

Cold Spring Parking Study

Fall 2008

Comprehensive Plan/Special Board
Government, Infrastructure & Public Services
Working Group

Parking Subcommittee

Michael Armstrong, Chair



Parking Study Objectives

- Make parking **convenient**
- Enhance village **revenue**
- Make parking **safer**
- Preserve village **character**

The Cold Spring Parking Study

- Survey of existing conditions
- Consideration of growth and threats
- Determination of what to change
- Presentation of facts and options to the public for discussion

Parking in Cold Spring

- Most of Cold Spring's streets were originally designed for pedestrians, horses, carts and carriages.
- People *stabled* their animals. They did not park them in front of their homes!
- Many old streets are one way today. (When built, they did not need to accommodate parking.)



Three Parking Areas of Special Concern
are from the older parts of the village --

- Zone 1: West of the Railroad
- Zone 2: East of Railroad to 9D, South
of Northern and North of Rock and
Wall Street
- Zone 3: East of 9D, Haldane to Bank



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321 m
41°25'07.07" N 73°57'15.53" W

elev. 30 m

Apr. 2007

Eye alt 1.17 km

Cold Spring Parking Inventory

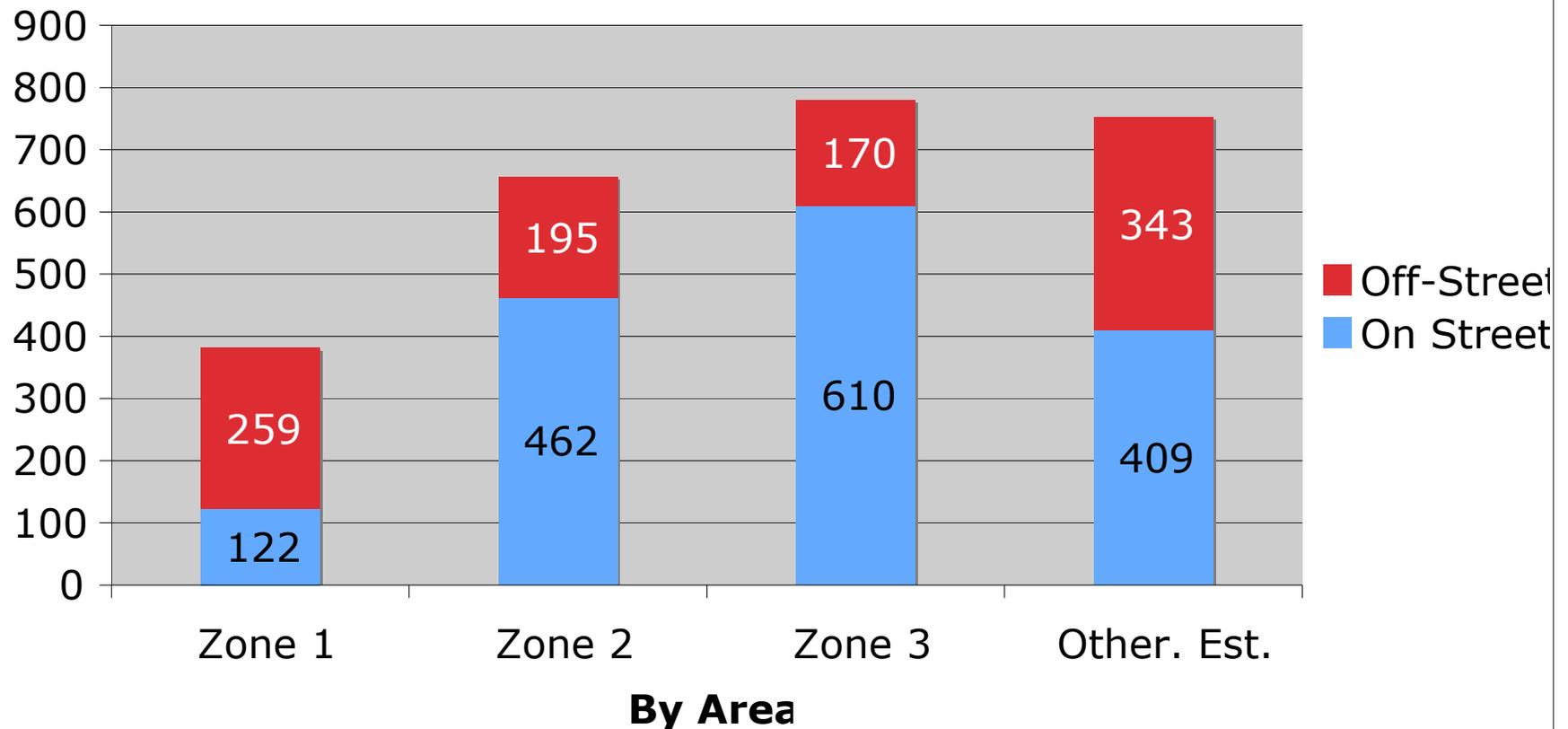
- Counted available spaces, both on-street and off-street, block by block.
- Counted how many vehicles parked in those spaces at different times of day and week, in parking zones 1, 2 and 3
- Tallied and analyzed the results.

