City of Syracuse Residential Parking Permit Study - Phase 1

August 2022

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SMTC

City of Syracuse Residential Parking Permit Study – Phase 1

Syracuse Metropolitan Transportation Council

FINAL REPORT

August 2022

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EXECUTIVE SUMMARY

The *City of Syracuse Residential Parking Permit Study – Phase 1* was completed by the Syracuse Metropolitan Transportation Council (SMTC) on behalf of the City of Syracuse.

The City of Syracuse identified six neighborhoods that experience limited and/or constrained on-street parking due to increased demand from non-residents. Large employment centers, educational institutions, entertainment, and service facilities all increase the demand for short- and long-term parking within these neighborhoods, often forcing residents to park further away than ideal. One method used by cities across the country, and locally in Upstate New York, to address this issue is through the implementation of a residential parking permit program (RPPP). RPPPs restrict the use of on-street parking to residents of a particular neighborhood during specified times of the day, but do not guarantee a resident a specific parking space.

The SMTC reviewed RPPPs within New York State and in cities across the country to identify common best practices and implementation strategies. Pricing, enforcement, and geographic constraints vary by city, and can also vary within a city from neighborhood to neighborhood based on the issues being addressed. Programs within New York State must be defined within the state's Vehicle and Traffic Law as a home rule bill. SMTC staff identified the legal requirements and procedures that must be followed should the City of Syracuse choose to pursue a RPPP in the future, including the impact of anticipated zoning changes associated with the ReZone Syracuse project.

Existing parking regulations and a sampling of current occupancy levels were collected by SMTC staff in order to identify constraint issues experienced within each neighborhood. Observations included days and nights that are known to experience increased demand, such as concerts at local bars and Syracuse University athletic events. Public outreach through existing neighborhood associations and an online survey helped to clarify concerns from residents within the study area, including the enforcement of existing regulations and the level of interest in a RPPP.

This study does not recommend nor discourage the future development of a RPPP within the City of Syracuse, but instead provides vital information to the city as it considers pursuing a program. Additional research and outreach would be required should the city choose to implement a RPPP within the neighborhoods reviewed, including working closely with local State representatives on drafting legislation. Parking is a fundamental part of our transportation network and should be reviewed in conjunction with other mobility needs.

1. INTRODUCTION

1.1 Overview and study area

As part of the 2020-2021 Unified Planning Work Program (UPWP), the Syracuse Metropolitan Transportation Council (SMTC) agreed to complete the Syracuse Residential Parking Permits Study – Phase 1, at the request of the City of Syracuse. The project was completed in the first quarter of the 2022-2023 UPWP planning year.

The purpose of this planning study is to explore the potential for a residential parking permit system in the City of Syracuse, primarily focused on the overnight hours. Several areas within the City of Syracuse have limited and/or constrained on-street parking capacity. This study identifies current on-street parking regulations in locations that are approaching capacity of on-street parking in six city neighborhoods – Downtown, Park Ave, Tipperary Hill, University Hill, University Neighborhood, and Westcott. Each of these neighborhoods experience competing demands for the limited parking space from areas of dense residential development, to entertainment and retail establishments, to office and educational facilities. Often these demands overlap, resulting in residents parking further away from their respective homes than desired.

As part of the study, a review of best practices for implementing and maintaining a parking permit program was conducted, along with specific requirements for permit programs in New York State and is included within this report. The goal of Phase 1 of this planning-level study is to identify a pathway for enacting a residential parking permit program in the City of Syracuse. See Figure 1 for a map of the study area.

1.2 Study process

SMTC staff conducted this study with the advice and assistance of a Study Advisory Committee (SAC), which was consulted throughout the study. The SAC consisted of the City of Syracuse Planning Department, Department of Public Works, and the Downtown Committee of Syracuse.

In the summer of 2020, the SMTC conducted fieldwork within the identified neighborhoods. Staff and interns walked every street within the neighborhoods, documenting each parking sign along the way, noting the specific information on the sign and its location. In the summer and fall of 2021, parking occupancy counts were conducted on a representative group of streets in each neighborhood. Counts were conducted at peak hours unique to each neighborhood, reflecting the different character and use patterns present. See Sections 2.3 and 2.4 for further details on current parking regulations and occupancy.

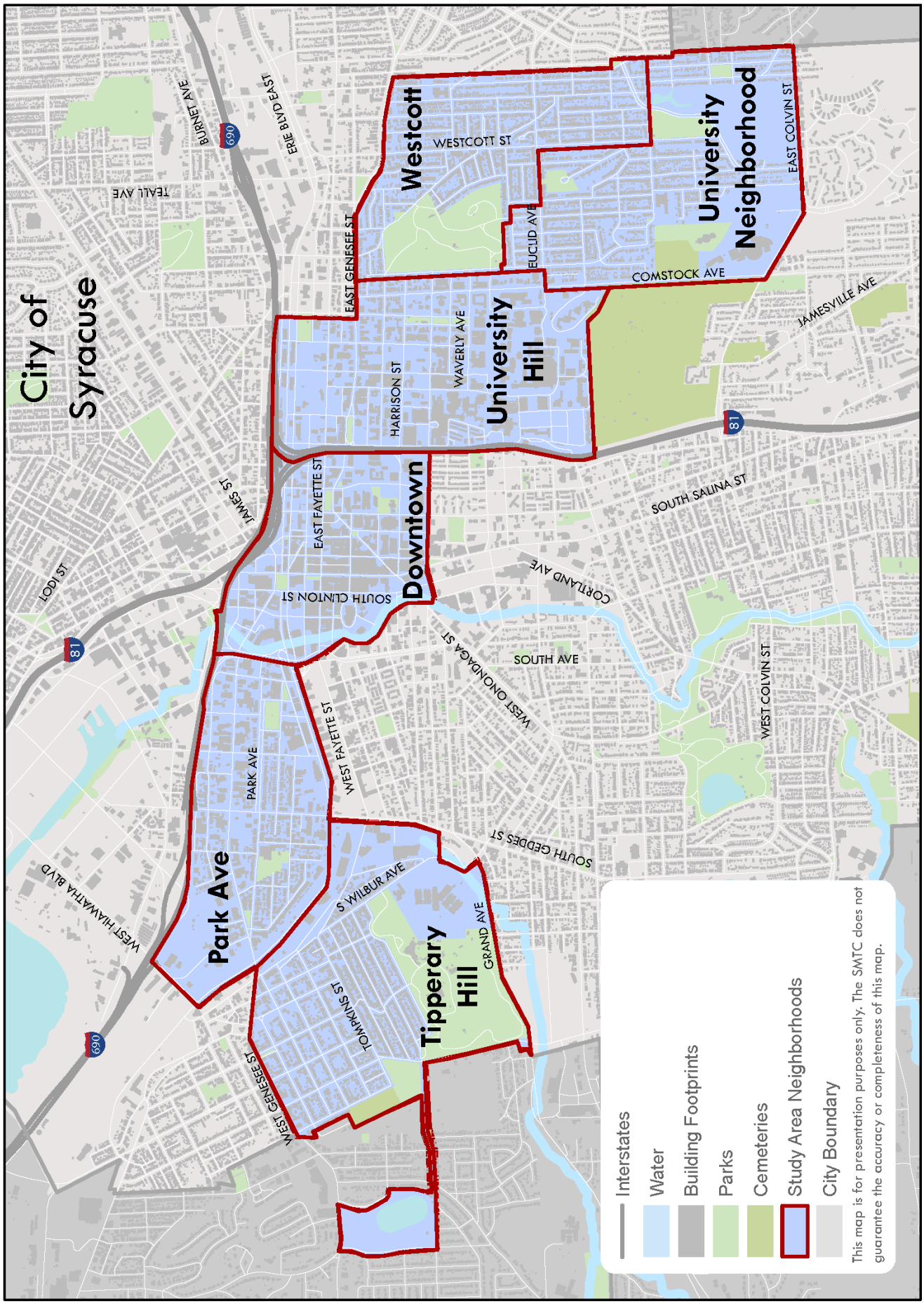


Figure 1 Study Area

Existing residential parking permit programs throughout New York State were reviewed, along with representative models used in cities with similar characteristics as Syracuse. The review included any publicly available information directly from each of the cities or New York State, previously conducted parking studies and reports, and direct outreach to individuals involved with the respective programs for clarifications and updates on their current program. A detailed summary was presented to the SAC for questions and comments, and an updated version is included within this report (Chapter 3, Best Practices and Other Programs).

Due to the ongoing impact of COVID-19, public outreach was conducted primarily through virtual meetings. Staff attended three neighborhood association meetings that reached into all neighborhoods within the study area (University Neighborhood Preservation Association, Westside Tomorrow's Neighborhoods Today, and the Park Avenue Neighborhood Watch), presenting an overview of the fieldwork findings along with relevant best practices. A link to an online survey focused on parking issues was distributed at each meeting for attendees to share within their networks. In total, 222 responses were received. Survey results are discussed in Chapter 4, Public Engagement. An in-depth summary of survey responses is provided in Appendix B.

2. EXISTING CONDITIONS

2.1 Demographics

This study focuses on six city neighborhoods, as defined by the City of Syracuse, that stretch across the center of the city from east to west. The northern most boundary of the study area is I-690, with E Colvin St acting as the southernmost boundary of the study area in the University Neighborhood.

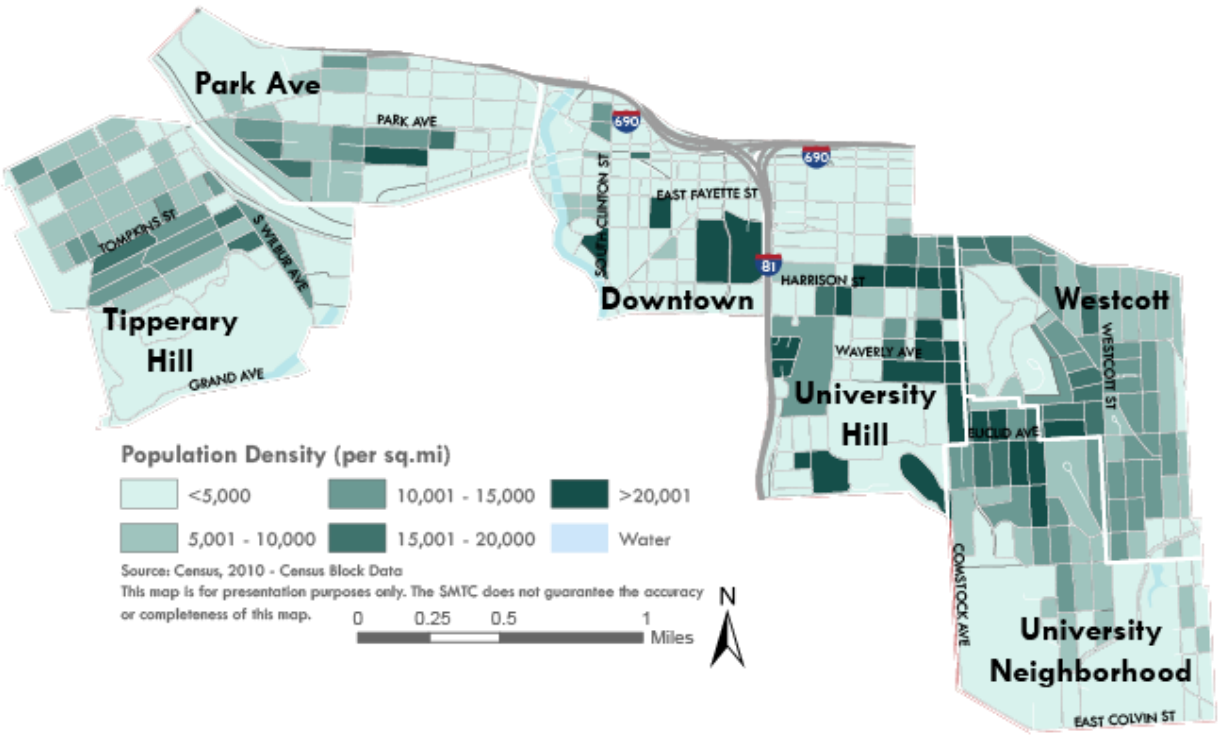
Staff reviewed the U.S. Census Bureau's 2014-208 American Community Survey (ACS) 5-year Estimate and the 2010 Decennial Census data for eleven census tracts that sit within the study area neighborhoods; 21.01, 27, 29.01, 32, 34, 35, 43.01, 43.02, 44, 45 and 56.01. Note that ACS datasets may have higher-than-expected margins of error at the tract level, especially in low-population tracts. 2020 Census data was released towards the end of the study timeline and is not included in this analysis.

2.1.1 Population Density

Figure 2 shows the population density per square mile of the six study area neighborhoods. All neighborhoods have an array of density levels within their borders, especially the predominately residential neighborhoods of Tipperary Hill, Park Ave, Westcott, and the University Neighborhood.

Downtown, University Hill and the northern portion of the University Neighborhood have the most pockets of the highest level of density. The Downtown neighborhood stands out as having the greatest disparity between density levels. There is very little middle level density. This is due to its continued place

Figure 2 Population Density in Study Area



as the central business district of the city, even as the conversion of underused office space into residential units continues.

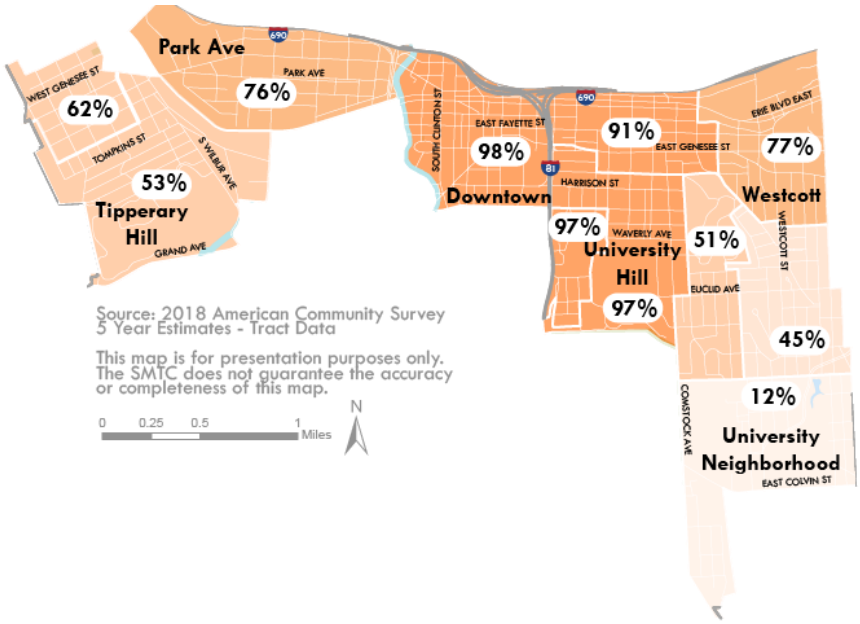
The University Neighborhood, Westcott, and Tipperary Hill each have large swaths of land where there is little to no density, due to park land or cemeteries.

Overall, the study area's residential density of approximately 6,400 people per square mile is above the citywide average of approximately 5,800 people per square mile. Most blocks within the neighborhoods have a medium-level density similar to the rest of the city.

2.1.2 Multi-Unit and Renter-Occupied Housing

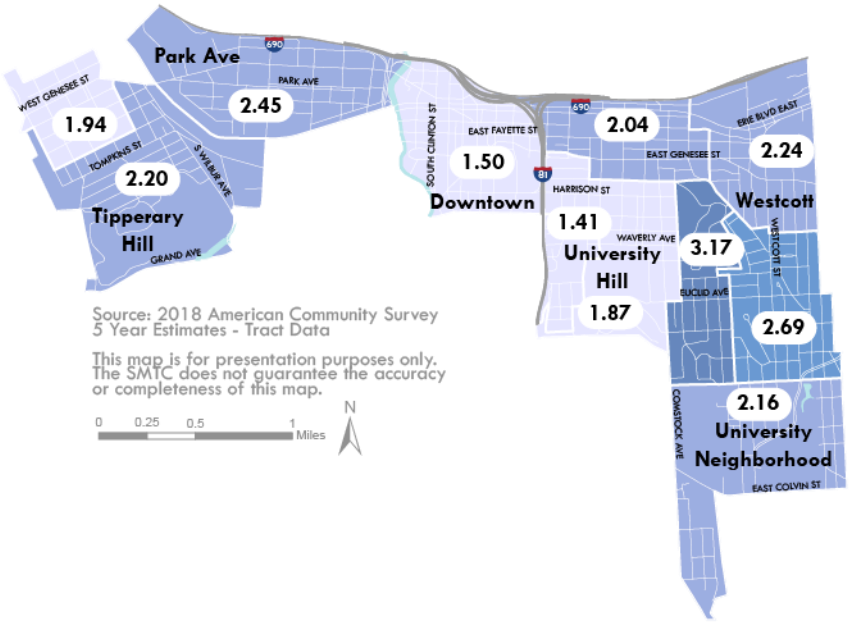
The rate of renter occupied units mirrors the rate of multi-unit housing (Figure 3) available in each respective neighborhood. The level of renter occupied units is the highest in the central part of the city. Downtown, the University Hill and the eastern portion of the Westcott neighborhoods are nearly completely comprised of renter occupied units, reflecting the high availability of multi-unit housing. Upwards of 90 percent of the units are renter occupied in these neighborhoods. As one travels outward from the central city, and into the remainder of the study area, percentages drop, but still remain greater than 50 percent in most tracts. The southern portion of the University Neighborhood is the sole outlier, with less than 20 percent of units occupied by renters and just over 10 percent of structures being multi-unit. Across the city just over 56 percent of residential structures contain more than one unit, with about 61 percent of housing units occupied by renters.

Figure 3 Percent of Housing Structures with More Than One Unit



2.1.3 Household Size

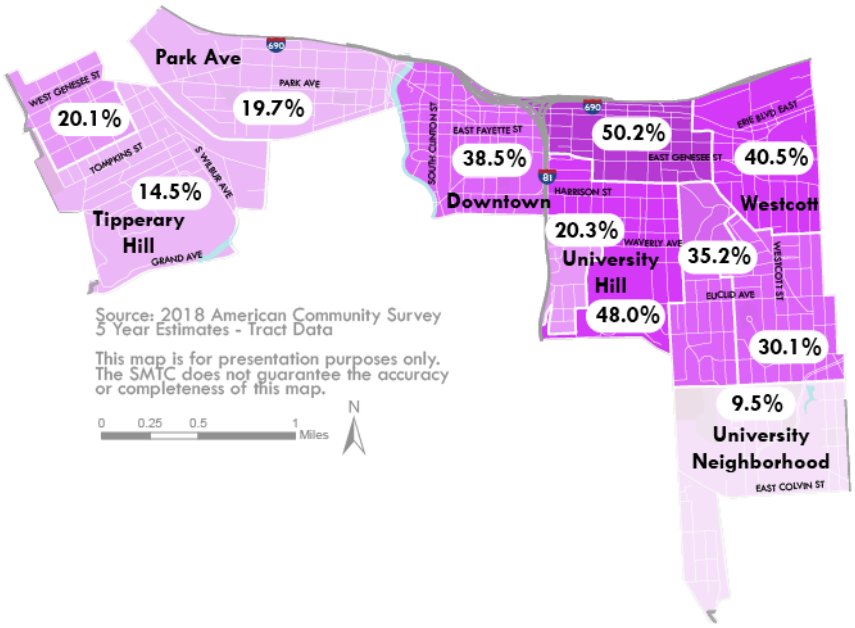
Figure 4 Average Household Size for Renter-Occupied Units



Overall, renter-occupied households within the Study Area are larger than owner-occupied households (see Figure 4). The average household size for both renter- and owner-occupied units are lowest in the central part of the city, in Downtown and the eastern portion of the University Hill neighborhood, falling between 1 to 2 people for renters, and 1 to 1.5 people for owners. Further from the central city, household sizes increase, ranging from 2 to 3 people per unit for renters and 2 to 2.5 people for owners. The Westcott area has the largest average household sizes for both unit types, 3.17 for renters and 2.46 for owners. The city as a whole sees fairly similar household sizes for both renters and how owners, around 2.3 people per household.

2.1.4 Move-In Dates

Figure 5 Percent of Households Who Moved in 2015 or Later



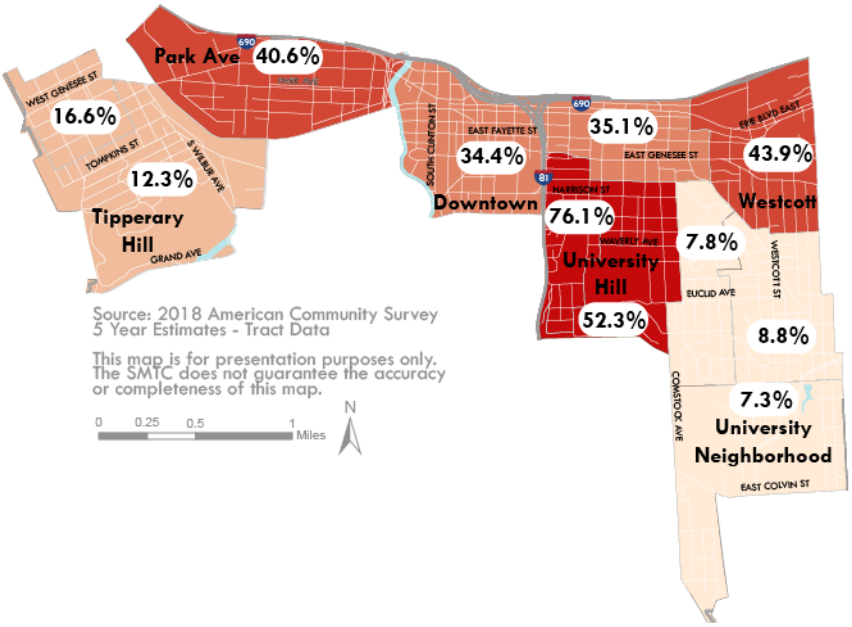
The University Hill neighborhood has seen the most turnover of all the neighborhoods, likely due to the presence of Syracuse University and SUNY ESF (see Figure 5). It has seen around 50% of its households move into the neighborhood since 2015, within the traditional 4-year college stay, with a small section yielding less of a turnover.

Percentages decrease, equating to less turnover, as you move away from the University Hill neighborhood into the remainder of the Study Area. Tipperary Hill and the University neighborhoods, which sit closest to the edge of the city, have maintained the majority of their households over the same time period. Park Ave and the northern portion of Tipperary Hill are close to the city average rate of 21 percent.

2.1.5 No Vehicle and More than Two Vehicles

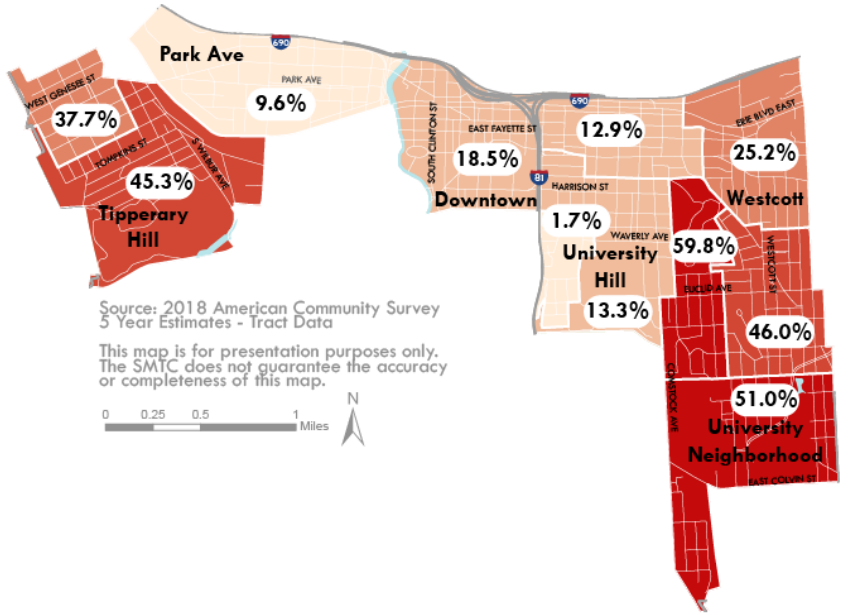
As shown in Figure 6, the neighborhoods adjacent to the two highways in the city, I-81 and I-690, contain higher levels of households with no vehicles available to them. University Hill neighborhood stands out as having over half its population with no vehicle. Student housing and dormitories associated with Syracuse University and other nearby colleges likely account for the high percentages seen in this neighborhood. The remaining neighborhoods have levels that are close to the MPA average of 11.5 percent, yet significantly less than the city average of 27.6 percent.

Figure 6 Percent of Households with No Vehicle



In contrast, Figure 7 indicates that areas with the lowest percentage of households without vehicles also have the highest share of households with two or more vehicles. Around half of households on Tipperary Hill and in the University Neighborhood have two or more vehicles. Park Ave and University Hill, on the other hand, have only around 10 percent of households with more two or more vehicles. This distinction is important as many residential properties have off-street parking available for at least one vehicle, requiring additional vehicles to utilize whatever on-street parking is available.

Figure 7 Percent of Households with Two or More Vehicles



2.1.6 Transit to Work

All the study area neighborhoods except for Park Ave, Westcott and a portion of University Hill have public transit ridership levels below the City-wide average of 9.5 percent. The northern portion of the Westcott neighborhood has the highest transit ridership of all the neighborhoods at 19.9 percent.

2.1.7 Age

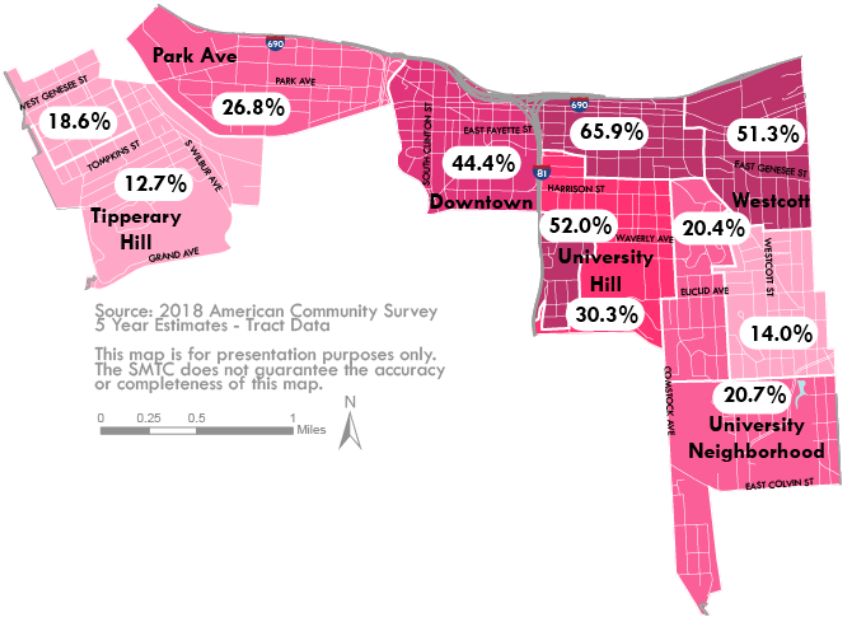
The University Hill neighborhood contains the youngest population of the study area with a median age just below 20. The nearby colleges, again, likely account for this young age. Moving outward from this neighborhood the median age of the population increases until reaching those study area neighborhoods at the edges of the city, such as Tipperary Hill and the University Neighborhood, which have a median population in the 30's and 40's respectively.

The census tracts near Downtown and the University all fall below the city's median age (30.8). The southernmost census tract in the University Neighborhood is the only portion of the Study Area with a higher median age than Onondaga County (39).

2.1.8 Race and Ethnicity

Tipperary Hill and the southern portion of the Westcott neighborhood have the largest percentages of populations in the study area that identify as white. Less than 20 percent of the population is non-white (see Figure 8). In contrast, northern portions of both the University Hill and Westcott neighborhoods, as well as a small portion of the central part of the University Hill neighborhood, have a high percentage of non-white residents. In these areas the percent of non-white residents are greater than 50 percent. In the remaining neighborhoods, the percent of non-white residents falls between 20 and 45 percent, with the University Neighborhood on the lower end of that range at 21 percent and the Downtown neighborhood on the higher end with 44 percent. For comparison, the City of Syracuse as a whole is approximately 45 percent non-white.

Figure 8 Percent of Residents Who Identify as Non-White



2.1.9 Income Levels and Poverty

Similar to median age, median household income follows an outward pattern (see Figure 9). The University Hill neighborhood has the lowest income of $10,000 to $20,000.

As you move towards the edges of the city, neighborhood median household incomes increase substantially. Portions of Tipperary Hill and University Neighborhood see median household incomes ranging from $60,000 to nearly $80,000. Citywide the median income is just over $36,000.

As the median income would have you expect, Tipperary Hill and University Neighborhood have the lowest level of poverty overall (see Figure 10). In contrast the University Hill neighborhood has the highest level. Downtown, southern portions of the Westcott neighborhood and the northern portion of Tipperary Hill all have levels of poverty ranging between 25 to 40 percent of its population. Whereas most of the remaining neighborhoods, such as Park Ave and Westcott, have poverty levels that hover around 50 percent of its population.

Citywide, 32 percent of residents live below the poverty line (a family of four with an income under $24,600 is living in poverty, according to the 2017 Federal Poverty Guidelines).

Figure 9 Median Household Income

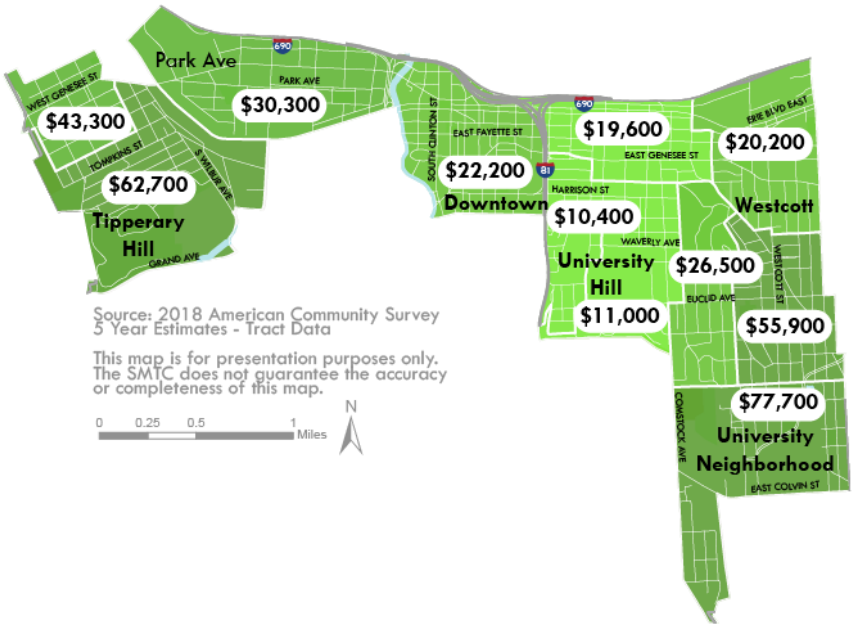


Figure 10 Poverty Rate

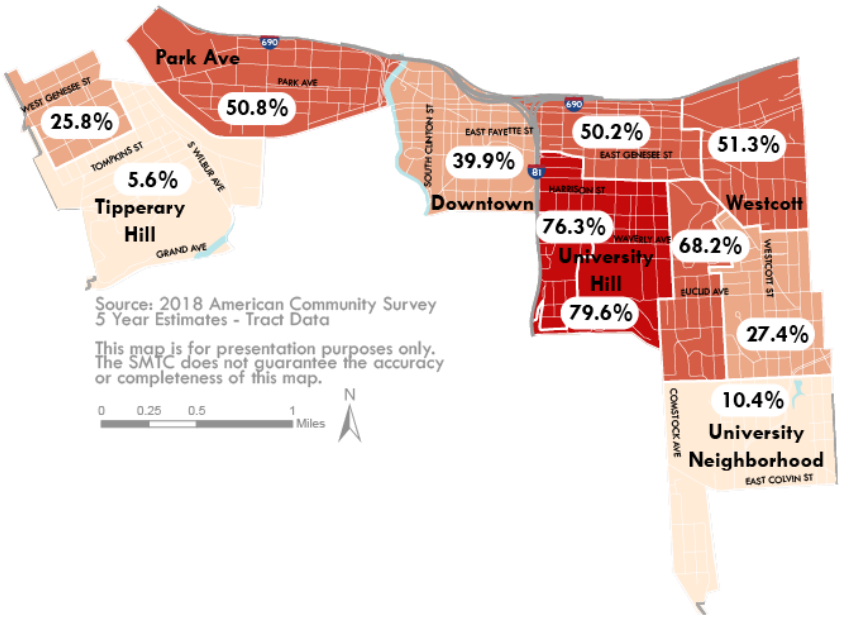
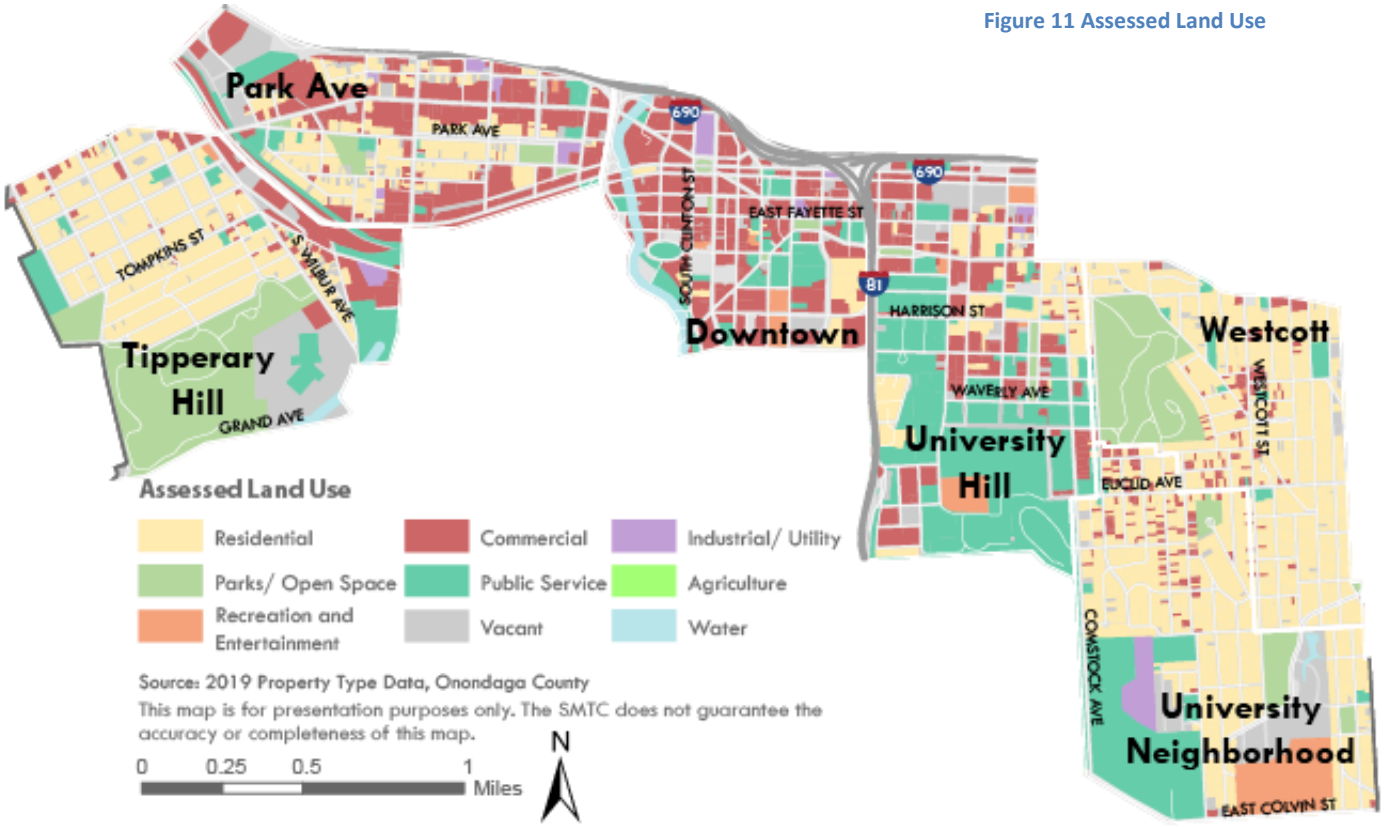


Figure 11 Assessed Land Use

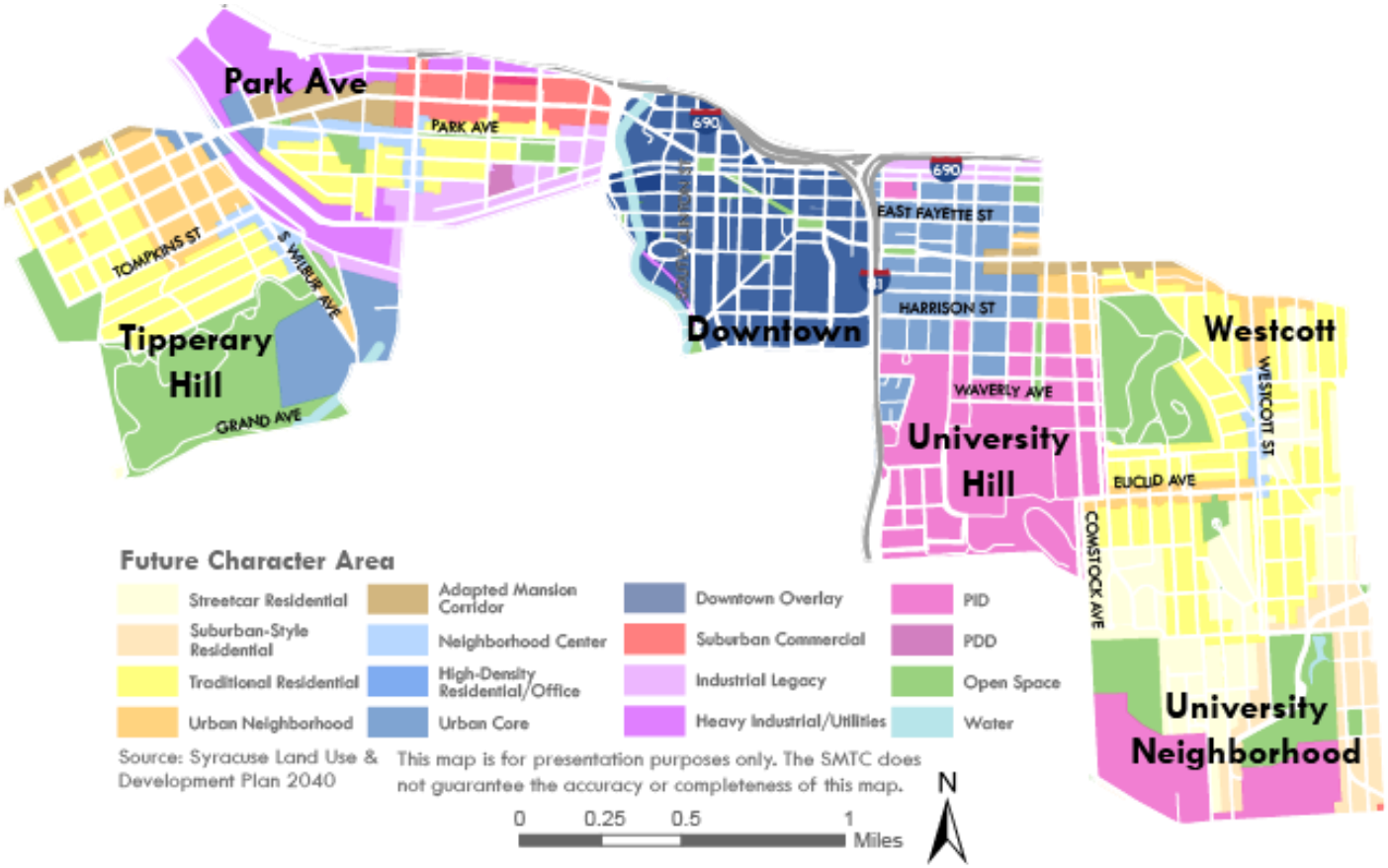


2.2 Land use and zoning

Study area neighborhoods have distinct differences within their current land uses. Towards the center of the city, Downtown, the northern portion of University Hill, and the Erie Blvd/W Genesee St corridors in Park Ave are predominantly commercial in their land use, with the southern portion of University Hill occupied by Syracuse University and SUNY ESF campus related buildings. While the land use is primarily commercial, pockets of residential and mixed-use development are present and have continued to expand in recent years. Much of the land use in Tipperary Hill, the University Neighborhood, and Westcott is residential with smaller commercial nodes within. See Figure 11 for the current assessed land use.

The Syracuse Land Use and Development Plan (Land Use Plan) is a component of the Syracuse Comprehensive Plan, 2040. The Land Use Plan identifies current conditions, a vision for future "character areas" throughout the City, as well as neighborhood-specific recommendations for each Tomorrow's Neighborhoods Today (TNT) area. According to the Land Use Plan, nearly every future character area type is represented within the study area, as seen in Figure 12.

Figure 12 City of Syracuse Future Land Use Character Areas

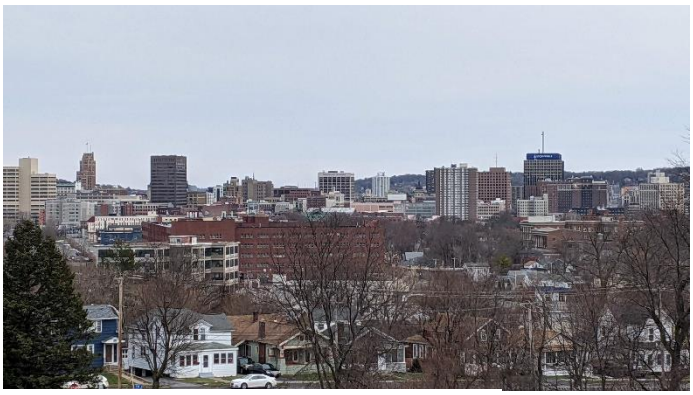


The Downtown Overlay, as the name suggests, encompasses the entirety of the Downtown neighborhood. This character area is defined by taller mixed-use and office buildings and discourages lower density development and surface parking lots.[1]

Park Ave sees a mixture of uses from Suburban Commercial along W Genesee St to Industrial Legacy along Erie Blvd, with Traditional Residential and Neighborhood Center mixed in between those boundaries. Traditional Residential and Neighborhood Center are characterized by an older development pattern geared more towards pedestrians, with smaller sized lots and denser development.[2] Industrial Legacy is found in formerly heavy industrialized areas that no longer meet the needs of those uses. The Land Use Plan identifies these areas as ripe for redevelopment into commercial and residential uses, while still maintaining the ability to house light-industrial and warehouse uses.[3]

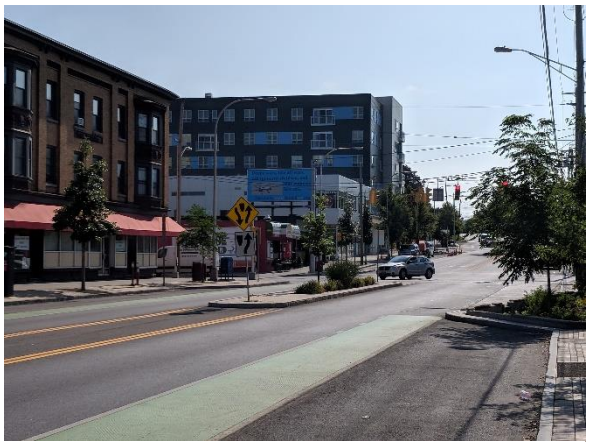
[1] City of Syracuse, *Syracuse Land Use & Development Plan 2040 Component* (Syracuse, NY, 2012): 19 to 20
[2] Ibid: 16 to 18
[3] Ibid: 19

Tipperary Hill is split primarily between Traditional Residential and Urban Neighborhood, which hugs the northeast corner of the neighborhood, along with Avery Ave. Urban neighborhood consists of denser housing, often small apartment buildings or larger homes converted into multi-unit buildings. These areas often have small retail and commercial uses on street corners or on the first floor of a home but are otherwise predominantly residential in nature.[4] Small pockets of Neighborhood Center and Urban Core can be found as well, along with an Adapted Mansion Corridor down W Genesee St.



Syracuse skyline from Burnet Park in the Tipperary Hill Neighborhood

Planned Institutional Development and Urban Core define most of the University Hill Neighborhood. The main structures of Syracuse University, SUNY Upstate Medical University, and SUNY ESF occupy the majority of the neighborhood south of Harrison Street, providing a variety of uses and building types while maintaining a campus feel, as defined by their institutional purpose.[5] Urban Core, best characterized by the development along E Genesee St, sees mixed-use development often with first floor retail/commercial spaces with higher floors occupied by offices or residential uses. These areas often have a street wall that comes up to the sidewalk with minimal setbacks, if any, and parking hidden from sight behind buildings.[6]



E Genesee Street looking east

The University Neighborhood and Westcott are primarily Traditional Residential and Streetcar Residential in character. Streetcar Residential is slightly less dense than Traditional Residential with larger setbacks, although not quite to a suburban extent. No commercial development is allowed in a Streetcar Residential neighborhood.[7] Small pockets of Urban Neighborhood and Neighborhood Center are present in both neighborhoods, as well a Suburban-Style Residential around Meadowbrook in the University Neighborhood.

The City of Syracuse is currently in the process of updating their zoning code to implement the vision described in the Land Use Plan. This effort, titled "ReZone Syracuse," is expected to be complete in the

[4] Ibid: 16 to 17
[5] Ibid: 20
[6] Ibid: 18 to 19
[7] Ibid: 15

near future. SMTC staff have been involved in the ReZone process and anticipate that the final zoning will largely reflect what is shown in the Land Use Plan.

2.3 Road Ownership and Functional Classification

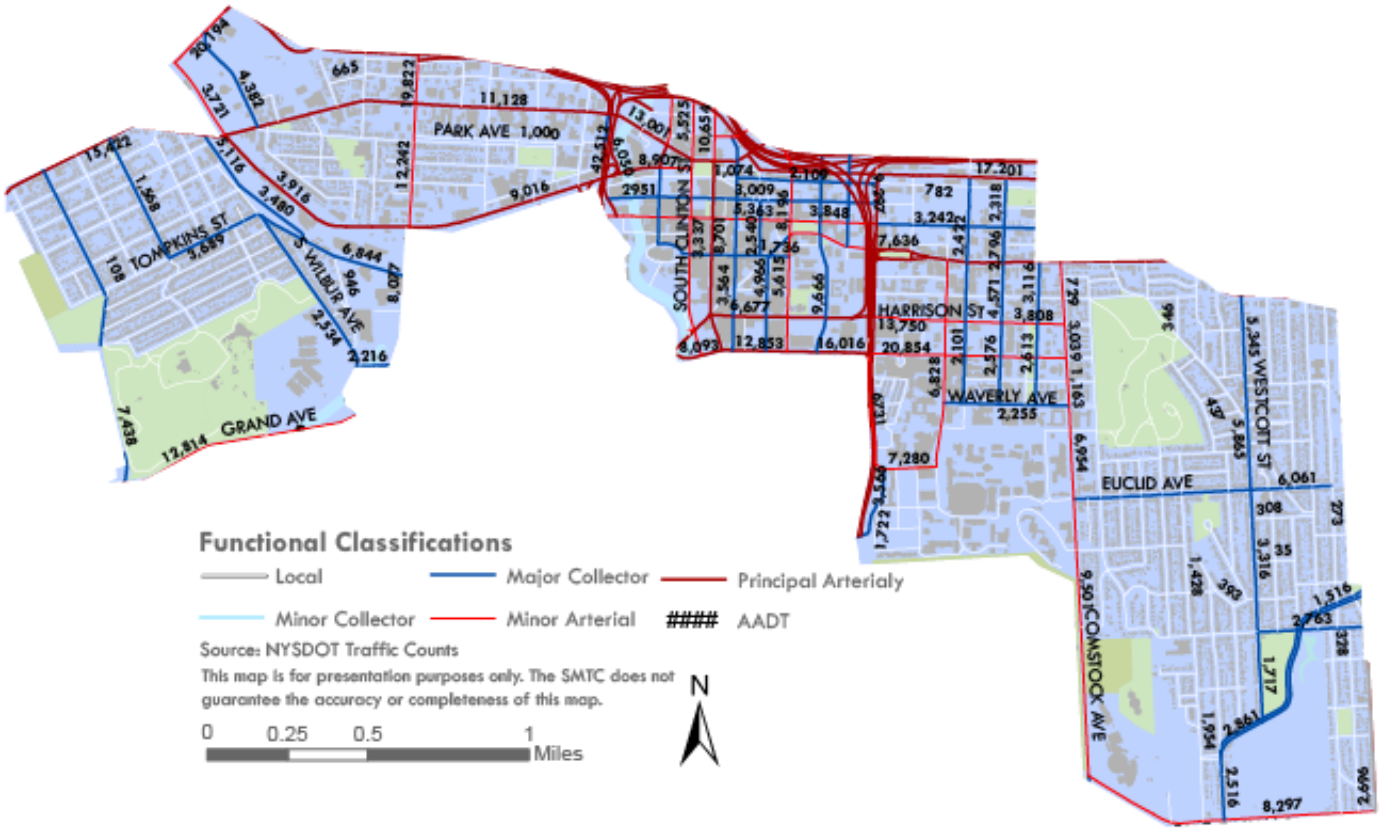
2.3.1 Road Ownership

All of the roads within the study area that could potentially be affected by a parking permit system are locally owned (i.e., City of Syracuse owned).

2.3.2 Functional Classification

Functional classification ("functional class") categorizes roads according to their characteristics (such as design, connectivity, relation to surrounding land uses, and anticipated traffic volumes) and the role they play in the transportation network. The functional class of a roadway is directly related to its federal-aid eligibility, which determines whether a road may receive federal transportation funding. Principle arterials, minor arterials and major collectors are federal-aid eligible. Minor collectors and local roads are not. The majority of roads in the study area that could potentially be part of a future parking permit program are classified as local (meaning not eligible for federal aid), with one or two major collectors being the exception.

Figure 13 Functional Classifications of Study Area roadways



2.4 Existing Parking Regulations

SMTC staff conducted extensive fieldwork in the summer of 2020 to document the existing parking regulations on signage throughout the study area.

With pre-defined neighborhood boundaries provided by the City of Syracuse, staff utilized iPads and global positioning systems (GPS) hardware to assist in gathering detailed information regarding existing parking signs along all streets in the specified neighborhoods. The iPads were equipped with geographic information systems (GIS) software that housed maps of the individual neighborhoods and allowed staff to input specific data about each parking sign.

Staff walked each block within the study area, stopping at individual parking signs to input the posted regulations. The GPS unit worn by staff allowed the GIS software to place a marker in close proximity to the specified parking sign location. Each marker was then linked to a table that staff manually filled out while in the field. Drop down lists containing common parking sign information were provided to make data entry more efficient. In cases where information about the signs were not found in the drop-down lists, the option existed to type unique information manually.

Upon return to the office, staff uploaded all the data gathered on the iPad to an office server to be utilized by GIS for project related maps.

A list of the information gathered for each parking sign has been provided in Appendix C for reference.

2.4.1 Downtown Syracuse

Where parking is available in Downtown Syracuse (Figure 14), the city primarily utilizes two-hour metered parking from 9 AM to 6 PM, Monday thru Saturday. In 2020, the city instituted "odd/even" overnight parking from November 1st thru April 1st on five streets throughout Downtown as a way to address the increasing number of residential units located within the neighborhood. These streets include:

- Erie Blvd E (100 & 200 Blocks)
- E Water St (100 & 200 Blocks)
- S Warren St (100 & 300 Blocks)
- Montgomery St (300 Blocks)
- Madison St (100 & 200 Blocks)

Washington Street in Downtown Syracuse

2.4.2 Park Ave

"Odd/even" parking can be found throughout the Park Ave neighborhood (Figure 15). "No stopping" areas border the neighborhood on W Genesee St and Erie Blvd W, as well as a handful of north-south streets. Parking availability increases as you travel west from Downtown.

2.4.3 Tipperary Hill

Tipperary Hill (Figure 16) utilizes "odd/even" parking throughout the neighborhood, with very few restricted areas. Due to the narrow streets in the southern part of the neighborhood, navigating through the neighborhood at the "odd/even" switchover time can be difficult when cars remain on both sides of the street.

Whittier Ave in the Tipperary Hill neighborhood

Walnut Ave on University Hill

2.4.4 University Hill

Parking is restricted heavily on University Hill (Figure 17), primarily around the medical institutions and college campuses. Further north, "odd/even" parking is utilized as the streets switch from mixed-use, institutional, and commercial to more residential uses.

2.4.5 University Neighborhood

As a primarily residential neighborhood, the University Neighborhood utilizes "odd/even" parking on most of its streets (Figure 18). Meadowbrook Dr is one of the main exceptions, with "no parking" allowed due to the presence of bike lanes in each direction.

2.4.6 Westcott

The Westcott neighborhood (Figure 19) utilizes a mixture of parking regulations, with "odd/even" employed the most often in the highly residential areas. Along Westcott St, two-hour parking is utilized within the business corridor. Along Euclid Ave, the northern curbside is a "no stopping" zone from Comstock Ave to Westcott St, due to a bike lane in both directions. Cars parked on the southern curbside must be moved three times each week to aid in street sweeping and plowing efforts.

