

# Committee Meeting

July 17, 2019

Albany City Hall



## Downtown Parking Study

Draft Guiding Principles

+

Initial Data Collection Findings

**RIK WILLIAMS CONSULTING**  
Parking & Transportation

# 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

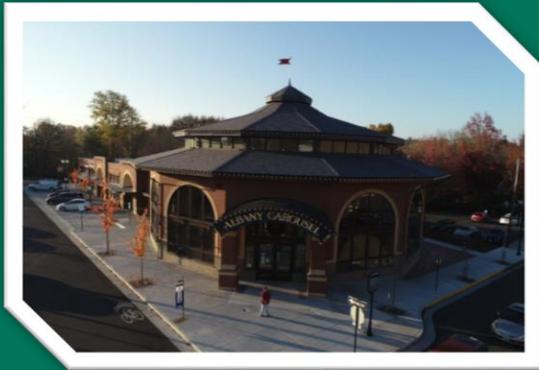


## 7 ELEMENTS OF PARKING MANAGEMENT IN DOWNTOWN ALBANY

- 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



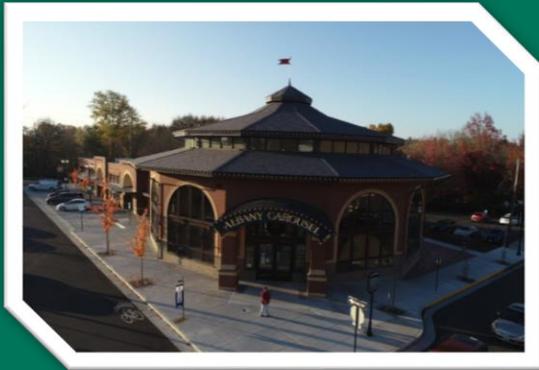
## Priority Users

- 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.”

# Building Guiding Principles

## Downtown Parking Study



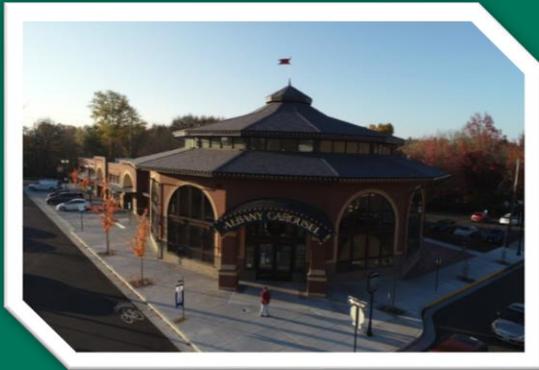
## Active Capacity Management

- 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.”

# Building Guiding Principles

## Downtown Parking Study



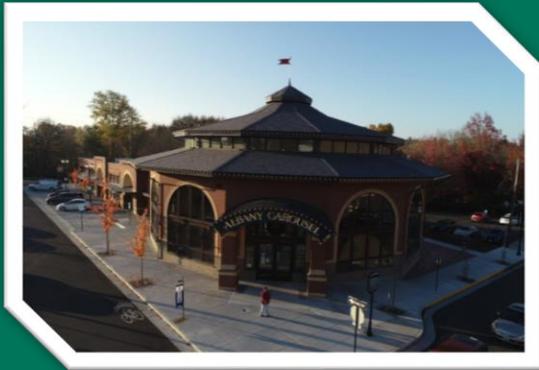
## Information Systems

- 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.”

# Building Guiding Principles

## Downtown Parking Study



## 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.”

# Building Guiding Principles

## Downtown Parking Study



## 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."

# Building Guiding Principles

## Downtown Parking Study



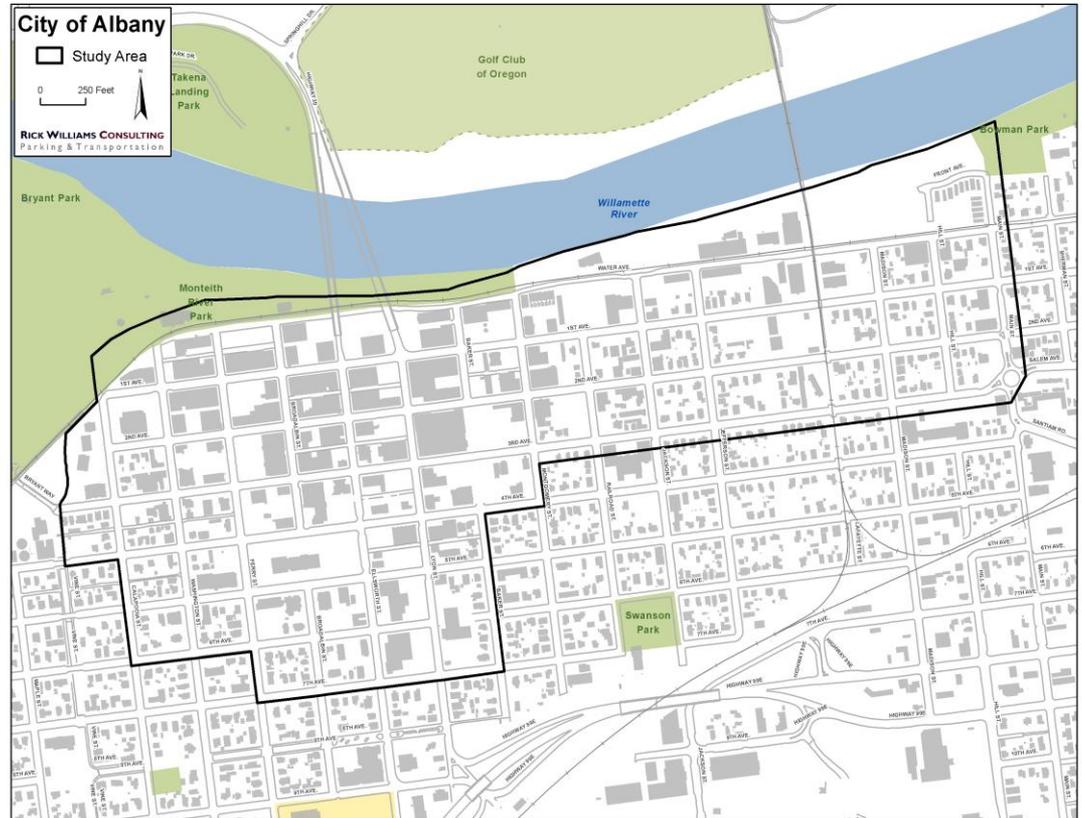
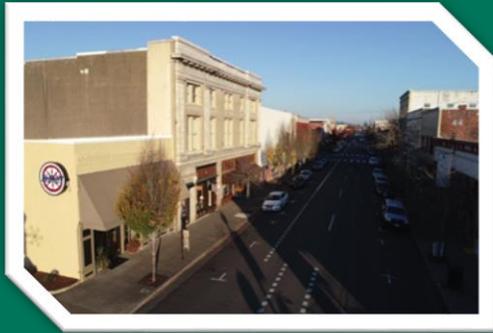
## Roles and Coordination

