

# Downtown Parking Study

Carbondale, Illinois



Prepared For:



June 11, 2021

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# I. Executive Summary

Kenig, Lindgren, O'Hara, Aboona, Inc., (KLOA, Inc.) was retained by the Southern Illinois Metropolitan Planning Organization (SIMPO) and the City of Carbondale to perform a Downtown Parking Study with the objective of ensuring that the City maintains an adequate supply of public parking for current and future uses, with a fee structure that works well for both the City and business community.

The downtown study area consists of the Business Primary (BPR) zoning district, which comprises over 30 blocks bordered by Oak Street, Marion Street, Grand Avenue, and University Avenue. In establishing the BPR zoning category, the City committed to providing adequate public parking within the district to support local businesses and new development proposals, rather than requiring separate private on-site parking by each property owner.

The key findings from this study were developed from a full inventory of the public and private parking supply, field surveys of parking utilization, an analysis of the current parking supply and demand, estimates of future parking demand from potential development scenarios, and an assessment of the parking fee structure and parking management practices (i.e., space allocation, time limits, signage, enforcement).

In total there are approximately 3,100 parking spaces in the BPR district, including 1,183 spaces available for public use within 15 parking lots and along the public streets. This public parking supply is approximately 30 percent higher than it was in 2015 due to recent parking lot expansions (Lots 6, 8, 26) and the metering of Lot 3. Best practice is for the City to control or make publicly available a minimum of 50 percent of the total non-residential parking supply and the City currently falls a bit short of this target at 41.4 percent.

The parking occupancy surveys were performed for this study during an atypical time in downtown Carbondale when the Illinois Department of Public Health's Phase 4 coronavirus-related restrictions were in place to maximize public safety. During this time Southern Illinois University (SIU) students may have been attending classes remotely, downtown employees may have been working from home, and restaurants, bars and retailers were operating with limited indoor capacities. To account for these conditions, adjustments were made to the parking survey data based on comparisons to data previously collected in 2015 as part of the Downtown Master Plan.

Utilizing the adjusted data, the parking supply and demand analysis indicated that only approximately one-third of the total public parking supply is currently being utilized at peak times, which results in a public parking surplus, similar to the findings from 2015. The parking surplus, which is estimated at approximately 800 spaces, is more prevalent to the north of Cherry Street (west of the tracks) and Walnut Street (east of the tracks) and will support a significant amount of new development without the need to increase the public parking supply.

The Southern Illinois Multi Modal Station (SIMMS) project, and other new uses that may develop per the Downtown Master Plan, will eliminate a few of the public parking lots while generating additional parking demand. As this new development comes on-line and the economy recovers

from the pandemic, the parking surplus will gradually dissipate, and additional public parking will eventually need to be created. Based on the conservative parking analysis presented in this report, the additional public parking that may be required in the future includes up to 130 spaces along south Illinois Avenue (The Strip), up to 300 spaces in the Town Square area, and up to 200 spaces around Walnut Street/Washington Street, depending on the density of new development.

Moving forward, the City should plan on collecting a new set of parking occupancy counts on a biennial schedule to accurately track the utilization of the parking supply and refine the timing on the need to create additional public parking.

Based on these findings, recommendations were developed to improve parking operations and provide parking options to support future development opportunities. These recommendations, which were vetted through SIMPO and City staff, have been prioritized into three timelines to assist in budgeting, planning and coordination efforts and are summarized in the tables below.

Near-term measures (see table below and **Figure 22**), which have a timeline within two years, focus on maximizing the efficiency of the current parking supply with less costly and more easily implementable solutions that are generally within the City’s control. Mid-term measures (see table below and **Figure 23**), with a timeline ranging from 2-5 years or longer, are initial measures to supplement the public parking supply to support increased parking demand, temporarily replace public parking eliminated by other downtown planning initiatives, and as a precursor to potential structured parking. These measures require a higher degree of planning, may require negotiations with private landowners or acquisition of private property, and moderate construction budgets.

Long-term measures (see table below and **Figure 24**), with a timelines exceeding five years, are intended to supplement the public parking supply by permanently replacing public parking eliminated by other downtown initiatives and by supporting increased parking demand from new development, which are subject to economic and market-timing factors. These measures may require architecture and engineering design, land acquisition, coordination with other agencies, roadway reconstruction, and utility relocations, and thus have higher construction budgets for which the City may elect to pursue grant funding or public-private partnerships to defray a portion of the public costs.



## NEAR-TERM PARKING RECOMMENDATIONS SUMMARY

Term	Findings	Recommendations
<b>Near-Term</b>	<p><b>Time Limits</b></p> <ul style="list-style-type: none"> <li>• More than 70% of public parking has 10-hour time limits or longer.</li> <li>• Longer time limits are less effective at fostering parking turnover and deterring employees from parking on the street in front of commercial businesses.</li> </ul>	<ul style="list-style-type: none"> <li>• Change metered street parking regulations to 2-hour limits in the Town Square area and adjoining the SIMMS site.               <ul style="list-style-type: none"> <li>○ Washington St (Oak-Main)</li> <li>○ Jackson St (Illinois-Marion)</li> <li>○ Illinois Ave (Walnut-Elm)</li> </ul> </li> </ul>
	<p><b>Allocation of Spaces</b></p> <ul style="list-style-type: none"> <li>• Public parking comprises 41.4% of the parking supply.</li> <li>• Best practice is for 50% of downtown parking being publicly available.</li> <li>• With the exception of Lots 7 &amp; 10, downtown employees utilize the same public lots as commercial patrons.</li> </ul>	<ul style="list-style-type: none"> <li>• Offer free remote parking for employees in Lot 3 to open more convenient spaces for customers.</li> <li>• Open Public Safety Center visitor’s lot for public use during evenings and weekends to supplement parking on The Strip.</li> </ul>
	<p><b>ADA Compliance</b></p> <ul style="list-style-type: none"> <li>• There are 4 public lots (Lots 6, 8, 10, 25) providing fewer accessible spaces than required by IL Accessibility Code.</li> <li>• Lot 6 will be eliminated by the SIMMS project.</li> <li>• Lot 10 complies when combined with adjoining Lot 14.</li> </ul>	<ul style="list-style-type: none"> <li>• Lot 8 – add one accessible stall</li> <li>• Lot 25 – add two accessible stalls</li> </ul>
	<p><b>Enforcement</b></p> <ul style="list-style-type: none"> <li>• Parking meters are enforced 8:00 AM-6:00 PM, Mon-Sat with exception of Lots 3, 7, 8, 12, 13 &amp; Illinois Ave (Monroe-Mill) where enforcement is 24/7.</li> <li>• Lot 3 signs indicate metering in effect 8:00 AM-6:00 PM Mon-Sat but enforcement is 7 days/week.</li> <li>• The City currently has no personnel assigned to parking enforcement.</li> </ul>	<ul style="list-style-type: none"> <li>• Reinitiate enforcement practices paused during the pandemic to offset parking system costs.</li> <li>• Retain one full-time &amp; one part-time parking enforcement officer.</li> <li>• Change street parking enforcement to 24/7 in Town Square area (Washington St &amp; Jackson St).</li> <li>• Clarify enforcement period in Lot 3. If Sunday is not enforced, modify signs accordingly.</li> </ul>
	<p><b>Parking Economics</b></p> <ul style="list-style-type: none"> <li>• Parking meters have been replaced with pay station kiosks in 5 public lots &amp; on south Illinois Ave.</li> <li>• Individual parking meters detract from streetscape aesthetics and have higher operating, maintenance &amp; replacement costs than kiosk pay station systems.</li> <li>• Metered parking fees are nominal, comparable to other university communities in Illinois, deter long-term parkers without adverse impacts to local businesses, and aid the City in recovering costs to manage parking system.</li> <li>• Parking permit fees and fines are in-line with those charged in the comparable Illinois communities.</li> <li>• Parking revenues are generated from parking meter receipts (45%), fines (33%) &amp; permit sales (22%).</li> <li>• From 2010-2018, the parking system operated at a profit or just short of breaking even in 5 of the years.</li> <li>• In 2019, parking revenues were atypically lower due to City temporarily waiving parking fees to test if it measurably stimulated commercial sales.</li> <li>• In 2020, parking revenues were atypically lower due to impacts from the pandemic and policy to temporarily not enforce parking meter fees.</li> </ul>	<ul style="list-style-type: none"> <li>• Replace parking meters with kiosk pay stations in Lots 11, 13, 14, 16, 23, 24, 25 &amp; along Illinois Ave (Oak-Monroe), Jackson St (University-Marion), University Ave (Walnut-Mill), Washington St (Oak-Monroe) &amp; Monroe St (University-Illinois).</li> <li>• Maintain the \$0.25/hour metered parking fee once City reinitiates enforcement.</li> <li>• Maintain current parking permit fees and fines.</li> <li>• With a parking supply 30% higher today than in 2015 when the parking system was operating at a profit, there are more opportunities to generate parking revenue and offset the system costs as the economy emerges from the pandemic.</li> </ul>

NEAR-TERM PARKING RECOMMENDATIONS SUMMARY (Continued)

Term	Findings	Recommendations
<b>Near-Term</b>	<p><b>New Technologies &amp; Services</b></p> <ul style="list-style-type: none"> <li>• A web-based parking payment platform is not currently being used for metered parking transactions.</li> <li>• There are 2 electric-vehicle charging stations in the downtown, both reserved for Home 2 Suites Hotel guests.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement web-based parking operations platform maximize customer convenience, enforcement &amp; revenue potential. System would utilize smart-phone app for pay-by-phone parking payment transactions, GPS-technology for real-time citation issuance &amp; handheld digital ticketing to eliminate manual processes, among other benefits.</li> <li>• Install electric-vehicle charging stations at Civic Center, SIMMS project &amp; larger public lots to support national trends towards climate conservation &amp; emissions reduction.</li> <li>• Pursue a car sharing program jointly sponsored by the City &amp; SIU similar to EIU &amp; UIUC Zipcar programs.</li> </ul>
	<p><b>Signage</b></p> <ul style="list-style-type: none"> <li>• Public lots have visible signs identifying lot number, enforcement hours &amp; pay locations.</li> <li>• Directional signage to lots is sparse and of inconsistent shape, format &amp; color.</li> <li>• Wayfinding Master Plan has yet to be implemented.</li> </ul>	<ul style="list-style-type: none"> <li>• Implement Wayfinding Master Plan signage for wide-spread &amp; uniform trailblazing &amp; directional signs to public parking lots.</li> </ul>
	<p><b>Additional Public Parking</b></p> <ul style="list-style-type: none"> <li>• There is currently a public parking surplus of 826 spaces during the day, 59% of which is located west of the tracks.</li> <li>• There is currently a public parking surplus of 789 spaces in the evening, 64% of which is located west of the tracks.</li> <li>• West of the tracks, the parking surplus is highest north of Cherry St and lowest between College St and Grand Ave.</li> <li>• East of the tracks, the parking surplus is highest north of Walnut St and lowest between Walnut St and Mill St.</li> <li>• The SIMMS project is the only significant development currently planned in the downtown. While the project will reduce public parking by 63 spaces, the current surplus is sufficient to absorb any increase in parking demand.</li> <li>• Will be a need to establish additional public parking in the Town Square area in advance of the redevelopment of the Town Square parcels, per the Downtown Master Plan.</li> </ul>	<ul style="list-style-type: none"> <li>• Allow free parking on north side of Oak St (Washington-Marion). <i>Gain 16 public spaces</i></li> </ul>
	<p><b>Marketing of Parking</b></p>	<ul style="list-style-type: none"> <li>• Initiate a public parking marketing campaign to highlight the near-term parking changes.</li> </ul>

## MID-TERM PARKING RECOMMENDATIONS SUMMARY

Term	Findings	Recommendations
Mid-Term	<p><b>New Parking Occupancy Counts</b></p> <ul style="list-style-type: none"> <li>• Parking occupancy counts were performed during the coronavirus pandemic with data adjusted accordingly based on comparison to 2015 data.</li> </ul>	<ul style="list-style-type: none"> <li>• Conduct a new set of parking occupancy counts to compare with the data from this study, analyze the effectiveness of the near-term measures &amp; reorder the parking priorities, as appropriate.</li> </ul>
	<p><b>Additional Public Parking</b></p> <ul style="list-style-type: none"> <li>• There are several vacant parcels comprising around 9.5-acres that are owned by the City or private entities.</li> <li>• The Downtown Master Plan identified these parcels as Opportunity Sites with development guidance that would increase the demand for public parking and require up to 130 additional spaces along south Illinois Avenue (The Strip), up to 300 spaces in the Town Square area, and up to 200 spaces around Walnut Street/Washington Street, depending on the density of development.</li> <li>• The Downtown Master Plan also includes the conversion of the City Pavilion/Town Square parcels to multi-purpose green space for community events, reducing public parking by another 113 spaces (Lots 7, 16).</li> <li>• The current parking surplus would support a limited amount of new development on both sides of the tracks.</li> </ul>	<ul style="list-style-type: none"> <li>• Supplement public parking along The Strip by developing a new public lot on the east side of the tracks (south of College St) by acquiring a private parcel and consolidating with the vacant City-owned parcel. <i>Gain 36 public spaces</i></li> <li>• Develop additional parking in the Town Square area in advance of the removal of Lots 7 &amp; 16. <ul style="list-style-type: none"> <li>○ Repave and consolidate Lots 21 &amp; 22 to increase lot capacity, comply with ADA standards, and open the lot for public use rather than leasing to private organizations. <i>Gain 52 spaces for public use</i></li> <li>○ Acquire, consolidate and construct a parking lot at the SE corner of University Ave/Oak St. <i>Gain 75 public spaces</i></li> </ul> </li> <li>• Extend Lot 1 at the north &amp; south ends to accommodate growth in remote parking needs and preserve customer parking along The Strip. <i>Gain 24 spaces</i></li> </ul>
	<p><b>Shared Parking</b></p> <ul style="list-style-type: none"> <li>• Parking counts indicated that more than 2/3rds of the total private parking supply is unused during peak hours.</li> <li>• May be opportunities for public use of unused private parking in areas where additional parking is needed.</li> </ul>	<ul style="list-style-type: none"> <li>• Supplement public parking along The Strip by seeking a shared parking agreement with the First Mid Bank &amp; Trust/land owners for public use of the 106 spaces in the bank's east and west lots. <i>Gain up to 106 spaces for public use</i></li> <li>• Supplement public parking in the Town Square area by seeking a shared parking agreement with the Bank of Carbondale for public use of the 51-space north (employee) parking lot during evenings and weekends. Collaborate with the bank to extend the lot to the east to increase capacity by 12 spaces. <i>Gain 63 spaces for public use</i></li> </ul>
	<p><b>Valet Parking</b></p> <ul style="list-style-type: none"> <li>• The conversion of the City Pavilion/Town Square parcels to multi-purpose green space will eliminate a convenient parking location for Town Square customers &amp; patrons.</li> </ul>	<ul style="list-style-type: none"> <li>• Utilize valet parking in the Town Square area in the evenings.</li> </ul>

## LONG-TERM PARKING RECOMMENDATIONS SUMMARY

Term	Findings	Recommendations
<b>Long-Term</b>	<p><b>New Parking Occupancy Counts</b></p> <ul style="list-style-type: none"> <li>• Parking surpluses may diminish over time as new development comes on-line and/or existing parking facilities are redeveloped.</li> </ul>	<ul style="list-style-type: none"> <li>• Conduct parking occupancy counts on a biennial schedule to quantify parking utilization, analyze the adequacy of the parking supply &amp; effectiveness of the mid-term measures, &amp; reorder the parking priorities, as appropriate.</li> </ul>
	<p><b>Additional Public Parking</b></p> <ul style="list-style-type: none"> <li>• The redevelopment of the City Pavilion/Town Square parcels combined with increased parking demand from development of the vacant Washington St parcels may require a larger public parking facility.</li> <li>• Shared parking relationships on The Strip and in the Town Square area may not be workable with the private entities or the shared parking capacity may be insufficient to meet the increased parking demand.</li> </ul>	<ul style="list-style-type: none"> <li>• Develop additional public parking along The Strip by acquiring the bank’s east &amp; west parking lots and constructing a multi-level parking deck with street-level commercial frontage along Illinois Ave. <i>Gain 100-120 public spaces/floor</i></li> <li>• Develop additional parking in the Town Square area to support new development around Main St/Washington St.             <ul style="list-style-type: none"> <li>○ Develop a multi-level parking deck with street-level retail space on City-owned site of Lot 19 &amp; Veterans Plaza. <i>Gain 100 spaces/floor</i></li> <li>○ Reconstruct &amp; widen Washington St to extend the 50-foot road width from Monroe St to Walnut St and provide commercial-supporting street parking. <i>Gain: 20 public spaces</i></li> </ul> </li> <li>• Develop additional parking to support new development around Walnut St/Washington St.             <ul style="list-style-type: none"> <li>○ Consolidate City-owned parcels at the NW corner of Walnut St/Washington St &amp; retain a developer to construct a mixed-use development with public lot or multi-level parking structure.</li> <li>○ Acquire private parcels at the SW corner of Walnut St/Washington St, consolidate with City-owned parcel, &amp; retain a developer to construct a mixed-use development with public lot or multi-level parking structure.</li> <li>○ Reconstruct &amp; widen Washington St to extend the 50-foot road width from Walnut St to Elm St and provide commercial-supporting street parking. <i>Gain: 20 public spaces</i></li> </ul> </li> <li>• Seek grant funding and public-private partnerships for developing structured parking needs</li> </ul>

# 1. Introduction

This report presents the methodologies, findings and recommendations of a Downtown Parking Study of Carbondale, Illinois. Downtown Carbondale is a regional destination in southern Illinois which serves as a job center, civic headquarters, shopping and dining destination, business and medical service provider, transportation hub, event center, public square, religious center, entertainment district, and hospitality and residential market that is bolstered by its proximity to the Southern Illinois University campus. It is also a business district in transition as redevelopment efforts emerge, such as Evolve student housing and Home 2 Suites Hotel, while new ones are on the horizon, including the planned Southern Illinois Multi Modal Station (SIMMS).

Many of these uses have differing parking profiles that can complement or compete with each other, which the City must understand to make informed decisions on parking investments for the future. The City must also balance pricing for downtown parking in a manner that allows the City to cover parking lot repair and maintenance costs without deterring customers from patronizing local commercial establishments.

The study area for the downtown parking study is shown in **Figure 1** and consists of the Business Primary (BPR) zoning district, which comprises over 30 blocks and is generally bordered by Oak Street on the north, Marion Street on the east, Grand Avenue on the south, and University Avenue on the west. In establishing the BPR zoning category, the City has committed to providing adequate public parking within the district to support local businesses and new development proposals, rather than requiring separate private on-site parking by each property owner. Ensuring that the district maintains an adequate supply of public parking for all current and future uses, with a fee structure that works well for both the City and business community, will safeguard the sustained success of the district for years to come.

The purpose of this parking study, which is targeted towards this objective, is to inventory the current parking supply, document the utilization of the parking supply, analyze the current parking demand, estimate the future parking demand from potential development scenarios, determine areas of parking surplus and deficit, assess the parking fee structure and parking management practices (i.e., space allocation, time limits, signage, enforcement, etc.), and recommend potential options for improving parking operations and addressing parking deficits. It is envisioned that this study will assist the City in future planning and zoning decisions related to downtown parking capacity, parking fees, and new development.

The subsequent chapters of this report summarize the following:

- Existing parking supply and demand
- Potential future parking supply and demand
- Parking economics
- Key findings and recommendations



It should be noted that the parking occupancy surveys conducted for this study were performed during an atypical time in downtown Carbondale when the Illinois Department of Public Health’s Phase 4 coronavirus-related restrictions were in place to maximize public safety. During this time period many Southern Illinois University (SIU) students may have been attending classes remotely, downtown employees may have been working from home, and restaurants, bars and retailers were operating with limited indoor capacities. To account for these conditions, adjustments were made to the parking survey data.



Evolve



Home 2 Suites Hotel

Source: www.Hilton.com



Source: wb-architects.com



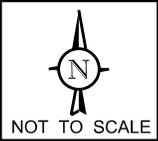
Source: The Southern Illinoian

Illinois Avenue



Town Square Area

Source: Pinterest



**LEGEND**  
 STUDY AREA

Downtown  
 Parking Study  
 Carbondale, Illinois

Downtown Study Area

**KLOA**  
 Kerig, Lindgren, O'Hara, Aboona, Inc.  
 Figure: 1

## 2. Existing Parking Supply & Demand

The existing downtown parking system was initially assessed to establish any issues related to parking operations, management, or capacity. This assessment included a thorough field inventory of the public and private parking supply and posted regulations, the performance of parking occupancy surveys, a parking demand analysis to establish locations of parking surplus and shortage, and a review of parking wayfinding signage.

### Downtown Parking Inventory

The study area contains 14 City-owned parking lots open to the public, three City-owned lots leased to private industry, one private lot leased by the City for public use, one private parking garage, over 60 private lots of varying size associated with various businesses and entities, and seven public streets with metered, permit or unregulated parking.

### Public Parking

Table A1 in the Appendix provides a complete inventory of the 15 off-street parking facilities available for public use, including the posted parking regulations and a breakdown of the parking spaces by type (standard, accessible, reserved) and by regulation/fee. These off-street public facilities provide a total of 906 off-street spaces, which is 30 percent more off-street parking than was available in 2015 due to recent parking lot expansions in Lots 6, 8, and 26 and the metering of Lot 3. Table A2 in the Appendix provides a complete inventory of the on-street parking locations available for public use, including the posted parking regulations. There are 277 on-street parking spaces in the study area.



Lot 8



Source: Google

Illinois Avenue

### Private Parking

Table A3 in the Appendix provides a complete inventory of the off-street parking facilities dedicated to private entities, including any posted parking regulations and a breakdown of the parking spaces by type (standard, accessible, reserved). These private facilities provide a total of 1,917 spaces.



Barrett, Twomey, Broom,  
Hughes & Hoke, LLP



Evolve



Simon Federal Building

**Figure 2** shows the public and private parking locations in the study area. Each public lot in the figure has been given a numeric designation that corresponds to the City’s designated lot numbering system and the lot listing in Table A1. Each private lot in the figure has been given a letter designation that corresponds to the lot listing in Table A3.

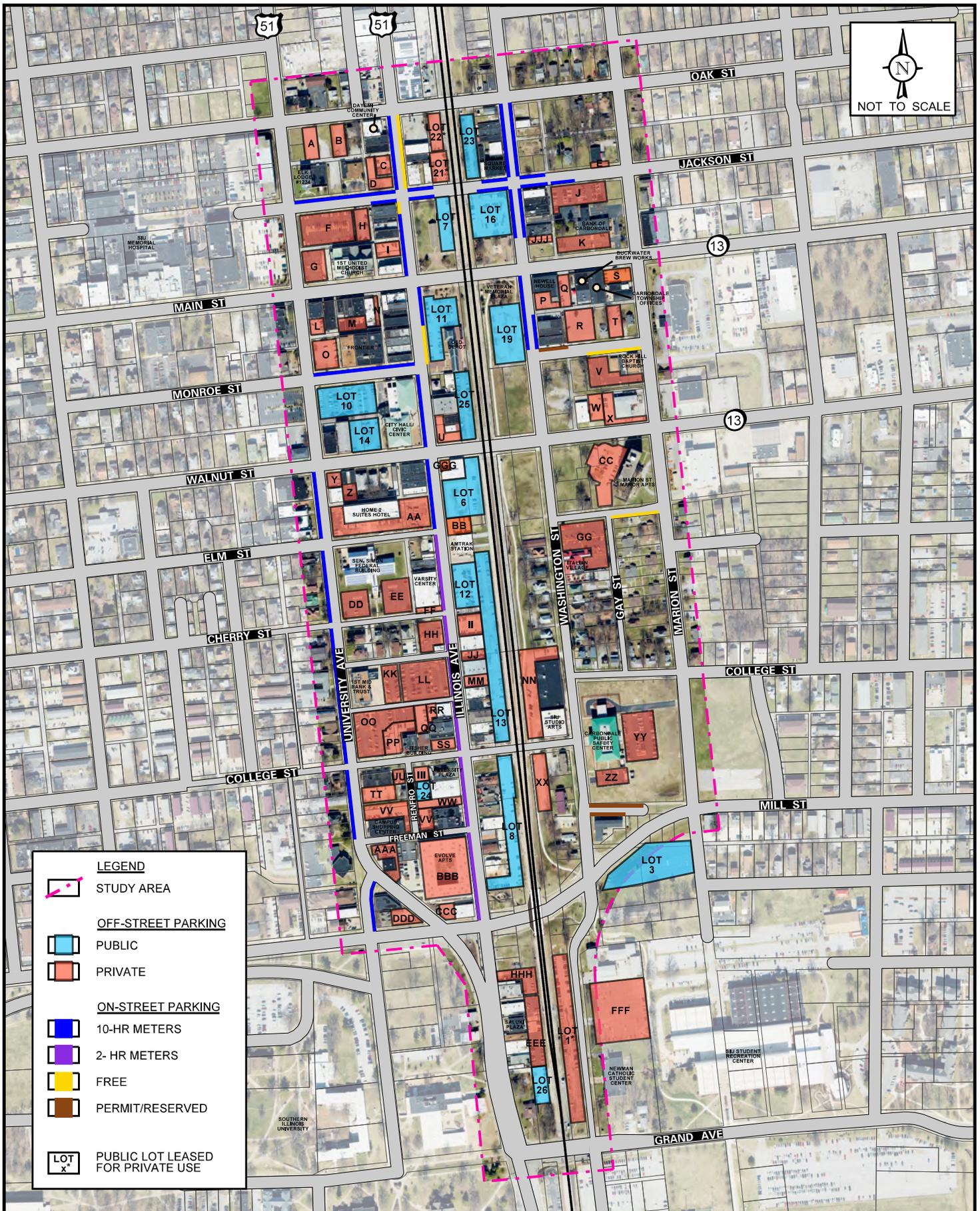
### Parking Supply Evaluation

The downtown public and private parking facilities provide a total of 3,100 spaces, of which 2,859 of the spaces (or 92%) are available for non-residential uses. **Table 1** shows a breakdown of the downtown parking supply by those available for public use, including on-street and off-street spaces, and those dedicated to private entities, including residential and non-residential uses. In evaluating the parking supply, the public spaces are considered to be those available to anyone regardless of their destination whereas the private spaces are only intended for customers or staff of the private entity that the lot serves.

Table 1  
DOWNTOWN PARKING SUPPLY SUMMARY (DAYTIME & EVENING)

<i>Public Parking Supply</i>		
Off-Street	906	
On-Street	277	
<b>Total Public Supply</b>	<b>1,183</b>	
<i>Private Parking Supply</i>		
Non-residential	1,676	
Residential <sup>1</sup>	241	
<b>Total Private Supply</b>	<b>1,917</b>	
<b>Total Parking Supply</b>	<b>3,100</b>	
<b>Total Non-Residential Parking Supply</b>	<b>2,859</b>	

<sup>1</sup> Includes Lot 1 (leased to Evolve), Evolve garage, and Marion Street Manor Apartments



**LEGEND**

- STUDY AREA
- OFF-STREET PARKING**
- PUBLIC
- PRIVATE
- ON-STREET PARKING**
- 10-HR METERS
- 2- HR METERS
- FREE
- PERMIT/RESERVED
- PUBLIC LOT LEASED FOR PRIVATE USE

Downtown  
Parking Study  
Carbondale, Illinois

Existing Parking Supply

**KLOA**  
Kerlg, Lindgren, O'Hara, Aboona, Inc.  
Figure: 2

## Public-Private Parking Ratio

In considering the efficiency of the downtown parking supply to service the community, the ratio of public-to-private parking is a significant consideration. Where an insufficient proportion of public parking occurs, the result is an inefficient use of the parking supply as patrons of private entities are generally expected to move their vehicle after their visit whereas users of public parking are generally free to visit multiple destinations within the parking time limits. Best practice is for the City to control or make publicly available a minimum of 50 percent of the total non-residential parking supply. In downtown Carbondale, this target is not quite achieved as only 41.4 percent of the non-residential parking supply is available for public use, as shown in **Table 2**.

Table 2  
PUBLIC vs. PRIVATE NON-RESIDENTIAL PARKING SUPPLY (DAYTIME & EVENING)

<i>Public Parking Supply</i>			
	Off-Street	906	
	On-Street	277	
	Subtotal	<b>1,183</b>	41.4% <sup>1</sup>
<i>Private Parking Supply</i>			
	Non-residential	<b>1,676</b>	58.6%
<i>Total Non-Residential Parking Supply</i>		<b>2,859</b>	100.0%

<sup>1</sup> Best practice for City to control or make publicly available a minimum of 50% of total non-residential parking supply.

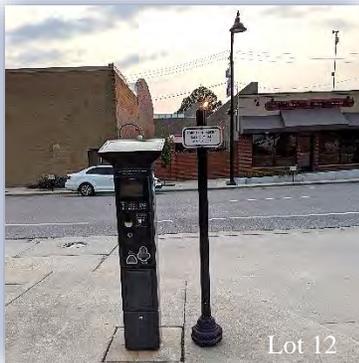


## Public Parking Time Limit Allocation

Most of the public parking supply is regulated by time limits ranging from two hours to 24 hours. **Table 3** summarizes the allocation of time limit parking across the downtown. The 2-hour limits are located entirely along the southern portions of Illinois Avenue (Elm Street-Mill Street) and the 3-hour limits are located entirely in Lot 8 along the rail tracks behind “The Strip”. More than one-half of the public parking in the study area have 10-hour time limits and are located on the street and in several lots throughout the downtown. This longer time limit is less effective at deterring employees from parking on the street in front of high-turnover retail businesses, such as Longbranch Cafe and Town Square Market, than the shorter time limits located along Illinois Avenue. The 24-hour time limits are located entirely in Lot 3 at Mill Street and Washington Street, which is more remote from the downtown area. There are also spaces with 4-day time limits in the two lots adjoining the Amtrak station (Lots 12, 13).

Table 3  
PUBLIC PARKING TIME LIMIT ALLOCATION

Time Limit	# Spaces	% Spaces	Locations
2-Hour Limit	41	3.5%	On-Street (41, Illinois Ave)
3-Hour Limit	81	6.8%	Lot 8 (81)
10-Hour Limit	647	54.7%	Lot 6 (53), Lot 11 (70), Lot 13 (65), Lot 14 (46), Lot 16 (70), Lot 19 (59), Lot 23 (33), Lot 24 (13), Lot 25 (33), Lot 26 (24), On-Street (181, University Ave, Illinois Ave, Washington St, Jackson St, Monroe St)
24-Hour Limit	116	9.8%	Lot 3 (116)
4-Day Limit	84	7.1%	Lot 12 (43), Lot 13 (41)
No Limit	32	2.7%	On-Street (32, Illinois Ave, Monroe St, Elm St)
Permit/Reserved	182	15.4%	Lot 7 (43), Lot 8 (10), Lot 10 (93), Lot 11 (4), Lot 14 (1), Lot 25 (8), On-Street (23, Monroe St & Freeman St)
<b>Total</b>	<b>1,183</b>	<b>100.0%</b>	



## Handicap Accessible Parking

The appropriate number of accessible parking spaces in a parking lot is guided by the Americans with Disabilities Act (ADA) and the Illinois Accessibility Code. **Table 4** shows the number of accessible parking spaces provided in each of the public parking lots in the study area along with the required number of accessible spaces by the Illinois Accessibility Code. As shown, in total, the City provides three more accessible spaces than required by Code. However, there are four public lots (Lots 6, 8, 10, 25) that provide fewer accessible spaces than required by Code.

Table 4  
PUBLIC OFF-STREET ACCESSIBLE PARKING INVENTORY

Lot	Total Stalls	Required Accessible Stalls	Provided Accessible Stalls	Surplus/ (Deficit)
Lot 3 (Mill, Washington-Marion)	116	5	5	0
Lot 6 (Walnut St south of Illinois)	53	3	2	(1)
Lot 7 (Jackson St at Historic Pavilion)	43	2	2	0
Lot 8 (Illinois Ave (College-Mill))	91	4	3	(1)
Lot 10 (City Hall employee lot)	93	4	0	(4)
Lot 11 (Illinois Ave (Main-Monroe, Old Depot))	74	3	4	1
Lot 12 (Amtrak station)	43	2	2	0
Lot 13 (Illinois Ave (Amtrak station-College))	106	5	5	0
Lot 14 (City Hall lot)	47	2	5	3
Lot 16 (Washington St at Jackson)	70	3	3	0
Lot 19 (Washington St at Monroe, Veterans Plaza)	59	3	3	0
Lot 23 (Jackson St (Washington-Oak))	33	2	2	0
Lot 24 (Renfro south of College) <sup>#</sup>	13	1	2	1
Lot 25 (Walnut St north of Illinois)	41	2	0	(2)
Lot 26 (Illinois Ave north of Grand)	24	1	1	0
<b>TOTAL</b>	<b>906</b>	<b>42</b>	<b>39</b>	<b>(3)</b>

<sup>#</sup> private lot leased by City for public use



## Parking Occupancy Surveys

### Survey Days/Times

To determine the current utilization of the public and private parking supply in the study area, parking occupancy surveys were conducted over two days in September 2020. The first survey was performed on Thursday, September 24<sup>th</sup> and the second survey was performed on Friday, September 25<sup>th</sup>. These survey days were selected in coordination with City and SIMPO staff. The surveys involved parking counts performed hourly or bi-hourly over a 13-hour period between 9:00 A.M. and 10:00 P.M. The results of the parking occupancy surveys were separated into public parking (including off-street lots and on-street spaces) and parking that is privately controlled or utilized. Detailed tables of the public and private parking occupancy survey results by day, by hour and by parking lot or block are shown in Tables B1-B12 in the Appendix.

### COVID-19 Pandemic Data Comparisons/Adjustments

To determine if the coronavirus pandemic had impacted parking demand in the study area, the parking occupancy data for the public lots and on-street spaces was compared with parking occupancy data collected on December 3, 2015 as part of the Downtown Master Plan. The comparison indicated that the on-street peak parking utilization was comparable to the 2015 data but the off-street peak parking utilization was approximately 40 percent lower. As such, the public off-street parking occupancy counts were adjusted upwards by 40 percent to be more representative of typical non-pandemic conditions. The tables in the Appendix reflect this adjustment. Parking occupancy data was not collected in 2015 for the private parking facilities so no comparison or adjustments were made to the survey data collected for the private lots.