Euclid Ave looking east

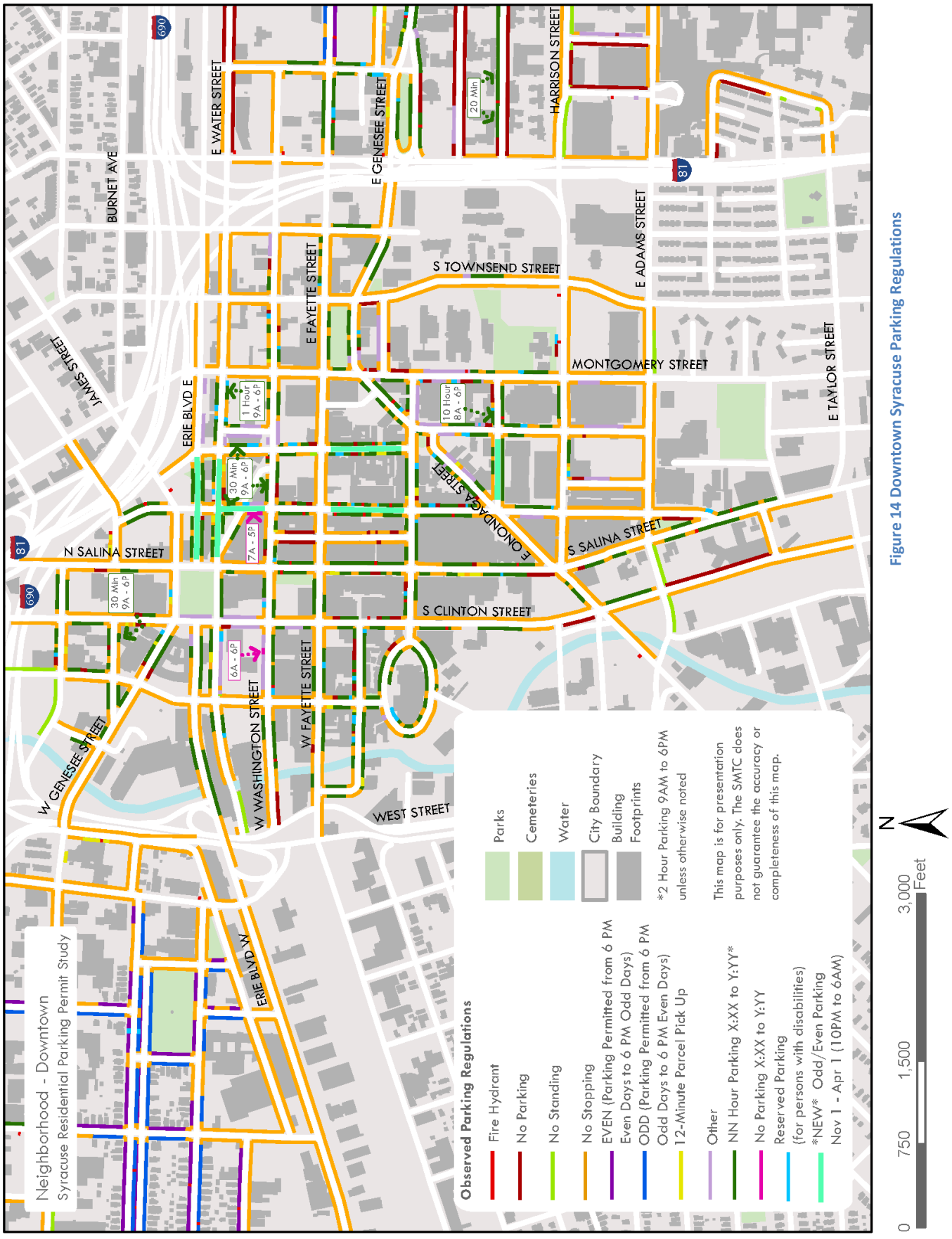


Figure 14 Downtown Syracuse Parking Regulations

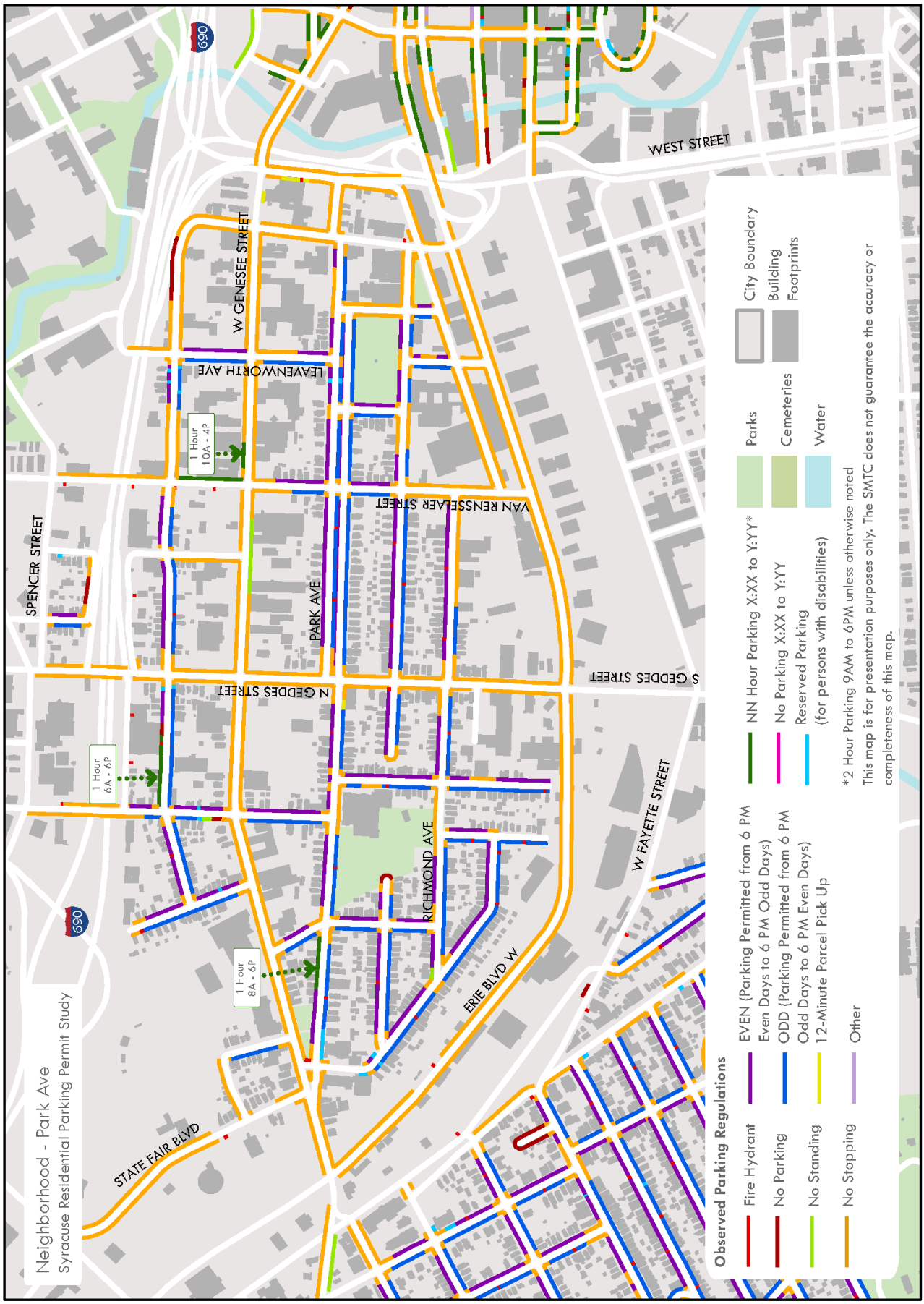


Figure 15 Park Ave Parking Regulations

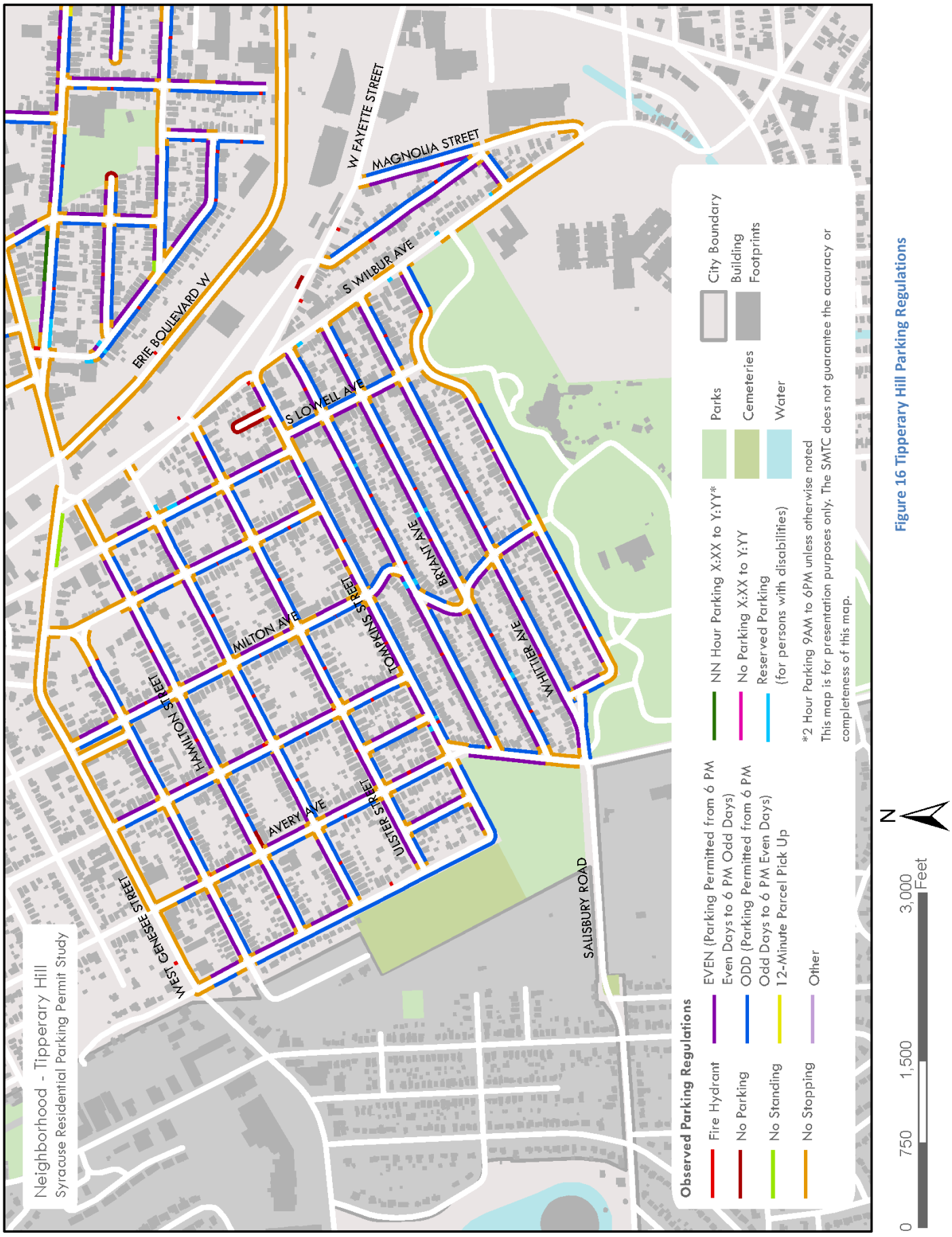


Figure 16 Tipperary Hill Parking Regulations

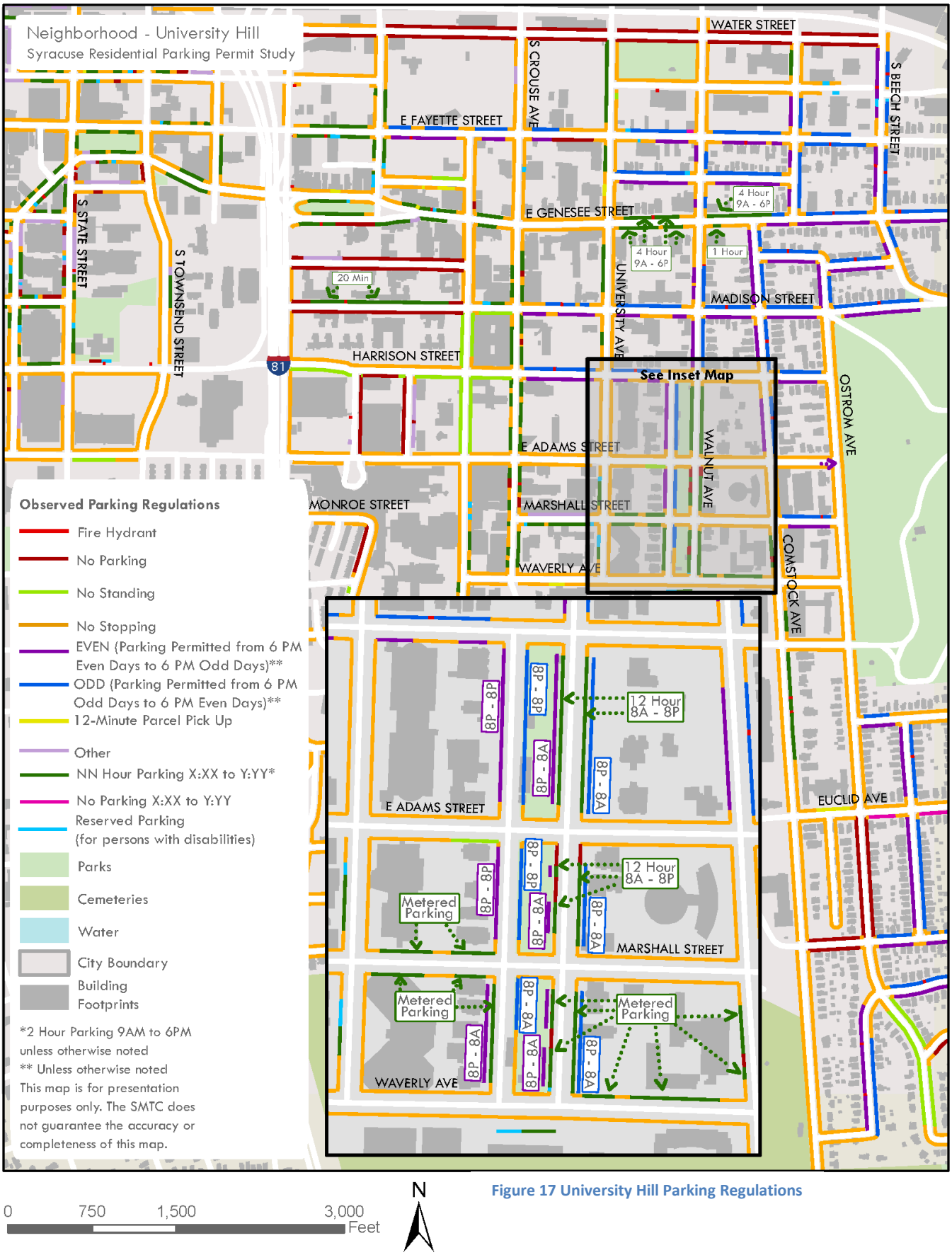


Figure 17 University Hill Parking Regulations

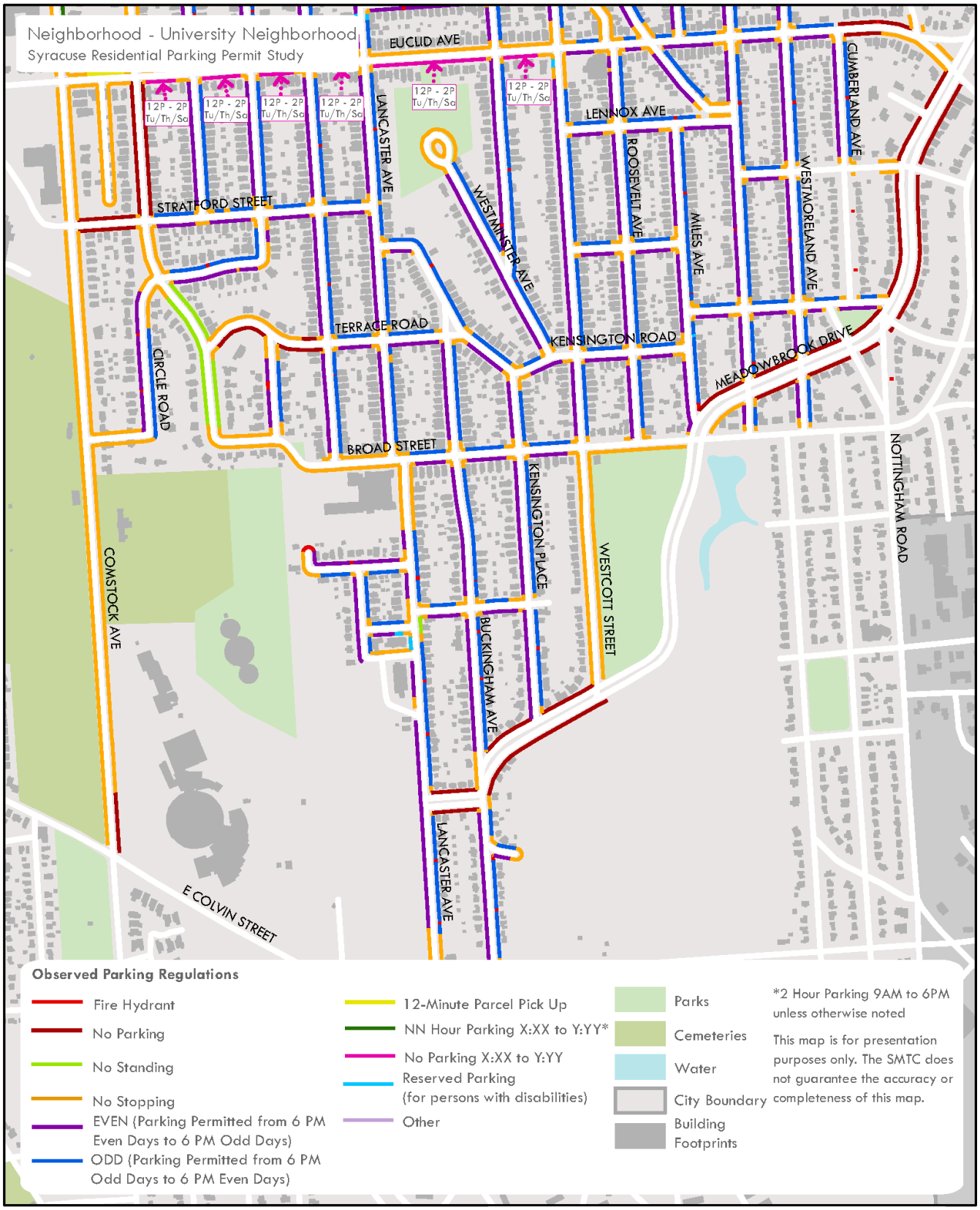


Figure 18 University Neighborhood Parking Regulations

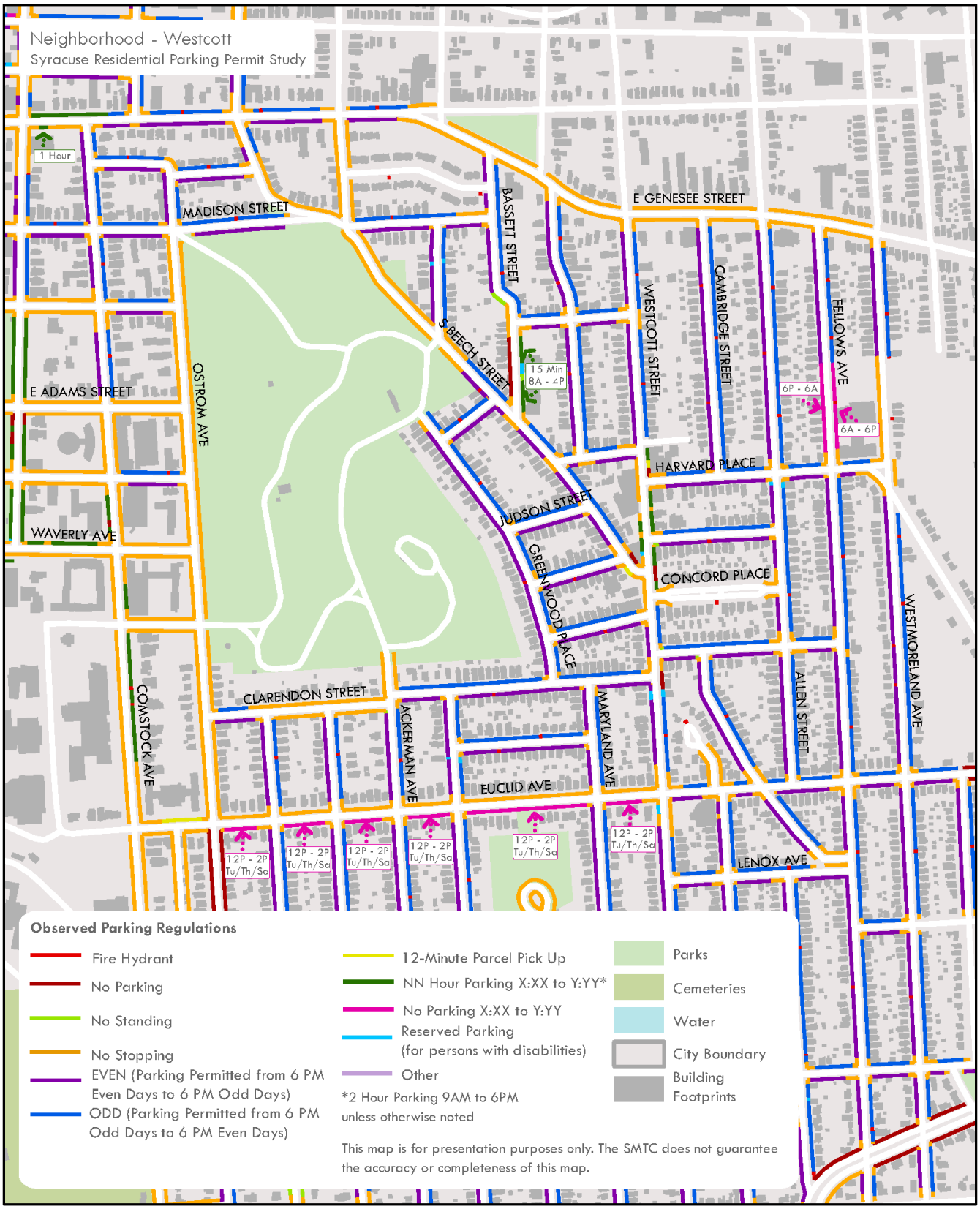


Figure 19 Westcott Parking Regulations

2.5 Existing Parking Counts

SMTC staff conducted parking counts in the summer and fall of 2021. A representative number of streets within each neighborhood were observed. The number of observations and were determined based on the variety of activities and demands on the neighborhood. For example, Tipperary Hill is known to experience high levels of parking demand at night due to the presence of popular bars in the area, allowing SMTC staff to focus solely on evening observations. On the other hand, University Hill, with an abundance of students and employees, experiences high demand during the day, but also at night during large events such as a Syracuse University basketball/football game or concert. As a result, a wider variety of observations were needed on University Hill to account for these differences.

Two methods were utilized for parking counts. During the late summer, staff utilized a GoPro camera, strapped to the hood of a vehicle, along with a GPS unit, to take geo-located photos of the streets. Upon returning to the office, staff uploaded the photos into a GIS program for mapping purposes. Each photo was reviewed to count vehicles on a block-by-block basis.

Due to changing light conditions for night observations, the GoPro cameras were not utilized for parking counts performed after October 1, 2021. Parking counts after this date were performed by staff driving the designated roads and counting parked cars on a block-by-block basis. Parking counts in neighborhoods around Syracuse University were purposefully performed during the fall to capture usage associated with the full student body being present.

The total parking space available was determined through field measurements. Each block observed in the parking counts was measured by staff with the help of a measuring wheel. Staff measured the length available for parking excluding all curb cuts, fire hydrants, and other parking restricted areas. In order to calculate the total number of parking spaces available on each block, the total available space was divided by 22 feet, the average length of a parallel parking space.

The percent of spaces occupied was calculated using the observed number of vehicles divided by the total number of available spaces. Some blocks experienced occupancy rates above 100 percent, which can be attributed to illegal parking maneuvers and vehicle crowding, which does not leave proper space between vehicles for easy entry and exit. The full breakdown of occupancy counts can be found in Appendix D.

2.5.1 Downtown Syracuse Parking Occupancy

Parking occupancy counts were not conducted for the Downtown Syracuse neighborhood due to zoning restrictions laid out in New York State Law. Please see Chapter 3, Section 3.1 for more details.

2.5.2 Park Ave Parking Occupancy

Typical midday parking demand has not fully returned to the Park Ave neighborhood as of fall 2021. Anecdotal reports have noted high parking demand on the eastern edge of the neighborhood, closest to Downtown Syracuse. With National Grid employees still working from home, observed parking demand was low on all observed streets. Some midday parking demand was observed on Wilkinson St, with around 75 percent of spaces occupied.

Evening parking demand also appears to be low, with few blocks seeing over 50 percent occupancy. The blocks immediately south of Middle Ages Brewery did experience a spike in utilization on a Tuesday evening, coinciding with a weekly trivia night the tap room hosts (Figure 20).

2.5.3 Tipperary Hill Parking Occupancy

Three counts were performed in the Tipperary Hill neighborhood in August of 2021: on a Wednesday, Thursday, and Friday night. Counts were performed after 7 PM to provide adequate change-over times for the "odd/ even" parking restrictions that take place at 6 PM each night.

Parking occupancy rates are highest near two prominent destinations within the neighborhood – Coleman's Irish Pub on Tompkins St/ S Lowell Ave and the Blarney Stone on Avery Ave/ Hamilton St. On Thursday nights, both establishments have large promotions that attract crowds, leading to blocks surrounding them to experience increased parking demand, as seen in Figure 21.

Tompkins St, along with S Lowell Ave and Tennyson Ave, experience near parking capacity on Thursday nights, with a few blocks seeing over 100 percent occupancy due to illegal parking maneuvers. Tennyson Ave, with its dense residential development, experienced high occupancy rates each of the observed nights with the block just west of S Lowell Ave routinely approaching or exceeding capacity. This level of parking demand is likely to occur on the streets south of Tennyson Ave, primarily due to the density of two- and three-family homes along these streets.

Avery Ave, near the Blarney Stone, experiences near capacity on Thursday nights, with slightly less demand on the other nights, but it does not put the same strain on the surrounding streets. One advantage of this location is an off-street parking lot at the Encounter Christian Fellowship Church across the street from the Blarney Stone, which bar patrons frequently use on busy nights. Additionally, the surrounding blocks in this part of Tipperary Hill are significantly less dense than the areas south of Tompkins Street, with many homes providing off-street parking for residents.

2.5.4 University Hill Parking Occupancy

University Hill was observed both during midday hours and at night to capture the changing parking needs of the neighborhood. Many streets closest to the Syracuse University (SU) campus do not allow on-street parking, placing additional pressure on the spaces that are available. For evening counts, Walnut Ave and Walnut Pl were not observed until after 8 PM, due to the parking restrictions placed on those streets.

Walnut Ave and Walnut Pl, which run parallel to one another just north of the SU campus, are typically at or above capacity during midday hours. Vehicles are often parked illegally either in "no stopping" zones or on the incorrect side for "odd/even" parking. These two streets are also home to many of the University's sororities and fraternities, creating an area of dense residential development with little to no off-street parking available.

The other observed streets on University Hill also see their available on-street parking at or close to capacity during the midday hours, with "odd/even" parking designations obeyed for the most part.

On a typical night, the parking demand is lower than during the daytime hours, with many streets dropping down to 75 to 85 percent of their available spaces occupied. While this is still a high level of occupancy, it does leave a few spaces available on each block. On the night of a SU men's basketball game, every street within the observed area was at or above its capacity, including on the wrong side of some streets with "odd/even" parking in place (Figure 22).

2.5.5 University Neighborhood Parking Occupancy

Midday observations of the University Neighborhood saw only small pockets of high parking demand, primarily on the northern blocks of Lancaster Ave closest to the SU campus, and Euclid Ave. Bike lanes on Euclid Ave keep all parking on the southern side of the street. All parking is prohibited on Euclid Ave on Tuesdays, Thursdays, and Saturdays from 12PM – 2PM for street cleaning purposes, which can have a residual effect of adding additional parking demand to Lancaster Ave.

Westcott St, which is further away from the Syracuse University campus, and the southern blocks of Lancaster Ave, see most of their parking spaces available during the midday hours.

Overnight parking in the University Neighborhood sees demand drop off significantly on all observed streets. On the night of a SU men's basketball game, only Euclid Ave saw parking demand reach near capacity, with all other streets around 50 percent occupied or less (Figure 23). Although not observed as part of this study effort, college special events known to draw significant number of attendees such as certain basketball or football games may impact other streets further from campus for the duration of those events.

2.5.6 Westcott Parking Occupancy

Clarendon St, which connects Ostrom Ave and Wescott St, sees the highest midday occupancy rates of the observed streets within the Westcott area. Due to its proximity to the SU campus, and its density of student housing, the street often sees over 75 percent of its available spaces being utilized. Greenwood Pl, which intersects with Clarendon St, also sees periods of high occupancy on its southern blocks.

Harvard Pl, which intersects with Wescott St near its commercial center, sees some levels of high demand on the block nearest the commercial corridor, but overall midday demand is not a significant concern. One key factor is the public parking lot available on Harvard Pl, helping reduce on-street demand for the neighborhood.

Overnight parking demand in the Wescott area is generally low. Greenwood Pl sees some increased demand for space, primarily on even nights, due to the reduced space available as a result of "odd/even" parking restrictions. Figure 24 illustrates the parking occupancy experienced during the same SU men's basketball game as noted in the University Hill and University Neighborhood maps.

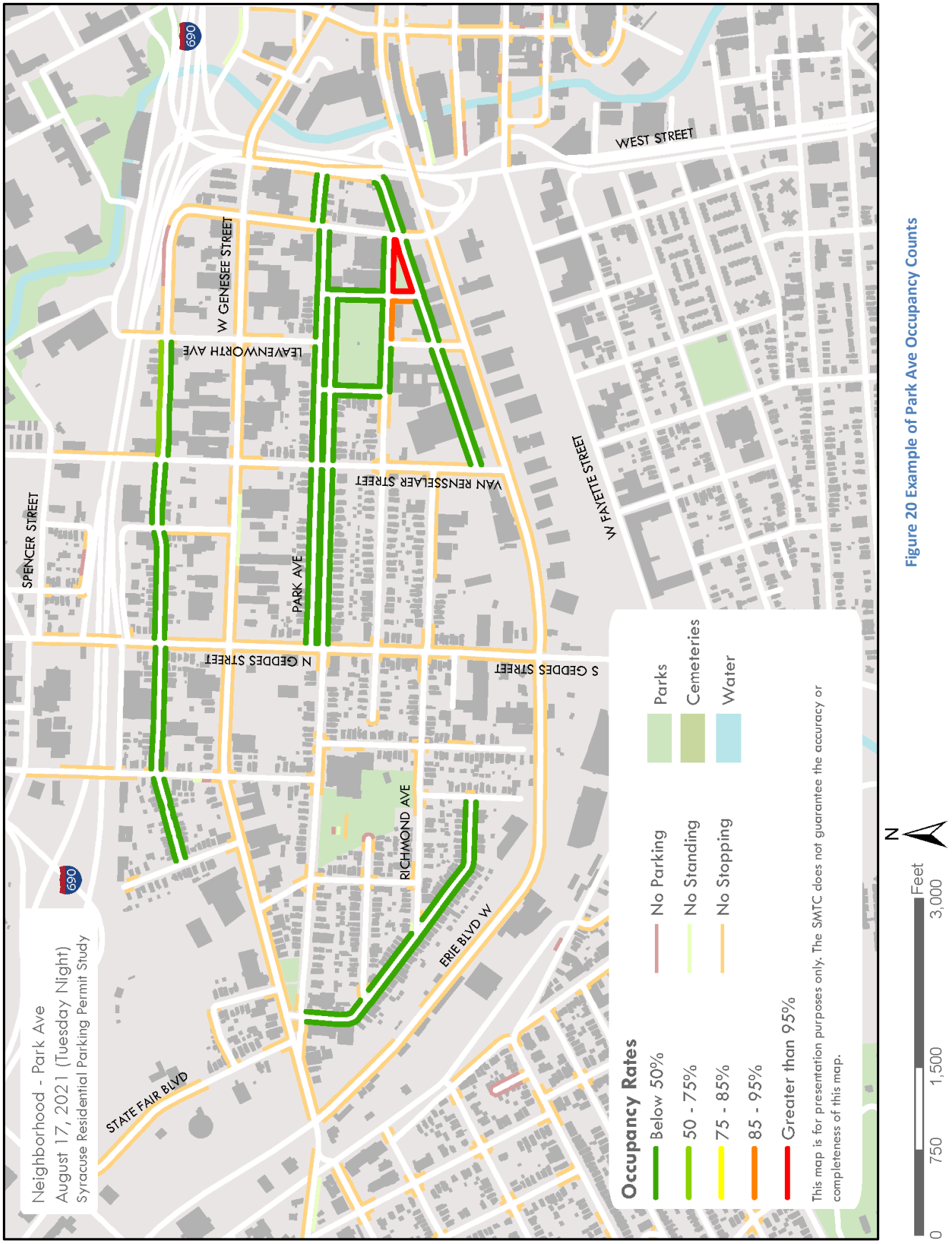


Figure 20 Example of Park Ave Occupancy Counts

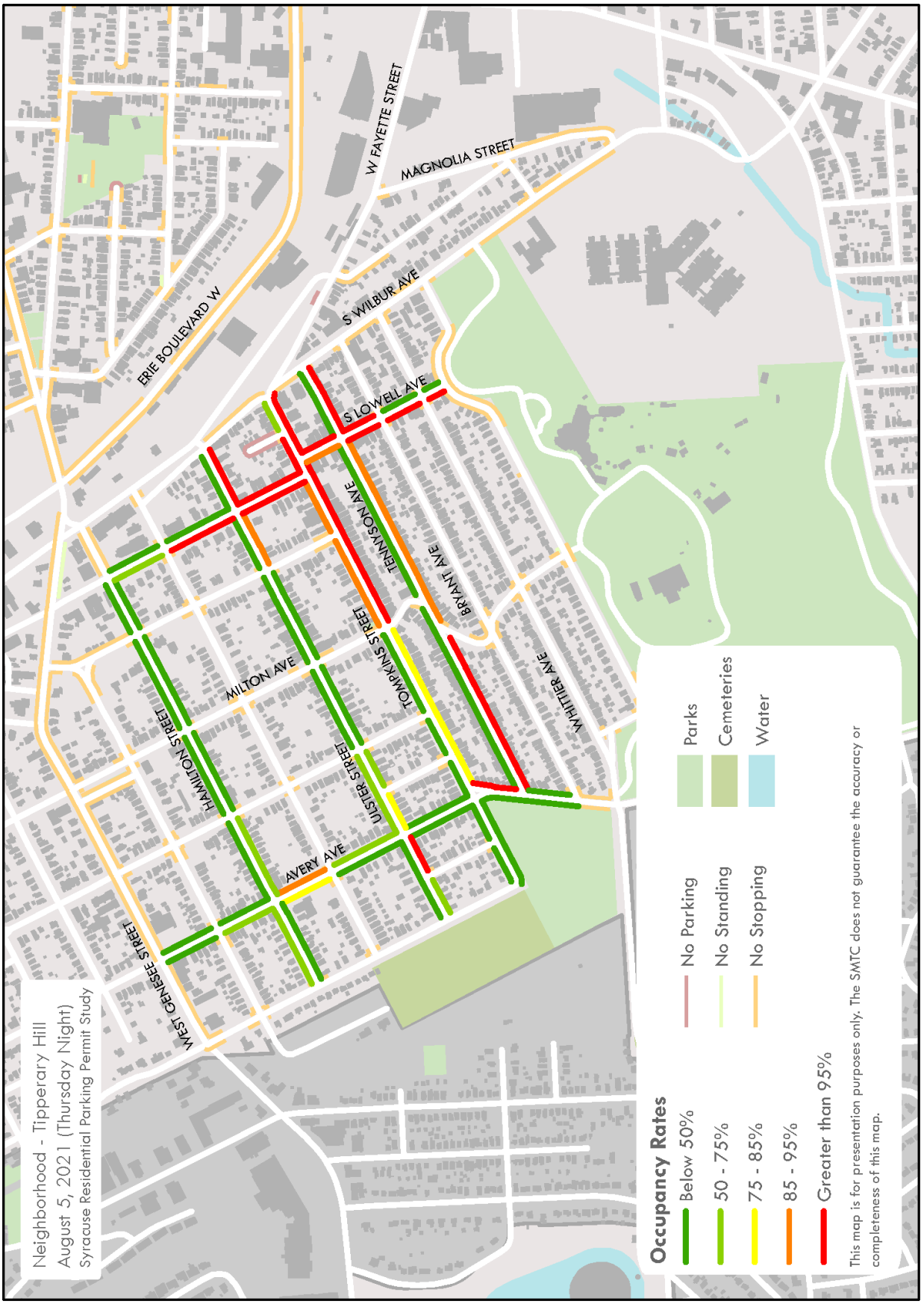


Figure 21 Example of Tipperary Hill Occupancy Counts

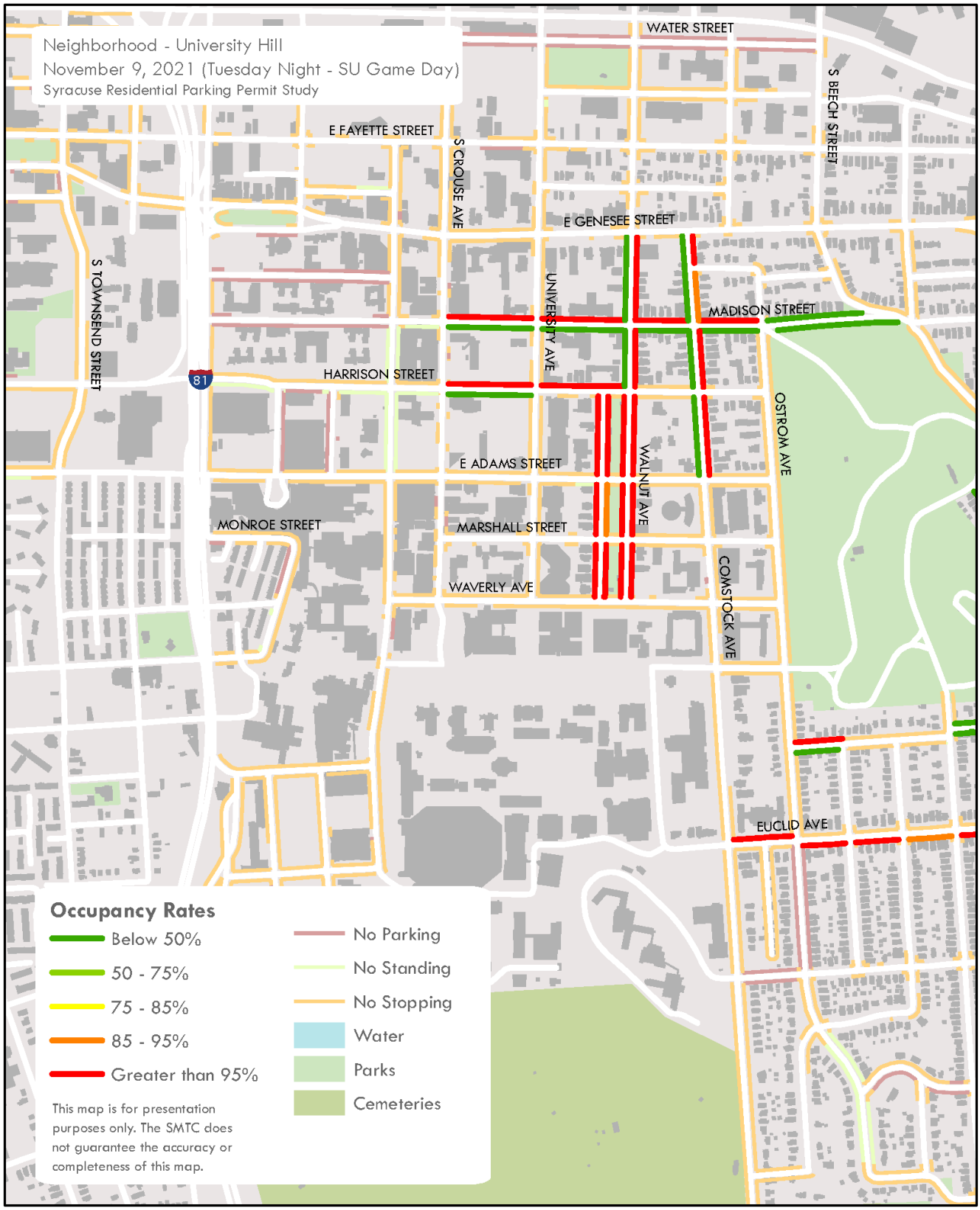


Figure 22 Example of University Hill Occupancy Counts

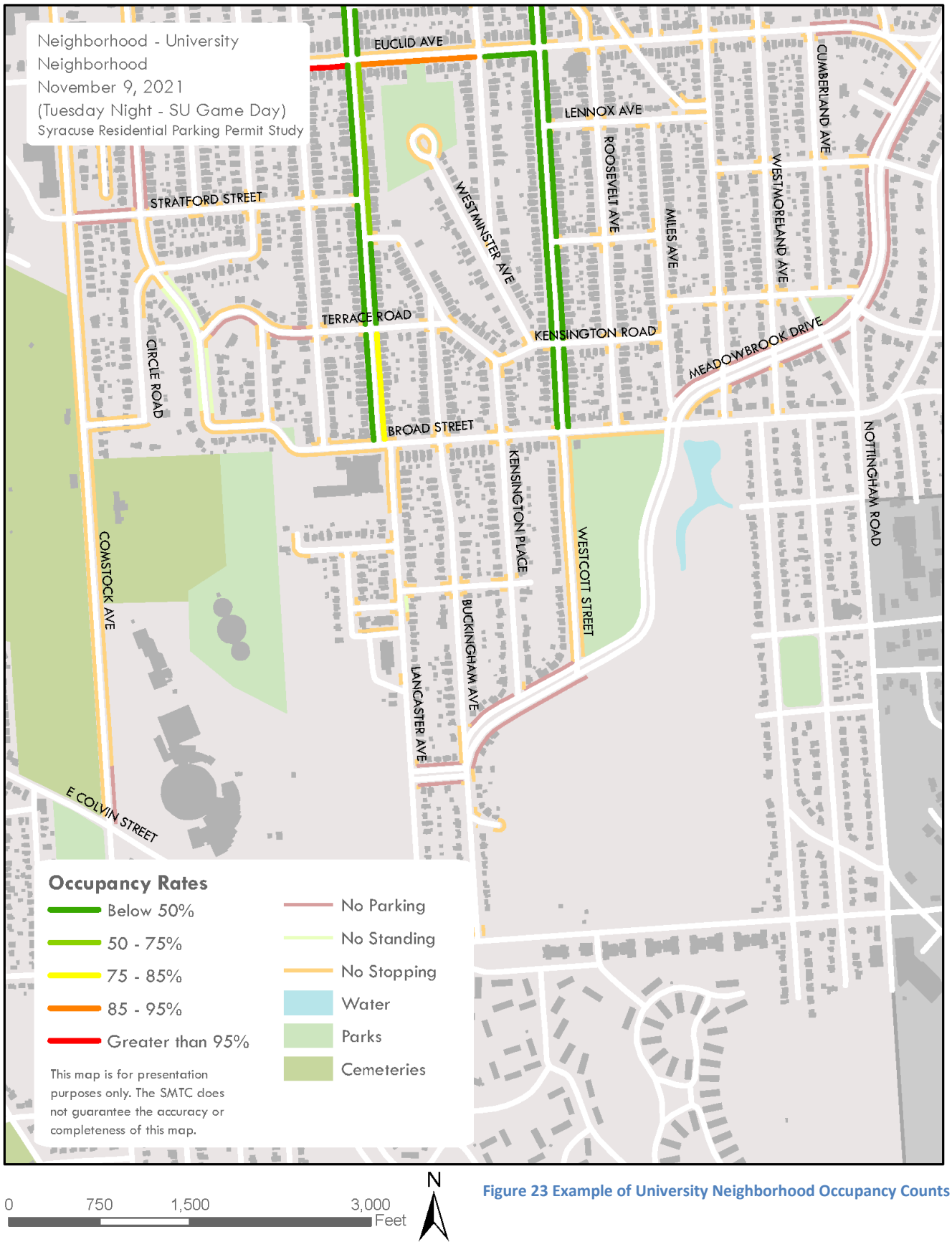


Figure 23 Example of University Neighborhood Occupancy Counts

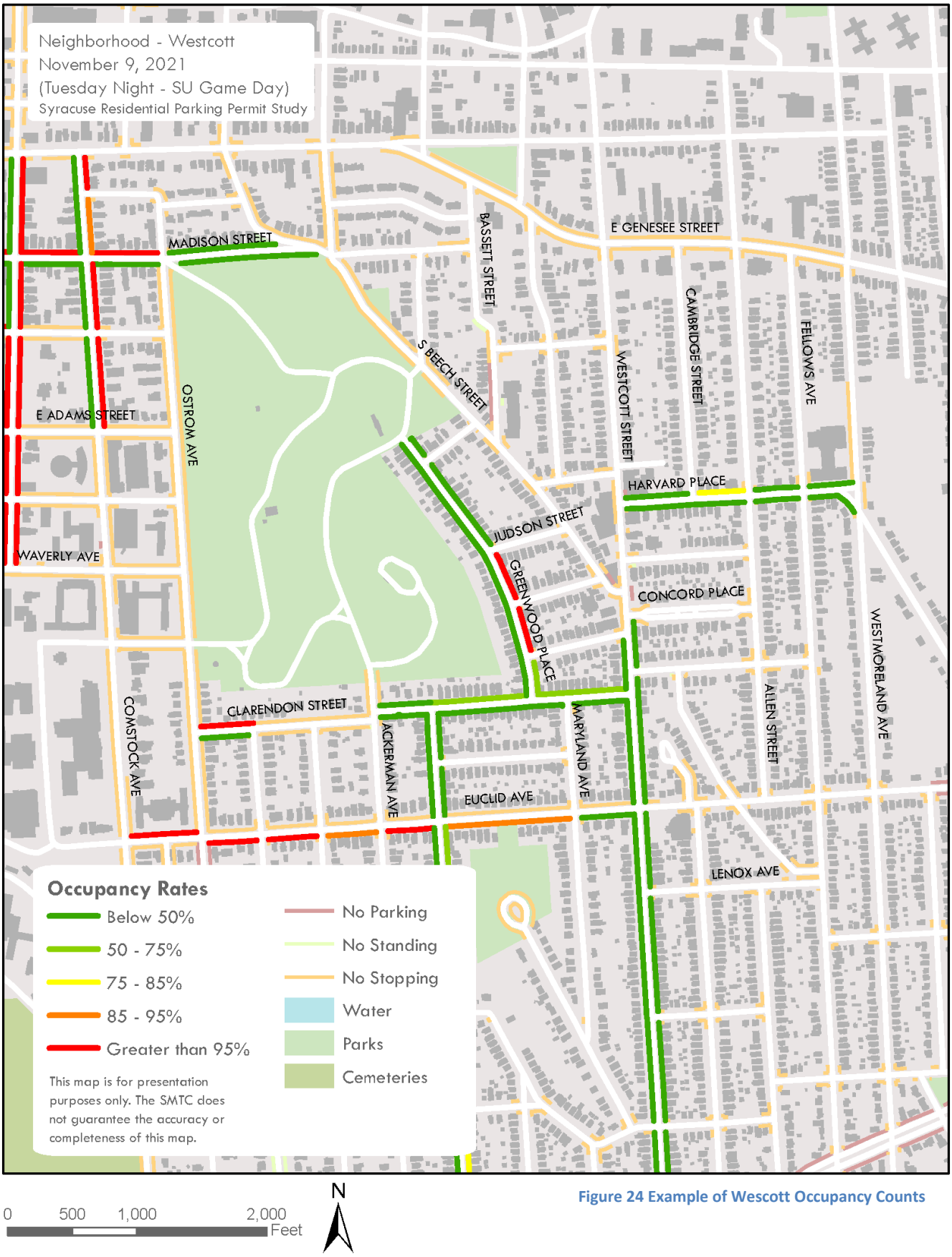


Figure 24 Example of Wescott Occupancy Counts

3. BEST PRACTICES AND OTHER PROGRAMS

As part of this study SMTC staff reviewed on-street residential parking permit programs across New York State and in other cities across the country. These programs demonstrate a range of policies with some focusing purely on residential parking, while others consider the needs of nearby businesses. Alternative modes of transportation have also been considered in each of these cities, with hopes of reducing the parking demand. Ithaca, NY and Burlington, VT, specifically, have focused on reducing single-occupancy vehicle use where possible as part of their overall parking programs.

Additionally, although there is not a residential parking permit program in New York City, there are some parking-related policies in place that are of interest to this study.

Table 3.1 below demonstrates the variety of pricing and allocation strategies employed by the reviewed cities, followed by an in-depth look at each program, including specific New York State regulations.

Table 3.1 Annual On-Street Parking Permit Costs and Allocation Numbers

City	Residential Permits		Employee/Business Permits		Visitor Permits	
	Price per Permit	Max Number per Household	Price per Permit	Max Number	Price per Permit	Max Number per Household
Albany, NY	$20	1 per qualified resident	$20	3	$5 w/ Res Permit $10 w/o Res Permit	1
Buffalo, NY	Free	2	-	-	-	-
Ithaca, NY	$45	2	-	-	$10	8
Rochester, NY	$24	2	$24	1 per employee	Free w/ Res Permit $12 w/o Res Permit	2
Ann Arbor, MI	$62	2 per vehicle, up to 5 per household	-	-	$62*	2**
Burlington, VT	$10	4 – one dwelling unit 3 –more than one dwelling unit	$10	Special permit	Free	2
Portland, OR (Central Eastside)	$370 ($75 for low-income)	-	$370	-	$15 each in groups of 10	100 days allowed per address

*The second purchased permit is a hang tag that can be used as a visitor's permit
**Depends on the number of vehicles in the household

All passes in Table 3.1 are purchased on an annual basis, although a few permit parking areas are only in effect certain months of the year (ex. Burlington's waterfront is only enforced during the summer). Most of the programs have specific renewal dates for all passes (typically shortly before the college academic year begins) with any passes purchased after that date only running the remainder of the permit year.

Some offer pro-rated passes based on the amount of time left in the permit year, while others require the full purchase price no matter the date.

Visitor passes are handled differently in each city that allows them. Three different approaches discussed in material reviewed by SMTC staff include:

- Albany, NY – Requires the resident to enter the vehicle type, license plate, and dates visiting into an online system so the LPR system can pick them up. Only allowed 1 at a time and cannot exceed more than 1 week of consecutive use.
- Pasadena, CA – Issues 10 daily hang tags, any further passes must be purchased in batches of 10 for $5.
    - This program was used as an example for Buffalo's parking permit system.[8]
- Saint Paul, MN – Single day hang tags are available with a maximum of 20 per household. To use, visitors must scratch off the month, day, and year for the date they will be in use.[9]

Cities that do not use a License Plater Reader (LPR) system have noted that guest passes become difficult to govern as many get "lost," especially when residents move out. Charging a fee for replacements is one way to help prevent excessive guest passes, as is including a holographic image to prevent photocopying.

3.1 New York State Parking Permit Program Requirements[10]

All parking permit programs within New York State must first gain permission from the state legislature and follow all requirements outlined in the New York Code VAT- Vehicle & Traffic- Title 8- Respective Powers of State and Local Authorities- Article 39- (1640-1646) Regulation of Traffic by Cities and Village. Some of the standard requirements include:

- Authorization from New York State allowing cities and other municipalities to enact a residential parking permit program through law or ordinance where:
    - The city must fix and require the payment of fees
    - The permit program is only allowed in a defined area
- Permits cannot be required where adjacent properties are zoned commercial/retail
    - Mixed-use zoning is considered included within this definition[11]
- Permits cannot be required in areas utilizing on-street metered parking
- The law or ordinance shall:
    - Decide how the program is enacted
    - Ensure that registered handicapped vehicles are exempt
    - Provide times and days of the week the program is enforced
    - Make at least 20% of spaces available to non-residents
    - Provide short-term parking for at least 90 minutes
    - Provide a schedule of fees to be paid for permits

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[8] Kim Fabend and William Smith, *Residential Parking Benefits District Study, Fruit Belt Neighborhood, Buffalo, NY Final Report* (New York State, May 2015), C-9

[9] SRF Consulting Group, *Saint Paul Residential Parking Permit Review* (June 2017): 7

[10] "Consolidated Laws of New York – Vehicles and Traffic (VAT) - Title 8: Respective Powers of State and Local Authority – Article 39: Regulation of Traffic by Cities and Villages – Section 1640 to Section 1640-P," New York State, accessed January 7, 2021. https://www.nysenate.gov/legislation/laws/VAT/1640-P.

[11] Craig Swiecki, email to the Legislative Director for Assemblyman William Magnarelli, January 13, 2022

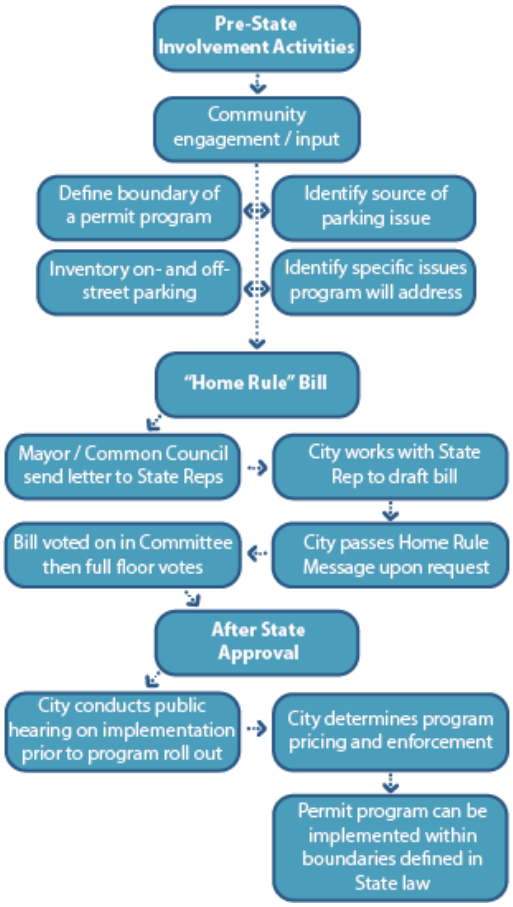
  - Fees will go to the city's general fund unless otherwise specified
- The law or ordinance cannot be adopted until after a public hearing is held

Each residential parking permit program in New York State must be passed individually and are considered "Home Rule" bills. Bills of this type first begin at the local level, with a letter from the mayor and city council indicating their interest in the bill and their intent on approving a Home Rule Message at the appropriate time. A Home Rule Message simply states that the municipality would like the State Legislature to pass the Home Rule bill it is considering on their behalf.[12] The municipality must identify specific issues that a permit program will address, which may include issues such as congestion, pollution, safety, or any other specific issues to the neighborhoods in question.[13]

Once the message is drafted, municipal leaders would begin working with their state representatives on drafting a bill that meets the requirements of both State legislative chambers. As the bill is introduced to the Legislature, the city council will be asked to approve the Home Rule Message, either by a two-thirds vote or a simple majority with the mayor's signature. Once passed, the city clerk must file state forms and return them to the Legislature, at which point the bill will begin moving through the State Legislature.[14]

The bills follow normal legislative procedure from there, requiring an introduction and passage from a relevant committee in one chamber followed by a full chamber vote, before following a similar path in the other chamber. For example, the Albany, NY program was first introduced in the State Senate's Transportation Committee, before passing the full chamber.[15] A summary of the process can be seen in Figure 25.

Figure 25 Legislative process for Residential Parking Permit Programs in NYS



3.1.1 Impacts of Rezone Syracuse

Over the past ten years, the City of Syracuse has undertaken an effort to re-imagine the development patterns within its neighborhoods, beginning with the city's Comprehensive Plan 2040 and Land Use & Development Plan 2040, both completed in 2012. In 2015, the city began a complete overhaul of its zoning ordinance through the ReZone Syracuse project, with the aim of implementing the vision documented within the 2040 plans. This effort looks to update and modernize the zoning code while streamlining the development process within the city.

[12] Craig Swiecki, email to the Legislative Director for Assemblyman William Magnarelli, November 17, 2021
[13] Craig Swiecki, email to the Legislative Director for Assemblyman William Magnarelli, January 7, 2022
[14] Craig Swiecki, email to the Legislative Director for Assemblyman William Magnarelli, November 17, 2021
[15] "Senate Bill S6428," The New York State Senate, accessed August 30, 2021. https://www.nysenate.gov/legislation/bills/2021/s6428

One of the more significant proposed changes involves the creation of mixed-use zoning districts throughout the city. Mixed-use zoning allows specific commercial and office uses to share a building structure with residential uses. This is often considered a more traditional development form already seen in many older neighborhoods throughout the city, including areas along N. Salina Street, for example.

While mixed-use zoning is not specifically mentioned within the New York State laws governing residential parking permit programs,[16] policy writers acknowledge that it would most likely be governed under the regulations relating to commercial and office zoning.[17] According to those regulations, properties under mixed-use zoning would be excluded from any residential permit program formed within that neighborhood.

This regulation has far reaching impacts on any future residential parking permit program as variations of the new mixed-use zoning can be found throughout the neighborhoods within the study area. Maps of which streets will be eligible for a permit program under ReZone can be found in Appendix E.

Downtown Syracuse

Downtown currently utilizes the specialized Central Business District zoning, which is primarily commercial and office in character. Under ReZone Syracuse, Downtown would be characterized by MX-5, the highest density mixed-use zoning allowed under the new ordinance. In effect, Downtown will be unable to participate in any permit program under the current zoning and under ReZone once adopted.

On-street parking on Walton Ave in Armory Square.

Park Ave

W Genesee St will remain a zoned commercial corridor under ReZone with additional mixed-use zoning added west of N Geddes St. Under ReZone, Erie Blvd W will see many properties change from industrial to mixed-use zoning, reflecting the repurposing of older factories in the area to commercial and residential uses. N Geddes St along with Park Ave, west of N Geddes St, will also see commercial and residential properties rezoned as mixed-use, removing currently eligible residences from a potential permit program.

