

WARNING

This draft parking plan was presented by Committee Member McFarlin with assistance from Committee Member Vinson.

The draft parking plan consists of ideas on topics that have not been recommended by the PPAC or approved by the Common Council.

The purpose of this plan is to get the PPAC to begin discussing topics and to gather feedback on concepts relating to the creation of a managed parking system.

Draft Parking Plan

Presented by PPAC Member McFarlin

“Develop innovative parking controls to allow maximum use of limited available parking and support intensified development”

– City of Plattsburgh’s Comprehensive Plan.

Introduction

- The objective of this parking plan is not to address if Plattsburgh can have enough parking but rather to address how parking can be planned, provided and managed in such a way to ensure that Plattsburgh can thrive.
- The purpose of the presentation is to get feedback so more refinements and adjustments can be made. Then a more finalized and detailed version can be sent to PPAC committee members for review before the July meeting.

Goals

- Efficiently manage short term and long term parking in the downtown district
- High quality service to residents and visitors
- Incentivize residents and downtown employees to park at specific locations to increase curbside parking turnover downtown
- Self-funded parking system

Objectives

- Establish a managed system that sets prices to properly manage parking based on parking data
- Develop a plan for employee & resident parking
- Develop a plan for snow ban parking
- Reduce or Eliminate the Special Assessment District
- Establish a Business Improvement District to administer excess parking revenue should the need arise

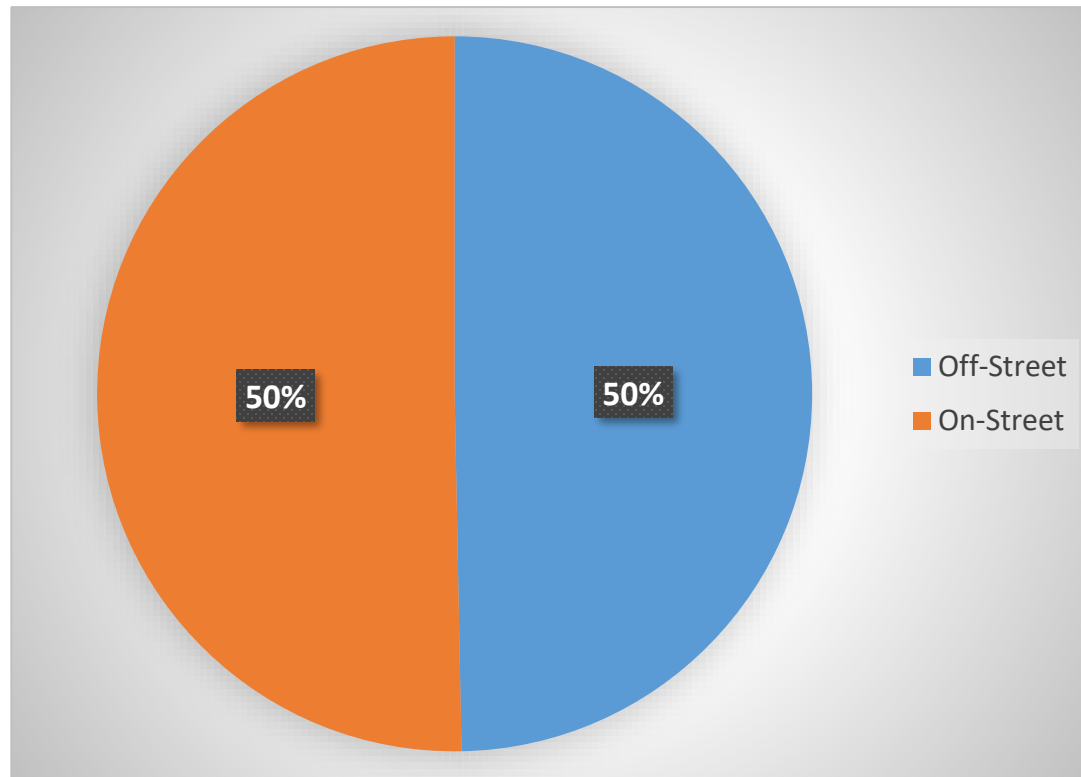
Parking Replacement

All parking replacement options still need recommendations from the PPAC, approval from the Common Council, and final engineering design.

