

**SARATOGA SPRINGS DOWNTOWN PARKING STUDY**  
Saratoga Springs, New York

June 2001

Submitted to:  
City of Saratoga Springs

Submitted by:  
Edwards and Kelcey

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Transportation Committee and the Saratoga County Chamber of Commerce

## Table of Contents

	Page
Cover Sheet	i
Table of Contents/List of Appendices	ii
Introduction	1
Existing Conditions	1
Policies and Principles	2
Current Needs	3
Option 1	3
Option 2	4
Option 3	5
Future Policies	6
Future Actions	6
Financing Options	7
Management Options	9
Public Input	10

## List of Appendices

	Appendix
Issues Definition Workshop	1
Finance / Management Workshop	2
Written Correspondence	3

## **DOWNTOWN PARKING ISSUES FINAL REPORT**

### **Introduction**

The Capital District Transportation Committee, City of Saratoga Springs and Saratoga County Chamber of Commerce retained Edwards and Kelcey to assist in the discussion of strategies to meet Downtown's parking needs. The services included the documentation of existing conditions, a public workshop to identify issues, a review of potential strategies and a summary of options to address the long-term needs. The purpose of the study was to initiate a community-wide dialogue regarding potential strategies to address current and future parking needs.

The following includes a summary of existing conditions, current goals and policies, alternative strategies to meet current needs, and policy options, actions, financing and management strategies to meet future needs. The options put forth are not recommendations, but rather are simply provided for the Parking Committee to use in developing their recommendations.

### **Existing Conditions**

Historically, parking demand has been significant during summer months due to tourism. In recent years, Downtown has enjoyed a significant amount of building investment that has extended the parking problem throughout the year. Importantly, a number of new residences and offices have been developed as part of this investment. Thus, competition between long-term and retail/tourism related parking is emerging. In addition, residential parking has increased although this differs by time of day from the office and tourism/retail related parking.

Downtown has 4,600 parking spaces, nearly 3,000,000 sq. ft. of commercial space and at least 3,800 employees. The downtown parking supply includes approximately 900 on-street spaces and 3,700 off-street spaces. Approximately 1,860 spaces are publicly provided and 2,750 are privately owned. Typically, off-street parking accounts for 60-75% of total spaces with the majority supplied by private owners. However, in Downtown, 80% of spaces are off-street with about 75% privately owned.

Detailed mapping illustrating the parking supply has been prepared in a Geographic Information System (GIS). The GIS data utilizes an inventory of parking spaces collected during the summer of year 2000, by the City's Planning Department. The GIS data and map composition files have been submitted to the City for future use. Large format maps have been prepared to show the number of parking spaces by block, the number of on-street and off-street parking spaces by block and the number of public and private parking spaces.

The Downtown averages 184 spaces per 1000 residents. The total number of parking spaces is nearly double the national average for a city of our size. However, Saratoga Springs has a large tourism industry to support.

National surveys show merchants and employees typically rate parking conditions worse than shoppers do. However, a number of comments were received in writing and during the public workshops that the shoppers and visitors complained often about parking in Downtown.

The rate of parking turnover pertains to the number of times per day a parking space is used. It is a key element of the Downtown's parking supply. The turnover of public parking in Downtown is controlled by signage and enforcement. There are no meters for on-street parking or fees for off-street lots. On-street parking along Broadway and on streets in close proximity to Broadway is generally 2 hours in duration. The municipal parking lots, except a portion of the Woodlawn Avenue lot and the lower deck of the Spring Street Deck, are generally long-term lots.

It should also be noted that the municipal parking supply is widely dispersed throughout the Downtown, thus it is relatively convenient. On-street and off-street parking is served by a well-developed sidewalk system. The municipal lots offer the City an opportunity for expansion of parking without the purchase of additional land or the demolition of historic structures.

## **Policies and Principles**

The goals of this study are to provide:

- Enough parking to meet the needs of a dynamic and growing downtown;
- A safe and easily understood parking system for residents and visitors; and
- Alternatives to auto-oriented travel within the downtown.

