



# PARKING STRATEGIES TASK FORCE





# AGENDA

2/9

- Introductions
- Objectives, Timeline and Deliverables
- History of Downtown Development
- MU-1 (Downtown) Parking Requirements
- Public Perception
- Benefits of Paid Parking
- Existing Conditions



# OVERVIEW

## MEMBERS:

- Greg Mattice, City Administrator, chair
- Chris Yacobucci, Public Works Director
- Judy Pangman, Community Development Director
- Stephen Yerly, Code Enforcement Officer
- Emily Falco, 8th ward Council member
- Scott Harrington, 6th ward Council member
- Jim Havener, Green Toad Book Store
- Elizabeth (Raphaelson) Mcilroy, Underground Attic
- Adrian Origoni, Latte Lounge, Sip and Sail, Landlord
- Liz Rose, Peter Clark Student and Commercial Rentals Landlord
- Frank Russo, YMCA
- Danny Lapin, Planning Commission
- Ingrid Hofbauer, formerly Alpine Ski Hut, Community Member
- Alex Thomas, Ph.D., Sociology Department, SUNY Oneonta

## PURPOSE:

The goal of the Taskforce is to generate proposals for:

- A paid parking strategy,
- Maximized usage of existing parking opportunities
- And the creation of a campaign for the education and support of the community for a new parking paradigm.

## REPORTING:

- The Taskforce will report its progress to the Finance Committee via its chair, Greg Mattice.
- Council will have the opportunity for update, as well.
- Minutes and resources will be posted.

# SCOPE OF WORK

## OBJECTIVES

- Understand Existing Conditions
- Define Issues
- Identify and Evaluate Potential Solutions
- Recommend Best Solution

## DELIVERABLES

- Implementation plan and supporting documentation (e.g. data, maps, costs, revenue)
- Slideshow presentation to Finance/HR Committee

## TIMELINE

Feb '23 – begin

Aug '23 – present plan to Council

Sep '23 – 2024 draft budget

Summer '24 – implement

# HISTORICAL CONTEXT

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- Urban renewal – 1970s
  - Demolish many downtown buildings
  - Build parking garage
- Dietz Street Lot created after demolition of numerous homes.
- Wall St Lot created after commercial building fire
- Westcott Lot created after building demolition
- Main Street Reconstruction – 1980s
  - Streetscape enhancements, such as curb bump-outs, to be more pedestrian-friendly



A photograph of a downtown street scene at dusk. The sky is a mix of blue and grey, suggesting twilight. The street is lined with multi-story brick buildings. On the left, a brick building has a sign for 'The [illegible] & [illegible]'. In the center, there are trees and streetlights. On the right, a brick building has a sign for 'The [illegible]'. The street is illuminated by streetlights, and there are some light trails from cars in the foreground. The overall atmosphere is vibrant and urban.

# DOWNTOWN

**The Role of Parking in a Vibrant Community**



# PUBLIC PERCEPTION

- Garage is dirty/unkempt/rust stains; stairwells uninviting
- Some say it's easy, some say it's hard to find parking during peak times
  - People don't want to parallel park
- Dietz lot is full in the mornings; people concerned about loss of parking
- Lack of overnight parking for downtown tenants; must move car
- Landlords want to support tenants re: parking
- Inconsistent enforcement of time limit parking
- Wayfinding signage / advertising location of lots
- Young parents/kids, handicapped seniors need parking close to YMCA/businesses
- Snowbanks along curbs are difficult to navigate
- Garage/Dietz Lot full when it snows
- Commuter parking – having to move car during the day
- Parking is far away from where you want to be, unlike Southside
- Underutilized private parking lots (e.g. Comm Bank, Clarion)

# DOWNTOWN STRENGTHS

SOCIALIZING

**PARKS-NEAHWA,  
HUNTINGTON**

FOOD

**J O B S**

**HISTORIC  
PUBLIC**

DOG FRIENDLY

HEALTHCARE

**TRANSIT**

YMCA CHARACTER

UNIQUE OFFERINGS

**WALKABILITY**

**PARKING**

NOT WALMART



# PARKING REVENUE BENEFITS

- Provide additional off-street public parking (e.g. parking garage)
- Streetscape & public right-of-way improvements (e.g. sidewalks, plantings, lighting, seating, bike racks, trash cans, public alleys, public art, etc.)
- Dedicated funding stream to reinvest in downtown; it's fair to reinvest where the revenue was generated