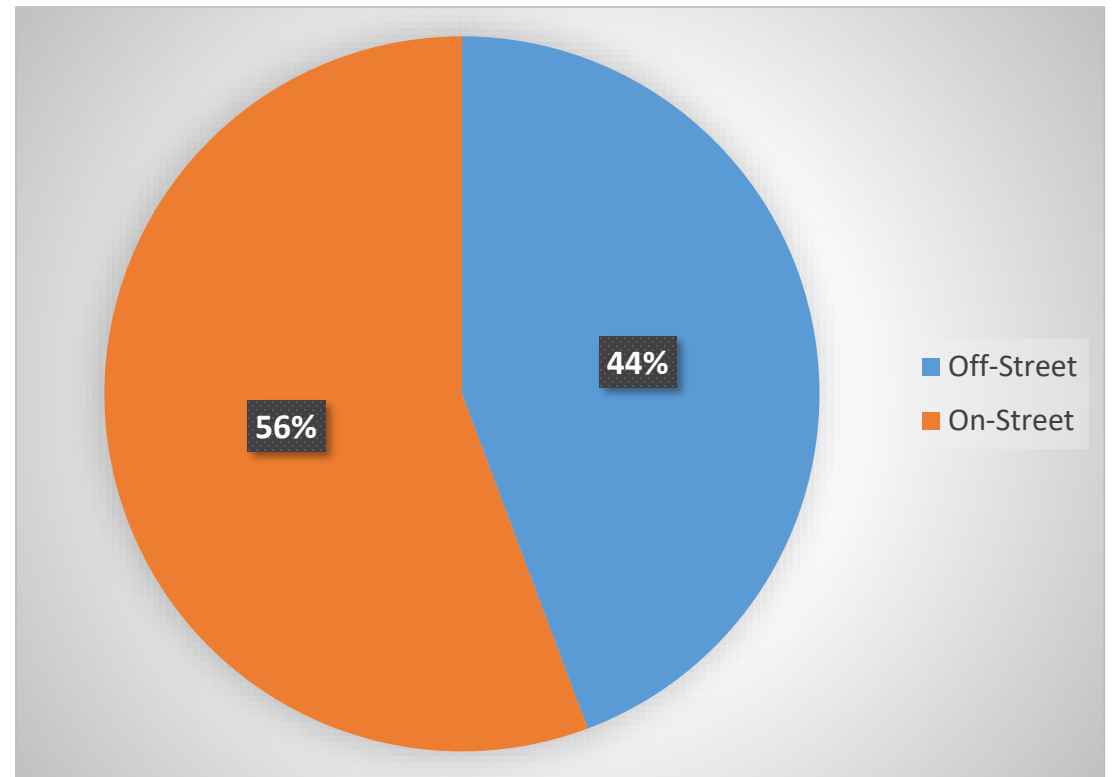
Parking Replacement Option	Net New Public Parking Spaces (+/-)
Arnie Pavone Memorial Parking Plaza	115
Durkee Development	50
County Main Lot Expansion	60
Durkee Street	43
Bridge Street	6
Broad Street Lot Expansion	15
Total	289

Off-Street VS On-Street Downtown Parking

Current Public Parking Supply



Proposed Public Parking Supply



On-Street Managed Parking

- The objective for on-street parking pricing is to be a management tool to address scarcity so pricing shall be set at the lowest amount required to combat scarcity in parking.
- Pricing will be determined by utilization rate.
 - The Common Council hereby directs the parking administrator to pursue pricing that will promote a 80-85% utilization rate on all city blocks in the Downtown Corridor
 - The Community Development Office (CDO), in consultation with the PPAC, shall implement changes to prices and pricing policies as necessary to promote a 80-85% utilization rate on each block.