Currently, the City encourages new development by not requiring off-street parking for new projects. Approximately 165,000 sq. ft. of new development and renovation occurred over the past 3 years in Downtown. Nearly 60,000 sq. ft. of this used on-street parking only. This generated demand for 150 spaces at 2.5 spaces per 1000 sq. ft. At the same time, the City expanded the municipal supply by 108 spaces with the construction of the Spring Street Deck. The net effect was parking demand is greater than the existing supply, which is generally considered saturated. In addition, development of the Congress Park Centre eliminated a substantial number of privately owned spaces used by the public. A major issue is whether the City should maintain this policy and if so, what steps are needed to meet the goals listed above.

Also, the City informally maintains the following guiding principles regarding the parking supply.

1. Buildings are more valuable to the economy than parking spaces.
2. Future building investments in Downtown, as well the convention and tourism economy, depend on a predictable supply of parking.

## **Current Needs**

Three scenarios are presented for discussion by the Parking Committee, including a short-term retail, a mid-term tourism orientation and a long-term employee orientation. All scenarios are based on recommendations received during the public workshops and in writing.

Short-term parking is considered to be 90 minutes to 2 hour parking whereas, mid-term parking is 3-4 hours in duration. Long-term parking is generally unrestricted parking.

### **Option 1 - Short-term Retail Orientation**

With a finite supply of spaces, the City could make the supply available to a larger number of people by increasing the turnover rate. This would be targeted towards the short-term visitor to downtown. An on-street parking space typically produces \$20,000-\$30,000 in retail sales annually. The aim of this scenario is to maximize the benefits associated with retail businesses on Broadway and neighboring streets.

Nationally, the average shopping or business trip is less than 90 minutes and 75-80% of non-employee visitors stay less than one hour. In addition, 600 feet is the maximum desired walking distance for retail parking in a downtown. Thus, a scenario that is geared towards these averages could include the following.

1. Shorten the parking time limit for all existing 2 hour parking spaces to 1.5 hour.
2. Create up to 40 short-term spaces (all with 1.5 hour time limits) closer to Broadway for shoppers and visitors by changing all existing all-day on-street spaces between Railroad Place and Henry Street.
3. Expand the proposed parking loop signage plan (to be implemented this year) to include Railroad Place, Federal Street and Congress Street.
4. Create up to 48 spaces per Chamber of Commerce recommendations (see Table 1).
5. Promote all day employee parking at "four cornerstone lots" including: Federal Street, Church Street, High Rock and Spring Street.

Additional costs would be incurred to purchase and install new signage if this option is implemented.

Table 1  
Chamber of Commerce Recommendations

1. establish uniform time frames on short-term parking signs;
2. place signs for best visibility and spacing (move sign ahead at Community Building);
3. reduce the size, number and time for loading zones;
4. delineate on-street parking spaces with striping;
5. install three 15 minute signs in front of post office;
6. remove "no parking" signs where there are new traffic signals (e.g., Caroline Street);
7. shorten time and length of load zone in front of Adelphi Hotel;
8. change 15 minute parking at information booth to 2 hour in non-summer months;
9. change 15 minute parking at Clothes Horse to 2 hours;
10. allow parking on both sides of Maple Ave. at the Sheraton;

Over the long-term, the City could convert the 160 spaces in the Woodlawn lot and the upper deck of the Phila Street Deck to 90 minute spaces when nearby parking decks or garages are constructed for long-term parking.

