
Village of Owego Parking Study



MARCH 2019

Binghamton Metropolitan Transportation Study

INTRODUCTION

The Village of Owego, located in Tioga County, New York, was voted “The Coolest Small Town in America” in 2009. ^[1] With a population of just under 4,000, it is a historic village with a vibrant downtown area. The downtown is home to unique stores, coffee shops, restaurants and small business. Located along the Susquehanna River it boasts a scenic Riverwalk and extensive sidewalk system that promotes a very walkable Village. The downtown area has experienced an increase in residential housing and expects the increase in apartments to continue. Due to its unique character it is a destination for residents and visitors alike.

Whenever a downtown area becomes attractive and traffic increases, one of the first issues that is recognized is “Do we have enough parking?” Parking availability, accessibility and perception of plentiful, safe, affordable parking can contribute to an areas vitality.

The analysis in this report will look at both on-street parking and municipal parking lots to determine parking needs, usage and areas where improvements or changes are needed.

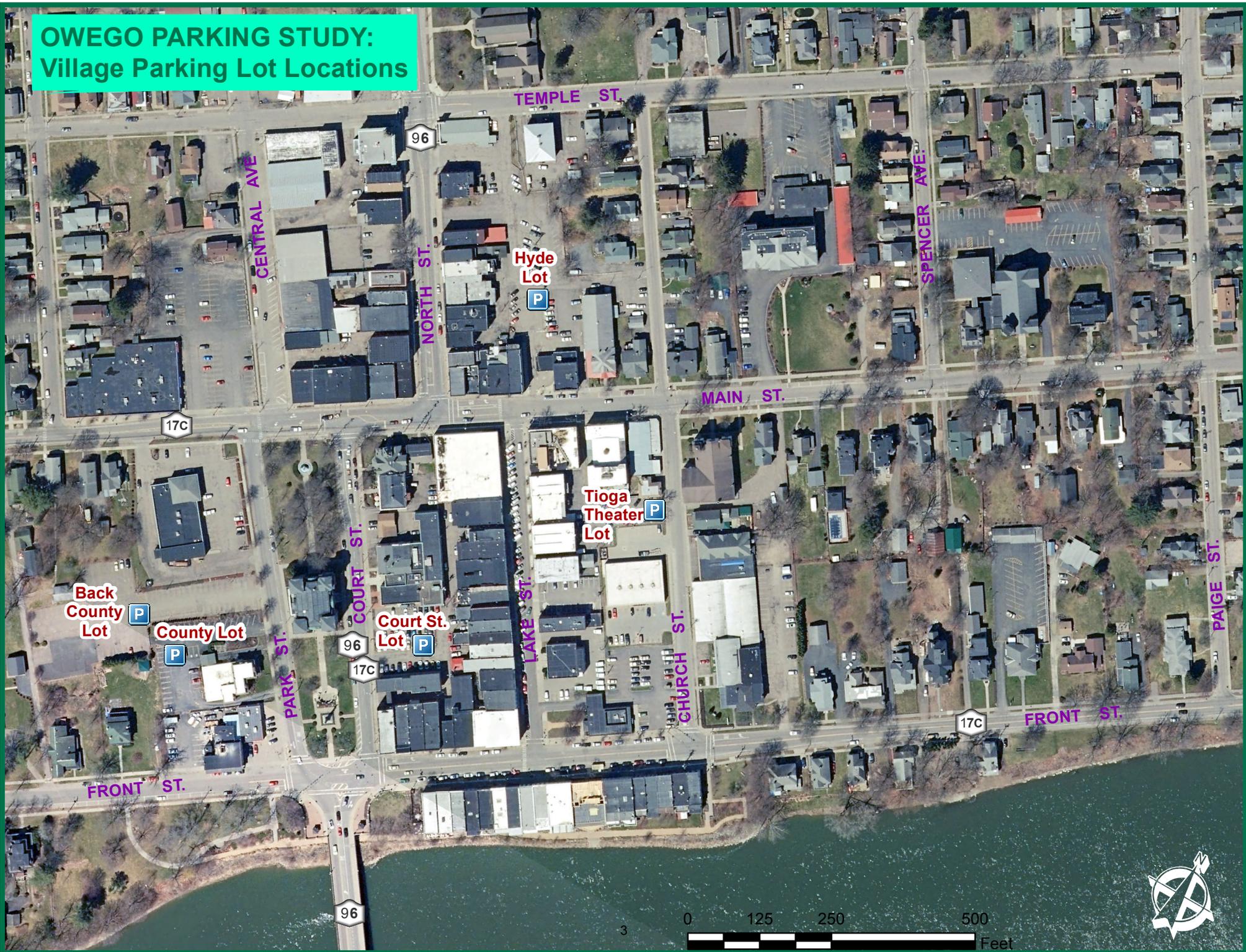
[1] Results of survey from Budget Travel Magazine, 2009

PARKING ANALYSIS STUDY AREA

The four block area included in the study is centered around the downtown retail core. The study area is roughly bordered by Park Street, Front Street, Church Street and Temple Street. This is where the greatest concentration of retail/commercial development is located and where new residential apartments are developing.

Within the study area, publicly owned off-street parking lots were studied. This included The County Lot, the Court Street Lot, the Tioga Theater Lot and the Hyde Lot. Privately owned parking lots were not inventoried and are not part of this study. On-street parking along Park Street, Court Street, Front Street and Lake Street was included in the study.

OWEGO PARKING STUDY: Village Parking Lot Locations



METHODOLOGY

To determine existing public parking conditions in the study area, an analysis of parking capacity and occupancy was completed using the following methods:

- **Existing Parking Inventory**

Field visits were made to determine the location, quantity and parking restrictions that were in place for both on and off-street public parking.

- **Occupancy Counts**

Field counts were conducted during several representative weekdays in July and September of 2018, On -street parking was surveyed on Tuesday July 10th and Wednesday July 11th. The four public parking lots were surveyed on Tuesday September 4th and Thursday September 6th. Surveys were completed in four-hour increments, 8AM – 12PM and 12PM to 4PM.

- **Utilization and Duration**

Parking utilization was determined by comparing the available supply of parking to number of vehicles parked. This was calculated for each parking lot and for each street. For on-street parking, data also provided information on duration of parked vehicles, occupancy and turnover per space.

CAPACITY

There are a total of 316 public parking spaces in the study area, 67% off-street parking and 33% on-street. The four public parking lots provide a total of 211 spaces: Court Street Lot (42 spaces), Park Street County Lot (34 spaces), Back Park Street Lot (80 spaces), Hyde Lot (35 spaces) and the Tioga Theater Lot (20 spaces).

The on-street parking in the study area is split between Court Street (18 spaces), Park Street (14 spaces), Front Street (34 spaces) and Lake St (39 spaces).

PARKING OCCUPANCY AND UTILIZATION

During the months of July and September of 2018 the public parking lots and the on-street parking spaces within the study area were surveyed between the hours of 8AM and 4PM. The hours were chosen based on typical work day hours and peak times for retail shopping. For on-street parking each parking space was surveyed every half hour. Data was collected to see if the space was occupied and the duration of the vehicle being parked. This provided information on the turnover of each parking space and how often each space was occupied.

A similar process was used in the four municipal lots that were under study. Again, each lot was surveyed, and the number of vehicles parked during each half hour time period was recorded. The results were then used to calculate occupancy rate for each street, each lot and then over all rates for on-street parking and off-street parking. These calculations were then used to determine which area of parking were being used on a regular consistent basis and which areas were being underutilized. The key periods analyzed were 8AM, 10AM, 12PM, 2PM and 4PM.

MUNICIPAL PARKING LOTS

Court Street Lot

The Court Street Lot is located on Court Street (NY17C) and has 42 parking spaces and provides free parking for 3 hours. It has two driveways, with a one-way flow of traffic. This lot is heavily utilized and during several of the time periods studied the lot was at or near capacity.



Park Street Lot

The Park Street Lot is actually two parking lots. The 34-space lot adjacent to Park Street (NY17C) is for Tioga County use and the parking lot to the rear is for public parking. The rear parking lot has space for 80 vehicles. Parking is free and has a 3-hour time limit.



The County lot has a steady rate of occupancy for most of the day, but there are always some available parking spaces. The rear lots highest occupancy was less than 30% full during the hours observed.

Hyde Street Lot



The Hyde Street Lot has access off Temple Street. There is free 3-hour parking for the 35 spaces in the lot. This lot is unique with several other businesses having parking in the same paved parking area, but it is restricted to the buildings adjacent to it. This is true for the Red & White on the corner of Temple Street and North Avenue, the Chemung Canal Trust Company, the Veterans of Foreign Wars Post 1371 and various businesses along North Street that have

parking behind the buildings. This causes confusion on which spaces are allocated to the public. This lot was always less than 70% full.



Tioga Theater Lot



The Tioga Theater Lot has an entrance on Main Street and an exit on Church Street. There are 20 parking spaces in the lot with 2-hour free parking. This lot had a high occupancy rate and it appeared that many vehicles parked there for extended lengths of time. This lot is very cramped and not well delineated.

A comparison of the occupancy of the four lots is shown in the table on the next page. The Court Street Lot experienced the highest rate of occupancy, reaching 100% during the middle of the day. This can probably be attributed to the Court Street Lot being the first municipal parking lot that a motorist sees when entering the Village from the Court Street Bridge. It is located across the street from the Court House and in close proximity to the Village of Owego Offices. The Park Street Lot while also located next to the Court House did not experience the same usage. In fact, the back lot that is designated for the public was severely underutilized. The Hyde Lot also had a lower usage, probably since it is hard to find and not directly adjacent to destinations and can't be seen from the major streets. The Theater Lot had a high occupancy in the middle of the day. While collecting data it appeared that several vehicles were parked all day long in this lot. Again, it would be difficult for the visitor to find this parking lot.



ON-STREET PARKING

Court Street

Court Street is a one-way street northbound, running between Front Street and Main Street. There are 13 parking spaces on the west side of the road and 5 spaces on the east side of the road. The parking is free with a 3-hour time limit. Occupancy was highest during the mid-day reaching a peak 85% occupancy at 10 AM.

On the days that the data was collected there were only 5 vehicles that parked for 3 hours or more. There was always some available on street spaces.



Park Street



Park Street is a one-way street southbound, running between Front Street and Main Street. There are 14 parking spaces located along the east side of the street adjacent to the Tioga County office building. Parking is free, with a 3-hour time limit. Occupancy was highest at 10AM with 71% occupied. Occupancy dropped off considerably both before and after that hour. During the study period there was only one vehicle parked beyond the 3-hour time limit.

Front Street

Front Street between Court Street and Church Street was included in the study. There is parking on both the north and south sides of Front Street. There are 21 parking spaces on the south side of the street and 13 spaces on the north side of the street. During the data collection days there were 5 spaces on the south side that were blocked off due to the construction taking place at 200-204 Front Street. On-street parking is free and has a 3-hour time limit. Parking on the street peaked during midday with close to 100% of the spaces occupied on one of the observation days. Front Street had more long-term parkers that occupied a space for 3 hours or more than any of the other streets that were surveyed.



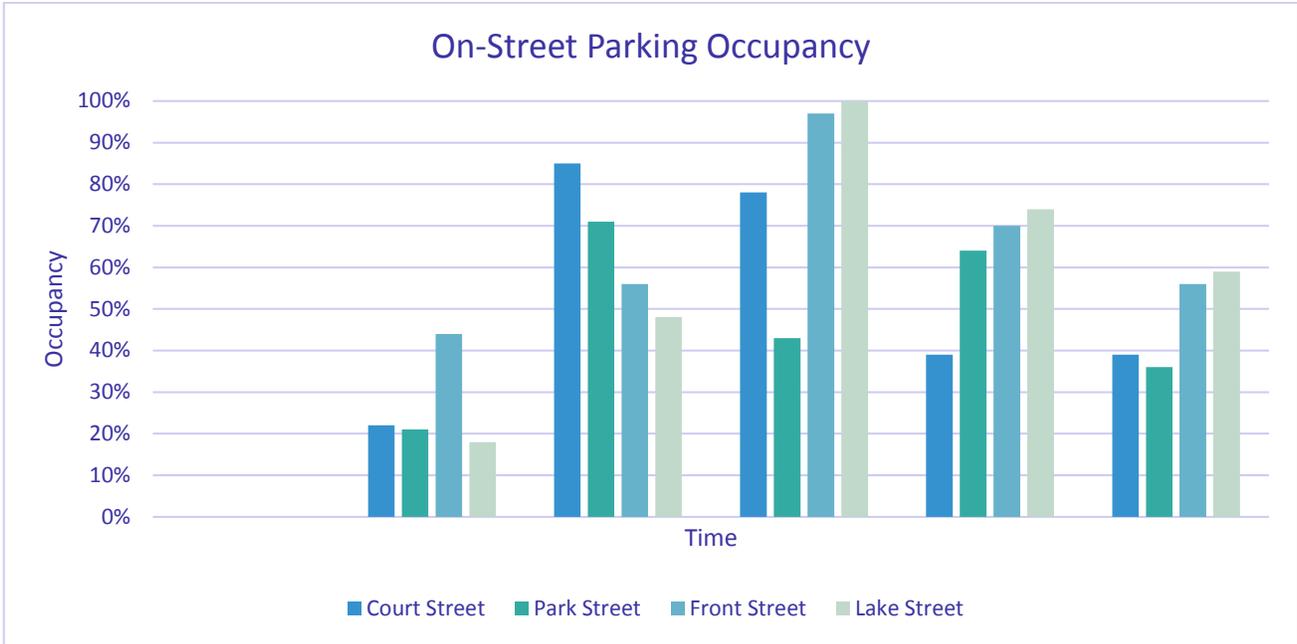
Lake Street



Lake Street is one block long between Main Street and Front Street. It is one-way southbound. The parking is located on the west side of the street with no parking allowed on the east side. Unlike the other streets surveyed Lake Street is a mix of angle parking and diagonal parking. There are 8 parallel parking spaces on the south end of the street with the remaining 31 spaces being diagonal. Unlike the other streets in the study, Lake Street has 2-hour free parking. Lake Street reached its full capacity with 100% occupancy during the noontime peak periods.

