

OSWEGO CANAL CORRIDOR BOA

APPENDIX N: DOWNTOWN OSWEGO PARKING STUDY

NOVEMBER 2019



— DOWNTOWN OSWEGO —

PARKING STUDY



Image Credit: City of Oswego

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Image Credit: Bergmann

CHAPTER 1

INTRODUCTION

OVERVIEW

Adequate supply, clearly-defined access, and well-managed parking facilities contribute to vitality, connectivity, and accessibility.

On- and off-street parking areas provide vehicular access to businesses, residences, jobs, and other amenities and activities. In Downtown Oswego, several destinations generate traffic daily or intermittently throughout the year, such as businesses, museums, hotels, Oswego Hospital, the Farmer's Market, Harborfest, City offices and parks, and waterfront trails. The location, type, and supply of parking spaces and how these parking areas interface with adjacent land uses and transportation systems are fundamental considerations in establishing accessible and convenient vehicular and pedestrian circulation in downtown.

The City of Oswego has undertaken this parking study to document, analyze, and address downtown parking issues. The City envisions this study as part of a broader strategy for economic development, capitalizing on recent and planned investments in downtown, in order



Image Credit: Bergmann

PURPOSE

The purpose of this study is to assess the quality of the parking system in Downtown Oswego by documenting and analyzing existing parking supply and demand. The recommendations included in this report are informed by current issues with the existing parking system and by opportunities for future improvement.



STUDY AREA

The study area follows the boundary of the City of Oswego Downtown Revitalization Initiative area. The extent of this boundary encompasses West 8th Street east to East 4th Street and approximately Lake Street south to Utica Street and includes the entirety of downtown and the Oswego Hospital campus.

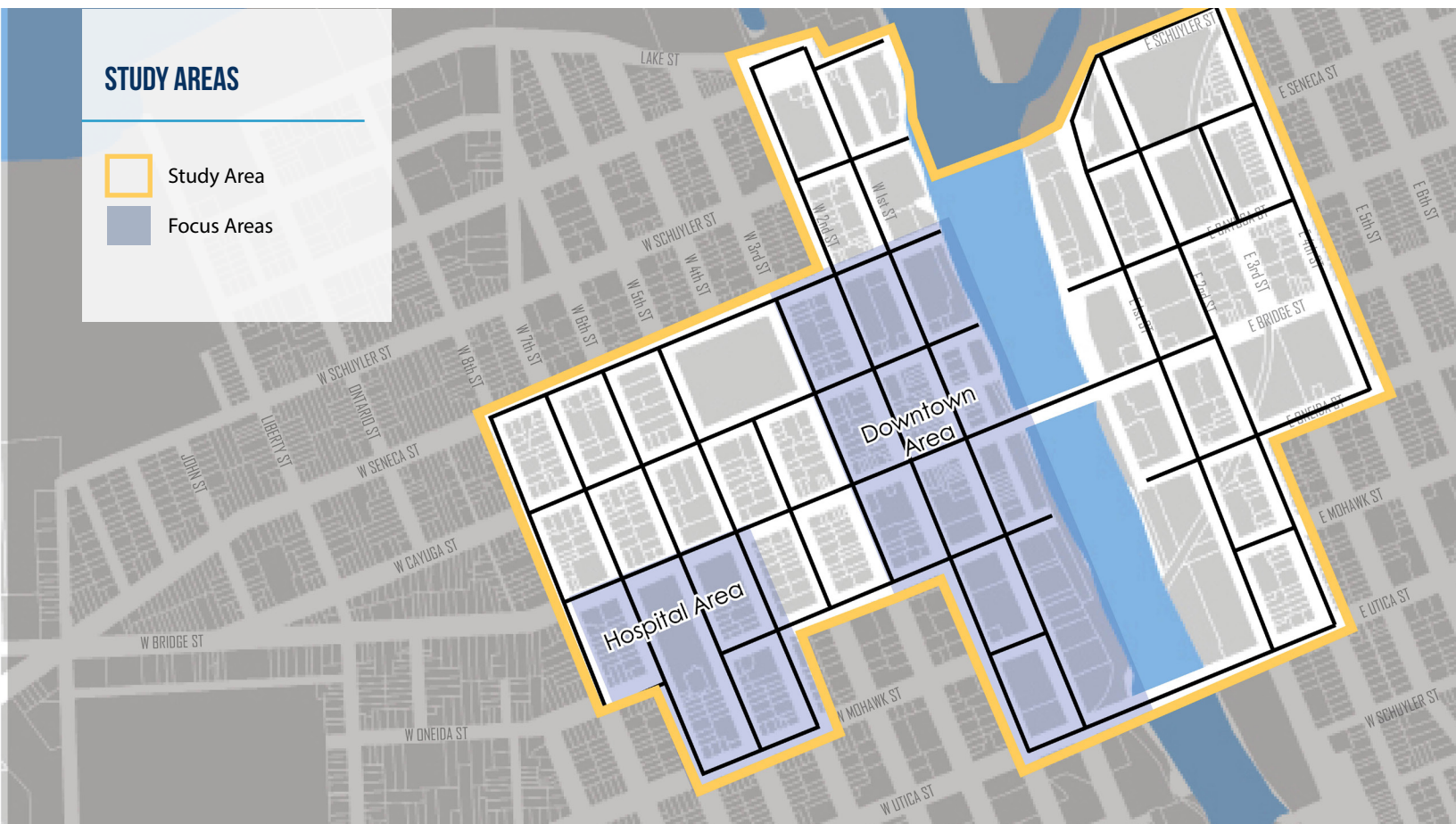
In addition, two sub-areas were analyzed in further detail. These sub-areas include the Downtown Focus Area and Hospital Focus Area.

DOWNTOWN FOCUS AREA

The Downtown Focus Area is bound to the north by West Seneca Street, to the south by West Utica Street, to the west by West 3rd Street, and to the east by the Oswego River. Eight municipal lots, 29 private parking lots and all on-street parking were analyzed within this Focus Area.

HOSPITAL FOCUS AREA

The Hospital Focus Area is bound to the north by West Bridge Street, to the south by West Mohawk Street, to the west by West 8th Street, and to the east by West 5th Street. Five private lots and all on-street parking within this Focus Area were analyzed.



METHODOLOGY

To gauge existing parking conditions in downtown, a complete analysis of parking capacity and occupancy was undertaken using the following methods:



EXISTING PARKING INVENTORY

Visual field inspections were utilized to determine the location, quantity, type, and restrictions associated with existing on- and off-street parking facilities.



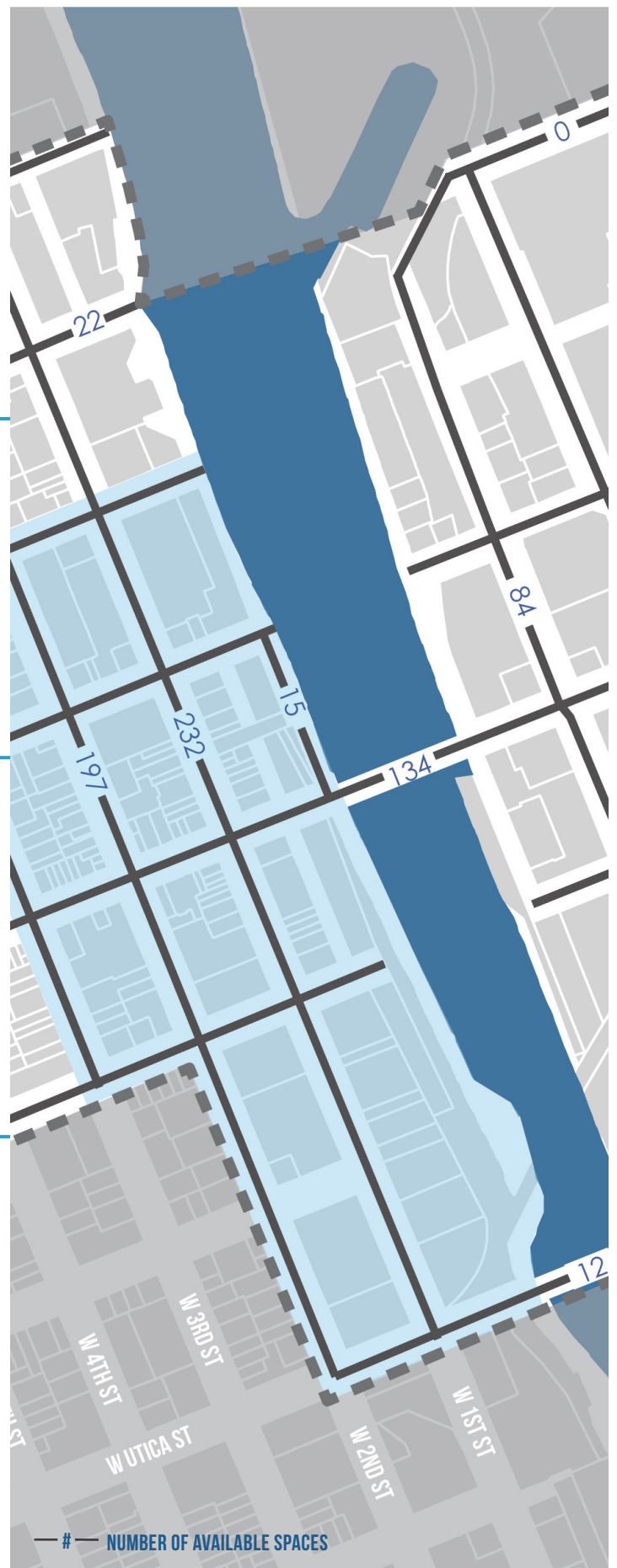
OCCUPANCY COUNTS

Field occupancy counts were tabulated during the weekday and weekend period to determine the number of vehicles found utilizing parking spaces within the study area.



COMPILATION OF RESULTS

Parking utilization rates were determined by comparing the existing inventory with the observed occupancy of the parking system during various time periods.



KEY TAKEAWAYS

Based on the collected data, parking within Downtown Oswego, the Downtown Focus Area and the Oswego Focus Area does not meet the targeted 85% occupancy rate and is therefore underutilized. Parking in association with Oswego Hospital is the most utilized parking throughout the Downtown Oswego study area.

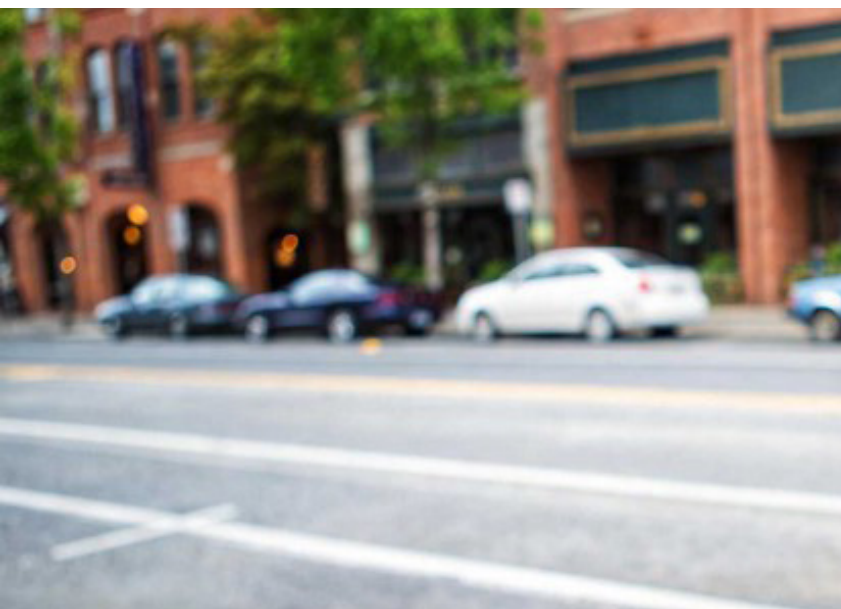
Improvements to Oswego's parking system can be made to enhance utilization and increase visibility.

ISSUES

- 1 Parking regulations are unclear or unmarked
- 2 Low visibility of the parking system
- 3 Spaces are not utilized to their fullest extent

OPPORTUNITIES

- 1 Enhanced wayfinding signage and technologies to boost visibility
- 2 Enhanced parking policies and provisions
- 3 Aesthetic enhancements to parking lots and streetscape





CHAPTER 2

INVENTORY

OVERVIEW

Downtown Oswego contains an adequate supply of on- and off-street parking to accommodate current needs and projected future demands.

Using a combination of field data and aerial imagery, the number of on- and off-street parking spaces in the study area was collected. Parking supply refers to the total number of spaces available for use.

PARKING TERMINOLOGY

Parking spaces in this study are organized into on-street and off-street parking.

ON-STREET PARKING

Parking availability and occupancy counts were performed for all unrestricted, public streets within the study area.

OFF-STREET PARKING

Parking lot availability and occupancy counts were performed for municipal and private parking lots contained within the Downtown and Hospital Focus Areas.

Off-street parking falls into three categories:

- Municipal-owned public parking
- Municipal-owned, reserved parking
- Privately-owned public parking

From a management perspective, there are critical differences between on-street and off-street parking. The supply of on-street parking is fixed due to the configuration of the roadway. On the other hand, off-street parking spaces are in flux since additional parking facilities can be built, but can also be removed to accommodate future development.



INVENTORY SUMMARY

On-street and off-street parking supply an important aspect of quality of life for residents and also influences the experience for visitors. A balanced mix of parking and other land uses are vital components to a thriving downtown.

The City of Oswego has a large supply of parking within the downtown. There is a total of 4,653 spaces within the overall study area, with 561 spaces in the Hospital Focus Area and 1,461 spaces in the Downtown Focus Area.

The quality of parking is equally important as the quantity, and it is important to provide accessible parking for potential users. As such, Downtown Oswego currently offers 118 ADA-accessible spaces located both on and off-street.

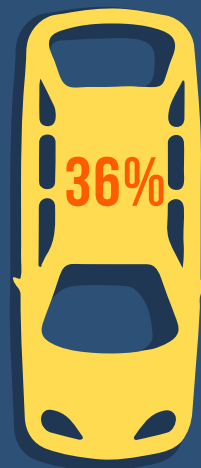
TOTAL SPACES



ON-STREET

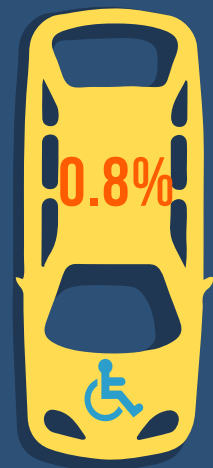
1,658

AVAILABLE SPACES



37

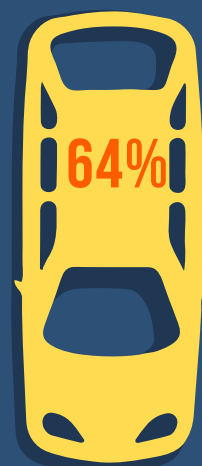
HANDICAPPED SPACES



OFF-STREET

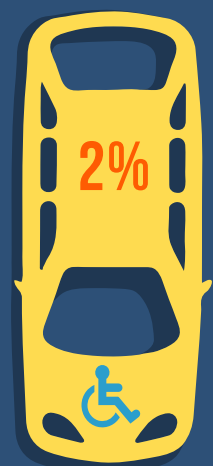
2,995

AVAILABLE SPACES



81

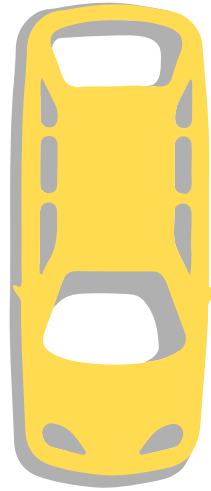
HANDICAPPED SPACES



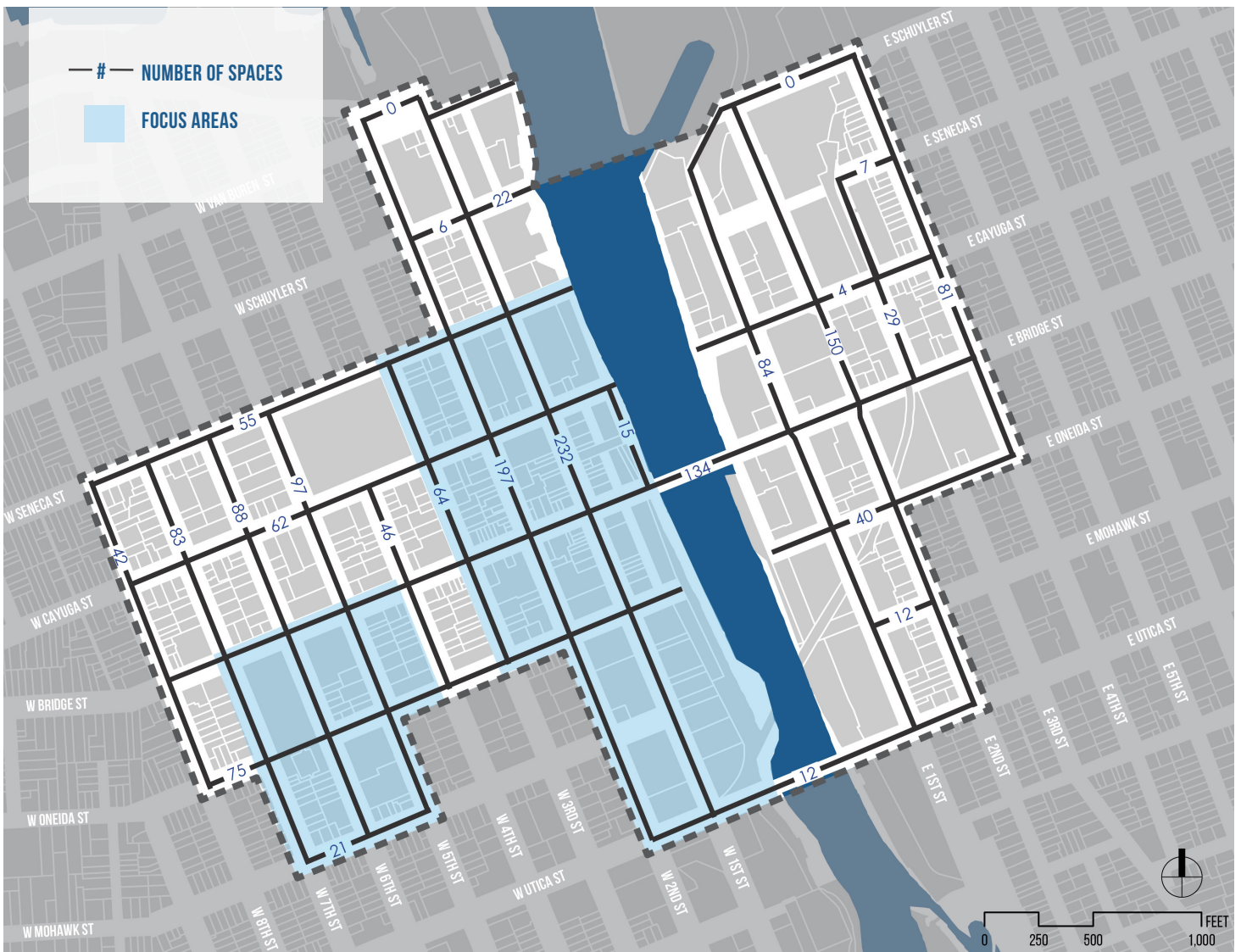
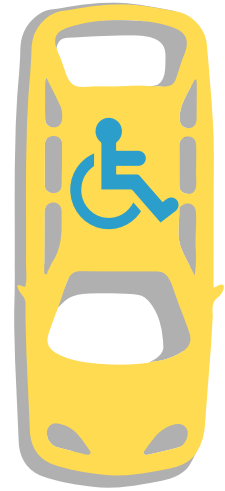
ON-STREET SUPPLY

There are a total of 1,658 on-street parking spaces throughout the study area - 37 of which are handicapped accessible. The majority of these spaces are not defined by parking lines, but are largely accessible on both sides of the street. Most parking spaces are parallel to the street except for portions of West 1st Street, West 2nd Street and East 2nd Street, which contain spaces angled at 45-degrees.

1,658
AVAILABLE SPACES



37
HANDICAPPED SPACES



There are eight different on-street parking regulations within the study area. The majority of the study area does not contain parking regulation signage. In some cases, streets contain marked on-street parking spaces and no associated sign regulation.

A green and white rectangular sign with rounded corners. The top section is green with a white border, containing a large white number '2' on the left and the words 'HOUR PARKING' in green capital letters on the right. The bottom section is white with a green border, containing the text '9 AM - 5 PM' in large green capital letters. The sign is mounted on a black post with three white dots. At the bottom left, there is a small red '3M' logo and the word 'Adhesive'. At the bottom right, there is a small black logo and the text 'SmartSign.com • 800-952-2437 • 6-8324'.



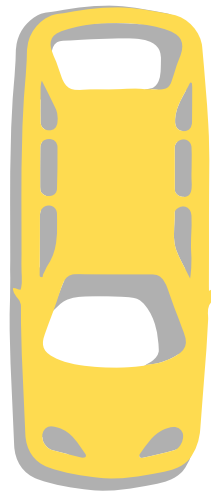
OFF-STREET SUPPLY

There are 89 parking lots within the study area that host 2,995 parking spaces. These lots consist of surface parking as well as parking ramps. A total of 81 of these spaces are handicapped accessible.

There is also a mixture of municipally- and privately-owned parking lots throughout Downtown Oswego. Many of the municipal-owned lots are located near the waterfront or proximate to City-owned buildings. While a majority of municipal-owned parking lots are open to the public, three do not provide public access. The inventory of off-street parking lots is provided in Appendix B.