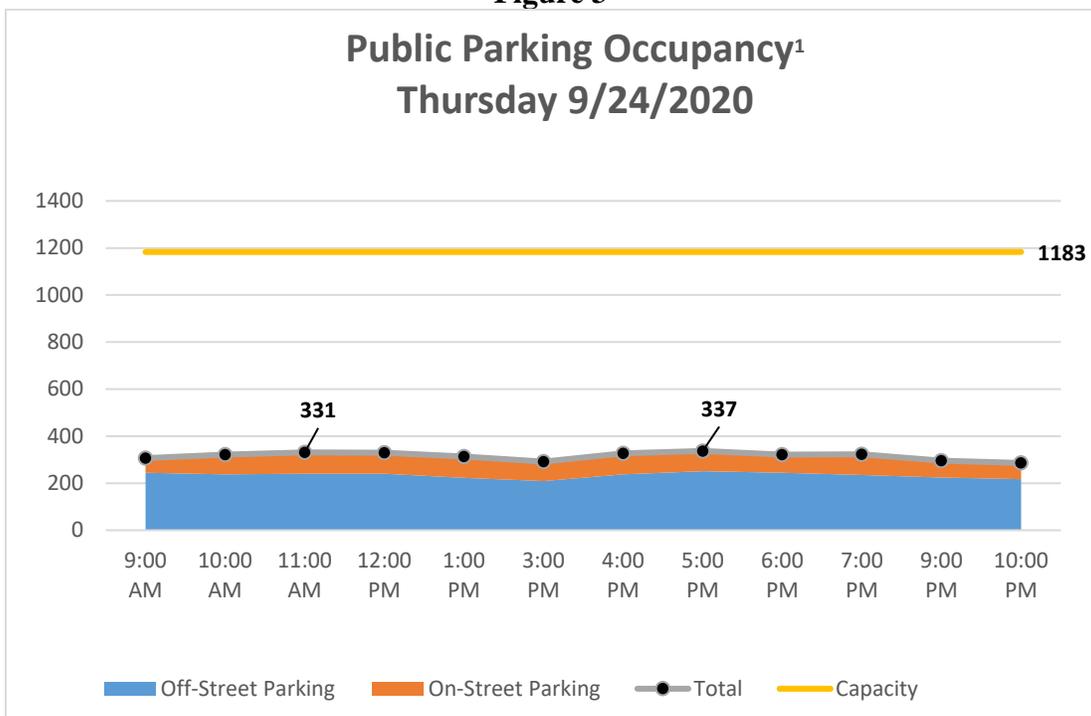
### Summary of Public Parking Occupancy

The combined hourly Covid-adjusted parking occupancy of the public lots and street spaces on Thursday, September 24<sup>th</sup> is shown in **Figure 3** and indicates that the daytime peak hour occurred at 11:00 A.M. when 331 (or 28.0%) of the 1,183 public parking spaces were occupied and the evening peak hour occurred at 5:00 P.M. when 337 (or 28.5%) of the public spaces were occupied. The combined hourly Covid-adjusted parking occupancy of the public lots and street spaces on Friday, September 25<sup>th</sup> is shown in **Figure 4** and indicates that the daytime peak hour occurred at Noon when 359 (or 30.3%) of the 1,183 public parking spaces were occupied and the evening peak hour occurred at 7:00 P.M. when 394 (or 33.3%) of the public spaces were occupied.



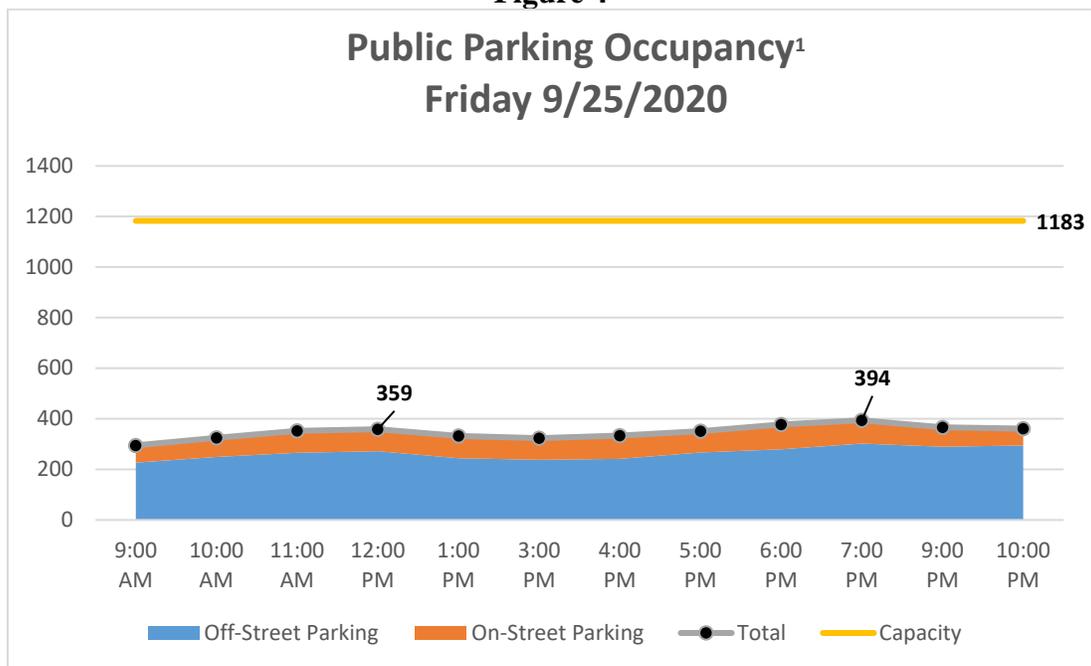
*The Covid-adjusted survey data shows that, in general, only approximately one-third of the total public parking supply in the downtown study area is utilized at peak times during the daytime and evening hours meaning much of the public parking is going unused.*

**Figure 3**



<sup>1</sup> Reflects Covid-adjusted parking occupancy data for off-street lots.

**Figure 4**



<sup>1</sup> Reflects Covid-adjusted parking occupancy data for off-street lots.

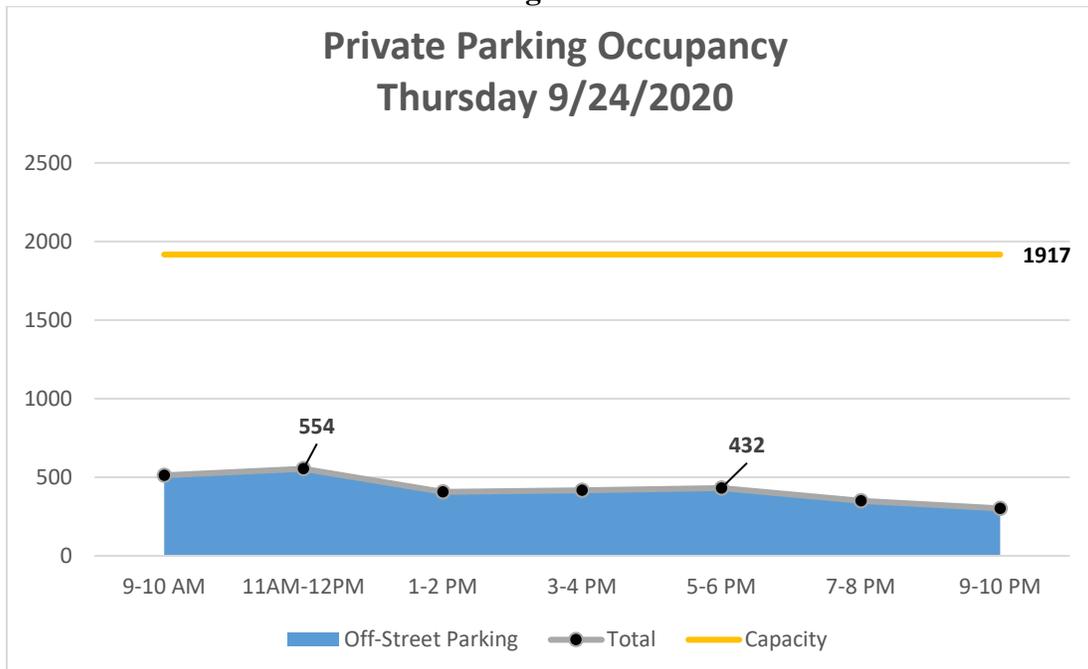
## Summary of Private Parking Occupancy

The hourly parking occupancy of the private lots on Thursday, September 24<sup>th</sup> is shown in **Figure 5** and indicates that the daytime peak hour occurred between 11:00 A.M. and Noon when 554 (or 28.9%) of the 1,917 private parking spaces were occupied and the evening peak hour occurred between 5:00 P.M. and 6:00 P.M. when 432 (or 22.5%) of the private spaces were occupied. The hourly parking occupancy of the private lots on Friday, September 25<sup>th</sup> is shown in **Figure 6** and indicates that the daytime peak hour occurred between 1:00 P.M. and 2:00 P.M. when 545 (or 28.4%) of the 1,917 private parking spaces were occupied and the evening peak hour occurred between 5:00 P.M. and 6:00 P.M. when 423 (or 22.1%) of the private spaces were occupied.

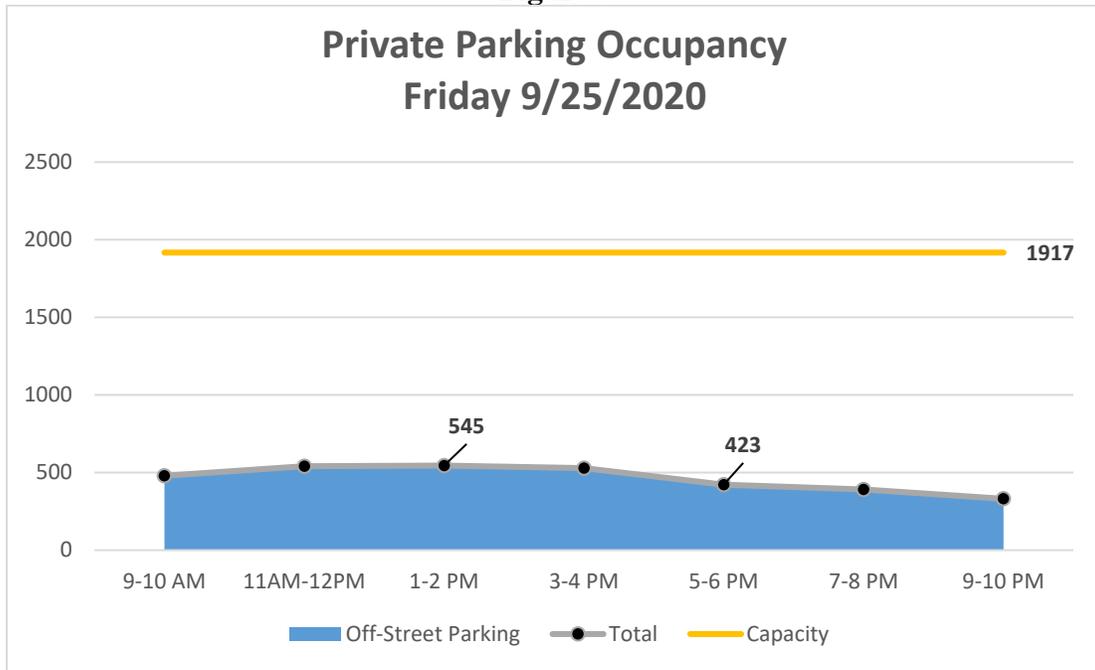


*The survey data shows that less than one-third of the total private parking supply in the study area is utilized at peak times during the daytime and evening hours. The data indicates that much of the private parking is also going unused. While this parking is generally only available for customers, visitors and employees of a specific business or entity, it does suggest there may be potential for public use of unused private parking in specific areas of the downtown where additional public parking may be needed.*

**Figure 5**



**Figure 6**



**Parking Occupancy Analysis by Location**

The parking occupancy surveys indicate that Friday was the busier of the two survey days and generated the higher demand for public parking than Thursday during both daytime and evening periods. The total Covid-adjusted parking demand, including both public and private parking combined, was also higher on Friday than Thursday. As such, the Friday data was evaluated further by location within the study area. Further, the Friday data was then utilized in the projection of future parking demand discussed in Chapter 3.

In evaluating the parking data by location, the parking utilization of each off-street parking lot (public and private) and each block of on-street parking was mapped for the daytime and evening peak-hour periods. The maps depict a five-color scheme for illustrating the levels of parking occupancy, as follows:

Color	Parking Occupancy Range
Red	90% – 100%
Orange	80% – 89%
Yellow	70% – 79%
Light Green	50% – 69%
Dark Green	0% - 49%

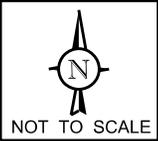
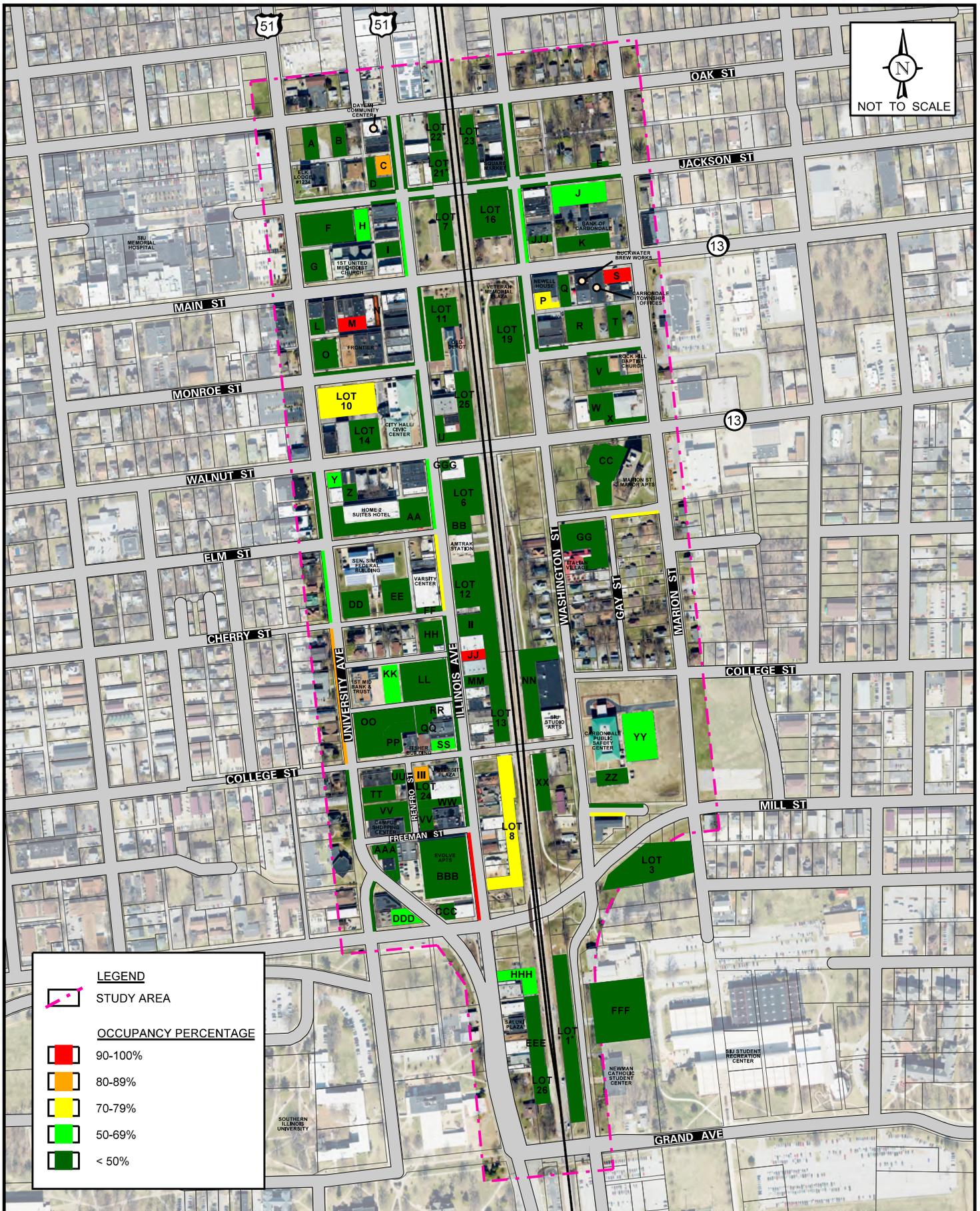


**Figure 7** shows the Covid-adjusted parking occupancy of the off-street lots and on-street spaces during the daytime peak hour of parking occupancy (11:00 A.M. – Noon) on Friday, September 25, 2020. At this time period, the public spaces that experienced the greatest use were located in Lots 8 and 10 and along segments of Illinois Avenue (Freeman Street-Mill Street; Elm Street-Cherry Street), University Avenue (Cherry Street-College Street), Elm Street (Gay Street-Marion Street), and Freeman Street (east of Washington Street). The private spaces that experienced the greatest use served White & Borgognoni Architects (C), Panadaria La Unica (M), Castle Perilous Games & Books (N), Newell House (P), Holt’s Tire and Auto (S), and Pagliai’s Pizza (II, JJ).

**Figure 8** shows the Covid-adjusted parking occupancy of the off-street lots and on-street spaces during the evening peak hour of parking occupancy (7:00 P.M. – 8:00 P.M.) on Friday, September 25, 2020. At this time period, the public spaces that experience the greatest use were located in Lot 8 and along segments of Illinois Avenue (Freeman Street-Mill Street), University Avenue (Cherry Street-Freeman Street), Jackson Street (Illinois Avenue-Washington Street), Washington Street (Jackson Street-Main Street), Elm Street (Gay Street-Marion Street), and Freeman Street (east of Washington Street). The private spaces that experienced the greatest use served Buckwater Brew Works (Q), Pagliai’s Pizza (II), and the Underground Public House (DDD).

While Figures 7 and 8 show the parking occupancy levels for the common daytime and evening peak hours, **Figure 9** depicts the maximum Covid-adjusted occupancy achieved at any point during the survey period in each individual parking lot and along each individual block segment with on-street parking. This figure is shown to demonstrate that the parking occupancy in the various parking locations may peak at different time periods than the common daytime and evening peak hours due to different influences on the parking demand. One example is Lot 16 where the peak occupancy of the lot (72%) occurred at 9:00 P.M., after the common evening peak hour, likely due to the late evening parking demand generated by Tres Hombres restaurant and Global Gourmet. Other public parking locations where occupancy levels were high outside of the common peak hours included Illinois Avenue (Jackson Street-Main Street; Walnut Street-Elm Street; College Street-Freeman Street) and University Avenue (Freeman Street-Mill Street). Other private parking locations where occupancy levels were high outside of the common peak hours included Horstman’s Cleaners (Y), Hanger 9 (MM), Old Town Liquors (RR), the permit lot off Renfro Street (III), and ABC Liquor Mart (JJJ).





**LEGEND**

STUDY AREA

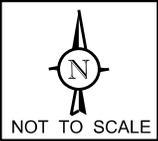
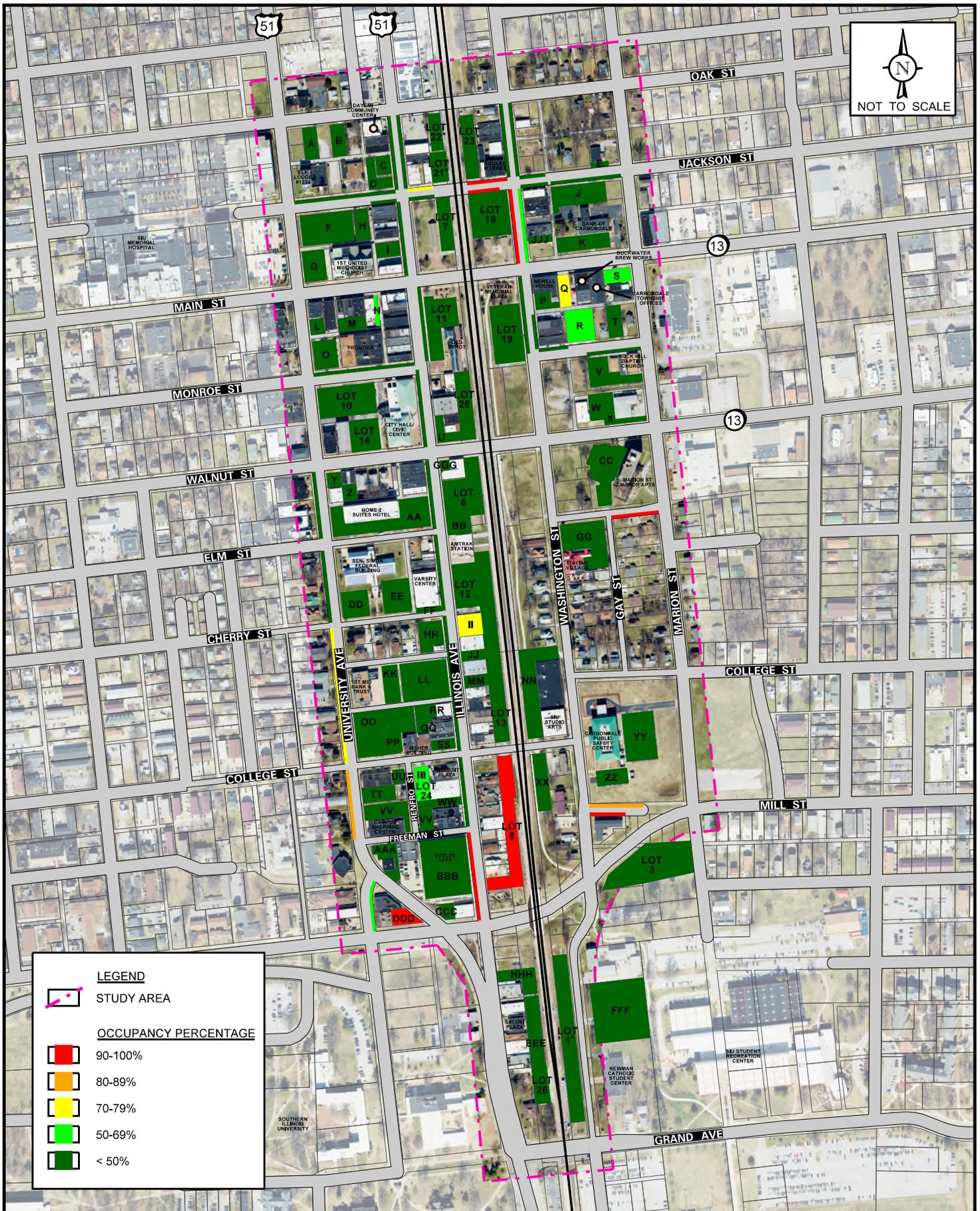
**OCCUPANCY PERCENTAGE**

- 90-100%
- 80-89%
- 70-79%
- 50-69%
- < 50%

Downtown  
Parking Study  
Carbondale, Illinois

Daytime Peak Hour Occupancy  
Friday, September 25, 2020  
(11:00 AM - 12:00 PM)

**KLOA**  
Kerlg, Lindgren, O'Hara, Aboona, Inc.  
Figure: 7



**LEGEND**

STUDY AREA

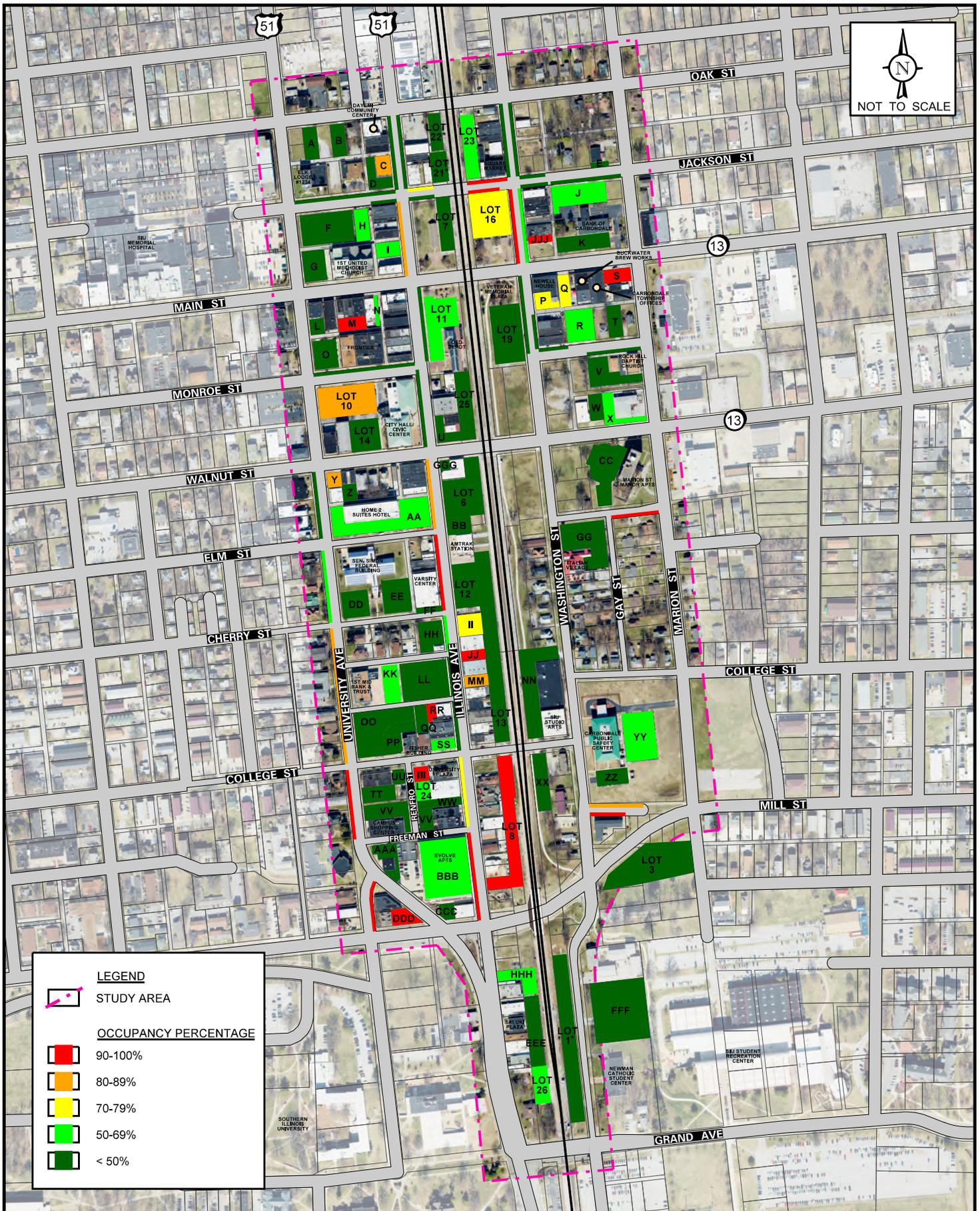
**OCCUPANCY PERCENTAGE**

- 90-100%
- 80-89%
- 70-79%
- 50-69%
- < 50%

Downtown  
Parking Study  
Carbondale, Illinois

Evening Peak Hour Occupancy  
Friday, September 25, 2020  
(7:00 PM - 8:00 PM)

**KLOA**  
Kerlg, Lindgren, O'Hara, Aboona, Inc.  
Figure: 8



**LEGEND**

STUDY AREA

**OCCUPANCY PERCENTAGE**

- 90-100%
- 80-89%
- 70-79%
- 50-69%
- < 50%

Downtown  
Parking Study  
Carbondale, Illinois

Peak Achieved Occupancy  
Friday, September 25, 2020

**KLOA**  
Kerlg, Lindgren, O'Hara, Aboona, Inc.  
Figure: 9

## Parking Demand Analysis

The railroad tracks in downtown Carbondale not only bisect the study area, they also create a perceptual barrier between the east and west sides of the downtown. While in reality vehicles and pedestrians are able to cross the railroad on almost every block, customers and employees are more likely to want to park on the same side of the tracks as their destination. As such, a parking demand analysis was first performed by aggregating the study area results for the east and west sides of the tracks. A second more localized parking demand analysis was then performed by aggregating the study area results by zone in which the study area was separated into 11 parking analysis zones.

### Gross Parking Surplus – East & West Sides of Railroad

**Table 5** analyzes the peak daytime Covid-adjusted parking demand on Friday, September 25<sup>th</sup> against the parking supply, with the results aggregated by parking areas to the east and west of the railroad. On a gross basis, with all public and private parking considered, the analysis shows an overall parking surplus between 11:00 A.M. and Noon of 2,203 spaces, 58 percent of which is located west of the railroad. Similarly, **Table 6** analyzes the peak evening Covid-adjusted parking demand on Friday, September 25<sup>th</sup> against the parking supply, again aggregated by east and west sides of the railroad. On a gross basis, the analysis shows an overall parking surplus between 7:00 P.M. and 8:00 P.M. of 2,314 spaces, 62 percent of which is located west of the railroad.

### Net Parking Surplus – East & West Sides of Railroad

A shortcoming of comparing the peak parking demand to the gross parking supply is that the calculated surplus overstates the true condition due to the fact that there may be surplus privately-controlled parking in the calculation. The surplus privately-controlled parking lots are generally not available to visitors of destinations other than those that the lots are intended to serve. As such, Tables 5 and 6 also analyze the peak daytime and evening parking demands against the parking supply on a net basis, which excludes the surplus privately-controlled parking from the calculation. The daytime peak Covid-adjusted parking analysis in Table 5 shows that the 2,203 space downtown parking surplus on a gross basis would be reduced to 826 spaces on a net basis when surplus private parking is excluded, with 59 percent of the net surplus located west of the tracks. Similarly, the evening peak Covid-adjusted parking analysis in Table 6 shows that the 2,314 space downtown parking surplus on a gross basis would be reduced to 789 spaces on a net basis, with 64 percent of the net surplus located west of the tracks.



Table 5

## DAYTIME PARKING DEMAND ANALYSIS – EAST &amp; WEST SIDES OF RAILROAD

Daytime Peak <sup>1</sup>		Gross (All Public & Private Parking)			Net (Excluding Surplus Private Parking <sup>2</sup> )		
		West of RR	East of RR	Total	West of RR	East of RR	Total
		<b>Parking Demand</b>	<b>625</b>	<b>272</b>	<b>897</b>	<b>625</b>	<b>272</b>
	Public Parking Supply	797	386	1,183	797	386	1,183
	Private Parking Supply	1,105	812	1,917	319	221	540
	<b>Total Parking Supply</b>	<b>1,902</b>	<b>1,198</b>	<b>3,100</b>	<b>1,116</b>	<b>607</b>	<b>1,723</b>
	<b>Surplus / (Deficit)</b>	<b>1,277</b>	<b>926</b>	<b>2,203</b>	<b>491</b>	<b>335</b>	<b>826</b>

<sup>1</sup> Combined daytime peak hour 11:00 A.M. – Noon

<sup>2</sup> Surplus private parking represents the unoccupied parking spaces in the privately-controlled parking lots.

Table 6

## EVENING PARKING DEMAND ANALYSIS – EAST &amp; WEST SIDES OF RAILROAD

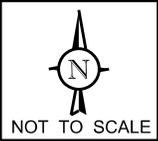
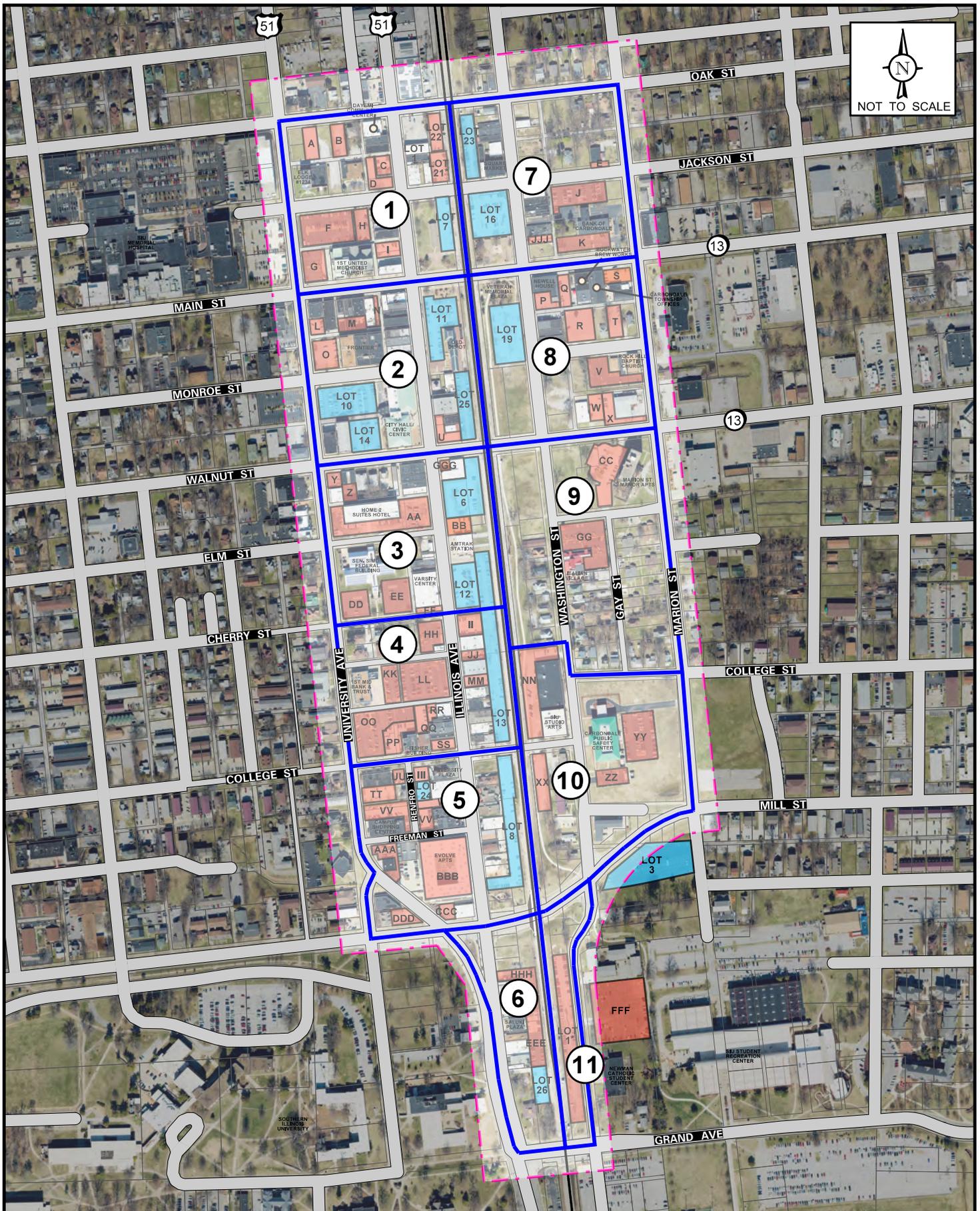
Evening Peak <sup>1</sup>		Gross (All Public & Private Parking)			Net (Excluding Surplus Private Parking <sup>2</sup> )		
		West of RR	East of RR	Total	West of RR	East of RR	Total
		<b>Parking Demand</b>	<b>471</b>	<b>315</b>	<b>786</b>	<b>471</b>	<b>315</b>
	Public Parking Supply	797	386	1,183	797	386	1,183
	Private Parking Supply	1,105	812	1,917	179	213	392
	<b>Total Parking Supply</b>	<b>1,902</b>	<b>1,198</b>	<b>3,100</b>	<b>976</b>	<b>599</b>	<b>1,575</b>
	<b>Surplus / (Deficit)</b>	<b>1,431</b>	<b>883</b>	<b>2,314</b>	<b>505</b>	<b>284</b>	<b>789</b>

<sup>1</sup> Combined evening peak hour 7:00 P.M. – 8:00 P.M.

