Mansion Neighborhood Parking Study

Albany, New York

Final Report

Prepared For:

Albany Local Development Corporation, and
The Capital District Transportation Committee

By:

Wilbur Smith Associates

April, 2003
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EXECUTIVE SUMMARY

The purpose of this study is to identify, evaluate, and recommend implementable strategies to address a parking shortage in Albany New York’s Mansion Neighborhood. This study was conducted by Wilbur Smith Associates under the direction of a study advisory committee consisting of representatives from the City of Albany, Mansion Neighborhood Association, the local business community, and the Capital District Transportation Committee (CDTC).

The study focuses on the area shown in Figure ES-1. The neighborhood’s parking supply consists of on-street parking, private off-street parking lots, and three large parking facilities managed by the New York State’s Office of General Services (OGS). Even with this supply, adequate parking is an on-going issue in the Mansion Neighborhood and in most of downtown Albany. Because of the Mansion Neighborhood’s close proximity to the State Capital, Empire State Plaza, and downtown, residents must compete for on-street parking with State employees and customers and employees of neighborhood businesses concentrated along lower Madison Avenue.

This study builds upon the work of the City, local groups, and the data they have collected and includes an assessment of existing conditions, assessment of strategies, and a prioritized list of recommendations.

Key Findings:

- The existing on-street parking supply is over capacity on weekday mornings throughout most of the study area. In the afternoon, the critical parking area is located west of and including Grand Street and north of Myrtle Street. Residents also have a hard time finding on-street parking in the evening.

- During weekdays, 70% of the on-street parking spaces are occupied by vehicles registered to people who live outside of the Mansion Neighborhood. Given that these vehicles are registered to people from the rest of Albany and the surrounding counties, it is reasonable to assume that most of these parked cars belong to commuters;

- During weekdays, the OGS East Street Garage and Cathedral Lot are fully utilized by state employees with parking permits. The Grand Street Lot is not as well utilized during the typical weekday, but provides reserve capacity for visitor parking. All of these facilities are available for general public parking at no charge during most evenings and weekends;

- The alternate-side parking regulations designed to accommodate street sweeping provide an advantage to non-residents over neighborhood residents; and

- There is a lack of communication between OGS and the Mansion Neighborhood.
Figure ES-1. Mansion Neighborhood Parking Study Area
Recommendations include strategies designed to make more efficient use of the neighborhood’s parking supply by sharing information, enforcing parking restrictions, and changing the alternate-side parking schedule. Recommendations also include increases in the on-street and off-street parking supply. Strategies recommended immediately or within one year can be implemented by the City and Mansion Neighborhood Association. Strategies recommended for 5 or more years must be implemented in partnership with OGS.

Recommendations for Immediate Implementation:

- Change the alternate-side parking schedule to benefit residents;
- Increase enforcement and ticketing of illegally parked cars;
- Designate a resident as the Mansion Neighborhood-OGS Liaison; and
- Extend Free Parking from 6:00 AM to 7:00 AM at the Cathedral Lot.

Recommendations for Implementation within One Year:

- Produce a Mansion Neighborhood Parking Brochure and provide regular up-to-date information on the Mansion Neighborhood web site;
- Add unrestricted, on-street parking to:
  - Eagle Street’s west side between the north driveway of the Governor’s Mansion and Church service parking zone (8 additional spaces)
  - Madison Avenue’s south side between Phillip Street and Trinity Place (27 spaces);
- Add unrestricted, on-street parking to the north side of Warren Street between Phillip and Eagle Streets (10 additional spaces);
- Decrease the length of the Grand Street loading zone on the west side of the street to allow room for passenger car parking (3 additional spaces);
- Construct a 5 space parking lot on a vacant parcel at #2 and #4 Bleecker Place; and
- Request that the private owner of the vacant parcel at the corner of Grand and Wilbur Streets make the lot available for parking (10 additional spaces).
Recommendation for Implementation within 5 Years:

- Create a new pedestrian opening to the Cathedral Lot from Eagle Street and investigate the installation of a textured crosswalk at the Elm Street/Eagle Street intersection;

- Use a vacant parcel at the corner of Grand and Warren Streets as a satellite parking lot for state employees, served by a shuttle;

The most effective long term strategy will address the need for employee parking downtown while preserving on-street parking for residents. The long term strategy consists of the following three components:

- An enhanced Transportation Demand Management program targeted at state employees to reduce the need for parking spaces;

- Additional downtown parking to meet the remaining demand even with successful TDM programs; and

- A residential parking permit program that reserves a certain number of on-street spaces for Mansion Neighborhood residents.

An implementation plan is summarized in Tables ES-1 and ES-2. Order of magnitude cost estimates are presented along with the party responsible and an implementation schedule. Table ES-1 lists the recommendations that can be implemented by the City of Albany and the Mansion Neighborhood Association. Table ES-2 lists the recommendations that will require a partnership between the City of Albany, New York State, and the CDTC. Recommendations that are associated with a specific location are shown in Figure ES-2.
Table ES-1. Recommendations That Can Be Implemented by the City and Mansion Neighborhood Association

<table>
<thead>
<tr>
<th>Recommendation</th>
<th>Cost Estimate (Order of Magnitude)</th>
<th>Additional Parking Spaces</th>
<th>Remarks</th>
<th>Party Responsible for Implementation</th>
<th>Time-Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Change alternate-side parking schedule to 24 hours</td>
<td>$2,100 (replacement of signs on 30 blocks)</td>
<td>Not Applicable</td>
<td>Gives residents the advantage over non-residents</td>
<td>City of Albany</td>
<td>Immediate</td>
</tr>
<tr>
<td>Enforcement and ticketing of illegally parked cars</td>
<td>No additional cost</td>
<td>Not Applicable</td>
<td></td>
<td>City of Albany</td>
<td>Immediate</td>
</tr>
<tr>
<td>Mansion Neighborhood Parking Information Brochure</td>
<td>$1,400 for 2,000 copies with professional printing</td>
<td>Not Applicable</td>
<td>Describes all public and private parking opportunities in the Neighborhood. Publish annually.</td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
<tr>
<td>Mansion Neighborhood Parking Information on Website</td>
<td>$0 - Volunteer</td>
<td>Not Applicable</td>
<td>Provides up-to-date information on spaces available to rent, and day-to-day information on neighborhood parking.</td>
<td>Mansion Neighborhood Association</td>
<td>1 Year</td>
</tr>
<tr>
<td>Allow parking on south side of Madison Ave. - Phillip to Trinity</td>
<td>$210 (replacement of signs on 3 blocks)</td>
<td>27</td>
<td>Un-metered spaces</td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
<tr>
<td>Allow parking on west side of Eagle between Governors Mansion north driveway and Church Service Parking</td>
<td>$70 (replace two signs)</td>
<td>8</td>
<td></td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
<tr>
<td>Reduce the length of the loading zone on Grand Street and replace with parking spaces</td>
<td>$70 (replace two signs)</td>
<td>3</td>
<td></td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
<tr>
<td>Convert vacant parcel at corner of Grand and Wilbur Streets to a parking lot for residents</td>
<td>$3,000</td>
<td>10</td>
<td>Private lot with spaces rented to residents for monthly fee.</td>
<td>Mansion Neighborhood Association Agreement with Private Land Owner</td>
<td>1 Year</td>
</tr>
<tr>
<td>Convert Bleecker Place vacant parcels to a parking lot for residents</td>
<td>$5,000</td>
<td>5</td>
<td>Management/Ownership Option to be selected</td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
<tr>
<td>Allow parking on north side of Warren Street between Phillip and Grand</td>
<td>$70 (replace two signs)</td>
<td>10</td>
<td>Not located in the critical parking area, but will serve a community garden</td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
</tbody>
</table>
### Table ES-2. Recommendations Requiring Partnership between OGS, the City, and Mansion Neighborhood Association