### **Option 2 - Mid-term Parking Orientation**

A number of comments were received during the public workshops that 2 hour parking is insufficient for many visitors who are seeking to "Eat and Shop" or other 3-4 hour visits. The problem is exacerbated by the lack of vacant parking in the long-term lots due to employee parking. Consequently, visitors are required to relocate their vehicles or leave the downtown. The City could create a supply of 3-4 hour spaces geared toward this type of visitor. In addition, it was noted that the demand for this type of space typically starts late morning. As noted above, 600 feet is the maximum desired walking distance for retail parking in a downtown. A scenario that seeks to satisfy this need could include:

1. Create up to 40 mid-term spaces (all with 4 hour time limits) closer to Broadway, changing all existing on-street spaces along side streets between Railroad Place and Henry Street. This would include the Woodlawn Avenue short-term lot as well.
2. Lease the former CBI building on Putnam Street for interim use as mid-term parking and the Saratogian lot for interim use as long-term parking.
3. Reduce on-street parking along Broadway and the two Broadway municipal lots to 90 minute parking to mitigate the loss of turnover on side streets.
4. Restrict restaurant and retail deliveries to prior to 11:00 am to maintain short-term supply.
5. Promote all day employee parking at "four cornerstone lots" including: Federal Street, Church Street, High Rock and Spring Street.

Over the long-term, the City could convert the 160 spaces in the Woodlawn lot and the upper deck of the Phila Street garage to 4 hour spaces when nearby parking decks or garages are constructed for long-term parking.

### **Option 3 - Long-term Parking Orientation**

Concern was expressed during the study that there is inadequate parking for employees within a reasonable distance. Traditional parking strategies encourage reserving parking within 600 feet of major retail streets for short-term parking. However, there is frustration that the retail supply is underutilized on weekdays (except Track season), particularly in the morning. Employees want convenient spaces without having to walk past unused short-term spaces. An option to address this concern is to maintain the existing long-term parking and to convert short-term parking on side streets off of Broadway to long-term spaces.

### **Future Policies**

If the past 3-year trend continues over 10-15 years, then 1250 spaces could be needed to serve 500,000 sq. ft. mixed development in Downtown. However, nearly 500 spaces are planned for 200,000 sq. ft. in Congress Park Centre. The result is a potential shortfall of 750 spaces to serve 300,000 sq. ft. development using an average demand of 2.5 spaces per 1000 sq. ft. of development.

Some of the potential sites that could contribute to this development include the Price Chopper property, the Saratogian, the Chrysler auto dealership as well as redevelopment of existing-underutilized properties (e.g., CBI garage). The City does not require developers to provide on-site privately held parking or to contribute funds towards parking. There are options that the City could consider regarding this policy including:

1. Public sector does nothing more. Let private sector meet its own demand.
2. Public sector meets the expected demand of 750 new parking spaces over the next 10-15 years.
3. Private sector is required to contribute towards the costs of new municipal parking spaces, unless on-site private parking is provided.
4. Private sector is required to contribute towards the costs of new municipal parking spaces; however, on-site parking is discouraged except for residences. The aim of this strategy is to encourage infill and civic spaces in Downtown.

These long-term scenarios should be considered in the context of funding strategies discussed below for meeting future demand.

## Future Actions

A number of potential actions could be taken to meet future parking demand in Downtown.

1. Install angle parking on High Rock Avenue and Railroad Place to add about 50 more parking spaces. These two roadways could be modified slightly to meet the typical criteria for angle parking (e.g., 50 foot minimum width and low traffic volumes). The travel volumes are too high on Broadway and other streets are too narrow for angle parking.
2. Build at least 3 two-story decks to provide 425 spaces. Possible locations include existing Church Street, High Rock Avenue and Saratogian lots. These locations are on major streets or the parking loop so as to minimize impact on street capacity. The sites can use topography to create separate entrances as it reduces costs and increases parking efficiency. These decks can meet future needs for existing and future development in central and northern downtown. Capital costs are approximately \$4-4.5 million assuming an average cost of \$10,000 per space.
3. Build at least 2 multi-story garages (3-4 story) that could create up to 750 spaces in two locations. Capital costs are approximately \$9-10 million assuming an average cost of \$12,500 per space. Garages are generally more expensive per unit due to internal ramp costs, loss of spaces due to ramps and elevators.
4. Promote activities that reduce parking needs (improved transit, bicycle accommodations, mix-use development, etc.) Potential strategies include jitney bus service between the Track and the Downtown as well as expanded trolley service for tourists. Currently, the trolley requires a \$12,000-\$13,000 subsidy for its 8 week operating season (source: Chamber of Commerce). Another transit option is the development of employee parking lots on the 8 major travel corridors into the Downtown. Additional study should be conducted to determine the operating characteristics and costs and benefits associated with these potential improvements.
5. Encourage shared parking by time of day since Downtown has a growing residential population. Additional evening and weekend parking is needed to encourage residences. The city could allow overnite parking in municipal facilities as this does not compete with retail or office. In addition, the City could use residential permits for weekend parking in municipal facilities.