<sup>2</sup> Surplus private parking represents the unoccupied parking spaces in the privately-controlled parking lots.

## Gross &amp; Net Parking Surplus – By Zone

The public and private parking demand analysis was presented above for the downtown study area as a whole and for the portions of the study area on each side of the railroad. A more localized measure for analysis is to segregate the study area into manageable “zones” which consider the realistic walking distance for customers. **Figure 10** depicts the parking analysis zones utilized for this analysis. For the peak daytime period, **Table 7** shows the Covid-adjusted parking demand by zone compared against the gross and net parking supply for the zone, with the results again aggregated by parking areas to the east and west of the railroad. For the peak evening period, **Table 8** shows the Covid-adjusted parking demand by zone compared against the gross and net parking supply for the zone, with the results aggregated by parking areas to the east and west of the railroad.



Downtown  
Parking Study  
Carbondale, Illinois

Parking Analysis Zones

**KLOA**  
Kerlg, Lindgren, O'Hara, Aboona, Inc.  
Figure: 10

As shown in Table 7, all of the zones have a parking surplus during the peak daytime period, regardless of whether the surplus private parking is excluded from the calculation. The zones with the least amount of surplus during the day include zones 9 and 10 (2-4 surplus spaces) on the east side of the railroad, reflecting the parcels between Walnut Street and Mill Street, and zones 5 and 6 (11-41 surplus spaces) on the west side of the railroad, reflecting the parcels between College Street and Grand Avenue.



As shown in Table 8, regardless of whether the surplus private parking is excluded from the calculation, all of the zones have a parking surplus during the peak evening period as well, with the exception of zone 9 (east side, Walnut Street-College Street) which does not show a surplus or deficit. The zones with the least amount of surplus during the evening include zone 10 (one surplus space) on the east side of the railroad, reflecting the parcels between College Street and Mill Street, and zones 5 and 6 (19-24 surplus spaces) on the west side of the railroad, reflecting the parcels between College Street and Grand Avenue.

Table 7  
DAYTIME PARKING DEMAND ANALYSIS<sup>1</sup> – BY ZONE

Parking Analysis Zone	Parking Supply			Parking Demand	Gross Surplus/(Deficit)	Net <sup>2</sup> Surplus/(Deficit)
	Public	Private	Total			
<u>West of RR</u>						
1	88	281	369	101	268	79
2	286	61	347	144	203	163
3	173	152	325	86	239	124
4	89	282	371	69	302	73
5	137	248	385	173	212	41
6	24	81	105	52	53	11
<b>Sub-Total</b>	<b>797</b>	<b>1,105</b>	<b>1,902</b>	<b>625</b>	<b>1,277</b>	<b>491</b>
<u>East of RR</u>						
7	154	85	239	63	176	126
8	102	188	290	66	224	88
9	4	118	122	29	93	2
10	10	136	146	58	88	4
11	116	285	401	56	345	115
<b>Sub-Total</b>	<b>386</b>	<b>812</b>	<b>1,198</b>	<b>272</b>	<b>926</b>	<b>335</b>
<b>TOTAL</b>	<b>1,183</b>	<b>1,917</b>	<b>3,100</b>	<b>897</b>	<b>2,203</b>	<b>826</b>

<sup>1</sup> Combined daytime peak hour 11:00 A.M. – Noon

<sup>2</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

Table 8  
EVENING PARKING DEMAND ANALYSIS<sup>1</sup>- BY ZONE

Parking Analysis Zone	Parking Supply			Parking Demand	Gross Surplus/(Deficit)	Net <sup>2</sup> Surplus/(Deficit)
	Public	Private	Total			
<u>West of RR</u>						
1	88	281	369	47	322	68
2	286	61	347	84	263	217
3	173	152	325	80	245	119
4	89	282	371	54	317	58
5	137	248	385	193	192	19
6	24	81	105	13	92	24
<b>Sub-Total</b>	<b>797</b>	<b>1,105</b>	<b>1,902</b>	<b>471</b>	<b>1,431</b>	<b>505</b>
<u>East of RR</u>						
7	154	85	239	92	147	76
8	102	188	290	69	221	91
9	4	118	122	56	66	0
10	10	136	146	50	96	1
11	116	285	401	48	353	116
<b>Sub-Total</b>	<b>386</b>	<b>812</b>	<b>1,198</b>	<b>315</b>	<b>883</b>	<b>284</b>
<b>TOTAL</b>	<b>1,183</b>	<b>1,917</b>	<b>3,100</b>	<b>786</b>	<b>2,314</b>	<b>789</b>

<sup>1</sup> Combined evening peak hour 7:00 P.M. – 8:00 P.M.

<sup>2</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

## Signage

Each of the public parking lots in the downtown study area has a clearly visible identification sign at the lot entry identifying the lot number and enforcement hours. Further, there are visible signs within the lots identifying the payment system (kiosks or meters) and the pay station locations. However, the directional signage to the lots from the surrounding street system is sparse for the number of public parking lots available and for a system with one-way streets. In addition, the signs that do exist are not clearly discernable and are not of a consistent shape, format or color.

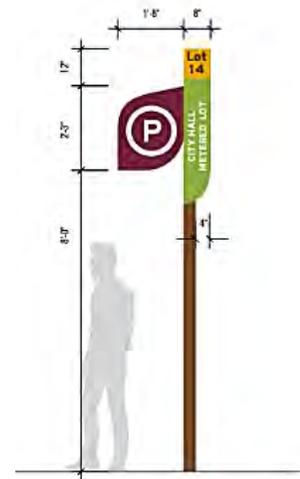




The City recently completed the Carbondale Wayfinding Master Plan (July 2020) which includes conceptual designs for directional parking signs, lot identification signs, and parking trailblazing signs. The plan depicts a parking sign system with a consistent theme, as shown by these images, and identifies 22 locations in the downtown where the signs would be installed, which would occur in Phase 3 of the program's implementation plan.



**6** Front View, DIR.06 - Directional  
Scale: 1/2" = 1'-0"



**4** Front View, DIR.06 & ID.13 - Trailblazer ID  
Scale: 1/2" = 1'-0"

### 3. Future Parking Supply & Demand

The previous chapter indicated that there is a sufficient surplus of public parking in the downtown study area to support the parking needs of the existing businesses and residences. This chapter first estimates the amount of new development on each side of the railroad that could be supported by the existing parking surplus. The chapter then estimates the amount of additional public parking that may be needed in each downtown zone to support the potential new developments identified in the Downtown Carbondale Master Plan or determined from field reviews of marketed development sites and potential parking expansion areas. The projected additional parking demand for these developments was determined by applying parking generation rates published in the *Parking Generation Manual* (5<sup>th</sup> Edition, 2019, published by the Institute of Transportation Engineers) to the estimated building square footage. To provide for a conservative analysis, the parking generation rates were not discounted to account for a customer base that may utilize more non-auto modes of travel, such as from walking trips by those residing in the downtown or from walking or biking trips from the nearby SIU population.

#### Development Potential Using Existing Net Parking Surplus

Since specific plans for the development sites identified in the Downtown Master Plan have yet to be prepared by the City or private developers, and since it is unknown when such plans may be prepared for any particular site, a parking analysis was first performed to estimate the total square footage by land use that could be developed within the east and west sides of the study area based on the existing net parking surplus (Tables 5 and 6), the assumption that no additional parking is built, and the utilization of an 85 percent parking efficiency factor.

This parking efficiency factor allows for efficient circulation within the parking lots and flexibility for parking turnover. In a multi-facility parking system, such as the downtown area, it would be highly inefficient to design the system to accommodate 100 percent parking occupancy. Rather, it is accepted industry practice to provide a parking “cushion” to minimize the need for motorists to circulate to find the last available spaces and to provide some flexibility for parking spaces lost due to winter weather conditions (snow), temporary construction/equipment staging, etc. The cushion typically varies from 0 to 15 percent depending on the type of parking facility and the facility users. For lots used by visitors/patrons, there is more of a need to provide this cushion as the parking spaces turn over more frequently. Consequently, a 15 percent parking cushion (or 85% parking efficiency factor) was applied to the parking surplus numbers in Tables 5 and 6.



Table 5 showed a net parking surplus of 826 public spaces during the daytime peak hour and Table 6 showed a net parking surplus of 789 public spaces during the evening peak hour. Factoring these surplus public spaces by the 85 percent parking efficiency factor yields an effective daytime public parking surplus of 702 spaces (417 spaces west of railroad; 285 spaces east of railroad) and an

effective evening public parking surplus of 671 spaces (429 spaces west of railroad; 242 spaces east of railroad) available to support new development in the downtown area.

For land uses with daytime peak parking needs, **Table 9** shows that these available parking spaces could potentially support a total of 269,000 square feet of retail space or up to 293,700 square feet of various forms of office space, assuming development on both sides of the railroad. Development levels in excess of these quantities would require additional parking to be built.

For land uses with evening peak parking needs, **Table 10** shows that these available parking spaces could potentially support a total of 45,200 square feet of quality restaurant space, 4,800 movie theater seats, 685 apartment units, or 141,900 square feet of health club space, again assuming development on both sides of the railroad. Development levels in excess of these quantities would require additional parking to be built.

Tables 9 and 10 also show that the development potential is greater on the west side of the rail tracks where there is currently a larger parking surplus. The development potential, however, would have to be tempered by any new building space constructed on existing parking lots, which would decrease the parking supply while increasing the parking demand.

Table 9  
LAND USE OPTIONS SUPPORTED BY DAYTIME SURPLUS PARKING

Daytime Peak <sup>1</sup>	Land Use (ITE Code)	Parking Generation Rate <sup>2</sup>	Building Square Footage		
			West of RR	East of RR	Total
	Net Available Parking <sup>3</sup>		417	285	702
	General Retail (820)	2.61 / 1,000 sf	159,770 sf	109,195 sf	268,965 sf
	General Office (710)	2.39 / 1,000 sf	174,477 sf	119,247 sf	293,724 sf
	Medical-Dental Office (720)	3.23 / 1,000 sf	129,102 sf	88,235 sf	217,337 sf
	Government Office (730)	2.99 / 1,000 sf	139,465 sf	95,318 sf	234,783 sf

<sup>1</sup> Combined daytime peak hour 11:00 A.M. – Noon

<sup>2</sup> Source: *Parking Generation Manual*, 5<sup>th</sup> Edition, 2019, published by the Institute of Transportation Engineers

<sup>3</sup> Net available parking represents the existing net parking surplus multiplied by an 85% parking efficiency factor.

Table 10  
LAND USE OPTIONS SUPPORTED BY EVENING SURPLUS PARKING

Evening Peak <sup>1</sup>	Land Use (ITE Code)	Parking Generation Rate <sup>2</sup>	Building Square Footage		
			West of RR	East of RR	Total
	Net Available Parking <sup>3</sup>		429	242	671
	Quality Restaurant (931)	14.84 / 1,000 sf	28,908 sf	16,307 sf	45,215 sf
	Movie Theater (444)	0.14 / seat	3,064 seats	1,729 seats	4,793 seats
	Mid-Rise Apartments (221)	0.98 / unit	438 units	247 units	685 units
	Health Club (492)	4.73 / 1,000 sf	90,698 sf	51,163 sf	141,861 sf

<sup>1</sup> Combined evening peak hour 7:00 P.M. – 8:00 P.M.

<sup>2</sup> Source: *Parking Generation Manual*, 5<sup>th</sup> Edition, 2019, published by the Institute of Transportation Engineers

<sup>3</sup> Net available parking represents the existing net parking surplus multiplied by an 85% parking efficiency factor.

## Future Parking Demand by Zone

A more localized parking analysis was completed utilizing the parking analysis zones from Figure 10 and the development sites and recommended land use/density scenarios from the Downtown Master Plan to determine the potential future parking needs in different areas of the downtown. While this analysis evaluated each zone individually, it should be recognized that the parking demand generated in one zone might “spillover” and utilize portions of the parking supply in adjacent zones, and similarly the parking supply developed in one zone might be intended to accommodate a portion of the parking demand generated in adjacent zones. The development sites from the Downtown Master Plan, and from field reviews of other marketed sites, are shown in **Figure 11** and summarized in Table C1 in the Appendix.

### Zone 1

The public parking supply in Zone 1 (88 spaces located in Lot 7 and along the public streets) is currently adequate to accommodate the peak parking demand generated within the zone. This is due in part to a large supply of private parking (approximately 281 spaces) which support the private uses and in part to a net public parking surplus of 79 spaces during the daytime and 68 spaces during the evening, as shown in Tables 7 and 8. There are three development sites within Zone 1 that were identified in the Downtown Master Plan, as shown in **Figure 12**. The development of these sites, as proposed in the plan, would result in a net increase of 84 public parking spaces within Zone 1, which would support new development within the zone while replacing public parking eliminated from the Town Square area (Zones 1 and 7). The development of these sites, as proposed, would also retain a public parking surplus within the zone. **Table 11** estimates the future daytime net parking surplus at 102 spaces and **Table 12** estimates the future evening net parking surplus at 70 spaces.

Table 11  
ZONE 1 - PROJECTED DAYTIME PARKING SUPPLY & DEMAND\*

Potential Future Land Uses	Zone 1 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 1 – Public Parking Lot				
Site 2 – Commercial, Office or Mixed-Use	101	79	162	<b>102</b>
Site 3 – Open Space				

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

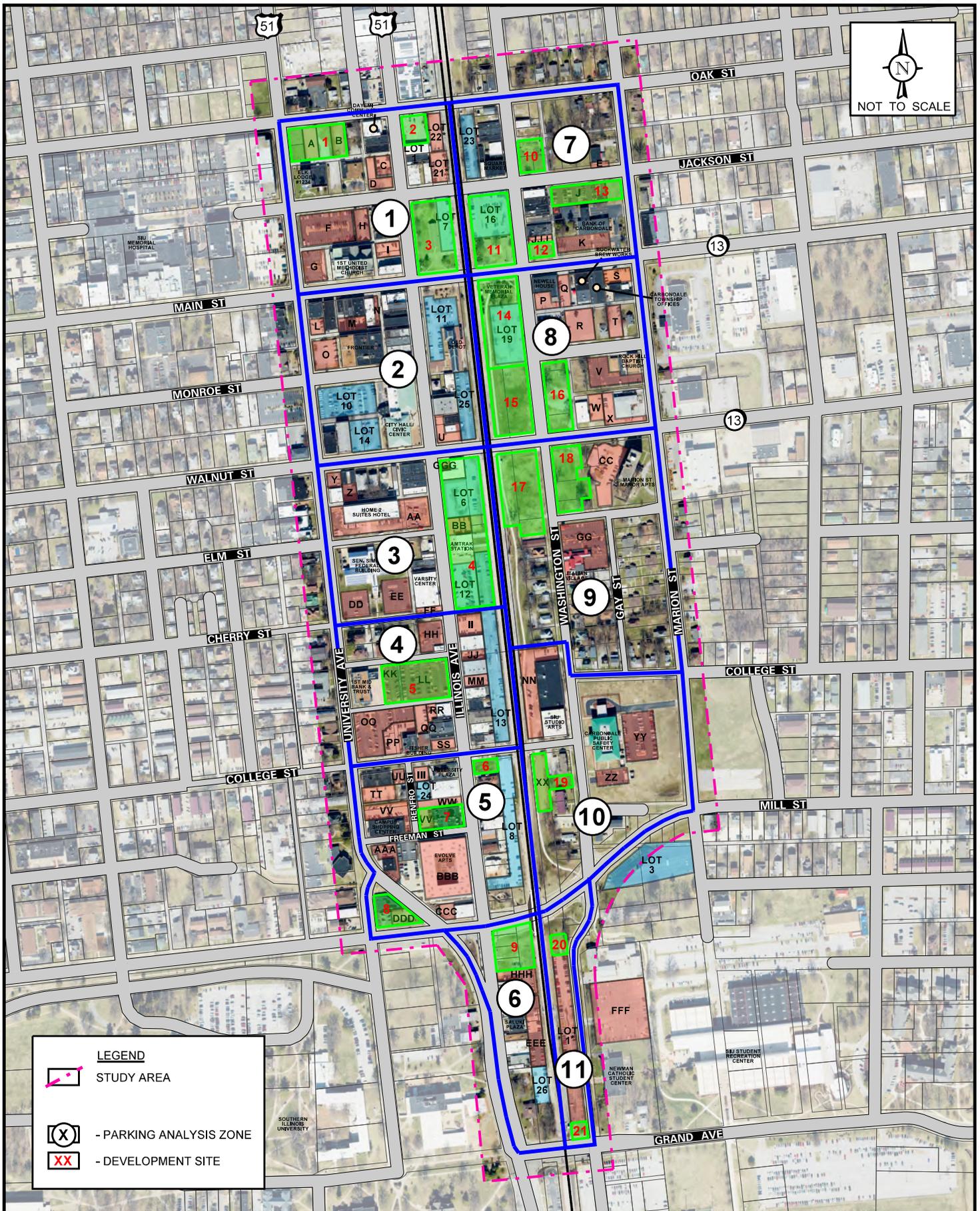
\*11:00 AM-12:00 PM

Table 12  
ZONE 1 - PROJECTED EVENING PARKING SUPPLY & DEMAND\*

Potential Future Land Uses	Zone 1 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 1 – Public Parking Lot				
Site 2 – Commercial, Office or Mixed-Use	47	68	129	<b>70</b>
Site 3 – Open Space				

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*7:00 PM-8:00 PM



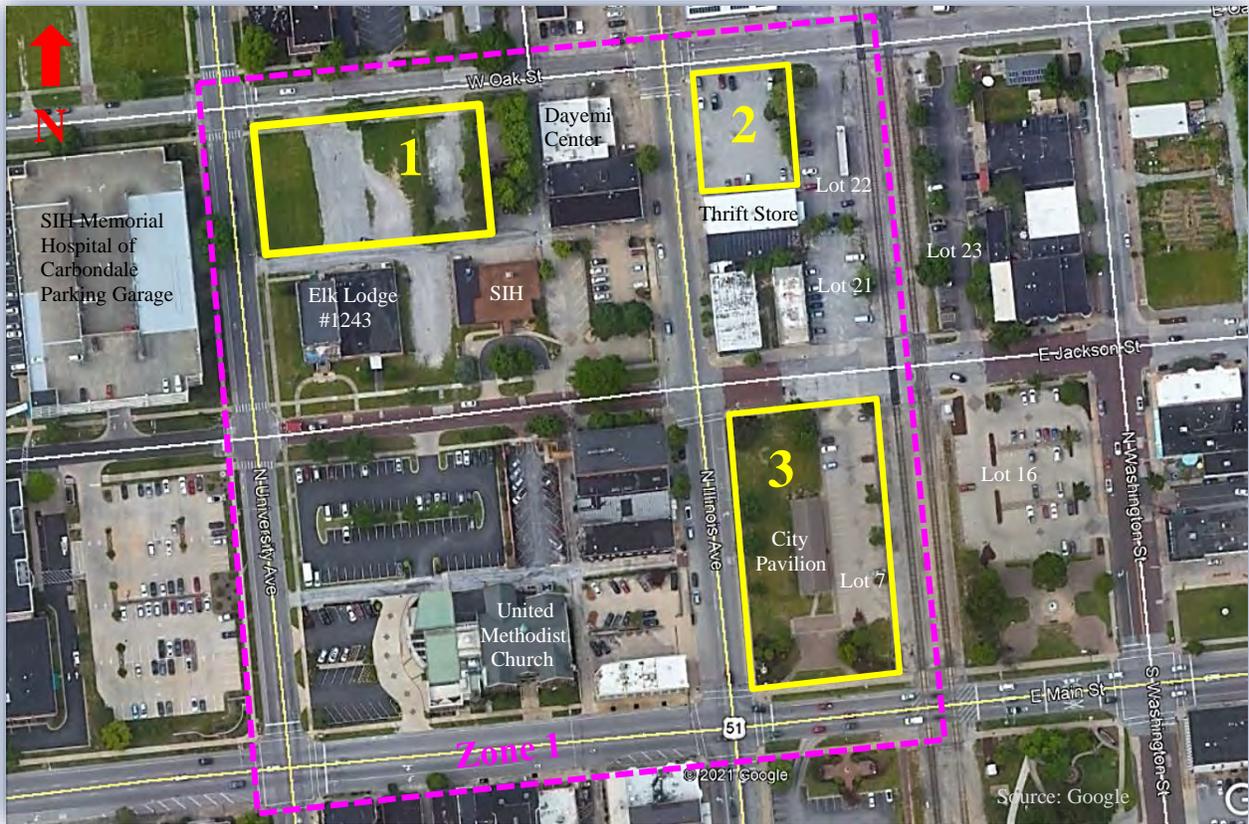
**LEGEND**

-  STUDY AREA
-  - PARKING ANALYSIS ZONE
-  - DEVELOPMENT SITE

Downtown  
Parking Study  
Carbondale, Illinois

Potential Development Sites

**KLOA**  
Kerlg, Lindgren, O'Hara, Aboona, Inc.  
Figure: 11



**Figure 12**

**Zone 1 Development Sites**

Site 1

The vacant parcels at the southeast corner of University Avenue and Oak Street were identified in the Downtown Master Plan as Opportunity Site #7 and were recommended as a location to replace parking removed from the Town Square area. There are four parcels in this location, one of which is used by Elk Lodge #1243 for permit parking and one of which is reserved for the Dayemi Community Center. Ownership of the parcels includes HIDK Properties Land Trust, Elk Lodge #1243, and Dayemi Tariqat. If the lots were to be acquired by the City and consolidated, they could support a surface parking lot with approximately 75 spaces (similar in size to the First United Methodist Church North Lot), which could replace two-thirds of the parking removed from the Town Square area (Lots 7 and 16) should the lots be converted to green space as discussed later.



### Site 2

The parcel bounded by Illinois Avenue, Oak Street, Lot 22, and The Thrift Store was identified in the Downtown Master Plan as Opportunity Site #8 and was recommended for redevelopment with commercial, office or mixed-uses (residential upper floors). The parcel presently consists of a private parking lot which is owned by Hicks & Walker Oil Company. Redevelopment of the site with a minimum of three stories, as recommended in the plan, could result in approximately 34,500 square feet of building space (11,500 sf/floor). Assuming an equal subdivision of retail, office and restaurant uses on the first floor and 8 apartments per floor on the second and third floors (16 total apartments) would generate a peak daytime parking demand for up to 61 spaces and a peak evening parking demand for up to 82 spaces.

Parking was recommended to be provided in shared/centralized lots to the rear of the site, which would represent Lots 21 and 22. These lots provide a total of approximately 49 spaces which are currently leased by the City to other organizations on the block and have a peak utilization of 14 spaces during the day and four spaces in the evening. The improvement and consolidation of these two lots, including incorporation of accessible spaces, could increase the combined capacity of the lots to approximately 52 spaces (3 additional spaces). Thus by consolidating these lots and opening them up for public use by other businesses on the block, approximately 62 percent of the new development's peak daytime parking demand and 59 percent of its peak evening parking demand could be accommodated on-site. The development's remaining parking demand (21-34 spaces) would need to be accommodated off-site and could potentially be supported along the public streets or in a new public parking lot on Site 1.



### Site 3

The site of the City's historic pavilion and parking lot (Lot 7), which are both owned by the City, were identified as Opportunity Site #10 in the Downtown Master Plan and recommended to be redeveloped by relocating the parking off-site and converting the lot into a multi-purpose green space to support day-to-day recreation and community events and to connect the site with a redeveloped Town Square parcel to the east of the rail tracks. The project would eliminate 43 public parking spaces from the site.



**Zone 2**

There are no significant development sites in Zone 2 that are cited in the Downtown Master Plan.

**Zone 3**

The public parking supply in Zone 3 (Lot 6, 12, Lot 13-north end, and along the public streets) is currently adequate to accommodate the peak parking demand generated within the zone. This is due in part to a moderate supply of public parking (173 spaces) and private parking (152 spaces) and in part to a net public parking surplus of 124 spaces during the daytime and 119 spaces during the evening (see Tables 7 and 8). There is one development site within Zone 3 that was identified in the Downtown Master Plan (see **Figure 13**). Development of this site, as proposed, would result in a net decrease in public parking of 63 spaces as well as a decrease in private parking of 22 spaces. Nevertheless, a public parking surplus is projected to remain. **Table 13** estimates the future daytime net parking surplus at 36 spaces and **Table 14** estimates the future evening net parking surplus at 34 spaces. Any supplements to the public parking supply serving this zone may need to be developed in the adjoining zones to the south (Zone 4) and/or east (Zone 9).

Table 13  
**ZONE 3 - PROJECTED DAYTIME PARKING SUPPLY & DEMAND\***

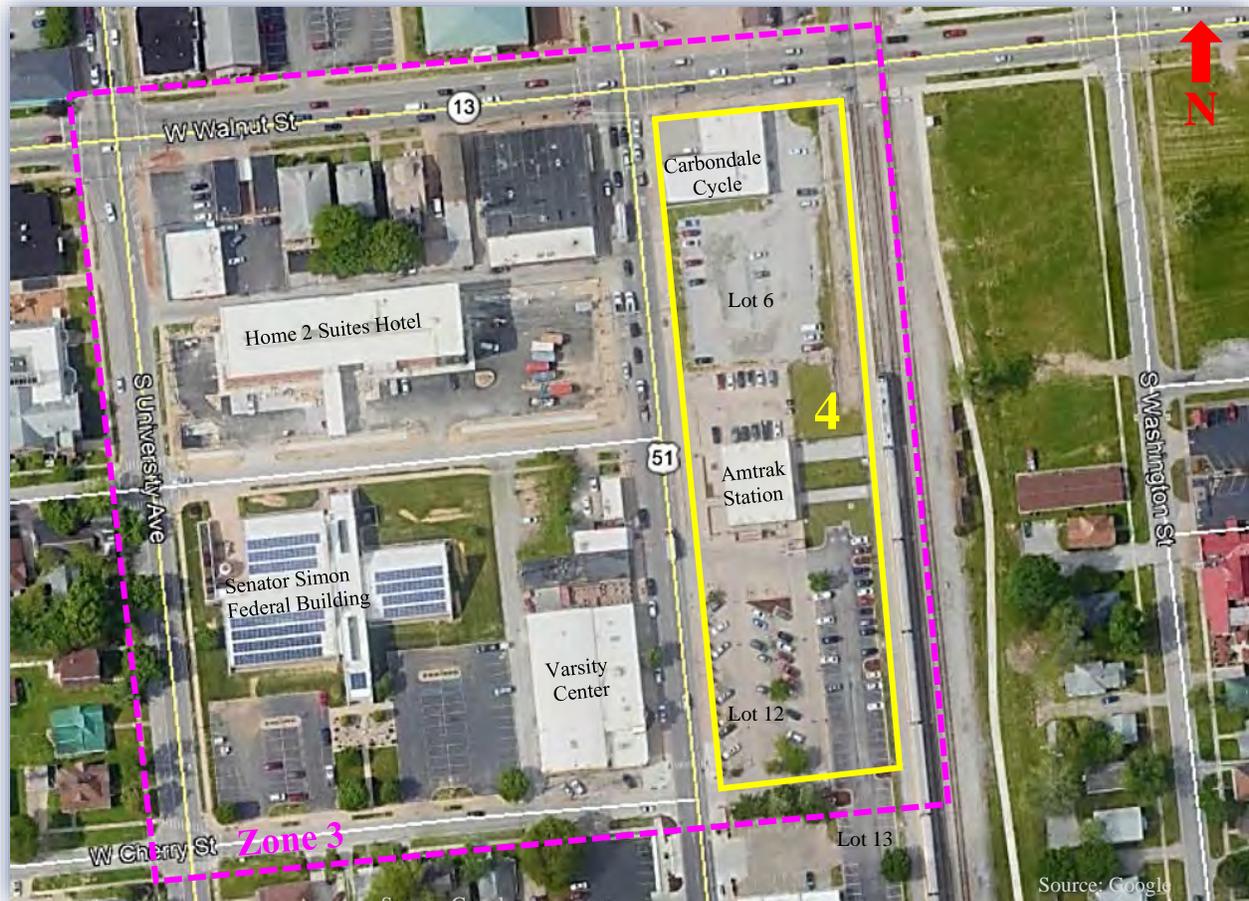
Potential Future Land Uses	Zone 3 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 4 – So IL Multi Modal Station	86	124	111	<b>36</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots. \*11:00 AM-12:00 PM

Table 14  
**ZONE 3 - PROJECTED EVENING PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 3 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 4 – So IL Multi Modal Station	80	119	102	<b>34</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots. \*7:00 PM-8:00 PM



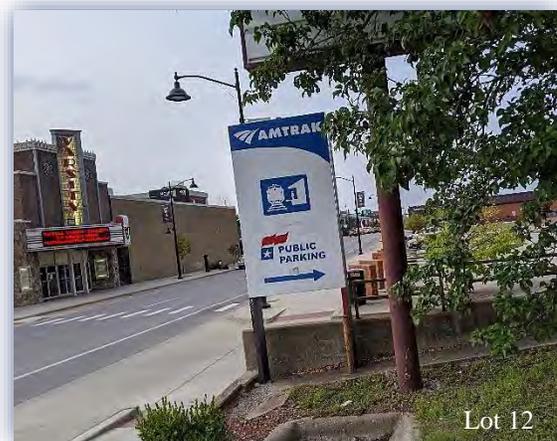
**Figure 13**

**Zone 3 Development Site**

Site 4

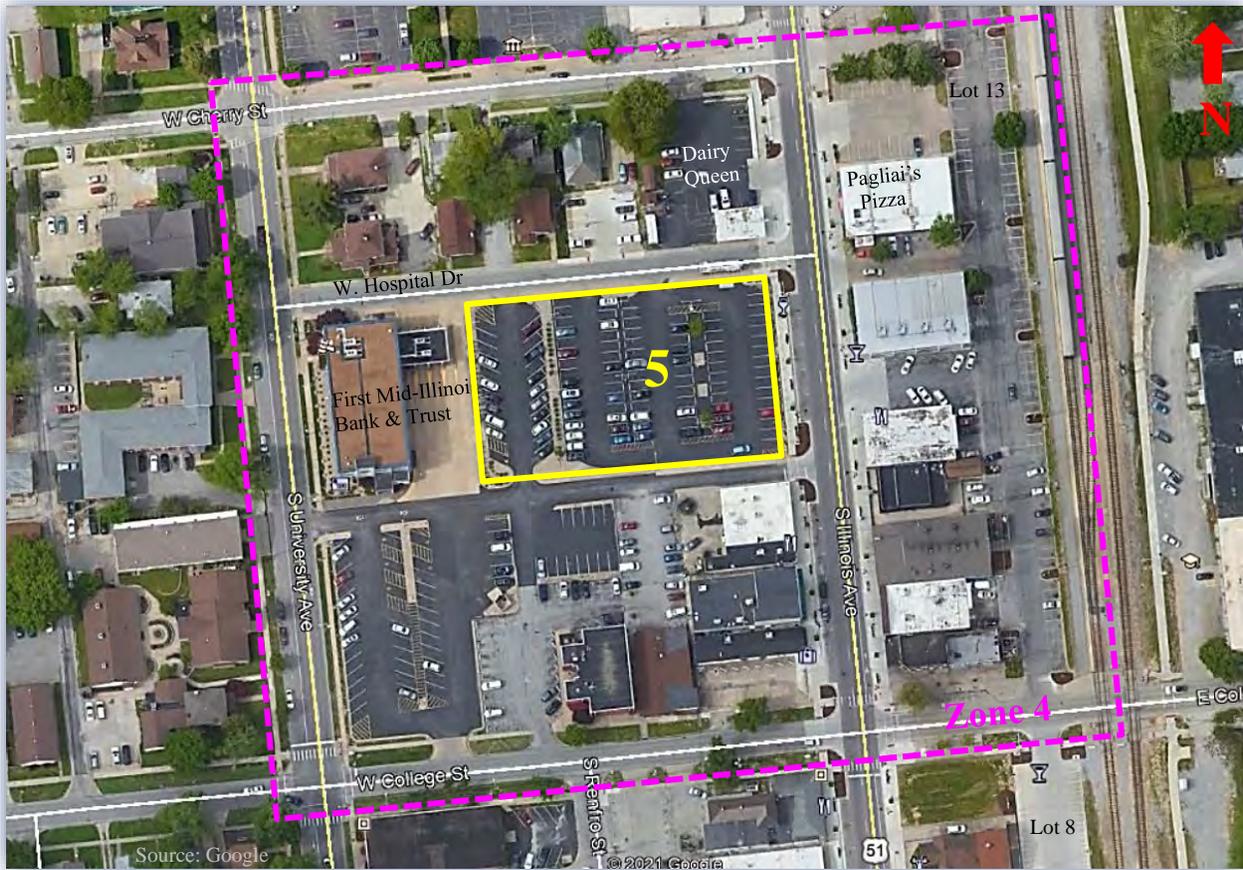
The existing Amtrak station, Carbondale Cycle, and Lots 6, 12 and the north end of Lot 13 were identified in the Downtown Master Plan as Opportunity Site #19 and as the location for the future Southern Illinois Multi Modal Station (SIMMS), which is currently in the design phase. The new station will offer a ticket desk, waiting room, administrative offices, and retail space in a two-story approximately 36,000-square foot facility with an adjoining 75-space parking lot. The lot will replace approximately 138 public parking spaces currently located in Lot 6, Lot 12, and the north end of Lot 13 for a 63-space net reduction in public parking. The station will also eliminate the 19-space Amtrak employee lot and the 5-space Carbondale Cycle lot.

