

Hudson Parking Study

Findings and Recommendations

November 2022



Current Parking and Mobility Situation

- Hudson is having a renaissance that will impact all City services
- Existing parking availability is growing tighter as redevelopment continues / accelerates
 - Multiple Depot Area projects
- Limited amount of public off-street parking
- Desire of City leaders to provide high levels of public services



Current Parking and Mobility Situation

- Limited options other than passenger vehicles once in town
 - Walking primary option
 - Difficult for those arriving on Amtrak
 - Robust public transit not coming soon – 1 hour and 20 minute headways on County Bus Routes
 - No viable for hire services – taxi, rideshare, etc.
- 98.9% of residents (who responded to the 2021 Mayor’s survey) have a vehicle
- Residents think there is a bigger parking problem than visitors
- Parking problems are an indicator of success!

Parking Study Goals

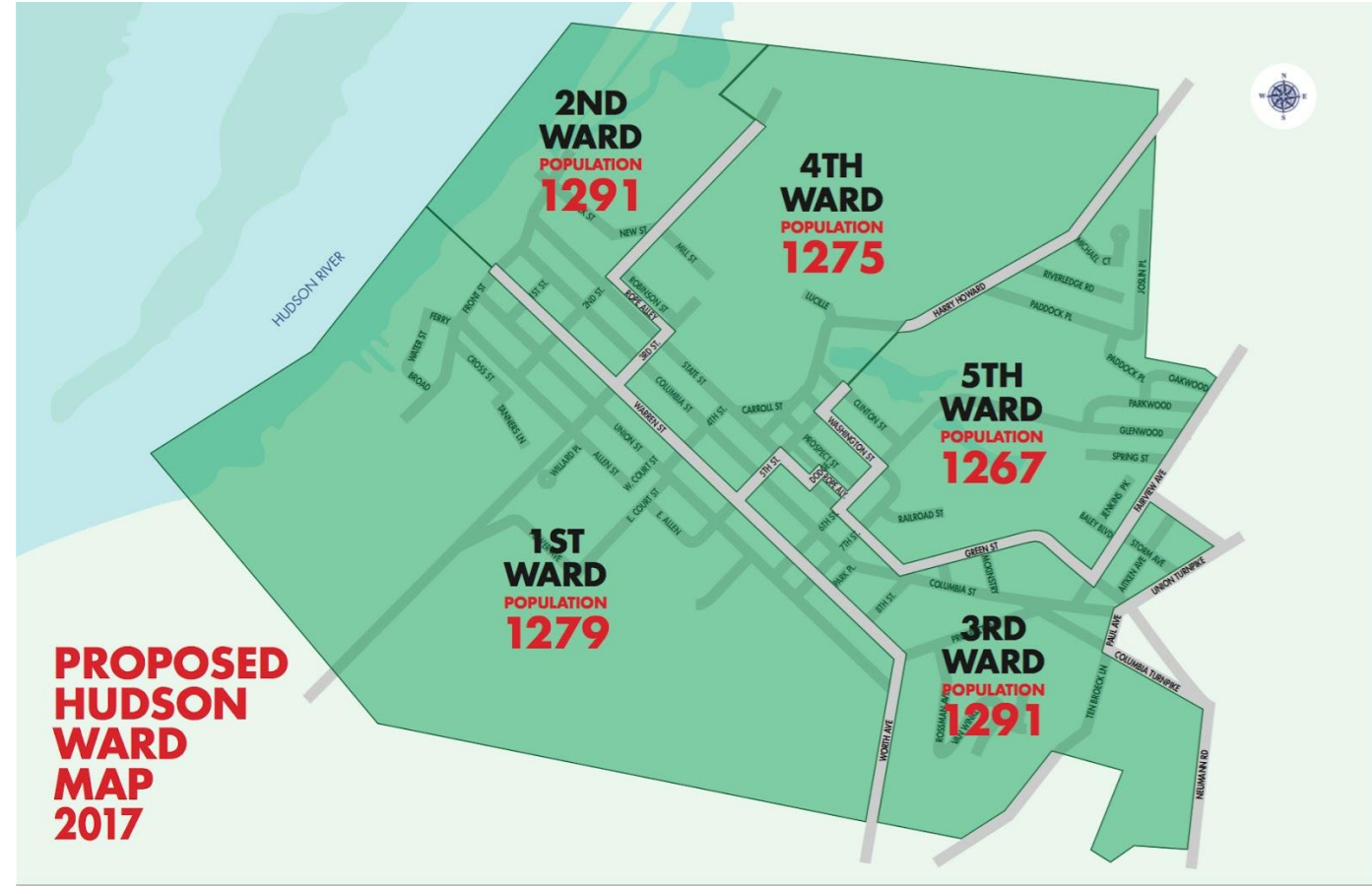
- Evaluate current parking conditions
- Review policies, management and operations of public parking
 - Code
 - Physical infrastructure and equipment
 - Leadership and administration
- Evaluate opportunities to improve parking supply and availability
- Identify options to increase mobility within Hudson
- Provide recommendations to plan for future parking and mobility needs as Hudson continues to change

Methodology

- **On-site observations – week-long site visit**
 - Spot parking occupancy counts
 - Observe visitor and resident use of the current parking and mobility assets
 - Policies, equipment, tools used to manage parking
 - Stakeholder interviews
- **Review of City data, committees and code**
 - 2021 Parking Survey
 - Previous studies and documents
 - Meeting minutes, HBC, etc.
 - City code
- **Project workshop with City leaders**
- **Final recommendations**

Wards

- **1st Ward**
 - Larger lots, lower density
- **2nd, 4th, 5th Wards**
 - Higher density
 - County parking – 4th Ward
- **3rd Ward**
 - Primary entrance to downtown
 - Columbia Memorial Health



Public Parking

- On-street parking provides 85% of public parking spaces
- City Hall and Amtrak only significantly sized public off-street parking lots
- Most privately owned parking is open to customers, not the public at large