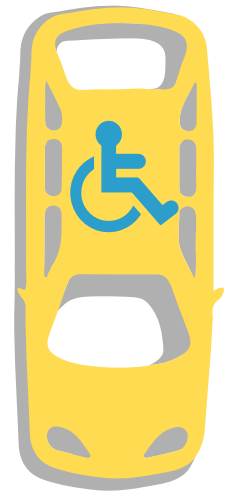
2,995

AVAILABLE SPACES



81

HANDICAPPED SPACES



OFF-STREET REGULATIONS

Six different types of off-street regulations were documented within the Study Area. A majority of the privately-owned parking lots (55%) are categorized as “reserved parking,” where parking is limited to employees, business/institution patrons, and authorized vehicles. One privately-owned lot (Midtown Plaza) only limits parking between 3AM and 6AM from December 1st to March 31st. The remaining privately-owned parking lots do not contain signage specifying regulations.

A majority of the municipally-owned lots (52%) do not contain signage specifying parking regulations. Where municipal lots do specify regulations, the regulations typically limit the amount of time people can park during business hours and/or the winter season.

Three municipal-owned lots are not open to the general public. These include the police station (owned by the City of Oswego; parking for employees only), the Simeon DeWitt Apartments (owned by Oswego Community Housing; permit required), and a large parking lot owned by the Port of Oswego Authority (no trespassing).

A majority of the municipally-owned parking lots in the Downtown Focus Area do not allow parking between 3AM and 6AM from December 1 to March 31. With the exception of this regulation, public parking in the Downtown area is unregulated.

In the Hospital Focus area, all of the parking lots are privately-owned and a majority are reserved for Oswego Hospital patrons and employees.



ADA-ACCESSIBLE SPACES

According to the American Disability Act, accessible parking for disabled individuals must be provided. It is important for ADA-accessible spaces to be available, especially in high-demand downtown areas. ADA-accessible spaces must be located on the shortest accessible route of travel to an accessible facility entrance. The location of on-street spaces and parking lots containing ADA-accessible spaces is shown below.

A total of 118 ADA accessible spaces are dispersed throughout the Downtown Oswego area; 37 spaces are on-street and 81 spaces are off-street. These spaces are located throughout the downtown both on- and off-street.



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CHAPTER 3

UTILIZATION

OVERVIEW

Overall, utilization of the parking system is low. Off-street parking is more utilized than on-street parking.

Parking utilization is one of the central concepts of parking management. Whether in reference to on-street parking or an off-street parking lot, parking utilization describes the percentage of spaces that are occupied at any given time.

“NORMAL” AND “BLENDED” COUNTS

Occupancy counts were performed under “normal circumstances”, though local conditions are likely to vary during the school year and during special events and holidays. To account for these above-average conditions, the average occupancy counts were “blended” to determine utilization rates, thereby creating a reasonable picture of typical use.

UTILIZATION DATA ANALYSIS

Parking utilization rates represent the relationship between parking occupancy and parking supply. Low occupancy rates indicate that spaces are unused. While low rates may provide convenience to some motorists, this can be an indication that parking is oversupplied or overpriced. On the other hand, high occupancy may suggest that the existing supply does not adequately accommodate demand or that parking is underpriced.

A desirable target for parking utilization is a goal of 85% occupancy. At this rate, most spaces are full but arriving drivers can easily find an available space. For on-street parking, 85% occupancy means about one open space on each block, allowing easy access to businesses but also creating a bustling downtown environment. At lower occupancy, there is more parking than necessary. At higher occupancy, it is difficult for drivers to find an unoccupied space, causing them to circulate and generate excess traffic, or leave the area altogether. From this perspective, too much parking can be just as harmful as not enough.

The utilization of the parking system within Oswego was measured by comparing the observed occupancy to the number of available spaces. The resulting utilization rate was used to identify areas where parking is adequately supplied as well as areas where additional parking may be necessary.

Occupancy counts were counted at various times during one weekday and one weekend day in mid-October 2017.

WHAT IS A UTILIZATION ANALYSIS?

Utilization analysis is a statistical method for determining the availability of parking in a given area. Based on field data and observations, this analysis can be used as a tool for assessing if either surplus of inefficient parking supply exists.

HOW IS IT CALCULATED?

$$\frac{\text{\# OF OCCUPIED SPACES}}{\text{TOTAL \# OF AVAILABLE SPACES}} \times 100 = \% \text{ UTILIZATION}$$

WHAT IS THE OPTIMAL TARGET?



85% OCCUPANCY

BLENDING OCCUPANCY COUNTS

Utilization of the parking system varies by hour, by day, and by weekday/weekend. As such, observations from a single day are not representative of the variable utilization of the parking system.

Since the parking system is so variable, blended counts were used to provide a “worst case” scenario of parking utilization in the study area.

HOW DO BLENDED OCCUPANCY COUNTS WORK?

WEEKDAY COUNTS (OCTOBER 19, 2017)

- MORNING: 9 AM
- AFTERNOON: 12 PM
- MID-DAY: 4 PM
- EVENING: 7 PM

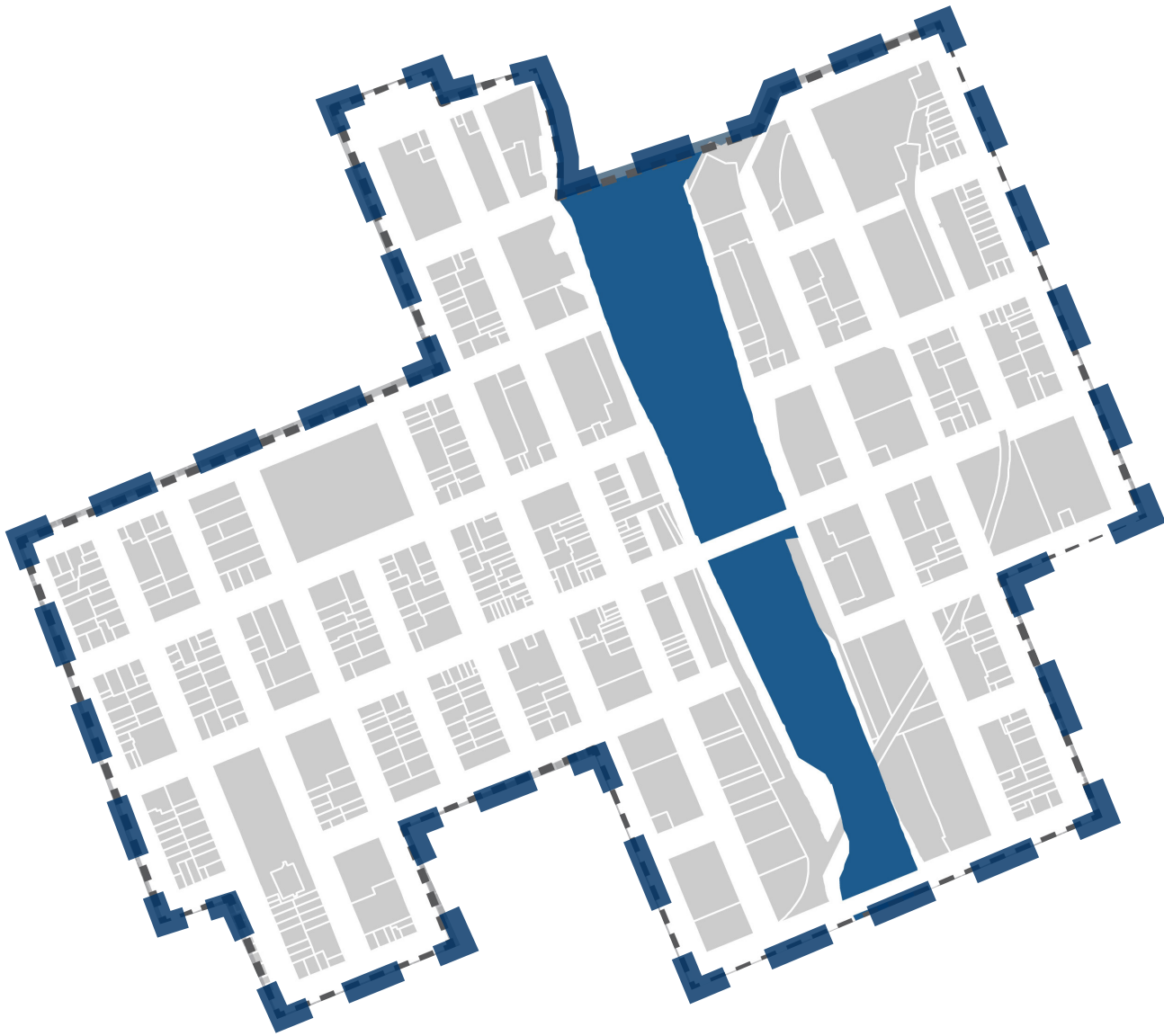
WEEKEND COUNTS (OCTOBER 21, 2017)

- MORNING: 10 AM
- MID-DAY: 2 PM
- EVENING: 7 PM



BLENDING COUNTS

Created by using the
average occupancy per time
period



OVERALL STUDY AREA UTILIZATION

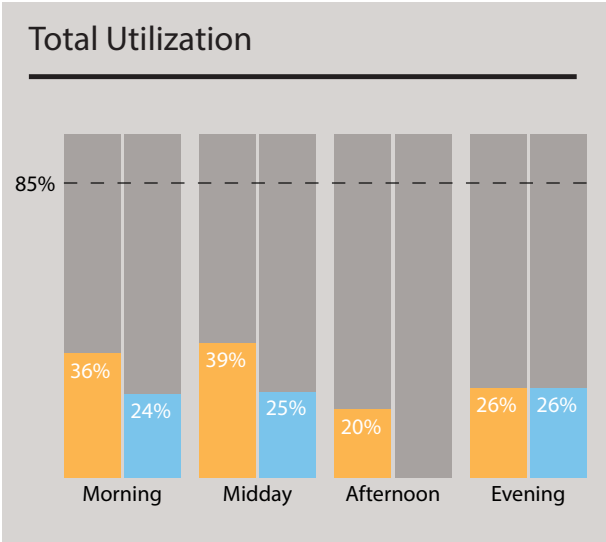
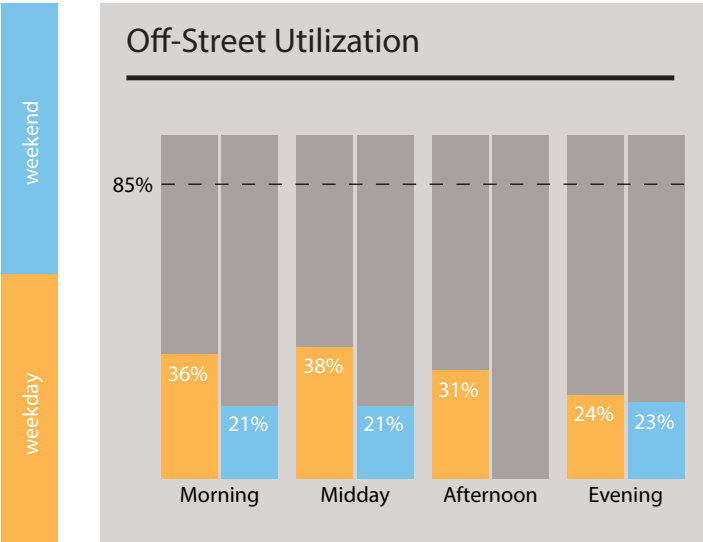
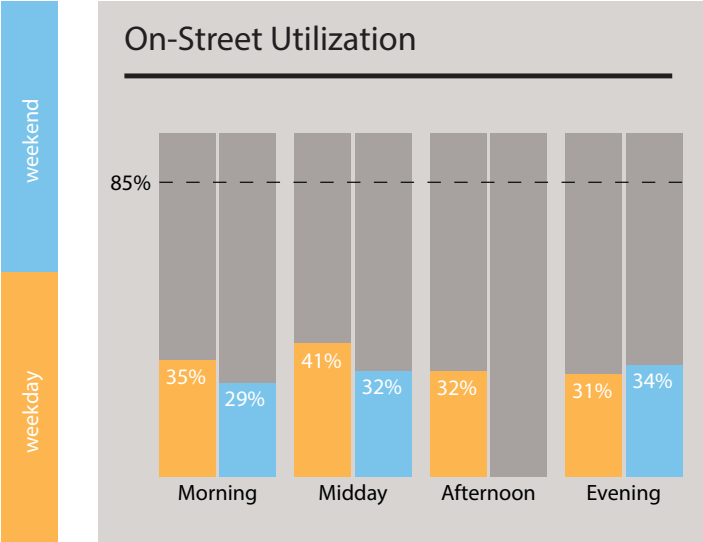
TOTAL PARKING UTILIZATION

The parking utilization data shows that parking is underutilized both on- and off-street, during all times of day and during weekdays and weekends. Utilization rates never exceeded the ideal 85% target, suggesting adequate, potentially more than needed parking availability.

In general, off-street parking is more utilized than on-street parking. The following maps provide visual context of overall utilization of the parking system within the study area.



THE OSWEGO PARKING SYSTEM IS UNDERUTILIZED



SUMMARY OF WEEKDAY UTILIZATION

GENERALLY, PARKING LOTS NEAR THE WATERFRONT AND HOSPITAL, AS WELL AS EAST ONEIDA, UTICA, WEST 2ND, WEST 4TH, WEST 6TH, AND WEST 8TH STREETS EXPERIENCE HIGH UTILIZATION ON WEEKDAYS.

Parking lots on the Oswego Hospital campus (Lots #4, 5, and 6), waterfront parking on either side of the Oswego River (Lots #40 and #80) and downtown parking lots #28 and #32 are the most utilized parking lots within the study area. These lots contain an average utilization rate between 61-80 percent.

Other lots located near Pathfinder Bank and the public library (Lots #74, 75, 76, 77, 78), on the eastern side of the river are also more heavily utilized throughout the morning and afternoon hours. These lots are less utilized at night, indicating use of these spaces by potential employees.

During the morning and mid-day periods, streets in close proximity to the hospital and downtown businesses - such as West 7th, West 6th, West 5th, West 4th, West 2nd, and West 1st Street - are the most utilized streets on the western side of the river.

East Oneida Street and East Utica Street are also more utilized. East Utica Street was 100 percent utilized during the mid-day period. East Oneida Street is utilized between 61-80 percent during the morning and mid-day and slowly declines to 38 percent utilization by 7 PM.

PARKING DEMAND

Parking demand within a downtown area varies based on the type of user. For example, residents may have different parking needs than employees of certain establishments. A balanced approach to managing utilization rates can improve convenience of each user. Residents and employees are also more likely to park within the study area during the weekday.

Residents -

Typically, residents have a strong preference to park near their home or apartment. Residents also have variable parking needs; short-term, long-term and guest parking.

Employees -

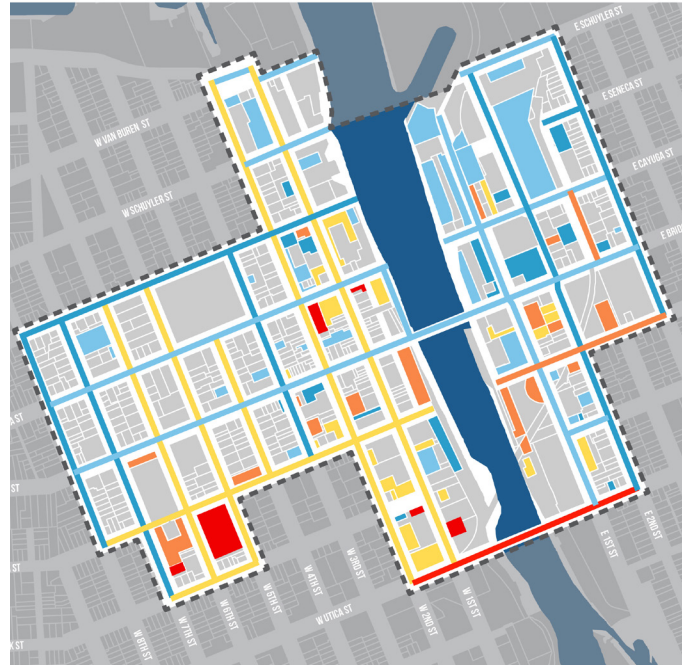
Generally, employees park in close proximity to their place of employment, but may be more willing to park a further distance away. Certain incentives may entice employees to park further from their workplace.

WEEKDAY UTILIZATION

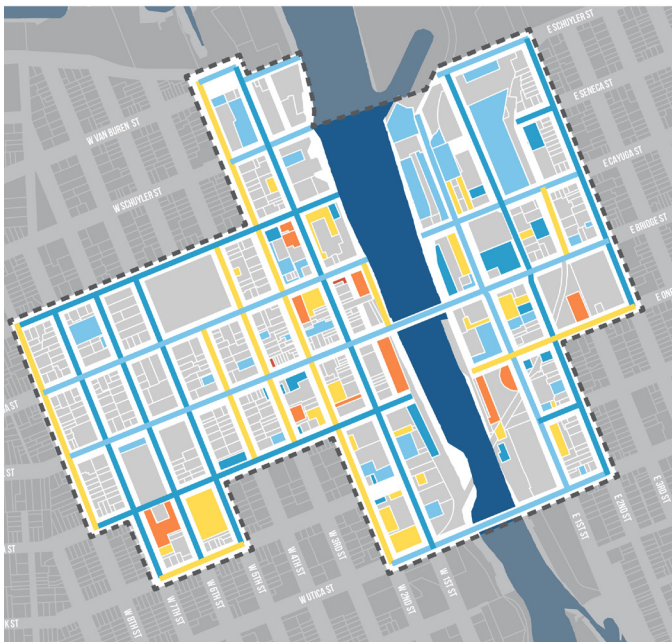
MORNING - 9:00 AM



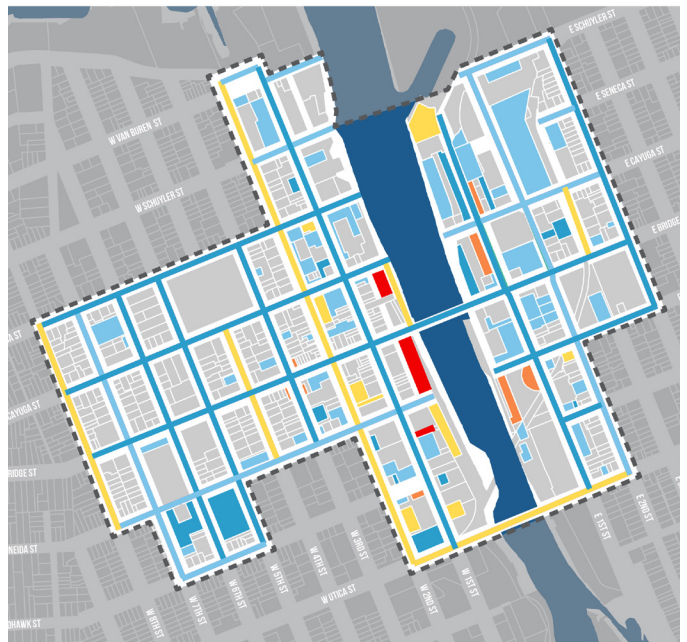
MID-DAY - 12:00 PM



AFTERNOON - 4:00 PM



EVENING - 7:00 PM



AVERAGE WEEKDAY UTILIZATION



SUMMARY OF WEEKEND UTILIZATION

GENERALLY, THE PARKING LOTS ALONG THE WATERFRONT AS WELL AS WEST 1ST STREET, WEST 3RD STREET, WEST 4TH STREET AND WEST 8TH STREET EXPERIENCE THE HIGHEST WEEKEND UTILIZATION.

On-street and off-street parking areas along the downtown waterfront are the most heavily utilized areas on the weekend. Off-street lots (Lots #64, 32, 55, 56, 46, 48, and 40) are generally utilized between 61-80 percent. Lot #80, associated with Simeon Dewitt Apartments, is utilized at a high rate throughout the day. The majority of these lots are municipally-owned.

On-street parking is utilized heaviest during the mid-day and evening periods on the weekend. West 4th Street and West 8th Street are the most utilized streets on the eastern side of the river throughout the day. West 1st, West 2nd and West 3rd Street are also well utilized, especially during the mid-day time period.

PARKING DEMAND

Customers and visitors are more likely to visit Downtown Oswego during the weekend. Typically, the parking utilization shows that during weekend evening hours parking is more utilized in the study area compared to the weekday evening hours.

Visitors may be traveling to the area for tourism or retail purposes. Some visitors may only need to utilize a parking space for a short amount of time, whereas some visitors may need an unrestricted parking timeframe. Locating parking in a central area can encourage visitors to park once and walk between destinations.