The current combined peak utilization of these lots is approximately 45 spaces during the daytime and 58 spaces in the evening. The new station will likely generate an increase in parking demand as Greyhound bus service will also be provided on-site. The retail space within the station, assumed at 5,000 square feet, could generate a peak demand for an additional 10-15 spaces although the retail uses may or may not be open in the evenings. While there will be a net reduction in public parking within the zone, the proposed 75-space lot, in combination with the street parking, should adequately accommodate the estimated demand for public parking within the zone.



## Zone 4

The public parking supply in Zone 4 (89 spaces located at the south end of Lot 13 and along the public streets) is currently adequate to accommodate the peak parking demand generated within the zone. This is due in part to a large supply of private parking within the zone (approximately 282 spaces) which supports the private uses and in part to a net public parking surplus of 73 spaces during the daytime and 58 spaces during the evening, as shown in Tables 7 and 8. There is one development site within Zone 4 that was identified in the Downtown Master Plan, as shown in **Figure 14**. The development of this site, as proposed in the plan, could result in a net increase of up to 240 public parking spaces within Zone 4 and a net decrease in private parking of 106 spaces. The public parking increase would support new development within the zone and replace the public parking eliminated by the SIMMS project in Zone 3. The development of this site, as proposed, would also retain a public parking surplus within the zone. **Table 15** estimates the future daytime net parking surplus at 240 spaces and **Table 16** estimates the future evening net parking surplus at 184 spaces.



**Figure 14**

**Zone 4 Development Site**

**Table 15**  
**ZONE 4 - PROJECTED DAYTIME PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 4 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 5 – Public Parking Deck, Commercial	69	73	142	<b>240</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*11:00 AM-12:00 PM

**Table 16**  
**ZONE 4 - PROJECTED EVENING PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 4 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 5 – Public Parking Deck, Commercial	54	58	168	<b>184</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*7:00 PM-8:00 PM

### Site 5

The First Mid Bank & Trust's east and west parking lots at the southwest corner of Illinois Avenue and Hospital Drive were identified in the Downtown Master Plan as Opportunity Site #20 and were recommended as an ideal centralized location along "The Strip" to develop a City-owned parking deck with street level commercial uses along Illinois Avenue. The west lot is reserved for bank customers and the east lot is reserved for customers of the bank and Bombay Olive restaurant. The combined parking capacity of the two lots is 106 spaces and the combined peak utilization of the lots is approximately 25 spaces during the daytime and less than 5 spaces in the evening. The bank also has a south parking lot with 55 spaces which had a parking utilization of 20 percent or lower throughout the day.



The east and west lots are both owned by Stearns Investment 14 LLC. If the two lots were acquired by the City and consolidated, they could support a multilevel parking deck with approximately 100-120 spaces per floor and potentially around 13,500 square feet of street-level commercial space along Illinois Avenue. Various garage ramping and circulation patterns could be evaluated based on the site dimensions, potentially including a two-bay, two-way straight ramp design or a three-bay, one-way, twin helix design.

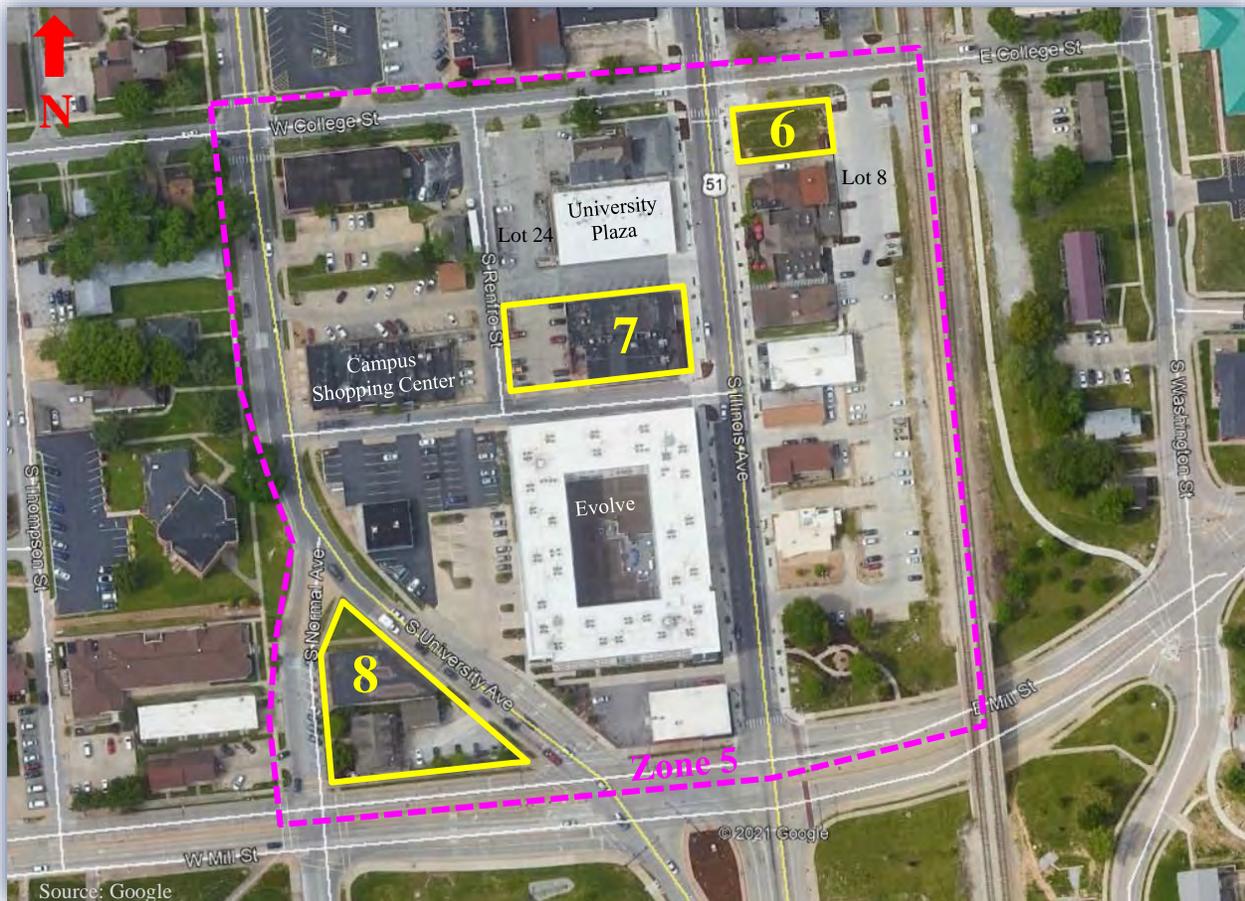
Assuming the commercial space is split evenly between restaurant and retail uses, the space could generate a peak daytime parking demand for up to 73 spaces and a peak evening parking demand for up to 114 spaces. A parking deck with at least two levels of parking (3-story building in total) would be needed to accommodate this new parking demand while serving the existing parking demand generated by the bank and Bombay Olive restaurant. A deck with at least two levels of parking could also be used to replace the 63 public parking spaces eliminated by the SIMMS project in Zone 3.

If a parking deck is not determined to be needed in the near term, an alternate strategy would be for the City to seek a shared parking agreement with the parking lot owners and First Mid Bank & Trust for public use of the east and west parking lots. While these lots could be made available during evenings and weekends when the bank is not open, it would be more beneficial for the downtown community if the lots were available during weekday business hours as well, particularly considering that the bank would still have use of its south lot for customers and employees.



## Zone 5

The public parking supply in Zone 5 (137 spaces located in Lots 8 and 24 and along the public streets) is currently adequate by a small degree to accommodate the peak parking demand generated within the zone. This is due in part to a large supply of private parking within the zone (approximately 248 spaces) which support the private uses and in part to a net public parking surplus of 41 spaces during the daytime and 19 spaces during the evening, as shown in Tables 7 and 8. There are three development sites within Zone 5, as shown in **Figure 15**, two of which were identified in the Downtown Master Plan and one which is currently being marketed for development. The development of these sites, as proposed in the plans, could result in a net decrease in private parking of up to 21 spaces within the zone. The development of these sites could also result in a parking deficit in the zone if private replacement parking is not provided and additional public parking is not created. **Table 17** estimates the future daytime net parking deficit at 34 spaces and **Table 18** estimates the future evening net parking deficit at 73 spaces. If public parking is needed to support these developments, it might need to be developed in the adjoining zones to the north (Zone 4) and east (Zone 10).



**Figure 15**

**Zone 5 Development Sites**

Table 17

**ZONE 5 - PROJECTED DAYTIME PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 5 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 6 – Commercial, Office Site 7 – Commercial, Mixed-Use Site 8 – Commercial	173	41	248	(34)

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*11:00 AM-12:00 PM

Table 18

**ZONE 5 - PROJECTED EVENING PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 5 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 6 – Commercial, Office Site 7 – Commercial, Mixed-Use Site 8 – Commercial	193	19	285	(73)

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*7:00 PM-8:00 PM

**Site 6**

The vacant 0.12-acre parcel at the southeast corner of Illinois Avenue and College Street (601 S. Illinois) is a former parking lot located on “The Strip” and a City-owned opportunity site that could support approximately 7,500 square feet of commercial and/or office space in a two-story structure. A development with restaurant space on the first floor and office space on the second floor could generate a parking demand for up to 40 spaces during the daytime and 57 spaces during the evening. Lot 8 is located to the rear of the site and there are currently 20 spaces available in the lot during the peak daytime hour and 4 spaces available during the peak evening hour. Additional public parking that could support this development could potentially be developed to the immediate east of the rail tracks in Zone 10.



### Site 7

This site consists of the partly-occupied east building of the Campus Shopping Center and adjoining parking lot, which is owned by Side-Traxx, LLC Properties and bounded by Illinois Avenue, Freeman Street, Renfro Street, and University Plaza. The site is identified in the Downtown Master Plan as Opportunity Site #21 and is recommended for redevelopment with entertainment uses (restaurants, bars, retail) or mixed-use with entertainment uses on the first floor and 2-4 floors of residential units. The development could result in a similar amount of retail/entertainment space as currently exists on the site (15,200 sf) with up to eight residential units per floor above. A three-story building could generate a parking demand for up to 35 spaces during daytime and evening periods. Parking was recommended to be provided in shared/centralized lots to the rear of the site. The existing lot on the site provides 17 spaces. Lot 24 to the north of the site along Renfro Street provides 13 spaces and had a utilization of four spaces during the peak daytime period and seven spaces during the peak evening period. Thus a redevelopment of this size could require an additional 12 parking spaces nearby.



### Site 8

This site, which consists of two parcels of commercial uses located on a triangular block bounded by University Avenue and Mill Street, is identified in the Downtown Master Plan as Opportunity Site #23. The parcels are owned by Donow Trust and TP & MP, LLC. The plan recommends the site to be redeveloped with similar uses but in a multi-level format with attractive public/placemaking spaces as a gateway to the downtown. There is currently a minimal amount of private parking (4 spaces) on the site. Parking for the potential multi-level development is recommended to be provided on-site, potentially below-grade. Due to the remote location of this site from the core downtown area, it is probably best that parking on this site remain private.





## Zone 6

The public parking supply in Zone 6 (24 spaces located in Lot 26) is currently adequate to accommodate the peak parking demand generated within the zone. This is due in part to a moderate supply of private parking within the zone (81 spaces) which supports the private uses and in part to a small net public parking surplus of 11 spaces during the daytime and 24 spaces during the evening, as shown in Tables 7 and 8. There is one development site within Zone 6 that was identified in the Downtown Master Plan as shown in **Figure 16**. The development of this site, as proposed, would provide its own private parking on-site, similar to the Saluki Plaza parking lot, thereby retaining the public parking surplus within the zone, as shown in **Table 19** and **Table 20** for the daytime and evening hours, respectively.

Table 19  
ZONE 6 - PROJECTED DAYTIME PARKING SUPPLY & DEMAND\*

Potential Future Land Uses	Zone 6 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 9 – Commercial, Mixed-Use	52	11	70	<b>17</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

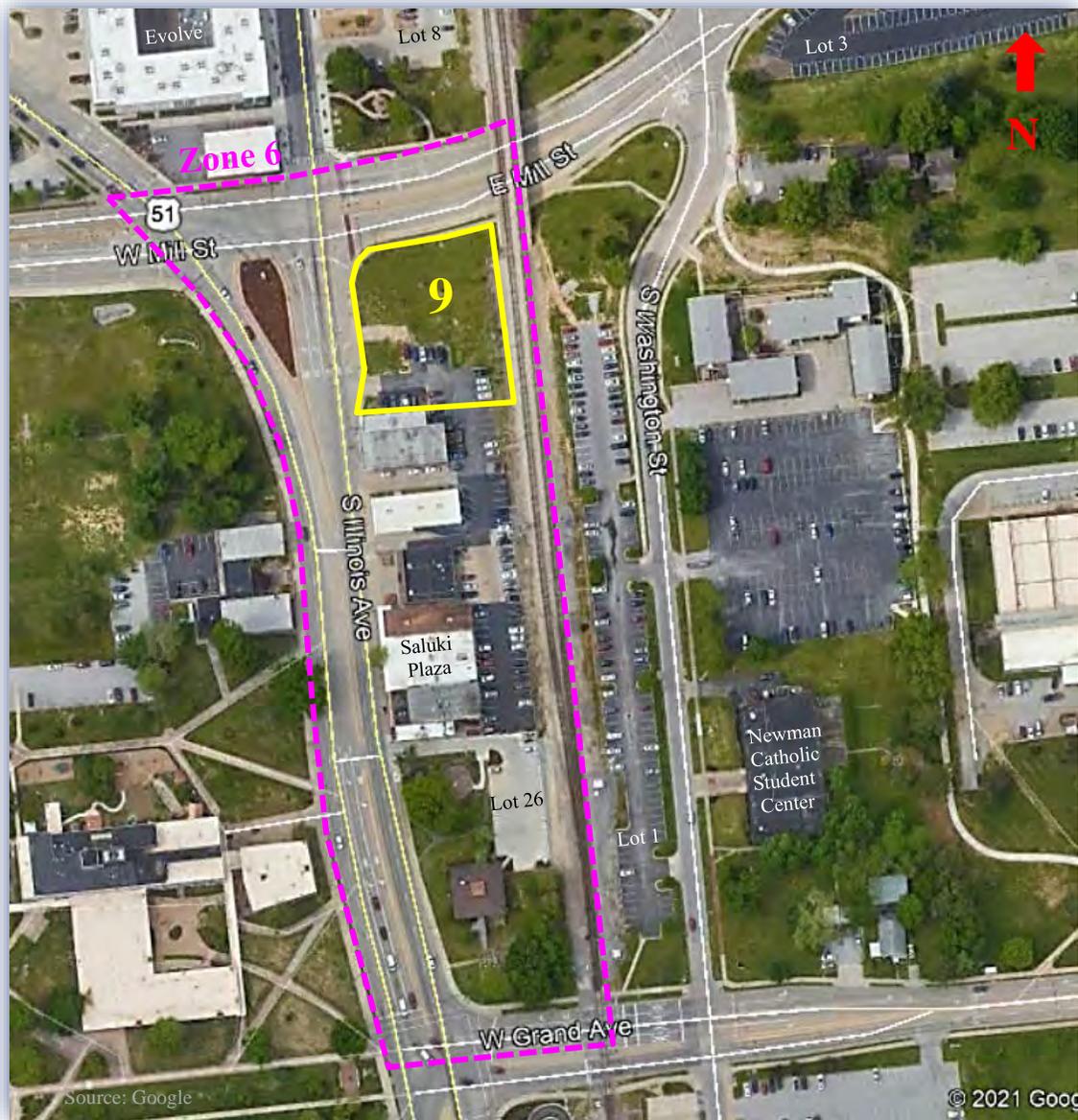
\*11:00 AM-12:00 PM

Table 20  
ZONE 6 - PROJECTED EVENING PARKING SUPPLY & DEMAND\*

Potential Future Land Uses	Zone 6 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 9 – Commercial, Mixed-Use	13	24	31	<b>30</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*7:00 PM-8:00 PM



**Figure 16**

**Zone 6 Development Site**

Site 9

This vacant site is identified in the Downtown Master Plan as Opportunity Site #24. It is recommended in the plan to be developed with a mixed-use of commercial space on the first floor and residential units above in a 2-5 story building with parking provided on-site to the rear. There appears to be sufficient space on site to provide surface parking for approximately 5,000 square feet of first-floor commercial space and two levels of residential space above containing a total of approximately 8 units. This type of building would require approximately 24 parking spaces by code, which could be developed on-site, but would only generate a parking demand for up to 18 spaces during daytime and evening periods, thus adding 6 spaces to the parking surplus in the zone.

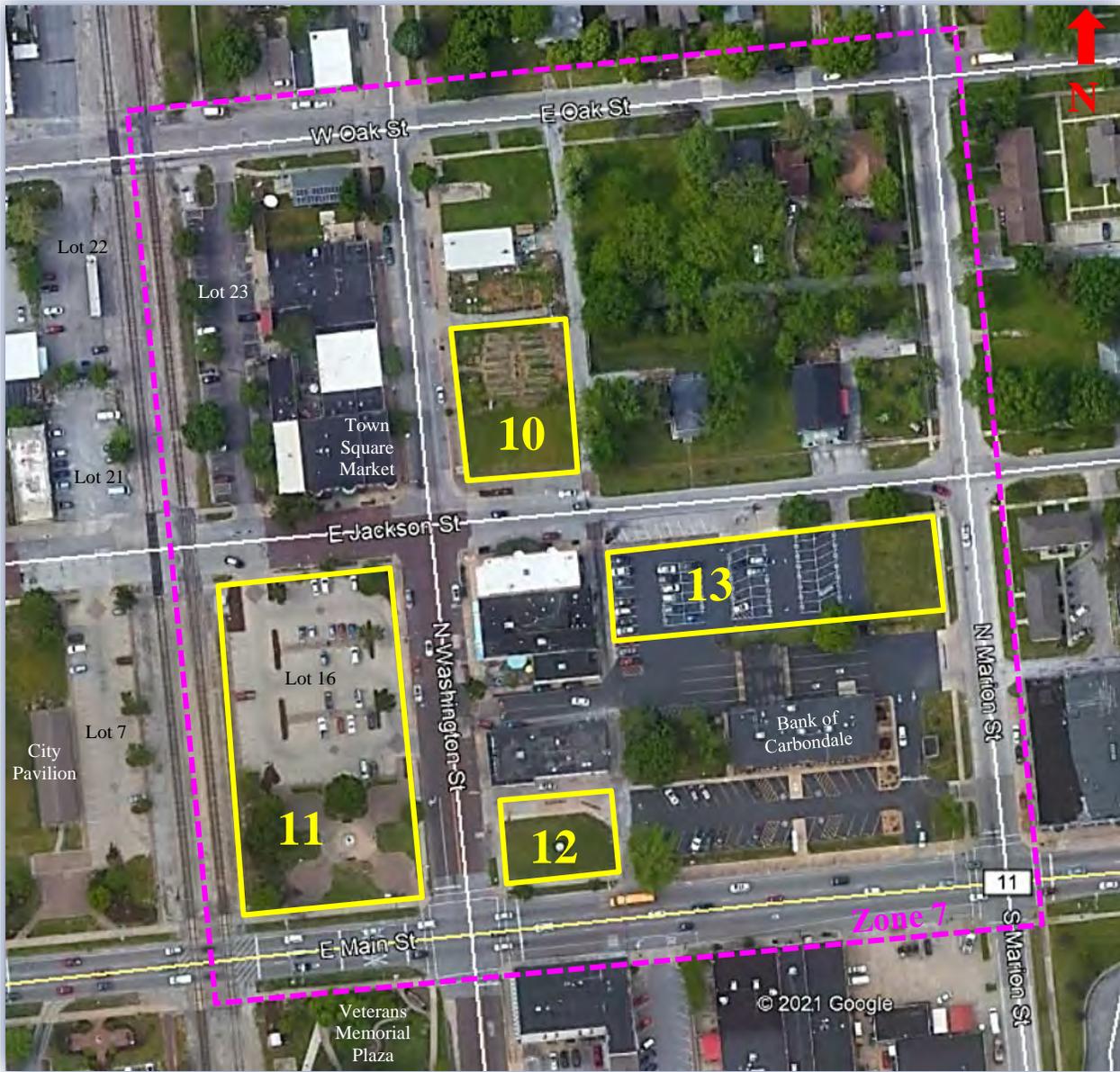
An alternate development plan was recently advertised by a commercial broker for one-story, 3,620 square foot, two-unit retail building with one of the units supporting a drive-thru lane. This development plan provided 25 private parking spaces on-site.

With the site constrained by two heavily traveled roadways (Illinois Avenue and Mill Street) and the CN railway, and with the public parking supply in Lot 26 not convenient to the site, it would be best for this development to provide its own private parking to the rear as recommended in the Downtown Master Plan and not rely on public parking sources.



## Zone 7

The public parking supply in Zone 7 (154 spaces located in Lot 16, Lot 23 and along the public streets) is currently adequate to accommodate the peak parking demand generated within the zone. This is due in part to only a partial use of the public parking supply in the zone, a moderate supply of private parking (approximately 85 spaces) which supports many of the private uses, and a net public parking surplus of 126 spaces during the daytime and 76 spaces during the evening, as shown in Tables 7 and 8. There are three development sites within Zone 7 that were identified in the Downtown Master Plan and one site that could serve as a new public parking resource for the zone, as shown in **Figure 17**. The development of these sites, as proposed in the plan, would result in a net decrease of 48 public spaces in Zone 7 during the daytime and a net increase of 15 public spaces during evenings and weekends. Further, the current public parking surplus in the zone would be diminished considerably. **Table 21** estimates the future daytime net parking surplus at 13 spaces and **Table 22** estimates the future evening net parking surplus at 15 spaces. Details on each of the sites follows.



**Figure 17**

**Zone 7 Development Sites**

**Table 21  
ZONE 7 - PROJECTED DAYTIME PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 7 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 10 – Commercial, Office, Mixed-Use Site 11 – Open Space Site 12 – Commercial, Office, Mixed-Use Site 13 – Expanded Shared-Use Parking	63	126	128	<b>13</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*11:00 AM-12:00 PM

Table 22

**ZONE 7 - PROJECTED EVENING PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 7 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 10 – Commercial, Office, Mixed-Use Site 11 – Open Space Site 12 – Commercial, Office, Mixed-Use Site 13 – Expanded Shared-Use Parking	92	76	168	<b>15</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*7:00 PM-8:00 PM

**Site 10**

This vacant site at the northeast corner of Washington Street and Jackson Street formerly was the home of Tuscan Lodge #44, an historical landmark. The site was identified in the Downtown Master Plan as Opportunity Site #9 and was recommended for development of a 3-5 story building with commercial or office uses on the first floor and office or residential uses above with parking in a shared lot to the rear. The approximately 0.3-acre site consists of three parcels which are owned by Tuscan Lodge #44, Charles Greer, and A, B, C & D Holdings LLC. The consolidation of these parcels with a mixed-use development with a minimum of three stories on the south portion of the site could result in an approximately 16,200 square foot building (5,400 sf/floor). Assuming an equal subdivision of retail and restaurant uses on the first floor and 4 apartments per floor on the second and third floors (8 total apartments) would require approximately 35 parking spaces by code and could generate a peak daytime parking demand for up to 34 spaces and a peak evening parking demand for up to 53 spaces. A surface parking lot on the north portion of the site could support approximately 22 parking spaces so some of the development’s parking demand would need to be accommodated off-site and could potentially be supported along the public streets, in Lot 23, and/or in a new parking location made available for public use (see Site 13 below).



### Site 11

This site is owned by the City and consists of the Town Square including the outdoor public plaza and Lot 16. This site is identified in the Downtown Master Plan as Opportunity Site #10 and is recommended to be redeveloped by relocating the parking off-site and converting the lot into a multi-purpose green space to support day-to-day recreation and community events and to connect the site with a redeveloped City Pavilion parcel to the west of the rail tracks. The project would eliminate 70 public parking spaces from the zone.



### Site 12

This vacant site at the northeast corner of Washington Street and Main Street is owned by the Bank of Carbondale and formerly housed the historic Moody's Opera House/Amuse-U Theatre. It is identified in the Downtown Master Plan as Opportunity Site #11 and is recommended for development of a 3-5 story building with commercial or office uses on the first floor and office or residential uses above with parking in a shared/centralized location. The approximately 7,300 square foot parcel is relatively small for parking to be provided on-site. If parking were to be available off-site, a mixed-use development with a minimum of three stories could result in an approximately 11,500 square foot building (3,830 sf/floor). Assuming an equal subdivision of retail and restaurant uses on the first floor and two floors of office space above, the building would generate a peak daytime parking demand for up to 31 spaces and a peak evening parking demand for up to 23 spaces. This parking demand could potentially be accommodated in Lot 19, along the public streets, and/or in a new parking location made available for public use (see Site 13 below).



### Site 13

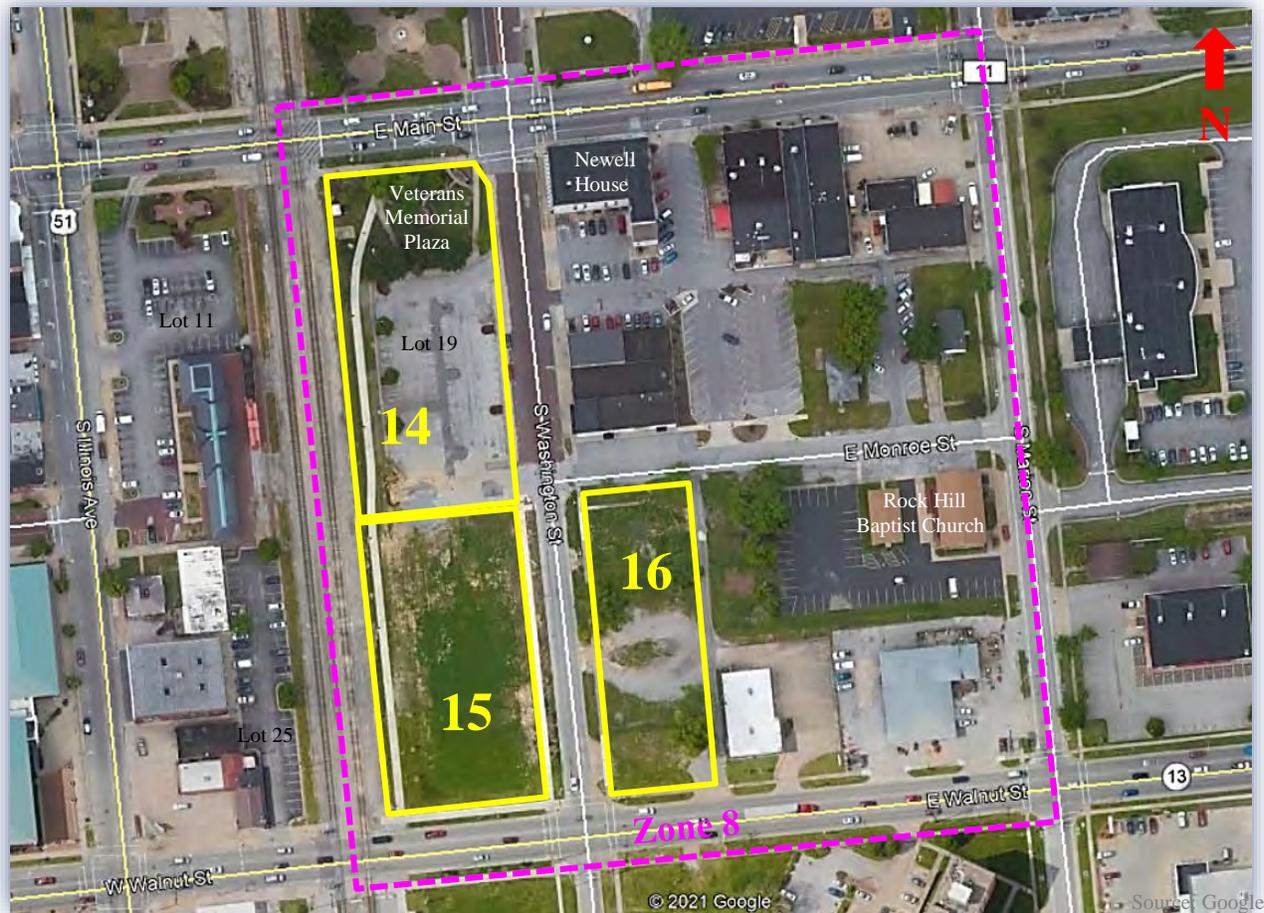
This site consists of the Bank of Carbondale's north parking lot. The lot, which is owned by the bank, has a current capacity of 51 spaces, 40 of which are reserved for bank employees. Peak utilization of the lot was 33 spaces during the daytime midday period and 9 spaces in the early evening period. There is a potential to extend the parking lot to the east by one full parking bay (12 new spaces), thereby increasing the lot capacity to approximately 63 spaces. Since one-third of the lot is not used during weekday business hours and most of the lot is unused during evenings and most likely weekends as well, the City could seek a shared parking agreement with the bank for public use of the parking lot during the evenings and on weekends when the bank is not open. Use of the expanded north parking lot would serve as a convenient nearby replacement for 90 percent of the parking spaces eliminated from the Town Square (Lot 16).



### Zone 8

The public parking supply in Zone 8 (102 spaces located in Lot 19 and along the public streets) is currently adequate to accommodate the peak parking demand generated within the zone. This is due in part to only a partial use of the public parking supply in the zone, a large supply of private parking (approximately 188 spaces) which supports many of the private uses, and a net public parking surplus of 88 spaces during the daytime and 91 spaces during the evening, as shown in Tables 7 and 8. There are three development sites within Zone 8 that were identified in the Downtown Master Plan, as shown in **Figure 18**. The development of these sites, as proposed in the plan, could result in a net increase of up to 366 public parking spaces within Zone 8 if the parking developed on the sites were open to the public. Improvements to Washington Street could add another 20 street parking spaces to the zone. The quantity of public parking would support new development within the zone while replacing public parking eliminated from Lot 19 and the Town Square/Civic Pavilion area (Lots 7 and 16).

The development of these sites, as proposed, would significantly increase the public parking surplus within the zone during the peak daytime and evening hours. **Table 23** estimates the future daytime net parking surplus at 229 spaces and **Table 24** estimates the future evening net parking surplus at 203 spaces. While the parking surplus seems sizable, the parking supply in this zone would be a primary parking location for events in Town Square, the parking demand for which is not reflected in the tables. Details on each of the sites follows.



**Figure 18** **Zone 8 Development Sites**

Table 23  
**ZONE 8 - PROJECTED DAYTIME PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 8 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 14 – Commercial, Public Parking				
Site 15 – Mixed-Use	66	88	311	<b>229</b>
Site 16 – Mixed-Use				

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*11:00 AM-12:00 PM

Table 24

**ZONE 8 - PROJECTED EVENING PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 8 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 14 – Commercial, Public Parking Site 15 – Mixed-Use Site 16 – Mixed-Use	69	91	343	<b>203</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*7:00 PM-8:00 PM

Site 14

The site of Veterans Memorial Plaza and Lot 19 at the southwest corner of Main Street and Washington Street is identified in the Downtown Master Plan as Opportunity Site #12 and was recommended for development of a 3-5 story building with commercial or office uses on the first floor and office or residential uses above. The public parking capacity on the site (59 spaces) was not to be diminished but rather incorporated into a shared lot or structure to the rear of the development. Veterans Memorial Plaza was recommended to be relocated and incorporated into the green space on the Town Square block.

The approximately 1.15-acre site is part of a single land parcel owned by the City of Carbondale. The size of the site combined with its proximity to Town Square makes for an ideal location to provide a sufficient public parking supply to replace public parking removed from the Town Square and City Pavilion parcels (i.e., Lot 7 and Lot 16) and eliminated by the redevelopment of this site (i.e., Lot 19). Development of a multi-story building with a streetwall of ground-level commercial space with public parking to the rear and on the upper levels could result in approximately 20,000 square feet of commercial space. Assuming an equal subdivision of retail and restaurant uses, the development would require approximately 84 parking spaces by Code and could generate a peak daytime parking demand for up to 108 spaces and a peak evening parking demand for up to 169 spaces. A sloping-floor parking structure (with mid-point cross-over) accessed from a driveway opposite Monroe Street could accommodate up to approximately 300 parking spaces on the upper four floors of the building. This parking capacity would accommodate all of the development’s parking demand while replacing the parking from Lots 7, 16 and 19.



### Site 15

This vacant site at the northwest corner of Walnut Street and Washington Street is identified in the Downtown Master Plan as Opportunity Site #13 and was recommended for development of a 3-5 story mixed-use building with commercial, entertainment or office uses on the first floor and office, residential or a boutique hotel above. Parking for the building was recommended to be incorporated within a structure integrated into the development and of sufficient size to help offset public parking removed elsewhere in the downtown, such as from Lots 16 and 19 to the north.

The approximately one-acre site consists of two land parcels owned by the City of Carbondale. The consolidation of these parcels with a mixed-use development would require approximately 115 parking spaces by Code, assuming an equal subdivision of commercial and office uses on the first floor (approximately 20,000 square feet in total), two floors of apartments (approximately 32 units in total) on the upper levels, and parking on the levels in between (approximately 125 spaces assumed). However, due to the time variations in the accumulation of parked vehicles for the commercial, office and residential uses, shared parking will occur since the peak parking demands for the uses do not overlap. As a result, a development of this size may only generate a peak daytime parking demand for up to 71 spaces and a peak evening parking demand for up to 56 spaces. Parking provided in excess of that required to meet this demand could be opened for public use and/or used to support other new development in the zone, such as on Site 16.

The project could also coincide with the reconstruction and widening of Washington Street (Monroe Street-Walnut Street) to extend the 50-foot roadway width from Monroe Street south to Walnut Street, which would allow for up to 20 convenient short-term street parking spaces for the commercial uses.