During the observation periods there were 10 vehicles that parked longer than the 2-hour time limit.

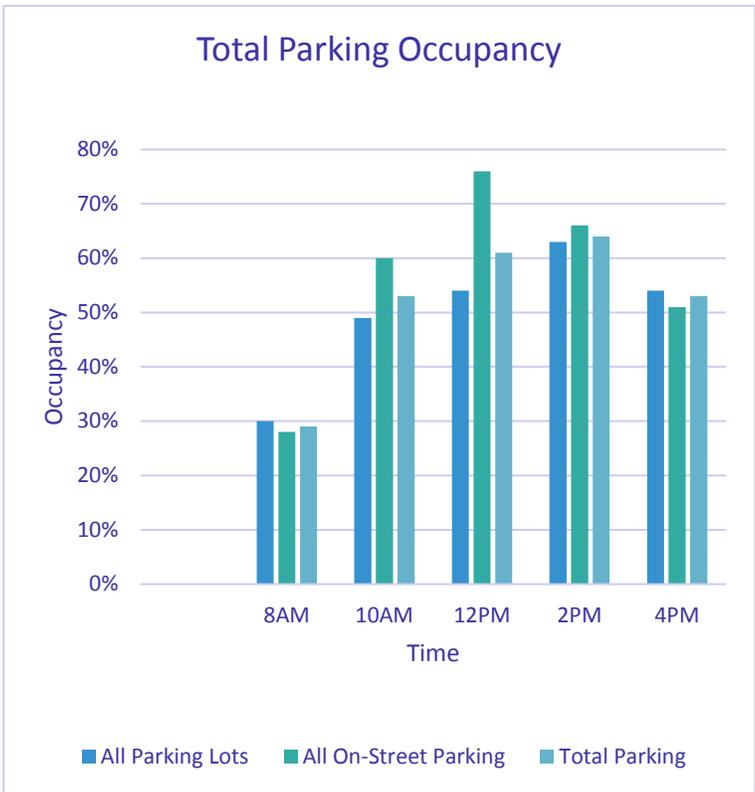
Lake Street and Front Street had the most vehicles parked in the available spaces during the noon time typical lunch hour. This would be expected because of the nature of the businesses located on both streets. They also have a lot of vacant spaces before 10AM, when most retail businesses open and begin to have more available spaces towards late afternoon.



Observations and Recommendations

When looked at individually there were some lots and some streets that at certain times of the day were near or at capacity. While this did not happen every hour, there were a few peak times when it was difficult to find a free parking space in some of the lots and on some streets. However, when looked at as total parking availability, there was never a time when parking could not be found in the four-block study area.

The municipal lots occupancy never exceeded 63%.and the on-street parking never exceeded 76% occupancy. Typically, 85% occupancy is a reasonable rate for parking. That means that most spaces are full, but that a driver can find an empty space to park. The overall occupancy within the study area was less than 65%.





A simple initiative to improve the parking climate in the Village of Owego would be to improve the signing. When drivers enter the Villages' downtown area from the Court Street Bridge, Front Street, Main Street or North Avenue access points there are no wayfinding signs to direct people to the municipal parking lots. The only signs are at the lots themselves and are very difficult to see. In the case of the Tioga Theater Lot it looks like a

temporary sign. There should be traditional directional parking signs, as specified in the Manual of Uniform Traffic Control Devices (MUTCD) ^[2] at each major entrance to the Village directing drivers to the lots. The MUTCD does provide the opportunity for a community to install signs that are part of a coordinated system of unique wayfinding signs. From a visitor's perspective new to the Village of Owego this saves time and reduces stress providing a more enjoyable experience.



PARKING RESTRICTIONS

Within the study area all parking is free both on-street and in the municipal public lots. The time limit is 3- hours everywhere except on Lake Street and The Tioga Theater Lot which are signed for 2-hour parking. The penalty for parking beyond the time limits is \$10.00 if the payment is made within 72 hours and has a stepped-up fee structure the longer the ticket goes unpaid. ^[3]

In the Village of Owego Parking Regulations ^[3], Section 187-30 Time Limit Parking, it states that:

- B. "Except on Sundays and legal holidays, no person shall park or permit any motor vehicle owned by him or her to be parked for a period of more than three hours between the hours of 9:00AM and 6:00PM in any of the off-street municipal parking lots operated by the Village of Owego...."
- E. (1) "No vehicle shall remain parked upon any street in the Village's Central Business District between the hours of 2:00AM and 5:00 AM unless the owner applied for and received an authorized parking permit...."
- E. (2) "Authorized parking permits shall be issued by the Police Department upon verification that suitable off-street parking is not available and that it is impractical for the owner to provide off-street parking."

[2] FHWA MUTCD, Section 2D.47 and 2D.50 can be found in the appendix.

[3] Village of Owego Law, Section 187-30 can be found in the appendix.

[3] Village of Owego Law, Section 187-56 can be found in the appendix.

Observations and Recommendations

Free parking with time restrictions is difficult to enforce and very labor intensive for the policing agency. The alternative is to provide parking meters or parking kiosks that are easier to patrol. Both options require a financial investment both in hardware and personnel costs. Within the Village our data indicated that the free parking for designated time limits was being adhered to by most drivers.



There were some vehicles parked for extended periods of time and they most likely were employees or residents. There are a couple of things that the Village could do to alleviate this problem. Since the study area is relatively small a meeting with business owners could prove beneficial to stress the importance of owners and employees not parking on-street and leaving those spaces available for customers and visitors. Second, employees from

the Village and the Tioga County Court House should use the back parking lot on Park Street and leave the front lot on Park Street and the Court Street Lot open for visitors and customers.

RESIDENTIAL PARKING

The Village of Owego has expressed concern over the parking needs of current residents or the needs of future residential developments. According to the Village of Owego's Zoning Code, Section 195, A. [4] "One automobile parking space consisting of at least 200 square feet and not located on a public street or highway and necessary egress and ingress to said parking space, shall be provided for: (1) Each dwelling unit. and C. In CBD Districts, only new and altered structures may be permitted to waive the requirements of this section."

Observations and Recommendations

To accommodate the different parking demand that residential development creates, the village may want to consider issuing residential parking permits that allow residents to park in a municipal parking lot in a designated area. The back lot of the Park Street Lot would be ideal because of its' low usage.

[4] Zoning Code, Section 195 A is in appendix.

CONCLUSION

While this study focused on the public parking that is available in the Village of Owego CBD, we did observe some changes that could benefit the overall parking in the area. The Hyde Lot was included in the study, and parking data was only collected for the public spaces within the lot. However, there are spaces designated for the Chemung Canal Trust Bank, the VFW and several other businesses that about the Hyde Lot. These other spaces do not necessarily have the same time demands that the public portion of the Hyde Lot does and do not have a high demand and are being underutilized. If the parking spaces were restriped and better delineated there could be an increase in the parking supply. Additionally, the sharing of spaces by all the entities would create additional parking availability. Repaving the lot could be an effective inducement to encourage sharing.

This same tactic could be used with other private parking lots that are going unused during the day or evening. The sharing of existing parking is a great way to maximize parking supply with low investment.

The Tioga Theater Lot is also in need of repaving and improvements to parking lot layout. Improving the lot and adding better signing would make this lot more attractive.

The on-street parking in the study area is well utilized and spaces are delineated to maximize parking spaces. Lake Street has diagonal parking. The Village may want to consider changing this to back-in diagonal parking. The benefits are that it is easier and safer for the driver to drive forward when exiting the parking space. When backing out of a space it is sometimes very difficult to see when a large vehicle is parked next to you. It also makes it easier to access the trunk of a vehicle when it is adjacent to the curb. The Village may also want to consider changing the direction of Lake Street to one-way northbound. The advantage would be better circulation from Front Street and visibility for the businesses on Lake Street. This would need further investigation into the feasibility of the change.

Demand for parking in the CBD is high at certain times of the day and at certain locations. Relatively modest investments could improve the parking situation in downtown Owego. These improvements would include pushing employee parking to the farthest locations of the municipal lots and repaving lots where needed. Adding new pavement markings to maximize space, facilitating the sharing of parking and installing better wayfinding signs.

APPENDIX

PARKING DATA

| SEPTEMBER 4, 2018 | | | | | |
|--------------------------|-----------|------------------------|-----------------------|--------------------------|-----------|
| COURT STREET PARKING LOT | TIME (AM) | MAXIMUM PARKING SPACES | NUMBER OF CARS PARKED | AVAILABLE PARKING SPACES | OCCUPANCY |
| | 8:00 | 42 | 28 | 14 | 67% |
| | 8:30 | 42 | 29 | 13 | |
| | 9:00 | 42 | 36 | 6 | |
| | 9:30 | 42 | 42 | 0 | |
| | 10:00 | 42 | 40 | 2 | 95% |
| | 10:30 | 42 | 38 | 4 | |
| | 11:00 | 42 | 40 | 2 | |
| | 11:30 | 42 | 41 | 1 | |
| | 12:00 | 42 | 42 | 0 | 100% |
| SEPTEMBER 6, 2018 | | | | | |
| | TIME (PM) | MAXIMUM PARKING SPACES | NUMBER OF CARS PARKED | AVAILABLE PARKING SPACES | OCCUPANCY |
| | 12:00 | 42 | 42 | 0 | 100% |
| | 12:30 | 42 | 42 | 0 | |
| | 1:00 | 42 | 41 | 1 | |
| | 1:30 | 42 | 41 | 1 | |
| | 2:00 | 42 | 42 | 0 | 100% |
| | 2:30 | 42 | 36 | 6 | |
| | 3:00 | 42 | 34 | 8 | |
| | 3:30 | 42 | 34 | 8 | 88% |
| | 4:00 | 42 | 37 | 5 | |

VILLAGE OF OWEGO PARKING LOT USAGE

SEPTEMBER 4, 2018

| COUNTY PARKING LOT ON PARK STREET | TIME (AM) | MAXIMUM PARKING SPACES | NUMBER OF CARS PARKED | AVAILABLE PARKING SPACES | OCCUPANCY |
|-----------------------------------|-----------|------------------------|-----------------------|--------------------------|-----------|
| | 8:30 | 34 | 20 | 14 | |
| | 9:00 | 34 | 26 | 8 | |
| | 9:30 | 34 | 26 | 8 | |
| | 10:00 | 34 | 26 | 8 | 76% |
| | 10:30 | 34 | 26 | 8 | |
| | 11:00 | 34 | 26 | 8 | |
| | 11:30 | 34 | 25 | 9 | |
| | 12:00 | 34 | 27 | 7 | 79% |
| SEPTEMBER 6, 2018 | | | | | |
| | TIME (PM) | MAXIMUM PARKING SPACES | NUMBER OF CARS PARKED | AVAILABLE PARKING SPACES | OCCUPANCY |
| | 12:00 | 34 | 23 | 11 | 68% |
| | 12:30 | 34 | 22 | 12 | |
| | 1:00 | 34 | 28 | 6 | |
| | 1:30 | 34 | 27 | 7 | |
| | 2:00 | 34 | 30 | 4 | 88% |
| | 2:30 | 34 | 29 | 5 | |
| | 3:00 | 34 | 29 | 5 | |
| | 3:30 | 34 | 29 | 5 | |
| | 4:00 | 34 | 29 | 5 | 85% |

| SEPTEMBER 4, 2018 | | | | | |
|--|-----------|------------------------|-----------------------|--------------------------|-----------|
| BACK COUNTY PARKING LOT ON PARK STREET | TIME (AM) | MAXIMUM PARKING SPACES | NUMBER OF CARS PARKED | AVAILABLE PARKING SPACES | OCCUPANCY |
| | 8:00 | 80 | 3 | 77 | 4% |
| | 8:30 | 80 | 5 | 75 | |
| | 9:00 | 80 | 5 | 75 | |
| | 9:30 | 80 | 10 | 70 | |
| | 10:00 | 80 | 12 | 68 | 15% |
| | 10:30 | 80 | 12 | 68 | |
| | 11:00 | 80 | 13 | 67 | |
| | 11:30 | 80 | 13 | 67 | |
| | 12:00 | 80 | 13 | 67 | 16% |
| SEPTEMBER 6, 2018 | | | | | |
| | TIME (PM) | MAXIMUM PARKING SPACES | NUMBER OF CARS PARKED | AVAILABLE PARKING SPACES | OCCUPANCY |
| | 12:00 | 80 | 20 | 60 | 25% |
| | 12:30 | 80 | 21 | 59 | |
| | 1:00 | 80 | 25 | 55 | |
| | 1:30 | 80 | 23 | 57 | |
| | 2:00 | 80 | 23 | 57 | 29% |
| | 2:30 | 80 | 23 | 57 | |
| | 3:00 | 80 | 23 | 57 | |
| | 3:30 | 80 | 13 | 67 | |
| | 4:00 | 80 | 13 | 67 | 17% |