- 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

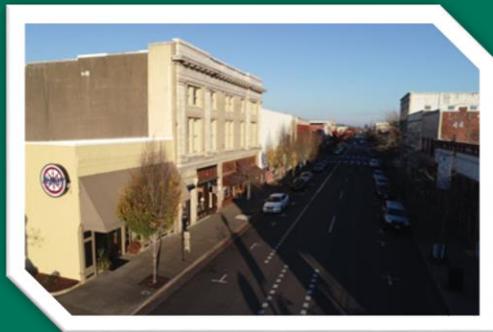
## SEE DATA SUMMARY REPORT



# Parking Inventory

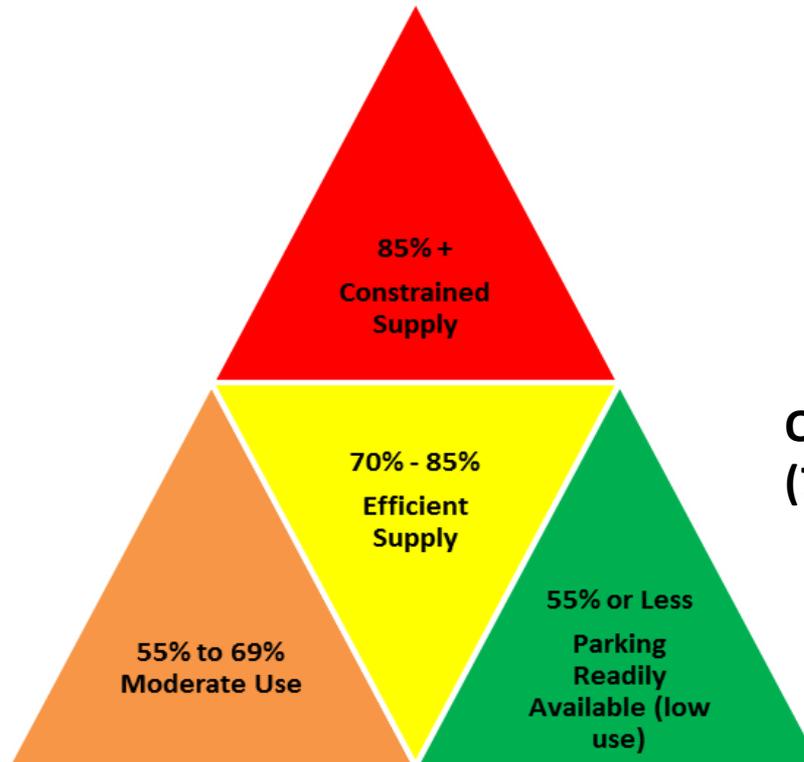
Supply Surveyed

- ✓ Sat. April 20, 2019
- ✓ May 16, 2019
- ✓ 8AM – 6PM



Use Type	All	% of Total	Signed	Signed Or by Permit
10 Minutes	13	< 1%	13	0
30 Minutes	28	1.3%	28	0
3 Hours	301	13.7%	292	9
All Day Customer Parking				
Employee Permit	194	8.8%	0	194
Parking Authorized Vehicle Only	8	< 1%	8	0
ADA accessible	32	1.5%	32	0
<b>No Limit</b>	<b>1,627</b>	<b>73.8%</b>	<b>1627</b>	<b>0</b>
Reserved	2	< 1%	2	0
<b>On-Street Subtotal</b>	<b>2,205</b>	<b>100%</b>	<b>2,002</b>	<b>203</b>
<b>Off-Street Subtotal (131 sites)</b>	<b>2,738</b>	<b>100%</b>		
<b>Combined Supply</b>	<b>5,010</b>	<b>100%</b>		

