Downtown Parking Study

Draft Guiding Principles

+ Initial Data Collection Findings
Agenda

1. Welcome
2. Introductions
3. Review Draft Guiding Principles
4. Review Initial Data Collection Findings
5. Next Steps
6. Adjourn
Building Guiding Principles

Downtown Parking Study

SAC Desired Outcomes

Parking should be:

✓ Convenient and welcoming
✓ Well-signed and safe
✓ Fair and equitable
✓ Forward thinking and responsive
✓ Viable
✓ Consensus based
Building Guiding Principles

Downtown Parking Study

7 ELEMENTS OF PARKING MANAGEMENT IN DOWNTOWN ALBANY

- Priority Users
- Active Capacity Management
- Information Systems
- Integration with Other Modes
- Planning for Future Supply
- Financial Viability
- Roles and Coordination
Building Guiding Principles

Downtown Parking Study

Priority Users

- Customers on-street in the downtown
- Residents and their guests in neighborhood
- Employees in off-street locations

“On-street parking should be available for customers first.”
Active Capacity Management

- 85% Rule to make decisions – data informed
- Share parking to highest degree possible – maximize existing supply

“At present, cars move and circulate fairly well. With growth, congestion will increase. We need to know when and how to respond.”
Information Systems

- Augment existing branding and wayfinding
- Establish performance success metrics
- Routine data collection to inform decision-making

“There are still some mixed messages in some of the leased lots, confusing to a customer.”
Integration with Other Modes

- Expand non-auto options
- View alternative modes as new capacity

“As a downtown resident, I wouldn’t need a car if there were more transit and bike options.”
Planning and Funding for Future Supply

- Explore funding options now, recognizing multiple sources of funds will be required
- Ensure that regulations are not barriers to new development
Building Guiding Principles

Downtown Parking Study

Financial Viability

- All users benefit from the parking system
- Parking must strive toward paying for itself.

“All users are beneficiaries of parking.”
Roles and Coordination

- City and private sector share responsibility for parking
- City is a facilitator of potential partnerships and leads in visitor parking
- More active involvement of stakeholders in delivering parking management

“There is pressure on the City to be responsible for all parking.”
Parking Use
Findings

SEE DATA SUMMARY REPORT
<table>
<thead>
<tr>
<th>Use Type</th>
<th>All</th>
<th>% of Total</th>
<th>Signed</th>
<th>Signed Or by Permit</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 Minutes</td>
<td>13</td>
<td>&lt; 1%</td>
<td>13</td>
<td>0</td>
</tr>
<tr>
<td>30 Minutes</td>
<td>28</td>
<td>1.3%</td>
<td>28</td>
<td>0</td>
</tr>
<tr>
<td>3 Hours</td>
<td>301</td>
<td>13.7%</td>
<td>292</td>
<td>9</td>
</tr>
<tr>
<td>All Day Customer Parking</td>
<td>194</td>
<td>8.8%</td>
<td>0</td>
<td>194</td>
</tr>
<tr>
<td>Authorized Vehicle Only</td>
<td>8</td>
<td>&lt; 1%</td>
<td>8</td>
<td>0</td>
</tr>
<tr>
<td>ADA accessible</td>
<td>32</td>
<td>1.5%</td>
<td>32</td>
<td>0</td>
</tr>
<tr>
<td><strong>No Limit</strong></td>
<td><strong>1,627</strong></td>
<td><strong>73.8%</strong></td>
<td><strong>1627</strong></td>
<td><strong>0</strong></td>
</tr>
<tr>
<td>Reserved</td>
<td>2</td>
<td>&lt; 1%</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>On-Street Subtotal</td>
<td>2,205</td>
<td>100%</td>
<td>2,002</td>
<td>203</td>
</tr>
<tr>
<td>Off-Street Subtotal (131 sites)</td>
<td>2,738</td>
<td>100%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Combined Supply</td>
<td>5,010</td>
<td>100%</td>
<td></td>
<td></td>
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</table>
Measuring Performance

