	Health Care	Private/Private	Lot	99
41	Dunkin Donuts Lot	Health Care	Private/Private	Lot	13
42	Domino's Pizza Lot	Health Care	Private/Private	Lot	20
43	Sarah Jane Johnson Church Lot	Health Care	Private/Private	Lot	35
44	WMC Patient & Visitor Parking Lot	Health Care	Private/Private	Lot	156
45	WMC Physician/Employee Garage	Health Care	Private/Private	Garage	355
46	WMC North Faatz Alley Employee Lot	Health Care	Private/Private	Lot	70
47	WMC South Faatz Alley Employee Lot	Health Care	Private/Private	Lot	135
48	8 Bits Restaurant Lot	Health Care	Private/Private	Lot	15
49	18 Broad St/HCA Lot	Health Care	Private/Private	Lot	55
51	OBGYN Breast Center Lot	Health Care	Private/Private	Lot	16
53	BU School of Pharmacy Visitor Lot	Health Care	Public/Private	Lot	10
54	Binghamton University - R&D Bldg Lot	Health Care	Public/Private	Lot	12
55	Binghamton U R-HSC Commuter Lot	Health Care	Public/Private	Lot	279
56	Baldwin/Sunrise Building Lots	Health Care	Private/Private	Lot	95
59	Binghamton U R-HSC 2 Commuter Lot	Health Care	Public/Private	Lot	205
<b>Total</b>					<b>2,612</b>



**Exhibit B-4: Downtown Sub-Area Off-Street Parking Supply**

ID	Facility Name	Sub-Area	Ownership/ Access	Facility Type	Supply
15	VJC - Isabelle Lot	Downtown	Public/Public	Lot	58
16	VJC - Municipal Lot	Downtown	Public/Public	Lot	59
17	VJC - Police Department Lot	Downtown	Public/Private	Lot	24
18A	VJC - Justice Lot	Downtown	Public/Public	Lot	27
18B	VJC - Main Street Lot	Downtown	Public/Public	Lot	20
50	VJC - Willow Lot	Downtown	Public/Public	Lot	59
52	Goodwill Theater lot	Downtown	Private/Private	Lot	97
60	14 Lewis Street Lot	Downtown	Private/Private	Lot	22
61	Guthrie JC Senior Care Lot	Downtown	Private/Private	Lot	15
62	Vitali Auto Exchange Lot	Downtown	Private/Private	Lot	50
63	215 Main Street Lot	Downtown	Private/Private	Lot	45
64	190 Main St (Dental) Lot	Downtown	Private/Private	Lot	4
65	M&T Bank Lot	Downtown	Private/Private	Lot	58
66	2 Jennison Ave Lot	Downtown	Private/Private	Lot	58
67	JF Rice Funeral Home Lot	Downtown	Private/Private	Lot	60
68	Old Mary Myers Salon Lot	Downtown	Private/Private	Lot	31
69	St. James Church Lot	Downtown	Private/Private	Lot	69
70	Knights of Columbus Lot	Downtown	Private/Private	Lot	42
71	Victory Lofts Southwest Lot	Downtown	Private/Private	Lot	73
72	Dollar General	Downtown	Private/Private	Lot	24
73	Millers Body Shop	Downtown	Private/Private	Lot	13
74	Victory Lofts Southeast Lot	Downtown	Private/Private	Lot	30
75	39 Laurel Street Lot	Downtown	Private/Private	Lot	31
76	NY Telephone Company Lot	Downtown	Private/Private	Lot	12
77	St. James Rectory Lot	Downtown	Private/Private	Lot	18
78	St. James School Lot	Downtown	Private/Private	Lot	42
88	Binghamton Realtor's Lot	Downtown	Private/Private	Lot	18
<b>Total</b>					<b>1,059</b>