[16] "Consolidated Laws of New York – Vehicles and Traffic (VAT) - Title 8: Respective Powers of State and Local Authority – Article 39: Regulation of Traffic by Cities and Villages – Section 1640 to Section 1640-P," New York State, accessed January 7, 2021. https://www.nysenate.gov/legislation/laws/VAT/1640-P.

[17] Craig Swiecki, email to the Legislative Director for Assemblyman William Magnarelli, January 13, 2022

Tipperary Hill on-street parking in winter.

Tipperary Hill

The vast majority of the Tipperary Hill neighborhood will remain zoned residential, but ReZone will adjust zoning along Milton Ave, Avery Ave, and N Lowell Ave to incorporate mixed-use zoning. These corridors of primarily mixed-use zoning build off current commercial properties, such as neighborhood bars, and reflect the path of public transit. Streets south of Tompkins St are not heavily affected by the proposed zoning, allowing for their inclusion in any proposed program.

University Hill

Current zoning within the University Hill neighborhood is a patchwork of higher density residential, commercial, office, and planned institutional. Under ReZone, many of the higher density residential zones, along with commercial and office zones, will be reconfigured as mixed-use. The E Genesee St corridor is a natural outgrowth of Downtown Syracuse, and the updated zoning is meant to foster that development. Through this update, the areas eligible for a parking permit program are shrunk to the blocks immediately adjacent to the northwest corner of Thornden Park. A question remains on New York State's policy regarding planned institutional development zoning, which characterizes the area around Walnut Park.

Institutional development and mixed-use zoning will restrict potential parking permit program eligibility around University Hill

University Neighborhood

The University Neighborhood will continue to be zoned primarily residential under the ReZone project. Some mixed-use zoning will appear along Euclid Ave and around some existing neighborhood commercial structures, but the overall neighborhood will be eligible for inclusion in a potential permit program.

Westcott

Mixed-use zoning will replace the commercial zoning at the heart of the Westcott business corridor, as well as extend southward towards Euclid Ave and westward onto a portion of S Beech St between Dell St and Westcott St. The vast majority of the neighborhood will remain zoned residential and eligible for a permit program.

3.2 Albany, NY

The Albany residential parking permit program was authorized by the state in 2010 and began in 2013 as a pilot program, and subsequently renewed three times. The aim of the program was to address congestion, air pollution, and the concern that state employees were blocking residents from having access to their homes. In August of 2021, the pilot program was made permanent, and an expansion of the program was finalized to encompass neighborhoods within one mile of the State Capitol, increasing the number of permits from 2,750 to 3,500.[18]

The current system is split into three zones, each requiring its own color-coded permit that allows you to park anywhere within that zone. Applicants must specify which zone they are applying for at the time of their submission:

- Zone A (Red) - West of the Empire State Plaza and south of State Street
- Zone B (Blue) - East of the empire State Plaza and south of State Street
- Zone C (Orange) - East of the Empire State Plaza and north of State Street

Within these zones, public parking is available for up to two hours from 8AM to 6PM Monday thru Friday. Vehicles found in violation of these rules are subject to a $50 fine.

New applicants for the permit program must apply in person at the City Clerk's office, while renewals can be performed online, utilizing a unique renewal code sent to each permit holder. All passes run until February 15th of each year. In order to apply, residents must provide[19]:

- Valid driver's license (even if the address is not in a zone)
- Vehicle registration, plus Vehicle Affidavit Form if registration is not in applicant's name
- Temporary registration card needed for a recently bought vehicle
- Proof of Residency, Tenancy or Ownership
    - Documents must be dated within 60 days of application
        - Mortgage, deed, lease, or closing escrows
        - Water, tax, gas, electric bill
        - Phone bill (land line only)
        - Cable, credit card, insurance bill
        - Notarized letter from property landlord
    - Licenses with a Zone address need to provide 1 additional document
    - Licenses without a Zone address need to provide 2 additional documents

Each qualified resident, based on the above information, can acquire one parking permit. Each household can also obtain one visitor pass, which is good for up to one consecutive week. Transient resident passes, up to eight months in length, are also available for $15 each.[20]

[18] Ibid.

[19] City of Albany, "Residential Parking Permit – General Information," accessed January 7, 2021, https://www.albanyny.gov/DocumentCenter/View/3210/Residential-Parking-Permit----General--Information-PDF

[20] City of Albany, "The Code – Part II: General Legislation – Vehicles and Traffic – Article VIII: Residential Parking Permit System § 359-79Fees," accessed February 2, 2021. https://ecode360.com/7685828

The Center Square neighborhood in Albany, NY utilizes a permit system. (Photo: Times Union)

Businesses in each zone may obtain up to three passes for employees. The city requires businesses to submit a letter stating the names of the employees and their vehicle information, along with copies of their driver's licenses and vehicle registration.[21]

Contractors working on projects in a permit zone are also permitted to apply for a reasonable number of free passes that cover the duration of the project. In order to qualify, contractors must submit a "proof of intent to do business" which could include an estimate, contract, or letter from the building owner.

Other exemptions to fees include home healthcare aides and individuals going through a short-term health emergency.[22]

Since the implementation of the program, two parking garages have been built for state employee use while Albany Medical Center provides transit passes to employees. Both interventions help to alleviate some of the demand in the area and are cited as reasons for the expansion of the program by the Mayor of Albany.[23]

3.3 Buffalo, NY

Following a 2016 report sponsored by NYSERDA and NYSDOT, Buffalo began a residential parking permit pilot program in the Fruit Belt neighborhood. Due to the dramatic increase in employment at the nearby Buffalo-Niagara Medical Campus (BNMC), projected to go from 12,000 to nearly 17,000 employees, Fruit Belt residents had been struggling to find on-street parking for themselves and their guests. To address this issue several interventions were explored, including parking permits, a parking benefit district, alternate side parking, and striped parking lanes. In the end, the City of Buffalo elected to enact a residential parking permit program and institute alternate side parking.[24]

Before the program, public parking was available on both sides of the street without time limits. Now parking is only allowed on one side of the street at a time with a midweek switchover occurring on Wednesdays at 6PM. The program also splits every block in the permit area in half; one half for residential only use and the other open to public parking.[25] Observations included in the 2016 report found that around 80 percent of vehicles parked on the street in the neighborhood belonged to employees, with the

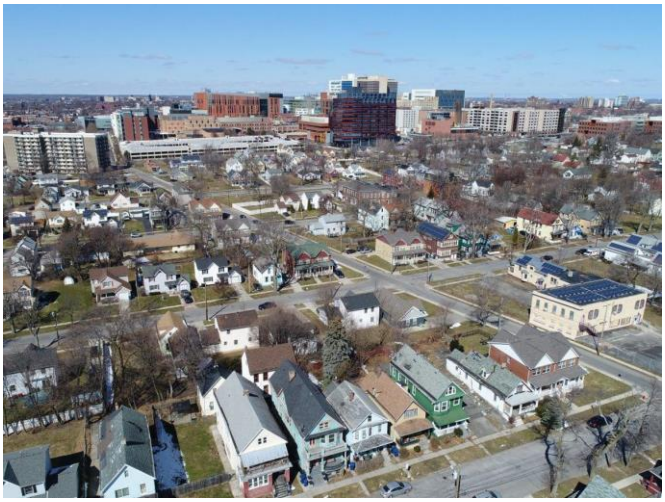
[21] City of Albany, "Residential Parking Permit – General Information," accessed January 7, 2021, https://www.albanyny.gov/DocumentCenter/View/3210/Residential-Parking-Permit----General--Information-PDF
[22] Ibid.
[23] Steve Hughes, "Albany seeks permanent, bigger residential parking permit system," *Times Union*, March 10, 2020, https://www.timesunion.com/news/article/Albany-residental-parking-permits-may-become-15116726.php
[24] Kim Fabend and William Smith, *Residential Parking Benefits District Study, Fruit Belt Neighborhood, Buffalo, NY Final Report* (New York State, May 2015), vii to xi
[25] Ibid, 5-17

streets closest to BNMC nearly full at peak hours, with occupancy rates trailing off to only 15 percent full around five to six blocks away.[26] By splitting the blocks in half between residents and employees, employees face a choice between parking further away or paying for parking on the BNMC campus while leaving more space available for residents.

Residential permits are free and allow for residents to park on any street within the district. In order to apply for a permit, residents must submit, via mail, email, or fax[27]:

- The application – available online
- License plate number
- Make and model of your vehicle
- Nine-digit license number
    - Your address must be within the Fruit Belt

Initially the plan called for employees to acquire paid permits if they wished to park in the neighborhood, but that component of the plan was removed after unions associated with the medical campus opposed it, threatening to block the state legislation needed to start the pilot program.[28] With the recent addition of the children's hospital, free parking within the neighborhood continues to be fought over, resulting in some workers parking deeper into the neighborhood, parking in other nearby neighborhoods, or parking illegally on top of crosswalks.[29]



The Fruit Belt in Buffalo has seen added parking demand as BNMC has expanded staffing levels. (Photo: Buffalo News)

The State sponsored report also emphasized the need to charge BNMC employees for their on-street parking use as a way to encourage the use of other forms of transportation and carpooling. Due to the program beginning at the same time as the hospital expansion it is difficult to discern whether the parking restrictions had an impact on transit ridership to the area. Infill development also continues, which could put additional pressure on the availability of residential parking.[30]

3.4 Ithaca, NY

Ithaca's residential parking permit program was instituted to help address the overflow of on-street parking coming from Cornell University students and staff. The program has been aimed at encouraging

[26] Ibid, 2-10 to 2-15
[27] "Fruit Belt Residential Parking Permit," City of Buffalo, accessed February 2, 2021. https://www.buffalony.gov/469/Fruit-Belt-Residential-Parking-Permit
[28] Jamie Hamann-Burney, email to BNMC Director of Planning and Implementation, February 17, 2021
[29] Ibid.
[30] Ibid.

students and staff to consider leaving their cars at home and to make use of the city bus network/ college shuttles available to them while ensuring residents would have close access to their homes.[31] The program also looks to encourage property owners to provide more off-street parking for their tenants, but each of these goals have not been achieved thus far. In fact, many property owners have begun charging non-tenants for use of their off-street parking at higher rates than their tenants can afford.[32]

Parking permits are sold on an annual basis beginning August 1st, with permits lasting until July 31st of the following year. This is done to coincide with the academic calendars of the nearby universities. In order to apply for a permit, applicants must show:[33]

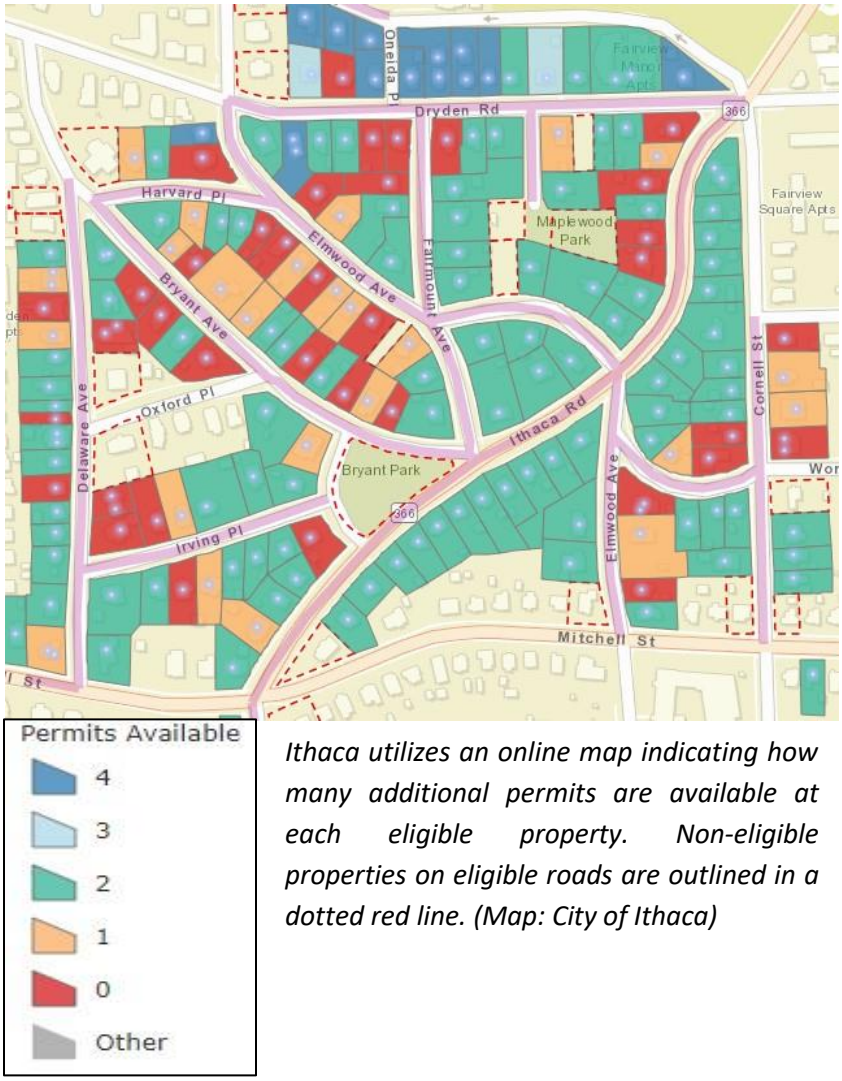
- Proof of residency (deed, lease, telephone/utility bill, license with a proper address, etc.)
- Vehicle registration – permits assigned to specific plates and are non-transferable

The maximum number of permits per property is determined by the zoning of the area. R1 zones, which allow for only single-family homes, have a maximum of two permits, while R2 zoning, which allows for two-family homes, are allowed two permits per dwelling unit for a maximum of four. Visitor passes follow a similar method, with R1 zones entitled to four passes and R2 zones entitled to eight.[34] Prices for permits have not been adjusted since the program was instituted in the 1990s, resulting in the permits becoming the cheapest parking option in the city. The City of Ithaca is currently considering increasing fees to address this issue.[35]

Permit holders must still abide by "odd/even" and handicap parking restrictions but are exempt from 9AM-1PM and 1PM-5PM "no parking" restrictions in permit zones. Public parking in violation of these permit zones results in a $15 fine.[36] The program utilizes LPRs, a license plate reader, in its enforcement efforts. While this technology has allowed staff to cover larger swaths of the city in shorter periods of time and has increased compliance, based on a reduction in parking ticket revenue, the city must contend with technical issues related to the LPRs themselves and their related software.[37]

New York State granted Ithaca permission to designate a large segment of the city as eligible for a residential parking permit program. The city, in turn, created an "opt-in" system, allowing streets within the designated area to choose whether to participate in the program or not, and whether to remove itself from the program in the future. These expansions and contractions are based on public petitions.[38] Petitions that gain 51% of eligible signatures from a block will be considered for expansion. In R1 zones

[31] RSG, *Burlington Residential Parking Management Plan* (White River Junction, VT, 2016), 51 to 52
[32] Julie Conley Holcomb, email to City Clerk, February 1, 2021
[33] "Residential Parking Permit System," City of Ithaca, accessed January 7, 2021. http://www.cityofithaca.org/187/Residential-Parking-Permit-System
[34] Ibid.
[35] Julie Conley Holcomb, email to City Clerk, February 1, 2021
[36] RSG, *Burlington Residential Parking Management Plan* (White River Junction, VT, 2016), 46 to 47
[37] Julie Conley Holcomb, email to City Clerk, February 1, 2021
[38] Julie Conley Holcomb, email to City Clerk, October 19, 2021



Ithaca utilizes an online map indicating how many additional permits are available at each eligible property. Non-eligible properties on eligible roads are outlined in a dotted red line. (Map: City of Ithaca)

one resident per tax parcel, aged 18+, are eligible to sign. In R2 zones one resident per dwelling unit, up to a total of two per tax parcel, is eligible to sign.[39]

After the city receives an acceptable petition, the block will be observed on two average weekdays. If observations determine that at least 75% of legal parking spots are occupied at peak times, the city will move forward with a permit program. On tighter streets, additional time restrictions may also be put in place, such as 9AM-1PM and 1PM – 5PM parking restrictions.[40] Due to New York State requiring legislative approval for expanding parking zones, Ithaca has been reluctant to expand the program outside of the initial designated neighborhoods.[41]

In order to remove a permit zone, after six months another petition must be signed by 51% of residents asking for the repeal. The city may also remove a permit zone if less than 25% of available permits have been sold over the last two consecutive years.[42]

Ithaca has also developed a commuter benefits program as a way to encourage alternative modes of transportation. While this program has been developed in response to the redevelopment of two downtown parking garages, it works towards the general goal of reducing parking demand in the city. There are multiple packages available that vary based on preferred alternative mode of transportation (transit, bike, and carpooling) that result in users saving over 70% on the included services.[43]

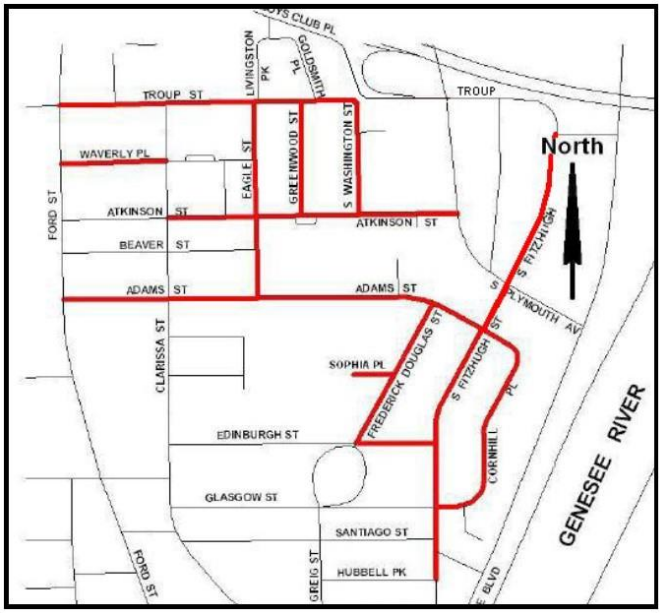
[39] "Residential Parking Permit System," City of Ithaca, accessed January 7, 2021. http://www.cityofithaca.org/187/Residential-Parking-Permit-System
[40] Ibid.
[41] Julie Conley Holcomb, email to City Clerk, February 1, 2021
[42] Ibid.
[43] Brian Crandall, "Downtown Ithaca to launch 'Commuter Benefits Program'," *The Ithaca Voice*, November 25, 2019, https://ithacavoice.com/2019/11/downtown-ithaca-to-launch-commuter-benefits-program/

3.5 Rochester, NY

The Cobb Hill Parking Program began in 1995, after being in the works for more than a decade.[44] The program looks to balance the needs of area businesses with those of residents. In order to address these concerns, the parking program is enforced from 8AM to 5PM Monday thru Friday, with at least two daily patrols.[45]

The program is run out of the City Clerk's office in City Hall, specifically within the city's Parking Bureau. All annual permits expire on July 31st of each year. New applicants and renewals must submit the following to obtain permits[46]:

- Permit application – downloaded from the city website
- Photo ID (license, student ID, work ID)
- Official document showing residency (license, deed, lease, etc.)
- Current registration for each car needing a permit
- Cash, check or money order
- Employees of area businesses do not need residency proof, but instead need:
    - Letter on employer's letterhead stating their employment



The Cobb Hill permit program does not cover the entire neighborhood, but instead focuses on key blocks. (Map: City of Rochester)

Each household can obtain up to two residential permits, which are non-transferable, as well as two free visitor passes. Households without residential permits may purchase up to two visitor passes. Employees of local businesses may also apply for permits, with a maximum of one per employee. In order to qualify, the employee must demonstrate that a significant portion of their workday falls within the times of enforcement. Permit costs have been set at rates that cover the cost of materials used, not to bring in revenue.[47]

[44] Kim Fabend and William Smith, *Residential Parking Benefits District Study, Fruit Belt Neighborhood, Buffalo, NY Final Report* (New York State, May 2015), 4-14

[45] Corn Hill Association, "Regulations for Corn Hill Residential Parking Program," accessed February 2, 2021. https://docs.google.com/file/d/0B3dgdPvyvC7hMGtpeTJfcUJObkE/edit

[46] "Corn Hill Parking Program," City of Rochester, accessed January 6, 2021. https://www.cityofrochester.gov/cornhillparking/

[47] Laura Miller, email to City Parking Director, February 8, 2021

Issued permits come in sticker form and need to be placed on the backdoor window on the driver's side of the vehicle and are not transferable. When permit holders move out of the area, or cease working within the district, they must forfeit their parking permit to the city.[48]

The city has not received requests to expand or contract the permit program, which would require legislative action at the state level.[49]

3.6 Ann Arbor, MI

Ann Arbor, MI has seven neighborhoods participating in their Residential Parking Program (RPP), as well as a dynamic set of parking policies in their Downtown core. The RPPs were developed to address issues in neighborhoods that surround large traffic producers including Downtown and the University of Michigan campus.

Beginning in 2020, a revamped parking permit schedule has all permits valid from September 1st through August 31st of the following year (excluding a special seasonal permit area on the Northside that runs from April 1st to October 31st). The program is in effect Monday thru Friday from 8AM to 6PM.[50] During those hours visitors are allowed to park for up to two hours on the proper side of the street. Monday, Wednesday, and Friday individuals are allowed to park on the north or east sides of the street. Tuesday and Thursday switches to the south and west sides.[51]

In order to acquire a residential permit, you must provide the following:

- A proof of residency
    - Current utility bill with appropriate name and address
    - Rent of lease agreement
    - Notarized declaration of residency from property owner/manager
    - Driver's license with proper name and address
- Resolution to all outstanding city-related financial obligations
- Application form – found online or in the office

Residents can purchase up to two permits per vehicle, for $62 each. Households can have up to a total of five permits, with sororities/ fraternities being allowed up to 10. The first permit must be permanently stuck to the lower left-hand corner of the front windshield, while the second permit is a transferrable hangtag. The hangtag can be used as a visitor's pass. Replacement permits can be purchased for $37 if the old permit is returned, or at least enough of the old permit to show the permit number.[52]

[48] Corn Hill Association, "Regulations for Corn Hill Residential Parking Program," accessed February 2, 2021. https://docs.google.com/file/d/0B3dgdPvyvC7hMGtpeTJfcUJObkE/edit

[49] Laura Miller, email to City Parking Director, February 8, 2021

[50] City of Ann Arbor, "Residential Parking Program (RPP) Information," accessed May 17, 2021. https://www.a2gov.org/services/Documents/1%20RPP%20Brochure.pdf

[51] Ryan J. Stanton, "Opening of U-M's new North Quad dorm prompts Ann Arbor Officials to create parking district," *The Ann Arbor News*, June 24, 2010. http://www.annarbor.com/news/opening-of-new-north-quad-dorm-leads-ann-arbor-officials-to-create-new-parking-permit-district/

[52] City of Ann Arbor, "Residential Parking Program (RPP) Information," accessed May 17, 2021. https://www.a2gov.org/services/Documents/1%20RPP%20Brochure.pdf

Permits are only valid for vehicles under 5,500 pounds, including motorcycles. Vehicles must also be moved from time-to-time, or it will be assumed to be abandoned. Enforcement officers will tag any "abandoned" vehicle noting that it must be moved within 48 hours, or it will be towed.[53]

Within the Downtown core, the Ann Arbor Downtown Development Authority (DDA) abides by a set of parking principles that informs their policies. These principles include: there is a cost and value to every parking space, users of the parking system should pay to cover its costs, you cannot force people to ride the bus, and parking rates should encourage different behaviors.[54]

A 2007 study of the parking inventory in Downtown Ann Arbor found dramatic shifts in parking behavior depending on the time of day, price, and location. Office workers were more often likely to utilize garages and off-street lots during the day, often due to subsidized parking from their employers, while on-street parking experienced higher demand at night and on the weekends.[55] On-street parking during the day heavily favors two-hour parking, although the report notes that the time limit could be extended to four-hours and have little impact on the availability of parking in the neighborhood.[56]

The report also identified a bias in drivers towards surface parking lots over garages. Lighting conditions, sightlines, ease of access, and comfort with using the facilities were cited as top reasons that drivers preferred surface lots to garages. Another factor is the increasing size of the vehicles individuals choose to drive, making it difficult to navigate older garages.[57]

In response, DDA has looked to increase usage of off-street parking for long-term parking by increasing the price of on-street parking above that of the area garages, placing signage directing drivers towards the nearest garages, and adding digital signs at the garage entrances announcing how many spaces are currently available. These changes have helped free up on-street spaces for customers, improved circulation through Downtown, and have helped fund alternative transportation options in the area, including commuter bus passes, bike parking/shelter, car-share spaces, and electric car charging stations.[58]

3.7 Burlington, VT

Burlington's residential parking permit program was developed in order to balance the parking needs of residents, visitors, and commuters, including the increased demand in neighborhoods surrounding the University of Vermont campus.[59] The permit program has existed since the 1990s with an update in 2018

[53] Ibid.
[54] Ann Arbor Downtown Development Authority, *Ann Arbor Downtown Parking Study – Phase 1 Final Report*, (January 2007): 1-1
[55] Ann Arbor Downtown Development Authority, *Ann Arbor Downtown Parking Study – Phase 1 Final Report*, (January 2007): 3-19, 3-20
[56] Ibid.
[57] Ann Arbor Downtown Development Authority, *Ann Arbor Downtown Parking Study – Phase 1 Final Report*, (January 2007): 3-24
[58] Kimley Horn, *City of San Marcos Parking Implementation Plan* (San Marcos, TX): 32 https://www.sanmarcostx.gov/DocumentCenter/View/11234/On-Street-Paid-Parking-Implementation-Plan---Final-Draft-PDF
[59] RSG, *Burlington Residential Parking Management Plan* (White River Junction, VT, 2016), 1

that introduced restrictions on the number of permits allowed per housing unit, a $10 fee per permit, and clarified what forms of identification were acceptable in the application process.[60] These changes were inspired by a 2016 report on how to upgrade and modernize the permit system.

Residential parking sign in Burlington, VT. (Photo: RSG Inc. "Residential Parking Management Plan")

Residential parking permits can be purchased for one or two years at a time. In order to apply for a residential parking permit, applicants must now provide a photo ID and proof of residency, including any of the following documents[61]:

- Valid government issued photo ID with a resident parking address
- Valid vehicle registration
- Current rental or lease agreement
- City record indicating ownership – tax bill, code enforcement record, etc.
- Valid banking statement (two months old or less) - gas, electric, cable, etc.
- Current vehicle insurance policy

Non-resident property owners, such as landlords, may also obtain one additional permit beyond the maximum by providing proof of ownership. In addition, residents may request up to eight permits for contractors, in 30-day increments. Each permit costs $10 per 30-day period.

Burlington has four different parking restriction types including: At All Times; At All Times from May 1st to Oct 1st; 12AM to 6AM; and 6AM to 6PM Mon thru Fri. During these restricted times, only those with parking permits will be allowed to park on the street. For properties that abut more than one permitted street, the resident may only apply for a permit on one of those streets.[62]

Due to the proximity to the University of Vermont, many fraternities and sororities are present within the permit zones. In order to accommodate these higher occupancy buildings, each can apply for one additional hanging tag for every four residents above 10. This can result in up to five additional tags.[63]

To prevent the distribution of excess permits, replacement permits cost $75 if the original permit is not returned at the same time. When the original permit is returned, the replacement cost drops to $5. [64] The

[60] Aidan Quigley, "New feed for resident parking draws mixed response in Burlington," *VT Digger*, November 27, 2018, https://vtdigger.org/2018/11/27/new-fee-resident-parking-draws-mixed-response-burlington/
[61] City of Burlington, "Appendix C Rules and Regulations of the Traffic Commission – 27 No Parking Except with Resident Parking Permit," *Burlington Code of Ordinances*, Accessed February 8, 2021. https://www.codepublishing.com/VT/Burlington/#!/BurlingtonAxC/BurlingtonAxC.html#27
[62] Ibid.
[63] Ibid.
[64] Ibid.

city is also working to clamp down on the distribution of excessive guest passes, as they are rarely returned when residents move out of the area resulting in new passes being handed out.[65]

The program also aims to reduce the use of lawn parking within the city. Units tied to three or more lawn parking violations lose their parking permits for the remainder of the year. For other parking violations, each permit holder is provided one parking voucher per year, which allows the holder to void one residential parking ticket that they receive during the year.[66]

The previously mentioned 2016 report recommends additional changes that have not yet been implemented and have an unknown future. Some of these recommendations include[67]:

- A graduated pricing scheme, with each additional pass increasing in cost
- Creating additional incentives to utilize public/alternative forms of transportation
- Expanding satellite parking structures and encouraging their usage
- Creating an online system to manage permit purchases and renewals
- Switching to a license plate reading system to streamline enforcement

3.8 Portland, OR (Central Eastside Parking Program)

Portland has 18 residential and business parking permit zones within the city. Just outside of the Downtown Core, Central Eastside has transitioned from a primarily industrial area to a mix of light-industrial, commercial, retail, and residential uses. Its prime location has also made it a destination for commuters to Downtown Portland who park in the area and take public transit into the downtown core where parking is pricier.[68] The supply of parking in 2012, both on-street and off-street, was sufficient for the demand at the time, but many of the spaces were in private lots and inaccessible to the general public,[69] making any future development difficult if parking demand increases.

To address some of these concerns, the city revamped its parking regulations in the neighborhood, simplifying an overly complex set of time limits and restrictions to better accommodate the needs of the area. Visitor parking, without a permit, has been simplified down to two main regulations, two- and three-hour parking zones. Within these zones, high-turnover spaces (30 and 60 minutes) are placed at the ends of each block and near businesses that primarily cater to short transactions (banks, cleaners, etc.).[70]

Residential and business parking permits can be purchased for $370 per permit per year. Residents who can provide proof of financial hardship or reduced income can purchase a discounted permit for $75. To secure a discounted permit, an applicant must supply one of the following along with their application:

- Home Forward subsidized rent form

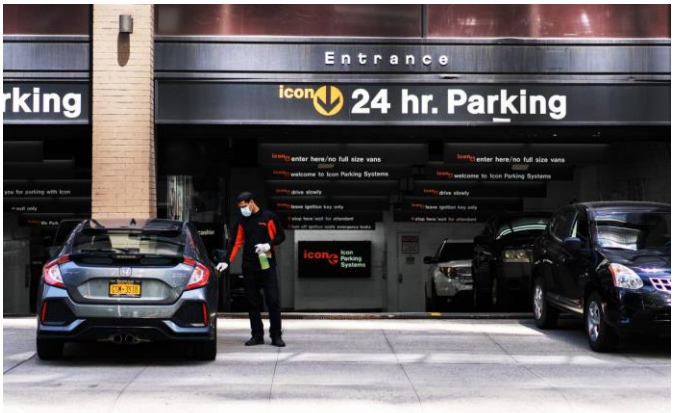
[65] RSG, *Burlington Residential Parking Management Plan* (White River Junction, VT, 2016), 13
[66] City of Burlington, "Appendix C Rules and Regulations of the Traffic Commission – 27 No Parking Except with Resident Parking Permit," *Burlington Code of Ordinances*, Accessed February 8, 2021. https://www.codepublishing.com/VT/Burlington/#!/BurlingtonAxC/BurlingtonAxC.html#27
[67] RSG, *Burlington Residential Parking Management Plan* (White River Junction, VT, 2016), 60 to 89
[68] City of Portland Bureau of Transportation, *Central Eastside Parking Management Plan* (June 2012), 1 to 5
[69] Ibid.
[70] City of Portland Bureau of Transportation, *Central Eastside Parking Management Plan* (June 2012), 5 to 7

- HUD subsidized form
- Social Security Disability award letter
- SNAP award letter
- Oregon Health Plan notice
- Dependents who qualify for free or reduced lunch programs[71]

Daily guest permits are available for $15 each and are sold in groups of 10. Each address is allowed up to 100 days of guest passes.[72] Metered parking is also available in the commercial center of the district, creating a customer priority area.[73]

An important aspect of this program is the creation of the Transportation and Parking Management Association (TPMA), which is funded through a surcharge on the sale of permits and metered parking as well as contributions from individual businesses. The TPMA's daily functions include handling the distribution of permits and transit passes to area residents and businesses, as well developing uniform signage for the program. The TPMA also acts as a liaison between the city DOT and the neighborhood, advocating for improvements within the district.[74]

Portland has also created a Transportation Wallet aimed at encouraging residents and employees to take transit, walk, or ride a bike instead of driving. The pass costs $99 on its own or is free if you turn in a parking permit/ qualify as low-income. The pass is valued at $769 and includes an annual Portland Streetcar pass, a TriMet Hop Card ($100-$200 in value depending on the neighborhood), and $99 to Biketown, a local bike shop.[75]



Icon Parking implemented surcharges for larger vehicles to maximize the spaces available (Photo: City of New York)

3.9 New York City

While New York City does not have a residential parking permit program, there are policies in place relating to parking and transportation that are worth considering in this context; additional fees for oversized vehicles in Icon Parking facilities and the Fair Fares program for mass transit.

Icon Parking is the largest parking operator in Manhattan with over 200 locations, making their policies a de facto standard in the city.[76] Due to the limited space in parking garages and lots, Icon has established an additional fee ($15) for oversized

[71] "Parking in the Central Eastside," City of Portland, Accessed May 17, 2021. https://www.portland.gov/transportation/parking/parking-central-eastside
[72] Ibid.
[73] City of Portland Bureau of Transportation, *Central Eastside Parking Management Plan* (June 2012), 5 to 7
[74] City of Portland Bureau of Transportation, *Central Eastside Parking Management Plan* (June 2012), 25 to 27
[75] "Parking in the Central Eastside," City of Portland, Accessed May 17, 2021. https://www.portland.gov/transportation/parking/parking-central-eastside
[76] "About Us," Icon Parking, Accessed May 21, 2021. https://iconparkingsystems.com/about-us

vehicles, which includes any vehicle over 65" tall or over 181" long. These measurements result in most minivans, large SUVs, and pickup trucks qualifying as oversized.[77] Although curbside parking does not have the same space restrictions as a parking garage or lot, it is a finite resource. Charging individuals based on the space their vehicle occupies, or additional space it occupies due to its oversized nature, is one way to properly value curb access and encourage the efficient use of the space.

Additionally, the permit program must ensure that all residents will be able to participate if they should choose to, no matter their economic status. New York City has a similar mandate when it comes to their public transportation system, which led to the creation of the Fair Fares program. In this program, participants can purchase single-ride passes, 7-Day and 30-Day Unlimited Ride passes, or Access-A-Ride passes for 50% of the face value. As of May 2021, over 227,000 New Yorkers have enrolled in the program[78] In order to qualify, an applicant must be a resident of the city, be between 18 and 64 years old, and be at or below the federal poverty line.[79] Some individuals will be required to prove they meet these qualifications by providing one of these qualifying documents:[80]

- Identity and Age
    - Government issued ID – including driver's license
    - Passport
    - Expired government issued ID – up to 3 years prior
    - US military ID
    - Tribal ID
    - Adoption papers
    - Birth certificate
    - Other documentation showing name and date of birth
- Residency
    - Cable, phone, or utility bill
    - Lease in your name for a residence in NYC
    - USPS change of address confirmation
    - Rent bill
    - Bank statement
    - Insurance bill
    - Credit card bill or statement
- Taxable Household Income
    - All pages of IRS Form 1040 from prior year

Fair Fares was launched in 2019 to address issues related to affordability and access experienced by low income New Yorkers (Photo: City of New York)

[77] "Is My Vehicle Oversized?" Icon Parking, Accessed May 21, 2021. https://iconparkingsystems.com/cms/news/is-my-vehicle-oversized/
[78] "Fair Fares NYC," New York City, Accessed May 21, 2021. https://www1.nyc.gov/site/fairfares/index.page
[79] Corey Crockett, "NYC expands Fair Fares MetroCard program," *PIX11*, January 27, 2020. https://pix11.com/news/local-news/nyc-expands-fair-fares-metrocard-program/
[80] "Fair Fares NYC List of Suggested Documentation," New York City, Accessed May 21, 2021. https://www1.nyc.gov/assets/fairfares/downloads/pdf/FF-14-E.pdf

- NYS Disability Benefits – award letter or check stub
- Pension/Retirement Benefits – statement or check stub
- SSI/SSA Benefits
- Unemployment Insurance Benefits
- All paystubs for last 30 days
- Bank statement if your pay is deposited into your account

3.10 Overall Takeaways

Enforcement

Programs varied in terms of enforcement, although a preference towards utilizing a license plate reader (LPR) system was identified. Programs that currently do not use LPR indicated an interest in transitioning to it in the future as a way to streamline their enforcement. LPR lends itself to a more time efficient manner of enforcement while avoiding the need to distribute stickers or hang tags, although some cities continue to utilize these in conjunction with LPR. Officials in Ithaca have noted an increase in compliance with the parking program since switching to LPR.[81] Table 3.2 includes the types of permit indicators used by the cities reviewed for this study and the associated fines for each respective program.

As noted earlier, enforcing guest passes is a more difficult task without an LPR system, but it may be improved through the use of holographic images on hang tags that are difficult to reproduce, or issuing date specific tags.

Table 3.2 Residential Parking Permit Indicator and Violations

Municipality	Indicator Type (Hangtag, Sticker, LPR*)	Placement of Sticker	Fine for Parking Violation
Albany, NY	LPR	NA	$50
Buffalo, NY	Sticker	Rear windshield	$40
Ithaca, NY	Sticker and LPR	Backseat window on driver's side	$15/30/45**
Rochester, NY	Sticker	Backseat window on driver's side	$35
Ann Arbor, MI	Sticker and Hangtag	Front windshield, lower left-hand side	$25
Burlington, VT	Sticker	Left-hand side of the rear bumper	$75
Portland, OR (Central Eastside)	LPR	NA	$85

*License plate reader
** Escalating fine amounts for first, second, and third violations within an 18-month period

Rochester, which does not use LPR, conducts enforcement sweeps twice daily in the Corn Hill neighborhood. Rochester, along with Albany, only enforce their parking programs during traditional business hours on weekdays. Conducting similar levels of enforcement during overnight hours may prove difficult. Buffalo's permit program is in effect 24/7 but enforcement is primarily conducted from 7AM to

[81] Julie Conley Holcomb, email to City Clerk, February 1, 2021

5PM, when most of the parking concerns occur. Buffalo's Parking Department will enforce issues at night, but generally only issues related to public safety including blocked fire hydrants and crosswalks.[82]

Proof of Residency Required

Each program required that permits were issued to residents who could prove their residency. Generally, cities accepted the following documents as forms of proof:

- current property deed,
- current lease or rental agreement,
- current telephone/utility bill,
- valid ID with proper address on it,
- notarized declaration from property owner/manager,
- current vehicle insurance policy with proper address,
- USPS change of address form, and/or
- credit card bill or statement.

Handling Permits for Contractors

Visitor passes are often limited to a maximum of one or two weeks in length, which is far shorter than many home improvement projects take. Two cities in our review addressed this issue explicitly, carving out separate permits specifically for contractors. In Albany a contractor must provide a driver's license, vehicle registration, and proof of intent to do business in the permit zone in order to acquire a free temporary permit. Proofs of intent may include official estimates, a contract, or a letter from the building owner.[83] Burlington, VT's 2016 study recommended that the city establish specific short-term permits for contractors who have business at a residence along a permit street. Hang tags would be issued for $10 each and last for 30 days, with a maximum of four per residence.[84] Before implementation the city doubled the maximum allowable permits to eight per residence and allows the permits to be renewed as needed.[85]

[82] David Hough, email to Buffalo Parking Department, October 19, 2021
[83] City of Albany, "Residential Parking Permit – General Information," accessed October 14, 2021, https://www.albanyny.gov/DocumentCenter/View/3210/Residential-Parking-Permit----General--Information-PDF
[84] RSG, *Burlington Residential Parking Management Plan* (White River Junction, VT, 2016), 86 to 87
[85] City of Burlington, "Appendix C Rules and Regulations of the Traffic Commission – 27 No Parking Except with Resident Parking Permit," *Burlington Code of Ordinances*, Accessed October 14, 2021. https://www.codepublishing.com/VT/Burlington/#!/BurlingtonAxC/BurlingtonAxC.html#27

4. PUBLIC ENGAGEMENT

The Residential Parking Permits Study was completed between the summer of 2020 and the spring of 2022, meaning that the COVID-19 pandemic prevented in-person public outreach from occurring. During this period, the SMTC began exploring the use of virtual approaches to public involvement that had not previously been utilized by the agency. The Zoom online meeting platform was utilized for all SAC meetings as well as a way to attend neighborhood meetings. At each neighborhood meeting, an online survey was distributed for attendees to take and for them to forward along to close contacts.

While in-person meetings have an intimacy that is difficult to replicate in virtual settings, the public involvement tools that SMTC developed were extremely effective in gathering public input and engagement.

4.1 Study Advisory Committee

Two SAC meetings were held as part of this project, at which SAC members identified the questions they would like answered to understand how a potential parking permit program would work and what type of neighborhoods they have been utilized in successfully. SAC members reviewed the white paper that is included within this report in Chapter 3 and provided feedback on what additional information could be included in terms of best practices and enforcement. Meeting notes are provided in Appendix A.

4.2 Neighborhood Meetings

SMTC staff attended two virtual neighborhood meetings and one in person meeting, correlating with the neighborhoods within the study area, which included the University Neighborhood Preservation Association (UNPA), Westside Tomorrow's Neighborhoods Today (TNT), and the Park Ave Neighborhood Watch. The presentations given were aimed at explaining what a residential parking permit program is, the current regulations and occupancy counts within the specific neighborhoods, and the steps the city would need to follow if they should choose to pursue a program of their own. Staff emphasized that this study was aimed at gathering information, best practices, and public input. A recommendation in favor of or opposed to a program would not be given.

Comments received during the neighborhood meetings emphasized that residents did not see an immediate need for a permit program within their respective neighborhoods. The University area neighbors believed that current parking regulations should be more readily enforced prior to the implementation of any further regulations. Some concern was raised that the parking occupancy counts around Syracuse University did not occur during more heavily attended sporting events, such as a football game or basketball game against Duke University, minimizing some of the results of the spillover effects in the outer reaches of the neighborhoods. University and Tipperary Hill neighbors both acknowledged that parking during certain localized events can be difficult, but their concerns are primarily about a lack of enforcement of "odd/even" parking, especially during the winter months, rather than too many visitors.

The Park Ave Neighborhood Watch, which was attended in person by ten individuals, did not believe there were any parking issues that needed to be dealt with through a permit program. An attendee mentioned that parking issues previously arose on the eastern end of the neighborhood as a result of insufficient parking being provided for National Grid employees. Since the onset of the Covid-19 pandemic in early

2020, National Grid has primarily allowed employees to work from home, alleviating the extra demand for parking within this area.

4.3 Online Survey

In February and March of 2022, residents within the study area were asked to take an online survey geared towards understanding their current parking needs and the parking issues they perceive within their neighborhood. The survey was developed in Microsoft Forms with the link distributed to attendees at the neighborhood meetings SMTC staff attended. Attendees were encouraged to fill out the survey and share the link with others within their networks to do the same.

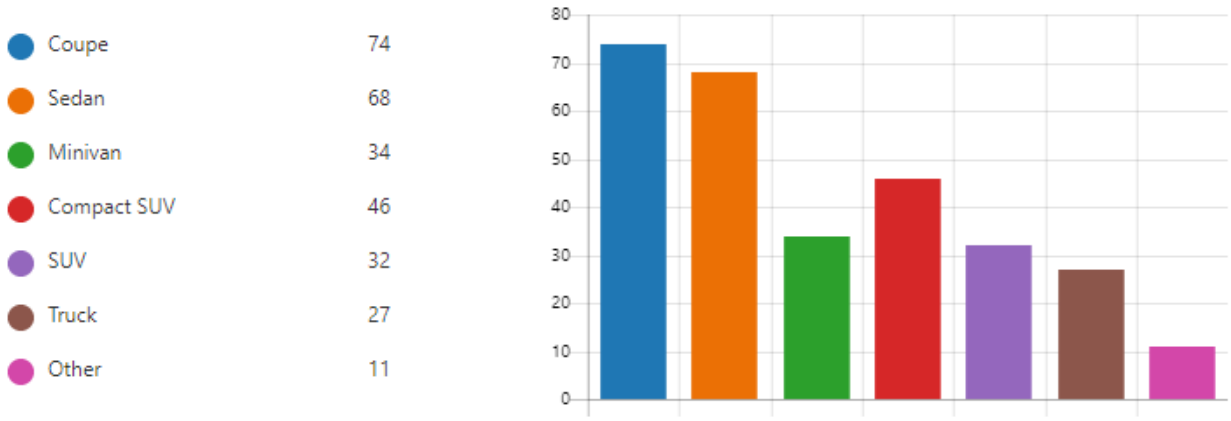
Within the survey, residents were asked what types of vehicles they own, where they park them (on-street, off-street, or other), and how difficult it is for them to find a place to park at different times on an average day. Two identical surveys were sent out, one for the Eastside (including University Hill, the University Neighborhood, and Westcott) and one for the Westside (including Tipperary Hill and Park Ave.). In total, 222 responses were received (213 from Eastside neighborhoods, 9 from Westside neighborhoods), providing valuable input on the existing issues within each neighborhood and the public view of a permit system. Nine residents responded to the Westside survey. SMTC staff have read and considered the opinions and information shared within the survey but cannot draw larger conclusions based on the number of responses. The complete results of the surveys are included in Appendix B.

4.3.1 Eastside Results

213 residents responded to the Eastside survey, with 99 percent indicating that their household owns at least one vehicle. While the survey did not ask how many vehicles each household has, just over 30 percent of respondents indicated that they have more than one type of vehicle, with coupes and sedans as the most popular, and compact SUVs (e.g. Honda CR-V, Toyota RAV 4, etc.) not far behind. Overall, these vehicle types are on the smaller side, allowing for more vehicles to fit per block than some of their larger counterparts, full size SUVs and trucks.

Figure 26 Types of vehicles from survey respondents

What type of vehicle(s) do you have? (Choose all that apply)



Although a majority of respondents utilize on-street parking regularly (58 percent), they do not view finding a parking spot near their home as an issue with 81 percent describing it as “Not difficult at all.” For

those that do have some issues, the evening hours (typically after 5PM) present the most parking issues for them.

When presented with the concept of a residential parking permit program, 78 percent of resident responses indicated no interest in having a program on their block. Of those that were interested, 42 percent believed the program should be free to residents with another 22 percent indicating they'd be willing to spend under $25 per year on a permit, the lowest range offered.

Many residents noted in their comments that enforcing the current parking regulations is far more valuable than instituting a parking permit program. Narrow streets during the winter which affect plowing and regular offenders of the "odd/even" parking regulations were often cited as more pressing concerns.

5. FUTURE CONSIDERATIONS

This planning study effort was undertaken to provide detailed information and insight into how a residential parking permit program may be structured and where parking issues currently exist within six select City of Syracuse neighborhoods. As a result, the items that follow do not promote or discourage the future implementation of such a program, but instead focus on further actions the City may elect to take as it looks to manage its on-street parking, including further study that would need to be conducted should a program be desired. Each of these actions can be taken individually or in conjunction with one another, as parking demand and transportation options are intertwined.

5.1 Further Observations

SMTC staff conducted extensive fieldwork, collecting existing parking regulations information and spot checks on current parking occupancy levels. Through this fieldwork, specific locations within the study area were observed to be reaching or exceeding the regulated capacity. Should the city choose to pursue a residential parking permit program, additional field observations will need to be conducted, including documentation of off-street parking availability. The areas that should be the focus of these efforts include:

Downtown Syracuse

Downtown Syracuse was not included in the parking occupancy observations within this study due to the current restrictions on where permit programs are legally allowed. Should further discussions with State representatives lead to possible changes to this statute, Downtown Syracuse should be included in observations.

Park Ave

At this time, no significant parking issues were observed within the Park Ave neighborhood. The city should be aware that additional parking pressures may return when larger employers, namely National Grid, return to the office closer to full-time.

Tipperary Hill

All streets within the area bordered by Ulster St to the north, Coleridge Ave to the south, Avery Ave to the west, and S Wilbur Ave to the east.

University Hill

All streets within the area bordered by E Genesee St in the north, Waverly Ave in the south, S Crouse Ave in the west, and Ostrom Ave in the east. Two important notes to keep in mind: (1) under ReZone Syracuse this area will not be eligible for a permit program due to its mixed-use zoning and (2) many of the parking issues experienced occur during the daytime hours when the campus is at its busiest.

University Neighborhood/ Westcott

All streets within the area bordered by Clarendon St in the north, Euclid Ave in the south, Comstock Ave in the west, and Westcott St in the east. Additional observations should also be taken on the blocks

bordered by Euclid Ave in the north, Stratford St in the south, Ostrom Ave in the west, and Lancaster Ave in the east. Survey results and comments received during the UNPA meeting indicated some interest in a new parking management program within these areas due to the parking demand exerted by Syracuse University employees and students.

5.2 Treat Neighborhoods on an Individual Level

Each of the neighborhoods studied within this report experience different pressures in terms of parking and access. On one extreme, University Hill experiences above capacity parking demand during the daytime hours when college classes are in session. At the same time, well over 50 percent of residents in this neighborhood do not own a vehicle, meaning the majority of the demand is coming from outside of the neighborhood. On the other, Tipperary Hill, primarily the blocks around Coleman's Irish Pub, experiences at-capacity parking only during the overnight hours. Nearly half of the households in this area have at least two vehicles, creating a larger need for on-street parking by residents. These two neighborhoods would not benefit from a one-size-fits-all permit program, but instead should be considered on an individual basis. New York State law allows for permit programs to have variations within the same city. Should the city elect to pursue its own program, consider the specific needs for each neighborhood instead of a blanket policy.

5.3 Discuss Zoning Requirements with State Representatives

Based on the current interpretation of New York State legislative requirements, large portions of the study area have been deemed ineligible for a residential parking permit program due to current and future zoning codes. Some of these ineligible areas, including streets that frequently reach or exceed capacity, are the sites of some of the larger development/ renovation efforts within the City of Syracuse. As these neighborhoods continue to add residents, parking demand and availability for residents will continue to be an issue.

If the City of Syracuse believes there is a benefit to residents and businesses within these newly created mixed-use areas, the city should engage with their State representatives to discuss amending the Vehicle and Traffic portion of the New York State Code to allow properties zoned for mixed-use development to be included in permit programs. Due to the classification of these programs as a Home Rule bill, each program has a specific law granting municipalities the permission to enact them and setting parameters that they must operate within. The city and its State representatives should explore the potential use of more inclusive language within this specific Home Rule bill to accommodate these needs. Changes to this one bill would not impact the legal status of previously approved programs.

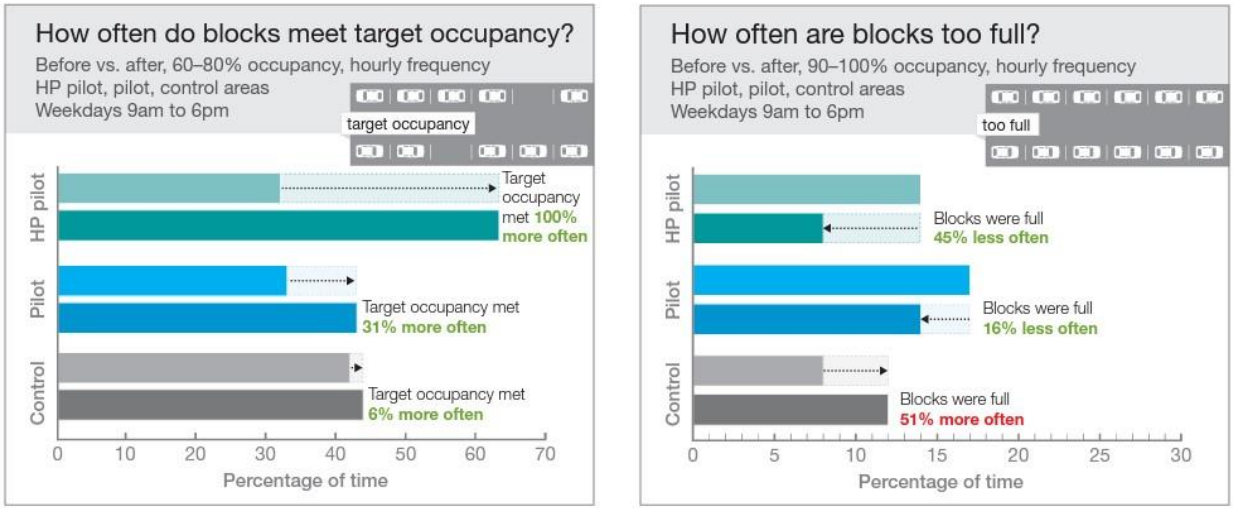
5.4 Further Research into Dynamic Metered Parking Prices

In dense urban centers metered parking often does not reflect the demand for spaces accurately. Most cities, including Syracuse, utilize one price per hour across all of their meters, leading to increased vehicle congestion as drivers circle blocks in search of the nearest spot to their destination.[86] Over the last decade or so, cities have begun experimenting with dynamic pricing, or "Goldilocks" fees, increasing/decreasing

[86] Xerox, *Designing dynamic pricing for on-street parking*, (2011): 2

prices to reflect the demand for space during different times of the day to reach a specific occupancy goal.[87]

San Francisco's SFpark is one of the more well-known dynamic pricing programs. The pilot program ran from 2011 until 2014 and the permanent program was eventually expanded to encompass all metered parking spaces in the city in 2017.[88] San Francisco laid out a goal of reaching 60-80 percent occupancy on metered streets, ensuring that any circulating vehicle would be able to find a spot in their desired location. In order to achieve this, every three months meter rates would change, increasing by $0.25 per hour on blocks with over 80 percent occupancy, and decreasing $0.25 or $0.50 on blocks with occupancy rates below 60 percent or 30 percent, respectively.[89] Similar adjustments were made to city owned parking garages.[90] Prices may vary throughout the day on some blocks (two or three time blocks) while others have a single price per hour for the entire day.[91] Throughout the pilot program, the city found that streets in the pilot areas reached the target occupancy rates at much higher rates than the control neighborhoods, as well as saw a significant decrease in the number of full blocks while the control group saw an increase.[92] Additionally, overall revenue from parking meters went up while the average price per hour went down.[93]



Occupancy evaluations from the SFpark pilot study in 2014 (Graphic: SFMTA)

[87] Paul Barter, "Every city with 'Goldilocks' parking fees," *Reinventing Parking*, June 11, 2018. https://www.reinventingparking.org/2018/06/every-city-with-goldilocks-parking-fees.html
[88] Ibid.
[89] SFMTA, *SFpark Pilot Project Evaluation*, (June 2014): 20
[90] Ibid: 22
[91] SFMTA, "Demand-Responsive Parking Pricing." Accessed October 13, 2021. https://www.sfmta.com/demand-responsive-parking-pricing
[92] SFMTA, *SFpark Pilot Project Evaluation*, (June 2014): 8
[93] Ibid: 11

Other cities have implemented similar dynamic parking programs.[94] Seattle, WA uses an occupancy goal of 70-85 percent and makes annual adjustments based on the previous year's data.[95] Seattle also implements different prices depending on the time of day, with three price changes for areas metered until 8PM and two price changes for areas metered until 6PM.[96] Calgary, Canada uses an occupancy goal of 50-80 percent, with fees increasing or decreasing by $0.25 if they are above or below that zone, respectively. The rates are adjusted annually across each of their 27 pricing areas, rather than a block-by-block approach.[97]

Dynamic pricing may be an appropriate option for Downtown Syracuse and some of the neighborhood business corridors, but additional research and development would be required.

5.5 Consider a Commuter Benefit Program

Three of the cities reviewed as part of this study (Burlington, Ithaca, and Portland) have either implemented or have discussed implementing a form of commuter benefit, or commuter choice, programs geared towards encouraging residents to take alternative modes of transportation, including transit, cycling, and walking. Commuter benefit programs are seen as ways to address congestion, parking limitations, environmental and equity goals, along with health outcomes.[98]

Commuter benefit programs are typically run through employers but can also be offered directly to residents and employees, as the Go Ithaca program does.[99] The packages vary depending on the city, but often include free or reduced-price transit fares, reduced-price access to car share programs, discounts to local bike shops, and other discounts to local businesses. Employers can institute a program that allows employees to use pre-tax income to pay for the benefits package. Some cities, like New York and Seattle, require businesses over a certain size to provide such a program.[100]

Commuter benefit programs are not limited to residents of specific municipalities, but instead can be offered to anyone who lives or works within the city. Around 60 percent of city residents also work within the city. As Table 5.1 shows, the neighborhoods within the study area actually have a higher percentage of residents living and working within the city than average, excluding Tipperary Hill, indicating that many could be more easily switched to transit or active forms of transportation due to the short commuting distances.