WEEKEND UTILIZATION

MORNING - 10:00 AM



MID-DAY - 2:00 PM

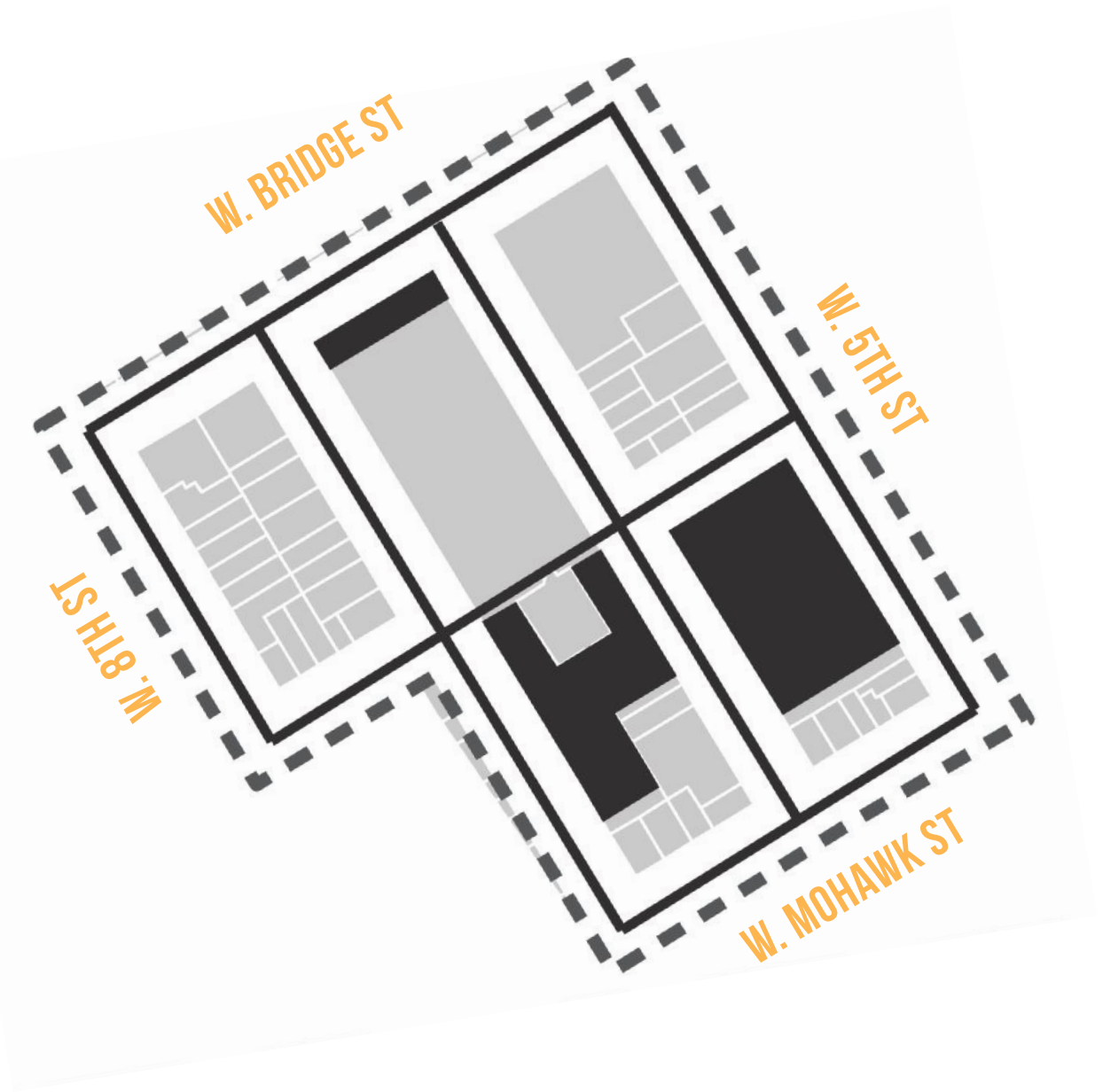


EVENING - 7:00 PM



AVERAGE WEEKEND UTILIZATION





HOSPITAL FOCUS AREA UTILIZATION

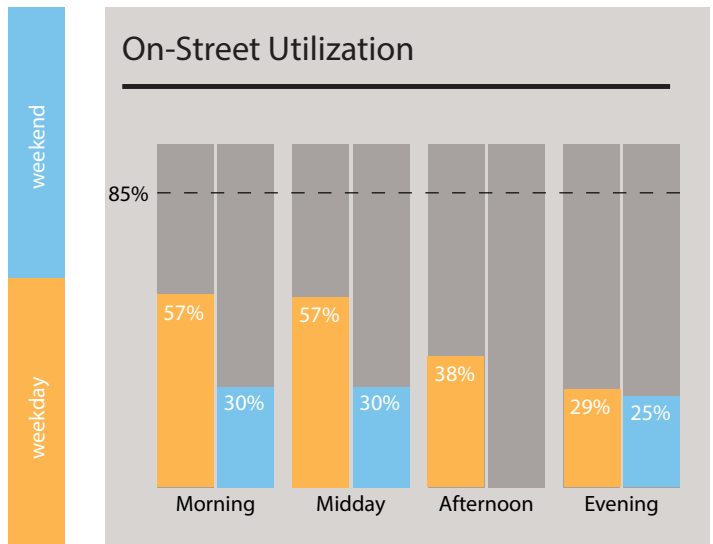
HOSPITAL FOCUS AREA UTILIZATION

The Hospital Focus Area is one of the most heavily visited areas within Downtown Oswego. While on-street parking throughout all time periods remains under the 85% occupancy rate, off-street parking is close to, or exceeds, full utilization.

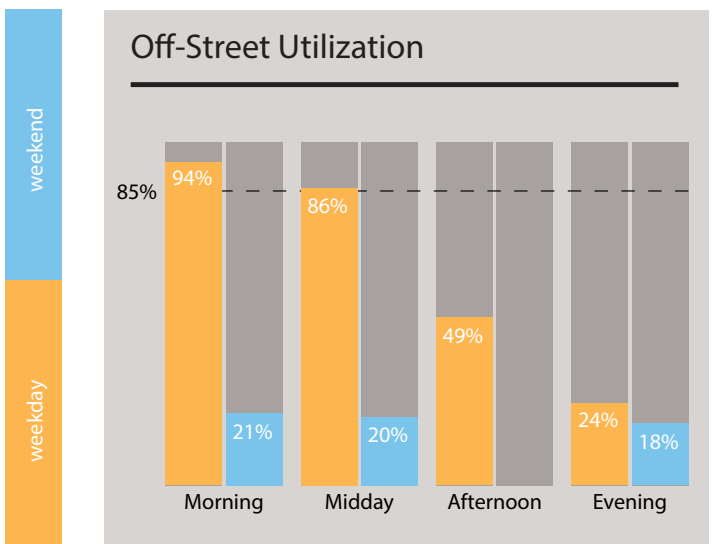
Off-street parking around the hospital is most utilized during the weekday. Peak utilization occurs during morning and mid-day times. Overall, there is a great disparity of parking utilization between weekday and weekend parking.



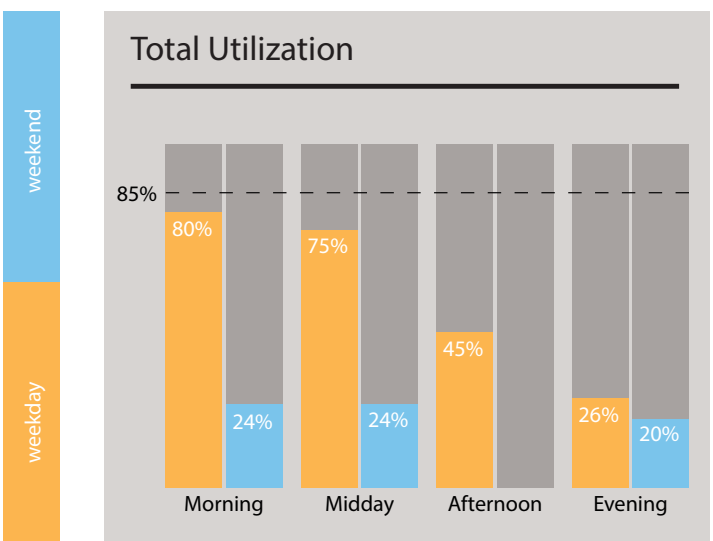
**THE HOSPITAL FOCUS AREA
EXPERIENCES HIGH UTILIZATION**



+



=



HOSPITAL AREA- WEEKDAY UTILIZATION

ON- AND OFF-STREET PARKING IS HIGHLY UTILIZED DURING ALL WEEKDAY TIME PERIODS.

The Hospital Focus area is the most utilized area within the City of Oswego. The on-street and off-street parking contains the most occupancy during the morning, mid-day and afternoon hours. The parking system is significantly less utilized during the evening hours.

The hospital-owned lots are heavily utilized, especially during the morning, mid-day and afternoon time period at a rate between 81-100 percent. Utilization rates generally drop between 21-40 percent during the evening time period.

On-street parking surrounding the hospital campus is also well utilized. During the mid-day and afternoon, West 6th and West 5th Street are utilized at a rate of 81-100 percent.

While the parking system is the most utilized area within the study area, on average no on-street or off-street parking surpasses the optimal 85% occupancy rate.

HOSPITAL PARKING

To healthcare providers, ensuring patients and employees have ample parking creates a better experience for all users. Wayfinding signage plays a critical role to guarantee patients and visitors have a hassle-free experience when accessing parking.

Clear and efficient wayfinding signage, whether directing users from on- or off-street parking should be incorporated to direct users to their desired location.

Incorporation of wayfinding technology (to display amount of parking space available) can also play a role in simplifying the patient's arrival experience.



HOSPITAL - WEEKDAY UTILIZATION

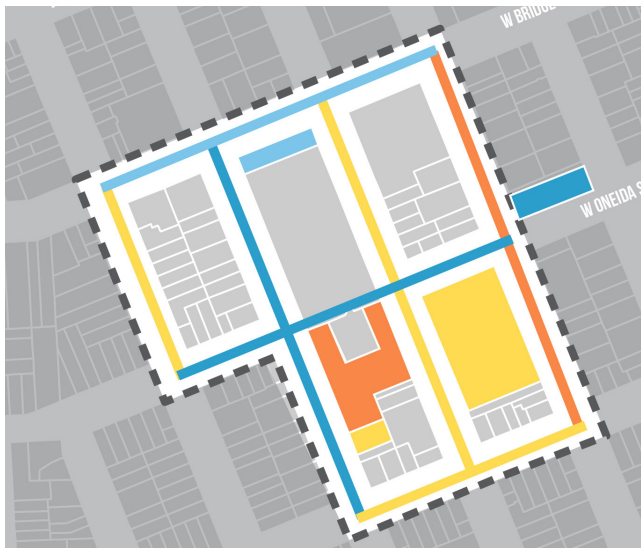
MORNING - 9:00 AM



MID-DAY- 12:00 PM



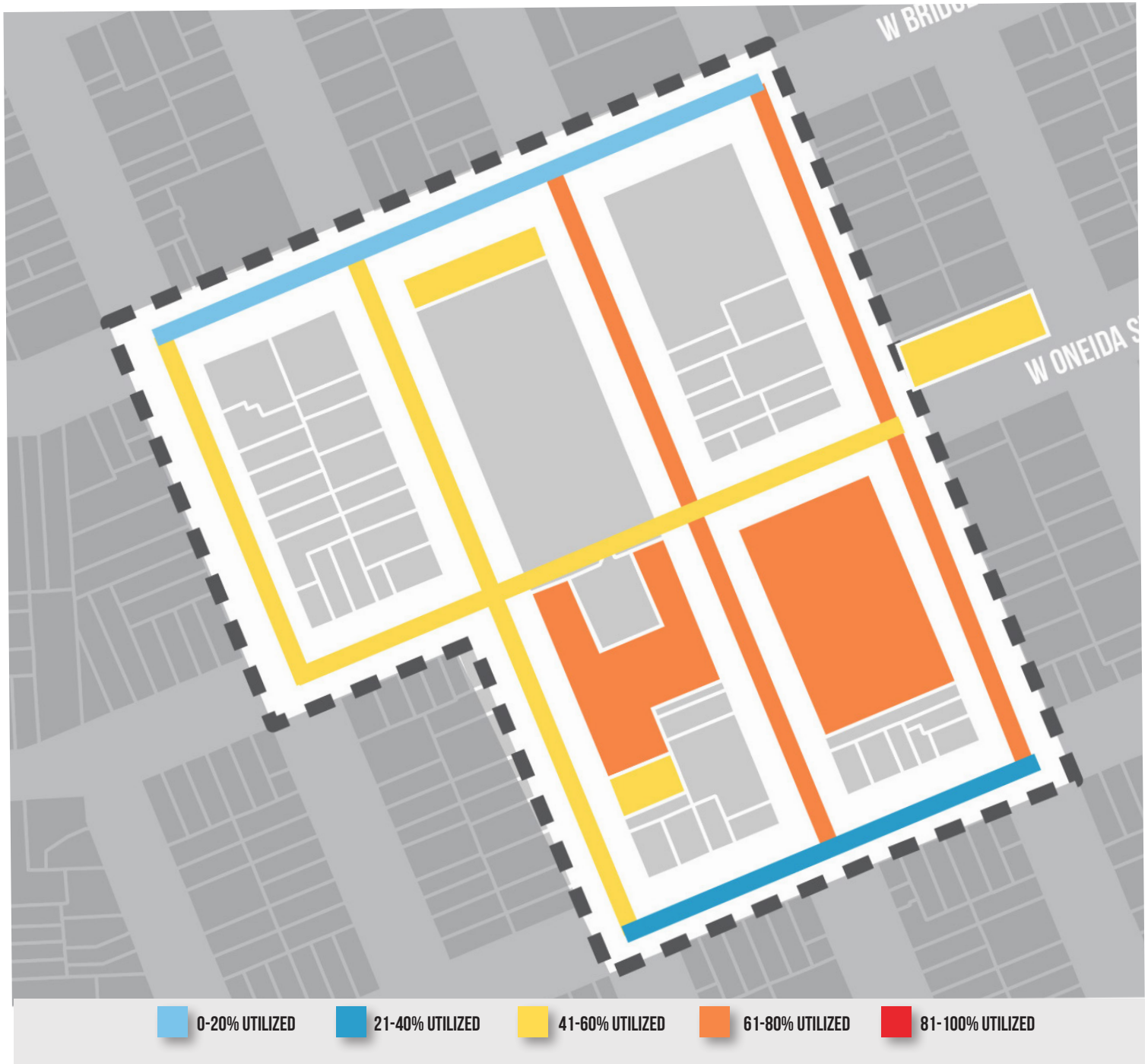
AFTERNOON - 4:00 PM



EVENING - 7:00 PM



HOSPITAL AREA- AVERAGE WEEKDAY UTILIZATION



HOSPITAL AREA- WEEKEND UTILIZATION

WEST 8TH STREET IS THE MOST UTILIZED ON-STREET PARKING DURING THE WEEKEND. OFF-STREET PARKING UTILIZATION IS LOWER DURING THE WEEKEND COMPARED TO THE WEEKDAY.

The Hospital Focus area is lightly utilized throughout the weekend time periods. Both on-street and off-street parking in a majority of the study area has a utilization rate between 21-40 percent.

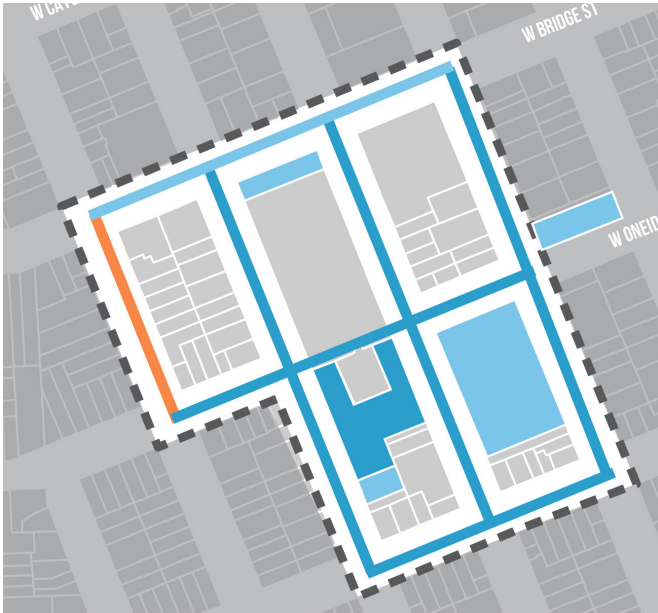
West 8th Street is consistently the most utilized street within the area with a utilization rate of 61-80 percent during the morning and mid-day time period and 81-100 percent utilization during the evening.

West 4th Street is most utilized during the mid-day time period at a utilization rate of 41-60 percent.