<table>
<thead>
<tr>
<th>Map Reference</th>
<th>Recommendation</th>
<th>Cost Estimate (Order of Magnitude)</th>
<th>Additional Parking Spaces</th>
<th>Remarks</th>
<th>Party Responsible for Implementation</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Designate a Mansion Neighborhood-OGS Liaison</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Ensures communication between OGS and neighborhood</td>
<td>Mansion Neighborhood Association and OGS</td>
<td>Immediate</td>
</tr>
<tr>
<td>7</td>
<td>Extend free parking from 6:00 AM to 7:00 AM at Cathedral Lot</td>
<td>$0</td>
<td>Not Applicable</td>
<td></td>
<td>OGS</td>
<td>Immediate</td>
</tr>
<tr>
<td>8</td>
<td>Provide a pedestrian gate to the Cathedral Lot with a textured pedestrian crossing on Eagle Street</td>
<td>$5,000 - $10,000</td>
<td>250</td>
<td>Improves access and safety to Cathedral Lot.</td>
<td>City working with OGS or Church of Immaculate Conception</td>
<td>5 Years</td>
</tr>
<tr>
<td>9</td>
<td>Convert vacant parcel at corner of Grand and Warren Streets to a State Employee parking lot with shuttle service</td>
<td>$26,000 (Capital costs only)</td>
<td>100-140</td>
<td>Provide shuttle service to final destinations and institute on-street time restrictions to encourage parking in the lot.</td>
<td>OGS</td>
<td>5 Years</td>
</tr>
<tr>
<td></td>
<td>Implement New and Enhance Existing Transportation Demand Management Programs</td>
<td>No estimate available</td>
<td>Not Applicable</td>
<td></td>
<td>OGS, City, and CDTC</td>
<td>More Than 5 Years</td>
</tr>
<tr>
<td></td>
<td>Provide Additional Parking for State Employees Downtown</td>
<td>No estimate available</td>
<td>As Required</td>
<td></td>
<td>OGS and City</td>
<td>More Than 5 Years</td>
</tr>
<tr>
<td></td>
<td>Residential Parking Permit Program</td>
<td>No estimate available</td>
<td>Not Applicable</td>
<td></td>
<td>City, New York State Workers Union, and State Legislature</td>
<td>More Than 5 Years</td>
</tr>
</tbody>
</table>
Figure ES-2. Location Specific Recommendations

1. Provide 27 On-Street Parking Spaces on South Side of Madison Avenue
2. Provide 8 On-Street Parking Spaces on Eagle Street between Governor’s Mansion Driveway and Parking for Church Services
3. Reduce Loading Zone Length and replace with 3 On-Street Spaces
4. Convert Vacant Parcel at Corner of Grand and Wilbur Streets to a 10 Space Parking Lot for Residents
5. Convert Bleecker Place Vacant Parcels to a 5 Space Parking Lot for Residents
6. Provide 10 On-Street Parking Spaces on the North Side of Warren Street
7. Extend Free Parking from 6:00 AM to 7:00 AM at Cathedral Lot
8. Provide a Pedestrian Gate to the Cathedral Lot with a Textured Pedestrian Crossing on Eagle Street
9. Convert Vacant Parcel at Corner of Grand and Warren Streets to State Employee Parking Lot with Shuttle Service

See Tables ES-1 and ES-2 for Additional Information
INTRODUCTION

The purpose of this study is to identify, evaluate, and recommend strategies to address a parking shortage in Albany New York’s Mansion Neighborhood. The study was conducted by Wilbur Smith Associates (WSA) under the direction of a study advisory committee. The study advisory committee consisted of representatives from the Albany Office of Development and Planning, a City Alderman representing the Mansion Neighborhood, the Mansion Neighborhood Association, a local business group, and the Capital District Transportation Committee (CDTC). This study was funded by CDTC through its Community and Transportation Linkage Planning Program with additional support from the City of Albany.

The study area is shown in Figure 1. The Mansion Neighborhood is located a short walk from the State Capital, Empire State Plaza, downtown, and other City neighborhoods. The neighborhood contains a commercial area along Madison Avenue in the north part of the study area. The businesses along Madison Avenue attract customers from inside and outside of the neighborhood. Most of the neighborhood is residential and consists of densely developed 2-4 unit row houses. The neighborhood’s parking supply consists of on-street parking, private off-street parking lots, and three large parking facilities managed by the New York State Office of General Services (OGS).

Adequate parking is an on-going issue in the Mansion Neighborhood and in most of downtown Albany. Residents must compete for a limited amount of on-street parking with State employees and customers and employees of neighborhood businesses concentrated along lower Madison Avenue. Competition for parking spaces was once limited to the daytime working hours but has grown into a 24-hour a day problem. The renovation of 57 vacant housing units in the neighborhood will further add to demand for parking spaces, putting more pressure on the existing parking supply.

Various groups including the City, Mansion Neighborhood Association, the Lower Madison C-1 Committee and the South End Action committee have discussed and analyzed the parking situation, identified the problems, and developed a list of the reasonable alternative solutions. This study builds upon the work of these various groups and the data they have collected and is organized into the following three major sections:

1. Assessment of Existing Conditions. Data on the neighborhood parking supply, characteristics, and use is summarized, results of a public meeting are summarized, and issues are identified;

2. Assessment of Strategies. Strategies are identified, described, and evaluated; and

3. Recommendations. Strategies that best address the issues are presented along with costs, implementation responsibilities, and time frames.
Figure 1. Mansion Neighborhood Parking Study Area
ASSESSMENT OF EXISTING CONDITIONS

This assessment of existing conditions is based on an inventory of the parking supply, parking regulations, and land use in the study area conducted by the Mansion Neighborhood Association and the City of Albany. WSA supplemented that information with field measurements and other observations.

Parking Supply Characteristics

Table 1 summarizes the number of parking spaces in the study area. The parking supply in the study area consists of on-street spaces available for use by the general public, private surface lots which provide spaces to residents, employees, or customers of specific businesses or residential units, and two large surface lots and a parking garage owned by New York State and managed by the Office of General Services (OGS).

Table 1. Summary of Study Area Parking Supply

<table>
<thead>
<tr>
<th>Type of Parking Facility</th>
<th>Number of Parking Spaces</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Street Public</td>
<td>450 to 610 (Varies by Day)</td>
</tr>
<tr>
<td>Off-Street Private</td>
<td>530</td>
</tr>
<tr>
<td>New York State Grand Street Lot</td>
<td>225</td>
</tr>
<tr>
<td>New York State Cathedral Lot</td>
<td>250</td>
</tr>
<tr>
<td>New York State East Garage</td>
<td>2,300</td>
</tr>
</tbody>
</table>

On-Street Parking

On-street parking is available to the general public. With the exception of the north side of Madison Avenue, parking is free and has no time restrictions. The north side of Madison Avenue, between Phillip and Fulton streets, has parking meters. The meters are in effect from Monday through Friday 8:00 am to 6:00 pm. The maximum duration is 4 hours between Phillip and Grand Streets and 2 hours between Grand and Fulton Streets.

As indicated in Table 2, the study area contains a number of different parking restrictions designed to accommodate street sweeping through alternate-side parking. As a result, the number of legal on-street parking spaces varies by day of the week and time of day. Figure 2 shows how the number of on-street spaces varies as the different parking restrictions come into effect throughout the week. Figures 3-5 show where parking is allowed during three different time periods of the week. Tuesday evening to Sunday evening is the predominant on-street parking situation in the study area. Most of the streets in the Mansion Neighborhood are swept on Sunday and Monday nights. On these streets, the restriction goes into effect in the evening and ends the next morning. This schedule benefits non-residents over residents. A non-resident arriving on Monday morning will find plenty of available legal spaces because Mansion Neighborhood residents are still parked on the alternate side of the street. As Mansion Neighborhood residents move their cars to the alternate side, they must compete with non-residents for the spaces. Changing the alternate-side parking schedule to occur for 24 hours will benefit residents over non-residents as
follows: As non-residents arrive in the morning, residents will still be parked in the legal spaces because the shift in parking restrictions will not occur until later in the day.