# EXISTING CONDITIONS

- 248 on-street and 651 off-street public parking spaces
- Low occupancy, both on-street and off-street (photos at right taken 2/9/23 1:00p)
- Parking garage in disrepair; not cost-effective to maintain; must be replaced



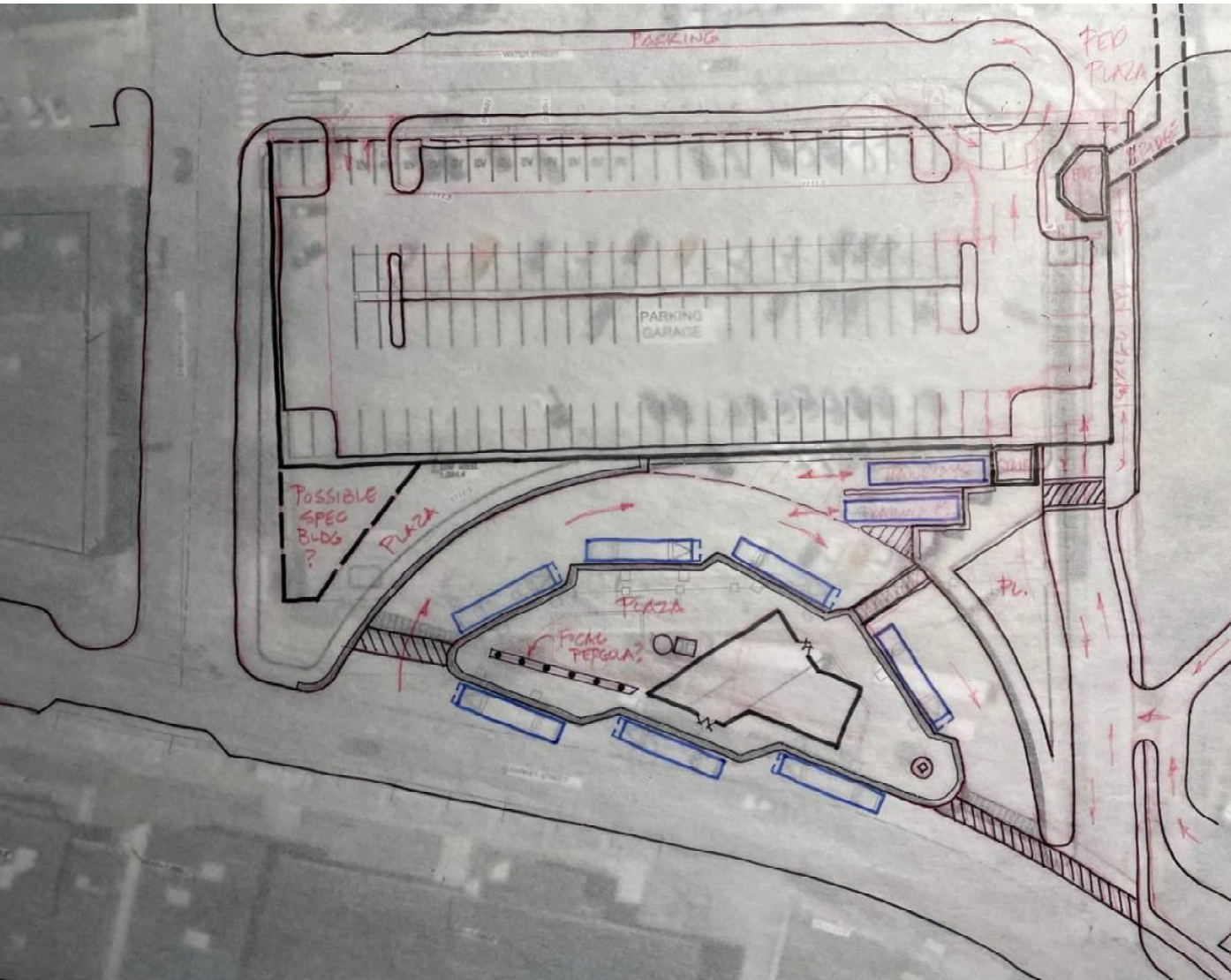


# PARKING USAGE

DATA COLLECTED BETWEEN MAY 2021 – PRESENT

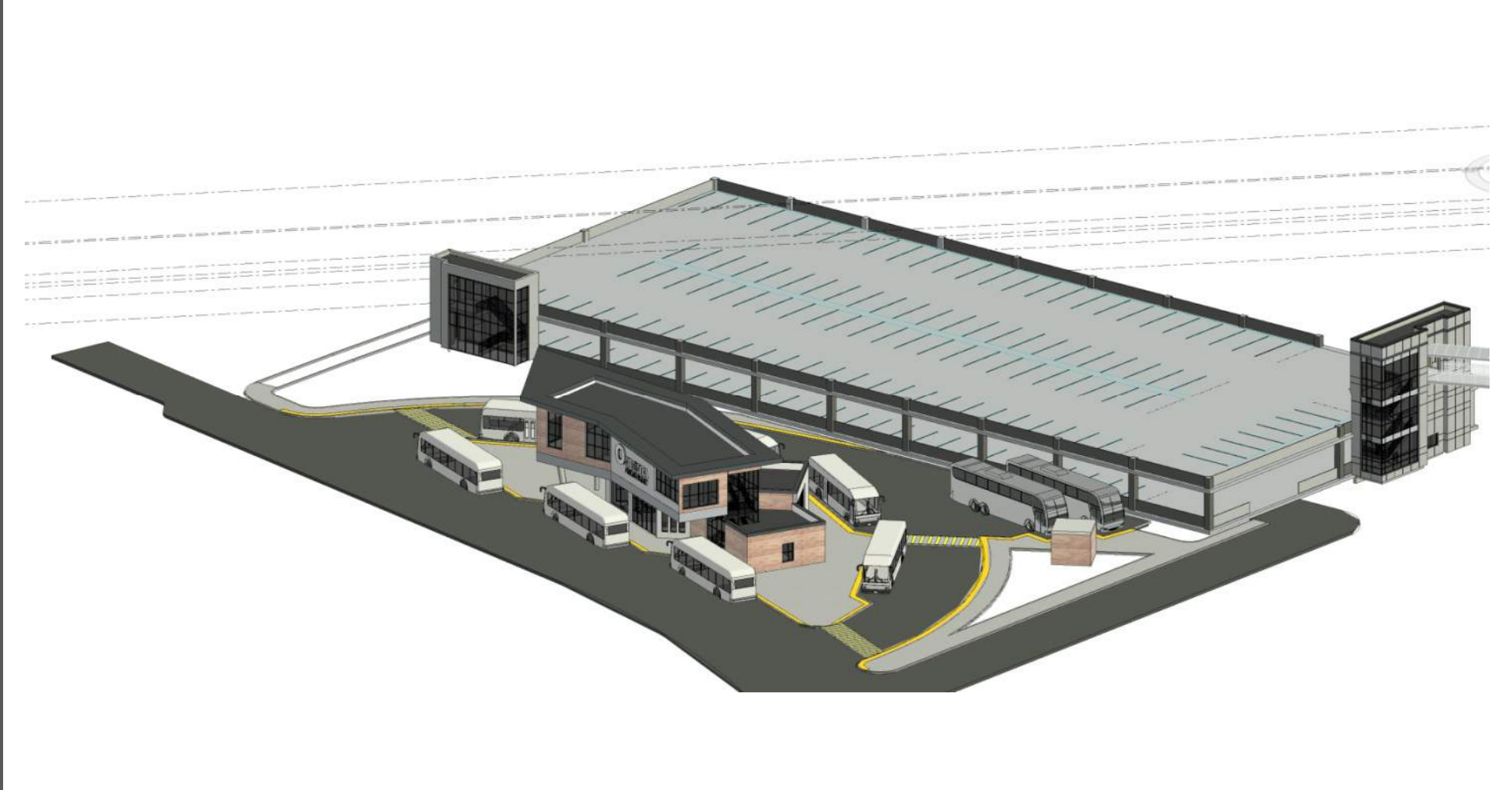
Key	Type	Location	Total Spaces	Weekday							
				Early AM		Morning		Mid-day		Evening	
				Occupied	%	Occupied	%	Occupied	%	Occupied	%
A	pub off	Dietz St Lot - south	0	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!	0	#DIV/0!
B	pub off	Dietz St Lot - north	107	9	9%	64	60%	57	53%	31	29%