- Prices and times for each street block shall be posted online by the CDO which shall be mobile compatible.
- The CDO can make recommendations for changes in times and prices to the PPAC which the PPAC can discuss during their regular meetings.
- The CDO will establish prices for each block in the parking management system based on demand and usage of each block.
- Pricing for both weekdays and weekends will have 4 categories.
 - Free – When parking demand is low so users will not have to engage with the system or use kiosks.
 - Minimum – The minimum price point. Users will have to engage with the system and pay at the kiosks.
 - Moderate – This price is to help maintain the goal utilization.
 - Peak – This price is set on blocks where parking demand pushes the goal utilization.
- The CDO will establish a moderate price and a peak price for each block in the parking management system based on demand and usage of each block.

Initial implementation

- The outline for initial implementation is subject to change as the system matures and users react to the system itself. As new data is generated the CDO shall enact prudent changes to promote the required occupancy rate.
- The following is subject to change during events and holidays which could affect demand and the CDO shall enact appropriate changes to combat parking scarcity for special events.
- Differences in parking demand and behavior between the weekdays and weekends prompts the need to have two separate pricing models to efficiently manage the parking supply.

Weekday Pricing

(Sunday 5pm – Friday 5pm)

- Current data counts show parking demand building up to 10am-4pm peak and then overall demand subsides.