SEPTEMBER 4, 2018

| HYDE PARKING LOT | TIME (AM) | MAXIMUM PARKING SPACES | NUMBER OF CARS PARKED | AVAILABLE PARKING SPACES | OCCUPANCY |
|-------------------|-----------|------------------------|-----------------------|--------------------------|-----------|
| | 8:00 | 35 | 10 | 25 | 29% |
| | 8:30 | 35 | 14 | 21 | |
| | 9:00 | 35 | 15 | 20 | |
| | 9:30 | 35 | 14 | 21 | |
| | 10:00 | 35 | 14 | 21 | 40% |
| | 10:30 | 35 | 17 | 18 | |
| | 11:00 | 35 | 18 | 17 | |
| | 11:30 | 35 | 24 | 11 | |
| | 12:00 | 35 | 20 | 15 | 57% |
| SEPTEMBER 6, 2018 | | | | | |
| | TIME (PM) | MAXIMUM PARKING SPACES | NUMBER OF CARS PARKED | AVAILABLE PARKING SPACES | OCCUPANCY |
| | 12:00 | 35 | 24 | 11 | 69% |
| | 12:30 | 35 | 25 | 10 | |
| | 1:00 | 35 | 24 | 11 | |
| | 1:30 | 35 | 18 | 17 | |
| | 2:00 | 35 | 19 | 16 | 54% |
| | 2:30 | 35 | 14 | 21 | |
| | 3:00 | 35 | 17 | 18 | |
| | 3:30 | 35 | 17 | 18 | |
| | 4:00 | 35 | 19 | 16 | 54% |

| TIOGA THEATER PARKING LOT | TIME (AM) | MAXIMUM PARKING SPACES | NUMBER OF CARS PARKED | AVAILABLE PARKING SPACES | OCCUPANCY |
|---------------------------|-----------|------------------------|-----------------------|--------------------------|-----------|
| | 8:00 | 20 | 12 | 8 | 60% |
| | 8:30 | 20 | 12 | 8 | |
| | 9:00 | 20 | 13 | 7 | |
| | 9:30 | 20 | 12 | 8 | |
| | 10:00 | 20 | 12 | 8 | 60% |
| | 10:30 | 20 | 13 | 7 | |
| | 11:00 | 20 | 12 | 8 | |
| | 11:30 | 20 | 11 | 9 | |
| | 12:00 | 20 | 11 | 9 | 55% |
| SEPTEMBER 6, 2018 | | | | | |
| | TIME (PM) | MAXIMUM PARKING SPACES | NUMBER OF CARS PARKED | AVAILABLE PARKING SPACES | OCCUPANCY |
| | 12:00 | 20 | 17 | 3 | 88% |
| | 12:30 | 20 | 20 | 0 | |
| | 1:00 | 20 | 20 | 0 | |
| | 1:30 | 20 | 18 | 2 | |
| | 2:00 | 20 | 19 | 1 | 95% |
| | 2:30 | 20 | 18 | 2 | |
| | 3:00 | 20 | 18 | 2 | |
| | 3:30 | 20 | 17 | 3 | |
| | 4:00 | 20 | 16 | 4 | 85% |

VILLAGE OF OWEGO PARKING

COURT STREET

11-Jul-18

AM

Occupancy

22%

85%

67%

| FRONT STREET | | | | | | | | | | | | |
|--------------|------|------|------|------|-------|-------|-------|-------|-------|-----------|------------|-----------|
| WEST SIDE | | | | | | | | | | | | |
| | 8:00 | 8:30 | 9:00 | 9:30 | 10:00 | 10:30 | 11:00 | 11:30 | 12:00 | #Vehicles | Over 3hrs. | Occupancy |
| 1 | | 154 | → | → | → | → | → | → | → | 1 | 1 | 89% |
| 2 | | 17 | → | → | 942 | | 874 | → | → | 3 | 0 | 78% |
| 3 | 7716 | → | → | → | → | → | | 493 | | 2 | 0 | 78% |
| 4 | | | 526 | → | 105 | → | | 526 | → | 3 | 0 | 67% |
| 5 | | | 503 | | 58 | → | | C40 | 554 | 4 | 0 | 56% |
| 6 | | | 336 | → | 758 | → | | 701 | → | 3 | 0 | 67% |
| 7 | | | 2JE | 788 | 701 | → | 858 | → | → | 4 | 0 | 78% |
| 8 | | 705 | → | → | → | → | → | → | → | 1 | 1 | 89% |
| CROSSWALK | | | | | | | | | | | | |
| 9 | | | 176 | → | → | → | → | → | → | 1 | 1 | 78% |
| 10 | | | EV8 | 824 | 976 | 138 | → | → | KCE | 5 | 0 | 78% |
| CROSSWALK | | | | | | | | | | | | |
| 11 | 531 | → | → | → | → | → | → | | 824 | 2 | 1 | 89% |
| 12 | | | | 956 | → | → | | | 244 | 2 | 0 | 44% |
| 13 | | | | 8MH | → | → | | 804 | → | 2 | 0 | 56% |
| Front Street | | | | | | | | | | | | |
| EAST SIDE | | | | | | | | | | | | |
| 1 | 696 | → | → | → | | | | | | 1 | 0 | 44% |
| 2 | | | | 386 | → | → | → | | | 1 | 0 | 44% |
| 3 | | | | 804 | → | → | | | | 1 | 0 | 44% |
| 4 | 706 | → | → | → | | 710 | 8ME | → | | 3 | 0 | 78% |
| 5 | | | | | | | | | | | | 0% |

VILLAGE OF OWEGO PARKING

COURT STREET

10-Jul-18

PM

Occupancy

78%

39%

39%

FRONT STREET

| WEST SIDE | 12:00 | 12:30 | 1:00 | 1:30 | 2:00 | 2:30 | 3:00 | 3:30 | 4:00 | #Vehicles | Over 3 hrs. | Occupancy |
|--------------|-------|-------|------|------|------|------|------|------|------|-----------|-------------|-----------|
| 1 | 947 | → | 343 | → | | 591 | | 154 | → | 4 | 0 | 78% |
| 2 | 225 | → | 85 | → | | | | | | 2 | 0 | 44% |
| 3 | 827 | → | → | 761 | → | → | → | | | 2 | 0 | 78% |
| 4 | 874 | | 384 | | 401 | | | 618 | → | 4 | 0 | 56% |
| 5 | 140 | → | → | | 237 | | 782 | 513 | | 4 | 0 | 67% |
| 6 | 592 | → | → | → | → | → | → | → | → | 1 | 1 | 100% |
| 7 | 636 | → | → | 326 | | 864 | ER7 | → | | 4 | 0 | 78% |
| 8 | 197 | 235 | | 844 | | | | | | 3 | 0 | 33% |
| CROSSWALK | | | | | | | | | | | | |
| 9 | 490 | → | 705 | | 317 | → | → | → | → | 3 | 0 | 89% |
| 10 | 176 | → | 651 | | 334 | | | 615 | 422 | 5 | 0 | 67% |
| CROSSWALK | | | | | | | | | | | | |
| 11 | 909 | → | 126 | → | | | 166 | L80 | | 4 | 0 | 67% |
| 12 | 703 | 850 | → | | | | | | | 2 | 0 | 33% |
| 13 | | | | | | RJS | → | → | → | 1 | 0 | 44% |
| Front Street | | | | | | | | | | | | |
| EAST SIDE | | | | | | | | | | | | |
| 1 | 56 | → | | | | | | | | 1 | 0 | 22% |
| 2 | 376 | → | → | → | → | → | | | | 1 | 0 | 67% |
| 3 | | 867 | → | → | | | | | | 1 | 0 | 44% |
| 4 | | 317 | → | → | | | | | | 1 | 0 | 44% |
| 5 | | | | | | | 117 | → | → | 1 | 0 | 33% |

VILLAGE OF OWEGO PARKING

PARK STREET

11-Jul-18

AM

Occupancy

21%

71%

36%

MAIN STREET

| EAST SIDE | 8:00 | 8:30 | 9:00 | 9:30 | 10:00 | 10:30 | 11:00 | 11:30 | 12:00 | #Vehicles | Over 3 hrs. | Occupancy |
|-----------|------|------|------|------|-------|-------|-------|-------|-------|-----------|-------------|-----------|
| 1 | 6MH | | | 451 | 533 | → | → | → | | 3 | 0 | 67% |
| 2 | | | 548 | → | → | → | | | | 1 | 0 | 44% |
| 3 | | | 111 | → | | 597 | | | | 2 | 0 | 33% |
| 4 | | | | | 249 | | | 699 | | 2 | 0 | 22% |
| 5 | 746 | → | → | → | → | → | | | | 1 | 0 | 67% |
| 6 | | | 989 | → | → | → | | | | 1 | 0 | 44% |
| 7 | | | 899 | → | | 796 | | | | 2 | 0 | 33% |
| 8 | | | | | | | 716 | → | → | 1 | 0 | 33% |
| 9 | | 611 | → | → | → | → | | | | 1 | 0 | 56% |

NO PARKING
CROSSWALK
NO PARKING

| | | | | | | | | | | | | |
|----|-----|--|-----|-----|-----|---|---|---|-----|---|---|-----|
| 10 | | | 105 | → | → | → | | | 453 | 2 | 0 | 56% |
| 11 | | | 148 | → | → | → | | | 879 | 2 | 0 | 56% |
| 12 | | | 029 | → | 23 | → | | | 211 | 3 | 0 | 56% |
| 13 | | | | | 511 | → | → | → | | 1 | 0 | 44% |
| 14 | AVT | | | 155 | | | | | OJL | 3 | 0 | 33% |

Front Street

VILLAGE OF OWEGO PARKING

PARK STREET

July 10 2018

PM

Occu 43%

64%

36%

MAIN STREET

| EAST SIDE | 12:00 | 12:30 | 1:00 | 1:30 | 2:00 | 2:30 | 3:00 | 3:30 | 4:00 | #Vehicles | Over 3 hrs | Occupancy |
|-----------|-------|-------|------|------|------|------|------|------|------|-----------|------------|-----------|
| 1 | | 260 | → | OMH | → | → | → | → | → | 2 | 0 | 89% |
| 2 | 415 | → | → | → | 523 | → | → | → | → | 2 | 0 | 100% |
| 3 | 375 | → | → | → | | | | | | 1 | 0 | 44% |
| 4 | 968 | → | → | 8GR | → | | 989 | → | → | 3 | 0 | 89% |
| 5 | 070 | | | | | 627 | → | → | | 2 | 0 | 44% |
| 6 | | | 956 | → | → | → | → | | | 1 | 0 | 56% |
| 7 | | 512 | → | → | → | → | → | | | 1 | 0 | 67% |
| 8 | OJL | → | → | → | → | → | → | → | → | 1 | 1 | 100% |
| 9 | | | | | | | | | | | | |

NO PARKING

CROSSWALK

NO PARKING

| | | | | | | | | | | | | |
|----|-----|-----|-----|---|---|-----|---|---|---|---|---|-----|
| 10 | | | 148 | → | → | → | → | | | 1 | 0 | 56% |
| 11 | | | 439 | | | 771 | → | → | → | 2 | 0 | 56% |
| 12 | | | 054 | → | → | → | → | | | 1 | 0 | 56% |
| 13 | | 987 | → | | | | | → | | 1 | 0 | 33% |
| 14 | 741 | → | → | → | → | → | → | | | 1 | 0 | 78% |