Public Parking – 85% is On-Street

- Most cities have limited on-street parking and work to push vehicles into off-street parking facilities
- Little opportunity to create off-street parking in the core area. Some opportunities on the fringe of downtown
- *Public parking must be considered from an on-street parking perspective*
- Special consideration of policies and operations is warranted
 - Value of Shared Streets – parklets
 - Overnight residential and visitor parking – alternate side
 - Employee parking

The CURB

- Most valuable parking asset in the city
- Other needs
 - Deliveries, drop off, pick up (the consumer pick-up trend is likely with us for good)
 - People and products
- Flexibility
 - Delivery at specified times
 - Overnight parking
 - Shared Streets
- Difficult to cut on-street parking supply without more off-street options



Zoning and Code

- **No parking requirements for projects within the City**
 - Consistent with growing national trend intended to promote density
- **Implies that City will address parking needs**
 - Public and private parking supply
 - Mobility options
- **Planning Commission utilizing SEQR (State Environmental Quality Review) process to address parking on a project-by-project basis**
 - Other tools need to be developed
- **Rates / hours / fees set by Common Council**
 - Can turn operational items into political considerations
- **AirBNB use limited – likely promoting recent hotel growth**

Hours and Rates

- **Warren St.**
 - .50 cents per hour
 - \$4 / day potential - \$1,224 / year
- **Lots and Side Streets**
 - .25 cents per hour
 - \$2 / day potential - \$612 / year
- **Residential permit (parking lots)**
 - \$250 annually
- **Amtrak**
 - \$10 / day
 - \$1,000 / year
- **Commercial permit**
 - \$25 / two weeks

Hours of Enforcement

9 am – 5 pm

Monday – Saturday

Warren Street



- Commercial heart of Hudson
- Most valued patron parking
- Over 400 parking spaces end to end
- Pedestrian thoroughfare
- Front and Prospect Streets are 1.2 miles from one another

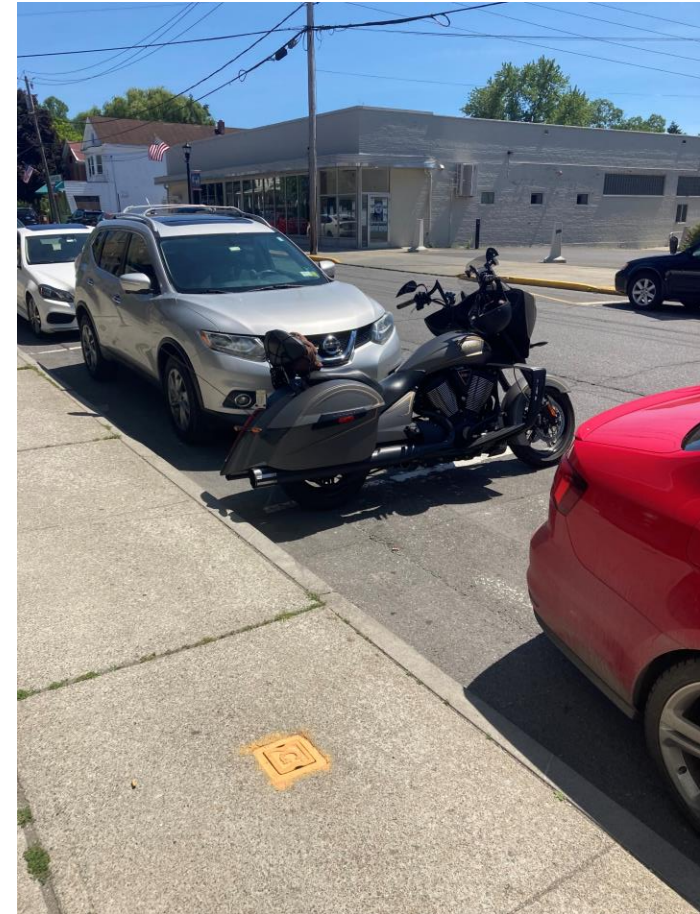
Columbia and State Streets

- Lower commercial activity
- Residential overnight parking necessary
- Columbia St. truck route is ongoing concern / project
- Some spillover parking of employees and visitors from Warren St.
- Most County parking is in this area



Daytime Parking Needs

- Daytime parking use
 - Visitors / customers
 - Employees / business owners
 - Residential
- Shorter in length of stay
- Variety of users
- Necessary for commercial success



Overnight Parking Needs

- Mainly residential need with some guest parking for hotel and private property guests
- Residents have come to rely on city streets for storage parking – whether the City agreed to this or not
- Annual permits in Municipal Lots are available
- Alternate side parking is necessary to conduct City services
 - Street cleaning
 - Snow clearing
 - Signed at entrance to City
 - Exceptions signed within City



Daytime and Overnight Parking Conflicts

- **Overnight parkers need storage parking**
 - May not want to move vehicles during the day
 - Some residents do not think they have (good) options for storage parking
- **Daytime parkers (mostly on or adjacent to Warren St.) need access to services and activities**
 - Visitors and employees
 - They move their vehicles at night
- **Small overlap in users – some visitors and employees**
- **Sharing of parking spaces between residential (storage) parking needs and daytime (transient) parking needs are not a great fit**
- **Residents want their own space that they can count on 24 / 7**

Parking Supply and Capacity

- **Spot Checks of Public Parking Occupancy**
 - Warren St. – 415 spaces
 - Peak 78% (Sunday Noon) – Free parking time
 - Saturday Noon – 70%, 7 pm – 65%
 - Individual blocks 90% - 100% - usually 1st to 3rd Streets where parking is free
 - Union St. – 280 spaces (est.)
 - Saturday afternoon – 52%
 - Columbia St. – 407 spaces (est.)
 - Friday Evening – 84%
 - Night
 - 200 and 500 Blocks – 90%
 - 300 and 600 Blocks – 70%