**Figure 6** shows the special use on-street parking zones in the study area. The loading zone on Grand Street and the school zone on Elm Street are available to the general public after 5:00 PM on weeknights and throughout the weekend. Parking at the other three locations is restricted for the use specified at all times.

**Table 2. Study Area On-Street Parking Regulations to Accommodate Street Sweeping**

<table>
<thead>
<tr>
<th>Specific Restriction</th>
<th>General Time Period Affected</th>
</tr>
</thead>
<tbody>
<tr>
<td>NO PARKING 6 PM SUN - 9 AM MON</td>
<td>Sunday 6 PM to Monday 9 AM</td>
</tr>
<tr>
<td>NO STANDING 7 PM SUN - 7 AM MON</td>
<td>Sunday 6 PM to Monday 6 PM</td>
</tr>
<tr>
<td>NO PARKING 8 PM SUN - 8 AM MON</td>
<td>Monday 6 PM to Tuesday 6 PM</td>
</tr>
<tr>
<td>NO STANDING 8 PM SUN - 8 AM MON</td>
<td>Sunday 6 PM to Monday 6 PM</td>
</tr>
<tr>
<td>NO PARKING 11 PM SUN - 7 AM MON</td>
<td>Sunday 6 PM to Monday 6 PM</td>
</tr>
<tr>
<td>NO STANDING 6 PM SUN - 6 PM MON</td>
<td>Sunday 6 PM to Monday 6 PM</td>
</tr>
<tr>
<td>NO PARKING 11 PM MON - 7 AM TUES</td>
<td>Sunday 6 PM to Monday 6 PM</td>
</tr>
<tr>
<td>NO STANDING 6 PM MON - 7 AM TUES</td>
<td>Sunday 6 PM to Monday 6 PM</td>
</tr>
<tr>
<td>NO PARKING 6 PM MON - 6 PM TUES</td>
<td>Sunday 6 PM to Monday 6 PM</td>
</tr>
</tbody>
</table>

**Figure 2. Variation in Legal On-Street Parking Supply during the Week**
Figure 3. On-Street Parking Regulations and Number of Spaces Per Block: Tuesday-Sunday
Figure 4. On-Street Parking Regulations and Number of Spaces Per Block: Sunday-Monday
Figure 5. On-Street Parking Regulations and Number of Legal Spaces: Monday - Tuesday
Figure 6. Special Use Parking Zones

- School Zone (3 Spaces)
  No Parking Mon - Fri 8 AM to 3 PM

- Loading Zone (2 Spaces)
  20 Minute Time Limit

- Loading Zone (7 Spaces)
  No Parking Mon - Fri 8 AM to 5 PM

- Volunteer Services Employee Parking (2 Spaces)

- Police Parking
  No Parking Anytime

- Reserved for Church Services (5 Spaces)
Private Off-Street Parking Facilities

**Figure 8** shows the location of off-street parking facilities in the study area. The off-street facilities include privately owned lots that serve specific residents and the employees and customers of businesses. Parking is allowed by permission. Some private lot owners make spaces available to anyone willing to pay a monthly fee. Signs, like the one shown in **Figure 7**, appear from time to time advertising available spaces. According to neighborhood residents, parking spaces are often made available by word of mouth. The typical monthly rate for parking is $40. The largest of these lots, the Hill Street Café lot, is located on Madison Avenue and has 35 spaces. The vast majority of these private lots have less than 10 spaces.

New York State Off-Street Parking Facilities

The largest off-street facilities in the study area are owned by New York State and managed by OGS. Characteristics of each facility are summarized below.

**Grand Street Lot**

- 225 total spaces
- 115 of the spaces reserved for car pools and 110 for state employees and visitors
- Parking Permit fee for state employees is $18.36 per month.
- Spaces are available to the general public and visitors for $5.00 per day until 2:00 PM
- Free parking is available 2:00 PM-7:00 AM on weekdays and all weekend long from Friday 2:00 PM to Monday 7:00 AM
- During large events at the Pepsi Arena, OGS charges a parking fee

**Cathedral Lot**

- 250 total spaces.
- Parking Permit fee for state employees is $18.36 per month.
• Free public parking for the general public from 2:00 PM to 6:00 AM during the weekdays all weekend long from 2:00 PM Friday to 6:00 AM Monday.

• State employee parking permit required during all other times.

• The Cathedral Lot may be sold by NYS to the Church of the Immaculate Conception.

Empire State Plaza East Garage (East Garage)

• 2,300 total spaces.

• Parking Permits for State Employees
  o $36.72 per month for covered space
  o $18.35 per month for roof space

• Available to the general public from 5:00 PM to 7:30 AM weekdays and all weekend

• Closed once or twice a year for wash down

• Spaces occasionally sold for events at Pepsi Arena
Figure 8. Off-Street Parking Facilities
On-Street Parking Supply Usage

Figures 9 and 10 show the percent occupancy of on-street parking in the study area during a typical weekday morning and afternoon. Overall on-street parking space occupancy of the streets surveyed during the morning period was 93%. Occupancy along many of the blocks was equal to or greater than 100%. During the afternoon period, overall on-street parking space occupancy was 70%. The maximum effective parking supply in downtowns is generally between 85 to 90% of the actual number of parking spaces available. The reasons include – spaces may be too remote from people’s final destination, the availability of spaces is not readily apparent or obstructed by poorly parked vehicles or, delays associated with entering or leaving parking facilities1. Based on this guideline, the overall on-street parking supply in the study area is over capacity in the morning.

According to members of the steering committee, the most critical part of the study area is located north of Myrtle Street and west of and including Grand Street. This observation is supported by the data presented in Figures 9 and 10.

Figures 9 and 10 also show that the metered spaces along the north side of Madison Avenue were under utilized. Customers of the businesses along Madison Avenue are probably searching for and finding free parking spaces along nearby streets and in the private off-street lots dedicated to a particular business (lots for the Hill Street Café and Lombardos for example).

On-street parking spaces are being occupied by Mansion Neighborhood residents and non-residents. Non-residents include customers and employees of neighborhood businesses and state government employees. To help quantify the share of on-street parking spaces occupied by residents and non-residents, WSA conducted a license plate survey along the study area streets shown in Figure 11. The results are presented in Figures 12 and 13 for the morning and afternoon periods. License plate numbers were noted for cars parked on-street and provided to the City of Albany Police Department. The police department provided zip codes for each parked car based on place of residence information available from vehicle registration. The names of vehicle owners and their exact addresses were not provided.

Of the parked cars surveyed, only 24% during the morning and 20% during the afternoon were registered to people with a Mansion Neighborhood zip code. Approximately 20% of the cars were registered to people with zip codes from other areas in the City of Albany. Fifty percent of parked cars were registered in the “Rest of New York State” which consisted primarily of the balance of Albany County and the surrounding counties as shown in Figure 14. The license plate survey shows that 70% of the cars parked in the Mansion Neighborhood are registered to non-residents from the rest of Albany and surrounding counties. This finding verifies the observations made by residents that on-street parking is being occupied by commuters.