Site 16

This vacant site at the northeast corner of Walnut Street and Washington Street is identified in the Downtown Master Plan as Opportunity Site #14 and was recommended for development of a 3-5 story mixed-use building with commercial or office uses on the first floor and office or residential uses above. Given the shallow depth of this site, the plan recommends parking to be provided in other nearby locations, such as the public parking possibilities that could be incorporated into sites 14 and 15. Development of a three-story building with an equal subdivision of commercial and office uses on the first floor (20,000 square feet in total) and two floors of apartment units above (24 units in total) could generate a peak daytime parking demand for up to 66 spaces and a peak evening parking demand for up to 49 spaces.

Zone 9

The public parking supply in Zone 9 (4 spaces along Elm Street) is currently adequate to accommodate the peak parking demand generated within the zone but insufficient to support new development. This is due in part to a vast amount of vacant land within the zone, a sufficient amount of private parking (approximately 118 spaces) to support the private uses, and a minimal net public parking surplus (2 spaces during the daytime, 0 spaces during the evening), as shown in Tables 7 and 8. There are two development sites that were identified in the Downtown Master Plan, as shown in **Figure 19**. The development of these sites, as proposed in the plan, could result in a net increase of up to 180 public parking spaces within Zone 9 if the parking developed on Site 17 were open to the public. Improvements to Washington Street could add another 20 street parking spaces to the zone. This quantity of public parking would support new development within the zone while maintaining a public parking surplus during the peak daytime and evening hours. **Table 25** estimates the future daytime net parking surplus at 41 spaces and **Table 26** estimates the future evening net parking surplus at 73 spaces. Details on each of the sites follows.

Table 25  
ZONE 9 - PROJECTED DAYTIME PARKING SUPPLY & DEMAND\*

Potential Future Land Uses	Zone 9 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 17 – Mixed-Use	29	2	172	<b>41</b>
Site 18 – Mixed-Use				

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

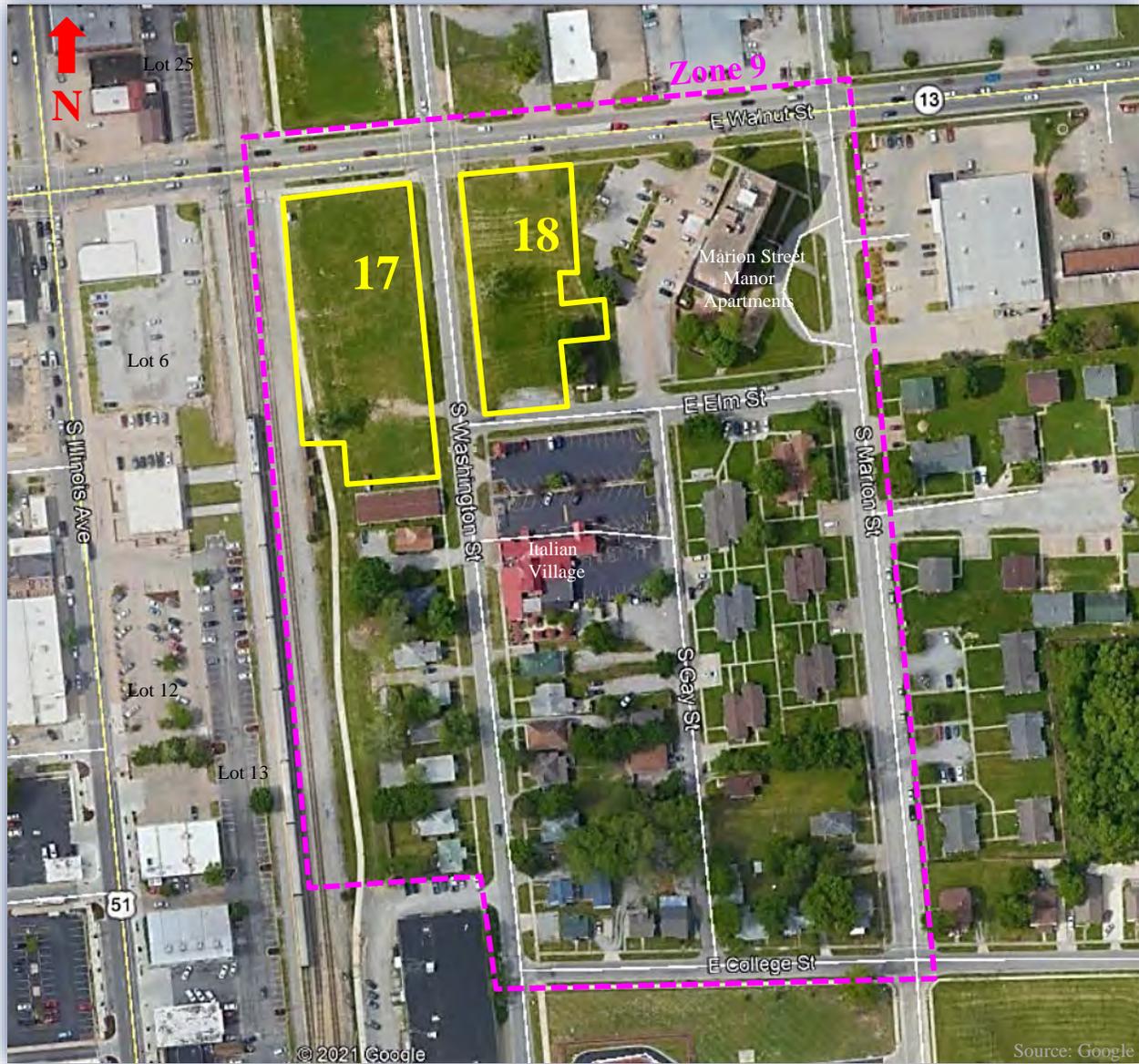
\*11:00 AM-12:00 PM

Table 26  
ZONE 9 - PROJECTED EVENING PARKING SUPPLY & DEMAND\*

Potential Future Land Uses	Zone 9 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 17 – Mixed-Use	56	0	165	<b>73</b>
Site 18 – Mixed-Use				

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*7:00 PM-8:00 PM



**Figure 19**

**Zone 9 Development Sites**

Site 17

This vacant site at the southwest corner of Walnut Street and Washington Street is identified in the Downtown Master Plan as Opportunity Site #16 and was recommended for development of a 3-5 story mixed-use building with commercial or office uses on the first floor and office or residential uses above. Parking for the building was recommended to be incorporated within a structure integrated into the development and of sufficient size to help offset public parking removed elsewhere in the downtown, such as from Lots 6 and 19 to the west and north, respectively.

The approximately 1.2-acre site consists of three land parcels each under different ownership, including the City of Carbondale, Somchai Thipkhosithkun, and Lindsey N Fisher. The consolidation of these parcels with a mixed-use development would require approximately 110 parking spaces by Code, assuming an equal subdivision of commercial and office uses on the first floor (approximately 22,000 square feet in total), two floors of apartments (approximately 32 units in total) on the upper levels, and parking on the levels in between (approximately 180 spaces assumed). However, due to the time variations in the accumulation of parked vehicles for the commercial, office and residential uses, shared parking will occur since the peak parking demands for the uses do not overlap. As a result, a development of this size may only generate a peak daytime parking demand for up to 79 spaces and a peak evening parking demand for up to 62 spaces. Parking provided in excess of that required to meet this demand could be opened for public use and/or used to support other new development in the zone, such as on Site 18.



The project could also coincide with the reconstruction and widening of Washington Street (Walnut Street-Elm Street) to extend the 50-foot roadway width from Walnut Street south to Elm Street, which would allow for up to 20 convenient short-term street parking spaces for the commercial uses.

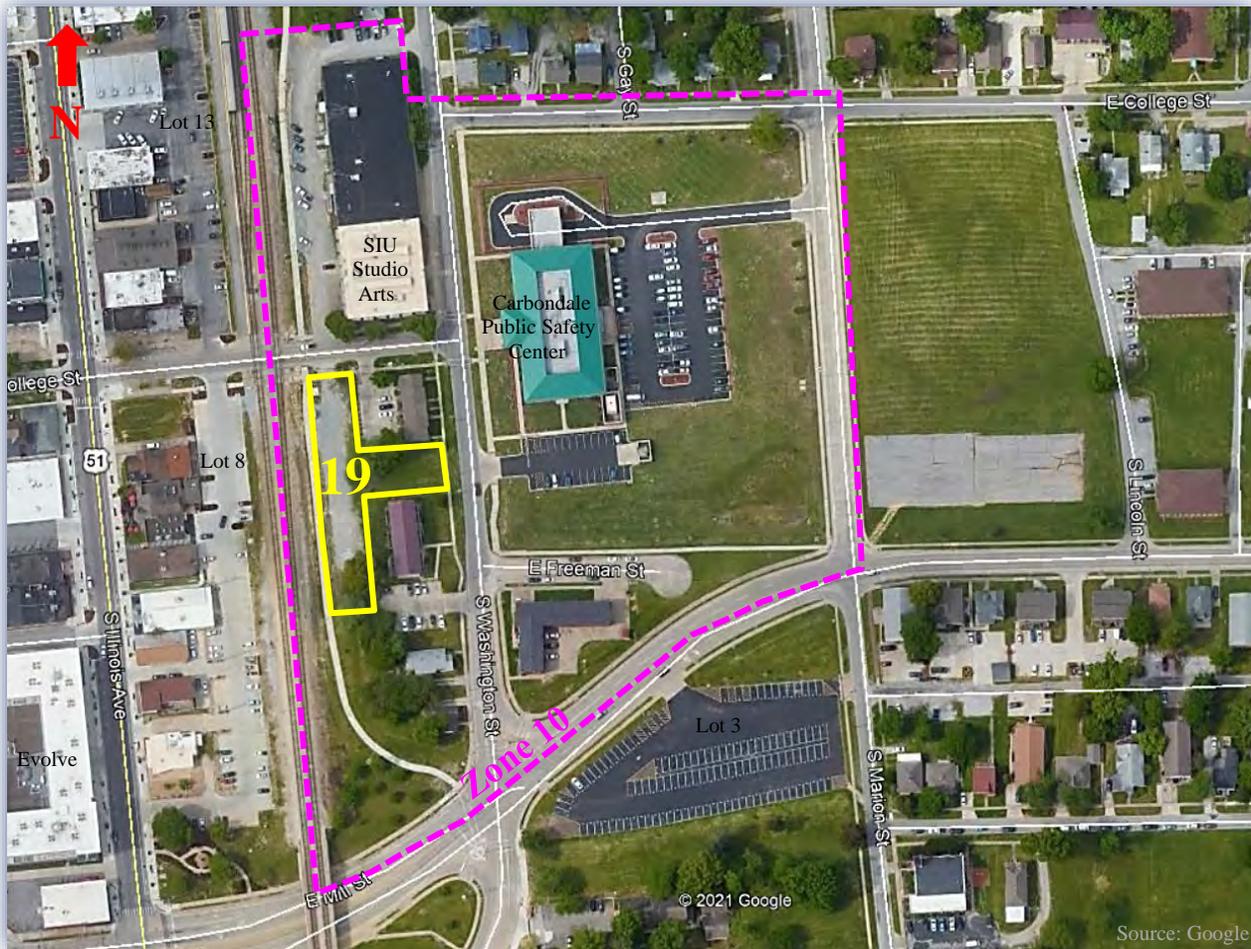
Site 18

This vacant site at the southeast corner of Walnut Street and Washington Street is identified in the Downtown Master Plan as Opportunity Site #15 and was recommended for development of a 3-5 story mixed-use building with commercial or office uses on the first floor and office or residential uses above. Given the shallow depth of this site, the plan recommends parking to be provided in other nearby locations, such as the public parking possibility that could be incorporated into Site 17. Development of a three-story building with an equal subdivision of commercial and office space on the first floor (19,000 square feet in total) and two floors of apartment units above (24 units in total) could generate a peak daytime parking demand for up to 64 spaces and a peak evening parking demand for up to 47 spaces.



## Zone 10

The public parking supply in Zone 10 (10 spaces located along Freeman Street) is currently adequate to accommodate the peak parking demand generated within the zone but insufficient to support new development. This is due in part to a sufficient amount of private parking (approximately 136 spaces) to support the private uses and a minimal net public parking surplus (4 spaces during the daytime, 1 space during the evening), as shown in Tables 7 and 8. There is one site within Zone 10 that could serve as a new public parking resource for the zone as well as for Zones 4 and 5 to the west of the railroad, as shown in **Figure 20**. The development of this site could result in a net increase of up to 36 public parking spaces within Zone 10 which would supplement the public parking serving The Strip to the west of the railroad. The development of public parking on this site, as proposed, would also retain a public parking surplus within the zone. **Table 27** estimates the future daytime net parking surplus at 40 spaces and **Table 28** estimates the future evening net parking surplus at 37 spaces. Details on the potential development of this site follows.



**Figure 20**

**Zone 10 Development Sites**

Table 27

**ZONE 10 - PROJECTED DAYTIME PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 10 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 19 – Parking Lot	58	4	58	<b>40</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*11:00 AM-12:00 PM

Table 28

**ZONE 10 - PROJECTED EVENING PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 10 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 19 – Parking Lot	50	1	50	<b>37</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*7:00 PM-8:00 PM

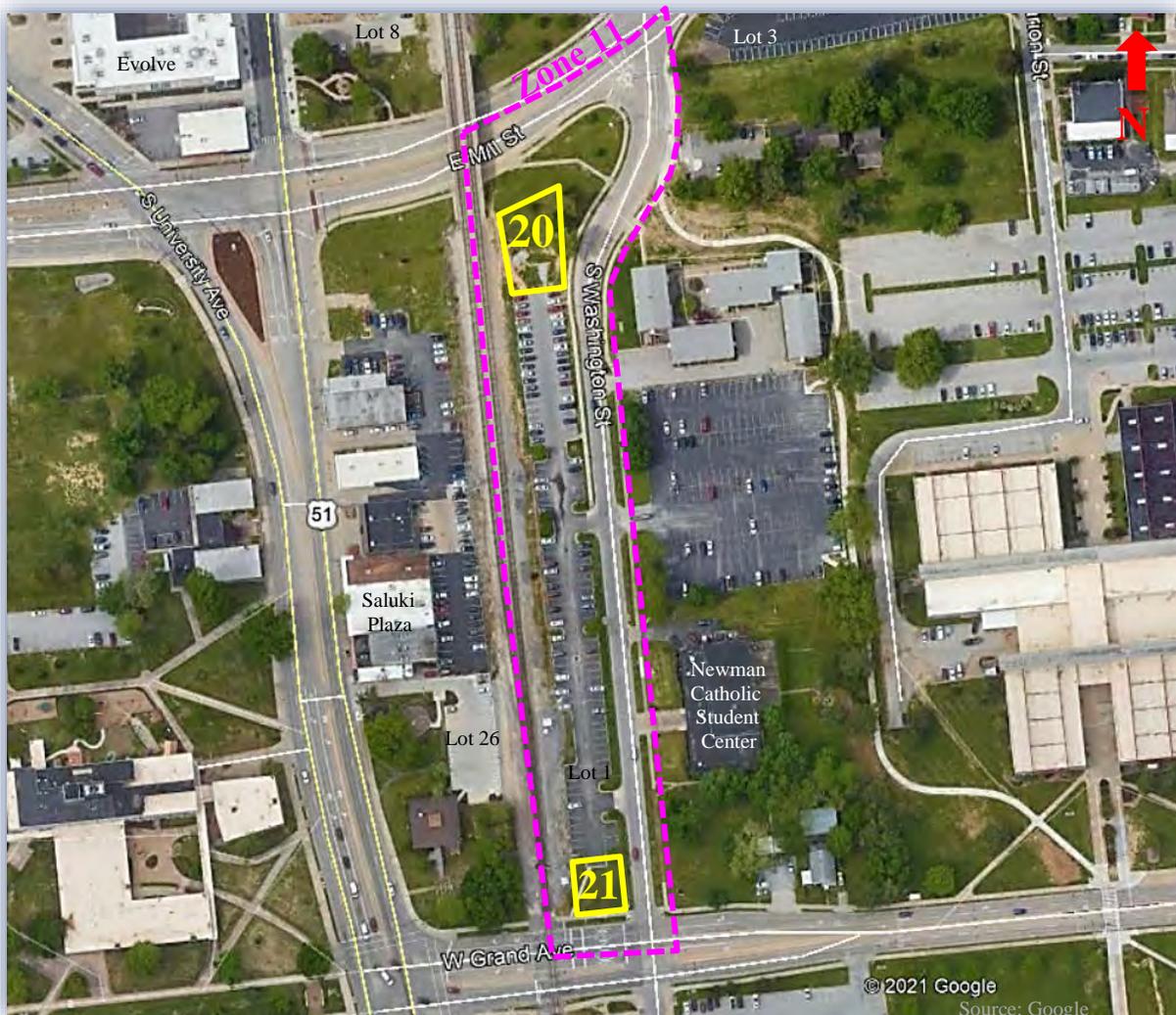
Site 19

This site consists of vacant City-owned land along the east side of the railroad right-of-way and an adjoining vacant privately-owned parcel along Washington Street located between two apartment buildings. If the City were to acquire the private parcel, it could develop a surface parking lot with a potential capacity of 36 spaces, which could support new development to the west of the railroad and supplement the public parking supply serving The Strip. The shallow depth of the parcels would likely limit circulation through the parking lot to a one-way pattern with vehicles entering from College Street and exiting to Washington Street. The parking layout could consist of an angled (60 degree) single row of parking adjacent to the railroad right-of-way and an angled double row of parking through the private lot. An alternative to improve lot circulation could be to connect the public lot to the private parking lot serving the apartment building on parcel 15-21-410-005 via an easement, which would allow for a second outlet to Washington Street.



## Zone 11

The public parking supply in Zone 11 is currently limited to Lot 3 (116 spaces) which is practically unused. As such there is currently a public parking surplus of 115 spaces during the day and 116 spaces during the evening, as shown in Tables 7 and 8. Lot 3 serves as a remote parking resource for the City to supplement the downtown parking supply and support local events. Lot 1, which is also owned by the City, currently serves the same function by providing remote permit parking for Evolve. The peak utilization of Lot 1 was observed to be 51 spaces or 44 percent of the lot capacity. The parking utilization may have been lower than usual due to some Evolve residents using Lot 8 during the pandemic. When these residents return to Lot 1, the utilization is expected to be higher. There are two locations where this lot could be expanded to provide additional remote parking options for the City, as shown in **Figure 21**. The expansion of the lot could result in a net increase of up to 24 parking spaces, which would enhance the public parking surplus within the zone. **Table 29** estimates the future daytime net parking surplus at 139 spaces and **Table 30** estimates the future evening net parking surplus at 140 spaces. Details on the potential parking lot expansion follows.



**Figure 21**

**Zone 11 Development Sites**

Table 29

**ZONE 11 - PROJECTED DAYTIME PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 11 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 20 – Parking Lot Expansion Site 21 – Parking Lot Expansion	56	115	56	<b>139</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*11:00 AM-12:00 PM

Table 30

**ZONE 11 - PROJECTED EVENING PARKING SUPPLY & DEMAND\***

Potential Future Land Uses	Zone 11 Parking Conditions			
	Existing Parking Demand	Existing Net Parking Surplus/(Deficit) <sup>1</sup>	Projected Parking Demand	Projected Net Parking Surplus/(Deficit) <sup>1</sup>
Site 20 – Parking Lot Expansion Site 21 – Parking Lot Expansion	48	116	48	<b>140</b>

<sup>1</sup> Net parking surplus excludes unoccupied parking spaces in the privately-controlled parking lots.

\*7:00 PM-8:00 PM

Site 20

There is potential to extend Lot 1 to the north by approximately 70 feet, which could add 14 new parking spaces to the lot. These spaces could be reserved for Evolve permit parkers or utilized as remote parking for employees along The Strip.

Site 21

There is potential to extend Lot 1 to the south by approximately 50 feet, which could add 10 new parking spaces to the lot. These spaces could be reserved for Evolve permit parkers or utilized as public parking to supplement Lot 26 on the west side of the railroad.



## 4. Parking Economics

This chapter provides a review of the parking system economics, including the performance of the Parking System Operations Fund, a breakdown of the parking revenue sources, a comparison of the parking fees with those from other comparable communities in Illinois, and the identification of web-based technologies.

### Parking System Operations Fund

The City's Parking System Operations Fund operates and maintains the City's public parking lots and metered street parking areas. It is one of the City's Enterprise Funds, which were established to account for the financing of self-supporting municipal activities which render services on a user charge basis to the general public. The accounting system for this fund, which is reported annually in the Comprehensive Auditors Financial Report, summarizes the parking system operating revenues and expenses, and indicates whether the fund is operating at a profit or loss.

The parking system revenues are derived from parking meter receipts, parking permit sales, and parking fines. The parking system expenses are generated from personal services, commodities, contractual obligations, maintenance, and depreciation.

The City has balanced public parking pricing in the downtown in a manner that allows it to cover the costs of operating the parking system, or at least a portion of those costs, without deterring customers from patronizing local commercial establishments. **Table 31** shows a summary of the parking system operating performance over the past 10 years. As shown, there were only three years (2014-2016) in which the system operated at a profit. In 2017 and 2018, the parking system revenues came very close to covering the system expenses. However, in the past two years there has been a sharp drop in parking revenue while the parking expenses have remained consistent. In 2019, revenues were lower due to the City's test of temporarily eliminating parking fees in an effort to stimulate commercial sales. Finding it did not measurably boost commercial sales, the City then reinstated the parking fees. In 2020, revenues were lower due to business closures and cancellation of classroom learning during the coronavirus pandemic, as well as from the City's policy to temporarily not enforce parking meter fees.

While the parking system performance over the past two years portrays an unfavorable situation that required supplemental funding from other City sources, it should be recognized that these two years represented atypical conditions for the downtown parking system. Reflecting back on the data presented earlier in the report, an optimistic parking condition is foreseen in the downtown as the quantity of public parking spaces with potential to generate revenue is over 30 percent higher than it was in 2015 when the system was operating at a profit. Further, as the City emerges from the economic impacts of the pandemic, and as SIU's on-campus enrollment rebounds and the benefits of the new downtown developments are realized (Evolve, Home 2 Suites, SIMMS, etc.), the parking system revenues are likely to return to levels that offset the system's expenses.

However, to effectively manage the parking system, prevent abuse of the system, and collect the parking revenues needed to offset the expenses, the City must adequately enforce the parking

regulations. Currently the City has no personnel assigned to parking enforcement. With the majority of the metered parking facilities regulated between 8:00 A.M. and 6:00 P.M., Monday-Saturday, at least one full-time staff member and one part-time staff member is needed for the enforcement efforts.

Table 31  
 PARKING SYSTEM OPERATIONS FUND TRENDS (2010-2020)<sup>1</sup>

Fiscal Year Ended April 30	Operating Revenues	Operating Expenses	Profit (Loss)
2010	\$205,376	\$299,252	(\$93,876)
2011	\$191,488	\$269,468	(\$77,980)
2012	\$183,897	\$290,537	(\$106,640)
2013	\$222,539	\$261,837	(\$39,298)
2014	\$326,469	\$255,275	\$71,194
2015	\$259,505	\$233,885	\$25,620
2016	\$271,452	\$223,425	\$48,027
2017	\$241,320	\$244,726	(\$3,406)
2018	\$202,362	\$209,540	(\$7,178)
2019	\$152,250	\$263,559	(\$111,309)
2020	\$81,786	\$229,066	(\$147,280)

<sup>1</sup> Data from City of Carbondale Comprehensive Auditors Financial Reports

### Breakdown of Parking Revenue Sources

The City of Carbondale utilizes a metered parking system in the downtown in all of its public lots, with the exception of Lot 7 (permit parking only) and Lot 10 (City Hall employees only). The City also utilizes metered parking along Illinois Avenue (Oak-Mill), University Avenue (Walnut-Mill), Washington Street (Oak-Monroe), Jackson Street (University-Marion), and Monroe Street (University-Illinois). The parking fee in all locations is \$0.25 per hour and is generally regulated on Monday through Saturday between 8:00 A.M. and 6:00 P.M. with the exception of Lots 3, 7, 8, 12, and 13, and Illinois Avenue (Monroe-Mill), where the regulations are enforced 24 hours a day, seven days a week. Long-term parking (up to 4 days) for Amtrak customers is available in Lots 12 and 13. The City utilizes kiosks for its hourly pay system in five of its public lots (Lots 3, 8, 12, 19, 26) and for curbside parking along Illinois Avenue (Monroe-Mill). It should be noted that the metered parking regulations were not being enforced during the parking study and had not been regularly enforced since the outbreak of the coronavirus pandemic in March 2020.



Carbondale also offers parking permits for weekly or monthly parkers in all public lots except for Lots 8, 14 and 24. Permit fees are \$8/year for seniors, \$25/year for residents, \$2.50/month for downtown employees, and \$25/month for others. Parking citations (fines) issued by the City range from \$7 for overtime parking to \$10 for illegal parking.

Over the past 10 years, on average, approximately 45 percent of the parking revenues come from parking meter receipts, 33 percent come from fines, and 22 percent come from permit sales.

### Downtown Parking Rate Comparison

A review of the downtown parking management practices of several other comparably-sized Illinois communities was performed to compare parking pricing with that charged in Carbondale. A summary of these communities is included in Table D1 in the Appendix.

While many comparably-sized communities in Illinois do not charge a fee to park in the downtown area, instead choosing to regulate parking with time limits alone, the City of Belleville and the university-towns of Urbana, Normal, Bloomington and Decatur charge hourly fees ranging from \$0.25 to \$1 per hour. Parking permit fees in the comparable Illinois communities range from \$10 to \$50 per month, which is consistent with the permit fees charged in Carbondale. Parking citation fees in the communities with metered and/or time limit parking are generally around \$10, which is also consistent with the fees charged by the City of Carbondale.



Time limit parking has proven successful in many communities in deterring employees and downtown residents from usurping the most convenient parking spaces for commercial businesses, both on the street and in the nearby public lots. However, for maximum effectiveness, the utilization of parking metering for a nominal parking fee provides an added deterrent to long-term parkers while improving the efficiency of the enforcement effort as long as the parking fee is not excessive to the point that it deters customers from patronizing the local businesses.

Since the parking fees charged by Carbondale are nominal, are comparable to other communities, are typically low enough to deter long-term parkers without adverse impacts to local businesses,

and effectively aid the City in recovering many of the costs associated with managing the parking system, the \$0.25/hour parking fee should be maintained once the City starts enforcing its downtown parking regulations again. The parking regulation hours and days should also be maintained, although the City may want to consider extending the time regulations in the Time Square area (Washington Street and Jackson Street) to 24 hours a day, similar to S. Illinois Avenue, to generate additional parking revenue in an area with a significant evening parking demand. Carbondale's parking permit fees and parking citation fees are also in-line with those charged in the comparable Illinois communities and should also be maintained.

## Web-Based Technologies

A web-based parking operating system could be explored by the City for managing parking, enforcement/ticketing, and permitting. The systems offer contactless, smart-phone apps for digital pay-by-phone payment transactions which enhance customer convenience while allowing cities to maximize revenue potential. The smart-phone apps provide users with alerts when paid parking periods are expiring, allow users to remotely add time to their parking session, provide information on the time periods when parking regulations are in effect, email receipts for paid parking sessions, facilitate citation payments, and allow for a variety of payment methods. The parking enforcement software eliminates manual processes, provides real-time assistance to parking enforcement officers in the field, and offers GPS-based citation issuance, handheld digital ticketing, license plate recognition (LPR) technology, digital chalking, and customizable citation-fee escalation schedules, among other benefits. Examples of web-based parking platforms include ParkMobile, Passport, and AIMS.



## 5. Key Findings and Recommendations

The objective of this Downtown Parking Study for Carbondale was to identify strategies that the City can implement to ensure that an adequate supply of public parking is maintained in the Business Primary (BPR) zoning district to support the current and potential future uses with a fee structure that works well for both the City and business community. In doing so the City can attract development on its vacant parcels, as guided by the Downtown Master Plan, and safeguard the sustained success of the district for years to come.

To achieve this objective, KLOA, Inc. (1) completed a full inventory of the district's public and private parking supply and regulations, (2) performed field surveys to document the utilization of the on-street parking spaces and off-street lots and garages, (3) analyzed the current parking demand, (4) estimated the future parking demand from potential development scenarios, (5) determined areas of parking surplus and deficit under existing and future conditions, and (6) assessed the parking fee structure and parking management practices (i.e., space allocation, time limits, signage, enforcement).

Based on these tasks, the following summarizes our key findings and our recommended options for improving parking operations and addressing parking deficits.

### Key Findings

#### Existing Parking Supply

- There are currently 1,183 public parking spaces in the downtown study area of which 906 are located within 15 parking lots available for public use and 277 are located along the street.
- There are 30% more public parking spaces now than were available in 2015 due to the expansion of Lots 6, 8 and 26 and the metering of Lot 3.
- There are currently 1,917 private parking spaces in the study area located in over 60 lots and one parking garage, including 1,751 spaces that are privately-owned and 166 spaces that are leased from the City for private use (Lots 1, 21, 22).
- Public parking comprises approximately 41.4% of the non-residential parking supply during daytime and evening hours, which is less than the recommended best practice ratio of 50% of parking being publicly available.
- More than 70% of public parking in the study area has 10-hour time limits or longer. Longer time limits are less effective at deterring employees from parking on the street in front of high-turnover retail businesses than shorter time limits, such as those along south Illinois Avenue.
- There are four public lots (Lots 6, 8, 10, 25) that provide fewer accessible spaces than required by the Illinois Accessibility Code. Lot 6 will be eliminated by the SIMMS project. Lot 10 complies when combined with the accessible spaces in the adjacent Lot 14.
- There are only two electric-vehicle charging stations in the study area, both reserved for guests of the Home 2 Suites hotel.

## Existing Parking Utilization

- Since the parking occupancy surveys were performed in September 2020 during the coronavirus pandemic, the survey data was compared with data collected in December 2015 as part of the Downtown Master Plan.
- Based on the comparison, the public off-street parking occupancy counts were adjusted upwards by 40% to be more representative of typical non-pandemic conditions.
- No adjustments were made to the on-street parking counts as the data was comparable to the 2015 data.
- No adjustments were made to the private parking counts as private parking data was not collected in 2015.
- The Covid-adjusted survey data indicates that only approximately one-third of the total public parking supply is utilized at peak times during the daytime and evening hours meaning much of the public parking is going unused. The peak daytime utilization ranged from 28% on Thursday to 30% on Friday. The peak evening utilization ranged from 29% on Thursday to 33% on Friday.
- Lots 8, 10 and 16 experienced that highest use during the daytime and/or evening hours, as did the metered spaces along south Illinois Avenue, south University Avenue, Elm Street, Freeman Street, and in the Town Square area (Jackson Street, Washington Street).
- The survey data indicates that less than one-third of the total private parking supply is utilized at peak times during the daytime and evening hours meaning much of the private parking is also going unused. The peak daytime utilization ranged from 28-29% on Thursday and Friday while the peak evening utilization was 22% on both days.
- While private parking is generally only available for customers, visitors and employees of a specific business or entity, there may be potential for public use of unused private parking in specific areas of the downtown where additional public parking may be needed.

## Existing Parking Supply vs. Demand

- Overall, there is a public parking surplus in the study area, similar to the findings in 2015.
- The total study area parking demand was determined to be 897 spaces during the daytime peak hour and 786 spaces during the evening peak hour.
- Comparing the total parking demand with the total parking supply, with all public and private parking considered, there is a gross daytime parking surplus 2,203 spaces, 58% of which is located west of the railroad, and a gross evening parking surplus of 2,314 spaces, 62% of which is located west of the tracks.
- This parking surplus is misleading because it includes surplus private parking that is not generally available to visitors of other businesses.
- When the surplus private parking is excluded, the net daytime parking surplus is reduced to 826 spaces, 59% (or 491 spaces) or which is located west of the railroad, and the net evening parking surplus is reduced to 789 spaces, with 64% (or 505 spaces) located west of the tracks.

- A more localized analysis by zone indicated the following:
  - West of the railroad, the public parking surplus is highest to the north of Cherry Street and lowest between College Street and Grand Avenue.
  - East of the railroad, the public parking surplus is highest to the north of Walnut Street and lowest between Walnut Street and Mill Street.

### Future Parking Demand

- The Southern Illinois Multi Modal Station is the only significant development currently planned in the downtown. While this project will reduce the public parking supply by 63 spaces, there is currently a sufficient parking surplus to absorb any increase in parking demand.
- There are several vacant sites within the study area, comprising approximately 9.5-acres of land area, that are either owned by the City or by private entities.
- The Downtown Master Plan has identified these parcels as Opportunity Sites. Development of these sites, as guided by the Master Plan, would significantly increase the demand for parking in the study area and require an expansion of the public parking supply.
- The Downtown Master Plan also identifies the City Pavilion/Town Square parcels as opportunity sites where public parking would be replaced by a multi-purpose green space for community events, reducing the public parking supply by another 113 spaces (Lots 7, 16).
- The current net parking surplus would support a significant amount of various types of land use if developed on both sides of the railroad, as summarized in Tables 9 and 10.
- However, if development density follows the Downtown Master Plan, additional public parking will eventually be required including up to 130 spaces along south Illinois Avenue (The Strip), up to 300 spaces in the Town Square area, and up to 200 spaces around Walnut Street/Washington Street.
- This estimate of future parking demand was based on a conservative analysis that utilized an 85% parking efficiency factor and did not discount the parking generation rates for the various land uses to account for a customer base that may utilize more non-auto modes of travel.

### Signage

- The public parking lots currently have clearly visible signs at the lot entry identifying the lot number and enforcement hours.
- There are clearly visible signs within the public lots identifying the payment system (kiosks or meters) and pay station locations.
- The directional signage to the lots from the street system is sparse and not of a consistent shape, format or color.
- The City's recently completed Wayfinding Master Plan has yet to be implemented but includes concept designs for directional, identification and trailblazing parking signage and specifies 22 locations in the downtown for sign installation.