Parking Supply and Capacity

- **Spot Checks of Public Parking**

- State St. – 364 spaces (est.)
 - Saturday noon – 47%
 - Night – 70% - 90%
- Parking Lots (202 Municipal Lot spaces in core of downtown)
 - Steiner's and Presbyterian (23 spaces each) – regularly full
 - Elk's Club (36 spaces) – peak 58% Sunday afternoon
 - City Hall (120 spaces) – peak 74% (Saturday afternoon) most available spaces were signed and reserved
- Amtrak (270 spaces) – less than 50% occupied at all checks
- County Lots – 23% (Saturday afternoon)

Parking Supply and Capacity

- Studies completed for development projects
 - Depot District
 - 143 – 194 available overnight spaces currently
 - *15 – 60 available overnight spaces after opening*
 - Hudson Public
 - Over 200 available spaces overnight
 - Reliance on Amtrak customers to reduce parking demand
 - Pocket Book
 - Needs 67 parking spaces at peak usage
 - Use of 602 Washington St. lot for excess parking
 - Studies assume significant walking, Amtrak use and permits from the City
 - Needs to be verified over time – could be less than assumed

Meter Equipment



- Coin only
- Inconvenient
- Intuitive
- 25 year-old technology
- Labor intensive
 - Collections
 - Maintenance
- Suited for lower rates
- Adds to street clutter
- May reduce revenue collected

Reaction to Parking Needs

- Parking pressure exists
- Neighbors responding
- No evidence of a secondary parking market – people who own parking are not sharing it with others generally
- Protective response from people who own parking supply will likely continue to increase



Backyard Parking Access Through Alleys

- Increases parking supply for resident and employee parking
- Alleys must be kept clear for emergency, delivery and other vehicles



Restricted Parking Supply

- Underutilized parking spaces for specific building / land use
- Empty many nights and weekends
- County Lots are most obvious example, but also
 - 560 Warren St.
 - Proprietors Hall
 - City Centre
- Private parking market may develop if pressure gets too high and pricing makes it worthwhile
 - This can help with managing capacity
 - City can have role in promoting




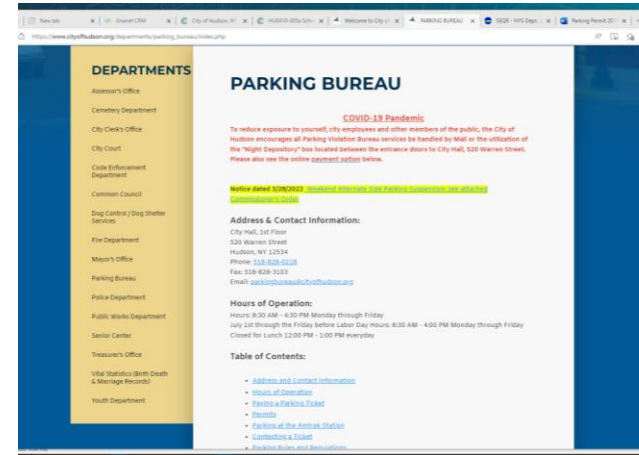
Signs

- Almost entirely regulatory
- Can be confusing to visitors
- Occasionally taking prime spaces during busy times
- Limited branding or public parking focus
- Tired



Branding

- Online presence is payment and regulation oriented
- Municipal Lot signs need to be replaced
- Parking  lightly used
- Left over branding from old program



Enforcement

- Police Department issues citations
- Those most likely to receive citations (and violate) are likely:
 - Residents
 - Employees
- Scofflaw policy
 - Booting
 - Towing
- Some are making their own rules



Enforcement – Citations 2019 - 2022

- Meter Violation 67%
- Wrong Side (overnight) 22%
 - 38% on Warren St.
 - 22% on State St.
 - 20% on Union St.
 - 3% on Columbia St.
- No Parking 4%

Fines

- Parking in a crosswalk: \$25
- **Improper parking: \$10**
- Parking in a no-parking zone: \$25
- Illegally parking in an alley: \$20
- Parking in a fire zone: \$50
- Blocking a driveway: \$25
- Parking in a designated bus stop: \$10
- **Wrong-side parking: \$15**
- Double parking: \$50
- Parking in a handicap zone: \$100
- Parking in a snow emergency: \$25
- Administrative towing fee: \$25
- Improper parking, Front Street parking lot: \$25
- Double after 30 days plus \$25 fee
- Three or more outstanding tickets and vehicle can be booted
- Five or more tickets over 90 days and vehicle can be impounded

Budget and Finances

Parking Revenue	2022 Budget	2019 Actual
Parking (on-street meters)	\$140,000	\$132,500
Front St. Lot	\$95,000	\$272,936
Other Lots	\$50,000	\$45,650
Charging station	\$6,000	\$212
Parking citations	\$400,000	\$346,864
TOTAL	\$691,000	\$798,162

- 58% of all 2022 revenue projected from citations (punitive collections)
- Will Front St. Lot bounce back?

Budget and Finances

• Revenue	\$691,00
• Expenses (Parking Bureau)	\$205,782
• Net Parking Revenue	\$485,218
• Total City Revenue	\$12,577,444
• Net Parking Revenue % Budget	3.8%

Leadership Structure

- **Police**
 - Enforcement
 - Equipment maintenance
 - Curb cuts
- **Public Works**
 - Alternate side parking
- **Parking Bureau**
 - Collections
 - Permits
- **Planning Commission**
 - Managing supply
 - Approving development projects

- **Common Council**
 - Rates
 - Hours of operation
 - Fines and fees

**Parking is
Regulations Based**

Shared Streets - Parklets



- Popular
 - Certain restaurants
 - Patrons
- Less “necessary” after peak Covid
- Administrative burden
- Somewhat controversial
- Do they bring value?
 - Patrons and ambiance
 - Loss of parking spaces
 - Loss of parking revenue

Columbia Health

- Street parking along Prospect St.
- Busy front driveway
- Underutilized parking
 - Over 100 empty spaces in garage
 - Cancer Center and Administration parking lots at 50% occupancy
- Some spillover into surrounding neighborhoods
- Columbia and Prospect intersection difficult to use