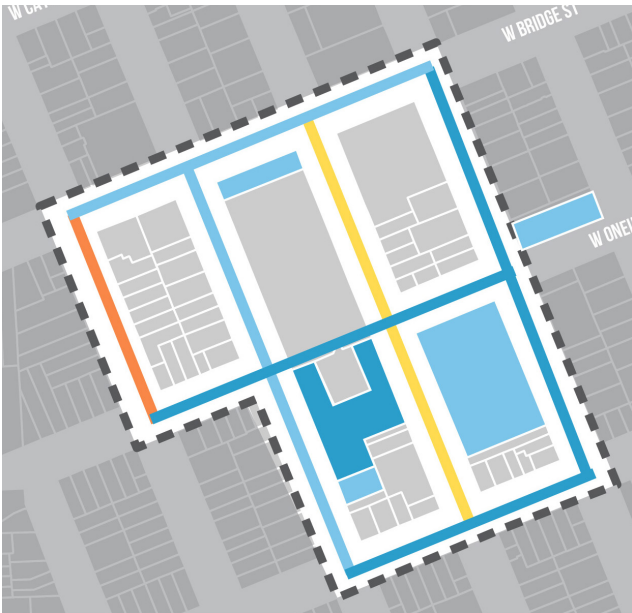


HOSPITAL AREA - WEEKEND UTILIZATION

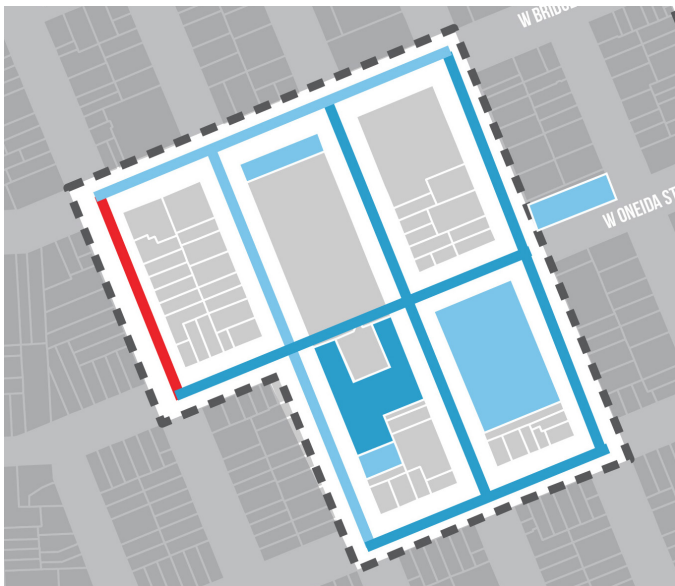
MORNING - 10:00 AM



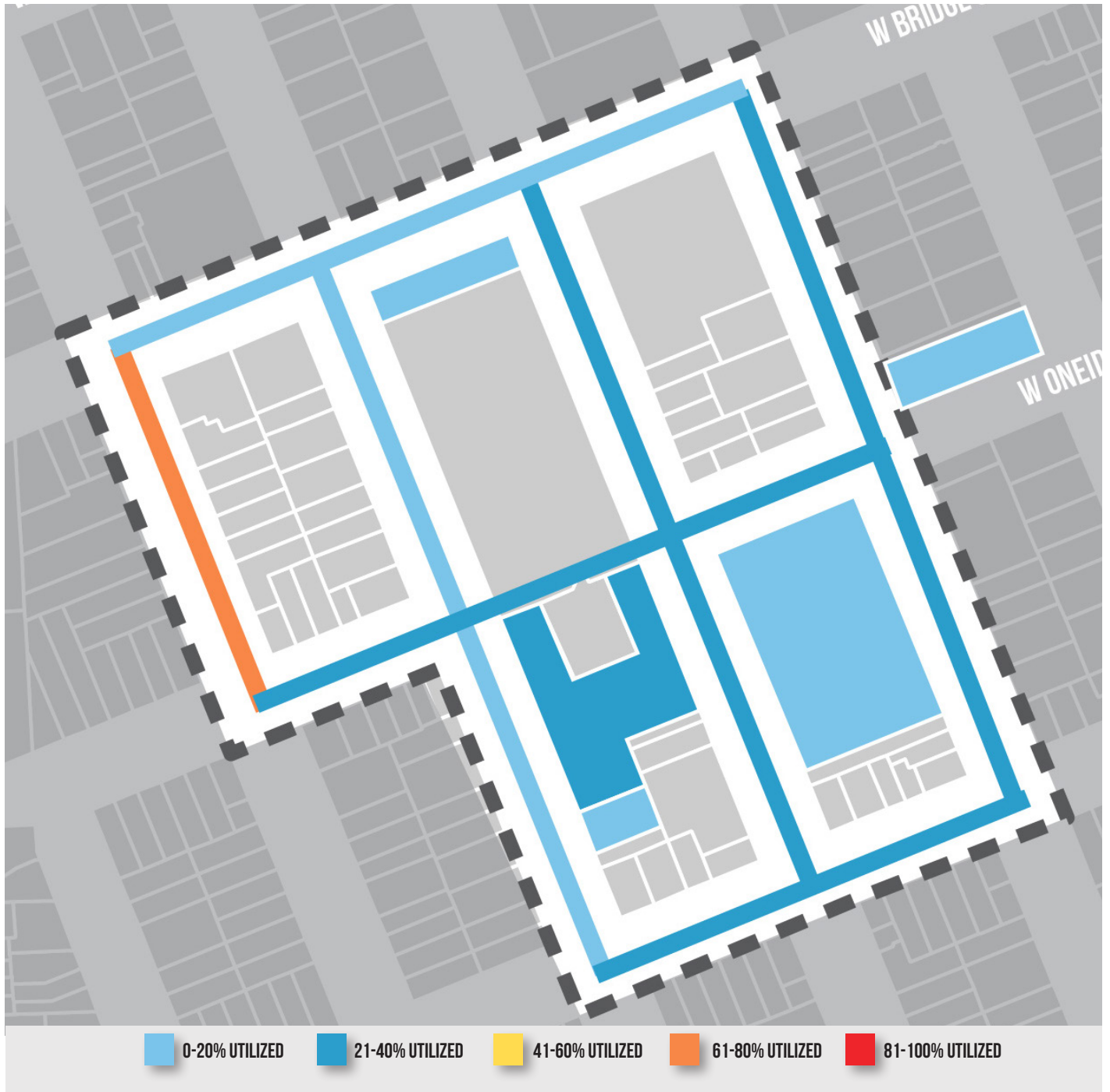
MID-DAY - 2:00 PM

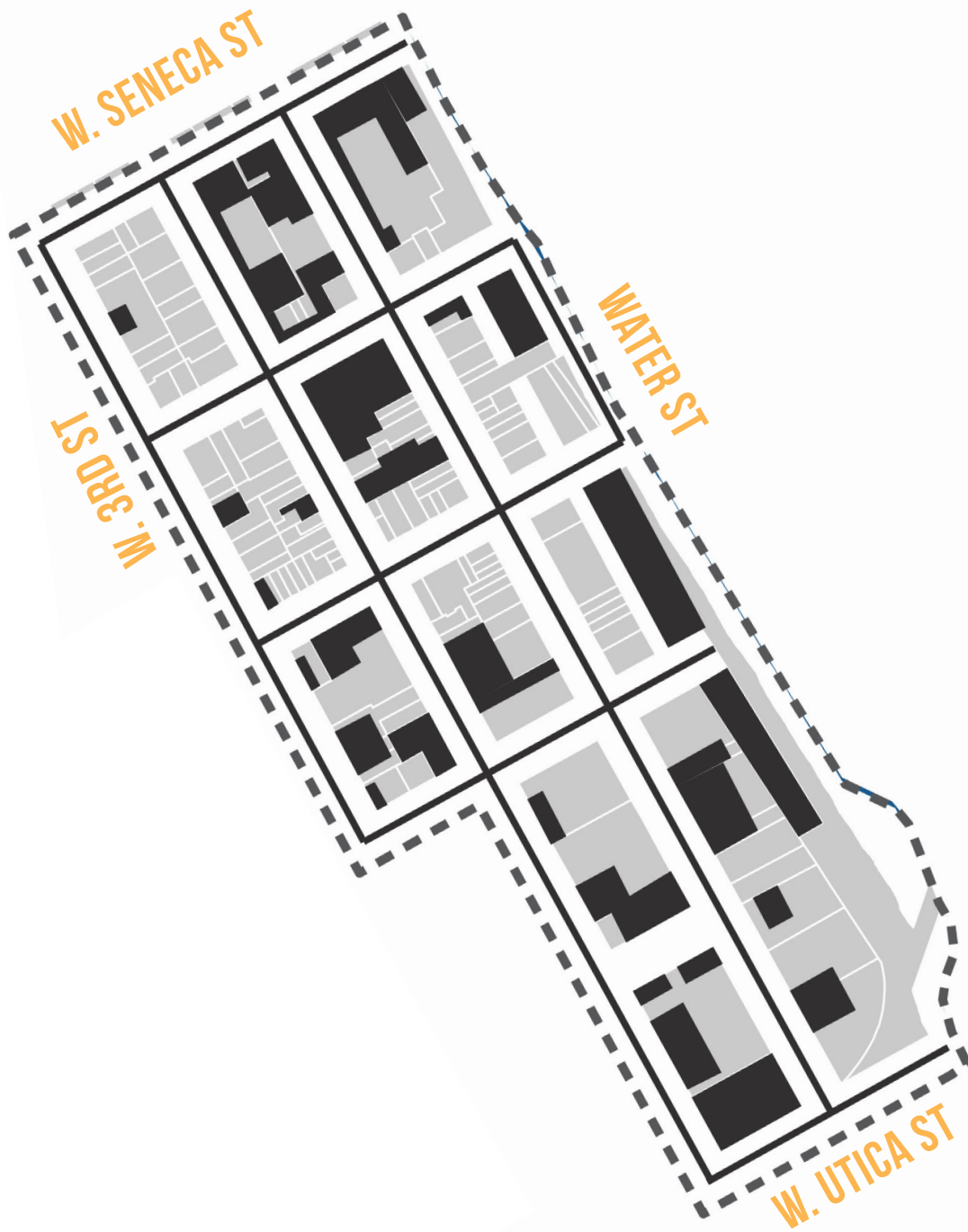


EVENING - 7:00 PM



HOSPITAL AREA - AVERAGE WEEKEND UTILIZATION





DOWNTOWN FOCUS AREA UTILIZATION

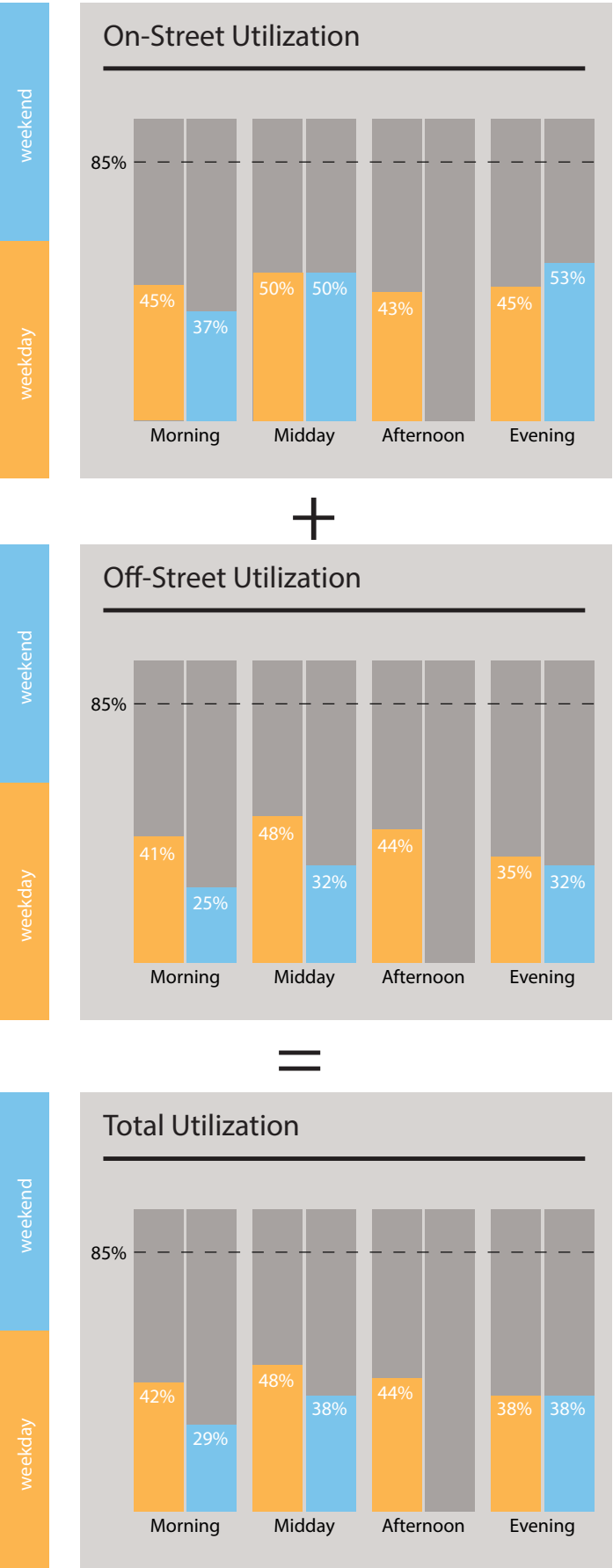
DOWNTOWN FOCUS AREA UTILIZATION

The Downtown Focus Area contains high-density development along the Oswego River. Popular destinations within this area include numerous restaurants, City Hall, Children’s Museum of Oswego.

The parking utilization within this focus area is well below utilization thresholds at all times, regardless of weekday or weekend.



THE DOWNTOWN FOCUS
AREA UTILIZATION IS FAIRLY
CONSISTENT ACROSS ALL TIME
PERIODS ANALYZED



DOWNTOWN AREA - WEEKDAY UTILIZATION

WEST 1ST STREET, WEST 2ND STREET AND MUNICIPAL PARKING LOTS ARE WELL UTILIZED DURING THE WEEKDAY.

On-street parking within Downtown Oswego is well utilized, and offers various options and ease of access for users. The majority of parking lies below the 85% occupancy target.

The most utilized street parking lies on West 1st, West 2nd, West Oneida and West Bridge Streets throughout the weekday. West Oneida Street and West Bridge Street are most utilized during the mid-day and afternoon period and operate at a utilization of 61-80 percent. On average, West 1st Street and West 2nd Street maintain an occupancy rate of 41-60 percent.

Downtown waterfront parking (Lots #28, 32, 40, 34, and 38) maintain the highest utilization during the weekday, but most heavily during the mid-day and afternoon hours. Waterfront parking lots (Lots #32 and 40) are utilized at a rate of 81-100 percent during the evening hours.

PARKING BEHAVIOR



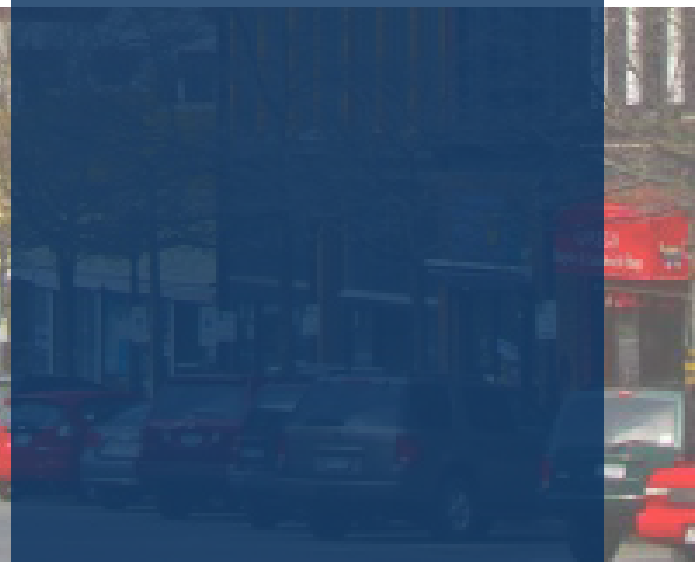
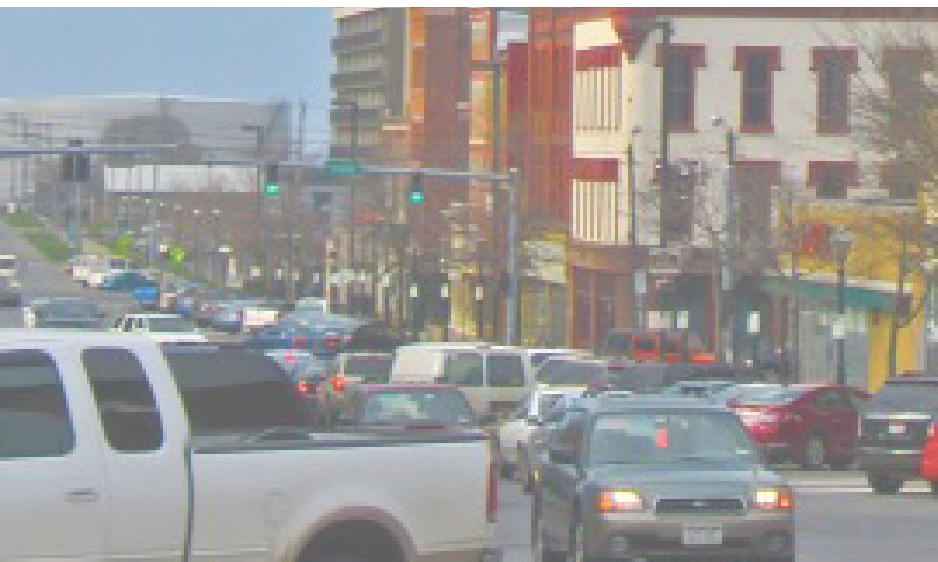
People tend to park as close to their destination as possible.



The appearance of parking availability will increase the chance that a motorist will park and experience the downtown.

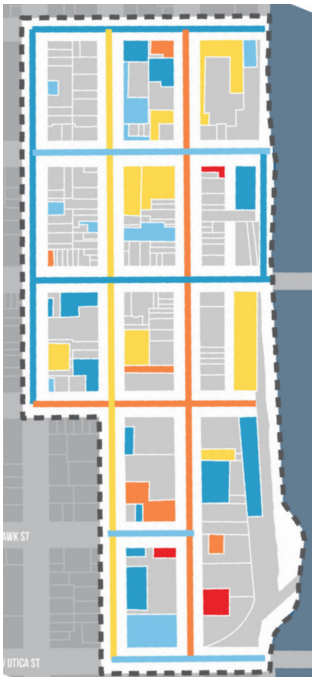


Those who look for the best spot wind up spending more time getting inside the store than those who took the first spot they saw.



DOWNTOWN AREA- WEEKDAY UTILIZATION

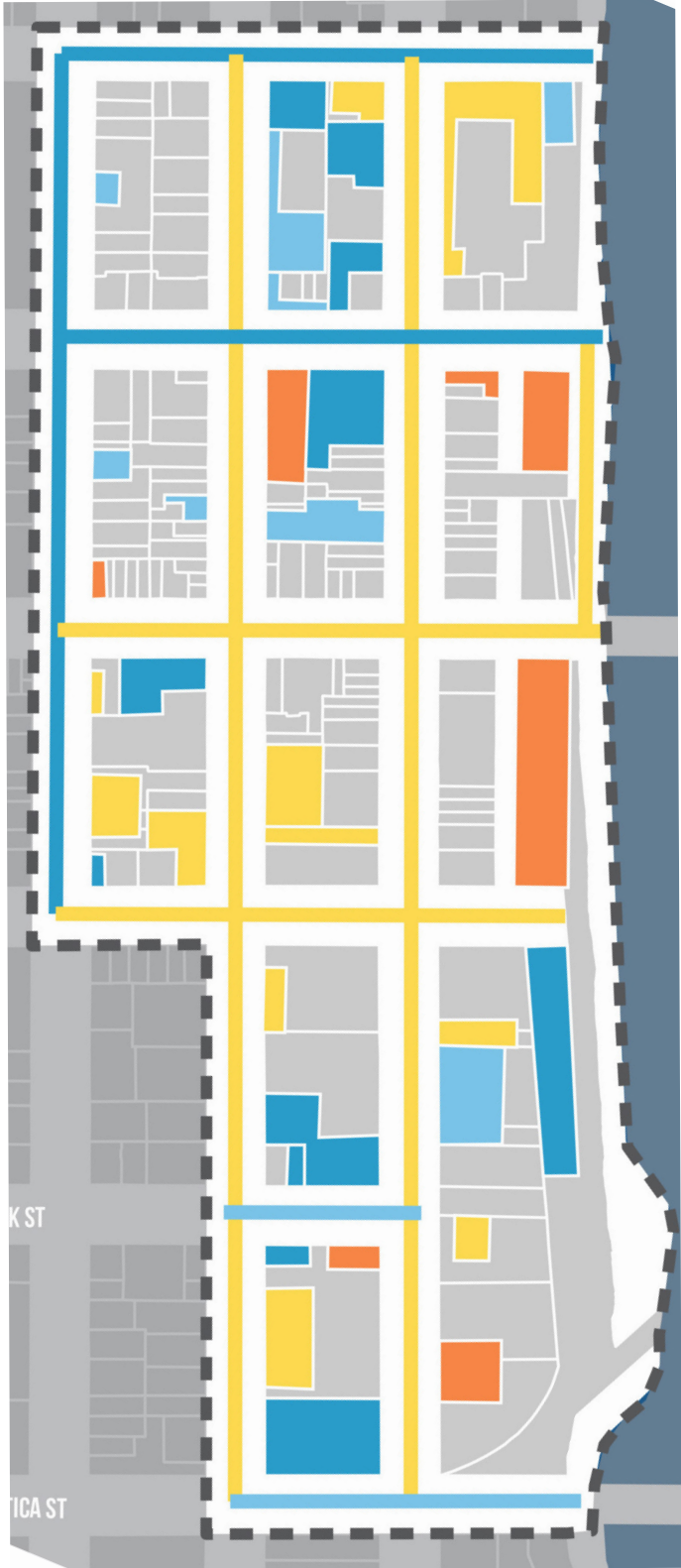
MORNING - 9:00 AM



MID-DAY- 12:00 PM



AVERAGE WEEKDAY UTILIZATION



AFTERNOON - 4:00 PM



EVENING - 7:00 PM

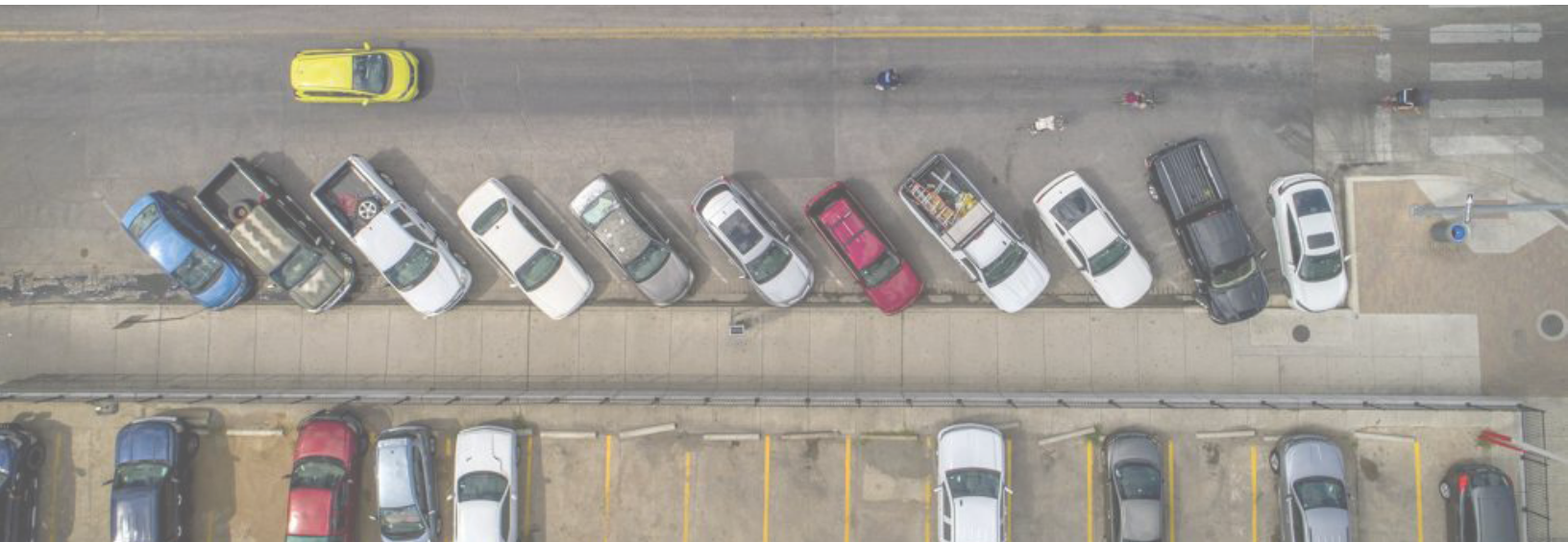


DOWNTOWN AREA - WEEKEND UTILIZATION

ON- AND OFF-STREET PARKING IS HIGHLY UTILIZED. OFF-STREET WATERFRONT PARKING IS MORE UTILIZED DURING THE MID-DAY AND EVENING HOURS ON WEEKDAYS.

The Downtown Focus Area during the weekend is utilized most during the mid-day and evening hours. Same as the weekday utilization, West 1st Street, West 2nd Street, West Oneida Street and West Bridge Street are the most utilized streets within the downtown area. Water Street and West Third Street are also well utilized with an average rate of 41-60 percent utilization.

Off-street parking utilized at a lower rate, but is highest during the mid-day and evening hours as well. Waterfront parking lots are the highest utilized lots throughout the downtown, especially during the mid-day and evening periods.

