



CITY OF GLENS FALLS

PARKING OCCUPANCY & TURNOVER:

KEY TAKEAWAYS & RECOMMENDATIONS

November 10, 2023

BFJ Planning

In collaboration with



C.T. Male Associates

A DESIGN PROFESSIONAL CORPORATION

EXECUTIVE SUMMARY

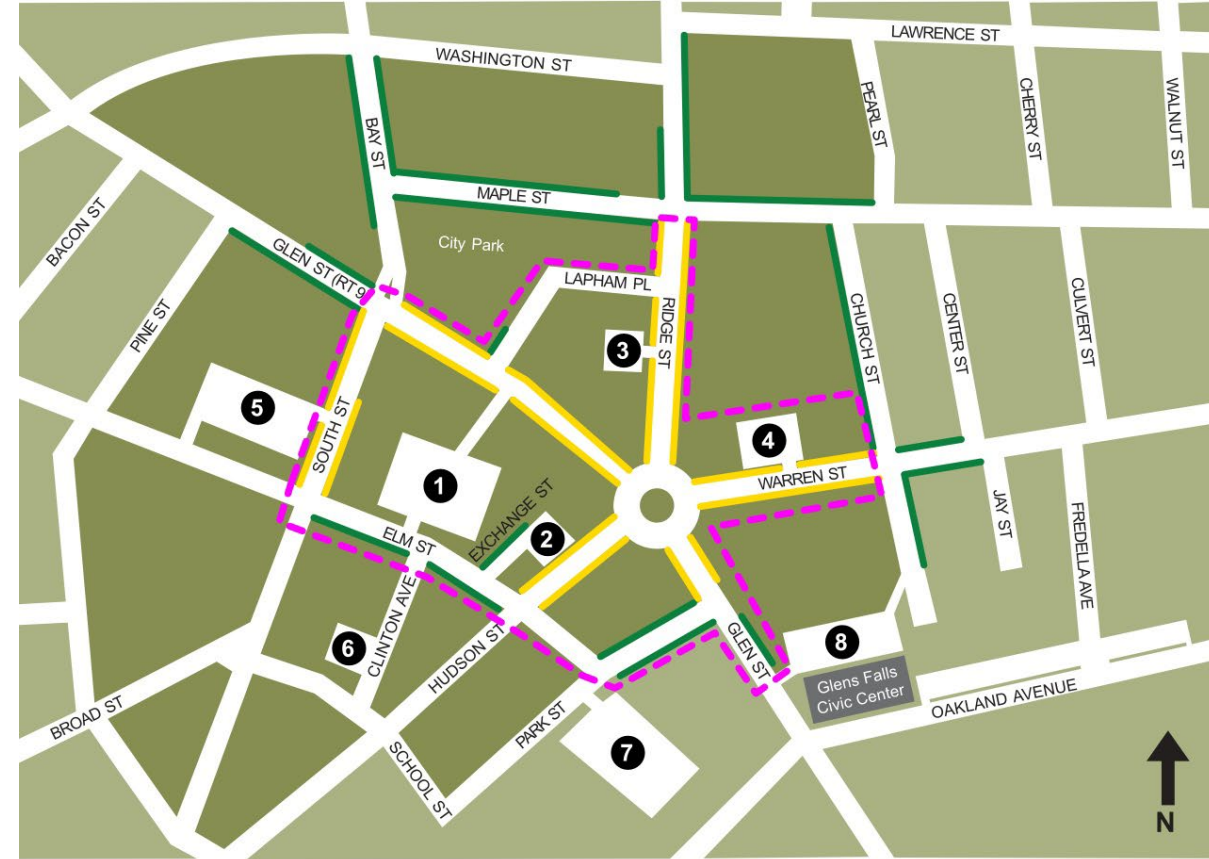
- Current parking demand does not justify investment in parking structure.
- 20% of parkers in core area park illegally beyond time limit (39% of parking hours).
- Stricter enforcement will redistribute parking demand towards outlying areas.
- City should pursue shared parking more aggressively, especially for new developments on City land.

PAID PARKING




- Very effective in generating parking turn-over
- Parking turn-over is more important for businesses than free parking
- Revenue source for potential deck financing
- Facilitates public-private partnerships monetizing parking resources

DOWNTOWN PARKING

- **Data Review***
- **Core Parking Area**
- **Outer Parking Area**
- **Key Findings**
- **Initial Recommendations**



PARKING OCCUPANCY STUDY AREA

-  Core Parking Area
- On Street Parking**
 -  Sensored Streets
 -  Unsensored Streets
- Off Street Parking**
 - 1** Elm St. Lot
 - 2** Exchange St. Lot
 - 3** Ridge St. Lot
 - 4** Warren St. Lot
 - 5** South St. Lot
 - 6** Clinton Ave. Garage
 - 7** Park St. Garage
 - 8** Cool Arena Lot