# Measuring Performance



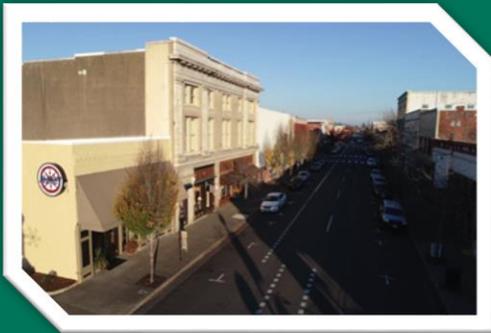
**Optimum or “Efficient”  
(70% to 85%)**

# Parking Use Findings

## ON-STREET

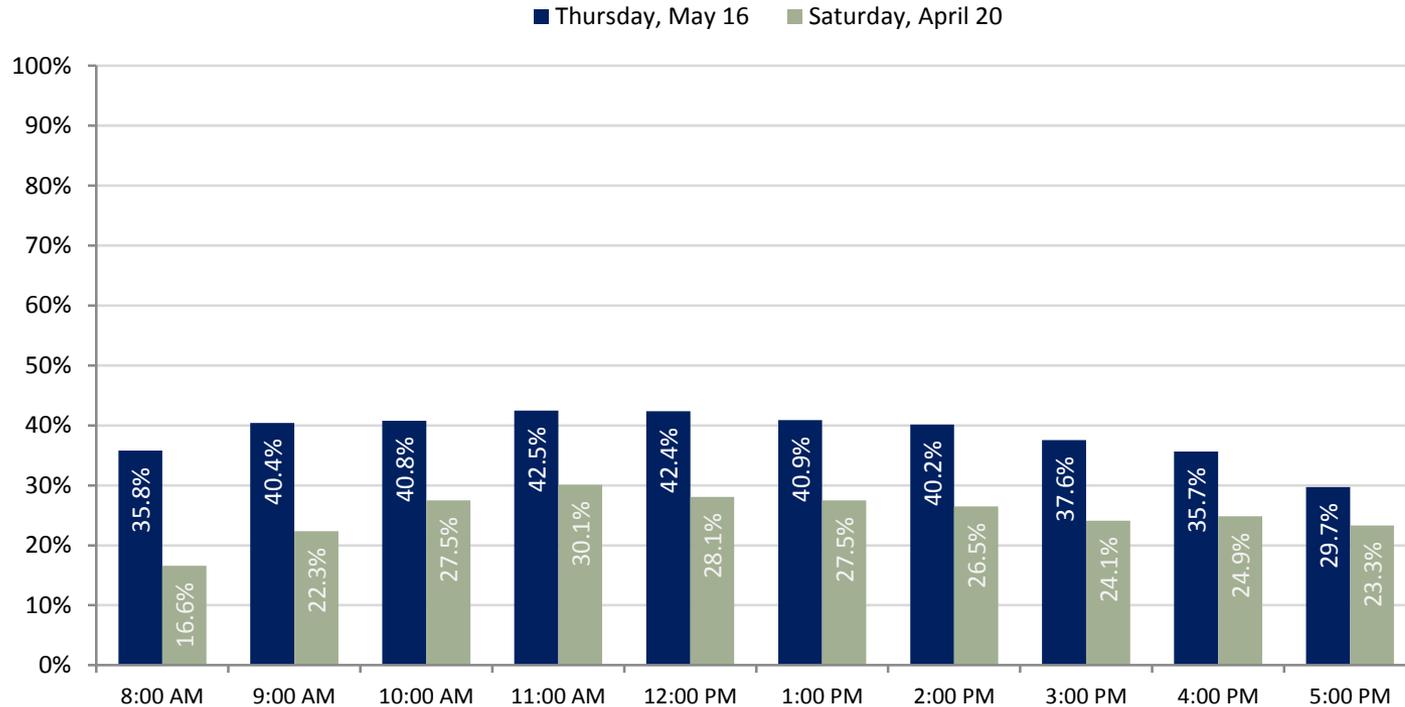
### ON-STREET PARKING SYSTEM

**2,205 stalls**



# Parking Occupancy by Hour of Day: On-street

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

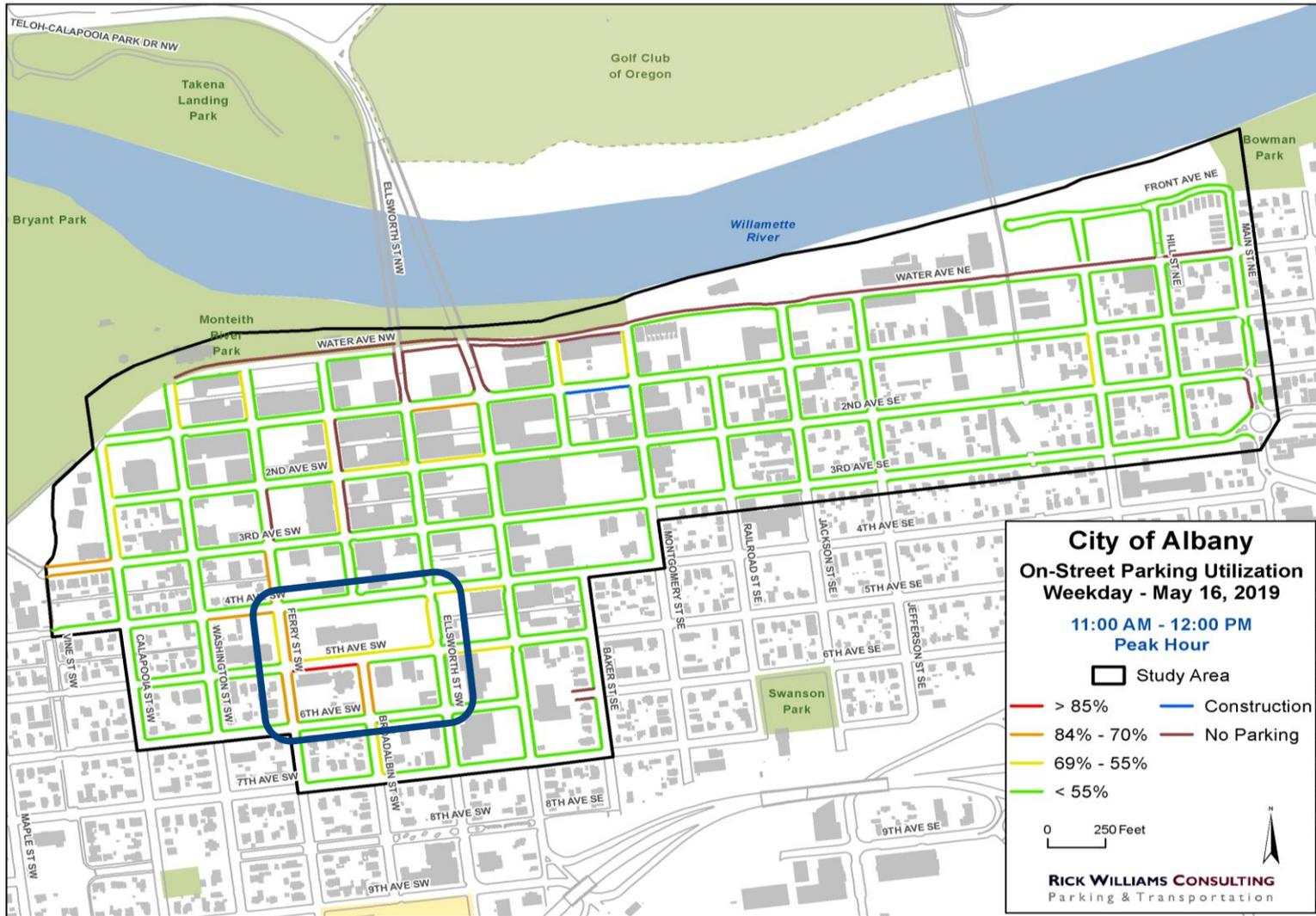


- Overall low level of occupancy within entire on-street system

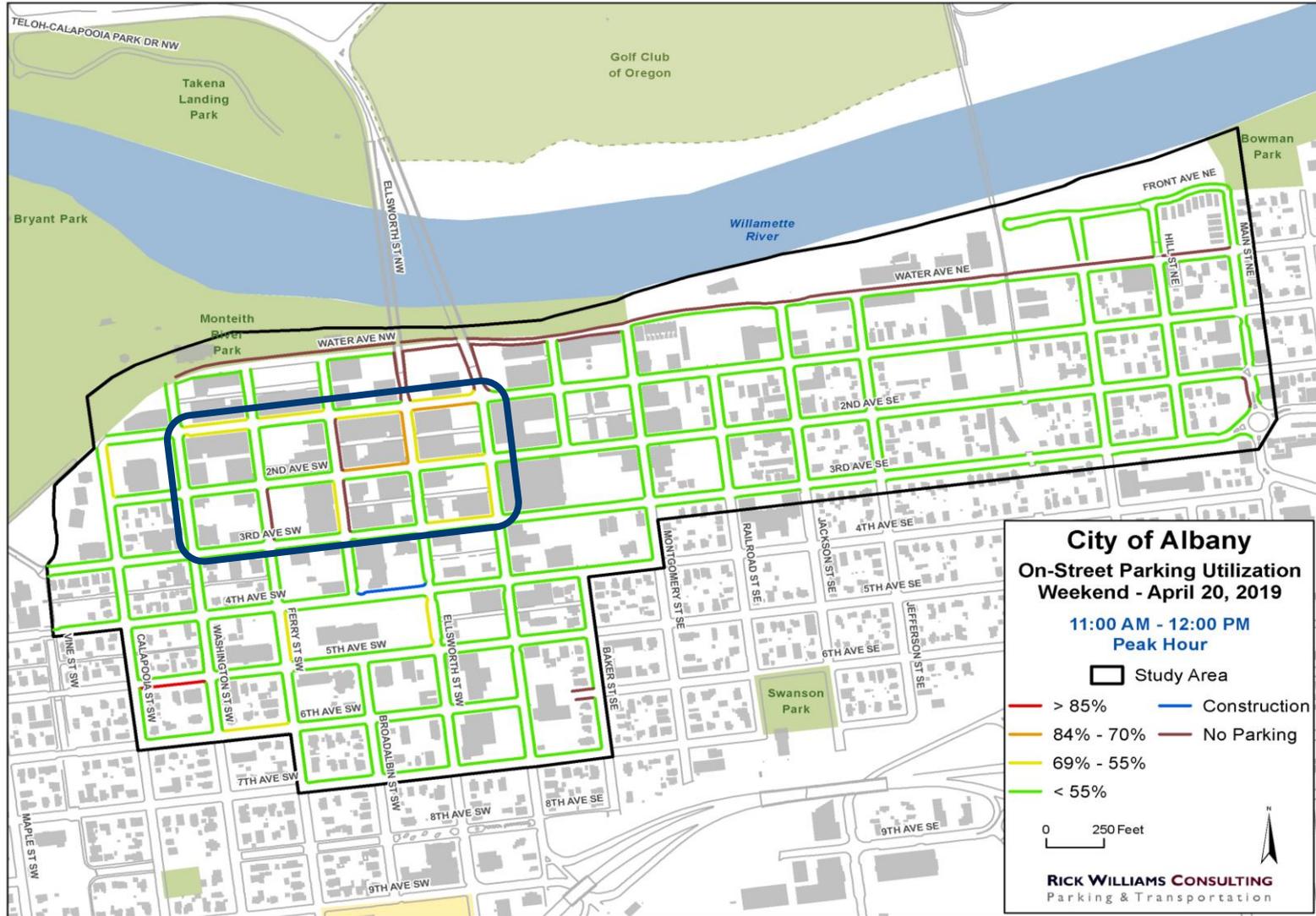
# Key Indicators of Use: On-street

Use Characteristics	All Users	
	Weekday (Thurs)	Weekend (Sat)
Average Length of Stay	3 Hour Stall (< 2 hours) No Limit Stall (> 4 hours)	3 Hour Stall (< 2 hours) No Limit Stall (> 4 hours)
Violation Rate	3.9%	5.1%
Unique vehicle trips (UVT)	2,631	1,770
Turnover rate	3.13	3.22
Excessive Time Stays: Vehicles parked 5+ hours in time limited stalls (% of UVT)	18 (0.7%)	16 (0.9%)
Vehicles observed re-parking vehicles (% of UVT)	160 (6.1%)	75 (4.2%)