[94] Paul Barter, "Every city with 'Goldilocks' parking fees," *Reinventing Parking*, June 11, 2018. https://www.reinventingparking.org/2018/06/every-city-with-goldilocks-parking-fees.html

[95] Seattle Department of Transportation, Annual Report 2017 On-Street Paid Parking Occupancy, (October 2017): 4

[96] Ibid: 5

[97] Calgary Parking, "On-Street Parking Rates." Accessed October 13, 2021. https://www.calgaryparking.com/findparking/onstreetrates

[98] Environmental Protection Agency, *The Commuter Choice Program: A Way to Save Money and Help the Environment* (Ann Arbor, MI, December 1998), 1 to 4

[99] Go Ithaca, "Home Page," accessed March 31, 2022, https://www.goithaca.org/

[100] Commuter Benefits Edenred, "What Are Commuter Benefits?" accessed April 1, 2022, https://commuterbenefits.com/how-it-works/

Table 5.1: Place of Employment for Residents												
	City of Syracuse	Downtown Syracuse	Park Ave	Tipperary Hill		University Hill			University Neighborhood / Westcott			
Tract	ALL	32	21.01	27	29.01	34	43.01	43.02	35	44	45	56.01
Total Workers	56,786	1,181	912	1,010	2,056	525	394	1511	960	759	2,420	850
Within City of Syracuse	60%	71%	60%	59%	56%	86%	82%	93%	66%	73%	62%	71%
	34,072	839	547	596	1,151	452	323	1405	634	554	1,500	604
Outside City of Syracuse	40%	29%	40%	41%	44%	14%	18%	7%	34%	27%	38%	29%
	22,714	342	365	414	905	74	71	106	326	205	920	247
Within Onondaga County	96%	97%	100%	97%	99%	100%	98%	96%	96%	93%	92%	93%
	54,515	1,146	912	980	2,035	525	386	1451	922	706	2,226	791
Source: 2018 ACS, 5-year estimates												

Commuter benefit programs would most likely benefit the larger employment centers within the City of Syracuse, specifically Downtown Syracuse and University Hill, by providing incentives for workers not to drive into the neighborhoods. By alleviating some of the demand from workers, residents would gain greater access to their streets.

5.6 Conclusion

Residential parking permit systems have been enacted across the country and New York State as a way to manage the demand for on-street parking in key locations, with varying degrees of success. The purpose of this report was to outline how these systems are developed and implemented while documenting the current parking conditions within specific neighborhoods across the City of Syracuse. While the report does not recommend nor discourage the implementation of a program, the information provided within should help inform decisions made by the city as they consider pursuing a program in the future. Parking is a fundamental part of our transportation network and should be reviewed in conjunction with other mobility needs.

APPENDICES

APPENDIX A – SAC NOTES

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Meeting Summary

SYRACUSE RESIDENTIAL PARKING PERMITS STUDY – PHASE 1

Study Advisory Committee Meeting (SAC) #1
Via Zoom Call
March 30, 2021
1:30 p.m. – 2:45 p.m.

Attendees

Thomas Bardenett, SMTC
Neil Burke, City of Syracuse
Mario Colone, SMTC
Kevin Kosakowski, SMTC
Danielle Krol, SMTC
Merike Treier, Downtown Committee of Syracuse, Inc.

Meeting Agenda

Ms. Danielle Krol opened the kickoff SAC meeting for the *Syracuse Residential Parking Permits Study – Phase 1* at 1:30pm by asking SAC members to offer comments and ask questions while she shared PowerPoint slides of the project that covered the project purpose/process, scope of work, data collection to date, Public Involvement Plan (PIP), parking occupancy counts, and next steps.

Project Purpose/Process and Scope of Work

Ms. Krol noted that the City of Syracuse approached SMTC to explore the potential for a residential parking permit system in the city, as several neighborhoods have limited and/or constrained on-street parking capacity. A Scope of Work was developed to guide the study process and includes identifying current on-street parking regulations in six Syracuse neighborhoods (Downtown, Tipperary Hill, Park Avenue, University Hill, University Neighborhood, and Westcott), summarizing best practices, and noting the legislative procedures necessary to implement a parking permit system. Ms. Krol indicated that the study schedule for completion is 18 months from Scope of Work approval (which was October 2020), but that the study would likely be completed prior to April 2022.

Data Collection – Progress to Date

<u>Existing conditions</u>

Ms. Krol stated that the data collection portion of the study includes demographics and land use/zoning, a review of the City of Syracuse Comprehensive Plan, gathering of the existing parking regulations and conducting parking occupancy counts. Ms. Krol shared several of the demographic maps created by SMTC

to date, the existing parking regulation data that was collected in summer/fall 2020 using GPS equipment, and an overview of the type of information gathered to date for the best practices white paper.

Mr. Neil Burke indicated that he could share the number of metered spaces downtown with the SMTC. Ms. Krol said that he already sent this information to SMTC, and that SMTC will compare it to what was gathered in the field.

Ms. Merike Treier asked about data collection in the next 12 months, noting that the city is at about 35 to 40% occupancy downtown. She wanted to know what the Covid impact would have on the data collection for the study. Ms. Krol stated that parking occupancy counts will most likely be affected and that we can push these to late summer/fall if the SAC would like. Mr. Burke does not see this as an issue, as long as it is referenced that the counts were gathered during COVID.

Ms. Treier said that the Downtown Committee is hearing that downtown entities are looking at return-to-office dates of July through September. She asked if utilizing a hybrid of data is likely, in other words, gathering pre-Covid data and current data. Mr. Burke and Mr. Mario Colone both stated that if the pandemic and its general affect on traffic are noted within the study, using current data is agreeable. Ms. Treier also stated that retailers are currently operating with skeleton crews, and employees of retailers tend to take up a lot of the two-hour parking. She can see that affecting things as well.

Mr. Burke asked if the new odd/even seasonal downtown data has been incorporated. Mr. Tom Bardenett said that SMTC has documentation of this information, but the map only shows overarching parking regulations. Mr. Burke said SMTC may want to consider including this information and will send it over to SMTC, noting that it is a lot to include on one map. Ms. Krol stated that we could create a separate map if there is too much information to display on one map. Mr. Bardenett said that a similar situation exists in the University Hill neighborhood.

<u>Best practices (white paper)</u>

With regards to best practices, Ms. Treier asked if there are communities outside of NYS that SMTC compares Syracuse to, transportation-wise. She noted that the Downtown Committee often looks towards Philadelphia. Mr. Colone stated that it usually comes down to the project SMTC is working on. We usually look to areas that are close in population size and weather, noting that SMTC has looked to Madison, Wisconsin in the past.

Mr. Burke noticed that many of the NYS communities that SMTC has examined to date do not charge much for their parking permits. Mr. Bardenett indicated that Ithaca is considering an increase in their program.

Ms. Treier suggested that SMTC consider examining out-of-state parking permit programs in cities/locations that Syracuse aspires to. Ms. Krol stated that SMTC will select a few and asked the SAC if they had specific cities in mind, to share this us.

Public Involvement Plan Discussion

Ms. Krol asked if the city had any thoughts as to when and how to obtain public feedback on a potential parking permit program, specifically asking if TNT has continued to meet throughout the pandemic and if this is a good outreach method. Mr. Burke said that public input for this project is key. He noted that TNT continues to meet on their normal schedule, but virtually. Mr. Burke noted that a parking permits program needs to be shopped through the public a little bit. He said that they do not intend a permit program to be punitive. For example, the City does not want to punish the students in the university area. Mr. Burke said there will need to be explanation to the public about what a parking program entails and what it means to a neighborhood. He said it cannot just be a program that is dictated from the City to the neighborhoods. Mr. Burke also reiterated that residents expecting a parking spot to be available to them just because they have a parking permit is not the intent of the program, and that this will need to be shared with the public as well. Ms. Treier stated that she can assist with organizing focus groups for outreach.

Mr. Burke would like SMTC to add some out-of-state cities to the best practices white paper and that we include a thorough example of an existing program that includes items like a typical parking permit sticker for vehicles, signage, etc.

Ms. Treier asked if there will be consideration given to an income-based program – would parking permit fees be organized on a sliding scale based on income and/or where someone lives? Mr. Burke said the city will have to be clear in setting up resident's expectations. He felt that the city will need to have a sliding scale and perhaps even pricing based on vehicle type (for example, a subcompact car vs. a full-size pick-up truck). Ms. Treier said it could be based on length of vehicle instead of being environmentally related.

Mr. Bardenett said that he had not found anything in the research to date about income and/or vehicle type. He noted that Burlington, VT had a plan based on the cost of a first pass versus a second pass (with every pass that was added, the price increased), but it had not yet been implemented. He noted that Albany utilizes different zones in their permit program, which could theoretically be adjusted to offer different prices. Ms. Treier said that affordability is something we must keep an eye on. Ms. Krol said SMTC will keep this in mind when researching aspirational cities.

Parking Occupancy Counts Discussion

Ms. Krol told the SAC that since there are six large neighborhoods to examine within the study, that parking occupancy counts cannot be conducted on every street in every neighborhood. She said that the SMTC and SAC can choose 3-4 representative streets in each neighborhood to give us an idea of the parking occupancy. Ms. Treier questioned if we should be counting cars on streets that are packed or on those that are not. Ms. Krol said that looking at Tipperary Hill for example, maybe the initial thought is to examine Hamilton Street and Ulster and just choose one of them. However, one may be more packed than the other. Ms. Krol stated that SMTC may have to do some reconnaissance work first, nothing that we will need to determine which streets are more packed and/or most representative. She also asked the SAC to let SMTC know if they are already aware of specific streets experiencing on-street parking

overflow. Mr. Burke said that the packed streets are just as representative as the empty ones, noting that downtown is time based.

Ms. Treier asked if we will need to give some consideration to nighttime vs. daytime as well as permanent residential parking. Mr. Burke said the City's goal is to focus on overnight parking, where the residential issues occur. He wants to be clear though, that this would not guarantee a person a 9am to 6pm spot. Maybe, for example, Walton Street does not become part of the parking permit program because it should focus on being open for businesses.

Mr. Colone stated that this is only part of the equation. He said that SMTC is just looking for representative roads and there are different ways to structure the programs.

Ms. Treier asked about the conversion from one-way to two-way on Clinton and how this might affect on-street parking spaces in this study. Mr. Burke said that this project is in the process of being re-bid, and that the two-way conversion will take place between Jefferson and Onondaga Streets.

Ms. Treier said that if the SMTC team is making phone calls, they should ask the communities being contacted if they had to do this all over again what would they do differently. Mr. Bardenett noted that this is being asked. Ms. Krol said that SMTC will share the list of questions that SMTC is asking these communities.

With regards to the University area, Ms. Krol asked if occupancy counts should be conducted while SU and ESF are in session or not. She wondered what affect did Covid have on how many students are living locally. Ms. Treier stated that it would be good to get context as to how many people are back and suggested asking a university neighborhood group (if there is one). Mr. Burke suggested asking off-campus housing.

Mr. Colone asked if it makes more sense to just focus the counts on evening time. Ms. Treier stated that if the program is intended to cover just overnight parking, that nighttime counts would be most relevant. She did not think lunch time counts would be relevant in this situation. Ms. Krol noted that it probably depends on the neighborhood. Mr. Burke said that the end of the business day, such as from 5:00pm – 6:00pm and onward is where to focus the counting, and perhaps later for downtown (maybe 7pm or later). Ms. Krol said that SMTC may have to drive through some of the neighborhoods at various times of day to get a feel for when/where on-street parking is an issue. Mr. Bardenett stated that weekends in Downtown and Tipperary Hill may also need to be examined.

Ms. Treier asked if residential permits would be overnight and maybe weekends as well. Mr. Burke stated yes, basically at times when metered parking is not in effect. Ms. Treier questioned what to do about worship/church service parking. Mr. Burke said that the parking permit program would focus on the overnight hours.

Ms. Treier asked if Saturday parking would ever go unmetered and would this be logical time to change it. Mr. Burke did not know. Ms. Treier said hold off on counting Downtown occupancy for now and count the university neighborhoods first.

Next Steps

Ms. Krol stated that SMTC will add some out-of-state cities to the white paper and will look for examples of where communities have income based and/or sliding scales included in their parking permits programs. She said that SMTC would share the white paper with the SAC once these additional cities have been researched.

Ms. Krol asked Mr. Burke about SMTC using the ReZone map versus the City's land-use character map. Mr. Burke said to use the land use character map for this study.

Ms. Krol said that the white paper would likely be ready by May and that SMTC will work on the occupancy counts in May/June.

Ms. Treier asked if City festivals would override residential parking permits. Mr. Burke stated that having a parking permit will not guarantee a parking space. He said that game day and/or festivals would override the program for example. He reiterated that a permit program will allow the resident the opportunity to secure a parking spot if available. Mr. Burke said that typically there is currently no overnight downtown on-street parking, but this program may end up superseding that, and an updated ordinance could reflect that.

Ms. Krol asked Mr. Burke if the City wants to continue to proceed with this project. He stated that yes, the City does.

Mr. Burke suggested a drone might be helpful to assist in occupancy count data collection. Ms. Treier stated that she will check with the Tech Garden to see if someone with a drone is available. Mr. Burke stated that his intern has a drone and is licensed, and that it might be helpful for overnight data collection. Ms. Krol said that SMTC will consider this.

Ms. Krol thanked everyone for their time and adjourned the meeting at 2:45 p.m.

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Meeting Summary

SYRACUSE RESIDENTIAL PARKING PERMITS STUDY – PHASE 1

Study Advisory Committee Meeting (SAC) #2
Via Zoom Call
June 30, 2022
9:30 a.m.

Attendees

Thomas Bardenett, SMTC
Allison Bodine, City of Syracuse – Planning
Neil Burke, City of Syracuse - DPW
Mario Colone, SMTC
Danielle Krol, SMTC

Meeting Agenda: Review of Draft Final Report

Ms. Danielle Krol opened the SAC meeting for the *Syracuse Residential Parking Permits Study – Phase 1* at 9:35 a.m., mentioning that she was using PowerPoint slides to guide the discussion for reviewing the draft final report. She noted that this project will be presented at the SMTC's August Planning and Policy Committee meetings. Ms. Krol continued by walking through the draft final report by section:

Existing Conditions

Ms. Krol briefly described the impetus for the study and the neighborhoods the study reviewed. She stated that the existing conditions portion of the report documented demographics, land use and zoning, existing parking regulations, and the selected parking counts. Ms. Krol noted that parking regulations and counts were collected in the field. Staff measured the areas where parking is legally allowed and then counted the number of vehicles parked in those spaces. Mr. Mario Colone stated that while parking counts were only conducted on subset of specific streets, parking regulations were gathered on every street within the study area. Mr. Neil Burke said that he did not have any questions on the existing conditions documentation. He noted that most of his time was spent reviewing the appendices materials, which are helpful to the city.

Best Practices/White Paper

Ms. Krol stated that the best practices portion of the document included a review of cities across New York State (Albany, Buffalo, Ithaca, Rochester) as well as some additional nationwide examples (Burlington, VT, Anne Arbor, MI, Portland, OR). SMTC also reviewed NYS legal requirements for parking permit studies, as documented in a flow chart in the report. Mr. Burke stated that the flow chart is similar to what the city was provided when they asked about red-light cameras. Mr. Colone noted that as we understand the law as laid out by NYS, commercial buildings, including mixed-use developments, are ineligible for a permit

system. He pointed out that there is little information for Downtown Syracuse in terms of parking counts as the neighborhood is ineligible for any program. Mr. Tom Bardenett noted that is at a parcel level. Residentially zoned areas on a street can participate, but zoned commercial parcels cannot. Ms. Krol added that there is also a restriction on metered areas.

Public Engagement

As far as public outreach was concerned, staff "piggy-backed" onto existing TNT meetings and an UNPA meeting. There was also public survey through which SMTC gathered a good amount of input. Most survey respondents do not currently have an interest in a program. Mr. Colone indicated that he spoke with Councilor Pat Hogan about the study, and he offered up some concerns. Councilor Hogan invited SMTC to conduct more outreach in the Park Ave area, including the Park Ave Neighborhood Watch. The general input received from the public has been "why is this study needed?" Mr. Bardenett noted that survey results from the Westside neighborhoods were not included in the body of the report but are included in the Appendix due to the small number. Mr. Colone wanted to clarify that the city had wanted this study to focus on overnight parking for residents. Mr. Burke acknowledged this was the case and said that the city knew that there would be some reaction to these ideas. He noted that the city views this study as laying some groundwork with the neighborhoods, but understand if they pursue anything further, they will need to perform additional public contact and input. Mr. Colone stated that SMTC emphasized in public meetings that this study will not result in recommendations but instead provide information helping to explain what a permit system is, how it would work, and what currently exists. Ms. Krol pointed out that one piece of feedback we heard time again was a need for the City to enforce the parking regulations that are currently on the books, including simplification of regulations in certain areas. Mr. Burke stated that all of these are good points.

Future Considerations

Ms. Krol noted that in place of typical study recommendations, SMTC provided Future Considerations, including where further study may be needed. Mr. Burke said that one of the considerations was looking at commuter benefit programs, including car share programs. He said the city would love to speak with a car share program provider like ZipCar. They have had difficulty contacting them. Ms. Krol mentioned the potential of having a discussion on the zoning requirements with State representatives. Mr. Bardenett noted that there may be some wiggle room in the law since the mixed-use zoning issue is new to the state. He said it may be worth having a more specific discussion with them to see if there are ways to include specific areas.

Mr. Colone noted that the draft final report will be posted to the SMTC website at least one week prior to the August 5 SMTC Planning Committee meeting.

Next Steps

Ms. Krol stated that she would email the draft final report and appendices to Ms. Allison Bodine for her review. She asked that additional comments be forwarded to her by July 12 to provide the SMTC with enough time to update the report prior to its distribution to the SMTC Planning Committee.

Ms. Krol thanked Mr. Burke and Ms. Bodine for their time. The meeting concluded at 10:15 a.m.

APPENDIX B – SURVEY RESULTS

SMTC Syracuse Residential Parking Permit Study - Phase 1 Public Input Survey February 2022

1. Does your household have a vehicle(s)?

- ○ Yes
- ○ No

2. If yes, what type of vehicle(s) do you have? (Choose all that apply)

- ☐ Coupe
- ☐ Sedan
- ☐ Minivan
- ☐ Compact SUV
- ☐ SUV
- ☐ Truck
- ☐ Other

3. Where do these vehicles most often park?

- ○ On-property/driveway
- ○ On-street
- ○ Other

4. How difficult is it to find on-street parking on your block? (Choose one)

- ○ Not difficult at all
- ○ Somewhat difficult
- ○ Moderately difficult
- ○ Very difficult
- ○ Extremely difficult
- ○ I do not have a vehicle

5. On WEEKDAYS, when is it difficult to find on-street parking? (Choose all that apply)

- ☐ 7AM to Noon
- ☐ Noon to 5PM
- ☐ 5PM to 11PM
- ☐ 11PM to 7AM
- ☐ It is not difficult to find on-street parking

6. On WEEKENDS, when is it difficult to find on-street parking? (Choose all that apply)

- ☐ 7AM to Noon
- ☐ Noon to 5PM
- ☐ 5PM to 11PM
- ☐ 11PM to 7AM
- ☐ It is not difficult to find on-street parking

7. Have you found yourself parking more than one block away from your home?

- ○ Yes
- ○ No

8. If yes, how frequently has this occurred? (Choose one)

- ○ Two or more times a week
- ○ Once per week
- ○ Once per month
- ○ A few times a year

9. How many times a month does on-street parking impact home services (home care, trash pick-up, etc.) at your property?

   Please explain.

   Enter your answer

10. Residential parking permit programs (RPPPs) have been implemented in cities across the country with the aim of alleviating parking issues in residential neighborhoods that contain, or are adjacent to, businesses/colleges/hospitals/etc. that attract large numbers of visitors. Residents are given priority in parking but are not guaranteed a parking spot. If the City of Syracuse implemented a similar program, would you be interested in having your block participate?

- ○ Yes
- ○ No
- ○ Maybe

11. If yes or maybe to Question 10, please note the **specific block** (i.e., 800 block Lancaster) **and neighborhood** you reside in below.

   Enter your answer

12. If yes or maybe to Question 10, what would you consider a reasonable price for a parking permit in your neighborhood for an **annual** pass?

- ○ $10-$24
- ○ $25-$49
- ○ $50-$74
- ○ $75 or more
- ○ Would not be willing to pay for a pass

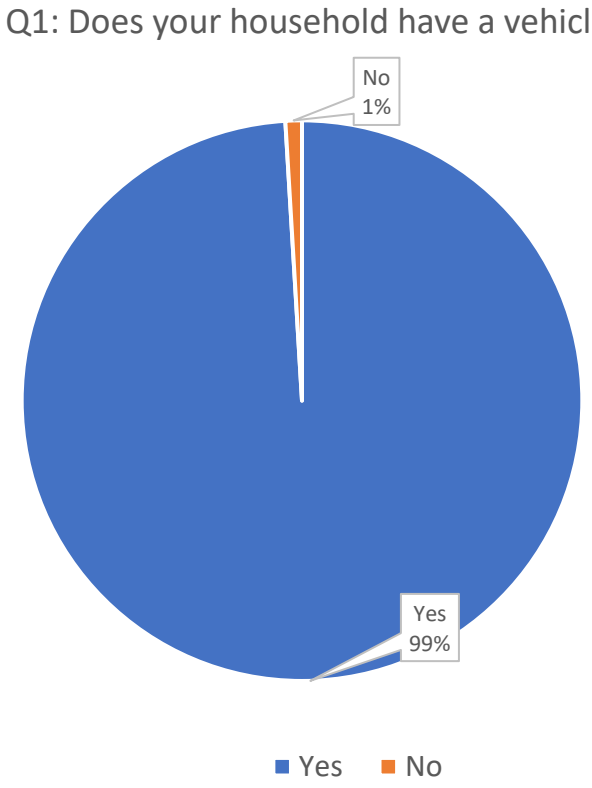
13. If yes or maybe to Question 10, would you support permit prices being based on the size or efficiency of the vehicle? For example, higher prices for larger vehicles (trucks, large SUVs) and lower prices for compact vehicles (small sedans)?

- ○ Yes
- ○ No
- ○ Maybe
- ○ I'm not sure

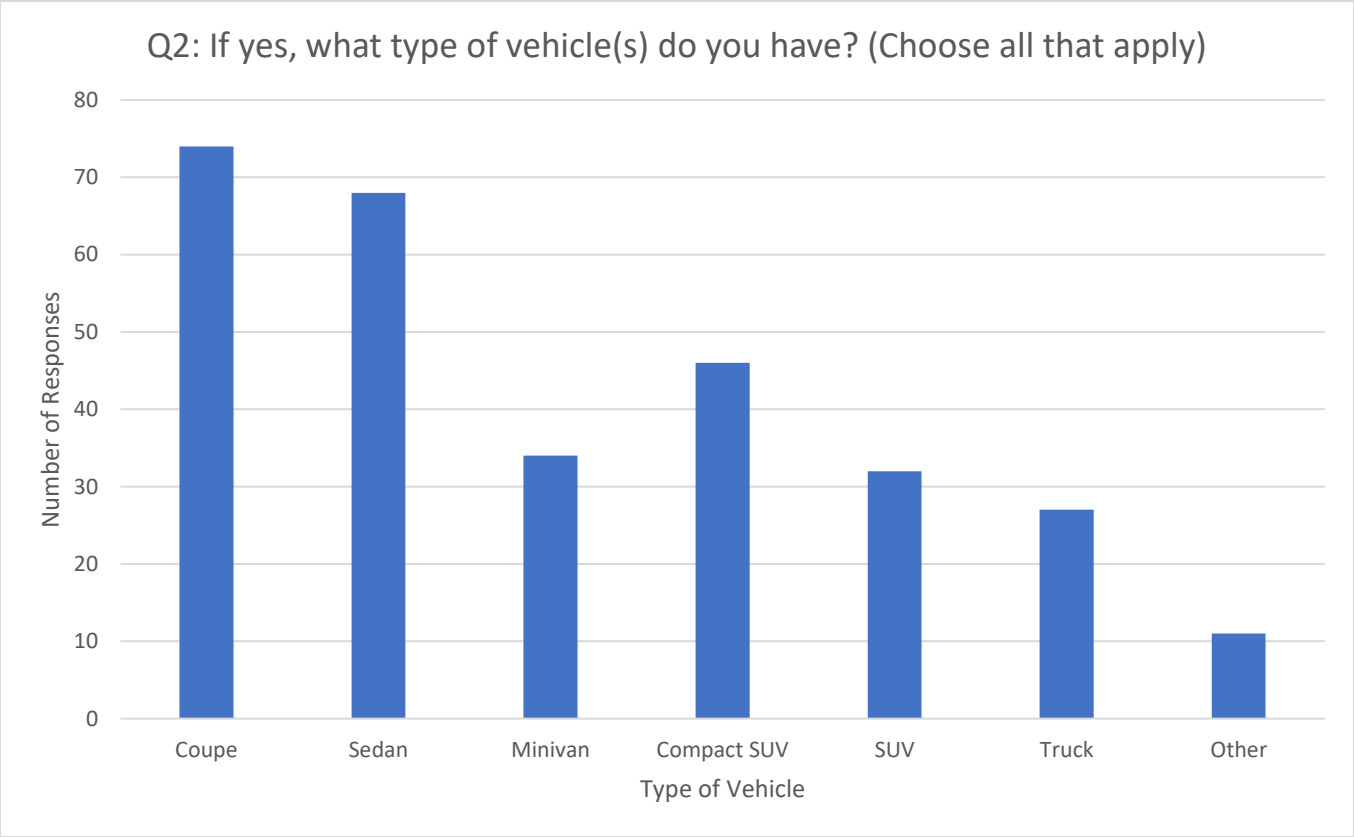
14. Please share any additional comments or concerns regarding parking issues within your immediate neighborhood, or potential solutions you would like to have considered.

Enter your answer

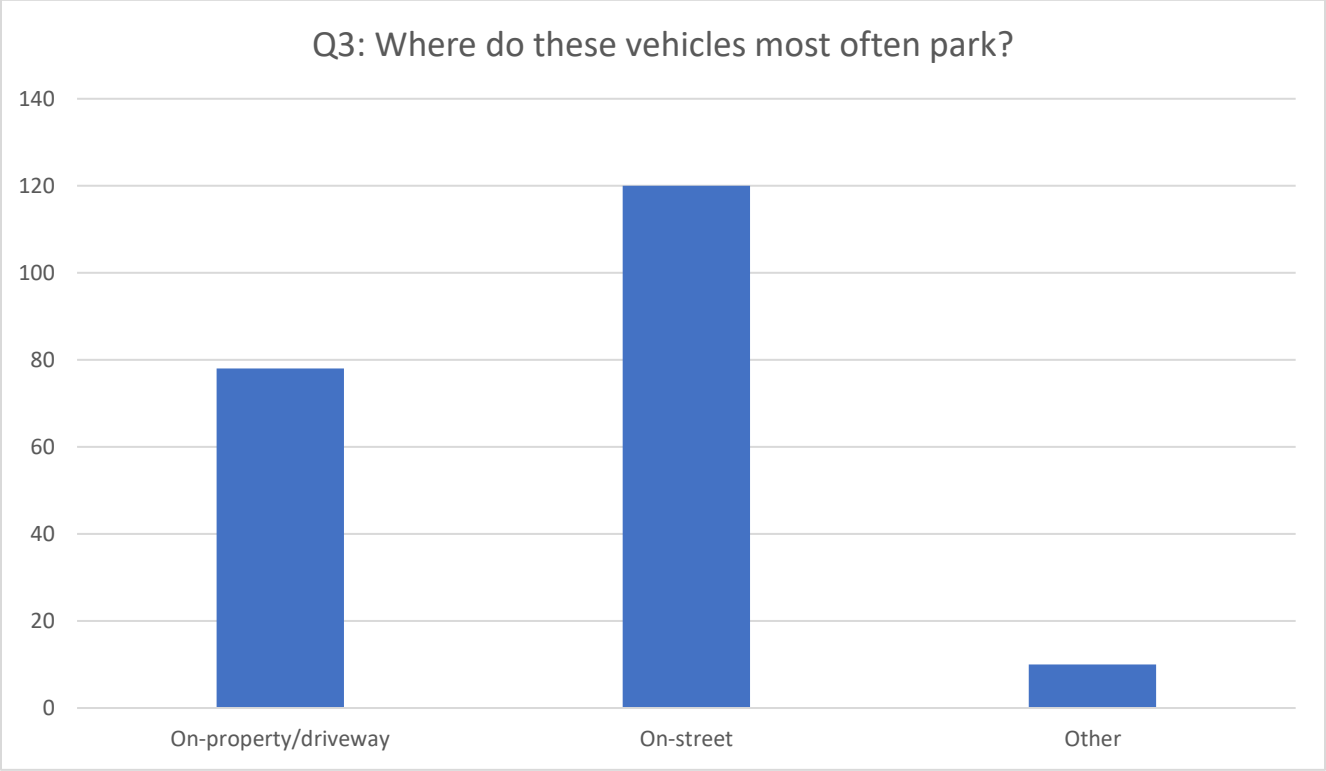
Q1: Does your household have a vehicle?		
Response	Number of Responses	% of Total
Yes	209	99%
No	2	1%



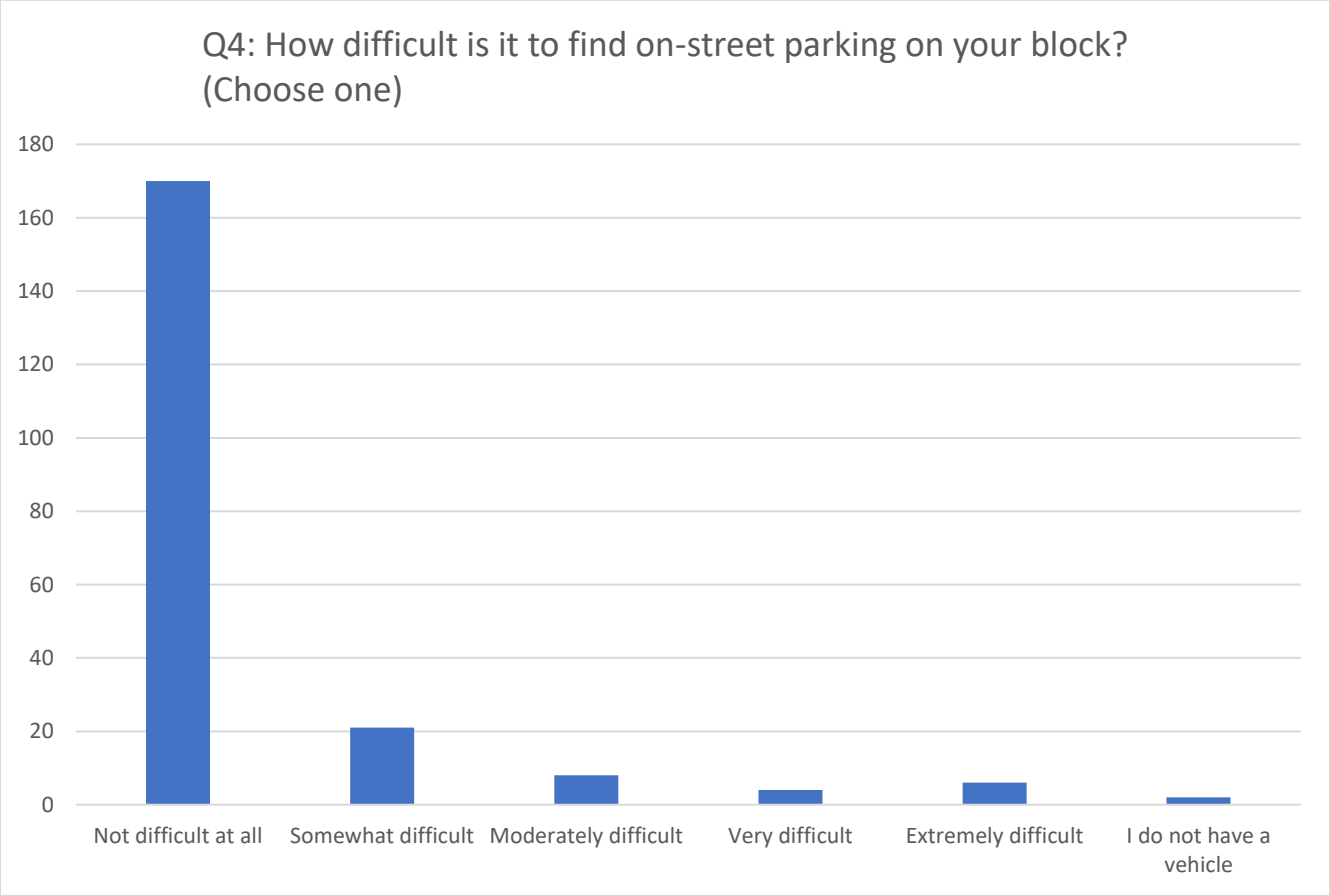
Q2: If yes, what type of vehicle(s) do you have? (Choose all that apply)		
Response	Number of Responses	% of Total
Coupe	74	25%
Sedan	68	23%
Minivan	34	12%
Compact SUV	46	16%
SUV	32	11%
Truck	27	9%
Other	11	4%



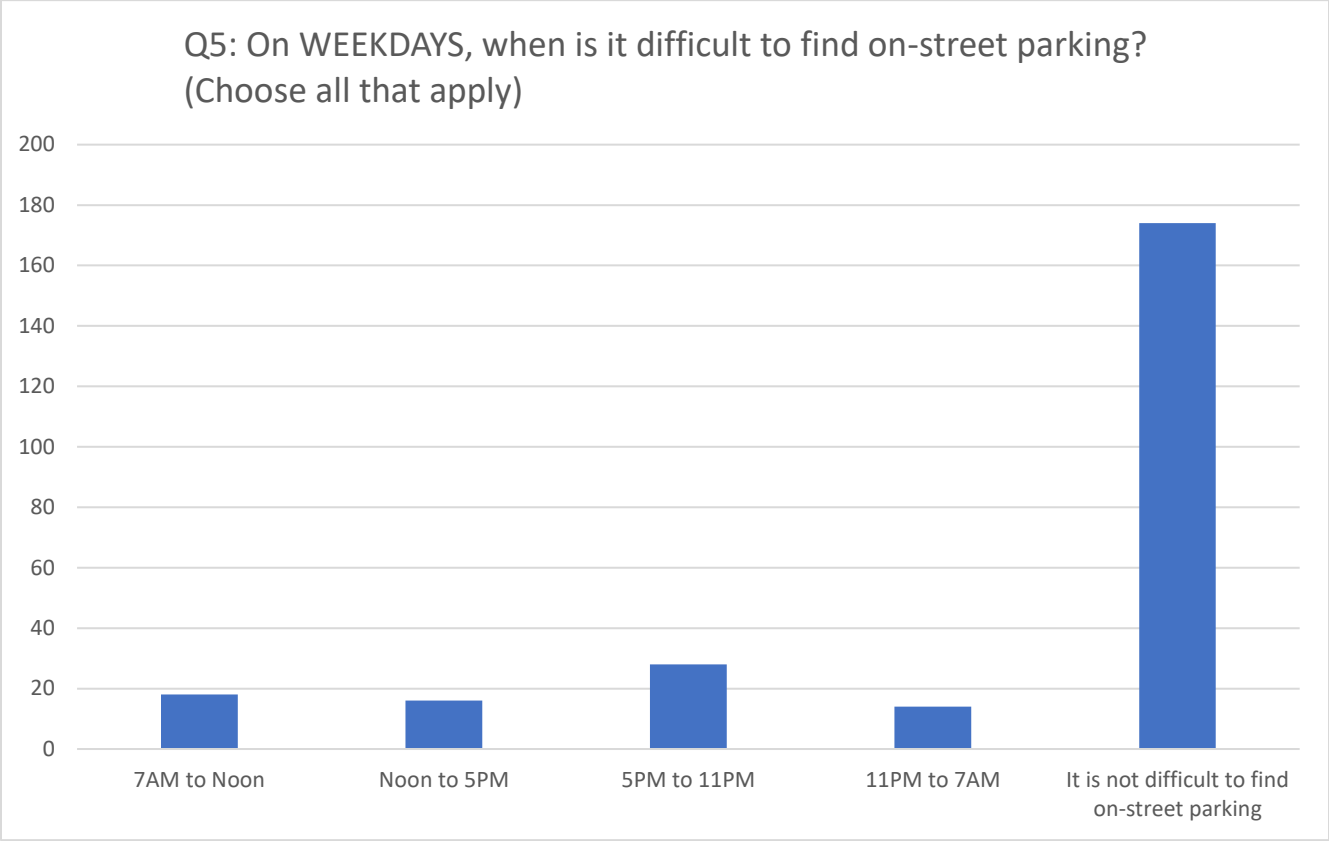
Q3: Where do these vehicles most often park?		
Response	Number of Responses	% of Total
On-property/driveway	78	38%
On-street	120	58%
Other	10	5%



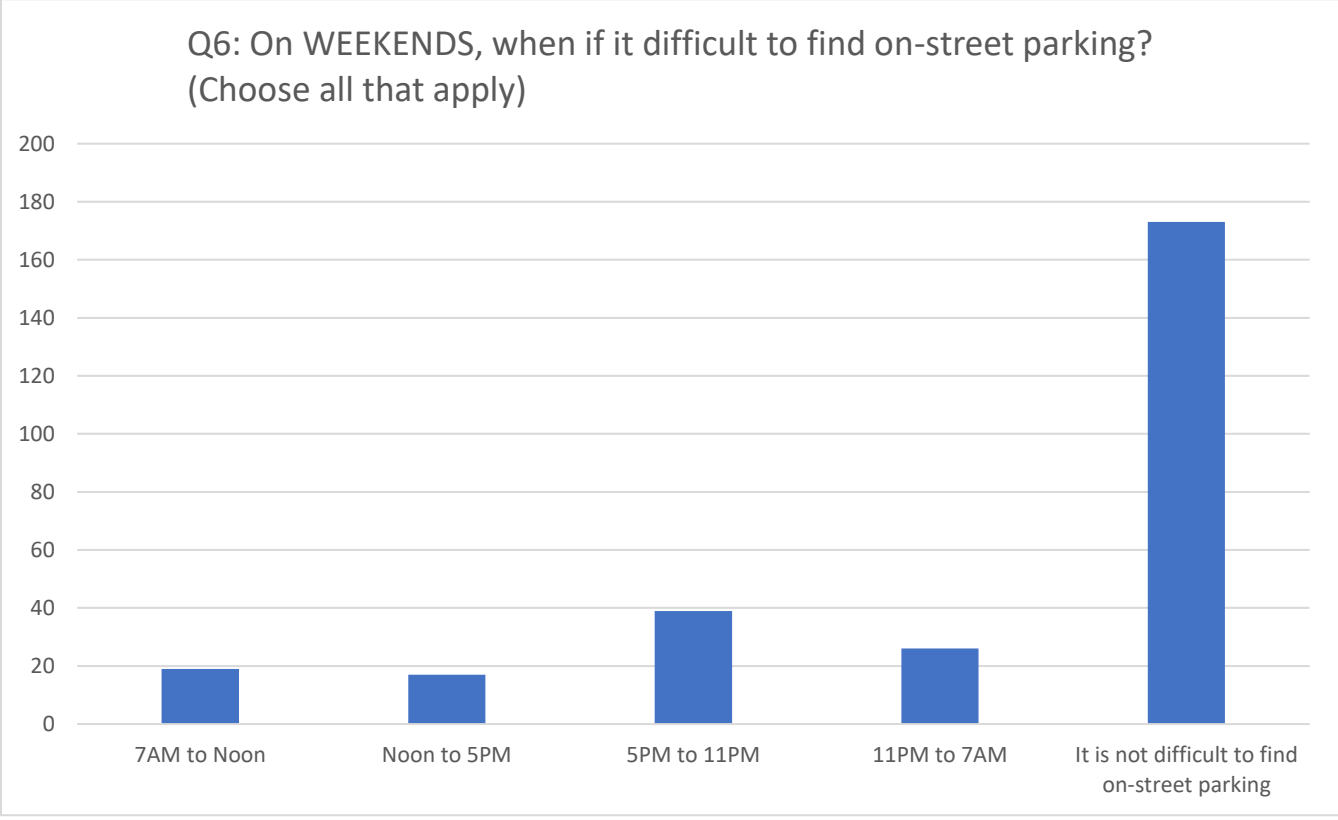
Q4: How difficult is it to find on-street parking on your block? (Choose one)		
Response	Number of Responses	% of Total
Not difficult at all	170	81%
Somewhat difficult	21	10%
Moderately difficult	8	4%
Very difficult	4	2%
Extremely difficult	6	3%
I do not have a vehicle	2	1%



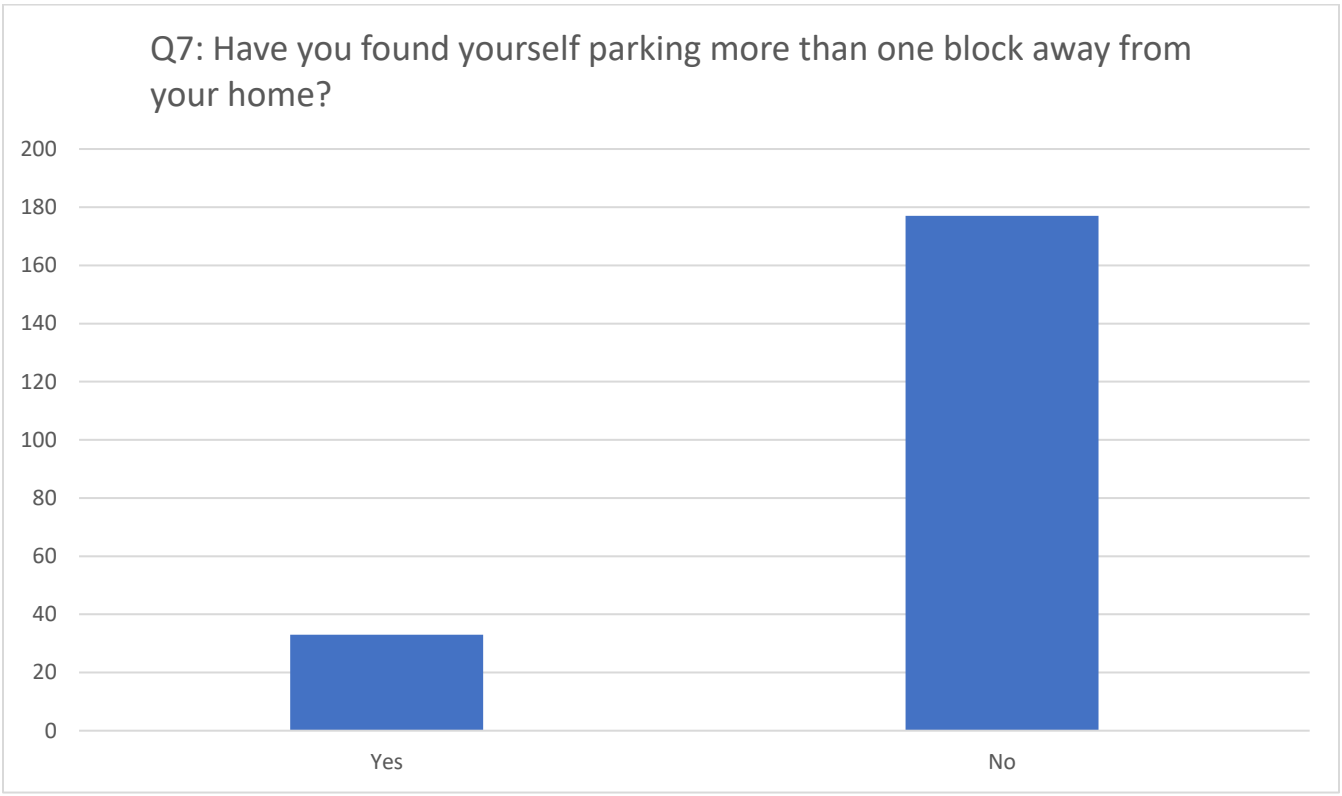
Q5: On WEEKDAYS, when is it difficult to find on-street parking? (Choose all that apply)		
Response	Number of Responses	% of Total
7AM to Noon	18	7%
Noon to 5PM	16	6%
5PM to 11PM	28	11%
11PM to 7AM	14	6%
It is not difficult to find on-street parking	174	70%



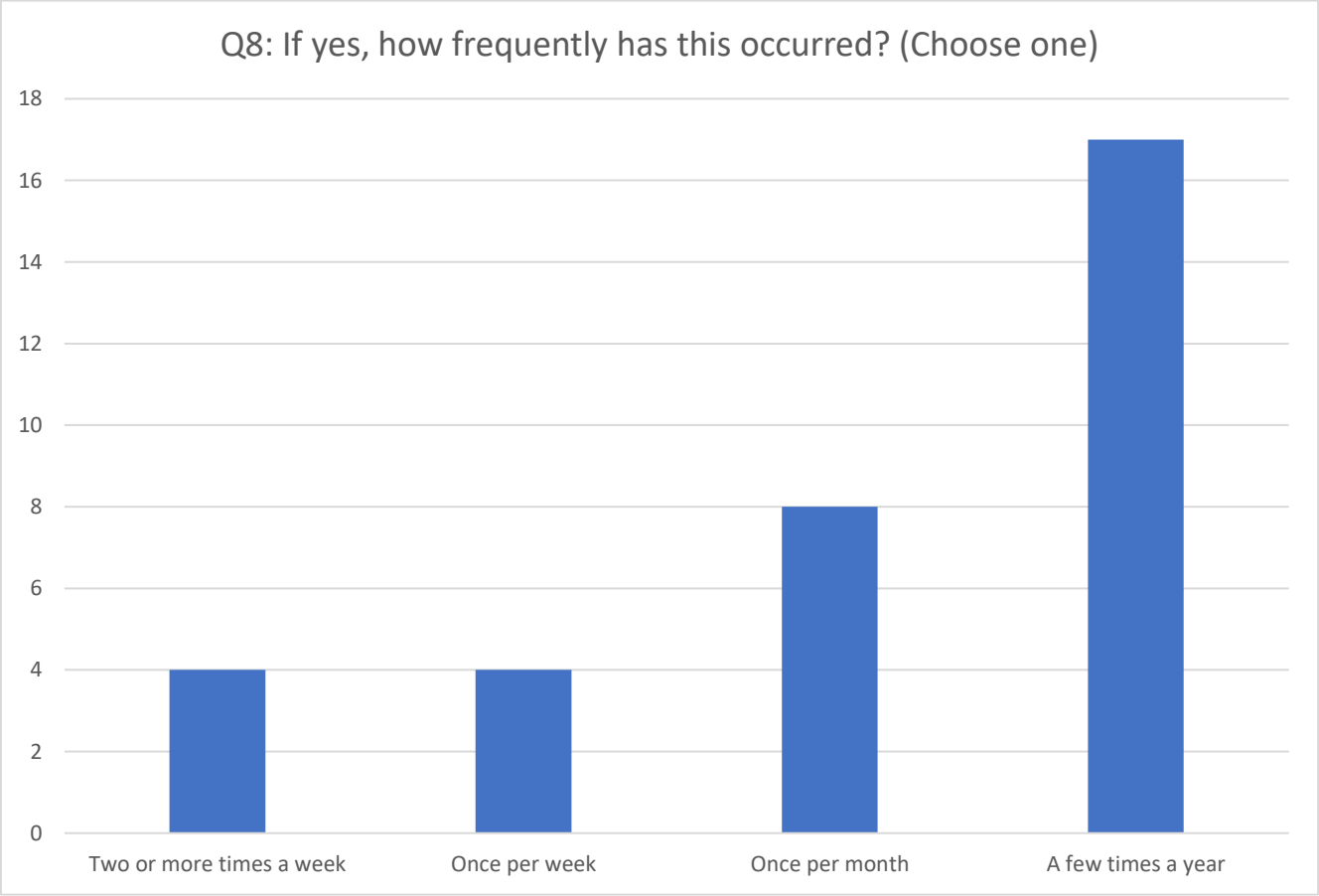
Q6: On WEEKENDS, when if it difficult to find on-street parking? (Choose all that apply)		
Response	Number of Responses	% of Total
7AM to Noon	19	7%
Noon to 5PM	17	6%
5PM to 11PM	39	14%
11PM to 7AM	26	9%
It is not difficult to find on-street parking	173	63%



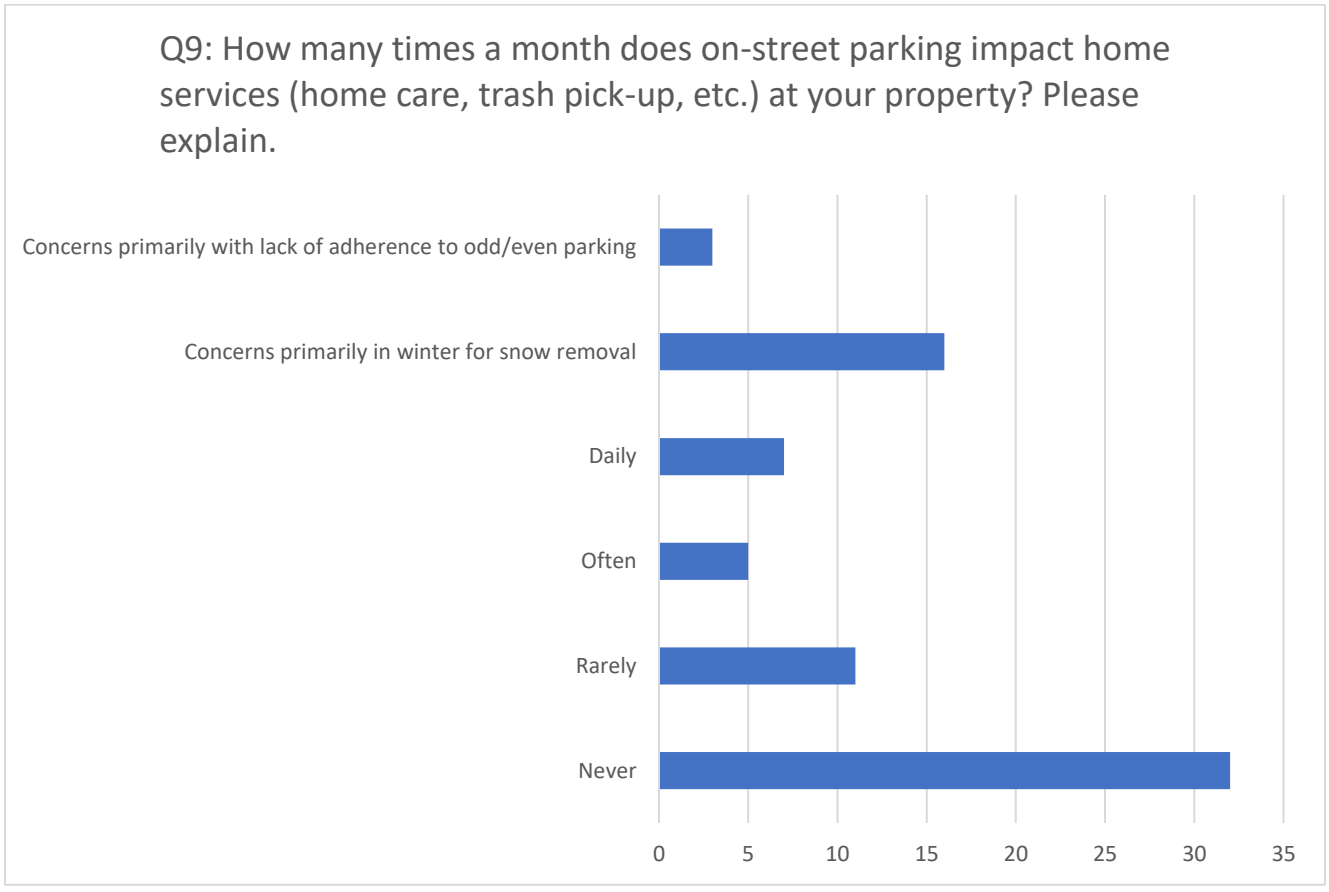
Q7: Have you found yourself parking more than one block away from your home?		
Response	Number of Responses	% of Total
Yes	33	16%
No	177	84%



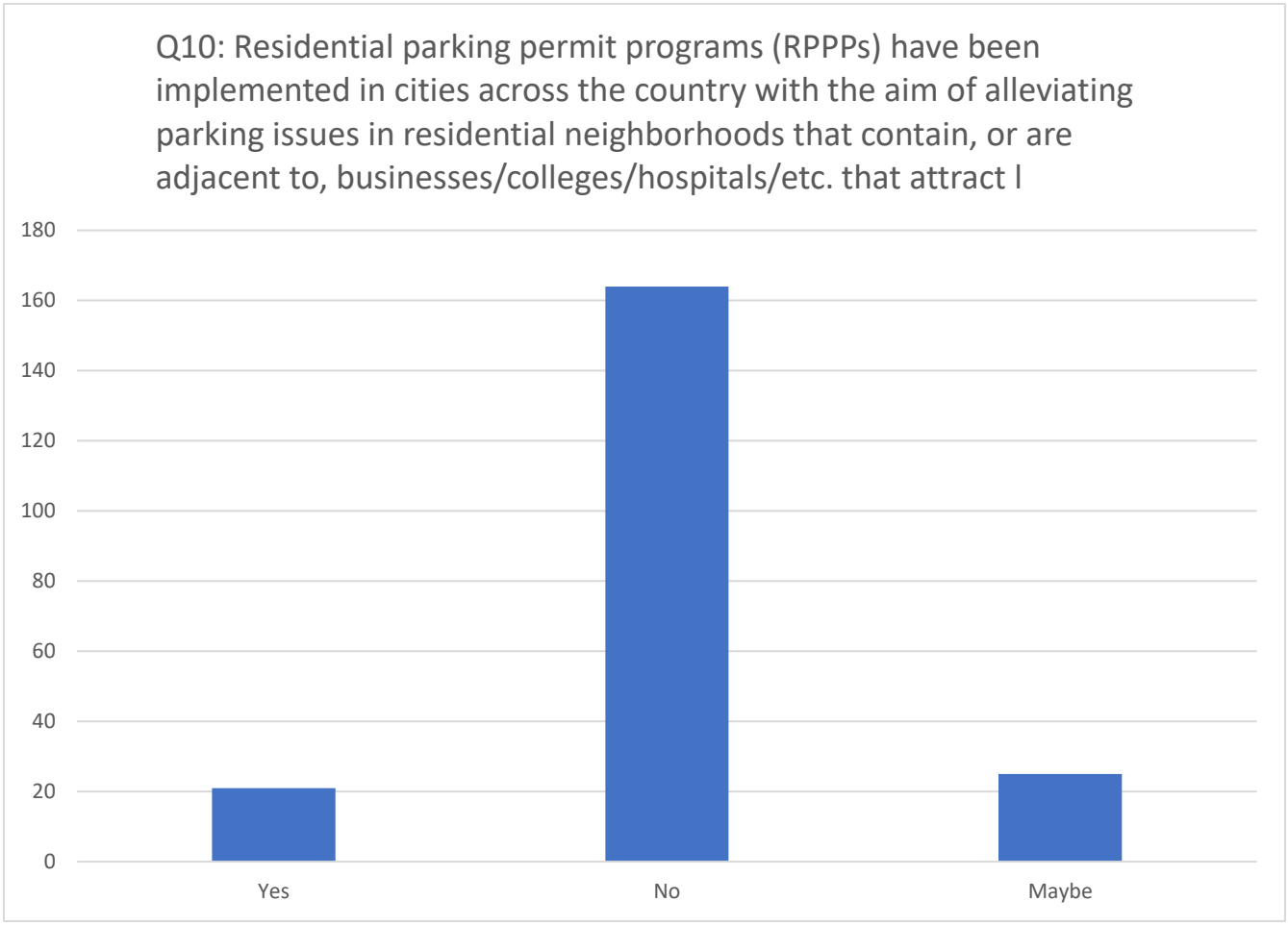
Q8: If yes, how frequently has this occurred? (Choose one)		
Response	Number of Responses	% of Total
Two or more times a week	4	12%
Once per week	4	12%
Once per month	8	24%
A few times a year	17	52%