Front Street

| VILLAGE OF OWEGO PARKING | | | | | | | | | | | | | |
|--------------------------|--------------|------|------|------|-------|-------|-------|-------|-------|-----------|------------|-----------|--|
| CENT STREET | | | | | | | | | | | | | |
| July 11 2018 | | | | | | | | | | | | | |
| AM | | | | | | | | | | | | | |
| Occu | 44% | 56% | | | | 71% | | | | | | | |
| Southside at Court St | | | | | | | | | | | | | |
| | 8:00 | 8:30 | 9:00 | 9:30 | 10:00 | 10:30 | 11:00 | 11:30 | 12:00 | #Vehicles | Over 3 hrs | Occupancy | |
| 1 | | | | | 490 | → | | 890 | 1406 | 3 | 0 | 44% | |
| 2 | | | | O85 | → | → | → | 98 | → | 2 | 0 | 67% | |
| 3 | | | 760 | → | | O22 | 442 | → | → | 3 | 0 | 67% | |
| 4 | 737 | → | | | | | 708 | | W31 | 3 | 0 | 44% | |
| 5 | | | 831 | | 951 | → | 526 | → | → | 3 | 0 | 67% | |
| 6 | 236 | → | → | → | | | 815 | → | | 2 | 0 | 67% | |
| 7 | | O85 | | 494 | → | 237 | → | → | 667 | 4 | 0 | 78% | |
| 8 | | | | | | | 236 | → | → | 1 | 0 | 33% | |
| 9 | 211 | | | 123 | 374 | 629 | → | → | 315 | 5 | 0 | 78% | |
| 10 | Handicap | | | | | | | | | | 0 | 0% | |
| 11 | | | | 730 | 783 | → | → | → | → | 2 | 0 | 67% | |
| 12 | CONSTRUCTION | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | |
| 16 | | | | | | 810 | → | → | → | 1 | 0 | 56% | |
| 17 | 552 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| 18 | 638 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| 19 | 996 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| 20 | | 964 | → | → | | | | | 811 | 2 | 0 | 44% | |
| 21 | | | | | | | | | | | 0 | 0% | |
| Northside at church St | | | | | | | | | | | | | |
| 22 | | | 276 | → | | 000 | 760 | → | → | 3 | 0 | 67% | |
| 23 | | | 278 | → | 325 | → | | | | 2 | 0 | 44% | |
| 24 | 167 | | | | | | | 909 | Y61 | 3 | 0 | 33% | |
| 25 | 714 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| 26 | 264 | → | → | → | → | → | → | → | YOJ | 2 | 1 | 100% | |
| 27 | 810 | → | → | → | → | 674 | → | → | | 2 | 1 | 89% | |
| 28 | 623 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| 29 | 486 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| Lake St | | | | | | | | | | | | | |
| 30 | 522 | → | → | → | 850 | → | | 123 | → | 3 | 0 | 89% | |
| 31 | 333 | | 101 | → | → | → | → | → | → | 2 | 1 | 89% | |
| 32 | 642 | | | 128 | BT4 | → | → | → | → | 3 | 0 | 78% | |
| 33 | | 840 | → | EV8 | → | 147 | 992 | → | 896 | 5 | 0 | 89% | |
| 34 | | | | | | | | | | | | 0% | |
| Northside at Court St. | | | | | | | | | | | | | |

| VILLAGE OF OWEGO PARKING | | | | | | | | | | | | | |
|-----------------------------|--------------|-------|------|------|------|------|------|------|------|-----------|-------------|-----------|--|
| FRONT STREET | | | | | | | | | | | | | |
| 11-Jul-18 | | | | | | | | | | | | | |
| PM | | | | | | | | | | | | | |
| Occupancy | | | 97% | | | 70% | | | | | 56% | | |
| South side at Court Street | | | | | | | | | | | | | |
| | 12:00 | 12:30 | 1:00 | 1:30 | 2:00 | 2:30 | 3:00 | 3:30 | 4:00 | #Vehicles | Over 3 hrs. | Occupancy | |
| 1 | 505 | → | 587 | → | 784 | | 602 | | | 4 | 0 | 67% | |
| 2 | 413 | → | 668 | → | 193 | | 162 | → | → | 4 | 0 | 89% | |
| 3 | 910 | → | 907 | → | 900 | → | → | → | | 3 | 0 | 89% | |
| 4 | 116 | → | → | 832 | → | | | | 809 | 3 | 0 | 67% | |
| 5 | 860 | → | → | 475 | → | 197 | 999 | 779 | 252 | 6 | 0 | 100% | |
| 6 | 510 | → | → | 963 | → | 237 | 236 | → | → | 4 | 0 | 100% | |
| 7 | 261 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| 8 | 117 | → | → | | 579 | | | 645 | 387 | 4 | 0 | 67% | |
| 9 | 639 | → | → | 303 | FYE | 321 | → | 356 | | 5 | 0 | 89% | |
| HANDICAP 10 | 233 | → | | | | | | | | 1 | 0 | 22% | |
| 11 | 520 | → | → | | | O49 | → | → | | 2 | 0 | 67% | |
| 12 | CONSTRUCTION | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | |
| 14 | | | | | | | | | | | | | |
| 15 | | | | | | | | | | | | | |
| 16 | | | | | | | | | | | | | |
| 17 | 679 | → | → | → | | FYE | | 264 | | 3 | 0 | 67% | |
| 18 | 476 | → | | 118 | → | → | → | → | → | 2 | 0 | 89% | |
| 19 | 245 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| 20 | 644 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| 21 | 539 | → | 641 | → | 552 | 713 | → | → | → | 4 | 0 | 100% | |
| North side at Church Street | | | | | | | | | | | | | |
| 22 | 466 | → | 419 | → | → | | 704 | → | 544 | 4 | 0 | 89% | |
| 23 | 391 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| 24 | 691 | → | → | 624 | | 879 | → | → | | 3 | 0 | 78% | |
| 25 | 786 | 192 | → | 427 | | 392 | → | → | 883 | 5 | 0 | 89% | |
| 26 | 512 | → | | 813 | 594 | | | | | 3 | 0 | 44% | |
| 27 | 687 | → | → | → | → | → | → | | 281 | 2 | 1 | 89% | |
| 28 | 101 | → | → | → | → | → | → | | | 1 | 1 | 78% | |
| 29 | 486 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| Lake Street | | | | | | | | | | | | | |
| 30 | | | | | 461 | | | | | 1 | 0 | 11% | |
| 31 | 574 | → | 731 | → | → | | 491 | → | → | 3 | 0 | 89% | |
| 32 | 58 | | 450 | → | → | → | X41 | 576 | → | 4 | 0 | 89% | |
| 33 | 696 | → | → | → | → | → | → | → | → | 1 | 1 | 100% | |
| 34 | RET | → | → | 257 | → | → | 482 | 416 | O59 | 5 | 0 | 100% | |
| North side at Court St. | | | | | | | | | | | | | |

| VILLAGE OF OWEGO PARKING | | | | | | | | | | | | |
|--------------------------|------|------|------|------|-------|-------|-------|-------|-------|-----------|-------------|-----------|
| LAKE ST | | | | | | | | | | | | |
| 11-Jul-18 | | | | | | | | | | | | |
| AM | | | | | | | | | | | | |
| Occupancy | 18% | | | | 48% | | | | | 100% | | |
| RONT STREET | | | | | | | | | | | | |
| WEST SIDE | 8:00 | 8:30 | 9:00 | 9:30 | 10:00 | 10:30 | 11:00 | 11:30 | 12:00 | #Vehicles | Over 2 Hrs. | Occupancy |
| HANDICAP 1 | | | | | | | 217 | → | → | 1 | 0 | 33% |
| 2 | 904 | → | | 4KA | | 399 | 821 | 8MH | 229 | 6 | 0 | 78% |
| 3 | 6MH | 550 | | 644 | | | 710 | → | 321 | 5 | 0 | 67% |
| 4 | | | | 224 | | | | | 410 | 2 | 0 | 22% |
| 5 | | 755 | | | | | | 544 | → | 2 | 0 | 33% |
| 6 | | 184 | | 132 | | | 667 | | 731 | 4 | 0 | 44% |
| 7 | | 696 | | | | | 447 | 351 | → | 3 | 0 | 44% |
| 8 | | | | | | 309 | → | → | → | 1 | 0 | 44% |
| 9 | 224 | → | → | → | → | → | → | 310 | 557 | 3 | 1 | 100% |
| 10 | 440 | → | | | | | 937 | → | → | 2 | 0 | 56% |
| 11 | | | 138 | 918 | 675 | | E41 | 419 | → | 5 | 0 | 67% |
| 12 | | | | 838 | → | 431 | | 333 | → | 3 | 0 | 56% |
| 13 | | 351 | | | 480 | 838 | 410 | → | 460 | 5 | 0 | 67% |
| 14 | | | | | 138 | 480 | | 191 | X31 | 4 | 0 | 44% |
| 15 | | | | | | 138 | → | 109 | → | 2 | 0 | 44% |
| 16 | 830 | | | | 935 | | | 935 | X90 | 4 | 0 | 44% |
| 17 | | | | 858 | | 935 | → | | 843 | 3 | 0 | 44% |
| 18 | | | | | 215 | 686 | 250 | 471 | 679 | 5 | 0 | 56% |
| 19 | | | | | | 679 | → | → | 234 | 2 | 0 | 44% |
| 20 | 852 | | | | | 522 | → | 337 | 347 | 4 | 0 | 56% |
| 21 | | | | | | 714 | | 94 | R66 | 3 | 0 | 33% |
| 22 | 876 | → | → | | 548 | 465 | 852 | 916 | → | 5 | 0 | 89% |
| 23 | | | | | | 548 | → | 247 | → | 2 | 0 | 44% |
| 24 | | 966 | | | 212 | 442 | 7MK | R90 | → | 5 | 0 | 67% |
| 25 | | | | | 9PPF | 475 | 278 | → | → | 3 | 0 | 56% |
| 26 | | | | | | | 293 | 360 | → | 2 | 0 | 33% |
| 27 | | | | | 388 | | 412 | → | → | 2 | 0 | 44% |
| 28 | | | | | | | O89 | 322 | 467 | 3 | 0 | 33% |
| 29 | | | | | 2827 | | 8834 | → | → | 2 | 0 | 44% |
| 30 | | | | | | 988 | W79 | → | → | 2 | 0 | 44% |
| 31 | | | | | 919 | → | 112 | → | → | 2 | 0 | 56% |
| 32 | | | | | | 217 | 492 | → | → | 2 | 0 | 44% |
| 33 | | | | | 006 | → | 647 | 505 | → | 3 | 0 | 56% |
| 34 | | | | | 730 | → | 984 | → | 607 | 3 | 0 | 56% |
| 35 | | | | | 495 | 860 | → | → | → | 2 | 0 | 56% |
| 36 | | | | | 607 | → | → | → | 423 | 2 | 0 | 56% |
| 37 | | | | | 473 | → | → | → | 772 | 2 | 0 | 56% |
| 38 | | | | | 271 | → | → | → | 765 | 2 | 0 | 56% |
| 39 | | | | | | | | 773 | 4MK | 2 | 0 | 22% |