# Peak Hour Heat Map: On-street (Thursday)



# Peak Hour Heat Map: On-street (Saturday)

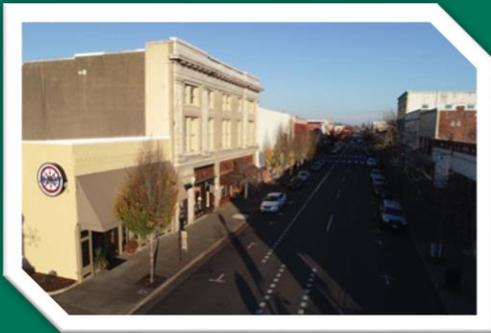


# Parking Use Findings

## OFF-STREET

### OFF-STREET PARKING SYSTEM

**2,733 stalls**  
**130 sites**



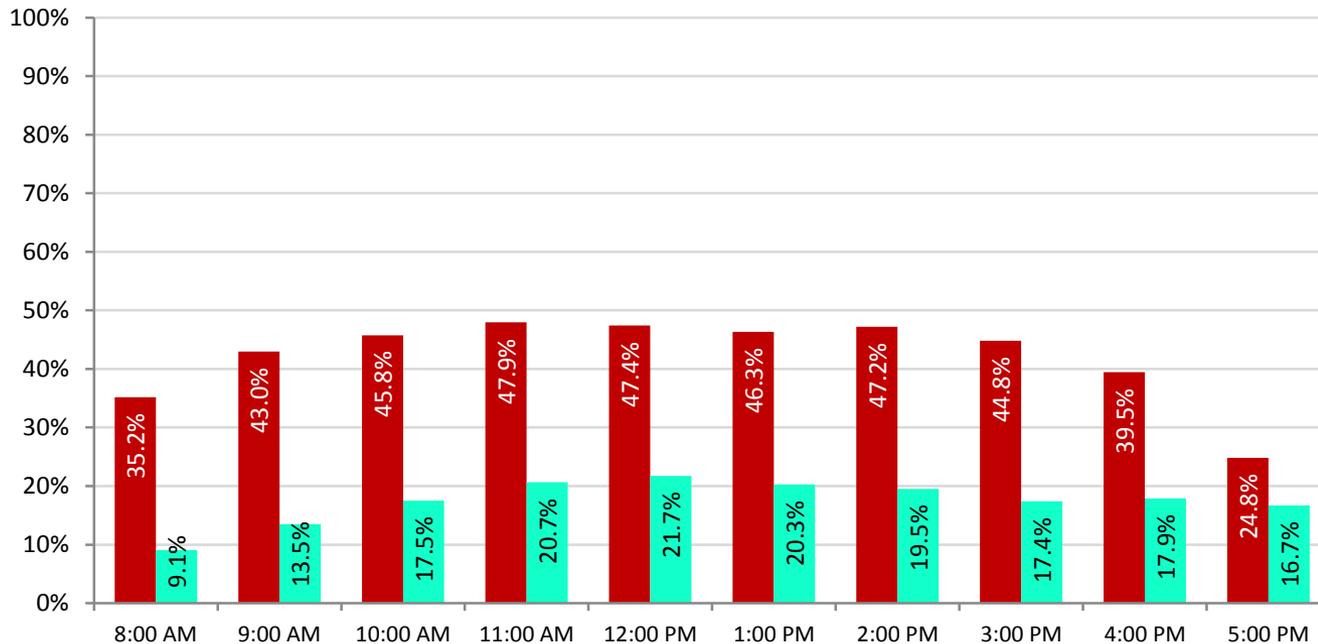


# Parking Occupancy by Hour of Day: Off-street

## 2019 Albany Parking Occupancy (by hour of day)

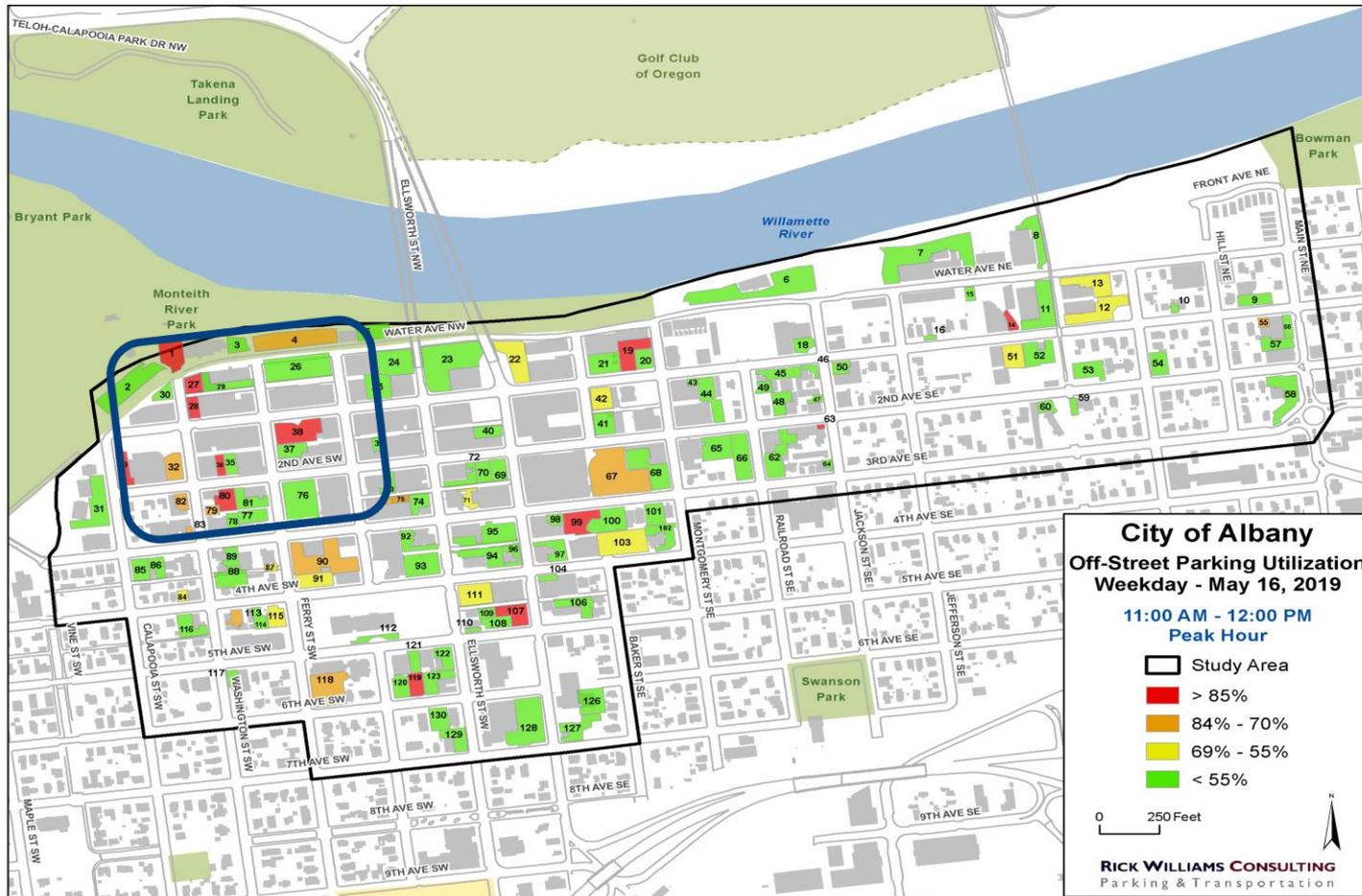
Weekday vs weekend off-street occupancies (2,607 stalls)