## Financing Options

Several sources were identified to contribute to the funding needed to address current and future parking demand. These sources include the following.

1. Increase user fees
  - install central meter system for on-street lots
  - initiate parking fees for selected lots
  - stepped-up enforcement/surcharges
  - lease selected spaces for weekly or monthly rates
2. Increase contribution for existing property owners.
3. Expand special improvement district contributions or create a new parking district.
4. Require new development to contribute to a dedicated parking fund.
5. Seek State grants (maybe up to 20% of need revenue).

Free on-street parking eliminates a valuable source of financing for a parking system. At \$.25 per hour, the City could yield \$25 per space per month. With approximately 1000 on-street spaces at a two hour maximum parking, the City could yield up to \$250,000 per year under a best case scenario. Additional study is needed to document the costs for implementing, maintaining and enforcing metering. Concerns were stated during the public workshop that metering would discourage retail shoppers because of free parking at nearby malls.

Parking fees could also be implemented for the approximately 850 off-street municipal long-term - parking spaces lots. This is typically only effective if on-street metering is in place since, drivers will often use on-street spaces if free. Assuming a price of \$1.00 per day, the City could generate an additional \$200,000 for long-term parking.

The City could investigate the use of central parking meters as an alternative to traditional meters. The central meters reduce visual impacts and prevent "piggybacking" on the remaining time at spaces paid for by the previous driver. A central meter is needed for approximately 20 parking spaces. Twenty-five meters (would cover most of the on-street spaces) could be purchased for \$250,000. The maintenance costs for this size system is approximately \$13,000 per year.

The City currently generates approximately \$200,000 in fine revenues (including parking). This could be enhanced by the use of new hand held computer technology to record license numbers (this reduces parking rotation by the same vehicle). The reduction of turnover time, if accompanied by more frequent enforcement, could also produce increased revenues.

The City could obtain a portion of the needed revenue by increasing property taxes throughout the city to pay for the facilities. This would be based on the premise that the entire city benefits from a viable downtown and an adequate supply of parking.

Alternatively, the City could expand the existing Special Assessment District or create a new parking assessment district. The Special Assessment District generally encompasses Broadway and portions of some side streets in Downtown. Over 10 years, it contributes \$16,000 per year in taxes toward \$165,000 of the costs for the Spring Street parking deck. A second tier of the Special Assessment District could be designated for future parking investments. This tier or a new parking district would likely be coterminous with the C-1 zoning district boundary for Downtown.

The City could lease municipal lots to private vendors on weekend evenings. In turn, private vendors would charge for use of the facility and would provide security in return. This strategy assumes that all 950 off-street spaces (includes short-term spaces on Broadway) could be leased for about 100 evenings per year. Assuming a lease rate of \$2.00 per space per night, the City could generate approximately \$190,000 per year under a best case scenario. The vendors would charge in excess of the \$2.00 per space to generate profit.

### **Management Options**

Parking responsibility is currently spread over three City departments. Planning is conducted by the Mayor's Office, Department of Public Works and Department of Public Safety). Signage and enforcement is provided by the Department of Public Safety and construction and maintenance is managed by the Department of Public Works.