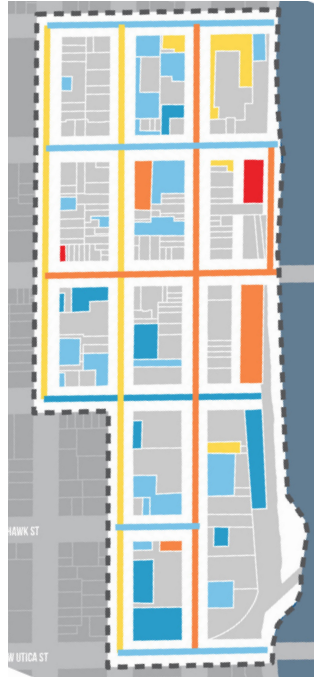


DOWNTOWN AREA - WEEKEND UTILIZATION

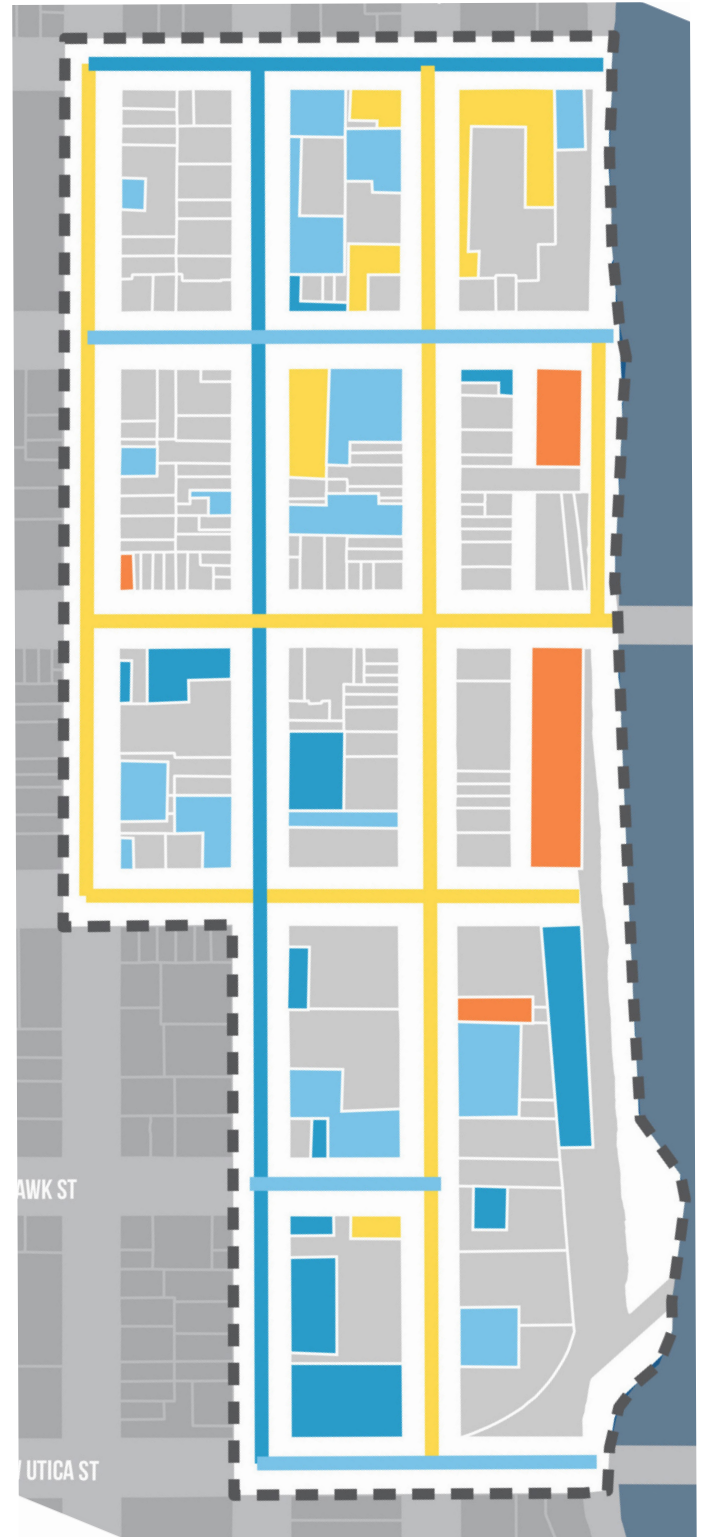
MORNING - 10:00 AM



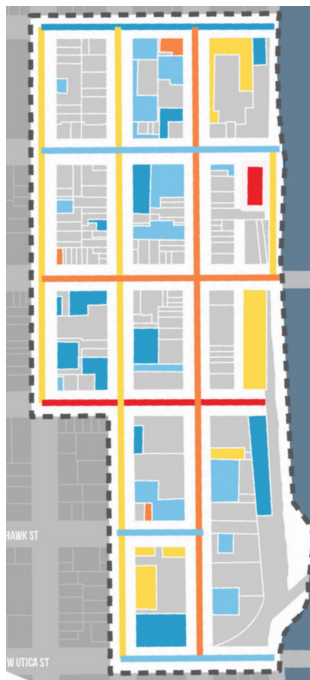
MID-DAY- 2:00 PM



AVERAGE WEEKEND UTILIZATION

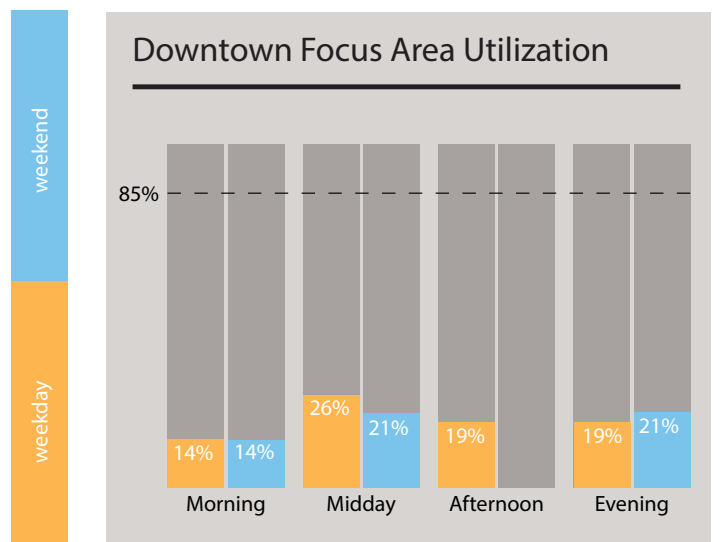
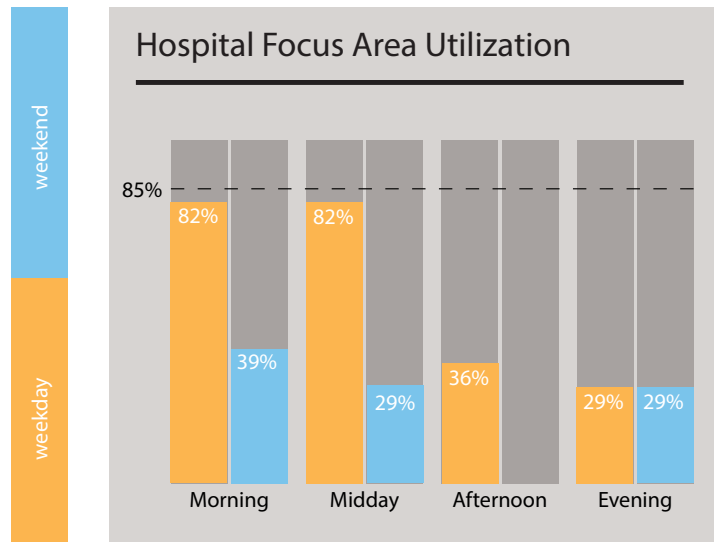
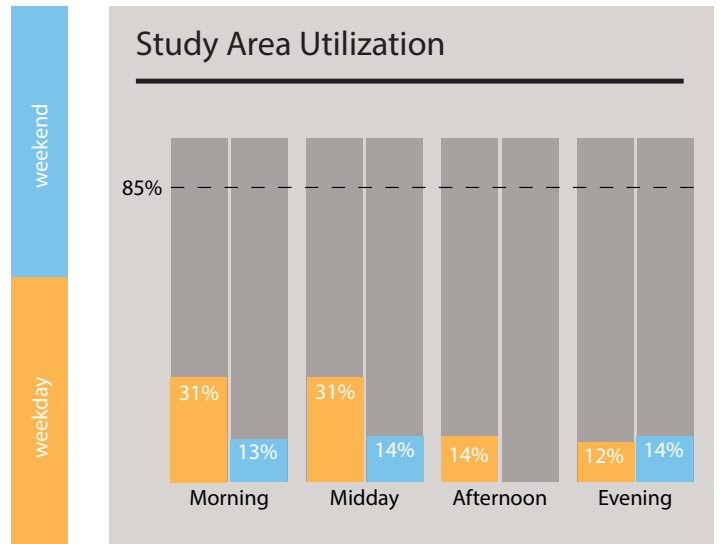
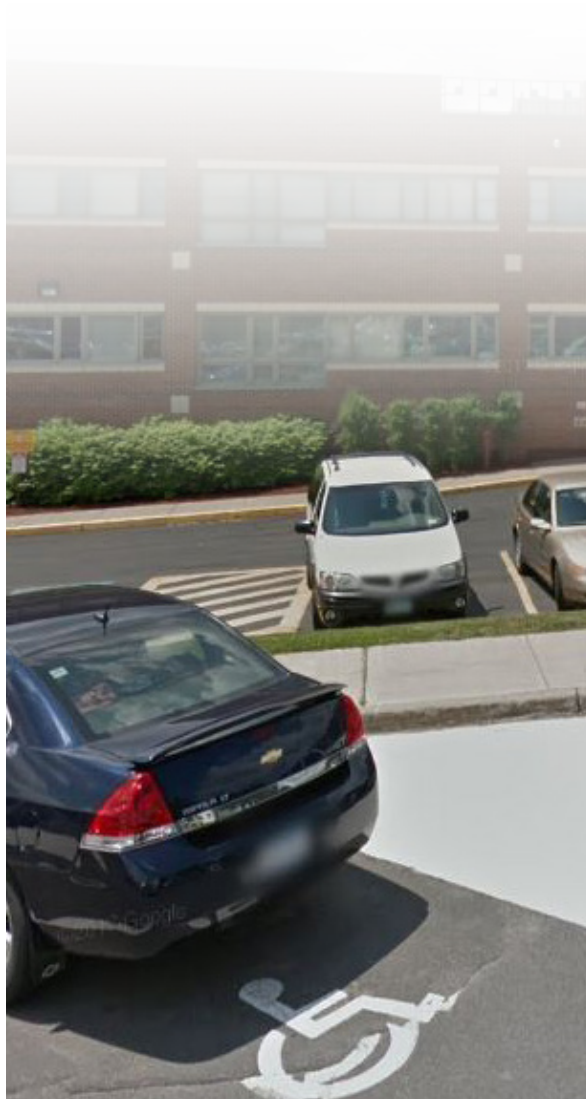


EVENING - 7:00 PM



ADA-ACCESSIBLE SPACE UTILIZATION

Total utilization of ADA-accessible spaces within all three study areas was calculated. The results indicate parallel results to the total utilization rates previously discussed.



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Image Credit: Bergmann

CHAPTER 4

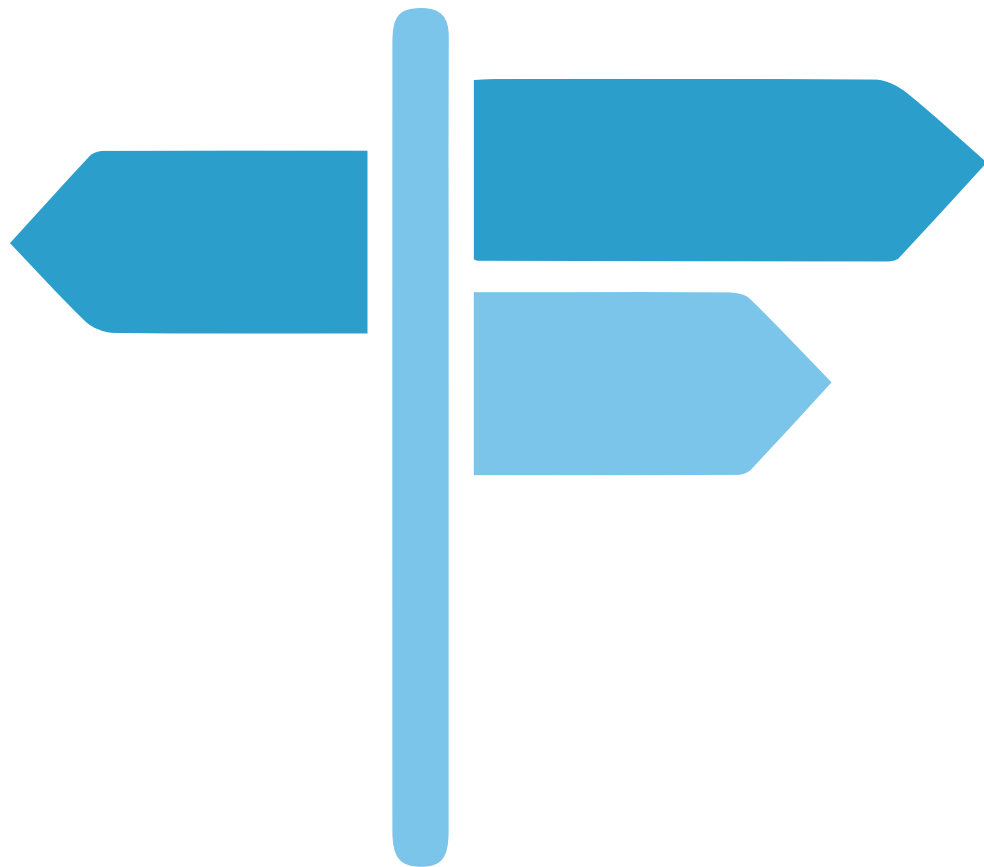
RECOMMENDATIONS

OVERVIEW

Since parking utilization is low, recommendations focus on strategies to increase visibility and knowledge of the Downtown parking system.

The existing parking conditions and potential future conditions within Downtown Oswego suggest that the implementation of new parking policies and parking system management may be necessary to increase utilization of existing parking areas, while minimizing the future development of new parking areas.

The project team has compiled various options to improve parking conditions within the Study Area. The recommendations contained in the following pages are not intended to stand alone; rather, they should be considered integral to other city-wide transportation and land use planning initiatives, such as the Oswego Complete Streets Plan and the zoning code update. These recommendations are organized into three distinct categories: Signage and Wayfinding; Policy and Administration; and Physical Improvements.



SIGNAGE AND WAYFINDING

1 IMPROVED SIGNAGE

Signage is important to the accessibility of the downtown. Two types of signage are recommended for the Downtown Oswego area.

PARKING REGULATION SIGNAGE

The City has several parking regulations throughout its downtown; however, these regulations are not always apparent to the driver due to lack of identification.

The City should increase parking regulation signage throughout the downtown so users are aware of where parking is available and for how long.

It is recommended that parking regulation signage be installed on:

- Streets proximate to the hospital, including 6th Street, 7th Street, West Oneida Street, and W Mohawk Street
- Streets proximate to Franklin Park, including 3rd Street, 4th Street, and 5th Street

WAYFINDING SIGNAGE

There is a perception in Oswego that parking supply is limited. Data from this study suggests ample parking supply within the study area, due to total parking utilization remaining below the targeted 85% occupancy rate. It is possible that system users are simply unaware of parking spaces or lots due to limited directional wayfinding signage.

To enhance the effectiveness of the parking system, the City should increase the frequency of wayfinding and directional signage throughout the downtown. The City should also improve the consistency of wayfinding signage and branding throughout the downtown. This will increase the recognizability of the entire system.

Specific actions include:

- Establishment of a cohesive City brand to utilize on all directional signage
- Site-specific name and signage display at entrance of each municipal lot
- Installation of directional wayfinding signage

EXAMPLE SIGNAGE

Enhancing the visibility of existing parking spaces and lots within the Downtown will help alleviate possible concerns about parking availability, especially during peak times.



The City should create a cohesive, branded wayfinding system to create a more pedestrian-friendly environment and help direct people to municipal lots. An example of such branding is presented above.

If branded signage is not able to be installed in a timely manner, these signs can be designed with a blue "P" for parking to identify municipal parking lots. Branded signs can then be phased in.

2 CHANGEABLE PARKING SIGNS

In addition to recommended wayfinding signage, changeable parking signs can be implemented to respond to special events, emergencies and weather conditions. These signs have the ability to be programmed to display specific regulations for different days or times. Such signs could prove effective and useful in the City of Oswego where winter storms sometimes require emergency plowing and road closures.

Changeable parking signs can be used to display available spaces in hospital parking lots. This ensures easy accessible parking for visitors.



CHANGEABLE SIGN FEATURES



Solar Powered.
Completely self-sustainable.



Instant, Real-Time Updates.
Remotely customizable via 3G connections.



Nighttime Visibility.
Includes automatic, front-panel light.



Glare Proof.
E-ink is readable even in direct sunlight.



Cost Savings.
More cost-effective than

3 INNOVATIVE WAYFINDING TECHNOLOGIES

In addition to traditional wayfinding, the use of integrated technology can improve parking utilization within the downtown area. These technologies are available in many different forms ranging from mobile applications to digital wayfinding signage.

1 Mobile Applications

Typically, mobile applications for parking purposes allows users to pay for parking meters from their smartphones. Since the Oswego parking system is currently unmetered, this technology may not be a practical strategy to institute now, but may be useful to the City in the future.

Mobile applications offer other services that can be implemented within the City. For example, technological advances allow sensors to link with mobile applications and detect when on- or off-street parking may be available for occupancy. These sensors can either be mounted aboveground (light poles) or installed in-ground. This technology provides dual purpose; allowing users to conveniently access the parking system and the City to monitor the usage of the parking system in real time.

2 Digital Wayfinding Signage

The driver's parking experience can be improved with the use of digital wayfinding. By installing sensors and signage that displays available parking spaces, both on- and off-street, users will be able to better access and utilize the parking system. This technology would be best suited for hospital parking, since that particular area of the City experiences the heaviest parking utilization within the City.

It is recommended that this digital system be implemented in a phased approach; beginning a pilot program near the Oswego Hospital.

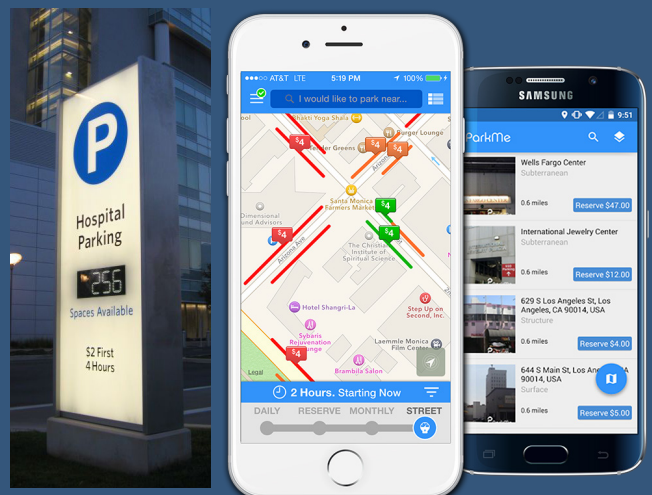
SMART PARKING

Integration of technology into a user's everyday tasks will maximize efficiency and utilization of the parking system. Digital wayfinding systems can be easily linked to mobile applications to improve the parking experience.

Sensors designed to detect parking availability exist and can either be mounted on light poles or installed in-ground.



This technology can then transmit data to mobile devices and fixed parking signs, as shown below.



4 PARK-ONCE SIGNAGE

In a time where most people drive to their destinations, a complete pedestrian and bicyclist network is important to a downtown's vitality. A downtown area where people can walk to many destinations on foot encourages a "park-once" parking system. This encourages drivers to park in one place and make subsequent stops on foot; therefore, reducing the amount of parking space needed.

Creating the type of environment where it's easy for people to walk between destinations involves both good urban design and parking policies. It may also reduce pressure to provide additional parking within the downtown.

The City can increase parking utilization by creating "Park and Stride" signs at designated municipal lots to encourage travel via foot or public transit. For example, hospital visitors or employees can be directed to downtown shared parking lots. By including maps on signage showing destinations that can be reached within a 5-minute walking distance, may entice users to walk to their destination instead of driving.



PARK AND STRIDE

The "Park and Stride" Initiative was recently launched at the University of Rochester, located in Rochester, New York. The University encourages students, faculty and visitors to park in designated locations and walk to their locations. Each of these locations contains signage to indicate these designated lots.



The University encourages park and strides by showing users how many calories they can burn by walking a prescribed distance to a certain on-campus facility.

5 INFORMATION ACCESSIBILITY

Easy access to parking information can increase public acceptance of parking policies, ensure the parking system is legible to residents and visitors, and increase awareness of parking facility locations and regulations. As the City of Oswego implements new parking policies and parking management systems, the following strategies should be considered:

- Publicly communicate the scope and objectives of new parking regulations prior to implementation. The public should be informed of proposed parking measures and have sufficient time and opportunity to provide feedback on the proposed measures.
- Improve access to parking system information. An online, interactive parking map displaying the location and availability of public parking would boost visibility of the parking system and promote efficient trip planning to Downtown Oswego. At a minimum, the interactive parking map should display public parking locations, regulations, and price (if applicable). Popular destinations within walking distance (quarter mile) of the parking area could also be displayed.
- Enforce parking regulations. To promote acceptance of and adherence to existing and new parking regulations, regular enforcement should be implemented.
- Evaluate the effectiveness of parking policies over time. Metrics should be established that measure the effectiveness of parking policies in helping Oswego achieve its goal of making downtown a convenient, attractive, and walkable place to visit, live, and work. If parking policies are not achieving this goal, they should be adapted.

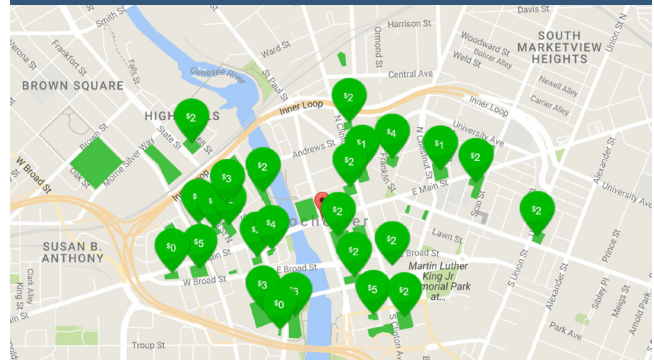
INTERACTIVE MAPPING

The internet and technology are both an integral part of people's everyday lives, allowing the seamless transfer of information. This technology can be used to enhance the parking system in Downtown Oswego.

Before visitors travel to the City or while they are in the City, they will be able to access the internet to see exactly where available public parking is located, how much it will cost them and how long they are able to stay there.

ParkMe Parking is a web-based application that allows users to access parking information (both publicly and privately-owned) on the go. Users simply type in a city or municipality and utilize an interactive map to direct them to parking near their desired location.

The City can collaborate with ParkMe Parking to enter in particular parking locations, regulations and price.





POLICY AND ADMINISTRATION

6

ZONING REGULATIONS

It is clear from the utilization data discussed previously that Oswego is over-parked, meaning that there are more spaces downtown than necessary. This may be a result of minimum parking regulations.

Oswego's zoning code requires parking minimums based on particular uses. These parking requirements, while with good intentions, have the ability to break up the urban fabric of downtowns and lead to overabundant parking space. By reducing parking requirements and allowing them to be more flexible, the downtown environment can become more aesthetically pleasing and lead to additional development.

Reducing or eliminating parking requirements from zoning standards may contribute to a more vibrant, walkable downtown. By reducing the parking minimums within the downtown, it allows developers to determine how many parking spaces may be needed based on market demand rather than an arbitrary square footage ratio.

A NEW DIRECTION | BUFFALO, NY

In 2017, the City of Buffalo became the first major U.S. city to eliminate parking minimums from their zoning code.



The intention of this plan is to include strategies to reduce single-occupancy vehicle trips, reduce vehicle miles traveled, and promote alternative modes of transportation.