1 “Parking”, Robert A. Weant and Herbert S. Levinson
Figure 9. On-Street Parking Usage: 9:00 AM to 11:00 AM Thursday September 12, 2002

Overall Occupancy = 93%

Survey conducted by City of Albany.
Figure 10. On-Street Parking Usage in the Afternoon: 3:00 PM to 4:00 PM Wednesday October 2, 2002

Survey conducted by Wilbur Smith Associates.
Figure 11. On-Street Parking License Plate Survey Locations
Figure 12. Zip Code Origins of Cars Parked in Mansion Neighborhood 10:00 am to 12:00 noon Tuesday, October 22, 2002

- Mansion Neighborhood: 78 cars (24%)
- Rest of City of Albany: 60 cars (19%)
- Rest of New York State: 165 cars (51%)
- Out of State: 7 cars (2%)
- Zip Code Not Available: 14 cars (4%)

Figure 13. Zip Code Origins of Cars Parked in Mansion Neighborhood 1:00 pm to 3:00 pm Tuesday, October 22, 2002

- Mansion Neighborhood: 56 cars (20%)
- Rest of City of Albany: 156 cars (54%)
- Rest of New York State: 11 cars (4%)
- Out of State: 6 cars (2%)
- Zip Code Not Available: 58 cars (20%)
Figure 14

City of Albany & Mansion Neighborhood Zip Code Areas

Mansion Neighborhood Parking Study
New York County Line

Wilbur Smith Associates
Use and Management of OGS Parking Facilities in the Study Area

Although parking accumulation surveys were not available for the East Street Garage, Grand Street Lot, and Cathedral Lot, discussions with OGS officials and observations by WSA and neighborhood residents provide an overview of their use and management.

East Street Garage

According to OGS, the East Street garage is typically over 90% full during weekdays. This approximation is consistent with a 92% occupancy observed by WSA on November 21, 2002 between 2:00 and 3:00 PM. Although there are 2300 available spaces, OGS has issued 3300 to 3400 parking permits for that garage. Therefore, the OGS representatives did not believe the East Street garage can be used to provide any further employee parking during the day. The garage is open to the public after 5:00 PM and all day on weekends. It is used occasionally by Mansion Neighborhood residents during those time periods. The garage is occasionally closed at night for wash-down once a year and when there are large events at the Pepsi Arena. In the past, OGS has not notified the Mansion Neighborhood Association about these types of changes in access.

Grand Street Lot

Observations by neighborhood residents and WSA suggest that the Grand Street Lot is seldom more than 50% full. Of the 225 available parking spaces, 115 are reserved for car pools. The rest of the spaces are reserved for visitors and state employees. According to OGS, the Grand Street lot is sometimes over capacity on Tuesdays, the day lobbyists attend the state legislature. OGS occasionally charges for parking at the Grand Street lot when there are large events at the Pepsi Arena.

Cathedral Lot

Based on observations by WSA and neighborhood residents, the Cathedral Parking Lot is full during weekdays and nearly empty during evenings and on weekends. The most direct pedestrian access between the Mansion Neighborhood and the Cathedral lot is provided via a long, dark walkway confined between a block wall and the Cathedral. Rapes and other crimes have allegedly occurred in this walkway.

General Issues

- New York State has a policy of providing a parking space for every employee that wants one. However, the parking space may not be in the most convenient location relative to an employee’s final work place destination. As a result, state employees often seek more convenient and, if available, free parking.

- There is a lack of communication between OGS and the Mansion Neighborhood. In the past, OGS has not notified the Mansion Neighborhood when any of its facilities were closed or free parking was not available due to events at the Pepsi Arena. The
communication has not occurred because (1) OGS was not aware that changes in access to the parking facilities affected the neighborhood and (2) even if OGS was aware, there was no designated person in the Mansion Neighborhood to contact.

Public Comments on Existing Conditions and Possible Strategies

A public meeting was held in conjunction with a regular Mansion Neighborhood Association meeting on October 17, 2002 to gather input on existing issues and to solicit reaction to strategies being discussed. A presentation was provided on existing conditions based on information collected to date. A list of preliminary strategies was described including:

- The use of vacant lots for parking;
- Changing alternate-side parking times;
- Instituting on-street time limits of 2-4 hours during the day; and
- Allowing parking on both sides of various streets.

Comments are summarized below as they relate to existing issues and possible strategies.

Comments on Existing Issues

- Night time parking is near 100% full.
- Although the State of New York has peripheral parking lots for its employees, many employees still choose to park in the Mansion Neighborhood and on other city streets.
- The parking signage, in general, is in poor condition. Many signs are faded and are difficult to read. Some signs are missing.
- Illegal parking is common in the neighborhood. The City is losing out on a significant amount of revenue by not enforcing the parking regulations. Part of the parking problem could be addressed with better enforcement.
- Mansion Neighborhood parking spaces experience higher levels of use while school is in session, while the legislature is in session, and during events at the Pepsi Arena.
- A couple of people at the meeting stated that they have parked their cars in the OGS East garage at night when they are unable to find parking on the street.
- There are many privately owned off-street lots that provide parking for a monthly fee. The typical rate charged is $40 per month. These spaces are usually not advertised. People find out about the spaces through word-of-mouth.
Comments on Possible Strategies

- Parking spaces in the Eagle and Elm Street areas are used by people visiting the Cathedral and the Museum. If additional parking spaces are provided, those spaces will simply be used up by people visiting the Cathedral and Museum.

- Strongly support the City altering alternate-side parking schedule to have the alternating schedule run for a full 24 hour period.

- The list of strategies should include parking on both sides of Eagle Street.

- People did not support the strategy of on-street parking time restrictions during the day time. Although this strategy would make it inconvenient for non-residents, it would also be inconvenient for residents. Many of the people who attended this meeting walk to work. These people would have to return to move their cars as well. There are also retired people in the neighborhood who leave their cars parked in the same location all day that would have to move their cars as well.

- The strategies should consider ways to reduce demand for parking before trying to increase the parking supply.

- A group of neighbors would like to convert the vacant parcel at the corner of Wilbur and Grand Streets into a community garden or pocket park and have been discussing this option with the current owner.

Existing Conditions Findings

- On-street parking is over capacity during morning weekdays through most of the study area. During weekday afternoons, on-street parking is over capacity in the area located north of Myrtle Street and west of Grand Street. According to neighborhood residents, on-street parking is fully occupied during the evenings.

- The metered spaces on Madison Avenue are not used.

- During weekdays, 70% of the on-street parking is occupied by non-Mansion-Neighborhood residents. Data from the license plate survey suggest that most of these non-residents are commuters.

- Parking prohibitions designed to accommodate street sweeping are confusing and benefit non-residents. Due to the existing parking prohibitions, the on-street parking supply is at its lowest on Monday at 7:00 A.M - the time that non-residents begin to arrive and occupy neighborhood parking spaces.
• New York State has a policy of providing a parking space for every one of its employees. However, they can not guarantee that a parking space will be in the most convenient location for each employee. As a result, state employees often search for more convenient parking elsewhere. The Mansion Neighborhood provides convenient and free parking for some of these employees.

• The East Street Garage and Cathedral Lot are fully utilized during weekdays. The Grand Street lot, although not always fully utilized during weekdays, provides excess capacity for the state to accommodate visitors. As a result, none of these facilities are available to help relieve the on-street parking problem in the neighborhood during the day. All facilities have plenty of excess capacity during evenings and on weekends.

• There are two barriers to improving the use of the Cathedral lot for Mansion Neighborhood residents. First is the 6:00 am weekday time limit to public parking. This time limit is too early for most people. Second, and more important, is the lack of a safe pedestrian connection.

• There is a lack of communication between OGS and the Mansion Neighborhood. There is also a need to provide information, on a regular basis, to Mansion Neighborhood residents on the parking opportunities available in the neighborhood at the OGS facilities and at private lots.
ASSESSMENT OF STRATEGIES

Potential strategies were identified by the study advisory committee prior to hiring WSA, during a neighborhood walkthrough, and by the neighborhood residents as summarized above.