## Economics

- The City utilizes a metered parking system in the downtown for all of its public lots, with the exception of Lot 7 (permit only) and Lot 10 (City Hall employees only), and along segments of Illinois Avenue, University Avenue, Washington Street, Jackson Street, and Monroe Street.
- The City has upgraded its metered parking payment system with pay stations in five of the public lots (Lots 3, 8, 12, 19, 26) and curb parking along Illinois Avenue (Monroe-Mill only).
- The other metered parking locations have individual parking meters.
- The parking fee in all locations is \$0.25 per hour.
- Parking is generally regulated on Monday through Saturday between 8:00 A.M. and 6:00 P.M. with the exception of Lots 3, 7, 8, 12, and 13, and Illinois Avenue (Monroe-Mill), where the regulations are enforced 24 hours a day, seven days a week.
- Long-term parking (up to 4 days) for Amtrak customers is available in Lots 12 and 13.
- There are no overnight parking regulations in Lots 3, 6, 7, 11, 12, 13, 16, 19, 23, 24, 25 & 26.
- The City offers parking permits for weekly or monthly parkers in all public lots except for Lots 8, 14 and 24. Permit fees are \$8/year for seniors, \$25/year for residents, \$2.50/month for downtown employees, and \$25/month for others.
- Parking fines issued by the City range from \$7 for overtime parking to \$10 for illegal parking.
- Over the past 10 years, on average, approximately 45% of the parking revenues come from parking meter receipts, 33% come from fines, and 22% come from permit sales.
- While many comparably-sized communities in Illinois regulate downtown parking with time limits only, the City of Belleville and the university-towns of Urbana, Normal, Bloomington and Decatur charge hourly fees ranging from \$0.25 to \$1 per hour.
- Parking permit fees in the comparable Illinois communities range from \$10 to \$50/month and parking fines were generally around \$10.
- In the eight years prior to 2019, the parking system operated at a profit in three of the years and came close to breaking even in two of the years.
- In 2019, parking revenues were atypically lower due to the City's test of temporarily eliminating parking fees to determine if it measurably stimulated commercial sales.
- In 2020, parking revenues were atypically lower due to economic impacts from the pandemic and the City's policy to temporarily not enforce parking meter fees.
- In normal years, the City has balanced public parking pricing in the downtown in a manner that allows it to cover the costs of operating the parking system, or at least a significant portion of those costs, without deterring customers from patronizing local commercial establishments or causing downtown employees to park in the surrounding neighborhood.
- With a public parking supply 30% higher today than in 2015 when the system was operating at a profit, there are more opportunities to generate parking revenue to offset the parking system costs as the economy emerges from the pandemic.
- The City currently has no personnel assigned to parking enforcement.

## Recommendations

With only approximately one-third of the total public parking supply currently being utilized at peak times, the current parking surplus in the downtown will support a significant amount of new development without the need to increase the public parking supply. The SIMMS project, and other new uses that may develop per the Downtown Master Plan, will eliminate a few of the public parking lots while generating additional parking demand. As this new development comes on-line, the current parking surplus will gradually dissipate, and additional public parking will eventually need to be created. Based on the conservative parking analysis presented in this report, the additional public parking that may be required in the future includes up to 130 spaces along south Illinois Avenue (The Strip), up to 300 spaces in the Town Square area, and up to 200 spaces around Walnut Street/Washington Street. Moving forward, the City should plan on collecting a new set of parking occupancy counts on a biennial schedule to accurately track the utilization of the parking supply and refine the timing on the need to create additional public parking.

The recommendations presented below are intended to improve parking operations and provide parking options to support future development opportunities. The recommendations have been prioritized into three timelines; near-term, mid-term and long-term to assist the City in budgeting, planning and coordination efforts.

### Near-Term Measures

In recognition of the current public parking surplus in the downtown study area, the near-term recommendations (see **Figure 22**) focus on maximizing the efficiency of the current parking supply with less costly and more easily implementable parking solutions that are generally within the City's control. Timelines are within 2 years.

- To reduce parking meter operations, maintenance and replacement costs, and improve streetscape aesthetics, replace the remaining parking meters with kiosk pay stations in Lots 11, 13, 14, 16, 23, 24 and 25 and along Illinois Avenue (Oak-Monroe), University Avenue (Walnut-Mill), Washington Street (Oak-Monroe), Jackson Street (University-Marion), and Monroe Street (University-Illinois).
- To foster greater parking turnover in the Town Square area, deter employees from parking on the street, and generate more parking revenue in an area with significant evening parking demand, change the metered street parking regulations to 2-hour limits enforced 24 hours/day, 7 days/week, including:
  - Washington Street (Oak-Main)
  - Jackson Street (Illinois-Marion)
- To enforce the parking regulations, prevent abuse of public parking, and aid in the collection of parking revenues, retain at least one full-time and one part-time parking enforcement officer.
- Allow free parking along the north side of Oak Street (Washington-Marion) to increase parking options in the Town Square area. (*Gain 16 public spaces*)
- Change the 10-hour parking meter regulation on Illinois Avenue (Walnut-Elm) to a 2-hour limit, effectively extending the 2-hour limit one block further north to the SIMMS site.

- Install accessible spaces to comply with the Illinois Accessibility Code, including:
  - Lot 8 – add one accessible stall
  - Lot 25 – add two accessible stalls
- Clarify the parking regulation signage in Lot 3. The lot identification sign indicates regulations are in effect 8:00 A.M.-6:00 P.M. Monday-Saturday but enforcement is 7 days/week. If enforcement is intended to match the regulatory period, replace the “Enforced 7 days a week, pay at kiosk” plaque with just a “Pay at Kiosk” plaque.
- Offer free remote parking for downtown employees in Lot 3 as an alternative to parking permit fees and to open more spaces in the downtown core lots for customers. The City of Decatur offers a similar parking option.
- Maintain the \$0.25/hour metered parking fee once the City starts enforcing its downtown parking regulations again since the fees are nominal, are comparable to other communities, are typically low enough to deter long-term parkers without adverse impacts to local businesses, and effectively aid the City in recovering costs of managing the parking system.
- Reinitiate parking meter enforcement paused during pandemic to offset parking system costs.
- Maintain the parking regulation hours and days (Mon-Sat; 8:00 A.M.-6:00 P.M.) as those have proven effective as well.
- Maintain the current parking permit fees and parking fines, which are also in-line with those charged in the comparable Illinois communities.
- Implement a web-based parking operating system to maximize customer convenience, enforcement, and revenue potential. System would utilize a smart-phone app for digital pay-by-phone parking payment transactions, GPS-technology for real-time citation issuance, and handheld digital ticketing to eliminate manual processes, among other benefits.
- To supplement parking along The Strip and the high evening use of Lot 8, open the Public Safety Center visitor’s lot for public use during evenings and weekends.
- Implement the City’s new wayfinding sign plan providing uniform trailblazing and directional signs to the public parking facilities.
- Dedicate parking spaces at the City Center, future SIMMS development, and larger public lots (e.g., Lot 8, Lot 13) for electric-vehicle charging stations to support national trends towards climate conservation and emissions reduction.
- Pursue a car sharing program jointly sponsored by the City & SIU similar to the Zipcar programs at Eastern Illinois University and the University of Illinois-Urbana/Champaign.
- Initiate a public parking information and education campaign to highlight the near-term parking changes, potentially including the new pay-by-phone parking app, new lots available for public use, streets with new parking kiosks and/or time regulations, and free remote parking lots for downtown employees.

## Mid-Term Measures

The mid-term recommendations (see **Figure 23**) are initial measures to supplement the daytime and evening public parking supply to support increased parking demand in the downtown, temporarily replace public parking eliminated by other downtown planning initiatives, and as a precursor to potential structured parking. These measures require a higher degree of planning, may require negotiations with private landowners or acquisition of private property, and more moderate construction budgets. Timelines generally range from 2-5 years or possibly longer depending on the pace of development and the utilization rates of the current parking supply.

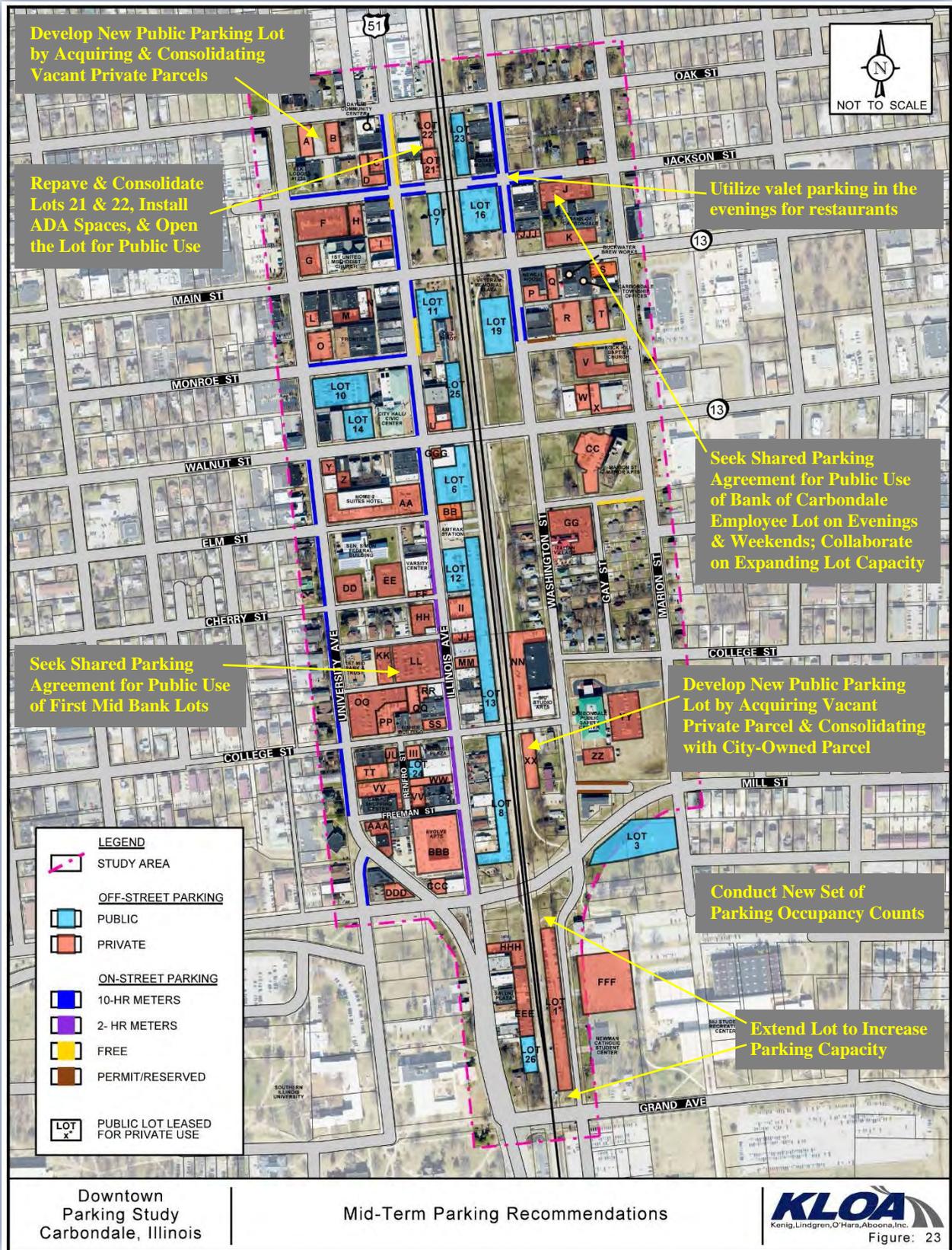
- Conduct a new set of parking occupancy counts to compare with the data from this study (collected during the coronavirus pandemic), analyze the effectiveness of the near-term measures, and reorder the parking priorities, as appropriate.
- Supplement parking along The Strip to support new development (e.g., Sites 6 and 7) and replace the 63 public parking spaces eliminated by the SIMMS project. Potential parking need for up to 130 public spaces. Options include:
  - Seek a shared parking agreement with the parking lot owners and First Mid Bank & Trust for public use of the 106 parking spaces in the bank’s east and west parking lots. Post public parking policies at the lot. (Site 5: *Gain up to 106 spaces for public use*)
  - Develop a new public lot along the east side of the railroad right-of-way (south of College Street) by acquiring a private parcel and consolidating with the vacant City-owned parcel. (Site 19: *Gain 36 public spaces*)
- Implement strategies to maximize the current parking supply and develop additional parking in the Town Square area in advance of the removal of the 113 spaces from redevelopment of Lots 7 and 16 per the Downtown Master Plan. Options include:
  - Utilize valet parking in the evenings for the restaurants.
  - Seek a shared parking agreement with the Bank of Carbondale for public use of the bank’s 51-space north parking lot during evenings and weekends when the bank is not open. Collaborate with bank to extend the parking lot to the east to increase the lot capacity by 12 spaces. Post public parking policies at the lot. (Site 13: *Gain 63 spaces for public use*)
  - Repave and consolidate Lots 21 and 22 to increase lot capacity by approximately 3 spaces, install 3 accessible spaces, and open the lot for public use rather than leasing to private organizations. Utilize pay station kiosks. (Site 2: *Gain 52 spaces for public use*)
  - Acquire, consolidate and construct a parking lot at the southeast corner of University Avenue and Oak Street. Utilize pay station kiosks. (Site 1: *Gain 75 public spaces*)
- Extend Lot 1 at the north and south ends to accommodate growth in remote parking needs and preserve customer parking along The Strip. (Sites 20 & 21: *Gain 24 spaces*)
- The addition of these public parking spaces, where warranted, will come closer to achieving a best practice of the City controlling or making publicly available a minimum of 50% of the total non-residential parking supply in the downtown.

## Long-Term Measures

The long-term recommendations (see **Figure 24**) are intended to supplement the public parking supply by permanently replacing public parking eliminated by other downtown initiatives and by supporting increased parking demand from new development and the occupancy of vacant commercial space in the downtown area, which are subject to economic and market-timing factors for the potential land uses. These measures may require architecture and engineering design, land acquisition, roadway and sidewalk reconstruction, utility relocations, and streetscape alterations. As such these measures have significantly higher construction budgets and may require coordination with other agencies. The City may also elect to pursue grant funding or public-private partnerships to defray a portion of the public costs for these projects. Timelines can exceed 5 years.

- Conduct parking occupancy counts on a biennial schedule to analyze the utilization of the parking supply as new developments come on-line, evaluate the effectiveness of the mid-term measures, and reorder the parking priorities, as appropriate.
- Develop additional public parking along The Strip.
  - If shared parking of First Mid Bank & Trust lots is not workable or sufficient, the City should seek to acquire the bank's underutilized east and west parking lots and construct a multi-level parking deck with street-level commercial frontage along Illinois Avenue. Utilize real-time parking count technology on the outside of the deck.  
(Site 5: *Gain approximately 100-120 public spaces/floor*)
- Develop additional parking in the Town Square area to support community events and potential new development on the surrounding blocks, including Sites 2, 10, 13, and 14. Potential parking need for up to 300 public spaces depending on development density. Options include:
  - Develop a multi-level parking deck with street-level retail space on City-owned site of Lot 19 (59 spaces) and Veterans Plaza at the southwest corner of Main Street/Washington Street. (Site 14: *Gain approximately 100 spaces/floor*)
  - Reconstruct and widen Washington Street (Monroe-Walnut) to extend the 50-foot road width south to Walnut Street and provide additional commercial-supporting street parking. Utilize pay station kiosks. (*Gain: 20 public spaces*)
- Develop additional parking to support potential new development on the vacant parcels at Walnut Street and Washington Street (Sites 15, 16, 17, 18). Potential parking need for up to 200 public spaces depending on development density. Options include:
  - Consolidate City-owned parcels at the northwest corner of Walnut Street/Washington Street (Site 15) and retain a developer to construct a mixed-use development incorporating a public lot or multi-level parking structure.
  - Acquire private parcels at the southwest corner of Walnut Street/Washington Street (Site 17), consolidate with the City-owned parcel, and retain a developer to construct a mixed-use development incorporating a public lot or multi-level parking structure.
  - Reconstruct and widen Washington Street (Walnut-Elm) to extend the 50-foot road width south to Elm Street and provide additional commercial-supporting street parking. Utilize pay station kiosks. (*Gain: 20 public spaces*)







# Appendix

- A. Parking Inventory Tables
- B. Parking Utilization Tables
- C. Potential Development Sites
- D. Downtown Parking Rate Comparison

## A. Parking Inventory Tables

Table A1  
Off-Street Public Parking Inventory

Lot	Parking Regulations	Capacity (By Stall Type)				Capacity (By Regulation Fee & Max Time)					
		Standard Stalls	Reserved Stalls	Accessible Stalls	Total	Hourly 3 Hr <sup>1</sup>	Hourly 10 Hr <sup>1</sup>	Hourly 24 Hr <sup>1</sup>	Daily 4 Days <sup>2</sup>	Reserved/Permit	Total
Lot 3 (Mill, Washington-Marion)	24 hr metered/kiosk, 24 hr max, M-SUN <sup>1</sup>	111	0	5	116			116			116
Lot 6 (Walnut St south of Illinois)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	51	0	2	53		53				53
Lot 7 (Jackson St at Historic Pavilion)	Permit parking only 12A-12P, SUN-SAT	41	0	2	43					43	43
Lot 8 (Illinois Ave (College-Mill))	24 hr metered/kiosk, 3 hr max, M-SUN <sup>1</sup>	78	10	3	91	81				10	91
Lot 10 (City Hall employee lot)	City Hall employees 7A-5P, M-F	88	5	0	93					93	93
Lot 11 (Illinois Ave (Main-Monroe, Old Depot))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	66	4	4	74		70			4	74
Lot 12 (Amtrak station)	24 hr metered/kiosk & long-term, M-SUN, 4 days max <sup>2</sup>	41	0	2	43				43		43
Lot 13 (Illinois Ave (Amtrak station-College))	metered/kiosk; short-term 8A-6P, M-SAT <sup>1</sup> & 24 hr long-term, M-SUN, 4 day max <sup>2</sup>	101	0	5	106		65		41		106
Lot 14 (City Hall lot)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	41	1	5	47		46			1	47
Lot 16 (Washington St at Jackson)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	67	0	3	70		70				70
Lot 19 (Washington St at Monroe (Veterans Plaza))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	56	0	3	59		59				59
Lot 23 (Jackson St (Washington-Oak))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	31	0	2	33		33				33
Lot 24 (Renfro south of College)*	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	3	8	2	13		13				13
Lot 25 (Walnut St north of Illinois)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	41	0	0	41		33			8	41
Lot 26 (Illinois Ave north of Grand)	metered/kiosk 8A-6P, max 24 hrs, M-SAT <sup>1</sup>	23	0	1	24		24				24
<b>TOTAL</b>		<b>839</b>	<b>28</b>	<b>39</b>	<b>906</b>	<b>81</b>	<b>466</b>	<b>116</b>	<b>84</b>	<b>159</b>	<b>906</b>

<sup>1</sup> \$0.25/hour

<sup>2</sup> \$2/day

\* private lot leased by City for public use

Table A2  
On-Street Public Parking Inventory

Block	Side of Street	Capacity	Parking Regulation <sup>1</sup>
1 University Ave (Walnut - Elm)	W	5	metered M-SAT, 8A-6P
2 University Ave (Elm - Cherry)	W	12	metered M-SAT, 8A-6P
3 University Ave (Cherry - College)	W	12	metered M-SAT, 8A-6P (1 HC)
4 University Ave (College - Freeman)	W	5	metered M-SAT, 8A-6P
5 University Ave Cut-Off (Freeman - Mill)	E	9	metered M-SAT, 8A-6P (1 HC)
6 Illinois Ave (Oak - Jackson)	W	7	metered M-SAT, 8A-6P
7 Illinois Ave (Oak - Jackson)	E	7	free
8 Illinois Ave (Jackson - Main)	W	7	1 free, 6 metered M-SAT, 8A-6P
9 Illinois Ave (Main - Monroe)	E	7	3 free, 4 metered M-SAT, 8A-6P
10 Illinois Ave (Monroe - Walnut)	W	10	metered/kiosk
11 Illinois Ave (Walnut - Elm)	W	9	metered/kiosk
12 Illinois Ave (Elm - Cherry)	W	9	2 Hr metered/kiosk, 24 hr, M-SUN
13 Illinois Ave (Cherry - Hospital)	W	2	2 Hr metered/kiosk, 24 hr, M-SUN
14 Illinois Ave (Hospital - College)	W	11	2 Hr metered/kiosk, 24 hr, M-SUN
15 Illinois Ave (College - Freeman)	W	9	2 Hr metered/kiosk, 24 hr, M-SUN
16 Illinois Ave (Freeman - Mill)	W	10	2 Hr metered/kiosk, 24 hr, M-SUN
17 Washington St (Oak - Jackson)	W	9	metered M-SAT, 8A-6P
18 Washington St (Oak - Jackson)	E	8	metered M-SAT, 8A-6P
19 Washington St (Jackson - Main)	W	5	metered M-SAT, 8A-6P
20 Washington St (Jackson - Main)	E	6	metered M-SAT, 8A-6P
21 Washington St (Main - Monroe)	W	10	metered M-SAT, 8A-6P
22 Washington St (Main - Monroe)	E	3	metered M-SAT, 8A-6P
23 Jackson St (University - Illinois)	N	12	metered M-SAT, 8A-6P
24 Jackson St (University - Illinois)	S	4	metered M-SAT, 8A-6P (1 HC)
25 Jackson St (Illinois-RR tracks)	N	4	metered M-SAT, 8A-6P
26 Jackson St (Illinois-RR tracks)	S	4	metered M-SAT, 8A-6P
27 Jackson St (RR tracks - Washington)	N	4	metered M-SAT, 8A-6P
28 Jackson St (RR tracks - Washington)	S	3	metered M-SAT, 8A-6P
29 Jackson St (Washington - Marion)	N	3	metered M-SAT, 8A-6P
30 Jackson St (Washington - Marion)	S	13	metered M-SAT, 8A-6P
31 Monroe St (University - Illinois)	N	14	metered M-SAT, 8A-6P
32 Monroe St (Washington - Marion)	N	13	Alliance Investment Group
33 Monroe St (Washington - Marion)	S	17	free
34 Elm St (Gay - Marion)	S	4	free (2 HC)
35 Freeman St (Washington - Cul-de-sac)	N	6	Permit (Walker Rentals)
36 Freeman St (Washington - Cul-de-sac)	S	4	Permit (Walker Rentals)
<b>TOTAL</b>		<b>277</b>	

<sup>1</sup> All meters \$0.25/hour

Table A3  
Off-Street Private Parking Inventory

Map #	Lot	Parking Regulations	Capacity			Total
			Standard Stalls	Reserved Stalls	Accessible Stalls	
1	Public Lot 1	Permit parking for Evolve apartments	112	0	5	117
21	Public Lot 21	Leased to Dayemi Org & American Resources Group	19	0	0	19
22	Public Lot 22	Leased to Thrift Shop	30	0	0	30
A	Elk Lodge #1243 - SE corner University/Oak	Permit parking	28	0	2	30
B	Lot west of 203 Oak St home	Reserved for Dayemi Community Center	28	0	0	28
C	White & Borgognoni Architects		12	0	1	13
D	SIH		24	0	1	25
E	Quaker Society - NW corner Jackson/Marion		5	0	0	5
F	First United Methodist Church - North Lot	Church parking only	71	4	0	75
G	First United Methodist Church - South Lot	Church parking only	22	0	2	24
H	Oldenhage-Hughes Medical Building		16	0	0	16
I	Barrett, Twomey, Broom, Hughes & Wesley, LLP	Customer parking only	20	0	1	21
J	Bank of Carbondale - North Lot	40 spaces reserved for bank employees	51	0	0	51
K	Bank of Carbondale - South Lot		22	0	4	26
L	Schwartz Building	Schwartz Building parking only	8	0	0	8
M	Panadaria La Unica, Triphammer Tattoo	Custome parking only	12	0	0	12
N	Castle Perilous Games & Books		8	0	1	9
O	Frontier	Employee parking	22	1	1	24
P	Newell House & Spires Wholesale		17	0	1	18
Q	Buckwater Brew Works - West Lot		20	0	1	21
R	Buckwater Brew Works - South Lot		42	0	2	44
S	Holt's Tire & Auto Center	Customer parking only	20	0	0	20
T	Carbondale Township	Guest parking only	18	0	1	19
U	Leather World		7	0	1	8
V	Rock Hill Missionary Baptist Church		34	4	2	40
W	Appliance Wizard		13	0	1	14
X	Coleman Lawn Equipment		12	0	0	12
Y	Horstman's Cleaners & Furriers	Horstman's Cleaners parking only	4	1	0	5
Z	SI Pawn, Sew-A-Lot	Customer parking	6	0	0	6
AA	Home 2 Suites Hotel	Guest parking only	49	0	4	53
BB	Amtrak North Lot	Permit - Employees Only	17	0	0	17
CC	Marion Street Manor Apartments	Permit parking only	51	0	3	54
DD	Senator Paul Simon Federal Building - West Lot	24 hour reserved parking	12	14	0	26
EE	Senator Paul Simon Federal Building - East Lot	Visitor parking only	13	18	2	33
FF	Varsity Center for the Arts	Parking reserved for staff	7	0	0	7
GG	Italian Village restaurant	Customer parking only	60	2	2	64
HH	Dairy Queen	Customer parking only	25	0	0	25
II	Pagliai's Pizza	Customer parking only	17	0	1	18
JJ	Pagliai's Pizza - Loading Zone		5	0	0	5
KK	First Mid Bank & Trust - West Lot	Reserved for bank customers	22	0	0	22
LL	First Mid Bank & Trust - East Lot	Reserved for bank & Bombay Olive	68	16	0	84
MM	Hanger 9 & Pagliai's Pizza		15	0	0	15
NN	SIU Studio Arts	Red SIU commuter parking permit	29	0	0	29
OO	First Mid Bank & Trust - South Lots	Bank parking only	50	0	5	55
PP	Fisher Building - Home Rentals Corp	Permit parking only	27	0	1	28
QQ	Happy Hair Beauty Shop, Artistic Mind Tattoos	Permit parking only	19	0	0	19
RR	Old Town Liquors	Customers only	3	0	0	3
SS	Artistic Mind Tattoos, Happy Hair Beauty Shop	Reserved parking	7	0	1	8
TT	601 University - Laundry World	Laundry World parking only	20	0	2	22
UU	Illinois Attorney General		8	0	0	8
VV	Campus Shopping Center	Customer parking only	40	0	0	40
WW	University Plaza	Customer parking only	16	0	0	16
XX	Gravel Lot		5	0	0	5
YY	Carbondale Public Safety Center Employee Lot	Employee parking only	72	3	1	76
ZZ	Carbondale Public Safety Center Visitor Lot	Visitor parking only	23	0	3	26
AAA	Campus Shopping Center	shopping center, B&A Travel & Evolve reserved	50	12	3	65
BBB	Evolve garage parking	Permit parking only	65	2	3	70
CCC	Cricket Wireless	Permit parking only	12	0	0	12
DDD	Underground Public House, Blend Tea & Crepe	Customers only (8 spaces used for seating)	4	0	0	4
EEE	Saluki Plaza	Plaza parking only	48	0	1	49
FFF	Newman Catholic Student Center	Permit Parking	160	6	2	168
GGG	Carbondale Cycle	Customer parking only	5	0	0	5
HHH	Armed Forces Career Center	U.S. Military, staff & guests	31	0	1	32
III	Permit parking	Customers only	11	0	0	11
JJJ	ABC Liquor Mart	Customer parking only	3	0	0	3
<b>TOTAL</b>			<b>1772</b>	<b>83</b>	<b>62</b>	<b>1917</b>

## B. Parking Utilization Tables

Table B1 - Adjusted

Carbondale Downtown Parking Study  
Off-Street Public Parking Lot Occupancy Counts (Adjusted by 40%)

Thursday, September 24, 2020

Map #	Lot	Parking Regulations	Capacity	Number of Spaces Occupied														
				9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	
3	Lot 3 (Mill, Washington-Marion)	24 hr metered/kiosk, 24 hr max, M-SUN <sup>1</sup>	116	1	0	1	3	0			0	0	0	0	0		0	0
6	Lot 6 (Illinois Ave south of Walnut St)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	53	8	8	10	11	6			8	14	18	21	17		10	7
7	Lot 7 (Jackson St at Historic Pavilion)	Permit parking only 12A-12P, SUN-SAT	43	0	1	1	0	0			1	1	0	0	0		0	0
8	Lot 8 (Illinois Ave (College-Mill))	24 hr metered/kiosk, 3 hr max, M-SUN <sup>1</sup>	91	69	64	67	62	52			56	66	84	85	92		90	92
10	Lot 10 (City Hall employee lot)	City Hall employees 7A-5P, M-F	93	62	59	59	62	63			52	48	38	24	24		22	22
11	Lot 11 (Illinois Ave (Main-Monroe, Old Depot))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	74	46	39	28	24	24			17	27	34	28	21		34	28
12	Lot 12 (Amtrak station)	24 hr metered/kiosk & long-term, M-SUN, 4 days max <sup>2</sup>	43	11	11	13	13	15			14	14	15	13	13		13	11
13	Lot 13 (Illinois Ave (Amtrak station-College))	metered/kiosk; short-term 8A-6P, M-SAT <sup>1</sup> & 24 hr long-term, M-SUN, 4 day max <sup>2</sup>	106	6	7	11	8	10			8	10	8	11	13		17	28
14	Lot 14 (City Hall lot)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	47	13	14	10	14	15			14	13	13	11	8		3	1
16	Lot 16 (Washington St at Jackson)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	70	4	4	10	11	7			8	14	15	20	21		22	17
19	Lot 19 (Washington St at Monroe (Veterans Plaza))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	59	7	10	11	10	10			11	6	1	1	0		0	0
23	Lot 23 (Jackson St (Washington-Oak))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	33	1	3	4	6	4			6	11	8	14	14		7	6
24	Lot 24 (Renfro south of College)*	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	13	3	6	4	4	3			1	4	6	7	4		3	3
25	Lot 25 (Walnut St north of Illinois)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	41	6	7	7	8	8			11	10	10	8	8		4	3
26	Lot 26 (Illinois Ave north of Grand)	metered/kiosk 8A-6P, max 24 hrs, M-SAT <sup>1</sup>	24	7	4	4	6	6			0	1	0	0	0		0	0
<b>TOTAL</b>				<b>906</b>	<b>244</b>	<b>238</b>	<b>241</b>	<b>241</b>	<b>223</b>		<b>209</b>	<b>238</b>	<b>251</b>	<b>244</b>	<b>235</b>		<b>224</b>	<b>218</b>

<sup>1</sup> \$0.25/hour    <sup>2</sup> \$2/day

\* private lot leased by City for public use

■ No counts performed during this hour

Table B2 - Adjusted

Carbondale Downtown Parking Study  
Off-Street Public Parking Lot Occupancy Counts (Adjusted by 40%)

Friday, September 25, 2020

Map #	Lot	Parking Regulations	Capacity	Number of Spaces Occupied														
				9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	
3	Lot 3 (Mill, Washington-Marion)	24 hr metered/kiosk, 24 hr max, M-SUN <sup>1</sup>	116	0	0	1	1	0			1	0	0	0	0		0	0
6	Lot 6 (Illinois Ave south of Walnut St)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	53	3	7	7	7	4			7	6	21	18	14		15	8
7	Lot 7 (Jackson St at Historic Pavilion)	Permit parking only 12A-12P, SUN-SAT	43	3	4	0	0	0			0	0	4	4	17		4	0
8	Lot 8 (Illinois Ave (College-Mill))	24 hr metered/kiosk, 3 hr max, M-SUN <sup>1</sup>	91	74	73	70	71	66			62	64	74	78	87		80	92
10	Lot 10 (City Hall employee lot)	City Hall employees 7A-5P, M-F	93	76	67	69	67	57			56	57	29	22	25		24	22
11	Lot 11 (Illinois Ave (Main-Monroe, Old Depot))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	74	21	29	31	38	27			24	29	41	38	35		31	39
12	Lot 12 (Amtrak station)	24 hr metered/kiosk & long-term, M-SUN, 4 days max <sup>2</sup>	43	18	18	18	17	21			18	18	21	21	17		17	15
13	Lot 13 (Illinois Ave (Amtrak station-College))	metered/kiosk; short-term 8A-6P, M-SAT <sup>1</sup> & 24 hr long-term, M-SUN, 4 day max <sup>2</sup>	106	7	11	18	15	11			13	13	18	21	28		46	49
14	Lot 14 (City Hall lot)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	47	4	13	15	8	8			13	10	7	7	1		0	0
16	Lot 16 (Washington St at Jackson)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	70	7	4	7	11	14			8	7	17	29	42		50	41
19	Lot 19 (Washington St at Monroe (Veterans Plaza))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	59	7	8	8	13	11			8	11	7	11	11		0	0
23	Lot 23 (Jackson St (Washington-Oak))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	33	0	1	3	4	4			6	6	17	15	14		17	18
24	Lot 24 (Renfro south of College)*	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	13	1	3	3	4	7			4	7	6	6	7		6	6
25	Lot 25 (Walnut St north of Illinois)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	41	3	6	4	1	6			10	10	4	7	4		0	3
26	Lot 26 (Illinois Ave north of Grand)	metered/kiosk 8A-6P, max 24 hrs, M-SAT <sup>1</sup>	24	3	4	11	13	7			8	4	1	1	0		0	0
<b>TOTAL</b>				<b>906</b>	<b>227</b>	<b>249</b>	<b>266</b>	<b>272</b>	<b>244</b>		<b>238</b>	<b>242</b>	<b>267</b>	<b>280</b>	<b>302</b>		<b>290</b>	<b>294</b>

<sup>1</sup> \$0.25/hour    <sup>2</sup> \$2/day

\* private lot leased by City for public use

■ No counts performed during this hour

Table B3 - Adjusted

Carbondale Downtown Parking Study  
Off-Street Public Parking Lot Occupancy Percentage (Adjusted by 40%)

