



# City of Binghamton | BMTS Comprehensive Downtown Parking Study and Strategic Plan

**Final Public Presentation**

February 2016



# Agenda

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- Study Overview
- Key Findings
- Recommendations
- Next Steps



# Study Overview

- Downtown comprehensive parking plan
- Identifies broad parking management strategies
- Includes future “build out” analysis

## Mayor seeks solution to downtown parking dilemma

Steve Howe, showe@pressconnects.com | @PSBSteveH 12:13 p.m. EDT September 3, 2014

Mayor Richard David has proposed a nine month moratorium on off-site parking in public garages, which would effectively freeze development in downtown.



(Photo: KRISTOPHER RADDER / Staff Photo)

CONNECT TWEET LINKEDIN COMMENT EMAIL MORE

BINGHAMTON – Proposed legislation from Mayor Richard David could halt development projects in downtown that call on using public parking spaces while a parking study, previously stuck in committee, is conducted.

David presented plans during the city council work session Tuesday for a nine-month moratorium on a city code provision that allows developers to use parking ramp spots to satisfy off-site parking requirements. In the interim, the city will review two sections of city code that allow developers to use city

MORE STORIES

**Richard H. Miller, II**  
has closed his Law Office to serve  
**Broome County Family Court**  
His files have been placed in the care of  
**Petrick & Kapur,**  
**Attorneys & Counsellors**

2200 East Main Street • Endicott, NY 13760  
(607)785-3389 • Info@EndicottLaw.com

## Collier Street parking ramp to close in Nov.

Megan Brockett, mbrockett@pressconnects.com | @PSBMegan 12:49 p.m. EDT October 24, 2015



(Photo: ANDREW THAYER / Staff Photo)

CONNECT TWEET LINKEDIN COMMENT 4 EMAIL MORE

The City of Binghamton will permanently close the Collier Street parking garage in early November after months of growing concern over its worsening condition, Mayor Richard David said Friday.

The decision to shut down the city-owned garage ahead of the winter sprang from information from the city's engineering consultant, who has said keeping the garage open through a drastic temperature change and sustained snowfall would require significant work, David said.

"They don't feel that the ramp can survive another winter like the type of winter that took place last year," he said.

TOP VIDEOS



Cop being called 'racist' after controversial comments

01:47

# Downtown Binghamton Study Goals

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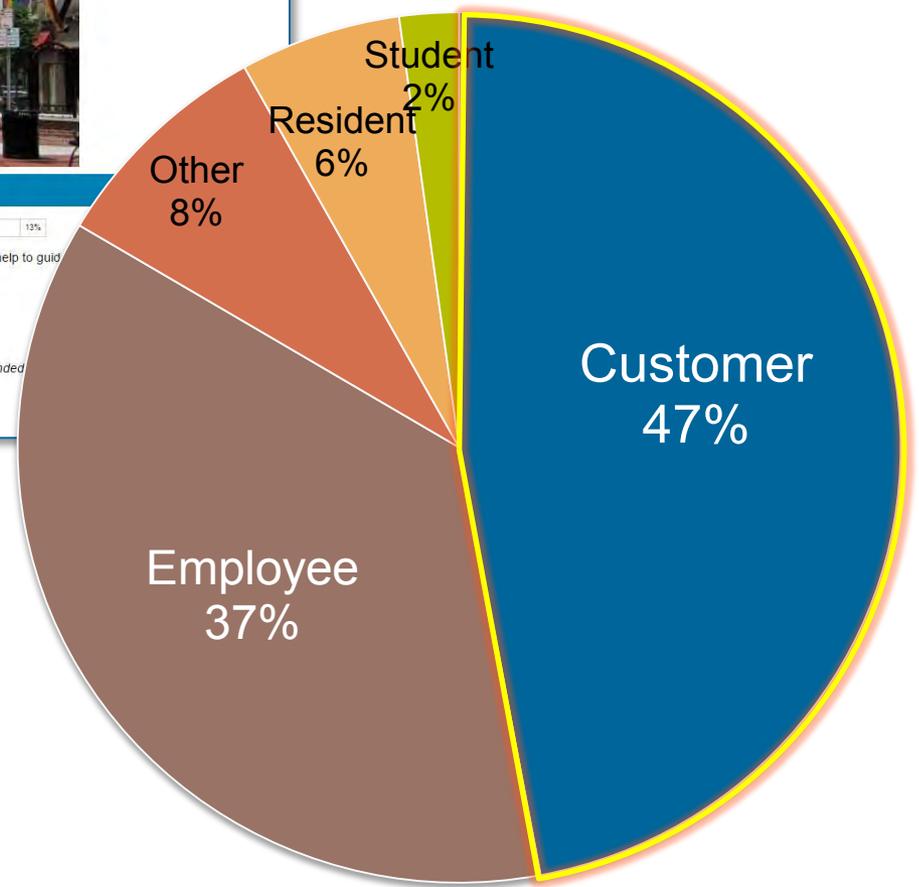
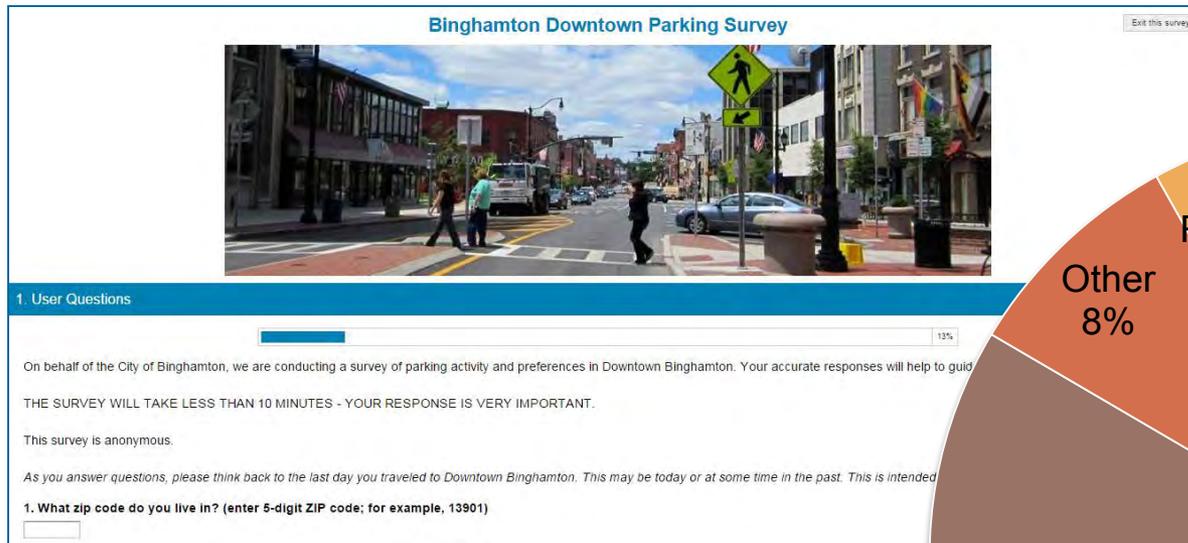
- Analyze **existing parking supply and demand**
- Assess the **existing and expected future demand**
- Identify **deficiencies** of existing and expected future parking demand
- Propose **new strategies** to mitigate deficiencies and/or provide and promote optimal conditions to support continued growth and development within the central business district
- Analyze **impact of bicycle, pedestrian traffic, and transit**
- Identify **supportive parking needs**: special event issues, business needs, disabled parking, etc.

# 1<sup>st</sup> Workshop in June, 2<sup>nd</sup> in November



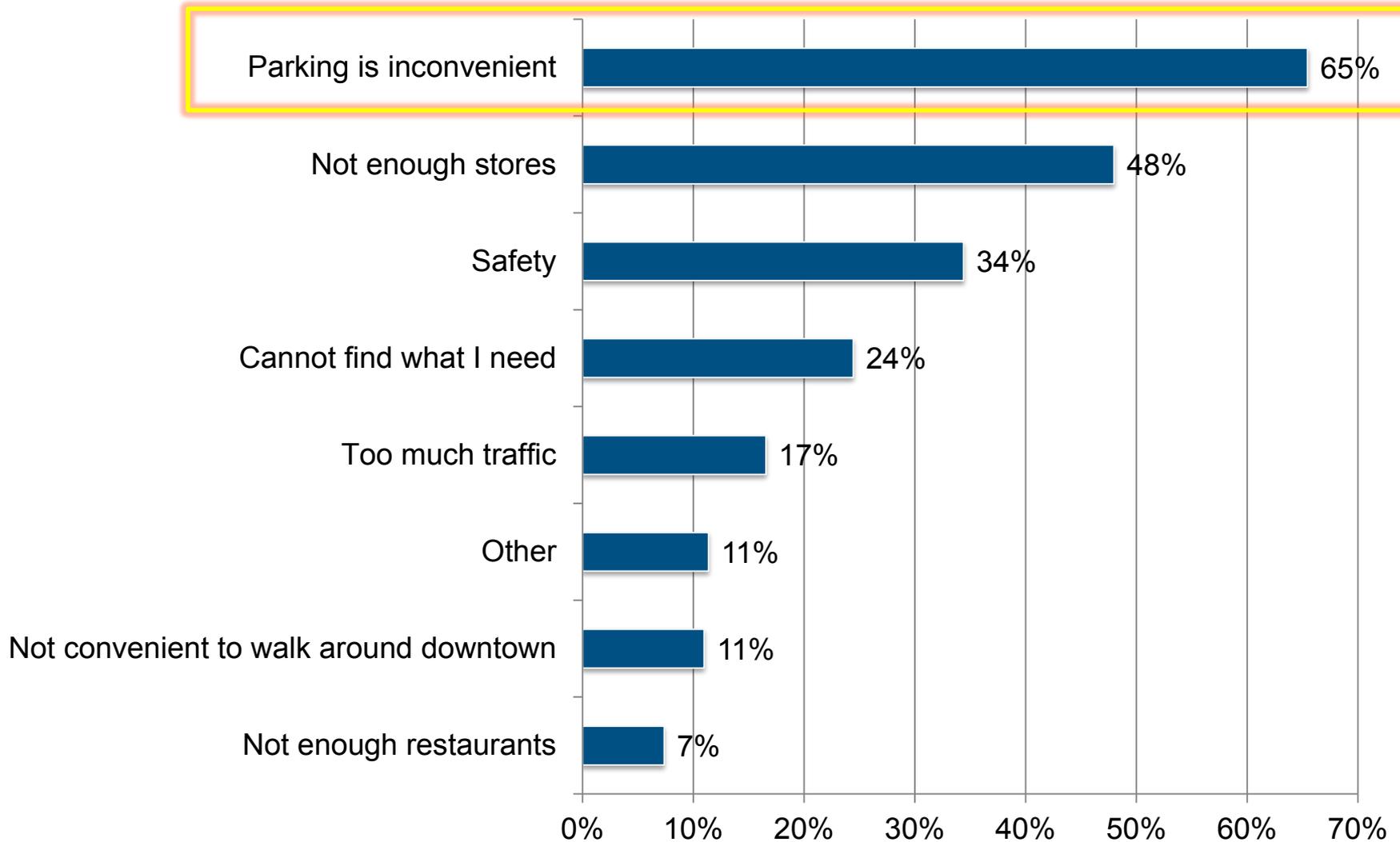
# Online Survey – ~1,000 responses

[www.binghamtonparkingsurvey.com](http://www.binghamtonparkingsurvey.com)



# Parking is a top reason NOT going to Downtown

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# Stakeholder Interviews

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## Interviewees:

- City and BMTS staff
- Mayor and City Council
- NYSDOT
- Housing Developers
- Downtown Binghamton Businesses
- Broome County Arena
- Broome County Jury
- LAZ Parking
- Binghamton University

## Themes:

- Perception of lack of parking availability
- Coordination among stakeholders is needed
- Lack of clear information and signage related to parking
- Need for event parking management
- Need to improve ramp conditions and management
- Want new payment technology

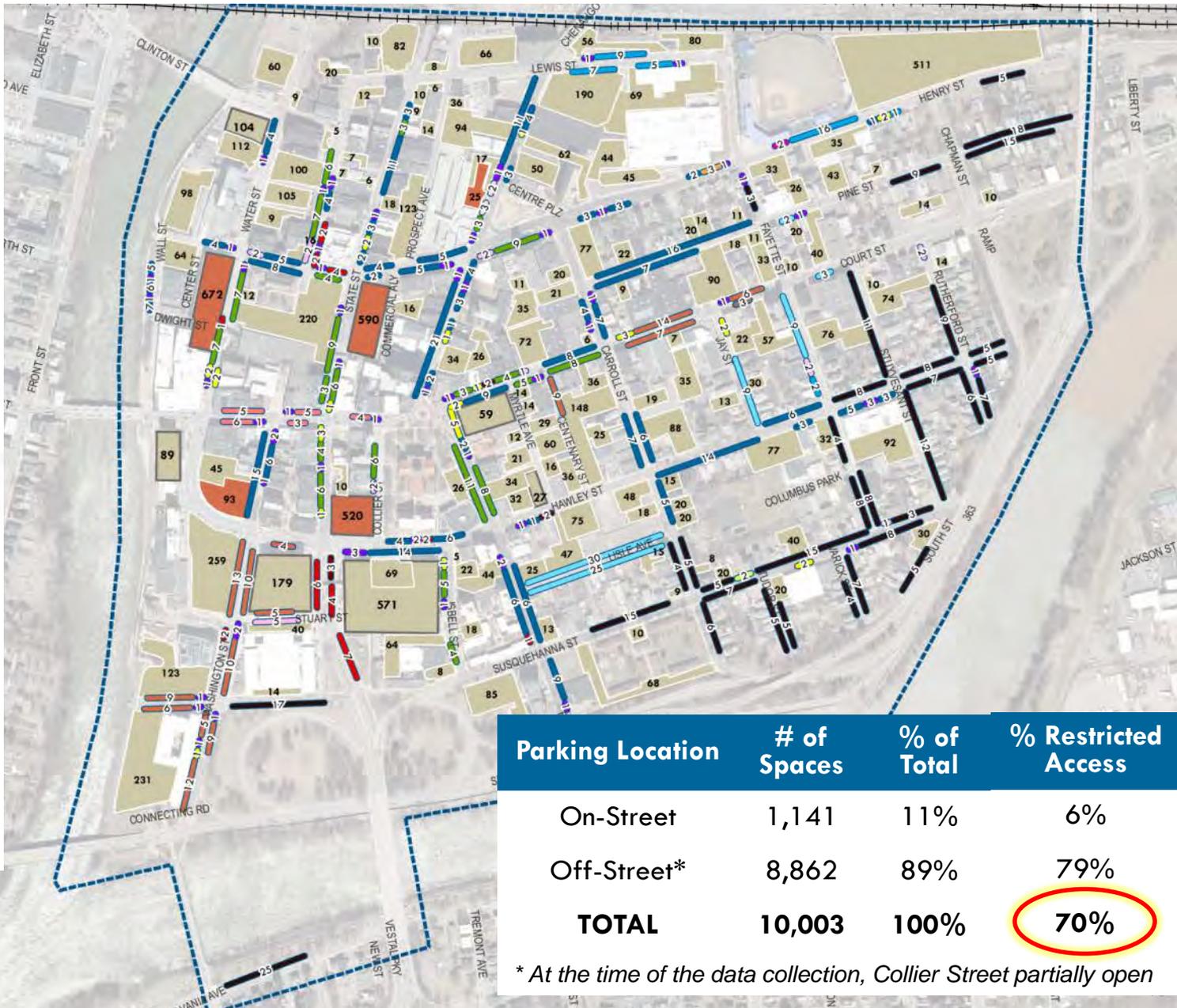


## Key Findings

# Over 10,000 Parking Spaces in Downtown Binghamton

## LEGEND

-  Study Area
- On-street Parking**
-  15 Minute Free
-  15 Minute Meter (\$0.50/hr)
-  30 Minute Free
-  30 Minute Meter (\$0.50/hr)
-  1 Hour Free
-  1 Hour Meter (\$0.50/hr)
-  2 Hour Free
-  2 Hour Meter (\$0.25/hr)
-  2 Hour Meter (\$0.50/hr)
-  4 Hour Meter (\$0.50/hr)
-  Meter No Time Limits (\$0.50/hr)
-  Government/Official Parking
-  Disabled
-  Loading Zone
-  Residential Permit
-  Taxi Cabs Only
-  Unregulated
- Surface Lot Parking**
-  General Access
-  Restricted Access
- Ramp/Underground Parking**
-  General Access
-  Restricted Access