ADA Parking

- Generous number of on-street ADA spaces
- Not governed by New York State
- Hudson does not have written policy
- Many ADA spaces don't meet U.S. Access Board guidelines
 - Not law
 - Work toward compliance when working in right-of-way or sidewalks



Feedback from Stakeholders

- Concern over (re)development impact on parking availability
- Parking garage mentioned several times
- Alternate side parking is difficult ... although an important function
- Depot area has significant momentum
- Cost is not the issue ... convenience is desired
- Employees park where they can
 - Happy to pay sometimes since rates are low
- Uneven application of parking policy

Feedback from Stakeholders

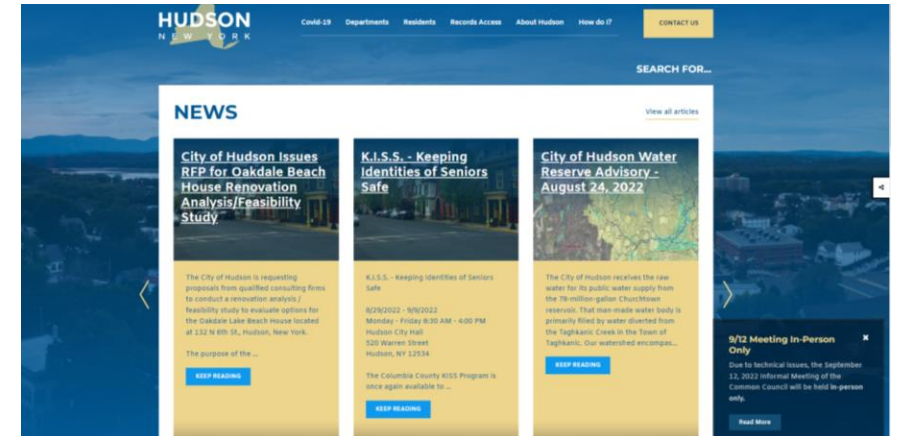
- Can some County services be moved out of downtown?
- Residential parking is difficult
 - More so on the north side of downtown
 - For those without alley access
- Cars are the primary source of transportation
- Limited taxi or TNC options (Uber / Lyft)
- Short-term home rentals are causing crowding (addressed in City code 325-28.3)
- *Hudson is changing and is not what it used to be...*

Future Needs and Recommendations



City of Hudson

- Elimination of parking requirements is an “Open for Business” sign
- City has embraced development, tourism, and density
- Creates obligation for City to have a vision for parking and mobility
- Parking plan must fit within greater City goals
- *The City is going to change....some people will like it, and some won't!*



Pressing Parking and Mobility Issues

- Overall increasing parking demand
- Parking supply is growing much slower
- Restricted parking supply potentially impacting future growth opportunities
- Organizing and administering parking
- Paid parking rates and enforcement fines
- Alternate side street policy
- Alternative transportation initiatives
- Addressing stakeholders
 - Columbia County
 - Columbia Health
 - Business owners
 - Galvan

Hudson Parking and Mobility Goals

- Provide patrons an easily accessible parking program that considers the needs of all users
- Support community goals and initiatives
 - Continued smart growth and redevelopment
 - Sustainability and coordination with overall City goals
- Financially self sustaining
- Reasonable administrative complexity with effective management
- Flexible program that solves problems
- Plans for the future

Community Response to Parking Needs

- Parking and mobility are vital City services
- There needs to be a vision for community parking and mobility services
- Clearly identified goals
- A commitment to funding parking and mobility services
- Currently Hudson has inexpensive parking so some of the hassles are ignored, but that will not last if there are not enough spaces
- People will accept higher costs, but not being able to find a space will chase them out of town!

Administering Parking

- Responsibility spread over several departments – staff and commissioners
- **No department has authority or responsibility**
 - Common Council, Planning Commission, Police, City Clerk and Mayor end up making decisions
 - They have done a good job, but the needs are growing in breadth and complexity
- **Need for consolidated operational responsibility**
 - Daily operations
 - Enforcement
 - Policy adherence
 - Planning for the future
- **Lead the City in addressing**
 - Mobility issues
 - Improvements to the system
 - Financial success

Parking Administration and Leadership

*When it is everyone's responsibility it is
no one's responsibility!*

Administration

- Create Parking and Mobility Director position that has responsibility and authority
 - Daily operations
 - Enforcement
 - Technology
 - Planning
 - Budget – self-funded, almost a \$1million enterprise
 - Policy initiatives
- Brand Parking Bureau
 - Signage and community outreach
 - One-stop-shop for parking and mobility
 - Website with full range of parking and mobility information



Administration

- If Hudson chooses not to hire a Parking and Mobility Director, clear lines of authority and responsibility have to be drawn for each department. Someone has to hold the system accountable for overall performance.
 - Enforcement
 - Staffing
 - Financial management
 - Facility and equipment maintenance
 - Managing supply
 - Planning for future needs
 - Implementing alternative transportation
- **More difficult to achieve goals with multiple department responsibility**

Administration

- Use Common Council and Planning Commission to set long-term vision
- Allow Common Council freedom from operational decisions; rates, hours, etc.
- Create Parking Committee with staff, business owners and residents
 - Gathers ideas and promotes acceptance of new initiatives
- Foster relationships with stakeholders
 - Columbia Health
 - Columbia County
 - HBC
 - Galvan

Parking Authority

- Public Benefits Corporation
- Governed by a Board
 - Conduct projects
 - Enter into contracts
 - Buy and sell property
 - Accept grants, loans and contributions from other governmental agencies
 - Bond for financing
 - Set policy, including fees
 - Not part of City General Fund budget
- *Recommendation – Work towards an Authority while developing leadership*