- 85% + Constrained Supply
- 70% - 85% Efficient Supply
- 55% to 69% Moderate Use
- 55% or Less Parking Readily Available (low use)

Optimum or “Efficient” (70% to 85%)
Parking Use Findings

ON-STREET

ON-STREET PARKING SYSTEM

2,205 stalls
Parking Occupancy by Hour of Day: On-street

2019 Albany Parking Utilization
Weekday vs weekend on-street occupancies (2,205 stalls)

- Overall low level of occupancy within entire on-street system
### Key Indicators of Use: On-street

<table>
<thead>
<tr>
<th>Use Characteristics</th>
<th>All Users</th>
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</thead>
<tbody>
<tr>
<td></td>
<td>Weekday (Thurs)</td>
</tr>
<tr>
<td></td>
<td>Weekend (Sat)</td>
</tr>
<tr>
<td>Average Length of Stay</td>
<td>3 Hour Stall (&lt; 2 hours)</td>
</tr>
<tr>
<td></td>
<td>No Limit Stall (&gt; 4 hours)</td>
</tr>
<tr>
<td>Violation Rate</td>
<td>3.9%</td>
</tr>
<tr>
<td></td>
<td>5.1%</td>
</tr>
<tr>
<td>Unique vehicle trips (UVT)</td>
<td>2,631</td>
</tr>
<tr>
<td></td>
<td>1,770</td>
</tr>
<tr>
<td>Turnover rate</td>
<td>3.13</td>
</tr>
<tr>
<td></td>
<td>3.22</td>
</tr>
<tr>
<td>Excessive Time Stays: Vehicles parked 5+ hours in time</td>
<td>18 (0.7%)</td>
</tr>
<tr>
<td>limited stalls (% of UVT)</td>
<td>16 (0.9%)</td>
</tr>
<tr>
<td>Vehicles observed re-parking vehicles (% of UVT)</td>
<td>160 (6.1%)</td>
</tr>
<tr>
<td></td>
<td>75 (4.2%)</td>
</tr>
</tbody>
</table>
Peak Hour Heat Map: On-street (Thursday)
Peak Hour Heat Map: On-street (Saturday)
Parking Use Findings

OFF-STREET

OFF-STREET PARKING SYSTEM

2,733 stalls
130 sites
Off-street Parking
By location
Parking Occupancy by Hour of Day: Off-street

2019 Albany Parking Occupancy (by hour of day)
Weekday vs weekend off-street occupancies (2,607 stalls)

- Thursday, May 16
- Saturday, April 20

- Overall low level of occupancy within entire on-street system
- Empty stalls: 1,423 (Thursday) and 2,140 (Saturday)
- City controlled supply only 14% (377 stalls) of total off-street system.
Peak Hour Heat Map: Off-street (Thursday)

- 13 sites constrained (222 stalls/8% of supply)
- Mostly located in NW corner of study area
Peak Hour Heat Map: Off-street (Saturday)

- 4 sites constrained (54 stalls/3% of supply)
- Public 4 Hour Lot (100% occupied) – Lot 25 on map.
Peak Hour Heat Map: On & Off-street (Thursday)
Peak Hour Heat Map: On & Off-street (Saturday)
Initial considerations

- There is adequate parking on and off-street to meet the needs of regular visitors, customers and employees downtown.
- Parking is not constrained; with low levels of use for both the on and off-street supplies.
- Where constraints do occur, there is more than adequate supplies of parking adjacent to the constraint or within a convenient walking distance.
- Current time limited stalls are providing enough time for on-street visitors.
- There may be a need to increase the number of 3 Hour stalls to facilitate visitor access and turnover in the future.
- Violation rates are very low, indicating that current enforcement levels are more than adequate and very efficient.
Next Steps

• Next meeting confirmation (September 18, 2019??)

✓ Initial Strategy Recommendations
✓ Public Open House
Adjourn

Thank you!