An alternative is a single entity for planning, construction and operation of parking to raise the profile of parking as a municipal service. The entity would have a dedicated operations and capital fund and could include consolidation of parking services under a single department, a newly created parking authority or a private parking service. There was support during the public workshops for a dedicated revenue and funding budget regardless of which scenario was implemented.

During the public workshops, there was support for consolidation of parking under a single department or authority. While an authority would have separate bonding capacity to fund new construction, it would require state legislation to create the authority. Concern was noted regarding the duplication of maintenance equipment and that the City's Dept. of Public Works should be contracted for maintenance.

## **Public Input**

Public discussion of parking in Downtown has generated a number of options to address current and future parking needs. The Downtown Parking Committee is working towards presenting a package of recommendations to the City to address these needs. In addition to the options discussed above, this report includes a summary of the issues definition workshop conducted in November 2000 and the finance/management workshop held in February 2001. A summary of each workshop is presented in Appendices 1 and 2. Written correspondence from interested parties is included in Appendix 3.

# **APPENDIX 1**

## **Issues Definition Workshop**

## COMMUNITY WORKSHOP ISSUES AND COMMENTS

PROJECT: SARATOGA DOWNTOWN PARKING STRATEGIES

DATE: November 15, 2000

TIME: 7:00 pm

PLACE: City of Saratoga Springs Music  
Hall, 3<sup>RD</sup> Floor, City Hall

The following is a summary of the comments received in Workshop No. 1.

### FINANCE

- A. Has the square footage by retail, office, etc. has been calculated yet? Geoff Bornemann responded that it has not been calculated yet.
- B. Joe Dalton commented that parking for customers is a problem. He said that the city must punish the abuser by getting into their pocket books. It's the only way to resolve this problem. He also stated that no meters should be introduced.
- C. A study to determine who is coming downtown to spend money should be conducted.
- D. A parking garage could be built and businesses could pay X dollars per year towards parking. However, a parking garage is expensive.
- E. Downtown retail is in competition with malls. Walking distances in malls are longer than that of downtown; therefore, we must change the perception that downtown parking is inconvenient.
- F. Geoff Bornemann stated that everybody pays for parking via property taxes.

### TRAFFIC CALMING/ SAFETY

- A. Speeding motorists are a problem in the downtown area. Brian McMahon suggested some 'traffic calming' effects: 'angle parking' involves persons

directing cars to parking areas and 'necking down' involves curb extensions at street corners that are used to narrow streets.

- B. Change the timing of traffic lights because the pedestrian crossing time is not long enough. Geoff Bornemann responded that there will be all new lights on Broadway.
- C. There is a problem crossing Broadway at Washington St., walking North on Broadway. Brian McMahon responded that the problem is a lag left signal and that a leading-left turn is the solution.
- D. Police enforcement undermines/ diminishes the pedestrian's right-of-way. An example of this occurrence is the pedestrian crossing by the City Center.
- E. Geoff Bornemann expressed concern over the 'safety issue'. On-street parking areas should have sidewalks constructed on both sides of the street to encourage parking. This also helps in 'traffic calming'.

## **CHANGE EXISTING PARKING**

- A. 'On-street' parking on Phila St. should be 'lined parking', with pavement markings. This would increase parking efficiency to include around 10-20% more parking.
- B. Mark Straus recommends two-hour parking in the entire downtown parking district. He said that people are getting parking tickets and are not coming back. He said that the city could be getting revenue by \$0.25/hour parking meters. Another person responded that people are spending the entire day downtown, not just two hours.
- C. Make the parking duration a shorter time frame on the upper level of the parking deck.
- D. Verizon should demolish the old CBI building, create a new parking lot and then charge for parking. Brian McMahon recommended that instead of creating new lots, we could focus on getting partnerships formed for 'shared parking'.
- E. Jim Kunstler said that the 'loosen the belt buckle' approach doesn't solve the parking problem. He also stated that there is not a parking shortage. He asked who is assuming behavior will be different in 25 years?