The elimination of parking minimums has contributed to increased development and economic vitality throughout downtown.

7 SHARED PARKING

Parking minimum requirements within a downtown setting can be detrimental due to overly abundant parking space. Often times sites with large parking lots are adjacent to other sites with equally large lots. To reduce the number of parking spaces within the downtown the City can encourage shared parking.

Shared parking means that a parking facility serves more than one destination. Shared parking is effective in downtowns which have mixed-use developments since the parking demand is different for various uses throughout the day. This method of parking can reduce the amount of land for parking and in turn increase walkability, provide additional space for compact development and/or public space, and reduce impervious cover.

A recommended method of instituting shared parking includes contractual agreements. Contractual agreements are typically established between two adjacent or proximate property owners. These contractual provisions should describe the intended shared use of off-street parking facilities, signage requirements, and cooperation terms of the land owners.

KEYS TO SUCCESS



Shared parking works best when there are somewhat dissimilar uses. Uses must be varied in order to generate different peak times.



Zoning incentives for shared parking can encourage parking lot size reduction.



Place lots within a centralized location within reasonable walking distance to destinations.



Paid parking will encourage some people to walk, carpool or use transit, rather than driving, and produces a greater turnover of spaces.

SHARED PARKING ANALYSIS

Prior to establishing a shared parking facility, the following considerations should be addressed to ensure the facility is compatible with the proposed uses and provides benefits for all users and property owners:

- Anticipated rate of parking turnover
- Anticipated peak parking and traffic loads for all uses sharing the shared parking area
- Removal and storage of snow
- Incorporation of sustainability measures, such as electronic charging stations and green infrastructure
- Integration of multi-modal facilities, such as bicycle parking and transit shelters

8 RESIDENTIAL PERMITS

Recent and planned investment in downtown Oswego will attract new residents and visitors to the area. To ensure residents have ample parking availability, the City could implement a residential permit parking system. This would allow residents to park in designated municipal lots, regardless of posted regulations.

This would allow overnight parking, which would alleviate the frustration associated with on-street parking regulations. Landlords would also benefit from this system as they would be able to advertise “free parking” by including the cost of parking in the rent fee. This system would ensure convenient and constant access to parking, which may encourage additional residence in the downtown Oswego area.

Additionally, temporary passes for visitors (or residents who do not want to buy an annual pass) could be purchased.

Potential locations for parking permit spaces include:

- Canal Common North Lot
- Canal Common South Lot



9 PARKING PRICING

Overall, utilization rates show that both on-street and off-street parking is underutilized during all time periods. However parking utilization is nearly 85% during the morning and mid-day time periods on the weekdays. The City could continue to monitor pricing parking when utilization exceeds 85% at certain locations or during certain time periods. Alternatively, the City could begin pricing on-street parking immediately during the most heavily utilized time periods. Though drivers begrudge paying for parking, studies have shown that pricing parking makes it easier to find spaces and generates business by increasing turnover.

It is not recommended that the City price parking at this time.

PRICED PARKING CASE STUDY

To prevent employees from using curbside spaces in downtown Old Pasadena, meters were installed and the City began pricing parking. Business owners initially opposed the meters, claiming customers would go to shopping centers with free parking instead. To appease these concerns, the City offered to spend all the parking meter revenue on public investments in the downtown area.

After meters were installed, sales tax revenue increased and the on-street occupancy rate averaged at 83%, just under the optimal 85% rate.

Additional benefits of metered parking include:

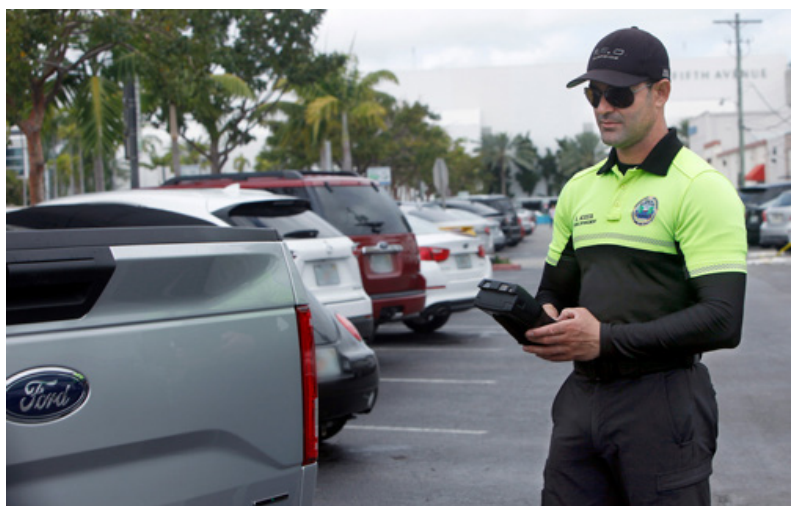
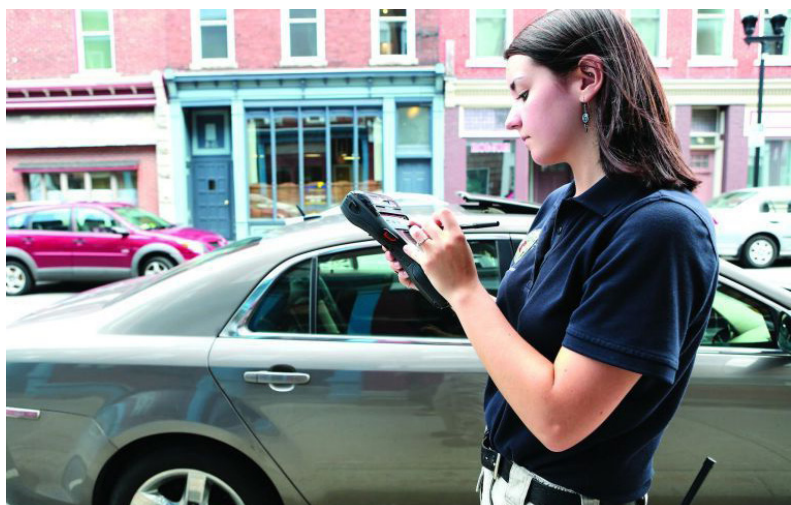
- Increased turnover of on-street spaces due to time restrictions
- Prevention of employees taking curbside spaces that would otherwise be used by patrons

10 MONITOR UTILIZATION

The utilization counts used for this analysis represent only a snapshot in time and should be used as a baseline for parking data as the City moves forward with revitalization and redevelopment.

If significant development occurs in the future, significant changes in parking demand may result. Therefore, it is important for the City to monitor parking utilization and to conduct a detailed follow-up study when significant increases in development or parking use have occurred.

This study should include daytime, weekend, and evening observations. If overall utilization exceeds 85% when this follow-up study is conducted, the City should consider implementing a pricing system to help manage supply and demand. A performance-based pricing model could be instituted to respond to demand, with the highest prices being charged in areas with the highest utilization and free parking remaining in underutilized lots.





PHYSICAL IMPROVEMENTS

11 PEDESTRIAN ENHANCEMENTS

The City of Oswego is an inherently walkable community with densely-packed storefronts, sidewalks, a human-scale feel, and level gradation. However, as previously discussed many people are unwilling to walk from their parking spot to their final destination. This unwillingness may result from the pedestrian environment being perceived as unsafe or uninviting especially on busy roadways such as West Bridge Street.

Pedestrian and bicycle enhancements along busy roadways may reduce traffic speed and encourage alternative modes of transportation. For example, in the Connect Oswego Complete Streets Plan, placemaking and streetscaping is highly recommended to entice downtown visitors to walk or bike a further distance from their parking spot and destination.

Priority for crosswalk enhancements should be along West Bridge Street (proximate to Oswego Hospital and West First Street), and along major intersections of West First Street and East First Street. Additionally, landscaping planters along the Bridge Street and Utica Street Bridge could improve facilitation of pedestrians and bicyclists crossing the Oswego River.

IMPROVED WALKABILITY FEATURES

1 RED BRICK CROSSWALKS

Distinctive environment to improve visibility of the pedestrian environment.



2 SIDEWALK BUMP-OUTS

Shortened pedestrian travel distance.



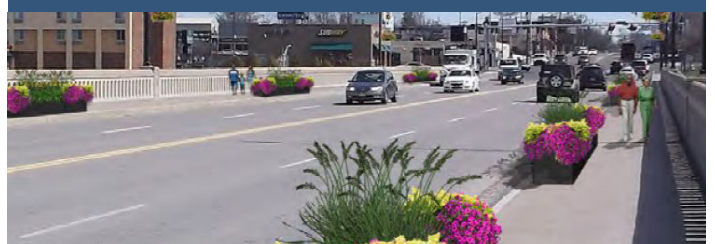
3 LIGHTED INTERSECTIONS

Pedestrian activated lights to increase pedestrian presence to driver



4 LANDSCAPING

Enhanced separation of pedestrian to vehicle



12 PARKING LOT DESIGN

Parking lots are an important component of the urban form since they are typically the first location visitors experience when arriving to the City.

Parking lots throughout Downtown Oswego are barren and contribute to a bland urban landscape. Parking lot design requirements within the City's zoning code are vague and do not require natural screening or landscaping. Enhancing the visual appeal of these lots through green infrastructure may contribute to increased lot utilization and help alleviate stormwater issues within the City.

By instituting design requirements that make parking lots pedestrian-friendly and multi-functional - such as landscaping, parking lot islands, enhanced lighting, ADA-accessible spaces, and pedestrian walkways - parking lots can be more than just a place to leave your car for a few hours. These types of amenities will also contribute to improved walkability of the urban landscape by creating an engaging relationship for pedestrians.

Oswego is currently revising its zoning code and developing design standards for its downtown districts. Parking lot design should be specifically addressed in these zoning code updates and should consider the following:

- Accessibility
- Setbacks and screening
- Parking lot location in relationship to the principal structure and streetscape. Requiring parking lots in the rear yard is recommended.
- Minimum landscape requirements
- Lighting requirements
- Integration of pedestrian and bicycle facilities
- Integration of green infrastructure

GUIDE TO GREEN

What's more inviting; a large swath of asphalt or a green, natural landscape? Following these steps will work to transform inefficient and unappealing parking lots.

1 PROMOTE NATURALIZED DRAINAGE

Bioswales or rain gardens reduce stormwater runoff and create an attractive asset



2 DESIGN FOR PEDESTRIAN SAFETY

Designate clear pathways to provide convenient access and safe pedestrian routes with landscape islands/medians



3 CONSIDER PERMEABLE PAVEMENT

Permeable pavement allows water to pass through to infiltrate directly into the soil. Material combination offers practical stormwater solutions and aesthetically interesting design



13 HANDICAP SPACES

To allow access for Oswego's elderly and disabled population, handicap spaces should either be moved to more high demand locations, or additional space should be created.

Potential locations for handicap parking include:

- Canal Common North Lot
- Canal Common South Lot
- West 2nd Street near Police Station/ Court House

Public surveys could also be used to determine where handicap spaces are most in need.



14 PARKING GARAGE

As shown by the utilization rates previously discussed, there is currently excess surface parking in downtown Oswego. At this time, a free-standing parking garage is not recommended due to underutilization of the current parking system.

However, if significant development occurs within downtown Oswego, new parking demand may necessitate the construction of a free-standing parking garage. Additionally, a free-standing parking garage, such as the one shown, contributes to the downtown urban form more so than surface parking lots. The City should re-evaluate the need for a parking garage if continual parking monitoring reveals utilization rates that consistently exceed the targeted 85% threshold.

Urban Parking Garage | Buffalo, NY

MULTI-LEVEL PARKING GARAGE

A 120' by 240' free-standing parking garage with 3 levels, totaling approximately 86,000 square feet, would provide 220 parking spaces. The cost associated with such a development would be in the range of \$5.2 million to \$6.6 million, with the cost per space averaging between \$23,600 and \$30,000.

Garage Footprint: 120' by 140'

Total Spaces Provided: 220 spaces

Total Cost: \$5.2M to \$6.6M

Cost Per Space: \$23,600 to \$30,000



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CHAPTER 6

IMPLEMENTATION

OVERVIEW

The Implementation Matrix outlines a road map decision makers and leaders can use to enhance the downtown parking system.

As shown throughout this study, the Downtown Oswego parking system is generally underutilized. The recommendations in the previous section presented strategies to enhance the parking system and create cohesiveness. This section will assist the community and decision makers with the implementation of these strategies to improve the convenience and usability of the existing parking system.

IMPLEMENTATION MATRIX

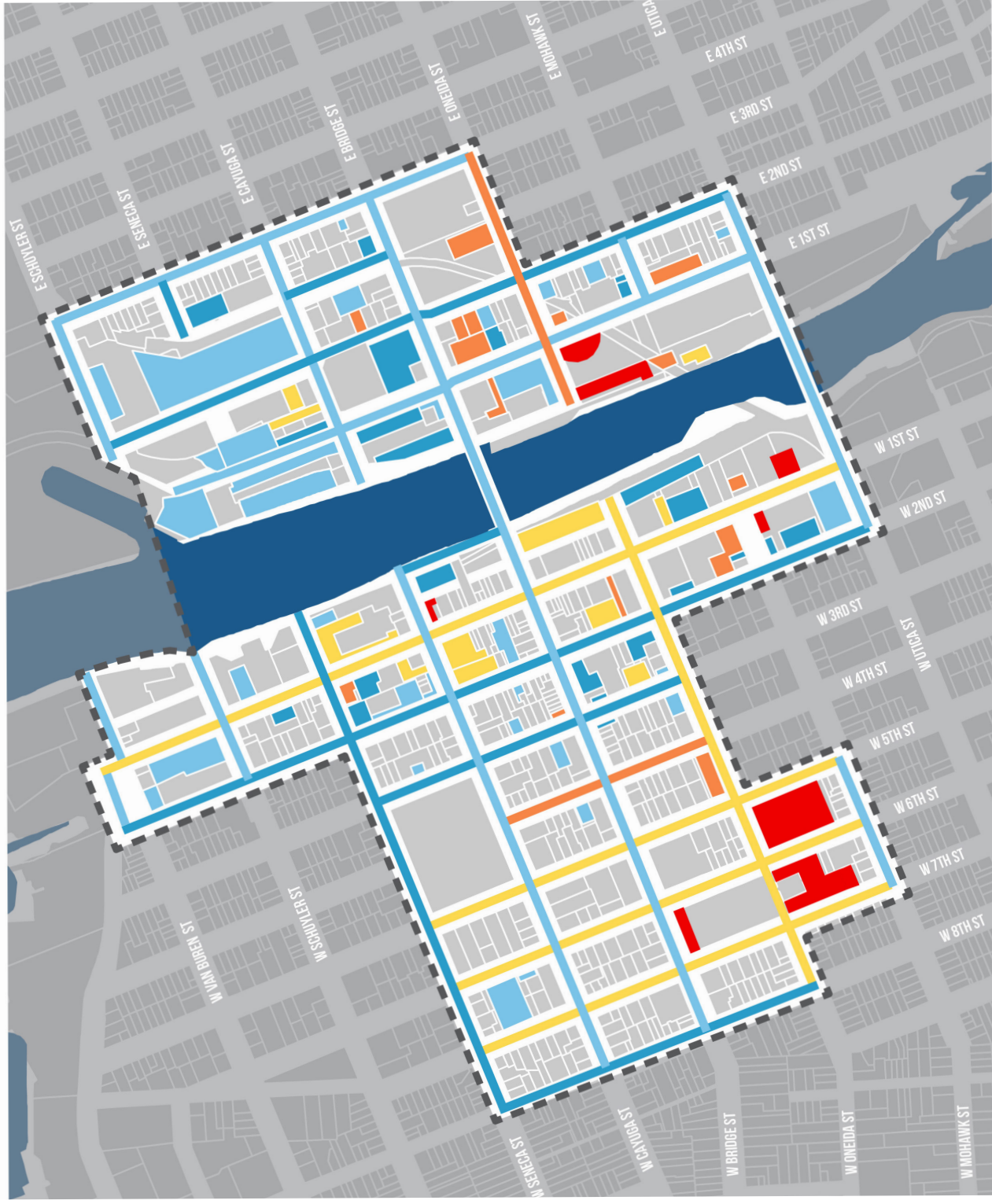
Recommendation	Tasks	Anticipated Cost	Time Frame (Years)	Notes
Signage and Wayfinding	Select from existing branding for wayfinding system	NA	1 to 2	The Connect Oswego brand could be utilized for the parking wayfinding system. If branded signage is not feasible immediately, signs can display a blue "P".
	Design and create public parking signage	\$2,250 per sign		Signage efforts should focus on municipal parking lots
	Install directional wayfinding signage throughout downtown	\$2,250 per sign		NA
	Introduce additional on-street parking signage on non-signed streets	\$500 per sign		NA
	Implement changeable parking signage	\$3,200 per sign		Signs could be implemented through a phased approach, replacing four signs per year to test their effectiveness
	Install "Park and Stride" signs at municipal lots to encourage downtown walking	\$500 per sign	1 to 2	Signs could be displayed in proximity to the hospital to direct visitors downtown. This method should be paired with recommended streetscape improvements
	Publicly communicate new parking regulations to public	Costs will vary depending on outreach method	1 to 2	Public engagement could include outreach meetings or posting on City's webpage
	Create online, interactive parking map to increase publicly accessible parking information	NA	1 to 2	Partner with ParkMe to implement
	Implement lamp-post or in-ground parking sensors to monitor utilization West 1st St and W 2nd Street, municipal parking lots and hospital lots	\$200 to \$400 per sensor; additional cost for mobile app and software	3 to 5	Digital Wayfinding could be phased in, beginning with a pilot project in a single municipal lot or at the Oswego Hospital
	Introduce mobile application technology			If the City deems it appropriate to meter/price parking, this mobile application would be a practical technology to institute in the future
Policy and Administration	Regularly enforce parking regulations	NA	1 to 2	NA
	Monitor effectiveness of parking regulations over time to consider priced parking	\$3,000 per year	On-going	
	Incentivize shared parking between adjacent businesses	NA	On-going	
	Revise zoning code to allow shared parking	NA	0 to 1	
	Revise zoning code to reduce or eliminate parking minimums		0 to 1	
	Create a for-purchase permit system enabling residents to park in municipal lots for longer periods of time. Costs for residents could range from \$120-240 per year	NA	1 to 2	Potential locations could include Canal Commons North and South Lot along the waterfront

IMPLEMENTATION MATRIX

Recommendation	Tasks	Anticipated Cost	Time Frame (Years)	Notes
Physical Improvements	Consider installation of additional handicap parking spaces near high demand City locations	Cost will vary	2 to 4	Conduct a public survey to determine where these spaces are most in demand
	Implement green infrastructure on municipal lots	Costs will vary	3 to 5	City should continue to monitor potential funding sources for project implementation
	Specified Route 104 enhancements as specified in Oswego Complete Streets Plan	\$2,300,000 to \$6,355,000	3 to 5	Cost based on Oswego Complete Streets Plan
	Install planters on Bridge Street and Utica Street bridges	\$135,000	3 to 5	Cost based on Oswego Complete Streets Plan
	Multi-level parking garage	\$5,200,000 to \$6,600,000	5 to 10	A parking garage is not recommended at this time; however, a parking garage analysis can be conducted over the next several years to evaluate parking demand following planned development