C	pub off	City Hall Lot	18	3	16%	9	48%	9	52%	6	33%
D	pub off	Westcott Lot	49	23	46%	39	80%	42	85%	31	64%
E	pub off	Wall St Lot	44	20	45%	38	85%	39	90%	29	65%
F	pub off	Garage - upper	146	9	6%	38	26%	53	36%	34	23%
G	pub off	Garage - middle	149	37	25%	72	48%	77	52%	52	35%
H	pub off	Garage - lower	138	6	5%	16	12%	17	12%	9	7%
I	pub on	Water St	10	2	20%	4	41%	4	44%	3	27%
J	pub on	Market St - Main to Chestnut	23	3	14%	11	46%	11	50%	7	30%
K	pub on	Market St - Chestnut to James Georgeson	8	0	4%	1	17%	2	23%	2	22%
L	pub on	Main St - Fairview to Chestnut	16	5	34%	12	76%	12	72%	4	25%
M	pub on	Main St - Chestnut to Dietz	14	4	31%	10	69%	11	82%	12	82%
N	pub on	Main St - Dietz to Ford	21	3	13%	14	68%	17	83%	16	75%
O	pub on	Main St - Ford to Elm	7	2	21%	4	58%	6	81%	5	73%
P	pub on	Main St - Elm to Grand	8	1	9%	2	26%	3	31%	1	15%
Q	pub on	Elm St - Main to Walnut	40	4	10%	16	40%	21	52%	10	25%
R	pub on	Ford Ave - Main to Walnut	26	10	38%	15	58%	15	59%	12	48%
S	pub on	South Main St	17	1	6%	5	27%	6	36%	5	32%
T	pub on	Dietz St - Main to Walnut	35	2	6%	16	46%	15	42%	5	15%
U	pub on	Chestnut St - Main to Academy	9	2	22%	6	66%	6	63%	4	41%
V	pub on	Chestnut St Ext	7	0	1%	2	25%	3	41%	3	41%
W	pub on	Wall St	7	5	67%	6	93%	6	82%	4	59%
			<b>899</b>	<b>151</b>	<b>17%</b>	<b>400</b>	<b>44%</b>	<b>432</b>	<b>48%</b>	<b>284</b>	<b>32%</b>
		On-street	248	44	18%	124	50%	138	55%	93	37%
		Off-street	651	107	16%	275	42%	294	45%	191	29%