The project steering committee identified the following strategies (also shown in Figure 15) to be considered in the study:

- Potential shared use of the OGS Grand Street Lot and Parking Garage;
- Use of vacant lots scattered throughout the study area as shown in Figure 16;
- Allowing parking on both sides of streets where parking is currently allowed on one side only;
- Providing angled parking on Eagle Street;
- Using alleys for parking; and
- Closing Fulton Street to traffic and converting it to a parking lot.

A neighborhood walkthrough was held on October 2, 2002 to allow the consultant and the study advisory committee to evaluate and discuss, in the field, the strategies listed above and to identify other potential strategies. Representatives from the City of Albany, Mansion Neighborhood Association, CDTC, Downtown Albany Business Improvement District, and WSA participated in the walkthrough. During the walkthrough, streets with the potential to accommodate parking on each side were identified as shown in Figure 17 and the following additional strategies were developed:

- Change the alternate-side parking schedule which is currently designed to accommodate street sweeping during the night;
- Implement on-street parking time restrictions during the day;
- Decrease the length of the loading zone on Grand Street between Elm Street and Madison Avenue to allow room for passenger car parking; and
- Provide information to neighborhood residents through the neighborhood web site and via an annual publication that describes parking opportunities, regulations, and issues in the neighborhood.

Strategies identified by Mansion Neighborhood residents at the October 17, 2002 meeting include:

- Better enforcement of parking restrictions;
- Create a pedestrian gate in the block wall between Eagle Street and the Cathedral Lot to provide a direct and safe connection to the Mansion Neighborhood;
- Consider ways to reduce demand for parking before trying to increase the parking supply; and
- Temporary “No Parking” signs for special events
Figure 15. Initial Strategies Identified By Steering Committee

- **OGS Parking Garage**: Possibility for shared parking.
- **Grand Street Surface Lot**: Possibility for shared parking.
- **Fulton Street**: Close & Use for Parking.
- **Eagle Street**: Change to Diagonal Parking.
- **Entire Study Area**: Investigate potential use of private alleys & vacant lots. Modify City Parking Prohibitions.
Figure 16. Vacant Parcels Considered for Parking
Figure 17. Existing Streets Evaluated for Parking on Each Side
The following strategies have obvious benefits, do not require further evaluation, and are included in the final recommendations:

- **Change the alternate-side parking schedule to benefit Mansion Neighborhood Residents.** The existing alternate-side parking schedule should be revised to give Mansion Neighborhood residents the advantage when searching for a parking space over non-residents.

- **Enforcement and ticketing of illegal parking.** As shown in Figures 9 and 10 on pages 12 and 13, there are several blocks where the number of parked cars exceeds the number of available legal spaces. Illegally parked cars are often found at the end of blocks and cause safety problems by restricting sight distance for vehicles exiting the intersecting street.

- **Annual production of a Mansion Neighborhood Parking Brochure.** This brochure would provide an overview of parking opportunities in the neighborhood, include information on street sweeping schedules, snow emergency parking procedures, and the parking that is available in the evenings at the OGS facilities.

- **Provide up-to-date parking information on the Mansion Neighborhood web site:** [http://home.earthlink.net/~mansion2000/](http://home.earthlink.net/~mansion2000/). The web site would provide a place for owners of private lots to advertise parking spaces for lease as they become available, information on events at the Pepsi Arena that may affect parking in the neighborhood, notices about temporary closures of OGS parking facilities resulting from maintenance or events at the Pepsi Arena, and other information that affects the day-to-day availability of parking in the neighborhood.

- **Identify a Neighborhood-OGS Liaison.** Designate a neighborhood volunteer to serve as the OGS-Neighborhood Liaison. The liaison will be the designated contact person for OGS when it needs to disseminate information about its parking facilities in the neighborhood and will meet with OGS officials from time to time to ensure lines of communication are open and effective.

The following strategies have obvious disadvantages and are not included in the recommendations:

- **Closing Fulton Street and converting it to public parking.** During the walkthrough it was observed that conversion of Fulton Street to parking would result in a net loss of spaces when considering the impact on the adjacent private parking lots.

- **Using Alleys for Public Parking.** Charles, East and West Trinity Alley, and Providence Place are all publicly owned alleyways. As shown in Figure 7 on page 9, these alleys provide access to the many private garages and parking lots for the housing that fronts the main streets. These alleys are not wide enough to accommodate on-street parking. Furthermore, on-street parking would block access to the many private garages and lots.
• **Using temporary “No Parking” signs during special events at the Pepsi Arena.** This strategy would not be effective because it would affect Mansion Neighborhood residents as well as non-residents attending a Pepsi Arena event.

• **Implement On-Street Parking Time Restrictions During Weekdays.** This strategy, which is designed to make long term parking inconvenient for non-residents, was opposed by most of the residents that attended the October 17, 2002 meeting.

**Converting Vacant Parcels to Parking Lots**

**Figure 16** shows the location of vacant parcels in the study area. The vacant parcels were inspected during the walkthrough. With the exception of the locations circled in red, which are discussed below, most of the vacant parcels are not suitable for parking. Their typically long, narrow configurations would make parking access and circulation difficult. Furthermore, the driveways necessary to serve each parcel, if converted to a parking lot, would result in the loss of some on-street parking.

**#2 and #4 Bleecker Place**

Buildings were recently demolished to create the vacant parcels at #2 and #4 Bleecker Place shown in **Figure 18**. The property is owned by the Albany Community Development Agency, a division of the City of the Albany. The configuration of these parcels could provide five additional parking spaces. Two potential layouts are shown in **Figures 21 and 22**. The City is currently investigating management options. This new parking lot would be located within the critical area.

**Grand / Wilbur Street Parcel**

The vacant parcel at the corner of Grand and Wilbur streets is located where it could help address the parking shortage in the neighborhood and has a suitable configuration. There is potential for ten parking spaces. This parcel is privately owned and has been used in the past, informally, as parking. As the adjacent building to the north began to fall apart, parking was no longer safe due to falling bricks. Renovations to the adjacent building began late in 2002 creating the opportunity to use this parcel again for parking. Arrangements with the land owner would be necessary. There is a competing desire by neighborhood residents to convert this parcel to a community garden.
Grand / Warren Street Parcel

This large parcel could accommodate as many as 140 parking spaces. However, it is privately owned and development proposals are rumored. The parcel is not located within the neighborhood’s critical parking area and would not be a convenient parking option for neighborhood residents. This parcel could be used to provide parking for state employees if shuttle service was included. In order to encourage state employees to use a parking lot at this parcel, on-street parking time restrictions would also be necessary. Without time restrictions, state employees would continue to seek the free, conveniently located on-street parking in the critical parking area.

Figure 20. Grand / Warren Street Parcel
Figure 21. Bleecker Place Parking Lot Concept A

Figure 22. Bleecker Place Parking Lot Concept B
Parking on Each Side of Various Streets

Parking is allowed on one side only of the streets circled in Figure 17 on page 24. Parking alternates from side to side to accommodate street sweeping. On the section of Warren Street between Phillip and Eagle Streets, also circled in Figure 17, parking is not allowed on either side of the street.

Table 3 presents the minimum curb-to-curb width required to accommodate parallel parking on each side of a street with one-way or two-way traffic. The following guidance on street widths for urban local streets is provided in “A Policy on Geometric Design of Highways and Streets 2001” published by the American Association of State Highway and Transportation Officials (AASHTO):

- Travel lanes should be a minimum of 10 feet wide;
- Where practical, travel lanes should be 11 feet wide; and
- Parking lanes should be at least 7 feet wide in residential areas and 8 feet wide in commercial and industrial areas.

Although it does not have public work specifications that specify minimum street width standards, the City typically uses 10 feet for travel lanes and 8 feet for parking lanes. These widths are consistent with the AASHTO guidelines and were used to develop Table 3.