Thursday, September 24, 2020

Map # Lot	Parking Regulations	Capacity	Number of Spaces Occupied													
			9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
3 Lot 3 (Mill, Washington-Marion)	24 hr metered/kiosk, 24 hr max, M-SUN <sup>1</sup>	116	1%	0%	1%	2%	0%		0%	0%	0%	0%	0%		0%	0%
6 Lot 6 (Illinois Ave south of Walnut St)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	53	16%	16%	18%	21%	11%		16%	26%	34%	40%	32%		18%	13%
7 Lot 7 (Jackson St at Historic Pavilion)	Permit parking only 12A-12P, SUN-SAT	43	0%	3%	3%	0%	0%		3%	3%	0%	0%	0%		0%	0%
8 Lot 8 (Illinois Ave (College-Mill))	24 hr metered/kiosk, 3 hr max, M-SUN <sup>1</sup>	91	75%	71%	74%	68%	57%		62%	72%	92%	94%	102%		98%	102%
10 Lot 10 (City Hall employee lot)	City Hall employees 7A-5P, M-F	93	66%	63%	63%	66%	68%		56%	51%	41%	26%	26%		24%	24%
11 Lot 11 (Illinois Ave (Main-Monroe, Old Depot))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	74	62%	53%	38%	32%	32%		23%	36%	45%	38%	28%		45%	38%
12 Lot 12 (Amtrak station)	24 hr metered/kiosk & long-term, M-SUN, 4 days m	43	26%	26%	29%	29%	36%		33%	33%	36%	29%	29%		29%	26%
13 Lot 13 (Illinois Ave (Amtrak station-College))	metered/kiosk; short-term 8A-6P, M-SAT <sup>1</sup> & 24 hr long-term, M-SUN, 4 day max <sup>2</sup>	106	5%	7%	11%	8%	9%		8%	9%	8%	11%	12%		16%	26%
14 Lot 14 (City Hall lot)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	47	27%	30%	21%	30%	33%		30%	27%	27%	24%	18%		6%	3%
16 Lot 16 (Washington St at Jackson)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	70	6%	6%	14%	16%	10%		12%	20%	22%	28%	30%		32%	24%
19 Lot 19 (Washington St at Monroe (Veterans Plaza))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	59	12%	17%	19%	17%	17%		19%	9%	2%	2%	0%		0%	0%
23 Lot 23 (Jackson St (Washington-Oak))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	33	4%	8%	13%	17%	13%		17%	34%	25%	42%	42%		21%	17%
24 Lot 24 (Renfro south of College)*	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	13	22%	43%	32%	32%	22%		11%	32%	43%	54%	32%		22%	22%
25 Lot 25 (Walnut St north of Illinois)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	41	14%	17%	17%	20%	20%		27%	24%	24%	20%	20%		10%	7%
26 Lot 26 (Illinois Ave north of Grand)	metered/kiosk 8A-6P, max 24 hrs, M-SAT <sup>1</sup>	24	29%	18%	18%	23%	23%		0%	6%	0%	0%	0%		0%	0%
<b>TOTAL</b>		<b>906</b>	<b>27%</b>	<b>26%</b>	<b>27%</b>	<b>27%</b>	<b>25%</b>		<b>23%</b>	<b>26%</b>	<b>28%</b>	<b>27%</b>	<b>26%</b>		<b>25%</b>	<b>24%</b>

<sup>1</sup> \$0.25/hour <sup>2</sup> \$2/day

\* private lot leased by City for public use

■ No counts performed during this hour

Table B4 - Adjusted

Carbondale Downtown Parking Study  
Off-Street Public Parking Lot Occupancy Percentage (Adjusted by 40%)

Friday, September 25, 2020

Map # Lot	Parking Regulations	Capacity	Number of Spaces Occupied													
			9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
3 Lot 3 (Mill, Washington-Marion)	24 hr metered/kiosk, 24 hr max, M-SUN <sup>1</sup>	116	0%	0%	1%	1%	0%		1%	0%	0%	0%	0%		0%	0%
6 Lot 6 (Illinois Ave south of Walnut St)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	53	5%	13%	13%	13%	8%		13%	11%	40%	34%	26%		29%	16%
7 Lot 7 (Jackson St at Historic Pavilion)	Permit parking only 12A-12P, SUN-SAT	43	7%	10%	0%	0%	0%		0%	0%	10%	10%	39%		10%	0%
8 Lot 8 (Illinois Ave (College-Mill))	24 hr metered/kiosk, 3 hr max, M-SUN <sup>1</sup>	91	82%	80%	77%	78%	72%		68%	71%	82%	86%	95%		88%	102%
10 Lot 10 (City Hall employee lot)	City Hall employees 7A-5P, M-F	93	81%	72%	74%	72%	62%		60%	62%	32%	24%	27%		26%	24%
11 Lot 11 (Illinois Ave (Main-Monroe, Old Depot))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	74	28%	40%	42%	51%	36%		32%	40%	55%	51%	47%		42%	53%
12 Lot 12 (Amtrak station)	24 hr metered/kiosk & long-term, M-SUN, 4 days m	43	42%	42%	42%	39%	49%		42%	42%	49%	49%	39%		39%	36%
13 Lot 13 (Illinois Ave (Amtrak station-College))	metered/kiosk; short-term 8A-6P, M-SAT <sup>1</sup> & 24 hr long-term, M-SUN, 4 day max <sup>2</sup>	106	7%	11%	17%	15%	11%		12%	12%	17%	20%	26%		44%	46%
14 Lot 14 (City Hall lot)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	47	9%	27%	33%	18%	18%		27%	21%	15%	15%	3%		0%	0%
16 Lot 16 (Washington St at Jackson)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	70	10%	6%	10%	16%	20%		12%	10%	24%	42%	60%		72%	58%
19 Lot 19 (Washington St at Monroe (Veterans Plaza))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	59	12%	14%	14%	21%	19%		14%	19%	12%	19%	19%		0%	0%
23 Lot 23 (Jackson St (Washington-Oak))	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	33	0%	4%	8%	13%	13%		17%	17%	51%	47%	42%		51%	55%
24 Lot 24 (Renfro south of College)*	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	13	11%	22%	22%	32%	54%		32%	54%	43%	43%	54%		43%	43%
25 Lot 25 (Walnut St north of Illinois)	metered/kiosk 8A-6P, M-SAT <sup>1</sup>	41	7%	14%	10%	3%	14%		24%	24%	10%	17%	10%		0%	7%
26 Lot 26 (Illinois Ave north of Grand)	metered/kiosk 8A-6P, max 24 hrs, M-SAT <sup>1</sup>	24	12%	18%	47%	53%	29%		35%	18%	6%	6%	0%		0%	0%
<b>TOTAL</b>		<b>906</b>	<b>25%</b>	<b>28%</b>	<b>29%</b>	<b>30%</b>	<b>27%</b>		<b>26%</b>	<b>27%</b>	<b>30%</b>	<b>31%</b>	<b>33%</b>		<b>32%</b>	<b>32%</b>

<sup>1</sup> \$0.25/hour <sup>2</sup> \$2/day

\* private lot leased by City for public use

■ No counts performed during this hour

Table B5

Carbondale Downtown Parking Study  
On-Street Parking Occupancy Counts

Thursday, September 24, 2020

Block	Side of Street	Capacity	Parking Regulation <sup>1</sup>	Number of Spaces Occupied														
				9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	
1 University Ave (Walnut - Elm)	W	5	metered M-SAT, 8A-6P	2	2	2	1	1		0	1	1	0	1			1	1
2 University Ave (Elm - Cherry)	W	12	metered M-SAT, 8A-6P	7	6	7	8	8		6	5	7	7	7			9	10
3 University Ave (Cherry - College)	W	12	metered M-SAT, 8A-6P (1 HC)	6	8	7	5	6		2	3	5	6	6			10	9
4 University Ave (College - Freeman)	W	5	metered M-SAT, 8A-6P	2	4	4	5	4		2	4	2	5	4			4	4
5 University Ave Cut-Off (Freeman - Mill)	E	9	metered M-SAT, 8A-6P (1 HC)	5	4	2	2	4		3	6	5	5	8			6	5
6 Illinois Ave (Oak - Jackson)	W	7	metered M-SAT, 8A-6P	1	2	2	2	2		2	1	1	0	0			0	0
7 Illinois Ave (Oak - Jackson)	E	7	free	0	0	0	0	0		0	0	0	0	0			0	0
8 Illinois Ave (Jackson - Main)	W	7	1 free, 6 metered M-SAT, 8A-6P	2	4	5	4	3		4	3	4	2	1			2	2
9 Illinois Ave (Main - Monroe)	E	7	3 free, 4 metered M-SAT, 8A-6P	4	3	4	2	2		1	2	3	1	4			3	1
10 Illinois Ave (Monroe - Walnut)	W	10	metered/kiosk	0	0	1	0	1		2	2	1	0	0			0	0
11 Illinois Ave (Walnut - Elm)	W	9	metered/kiosk	4	5	7	7	8		5	6	8	7	5			4	4
12 Illinois Ave (Elm - Cherry)	W	9	2 Hr metered/kiosk, 24 hr, M-SUN	0	4	7	6	6		9	7	7	8	5			2	3
13 Illinois Ave (Cherry - Hospital)	W	2	2 Hr metered/kiosk, 24 hr, M-SUN	0	0	0	1	0		0	1	0	0	0			0	0
14 Illinois Ave (Hospital - College)	W	11	2 Hr metered/kiosk, 24 hr, M-SUN	0	2	1	3	0		3	2	3	4	3			0	0
15 Illinois Ave (College - Freeman)	W	9	2 Hr metered/kiosk, 24 hr, M-SUN	2	3	2	2	3		2	3	2	4	4			6	7
16 Illinois Ave (Freeman - Mill)	W	10	2 Hr metered/kiosk, 24 hr, M-SUN	6	6	8	6	7		8	9	9	8	9			9	8
17 Washington St (Oak - Jackson)	W	9	metered M-SAT, 8A-6P	0	0	0	1	2		3	2	0	0	1			0	0
18 Washington St (Oak - Jackson)	E	8	metered M-SAT, 8A-6P	0	1	3	2	2		2	1	0	0	3			0	0
19 Washington St (Jackson - Main)	W	5	metered M-SAT, 8A-6P	1	2	2	1	2		1	2	3	3	3			1	1
20 Washington St (Jackson - Main)	E	6	metered M-SAT, 8A-6P	2	3	3	4	2		0	2	3	3	2			4	2
21 Washington St (Main - Monroe)	W	10	metered M-SAT, 8A-6P	1	2	2	1	3		2	1	0	0	0			0	0
22 Washington St (Main - Monroe)	E	3	metered M-SAT, 8A-6P	0	0	1	0	1		1	1	0	0	0			0	0
23 Jackson St (University - Illinois)	N	12	metered M-SAT, 8A-6P	1	1	1	2	2		3	2	2	1	0			0	0
24 Jackson St (University - Illinois)	S	4	metered M-SAT, 8A-6P (1 HC)	1	1	1	1	0		1	1	0	0	0			0	0
25 Jackson St (Illinois-RR tracks)	N	4	metered M-SAT, 8A-6P	1	2	1	2	2		2	2	1	1	2			0	0
26 Jackson St (Illinois-RR tracks)	S	4	metered M-SAT, 8A-6P	0	0	0	1	0		0	0	0	0	0			0	0
27 Jackson St (RR tracks - Washington)	N	4	metered M-SAT, 8A-6P	0	0	0	1	0		1	2	2	3	4			1	1
28 Jackson St (RR tracks - Washington)	S	3	metered M-SAT, 8A-6P	0	1	1	2	1		2	2	1	0	3			0	0
29 Jackson St (Washington - Marion)	N	3	metered M-SAT, 8A-6P	0	1	1	2	1		3	2	2	0	1			1	0
30 Jackson St (Washington - Marion)	S	13	metered M-SAT, 8A-6P	0	1	1	2	2		0	2	2	2	3			0	0
31 Monroe St (University - Illinois)	N	14	metered M-SAT, 8A-6P	2	3	4	4	4		3	3	3	1	1			1	1
32 Monroe St (Washington - Marion)	N	13	Alliance Investment Group	0	1	1	1	1		0	1	0	0	0			0	0
33 Monroe St (Washington - Marion)	S	17	free	0	0	0	0	0		0	0	0	0	0			0	0
34 Elm St (Gay - Marion)	S	4	free (2 HC)	4	4	3	3	4		2	3	3	2	1			1	3
35 Freeman St (Washington - Cul-de-sac)	N	6	Permit (Walker Rentals)	4	3	3	3	4		4	3	3	3	4			4	3
36 Freeman St (Washington - Cul-de-sac)	S	4	Permit (Walker Rentals)	4	4	3	2	2		4	2	3	2	3			3	3
<b>TOTAL</b>		<b>277</b>		<b>62</b>	<b>83</b>	<b>90</b>	<b>89</b>	<b>90</b>		<b>83</b>	<b>89</b>	<b>86</b>	<b>78</b>	<b>88</b>			<b>72</b>	<b>68</b>

No counts performed during this hour

<sup>1</sup> All meters \$0.25/hour

Table B6

Carbondale Downtown Parking Study  
On-Street Parking Occupancy Counts

Friday, September 25, 2020

Block	Side of Street	Capacity	Parking Regulation <sup>1</sup>	Number of Spaces Occupied														
				9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM	
1 University Ave (Walnut - Elm)	W	5	metered M-SAT, 8A-6P	1	1	1	1	1		1	1	0	0	0			0	0
2 University Ave (Elm - Cherry)	W	12	metered M-SAT, 8A-6P	6	4	6	5	5		4	6	4	6	5			7	6
3 University Ave (Cherry - College)	W	12	metered M-SAT, 8A-6P (1 HC)	6	7	10	6	8		7	5	6	7	9			8	9
4 University Ave (College - Freeman)	W	5	metered M-SAT, 8A-6P	3	3	2	3	2		4	5	4	3	4			4	4
5 University Ave Cut-Off (Freeman - Mill)	E	9	metered M-SAT, 8A-6P (1 HC)	5	4	4	5	7		6	5	8	8	6			9	8
6 Illinois Ave (Oak - Jackson)	W	7	metered M-SAT, 8A-6P	0	2	2	2	2		1	1	1	0	0			0	0
7 Illinois Ave (Oak - Jackson)	E	7	free	0	0	0	0	0		0	0	0	0	0			0	0
8 Illinois Ave (Jackson - Main)	W	7	1 free, 6 metered M-SAT, 8A-6P	3	6	4	5	1		1	2	3	1	0			2	2
9 Illinois Ave (Main - Monroe)	E	7	3 free, 4 metered M-SAT, 8A-6P	2	2	3	3	2		1	1	2	2	2			2	2
10 Illinois Ave (Monroe - Walnut)	W	10	metered/kiosk	0	1	1	2	2		2	2	3	1	0			0	0
11 Illinois Ave (Walnut - Elm)	W	9	metered/kiosk	1	1	5	7	4		6	8	7	8	3			5	3
12 Illinois Ave (Elm - Cherry)	W	9	2 Hr metered/kiosk, 24 hr, M-SUN	0	3	7	6	8		7	6	9	8	4			1	1
13 Illinois Ave (Cherry - Hospital)	W	2	2 Hr metered/kiosk, 24 hr, M-SUN	0	0	0	0	0		0	1	0	1	1			0	0
14 Illinois Ave (Hospital - College)	W	11	2 Hr metered/kiosk, 24 hr, M-SUN	0	1	0	1	3		3	4	2	5	4			3	1
15 Illinois Ave (College - Freeman)	W	9	2 Hr metered/kiosk, 24 hr, M-SUN	7	6	3	4	2		4	5	2	5	4			4	4
16 Illinois Ave (Freeman - Mill)	W	10	2 Hr metered/kiosk, 24 hr, M-SUN	7	8	10	9	10		9	7	9	8	10			10	10
17 Washington St (Oak - Jackson)	W	9	metered M-SAT, 8A-6P	0	0	0	1	1		0	2	1	0	0			0	0
18 Washington St (Oak - Jackson)	E	8	metered M-SAT, 8A-6P	0	1	2	2	1		3	3	3	2	1			0	0
19 Washington St (Jackson - Main)	W	5	metered M-SAT, 8A-6P	0	0	0	1	0		0	0	1	5	5			2	1
20 Washington St (Jackson - Main)	E	6	metered M-SAT, 8A-6P	2	1	3	4	2		3	4	2	4	3			3	2
21 Washington St (Main - Monroe)	W	10	metered M-SAT, 8A-6P	2	4	1	1	2		1	2	0	0	0			0	0
22 Washington St (Main - Monroe)	E	3	metered M-SAT, 8A-6P	0	0	0	0	1		0	0	0	1	0			0	0
23 Jackson St (University - Illinois)	N	12	metered M-SAT, 8A-6P	2	1	2	0	1		0	0	1	0	0			0	0
24 Jackson St (University - Illinois)	S	4	metered M-SAT, 8A-6P (1 HC)	1	1	0	0	0		0	0	0	0	0			0	0
25 Jackson St (Illinois-RR tracks)	N	4	metered M-SAT, 8A-6P	1	1	1	2	2		3	3	2	2	3			0	0
26 Jackson St (Illinois-RR tracks)	S	4	metered M-SAT, 8A-6P	1	0	0	0	0		0	0	0	0	0			0	0
27 Jackson St (RR tracks - Washington)	N	4	metered M-SAT, 8A-6P	0	0	2	2	2		2	3	1	2	5			2	1
28 Jackson St (RR tracks - Washington)	S	3	metered M-SAT, 8A-6P	0	0	1	1	1		1	1	1	2	3			0	0
29 Jackson St (Washington - Marion)	N	3	metered M-SAT, 8A-6P	0	1	1	0	0		0	0	0	0	1			1	1
30 Jackson St (Washington - Marion)	S	13	metered M-SAT, 8A-6P	1	3	2	2	1		4	1	2	3	4			3	2
31 Monroe St (University - Illinois)	N	14	metered M-SAT, 8A-6P	4	4	4	4	3		3	3	1	2	2			2	1
32 Monroe St (Washington - Marion)	N	13	Alliance Investment Group	1	1	1	0	2		1	1	0	0	0			0	0
33 Monroe St (Washington - Marion)	S	17	free	0	0	0	0	0		0	0	0	0	0			0	0
34 Elm St (Gay - Marion)	S	4	free (2 HC)	4	2	3	2	4		2	3	3	4	4			2	4
35 Freeman St (Washington - Cul-de-sac)	N	6	Permit (Walker Rentals)	5	3	3	4	5		5	3	3	5	5			3	2
36 Freeman St (Washington - Cul-de-sac)	S	4	Permit (Walker Rentals)	3	4	3	2	3		2	4	3	3	4			3	3
<b>TOTAL</b>		<b>277</b>		<b>68</b>	<b>76</b>	<b>87</b>	<b>87</b>	<b>88</b>		<b>86</b>	<b>92</b>	<b>84</b>	<b>98</b>	<b>92</b>			<b>76</b>	<b>67</b>

No counts performed during this hour

<sup>1</sup> All meters \$0.25/hour

Table B7  
 Carbondale Downtown Parking Study  
 On-Street Parking Occupancy Percentage

Thursday, September 24, 2020

Block	Side of Street	Capacity	Parking Regulation <sup>1</sup>	Percentage of Spaces Occupied													
				9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
1 University Ave (Walnut - Elm)	W	5	metered M-SAT, 8A-6P	40%	40%	40%	20%	20%	0%	20%	20%	0%	20%	0%	20%	20%	20%
2 University Ave (Elm - Cherry)	W	12	metered M-SAT, 8A-6P	58%	50%	58%	67%	67%	50%	42%	58%	58%	58%	58%	75%	83%	
3 University Ave (Cherry - College)	W	12	metered M-SAT, 8A-6P (1 HC)	50%	67%	58%	42%	50%	17%	25%	42%	50%	50%	83%	75%		
4 University Ave (College - Freeman)	W	5	metered M-SAT, 8A-6P	40%	80%	80%	100%	80%	40%	80%	40%	100%	80%	80%	80%	80%	
5 University Ave Cut-Off (Freeman - Mill)	E	9	metered M-SAT, 8A-6P (1 HC)	56%	44%	22%	22%	44%	33%	67%	56%	56%	89%	67%	56%		
6 Illinois Ave (Oak - Jackson)	W	7	metered M-SAT, 8A-6P	14%	29%	29%	29%	29%	29%	14%	14%	0%	0%	0%	0%		
7 Illinois Ave (Oak - Jackson)	E	7	free	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
8 Illinois Ave (Jackson - Main)	W	7	1 free, 6 metered M-SAT, 8A-6P	29%	57%	71%	57%	43%	57%	43%	57%	29%	14%	29%	29%		
9 Illinois Ave (Main - Monroe)	E	7	3 free, 4 metered M-SAT, 8A-6P	57%	43%	57%	29%	29%	14%	29%	43%	14%	57%	43%	14%		
10 Illinois Ave (Monroe - Walnut)	W	10	metered/kiosk	0%	0%	10%	0%	10%	20%	20%	10%	0%	0%	0%	0%		
11 Illinois Ave (Walnut - Elm)	W	9	metered/kiosk	44%	56%	78%	78%	89%	56%	67%	89%	78%	56%	44%	44%		
12 Illinois Ave (Elm - Cherry)	W	9	2 Hr metered/kiosk, 24 hr, M-SUN	0%	44%	78%	67%	67%	100%	78%	78%	89%	56%	22%	33%		
13 Illinois Ave (Cherry - Hospital)	W	2	2 Hr metered/kiosk, 24 hr, M-SUN	0%	0%	0%	50%	0%	0%	50%	0%	0%	0%	0%	0%		
14 Illinois Ave (Hospital - College)	W	11	2 Hr metered/kiosk, 24 hr, M-SUN	0%	18%	9%	27%	0%	27%	18%	27%	36%	27%	0%	0%		
15 Illinois Ave (College - Freeman)	W	9	2 Hr metered/kiosk, 24 hr, M-SUN	22%	33%	22%	22%	33%	22%	33%	22%	44%	44%	67%	78%		
16 Illinois Ave (Freeman - Mill)	W	10	2 Hr metered/kiosk, 24 hr, M-SUN	60%	60%	80%	60%	70%	80%	90%	90%	80%	90%	90%	80%		
17 Washington St (Oak - Jackson)	W	9	metered M-SAT, 8A-6P	0%	0%	0%	11%	22%	0%	22%	0%	0%	11%	0%	0%		
18 Washington St (Oak - Jackson)	E	8	metered M-SAT, 8A-6P	0%	13%	38%	25%	25%	25%	13%	0%	0%	38%	0%	0%		
19 Washington St (Jackson - Main)	W	5	metered M-SAT, 8A-6P	20%	40%	40%	20%	40%	20%	40%	60%	60%	60%	20%	20%		
20 Washington St (Jackson - Main)	E	6	metered M-SAT, 8A-6P	33%	50%	50%	67%	33%	0%	33%	50%	50%	33%	67%	33%		
21 Washington St (Main - Monroe)	W	10	metered M-SAT, 8A-6P	10%	20%	20%	10%	30%	20%	10%	0%	0%	0%	0%	0%		
22 Washington St (Main - Monroe)	E	3	metered M-SAT, 8A-6P	0%	0%	33%	0%	33%	33%	33%	0%	0%	0%	0%	0%		
23 Jackson St (University - Illinois)	N	12	metered M-SAT, 8A-6P	8%	8%	8%	17%	17%	25%	17%	17%	8%	0%	0%	0%		
24 Jackson St (University - Illinois)	S	4	metered M-SAT, 8A-6P (1 HC)	25%	25%	25%	25%	0%	25%	25%	0%	0%	0%	0%	0%		
25 Jackson St (Illinois-RR tracks)	N	4	metered M-SAT, 8A-6P	25%	50%	25%	50%	50%	50%	50%	25%	25%	50%	0%	0%		
26 Jackson St (Illinois-RR tracks)	S	4	metered M-SAT, 8A-6P	0%	0%	0%	25%	0%	0%	0%	0%	0%	0%	0%	0%		
27 Jackson St (RR tracks - Washington)	N	4	metered M-SAT, 8A-6P	0%	0%	0%	25%	0%	25%	50%	50%	75%	100%	25%	25%		
28 Jackson St (RR tracks - Washington)	S	3	metered M-SAT, 8A-6P	0%	33%	33%	67%	33%	67%	67%	33%	0%	100%	0%	0%		
29 Jackson St (Washington - Marion)	N	3	metered M-SAT, 8A-6P	0%	33%	33%	67%	33%	100%	67%	67%	0%	33%	33%	0%		
30 Jackson St (Washington - Marion)	S	13	metered M-SAT, 8A-6P	0%	8%	8%	15%	15%	0%	15%	15%	15%	23%	0%	0%		
31 Monroe St (University - Illinois)	N	14	metered M-SAT, 8A-6P	14%	21%	29%	29%	29%	21%	21%	21%	7%	7%	7%	7%		
32 Monroe St (Washington - Marion)	N	13	Alliance Investment Group	0%	8%	8%	8%	8%	0%	8%	0%	0%	0%	0%	0%		
33 Monroe St (Washington - Marion)	S	17	free	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
34 Elm St (Gay - Marion)	S	4	free (2 HC)	100%	100%	75%	75%	100%	50%	75%	75%	50%	25%	25%	75%		
35 Freeman St (Washington - Cul-de-sac)	N	6	Permit (Walker Rentals)	67%	50%	50%	50%	67%	67%	50%	50%	50%	67%	67%	50%		
36 Freeman St (Washington - Cul-de-sac)	S	4	Permit (Walker Rentals)	100%	100%	75%	50%	50%	100%	50%	75%	50%	75%	75%	75%		
<b>TOTAL</b>		<b>277</b>		<b>22%</b>	<b>30%</b>	<b>32%</b>	<b>32%</b>	<b>32%</b>	<b>30%</b>	<b>32%</b>	<b>31%</b>	<b>28%</b>	<b>32%</b>	<b>26%</b>	<b>25%</b>		

No counts performed during this hour <sup>1</sup> All meters \$0.25/hour

Table B8  
 Carbondale Downtown Parking Study  
 On-Street Parking Occupancy Percentage

Friday, September 25, 2020

Block	Side of Street	Capacity	Parking Regulation <sup>1</sup>	Percentage of Spaces Occupied											
				9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM
1 University Ave (Walnut - Elm)	W	5	metered M-SAT, 8A-6P	20%	20%	20%	20%	20%	20%	20%	0%	0%	0%	0%	0%
2 University Ave (Elm - Cherry)	W	12	metered M-SAT, 8A-6P	50%	33%	50%	42%	42%	33%	50%	33%	50%	42%	58%	50%
3 University Ave (Cherry - College)	W	12	metered M-SAT, 8A-6P (1 HC)	50%	58%	83%	50%	67%	58%	42%	50%	58%	75%	67%	75%
4 University Ave (College - Freeman)	W	5	metered M-SAT, 8A-6P	60%	60%	40%	60%	40%	80%	100%	80%	60%	80%	80%	80%
5 University Ave Cut-Off (Freeman - Mill)	E	9	metered M-SAT, 8A-6P (1 HC)	56%	44%	44%	56%	78%	67%	56%	89%	89%	67%	100%	89%
6 Illinois Ave (Oak - Jackson)	W	7	metered M-SAT, 8A-6P	0%	29%	29%	29%	29%	14%	14%	14%	0%	0%	0%	0%
7 Illinois Ave (Oak - Jackson)	E	7	free	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
8 Illinois Ave (Jackson - Main)	W	7	1 free, 6 metered M-SAT, 8A-6P	43%	86%	57%	71%	14%	14%	29%	43%	14%	0%	29%	29%
9 Illinois Ave (Main - Monroe)	E	7	3 free, 4 metered M-SAT, 8A-6P	29%	29%	43%	43%	29%	14%	14%	29%	29%	29%	29%	29%
10 Illinois Ave (Monroe - Walnut)	W	10	metered/kiosk	0%	10%	10%	20%	20%	20%	20%	30%	10%	0%	0%	0%
11 Illinois Ave (Walnut - Elm)	W	9	metered/kiosk	11%	11%	56%	78%	44%	67%	89%	78%	89%	33%	56%	33%
12 Illinois Ave (Elm - Cherry)	W	9	2 Hr metered/kiosk, 24 hr, M-SUN	0%	33%	78%	67%	89%	78%	67%	100%	89%	44%	11%	11%
13 Illinois Ave (Cherry - Hospital)	W	2	2 Hr metered/kiosk, 24 hr, M-SUN	0%	0%	0%	0%	0%	0%	50%	0%	50%	50%	0%	0%
14 Illinois Ave (Hospital - College)	W	11	2 Hr metered/kiosk, 24 hr, M-SUN	0%	9%	0%	9%	27%	27%	36%	18%	45%	36%	27%	9%
15 Illinois Ave (College - Freeman)	W	9	2 Hr metered/kiosk, 24 hr, M-SUN	78%	67%	33%	44%	22%	44%	56%	22%	56%	44%	44%	44%
16 Illinois Ave (Freeman - Mill)	W	10	2 Hr metered/kiosk, 24 hr, M-SUN	70%	80%	100%	90%	100%	90%	70%	90%	80%	100%	100%	100%
17 Washington St (Oak - Jackson)	W	9	metered M-SAT, 8A-6P	0%	0%	0%	11%	11%	0%	22%	11%	0%	0%	0%	0%
18 Washington St (Oak - Jackson)	E	8	metered M-SAT, 8A-6P	0%	13%	25%	25%	13%	38%	38%	38%	25%	13%	0%	0%
19 Washington St (Jackson - Main)	W	5	metered M-SAT, 8A-6P	0%	0%	0%	20%	0%	0%	0%	20%	100%	100%	40%	20%
20 Washington St (Jackson - Main)	E	6	metered M-SAT, 8A-6P	33%	17%	50%	67%	33%	50%	67%	33%	67%	50%	50%	33%
21 Washington St (Main - Monroe)	W	10	metered M-SAT, 8A-6P	20%	40%	10%	10%	20%	10%	20%	0%	0%	0%	0%	0%
22 Washington St (Main - Monroe)	E	3	metered M-SAT, 8A-6P	0%	0%	0%	0%	33%	0%	0%	0%	33%	0%	0%	0%
23 Jackson St (University - Illinois)	N	12	metered M-SAT, 8A-6P	17%	8%	17%	0%	8%	0%	0%	8%	0%	0%	0%	0%
24 Jackson St (University - Illinois)	S	4	metered M-SAT, 8A-6P (1 HC)	25%	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
25 Jackson St (Illinois-RR tracks)	N	4	metered M-SAT, 8A-6P	25%	25%	25%	50%	50%	75%	75%	50%	50%	75%	0%	0%
26 Jackson St (Illinois-RR tracks)	S	4	metered M-SAT, 8A-6P	25%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
27 Jackson St (RR tracks - Washington)	N	4	metered M-SAT, 8A-6P	0%	0%	50%	50%	50%	50%	75%	25%	50%	125%	50%	25%
28 Jackson St (RR tracks - Washington)	S	3	metered M-SAT, 8A-6P	0%	0%	33%	33%	33%	33%	33%	33%	67%	100%	0%	0%
29 Jackson St (Washington - Marion)	N	3	metered M-SAT, 8A-6P	0%	33%	33%	0%	0%	0%	0%	0%	0%	33%	33%	33%
30 Jackson St (Washington - Marion)	S	13	metered M-SAT, 8A-6P	8%	23%	15%	15%	8%	31%	8%	15%	23%	31%	23%	15%
31 Monroe St (University - Illinois)	N	14	metered M-SAT, 8A-6P	29%	29%	29%	29%	21%	21%	21%	7%	14%	14%	14%	7%
32 Monroe St (Washington - Marion)	N	13	Alliance Investment Group	8%	8%	8%	0%	15%	8%	8%	0%	0%	0%	0%	0%
33 Monroe St (Washington - Marion)	S	17	free	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
34 Elm St (Gay - Marion)	S	4	free (2 HC)	100%	50%	75%	50%	100%	50%	75%	75%	100%	100%	50%	100%
35 Freeman St (Washington - Cul-de-sac)	N	6	Permit (Walker Rentals)	83%	50%	50%	67%	83%	83%	50%	50%	83%	83%	50%	33%
36 Freeman St (Washington - Cul-de-sac)	S	4	Permit (Walker Rentals)	75%	100%	75%	50%	75%	50%	100%	75%	75%	100%	75%	75%
<b>TOTAL</b>		<b>277</b>		<b>25%</b>	<b>27%</b>	<b>31%</b>	<b>31%</b>	<b>32%</b>	<b>31%</b>	<b>33%</b>	<b>30%</b>	<b>35%</b>	<b>33%</b>	<b>27%</b>	<b>24%</b>

No counts performed during this hour <sup>1</sup> All meters \$0.25/hour

Table B9  
 Carbondale Downtown Parking Study  
 Off-Street Private Parking Lot Occupancy Counts