| VILLAGE OF OWEGO PARKING | | | | | | | | | | | | |
|--------------------------|-------|-------|------|------|------|------|------|------|------|-----------|-------------|-----------|
| LAKE ST | | | | | | | | | | | | |
| 10-Jul-18 | | | | | | | | | | | | |
| PM | | | | | | | | | | | | |
| Occupancy | 97% | | | | 74% | | | | 59% | | | |
| RONT STREET | | | | | | | | | | | | |
| WEST SIDE | 12:00 | 12:30 | 1:00 | 1:30 | 2:00 | 2:30 | 3:00 | 3:30 | 4:00 | #Vehicles | Over 2 hrs. | Occupancy |
| HANDICAP 1 | OO1 | | 383 | | | | | | | 2 | 0 | 22% |
| 2 | 898 | → | | 907 | 508 | 544 | | | | 4 | 0 | 56% |
| 3 | 838 | → | 531 | | | | | | | 2 | 0 | 33% |
| 4 | DDB | C44 | → | 305 | | 281 | | | | 4 | 0 | 56% |
| 5 | AUZ | → | → | 560 | 3MJ | 815 | | 219 | | 5 | 0 | 78% |
| 6 | 156 | 229 | | 116 | | | | | | 3 | 0 | 33% |
| 7 | 522 | 277 | → | → | → | → | | | 739 | 3 | 1 | 78% |
| 8 | 591 | 728 | | O22 | 489 | → | → | O00 | → | 5 | 0 | 89% |
| 9 | 664 | → | 7JF | → | | | | O52 | | 3 | 0 | 56% |
| 10 | 618 | 432 | → | 193 | → | → | → | 155 | → | 4 | 0 | 100% |
| 11 | 399 | → | → | 222 | | | | | | 2 | 0 | 44% |
| 12 | 243 | → | 651 | → | 767 | | 748 | → | → | 4 | 0 | 89% |
| 13 | 327 | → | 250 | → | 677 | 568 | | | | 4 | 0 | 67% |
| 14 | 255 | 815 | → | O49 | 544 | | | VU5 | → | 4 | 0 | 78% |
| 15 | 794 | → | → | → | 184 | 66 | | | | 3 | 0 | 67% |
| 16 | 1MK | 431 | → | 848 | → | | 442 | 885 | 243 | 6 | 0 | 89% |
| 17 | 911 | → | 105 | 66 | 114 | | 739 | | | 5 | 0 | 67% |
| 18 | 935 | 876 | 749 | → | 202 | | O68 | → | 6HJ | 6 | 0 | 89% |
| 19 | 839 | → | → | 4MA | | 344 | | | 2WN | 4 | 0 | 67% |
| 20 | 483 | 150 | 197 | 767 | | | | | | 4 | 0 | 44% |
| 21 | 333 | 493 | → | 761 | → | → | → | → | → | 3 | 1 | 100% |
| 22 | O55 | → | → | 429 | 941 | → | | | 129 | 4 | 0 | 78% |
| 23 | 593 | → | → | → | 646 | | | O35 | → | 3 | 0 | 78% |
| 24 | | 194 | → | → | → | → | → | | 533 | 2 | 1 | 78% |
| 25 | O51 | → | → | 280 | 795 | | | | 925 | 4 | 0 | 67% |
| 26 | 441 | → | O62 | O41 | → | | | | 5JC | 4 | 0 | 67% |
| 27 | 118 | 561 | → | → | | 610 | | | 268 | 4 | 0 | 67% |
| 28 | O67 | → | 416 | → | → | → | → | → | → | 2 | 1 | 100% |
| 29 | 116 | → | 397 | → | → | → | → | → | → | 2 | 1 | 100% |
| 30 | 294 | → | → | → | → | → | → | → | → | 1 | 1 | 100% |
| 31 | 163 | → | 355 | → | 290 | | | | 388 | 4 | 0 | 67% |
| 32 | 784 | → | → | → | → | 200 | | | 483 | 3 | 1 | 78% |
| 33 | 410 | → | → | → | → | → | | | | 1 | 1 | 67% |
| 34 | A98 | → | → | → | → | → | → | → | → | 1 | 1 | 100% |
| 35 | 503 | → | → | | O50 | → | → | | | 2 | 0 | 67% |
| 36 | 293 | 651 | → | → | → | 689 | | 7WH | | 4 | 0 | 78% |
| 37 | 811 | 7MD | → | 232 | → | → | 342 | | 493 | 5 | 0 | 89% |
| 38 | 683 | → | → | → | | 536 | 708 | | | 3 | 0 | 67% |
| 39 | 484 | → | → | | 552 | → | → | → | → | 2 | 1 | 89% |

FHWA MUTCD

02 The D13-3 and D13-3a signs may display an alternate legend in place of FREEWAY, such as EXPRESSWAY or PARKWAY, as appropriate, or may display the name of an unnumbered highway.

03 A Directional assembly (see Section 2D.32) with a downward pointing diagonal arrow auxiliary (M6-2a) sign (see Section 2D.28) may be used at the far left-hand corner of an intersection with a freeway or expressway entrance ramp as an alternative to the D13-3a sign, facing left-turning traffic on the conventional road approach to indicate the immediate point of entry to the freeway or expressway and distinguish the entrance ramp from an adjoining exit ramp terminal at the same intersection with the conventional road (see Figure 2D-14). A similar Directional assembly may be used at the far right-hand corner of an intersection with a freeway or expressway entrance ramp where the entrance ramp and a crossroad or side road follow one another in close succession on the conventional road approach and the point of entry to the freeway or expressway might be difficult for the road user to distinguish from the crossroad or side road on the conventional road approach (see Figure 2D-14).

Support:

04 Section 2B.41 contains information regarding the use of regulatory signs to deter wrong-way movements at intersections of freeway or expressway ramps with conventional roads, and in the area where entrance ramps intersect with the mainline lanes.

Section 2D.47 Parking Area Guide Sign (D4-1)

Option:

01 The Parking Area (D4-1) guide sign (see Figure 2D-10) may be used to show the direction to a nearby public parking area or parking facility.

Standard:

02 **If used, the Parking Area (D4-1) guide sign shall be a horizontal rectangle with a standard size of 30 x 24 inches, or with a smaller size of 18 x 15 inches for minor, low-speed streets. It shall carry the word PARKING, with the letter P five times the height of the remaining letters, and a directional arrow. The legend and border shall be green on a retroreflectorized white background.**

Guidance:

03 *If used, the Parking Area guide sign should be installed on major thoroughfares at the nearest point of access to the parking facility and where it can advise drivers of a place to park. The sign should not be used more than four blocks from the parking area.*

Section 2D.48 PARK - RIDE Sign (D4-2)

Option:

01 PARK - RIDE (D4-2) signs (see Figure 2D-10) may be used to direct road users to park - ride facilities.

Standard:

02 **The signs shall contain the word message PARK - RIDE and direction information (arrow or word message).**

Option:

03 PARK - RIDE signs may contain the local transit pictograph and/or carpool symbol on the sign.

Standard:

04 **If used, the local transit pictograph and/or carpool symbol shall be located in the top part of the sign above the message PARK - RIDE. In no case shall the vertical dimension of the local transit pictograph and/or carpool symbol exceed 18 inches.**

Guidance:

05 *If the function of the parking facility is to provide parking for persons using public transportation, the local transit pictograph should be used on the guide sign. If the function of the parking facility is to serve carpool riders, the carpool symbol should be used on the guide sign. If the parking facility serves both functions, both the pictograph and carpool symbol should be used.*

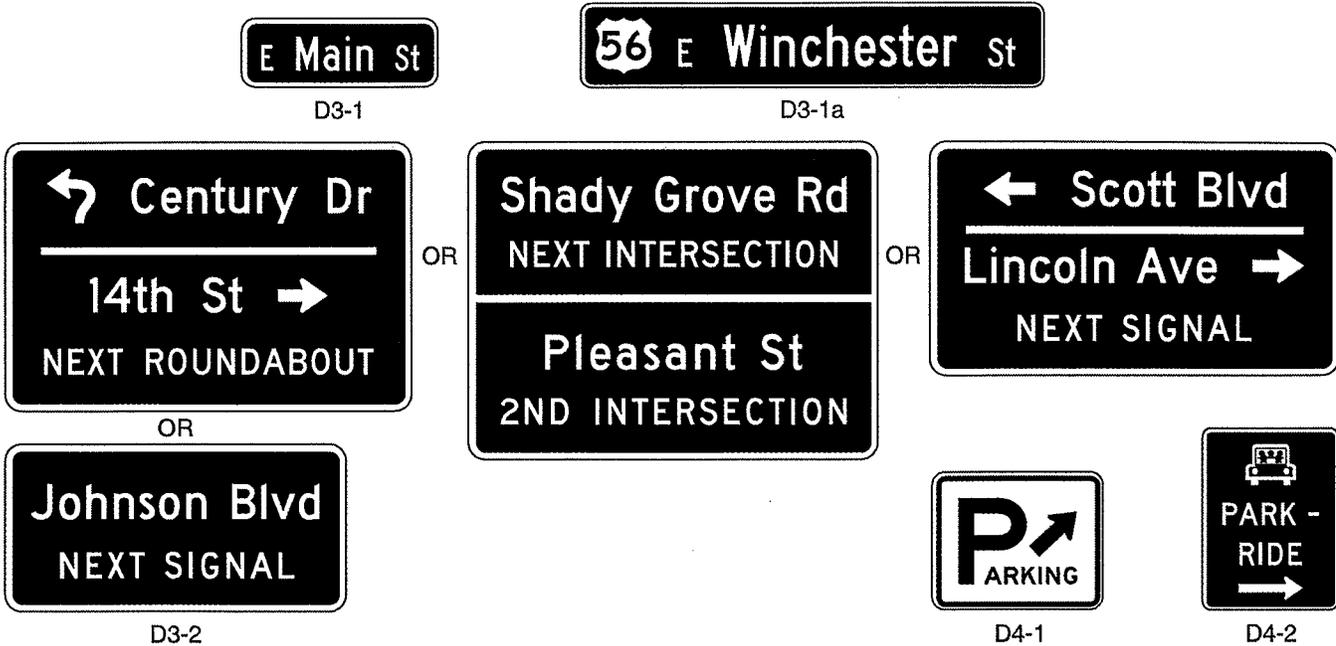
Standard:

06 **These signs shall have a retroreflective white legend and border on a rectangular green background. The carpool symbol shall be as shown for the D4-2 sign. The color of the local transit pictograph shall be selected by the local transit authority.**

Option:

07 To increase the target value and contrast of the local transit pictograph, and to allow the local transit pictograph to retain its distinctive color and shape, the pictograph may be included within a white border or placed on a white background.

Figure 2D-10. Street Name and Parking Signs

**Guidance:**

- 04 Lettering on post-mounted Street Name signs should be composed of initial upper-case letters at least 6 inches in height and lower-case letters at least 4.5 inches in height.
- 05 On multi-lane streets with speed limits greater than 40 mph, the lettering on post-mounted Street Name signs should be composed of initial upper-case letters at least 8 inches in height and lower-case letters at least 6 inches in height.

Option:

- 06 For local roads with speed limits of 25 mph or less, the lettering on post-mounted Street Name signs may be composed of initial upper-case letters at least 4 inches in height and lower-case letters at least 3 inches in height.

Guidance:

- 07 If overhead Street Name signs are used, the lettering should be composed of initial upper-case letters at least 12 inches in height and lower-case letters at least 9 inches in height.

Support:

- 08 The recommended minimum letter heights for Street Name signs are summarized in Table 2D-2.

Option:

- 09 Supplementary lettering to indicate the type of street (such as Street, Avenue, or Road) or the section of the city (such as NW) on the D3-1 and D3-1a signs may be in smaller lettering, composed of initial upper-case letters at least 3 inches in height and lower-case letters at least 2.25 inches in height. Conventional abbreviations (see Section 1A.15) may be used except for the street name itself.
- 10 A pictograph (see definition in Section 1A.13) may be used on a D3-1 sign.

Standard:

- 11 Pictographs shall not be displayed on D3-1a or Advance Street Name (D3-2) signs (see Section 2D.44).
- 12 If a pictograph is used on a D3-1 sign, the height and width of the pictograph shall not exceed the upper-case letter height of the principal legend of the sign.

Guidance:

- 13 The pictograph should be positioned to the left of the street name.

Standard:

- 14 The Street Name sign shall be retroreflective or illuminated to show the same shape and similar color both day and night. The color of the legend (and border, if used) shall contrast with the background color of the sign.

Option:

- 15 The border may be omitted from a Street Name sign.

Section 2D.49 Weigh Station Signing (D8 Series)

Support:

- 01 The general concept for Weigh Station signing is similar to Rest Area signing (see Section 2I.05) because in both cases traffic using either area remains within the right-of-way.

Standard:

- 02 **The standard installation for Weigh Station signing shall include three basic signs:**
- A. **Advance sign (D8-1),**
 - B. **Exit Direction sign (D8-2), and**
 - C. **Exit Gore sign (D8-3).**

Support:

- 03 Example locations of these signs are shown in Figure 2D-17.

Option:

- 04 Where State law requires a regulatory sign (R13-1) in advance of the Weigh Station, a fourth sign (see Section 2B.60) may be located following the Advance sign.

Guidance:

- 05 *The Exit Direction sign (D8-2) or the Advance sign (D8-1) should display, either within the sign border or on a supplemental plaque or sign panel, the changeable message OPEN or CLOSED.*

Section 2D.50 Community Wayfinding Signs

Support:

- 01 Community wayfinding guide signs are part of a coordinated and continuous system of signs that direct tourists and other road users to key civic, cultural, visitor, and recreational attractions and other destinations within a city or a local urbanized or downtown area.
- 02 Community wayfinding guide signs are a type of destination guide sign for conventional roads with a common color and/or identification enhancement marker for destinations within an overall wayfinding guide sign plan for an area.
- 03 Figures 2D-18 through 2D-20 illustrate various examples of the design and application of community wayfinding guide signs.