APPENDIX A REPORT MAPS

WEEKDAY MORNING UTILIZATION | 9 AM



LEGEND

- 0-20% UTILIZED
- 21-40% UTILIZED
- 41-60% UTILIZED
- 61-80% UTILIZED
- 81-100% UTILIZED

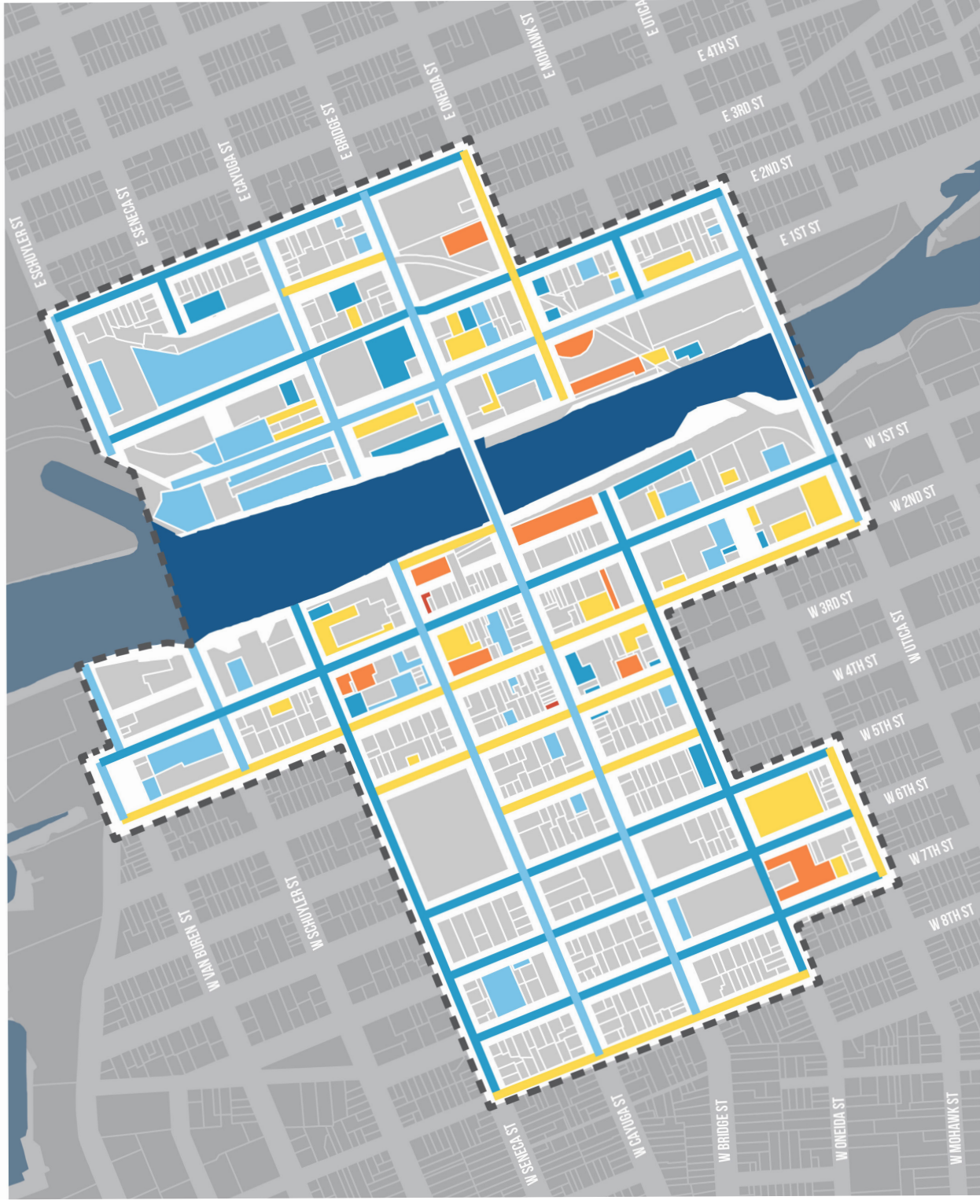
WEEKDAY MID-DAY UTILIZATION | 12 PM



LEGEND

- 0-20% UTILIZED
- 21-40% UTILIZED
- 41-60% UTILIZED
- 61-80% UTILIZED
- 81-100% UTILIZED

WEEKDAY AFTERNOON UTILIZATION | 4 PM



LEGEND

- 0-20% UTILIZED
- 21-40% UTILIZED
- 41-60% UTILIZED
- 61-80% UTILIZED
- 81-100% UTILIZED

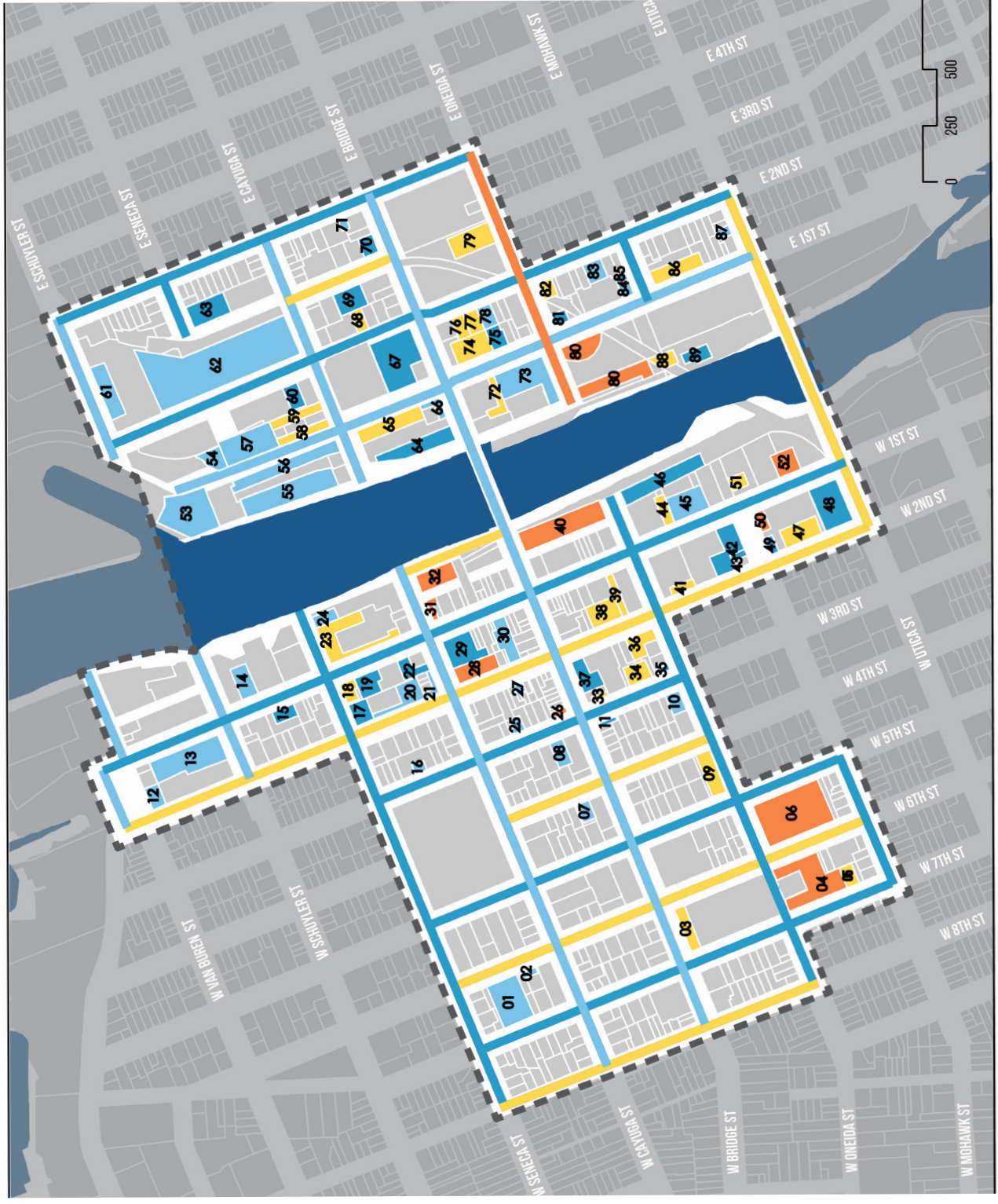
WEEKDAY EVENING UTILIZATION | 7 PM



LEGEND

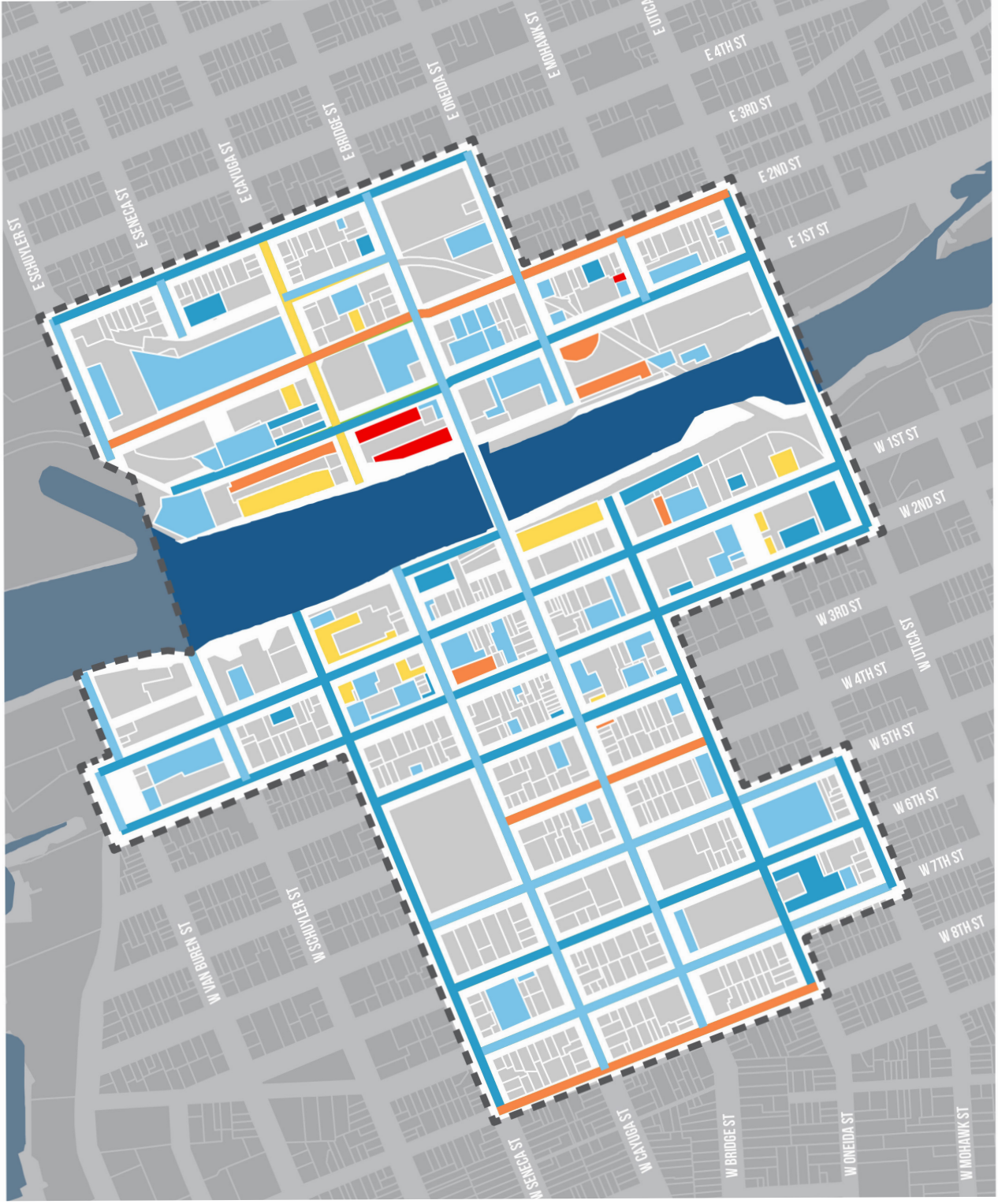
- 0-20% UTILIZED
- 21-40% UTILIZED
- 41-60% UTILIZED
- 61-80% UTILIZED
- 81-100% UTILIZED

AVERAGE WEEKDAY UTILIZATION



LEGEND

- 0-20% UTILIZED
- 21-40% UTILIZED
- 41-60% UTILIZED
- 61-80% UTILIZED
- 81-100% UTILIZED



WEEKEND MID-DAY UTILIZATION | 2 PM



LEGEND

- 0-20% UTILIZED
- 21-40% UTILIZED
- 41-60% UTILIZED
- 61-80% UTILIZED
- 81-100% UTILIZED

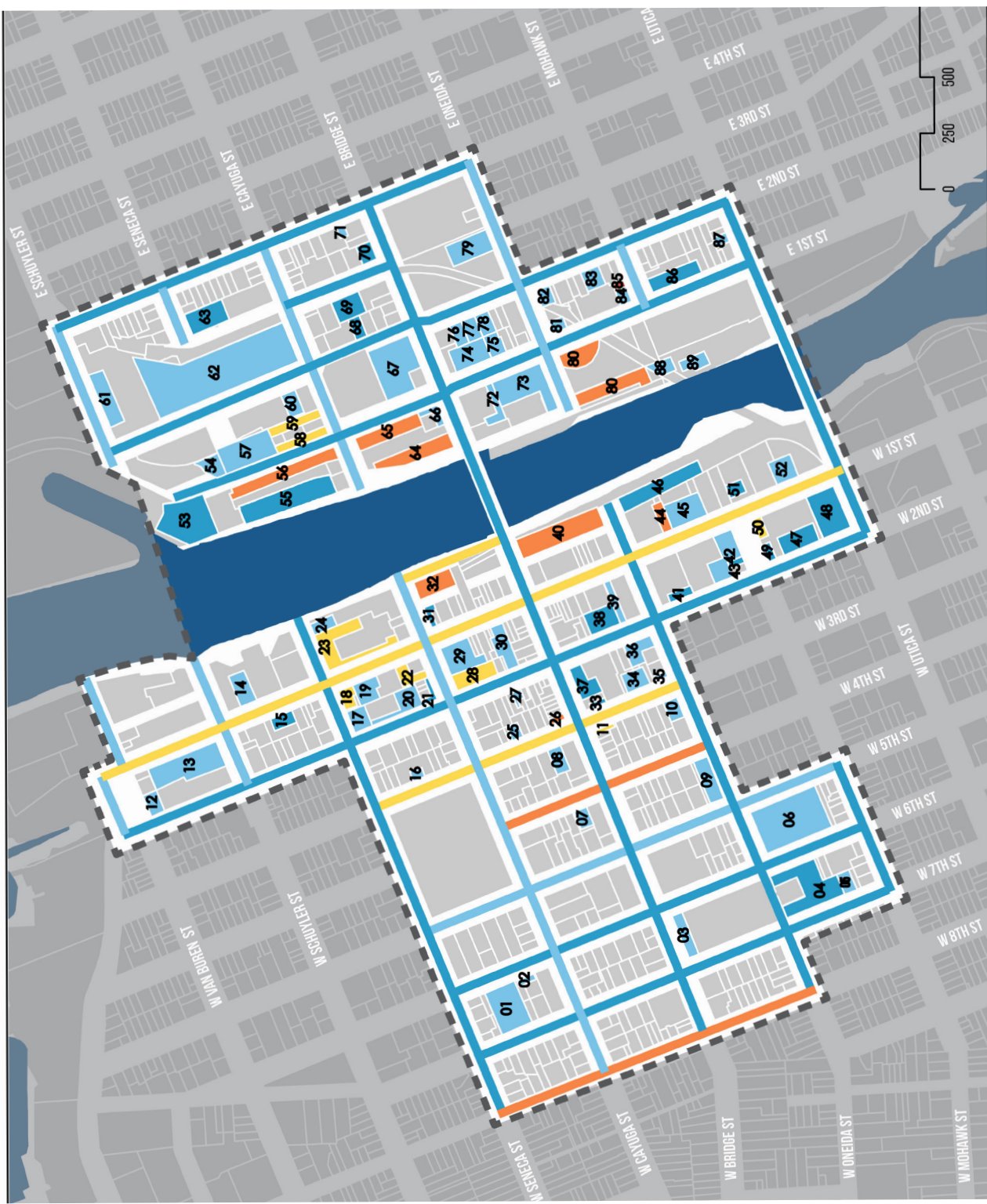
WEEKEND EVENING UTILIZATION | 7 PM



LEGEND

- 0-20% UTILIZED
- 21-40% UTILIZED
- 41-60% UTILIZED
- 61-80% UTILIZED
- 81-100% UTILIZED

AVERAGE WEEKED UTILIZATION



LEGEND

- 0-20% UTILIZED
- 21-40% UTILIZED
- 41-60% UTILIZED
- 61-80% UTILIZED
- 81-100% UTILIZED

APPENDIX B

REPORT TABLES

OFF-STREET INVENTORY

#	Lot	Ownership	Unrestricted Spaces	Handicapped Spaces
1	St. Mary's Main Lot	Private	57	0
2	St. Mary's Side Lot	Private	7	0
3	Oswego Hosiptal Lot	Private	23	1
4	South Hospital Lot	Private	35	14
5	Gravel Lot	Private	17	0
6	East Hospital Lot	Private	118	5
7	American Legion	Private	18	0
8	The Sting	Private	32	0
9	Oswego Hospital Lot	Private	41	0
10	Funeral Home	Private	26	1
11	Liquor Square	Private	7	0
12	RR Museum North Lot	Municipal	13	0
13	RR Museum Main Lot	Municipal	120	0
14	The Studio C Lot	Private	30	0
15	Fire Dept. Lot	Municipal	12	0
16	Office Parking Lot	Private	12	0
17	Salvation Army Lot	Private	15	0
18	Munski Auto Lot	Private	18	0
19	Palladium Times Lot	Private	18	0
20	Workers Comp Lot	Private	42	0
21	RE Davis & Son Lot	Private	10	0
22	Office Building Lot	Private	10	0
23	St. Luke's Apts	Private	45	2
24	Waterfront Parking	Municipal	7	2
25	Office Lot	Private	12	0
26	Pizza Shop	Private	6	0
27	Commercial Lot	Private	10	0
28	West Public Lot	Municipal	27	0
29	East Public Lot	Municipal	58	0
30	Bodified Lot	Private	40	0
31	Harbor Optical Lot	Private	10	1
32	Waterfront Lot	Municipal	44	0
33	Liquor Store Lot	Private	9	0
34	Heritage Lot	Private	30	0
35	Kim MD Lot	Private	6	0
36	Pathfinder Employee Lot	Private	35	3
37	Movie Theater Lot	Private	30	0
38	Pathfinder Bank	Private	33	2
39	City Hall Alley	Municipal	4	0
40	Canal Common N Lot	Municipal	110	0
41	Police Station	Municipal	6	2
42	St. Josephs Church	Private	28	8
43	Office Building	Private	8	0
44	Pontiac Apartments	Private	6	6
45	YMCA	Private	56	0

#	Lot	Ownership	Unrestricted Spaces	Handicapped Spaces
46	Canal Common S Lot	Municipal	54	0
47	201 W 2nd Main Lot	Private	43	0
48	Big M Market Lot	Private	60	2
49	201 W 2nd NW Lot	Private	3	3
50	201 W 2nd NE Lot	Private	8	0
51	YMCA Receiving Lot	Private	11	0
52	YMCA Gravel Lot	Private	30	0
53	Riverfront North	Private	42	5
54	Paved Area	Private	12	0
55	Best Western River	Municipal	62	0
56	Best Western Street	Municipal	43	2
57	Public Lot	Municipal	74	1
58	Midtown Center Street	Municipal	24	0
59	Midtown Center Rear	Municipal	20	0
60	Do It Best / Tile Shop	Private	13	0
61	Retail Area Rear	Municipal	15	0
62	Retail Area Main	Municipal	300	0
63	Fire Dept. Lot	Municipal	25	0
64	Quality Inn River	Private	29	0
65	Quality Inn Street	Private	46	3
66	Subway	Private	12	1
67	Midtown Plaza	Private	0	5
68	Goodyear	Private	15	1
69	Thrifty Shopper	Private	40	2
70	Colonial Laundromat	Private	17	1
71	Shappiro Paper	Private	8	0
72	Community Bank	Private	8	1
73	Oswego School Dist.	Municipal	69	2
74	Pathfinder Bank	Private	14	0
75	Oswego Bus Lot	Municipal	12	1
76	Pathfinder 44 Lot	Private	16	0
77	Upper Lot 44	Private	22	0
78	Collinan Funeral	Private	20	0
79	Oswego Court	Municipal	53	2
80	Simeon DeWitt apts	Municipal	72	0
81	West Municipal Lot	Municipal	0	0
82	East Municipal Lot	Municipal	0	2
83	Stbility Fitness Main	Private	28	0
84	Stability Fitness SW	Private	10	0
85	Stability Fitness SE	Private	7	0
86	Valero Gas Station	Private	7	0
87	Mom & Pops Soda	Private	6	0
88	Canaview North lot	Municipal	15	0
89	Canalview South Lot	Municipal	15	0
TOTAL			2.995	81

STUDY AREA | ON-STREET UTILIZATION

		Weekday									Weekend						
Street Name	Available Spaces	Morning		Mid-day		Afternoon		Evening		Average	Morning		Afternoon		Evening		Average
		#	%	#	%	#	%	#	%	%	#	%	#	%	#	%	%
W Seneca St	55	13	24%	24	31%	14	25%	15	27%	27%	19	35%	16	29%	21	38%	34%
W Cayuga St	62	10	16%	7	11%	8	13%	20	32%	18%	10	16%	5	8%	7	11%	12%
Bridge St	134	13	10%	35	26%	25	19%	27	20%	19%	18	13%	36	27%	36	27%	22%
W Oneida St	75	38	51%	36	48%	30	40%	15	20%	40%	19	25%	15	20%	33	44%	30%
W Mohawk St	21	8	38%	9	43%	10	48%	4	19%	37%	8	38%	6	29%	6	29%	32%
Utica St	12	1	8%	12	100%	2	17%	5	42%	42%	4	33%	2	17%	2	17%	22%
W Schuyler St	6	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
E Seneca St	7	2	29%	2	29%	2	29%	0	0%	21%	0	0%	0	0%	0	0%	0%
E Cayuga St	4	0	0%	0	0%	0	0%	0	0%	0%	2	50%	0	0%	0	0%	17%
E Oneida St	40	31	78%	30	75%	22	55%	15	38%	61%	2	5%	6	15%	11	28%	16%
E Mohawk St	12	2	17%	1	8%	4	33%	3	25%	21%	1	8%	1	8%	0	0%	6%
E Schuyer St	0	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
W 8th St	42	15	36%	15	36%	20	48%	25	60%	45%	26	62%	27	64%	33	79%	68%
W 7th St	83	37	45%	33	40%	19	23%	15	18%	31%	18	22%	16	19%	25	30%	24%
W 6th St	88	51	58%	48	55%	32	36%	28	32%	45%	26	30%	28	32%	30	34%	32%
W 5th St	97	44	45%	41	42%	31	32%	30	31%	38%	18	19%	19	20%	9	9%	16%
W 4th St	46	34	74%	26	57%	24	52%	26	57%	60%	36	78%	30	65%	24	52%	65%
W 3rd St	64	22	34%	25	39%	29	45%	15	23%	36%	19	30%	32	50%	35	55%	45%
W 2nd St	197	76	39%	99	50%	88	45%	95	48%	45%	64	32%	84	43%	77	39%	38%
W 1st St	232	103	44%	95	41%	60	26%	78	34%	36%	87	38%	104	45%	114	49%	44%
E 4th St	81	12	15%	28	35%	23	28%	17	21%	25%	24	30%	21	26%	17	21%	26%
E 3rd St	29	6	21%	21	72%	12	41%	17	59%	48%	2	7%	8	28%	9	31%	22%
E 2nd St	150	36	24%	49	33%	40	27%	30	20%	26%	42	28%	40	27%	37	25%	26%
E 1st St	84	15	18%	17	20%	10	12%	22	26%	19%	30	36%	19	23%	20	24%	27%
Front St	22	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
Water St	15	5	33%	3	20%	9	60%	8	53%	42%	4	27%	10	67%	7	47%	47%
Lake St	0	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
Canalview Drive	0	10		21		13		2			0		1		3		
TOTAL	1658	584	35%	677	41%	527	32%	512	31%	29%	479	29%	526	32%	556	34%	25%