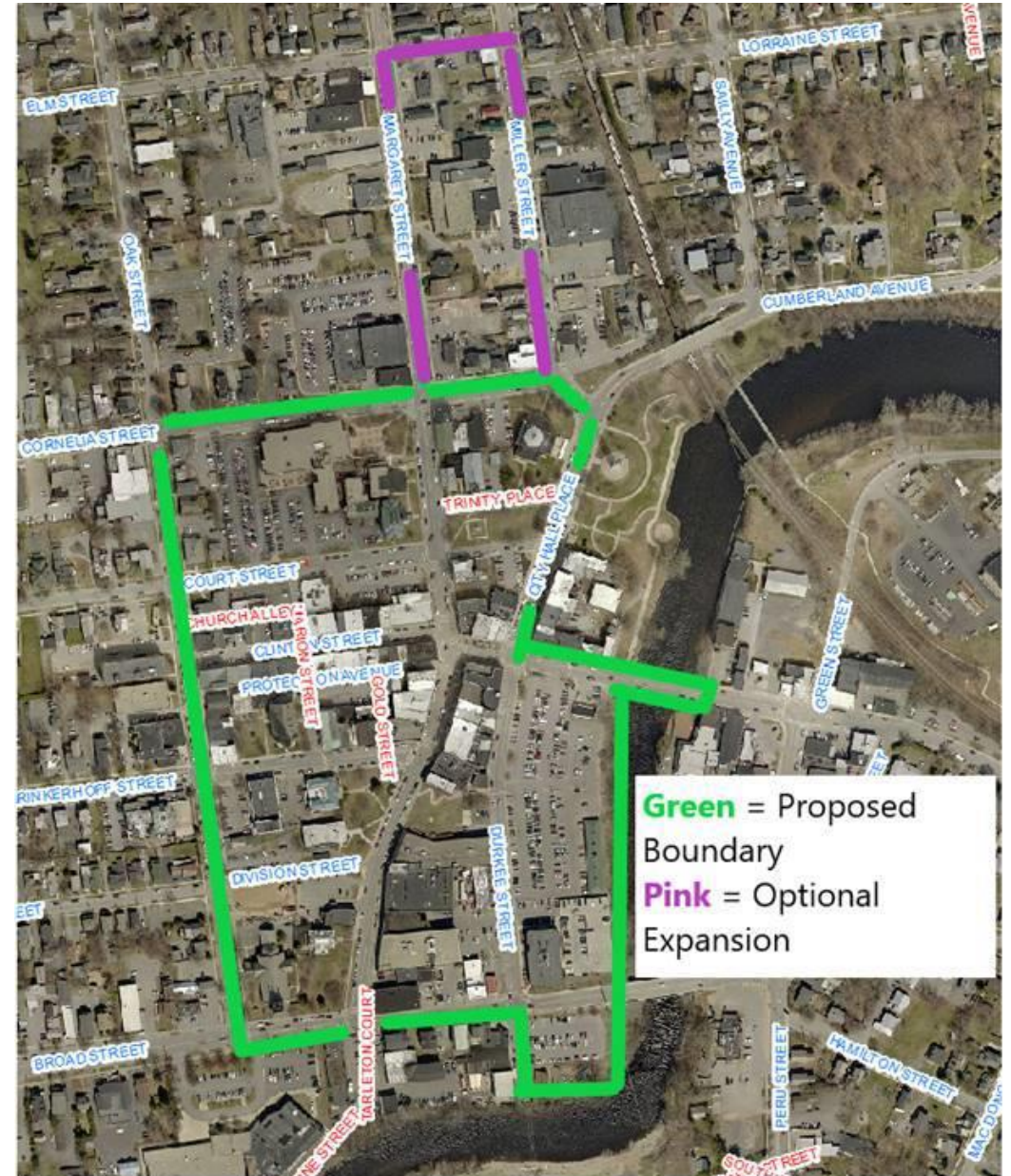
Weekend Pricing

(Friday 5pm – Sunday 5pm)

- Current data shows parking to have a small peak between 12-2pm and then a lull in parking demand until a higher peak later in the evening after 6pm.

Areas of Management

- The following streets in the green boundary will have kiosks installed for management purposes.
- The managed area shall include both City lots on Court Street, the Broad Street lot, and the publicly available spots in the Prime development and Clinton County's Government Center lot.
- For streets on the boundary of the management area, kiosks shall be installed on both sides of the street.



Off-Street Lot Managed Parking

- Management of the Court Street lots, City Hall Place Lot, and public Prime Development off-street parking spots shall be managed similarly to on-street parking as stated above.
- The Arnie Pavone Memorial Parking Plaza (“PPP”) and the Broad Street Lot are expected to primarily be used by individuals with the Green Permit as described below.
- The 60 spots in the Visitor Lot at the County building shall be equipped with kiosks and shall be free for one hour and thereafter be charged at the same rate as the adjacent Court Street Lot.
- The 394 parking spots in the Harborside Lots shall be free to use at all times and will not be managed.

“Green” Parking Permits

- Price - Green Parking Permits will be sold to individuals at a rate of ?
- Use - Green permits shall be effective on weekdays from 7am-6pm and shall allow permit holders to park in the Broad Street Lot, the PPP, Oak Street between Broad and Cornelia, as well as the sections of Broad, Couch, Court, and Brinkerhoff Streets west of Oak Street and east of North Catherine Street. This permit shall exempt the purchaser from all other parking requirements at those locations.
- Above subject to special events.

“Green” Parking Permit Breakdown

Off-Street Parking (7am – 6pm)

189 spaces

On-Street Day Parking (7am – 6pm)

Shared with Blue Permits

184 spaces



“Blue” Parking Permits

- **Price** - Blue Permits will be sold to individuals at the rate of ?
- **Use** - Blue Permits will allow the permit holder to park overnight on Oak Street as well as Court, Brinkerhoff, and Couch Streets west of Oak and east of North Catherine and be exempt from established parking time limits on those blocks from 7am–8pm.
 - Blue permits will also allow the permit holder to park overnight in City owned off-street parking lots from 8pm-7am. This also applies during snow bans.
 - Blue Permit Holders will also be exempt from paying at meters for on street parking before 7am.
 - Above is subject to special events.
 - Blue permit holders will also be able to park in the County lots at the Government Center and Oak Street during certain special events.