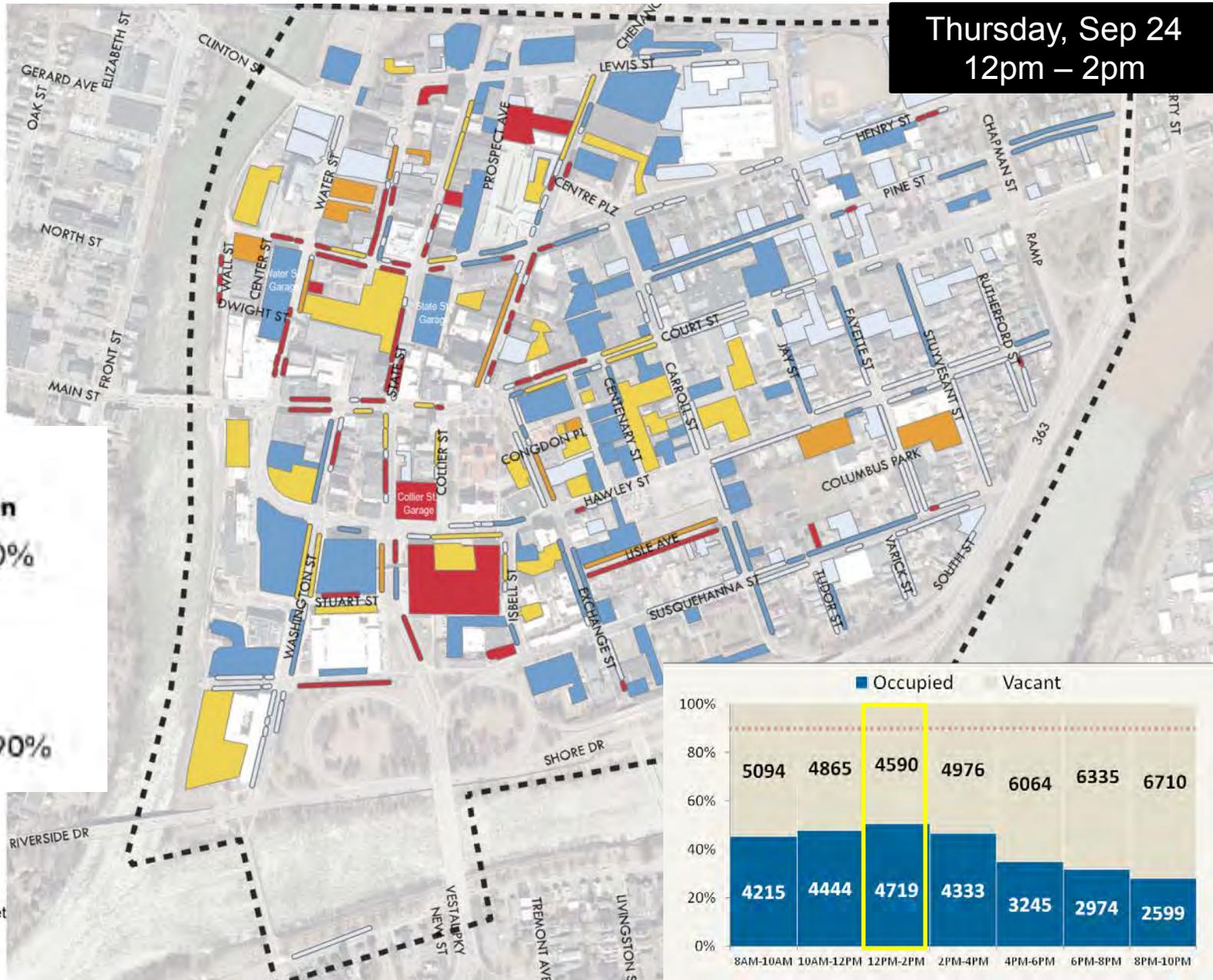
Parking Location	# of Spaces	% of Total	% Restricted Access
On-Street	1,141	11%	6%
Off-Street*	8,862	89%	79%
<b>TOTAL</b>	<b>10,003</b>	<b>100%</b>	<b>70%</b>

\* At the time of the data collection, Collier Street partially open



# Overall, Parking is 51% Full

Thursday, Sep 24  
12pm – 2pm



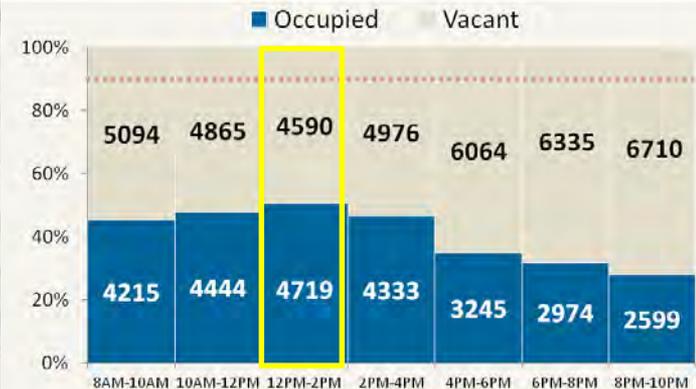
**LEGEND**  
**Parking Utilization**

- Less than 30%
- 31-60%
- 61-80%
- 81-90%
- More than 90%



0 500 1,000  
Feet

Data collected by Nelson\Nygaard in  
September 2015



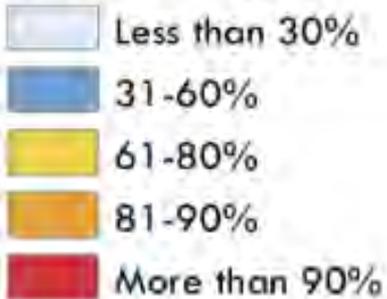
# Hard to find a space on-street during meal times

Thursday, Sep 24  
12pm – 2pm

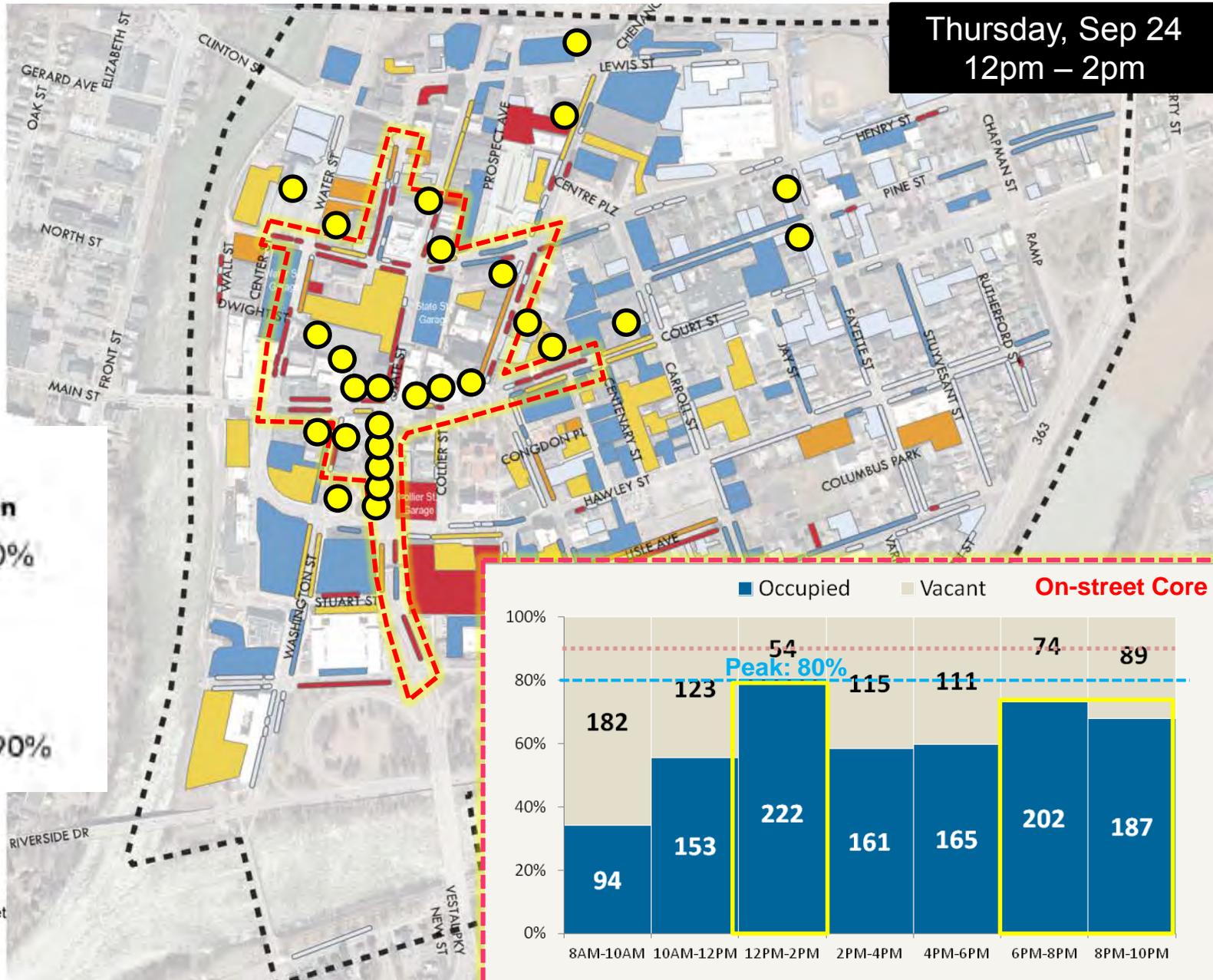
● Restaurants

## LEGEND

### Parking Utilization



Data collected by Nelson\Nygaard in  
September 2015

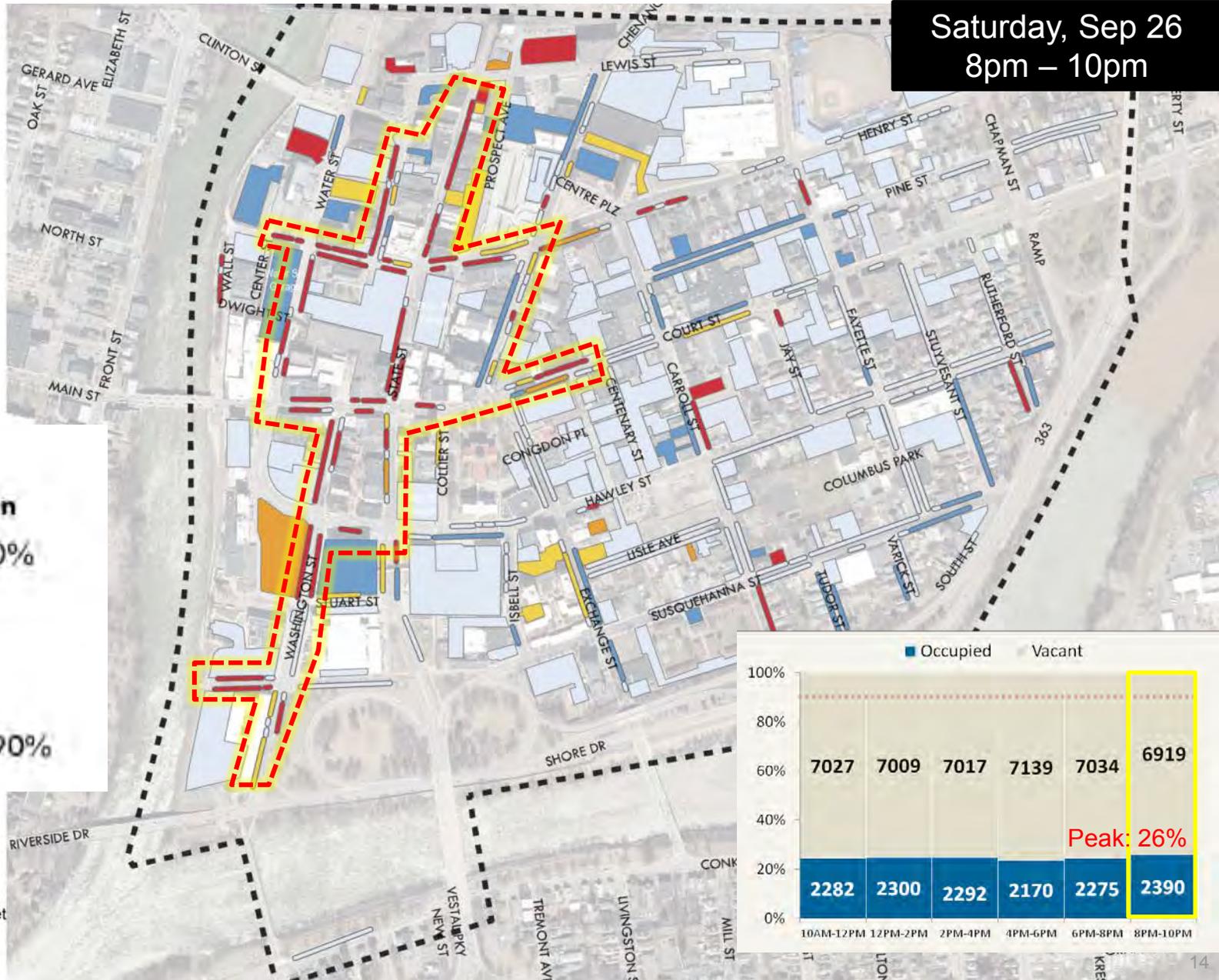
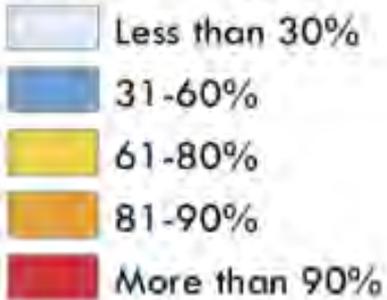