Q9: How many times a month does on-street parking impact home services (home care, trash pick-up, etc.) at your property? Please explain.		
Response	Number of Responses	% of Total
Never	32	43%
Rarely	11	15%
Often	5	7%
Daily	7	9%
Concerns primarily in winter for snow removal	16	22%
Concerns primarily with lack of adherence to odd/even parking	3	4%

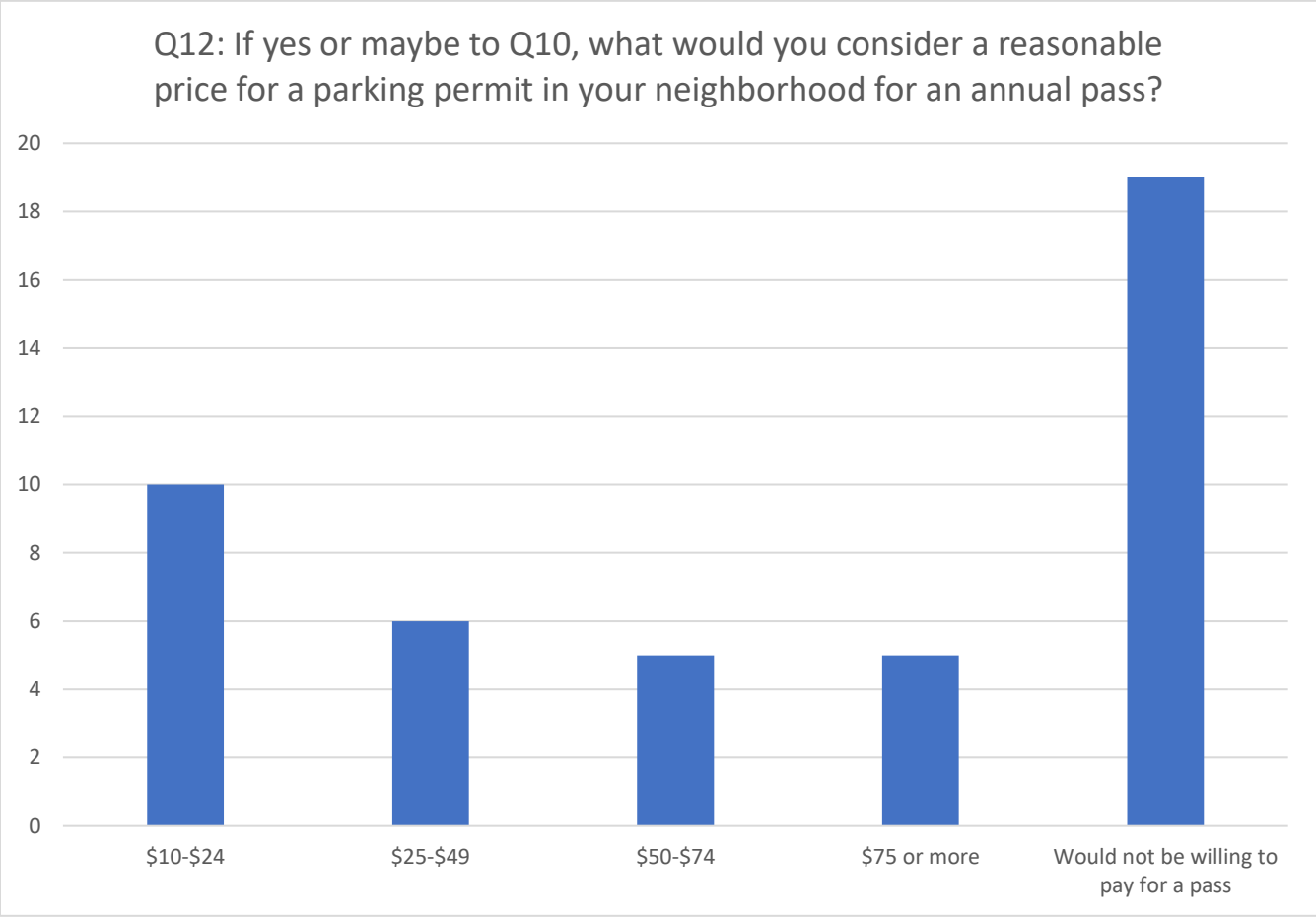


Q10: Residential parking permit programs (RPPPs) have been implemented in cities across the country with the aim of alleviating parking issues in residential neighborhoods that contain, or are adjacent to, businesses/colleges/hospitals/etc. that attract large numbers of visitors. Residents are given priority in parking but are not guaranteed a parking spot. If the City of Syracuse implemented a similar program, would you be interested in having your block participate?		
Response	Number of Responses	% of Total
Yes	21	10%
No	164	78%
Maybe	25	12%

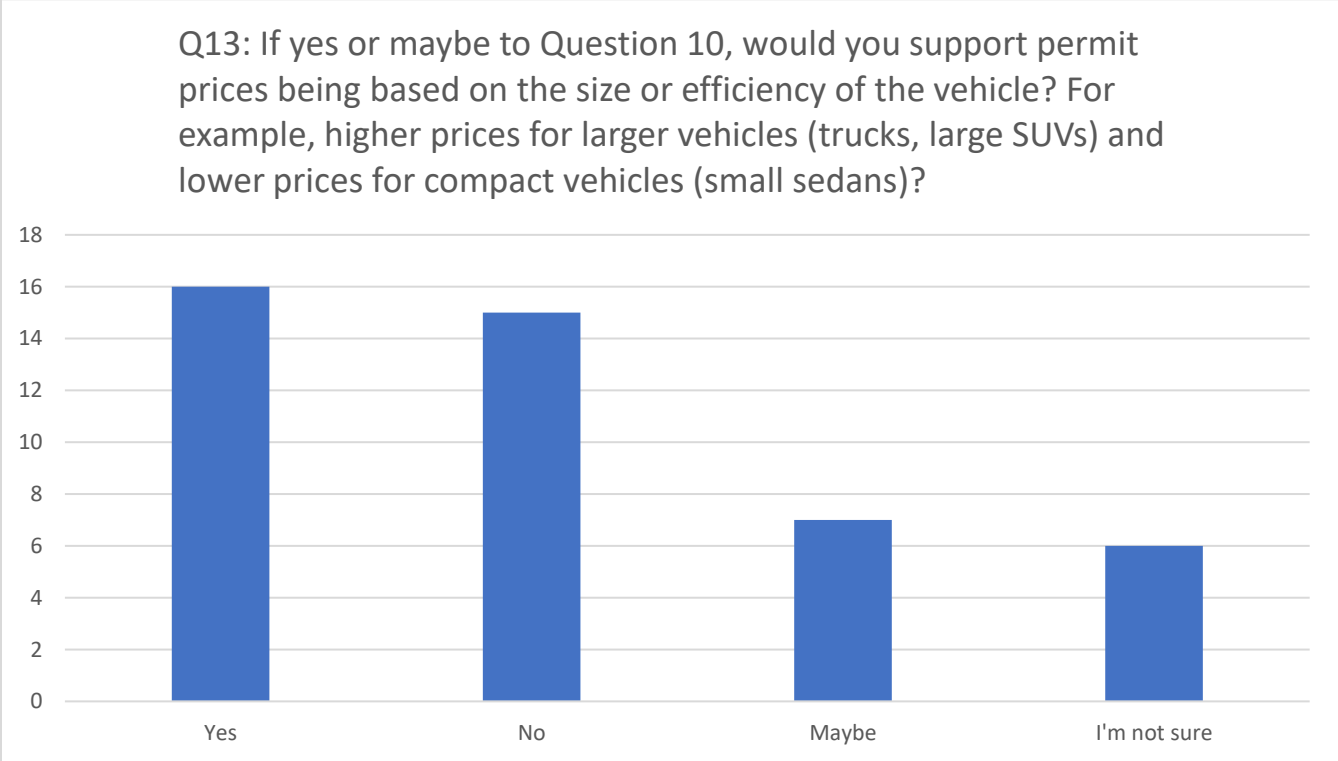


Q11: If yes or maybe to Q10, please note the specific block (i.e., 800 block Lancaster) and neighborhood you reside in below:	
Block #	Street Name
400, 500	Allen Street
100	Berkeley Drive
200, 500	Buckingham Ave
100	Clarke Street
	Concord Place
600	Euclid Ave
	Harvard Place
500	Kensington Road
1100	Lancaster Ave
800	Maryland Ave
100	Mineola Dr
700	S Beech Street
900	Westcott Street
100	Westminster Ave
100	Windsor Place

Q12: If yes or maybe to Q10, what would you consider a reasonable price for a parking permit in your neighborhood for an annual pass?		
Response	Number of Responses	% of Total
$10-$24	10	22%
$25-$49	6	13%
$50-$74	5	11%
$75 or more	5	11%
Would not be willing to pay for a pass	19	42%



Q13: If yes or maybe to Question 10, would you support permit prices being based on the size or efficiency of the vehicle? For example, higher prices for larger vehicles (trucks, large SUVs) and lower prices for compact vehicles (small sedans)?		
Response	Number of Responses	% of Total
Yes	16	36%
No	15	34%
Maybe	7	16%
I'm not sure	6	14%



No.	Q14: Please share any additional comments or concerns regarding parking issues within your immediate neighborhood, or potential solutions you would like to have considered.
1	why is there air - really - why!
2	I would support a system of progressive parking pass costs based on income or home value, and where owner-occupied homes get one for free and additional passes are more expensive.
3	The city already doesn't enforce current parking regulations. Why add more to get ignored?
4	Adding fees for the resident owners is not a solution. Limiting renters in single and dual family properties is. The limit is too high, and there are no requirements for ensuring that adequate resources exist in these neighborhoods when these homes are converted. What we have now is the result of dysfunction and a lack of common sense. Instead of a valuable residential neighborhood we have been converting it to a student slum. Implementing a parking pass for a fee is outrageous for those who have stuck with the neighborhood and tried to retain a residential owner presence. Any pass much be free to the resident owners of the neighborhood.
5	Off street parking is not my favorite but we can purchased our home knowing that it was part of the compromise of living in a semi-urban area.
6	This is an inanity. I've lived in several cities with similar programs and it's nightmarish. Especially for visitors, family members from out of town, vendors
7	How willing is the city of Syracuse to enforce parking regulations? We are regularly plagued by cars whose owners are attending very loud (another unenforced regulation) concerts at the Westcott theater. The very narrow side streets are especially jammed with parked cars, many illegally parked.
8	university neighborhood needs parking permits.
9	RPPPs would be a form of taxation, what additional services would the city return to the corresponding neighborhoods?
10	Would the pass be transferrable to different vehicles? For example, I have a 1 car driveway but 2 cars so I only need 1 pass.
11	End even-odd parking and move to a 1-day per week switch for "street cleaning or plowing" system for on-street vehicles and I'll support whatever parking permit plan the city has in mind. Even-odd parking is a danger to residents as it prevents emergency vehicle access, acts as a unlevied tax on home-owners in the city, and inconveniences home services as described in this study.
12	In theory this could be a good idea. However given the poverty rates in Syracuse combined with runaway inflation it could definitely be too large a burden on the poor regardless if the fee is low.
13	I do not have problems with parking
14	I like street parking as is
15	I have neighbors who refuse to follow the odd even parking. They park on the next days side of the street when they get home from work around 330 or 4. This creates a blockage on the corner of Clarke and Fellows. I have asked them to please follow the parking regulations and they just shrug. WE NEED POLICE ENFORCEMENT OF THE PRESENT PARKING REGULATIONS! The city would make millions and it would ease clogging in residential neighborhoods.
16	I don't want random cars in my neighborhood
17	No issue. It is simple to park near my apartment
18	I live at the outer limits of the university neighborhood. I am concerned that if permits are issued closer to campus it would simply push parking congestion to my street.
19	I don't think a RPPP would address the situation because the cars belong to residents, not guests. I would rather see regulations enforced vis a vis maximum number of tenants in rental housing.
20	Just give out more driveway permits.
21	This is a no brainer. Why should our neighborhood be a free parking lot for SU and hospital staff.

22	I think that preference for owners should be given over students/renters in terms of permits. Most of my parking issues have been due to lack of snow plowing.
23	The number of cars belonging to rental units is the biggest problem. Students end up taking up a lot of parking on the street, but I'm not sure if there is any viable solution.
24	Think this is a great idea- especially in the university area. The area where I live, Demong Drive next to Lemoyne does not have parking issues, but I can see how this idea would be very popular along busy corridors like Westcott and Euclid.
25	The area surrounding Westcott Street should create -- or have created for it -- a highly legible map that guides visitors as to where they can park legally, focusing on Odd/Even and Free Lot Parking. This should be electronically given away with every Westcott Theater concert ticket. There should also be provisions made for concertgoers to be legally allowed to park at the Thornden Park Pool, at the former school on Bassett, and at Levy School on Fellows. The merchants should organize to *pay* parkers to park this far away -- giving away coupons for future discounts, including so many dollars off the next show at the Westcott. During busy times, lot attendants should be hired, and should be announced in advance, as giving away so many dollars in Westcott Bucks for any early birds willing to park a ways away and walk. Bonus reward is they're helping keep peace in the neighborhood.
26	Parking in the Westcott area is manageable now. Concerts at the Westcott Theater make it a problem, but at least that is only for a few hours. But when the city allows the Dorian's property to be turned into a high-rise apartment with no parking, it will be an absolute mess. Requiring residents in the neighborhood to obtain a parking pass will drive people, particularly renters, out of the neighborhood. As a long-time homeowner who lives there and sometimes parks on the street so my tenants can use the driveway, I would not be in support of a paid parking pass. If you made it simply a free registration with proof of residence, that might be palatable. But a paid parking pass for a public street is, in fact, is exactly the kind of thing that would prompt me to move to DeWitt and leave the University neighborhood for good.
27	My wife and I live in the University area, and recently an AirB&B bought the house next to ours. People using it cause the parking problems on our street, which is a residential neighborhood. Why in God's name would we want a residential parking permit that costs us extra money BUT still wouldn't guaranty us a parking space? It sounds like a convoluted scheme to generate more money for city coffers without providing a real benefit to residents that are already having a difficult time finding parking spots at our own residences.
28	We shouldn’t have to pay to park in the street in residential areas, considering many do not have driveways. Enforce the laws we already have regarding, not allowing landlords to have more drivers in one building than they can provide parking for.
29	There was an attempt to issue a zoning law requiring student rentals to have enough off street parking for their tenants which didn’t go through. There is a zoning law limiting the number of unrelated tenants in a single family house to five. This law is routinely broken and never enforced. Illegally parked cars are rarely ticketed. The only time I have seen them ticketed in the past year was during a recent snow storm. Bear in mind, my street is narrow and even in the summer is too tight for emergency vehicles to pass between illegally parked cars. So- it would help a lot if zoning and parking laws were just enforced!
30	If there was a targeted and highly active enforcement patrol that covered the area for, say, 3 months and in the late night early morning hours, the ticketing/towing would probably effectively teach consequences. As it stands, many are willing to risk a $30 ticket, etc.
31	For blocks closer to the university I would say yes to permits
32	City should consider lower MPH limits around Barry Park Playground 600-700 blocks of Broad St. and the 1300 block of Westcott next to Park to slow down speeders who commonly exceed 40 MPH.

33	More interested in impacts for visitors (family, church group, etc.) Before moving to NY, I was part of a parking committee where permits were being considered and I highly recommend it. If permitting happened, I want to know about visitor parking, enforcement, and if the entire university neighborhood up to meadowbrook to be included. For example, if Allen St is included but Fellows isn't, I would be concerned some of the problem you are trying to solve gets pushed to the next block and impacts the greater Westcott/University area.
34	although I live near the University, it is just far enough away to not have a parking problem
35	Allen St is a mess near Euclid because of cars on both sides
36	The problem is a zoning problem and a lack of enforcement of existing codes in the university neighborhood. University undergraduates should be required to live on campus. Landlords should be required to maintain their sidewalks and driveways and should not be allowed to pave over their backyards making a single family neighborhood unachievable.
37	I think parking in the summer is very different than in inclement weather. When plows do not clear the snow after a storm, plus not going back once cars are able to switch sides, you reduce the number of available parking spots astronomically. Other than that, residents know when/how to park on the street to manage influx of SU student traffic. Please also address parking issues for SU games…
38	i hate going to a city where everyone has a parking sticker and me as a visitor can't park i hope syracuse doesnt adopt this. i realize slumlords at SU have 10 cars per house and that sucks , but don't punish us all for the behavior of a few. just enforce SU's renatl abusers.
39	We do have huge parking issues in our neighborhood (Westcott) in the blocks directly off Westcott. (My block is not directly connected to Westcott St.) Parking around Rise n Shine diner is especially egregious, with people routinely parking on both sides of the street so it's hard to get a car through let alone an emergency vehicle. There's often lots of similar issues on Harvard and Victoria. I'd like to see permit parking on those streets for sure.
40	SU needs to stop expanding
41	I don't see enough attention paid to odd/even parking violations. It's especially difficult in the winter with student parking at rental properties.
42	If commuters to SU couldn't park in residential streets would they be pushed into Thornden Park even more?
43	I live on the 1000 block of Westcott St, and we don't seem to have a problem with on-street parking. I wish we had bike lanes and a reduction in on-street parking options, because there are lots of cyclists and people drive too fast near them.
44	Tax payer residents should not have to pay. Visitors, employees of institutions should have to purchase a pass.
45	I believe there should be parking passes for properties where there is a concentration of rental properties, especially closer to the University.
46	Landlords catering to students should provide off-street parking and make them use it. Students should not be permitted to purchase parking passes.
47	I think best position is enforce our current parking or no parking laws. Evaluate current signage and update as needed. I think another added department and line budget is not an effective position.
48	No fees. Less government involvement / interference.
49	I live far enough away (on Cumberland) from campus so there is no impact from sports events on my own block.
50	Topography and student housing density affects where there is less parking in the University Neighborhood. Homes near hills, especially narrow streets such as Maryland and Clarendon are always full. The university neighborhood has an issue with parking during business hours due to commuters.

51	Band night at Westcott makes it hard to park Have had to go to the Women's center because someone there parked acrossed driveway.
52	See question. #9
53	Parking permits usually have a prohibitive coat to the person parking. If it's a no fee situation then maybe. But what if someone comes to visit me that doesn't have one? Where do they park, in a garage downtown and I have to ferry them back and forth? How about we just monitor the situation we have and actually give out tickets instead of only ticketing until the shift is over?
54	I live close to the University in Sherman Park. the City/SU does a pretty good job of limiting street parking during big events - at the Dome and at the playing fields on Colvin (used all summer). I have family that live on Tipperary Hill. Those are narrower streets and more densely packed, with fewer off street parking I believe. I might say RPPP would work better there, less so in outer University.
55	We live on a quiet block in Westcott but the broader neighborhood could benefit from an RPPP and I hope the City can adopt one, coupled with robust enforcement, soon.
56	Not abiding by odd/even parking, if people followed the rules parking would not be an issue
57	On our block there is no on-property parking for half of the houses and so on-street parking is the only option. Being charged to an annual pass fee to park on our street when there is no other option would not be ethical; residents with no on-property parking would have to be granted passes gratis. Our problem on our block is that renters in nearby rental properties park on our street instead of their own street as we do not have alternate side parking restrictions here. Renters traveling out of town for the weekend or for a school break park on our street for the duration of their absence so they do not have to move their cars for the alternate parking rules that exist on their own streets.
58	It my immediate area, trucks usually are repairmen, roofers, and construction workers and are temporary. It is an issue on Euclid and streets closer to SU during the academic area. I don't know what would help. They also block side walks because they don't pull cars far enough into drive ways.
59	Parking is not typically an issue for Allen Street except for events & dates when Wescott theater has large shows but I do have an older neighbor who has issues with getting out of driveway if our guests park close to his driveway.

Q1: Does your household have a vehicle?		
Response	Number of Responses	% of Total
Yes	9	100%
No	0	0%

Q2: If yes, what type of vehicle(s) do you have? (Choose all that apply)		
Response	Number of Responses	% of Total
Coupe	0	0%
Sedan	2	17%
Minivan	0	0%
Compact SUV	3	25%
SUV	4	33%
Truck	2	17%
Other	1	8%

Q3: Where do these vehicles most often park?		
Response	Number of Responses	% of Total
On-property/driveway	6	67%
On-street	2	22%
Other	1	11%

Q4: How difficult is it to find on-street parking on your block? (Choose one)		
Response	Number of Responses	% of Total
Not difficult at all	3	33%
Somewhat difficult	2	22%
Moderately difficult	4	44%
Very difficult	0	0%
Extremely difficult	0	0%
I do not have a vehicle	0	0%

Q5: On WEEKDAYS, when is it difficult to find on-street parking? (Choose all that apply)		
Response	Number of Responses	% of Total
7AM to Noon	0	0%
Noon to 5PM	0	0%
5PM to 11PM	6	60%
11PM to 7AM	1	10%
It is not difficult to find on-street parking	3	30%

Q6: On WEEKENDS, when if it difficult to find on-street parking? (Choose all that apply)		
Response	Number of Responses	% of Total
7AM to Noon	1	7%
Noon to 5PM	1	7%
5PM to 11PM	6	43%
11PM to 7AM	4	29%
It is not difficult to find on-street parking	2	14%

Q7: Have you found yourself parking more than one block away from your home?		
Response	Number of Responses	% of Total
Yes	1	11%
No	8	89%

Q8: If yes, how frequently has this occurred? (Choose one)		
Response	Number of Responses	% of Total
Two or more times a week	0	0%
Once per week	0	0%
Once per month	1	100%
A few times a year	0	0%

Q9: How many times a month does on-street parking impact home services (home care, trash pick-up, etc.) at your property? Please explain.		
Response	Number of Responses	% of Total
Never	5	71%
Rarely	2	29%

Q10: Residential parking permit programs (RPPPs) have been implemented in cities across the country with the aim of alleviating parking issues in residential neighborhoods that contain, or are adjacent to, businesses/colleges/hospitals/etc. that attract large numbers of visitors. Residents are given priority in parking but are not guaranteed a parking spot. If the City of Syracuse implemented a similar program, would you be interested in having your block participate?		
Response	Number of Responses	% of Total
Yes	0	0%
No	8	89%
Maybe	1	11%

Q11: If yes or maybe to Q10, please note the specific block (i.e., 800 block Lancaster) and neighborhood you reside in below:	
Block #	Street Name

Q12: If yes or maybe to Q10, what would you consider a reasonable price for a parking permit in your neighborhood for an annual pass?		
Response	Number of Responses	% of Total
$10-$24	1	100%
$25-$49	0	0%
$50-$74	0	0%
$75 or more	0	0%
Would not be willing to pay for a pass	0	0%

Q13: If yes or maybe to Question 10, would you support permit prices being based on the size or efficiency of the vehicle? For example, higher prices for larger vehicles (trucks, large SUVs) and lower prices for compact vehicles (small sedans)?		
Response	Number of Responses	% of Total
Yes	0	0%
No	1	100%
Maybe	0	0%
I'm not sure	0	0%

No.	**Q14: Please share any additional comments or concerns regarding parking issues within your immediate neighborhood, or potential solutions you would like to have considered.**
1	I do not think this is needed on Tipp Hill at this time.
2	I do not feel that we need permit parking
3	The tipp Hill neighborhood fortunately or unfortunately contains a high number of rental properties. Therefore due to roommate situations, etc. there is a large number of vehicles per property. Many have turned their backyards into parking lots. But, in the winter especially ,and due to the fact that some houses are closer together, many choose to park on the street to be able to have easier access to the street in order to drive to work or do errands. Vs - shoveling between the houses and the back lot, afraid of what will come down between the roofs into the driveway. I do not know if your intention was to have this fee assessed annually or monthly to vehicle owners. Again, due to the fact many properties are rentals, I don't believe these renters would want to pay a fee to the city for the pleasure of parking on top of paying rent. I guess that would also hold true of owner occupants,(that must make use of city streets due to no driveway on property) that are already paying good money for taxes.
4	Based on the description of the program in question 10, only at holiday times and especially St. Patrick's Day kind of celebrations which number 4: Green Beer day, Shamrock Run day, St. Pat's parade day and St. Patrick's Day. The first 3 are on a Saturday or a Sunday.

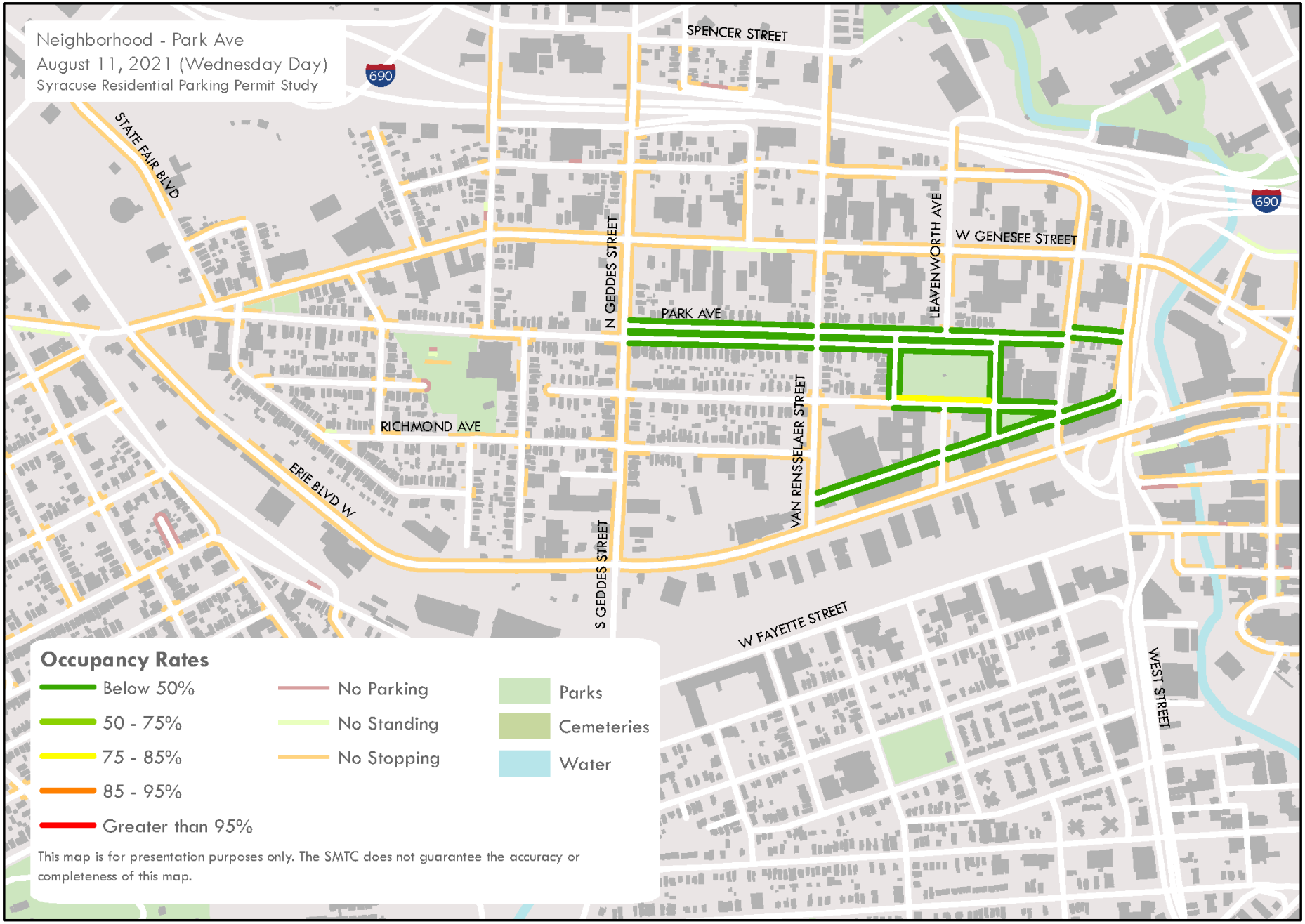
APPENDIX C – PARKING REGULATION DATA COLLECTION

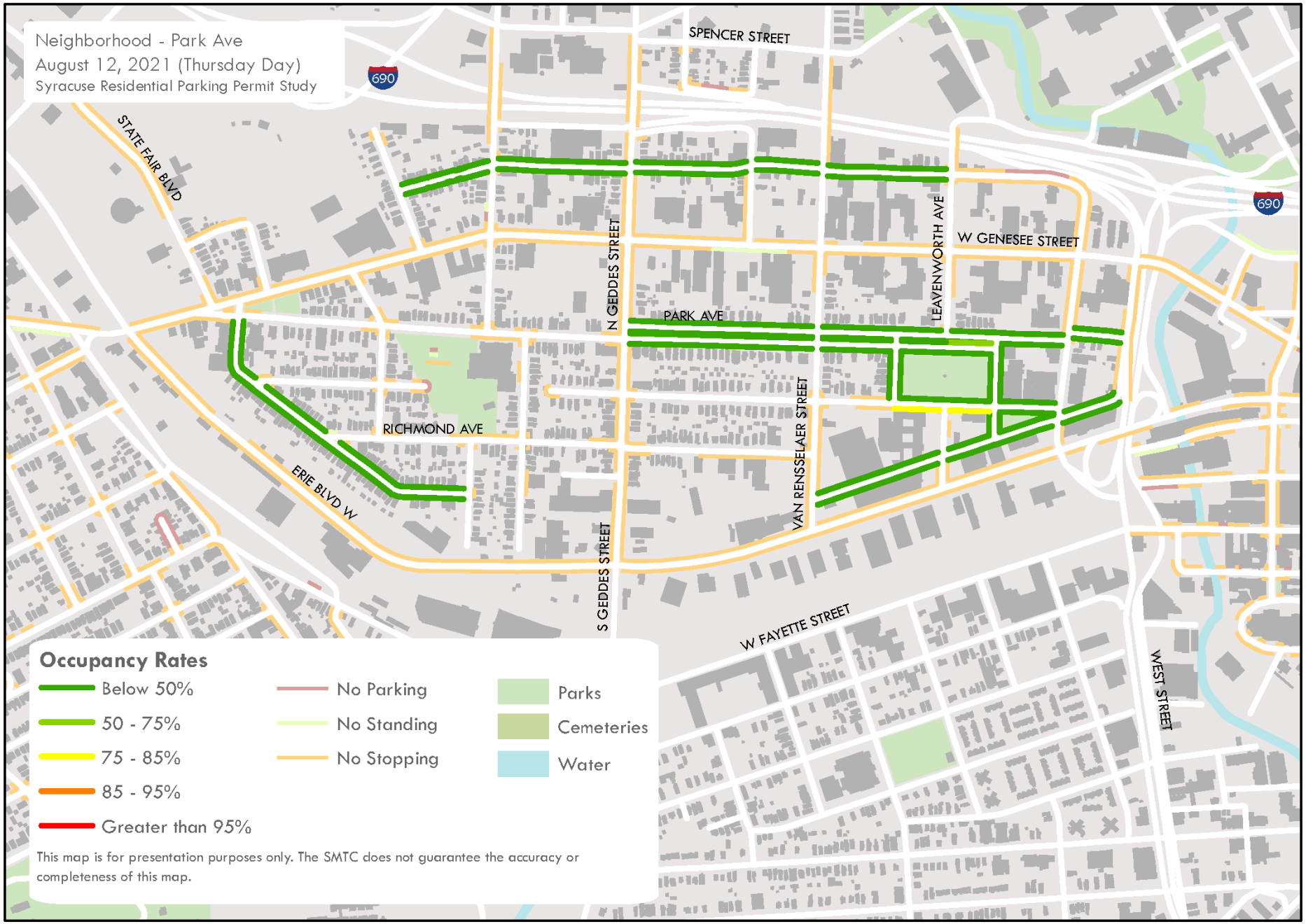
Syracuse On-Street Parking Regulations Data Collection		
Field Name	**Field Data Code**	**Domain Options**
Sign Type	SIGN_TYPE	No Parking
		No Parking X:XX to Y:YY
		No Standing
		NN Hour Parking X:XX to Y:YY
		No Stopping
		Reserved Parking (for persons with disabilities)
		EVEN (Parking Permitted from 6PM Even Days to 6PM Odd Days)
		ODD (Parking Permitted from 6PM Odd Days to 6PM Even Days)
		12-Minute Parcel Pick Up
		Parking Pay Station
		Emergency Snow Route
		No Parking (Generic)
		Fire Hydrant
		2 Hour Parking, 9:00AM - 6:00PM
		Other
Sign Subtype (Additional information on Sign)	SIGN_PLUS	None
		Here to Corner
		Any Time
		Loading Zone
		Bike Lane
		Bus Stop
		Other
Arrow Type	ARROW	Left Arrow
		Right Arrow
		Arrows in Both Directions
N Value (For Hourly Parking)		
X Value (For "From Time")	TIME_VAR	12:00
		1:00
		2:00
		3:00
		4:00
		5:00
		6:00
		7:00
		8:00
		9:00
		10:00
		11:00
		12:00
X AM/PM	AMPM	AM
		PM

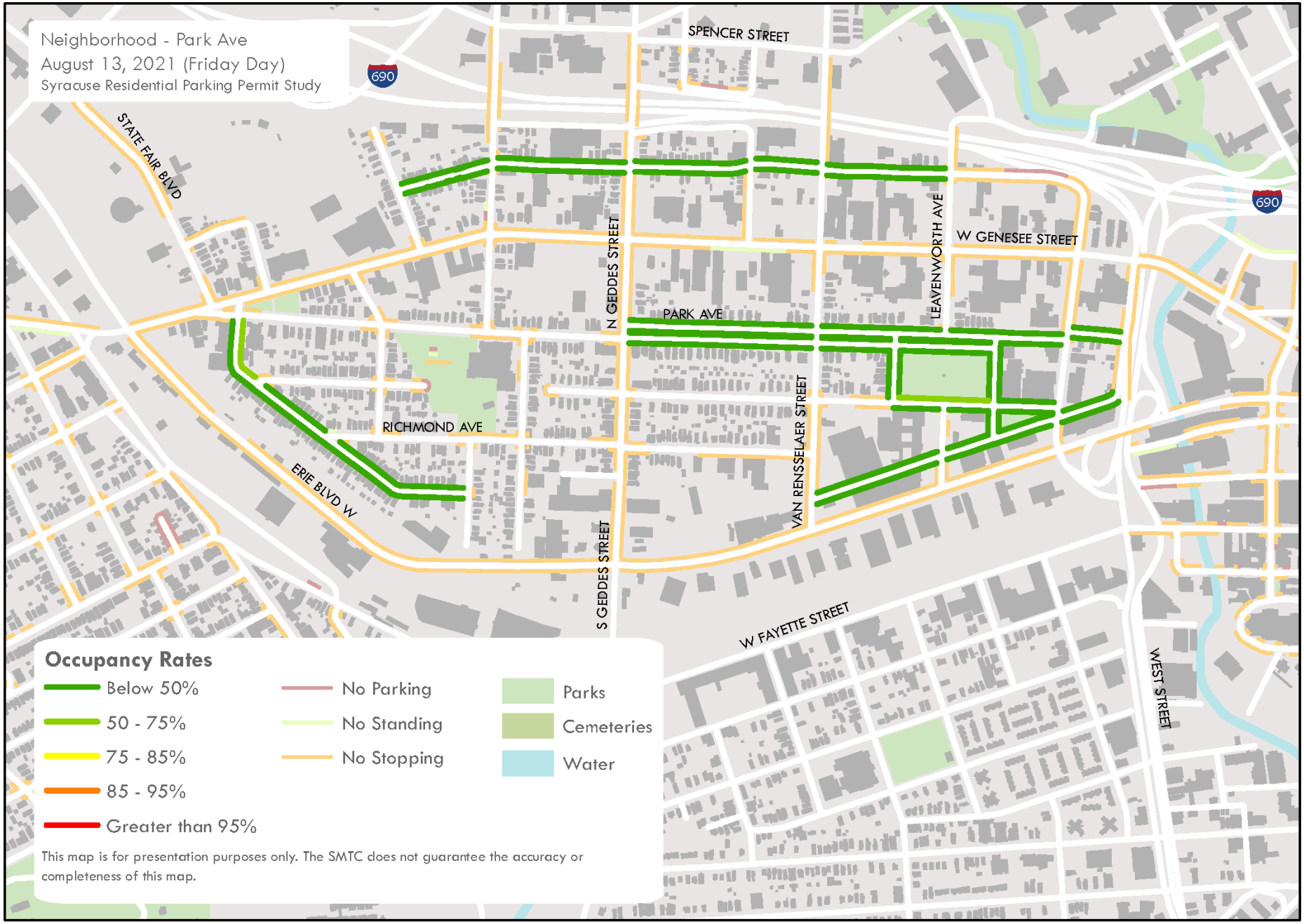
Field Name	Field Data Code	Domain Options
Y Value (For "To Time")	TIME_VAR	12:00
		1:00
		2:00
		3:00
		4:00
		5:00
		6:00
		7:00
		8:00
		9:00
		10:00
		11:00
		12:00
Y AM/PM	AMPM	AM
		PM
Other Information		
Created Date		
Creator		
Edited Date		
Editor		

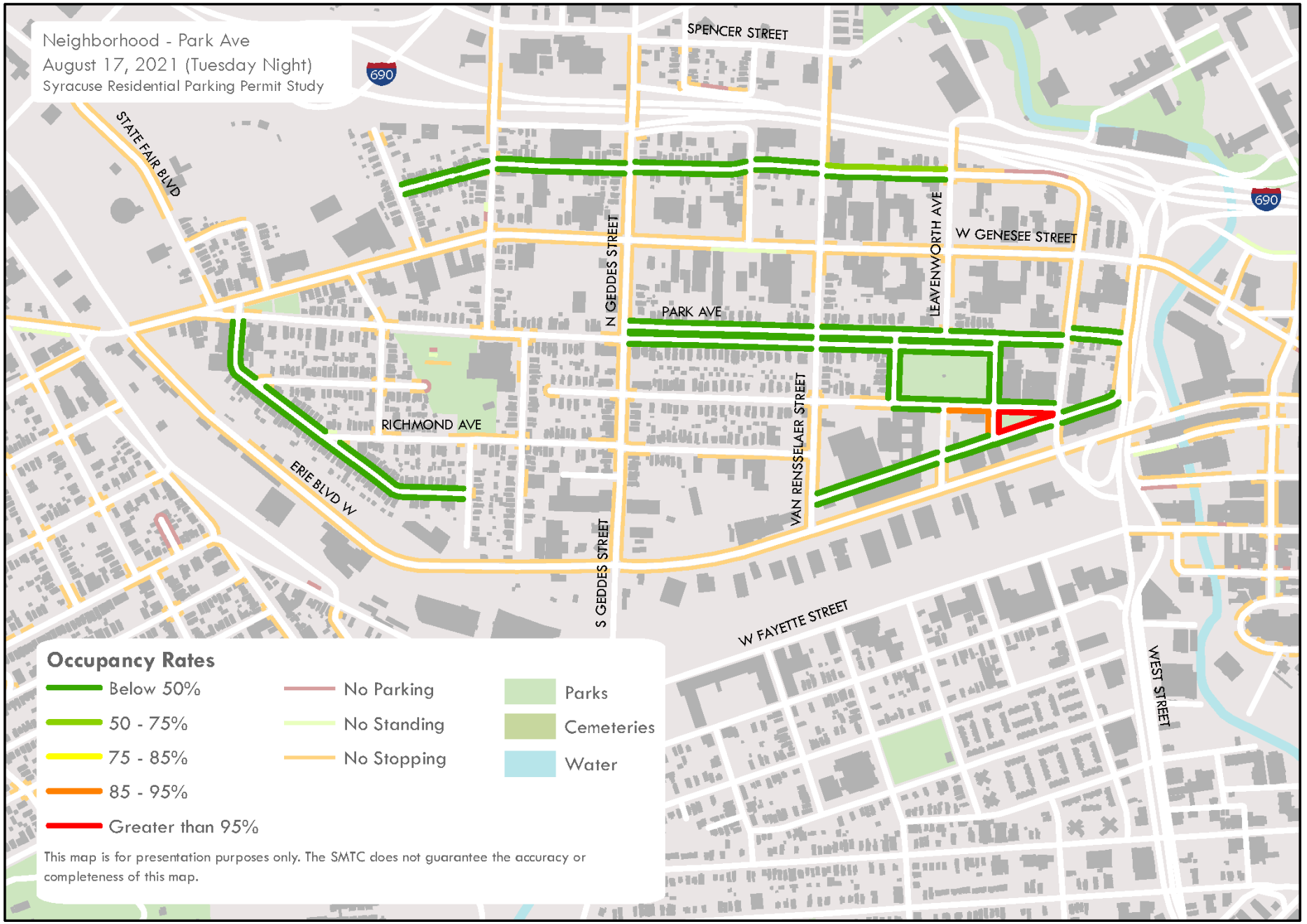
APPENDIX D – OCCUPANCY RATES

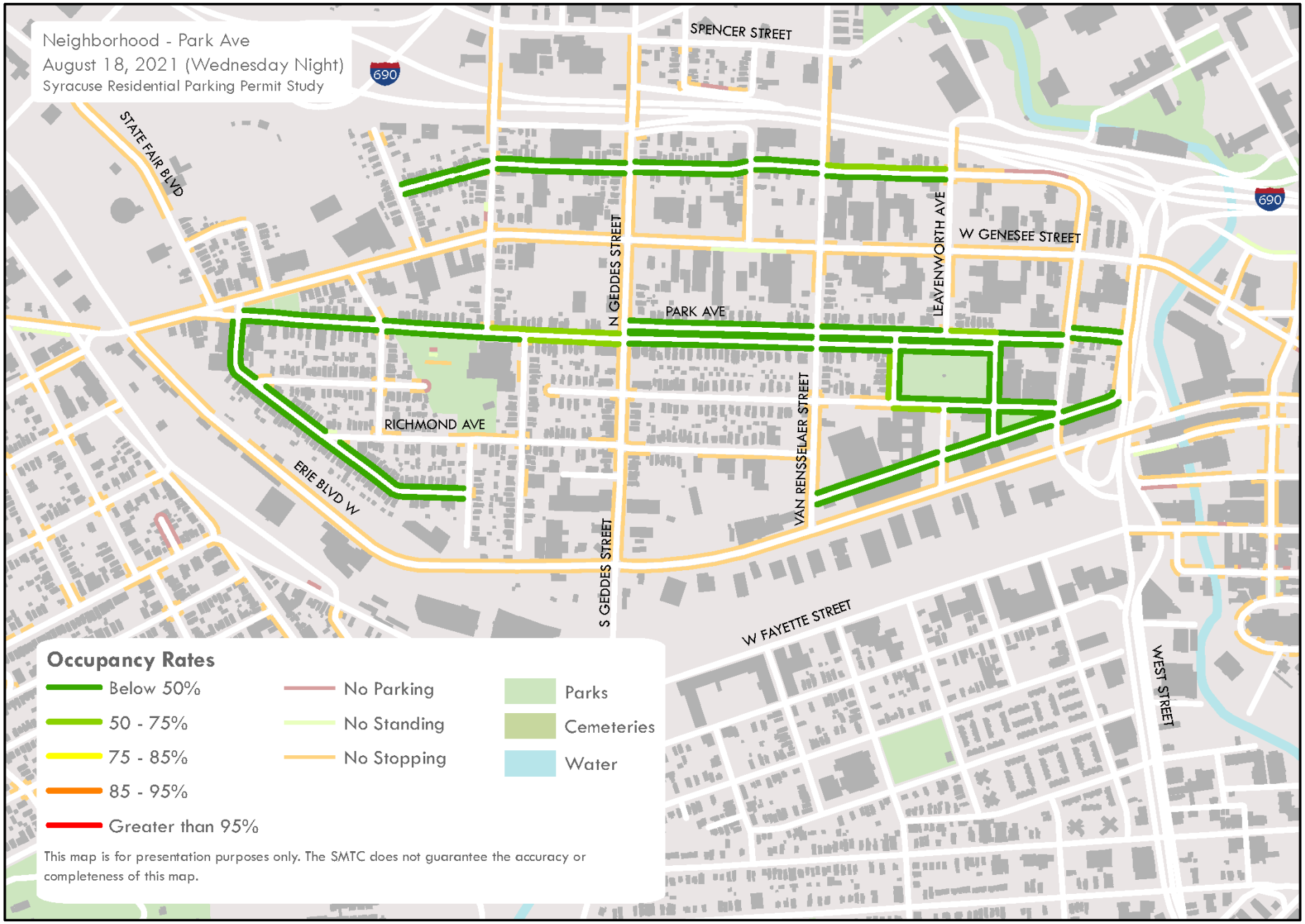
PARK AVE OCCUPANCY RATES

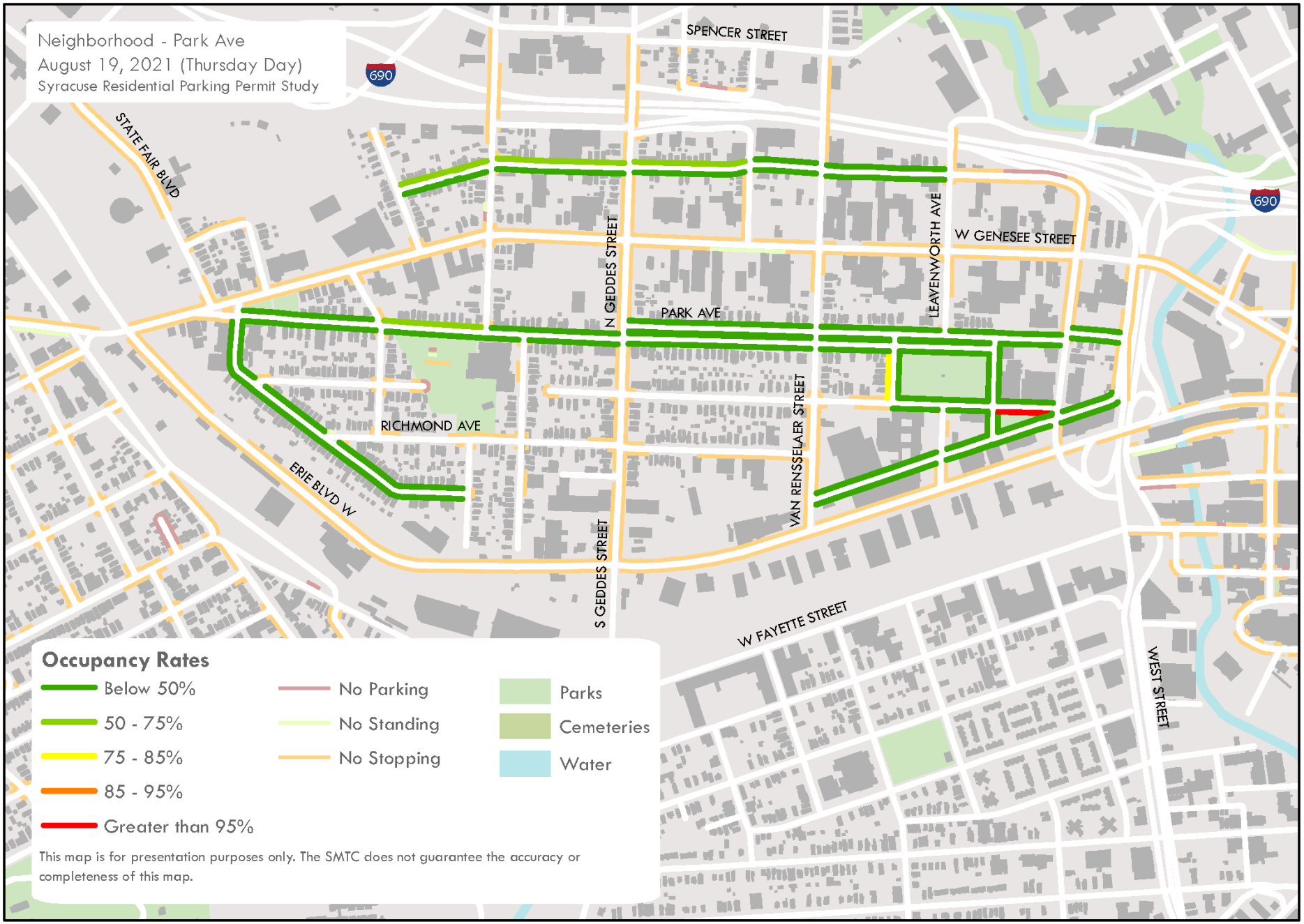

Neighborhood - Park Ave
August 11, 2021 (Wednesday Day)
Syracuse Residential Parking Permit Study
690
SPENCER STREET
STATE FAIR BLVD
N GEDDES STREET
LEAVENWORTH AVE
W GENESEE STREET
PARK AVE
RICHMOND AVE
VAN RENSSELAER STREET
ERIE BLVD W
S GEDDES STREET
W FAYETTE STREET
WEST STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Parks
Cemeteries
Water
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
Feet
0
750
1,500
3,000

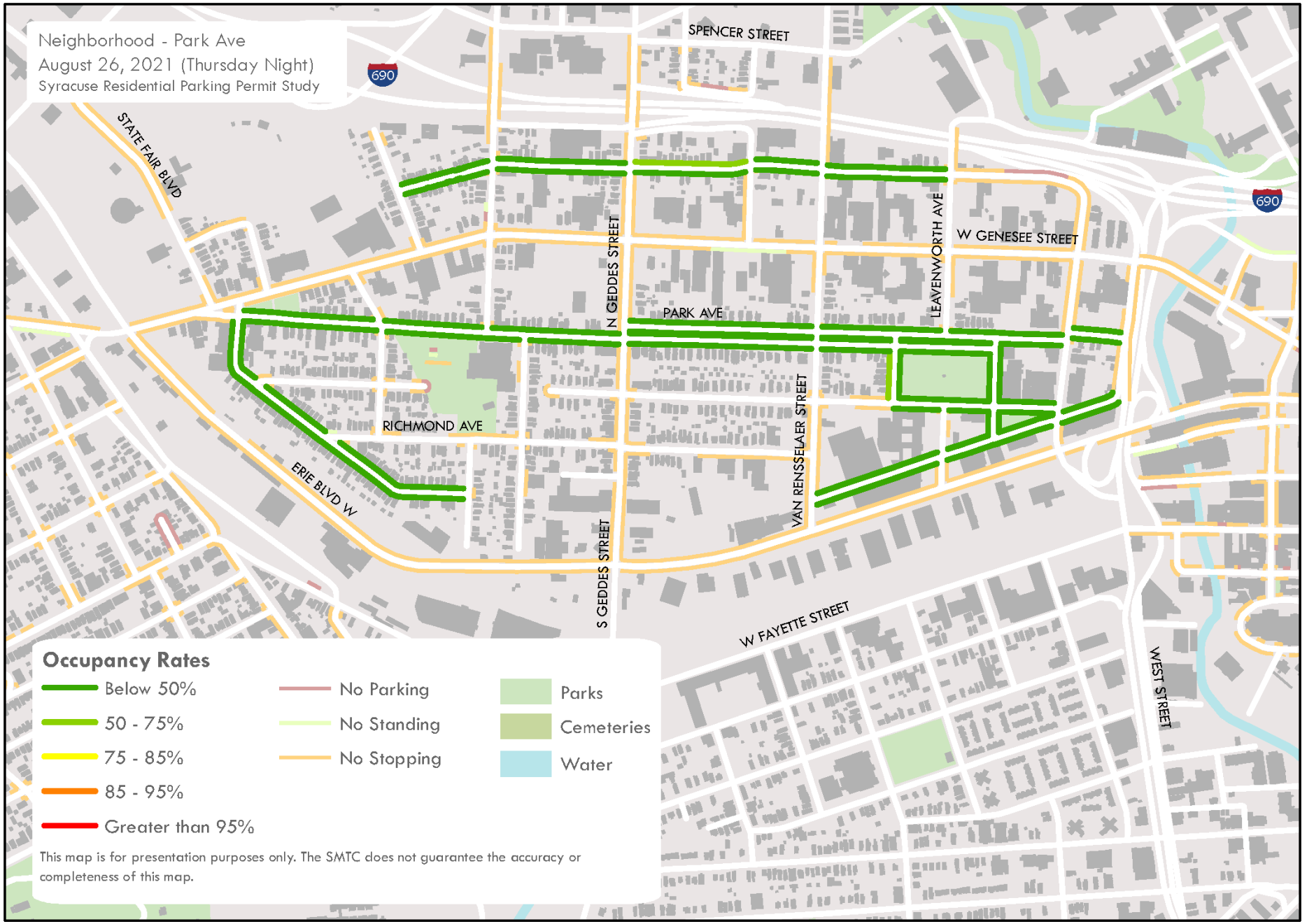

Neighborhood - Park Ave
August 12, 2021 (Thursday Day)
Syracuse Residential Parking Permit Study
690
SPENCER STREET
STATE FAIR BLVD
N GEDDES STREET
LEAVENWORTH AVE
W GENESEE STREET
PARK AVE
RICHMOND AVE
VAN RENSSELAER STREET
ERIE BLVD W
S GEDDES STREET
W FAYETTE STREET
WEST STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Parks
Cemeteries
Water
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
Feet
0
750
1,500
3,000


Neighborhood - Park Ave
August 13, 2021 (Friday Day)
Syracuse Residential Parking Permit Study
690
SPENCER STREET
STATE FAIR BLVD
N GEDDES STREET
LEAVENWORTH AVE
W GENESEE STREET
PARK AVE
RICHMOND AVE
VAN RENSSELAER STREET
ERIE BLVD W
S GEDDES STREET
W FAYETTE STREET
WEST STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Parks
Cemeteries
Water
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
Feet
0
750
1,500
3,000


Neighborhood - Park Ave
August 17, 2021 (Tuesday Night)
Syracuse Residential Parking Permit Study
690
SPENCER STREET
STATE FAIR BLVD
N GEDDES STREET
LEAVENWORTH AVE
W GENESEE STREET
PARK AVE
RICHMOND AVE
ERIE BLVD W
VAN RENSSELAER STREET
S GEDDES STREET
W FAYETTE STREET
WEST STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Parks
Cemeteries
Water
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
Feet
0
750
1,500
3,000


Neighborhood - Park Ave
August 18, 2021 (Wednesday Night)
Syracuse Residential Parking Permit Study
690
SPENCER STREET
STATE FAIR BLVD
N GEDDES STREET
PARK AVE
LEAVENWORTH AVE
W GENESEE STREET
690
RICHMOND AVE
ERIE BLVD W
VAN RENSSELAER STREET
S GEDDES STREET
W FAYETTE STREET
WEST STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Parks
Cemeteries
Water
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
Feet
0
750
1,500
3,000


Neighborhood - Park Ave
August 19, 2021 (Thursday Day)
Syracuse Residential Parking Permit Study
690
SPENCER STREET
STATE FAIR BLVD
N GEDDES STREET
PARK AVE
LEAVENWORTH AVE
W GENESEE STREET
690
RICHMOND AVE
ERIE BLVD W
VAN RENSSELAER STREET
S GEDDES STREET
W FAYETTE STREET
WEST STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Parks
Cemeteries
Water
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
Feet
0
750
1,500
3,000


Neighborhood - Park Ave
August 26, 2021 (Thursday Night)
Syracuse Residential Parking Permit Study
690
SPENCER STREET
STATE FAIR BLVD
N GEDDES STREET
LEAVENWORTH AVE
W GENESEE STREET
PARK AVE
RICHMOND AVE
ERIE BLVD W
VAN RENSSELAER STREET
S GEDDES STREET
W FAYETTE STREET
WEST STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Parks
Cemeteries
Water
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
Feet
0
750
1,500
3,000