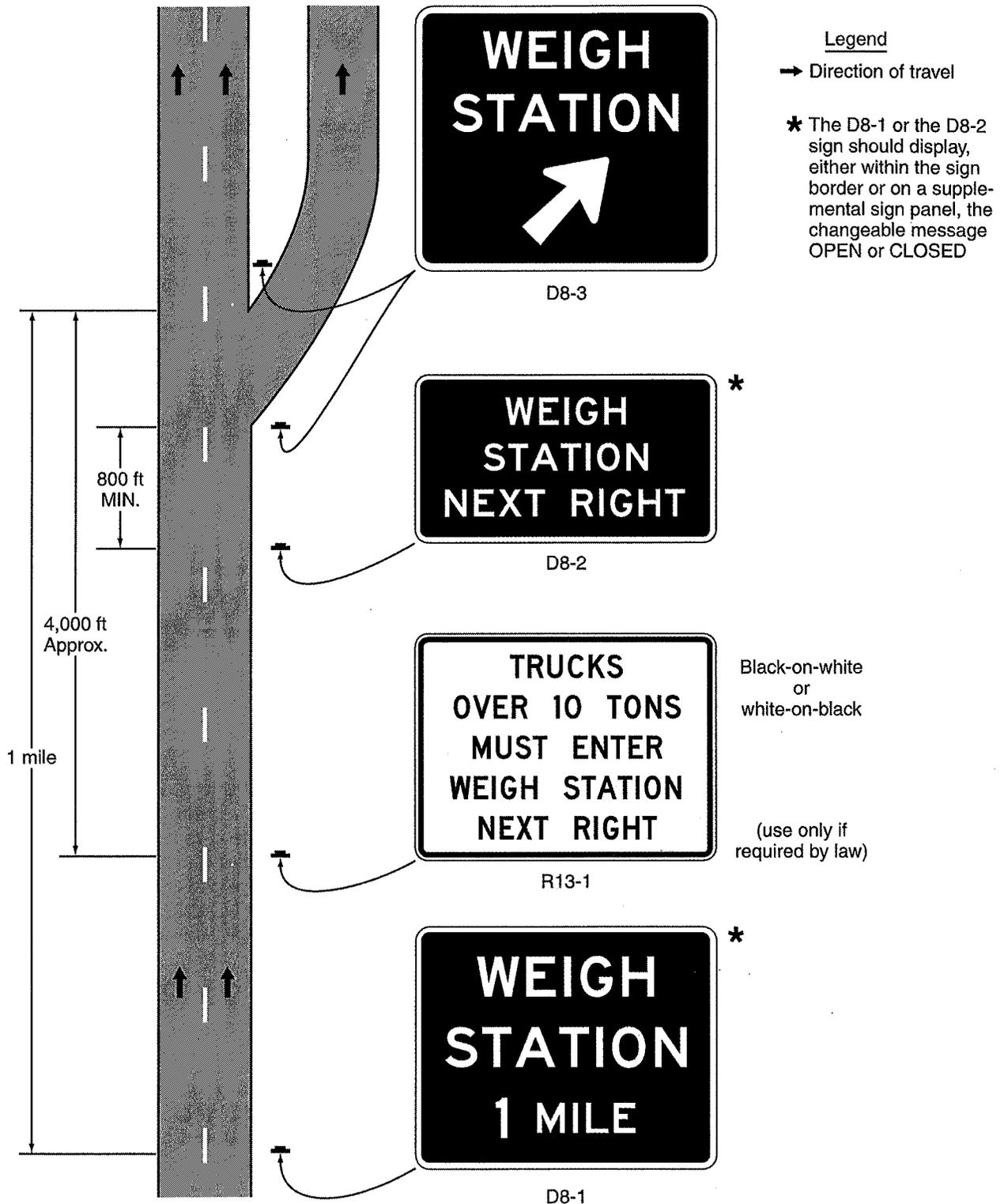
Standard:

- 04 **The use of community wayfinding guide signs shall be limited to conventional roads. Community wayfinding guide signs shall not be installed on freeway or expressway mainlines or ramps. Direction to community wayfinding destinations from a freeway or expressway shall be limited to the use of a Supplemental Guide sign (see Section 2E.35) on the mainline and a Destination sign (see Section 2D.37) on the ramp to direct road users to the area or areas within which community wayfinding guide signs are used. The individual wayfinding destinations shall not be displayed on the Supplemental Guide and Destination signs except where the destinations are in accordance with the State or agency policy on Supplemental Guide signs.**
- 05 **Community wayfinding guide signs shall not be used to provide direction to primary destinations or highway routes or streets. Destination or other guide signs shall be used for this purpose as described elsewhere in this Chapter and shall have priority over any community wayfinding sign in placement, prominence, and conspicuity.**
- 06 **Because regulatory, warning, and other guide signs have a higher priority, community wayfinding guide signs shall not be installed where adequate spacing cannot be provided between the community wayfinding guide sign and other higher priority signs. Community wayfinding guide signs shall not be installed in a position where they would obscure the road users' view of other traffic control devices.**
- 07 **Community wayfinding guide signs shall not be mounted overhead.**

Guidance:

- 08 *If used, a community wayfinding guide sign system should be established on a local municipal or equivalent jurisdictional level or for an urbanized area of adjoining municipalities or equivalent that form an identifiable geographic entity that is conducive to a cohesive and continuous system of signs. Community wayfinding guide signs should not be used on a regional or statewide basis where infrequent or sparse placement does not contribute to a continuous or coordinated system of signing that is readily identifiable as such to the road user. In such cases, Destination or other guide signs detailed in this Chapter should be used to direct road users to an identifiable area in which the type of eligible destination described in Paragraph 1 is located.*

Figure 2D-17. Example of Weigh Station Signing



Support:

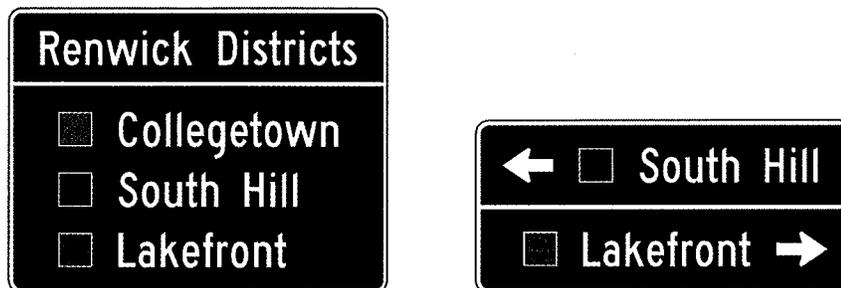
09 The specific provisions of this Section regarding the design of community wayfinding sign legends apply to vehicular community wayfinding signs and do not apply to those signs that are intended only to provide information or direction to pedestrians or other users of a sidewalk or roadside area.

Figure 2D-18. Examples of Community Wayfinding Guide Signs

A - Community Wayfinding Guide Signs with Enhancement Markers



B - Destination Guide Signs for Color-Coded Community Wayfinding System



Guidance:

- 10 Because pedestrian wayfinding signs typically use smaller legends that are inadequately sized for viewing by vehicular traffic and because they can provide direction to pedestrians that might conflict with that appropriate for vehicular traffic, wayfinding signs designed for and intended to provide direction to pedestrians or other users of a sidewalk or other roadside area should be located to minimize their conspicuity to vehicular traffic. Such signs should be located as far as practical from the street, such as at the far edge of the sidewalk. Where locating such signs farther from the roadway is not practical, the pedestrian wayfinding signs should have their conspicuity to vehicular traffic minimized by employing one or a combination of the following methods:
- Locating signs away from intersections where high-priority traffic control devices are present.
 - Facing the pedestrian message toward the sidewalk and away from the street.
 - Cantilevering the sign over the sidewalk if the pedestrian wayfinding sign is mounted at a height consistent with vehicular traffic signs, removing the pedestrian wayfinding signs from the line of sight in a sequence of vehicular signs.
- 11 To further minimize their conspicuity to vehicular traffic during nighttime conditions, pedestrian wayfinding signs should not be retroreflective.

Support:

- 12 Color coding is sometimes used on community wayfinding guide signs to help road users distinguish between multiple potentially confusing traffic generator destinations located in different neighborhoods or subareas within a community or area.

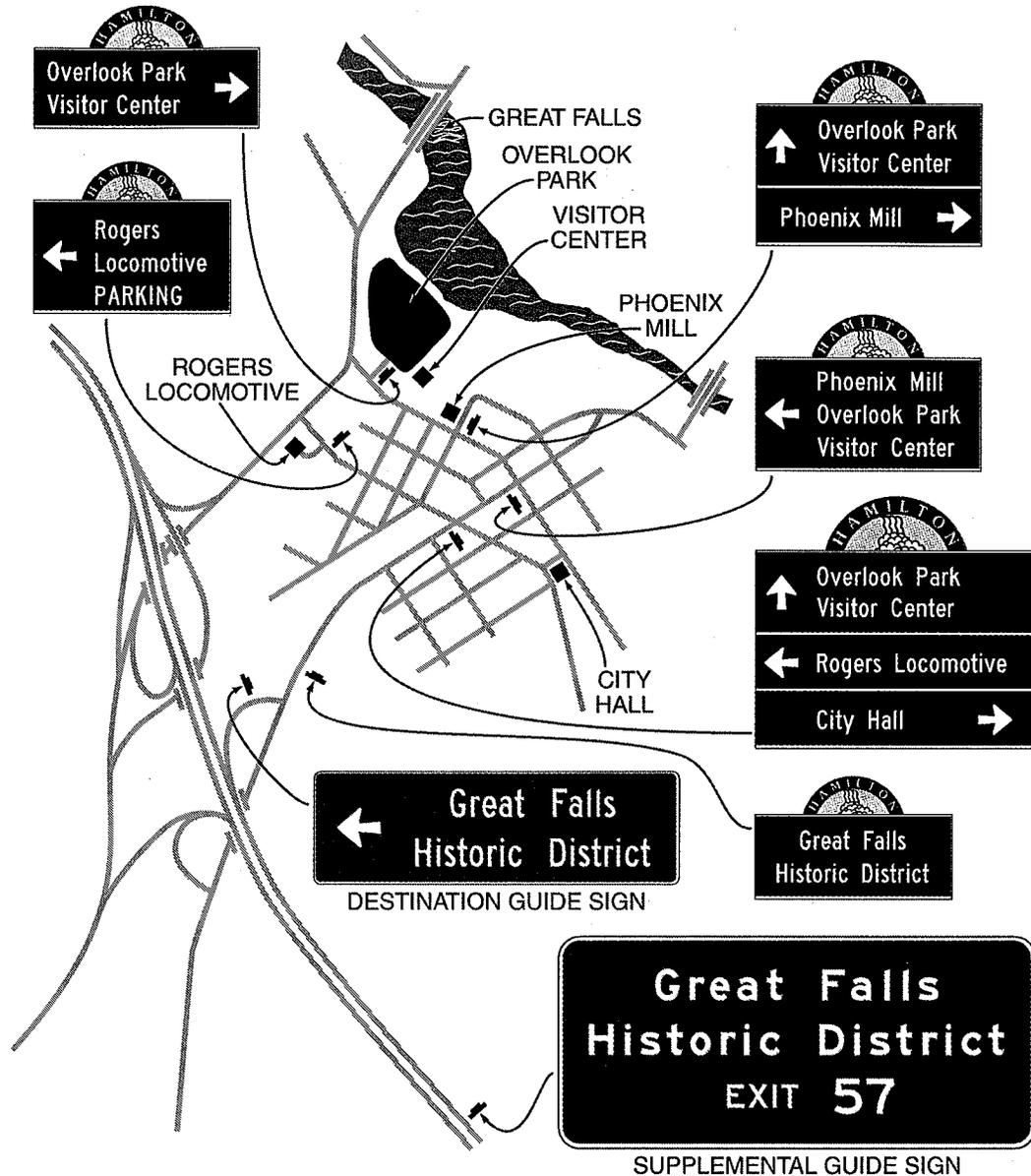
Option:

- 13 At the boundaries of the geographical area within which community wayfinding guide signing is used, an informational guide sign (see Figures 2D-18 and 2D-20) may be posted to inform road users about the presence of wayfinding signing and to identify the meanings of the various color codes or pictographs that are being used.

Standard:

- 14 These informational guide signs shall have a white legend and border on a green background and shall have a design similar to that illustrated in Figures 2D-1 and 2D-18 and shall be consistent with the basic design principles for guide signs. These informational guide signs shall not be installed on freeway or expressway mainlines or ramps.