■ Thursday, May 16    ■ Saturday, April 20



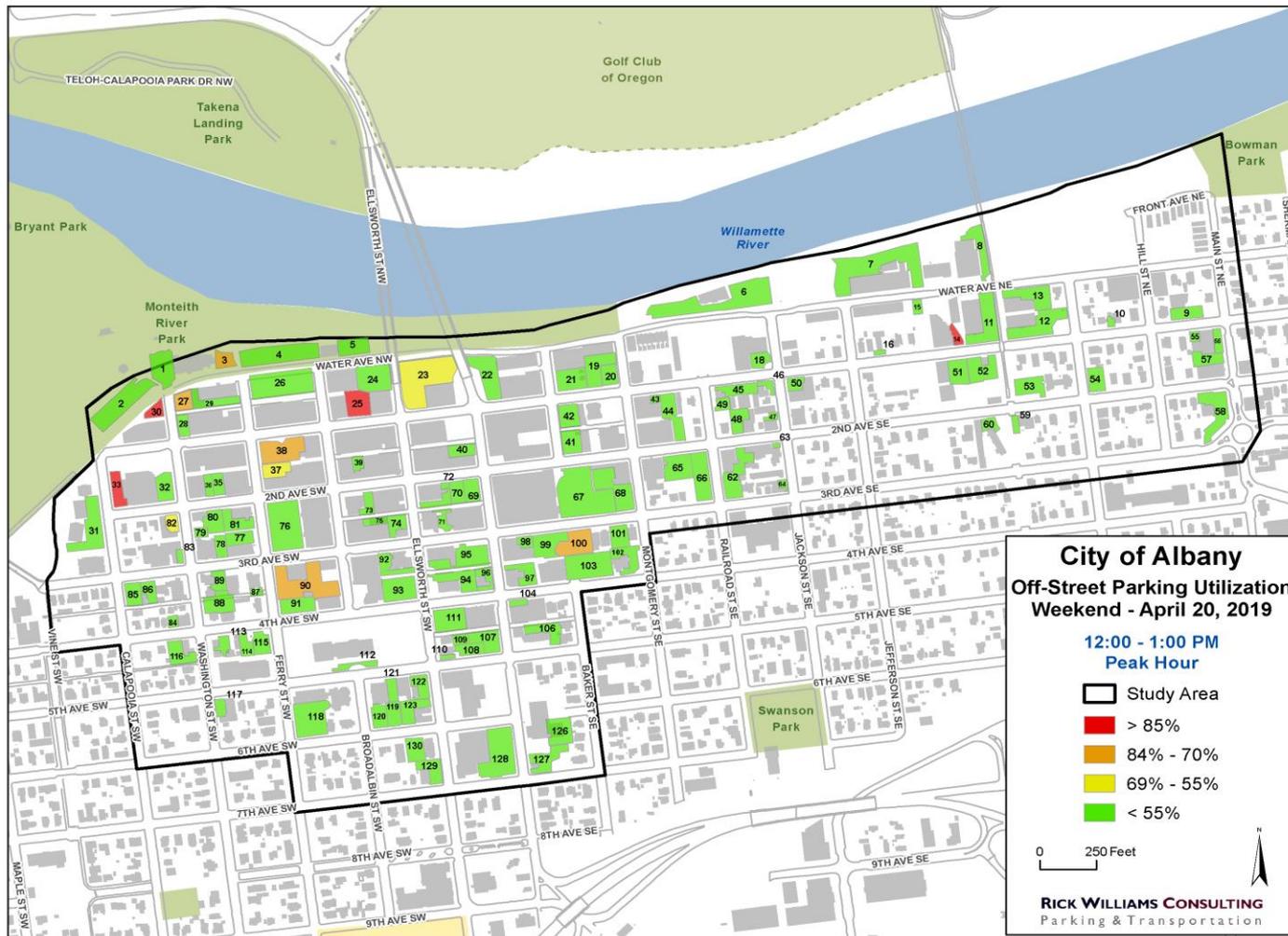
- Overall low level of occupancy within entire on-street system
- Empty stalls: 1,423 (Thursday) and 2,140 (Saturday)