* Data Collected on Thurs. 10/27/2022 and Fri 10/28/2022

CORE PARKING AREA

		Peak Midday Occupancy (12-1pm)		Avg. Occupancy (9am-6pm)					
		Number of Spaces	% Occupied	Total Occupied	% Occupied	Total Occupied	Avg. cars per space	% illegal parkers	% parking more than 3 hours
Core Parking Area									
Map ID #	Off-Street Parking								
1	Elm Street Lot	98	92%	91	79%	77	3.2	19%	19%
2	Exchange Street Lot	22	95%	21	85%	19	2.9	21%	21%
3	Ridge Street Lot	25	84%	21	84%	21			
	<i>Public Spaces</i>	20	100%	20	99%	20			
	<i>Permit Spaces</i>	5	30%	2	26%	1			
4	Warren St Lot	36	63%	23	50%	18			
On-Street Parking									
	Sensored Streets	152	73%	111	64%	96	4.1	19%	
	Unsensored Streets	45	67%	30	58%	26			
Total Core Occupancy		378	78%	297	68%	257			
Total Core Vacant				81		121			

Note: An additional ~23 spaces will be available when Elm Street Lot construction concludes

OUTER PARKING AREA

		Peak Midday Occupancy (12-1pm)		Avg. Occupancy (9am-6pm)					
		Number of Spaces	% Occupied	Total Occupied	% Occupied	Total Occupied	Avg. cars per space	% illegal parkers	% parking more than 3 hours
Outer Parking Area									
Map ID #	Off-Street Parking								
5	South Street Lot	112	77%	87	60%	67	1.4	NA	43%
6	Clinton S Garage (Ground Floor)	52	44%	23	39%	20	0.5	NA	96%
7	Park Street Garage	507	65%	330	52%	264			
8	Cool Arena Lot	23	54%	13	55%	13			
On-Street Parking									
Unsensored Streets		167	48%	80	38%	63			
Total Outer Occupancy		861	62%	532	50%	427			
Total Outer Vacant				329		434			

CORE & OUTER PARKING AREA

	Number of Spaces	Peak Midday Occupancy (12-1pm)		Avg. Occupancy (9am-6pm)	
		% Occupied	Total Occupied	% Occupied	Total Occupied
Core & Outer Parking Area					
<i>Total Core and Outer Occupancy</i>	1,239	67%	829	55%	684
<i>Total Core and Outer Vacant</i>			410		555

KEY TAKE-AWAYS

- Significant reserves of vacant spaces available during peak times
 - 80 Spaces in the Core Parking area; 330 spaces in the Outer Parking Area
- Approximately 20% of parkers in core area park illegally beyond the allowed time limits. This affects about 39% of parking hours in these lots/streets.
 - Opportunity to redistribute longer-term parking from core area to outer area

PRELIMINARY RECOMMENDATIONS

PARKING MANAGEMENT

- **Stricter Enforcement**
 - Consider hiring an additional PEO
 - Educate and communicate with the public – Why enforcement is important. Parking turn-over is critical for local businesses.
 - Courtesy warnings
 - Upgrade enforcement of parking duration:
 - Via use of license plate readers (LPR)
 - Can sensor data be used to enforce parking? *(Can the sensors alert PEOs of time violations? Can the session duration data be used to write citations?)*

PRELIMINARY RECOMMENDATIONS

PRICING AND PARKING REDISTRIBUTION

- Charge for parking in core area
 - i.e. Glen, Hudson and Ridge Streets; Elm St Lot and Exchange St Lot
 - 90%+ occupied during mid-day peak.
 - Increase turn-over and improve parking availability on high-demand streets
 - Use multi-space meters with capability to pay via cell phone app
- Enhance Park Street Garage Utilization
 - Free parking on upper floors
 - Improve public parking signage at street-level



Park St. Garage

PRELIMINARY RECOMMENDATIONS

SHARED PARKING

- Maximize shared parking opportunities within new developments
 - Redevelopment on City-owned land that includes parking should allow some degree of public parking – i.e. South Street Lot site

South Street Lot Example:

- ❖ Today's Peak Parking Demand: 90 spaces
 - ❖ Assuming a residential development of 80 apartments and 96 parking spaces (1.2 ratio)
 - ❖ During day time +/- 50% of parking spaces will be vacant (48 vacant spaces)
 - ❖ Developer has to provide an additional 42 spaces to allow public parking for 90 cars during day time hours
 - ❖ Nobody gets an assigned parking space
 - ❖ Parking control based on permit system
- Investigate opportunities for publicly accessible shared parking in existing private facilities – i.e. upper floors of Clinton Ave. Garage

PRELIMINARY RECOMMENDATIONS

WAYFINDING

- Update the City's parking map to include the Park Street Garage
- Walking distance signage -- highlight parking locations with walk times
- Utilize a parking mobile app (i.e. Park Smarter) to help drivers find available spaces based on sensor data