Figure 2D-19. Example of a Community Wayfinding Guide Sign System Showing Direction from a Freeway or Expressway

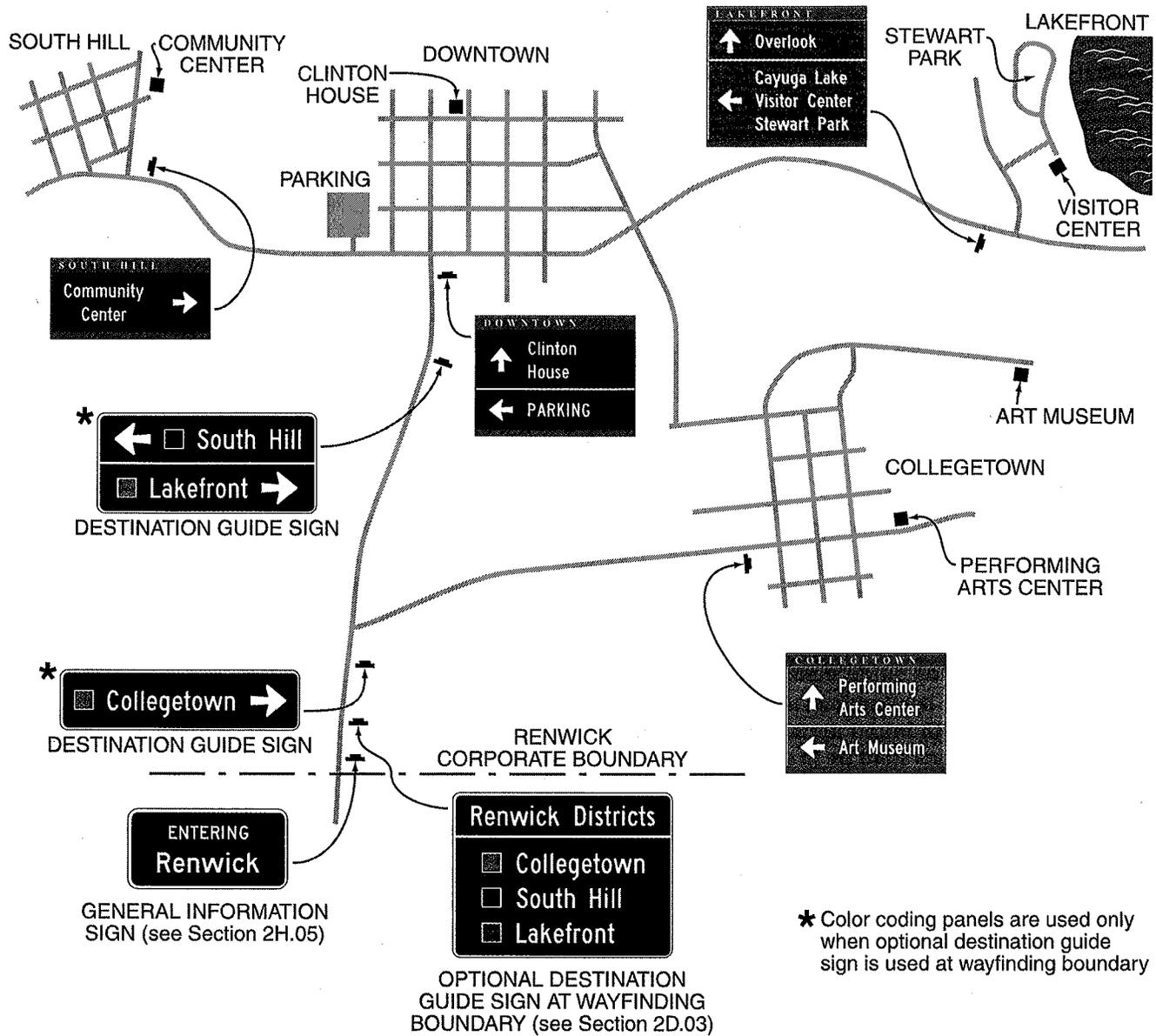


15 The color coding or a pictograph of the identification enhancement markers of the community wayfinding guide signing system shall be included on the informational guide sign posted at the boundary of the community wayfinding guide signing area. The color coding or pictographs shall apply to a specific, identifiable neighborhood or geographical subarea within the overall area covered by the community wayfinding guide signing. Color coding or pictographs shall not be used to distinguish between different types of destinations that are within the same designated neighborhood or subarea. The color coding shall be accomplished by the use of different colored square or rectangular panels on the face of the informational guide sign, each positioned to the left of the neighborhood or named geographic area to which the color-coding panel applies. The height of the colored square or rectangular panels shall not exceed two times the height of the upper-case letters of the principal legend on the sign.

Option:

16 The different colored square or rectangular panels may include either a black or a white (whichever provides the better contrast with the color of the panel) letter, numeral, or other appropriate designation to identify the destination.

Figure 2D-20. Example of a Color-Coded Community Wayfinding Guide Sign System



17 Except for the informational guide sign posted at the boundary of the wayfinding guide sign area, community wayfinding guide signs may use background colors other than green in order to provide a color identification for the wayfinding destinations by geographical area within the overall wayfinding guide signing system. Color-coded community wayfinding guide signs may be used with or without the boundary informational guide sign displaying corresponding color-coding panels described in Paragraphs 13 through 16. Except as provided in Paragraphs 18 and 19, in addition to the colors that are approved in this Manual for use on official traffic control signs (see Section 2A.10), other background colors may also be used for the color coding of community wayfinding guide signs.

Standard:

18 **The standard colors of red, orange, yellow, purple, or the fluorescent versions thereof, fluorescent yellow-green, and fluorescent pink shall not be used as background colors for community wayfinding guide signs, in order to minimize possible confusion with critical, higher-priority regulatory and warning sign color meanings readily understood by road users.**

19 **The minimum luminance ratio of legend to background for community wayfinding guide signs shall be 3:1.**

20 **All messages, borders, legends, and backgrounds of community wayfinding guide signs and any identification enhancement markers shall be retroreflective (see Sections 2A.07 and 2A.08).**

Guidance:

- 21 *Community wayfinding guide signs, exclusive of any identification enhancement marker used, should be rectangular in shape. Simplicity and uniformity in design, position, and application as described in Section 2A.06 are important and should be incorporated into the community wayfinding guide sign design and location plans for the area.*
- 22 *Community wayfinding guide signs should be limited to three destinations per sign (see Section 2D.07).*
- 23 *Abbreviations (see Section 1A.15) should be kept to a minimum, and should include only those that are commonly recognized and understood.*
- 24 *Horizontal lines of a color that contrasts with the sign background color should be used to separate groups of destinations by direction from each other.*

Support:

- 25 The basic requirement for all highway signs, including community wayfinding signs, is that they be legible to those for whom they are intended and that they be understandable in time to permit a proper response. Section 2A.06 contains additional information on the design of signs, including desirable attributes of effective designs.

Guidance:

- 26 *Word messages should be as brief as practical and the lettering should be large enough to provide the necessary legibility distance.*

Standard:

- 27 **The minimum specific ratio of letter height to legibility distance shall comply with the provisions of Section 2A.13. The size of lettering used for destination and directional legends on community wayfinding signs shall comply with the provisions of minimum letter heights as provided in Section 2D.06.**
- 28 **Interline and edge spacing shall comply with the provisions of Section 2D.06.**
- 29 **Except as provided in Paragraph 31, the lettering style used for destination and directional legends on community wayfinding guide signs shall comply with the provisions of Section 2D.05.**
- 30 **The lettering for destinations on community wayfinding guide signs shall be a combination of lower-case letters with initial upper-case letters (see Section 2D.05). All other word messages on community wayfinding guide signs shall be in all upper-case letters.**

Option:

- 31 A lettering style other than the Standard Alphabets provided in the "Standard Highway Signs and Markings" book may be used on community wayfinding guide signs if an engineering study determines that the legibility and recognition values for the chosen lettering style meet or exceed the values for the Standard Alphabets for the same legend height and stroke width.

Standard:

- 32 **Except for signs that are intended to be viewed only by pedestrians, bicyclists stopped out of the flow of traffic, or occupants of parked vehicles, Internet and e-mail addresses, including domain names and uniform resource locators (URL), shall not be displayed on any community wayfinding guide sign or sign assembly.**
- 33 **The arrow location and priority order of destinations shall follow the provisions described in Sections 2D.08 and 2D.37. Arrows shall be of the designs provided in Section 2D.08.**

Option:

- 34 Pictographs (see definition in Section 1A.13) may be used on community wayfinding guide signs.

Standard:

- 35 **If a pictograph is used, its height shall not exceed two times the height of the upper-case letters of the principal legend on the sign.**
- 36 **Except for pictographs, symbols that are not approved in this Manual for use on guide signs shall not be used on community wayfinding guide signs.**
- 37 **Business logos, commercial graphics, or other forms of advertising (see Section 1A.01) shall not be used on community wayfinding guide signs or sign assemblies.**

Option:

- 38 Other graphics that specifically identify the wayfinding system, including identification enhancement markers, may be used on the overall sign assembly and sign supports.

Support:

39 An enhancement marker consists of a shape, color, and/or pictograph that is used as a visual identifier for the community wayfinding guide signing system for an area. Figure 2D-18 shows examples of identification enhancement marker designs that can be used with community wayfinding guide signs.

Option:

40 An identification enhancement marker may be used in a community wayfinding guide sign assembly, or may be incorporated into the overall design of a community wayfinding guide sign, as a means of visually identifying the sign as part of an overall system of community wayfinding signs and destinations.

Standard:

41 **The sizes and shapes of identification enhancement markers shall be smaller than the community wayfinding guide signs themselves. Identification enhancement markers shall not be designed to have an appearance that could be mistaken by road users as being a traffic control device.**

Guidance:

42 *The area of the identification enhancement marker should not exceed 1/5 of the area of the community wayfinding guide sign with which it is mounted in the same sign assembly.*

Section 2D.51 Truck, Passing, or Climbing Lane Signs (D17-1 and D17-2)

Guidance:

01 *If an extra lane has been provided for trucks and other slow-moving traffic, a NEXT TRUCK LANE XX MILES (D17-1) sign and/or a TRUCK LANE XX MILES (D17-2) sign (see Figure 2D-21) should be installed in advance of the lane.*

Option:

02 Alternative legends such as PASSING LANE or CLIMBING LANE may be used instead of TRUCK LANE.

03 Section 2B.31 contains information regarding regulatory signs for these types of lanes.

Section 2D.52 Slow Vehicle Turn-Out Sign (D17-7)

Guidance:

01 *If a slow vehicle turn-out area has been provided for slow-moving traffic, a SLOW VEHICLE TURN-OUT XX MILES (D17-7) sign (see Figure 2D-21) should be installed in advance of the turn-out area.*

Option:

02 Section 2B.35 contains information regarding regulatory signs for slow vehicle turn-out areas.

Figure 2D-21. Crossover, Truck Lane, and Slow Vehicle Signs



D13-1



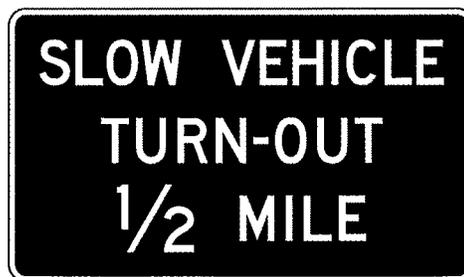
D13-2



D17-1



D17-2



D17-7

* The words PASSING or CLIMBING may be substituted for the word TRUCK on the D17-1 and D17-2 signs.

VILLAGE OF OWEGO PARKING LAW

| | | |
|--------------|------|---|
| North Avenue | West | Between the southerly curblin e of Temple Street and a point 100 feet south |
| Park Street | East | Between the southerly curblin e of Main Street and a point 115 feet south |
| Park Street | West | Between the northerly curblin e of Front Street and a point 150 feet north |
| Park Street | West | Between the northerly curblin e of Front Street and a point 90 feet north |

§ 187-27 More restrictive provisions to apply.

To the extent that any of the parking, stopping or standing provisions hereinbefore set forth or the limited parking provisions hereinafter set forth are in conflict, it is the intention of the Board of Trustees that the more restrictive form of regulation prevail.

§ 187-28 Parallel parking on state roads.

No vehicle shall be parked other than parallel with the curb on any state highway in the Village of Owego for a period longer than necessary to load or unload passengers or freight.

§ 187-29 General parking restrictions.

A. No vehicle shall at any time be parked or left standing in any of the following places, to wit:

- (1) On a sidewalk.
- (2) Within an intersection.
- (3) Within 15 feet of a fire hydrant, unless a different distance is indicated by a properly posted sign.
- (4) On a crosswalk.
- (5) Within 10 feet of a crosswalk at an intersection, unless otherwise indicated by a sign or other device or markings.
- (6) Within 30 feet upon approaching any flashing beacon, stop sign or traffic control device, signal or sign located at the side of the roadway, unless a different distance is indicated by a properly posted sign.
- (7) Within 50 feet of the nearest rail of a railroad crossing.
- (8) On the roadway side of any vehicle stopped or parked at the edge or curb of any street (double parking).
- (9) Upon any bridges or other elevated structure upon a highway or underneath any trestle or other railroad overhead crossing.
- (10) In front of any private or public driveway.
- (11) In front of the main entrance to any theater or within five feet either side thereof.
- (12) At any place where official signs prohibit stopping and/or parking.
- (13) In any officially designated bus or taxi zone.