<table>
<thead>
<tr>
<th>Traffic Pattern</th>
<th>Curb to Curb Width</th>
</tr>
</thead>
<tbody>
<tr>
<td>Two-Way Traffic</td>
<td>36 Feet</td>
</tr>
<tr>
<td>One-Way Traffic</td>
<td>26 Feet</td>
</tr>
</tbody>
</table>

Tables 4 and 5 on the following page compare existing curb-to-curb widths with the dimensional requirements shown above in Table 3 for streets with two-way and one-way traffic respectively. Sections where there is adequate room for parking on each side of the street are highlighted.

The section of Madison Avenue between Trinity Place and South Pearl Street has enough room to accommodate parking on each side of the street. Members of the study advisory committee pointed out that the additional space is currently used as an unofficial right turn lane from Madison Avenue to South Pearl Street. The study advisory committee agreed that maintaining the space for right turns was necessary to minimize vehicle back-ups. As a result, parking on each side of Madison Avenue between Trinity Place and South Pearl Street is not recommended.

Warren Street between Phillip and Eagle Streets is a special situation because parking is not currently allowed on either side of that section of the street. Table 6 compares the existing street width to the width necessary to accommodate two-way traffic and parallel parking on each side of the street. It shows that there is not enough room for parking on each side of...
Warren Street. Table 7 compares the existing street width to the width necessary to accommodate two-way traffic and parking on one side of the street. It shows there is enough room for parking on one side of the street.

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Existing Curb to Curb Width (Feet)</th>
<th>Minimum Width Required For Parking on Each Side</th>
<th>Is There Enough Room for Parking on Each Side of the Street?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eagle Street</td>
<td>Park Ave</td>
<td>Myrtle</td>
<td>31'-0&quot;</td>
<td>36'</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Myrtle</td>
<td>Elm</td>
<td>34'-8&quot;</td>
<td>36'</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Elm</td>
<td>Madison Place</td>
<td>43'-8&quot;</td>
<td>36'</td>
<td>Yes</td>
</tr>
<tr>
<td>Phillip Street</td>
<td>Madison</td>
<td>Van Zandt</td>
<td>32'-0&quot;</td>
<td>36'</td>
<td>No</td>
</tr>
<tr>
<td>Madison Ave</td>
<td>Phillip</td>
<td>Grand</td>
<td>36'-0&quot;</td>
<td>36'</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Grand</td>
<td>Trinity</td>
<td>36'-0&quot;</td>
<td>36'</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Trinity</td>
<td>So. Pearl</td>
<td>36'-0&quot;</td>
<td>36'</td>
<td>No (1)</td>
</tr>
</tbody>
</table>

(1) On-street parking on this section of Madison Avenue is not recommended because it would eliminate an unofficial right-turn lane from Madison Avenue to South Pearl Street.

Table 5. Potential of Streets with One-Way Traffic to Accommodate Parking on Each Side of the Street

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Existing Curb to Curb Width (Feet)</th>
<th>Minimum Width Required For Parking on Each Side</th>
<th>Is There Enough Room for Parking on Each Side of the Street?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phillip Street</td>
<td>Warren</td>
<td>Park Ave</td>
<td>24'-4&quot;</td>
<td>26'</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Park Ave</td>
<td>Myrtle</td>
<td>24'-0&quot;</td>
<td>26'</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Myrtle</td>
<td>Elm</td>
<td>22'-9&quot;</td>
<td>26'</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Elm</td>
<td>Madison</td>
<td>22'-3&quot;</td>
<td>26'</td>
<td>No</td>
</tr>
<tr>
<td>Elm Street</td>
<td>Eagle</td>
<td>Phillip</td>
<td>24'-6&quot;</td>
<td>26'</td>
<td>No</td>
</tr>
<tr>
<td></td>
<td>Phillip</td>
<td>Grand</td>
<td>24'-0&quot;</td>
<td>26'</td>
<td>No</td>
</tr>
<tr>
<td>Wilbur Street</td>
<td>Phillip</td>
<td>Grand</td>
<td>17'-4&quot;</td>
<td>26'</td>
<td>No</td>
</tr>
<tr>
<td>Bleecker Place</td>
<td>Eagle</td>
<td>Phillip</td>
<td>18'-6&quot;</td>
<td>26'</td>
<td>No</td>
</tr>
</tbody>
</table>

[Indicates that enough space is available for parking on each side of the street]
Table 6. Potential for Parking on Both Sides of Warren Street between Phillip and Eagle

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Existing Curb to Curb Width (Feet)</th>
<th>Minimum Width Required For Parking on Each Side</th>
<th>Is There Enough Room for Parking on Each Side of the Street?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phillip</td>
<td>Eagle</td>
<td>32'-3&quot;</td>
<td>36'</td>
<td>No</td>
</tr>
</tbody>
</table>

Table 7. Potential for Parking on One Side of Warren Street between Phillip and Eagle

<table>
<thead>
<tr>
<th>From</th>
<th>To</th>
<th>Existing Curb to Curb Width (Feet)</th>
<th>Minimum Width Required For Parking on One Side (1)</th>
<th>Is There Enough Room for Parking on One Side of the Street?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phillip</td>
<td>Eagle</td>
<td>32'-3&quot;</td>
<td>28'</td>
<td>Yes</td>
</tr>
</tbody>
</table>

(1) 20 feet for two travel lanes plus 8 feet for parallel parking

Table 8 summarizes the locations where additional on-street parking is possible. The parking recommended for the south side of Madison Avenue should be un-restricted (no parking meters). Based on the data collected, the existing, metered parking spaces on the north side of Madison Avenue are not used during the day. Therefore, providing more metered spaces will not help address the need for more parking.

Table 8. Summary of Additional On-Street Spaces Possible

<table>
<thead>
<tr>
<th>Street</th>
<th>From</th>
<th>To</th>
<th>Description</th>
<th>Spaces Added</th>
</tr>
</thead>
<tbody>
<tr>
<td>Madison Ave</td>
<td>Phillip</td>
<td>Grand</td>
<td>Allow parking on south side of street.</td>
<td>19</td>
</tr>
<tr>
<td></td>
<td>Grand</td>
<td>Trinity</td>
<td>Allow parking on south side of street.</td>
<td>8</td>
</tr>
<tr>
<td>Eagle Street</td>
<td>Elm Street</td>
<td>Madison Place</td>
<td>Allow parking on west side of street.</td>
<td>8</td>
</tr>
<tr>
<td>Warren Street</td>
<td>Phillip</td>
<td>Eagle</td>
<td>Allow parking on north side of street.</td>
<td>10</td>
</tr>
</tbody>
</table>
Angled Parking on Eagle Street

Angled parking has the potential to increase the number of on-street spaces along a block because it requires less curb-space than parallel parking. The disadvantage of angled parking is that it requires a wider street.

Figure 24 shows the minimum curb-to-curb width necessary to accommodate 45 degree and 60 degree angled parking. These requirements are compared to the existing space available along Eagle Street. As shown, the only section of Eagle Street wide enough to accommodate angled parking is between Elm Street and Madison Avenue. This section of Eagle Street could accommodate angled parking on one side of the street only.

Figure 25 shows the tradeoffs in terms of number of spaces if angled parking is provided between Elm Street and Madison Avenue. The analysis shows that angled parking (1) results in no net gain of parking spaces because parking on the opposite side of the street would have to be eliminated, (2) would require eliminating the spaces reserved for church services, and (3) creates an awkward situation where the centerline of the roadway would have to shift to the west. Therefore, angled parking is not recommended.