Parking Is Abundant

- Cold Spring has approximately 2,550 parking spaces (*excluding driveways*):
 - 950 are off-street
 - 1600 are on-street spaces
- Cold Spring has about 9 1/2 acres of on- and off-street parking, or 2.2% of the available land.

Parking Inventory By Zone

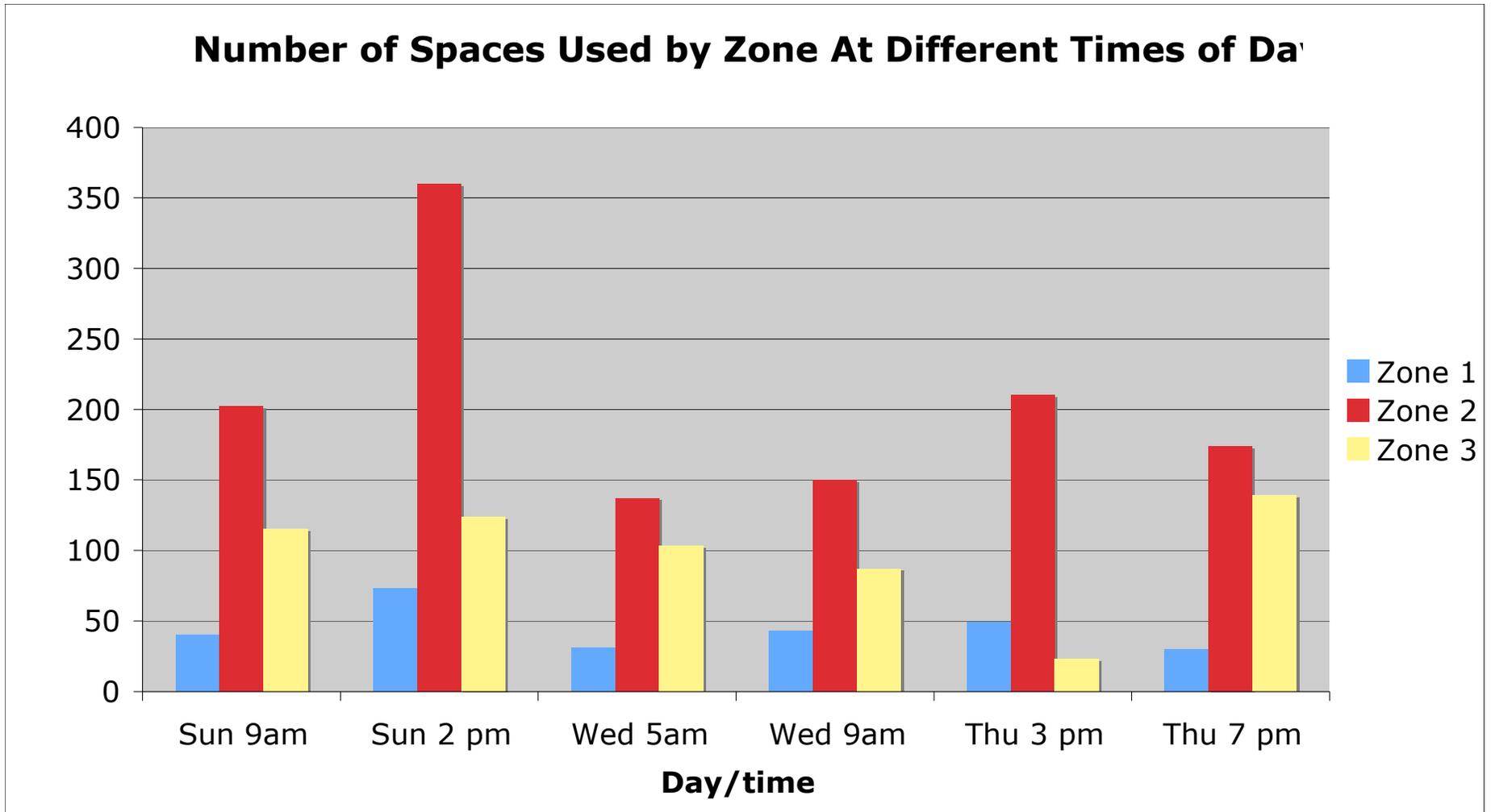
**Available Parking in Cold Spring
(excluding Driveways) 2008**