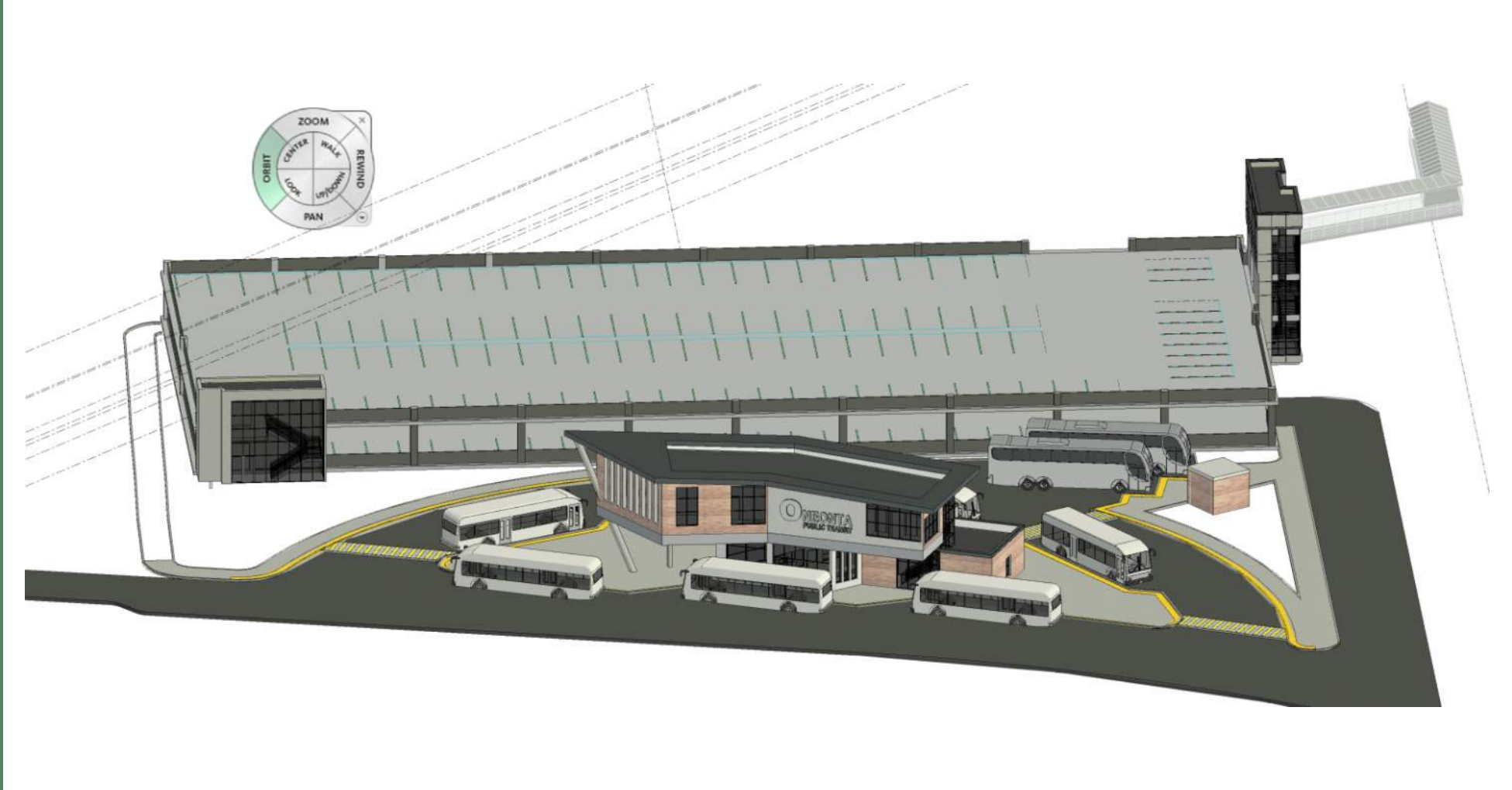




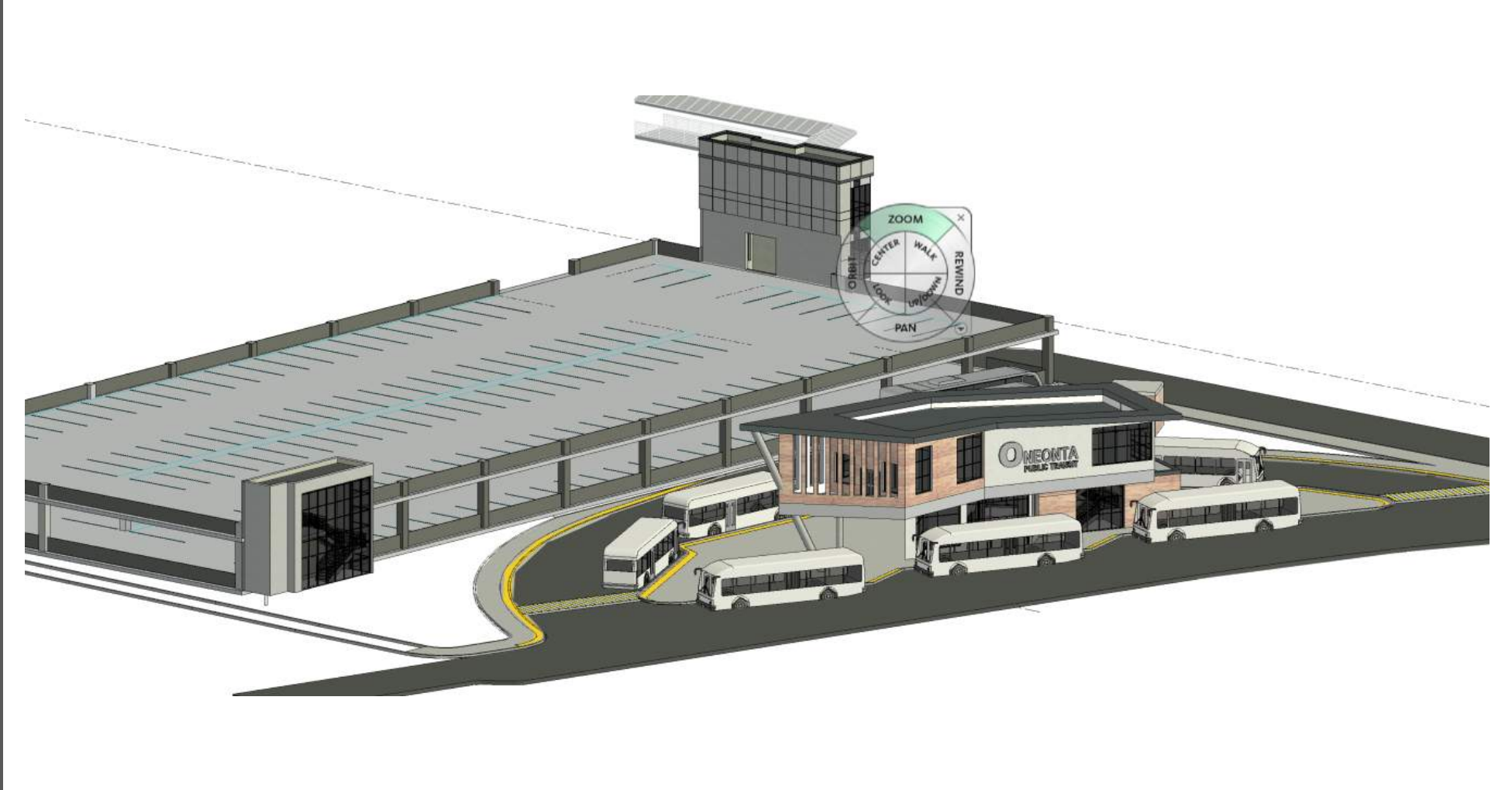
# TRANSPORTATION IMPROVEMENTS

- Demolish existing garage (433 spaces)
- New two-level garage w/ 220 to 250 spaces
- Foundation designed to accommodate future 2-3 stories of development above
- New transit hub along Market St – OPT & Trailways
- Possible future development at southwest corner of site
- Water St two-way dead end up turn-around, sidewalks, lighting

















# HOMework

- [Parking Reform Will Save the City, by Donald Shoup](#)
- Strong Towns
  - [What's Wrong With Parking?](#)
  - [Black Friday Parking](#) and [link](#)

To distill the 800 pages of my 2005 book *The High Cost of Free Parking* into three bullet points, I recommended three parking reforms that can improve cities, the economy, and the environment:

1. Remove off-street parking requirements. Developers and businesses can then decide how many parking spaces to provide for their customers.
2. Charge the right prices for on-street parking. The right prices are the lowest prices that will leave one or two open spaces on each block, so there will be no parking shortages. Prices will balance the demand and supply for on-street spaces.
3. Spend the parking revenue to improve public services on the metered streets. If everybody sees their meter money at work, the new public services can make demand-based prices for on-street parking politically popular.