Changes to Grand Street Loading Zone

Figure 6 on page 8 shows the location of a loading zone on the west side of Grand Street between Madison Avenue and Elm Street. Parking for passenger vehicles is not permitted between the hours of 8:00 AM and 5:00 PM, Monday through Friday. The loading zone is approximately 125 feet long, accounting for the setback required from the intersecting street corners. According to local business owners, trucks arrive at all times of the day. The length of typical delivery trucks, shown in Figure 23, range between 30 to 45 feet. Sixty feet would be necessary to provide parking for three passenger vehicles, leaving 65 feet for the loading zone. A 65 foot long loading zone would provide enough space for a 45 foot truck to park, the space necessary to maneuver in and out, and room to unload product.

Figure 23. Typical Delivery Truck Dimensions (AASHTO)
Figure 24. Assessment of Curb-to-curb Widths on Eagle Street Relative to Space Required for Angled Parking

<table>
<thead>
<tr>
<th>Curb to Curb Width Requirements For:</th>
<th>Minimum Width Needed for Angled Parking (45% Angle)</th>
<th>Maximum Width Needed for Angled Parking (60% Angle)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Angled Parking on Two Sides of Street</td>
<td>55 Feet</td>
<td>58 Feet</td>
</tr>
<tr>
<td>Angled Parking on One Side of Street</td>
<td>37 Feet</td>
<td>39 Feet</td>
</tr>
</tbody>
</table>
Figure 25. Comparison Between Additional Spaces Possible with Angled Parking and Additional Spaces Possible if Parallel Parking is Allowed on Both Sides of Eagle Street

<table>
<thead>
<tr>
<th>Spaces Added on East Side with Angled Parking</th>
<th>13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Spaces Lost on West Side</td>
<td>13</td>
</tr>
<tr>
<td>Net Gain</td>
<td>0</td>
</tr>
</tbody>
</table>
Shared Use of OGS Parking Facilities

The Grand Street Lot, Cathedral Lot, and East Garage are already available to the general public during the evenings and on weekends and can help relieve the parking shortage for Mansion Neighborhood residents during those time periods. The use of these facilities by Mansion Neighborhood residents during the evenings can be enhanced by disseminating information through the use of the parking brochure, web site, and Mansion-OGS liaison as described above.

These OGS facilities do not have spaces available to relieve the parking shortages that occur during weekdays. Both the East Street Garage and the Cathedral Lot are near capacity during typical weekday working hours. Although the Grand Street Lot does have excess capacity during most of the weekdays, OGS will continue to reserve those parking spaces for visitors. Reserving spaces for visitors does benefit the Mansion Neighborhood to a certain extent. As long as there are spaces available in the Grand Street Lot, visitors may not seek spaces in the Mansion Neighborhood.

The following strategies can further enhance the convenience of the Cathedral Lot for Mansion Neighborhood residents:

- **Extend the morning time limit for free parking to 7:00 AM.** Free parking is available to the public between 2:00 PM and 6:00 AM on weekdays and all weekend long at the Cathedral Lot. The morning time limit for free parking should be extended to 7:00 am to make it more convenient for Mansion Neighborhood residents.

- **Improve the Pedestrian Connection between the Cathedral Lot and Mansion Neighborhood.** The Cathedral Lot should be made more accessible by constructing an opening in the block wall as shown in Figure 26. The existing pedestrian connection, also shown in Figure 26, is confined between the Cathedral and a block wall and is not safe at night. A textured pedestrian crossing across Eagle street, similar to others in the City, should be provided to further improve the connection to the neighborhood. The pedestrian crossing should be located at the Elm Street intersection.

Reducing Demand for Parking

Enhancement of existing Transportation Demand (TDM) strategies throughout the Capital District could reduce the number of vehicles traveling to the state offices in Albany, and therefore the parking spaces they require. The goal of TDM is to shift person trips form single occupancy vehicles to transit, car-pools, van-pools, or other rideshare services, especially at peak times.

**New Visions,** the long-range transportation plan for the Capital District, contains several strategies to enhance demand management. They include to:
1. **Continue and expand current demand management initiatives.** Currently, the Capital District Transportation Committee (CDTC) maintains the commuter register (www.commuter-register.org) which provides information on carpools, park-and-ride lots and how to participate in the guaranteed ride home program. The plan also calls for the creation of additional park-and-ride facilities, engaging employers in transit promotion and financing, providing federal funds toward travel demand management initiatives and encouraging the use of technology as a travel substitute.

2. **Engage New York State as a full partner in parking management and transit promotion.** There are several actions that New York State could take as an employer to support transit. First, there could be better integration of the OGS peripheral park-and-ride service (and the SUNYA shuttle service) with CDTA’s regional transit system to ensure effective use of all transit resources. Second, the State could work with CDTA and other transit providers to expand peripheral park-and-ride service to other markets. Third the State could include transit pass subsidies, pre-tax purchase of transit passes, increased parking permit costs and a “transportation allowance” in contract negotiations with employee bargaining units.

3. **Consider highway pricing (particularly congestion pricing) and broad parking policies (including cashing out).** Congestion pricing would involve charging road users a fee for using a major facility at a peak travel time, perhaps using technology similar to the NYS Thruway’s electronic toll collection system.

According to the CDTC, TDM demonstration projects have been implemented and tested for certain state agencies. The programs have had some success and are being promoted to other state agencies. In addition, the City of Albany and County of Albany offer employees transit passes in exchange for giving up their parking spaces. A number of employees have taken advantage of this offer. However, until these programs are implemented on a large scale, the direct impacts to the Mansion Neighborhood will continue to be small.
Figure 26. Improved Pedestrian Connection Between Cathedral Lot and Mansion Neighborhood

- Cathedral Lot - Managed by OGS
  - Approximately 250 Spaces
  - Open to general public after 2:00 PM on Weekdays

- Existing pedestrian walkway

- Existing Block Wall

- Create opening for pedestrians in block wall and provide a textured crosswalk across Eagle Street.
RECOMMENDATIONS AND ACTION PLAN

Table 9 lists the strategies that can be implemented by the City and/or the Mansion Neighborhood Association. The strategies include operational changes, such as changes to the alternate-side parking schedule, and information and communication strategies that will help Mansion Neighborhood residents use the existing supply as efficiently as possible. The recommendations also include the addition of 53 parking spaces within the critical parking area consisting of 38 on-street and 15 off-street spaces. Although outside of the critical parking area, an additional 10 on-street spaces is recommended along Warren Street to serve the community garden between Warren and Providence Place and to provide additional night time parking. Order of magnitude cost estimates have been provided. The parties to be involved in implementation are identified and a time frame is recommended. All of the strategies recommended in Table 9 could be implemented within one year.

Table 10 lists the strategies that must involve OGS / New York State as well as the City and the Mansion Neighborhood Association. With the exception of the recommendations to designate a Mansion-OGS liaison and to change the free parking time at the Cathedral lot, the strategies involving NYS will take up to and beyond five years to implement.

Location specific recommendations from Tables 9 and 10 are shown on the map in Figure 27.