- City controlled supply only 14% (377 stalls) of total off-street system.

# Peak Hour Heat Map: Off-street (Thursday)



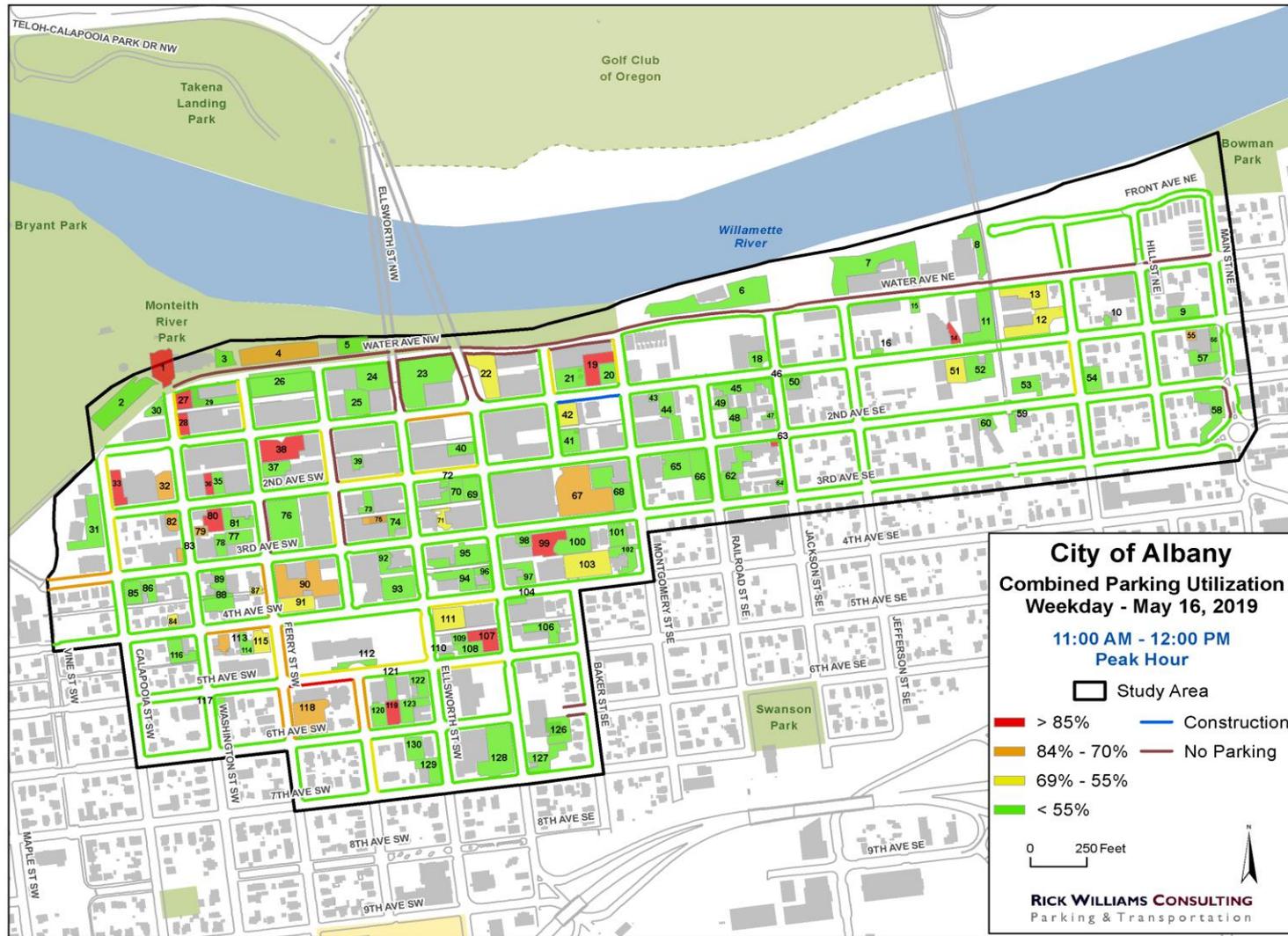
- 13 sites constrained (222 stalls/8% of supply)
- Mostly located in NW corner of study area