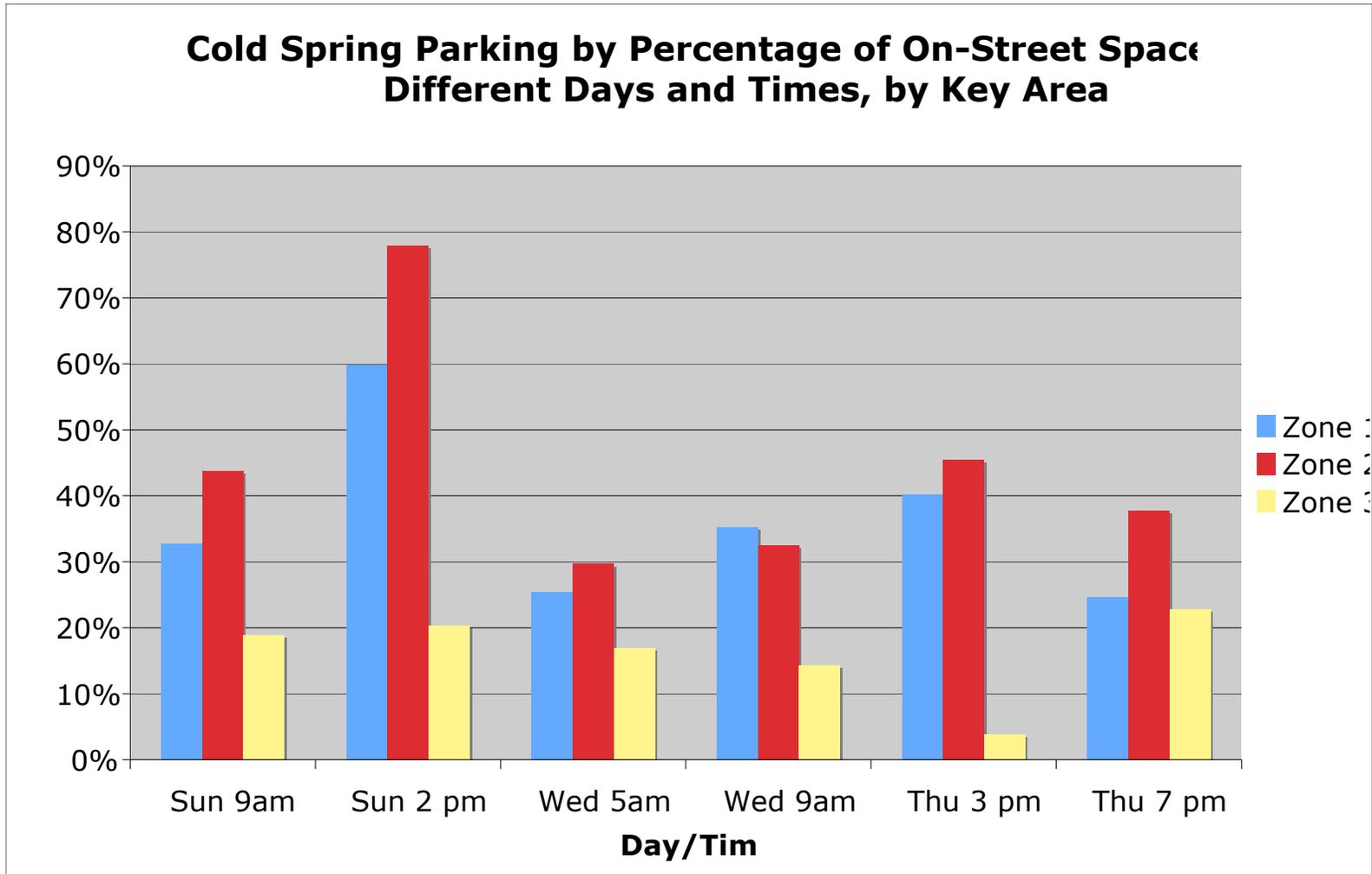
Parking Usage

- Vehicles were counted at these times:
 - 9:00 am Sunday 9/7/08
 - 2:00 pm Sunday 9/7/08
 - 5:00 am Wednesday 9/10/08
 - 11:00 am Wednesday 9/10/08
 - 2:00 pm Thursday 9/18/08
 - 7:00 pm Thursday 9/18/08