Thursday, September 24, 2020

Map #	Lot	Parking Regulations	Capacity	Number of Spaces Occupied													
				9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
1	Public Lot 1	Permit parking for Evolve apartments	117	51		48		46		39		43		42		48	50
2	Public Lot 21	Leased to Dayemi Org & American Resources Group	19	3		3		3		3		3		2		2	
3	Public Lot 22	Leased to Thrift Shop	30	9		10		12		13		4		1		1	
A	Elk Lodge #1243 - SE corner University/Oak	Permit parking	30	9		9		9		7		5		2		0	
B	Lot west of 203 Oak St home	Reserved for Dayemi Community Center	28	3		2		2		2		0		3		3	
C	White & Borgognoni Architects		13	8		9		8		10		5		4		3	
D	SIH		25	11		11		10		8		0		0		0	
E	Quaker Society - NW corner Jackson/Marion		5		4		1		1		1		0		0		0
F	First United Methodist Church - North Lot	Church parking only	75	27		26		23		20		6		2		2	
G	First United Methodist Church - South Lot	Church parking only	24	0		2		2		3		0		0		0	
H	Oldenhege-Hughes Medical Building		16	2		5		6		4		0		0		0	
I	Barrett, Twomey, Broom, Hughes & Wesley, LLP	Customer parking only	21	9		13		15		13		4		0		0	
J	Bank of Carbondale - North Lot	40 spaces reserved for bank employees	51		29		30		32		33		8		7		4
K	Bank of Carbondale - South Lot		26		4		3		3		3		2		1		1
L	Schwartz Building	Schwartz Building parking only	8	1		2		1		1		1		0		1	
M	Panadaria La Unica, Triphammer Tattoo	Customer parking only	12	10		9		11		8		5		5		4	
N	Castle Perilous Games & Books		9	0		2		4		4		4		5		2	
O	Frontier	Employee parking	24	6		4		5		4		4		2		3	
P	Newell House & Spires Wholesale		18		13		14		15		14		8		2		2
Q	Buckwater Brew Works - West Lot		21	8		8		7		12		8		12		5	
R	Buckwater Brew Works - South Lot		44	4		7		9		8		13		13		8	
S	Holt's Tire & Auto Center	Customer parking only	20	19		17		16		14		13		10		10	
T	Carbondale Township	Guest parking only	19	1		1		3		3		0		0		0	
U	Leather World		8	2		2		2		3		0		0		0	
V	Rock Hill Missionary Baptist Church		40	2		2		2		2		2		2		2	
W	Appliance Wizard		14	3		3		3		2		2		0		0	
X	Coleman Lawn Equipment		12		4		1		3		2		0		0		0
Y	Horstman's Cleaners & Furriers	Horstman's Cleaners parking only	5	1		2		3		2		2		0		0	
Z	SI Pawn, Sew-A-Lot	Customer parking	6	1		1		1		2		1		0		0	
AA	Home 2 Suites Hotel	Guest parking only	53	27		22		22		20		24		21		34	
BB	Amtrak North Lot	Permit - Employees Only	17		7		7		7		7		7		7		8
CC	Marion Street Manor Apartments	Permit parking only	54	20		19		17		18		20		22		19	21
DD	Senator Paul Simon Federal Building - West Lot	24 hour reserved parking	26	0		1				0		0		0		0	
EE	Senator Paul Simon Federal Building - East Lot	Visitor parking only	33	6		4				1		1		0		0	
FF	Varsity Center for the Arts	Parking reserved for staff	7		0		0			0		3		1		0	
GG	Italian Village restaurant	Customer parking only	64	3		9		5		5		11		14		0	0
HH	Dairy Queen	Customer parking only	25		1		1			4		4		6		0	
II	Paglia's Pizza	Customer parking only	18		1		5			0		4		5		0	
JJ	Paglia's Pizza - Loading Zone		5		2		4			4		2		3		0	
KK	First Mid Bank & Trust - West Lot	Reserved for bank customers	22		11		8			10		0		0		0	
LL	First Mid Bank & Trust - East Lot	Reserved for bank & Bombay Olive	84		7		7			6		4		1		0	
MM	Hanger 9 & Paglia's Pizza		15		1		1			3		3		1		9	
NN	SIU Studio Arts	Red SIU commuter parking permit	29		4		8			6		6		3		1	
OO	First Mid Bank & Trust - South Lots	Bank parking only	55		3		2			1		2		2		4	
PP	Fisher Building - Home Rentals Corp	Permit parking only	28		7		8			7		3		0		0	
QQ	Happy Hair Beauty Shop, Artistic Mind Tattoos	Permit parking only	19		7		6			5		3		0		1	
RR	Old Town Liquors	Customers only	3		0		1			2		2		1		0	
SS	Artistic Mind Tattoos, Happy Hair Beauty Shop	Reserved parking	8		0		7			4		3		1		0	
TT	601 University - Laundry World	Laundry World parking only	22		7		4			7		5		2		1	
UU	Illinois Attorney General		8		0		0			0		0		0		0	
VV	Campus Shopping Center	Customer parking only	40		6		10			11		10		5		0	
WW	University Plaza	Customer parking only	16		2		2			1		3		2		3	
XX	Gravel Lot		5		2		2			0		0		0		0	
YY	Carbondale Public Safety Center Employee Lot	Employee parking only	76	48		53		51		38		41		31		30	32
ZZ	Carbondale Public Safety Center Visitor Lot	Visitor parking only	26	4		4		5		5		2		2		2	2
AAA	Campus Shopping Center	shopping center, B&A Travel & Evolve reserved	65		12		21			23		24		30		13	
BBB	Evolve garage parking	Permit parking only	70		35		38			42		40		33		39	42
CCC	Cricketer Wireless	Permit parking only	12		1		2			1		0		0		0	0
DDD	Underground Public House, Blend Tea & Crepe	Customers only (8 spaces used for seating)	4		0		2			4		4		5		0	0
EEE	Saluki Plaza	Plaza parking only	49	11		13		12		6		13		7		2	1
FFF	Newman Catholic Student Center	Permit Parking	168	8		12		12		13		24		12		7	5
GGG	Carbondale Cycle	Customer parking only	5		0		0		0	0		0		0		0	0
HHH	Armed Forces Career Center	U.S. Military, staff & guests	32	17		20		20		16		14		10		9	9
III	Permit parking	Customers only	11		8		8			7		6		8		9	
JJJ	ABC Liquor Mart	Customer parking only	3		0		0		0	0		1		0		1	
<b>TOTAL</b>			<b>1917</b>	<b>289</b>	<b>223</b>	<b>310</b>	<b>244</b>	<b>305</b>	<b>103</b>	<b>311</b>	<b>206</b>	<b>280</b>	<b>152</b>	<b>225</b>	<b>125</b>	<b>211</b>	<b>244</b>

Table B10  
 Carbondale Downtown Parking Study  
 Off-Street Private Parking Lot Occupancy Counts

Friday, September 25, 2020

Map #	Lot	Parking Regulations	Capacity	Number of Spaces Occupied													
				9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
1	Public Lot 1	Permit parking for Evolve apartments	117	48		46		51		46		40		42		38	41
2	Public Lot 21	Leased to Dayemi Org & American Resources Group	19	3		3		4		4		4		3		3	
3	Public Lot 22	Leased to Thrift Shop	30	7		11		10		10		5		1		0	
A	Elk Lodge #1243 - SE corner University/Oak	Permit parking	30	10		10		11		6		4		14		8	
B	Lot west of 203 Oak St home	Reserved for Dayemi Community Center	28	1		1		3		3		1		2		2	
C	White & Borgognoni Architects		13	10		11		9		10		4		3		3	
D	SIH		25	10		11		9		5		2		1		0	
E	Quaker Society - NW corner Jackson/Marion		5		0		1		0		0		0		0		0
F	First United Methodist Church - North Lot	Church parking only	75	23		26		14		8		3		2		2	
G	First United Methodist Church - South Lot	Church parking only	24	0		0		0		0		0		0		0	
H	Oldenhege-Hughes Medical Building		16	10		9		2		0		0		0		0	
I	Barrett, Twomey, Broom, Hughes & Wesley, LLP	Customer parking only	21	10		10		13		12		6		1		0	
J	Bank of Carbondale - North Lot	40 spaces reserved for bank employees	51		28		33		33		35		9		8		6
K	Bank of Carbondale - South Lot		26		4		1		7		7		2		5		1
L	Schwartz Building	Schwartz Building parking only	8	2		3		0		2		1		2		2	
M	Panadaria La Unica, Triphammer Tattoo	Customs parking only	12	7		11		8		6		6		5		5	
N	Castle Perilous Games & Books		9	0		2		2		3		5		6		6	
O	Frontier	Employee parking	24	6		4		3		3		2		2		2	
P	Newell House & Spires Wholesale		18		14		14		13		13		8		5		2
Q	Buckwater Brew Works - West Lot		21	4		6		6		7		10		15		8	
R	Buckwater Brew Works - South Lot		44	2		6		2		11		19		26		11	
S	Holt's Tire & Auto Center	Customer parking only	20	15		18		18		15		10		10		10	
T	Carbondale Township	Guest parking only	19	1		0		1		1		0		0		0	
U	Leather World		8	0		1		2		1		0		0		0	
V	Rock Hill Missionary Baptist Church		40	2		3		3		3		2		2		2	
W	Appliance Wizard		14	2		2		3		2		2		0		0	
X	Coleman Lawn Equipment		12		6		3		4		3		0		0		0
Y	Horstman's Cleaners & Furriers	Horstman's Cleaners parking only	5	1		3		3		4		3		0		0	
Z	SI Pawn, Sew-A-Lot	Customer parking	6	1		1		1		1		1		0		0	
AA	Home 2 Suites Hotel	Guest parking only	53	29		22		20		16		22		19		33	
BB	Amtrak North Lot	Permit - Employees Only	17		7		7		8		7		7		7		8
CC	Marion Street Manor Apartments	Permit parking only	54	23		17		16		17		23		23		19	21
DD	Senator Paul Simon Federal Building - West Lot	24 hour reserved parking	26	0		0		1		2		0		0		0	0
EE	Senator Paul Simon Federal Building - East Lot	Visitor parking only	33	4		4		3		5		0		0		0	0
FF	Varsity Center for the Arts	Parking reserved for staff	7	0		0		1		0		0		0		0	0
GG	Italian Village restaurant	Customer parking only	64	3		10		11		16		26		29		0	0
HH	Dairy Queen	Customer parking only	25	0		2		5		4		2		4		0	0
II	Paglia's Pizza	Customer parking only	18	0		1		2		6		7		13		4	0
JJ	Paglia's Pizza - Loading Zone		5	2		5		3		4		6		2		2	1
KK	First Mid Bank & Trust - West Lot	Reserved for bank customers	22	12		13		14		10		2		0		0	0
LL	First Mid Bank & Trust - East Lot	Reserved for bank & Bombay Olive	84	5		6		11		8		2		2		0	0
MM	Hanger 9 & Paglia's Pizza		15	0		0		0		2		3		0		8	13
NN	SIU Studio Arts	Red SIU commuter parking permit	29	2		2		4		6		4		4		1	1
OO	First Mid Bank & Trust - South Lots	Bank parking only	55	10		8		11		9		2		1		5	2
PP	Fisher Building - Home Rentals Corp	Permit parking only	28	6		8		7		5		0		0		0	0
QQ	Happy Hair Beauty Shop, Artistic Mind Tattoos	Permit parking only	90	5		5		4		6		3		0		0	0
RR	Old Town Liquors	Customers only	3	0		1		2		1		3		1		1	0
SS	Artistic Mind Tattoos, Happy Hair Beauty Shop	Reserved parking	8	0		4		5		2		2		0		0	0
TT	601 University - Laundry World	Laundry World parking only	22	1		5		4		7		3		4		1	1
UU	Illinois Attorney General		8	0		1		0		0		0		0		0	0
VV	Campus Shopping Center	Customer parking only	40	4		9		13		18		15		6		7	2
WW	University Plaza	Customer parking only	16	0		2		4		4		3		6		3	4
XX	Gravel Lot		5	0		0		0		0		0		0		0	0
YY	Carbondale Public Safety Center Employee Lot	Employee parking only	76	49		47		44		45		40		33		39	41
ZZ	Carbondale Public Safety Center Visitor Lot	Visitor parking only	26	2		3		3		1		2		4		1	1
AAA	Campus Shopping Center	shopping center, B&A Travel & Evolve reserved	65	13		13		16		14		20		15		20	18
BBB	Evolve garage parking	Permit parking only	70	36		34		37		31		28		30		23	26
CCC	Crickler Wireless	Permit parking only	12	0		2		3		1		0		0		1	0
DDD	Underground Public House, Blend Tea & Crepe	Customers only (8 spaces used for seating)	4	0		2		2		4		7		7		2	1
EEE	Saluki Plaza	Plaza parking only	49	13		22		15		14		8		5		2	1
FFF	Newman Catholic Student Center	Permit Parking	168	6		9		11		14		12		6		4	4
GGG	Carbondale Cycle	Customer parking only	5		0		0		1		1		1		0		0
HHH	Armed Forces Career Center	U.S. Military, staff & guests	32	15		17		16		18		11		8		8	8
III	Permit parking	Customers only	11	4		9		11		8		9		7		10	11
JJJ	ABC Liquor Mart	Customer parking only	3		1		0		1		1		1		1		3
<b>TOTAL</b>			<b>1917</b>	<b>393</b>	<b>86</b>	<b>445</b>	<b>95</b>	<b>442</b>	<b>103</b>	<b>421</b>	<b>107</b>	<b>352</b>	<b>71</b>	<b>313</b>	<b>79</b>	<b>265</b>	<b>248</b>

Table B11  
 Carbondale Downtown Parking Study  
 Off-Street Private Parking Lot Occupancy Percentage

Thursday, September 24, 2020

Map #	Lot	Parking Regulations	Capacity	Number of Spaces Occupied													
				9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
1	Public Lot 1	Permit parking for Evolve apartments	117	44%		41%		39%		33%		37%		36%		41%	43%
2	Public Lot 21	Leased to Dayami Org & American Resources Group	19	16%		16%		16%		16%		16%		11%		11%	
3	Public Lot 22	Leased to Thrift Shop	30	30%		33%		40%		43%		13%		3%		3%	
A	Ek Lodge #1243 - SE corner University/Oak	Permit parking	30	30%		30%		30%		23%		17%		7%		0%	
B	Lot west of 203 Oak St home	Reserved for Dayami Community Center	28	11%		7%		7%		7%		0%		11%		11%	
C	White & Borgognoni Architects		13	62%		69%		62%		77%		38%		31%		23%	
D	SIH		25	44%		44%		40%		32%		0%		0%		0%	
E	Quaker Society - NW corner Jackson/Marion		5		80%		20%		20%		20%		0%		0%		0%
F	First United Methodist Church - North Lot	Church parking only	75	36%		35%		31%		27%		8%		3%		3%	
G	First United Methodist Church - South Lot	Church parking only	24	0%		8%		8%		13%		0%		0%		0%	
H	Oldenhege-Hughes Medical Building		16	13%		31%		38%		25%		0%		0%		0%	
I	Barrett, Twomey, Broom, Hughes & Wesley, LLP	Customer parking only	21	43%		62%		71%		62%		19%		0%		0%	
J	Bank of Carbondale - North Lot	40 spaces reserved for bank employees	51		57%		59%		63%		65%		16%		14%		8%
K	Bank of Carbondale - South Lot		26		15%		12%		12%		12%		8%		4%		4%
L	Schwartz Building	Schwartz Building parking only	8	13%		25%		13%		13%		13%		0%		13%	
M	Panadaria La Unica, Triphammer Tattoo	Customer parking only	12	83%		75%		92%		67%		42%		42%		33%	
N	Castle Perilous Games & Books		9	0%		22%		44%		44%		44%		56%		22%	
O	Frontier	Employee parking	24	25%		17%		21%		17%		17%		8%		13%	
P	Newell House & Spires Wholesale		18		72%		78%		83%		78%		44%		11%		11%
Q	Buckwater Brew Works - West Lot		21		38%		19%		33%		57%		38%		57%		24%
R	Buckwater Brew Works - South Lot		44		9%		16%		20%		18%		30%		30%		18%
S	Hot's Tire & Auto Center	Customer parking only	20		95%		85%		80%		70%		65%		50%		50%
T	Carbondale Township	Guest parking only	19		5%		5%		16%		16%		0%		0%		0%
U	Leather World		8		25%		25%		25%		38%		0%		0%		0%
V	Rock Hill Missionary Baptist Church		40		5%		5%		5%		5%		5%		5%		5%
W	Appliance Wizard		14		21%		21%		21%		14%		14%		0%		0%
X	Coleman Lawn Equipment		12		33%		8%		25%		17%		0%		0%		0%
Y	Horstman's Cleaners & Furniers	Horstman's Cleaners parking only	5	20%		40%		60%		40%		40%		0%		0%	
Z	SI Pawn, Sew-A-Lot	Customer parking	6	17%		17%		17%		33%		17%		0%		0%	
AA	Home 2 Suites Hotel	Guest parking only	53	51%		42%		42%		38%		45%		40%		64%	
BB	Amtrak North Lot	Permit - Employees Only	17		41%		41%		41%		41%		41%		41%		47%
CC	Marion Street Manor Apartments	Permit parking only	54	37%		35%		31%		33%		37%		41%		35%	39%
DD	Senator Paul Simon Federal Building - West Lot	24 hour reserved parking	26	0%		4%		0%		0%		0%		0%		0%	
EE	Senator Paul Simon Federal Building - East Lot	Visitor parking only	33	18%		12%		3%		3%		3%		0%		0%	
FF	Varsity Center for the Arts	Parking reserved for staff	7		0%		0%		0%		0%		43%		14%		0%
GG	Italian Village restaurant	Customer parking only	64	5%		14%		8%		8%		17%		22%		0%	0%
HH	Dairy Queen	Customer parking only	25		4%		4%		16%		16%		16%		24%		0%
II	Paglia's Pizza	Customer parking only	18		6%		28%		0%		22%		22%		28%		0%
JJ	Paglia's Pizza - Loading Zone		5		40%		80%		80%		80%		40%		60%		0%
KK	First Mid Bank & Trust - West Lot	Reserved for bank customers	22		50%		36%		45%		0%		0%		0%		0%
LL	First Mid Bank & Trust - East Lot	Reserved for bank & Bombay Olive	84		8%		8%		7%		7%		5%		1%		0%
MM	Hanger 9 & Paglia's Pizza		15		7%		7%		20%		20%		20%		7%		60%
NN	SIU Studio Arts	Red SIU commuter parking permit	29		14%		28%		21%		21%		21%		10%		3%
OO	First Mid Bank & Trust - South Lots	Bank parking only	55		5%		4%		2%		2%		4%		4%		7%
PP	Fisher Building - Home Rentals Corp	Permit parking only	28		25%		29%		25%		25%		11%		0%		0%
QQ	Happy Hair Beauty Shop, Artistic Mind Tattoos	Permit parking only	19		37%		32%		26%		26%		16%		0%		5%
RR	Old Town Liquors	Customers only	3		0%		33%		67%		67%		33%		0%		0%
SS	Artistic Mind Tattoos, Happy Hair Beauty Shop	Reserved parking	8		0%		88%		50%		38%		13%		0%		0%
TT	601 University - Laundry World	Laundry World parking only	22		32%		18%		32%		23%		9%		5%		5%
UU	Illinois Attorney General		8		0%		0%		0%		0%		0%		0%		0%
VV	Campus Shopping Center	Customer parking only	40		15%		25%		28%		25%		13%		0%		0%
WW	University Plaza	Customer parking only	16		13%		13%		6%		6%		19%		13%		19%
XX	Gravel Lot		5		40%		40%		0%		0%		0%		0%		0%
YY	Carbondale Public Safety Center Employee Lot	Employee parking only	76	63%		70%		67%		50%		54%		41%		39%	42%
ZZ	Carbondale Public Safety Center Visitor Lot	Visitor parking only	26	15%		15%		19%		19%		8%		8%		8%	8%
AAA	Campus Shopping Center	shopping center, B&A Travel & Evolve reserved	65		18%		32%		60%		35%		37%		46%		20%
BBB	Evolve garage parking	Permit parking only	70		50%		54%		60%		57%		47%		56%		60%
CCC	Crickel Wireless	Permit parking only	12		8%		17%		8%		0%		0%		0%		0%
DDD	Underground Public House, Blend Tea & Crepe	Customers only (8 spaces used for seating)	4		0%		50%		100%		100%		125%		0%		0%
EEE	Saluki Plaza	Plaza parking only	49	22%		27%		24%		12%		27%		14%		4%	2%
FFF	Newman Catholic Student Center	Permit Parking	168	5%		7%		7%		8%		14%		7%		4%	3%
GGG	Carbondale Cycle	Customer parking only	5		0%		0%		0%		0%		0%		0%		0%
HHH	Armed Forces Career Center	U.S. Military, staff & guests	32	53%		63%		63%		50%		44%		31%		28%	28%
III	Permit parking	Customers only	11		73%		73%		64%		64%		55%		73%		82%
JJJ	ABC Liquor Mart	Customer parking only	3		0%		0%		0%		0%		33%		0%		33%
<b>TOTAL</b>			<b>1917</b>	<b>29%</b>	<b>24%</b>	<b>32%</b>	<b>26%</b>	<b>31%</b>	<b>34%</b>	<b>29%</b>	<b>24%</b>	<b>26%</b>	<b>18%</b>	<b>21%</b>	<b>15%</b>	<b>20%</b>	<b>15%</b>

Table B12  
 Carbondale Downtown Parking Study  
 Off-Street Private Parking Lot Occupancy Percentage

Friday, September 25, 2020

Map #	Lot	Parking Regulations	Capacity	Number of Spaces Occupied													
				9:00 AM	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM	8:00 PM	9:00 PM	10:00 PM
1	Public Lot 1	Permit parking for Evolve apartments	117	41%		39%		44%		39%		34%		36%		32%	35%
2	Public Lot 21	Leased to Dayami Org & American Resources Group	19	16%		16%		21%		21%		21%		16%		16%	
3	Public Lot 22	Leased to Thrift Shop	30	23%		37%		33%		33%		17%		3%		0%	
A	Ek Lodge #1243 - SE corner University/Oak	Permit parking	30	33%		33%		37%		20%		13%		47%		27%	
B	Lot west of 203 Oak St home	Reserved for Dayami Community Center	28	4%		4%		11%		11%		4%		7%		7%	
C	White & Borgognoni Architects		13	77%		85%		69%		77%		31%		23%		23%	
D	SIH		25	40%		44%		36%		20%		8%		4%		0%	
E	Quaker Society - NW corner Jackson/Marion		5		0%		20%		0%		0%		0%		0%		0%
F	First United Methodist Church - North Lot	Church parking only	75	31%		35%		19%		11%		4%		3%		3%	
G	First United Methodist Church - South Lot	Church parking only	24	0%		0%		0%		0%		0%		0%		0%	
H	Oldenhege-Hughes Medical Building		16	63%		56%		13%		0%		0%		0%		0%	
I	Barrett, Twomey, Broom, Hughes & Wesley, LLP	Customer parking only	21	48%		48%		62%		57%		29%		5%		0%	
J	Bank of Carbondale - North Lot	40 spaces reserved for bank employees	51		55%		65%		65%		69%		18%		16%		12%
K	Bank of Carbondale - South Lot		26		15%		4%		27%		27%		8%		19%		4%
L	Schwartz Building	Schwartz Building parking only	8	25%		38%		0%		25%		13%		25%		25%	
M	Panadaria La Unica, Triphammer Tattoo	Custom parking only	12	58%		92%		67%		50%		50%		42%		42%	
N	Castle Perilous Games & Books		9	0%		22%		22%		33%		56%		67%		67%	
O	Frontier	Employee parking	24	25%		17%		13%		13%		8%		8%		8%	
P	Newell House & Spires Wholesale		18		78%		78%		72%		72%		44%		28%		11%
Q	Buckwater Brew Works - West Lot		21		19%		29%		33%		33%		48%		71%		38%
R	Buckwater Brew Works - South Lot		44		5%		14%		5%		25%		43%		59%		25%
S	Hot's Tire & Auto Center	Customer parking only	20		75%		90%		90%		75%		50%		50%		50%
T	Carbondale Township	Guest parking only	19		5%		0%		5%		5%		0%		0%		0%
U	Leather World		8		0%		13%		25%		13%		0%		0%		0%
V	Rock Hill Missionary Baptist Church		40		5%		8%		8%		8%		5%		5%		5%
W	Appliance Wizard		14		14%		14%		21%		14%		14%		0%		0%
X	Coleman Lawn Equipment		12		50%		25%		33%		25%		0%		0%		0%
Y	Horstman's Cleaners & Furniers	Horstman's Cleaners parking only	5	20%		60%		60%		80%		60%		0%		0%	
Z	SI Pawn, Sew-A-Lot	Customer parking	6	17%		17%		17%		17%		17%		0%		0%	
AA	Home 2 Suites Hotel	Guest parking only	53	55%		42%		38%		30%		42%		36%		62%	
BB	Amtrak North Lot	Permit - Employees Only	17		41%		41%		47%		41%		41%		41%		47%
CC	Marion Street Manor Apartments	Permit parking only	54	43%		31%		30%		31%		43%		43%		35%	39%
DD	Senator Paul Simon Federal Building - West Lot	24 hour reserved parking	26	0%		0%		4%		8%		0%		0%		0%	0%
EE	Senator Paul Simon Federal Building - East Lot	Visitor parking only	33	12%		12%		9%		15%		0%		0%		0%	0%
FF	Varsity Center for the Arts	Parking reserved for staff	7	0%		0%		14%		0%		0%		0%		0%	0%
GG	Italian Village restaurant	Customer parking only	64	5%		16%		17%		25%		41%		45%		0%	0%
HH	Dairy Queen	Customer parking only	25	0%		8%		20%		16%		8%		16%		0%	0%
II	Paglia's Pizza	Customer parking only	18	0%		6%		11%		33%		39%		72%		22%	0%
JJ	Paglia's Pizza - Loading Zone		5	40%		100%		60%		80%		120%		40%		40%	20%
KK	First Mid Bank & Trust - West Lot	Reserved for bank customers	22	55%		59%		64%		45%		9%		0%		0%	0%
LL	First Mid Bank & Trust - East Lot	Reserved for bank & Bombay Olive	84	6%		7%		13%		10%		2%		2%		0%	0%
MM	Hanger 9 & Paglia's Pizza		15	0%		0%		0%		13%		20%		0%		53%	87%
NN	SIU Studio Arts	Red SIU commuter parking permit	29	7%		7%		14%		21%		14%		14%		3%	3%
OO	First Mid Bank & Trust - South Lots	Bank parking only	55	18%		15%		20%		16%		4%		2%		9%	4%
PP	Fisher Building - Home Rentals Corp	Permit parking only	28	21%		29%		25%		18%		0%		0%		0%	0%
QQ	Happy Hair Beauty Shop, Artistic Mind Tattoos	Permit parking only	19	26%		26%		21%		32%		16%		0%		0%	0%
RR	Old Town Liquors	Customers only	3	0%		33%		67%		33%		100%		33%		33%	0%
SS	Artistic Mind Tattoos, Happy Hair Beauty Shop	Reserved parking	8	0%		50%		63%		25%		25%		0%		0%	0%
TT	601 University - Laundry World	Laundry World parking only	22	5%		23%		18%		32%		14%		18%		5%	5%
UU	Illinois Attorney General		8	0%		13%		0%		0%		0%		0%		0%	0%
VV	Campus Shopping Center	Customer parking only	40	10%		23%		33%		45%		38%		15%		18%	5%
WW	University Plaza	Customer parking only	16	0%		13%		25%		25%		19%		38%		19%	25%
XX	Gravel Lot		5	0%		0%		0%		0%		0%		0%		0%	0%
YY	Carbondale Public Safety Center Employee Lot	Employee parking only	76	64%		62%		58%		59%		53%		43%		51%	54%
ZZ	Carbondale Public Safety Center Visitor Lot	Visitor parking only	26	8%		12%		12%		4%		8%		15%		4%	4%
AAA	Campus Shopping Center	shopping center, B&A Travel & Evolve reserved	65	20%		20%		25%		22%		31%		23%		31%	28%
BBB	Evolve garage parking	Permit parking only	70	51%		49%		53%		44%		40%		43%		33%	37%
CCC	Crickel Wireless	Permit parking only	12	0%		17%		25%		8%		0%		0%		8%	0%
DDD	Underground Public House, Blend Tea & Crepe	Customers only (8 spaces used for seating)	4	0%		50%		50%		100%		175%		175%		50%	25%
EEE	Saluki Plaza	Plaza parking only	49	27%		45%		31%		29%		16%		10%		4%	2%
FFF	Newman Catholic Student Center	Permit Parking	168	4%		5%		7%		8%		7%		4%		2%	2%
GGG	Carbondale Cycle	Customer parking only	5		0%		0%		20%		20%		20%		0%		0%
HHH	Armed Forces Career Center	U.S. Military, staff & guests	32	47%		53%		50%		56%		34%		25%		25%	25%
III	Permit parking	Customers only	11	36%		82%		100%		73%		82%		64%		91%	100%
JJJ	ABC Liquor Mart	Customer parking only	3		33%		0%		33%		33%		33%		33%		100%
<b>TOTAL</b>			<b>1917</b>	<b>24%</b>	<b>28%</b>	<b>28%</b>	<b>31%</b>	<b>27%</b>	<b>34%</b>	<b>26%</b>	<b>35%</b>	<b>22%</b>	<b>23%</b>	<b>19%</b>	<b>26%</b>	<b>16%</b>	<b>16%</b>

## C. Potential Development Sites

Table C1  
 POTENTIAL DEVELOPMENT SITES

Site	Zone	Location	PIN # / Owner	Land Area	Recommended Land Use	Potential Building Space
1	1	University/Oak-SE corner	15-21-131-001 / HIDK Properties Land Trust 15-21-131-002 / HIDK Properties Land Trust 15-21-131-004 / HIDK Properties Land Trust 15-21-131-009 / Elks Lodge #1243 15-21-207-001 / Dayemi Tariqat	30,990 sf	Parking lot	75 space lot
2	1	Illinois/Oak – SE corner	15-21-208-010 / Hicks & Walker Oil Co.	11,600 sf	Commercial, office, mixed-use; 3-5 floors	11,500 sf commercial/office 16 apartments
3	1	Illinois/Main/Jackson/CN RR (City Pavilion block)	15-21-256-014 / City of Carbondale	47,175 sf	Multi-purpose green space; community events	n/a
4	3	Illinois/Walnut/Cherry/CN RR	15-21-257-017 / Somchai Thipkhosithkun 15-21-257-018 / City of Carbondale 15-21-257-019 / City of Carbondale 15-21-257-020 / City of Carbondale 15-21-502-003 / Canadian National Railway	78,280 sf	Southern Illinois Multi Modal Station (SIMMS), 2-story (ticket sales, admin, waiting room, retail), 18,000 sf/floor, 75-space lot	36,000 sf (includes 5,000 sf retail)
5	4	Illinois/Hospital/Alley/1 <sup>st</sup> Mid-IL Bank	15-21-404-014 / Stearns Investment 14 LLC	42,150 sf	Parking structure w/ 1st floor commercial along Illinois	13,500 sf commercial
6	5	Illinois/College-SE corner (601 S. Illinois)	15-21-409-001 / City of Carbondale	5,379 sf	Commercial, office; 2 floors	3,750 sf commercial 3,750 office
7	5	Illinois/Freeman – NW corner	15-21-405-013 / Side-Traxx, LLC Properties	16,347 sf	Commercial, mixed-use; 2-5 floors	9,350 sf commercial 16 apartments
8	5	University/Mill triangle	15-21-407-002 / TP & MP, LLC 15-21-407-003 / Donow Trust	16,652 sf	Commercial, restaurant; 2-5 floors	Comparable to existing
9	6	Illinois/Mill – SE corner (805-811 S. Illinois)	15-21-453-002 / City of Carbondale 15-21-453-003 / City of Carbondale 15-21-453-004 / Arthur Lyeos 15-21-502-017 / Canadian National Railway	25,350 sf	Commercial, mixed-use; 2-5 stories	3,620 commercial
10	7	Washington/Jackson - NE corner	15-21-210-021 / Charles Greer 15-21-210-008 / Tuscan Lodge #44 15-21-210-009 / A, B, C & D Holdings LLC	13,247 sf	Commercial, office, mixed-use; 3-5 floors	5,400 sf commercial 8 apartments
11	7	Jackson/Washington/Main/CN RR (Town Square block)	15-21-258-008 / City of Carbondale	47,315 sf	Multi-purpose green space; community events	n/a
12	7	Main/Washington – NE corner	15-21-212-025 / Bank of Carbondale	7,304 sf	Commercial, office, mixed-use; 3-5 floors	11,500 sf commercial
13	7	Bank of Carbondale north lot	15-21-212-008 / Bank of Carbondale 15-21-212-022 / Bank of Carbondale 15-21-212-026 / Bank of Carbondale	23,175 sf	Expanded shared-use parking lot	63 space lot
14	8	Lot 19 & Veterans Plaza	15-21-258-008 / City of Carbondale	51,200 sf	Commercial, office, mixed-use; 3-5 floors	20,000 sf commercial Public parking

Table A16 (Continued)

## POTENTIAL DEVELOPMENT SITES

Site	Zone	Location	PIN # / Owner	Land Area	Recommended Land Use	Potential Building Space
15	8	Walnut/Washington-NW corner	15-21-258-007 / City of Carbondale 15-21-258-010 / City of Carbondale	44,465 sf	Mixed-use; 3-5 floors	20,000 sf commercial 32 apartments
16	8	Walnut/Washington – NE corner	15-21-261-001 / Danny G. Terry 15-21-261-017 / Land Trust #2002-23 15-21-261-018 / Land Trust #2002-23	27,865 sf	Mixed-use; 3-5 floors	20,000 sf commercial 24 apartments
17	9	Walnut/Washington – SW corner	15-21-259-015 / City of Carbondale 15-21-259-001 / Somchai Thipkhosithkun 15-21-259-012 / Lindsey N Fisher	53,032 sf	Mixed-use; 3-5 floors	22,000 sf commercial 32 apartments
18	9	Walnut/Washington – SE corner	15-21-262-013 / Deborah Bridges 15-21-262-005 / R. E. Bridges 15-21-262-010 / Rolland Bridges, Jr.	31,140 sf	Mixed-use; 3-5 floors	19,000 sf commercial 24 apartments
19	10	College/Washington/Mill/CN RR	15-21-410-011 / City of Carbondale 15-21-410-002 / Norman Boettcher	18,150 sf	Parking Lot	36 space lot
20	11	Lot 1	15-21-454-023 / City of Carbondale	5,345 sf	Expanded parking lot	14 new spaces
21	11	Lot 1	15-21-454-023 / City of Carbondale	3,600 sf	Expanded parking lot	10 new spaces

## D. Downtown Parking Rate Comparison

Table D1  
Downtown Parking Rate Comparison for Comparable Illinois Cities

City	2019 Population <sup>1</sup>	Street Parking Regulations/Fee	Garage/Lot Fee	Permit Fee	Expired Violation Fee
Carbondale	25,083	\$0.25/hr	\$0.25/hr	\$25/mo; \$2.50/mo employees; \$8/yr seniors; \$25/yr residents	\$7
Macomb	17,413	2-hr free			
Ottawa	18,063	3-hr free	free	free	\$10
Galesburg	30,197	free	free		\$30
Quincy	39,949	free	free		
Danville	30,479	2-hr free	\$2/day	\$10-20/mo	\$10-\$15
Charleston	20,117	2-hr free			
Rock Island	37,176	30 min & 4-hr free	4-hr		\$80
Belleville	40,897	\$0.25/hr	3-hr/free then \$0.50/hr	\$12/mo	\$10
Moline	41,356	2-hr/free	2, 3 & 24-hr, free	\$30/mo	
Urbana	42,214	\$0.50/hr downtown, \$1/hr campus area	Lots - \$0.50/hr; Downtown deck-\$0.25/hr 1st 2 hrs then \$0.50/hr thereafter	\$30-50/mo	\$10
Normal	54,469	1-hr, 2-hr, 3-hr/free	Decks-1st hr free then \$1/hr		
Decatur	70,746	\$0.25/hr	\$0.25/hr	\$15-25/mo	\$10
Bloomington	77,330	90 min/free	decks - 4-hr free then \$1/hr Lots - free 2-hr or 4-hr	\$50/mo	\$10

<sup>1</sup> 2019 Population Estimate, U.S. Census Bureau