PARK AVE - EVEN SIDE

Street	From	To	Total Parkable Feet	Estimated Total Spaces Available	8/11 (Day)	% Occupied	8/12 (Day)	% Occupied	8/13 (Day)	% Occupied	8/17 (Night)	% Occupied	8/18 (Night)	% Occupied	8/26 (Night)	% Occupied	8/19 (Day)	% Occupied	Notes
Matty Avenue	Park	Wilkinson	253.4	11.5	1	9%	0	0%	2	17%	0	0%	0	0%	0	0%	0	0%	
Barker Avenue	Park	Wilkinson	118	5.4	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
	Wilkinson	Tracy	94.4	4.3	1	23%	0	0%	0	0%	5	117%	1	23%	0	0%	1	23%	
Wilkinson Street	Plum	Barker	112.3	5.1	0	0%	0	0%	0	0%	1	20%	0	0%	0	0%	0	0%	
	Barker	Matty	394.2	17.9	15	84%	0	0%	10	56%	0	0%	0	0%	1	6%	0	0%	
Tracy Street	Curve	Plum	166.6	7.6	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
	Plum	Barker	311.4	14.2	5	35%	6	42%	5	35%	14	99%	0	0%	1	7%	4	28%	
	Barker	Leavenworth	164.9	7.5	0	0%	0	0%	0	0%	0	0%	2	27%	0	0%	0	0%	
	Leavenworth	Van Rensselaer	511.8	23.3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
Park Avenue (Non-Median Side)	West	Plum	175.2	8.0	0	0%	0	0%	0	0%	0	0%	3	38%	0	0%	0	0%	
	Plum	Barker	116.1	5.3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
	Barker	Leavenworth	187.2	8.5	4	47%	0	0%	2	24%	1	12%	5	59%	4	47%	4	47%	
	Leavenworth	Matty	225.9	10.3	4	39%	0	0%	2	19%	0	0%	2	19%	5	49%	2	19%	
	Matty	Van Rensselaer	311.5	14.2	6	42%	0	0%	7	49%	1	7%	1	7%	5	35%	0	0%	
	Van Rensselaer	Geddes	746.7	33.9	6	18%	0	0%	7	21%	4	12%	10	29%	7	21%	7	21%	
Park Avenue (Median Side)	Barker	Leavenworth	189.5	8.6	0	0%	5	58%	0	0%	0	0%	2	23%	3	35%	0	0%	
	Leavenworth	Matty	224.3	10.2	0	0%	5	49%	0	0%	2	20%	0	0%	0	0%	0	0%	
	Matty	Van Rensselaer	371.1	16.9	0	0%	4	24%	0	0%	0	0%	1	6%	2	12%	6	36%	
	Van Rensselaer	Geddes	918.3	41.7	1	2%	9	22%	0	0%	1	2%	11	26%	10	24%	0	0%	
Lakeview Avenue	Liberty	Richmond	572.7	26.0	-	-	2	8%	4	15%	1	4%	7	27%	7	27%	8	31%	
	Richmond	Apple	261.5	11.9	-	-	4	34%	2	17%	2	17%	2	17%	0	0%	2	17%	
	Apple	Park	247	11.2	-	-	5	45%	7	62%	4	36%	4	36%	3	27%	4	36%	
	~~Park~~	~~West Genesee~~	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
West Belden Avenue	Plum (Curve)	Leavenworth	-	-	-	-	2	-	0	-	0	-	0	-	0	-	3	-	
	Leavenworth	Van Rensselaer	229	10.4	-	-	1	10%	1	10%	6	58%	6	58%	5	48%	3	29%	
	Van Rensselaer	Sand	269.7	12.3	-	-	2	16%	2	16%	2	16%	2	16%	1	8%	2	16%	
	Sand	Geddes	389.1	17.7	-	-	5	28%	6	34%	5	28%	8	45%	9	51%	11	62%	
	Geddes	Liberty	336.1	15.3	-	-	5	33%	4	26%	5	33%	6	39%	7	46%	8	52%	
	Liberty	Eureka	299	13.6	-	-	1	7%	5	37%	2	15%	4	29%	6	44%	8	59%	
Park (W of Geddes)	Geddes	Liberty	390.3	17.7	-	-	-	-	-	-	-	-	10	56%	8	45%	1	6%	
	Liberty	Sackett	338.9	15.4	-	-	-	-	-	-	-	-	5	32%	6	39%	9	58%	
	Sackett	Lakeview	517	23.5	-	-	-	-	-	-	-	-	10	43%	6	26%	11	47%	
Observed Neighborhood Streets Totals			**9443.1**	**429.2**	**43.0**	**17%**	**56.0**	**15%**	**66.0**	**18%**	**56.0**	**15%**	**102.0**	**24%**	**96.0**	**22%**	**94.0**	**22%**	

PARK AVE - ODD SIDE

Street	From	To	Total Parkable Feet	Estimated Total Spaces Available	8/11 (Day)	% Occupied	8/12 (Day)	% Occupied	8/13 (Day)	% Occupied	8/17 (Night)	% Occupied	8/18 (Night)	% Occupied	8/26 (Night)	% Occupied	8/19 (Day)	% Occupied	Notes
Matty Avenue	Park	Wilkinson	173.7	7.9	0	0%	1	13%	0	0%	3	38%	4	51%	4	51%	6	76%	
Barker Avenue	Park	Wilkinson	203.1	9.2	0	0%	0	0%	0	0%	0	0%	0	0%	1	11%	0	0%	
	Wilkinson	Tracy	121.4	5.5	0	0%	1	18%	0	0%	5	91%	0	0%	0	0%	0	0%	
Wilkinson Street	Plum	Barker	282.3	12.8	0	0%	0	0%	4	31%	14	109%	6	47%	0	0%	18	140%	
	Barker	Leavenworth	141.8	6.4	0	0%	5	78%	0	0%	6	93%	0	0%	0	0%	0	0%	
	Leavenworth	Matty	133.6	6.1	0	0%	5	82%	0	0%	0	0%	4	66%	0	0%	0	0%	
Tracy Street	Curve	Plum	204.7	9.3	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
	Plum	Leavenworth	191.3	8.7	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
	Leavenworth	Van Rensselaer	550	25.0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
Park Avenue (Non-Median Side)	West	Plum	221.2	10.1	0	0%	3	30%	3	30%	2	20%	0	0%	3	30%	3	30%	
	Plum	Barker	170.8	7.8	3	39%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
	Barker	Matty	509.8	23.2	0	0%	5	22%	0	0%	1	4%	0	0%	1	4%	0	0%	
	Matty	Van Rensselaer	298.3	13.6	0	0%	0	0%	1	7%	2	15%	0	0%	2	15%	0	0%	
	Van Rensselaer	Geddes	805.2	36.6	0	0%	1	3%	0	0%	15	41%	1	3%	0	0%	0	0%	
Park Avenue (Median Side)	Barker	Leavenworth	459.4	20.9	3	14%	0	0%	1	5%	9	43%	1	5%	0	0%	1	5%	
	Leavenworth	Matty		0.0															
	Matty	Van Rensselaer	358	16.3	2	12%	0	0%	0	0%	5	31%	1	6%	0	0%	0	0%	
	Van Rensselaer	Geddes	1006.6	45.8	5	11%	0	0%	8	17%	5	11%	1	2%	2	4%	5	11%	
Lakeview Avenue	Liberty	West Genesee	1075.1	48.9	-	-	17	35%	11	23%	11	23%	9	18%	13	27%	8	16%	
West Belden Avenue	Plum (Curve)	Leavenworth	-		-	-	0	-	0	-	0	-	0	-	0	-	0	-	
	Leavenworth	Van Rensselaer	209.4	9.5	-	-	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
	Van Rensselaer	Sand	199.5	9.1	-	-	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	
	Sand	Geddes	411	18.7	-	-	9	48%	8	43%	8	43%	3	16%	6	32%	9	48%	
	Geddes	Liberty	467.2	21.2	-	-	7	33%	1	5%	5	24%	1	5%	3	14%	1	5%	
	Liberty	Eureka	394.4	17.9	-	-	8	45%	1	6%	7	39%	2	11%	3	17%	2	11%	
Park (W of Geddes)	Geddes	Wall	278.7	12.7	-	-	-	-	-	-	-	-	7	55%	3	24%	5	39%	
	Wall	Sackett	491	22.3	-	-	-	-	-	-	-	-	0	0%	0	0%	0	0%	
	Sackett	Lakeview	555.2	25.2	-	-	-	-	-	-	-	-	11	44%	7	28%	4	16%	
													-7 in no parking						
Observed Neighborhood Streets Totals			***9912.7***	***450.6***	***13.0***	***5%***	***62.0***	***16%***	***38.0***	***10%***	***98.0***	***25%***	***51.0***	***11%***	***48.0***	***11%***	***62.0***	***14%***	

TIPPERARY HILL OCCUPANCY RATES


Neighborhood - Tipperary Hill
August 4, 2021 (Wednesday Night)
Syracuse Residential Parking Permit Study
WEST GENESEE STREET
HAMILTON STREET
MILTON AVE
AVERY AVE
ULSTER STREET
TOMPKINS STREET
TENNYSON AVE
BRYANT AVE
WHITTIER AVE
S LOWELL AVE
S WILBUR AVE
ERIE BOULEVARD W
W FAYETTE STREET
MAGNOLIA STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Parks
Cemeteries
Water
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
0
750
1,500
3,000
Feet


Neighborhood - Tipperary Hill
August 5, 2021 (Thursday Night)
Syracuse Residential Parking Permit Study
WEST GENESEE STREET
HAMILTON STREET
MILTON AVE
AVERY AVE
ULSTER STREET
TOMPKINS STREET
TENNYSON AVE
BRYANT AVE
WHITTIER AVE
S LOWELL AVE
S WILBUR AVE
ERIE BOULEVARD W
W FAYETTE STREET
MAGNOLIA STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Parks
Cemeteries
Water
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
Feet
0
750
1,500
3,000


Neighborhood - Tipperary Hill
August 20, 2021 (Friday Night)
Syracuse Residential Parking Permit Study
WEST GENESEE STREET
HAMILTON STREET
MILTON AVE
AVERY AVE
ULSTER STREET
TOMPKINS STREET
TENNYSON AVE
S LOWELL AVE
BRYANT AVE
WHITTIER AVE
ERIE BOULEVARD W
S WILBUR AVE
W FAYETTE STREET
MAGNOLIA STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Parks
Cemeteries
Water
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
Feet
0
750
1,500
3,000

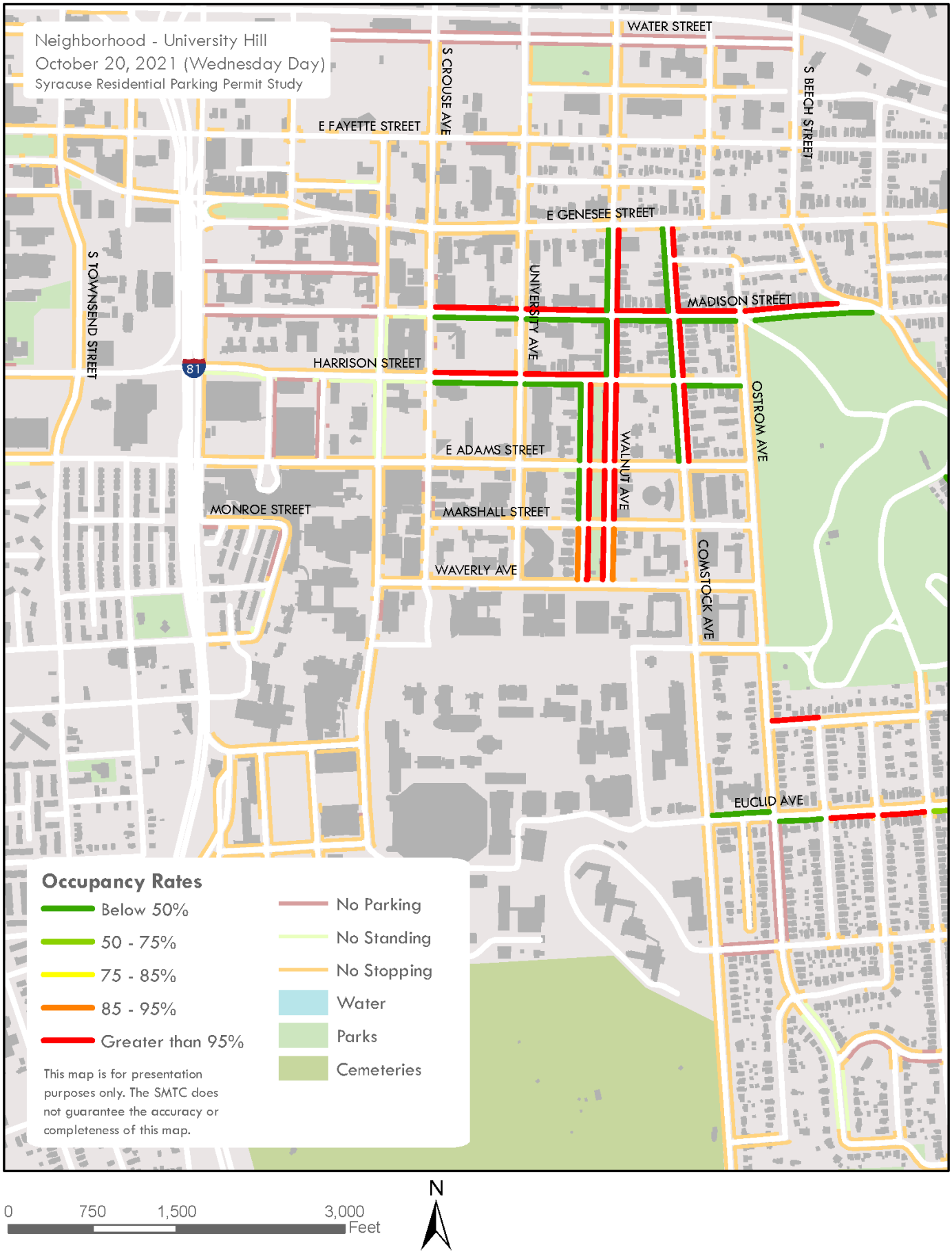
TIPP HILL - EVEN SIDE

Street	From	To	Total Parkable Feet	Estimated Total Spaces Available	8/4 (W)	% Occupied	8/5 (Th)	% Occupied	8/20 (F)	% Occupied	Notes
Tompkins Street	Myrtle	Avacoa	132.3	6.0	1	17%	1	17%	1	17%	
	Avacoa	Avery	147.9	6.7	0	0%	0	0%	0	0%	
	Avery	Cody	119.6	5.4	3	55%	0	0%	1	18%	
	Cody	Willis	140.1	6.4	4	63%	0	0%	6	94%	
	Willis	Milton/Burnet Park Dr	378.5	17.2	14	81%	3	17%	10	58%	
	Milton/Burnet Park Dr	Emerson	380.6	17.3	17	98%	15	87%	13	75%	
	Emerson	Lowell	177	8.0	5	62%	7	87%	6	75%	
	Lowell	Crysler	48.9	2.2	2	90%	3	135%	1	45%	
	Crysler	Wilbur	112	5.1	5	98%	3	59%	5	98%	
Tennyson Avenue	Avery	Burnet Park Dr	1023.4	46.5	23	49%	9	19%	38	82%	
	Burnet Park Dr	Lowell	703.8	32.0	31	97%	0	0%	31	97%	
	Lowell	Wilbur	329.5	15.0	10	67%	5	33%	10	67%	
				0.0							
Avery Avenue	West Genesee	Cayuga	94.8	4.3	3	70%	1	23%	1	23%	
	Cayuga	Hamilton	165.2	7.5	0	0%	0	0%	0	0%	
	Hamilton	Schuyler	203.7	9.3	5	54%	8	86%	9	97%	
	Schuyler	Ulster	236.8	10.8	5	46%	6	56%	0	0%	
	Ulster	Tompkins	195	8.9	3	34%	3	34%	1	11%	
	Tompkins	Bryant	475	21.6	0	0%	0	0%	0	0%	Note: Even and odd sides switch at Tompkins
Ulster Street	Myrtle	Avery	354.7	16.1	11	68%	1	6%	6	37%	
	Avery	Willis	355.9	16.2	13	80%	11	68%	3	19%	
	Willis	Milton	355.3	16.2	4	25%	1	6%	3	19%	
	Milton	Emerson	400.8	18.2	6	33%	1	5%	2	11%	
	Emerson	Lowell	245.3	11.2	3	27%	0	0%	0	0%	
	Lowell	Wilbur	192.8	8.8	8	91%	2	23%	2	23%	
Hamilton Street	Myrtle	Avery	338.7	15.4	4	26%	8	52%	6	39%	
	Avery	Willis	314.9	14.3	9	63%	7	49%	9	63%	
	Willis	Milton	265.5	12.1	2	17%	3	25%	3	25%	
	Milton	Emerson	409.3	18.6	3	16%	2	11%	0	0%	
	Emerson	Lowell	221.9	10.1	2	20%	0	0%	3	30%	
Lowell Avenue	Hamilton	Schuyler	193	8.8	1	11%	0	0%	2	23%	
	Schulyer	Ulster	274.2	12.5	0	0%	6	48%	0	0%	
	Ulster	Tompkins	196.9	9.0	2	22%	14	156%	5	56%	
	Tompkins	Tennyson	167.2	7.6	4	53%	8	105%	3	39%	
	Tennyson	Bryant	158.5	7.2	9	125%	7	97%	7	97%	
	Bryant	Whittier	164.8	7.5	2	27%	1	13%	5	67%	
	Whittier	Coleridge	83.8	3.8	2	53%	0	0%	4	105%	
Observed Neighborhood Streets Totals			**9757.6**	**443.5**	**216.0**	**49%**	**136**	**31%**	**196**	**44%**	

TIPP HILL - ODD SIDE

Street	From	To	Total Parkable Feet	Estimated Total Spaces Available	8/4 (W)	% Occupied	8/5 (Th)	% Occupied	8/20 (F)	% Occupied	Notes
Tompkins Street	Myrtle	Avery	466.3	21.2	2	9%	1	5%	0	0%	
	Avery	Milton/Burnet Park Dr	962.8	43.8	6	14%	34	78%	0	0%	
	Milton/Burnet Park Dr	Lowell	767.4	34.9	7	20%	37	106%	9	26%	
	Lowell	Wilbur	220.3	10.0	0	0%	12	120%	0	0%	
Tennyson Avenue	Avery	Burnet Park Dr	755.4	34.3	3	9%	33	96%	0	0%	
	Burnet Park Dr	Lowell	1011.1	46.0	6	13%	42	91%	3	7%	
	Lowell	Wilbur	279	12.7	0	0%	14	110%	0	0%	
Avery Avenue	West Genesee	Cayuga	104.9	4.8	2	42%	1	21%	0	0%	
	Cayuga	Hamilton	125.7	5.7	0	0%	4	70%	0	0%	
	Hamilton	Schuyler	214.3	9.7	1	10%	8	82%	3	31%	
	Schuyler	Ulster	279.6	12.7	5	39%	3	24%	0	0%	
	Ulster	Tompkins	245.3	11.2	0	0%	1	9%	2	18%	
	Tompkins	Tennyson	90.5	4.1	2	49%	4	97%	1	24%	Note: Even and odd sides switch at Tompkins
	Tennyson	Bryant	148.4	6.7	0	0%	0	0%	0	0%	
Ulster Street	Myrtle	Avacoa	137.3	6.2	0	0%	4	64%	0	0%	
	Avacoa	Avery	121.2	5.5	4	73%	6	109%	2	36%	
	Avery	Cody	136.6	6.2	7	113%	5	81%	4	64%	
	Cody	Willis	153.3	7.0	0	0%	5	72%	1	14%	
	Willis	Milton	293.4	13.3	0	0%	6	45%	2	15%	
	Milton	Emerson	365.7	16.6	0	0%	6	36%	2	12%	Note: Ignore Coffey Drive
	Emerson	Lowell	262.9	12.0	0	0%	11	92%	0	0%	
	Lowell	Wilbur	205.6	9.3	4	43%	9	96%	4	43%	
Hamilton Street	Myrtle	Avery	312.5	14.2	1	7%	5	35%	6	42%	
	Avery	Willis	332	15.1	5	33%	8	53%	3	20%	
	Willis	Milton	334.4	15.2	2	13%	4	26%	0	0%	
	Milton	Emerson	399.7	18.2	0	0%	1	6%	2	11%	
	Emerson	Lowell	239.4	10.9	0	0%	4	37%	0	0%	
Lowell Avenue	Hamilton	Schuyler	234.7	10.7	0	0%	7	66%	0	0%	
	Schulyer	Ulster	285.6	13.0	0	0%	13	100%	0	0%	
	Ulster	Tompkins	276.8	12.6	2	16%	15	119%	1	8%	
	Tompkins	Tennyson	146.3	6.7	0	0%	6	90%	1	15%	
	Tennyson	Bryant	178.4	8.1	0	0%	9	111%	2	25%	
	Bryant	Whittier	157.8	7.2	0	0%	7	98%	0	0%	
	Whittier	Coleridge	85.9	3.9	2	51%	4	102%	3	77%	
Observed Neighborhood Streets Totals			**10330.5**	**469.6**	**61.0**	**13%**	**329.0**	**70%**	**51.0**	**11%**	

UNIVERSITY HILL OCCUPANCY RATES


Neighborhood - University Hill
October 20, 2021 (Wednesday Day)
Syracuse Residential Parking Permit Study
WATER STREET
S CROUSE AVE
S BEECH STREET
E FAYETTE STREET
E GENESEE STREET
S TOWNSEND STREET
UNIVERSITY AVE
MADISON STREET
81
HARRISON STREET
OSTROM AVE
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WALNUT AVE
MONROE STREET
MARSHALL STREET
WAVERLY AVE
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EUCLID AVE
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50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Water
Parks
Cemeteries
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
0
750
1,500
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Feet
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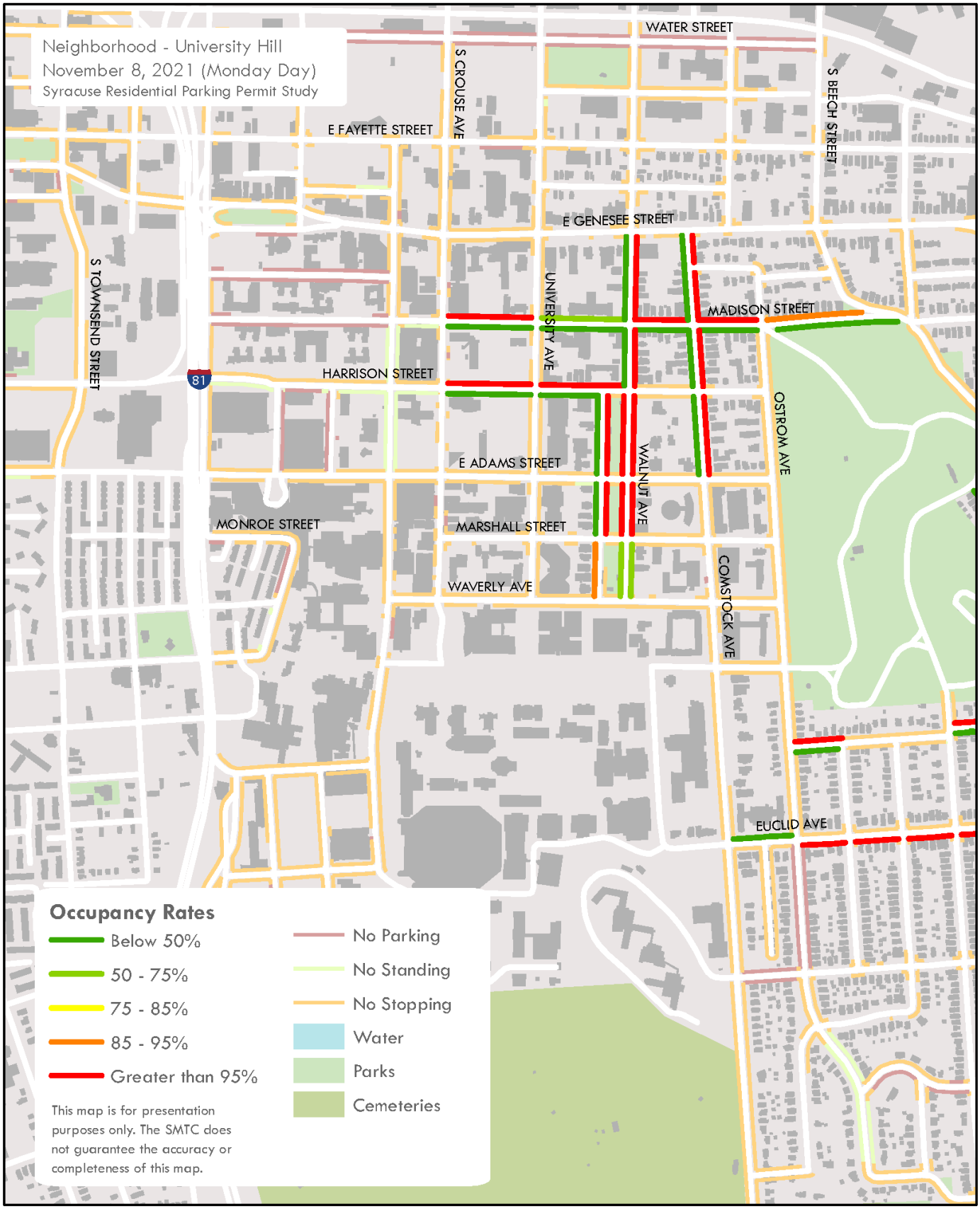
Neighborhood - University Hill
November 8, 2021 (Monday Day)
Syracuse Residential Parking Permit Study
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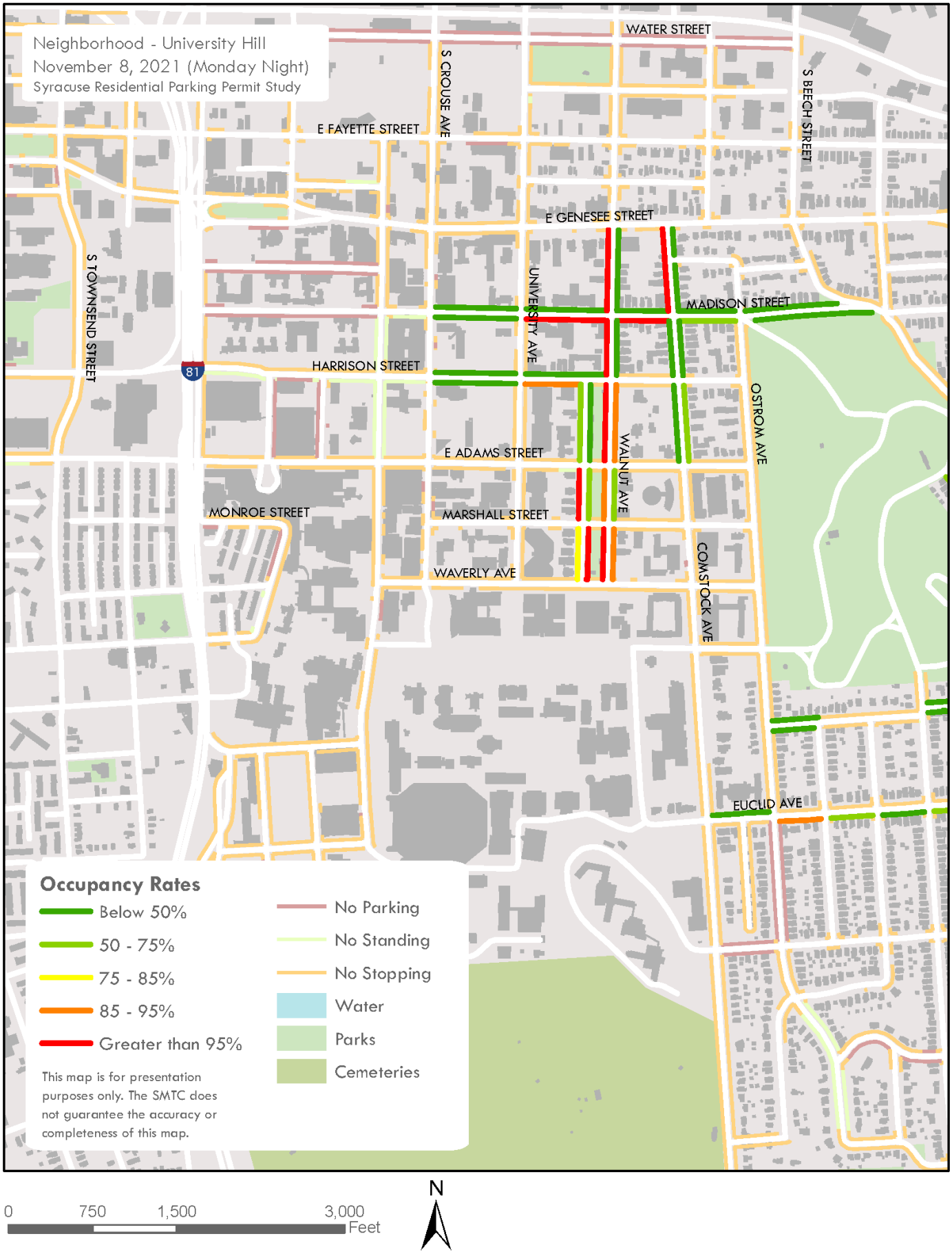
Neighborhood - University Hill
November 8, 2021 (Monday Night)
Syracuse Residential Parking Permit Study
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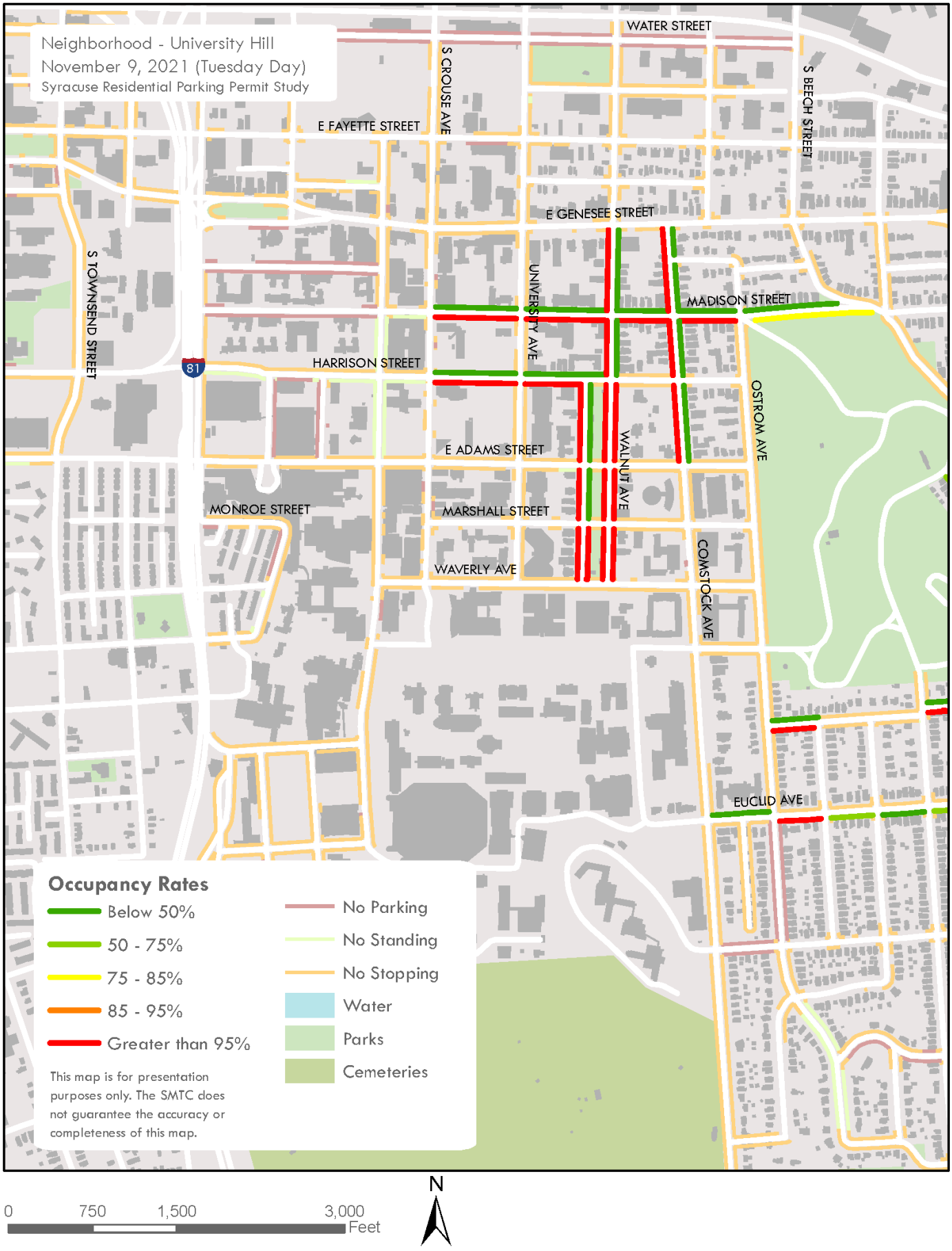
Neighborhood - University Hill
November 9, 2021 (Tuesday Day)
Syracuse Residential Parking Permit Study
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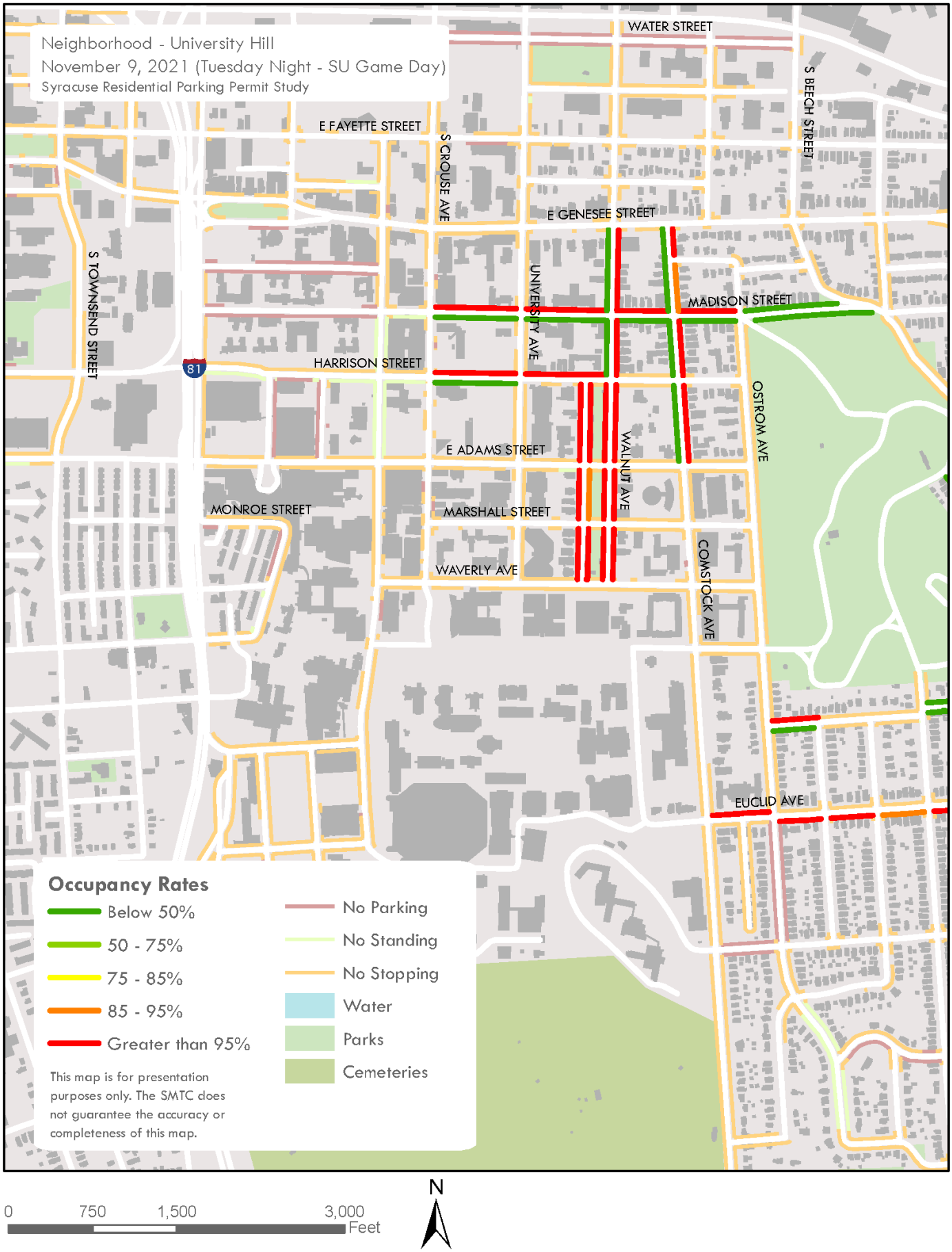
Neighborhood - University Hill
November 9, 2021 (Tuesday Night - SU Game Day)
Syracuse Residential Parking Permit Study
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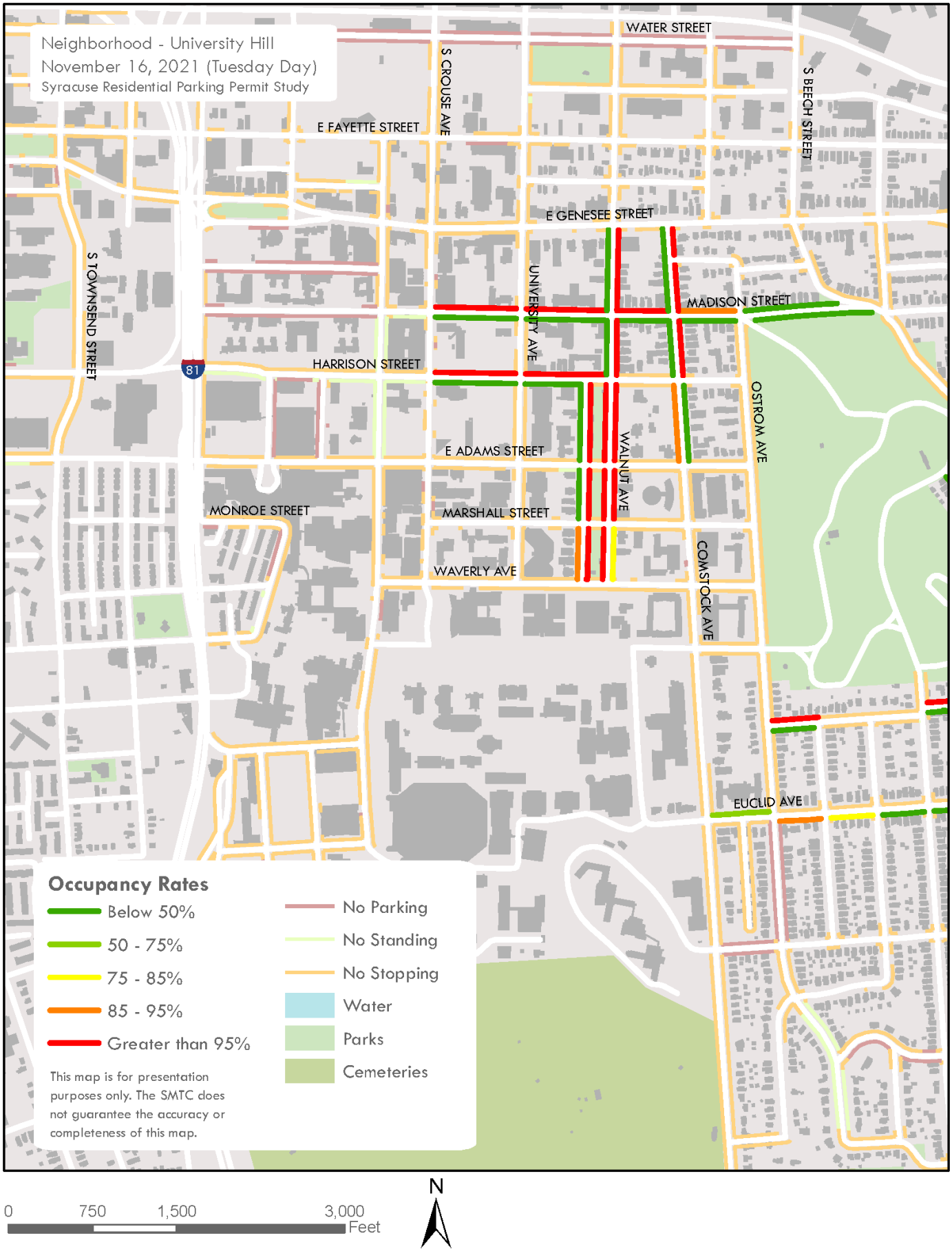
Neighborhood - University Hill
November 16, 2021 (Tuesday Day)
Syracuse Residential Parking Permit Study
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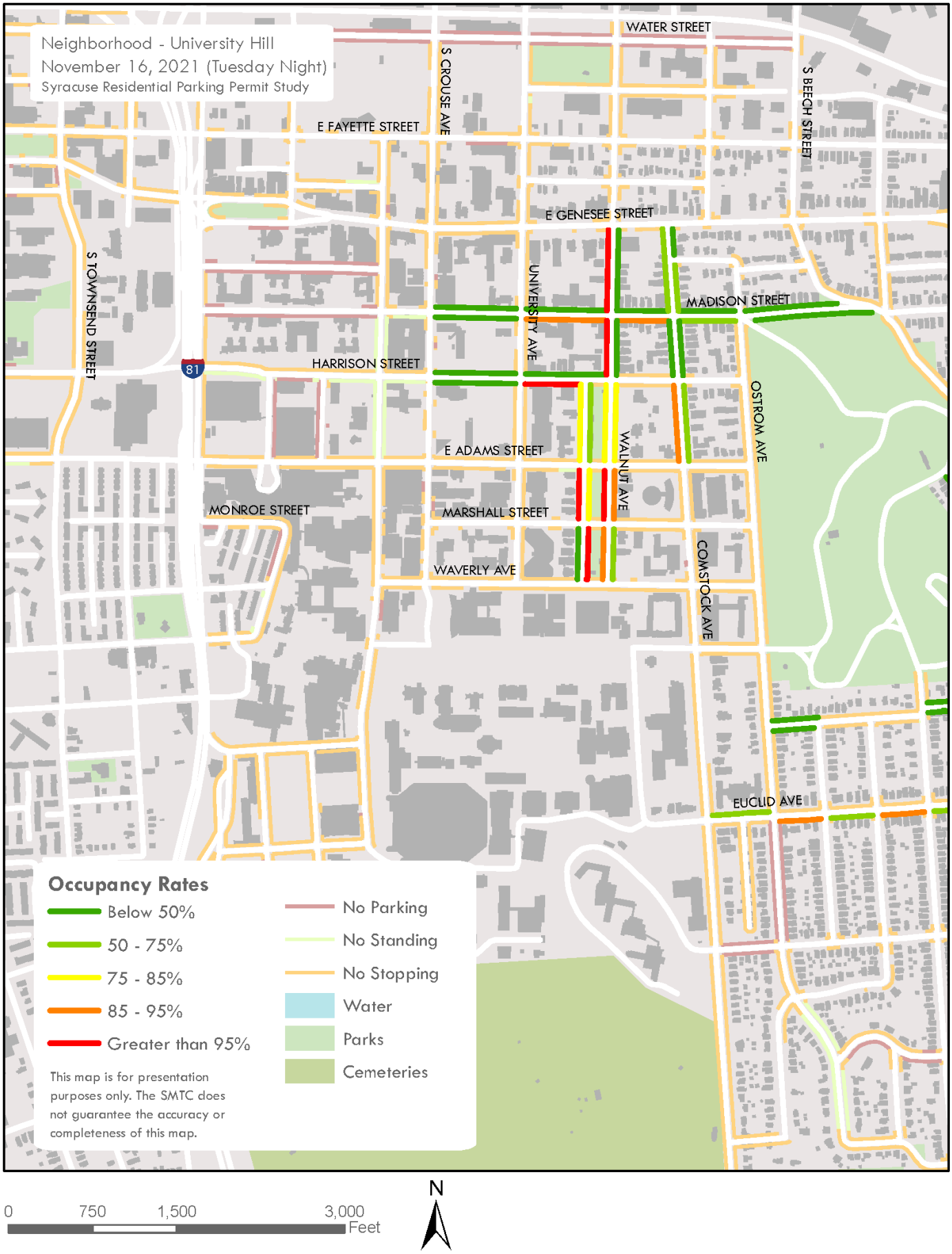
Neighborhood - University Hill
November 16, 2021 (Tuesday Night)
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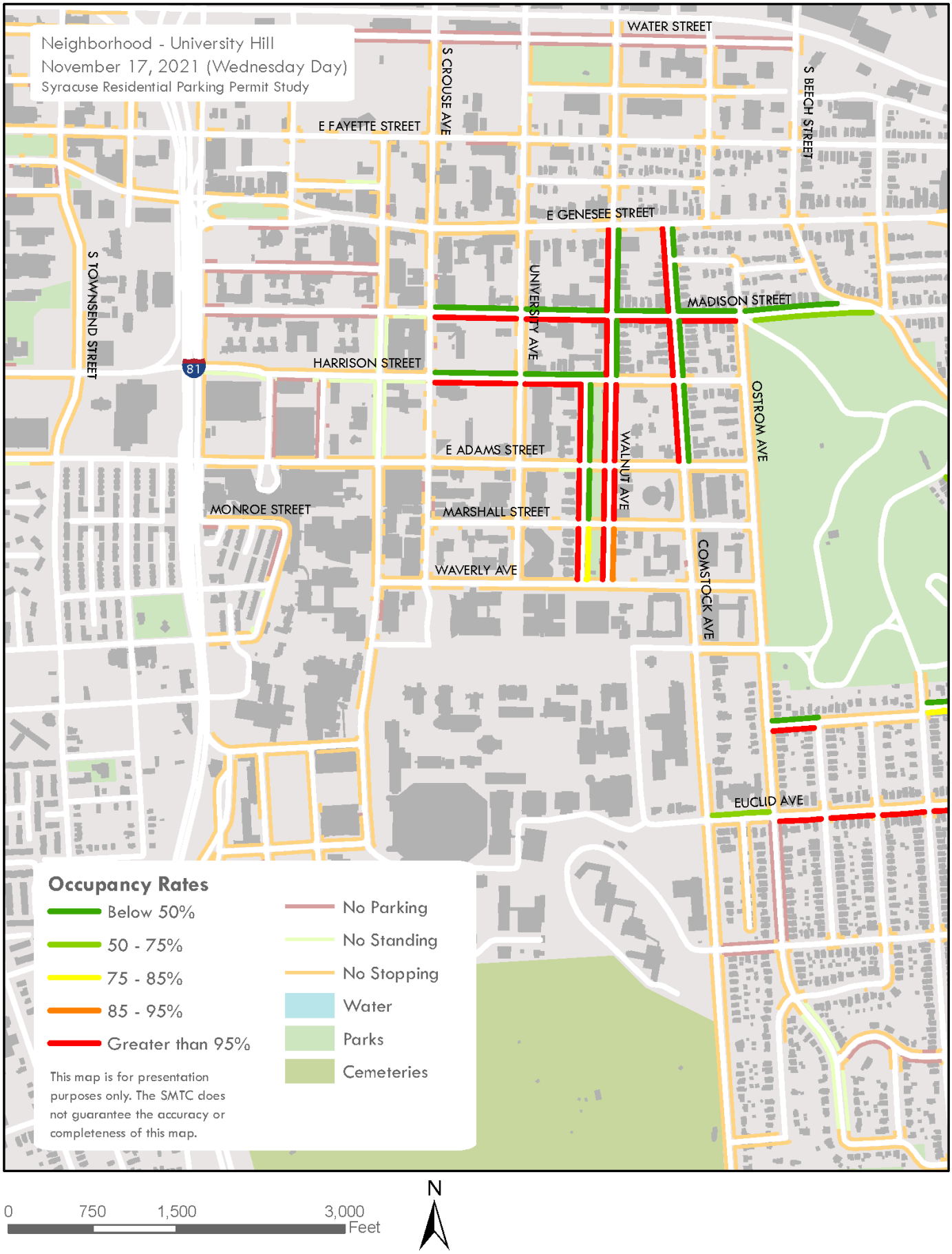
Neighborhood - University Hill
November 17, 2021 (Wednesday Day)
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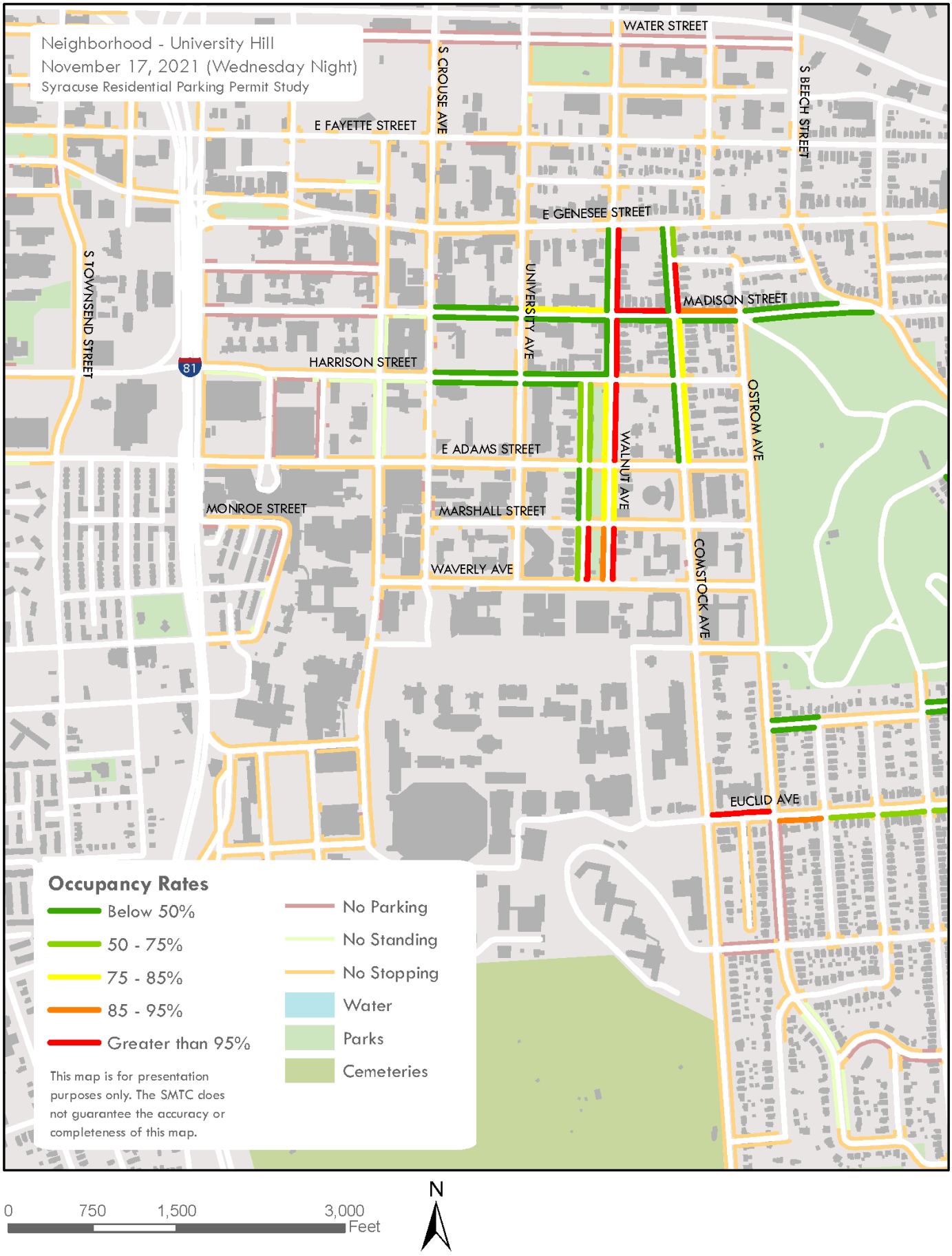
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November 17, 2021 (Wednesday Night)
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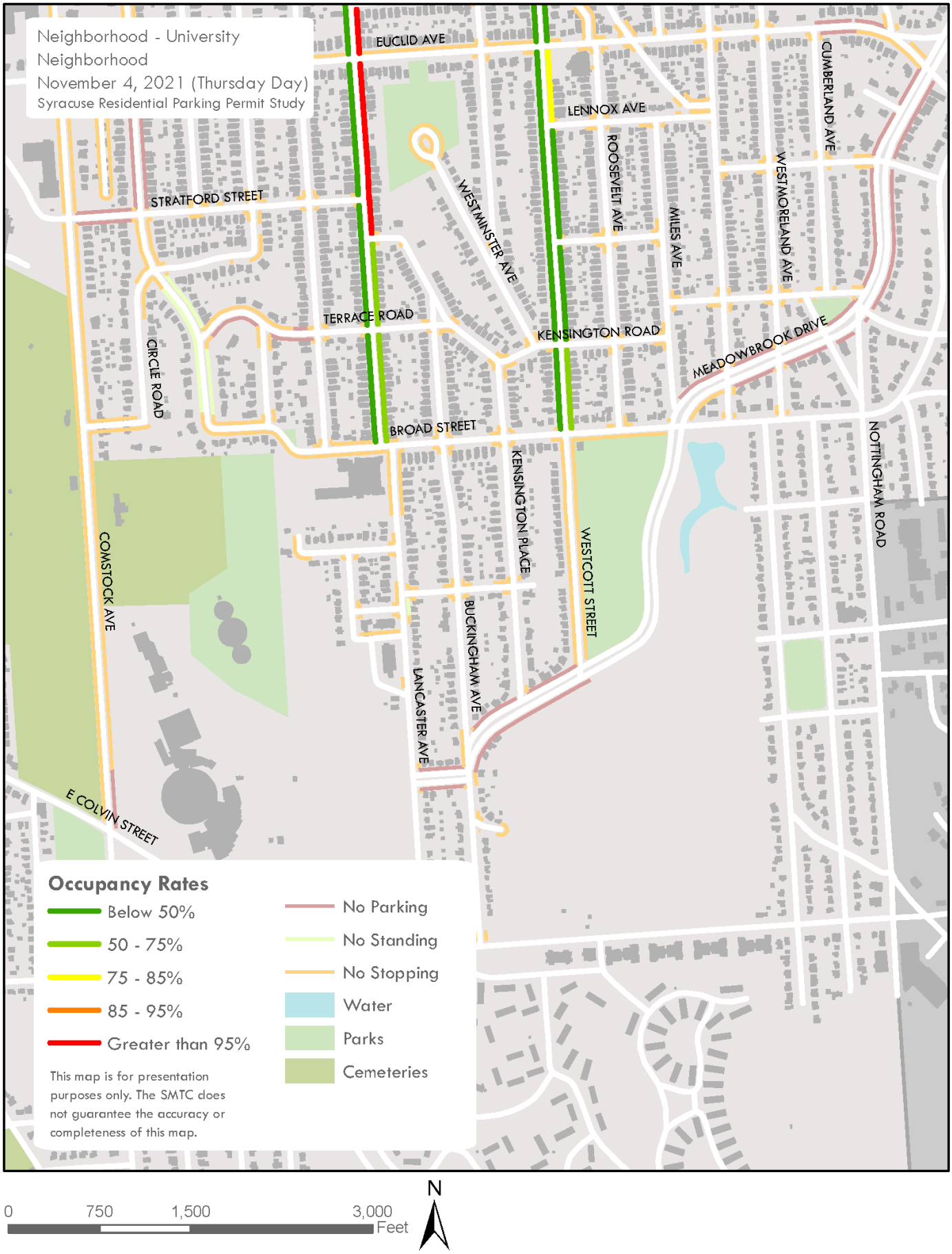
UNIVERSITY NEIGHBORHOOD OCCUPANCY RATES