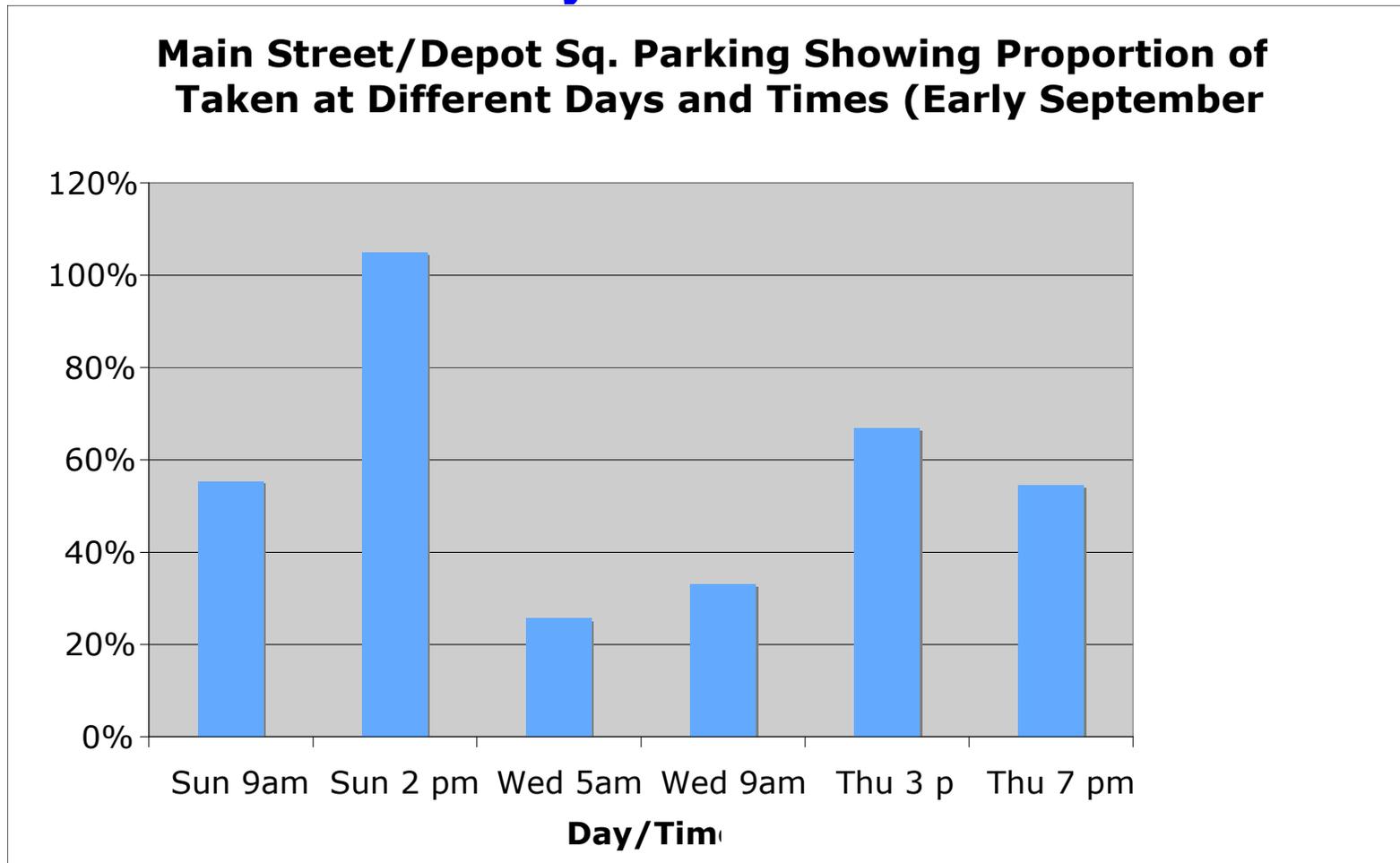
How Many Spaces Were Used?



What Proportion of Spaces were filled?



...And just how full *is* Main Street on a Sunday Afternoon?







Time Restrictions

- 2-, 4- and 5- hour parking limits govern parking on Main St. west of 9D, and part of some streets coming off Main.
- Restrictions are designed to:
 - encourage parking space “turnover”
 - prevent commuters from crowding residents

Current Concerns & Questions

- May 2007 Comprehensive Plan Survey showed widespread dissatisfaction with parking.
- Will demand for parking increase due to development, population growth?
- Metro North ridership is increasing 5% per year; will demand for commuter parking increase?

Further Questions

- Will demand increase due to the proposed Hudson Fjord Greenway?
- Will demand increase due to the proposed Scenic Hudson West Point Foundry Park?
- Will demand increase due to proposed development of Dockside?

Parking Issues and Opportunities

- Permit Parking
- Metered Parking
- Off-street Parking Requirements
- Winter Parking

Permit Parking

Residential Parking Permits

- RPP programs are subject to approval by the New York State legislature.
- Fewer than 20 RPP programs have been approved in New York.
- Cold Spring has one of them: In 2003, NY gave Cold Spring authority to create a RPP program on specified streets west of the tracks.
- Gaining “home rule” rights to establish an RPP took several years.

How Residential Permits Work

- Village Clerk issues permits to residents who live on specified streets west of Railroad.
- The permits exempt resident's vehicle from the posted 4-hour time limitations in force between 9 am and 5 pm.
- Enforcement of time restriction on non-residents is designed to discourage most commuters from parking in RPP.

Residential Parking Permit Options

- Consider extending RPP to Zone 2
 - Vehicles with resident parking permits would be exempt from time limit parking restrictions.
 - The imposition of time limits would discourage commuters from parking in the zone.
 - This means that many spaces that *could* be available for commuters would not be.
 - Temporary parking permits for guests of residents could be provided.