The most effective long term strategy will address the need for employee parking downtown while preserving on-street parking for residents. The long term strategy consists of the following three components:

- An enhanced Transportation Demand Management program targeted at state employees to reduce the need for parking spaces;
- Additional downtown parking to meet the demand that will remain even with successful TDM programs; and
- A residential parking permit program that reserves a certain number of on-street spaces for Mansion Neighborhood residents.
### Table 9. Recommendations That Can Be Implemented by the City and Mansion Neighborhood Association

<table>
<thead>
<tr>
<th>Map Reference (See Figure 27)</th>
<th>Recommendation</th>
<th>Cost Estimate (Order of Magnitude)</th>
<th>Additional Parking Spaces</th>
<th>Remarks</th>
<th>Party Responsible for Implementation</th>
<th>Time-Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Applicable</td>
<td>Change alternate-side parking schedule to 24 hours</td>
<td>$2,100 (replacement of signs on 30 blocks)</td>
<td>Not Applicable</td>
<td>Gives residents the advantage over non-residents</td>
<td>City of Albany</td>
<td>Immediate</td>
</tr>
<tr>
<td>Not Applicable</td>
<td>Enforcement and ticketing of illegally parked cars</td>
<td>No additional cost</td>
<td>Not Applicable</td>
<td></td>
<td>City of Albany</td>
<td>Immediate</td>
</tr>
<tr>
<td>Not Applicable</td>
<td>Mansion Neighborhood Parking Information Brochure</td>
<td>$1,400 for 2,000 copies with professional printing</td>
<td>Not Applicable</td>
<td>Describes all public and private parking opportunities in the Neighborhood. Publish annually.</td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
<tr>
<td>Not Applicable</td>
<td>Mansion Neighborhood Parking Information on Website</td>
<td>$0 - Volunteer</td>
<td>Not Applicable</td>
<td>Provides up-to-date information on spaces available to rent, and day-to-day information on neighborhood parking</td>
<td>Mansion Neighborhood Association</td>
<td>1 Year</td>
</tr>
<tr>
<td>1</td>
<td>Allow parking on south side of Madison Ave. - Phillip to Trinity</td>
<td>$210 (replacement of signs on 3 blocks)</td>
<td>27</td>
<td>Un-metered spaces</td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
<tr>
<td>2</td>
<td>Allow parking on west side of Eagle between Governors Mansion north driveway and Church Service Parking</td>
<td>$70 (replace two signs)</td>
<td>8</td>
<td></td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
<tr>
<td>3</td>
<td>Reduce the length of the loading zone on Grand Street and replace with parking spaces</td>
<td>$70 (replace two signs)</td>
<td>3</td>
<td></td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
<tr>
<td>4</td>
<td>Convert vacant parcel at corner of Grand and Wilbur Streets to a parking lot for residents</td>
<td>$3,000</td>
<td>10</td>
<td>Private lot with spaces rented to residents for monthly fee.</td>
<td>Mansion Neighborhood Association Agreement with Private Land Owner</td>
<td>1 Year</td>
</tr>
<tr>
<td>5</td>
<td>Convert Bleecker Place vacant parcels to a parking lot for residents</td>
<td>$5,000</td>
<td>5</td>
<td>Management/Ownership Option to be selected</td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
<tr>
<td>6</td>
<td>Allow parking on north side of Warren Street between Phillip and Grand</td>
<td>$70 (replace two signs)</td>
<td>10</td>
<td>Not located in the critical parking area, but will serve a community garden</td>
<td>City of Albany</td>
<td>1 Year</td>
</tr>
</tbody>
</table>
Table 10. Recommendations Requiring Partnership between OGS, the City, and Mansion Neighborhood Association

<table>
<thead>
<tr>
<th>Map Reference (See Figure 27)</th>
<th>Recommendation</th>
<th>Cost Estimate (Order of Magnitude)</th>
<th>Additional Parking Spaces</th>
<th>Remarks</th>
<th>Party Responsible for Implementation</th>
<th>Time Frame</th>
</tr>
</thead>
<tbody>
<tr>
<td>Not Applicable</td>
<td>Designate a Mansion Neighborhood-OGS Liaison</td>
<td>$0</td>
<td>Not Applicable</td>
<td>Ensures communication between OGS and neighborhood</td>
<td>Mansion Neighborhood Association and OGS</td>
<td>Immediate</td>
</tr>
<tr>
<td>7</td>
<td>Extend free parking from 6:00 AM to 7:00 AM at Cathedral Lot</td>
<td>$0</td>
<td>Not Applicable</td>
<td>City working with OGS or Church of Immaculate Conception</td>
<td>OGS</td>
<td>Immediate</td>
</tr>
<tr>
<td>8</td>
<td>Provide a pedestrian gate to the Cathedral Lot with a textured pedestrian crossing on Eagle Street</td>
<td>$5,000 - $10,000</td>
<td>250</td>
<td>Improves access and safety to Cathedral Lot.</td>
<td>City working with OGS or Church of Immaculate Conception</td>
<td>5 Years</td>
</tr>
<tr>
<td>9</td>
<td>Convert vacant parcel at corner of Grand and Warren Streets to a State Employee parking lot with shuttle service</td>
<td>$26,000 (Capital costs only)</td>
<td>100-140</td>
<td>Provide shuttle service to final destinations and institute on-street time restrictions to encourage parking in the lot.</td>
<td>OGS</td>
<td>5 Years</td>
</tr>
<tr>
<td>Not Applicable</td>
<td>Implement New and Enhance Existing Transportation Demand Management Programs</td>
<td>No estimate available</td>
<td>Not Applicable</td>
<td></td>
<td>OGS, City, and CDTC</td>
<td>More Than 5 Years</td>
</tr>
<tr>
<td>Not Applicable</td>
<td>Provide Additional Parking for State Employees Downtown</td>
<td>No estimate available</td>
<td>As Required</td>
<td></td>
<td>OGS and City</td>
<td>More Than 5 Years</td>
</tr>
<tr>
<td>Not Applicable</td>
<td>Residential Parking Permit Program</td>
<td>No estimate available</td>
<td>Not Applicable</td>
<td></td>
<td>City, New York State Workers Union, and State Legislature</td>
<td>More Than 5 Years</td>
</tr>
</tbody>
</table>
1. Provide 27 On-Street Parking Spaces on South Side of Madison Avenue
2. Provide 8 On-Street Parking Spaces on Eagle Street between Governor's Mansion Driveway and Parking for Church Services
3. Reduce Loading Zone Length and replace with 3 On-Street Spaces
4. Convert Vacant Parcel at Corner of Grand and Wilbur Streets to a 10 Space Parking Lot for Residents
5. Convert Bleecker Place Vacant Parcels to a 5 Space Parking Lot for Residents
6. Provide 10 On-Street Parking Spaces on the North Side of Warren Street
7. Extend Free Parking from 6:00 AM to 7:00 AM at Cathedral Lot
8. Provide a Pedestrian Gate to the Cathedral Lot with a Textured Pedestrian Crossing on Eagle Street
9. Convert Vacant Parcel at Corner of Grand and Warren Streets to State Employee Parking Lot with Shuttle Service

See Tables ES-1 and ES-2 for Additional Information
SUMMARY

The purpose of this study is to identify, evaluate, and recommend implementable strategies to address a parking shortage in Albany, New York’s Mansion Neighborhood. Adequate parking is an on-going issue in the Mansion Neighborhood and in most of downtown Albany. Residents must compete for a limited amount of on-street parking with State employees and customers and employees of neighborhood businesses concentrated along lower Madison Avenue. Approximately 70-75% of the on-street parking spaces in the neighborhood are occupied during the day by vehicles owned by non-residents. The availability of adequate and convenient parking affects the quality of life for neighborhood residents and is critical to the success of local businesses.

This study is based on an assessment of existing conditions that includes a parking supply inventory, documentation of existing parking regulations, parking space usage surveys, and a license plate survey. The assessment is also based on valuable input from neighborhood residents, study advisory committee members, and representatives from the New York State Office of General Services.

The assessment of existing conditions identifies the parking issues in the neighborhood and is used as the basis for evaluating different strategies. Recommendations include strategies designed to make more efficient use of the neighborhood’s parking supply by sharing information, enforcing parking regulations, and changing the alternate-side parking schedule. Recommendations also include increases in the on-street and off-street parking supply. Strategies to improve access to and use of the OGS parking garage and surface lots in the neighborhood are also included. Many of the strategies recommended can be implemented immediately or within one year by the City or Mansion Neighborhood Association. Strategies that require a partnership with OGS will take five or more years to implement.