# Weekend Demand Heaviest On-Street

Saturday, Sep 26  
8pm – 10pm

## LEGEND

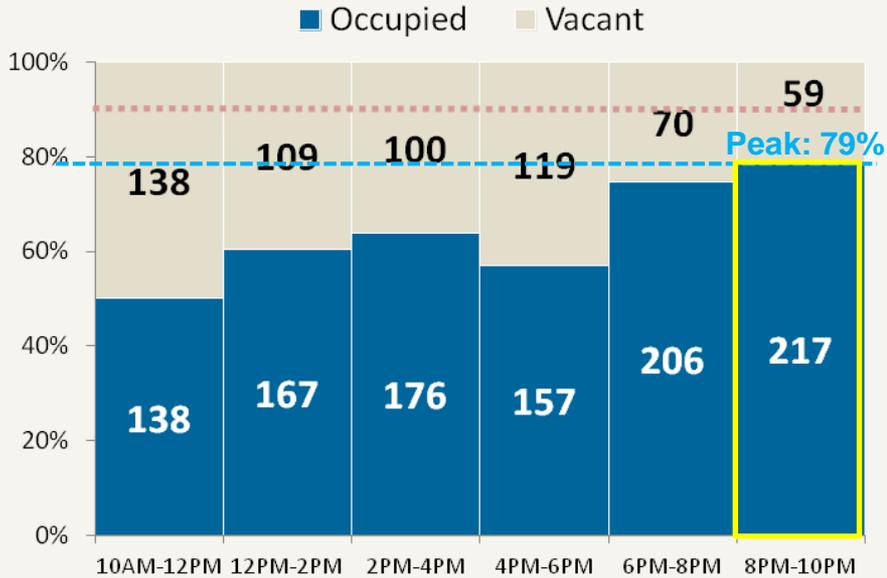
### Parking Utilization



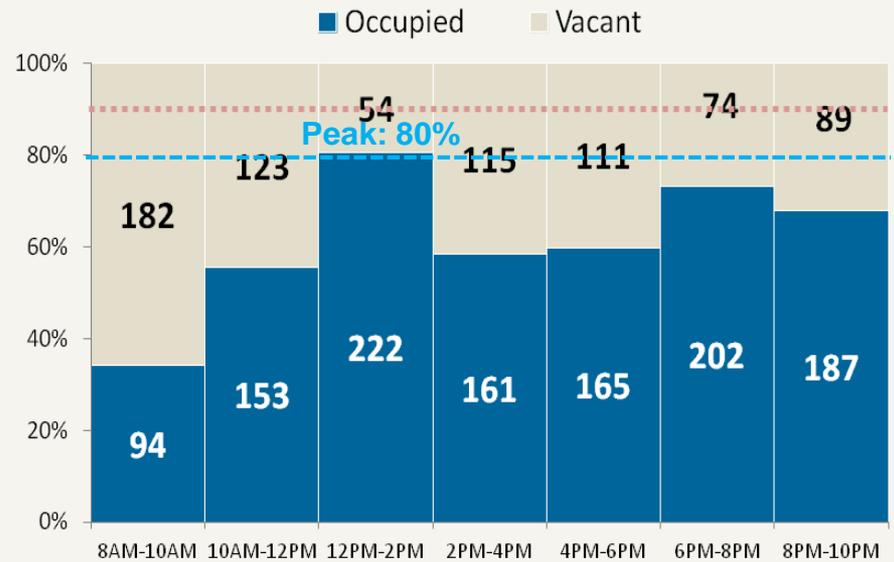
0 500 1,000 Feet

# On-Street Core Area Parking Utilization

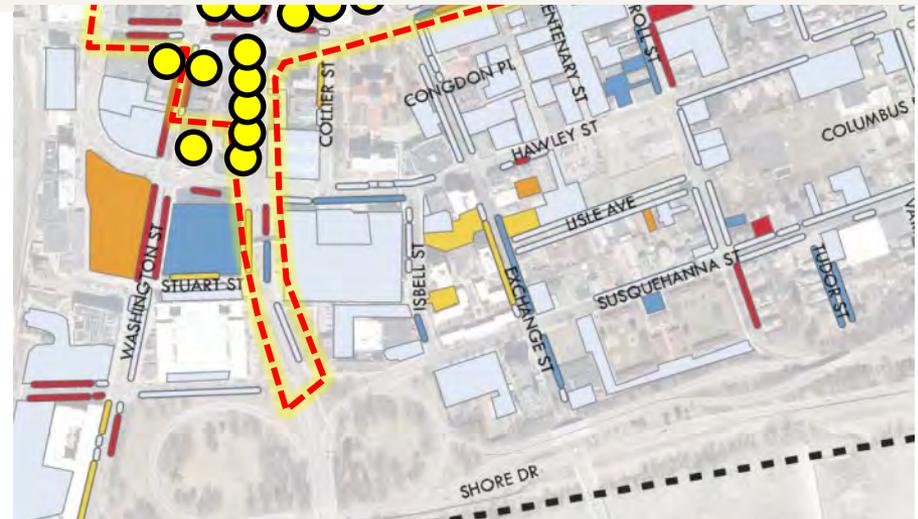
## Saturday



## Thursday

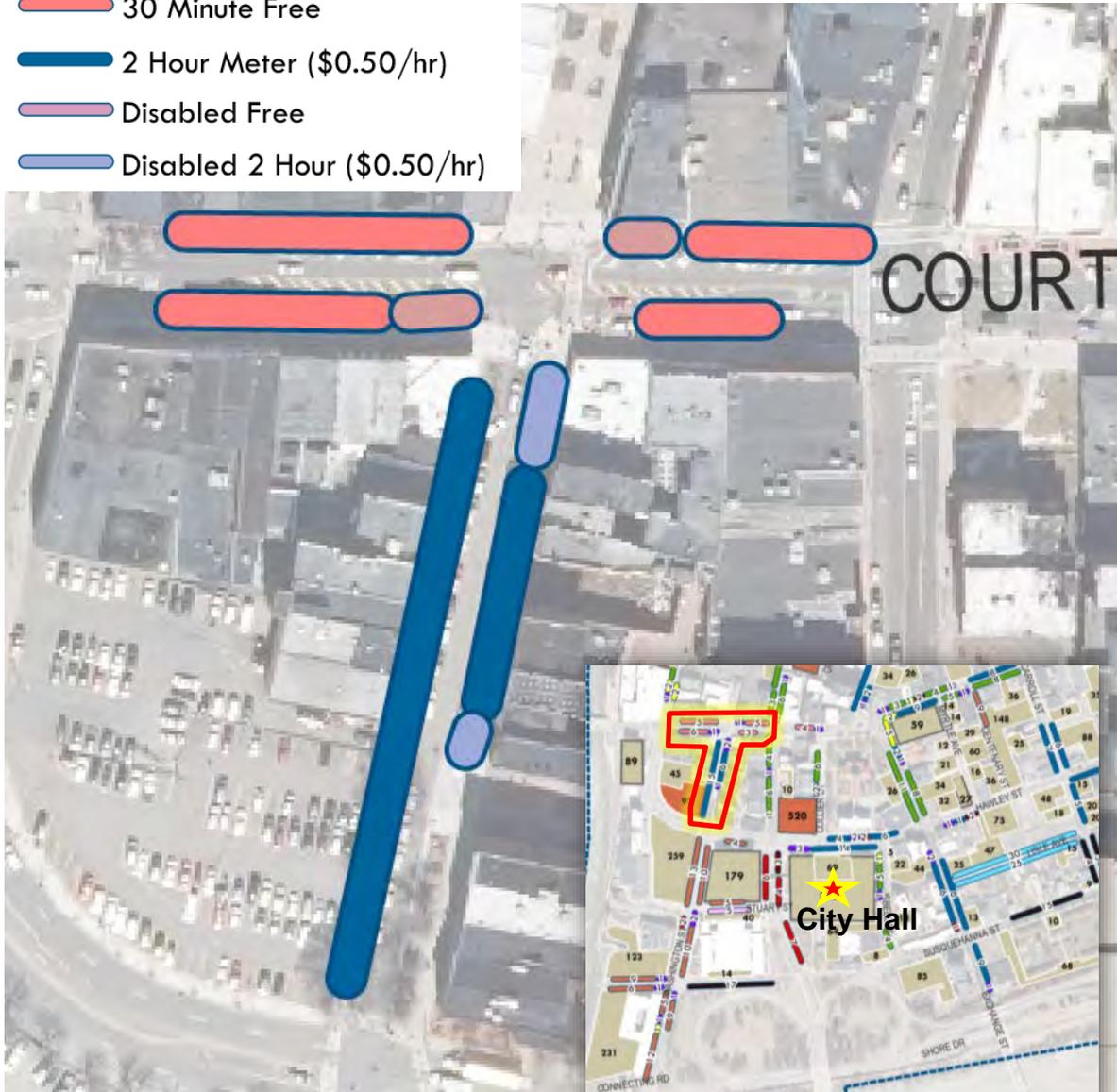


- 91% utilized *excluding* Government, Handicapped and Loading Zones



# Abuse of Time Limits

- 30 Minute Free
- 2 Hour Meter (\$0.50/hr)
- Disabled Free
- Disabled 2 Hour (\$0.50/hr)



## Court Street

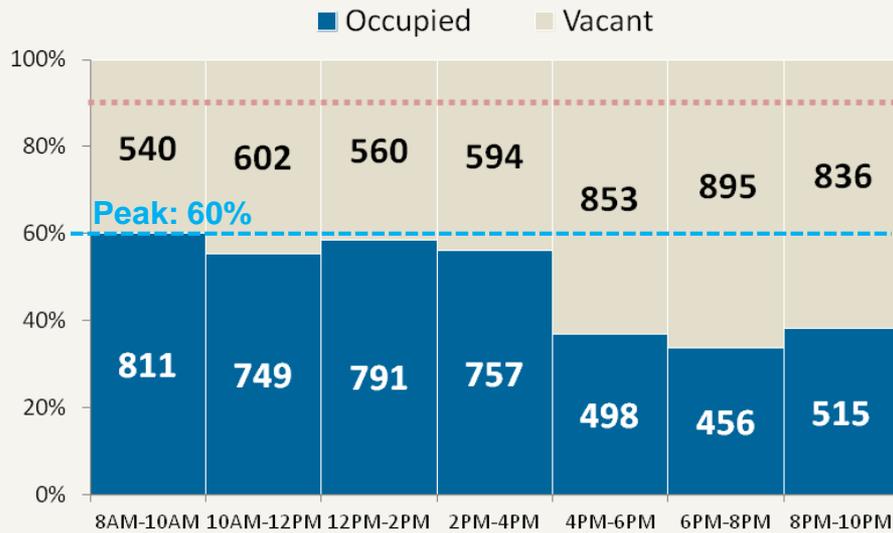
40% of cars stayed for longer than 30 minutes

## Washington Street

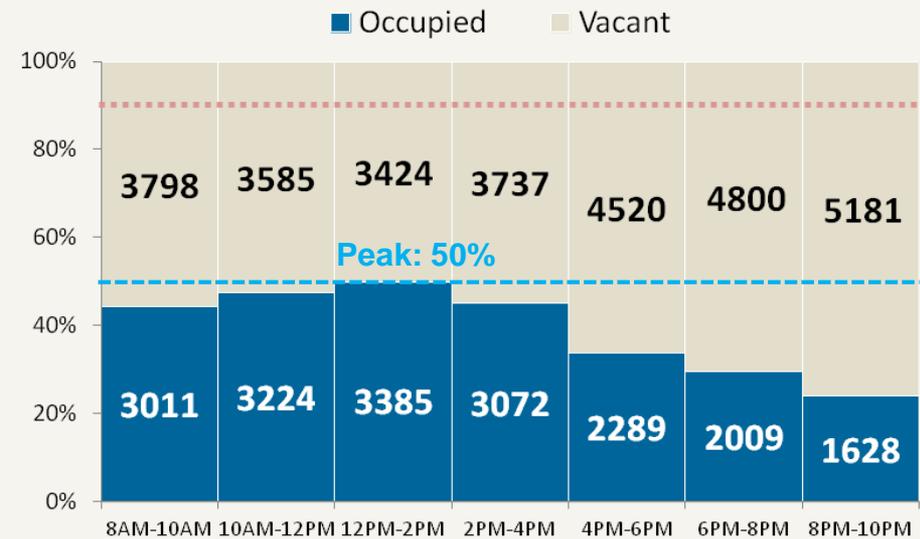
20% of cars stayed for longer than 2 hours

# Off-Street Parking Utilization – Thursday

## Publicly Accessible



## Restricted Access

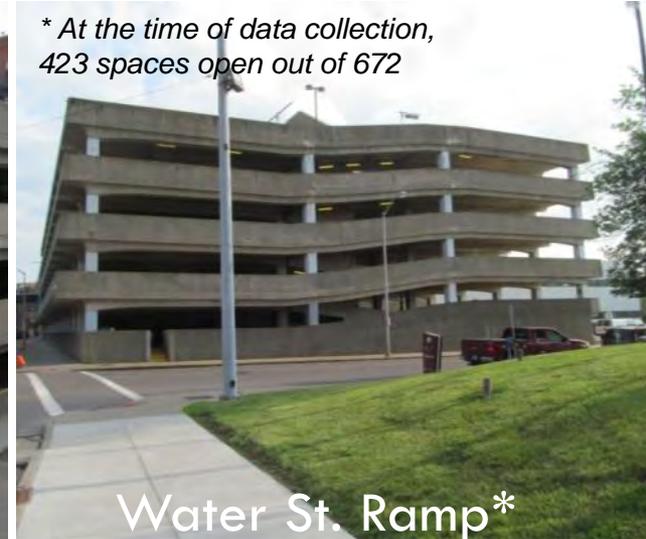


# Public Ramps Utilization – Thursday

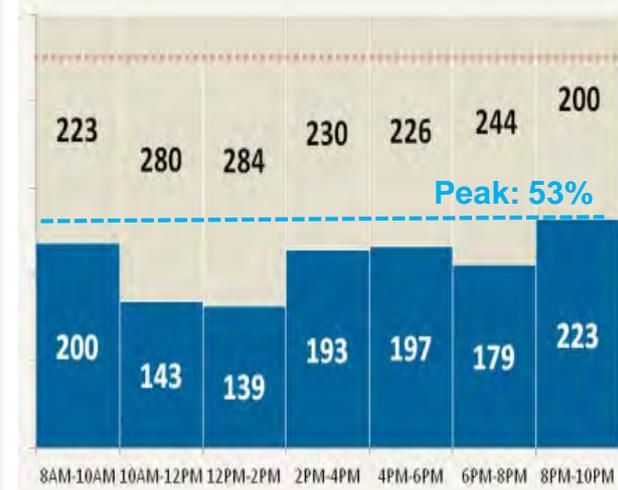
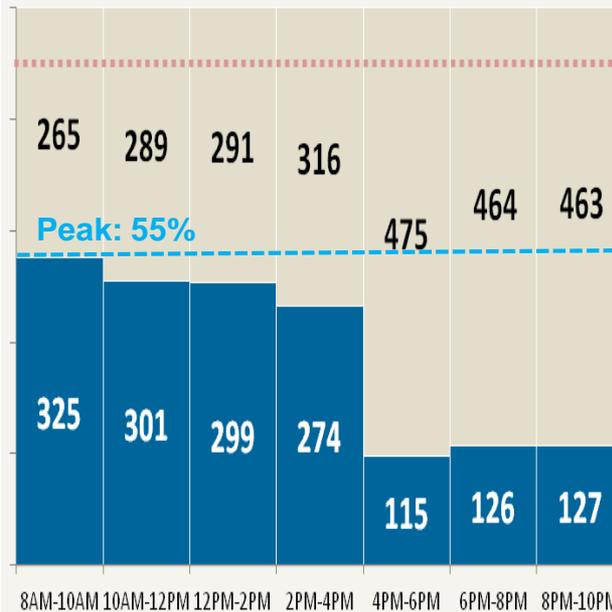
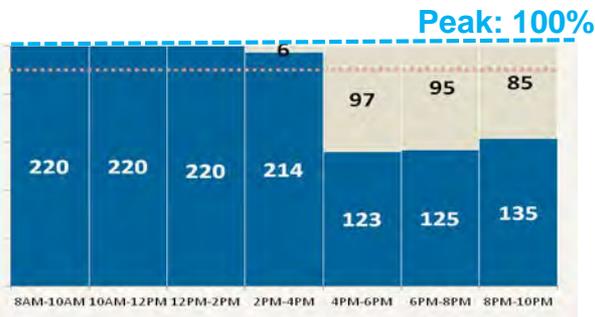
• At the time of data collection, ~220 spaces open out of 520