STUDY AREA | ON-STREET HANDICAPPED UTILIZATION

		Weekday									Weekend						
Street Name	Available Spaces	Morning		Mid-day		Afternoon		Evening		Average	Morning		Afternoon		Evening		Average
		#	%	#	%	#	%	#	%	%	#	%	#	%	#	%	%
W Seneca St	1	0	0%	0	0%	1	100%	1	100%	50%	0	0%	0	0%	0	0%	0%
Bridge St	4	1	25%	1	25%	0	0%	1	25%	19%	0	0%	2	50%	1	25%	25%
W Oneida St	2	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
E Oneida St	2	1	50%	0	0%	1	50%	0	0%	25%	0	0%	0	0%	0	0%	0%
W 8th St	1	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
W 7th St	3	0	0%	1	33%	0	0%	0	0%	8%	0	0%	0	0%	0	0%	0%
W 6th St	7	5	71%	5	71%	0	0%	1	14%	39%	0	0%	2	29%	2	29%	19%
W 5th St	1	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
W 2nd St	2	0	0%	0	0%	1	50%	0	0%	13%	1	50%	1	50%	0	0%	33%
W 1st St	6	2	33%	0	0%	0	0%	0	0%	8%	0	0%	1	17%	1	17%	11%
E 4th St	2	0	0%	1	50%	0	0%	0	0%	13%	0	0%	0	0%	0	0%	0%
E 2nd St	3	0	0%	1	33%	2	67%	1	33%	33%	0	0%	1	33%	0	0%	11%
E 1st St	3	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
TOTAL	37	9	24%	9	24%	5	14%	4	11%	16%	1	3%	7	19%	4	11%	8%

STUDY AREA | OFF-STREET UTILIZATION

			Weekday									Weekend						
			Morning		Mid-day		Afternoon		Evening		Average	Morning		Afternoon		Evening		Average
#	Lot	Available Spaces	#	%	#	%	#	%	#	%	%	#	%	#	%	#	%	%
1	St. Mary's Main Lot	57	2	4%	2	4%	2	4%	1	2%	3%	1	2%	2	4%	1	2%	2%
2	St. Mary's Side Lot	7	0	0%	0	0%	0	0%	0	0%	0%	1	14%	0	0%	0	0%	5%
3	Oswego Hosiptal Lot	29	29	100%	23	79%	3	10%	4	14%	51%	5	17%	5	17%	3	10%	15%
4	South Hospital Lot	75	73	97%	60	80%	48	64%	0	0%	69%	29	39%	29	39%	24	32%	36%
5	Gravel Lot	17	14	82%	17	100%	7	41%	2	5%	57%	1	6%	1	6%	1	6%	6%
6	East Hospital Lot	188	186	99%	177	94%	99	53%	1	4%	68%	37	20%	35	19%	34	18%	19%
7	American Legion	18	1	6%	1	6%	3	17%	5	71%	7%	1	6%	4	22%	3	17%	15%
8	The Sting	32	4	13%	2	6%	3	9%	4	33%	9%	3	9%	3	9%	3	9%	9%
9	Oswego Hospital Lot	41	26	63%	25	61%	16	39%	1	8%	42%	0	0%	0	0%	0	0%	0%
10	Funeral Home	27	1	4%	0	0%	2	7%	0	0%	4%	3	11%	1	4%	1	4%	6%
11	Liquor Square	7	2	29%	2	29%	2	29%	1	2%	39%	5	71%	2	29%	3	43%	48%
12	RR Museum North Lot	13	2	15%	2	15%	0	0%	3	30%	12%	1	8%	1	8%	1	8%	8%
13	RR Museum Main Lot	120	2	2%	1	1%	4	3%	4	9%	2%	4	3%	3	3%	3	3%	3%
14	The Studio C Lot	30	0	0%	0	0%	3	10%	0	0%	6%	0	0%	0	0%	0	0%	0%
15	Fire Dept. Lot	12	3	25%	3	25%	5	42%	1	8%	31%	4	33%	3	25%	6	50%	36%
16	Office Parking Lot	12	0	0%	1	8%	7	58%	4	67%	19%	0	0%	0	0%	0	0%	0%
17	Salvation Army Lot	15	5	33%	4	27%	6	40%	14	52%	25%	2	13%	0	0%	0	0%	4%
18	Munski Auto Lot	18	12	67%	12	67%	11	61%	6	10%	60%	9	50%	9	50%	11	61%	54%
19	Palladium Times Lot	18	7	39%	7	39%	12	67%	0	0%	38%	1	6%	1	6%	0	0%	4%
20	Workers Comp Lot	42	3	7%	5	12%	3	7%	41	93%	7%	1	2%	1	2%	2	5%	3%
21	RE Davis & Son Lot	10	2	20%	1	10%	2	20%	6	67%	15%	3	30%	2	20%	2	20%	23%
22	Office Building Lot	10	6	60%	5	50%	2	20%	8	27%	40%	6	60%	4	40%	4	40%	47%
23	St. Luke's Apts	47	27	57%	26	55%	26	55%	0	0%	44%	24	51%	22	47%	27	57%	52%
24	Waterfront Parking	9	1	11%	1	11%	2	22%	7	18%	11%	1	11%	0	0%	2	22%	11%
25	Office Lot	12	0	0%	0	0%	2	17%	19	54%	6%	1	8%	1	8%	1	8%	8%
26	Pizza Shop	6	4	67%	3	50%	7	117%	2	50%	75%	2	33%	5	83%	4	67%	61%
27	Commercial Lot	10	0	0%	0	0%	1	10%	102	93%	5%	0	0%	0	0%	3	30%	10%
28	West Public Lot	27	16	59%	22	81%	20	74%	3	33%	67%	17	63%	20	74%	9	33%	57%
29	East Public Lot	58	32	55%	29	50%	25	43%	0	0%	40%	6	10%	7	12%	9	16%	13%
30	Bodified Lot	40	2	5%	4	10%	7	18%	2	25%	11%	4	10%	5	13%	2	5%	9%
31	Harbor Optical Lot	11	10	91%	10	91%	12	109%	10	83%	73%	1	9%	5	45%	2	18%	24%
32	Waterfront Lot	44	12	27%	23	52%	33	75%	22	41%	62%	11	25%	45	102%	38	86%	71%
33	Liquor Store Lot	9	2	22%	6	67%	2	22%	18	42%	44%	4	44%	2	22%	3	33%	33%
34	Heritage Lot	30	17	57%	21	70%	23	77%	16	26%	58%	3	10%	3	10%	12	40%	20%
35	Kim MD Lot	6	0	0%	3	50%	2	33%	1	17%	21%	0	0%	0	0%	0	0%	0%
36	Pathfinder Employee Lot	38	15	39%	21	55%	18	47%	5	63%	40%	2	5%	4	11%	12	32%	16%
37	Movie Theater Lot	30	8	27%	7	23%	9	30%	4	36%	23%	2	7%	8	27%	11	37%	23%
38	Pathfinder Bank	35	18	51%	25	71%	20	57%	26	55%	59%	6	17%	10	29%	12	34%	27%
39	City Hall Alley	4	3	75%	1	25%	3	75%	3	5%	56%	0	0%	0	0%	0	0%	0%
40	Canal Common N Lot	110	60	55%	73	66%	76	69%	13	28%	71%	51	46%	84	76%	66	60%	61%
41	Police Station	9	2	22%	5	56%	5	56%	14	19%	42%	3	33%	3	33%	2	22%	30%
42	St. Josephs Church	37	28	76%	17	46%	1	3%	18	75%	31%	0	0%	6	16%	6	16%	11%
43	Office Building	8	2	25%	4	50%	2	25%	0	0%	31%	1	13%	1	13%	5	63%	29%
44	Pontiac Apartments	12	6	50%	6	50%	6	50%	0	0%	58%	9	75%	7	58%	7	58%	64%
45	YMCA	56	12	21%	11	20%	6	11%	0	0%	17%	4	7%	2	4%	0	0%	4%
46	Canal Common S Lot	54	15	28%	20	37%	18	33%	5	20%	35%	12	22%	11	20%	11	20%	21%
47	201 W 2nd Main Lot	43	16	37%	20	47%	20	47%	8	28%	43%	14	33%	17	40%	20	47%	40%
48	Big M Market Lot	62	12	19%	30	48%	28	45%	39	80%	35%	16	26%	17	27%	19	31%	28%

			Weekday									Weekend						
			Morning		Mid-day		Afternoon		Evening		Average	Morning		Afternoon		Evening		Average
#	Lot	Available Spaces	#	%	#	%	#	%	#	%	%	#	%	#	%	#	%	%
47	201 W 2nd Main Lot	43	16	37%	20	47%	20	47%	8	28%	43%	14	33%	17	40%	20	47%	40%
48	Big M Market Lot	62	12	19%	30	48%	28	45%	39	80%	35%	16	26%	17	27%	19	31%	28%
49	201 W 2nd NW Lot	6	2	33%	2	33%	2	33%	1	8%	29%	3	50%	1	17%	3	50%	39%
50	201 W 2nd NE Lot	8	7	88%	7	88%	4	50%	4	25%	72%	4	50%	6	75%	4	50%	58%
51	YMCA Receiving Lot	11	7	64%	6	55%	6	55%	16	38%	52%	4	36%	3	27%	2	18%	27%
52	YMCA Gravel Lot	30	30	100%	32	107%	4	13%	3	17%	68%	15	50%	2	7%	0	0%	19%
53	Riverfront North	47	0	0%	1	2%	5	11%	0	0%	17%	0	0%	1	2%	43	91%	31%
54	Paved Area	12	0	0%	0	0%	0	0%	1	1%	4%	0	0%	0	0%	4	33%	11%
55	Best Western River	62	11	18%	10	16%	1	2%	2	14%	10%	36	58%	6	10%	13	21%	30%
56	Best Western Street	46	5	11%	5	11%	6	13%	0	0%	16%	35	76%	15	33%	42	91%	67%
57	Public Lot	75	2	3%	5	7%	7	9%	3	19%	9%	8	11%	23	31%	11	15%	19%
58	Midtown Center Street	24	8	33%	17	71%	10	42%	4	18%	55%	6	25%	19	79%	18	75%	60%
59	Midtown Center Rear	20	12	60%	11	55%	11	55%	0	0%	50%	7	35%	13	65%	7	35%	45%
60	Do It Best / Tile Shop	13	7	54%	5	38%	5	38%	0	0%	33%	6	46%	1	8%	0	0%	18%
61	Retail Area Rear	15	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
62	Retail Area Main	300	1	0%	0	0%	0	0%	0	0%	0%	10	3%	1	0%	0	0%	1%
63	Fire Dept. Lot	25	9	36%	8	32%	7	28%	0	0%	29%	6	24%	6	24%	4	16%	21%
64	Quality Inn River	29	7	24%	3	10%	9	31%	1	6%	23%	28	97%	12	41%	13	45%	61%
65	Quality Inn Street	49	16	33%	14	29%	26	53%	1	6%	48%	47	96%	15	31%	35	71%	66%
66	Subway	13	1	8%	5	38%	2	15%	1	10%	17%	1	8%	2	15%	2	15%	13%
67	Midtown Plaza	110	40	36%	42	38%	39	35%	1	10%	32%	13	12%	14	13%	2	2%	9%
68	Goodyear	16	11	69%	11	69%	9	56%	1	13%	55%	9	56%	8	50%	2	13%	40%
69	Thrifty Shopper	42	2	5%	15	36%	10	24%	4	7%	26%	6	14%	18	43%	14	33%	30%
70	Colonial Laundromat	18	5	28%	5	28%	2	11%	1	10%	21%	4	22%	5	28%	3	17%	22%
71	Shappiro Paper	8	1	13%	1	13%	1	13%	1	14%	13%	1	13%	2	25%	0	0%	13%
72	Community Bank	9	6	67%	5	56%	5	56%	2	6%	44%	0	0%	0	0%	0	0%	0%
73	Oswego School Dist.	78	15	19%	9	12%	9	12%	2	15%	11%	3	4%	2	3%	1	1%	3%
74	Pathfinder Bank	14	10	71%	10	71%	6	43%	2	17%	50%	1	7%	1	7%	0	0%	5%
75	Oswego Bus Lot	13	4	31%	7	54%	2	15%	2	29%	25%	0	0%	1	8%	0	0%	3%
76	Pathfinder 44 Lot	16	12	75%	9	56%	8	50%	3	11%	50%	0	0%	4	25%	1	6%	10%
77	Upper Lot 44	22	16	73%	12	55%	7	32%	4	3%	44%	0	0%	6	27%	0	0%	9%
78	Collinan Funeral	20	0	0%	16	80%	0	0%	4	13%	20%	0	0%	0	0%	0	0%	0%
79	Oswego Court	59	45	76%	43	73%	37	63%	4	10%	55%	1	2%	0	0%	1	2%	1%
80	Simeon DeWitt apts	72	58	81%	50	69%	45	63%	4	13%	71%	52	72%	44	61%	58	81%	71%
81	West Municipal Lot	6	4	67%	1	17%	2	33%	6	30%	29%	1	17%	0	0%	0	0%	6%
82	East Municipal Lot	14	2	14%	9	64%	4	29%	8	44%	41%	0	0%	1	7%	0	0%	2%
83	Stbility Fitness Main	28	2	7%	4	14%	1	4%	8	57%	9%	8	29%	3	11%	2	7%	15%
84	Stability Fitness SW	10	4	40%	2	20%	0	0%	10	18%	18%	1	10%	1	10%	0	0%	7%
85	Stability Fitness SE	7	2	29%	2	29%	3	43%	25	33%	32%	9	129%	5	71%	3	43%	81%
86	Valero Gas Station	7	5	71%	3	43%	3	43%	51	71%	43%	1	14%	3	43%	2	29%	29%
87	Mom & Pops Soda	6	1	17%	2	33%	1	17%	15	50%	17%	1	17%	1	17%	1	17%	17%
88	Canaview North lot	15	11	73%	12	80%	7	47%	53	28%	50%	1	7%	0	0%	0	0%	2%
89	Canalview South Lot	15	7	47%	8	53%	6	40%	19	17%	35%	0	0%	0	0%	0	0%	0%
TOTAL		2995	1088	36%	1147	38%	926	31%	710	24%	34%	639	21%	636	21%	676	23%	23%

STUDY AREA | OFF-STREET HANDICAPPED UTILIZATION

			Weekday									Weekend						
			Morning		Mid-day		Afternoon		Evening		Average	Morning		Afternoon		Evening		Average
#	Lot	Available Spaces	#	%	#	%	#	%	#	%	%	#	%	#	%	#	%	%
3	Oswego Hosiptal Lot	1	1	100%	0	0%	0	0%	0	0%	25%	0	0%	0	0%	0	0%	0%
4	South Hospital Lot	14	14	97%	12	86%	2	14%	1	7%	52%	4	29%	1	7%	1	7%	14%
6	East Hospital Lot	5	3	99%	4	80%	1	20%	0	0%	40%	0	0%	0	0%	0	0%	0%
10	Funeral Home	1	0	4%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
23	St. Luke's Apts	2	1	57%	1	50%	2	100%	2	100%	75%	2	100%	2	100%	2	100%	100%
24	Waterfront Parking	2	0	11%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
31	Harbor Optical Lot	1	0	91%	1	100%	0	0%	0	0%	25%	0	0%	0	0%	0	0%	0%
36	Pathfinder Employee Lot	3	3	39%	2	67%	2	67%	0	0%	58%	0	0%	0	0%	1	33%	11%
38	Pathfinder Bank	2	0	51%	1	50%	0	0%	0	0%	13%	0	0%	0	0%	1	50%	17%
41	Police Station	2	0	22%	0	0%	0	0%	0	0%	0%	0	0%	1	50%	0	0%	17%
42	St. Josephs Church	8	0	76%	2	25%	1	13%	0	0%	9%	0	0%	1	13%	0	0%	4%
44	Pontiac Apartments	6	0	50%	3	50%	2	33%	5	83%	42%	3	50%	2	33%	3	50%	44%
48	Big M Market Lot	2	0	19%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
49	201 W 2nd NW Lot	3	0	33%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
53	Riverfront North	5	0	0%	0	0%	0	0%	1	20%	5%	0	0%	0	0%	2	40%	13%
56	Best Western Street	2	0	11%	0	0%	0	0%	0	0%	0%	2	100%	1	50%	1	50%	67%
57	Public Lot	1	0	3%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
65	Quality Inn Street	3	0	33%	0	0%	0	0%	1	33%	8%	3	100%	0	0%	1	33%	44%
66	Subway	1	1	8%	0	0%	0	0%	0	0%	25%	0	0%	0	0%	0	0%	0%
67	Midtown Plaza	5	1	36%	1	20%	1	20%	0	0%	15%	0	0%	0	0%	0	0%	0%
68	Goodyear	1	0	69%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
69	Thrifty Shopper	2	0	5%	0	0%	0	0%	0	0%	0%	0	0%	1	50%	0	0%	17%
70	Colonial Laundromat	1	1	28%	0	0%	0	0%	0	0%	25%	0	0%	0	0%	0	0%	0%
72	Community Bank	1	0	67%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
73	Oswego School Dist.	2	0	19%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
75	Oswego Bus Lot	1	0	31%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
79	Oswego Court	2	2	76%	0	0%	1	50%	0	0%	38%	0	0%	0	0%	0	0%	0%
82	East Municipal Lot	2	0	14%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
TOTAL		81	27	33%	27	33%	12	15%	10	12%	17%	14	17%	9	11%	12	0%	13%

HOSPITAL FOCUS AREA | ON-STREET UTILIZATION

		Weekday									Weekend						
		Morning		Mid-day		Afternoon		Evening		Average	Morning		Afternoon		Evening		Average
Street	Available Spaces	#	%	#	%	#	%	#	%	%	#	%	#	%	#	%	%
W Bridge St	40	0	0%	3	8%	1	3%	2	5%	4%	4	10%	3	8%	1	3%	7%
W Oneida St	25	16	52%	13	52%	9	36%	8	32%	43%	8	32%	7	28%	6	24%	28%
W Mohawk St	21	8	43%	9	43%	10	48%	4	19%	38%	8	38%	6	29%	6	29%	32%
W 8th St	13	6	46%	6	46%	6	46%	10	77%	54%	9	69%	10	77%	11	85%	77%
W 7th St	34	26	50%	17	50%	12	35%	8	24%	40%	8	24%	6	18%	5	15%	19%
W 6th St	50	44	88%	44	88%	24	48%	20	40%	66%	15	30%	23	46%	18	36%	37%
W 5th St	28	22	100%	28	100%	19	68%	10	36%	76%	11	39%	9	32%	6	21%	31%
TOTAL	211	120	57%	120	57%	81	38%	62	29%	46%	63	30%	64	30%	53	25%	33%

HOSPITAL FOCUS AREA | ON-STREET HANDICAPPED UTILIZATION

		Weekday									Weekend						
		Morning		Mid-day		Afternoon		Evening		Average	Morning		Afternoon		Evening		Average
Street	Available Spaces	#	%	#	%	#	%	#	%	%	#	%	#	%	#	%	%
W Oneida St	1	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
W 6th St	7	5	71%	7	100%	7	100%	7	100%	93%	7	100%	7	100%	7	100%	100%
TOTAL	8	5	63%	7	88%	7	88%	7	88%	46%	7	88%	7	88%	7	88%	50%

DOWNTOWN FOCUS AREA | ON-STREET UTILIZATION

		Weekday									Weekend						
		Morning		Mid-day		Afternoon		Evening		Average	Morning		Afternoon		Evening		Average
Street	Available Spaces	#	%	#	%	#	%	#	%	%	#	%	#	%	#	%	%
W Seneca St	34	10	29%	9	26%	12	35%	10	29%	30%	10	29%	5	15%	10	29%	25%
W Cayuga St	20	3	15%	4	20%	6	30%	15	75%	35%	5	25%	3	15%	1	5%	15%
W Bridge St	22	7	32%	16	73%	12	55%	13	59%	55%	7	32%	17	77%	15	68%	59%
W Oneida St	21	14	67%	13	62%	16	76%	7	33%	60%	8	38%	5	24%	20	95%	52%
W Mohawk St	0	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
W Utica St	0	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	0	0%	0%
Water St	15	5	33%	3	20%	9	60%	8	53%	42%	4	27%	10	67%	7	47%	47%
W 3rd St	64	22	34%	25	39%	29	45%	15	23%	36%	19	30%	32	50%	35	55%	45%
W 2nd St	133	53	40%	76	57%	65	49%	72	54%	50%	41	31%	61	46%	54	41%	39%
W 1st St	165	101	61%	92	56%	56	34%	72	44%	49%	83	50%	104	63%	109	66%	60%
TOTAL	474	215	45%	238	50%	205	43%	212	45%	36%	177	37%	237	50%	251	53%	34%

DOWNTOWN FOCUS AREA | ON-STREET HANDICAPPED UTILIZATION

		Weekday									Weekend						
		Morning		Mid-day		Afternoon		Evening		Average	Morning		Afternoon		Evening		Average
Street	Available Spaces	#	%	#	%	#	%	#	%	%	#	%	#	%	#	%	%
W Seneca St	1	0	0%	0	0%	1	100%	1	100%	50%	0	0%	0	0%	0	0%	0%
W Bridge St	1	0	0%	1	100%	0	0%	0	0%	25%	0	0%	1	100%	0	0%	33%
W Oneida St	1	0	0%	0	0%	0	0%	0	0%	0%	0	0%	0	0%	1	100%	33%
W 2nd St	3	0	0%	0	0%	0	0%	0	0%	0%	1	33%	1	33%	0	0%	22%
W 1st St	5	2	40%	0	0%	0	0%	0	0%	10%	0	0%	1	20%	1	20%	13%
TOTAL	11	2	18%	1	9%	1	9%	1	9%	17%	1	9%	3	27%	2	18%	20%