# Peak Hour Heat Map: Off-street (Saturday)

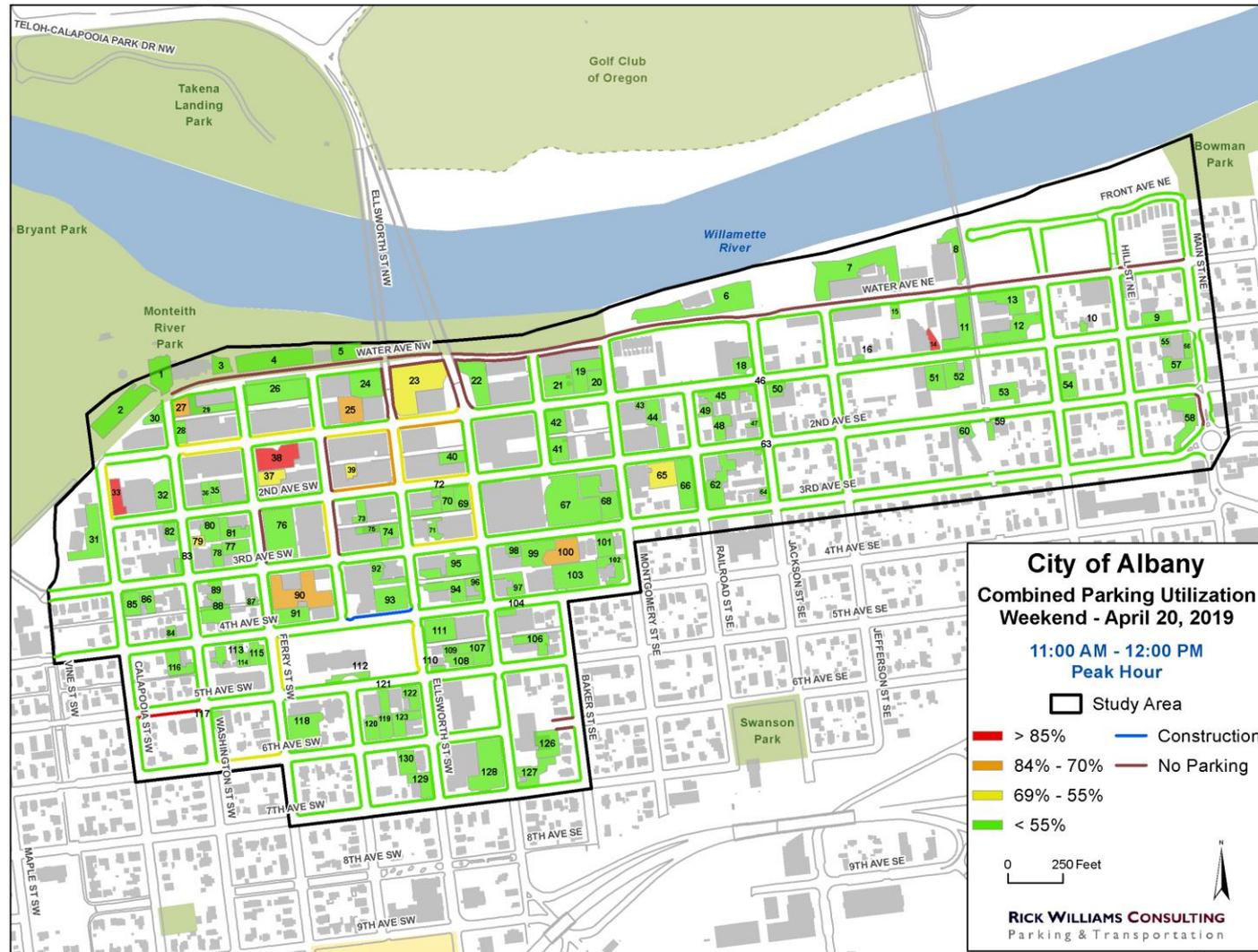


- 4 sites constrained (54 stalls/3% of supply)
- Public 4 Hour Lot (100% occupied) – Lot 25 on map.

# Peak Hour Heat Map: On & Off-street (Thursday)



# Peak Hour Heat Map: On & Off-street (Saturday)



# Summary



## 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

# Process Overview



## Next Steps

- Next meeting confirmation  
(September 18, 2019??)
- ✓ Initial Strategy Recommendations
- ✓ Public Open House

# Downtown Parking Study



## Adjourn

## Thank you!

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