B. No vehicle shall be parked in violation of § 1640 of the Vehicle and Traffic Law of the State of New York, and the Village of Owego shall not cause to be laid out any parking space in violation of this section.

§ 187-29.1 Parking prohibited certain hours.

[Added 11-7-2005 by L.L. No. 5-2005]

No person shall park a vehicle between the times specified upon any of the following described streets or parts thereof:

| Name of Street | Side | Hours/Days | Location |
|---|-------------|--|--------------------------------------|
| Hill Street | East | 6:00 a.m. to 4:00 p.m./Monday through Friday | From Talcott Street to George Street |
| East Avenue [Added 2-16-2010 by L.L. No. 1-2010] | South | 6:00 a.m. to 6:00 p.m./when school is in session | --- |

§ 187-30 Time limit parking.

A. Hyde Lot. Except on Sundays and legal holidays, no person shall park or permit any motor vehicle owned by him or her to be parked for a period of more than three hours between the hours of 9:00 a.m. and 6:00 p.m. in the Hyde Parking Lot in the Village of Owego.

B. Except on Sundays and legal holidays, no person shall park or permit any motor vehicle owned by him or her to be parked for a period of more than three hours between the hours of 9:00 a.m. and 6:00 p.m. in any of the off-street municipal parking lots operated by the Village of Owego or upon any of the following streets or portions thereof, to wit:

[Amended 2-17-1998 by L.L. No. 1-1998; 5-6-2002 by L.L. No. 3-2002; 11-7-2005 by L.L. No. 4-2005]

| Name of Street | Side | Location |
|--|-------|---|
| Central Avenue | East | From the north curblin of Main Street to a point 100 feet north of the northerly curblin of Main Street |
| Church Street | — | Municipal Parking Lot (Moose Lot) |
| Court Street | — | Municipal Parking Lot |
| Court Street | West | From a point 45 feet south of the south curblin of Main Street to a point 50 feet north of the north curblin of Front Street |
| Front Street [Added 5-20-2013 by L.L. No. 4-2013] | North | From a point 90 feet east of the east curblin of Court Street to a point 62 feet west of the west curblin of Lake Street |
| Front Street [Added 5-20-2013 by L.L. No. 4-2013] | North | From a point 125 feet east of the east curblin of Lake Street to a point 8 feet west of the west curblin of Church Street |
| Front Street | North | From a point 75 feet west of the west curblin of Park Street to the east curblin of Parker Lane |
| Front Street | South | From a point 100 feet east of Court Street Bridge to a point 60 feet west of the east curblin of Lake Street (extended) |
| Front Street | South | From a point 100 feet west of the west curblin of Park Street (extended) to the west curblin of Parker Lane (extended) |
| Front Street | South | From a point 242 feet east of the east curblin of Church Street (extended), easterly 473 feet |
| Front Street | South | From the east curblin of Lake Street (extended) to a point 60 feet west of the west curblin of Church Street |
| Lake Street [Added 5-20-2013 by L.L. No. 5-2013] | West | From the south curblin of Main Street to the north curblin of Front Street |
| Liberty Street | West | From the south curblin of Temple Street to the north curblin of Main Street |
| Main Street | Both | From the west curblin of Lake Street (extended) to the west curblin of Spencer Avenue |
| North Avenue | East | From a point 50 feet north of the north curblin of Temple Street to a point 50 feet south of the south curblin of Chestnut Street |
| North Avenue | East | From a point 55 feet north of the north curblin of Main Street to a point 100 feet from the southerly curblin of Temple Street |
| North Avenue | East | From a point 65 feet north of the north curblin of Chestnut Street to a point 170 feet south of the south curblin of Fox Street |
| North Avenue | West | From a point 120 feet north of the north curblin of Temple Street to a point 145 feet south of the south curblin of Fox Street |
| North Avenue | West | From a point 140 feet north of the north curblin of Main Street to a point 100 feet south of the south curblin of Temple Street |
| Park Street | East | From a point 115 feet south of the south curblin of Main Street to a point 150 feet north of the north curblin of Front Street |
| Temple Street | North | From a point 90 feet east of the east curblin of North Avenue to the west curblin of Church Street (extended) |
| Temple Street | South | From a point 44 feet east of the east curblin of North Avenue to the west curblin of Church Street |

C. (Reserved)^[1]

[1] *Editor's Note: Former Subsection C, added 11-7-2005 by L.L. No. 4-2005, which prohibited parking for more than two hours between 9:00 a.m. and 6:00 p.m. on certain streets, was repealed 5-20-2013 by L.L. No. 5-2013. At the time former Subsection C was added to the Code, original Subsections C and D were redesignated as Subsections D and E, respectively.*

D. No person shall park or permit any motor vehicle owned by him or her to be parked for a period of more than 15 minutes on the Sign Plaza Drive located at the corner of Southside Drive and Court Street.

E. Parking between 2:00 a.m. and 5:00 a.m.

(1) No vehicle shall remain parked upon any street in the Village's Central Business District between the hours of 2:00 a.m. and 5:00 a.m. unless the owner has applied for and received an authorized parking permit; provided, however, that this section shall not apply to physicians while making professional calls to or to any ambulance or vehicle of a funeral director while such vehicle is engaged in professional calls.

(2) Authorized parking permits shall be issued by the Police Department upon verification that suitable off-street parking is not available and that it is impractical for the owner to provide off-street parking.

§ 187-30.1 (Reserved) ^[1]

[1] *Editor's Note: Former § 187-30.1, Municipal employee parking, added 1-3-2005 by L.L. No. 1-2005, was repealed 4-16-2007 by L.L. No. 2-2007.*

§ 187-31 Manner of parking generally.

- A. Except as herein otherwise provided, all vehicles must be parked either parallel with the curb, at right angles to the curb or diagonally thereto, as indicated at the point of parking, by a sign placed or erected thereat or by lines of other designations indicating the manner of parking.
- B. Any vehicle when left standing or parked parallel to the curb shall be placed as near to the curb as practicable, with both front and rear wheels not more than six inches from the curb.
- C. No vehicle shall be parked, stopped or left standing upon any street so that any portion of such vehicle protrudes or extends over or upon any sidewalk, excepting, however, upon streets protected by curbing, in which case the wheels of such vehicles shall not extend beyond such curbing.

§ 187-32 Parking on state highways within Village.

No vehicle shall be parked other than parallel with the curb on any state highway in the Village for a period longer than necessary to load or unload passengers or freight.

§ 187-33 Parking to be within lines.

Whenever individual parking places are marked by parallel lines, vehicles when so parked shall be entirely within the space between two such parallel lines.

§ 187-34 Parking with left side adjacent to curb.

No vehicle shall be parked or left standing upon any street so that the left side thereof is adjacent to the curbline unless otherwise permitted by sign or other provisions herein.

§ 187-35 Parking on incline or hill.

No person shall park or permit any motor vehicle or motorcycle to stand upon any incline or hill on any public highway:

- A. With the engine running.
- B. Without all proper brakes set tightly.
- C. Without the front wheels so turned that one of them will be in contact with the curb in such a manner that, if the brakes fail to properly hold, motion of said motor vehicle will be prevented.

§ 187-36 Obstructing traffic.

No vehicle shall be parked or left standing so as to prevent the free passage of other vehicles through the street.

§ 187-37 Parking in taxicab or bus zone.

Taxicabs and buses, when stopping in a zone designated as a taxicab or bus zone or stand, shall stop in such a manner that no part of such taxicab or bus shall extend over or encroach upon any portion of a crosswalk or intersecting street.

§ 187-38 Obstructing other vehicles.

No vehicle shall at any time be stopped, left standing or parked in such a position as to prevent another vehicle already stopped near the curb from moving away.

§ 187-39 Long-term parking.

The parking of any vehicle at any time on location upon any street or public highway within the Village for a period of time in excess of 96 hours is hereby prohibited.

§ 187-40 (Reserved) [1]

[1] *Editor's Note: Former § 187-40, Parking restricted on Elm Street, was repealed 5-20-2013 by L.L. No. 3-2013.*

§ 187-41 Parking for Department of Motor Vehicles road test.

Unless the operator thereof is taking or is scheduled to take the New York State Department of Motor Vehicles road test, no vehicle shall be parked, stopped or allowed to stand on any Tuesday, Wednesday or Thursday between the hours of 8:00 a.m. to 5:00 p.m. upon the following designated portion of Academy Street, to wit:

- A. West side, from a point 20 feet south of the intersection of the western curbline of Academy Street and the southern curbline of Main Street to a point 225 feet south of said intersection.

§ 187-42 Parking of unregistered vehicles.

No vehicle which is not currently registered for travel on public roadways shall be left standing or parked upon any street or public highway within the Village.

§ 187-43 Parking restricted on East Avenue.

[Added 12-20-2010 by L.L. No. 2-2011^[1]]

The parking of any vehicle on the south side of East Avenue at any time between November 1 and March 31 of each year is hereby prohibited.

[1] *Editor's Note: Former § 187-43, Emergency/police vehicle parking, was repealed 2-17-1998 by L.L. No. 1-1998.*

§ 187-44 Parking near intersection.

In addition to the other provisions of this chapter, no vehicle shall be stopped, left standing or parked at or along the curbline within 20 feet of any intersection in the Village if a sign prohibiting the same has been erected at such intersection. This section does not permit such stopping, standing or parking when no sign is present if such act is otherwise prohibited by this chapter.

Chapter 187. Vehicles and Traffic

Article VIII. Fines and Penalties

§ 187-56. Penalties for parking violations.

- A. Overtime parking in violation of the provisions of this chapter shall be punishable by a penalty of \$10 if the notice of violation is returned to the Police Court of the Village with payment within 72 hours from the time of notice; a penalty of \$20 if the notice of violation is returned to the Police Court of the Village with payment within 10 days; a penalty of \$50 if the notice of violation is returned to the Police Court of the Village with payment within 30 days; and a penalty of \$100 if the notice of violation is returned to the Police Court of the Village with payment within 60 days. After 60 days, the punishment for overtime parking shall be provided in §§ 187-54 and 187-55 above. Furthermore, for the second occasion within an eighteen-month period that an overtime parking notice remains unpaid for more than 30 days, a penalty of \$100 shall be imposed; and for the third occasion within an eighteen-month period that an overtime parking notice remains unpaid for more than 30 days, a penalty of \$250 shall be imposed.
[Amended 5-20-2013 by L.L. No. 6-2013]
- B. A parking violation other than overtime parking shall be punishable by a penalty of \$10 if the notice of violation is returned to the Police Court of the Village with payment within 72 hours from the time of notice; a penalty of \$20 if the notice of violation is returned to the Police Court of the Village with payment within 10 days; a penalty of \$50 if the notice of violation is returned to the Police Court of the Village with payment within 30 days; and a penalty of \$100 if the notice of violation is returned to the Police Court of the Village with payment within 60 days. After 60 days, the punishment for such violations shall be as provided in §§ 187-54 and 187-55 above. Furthermore, the second occasion within an eighteen-month period that such notice for a violation other than overtime parking remains unpaid for more than 30 days, a penalty of \$200 shall be imposed; and for the third occasion within an eighteen-month period that such notice for a violation other than overtime parking remains unpaid for more than 30 days, a penalty of \$250 shall be imposed.
- C. Notwithstanding the provisions of Subsection A of this § 187-56, every person who receives a ticket for an overtime parking violation under this chapter shall be provided a warning and shall not be subject to the penalties set forth in that subsection, provided that said overtime parking offense is the first parking offense of any kind for the license plate number receiving the ticket within the six months immediately preceding issuance of the ticket, and provided further that all sums legally due for all outstanding parking violations issued for such license plate number have been paid.
[Added 5-20-2013 by L.L. No. 8-2013]

VILLAGE OF OWEGO ZONING CODE

Chapter 195. Zoning

Article XVIII. Supplemental District Regulations

§ 195-112. Off-street parking requirements.

- A. One automobile parking space consisting of at least 200 square feet and not located on a public street or highway and necessary egress and ingress to said parking space, shall be provided for:
- (1) Each dwelling unit.
 - (2) Each guest room in boarding- and rooming houses, residential hotels, motels, tourist homes and similar uses.
 - (3) Each five seats in churches, theaters and other places of assembly.
 - (4) Each 100 square feet of gross floor area in the main structure of restaurants, tearooms, places of public amusement and similar uses.
 - (5) Each 100 square feet of gross floor area in the main structures of business offices, professional offices, banks and similar uses.
 - (6) Each 500 square feet of gross floor area in the main structure or structures used primarily for wholesale trade, storage or warehousing.
 - (7) Each 100 square feet of gross floor area in the main structure of retail business uses.
 - (8) Each 200 square feet of gross floor area of industrial uses.
- B. "Gross floor area" as used herein shall mean the area of space contained within the room or rooms in the main structure.
- C. In CB Districts only, new and altered structures may be permitted to waive the requirements of this section.