“Blue” Parking Permit Breakdown

Overnight Parking (8pm – 7am)

250 spaces

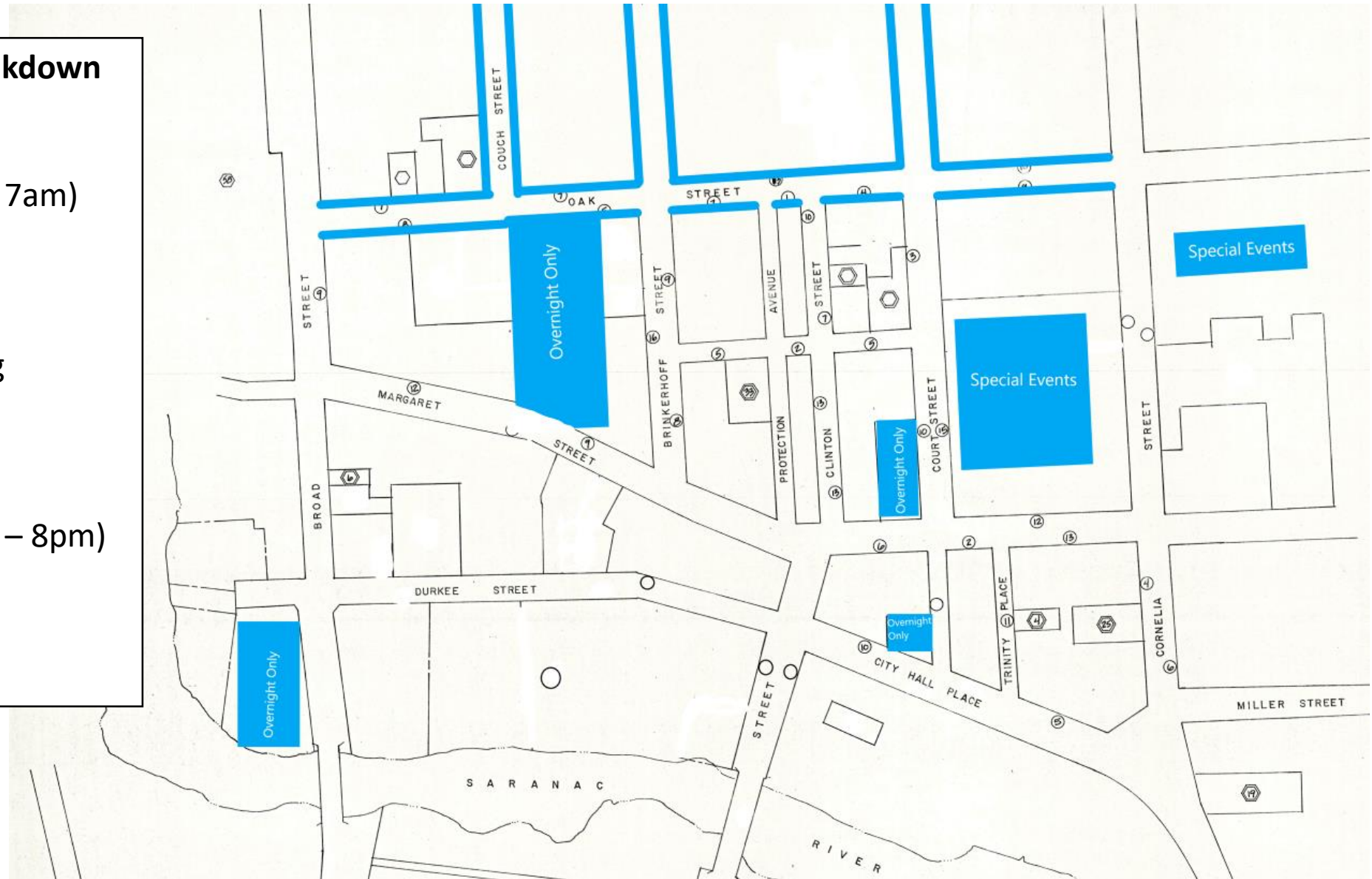
Special Event Parking

230 spaces

On Street Day Parking (7am – 8pm)