Metered Parking

“Everyone would be outraged ... if cities allocated public housing on a first-come, first served basis to anyone who wanted it... Allocating curb parking by cruising is not only unfair (... it randomly rewards a few lucky drivers), but it also wastes drivers’ time and increases traffic congestion.” Donald Shoup, *The High Cost of Free Parking*, 2004

Metered Parking

- Metered parking can improve convenience by allocating spaces according to supply and demand.
- Metered parking can be a significant source of revenue for the village.
- Metered parking does not require state approval.

Consider Metering Main Street/Depot Sq and Municipal Lot

- 121 spaces along Main Street/Depot could be metered (about 12 parking pay stations would be required).
- 46 spaces in municipal lot could be metered (single parking pay station).

**This Block is Regulated
By Multi-Space Parking
Meters**



**Pay Meter and
Display Receipt Inside
Vehicle Curbside Window**

BTD

MS-4

**2
HOUR**

**PARKING
METER
LIMIT**

8am to 8pm
Except Sunday

PAY
MULTI-SPACE
METER TO PARK



BTD

MS-6



Meter Revenue Estimate

- Assuming \$1.00/hour weekend rate and \$.50 weekdays,
- Assuming 11:00 am - 8:00 pm metering,
- Assuming a seasonal mix of high (75% full), medium (50% full) and low demand days (25% full),
- Estimated annual revenues are about \$180,000.

Meter Rates at Destination Places

- Princeton, NJ -- 1.25/hr.
- Washington, DC -- \$1.00/hr.
- Boulder, CO -- \$1.25/hr.
- Manhattan -- \$2.00/hr.
- Seattle -- \$1.50/hr.
- Cambridge, MA -- \$1.00/hr

“The purpose of right-priced curbside parking is not to gouge drivers or to maximize revenue. Instead, the right price for curbside parking is *the lowest price that will avoid shortages.*”

Donald Shoup, *The High Cost of Free Parking*, 2004

Metering Cost

- Parking pay stations cost approximately \$7,000 each.
- Probable initial investment for 13 parking pay stations is roughly \$100,000 - \$120,000.
- There would be some additional expense for maintenance.

Concerns about Metering

- Some feel parking pay stations may discourage visitors.
 - Parking pay stations make a visit more pleasant by reducing cruising time looking for parking.
- Some feel parking pay stations may negatively affect character of village.
 - Parking Pay Stations are unobtrusive; they handle about ten or more spaces each

Concerns about Metering

- Some may see parking pay stations as a tax on residents and employees.
 - Residents and employees will park in un-metered spaces.
- Some worry that visitors may crowd unmetered side streets.
 - Likely that weekend crowding will be no worse than it is today; on weekdays there is capacity.

Parking Benefit Districts

Parking Benefit District: A Hybrid Approach

- Modify existing Residential Parking Permit District to facilitate revenue generation:
 - Allow village to exempt residents in zone from metering (state permission required).
 - Retain 4 hour parking 9 am to 5 pm
 - Allow the sale of monthly commuter passes for up to half of normally-available spaces, assigned street by street to disperse commuters.

Parking Benefit District: A Hybrid Approach

- Modify existing Residential Parking Permit District to facilitate revenue generation:
 - Extend PBD area to cover both Zones 1 and 2.
 - Parking pay stations on Main St. and Depot Square, Municipal Lot.
 - If necessary, install parking pay stations on other streets in zone to prevent visitor crowding.

Paid Monthly Commuter Passes

- Sell monthly commuter parking passes for up to half the available spaces, after resident parking needs are accounted for.
- Designate passes for individual streets to avoid overloading any one area.
- About 175 spaces may be available in Zones 1 & 2 on weekdays.
- Revenue potential could be \$40,000/yr.