Neighborhood - University Neighborhood
November 4, 2021 (Thursday Day)
Syracuse Residential Parking Permit Study
EUCLID AVE
LENNOX AVE
ROOSEVELT AVE
MILES AVE
WESTMORELAND AVE
CUMBERLAND AVE
STRATFORD STREET
WESTMINSTER AVE
TERRACE ROAD
CIRCLE ROAD
KENSINGTON ROAD
MEADOWBROOK DRIVE
BROAD STREET
KENSINGTON PLACE
WESTCOTT STREET
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BUCKINGHAM AVE
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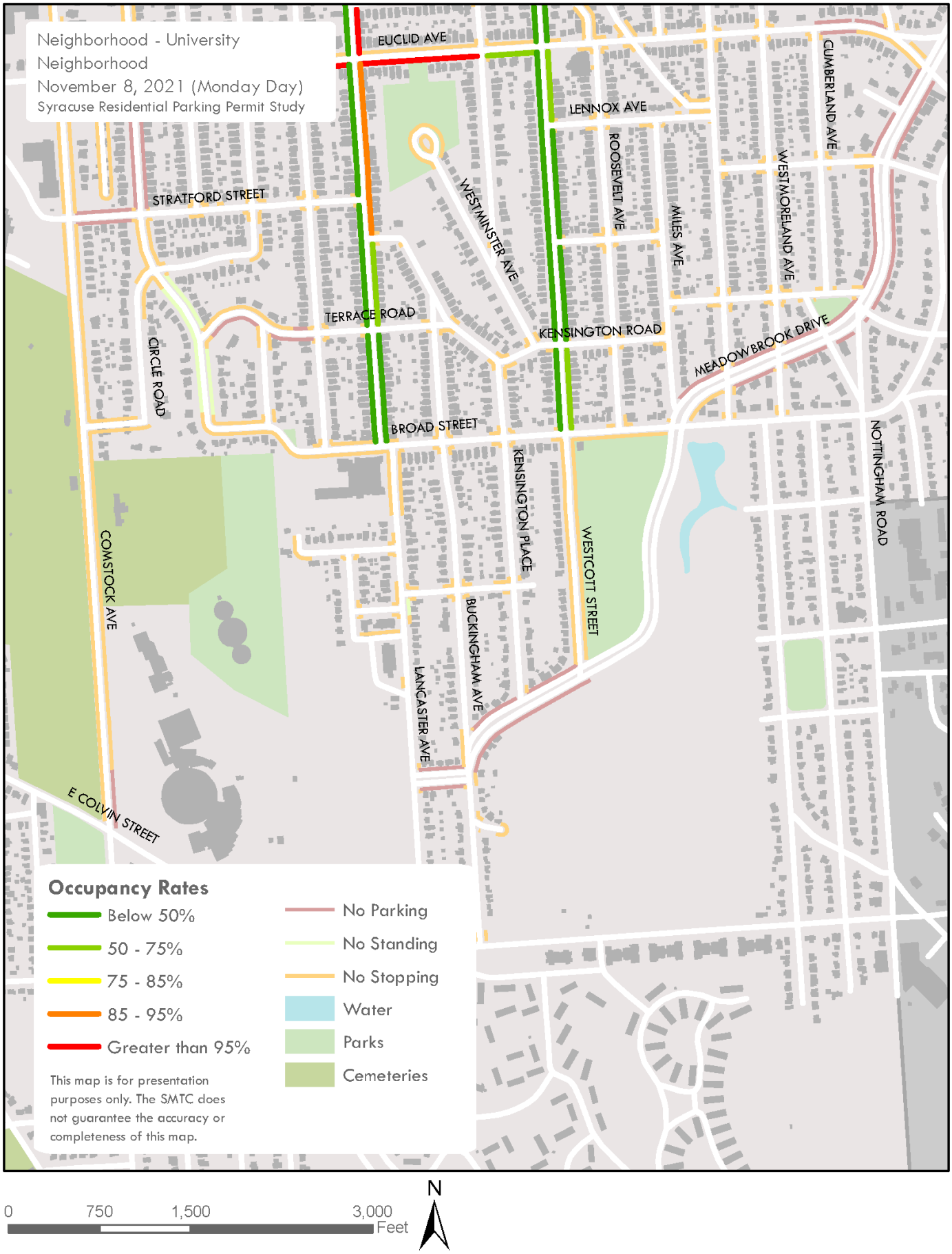
Neighborhood - University Neighborhood
November 8, 2021 (Monday Day)
Syracuse Residential Parking Permit Study
EUCLID AVE
LENNOX AVE
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MILES AVE
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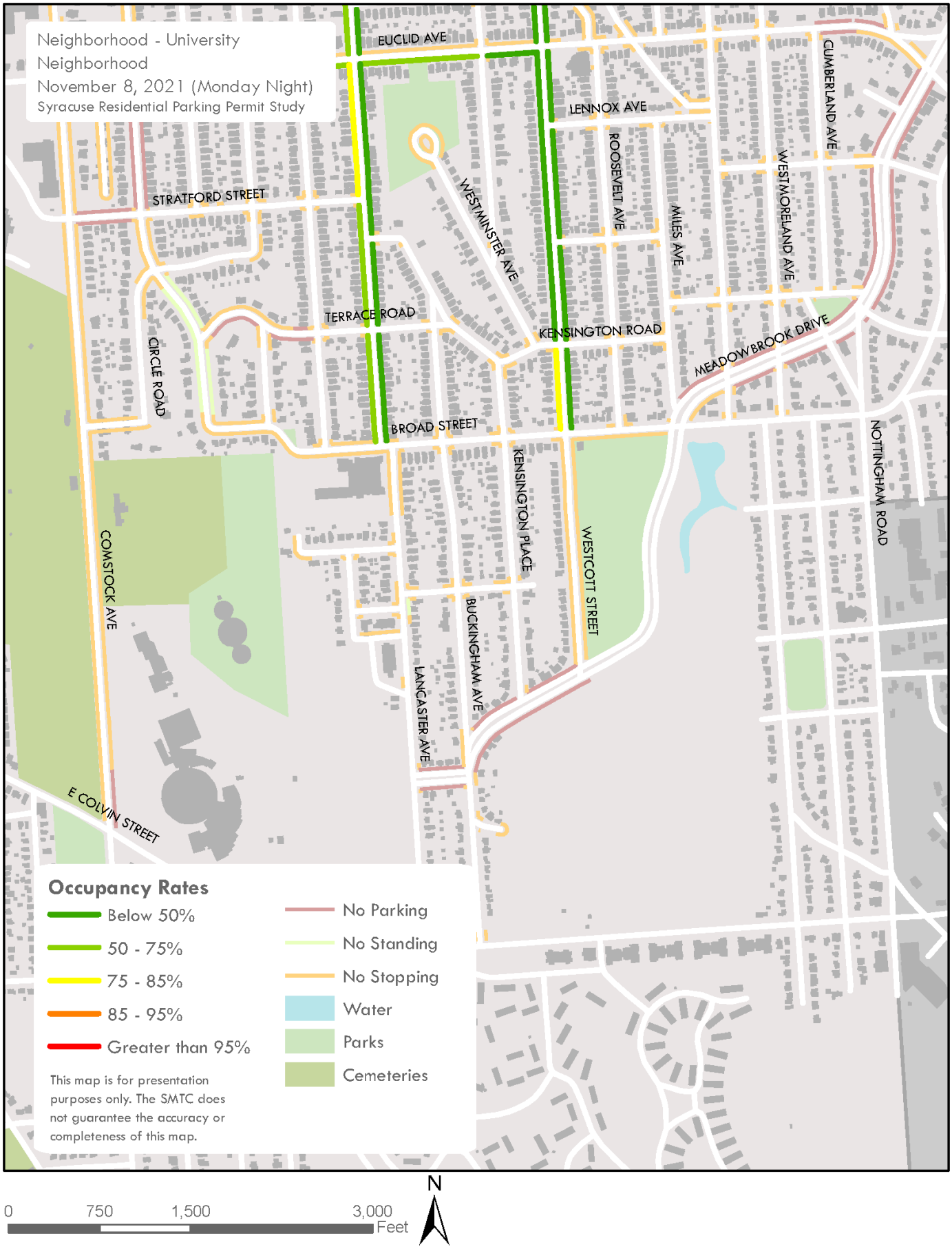
Neighborhood - University Neighborhood
November 8, 2021 (Monday Night)
Syracuse Residential Parking Permit Study
EUCLID AVE
LENNOX AVE
ROOSEVELT AVE
MILES AVE
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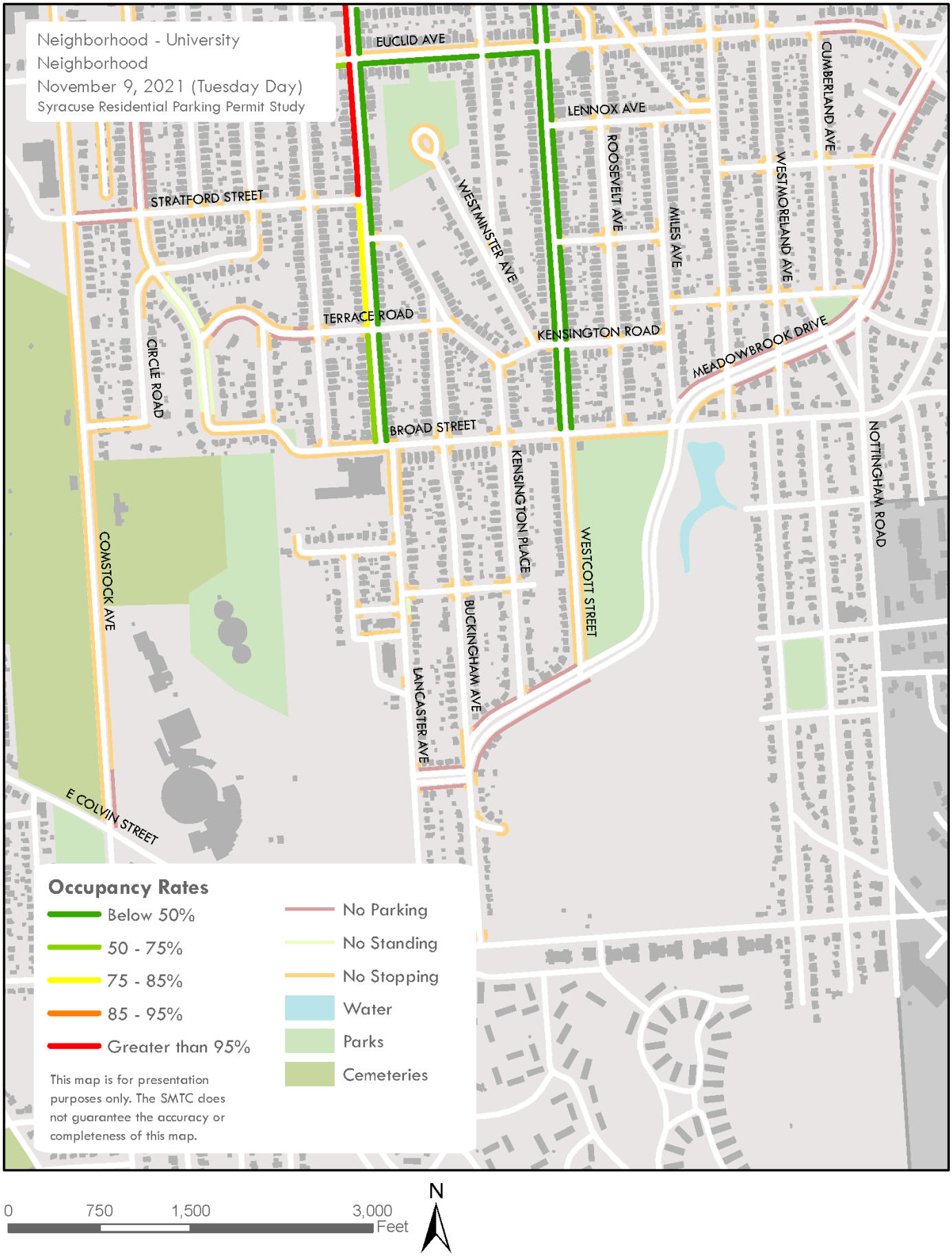
Neighborhood - University Neighborhood
November 9, 2021 (Tuesday Day)
Syracuse Residential Parking Permit Study
EUCLID AVE
LENNOX AVE
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MILES AVE
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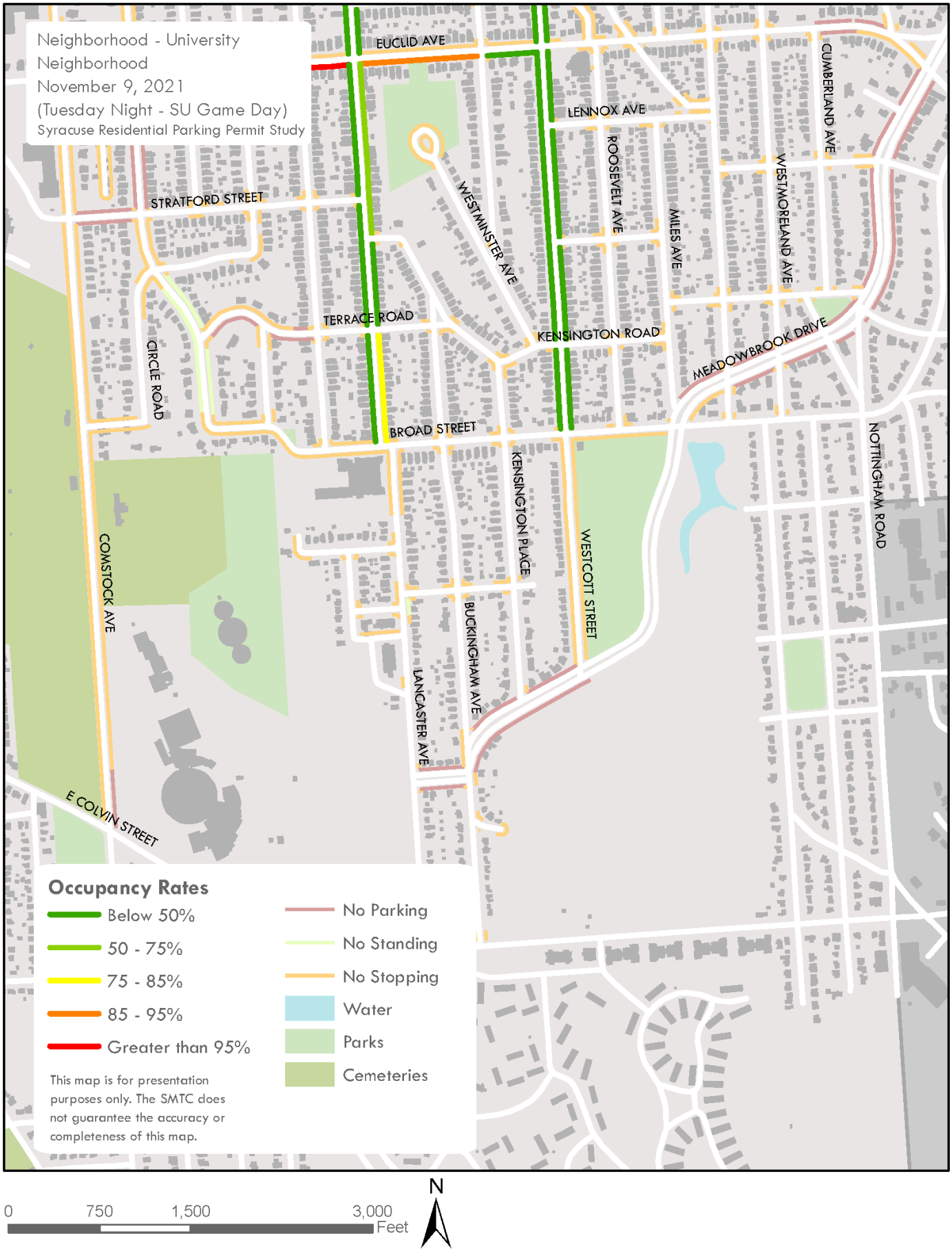
Neighborhood - University Neighborhood
November 9, 2021
(Tuesday Night - SU Game Day)
Syracuse Residential Parking Permit Study
EUCLID AVE
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LANCASTER AVE
E COLVIN STREET
Occupancy Rates
Below 50%
50 - 75%
75 - 85%
85 - 95%
Greater than 95%
No Parking
No Standing
No Stopping
Water
Parks
Cemeteries
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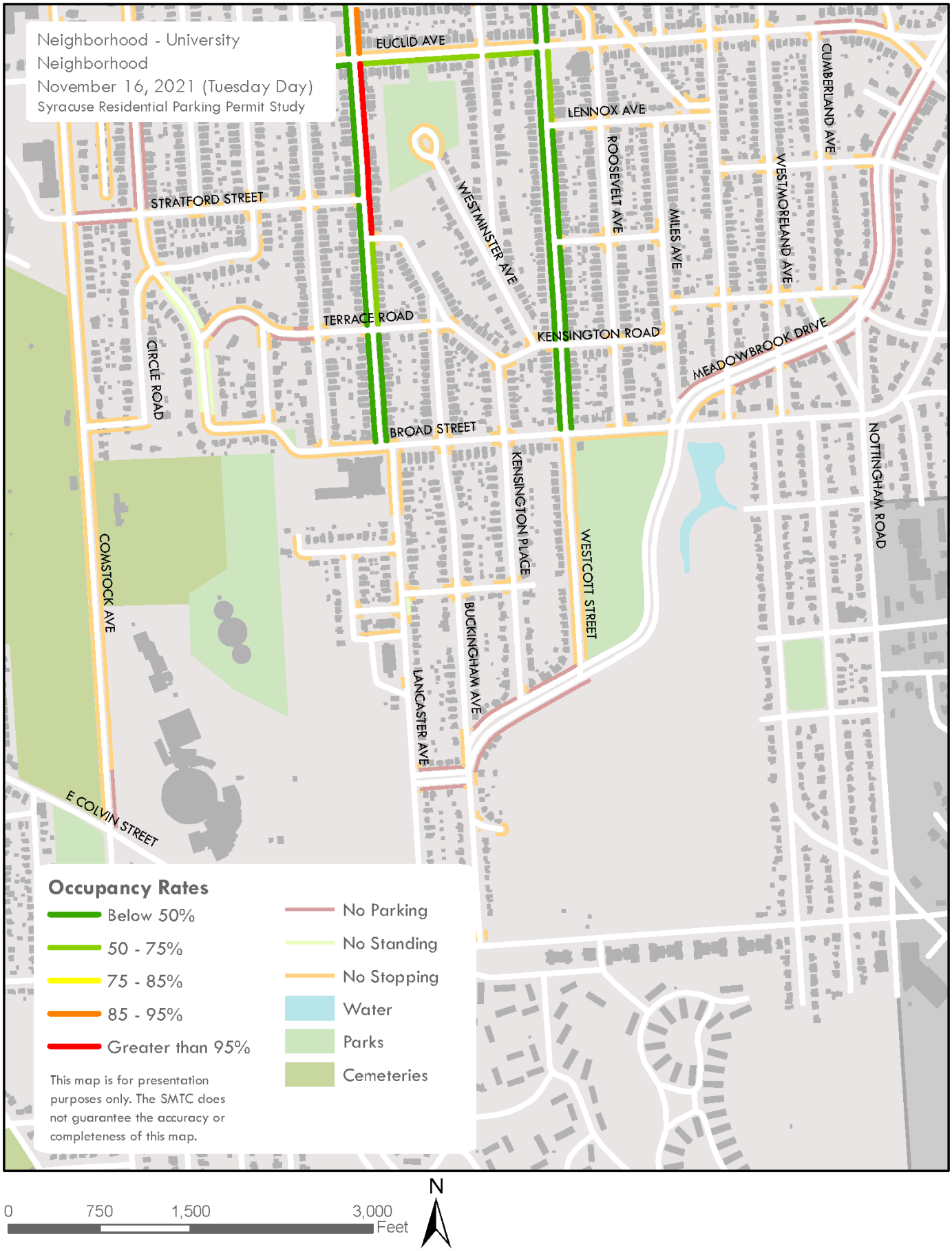
0
750
1,500
3,000
Feet
N


Neighborhood - University Neighborhood
November 16, 2021 (Tuesday Day)
Syracuse Residential Parking Permit Study
EUCLID AVE
LENNOX AVE
ROOSEVELT AVE
MILES AVE
WESTMORELAND AVE
CUMBERLAND AVE
STRATFORD STREET
WESTMINSTER AVE
TERRACE ROAD
KENSINGTON ROAD
MEADOWBROOK DRIVE
CIRCLE ROAD
BROAD STREET
KENSINGTON PLACE
WESTCOTT STREET
NOTTINGHAM ROAD
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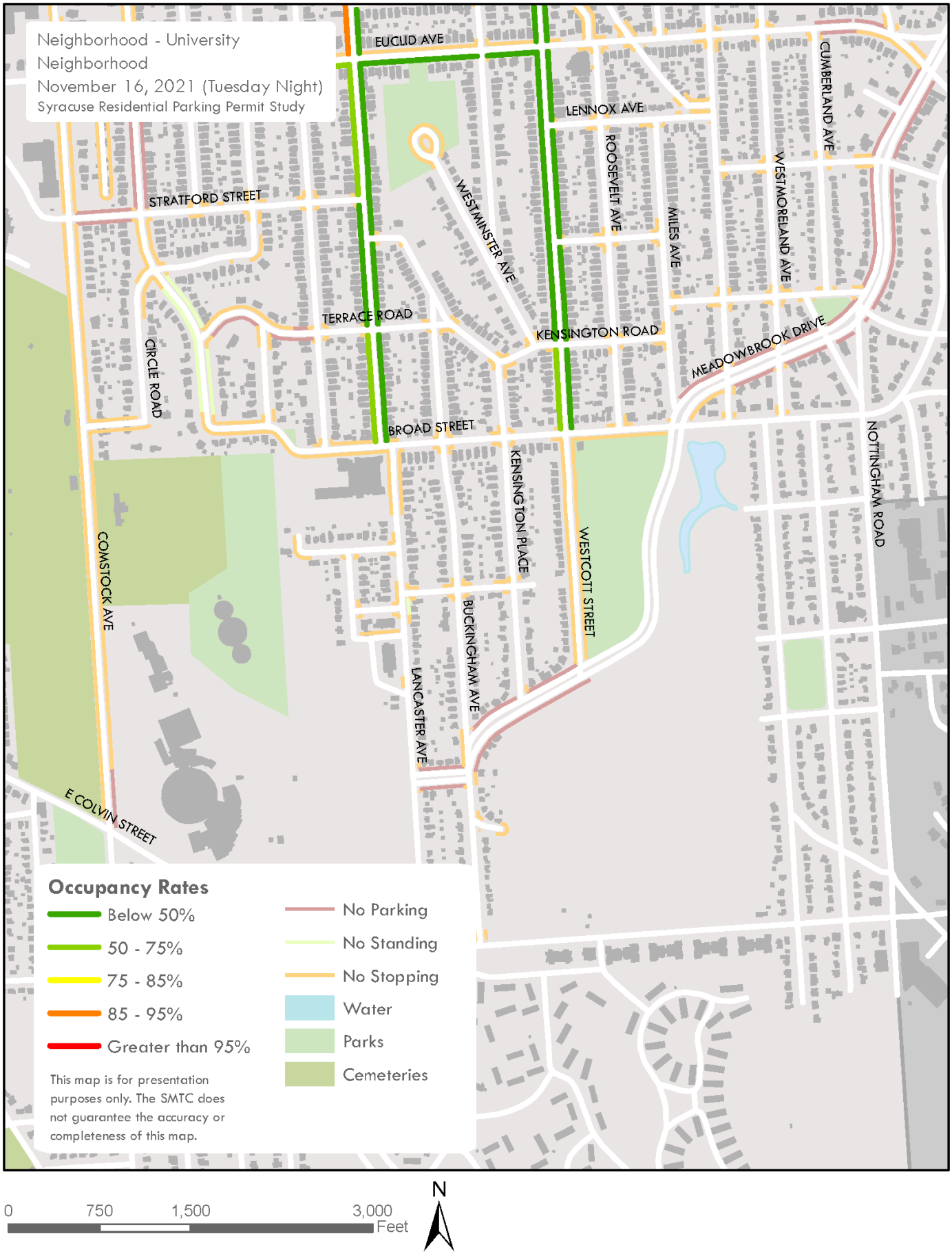
Neighborhood - University Neighborhood
November 16, 2021 (Tuesday Night)
Syracuse Residential Parking Permit Study
EUCLID AVE
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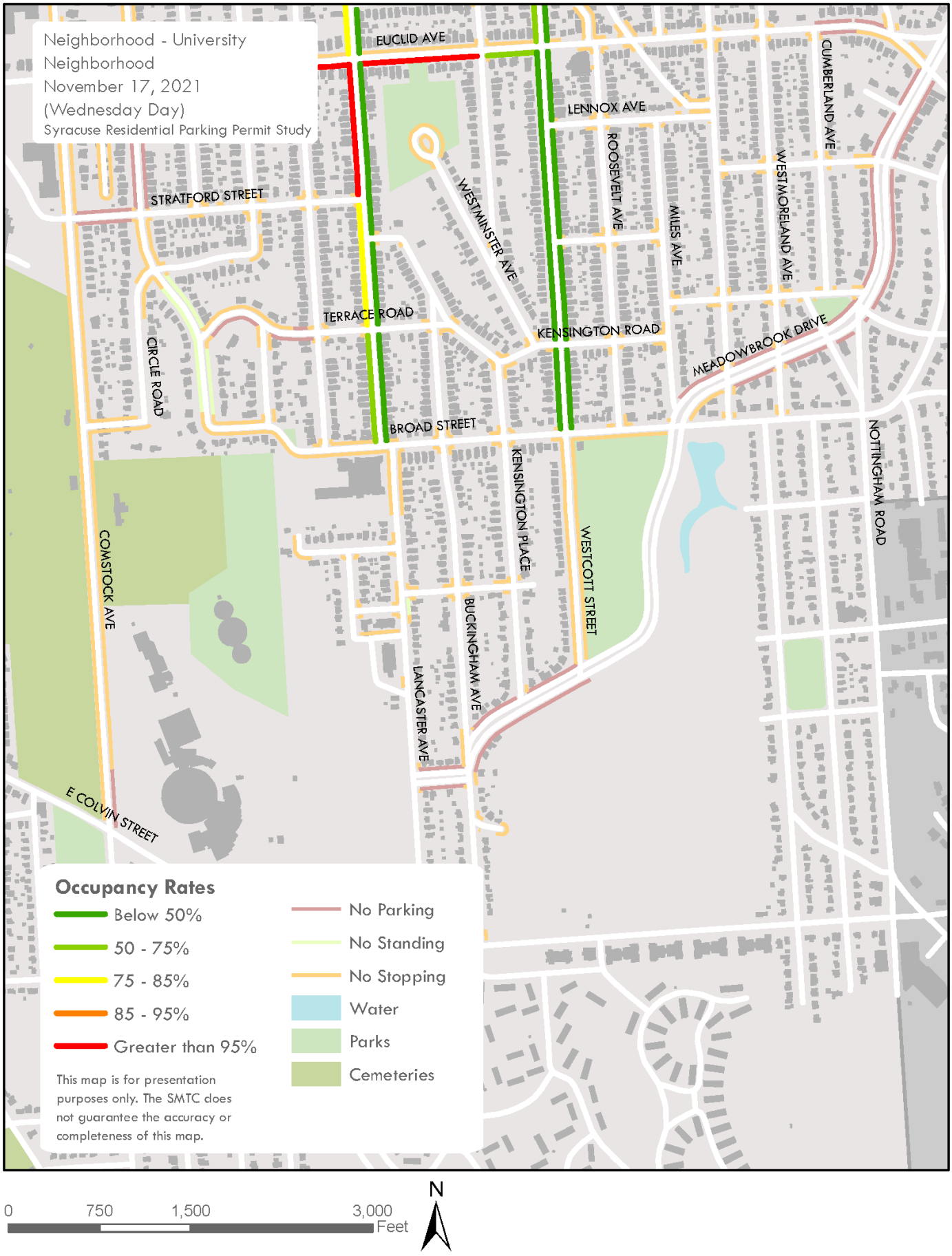
Neighborhood - University Neighborhood
November 17, 2021
(Wednesday Day)
Syracuse Residential Parking Permit Study
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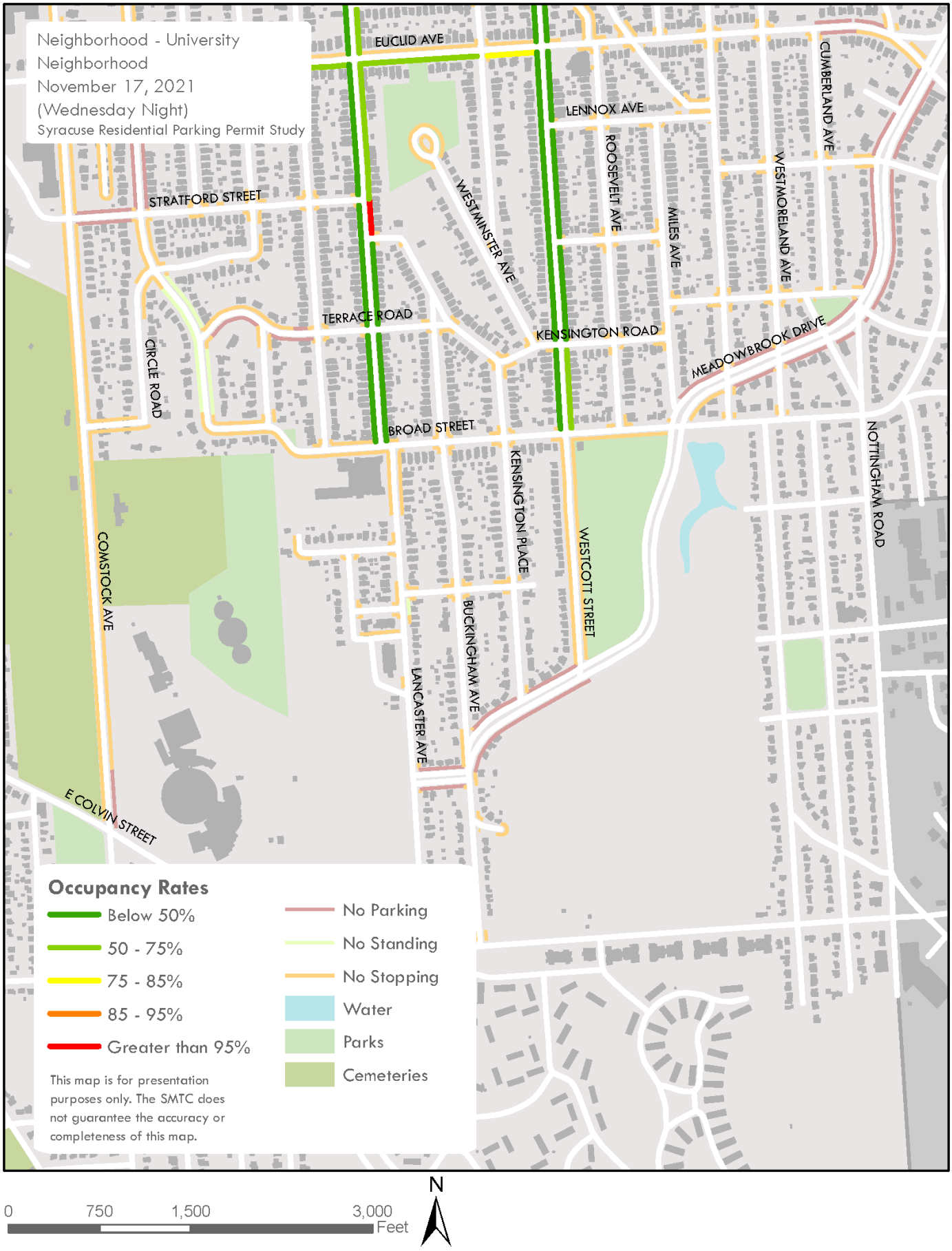
Neighborhood - University Neighborhood
November 17, 2021
(Wednesday Night)
Syracuse Residential Parking Permit Study
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Feet
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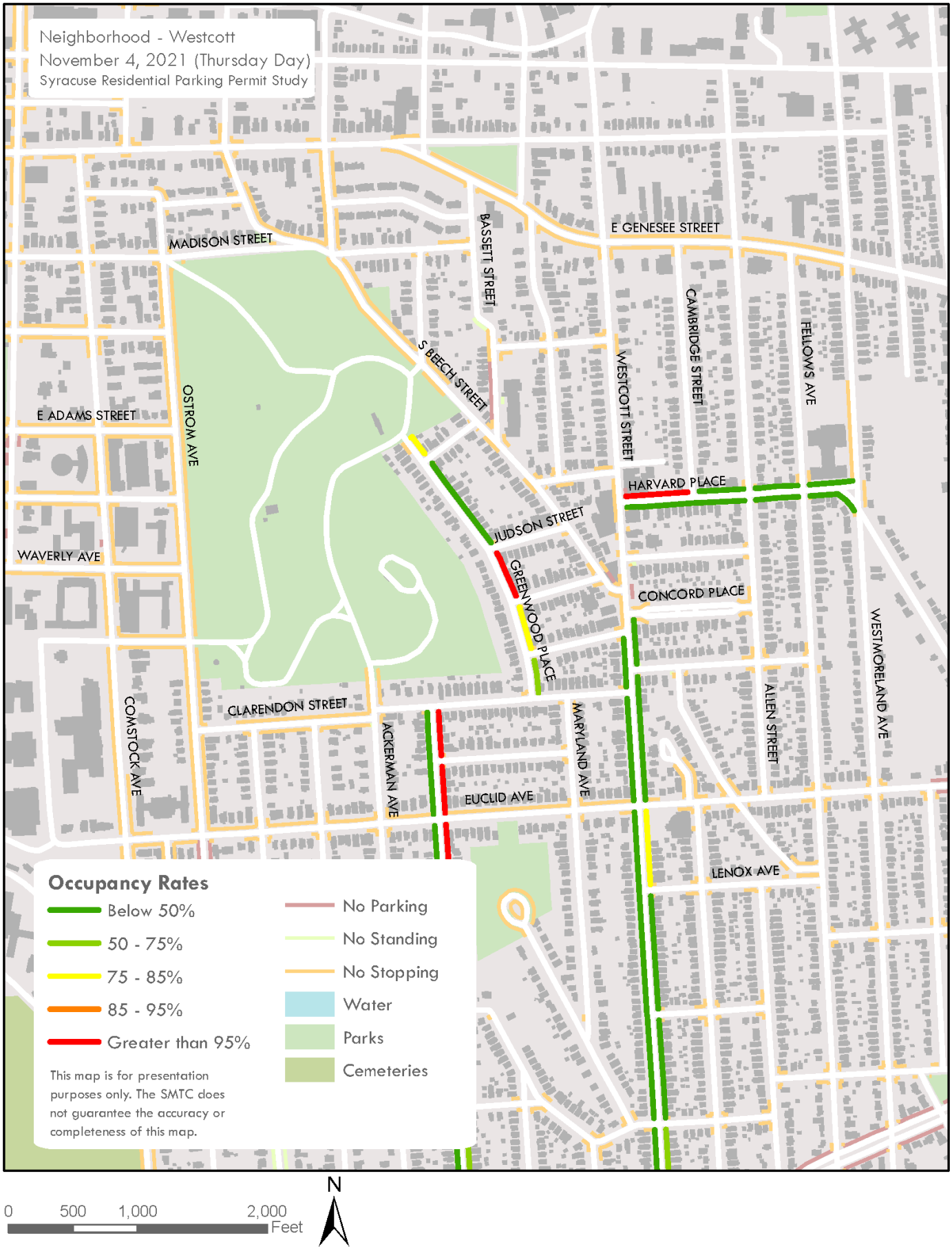
WESTCOTT OCCUPANCY RATES


Neighborhood - Westcott
November 4, 2021 (Thursday Day)
Syracuse Residential Parking Permit Study
MADISON STREET
BASSETT STREET
E GENESEE STREET
S BEECH STREET
CAMBRIDGE STREET
FELLOWS AVE
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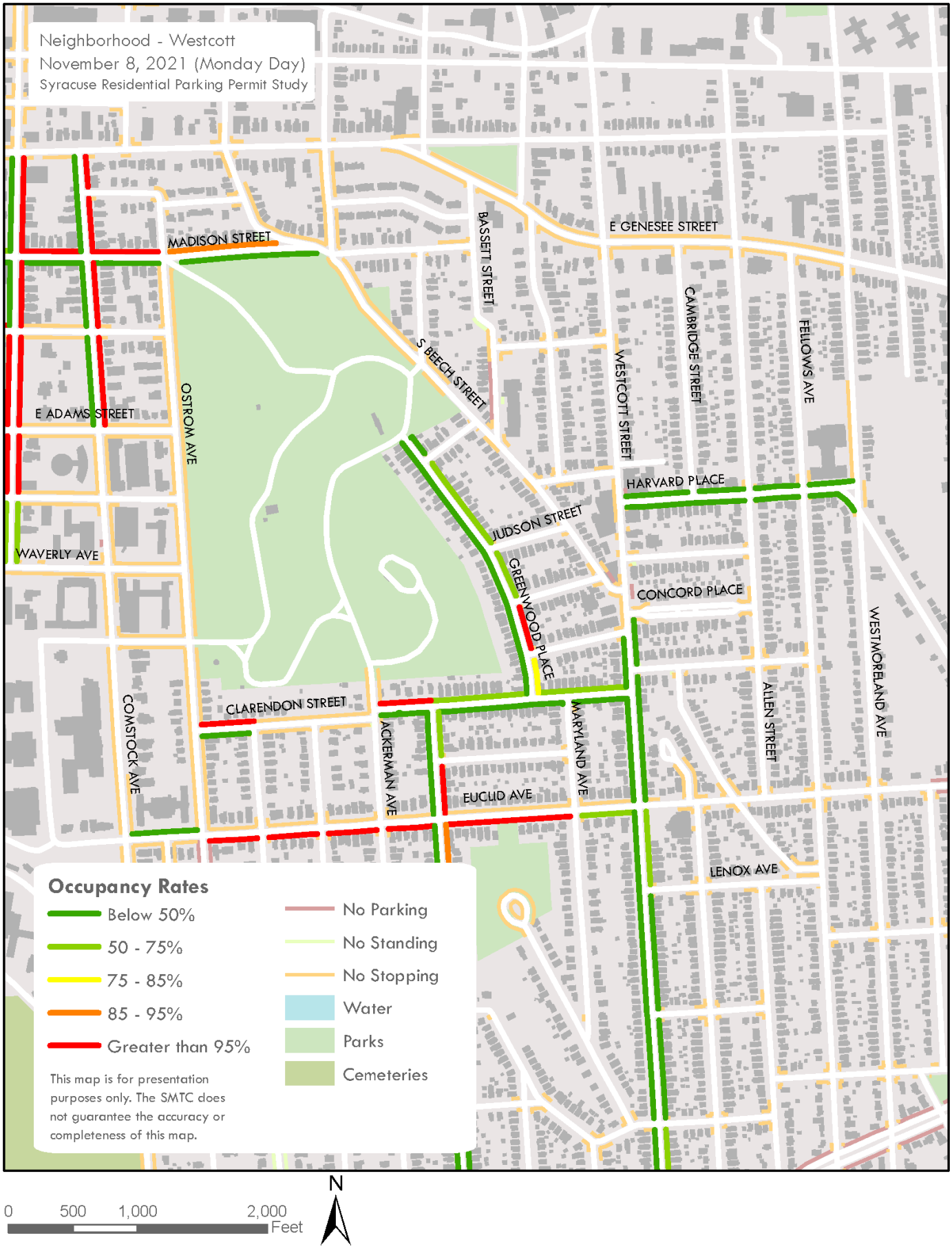
Feet


Neighborhood - Westcott
November 8, 2021 (Monday Day)
Syracuse Residential Parking Permit Study
MADISON STREET
BASSETT STREET
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S BEECH STREET
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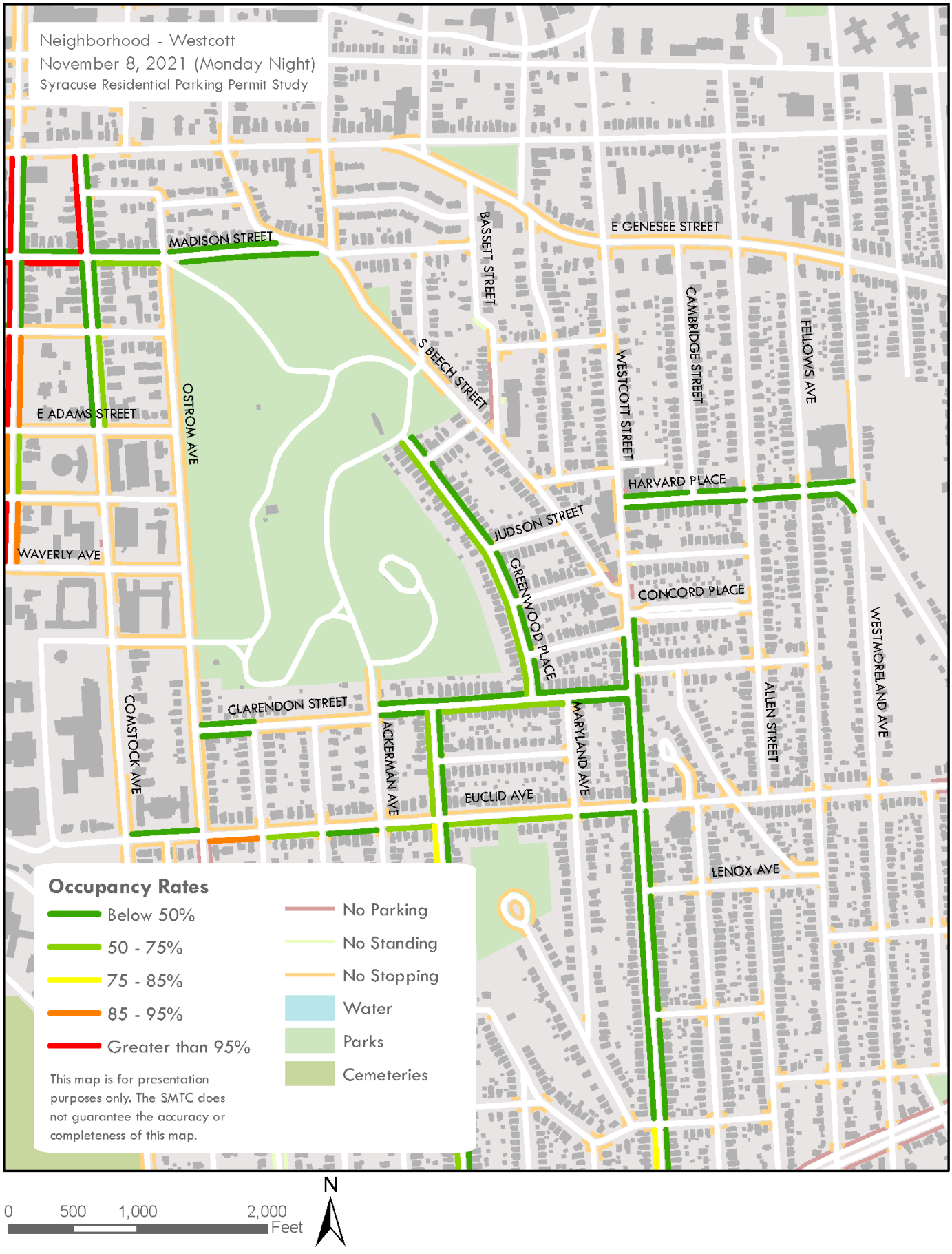
Neighborhood - Westcott
November 8, 2021 (Monday Night)
Syracuse Residential Parking Permit Study
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S BEECH STREET
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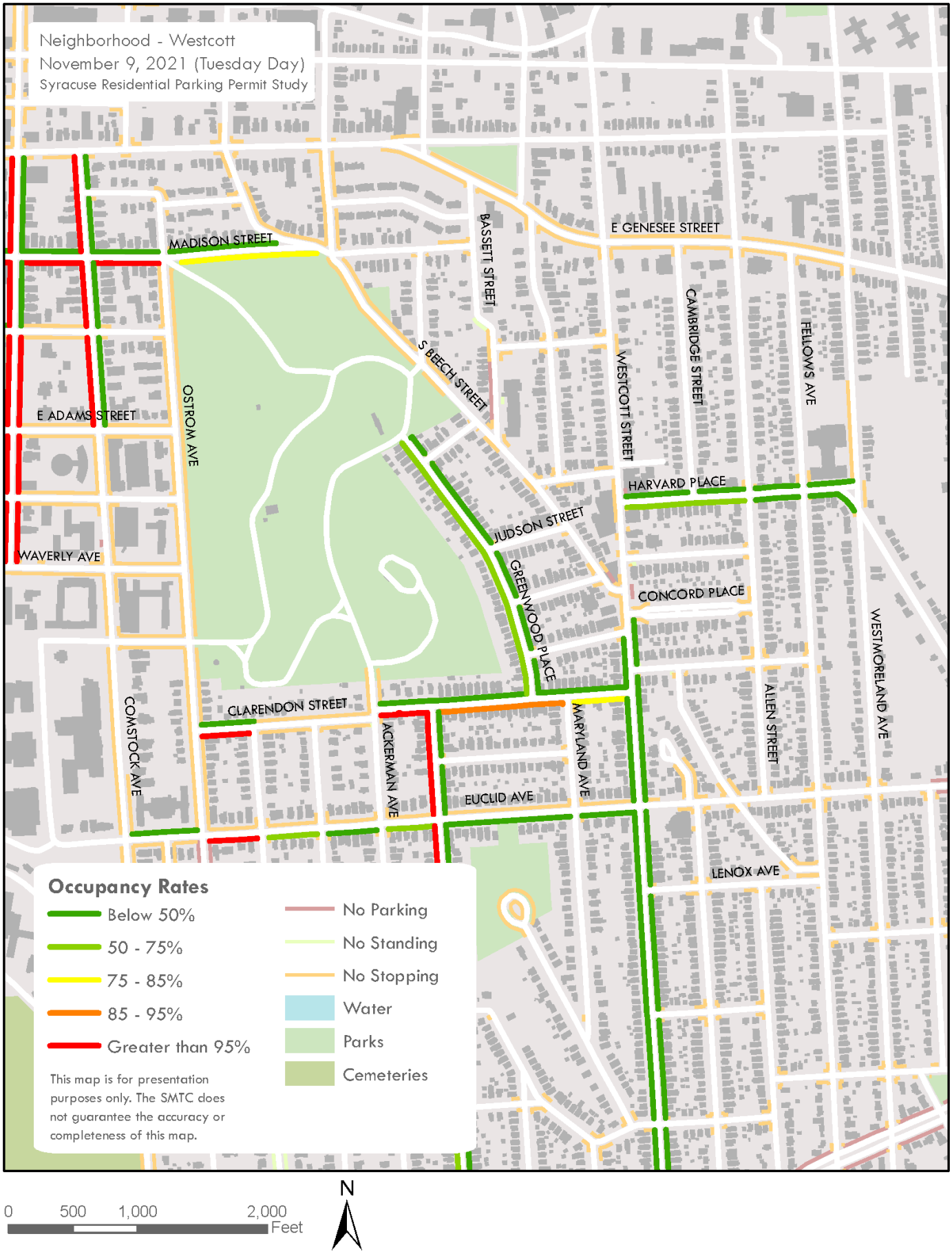
Neighborhood - Westcott
November 9, 2021 (Tuesday Day)
Syracuse Residential Parking Permit Study
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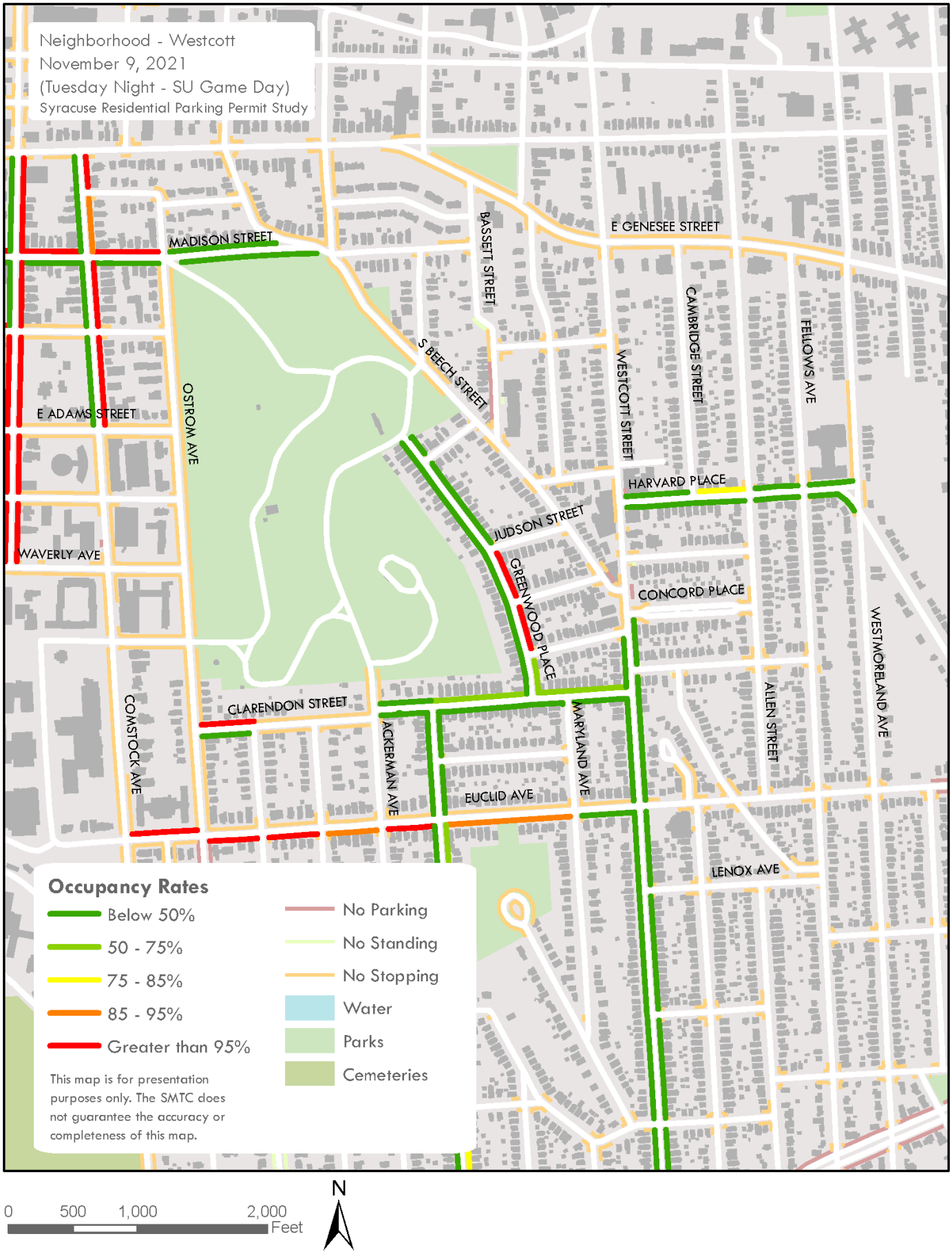
Neighborhood - Westcott
November 9, 2021
(Tuesday Night - SU Game Day)
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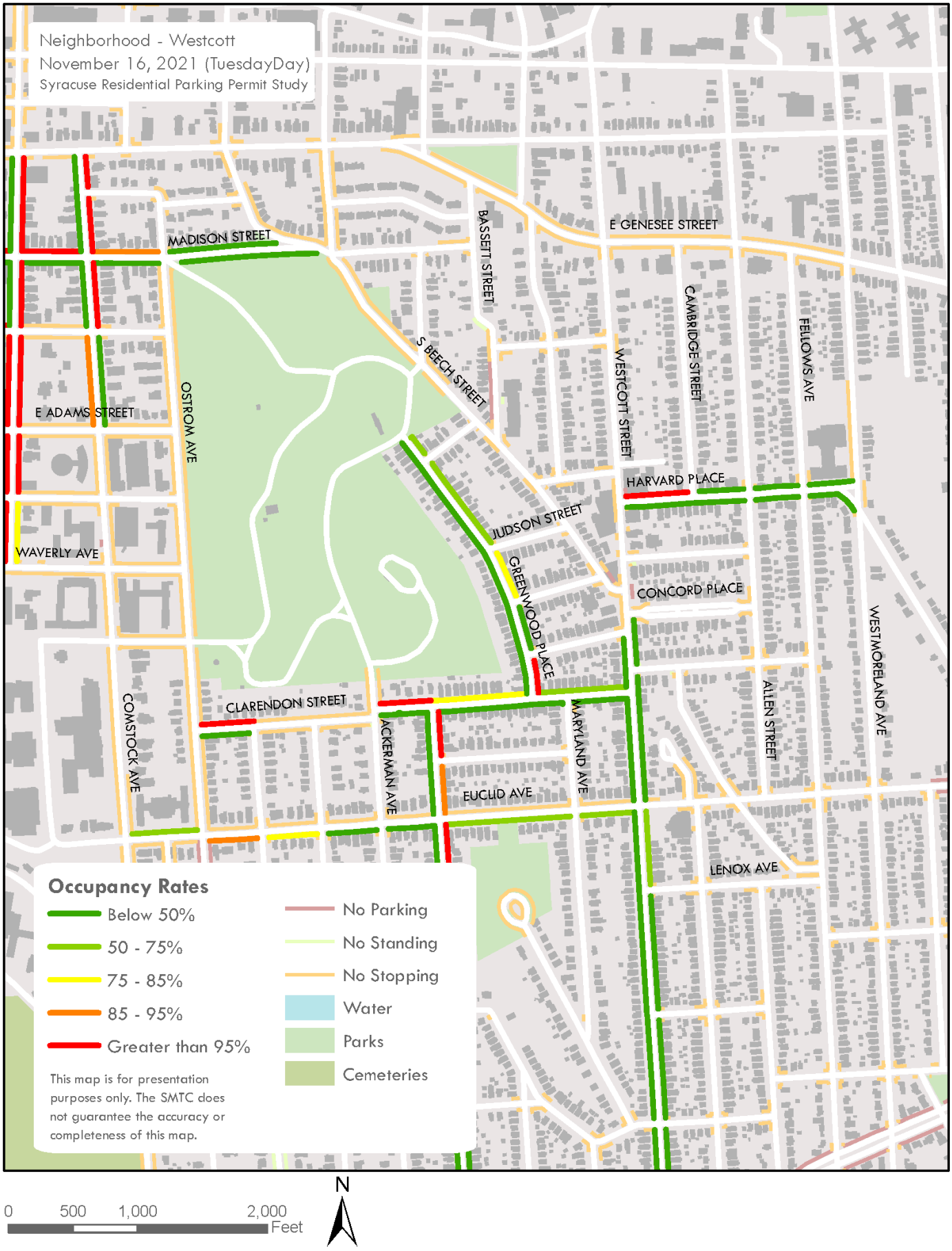
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November 16, 2021 (TuesdayDay)
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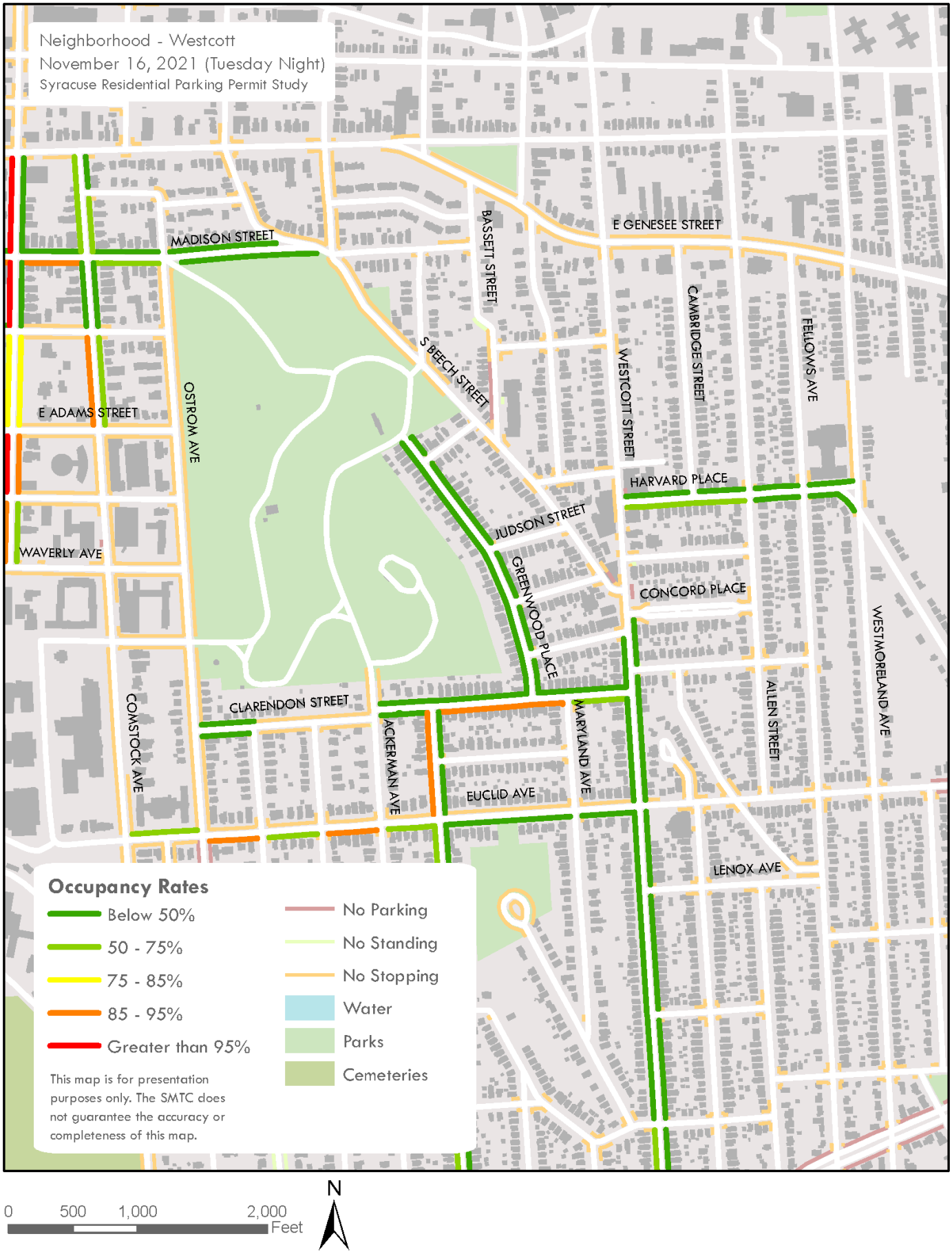
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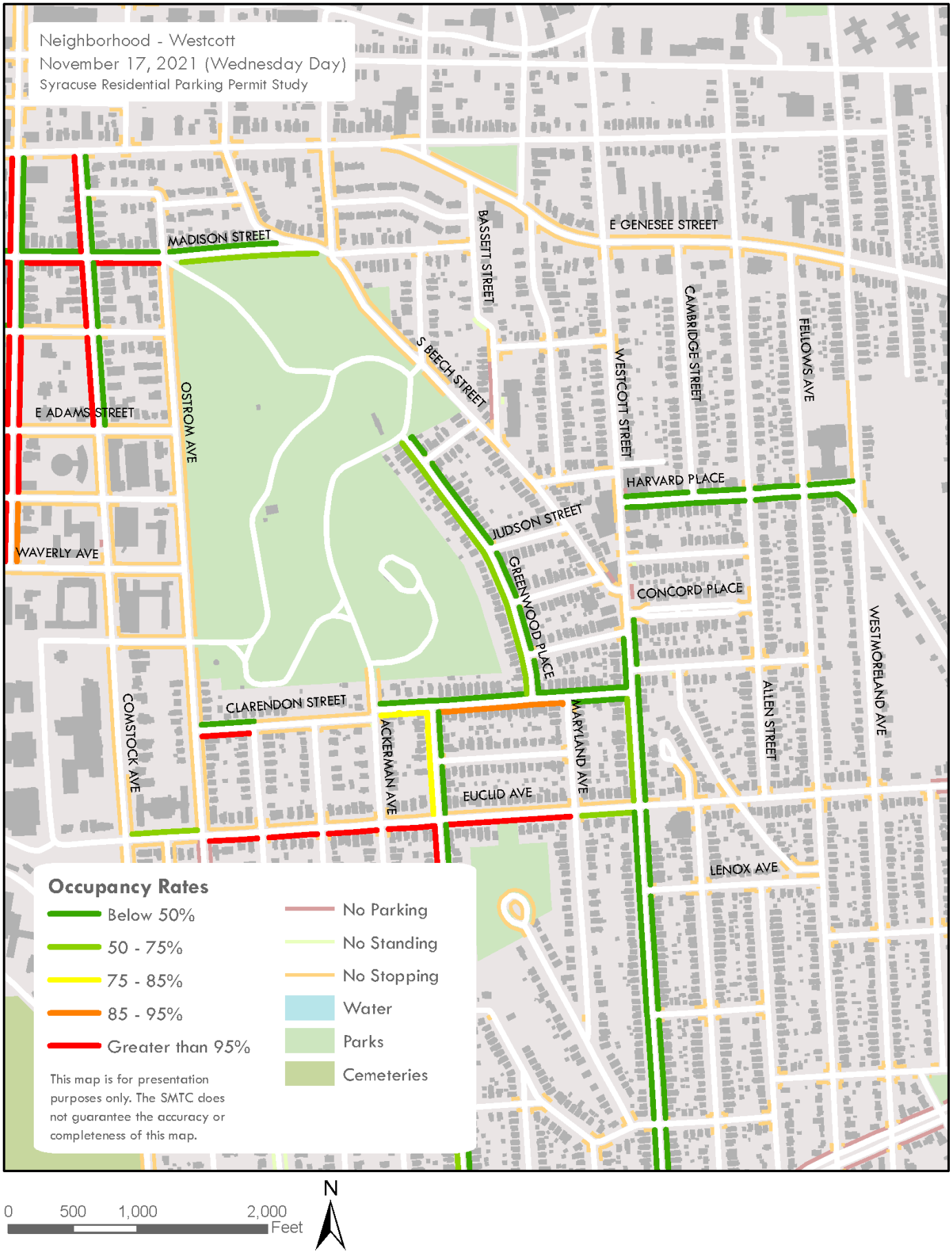
Neighborhood - Westcott
November 17, 2021 (Wednesday Day)
Syracuse Residential Parking Permit Study
MADISON STREET
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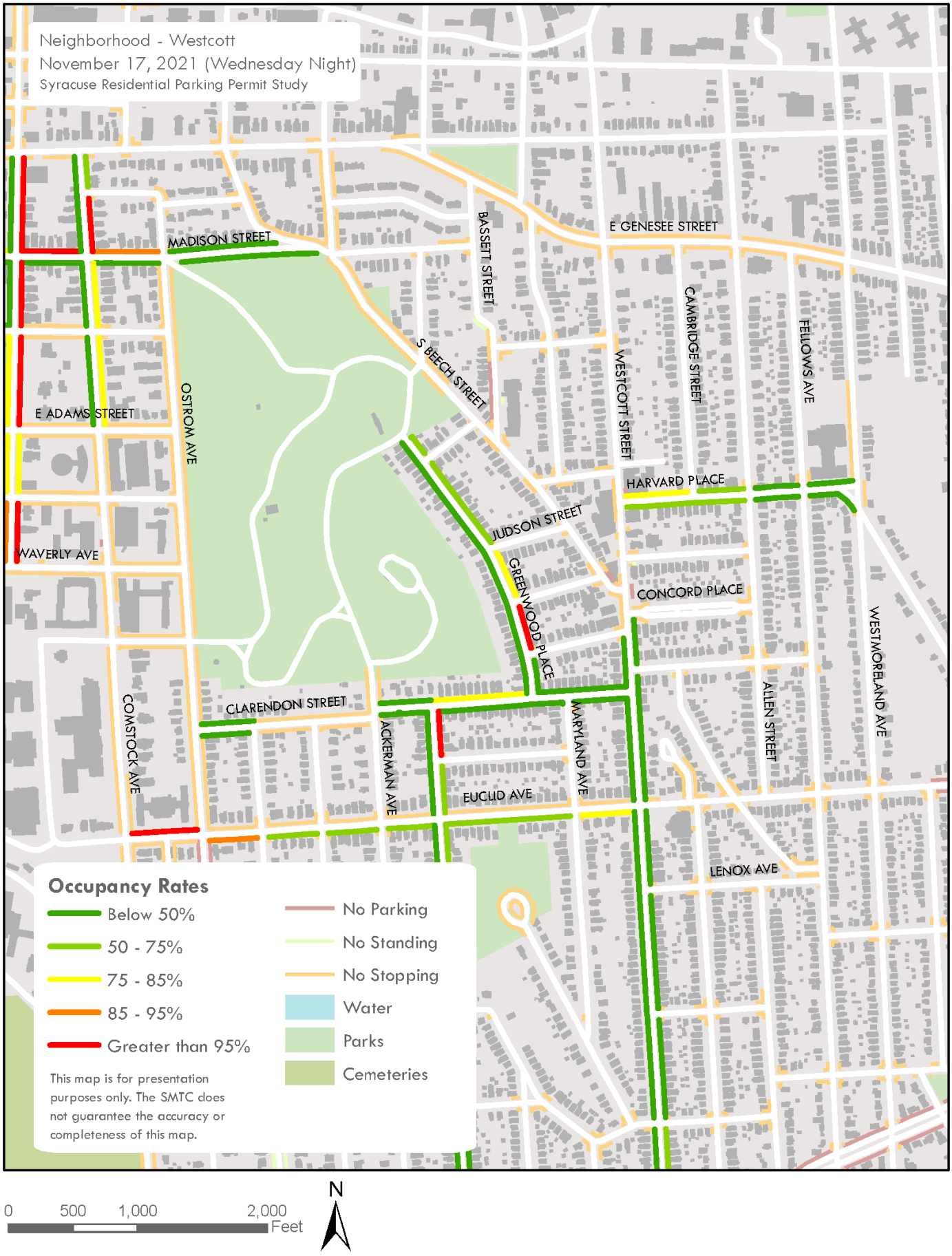
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0
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Feet
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UNIVERSITY HILL - EVEN SIDE