- F. The City should invest in existing lots, for example: the Brause parking lot is a gravel parking lot, with no lighting, it's not plowed well, and it's not known. Improvements could include: adding signage and lights and to pave or add finer gravel.

#### LONG VS. SHORT TERM PARKING

- A. The Verizon phone company has it's own parking problem and takes up most of the parking on the deck. A question was asked, "Who benefits, the employees or the shoppers". Verizon employees are parking on lower level of the parking deck and moving cars every 2 hours. A suggestion was made that the City should not focus on Verizon as the source of the problem. Those employees shop at the stores and eat at the restaurants.
- B. Jim Kunstler recommended that there should be a distinction between auto storage and transportation. The city should provide less car storage. He also said to not spend any more funding on parking. The city's buildings and parking lots cannot occupy the same space. He mentioned that the YMCA has no parking, yet there is no parking problem.

#### MAXIMUM BUILD

- A. We need new parking but we must respect the streetscape. Linear buildings can be built, for example: Putnam parking lot sided with three streets. Along the street facing Congress Park, build a linear building with narrow apartments, with the parking in behind.
- B. To provide city parking, do not alter scenic qualities. Build parking garages in fringe areas and provide shuttle buses inside the downtown. Brian McMahon suggested different long term alternate modes of travel including a shuttle from the train station, race track and SP AC to the downtown. Geoff Bornemann made a suggestion to relocate the Greyhound bus station to downtown. Geoff Bornemann reported that shuttle service will start next fall from hotels to the railroad and airport. CDT A could expand bus routes and the city could make parking scarce, forcing people to park and ride.
- C. The Huh and Woodlawn parking lots are believed to be full with commuters. Joe Dalton responded that no commuters occurs there. Joe recommended to include more 1h hour parking at the Spring Street lot. Also, he noted that 'Famous tours' tour buses park there.

## TRUCKS VS. RETAIL

- A. Jim Kunstler suggested that downtown businesses should do delivery themselves. Example: CVS
- B. Perform a truck traffic study. The problem is that delivery trucks use up retail spaces (Example: Large transient trucks are using Washington St.) and cars parked on-street prevent trucks from using narrow side streets.

## EDUCATION

- A. The employer must educate employees to park in fringe area. One retail parking space generates around \$30,000 yearly

## ALTERNATIVES

- A. Mike Welti said parking is a seasonal issue. Local residents who work downtown can walk during the warm months, however, during cold/wet weather, they must drive and compete for parking. Union and Lake are wide roads and are barriers separating the community. They are 'suicide lanes'; traffic is too fast. Steven Herschenhorn responded that a shuttle system concept is one possible alternative. Adding pedestrian crosswalks/signals could improve pedestrian safety. Develop traffic calming techniques in high speed areas, especially as traffic enters downtown.



Saratoga Springs Downtown Parking Strategies		Public Workshop Sign-In
November 15, 2000		
Name	Address	Phone #
Sharon McTygue	179 Lake Ave., Saratoga	
Joe L. Catuzza		
Lorraine Power Tharp	Saratoga Springs	
Tim Rossi	Saratoga Brew Pub	583-3209
Jim Kinney	The Saratogian	584-4242
Thomas McTygue	D.P.W.	587-3550
Tim Mabee	S.AD.	584-5844
Dianne and Gary Zack	Symmetry	584-5090
Victoria Spagnoli	Post-Star	
Ed Burke	Saratogian	
Elizabeth Macy	Image-421 Broadway	584-0049
Inv. Chowske	Saratoga Sp. Police	
Nancy Butcher	104 Woodlawn #1	584-3036
Kenneth P. Prowe II	Times Union	581-7652 ext. 228
Mark Straus	Mabou-376 Broadway	581-0424
Paul Wade	Saratoga c.P.J.	584-2121
John S. Huppuch Jr.	100 East Ave., Saratoga	584-4324
Matt McCahe	D.B.A.	581-1604
Michael L. Noonan	Photographer- 1 Phila St.	587-6650
Mark Baker	City Center	584-0027
Kathy Baker	The Daily Gazette	587-1780
Michael Welti	22 A very St.	580-9022
C.E. Mathiesan DMD.	53 Spring St.	587-8442
Jim Kunstler	47 Franklin St.	587-6948
Ken Klotz	33 Tamarack Trail	587-1534
Miles Reed	146 Woodlawn Ave.	
Ellen Loebelenz	19 Phila St.	583-0751
Jeffrey Pfeil	340 Broadway	581-8280