Paid Parking Policy

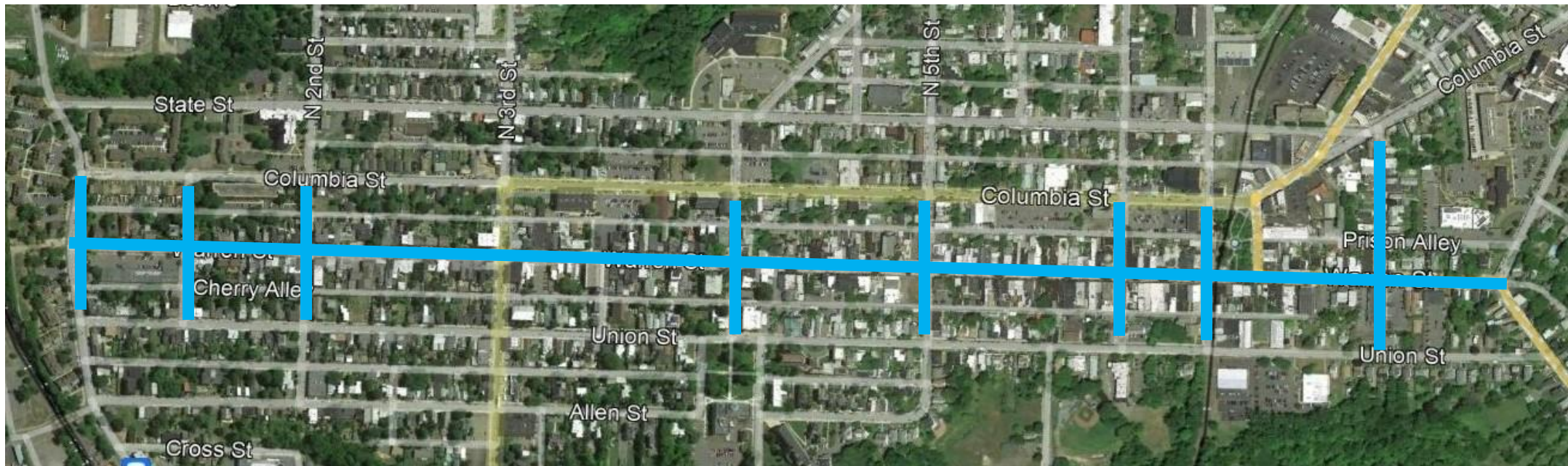
- **Paid Parking has two objectives**
 - Modify driver behavior
 - Park in desired locations
 - Increase considerations of other transportation methods
 - Reduce traffic, cruising and emissions
 - Create a revenue stream for parking and mobility infrastructure and other downtown improvements
 - Develop new and maintain existing parking assets – on-street, lots and garages
 - Promote mobility goals
 - Bicycle infrastructure
 - Shuttle / bus options
 - Walkability improvements

Paid Parking Policy

- Compliance based approach – A system where people willingly pay for parking
 - Tickets are viewed as harassment
 - Paying for service is preferred
- Provide options (make it easy to pay)
 - Cash
 - Credit card
 - Mobile
- Consistent but not predictable or overwhelming enforcement
- Forgiveness program
- Escalating fees for repeat offenders

Metered Parking

- Paid parking the entire length of Warren St and one block north and south
- Monitor and expand paid parking as needed in the future



On – Street Rates and Hours

- **Raise hourly parking fees**
 - Warren St. - \$1.00 per hour
 - No time limits - \$2.00 per hour over four hours
 - Side Streets - .75 cents per hour
- **Change operating hours to 11 am to 9 pm**
 - 7 am to 10 am – designate loading zone times and encourage deliveries
 - Work with merchants and their vendors on delivery schedules
 - Consider Sunday paid parking
 - Free three-hour parking on Tuesday or Wednesday to offset

Payment Policy

- Payment flexibility and options increase compliance (and revenue) and reduce citations
- Mobile payment application
 - Highest utilized payment tool
 - QR codes eliminate app downloads
 - Pay by plate
 - Zones to differentiate fees
- Limited number of paystations
 - For the few cash and credit card patrons
 - 1 per block
- Mobile payment rate > 90% (goal)



Parking Citations

- Eliminate time limits / increase fees for 4+ hour parking
- Citation forgiveness program
 - 1 per year / 6 months
 - No ADA or public safety violations – meters or overnight
- Increase meter / lot / overnight fine to \$15
- Progressive fee structure
 - After five / ten citations per year the initial fine is doubled
- Implement only after a functioning system is in place with ample payment and parking options

Overnight On-Street Parking

- The City requires many on-street spaces to turn over at least once per day due to alternate side policy
 - This is a necessary function – street cleaning, snow clearing, public safety
- On-street parking
 - Large majority of public parking in the city center
 - Off-street parking options are not coming soon
 - Many residents rely upon on-street parking for their storage parking
- A single city-wide policy is preferred, but Hudson does not have that luxury
- The growth and density circumstances require options that have not been acceptable in the past

Overnight On-Street Parking

- Seek options that still meet the Public Works requirements while also freeing up some overnight parking across all wards, but vital in the 2nd, 4th, and 5th
 - Friday and Saturday nights
 - Certain blocks where the need is acute
 - Adding one night per week to Union St., Warren St., State St., Prospect St. Robinson St., numbered streets
 - Sweeping during the day on State St., Union St., Prospect St. Robinson St.
 - Small additions that will relieve pressure
- There is an opportunity to increase access to a parking supply that already exists as opposed to building or paving

Overnight On-Street Parking

- **Any rules need to be simple and easy to understand and comply**
 - The current alternate side rules are simple, but there are multiple exceptions and determining which day is odd or even can be difficult for visitors
 - A large sign at the entrance to the City is not an effective tool
 - Different rules on different streets will require additional signage on each block
 - Too much complication will lead to more violations and a failed initiative
- **Cooperation will be the key**
 - Parking, Police and Public Works will need to develop a plan that works for all
 - Compromise will be required
 - Communicating to the public (signage) will be necessary on selected locations
 - A good online map