Street	From	To	Total Parkable Feet	Estimated Total Spaces Available	10/20 DAY	% Occupied	11/4 DAY	% Occupied	11/8 DAY	% Occupied	11/8 NIGHT	% Occupied	11/9 DAY	% Occupied
Harrison Street	Walnut Ave	Walnut Pl	No Parking (0)	0.0	-	-	-	-	-	-	-	-	-	-
	Walnut Pl	University	143.2	6.5	0	0%	-	-	0	0%	6	92%	9	138%
	University	Crouse	392.2	17.8	0	0%	-	-	0	0%	6	34%	21	118%
	Ostrom	Comstock	210.3	9.6	0	0%	-	-	-	-	-	-	-	-
Madison Street	Crouse	University	389.4	17.7	0	0%	-	-	0	0%	5	28%	18	102%
	University	Walnut	238.9	10.9	0	0%	-	-	1	9%	13	120%	17	157%
	Walnut	Comstock	291	13.2	0	0%	-	-	0	0%	14	106%	15	113%
	Comstock	Ostrom	237.4	10.8	1	9%	-	-	0	0%	8	74%	12	111%
	Ostrom	Beech	473.5	21.5	0	0%	-	-	0	0%	8	37%	17	79%
Walnut Place (Even is House Side)	Harrison	Adams	362.8	16.5	0	0%	-	-	6	36%	11	67%	19	115%
	Adams	Marshall	218.8	9.9	0	0%	-	-	5	50%	12	121%	13	131%
	Marshall	Waverly	240.1	10.9	10	92%	-	-	10	92%	9	82%	11	101%
Walnut Avenue (Even is Park Side)	Waverly	Marshall	221.5	10.1	11	109%	-	-	6	60%	10	99%	13	129%
	Marshall	Adams	140.7	6.4	8	125%	-	-	7	109%	6	94%	10	156%
	Adams	Harrison	422	19.2	21	109%	-	-	23	120%	19	99%	23	120%
	Harrison	Madison	252	11.5	2	17%	-	-	2	17%	14	122%	15	131%
	Madison	Genesee	173.7	7.9	1	13%	-	-	1	13%	10	127%	10	127%
Comstock Avenue	Adams	Harrison	338	15.4	1	7%	-	-	1	7%	3	20%	17	111%
	Harrison	Madison	206.6	9.4	0	0%	-	-	0	0%	4	43%	10	106%
	Madison	Genesee	380.6	17.3	0	0%	-	-	0	0%	17	98%	18	104%
Euclid Avenue	Comstock	Ostrom Pl	No Parking (0)	0.0	-	-	-	-	-	-	-	-	-	-
	Ostrom Pl	Ostrom Ave	No Parking (0)	0.0	-	-	-	-	-	-	-	-	-	-
	Ostrom Ave	Livingston	199.8	9.1	0	0%	-	-	10	110%	8	88%	9	99%
	Livingston	Sumner	162.4	7.4	9	122%	-	-	9	122%	4	54%	4	54%
	Sumner	Ackerman	191.3	8.7	9	104%	-	-	9	104%	4	46%	3	35%
	Ackerman	Lancaster	180.9	8.2	5	61%	-	-	8	97%	5	61%	6	73%
	Lancaster	Maryland	606.9	27.6	27	98%	-	-	30	109%	16	58%	9	33%
	Maryland	Westcott	180.3	8.2	6	73%	-	-	5	61%	3	37%	2	24%
Clarendon Street	Westcott	Maryland	191.8	8.7	C	-	-	-	0	0%	2	23%	7	80%
	Maryland	Lancaster	497.5	22.6	C	-	-	-	0	0%	12	53%	21	93%
	Lancaster	Ackerman	183.1	8.3	C	-	-	-	0	0%	0	0%	9	108%
	Ackerman	Sumner	No Stopping (0)	0.0	-	-	-	-	-	-	-	-	-	-
	Sumner	Livingston	No Stopping (0)	0.0	-	-	-	-	-	-	-	-	-	-
	Livingston	Ostrom	187	8.5	C	-	-	-	0	0%	0	0%	10	118%
Greenwood Place	Clarendon	Thornden Park Dr	1016.7	46.2	0	0%	-	-	1	2%	27	58%	29	63%
Harvard Place	Westcott	Allen	401.4	18.2	-	-	0	0%	2	11%	9	49%	10	55%
	Allen	Fellows	147.2	6.7	-	-	0	0%	0	0%	2	30%	2	30%
	Fellows	Westmoreland	84.9	3.9	-	-	0	0%	0	0%	0	0%	0	0%
Westcott Street	Avondale	Clarendon	118.5	5.4	-	-	0	0%	0	0%	0	0%	0	0%
	Clarendon	Euclid	322.6	14.7	-	-	2	14%	1	7%	5	34%	5	34%
	Euclid	Kensington	1137.3	51.7	-	-	0	0%	0	0%	19	37%	21	41%
	Kensington	Broad	255.3	11.6	-	-	0	0%	0	0%	9	78%	5	43%
Lancaster Avenue	Broad	Kensington	337.3	15.3	-	-	0	0%	1	7%	8	52%	8	52%
	Kensington	Stratford	399.4	18.2	-	-	0	0%	0	0%	12	66%	14	77%
	Stratford	Euclid	441.5	20.1	-	-	0	0%	0	0%	16	80%	23	115%
	Euclid	Clarendon	402.2	18.3	-	-	0	0%	0	0%	10	55%	19	104%

Observed Neighborhood Streets Totals	12978.0	589.9	111.0	31%	2.0	1%	138.0	24%	346.0	60%	484.0	83%

UNIVERSITY HILL - EVEN SIDE (continued)

Street	From	To	Total Parkable Feet	Estimated Total Spaces Available	11/9 NIGHT (SU Game, Westcott Concert)	% Occupied	11/16 DAY	% Occupied	11/16 NIGHT	% Occupied	11/17 DAY	% Occupied	11/17 NIGHT	% Occupied	Notes
Harrison Street	Walnut Ave	Walnut Pl	No Parking (0)	0.0	-	-	-	-	-	-	-	-	-	-	
	Walnut Pl	University	143.2	6.5	X	-	0	0%	7	108%	8	123%	1	15%	
	University	Crouse	392.2	17.8	X (2 anyway)	11%	0	0%	4	22%	20	112%	2	11%	
	Ostrom	Comstock	210.3	9.6	-	-	-	-	-	-	-	-	-	-	
Madison Street	Crouse	University	389.4	17.7	1	6%	0	0%	4	23%	19	107%	1	6%	
	University	Walnut	238.9	10.9	3	28%	1	9%	10	92%	12	111%	0	0%	
	Walnut	Comstock	291	13.2	2	15%	0	0%	12	91%	17	129%	1	8%	
	Comstock	Ostrom	237.4	10.8	3	28%	1	9%	8	74%	13	120%	2	19%	
	Ostrom	Beech	473.5	21.5	5	23%	2	9%	7	33%	14	65%	6	28%	
Walnut Place (Even is House Side)	Harrison	Adams	362.8	16.5	19	115%	1	6%	14	85%	18	109%	9	55%	
	Adams	Marshall	218.8	9.9	11	111%	0	0%	10	101%	12	121%	5	50%	
	Marshall	Waverly	240.1	10.9	13	119%	10	92%	5	46%	12	110%	8	73%	
Walnut Avenue (Even is Park Side)	Waverly	Marshall	221.5	10.1	15	149%	10	99%	9	89%	11	109%	9	89%	
	Marshall	Adams	140.7	6.4	15	235%	8	125%	7	109%	11	172%	5	78%	
	Adams	Harrison	422	19.2	24	125%	22	115%	16	83%	23	120%	15	78%	
	Harrison	Madison	252	11.5	1	9%	0	0%	14	122%	14	122%	1	9%	
	Madison	Genesee	173.7	7.9	3	38%	2	25%	10	127%	9	114%	1	13%	
Comstock Avenue	Adams	Harrison	338	15.4	7	46%	14	91%	14	91%	18	117%	4	26%	
	Harrison	Madison	206.6	9.4	2	21%	0	0%	4	43%	10	106%	4	43%	
	Madison	Genesee	380.6	17.3	2	12%	1	6%	10	58%	18	104%	2	12%	
Euclid Avenue	Comstock	Ostrom Pl	No Parking (0)	0.0	-	-	-	-	-	-	-	-	-	-	
	Ostrom Pl	Ostrom Ave	No Parking (0)	0.0	-	-	-	-	-	-	-	-	-	-	
	Ostrom Ave	Livingston	199.8	9.1	11	121%	8	88%	8	88%	9	99%	8	88%	
	Livingston	Sumner	162.4	7.4	8	108%	6	81%	4	54%	8	108%	4	54%	
	Sumner	Ackerman	191.3	8.7	8	92%	3	35%	8	92%	9	104%	5	58%	
	Ackerman	Lancaster	180.9	8.2	8	97%	2	24%	6	73%	10	122%	5	61%	
	Lancaster	Maryland	606.9	27.6	25	91%	19	69%	13	47%	30	109%	20	72%	
	Maryland	Westcott	180.3	8.2	4	49%	5	61%	1	12%	5	61%	7	85%	
Clarendon Street	Westcott	Maryland	191.8	8.7	1	11%	0	0%	5	57%	3	34%	0	0%	
	Maryland	Lancaster	497.5	22.6	3	13%	0	0%	21	93%	21	93%	3	13%	
	Lancaster	Ackerman	183.1	8.3	3	36%	0	0%	1	12%	7	84%	1	12%	
	Ackerman	Sumner	No Stopping (0)	0.0	-	-	-		-		-		-		
	Sumner	Livingston	No Stopping (0)	0.0	-	-	-		-		-		-		
	Livingston	Ostrom	187	8.5	4	47%	1	12%	0	0%	9	106%	3	35%	
Greenwood Place	Clarendon	Thornden Park Dr	1016.7	46.2	5	11%	0	0%	17	37%	25	54%	4	9%	
Harvard Place	Westcott	Allen	401.4	18.2	3	16%	4	22%	12	66%	8	44%	12	66%	
	Allen	Fellows	147.2	6.7	0	0%	0	0%	1	15%	3	45%	0	0%	
	Fellows	Westmoreland	84.9	3.9	0	0%	0	0%	0	0%	0	0%	0	0%	
Westcott Street	Avondale	Clarendon	118.5	5.4	0	0%	0	0%	1	19%	0	0%	0	0%	
	Clarendon	Euclid	322.6	14.7	0	0%	0	0%	7	48%	8	55%	3	20%	
	Euclid	Kensington	1137.3	51.7	7	14%	3	6%	15	29%	20	39%	4	8%	
	Kensington	Broad	255.3	11.6	1	9%	1	9%	8	69%	4	34%	3	26%	
Lancaster Avenue	Broad	Kensington	337.3	15.3	3	20%	0	0%	9	59%	10	65%	1	7%	
	Kensington	Stratford	399.4	18.2	3	17%	1	6%	6	33%	15	83%	6	33%	
	Stratford	Euclid	441.5	20.1	5	25%	0	0%	15	75%	21	105%	2	10%	
	Euclid	Clarendon	402.2	18.3	5	27%	0	0%	17	93%	15	82%	3	16%	
Observed Neighborhood Streets Totals			**12978.0**	**589.9**	**235.0**	**42%**	**125.0**	**22%**	**340.0**	**59%**	**499.0**	**86%**	**170.0**	**29%**	

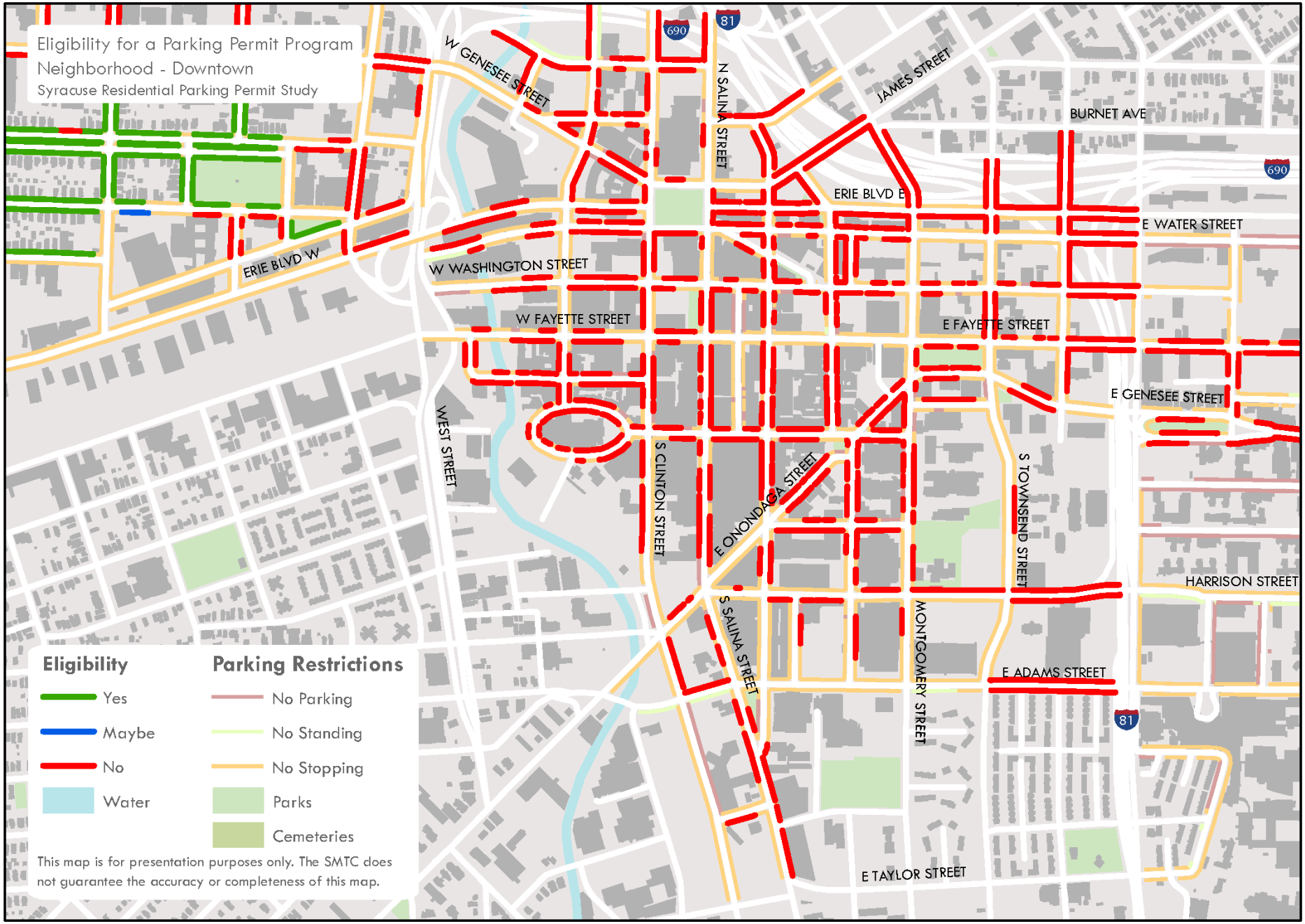
UNIVERSITY HILL - ODD SIDE

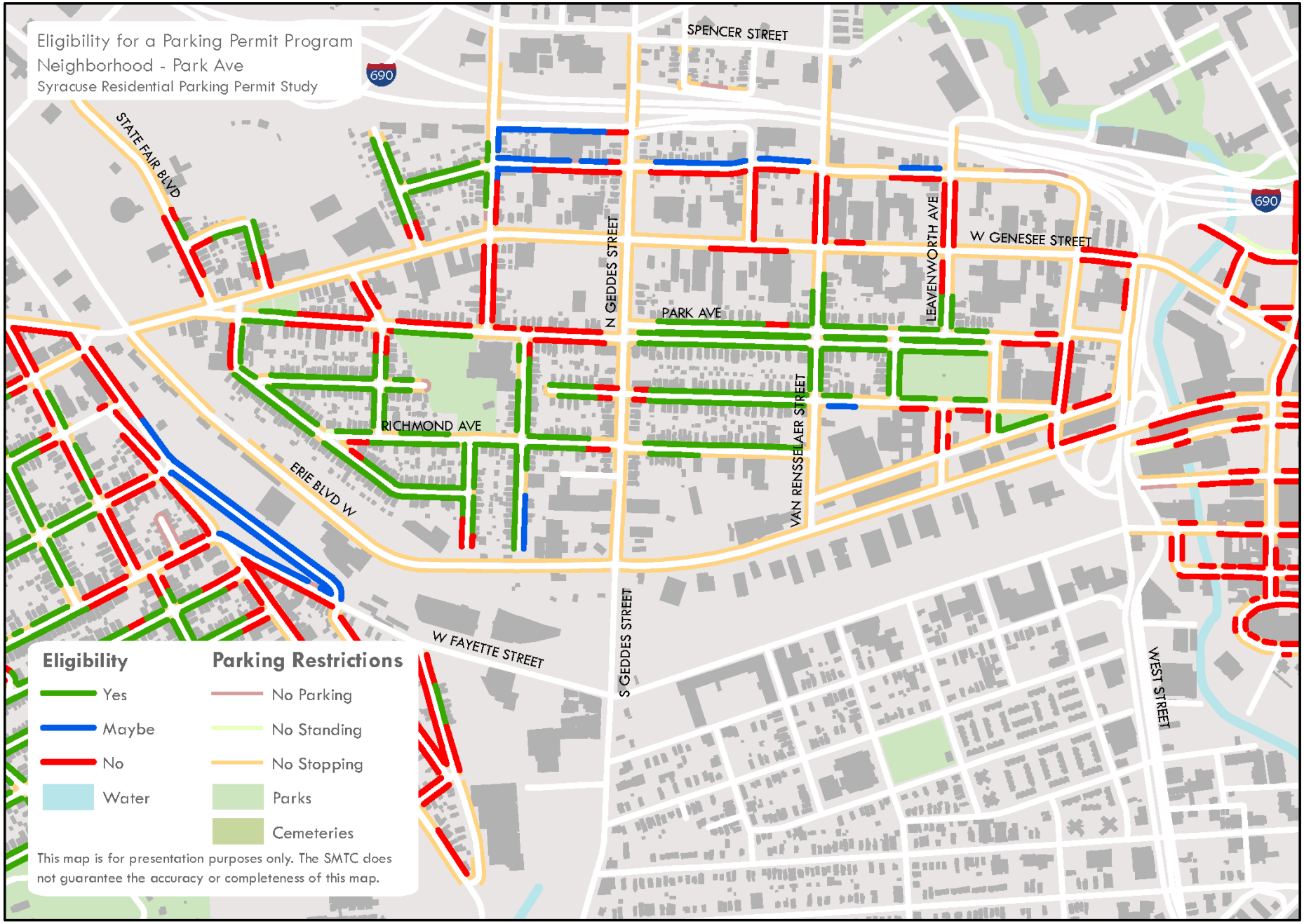
Street	From	To	Total Parkable Feet	Estimated Total Spaces Available	10/20 DAY	% Occupied	11/4 DAY	% Occupied	11/8 DAY	% Occupied	11/8 NIGHT	% Occupied	11/9 DAY	% Occupied
Harrison Street	Walnut	University	174.4	7.9	9	114%	-	-	11	139%	2	25%	0	0%
	University	Crouse	400.8	18.2	21	115%	-	-	19	104%	1	5%	0	0%
	~~Ostrom~~	~~Comstock~~	~~144.6~~	6.6	~~9~~	137%	-	-	-	-	-	-	-	-
Madison Street	Crouse	University	222.5	10.1	12	119%	-	-	12	119%	1	10%	0	0%
	University	Walnut	435.6	19.8	23	116%	-	-	11	56%	3	15%	3	15%
	Walnut	Comstock	239.7	10.9	13	119%	-	-	14	128%	5	46%	0	0%
	Comstock	Ostrom	241.2	11.0	13	119%	-	-	11	100%	2	18%	0	0%
	Ostrom	Beech	358.8	16.3	17	104%	-	-	15	92%	2	12%	1	6%
Walnut Place (Odd is Park Side)	Harrison	Adams	428.2	19.5	22	113%	-	-	21	108%	9	46%	0	0%
	Adams	Marshall	262	11.9	13	109%	-	-	13	109%	7	59%	0	0%
	Marshall	Waverly	142.5	6.5	9	139%	-	-	N	-	7	108%	9	139%
Walnut Avenue (Odd is House Side)	Waverly	Marshall	233.7	10.6	10	94%	-	-	8	75%	10	94%	12	113%
	Marshall	Adams	222.2	10.1	12	119%	-	-	12	119%	6	59%	12	119%
	Adams	Harrison	424.6	19.3	22	114%	-	-	23	119%	17	88%	23	119%
	Harrison	Madison	287	13.0	15	115%	-	-	16	123%	3	23%	5	38%
	Madison	Genesee	179.7	8.2	10	122%	-	-	10	122%	0	0%	0	0%
Comstock Avenue	Adams	Harrison	260.9	11.9	16	135%	-	-	15	126%	8	67%	0	0%
	Harrison	Madison	183.1	8.3	11	132%	-	-	10	120%	2	24%	0	0%
	Madison	Comstock Pl	207.6	9.4	10	106%	-	-	11	117%	3	32%	4	42%
	Comstock Pl	Genesee	90.2	4.1	4	98%	-	-	4	98%	0	0%	0	0%
Euclid Avenue	Comstock	Ostrom Ave	205.1	9.3	3	32%	-	-	3	32%	3	32%	3	32%
	Ostrom Ave	Livingston	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-
	Livingston	Sumner	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-
	Sumner	Ackerman	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-
	Ackerman	Lancaster	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-
	Lancaster	Maryland	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-
	Maryland	Westcott	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-
Clarendon Street	Westcott	Greenwood	284.1	12.9	C	-	-	-	9	70%	2	15%	0	0%
	Greenwood	Lancaster	365.4	16.6	C	-	-	-	10	60%	1	6%	0	0%
	Lancaster	Ackerman	237.4	10.8	C	-	-	-	11	102%	2	19%	0	0%
	Ackerman	Livingston	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-
	Livingston	Ostrom	153.6	7.0	8	115%	-	-	11	158%	2	29%	0	0%
Greenwood Place	Clarendon	Avondale	114.7	5.2	-	-	3	58%	4	77%	2	38%	0	0%
	Avondale	Trinity	133.6	6.1	-	-	5	82%	6	99%	0	0%	0	0%
	Trinity	Jusdon	154.7	7.0	-	-	7	100%	5	71%	1	14%	0	0%
	Jusdon	Bristol	335.8	15.3	-	-	7	46%	8	52%	0	0%	0	0%
	Bristol	Thornden Park Dr	77.5	3.5	-	-	3	85%	1	28%	0	0%	0	0%
Harvard Place	Westcott	Cambridge	133.1	6.1	-	-	6	99%	3	50%	1	17%	1	1%
	Cambridge	Allen	140	6.4	-	-	2	31%	2	31%	0	0%	0	0%
	Allen	Fellows	153	7.0	-	-	2	29%	3	43%	0	0%	0	0%
	Fellows	Westmoreland	111.8	5.1	-	-	0	0%	0	0%	0	0%	0	0%
Westcott Street	Concord	Clarke	115	5.2	-	-	0	0%	0	0%	0	0%	0	0%
	Clarendon	Euclid	446.7	20.3	-	-	7	34%	8	39%	0	0%	0	0%
	Euclid	Lennox	165.4	7.5	-	-	6	80%	4	53%	1	13%	0	0%
	Lennox	Jerome	441.9	20.1	-	-	7	35%	5	25%	3	15%	0	0%
	Jerome	Kensington	355.4	16.2	-	-	4	25%	4	25%	1	6%	1	0%
	Kensington	Broad	261.8	11.9	-	-	8	67%	7	59%	2	17%	0	0%
Lancaster Avenue	Broad	Kensington	345.5	15.7	-	-	8	51%	6	38%	2	13%	0	0%
	Kensington	Buckingham	296.3	13.5	-	-	7	52%	10	74%	2	15%	0	0%
	Buckingham	Stratford	144	6.5	-	-	7	107%	6	92%	1	15%	1	1%
	Statford	Euclid	665.3	30.2	-	-	30	99%	27	89%	4	13%	0	0%
	Euclid	Redfield	175.9	8.0	-	-	8	100%	8	100%	1	13%	0	0%
	Redfield	Clarendon	157.7	7.2	-	-	7	98%	5	70%	0	0%	0	0%
Observed Neighborhood Streets Totals			**11310.0**	**507.5**	**282.0**	**113%**	**134.0**	**60%**	**402.0**	**79%**	**119.0**	**23%**	**75.0**	**15%**

UNIVERSITY HILL - ODD SIDE (continued)

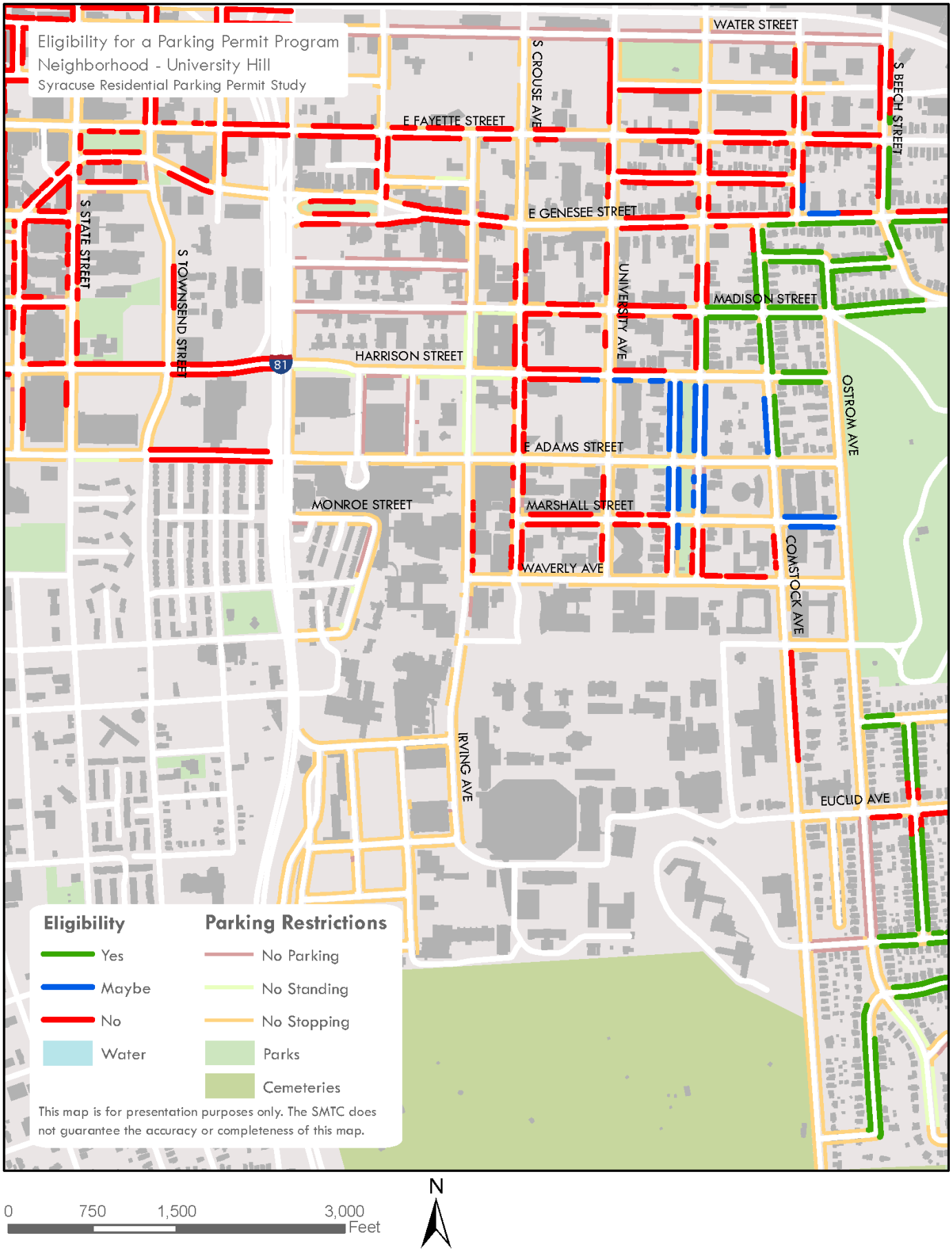
Street	From	To	Total Parkable Feet	Estimated Total Spaces Available	11/9 NIGHT (SU Game, Westcott Concert)	% Occupied	11/16 DAY	% Occupied	11/16 NIGHT	% Occupied	11/17 DAY	% Occupied	11/17 NIGHT	% Occupied	Notes
Harrison Street	Walnut	University	174.4	7.9	10	126%	10	126%	4	50%	1	13%	3	38%	
	University	Crouse	400.8	18.2	18	99%	20	110%	1	5%	0	0%	4	22%	
	~~Ostrom~~	~~Comstock~~	~~144.6~~	6.6	-	-	-	-	-	-	-	-	-	-	
Madison Street	Crouse	University	222.5	10.1	11	109%	12	119%	0	0%	1	10%	5	49%	
	University	Walnut	435.6	19.8	22	111%	24	121%	6	30%	0	0%	16	81%	
	Walnut	Comstock	239.7	10.9	16	147%	13	119%	2	18%	0	0%	12	110%	
	Comstock	Ostrom	241.2	11.0	11	100%	10	91%	2	18%	1	9%	10	91%	
	Ostrom	Beech	358.8	16.3	8	49%	8	49%	1	6%	0	0%	4	25%	
Walnut Place (Odd is Park Side)	Harrison	Adams	428.2	19.5	19	98%	21	108%	10	51%	4	21%	13	67%	
	Adams	Marshall	262	11.9	11	92%	15	126%	9	76%	1	8%	8	67%	
	Marshall	Waverly	142.5	6.5	13	201%	8	124%	9	139%	5	77%	9	139%	
Walnut Avenue (Odd is House Side)	Waverly	Marshall	233.7	10.6	13	122%	9	85%	7	66%	10	94%	12	113%	
	Marshall	Adams	222.2	10.1	15	149%	14	139%	9	89%	11	109%	8	79%	
	Adams	Harrison	424.6	19.3	23	119%	24	124%	15	78%	24	124%	19	98%	
	Harrison	Madison	287	13.0	15	115%	16	123%	4	31%	0	0%	15	115%	
	Madison	Genesee	179.7	8.2	11	135%	9	110%	3	37%	2	24%	11	135%	
Comstock Avenue	Adams	Harrison	260.9	11.9	13	110%	0	0%	7	59%	1	8%	9	76%	
	Harrison	Madison	183.1	8.3	8	96%	10	120%	2	24%	0	0%	7	84%	
	Madison	Comstock Pl	207.6	9.4	9	95%	11	117%	6	64%	2	21%	10	106%	
	Comstock Pl	Genesee	90.2	4.1	4	98%	4	98%	2	49%	1	24%	3	73%	
Euclid Avenue	Comstock	Ostrom Ave	205.1	9.3	10	107%	5	54%	6	64%	6	64%	9	97%	
	Ostrom Ave	Livingston	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-	
	Livingston	Sumner	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-	
	Sumner	Ackerman	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-	
	Ackerman	Lancaster	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-	
	Lancaster	Maryland	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-	
	Maryland	Westcott	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-	
Clarendon Street	Westcott	Greenwood	284.1	12.9	9	70%	8	62%	1	8%	0	0%	6	46%	
	Greenwood	Lancaster	365.4	16.6	10	60%	13	78%	1	6%	0	0%	14	84%	
	Lancaster	Ackerman	237.4	10.8	4	37%	13	120%	0	0%	0	0%	0	0%	
	Ackerman	Livingston	No Stopping (0)	-	-	-	-	-	-	-	-	-	-	-	
	Livingston	Ostrom	153.6	7.0	8	115%	8	115%	0	0%	0	0%	0	0%	
Greenwood Place	Clarendon	Avondale	114.7	5.2	3	58%	6	115%	1	19%	0	0%	2	38%	
	Avondale	Trinity	133.6	6.1	8	132%	3	49%	0	0%	0	0%	7	115%	
	Trinity	Jusdon	154.7	7.0	7	100%	6	85%	3	43%	0	0%	6	85%	
	Jusdon	Bristol	335.8	15.3	6	39%	11	72%	1	7%	0	0%	9	59%	
	Bristol	Thornden Park Dr	77.5	3.5	0	0%	2	57%	0	0%	0	0%	2	57%	
Harvard Place	Westcott	Cambridge	133.1	6.1	3	50%	6	99%	2	33%	0	0%	5	83%	
	Cambridge	Allen	140	6.4	5	79%	0	0%	0	0%	0	0%	4	63%	
	Allen	Fellows	153	7.0	1	14%	3	43%	0	0%	0	0%	1	14%	
	Fellows	Westmoreland	111.8	5.1	0	0%	0	0%	0	0%	0	0%	1	20%	
Westcott Street	Concord	Clarke	115	5.2	0	0%	0	0%	1	19%	0	0%	1	19%	
	Clarendon	Euclid	446.7	20.3	3	15%	8	39%	0	0%	0	0%	7	34%	
	Euclid	Lennox	165.4	7.5	1	13%	5	67%	1	13%	0	0%	1	13%	
	Lennox	Jerome	441.9	20.1	3	15%	6	30%	3	15%	0	0%	5	25%	
	Jerome	Kensington	355.4	16.2	8	50%	3	19%	3	19%	3	19%	8	50%	
	Kensington	Broad	261.8	11.9	6	50%	3	25%	1	8%	0	0%	7	59%	
Lancaster Avenue	Broad	Kensington	345.5	15.7	12	76%	7	45%	0	0%	1	6%	7	45%	
	Kensington	Buckingham	296.3	13.5	4	30%	9	67%	3	22%	0	0%	5	37%	
	Buckingham	Stratford	144	6.5	20	54%	7	107%	0	0%	0	0%	7	107%	
	Statford	Euclid	665.3	30.2			32	106%	4	13%	0	0%	16	53%	
	Euclid	Redfield	175.9	8.0	2	25%	7	88%	0	0%	0	0%	5	63%	
	Redfield	Clarendon	157.7	7.2	3	42%	8	112%	1	14%	0	0%	7	98%	
Observed Neighborhood Streets Totals			**11310.0**	**507.5**	**386.0**	**76%**	**417.0**	**82%**	**131.0**	**26%**	**74.0**	**15%**	**320.0**	**63%**	

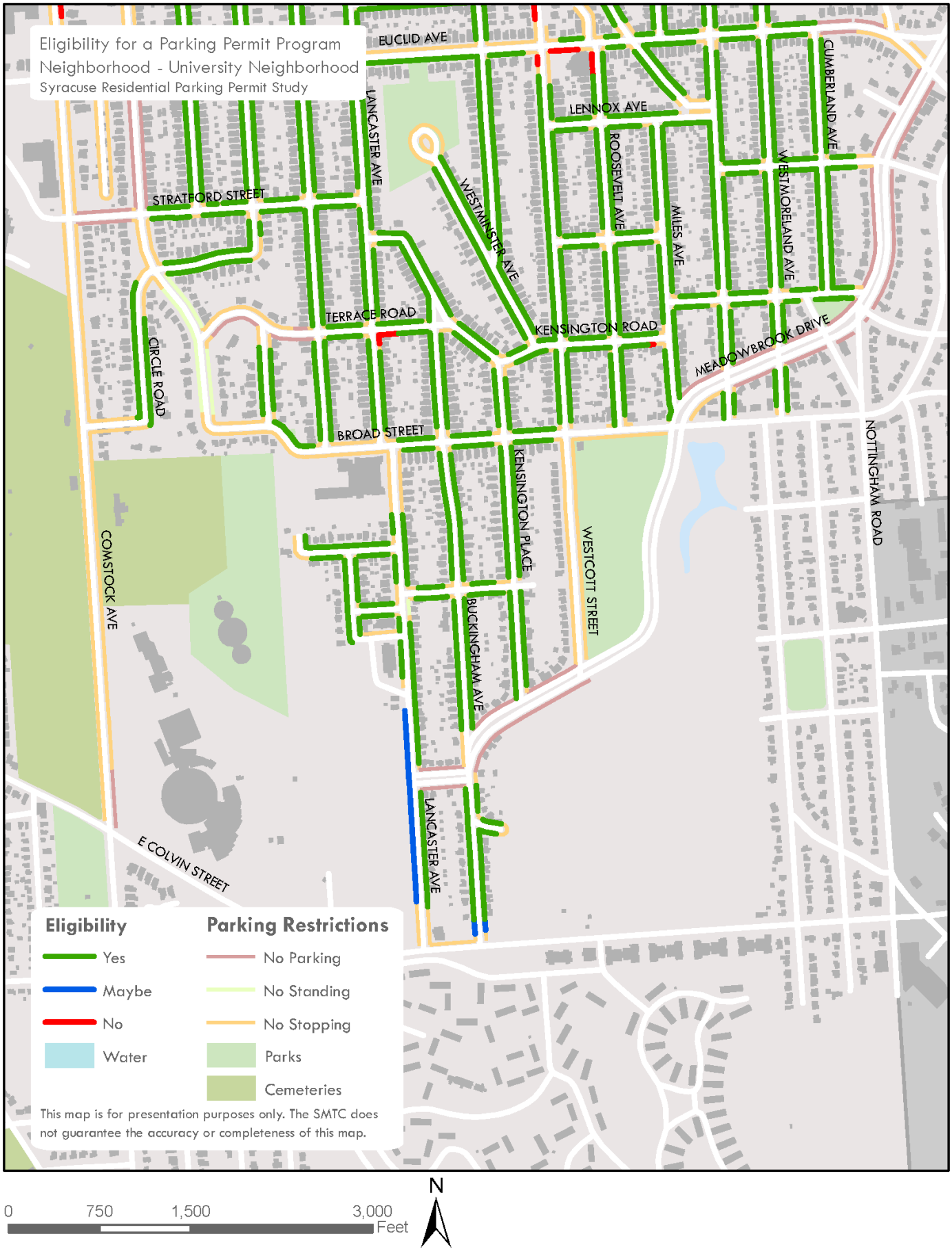
APPENDIX E – ROADWAY ELIGIBILITY UNDERREZONE SYRACUSE

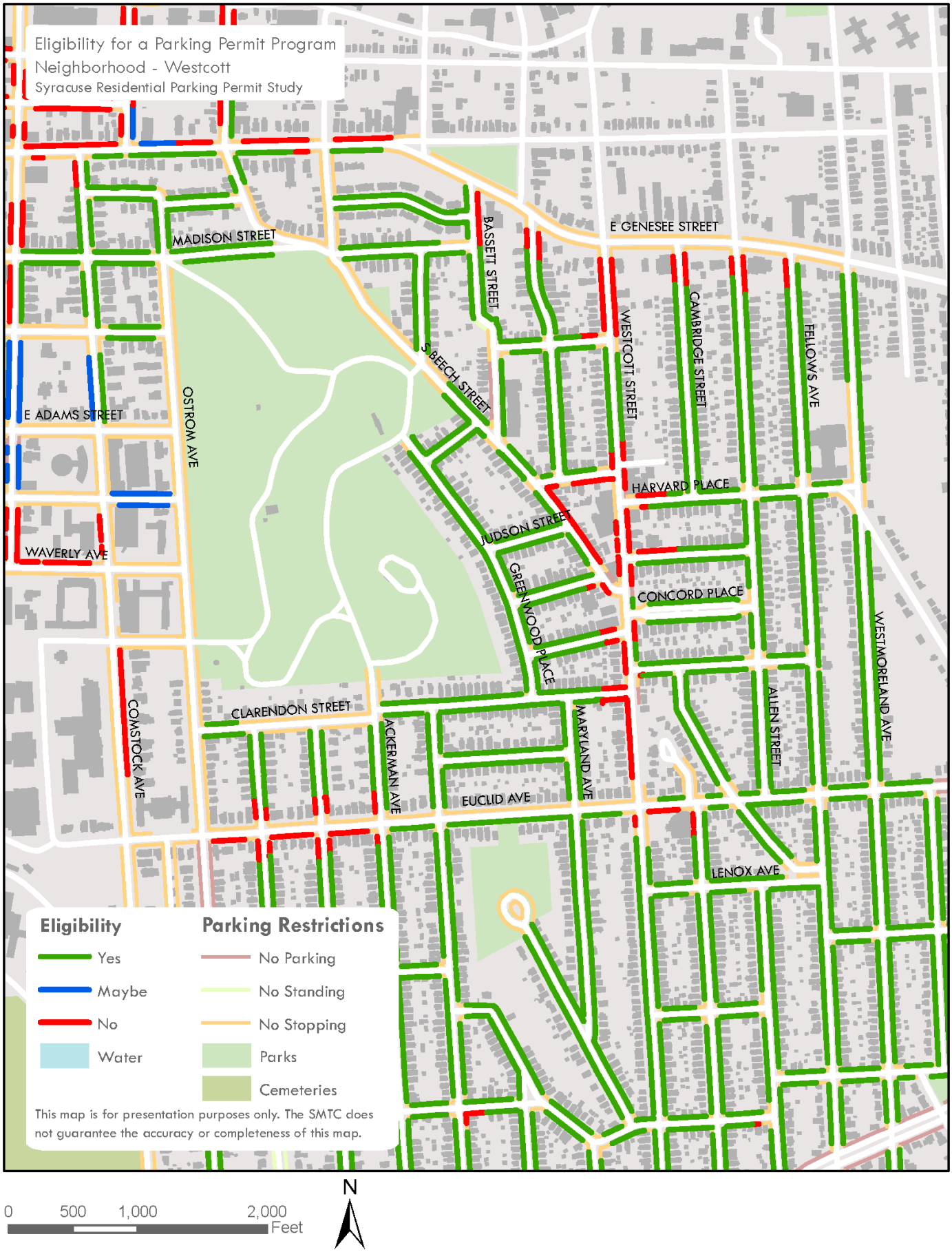

Eligibility for a Parking Permit Program
Neighborhood - Downtown
Syracuse Residential Parking Permit Study
W GENESEE STREET
690
81
N SALINA STREET
JAMES STREET
BURNET AVE
ERIE BLVD E
E WATER STREET
ERIE BLVD W
W WASHINGTON STREET
W FAYETTE STREET
E FAYETTE STREET
E GENESEE STREET
WEST STREET
S CLINTON STREET
E ONONDAGA STREET
S TOWNSEND STREET
HARRISON STREET
S SALINA STREET
MONTGOMERY STREET
E ADAMS STREET
E TAYLOR STREET
Eligibility
Yes
Maybe
No
Water
Parking Restrictions
No Parking
No Standing
No Stopping
Parks
Cemeteries
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
0
750
1,500
3,000
Feet
N


Eligibility for a Parking Permit Program
Neighborhood - Park Ave
Syracuse Residential Parking Permit Study
690
SPENCER STREET
STATE FAIR BLVD
N GEDDES STREET
PARK AVE
LEAVENWORTH AVE
W GENESEE STREET
690
RICHMOND AVE
VAN RENSSELAER STREET
ERIE BLVD W
W FAYETTE STREET
S GEDDES STREET
WEST STREET
Eligibility
Yes
Maybe
No
Water
Parking Restrictions
No Parking
No Standing
No Stopping
Parks
Cemeteries
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
0
750
1,500
3,000
Feet
N


Eligibility for a Parking Permit Program
Neighborhood - Tipperary Hill
Syracuse Residential Parking Permit Study
WEST GENESEE STREET
HAMILTON STREET
MILTON AVE
AVERY AVE
ULSTER STREET
TOMPKINS STREET
BRYANT AVE
WHITTIER AVE
SALISBURY ROAD
ERIE BOULEVARD W
S LOWELL AVE
S WILBUR AVE
W FAYETTE STREET
MAGNOLIA STREET
Eligibility
Yes
Maybe
No
Water
Parking Restrictions
No Parking
No Standing
No Stopping
Parks
Cemeteries
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
0
750
1,500
3,000
Feet
N


Eligibility for a Parking Permit Program
Neighborhood - University Hill
Syracuse Residential Parking Permit Study
WATER STREET
S CROUSE AVE
S BEECH STREET
E FAYETTE STREET
E GENESEE STREET
S STATE STREET
S TOWNSEND STREET
UNIVERSITY AVE
MADISON STREET
81
HARRISON STREET
OSTROM AVE
E ADAMS STREET
MONROE STREET
MARSHALL STREET
WAVERLY AVE
COMSTOCK AVE
IRVING AVE
EUCLID AVE
Eligibility
Yes
Maybe
No
Water
Parking Restrictions
No Parking
No Standing
No Stopping
Parks
Cemeteries
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
0
750
1,500
3,000
Feet
N


Eligibility for a Parking Permit Program
Neighborhood - University Neighborhood
Syracuse Residential Parking Permit Study
EUCLID AVE
LANCASTER AVE
LENNOX AVE
ROOSEVELT AVE
MILES AVE
WESTMORELAND AVE
CUMBERLAND AVE
WESTMINSTER AVE
STRATFORD STREET
TERRACE ROAD
KENSINGTON ROAD
MEADOWBROOK DRIVE
CIRCLE ROAD
BROAD STREET
KENSINGTON PLACE
WESTCOTT STREET
NOTTINGHAM ROAD
COMSTOCK AVE
BUCKINGHAM AVE
LANCASTER AVE
E COLVIN STREET
Eligibility
Yes
Maybe
No
Water
Parking Restrictions
No Parking
No Standing
No Stopping
Parks
Cemeteries
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
0
750
1,500
3,000
Feet
N


Eligibility for a Parking Permit Program
Neighborhood - Westcott
Syracuse Residential Parking Permit Study
MADISON STREET
E GENESEE STREET
BASSETT STREET
BEECH STREET
WESTCOTT STREET
CAMBRIDGE STREET
FELLOWS AVE
E ADAMS STREET
OSTROM AVE
HARVARD PLACE
JUDSON STREET
GREENWOOD PLACE
CONCORD PLACE
WAVERLY AVE
WESTMORELAND AVE
CLARENDON STREET
COMSTOCK AVE
ACKERMAN AVE
MARYLAND AVE
ALLEN STREET
EUCLID AVE
LENOX AVE
Eligibility
Yes
Maybe
No
Water
Parking Restrictions
No Parking
No Standing
No Stopping
Parks
Cemeteries
This map is for presentation purposes only. The SMTC does not guarantee the accuracy or completeness of this map.
N
0
500
1,000
2,000
Feet