# **APPENDIX 2**

**Finance / Management Workshop**

## COMMUNITY WORKSHOP ISSUES AND COMMENTS

PROJECT: SARATOGA DOWNTOWN PARKING STRATEGIES  
DATE: February 28, 2001  
TIME: 7:00 pm  
PLACE: City of Saratoga Springs Music  
Hall, 3RD Floor, City Hall

The following is a summary of the comments received in Workshop No.2.

### CITY - TO PROVIDE PARKING FOR DOWNTOWN

- A. Not practical for developers to provide parking.
- B. Keeping Downtown unique without tearing down buildings for lots
- C. City should provide parking
- D. Need to have a plan to resolve current problems before providing for future development
- E. City needs to be involved - redevelopment
- F. City should not provide parking

### FACTORS

- A. Workers need to use cars during the day
- B. Tourists
- C. Conventions
- D. Most Businesses have different peak times

### PROBLEMS

- A. No spaces available, therefore I had to go to the mall to shop.
- B. Provide more spaces
- C. Too much parking
- D. No costs available for long-term parking with shuttle
- E. Focus on customer complaints - not merchant needs

## IDEAS

- A. Change Woodlawn Ave. to a one-way street to increase # of parking spaces.
- B. Send a survey letter on parking needs
- C. Shuttle to Track, Sheraton, Lincoln
- D. Provide shuttle up and down Broadway and to SP AC and Track
- E. Proactive to plan decks and garages for future needs
- F. Consider new developers contribute to parking plans/  
companies (subsidize) invest in lots
- G. Improve consistency of law enforcement and friendliness
- H. Readjust loading zones
  - 1. Build garages in out-skirts of city
- J. Uniform signing
- K. Provide parking for city residents
- L. Change Railroad Place to all day parking
- M. Improve lighting at Railroad Pl. parking area: City has grant for improvements

## IMPLEMENT SHORT-TERM PROJECTS

- A. Signage
- B. Striping

## TIME LIMIT

- A. Lunch crowd cannot eat in 2 hours
- B. Provide 2 and 4 hour spaces
  - Not until the long term parking plan is finalized
- C. No 90 minute parking spaces
- D. Reduce Broadway to 30 minute spaces
- E. Increase streets off Broadway to 3+ hours
- F. Employee -long-term
- G. Problem abusing 2 hours parking

## FINANCE PARKING

- A. Developers already have to pay various fees.
- B. Parking fees a bad idea.
- C. Not opposed to paying for parking; if convenient and don't charge too much.

- D. Another assessment may be a bad idea. Special Assessment District has already required additional levies for J.R. parking garage.
- E. Metered Parking - Central Meter with Parking Authority. Income can be used for long term parking projects.
- F. Favored Central Parking Meters
- G. Have two- tier system for Special Assessment area. Areas away from Broadway pay less. No problem with paying for parking.
- H. Tourism - it's ok to charge tourists for parking.
- I. Religious services - Metered systems can be altered to allow for free parking when necessary.
- J. Funding problem - If use Federal and State Grants for funding, it would be difficult to get much competition.
- K. Expand S.A.D. just for parking
- L. Charge for long-term parking in garages
- M. Step-up public safety and enforcement
- N. Aggressive fine structure for repeat offenders-parking in front of own business
- O. Permit Parking
- P. Short-term -low cost/ No budget-no \$ designated: Budget for next year