\* At the time of data collection, 423 spaces open out of 672



■ Occupied ■ Vacant

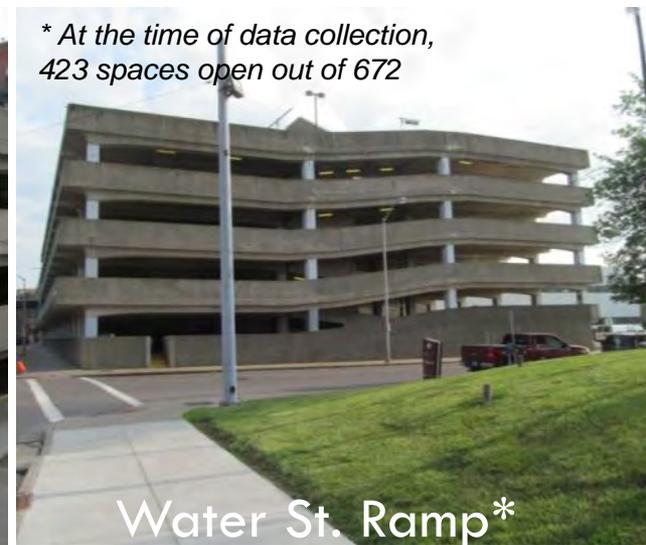


# Public Ramps Utilization – Saturday

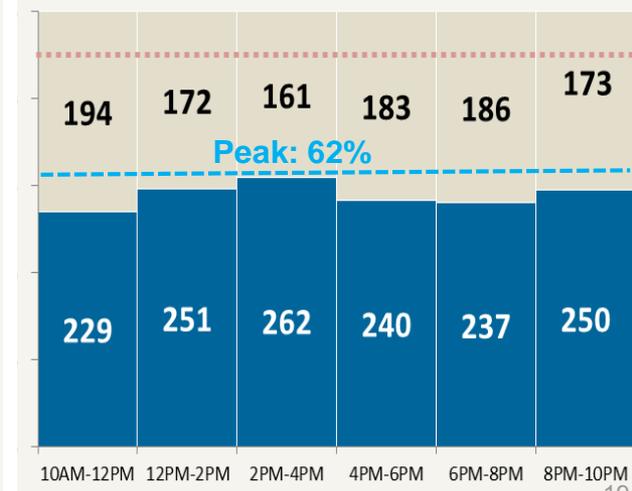
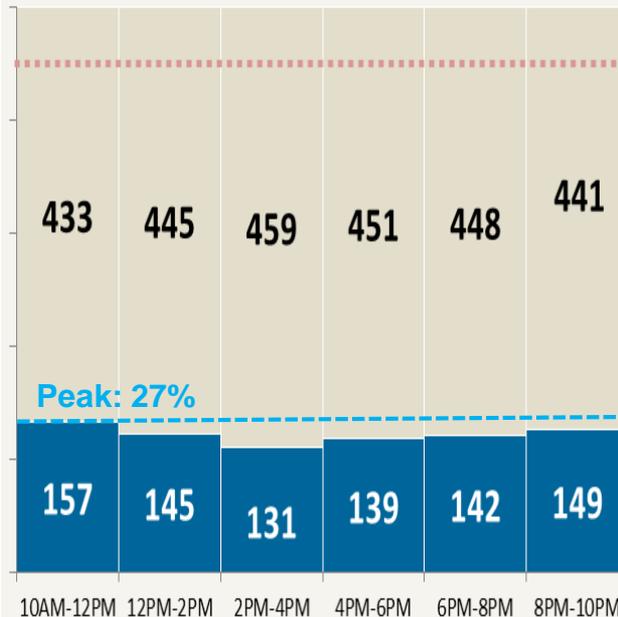
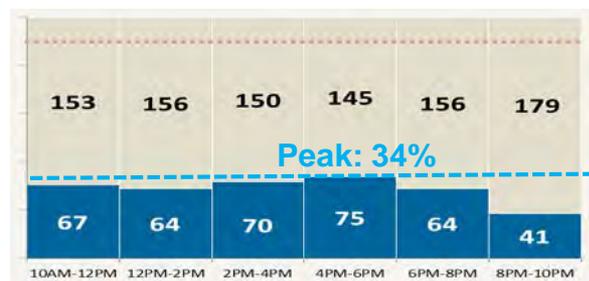
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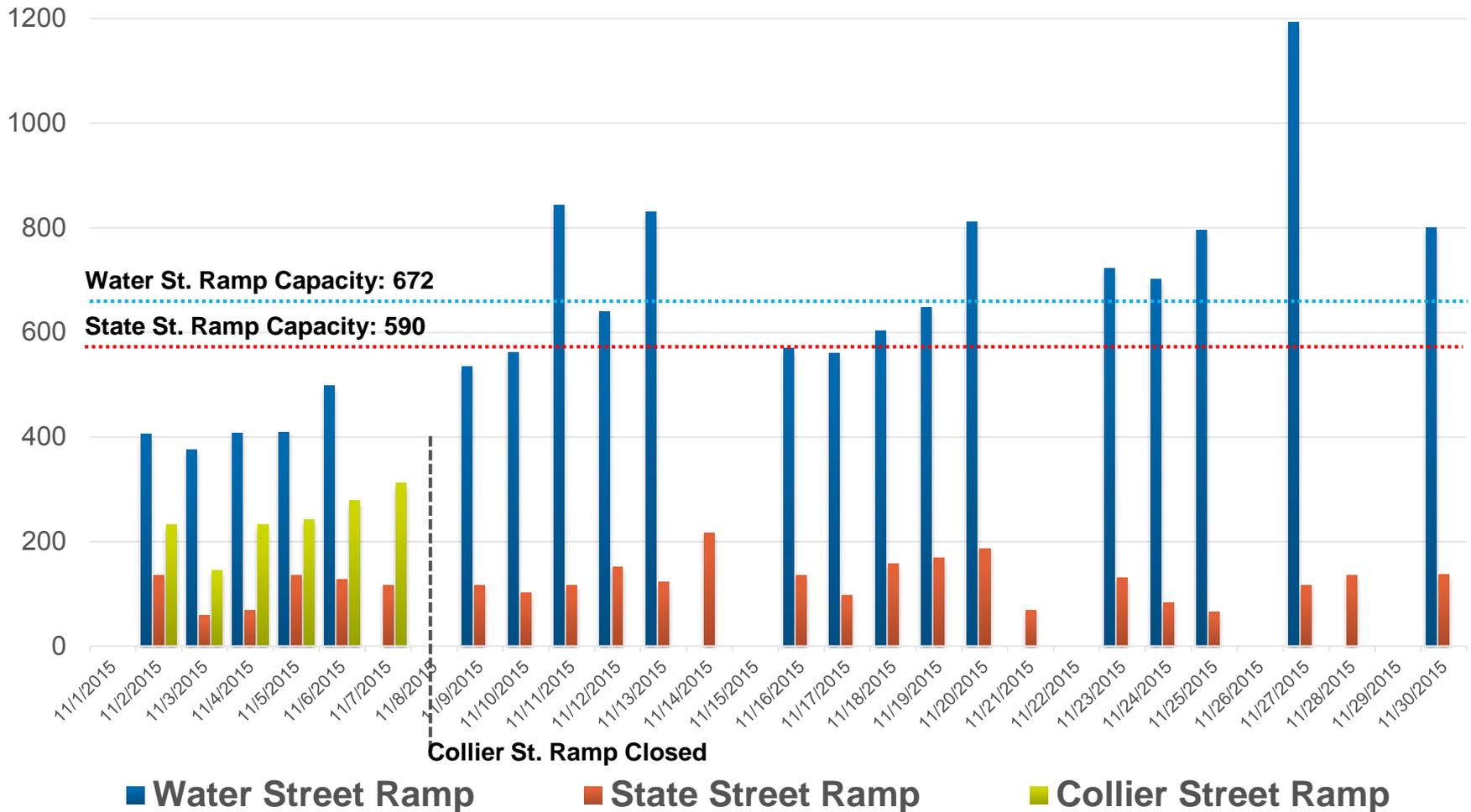


■ Occupied ■ Vacant



# Ramps underutilized, even with Collier closed

## November 2015 Cumulative Ramp Entries by Day



# Key Findings Highlights

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- Hard to find a parking space on-street
  - Parking perception problems
  - Customer frustration
- Off-street parking available but no incentive to use it
- Restricted parking has capacity but is not “available”
- Mismatch of rates and demand
- Time limits are abused



## Recommendations



**Create  
Availability  
On-Street**



**Make Off-  
Street Parking  
Friendly**



**Other Ideas to  
Support a Better  
Downtown**

## **Create Availability On-Street**

1. Add On-Street Parking
2. Introduce Demand-Based Pricing
3. Extend Time Span

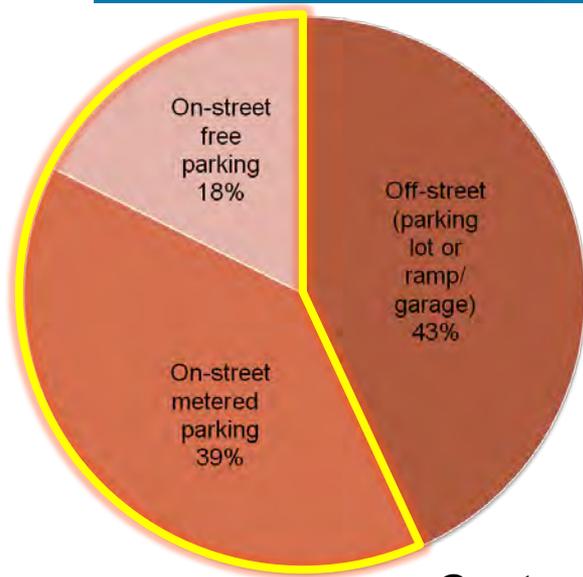
## **Make Off-Street Parking Friendly**

## **Other Ideas to Support a Better Downtown**

What we heard:

***“Not enough spots in the more  
popular locations -- State  
Street, Court Street”***

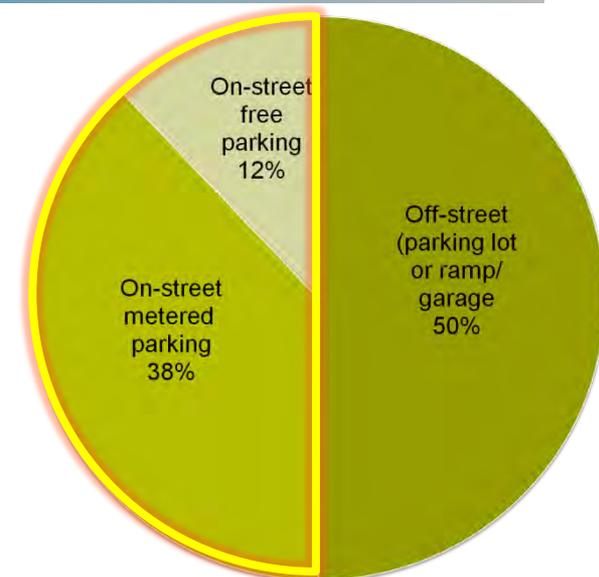
# People Prefer to Park On-Street



Customers



Employees



Residents





# Example: Hawley Street adding ~50 spaces



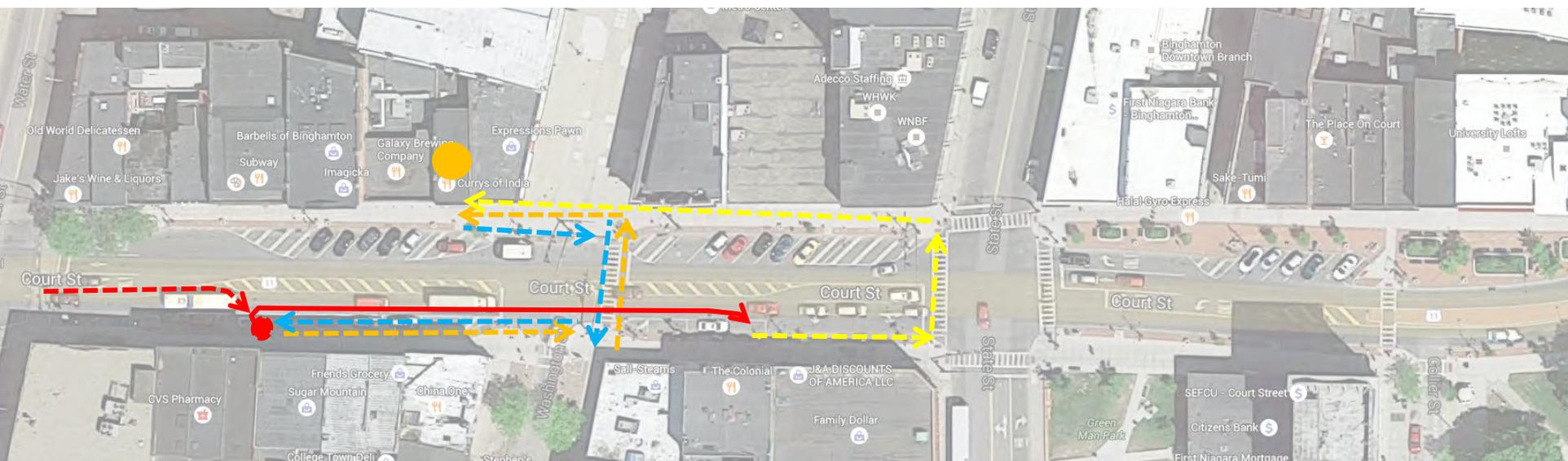
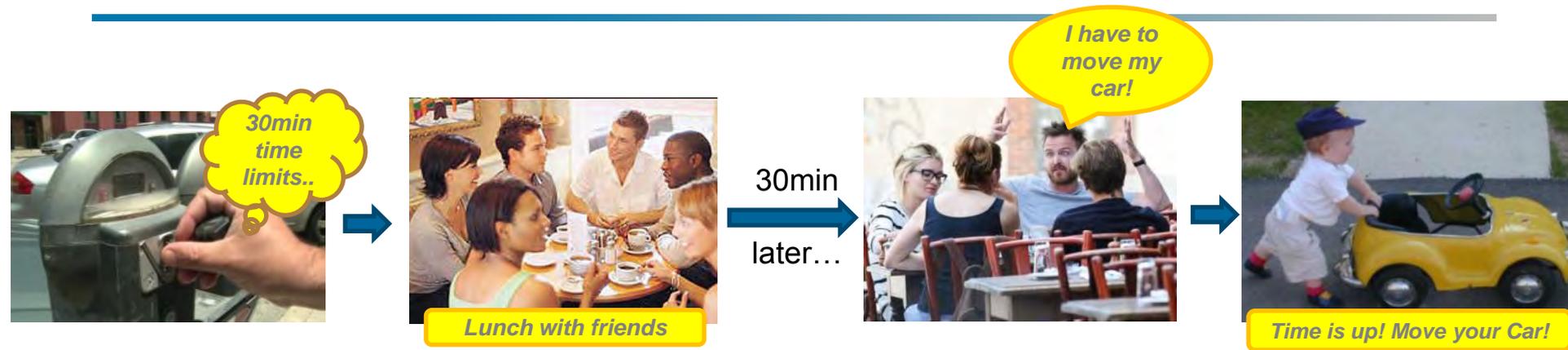
297 ft

What we heard:

***“30 minute meters are **useless**. Not much you can do downtown in 30 minutes.”***

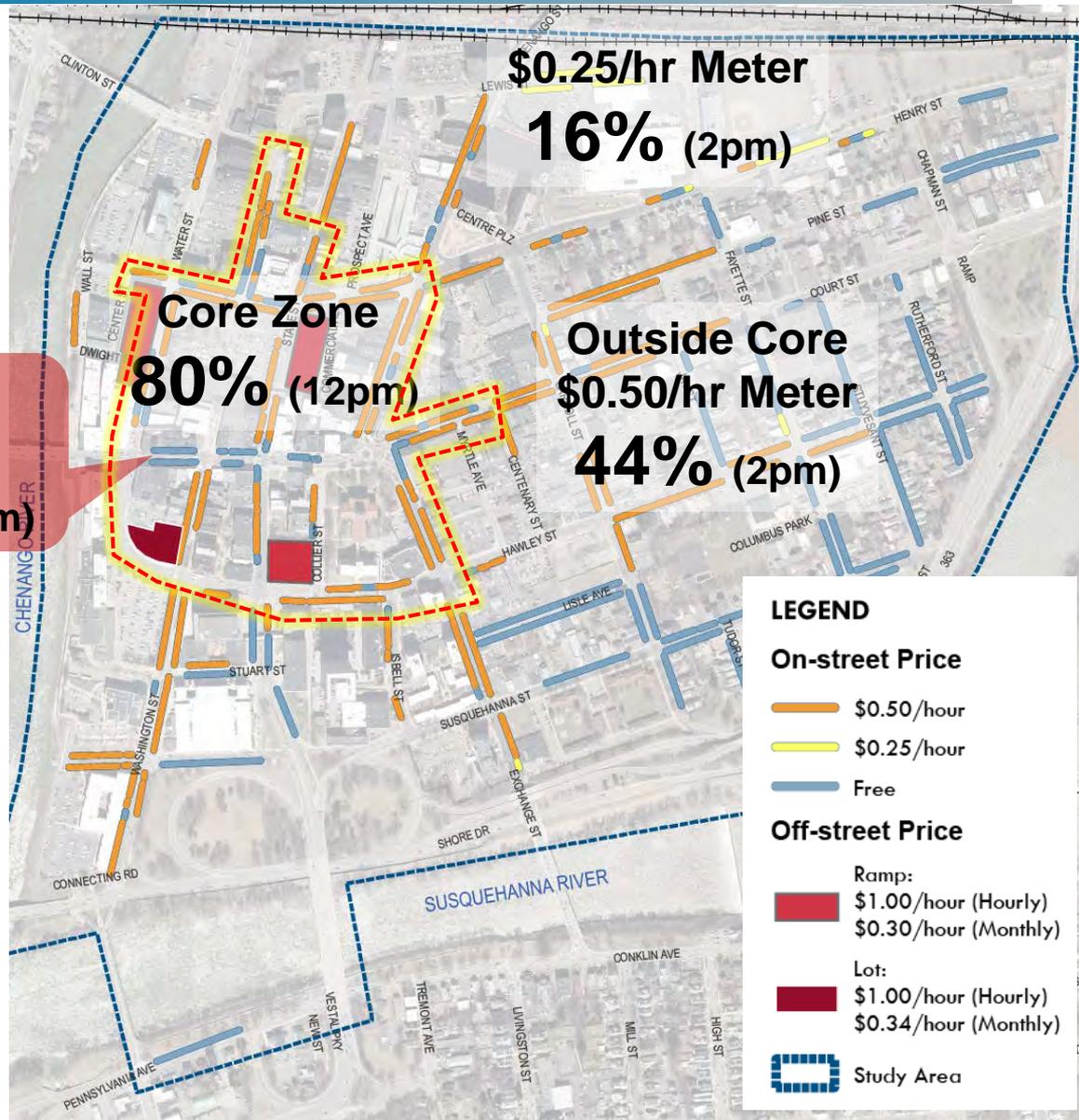
***“30 min parking is **not long enough** to enjoy a nice lunch downtown.”***

# Eliminate Time Limits: Use Price Instead



# Today's Pricing and Demand are Mismatched

Court St.  
**FREE**  
**87% (6pm)**



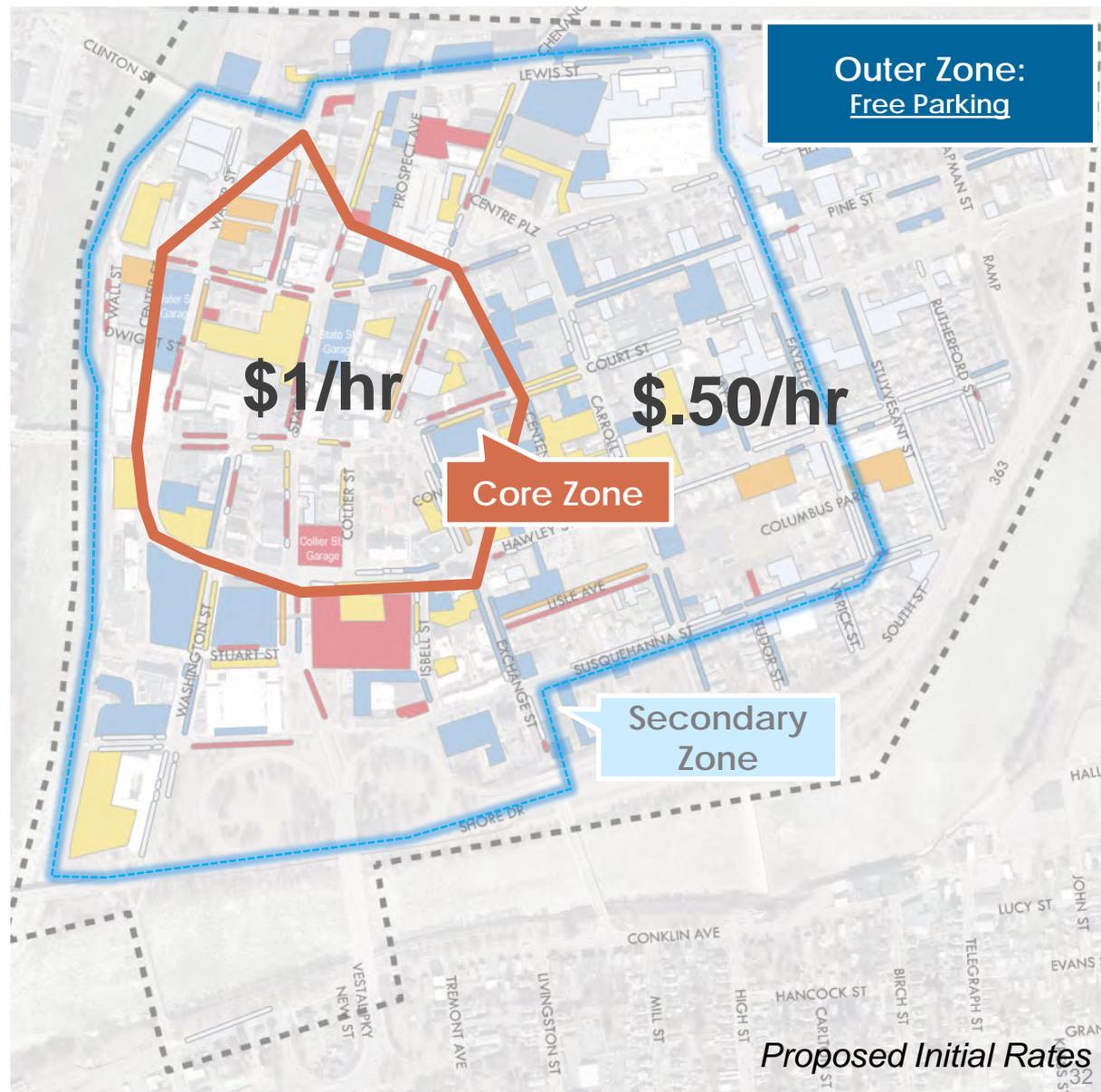
# Introduce Demand-Based Pricing

Treat Your Most Valuable Spaces as the Most Valuable

Rely on price, not arbitrary time limits

11 on-street regulations → 2

Simplify winter rules



# Make it Easier to Pay



- Pay by plate kiosks
  - Accept coins and debit/credit cards
  - Integrated with enforcement equipment
  - No need to display ticket at windshield
- Pay-by-cell
  - In-car payment - weather protection
  - Get text message of expiring time
- Coordinate with Binghamton University and others
- Opportunity to revisit curbside regs (disabled parking and loading zones)

# Active City RFP for New Payment Technology



**City of Binghamton**  
New York

[Home](#)

## RFP FOR DOWNTOWN PARKING KIOSKS

### Invitation for RFP's

RFP's will be received by the Board of Contract and Supply, City of Binghamton, City Hall, 38 Hawley Street, Binghamton, New York, 13901, until **10:30 a.m.** on **Wednesday, February 3, 2016**. RFP's will be publicly opened and read aloud at the 11:00 a.m. meeting for the following work.

### RFP FOR DOWNTOWN PARKING KIOSKS

The contract documents and plans may be examined or obtained at the Office of the City Purchasing Agent, Second Floor, City Hall, 38 Hawley Street, Binghamton, New York 13901 or by calling at 607-772-7025.

**Closing Date:**  
2/03/2016

**Administrating Department:**  
[Purchasing](#)

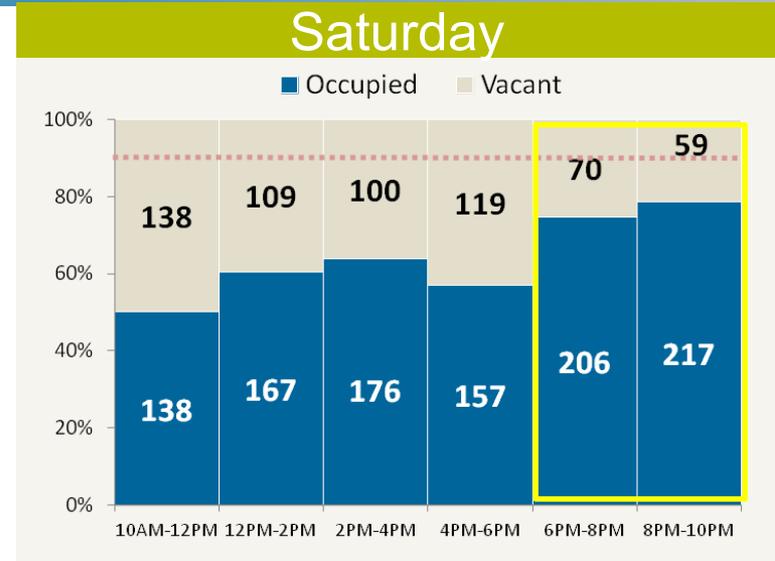
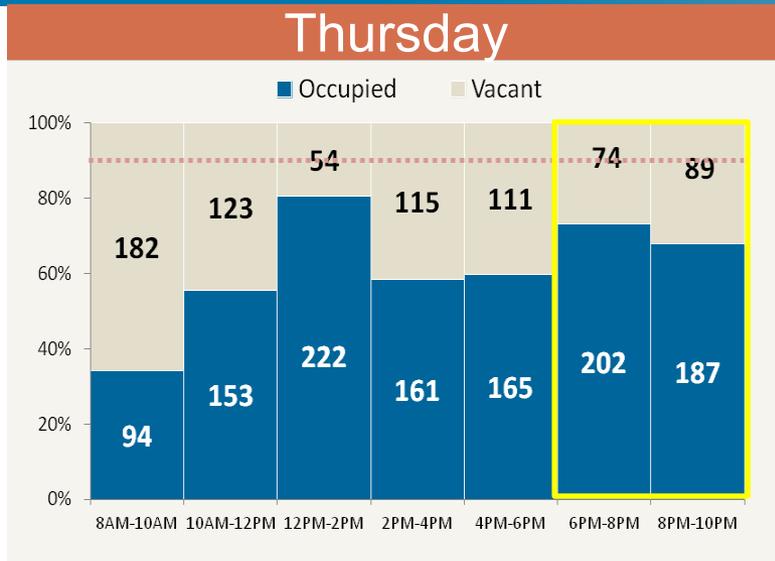
#### Contacts

**Michael Dervay**  
Purchasing Agent  
(607) 772-7025  
(607) 772-7106 fax  
[Email](#)

[Home](#) [FAQs](#) [Contact Us](#)

Binghamton City Hall, 38 Hawley St, Binghamton, NY 13901 • [Map](#) • [2015 Final Assessment Roll](#)

# Extend Time Span



- Extend regulations later:
  - **Core Zone**
    - Mon-Wed, 8am-6pm
    - Thu-Sat, 8am-10pm
  - **Other:** Mon-Sat, 8am-6pm
  - **Events:** meters until 10pm
  
- Extend enforcement along with changes in regulations



## **Create Availability On-Street**

1. Add On-Street Parking
2. Introduce Demand-Based Pricing
3. Extend Time Span

## **Make Off-Street Parking Friendly**

4. Incentivize with Price
5. Improve Existing Ramp Attractiveness
6. Provide Convenient Customer Spaces

## **Other Ideas to Support a Better Downtown**

# Comprehensive Parking Management

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**On-Street: \$0 or \$0.50/hr**

**Off-Street: \$1/hr**



# Comprehensive Parking Management

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On-Street: \$1/hr  
Access

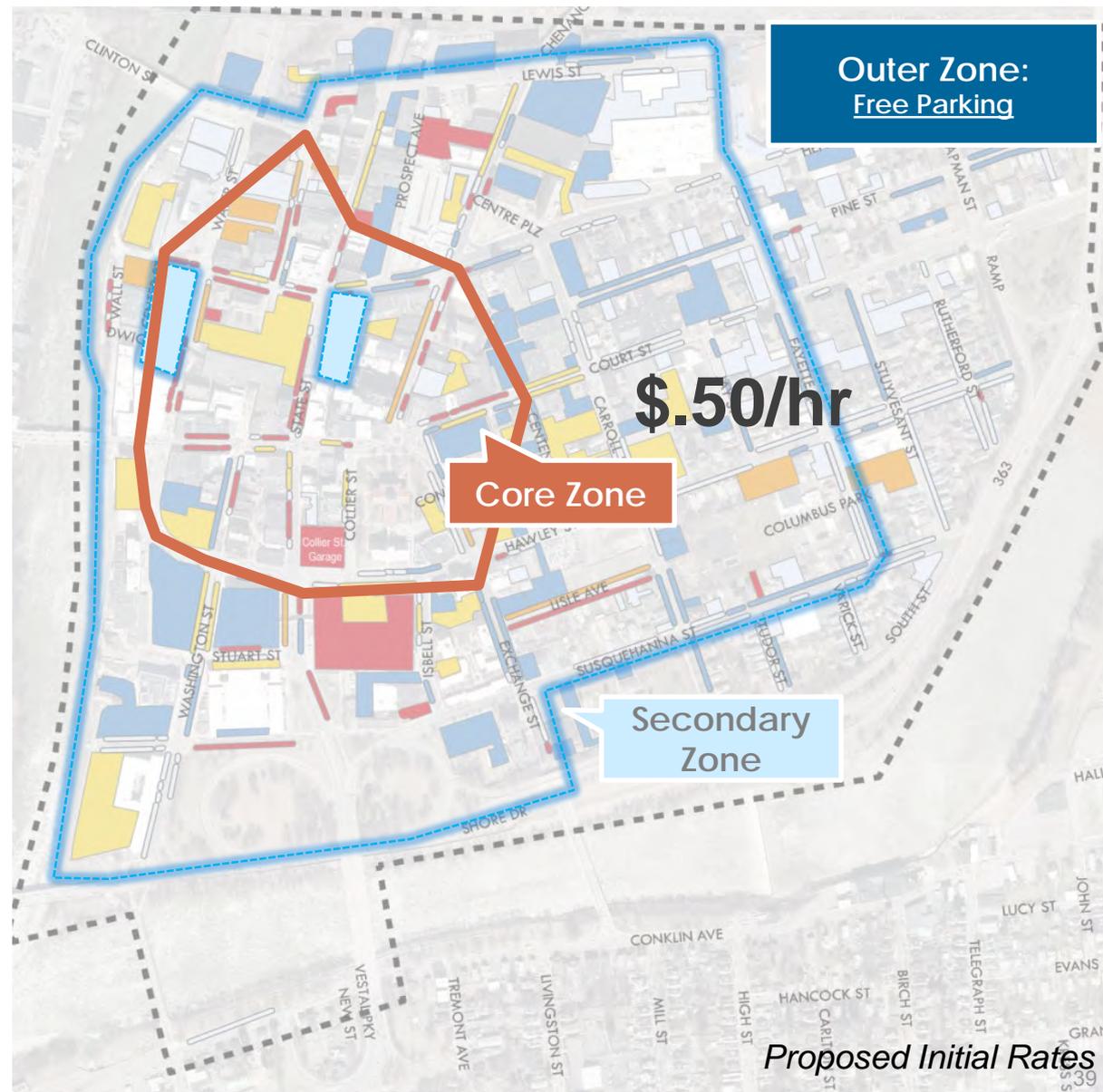


Off-Street: \$0.50/hr  
*Convenience*



# Off-Street Should be Cheaper than On-Street

- Ramps and lots: same as secondary zone
- Free after 6pm (except for events)
- Daily max rate
- Discounted for permit holders
- Free on weekends



# Current Ramp Conditions



# Current Ramp Conditions



*Bosco's*  
FIRST FLOOR  
ENTRANCE



**State Street Ramp - Today**

# Façade and Pedestrian Improvements



State Street Ramp - Concept

# Attractive Garage Façade

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# Encourage Active Ground Floor Use in Ramps



# Provide Sufficient Lighting



# Clean Floors, Staircases, and Working Elevators

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What we heard:

***“...the State St. Ramp coin exit took me almost 30 minutes to exit!!”***

# Improve Ramp Payment Technology



## *payonfoot*

When you arrive at the garage:

**Push Blue Button**

To get a ticket.