Big Picture – Wholistic On-Street Policy

- Do not increase enforcement, rates or fees without payment and location options
- Forcing people to follow rules when there are limited options is a recipe for dissatisfaction and chaos
- A range of payment options – cash, credit card, mobile provides ample opportunity for compliance
- Free weeks in December do not promote shopping downtown, although the PR from it may draw people. Non-parking programs may produce better results. Not a significant issue to fight about.
- Continue with Shared Streets as long as capacity allows and fees offset revenue loss
- Utilize fire hydrants as pick up zones – allowed by NY State Law
- Quarterly counts to understand demand

Off – Street Parking

- Eliminate / minimize reserved parking spaces wherever possible
 - Reserved spaces are empty more often than they are used
 - At a minimum make them available on nights and weekends
- Increase rates in parking lots
 - .60 cents an hour
 - No time limits
 - Install pay stations and mobile payments



Off – Street Parking

- Increase enforcement fines
 - Progressive fee structure for repeat offenders
- Continue to improve connections from alleys to streets
- Look for opportunities to add off-street parking options
 - Privately owned parking
 - Small lots on the fringes
 - John L. Edwards and similar areas
- Quarterly occupancy counts to understand demand



Backyard Parking from Alleys

- Increased backyard parking has the potential to add more capacity
- Remove barriers and encourage alley parking
 - Incentive or assistance removing dilapidated buildings
 - Negotiated costs with contractors
- Allow people to charge others to park in alley spots
- Avoid front yard parking

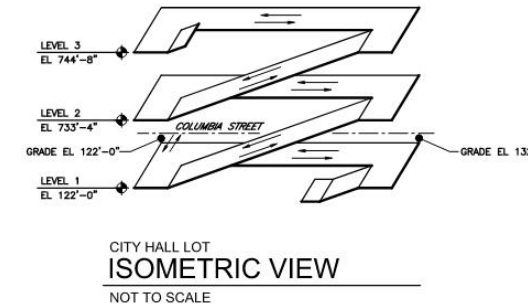


Employee Parking

- Hundreds of service industry workers coming to town each day
- On-site parking would be the best solution
 - Alley access parking on property
 - Rental of unused alley access parking spaces
- Permits in public parking lots
- Limited number of permits at meters on Number Streets (1st, 2nd, etc.)
- Front St. Lot with shuttle

Parking Garage

- Land use implications
 - Land utilized for 30 years
 - Limited sites available
- Cost
 - \$30k - \$40k per spaces
 - \$9 - \$12 million
- Encourage developers to build smaller garages / lots as part of public infrastructure
 - City to help with costs – initial, maintenance and housekeeping
 - Higher user fees will create incentive



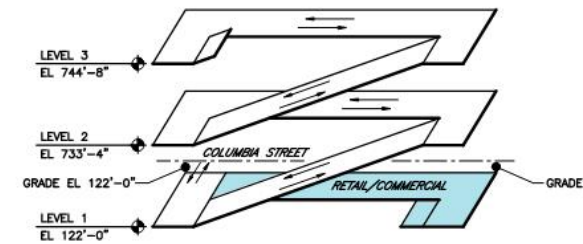
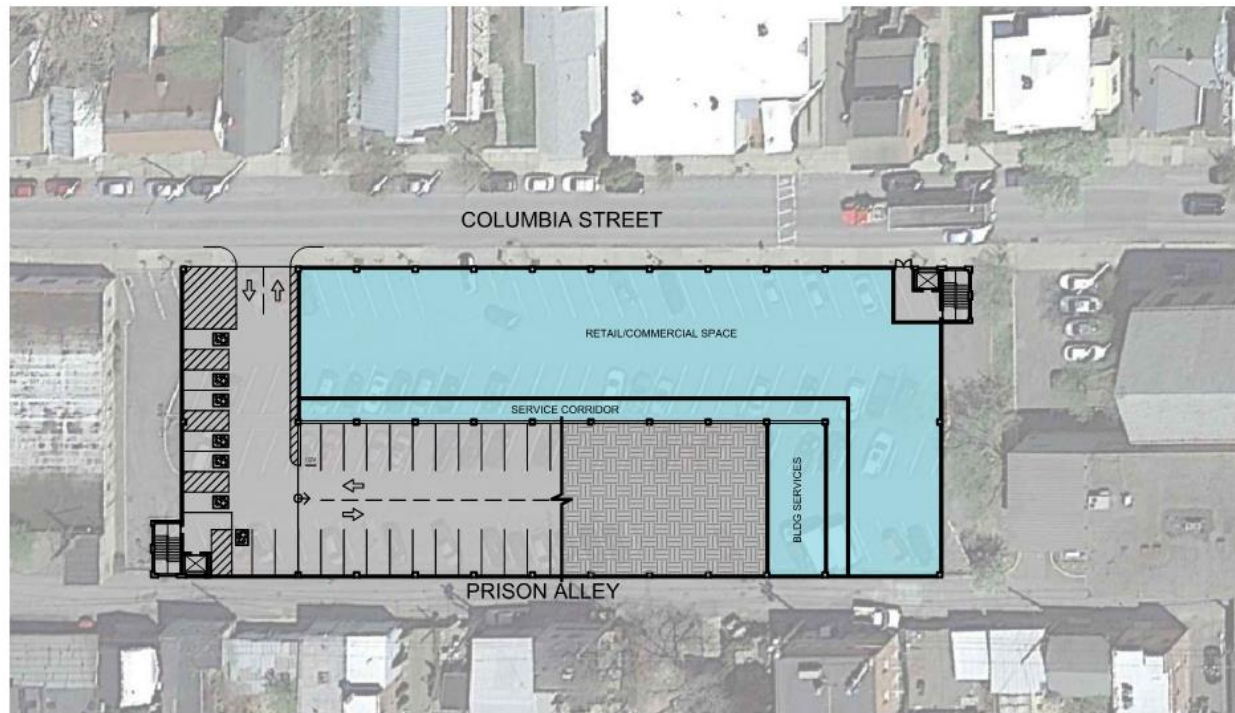
DESCRIPTION	STANDARD	COMPACT	ACCESSIBLE	TOTAL	AREA (S.F.)
LEVEL 3	99	3	0	102	32,000
LEVEL 2	118	4	0	122	37,000
LEVEL 1	92	4	8	104	35,000
TOTAL	309	11	8	328	104,000