Next Steps

- 1) Village Board should solicit parking pay station bids from at least three vendors
 - Parking Subcommittee will provide specifications for parking pay stations.
 - Parking Subcommittee will provide list of qualified vendors.
- 2) Village Board should evaluate feasibility of a 5-person Parking Advisory Board reporting to Village Board.
- 3) Village Board should evaluate feasibility of dedicating half of all net parking pay station revenues to improving Main Street

Next Steps

- 4) Evaluate feasibility of facilitating use of private lots off Main and other streets for parking pay station or commuter permit parking. Deal with:
 - Insurance Concerns
 - Access Concerns
 - Negotiated terms of revenue sharing
- 5) Determine if village can sell or lease parking to commuters
 - West End of Boulevard
 - Municipal Lot

Next Steps

- 6) Assess interest in other communities in revisiting parking legislation at the state legislature -- for parking benefits district.
- 7) Update status of parking annually, using database established in study.

Enforcement

Parking Enforcement

- CSPD and one part-time parking enforcement officer now handle it.
- Metered spaces and permits may require additional enforcement, but would also garner more revenue from fines.
- Enforcing meter limits is easier and more precise than enforcing posted limits.
- Randomizing enforcement days may improve compliance.

Parking Violation Enforcement

- The village has a backlog of uncollected parking fines. It could:
 - Consider using a collection agency for collection.
 - Consider purchasing software to track violations and generate billing and notices.
 - Consider towing or booting scofflaws.

Off-Street Parking Requirements

“[O]ff-street parking requirements hide the cost of parking in higher prices for everything else...”

Donald Shoup, *The High Cost of Free Parking*, 2004

Off-Street Parking Requirements

- The village requires businesses and commercial establishments to have a minimum number of parking spaces.
- The minimum number of spaces is determined by function. A restaurant, for example, must have one space for every 3 seats.
- Many businesses, established prior to zoning law, have grandfathered exemptions.

How Off-street Requirements Work

- Businesses may lease spaces from the village or other businesses to meet the off-street requirements.
- Businesses may decide not to grow because of the expense.
- Businesses may choose not to adopt a new use because of the requirements.

Re-think Off-street Parking Requirements

- Option A: exempt businesses occupying buildings built before 1925 from off-street parking requirements.
 - To encourage and facilitate adaptive use of historic buildings, boosting property values and property tax revenues in the village
 - To encourage investment in older buildings and help preserve village character.

Re-think Off-street Parking Requirements

- Option B: tailor requirements based on zone and sell exemptions for reasonable fees
 - May Allow Village to modulate growth.
 - Would provide revenue to Village.
 - Example: Nyack sells space exemptions

Winter Parking

Winter Parking

- The village restricts on-street parking between midnight and 6:00 am from November 15 to April 15.
- The village has adopted a procedure to inform residents when winter parking rules will be enforced.
- When enforced, residents must move cars to driveways or corner of Kemble Ave. & The Boulevard.

Problems with Winter Parking

- Messages on Police and Village lines may be inconsistent.
- Residents without driveways may park their car in their yards.
- Residents without driveways, or with insufficient driveway room, may not know where to go.
- Before designated Winter Parking areas are cleared, residents may initially park in inappropriate lots (eg, Foodtown), making them difficult to plow.

Possibilities for Winter Parking

- Provide accurate and timely information on Village hotline and website, and consider email blasts to residents who sign up.
- Have a pre-season sign-up for winter spaces for individuals without off-street parking -- to assess need and ensure people know where to park.
- Encourage residents to share driveway spaces with their neighbors, and make arrangements before the winter season.

Thank You

This Report was prepared by Michael Armstrong drawing on data compiled by the Cold Spring Special Board/Government Infrastructure & Public Services Parking Subcommittee. Members include Tom Rolston, Michael Reisman, Cathryn Fadde, and Donna Steltz. Liz Schevtchuk Armstrong provided editorial assistance.