**Take your ticket  
with you**

while you go and enjoy



When you return to the garage:

**Pay at the  
Pay Station**

Your ticket becomes an exit pass



When your vehicle reaches the exit:

**Insert Ticket & go!**

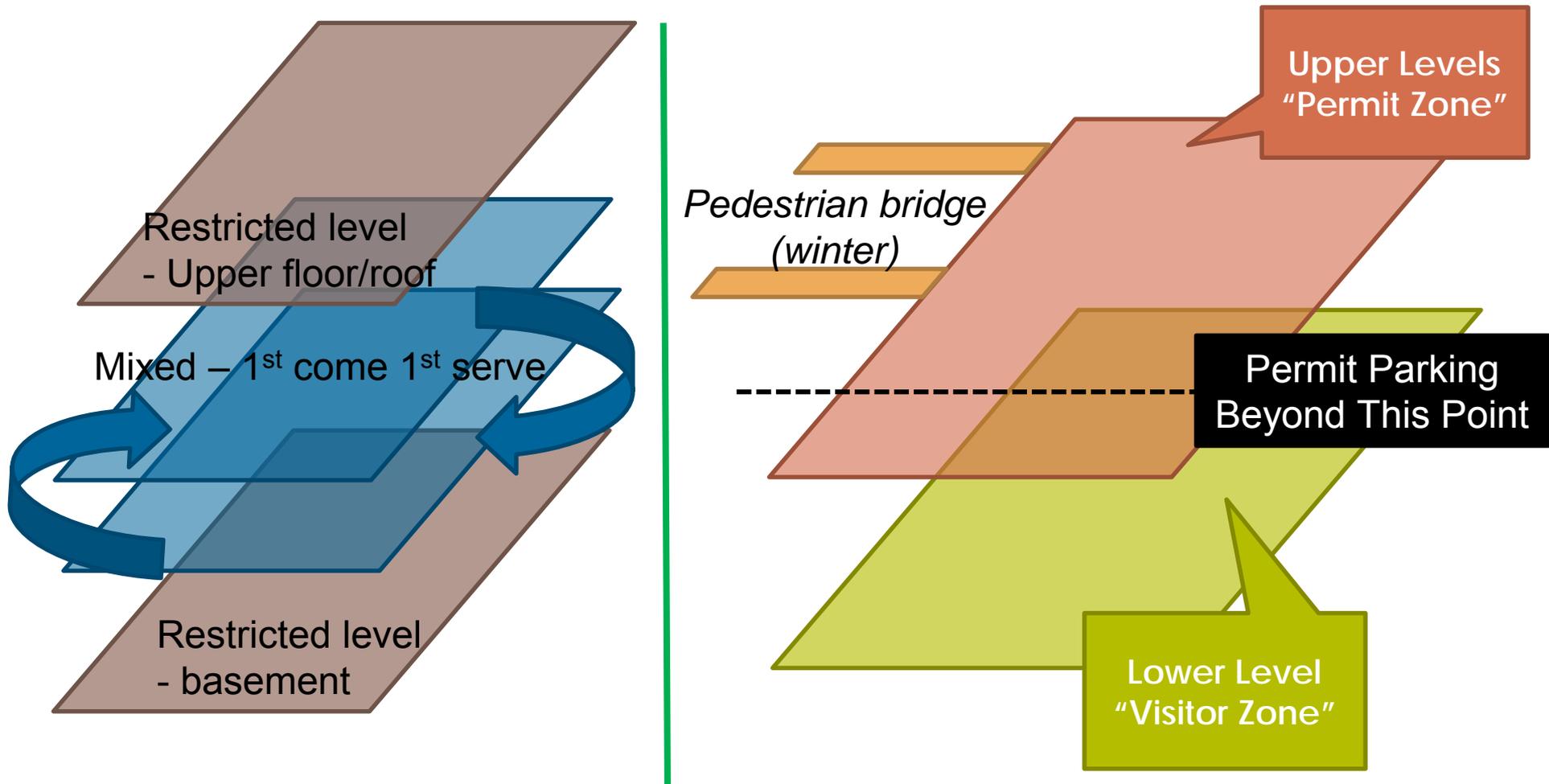
Please Buckle Up & Drive Safely.

- Use gate control, but also have:
  - Attendant at the beginning
  - Easy-to-use technology
  - Better paper receipt quality
  - Permit holder exempt from hourly charge



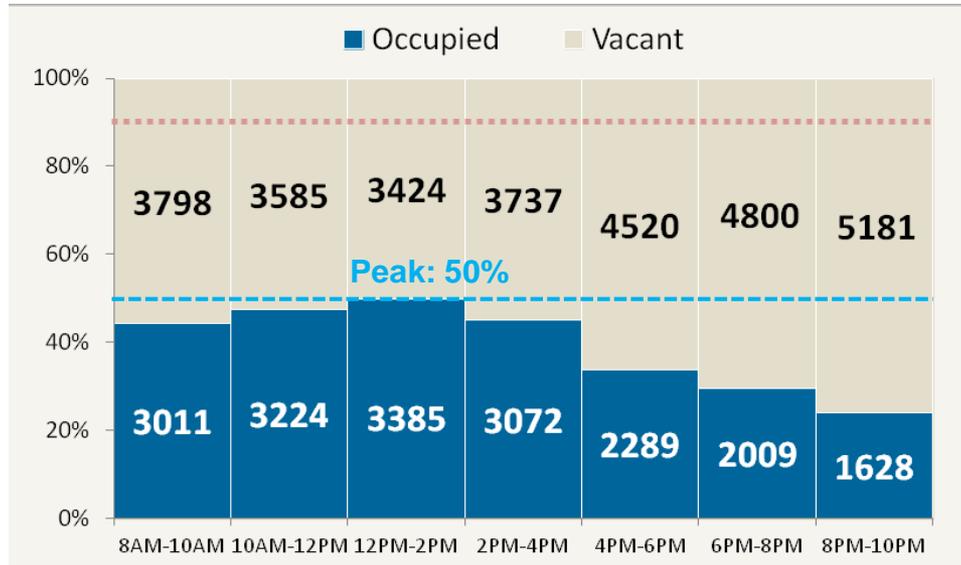
# Provide Customer Convenient Spaces

**Restructure locations of monthly permit holders vs. transient parking customers in ramps**



# Better Use Restricted Parking

## Off-Street Restricted Access Parking



- Already happening on small scale
- More efficient
- Use spaces throughout day
- Less expensive than building more
- Collaboration between businesses
- Allow in zoning



## Create Availability On-Street

1. Add On-Street Parking
2. Introduce Demand-Based Pricing
3. Extend Time Span

## Make Off-Street Parking Friendly

4. Incentivize with Price
5. Improve Existing Ramp Attractiveness
6. Provide Convenient Customer Spaces

## Other Ideas to Support a Better Downtown

- Event Management
- Signage & Information
- Mobility
- Planning for Future Growth

What we heard:

*“Whenever there is a **hockey game**,  
parking is a **nightmare...**”*

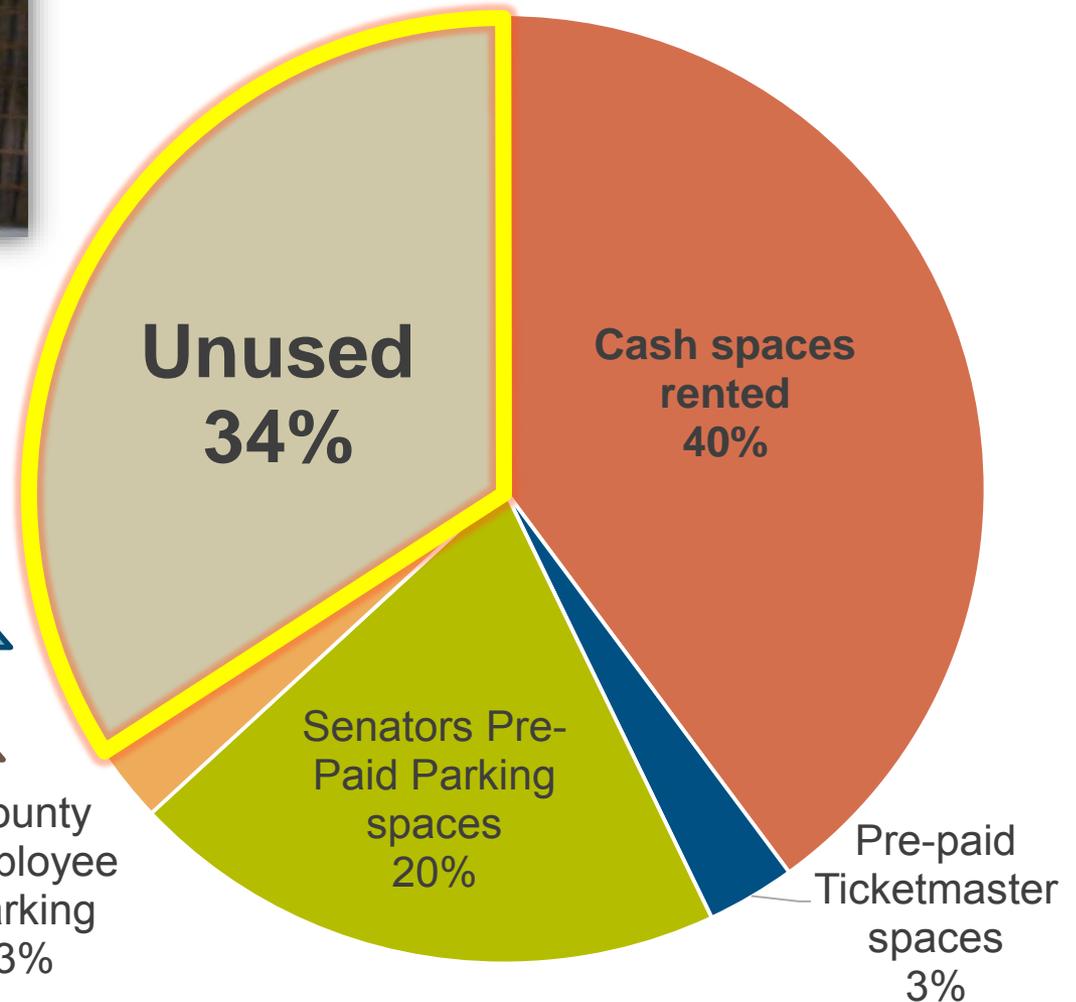
But, what we also heard:

*“I think the biggest problem for Binghamton  
is **not parking**. We have **three parking ramps**  
that are **never full** even when the students  
and B-Sens games are occurring.”*

# Senators Game Night Parking at County Ramp



## County Ramp Utilization



Data collected on a hockey game night on Dec 5, 2015

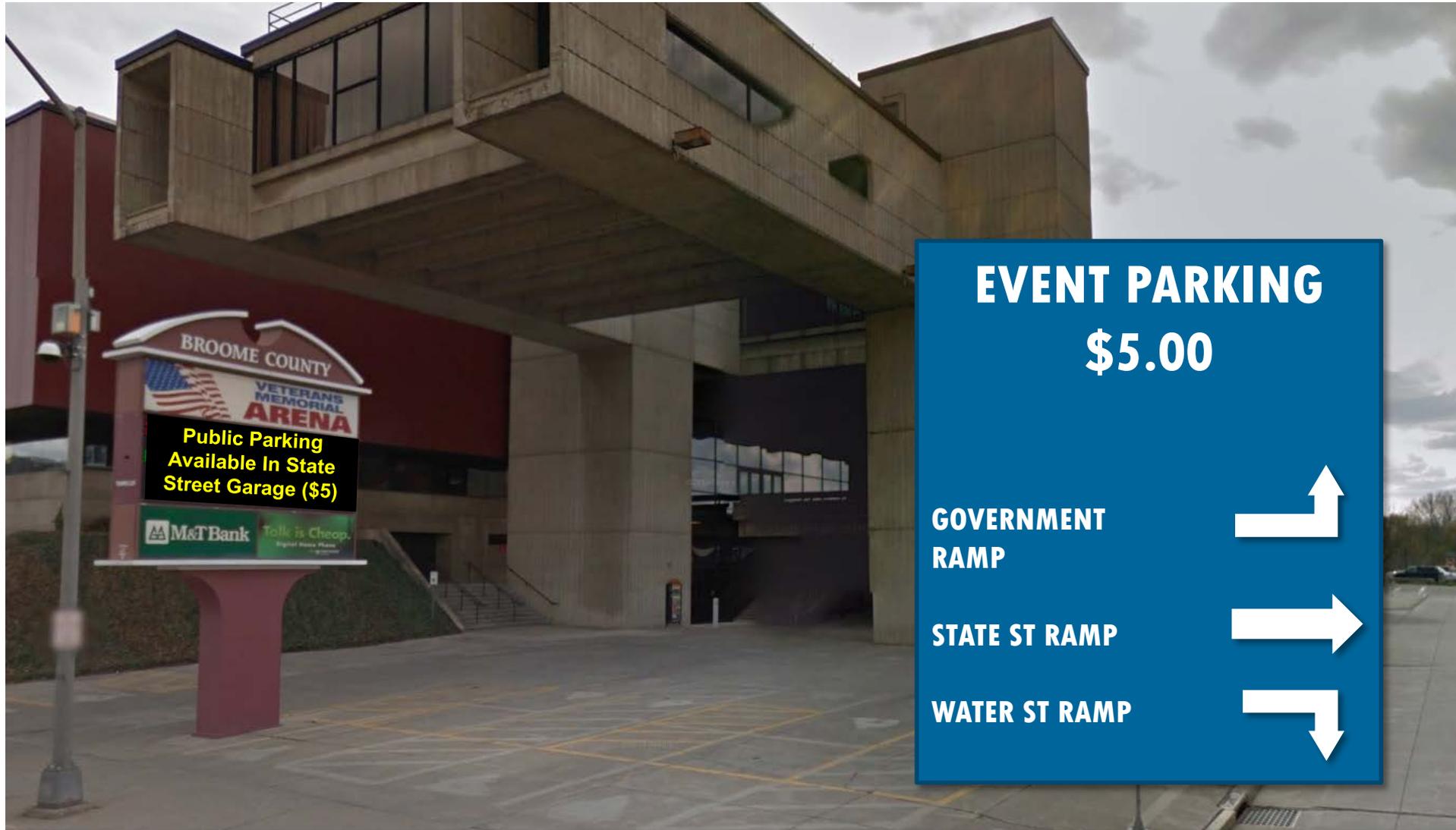
# Improve Event Parking Management

- Provide Information
  - Direction & parking info on web
  - Distribute parking maps
  - Communicate information during event, such as when lots are full
  - Signage
- Create and advertise pick-up/drop-off area
  - Incorporate a place for cars to wait
  - Valet parking
- Advance sales of parking permits
- Use on-street parking
- Shared parking agreement with private facilities



# Arena

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**EVENT PARKING**

**\$5.00**

**GOVERNMENT  
RAMP**



**STATE ST RAMP**



**WATER ST RAMP**



What we heard:

***“Parking is not clearly marked, especially entrances to parking garages. Need signs pointing to parking options that include price.”***