STANDARD SPACE SIZE = 9'-0" X 18'-0" AT 90° PARKING ANGLE
COMPACT SPACE SIZE = 8'-0" X 16'-0" AT 90° PARKING ANGLE
ACC. SPACE SIZE = 8'-0" X 18'-0" AT 90° PARKING ANGLE W/ 8'-0" ACCESS AISLE
PARKING EFFICIENCY = 317.1 SF/SPACE

328 Spaces
Net gain = 208 spaces

Parking Garage

- Street level occupied space, sensitive architecture, height limits



CITY HALL LOT
ISOMETRIC VIEW
NOT TO SCALE

CITY HALL LOT CONCEPT A1 - SPACE TABULATION

DESCRIPTION	STANDARD	COMPACT	ACCESSIBLE	TOTAL	AREA (S.F.)
LEVEL 3	99	3	0	102	32,000
LEVEL 2	118	4	0	122	37,000
LEVEL 1	23	1	7	31	16,000
TOTAL	240	8	7	255	85,000

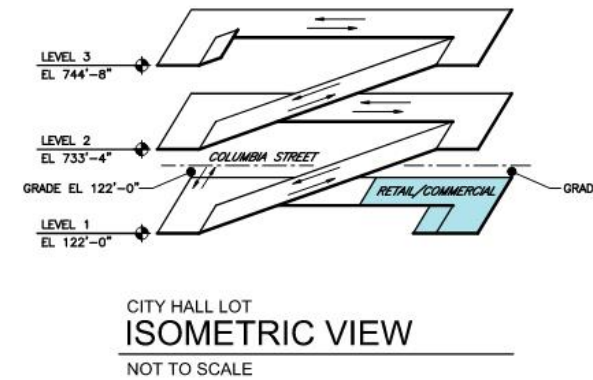
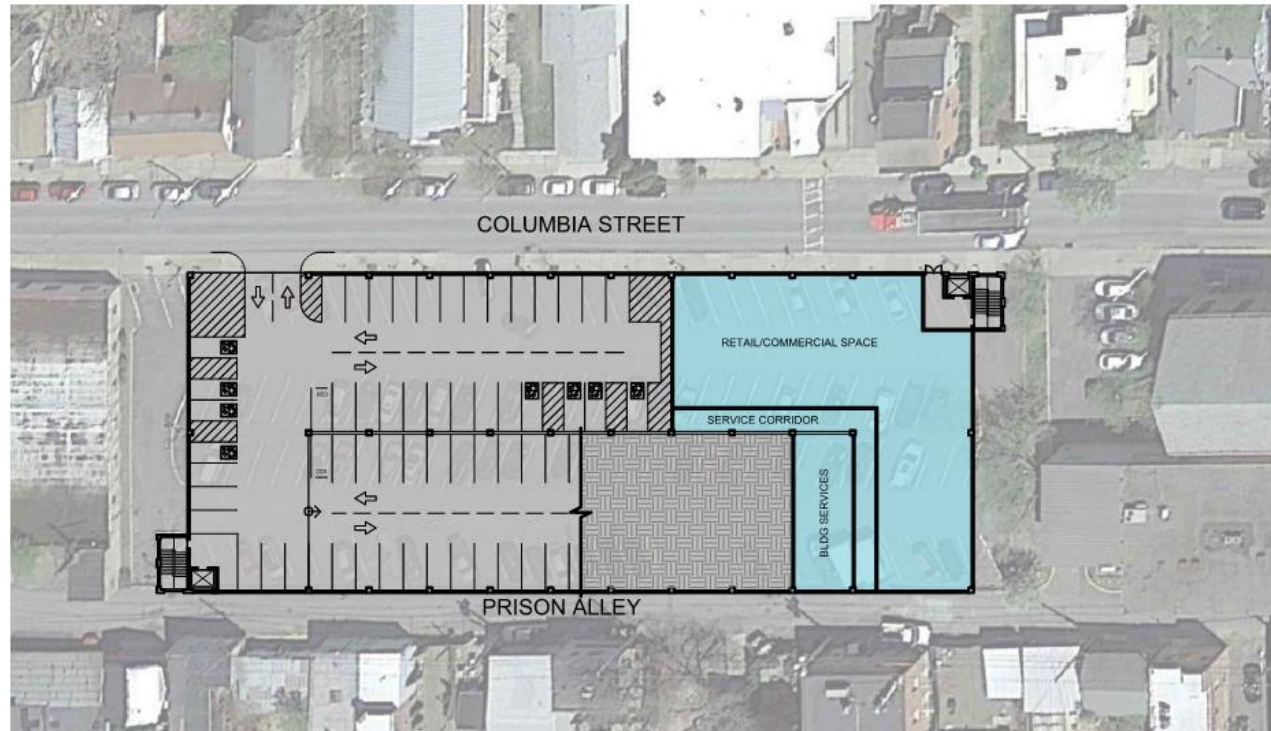
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 COMPACT SPACE SIZE = 8'-0" X 16'-0" AT 90° PARKING ANGLE
 ACC. SPACE SIZE = 8'-0" X 18'-0" AT 90° PARKING ANGLE W/ 8'-0" ACCESS AISLE
 PARKING EFFICIENCY = 333.3 SF/SPACE
 RETAIL/COMMERCIAL SPACE AT GRADE = 19,000 SF

255 Spaces

Net gain = 135 spaces

Parking Garage

- Street level occupied space, sensitive architecture, height limits



CITY HALL LOT CONCEPT A2 - SPACE TABULATION

DESCRIPTION	STANDARD	COMPACT	ACCESSIBLE	TOTAL	AREA (S.F.)
LEVEL 3	99	3	0	102	32,000
LEVEL 2	118	4	0	122	37,000
LEVEL 1	48	2	8	58	24,500
TOTAL	265	9	8	282	93,500