#### ONE CITY DEPARTMENT, PARKING AUTHORITY OR PRIVATE SECTOR VS. PRESENT SYSTEM

- A. One central office to manage funds/solve many problems.
- B. Create single entity to implement short-term solutions and maintain lots
- C. No new bureaucracy.
- D. No duplication of services and equipment.
- E. Utilize city resources.
- F. Pay city for it's services
- G. Use volunteer organization to administer parking funds (Special Assessment District)
- H. Define accountabilities for each department involved
- I. Government should stay involved due to big costs and associated impacts

Saratoga Springs Downtown Parking Strategies Public Workshop Sign-In  
 February 28,2001

<b>Name</b>	<b>Address</b>	<b>Phone</b>
Matt McCabe	Saratoga Guitar 8 Caroline St.	581-1604
Howard Smith	9 Grok Rd.	584-3513
Judith Beth Smith	Designers Studios 492 Broadway	584-1977
Lisa Stoll	Eddie Bauer 338 Broadway	581-8001
Kevin Hapzetroeck	20 Maple Ave	584-4242
Jim Kinney	The Saratogian	589-4242
Jason & Tara Penge	412 Ridge Road Porters Comers, NY 12859	893-0044
Ray Brooks	73 Railroad Place, Apt 104	581-2986
Michael M. and Patty Lenza	43 Phila St	584-2720
C.E. Mathiesen PMD	53 Phila St	587"-8442
Tom Roohan	398 Broadway	587-4500
Jeff Pfeil	340 Broadway	581-8280
Mary Cae Asay	413 Broadway	584-6160
Jim Grant	Longwood Dr	584-7572
Victoria Spagnoli	Post Star	
Cassie Fox	Caroline St	587-1270
Elizabeth Macy	421 Broadway	584-0049
Audra Kearney	Mabou 468 Broadway	58124
Ken Klotz	33 Tamarack Trail	587-1534

# **APPENDIX 3**

Written Correspondence

Jeffrey Borneman  
City Hall  
Broadway  
Saratoga Springs  
New York  
Dear Jeffrey,

Just completed reviewing the draft report on downtown parking, and I'd like to make the following suggestions...

- \* Avoid placing parking meters anywhere in our city - look to providing "paid" space in current and future parking garage areas. Citizens are conditioned to pay for parking when they come to a city to shop, entertain, or park for the day. Consider having this space monitored by the private sector on a bid type basis.
- \* Utilize hand held computer for parking violators and add more "parking ambassadors" with the revenues received -let's keep our town pedestrian friendly by working these "ambassadors" who can better 'inform' and direct guests while visiting our city. As you might have guessed, I'm not a proponent of parking meters -they distort the landscape and project an image unsuitable to our beautiful main street.
- \* A 90 minute time limit on Broadway would turn over inventory allowing increased availability.
- \* Create a new parking deck at Woodlawn Ave. - and consider other opportunities in the city for the same.
- \* I'm not an advocate of park and ride or visitor trolley systems - just don't think they will work in Saratoga. .
- \* Consider re-examining delivery hours for restaurants and retail- possibly prior to 11 am it might be a little difficult at first, but I have to tell you that I think you would get great support from the food, liquor, and beer vendors who would love to maximize their delivery potential.
- \* Create an employee parking zone off of Broadway - and educate retail and restaurant operators and their employees about what that parking space means with respect to. potential dollars for their business.
- \* Create loading zones on Broadway that are better protected for larger vehicles - reduce the number of them, as well as the time allowed to spend there. .
- \* Liked your suggestions on creating 200 new short term spaces as well as the recommendations from the chamber for the creation of 48-60 new parking opportunities.
- \* Would like to see .15 minute time signs in front of The Adirondack Trust Co., Three in front of the Post Office, and then have them positioned all the way down Lake Avenue.

Thank you Jeff, for your time and consideration -look forward to seeing you at the meeting!

Sincerely,

Stephen F. Sullivan