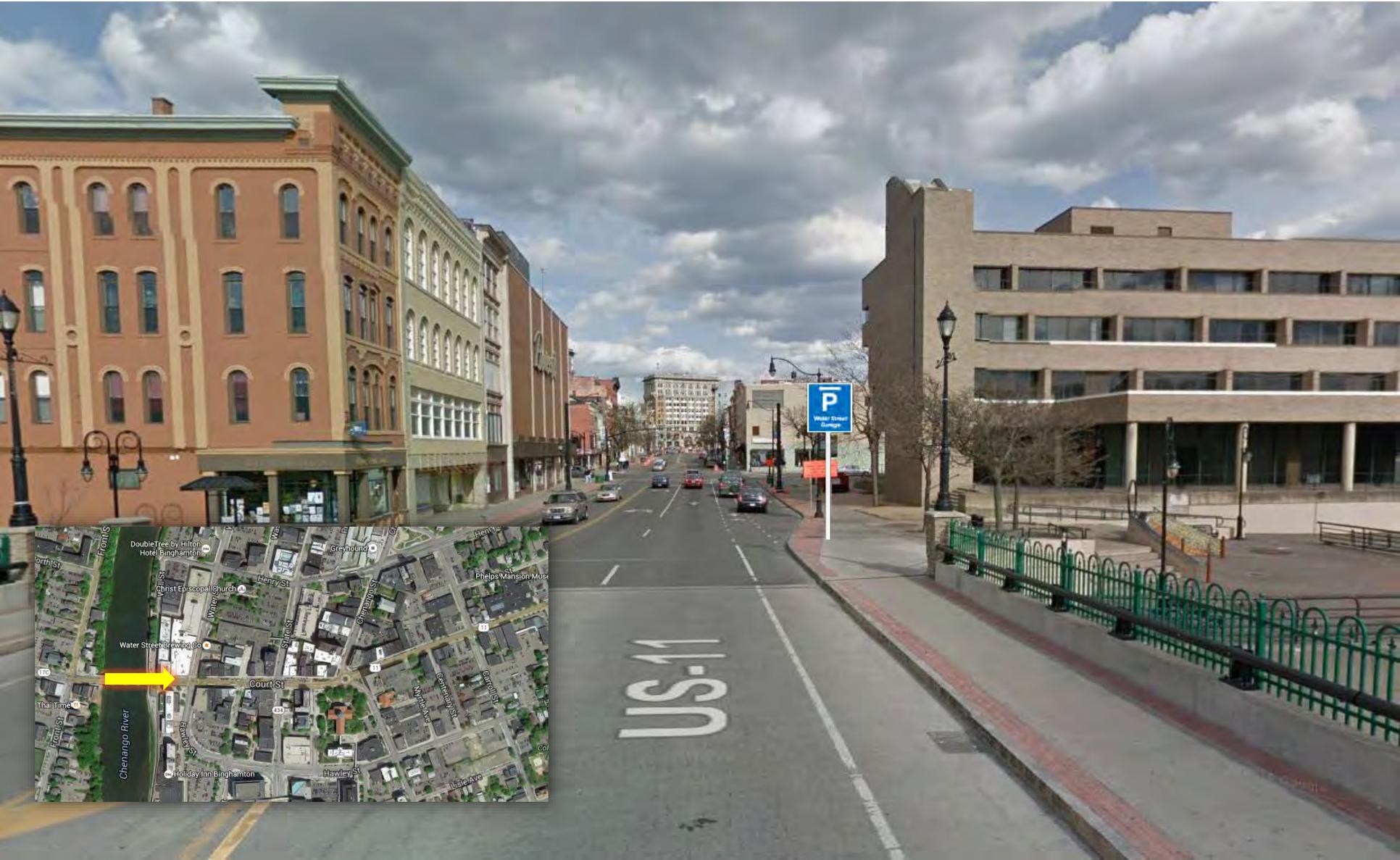
# Provide Online Information/ Parking Maps

## ■ Before You Arrive

The screenshot shows the City of Binghamton website. The navigation bar at the top includes links for Home, Residents, Businesses, **Visitors**, Government, Online Services, and Coming Soon. The 'Visitors' link is circled in red. Below the navigation bar, there are icons for Payments, Reports & Transparency, and Request a Service. A large red box highlights the 'Visitors' section, which contains a list of links: Binghamton Visitor's Center, Greater Binghamton Convention & Visitor's Bureau, Location, Geography, Historical Brief, Population, Demographics, and Schools and Education. A yellow text overlay 'Add Parking' is positioned over this list. To the right of the 'Visitors' section, there are sections for 'Recreation' and 'Annual Events'. The 'Recreation' section lists various activities and locations, while the 'Annual Events' section lists upcoming events. Below the 'Visitors' section, there is a news article titled 'Mayor David, Binghamton Police Roll Out Body-Worn Cameras'. The footer of the website includes links for Home, FAQs, and Contact Us, along with the address: Binghamton City Hall, 38 Hawley St, Binghamton, NY 13901, and a link to the 2015 Final Assessment Roll.

# Directional Signage - Concept

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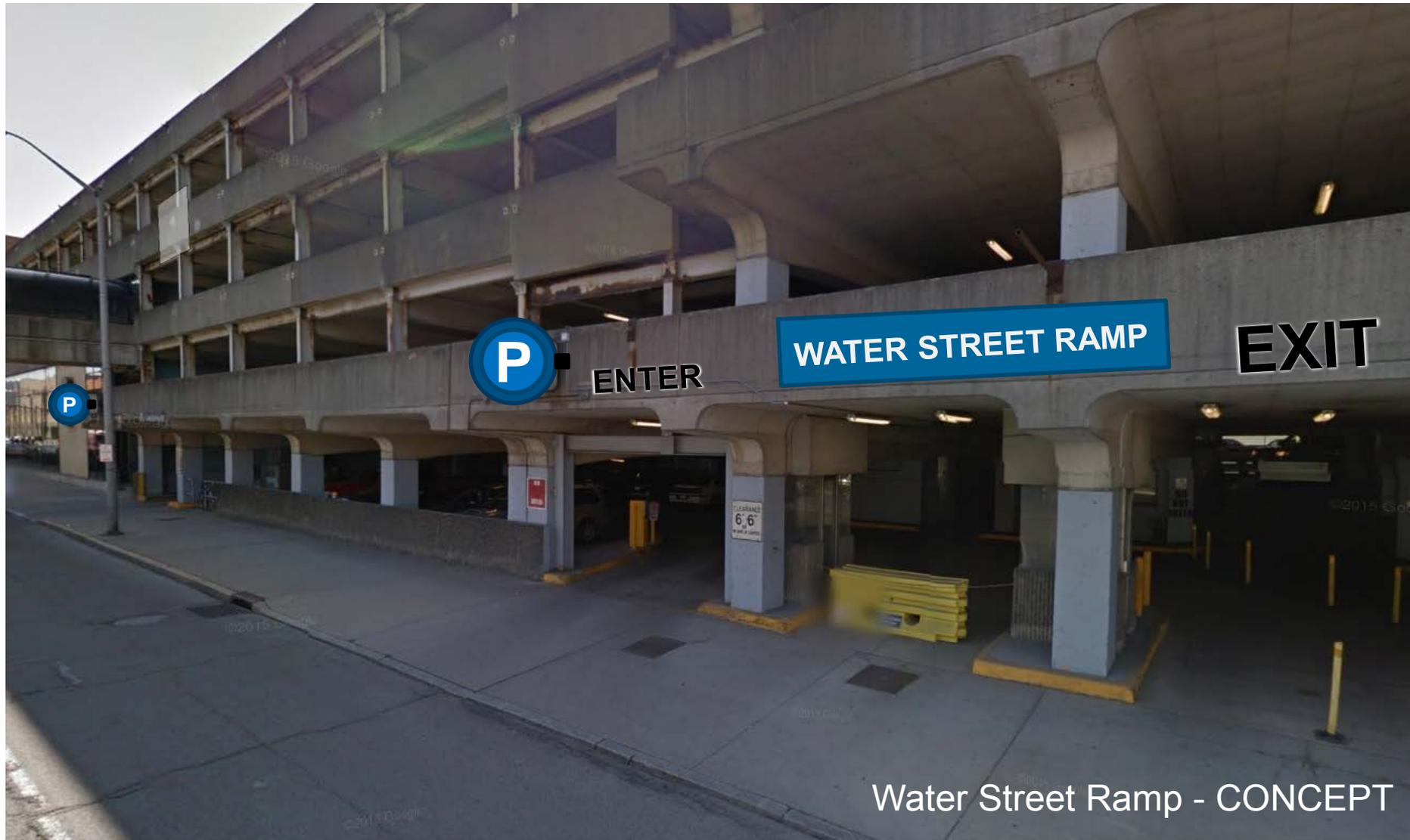


# Clear Ramp Signage

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# Clear Ramp Signage



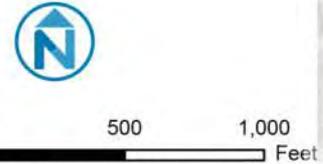
Water Street Ramp - CONCEPT

# Proposed Parking Signage System

-  Study Area
- On-street Parking**
-  15 Minute Free
-  15 Minute Meter (\$0.50/hr)
-  30 Minute Free
-  30 Minute Meter (\$0.50/hr)
-  1 Hour Free
-  1 Hour Meter (\$0.50/hr)
-  2 Hour Free
-  2 Hour Meter (\$0.25/hr)
-  2 Hour Meter (\$0.50/hr)
-  4 Hour Meter (\$0.50/hr)
-  Meter No Time Limits (\$0.50/hr)
-  Government/Official Parking
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-  Residential Permit
-  Taxi Cabs Only
-  Unregulated
- Surface Lot Parking**
-  General Access
-  Restricted Access
- Ramp/Underground Parking**
-  General Access
-  Restricted Access

 Directional signage

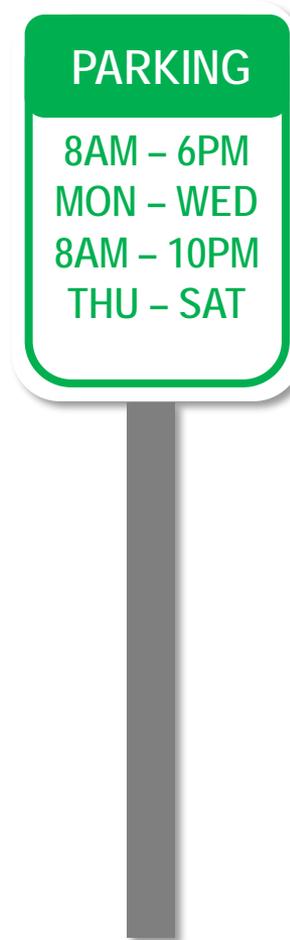
 Parking signage



# Provide Adequate Signage for On-Street Parking



No signage on time limit, meter span, and price



What we heard:

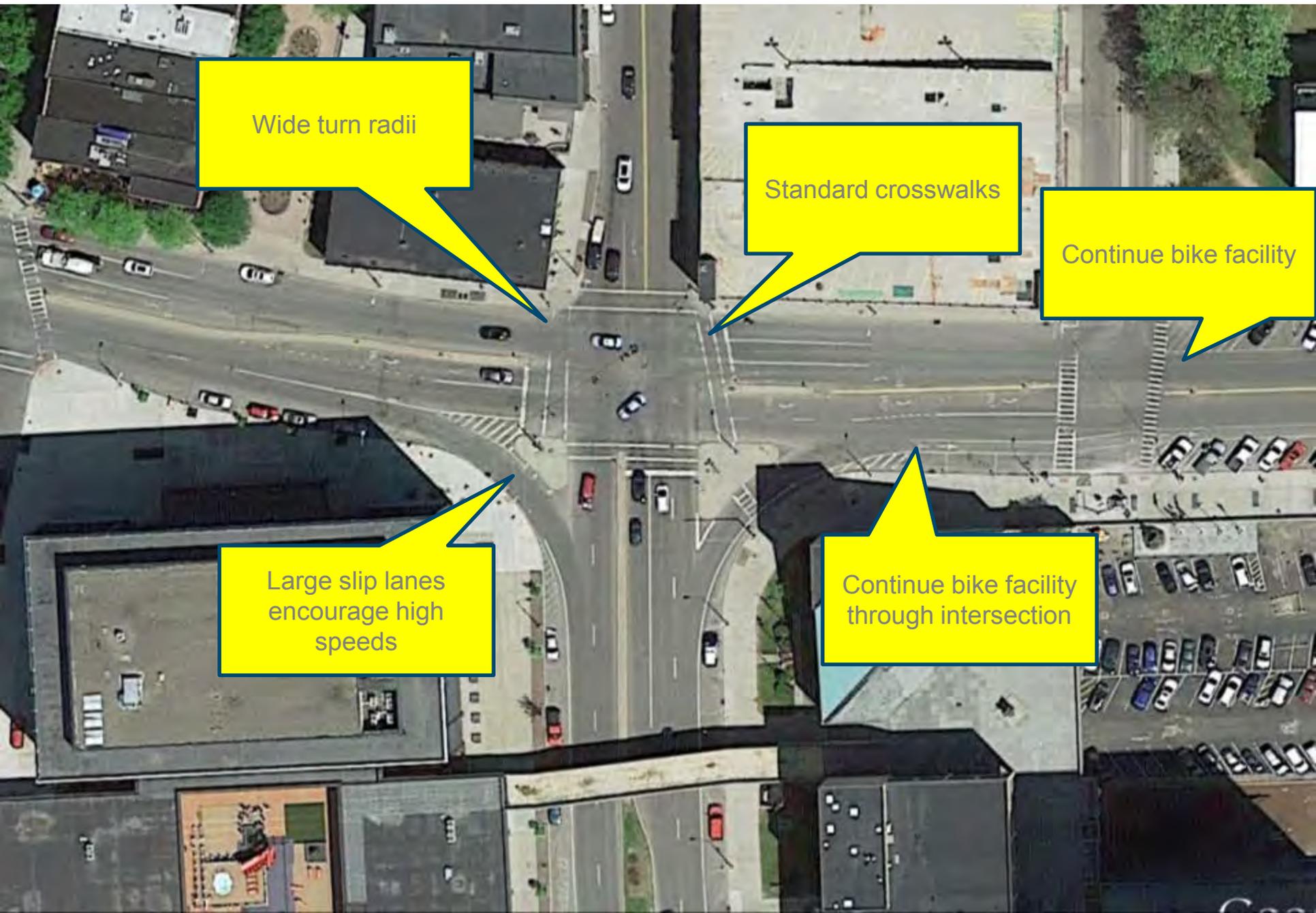
***“Keeping downtown **clean and safe** is more important than a new parking lot that is in the middle of downtown and set up **more benches and outside space** to eat lunch or dinner.”***