Shared with Green Permits

175 spaces



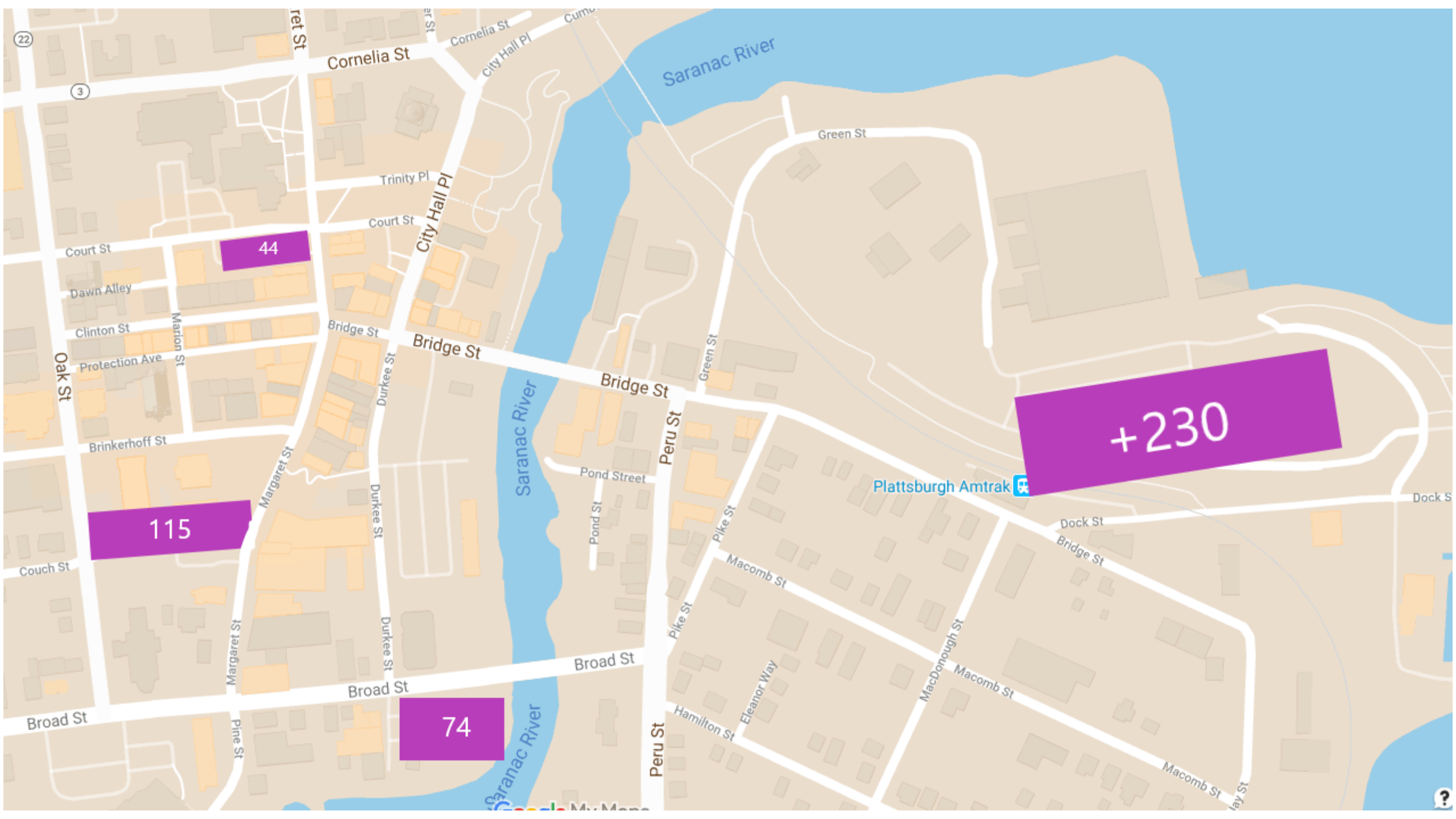
Snow Ban Parking

- Blue permits will allow permit holders to park in approved off-street parking at night during a storm event. However, blue permit holders must move their vehicles to another approved location by 7am.
- Currently Snow Ban parking is mainly done by preventing parking on-street or at certain locations between 2am - 6am. For off-street parking DPW divides Durkee Street lot in two and alternates between the two to clear snow during a ban.
 - Current Snow Ban parking capacity in Durkee Street lot (125 - 164 spaces depending on DPW)
 - North Lot - 125
 - South Lot - 164