# Improve Downtown Environment

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# State and Hawley



Wide turn radii

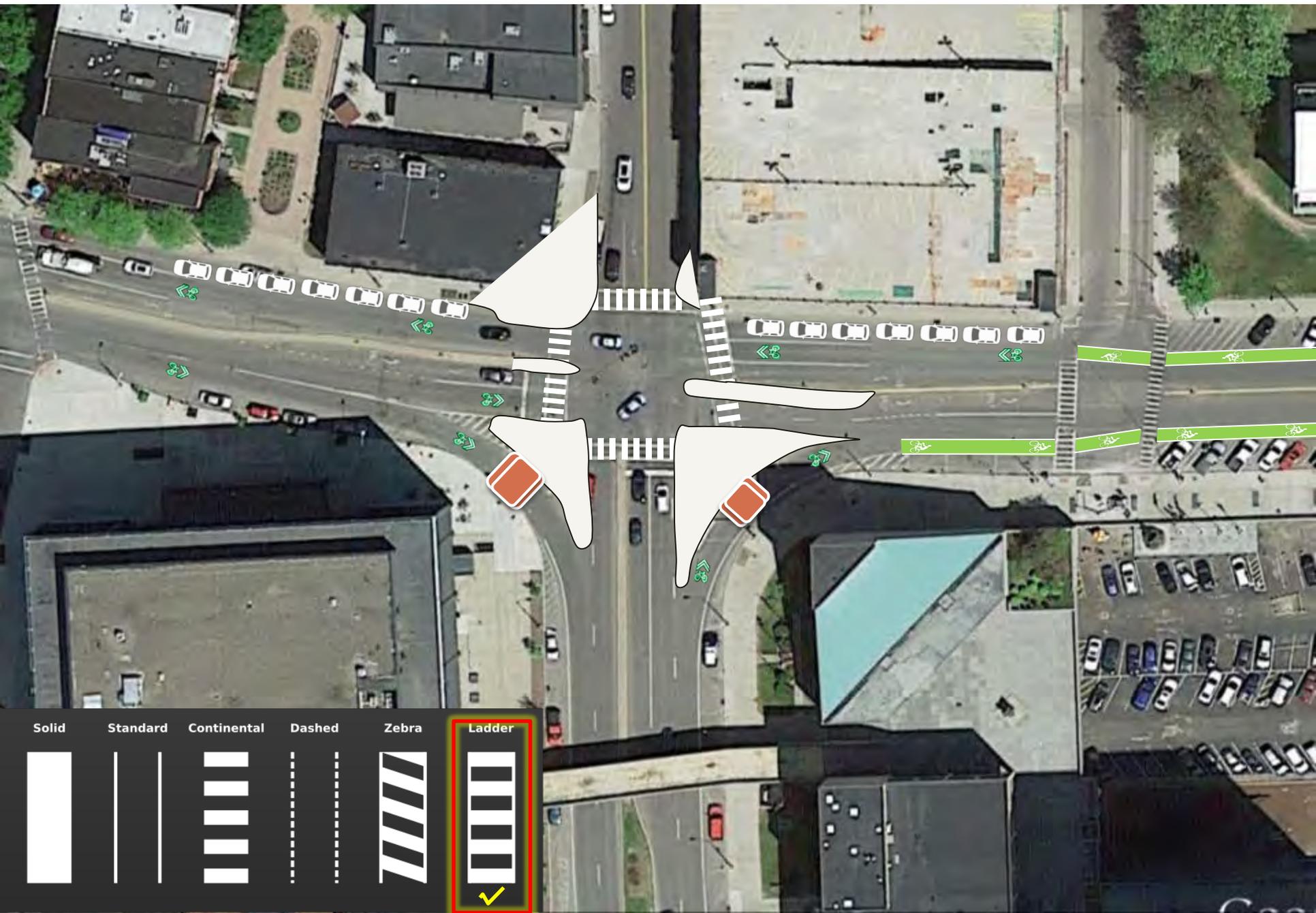
Standard crosswalks

Continue bike facility

Large slip lanes  
encourage high  
speeds

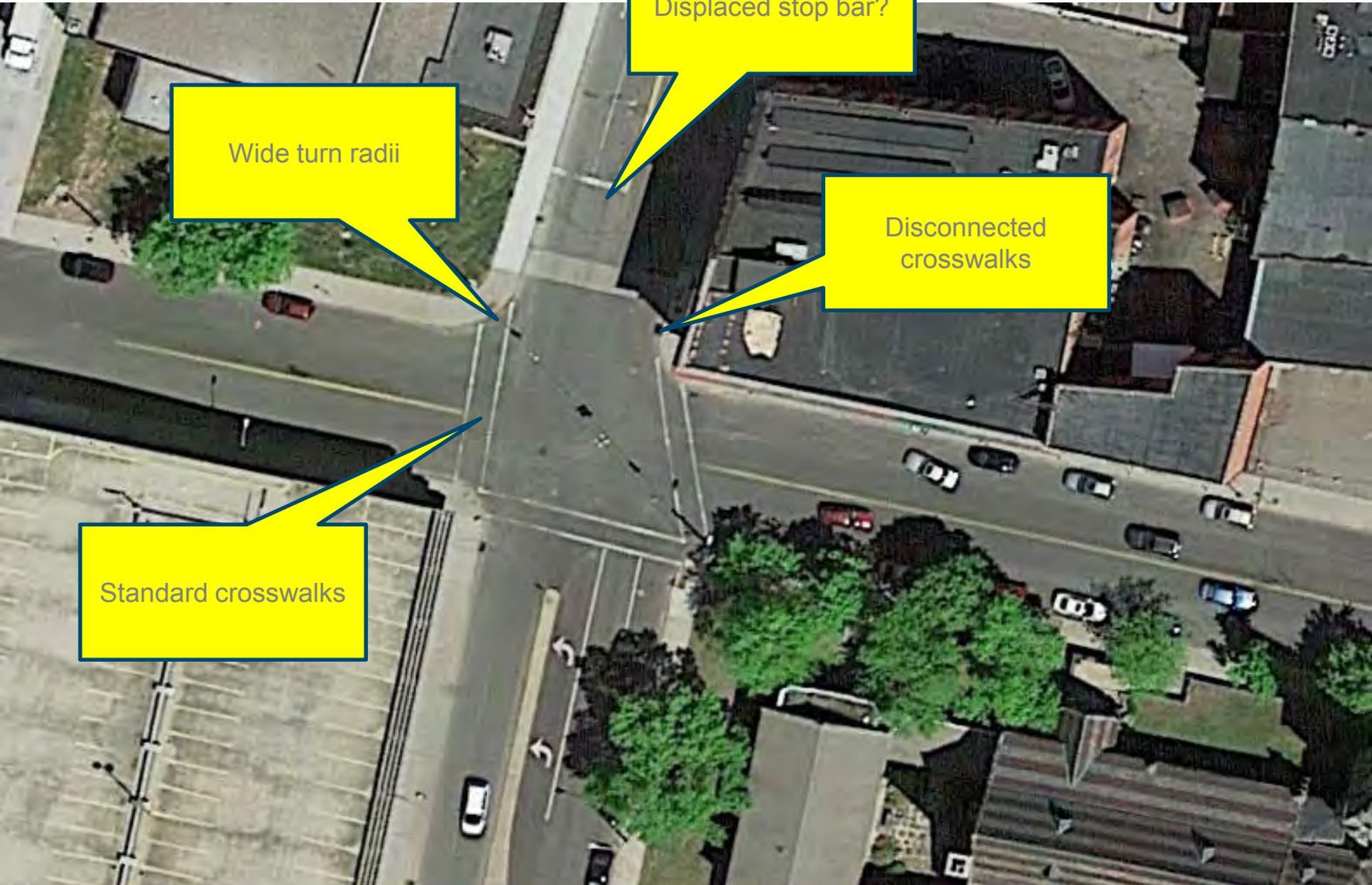
Continue bike facility  
through intersection

# State and Hawley



Solid	Standard	Continental	Dashed	Zebra	Ladder
					

# Henry and Water



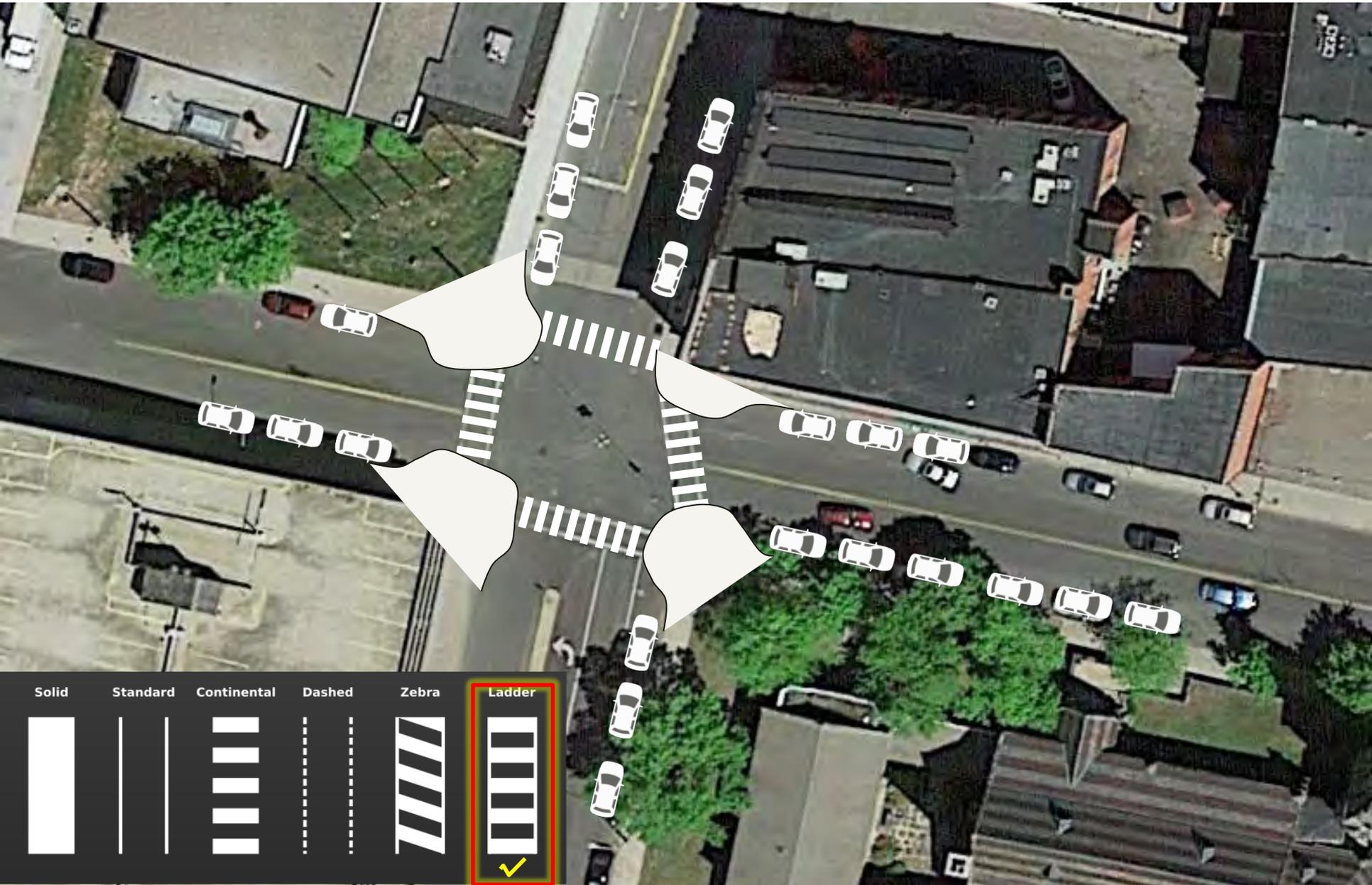
Wide turn radii

Displaced stop bar?

Disconnected crosswalks

Standard crosswalks

# Henry and Water



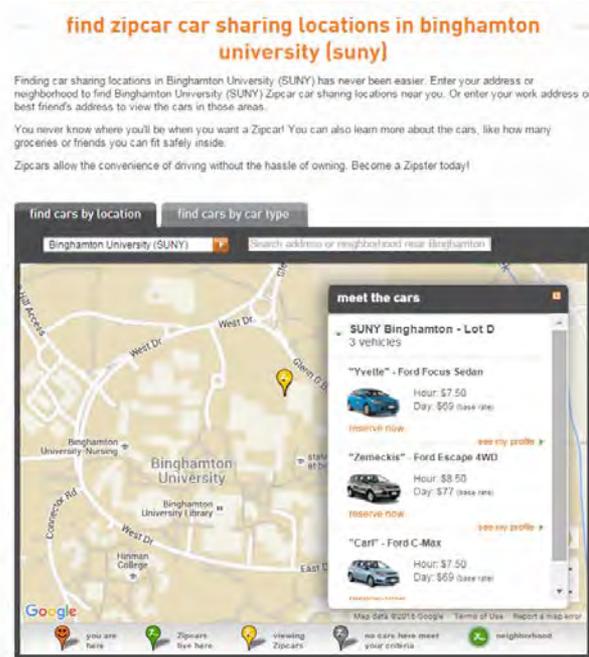


# Support Mobility Choices

## Transportation Network Companies



## Carshare



## Real-time transit information



## Connections to biking infrastructure



# Binghamton Parking Requirement vs. ITE

Principle Use		Required Minimum Spaces	ITE Peak Parking Demand Rates	Binghamton vs. ITE
Residential	Single Unit Dwelling	2.00 per Dwelling Unit	1.83 per Dwelling Unit	Above
	Multi-unit Dwelling	1.50 per Dwelling Unit	1.23 per Dwelling Unit	Above
	Elderly Housing	0.33 per Dwelling Unit	0.41 per Dwelling Unit	Below
Medical	Hospital	2.50 per Bed	4.49 per Bed	Below
	Nursing Home	0.5 per Bed	0.35 per Bed	Above
	Medical/dental office	2.00 per treatment room	4.94 per 1,000 sq ft	-
Institution	College/University	0.20 per Student	0.33 per Student	Below
Industrial	Manufacturing	1.25 per 1,000 sq ft	1.02 per 1,000 sq ft	Above
	Warehouse	0.83 per 1,000 sq ft	0.5 per 1,000 sq ft	Above
Auto	Auto Parts	3.30 per 1,000 sq ft	2.14 per 1,000 sq ft	Above
	Gas	2.00 per 1,000 sq ft of retail space, or 1 stacking space plus 1.00 per pump island, plus 1.00 per 4 EV stations	.75 per fueling position	-
Entertainment	Bowling	4.00 per Lane	3.13 per Lane	Above
	Theater	0.20 per Seat	0.26 per Seat	Below
Commercial	Bank	4.00 per 1,000 sq ft	4.00 per 1,000 sq ft	Equal
	Convenience Store	5.00 per 1,000 sq ft	3.11 per 1,000 sq ft	Above
	Supermarket	5.00 per 1,000 sq ft	9.98 per 1,000 sq ft	Below
	Furniture Store	1.50 per 1,000 sq ft	1.22 per 1,000 sq ft	Above
	Office	4.00 per 1,000 sq ft	2.84 per 1,000 sq ft	Above
	Restaurant, full service	33. per seat plus 0.5 per employee	0.47 per seat	-

# Best Practices

Existing Regulation	Best Practices
<p><b>Parking Minimums:</b> Some reduced parking minimums available for <b>landmark properties</b> based on a Planning Commission Review (§ 410-53.E)</p> <p><b>Parking Maximum:</b> <b>110% of the parking minimums</b> (except one- or two-family homes). (§ 410-51.I)</p>	<p><b>Reduced Parking Minimums:</b> In a number of municipalities, parking minimum requirements can be reduced when certain conditions are met, such as central business districts, or with a specific percentage of affordable housing.</p> <p><b>Removed Parking Minimums:</b> Some cities have eliminated minimum parking requirements for the entire municipality while others have targeted specific zoning districts.</p> <p><b>Parking Maximums:</b> In a growing number of municipalities, parking minimums have been replaced with parking maximums. In some cases, the amount required as a minimum is directly converted to a maximum. In others, the current standards are rejected altogether and a new analysis is carried out based on local auto ownership rates, commuting patterns, and parking demand data.</p>

# Update Zoning to Support Downtown

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- Re-evaluate parking minimum requirements
- Include additional design standards:
  - Minimize driveway widths and curb-cuts
  - Sidewalks across driveways
  - Parking location
- Encourage electric vehicle usage by requiring charging station and parking
- Update bicycle parking requirement by land use and scale of development
- Encourage car sharing by allow car share spaces as substitute of required parking
- Consider in-lieu fees

# Update Zoning to Support Downtown

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- Allow shared parking agreements to fulfill requirements
  - Permit developments to use unused nearby parking
  - Consider max capacity of off-street parking at 90%
  - Can include % for on-street parking
  - Require written agreements
  - Use tools to evaluate sharing potential
  - Rely on data by time of day and day of week
  - Ensure safe and convenient walking connections
  - Can include lease term clauses
- Can require private developments to include some public parking provision

# Summary

## Create Availability On-Street

1. Add On-Street Parking
2. Introduce Demand-Based Pricing
3. Extend Time Span

## Make Off-Street Parking Friendly

4. Incentivize with Price
5. Improve Existing Ramp Attractiveness
6. Provide Convenient Customer Spaces

## Other Ideas to Support a Better Downtown

- Event Management
- Signage & Information
- Mobility
- Planning for Future Growth

# Next Steps

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## **February: Vet Recommendations**

- Steering Committee Meeting
- Stakeholder Meeting
- Council Work Session
- 3<sup>rd</sup> Public Meeting

## **March: Incorporate Feedback and Wrap Up**

- Draft and final reports

# Thank You!



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