Proposed Snow Ban Plan

- Alternating between the various City lots along with using the Harbor lot.
- Currently, a maximum of 40% of the Harbor lot's capacity is used for snow storage. Reducing the amount of available parking to +230 spaces.
- Below is an example of how alternating parking could work during snow bans.

Parking Location	Day 1	Day 2
Arnie Pavone Parking Plaza	115	Plowed
Broad Street Lot	Plowed	74
Court Street Lot	Plowed	44
Harborside Lots	+230	+230
Total Snow Ban Parking Supply	345	348



44

115

74

+230

Plattsburgh Amtrak

- Due to the current unlimited parking duration in the Harborside Lots, this snow ban option may be preferable to having to move their car out of the other lots at 7am or for individuals who are not frequent drivers.
- Future parking agreement with Prime Companies may increase the stock of snow ban parking available.
- A potential seasonal on-street parking ban between December – April? This would allow DPW to more efficiently plow the on-street parking.

Special Event Parking

- Blue permit holders would be able to park in the County Employee Lots at the County Building and Oak Street during certain special events.
- All other parking will be paid and will likely have a higher price due to higher demand.
- Harborside Lots will remain free.
- Residents near the downtown will be encouraged to carpool, taxi, rideshare, ride bikes, or walk to special events.

Handicap Parking

- Off-Street handicap parking will be created at the Arnie Pavone Memorial Parking Plaza and the other various parking replacement options.
- Look at converting on-street parking locations at certain areas into handicap parking where allowable.
 - Ex. Converting the 10 minute parking spots on Margaret Street.
 - On-Street Parking locations next to curb cuts.

Harborside Lot

- The Harborside lot is to remain unmanaged and act as a reservoir of free parking for the use of city residents and visitors.
- The city shall continue to pursue ways to improve access to the Harborside area.
- The city is also exploring ways to bring new activities to Harborside including relocating the Farmers' Market, creation of a dog park, and playground and pavilion installations. The city will continue to pursue these ideas and others.

Special Assessment District

- Reduce or eliminate the Special Assessment District
- Subject to implementation of a paid parking system in off-street parking lots and is proven viability of that system to replace the revenue currently generated by the SAD.

Business Improvement District

- Create a Business Improvement District - While the goal of the parking system is not to be a revenue generator, if revenue from the parking system remains after covering all capital / maintenance / administration costs, a “BID” should be created.
- A BID would ensure parking revenue is placed into a separate account not directly into the general fund.
- Excess parking revenue can only be used for improvements in the area of the managed parking system.
 - Reinvestment of revenue
 - Improve (fix) sidewalks
 - Widen sidewalks
 - Facade improvements / beautification
 - Snow removal

Loading Zones

- More strict enforcement of double parking?
- City restrictions on time allowed for using loading zones?
- Creation of designated loading zones on streets? This will necessitate the removal of curbside parking spaces, for example implementing one on Durkee Street.

Enforcement Adjustments

- Ticket policy
 - Escalating fines?
- Adjudication policy

Demand Reduction Policies

- Decoupling residential parking for new leases (beginning 2022)
- Parking cash back for employees
- Add many bike parking stations (maybe ones that lock)
- Bike share
- Explore options to increase public transportation
- Continue exploring shared-use agreements

Misc. Policy Recommendations

- Charge for curb cuts for amount of loss of parking
- Change Parking Minimums (Eliminate or in lieu payments of \$3,000 - \$4,500)
- Plan for future parking capacity such as a parking garage when demand necessitates it