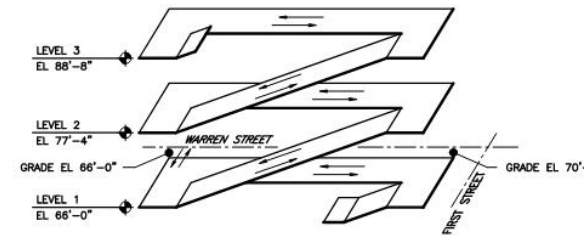
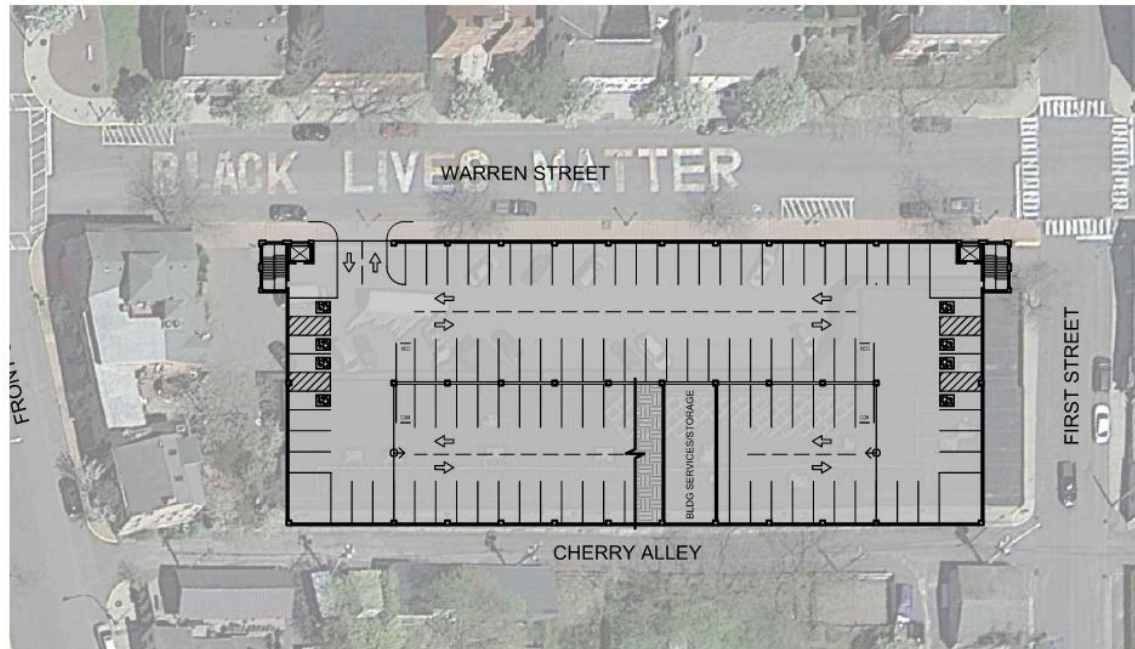
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 COMPACT SPACE SIZE = 8'-0" X 16'-0" AT 90° PARKING ANGLE
 ACC. SPACE SIZE = 8'-0" X 18'-0" AT 90° PARKING ANGLE W/ 8'-0" ACCESS AISLE
 PARKING EFFICIENCY = 331.6 SF/SPACE
 RETAIL/COMMERCIAL SPACE AT GRADE = 10,500 SF

282 Spaces

Net gain = 162 spaces

Parking Garage

- Consistent block sizes might open other opportunities



FIRST & WARREN STREET SITE
ISOMETRIC VIEW
NOT TO SCALE

FIRST & WARREN STREET SITE CONCEPT - SPACE TABULATION					
DESCRIPTION	STANDARD	COMPACT	ACCESSIBLE	TOTAL	AREA (S.F.)
LEVEL 3	101	3	0	104	32,000
LEVEL 2	118	4	0	122	37,000
LEVEL 1	92	4	8	104	35,000
TOTAL	311	11	8	330	104,000

STANDARD SPACE SIZE = 9'-0" X 18'-0" AT 90° PARKING ANGLE
 COMPACT SPACE SIZE = 8'-0" X 16'-0" AT 90° PARKING ANGLE
 ACC. SPACE SIZE = 8'-0" X 18'-0" AT 90° PARKING ANGLE W/ 8'-0" ACCESS AISLE
 PARKING EFFICIENCY = 315.2 SF/SPACE

11 Warren St. example

Residential Permit Program

- Designed to create open parking spaces for neighborhood residents
- Assumes non-residents are parking on streets
- What problems would it fix?
 - Columbia Health if it sprawls into neighborhoods
- **Advantages**
 - Reduces demand – people will seek alternatives
 - More control over on-street parking
 - Extra revenue
- **Disadvantages**
 - HEAVY administrative burden
 - Residents don't like them – unless it *guarantees* them a spot in a high demand area



Front St. Lot (Amtrak)

- Monitor use and occupancy levels – quarterly counts
- As new technology comes online, move to pay-by-plate
 - Replace two paystations with one new unit
 - Push for daily parkers to use pay-by-mobile
- Eliminate reserved spaces and allow permit and daily parkers to use any space
- Use excess spaces for City fleet vehicles currently in prime lots downtown



Commercial Activity

- Is on-street overnight parking a reasonable solution to commercial / hotel needs?
 - Developers are going to want guaranteed parking for customers
 - Overnight guests have an expectation of locality and perceived security
- Vehicles have to be safely stored overnight
- Encourage developers to create off-street parking, even though not required
- City to increase off-street parking use where possible
- Lack of parking can slow economic development

Reducing Parking Demand

- Hudson is currently a driving City – as a destination and once here
- Reducing vehicle trips requires focus and options
 - Increase the cost of driving
 - Improve the viability of alternative transportation options (travel times cannot be three times the length of driving)
 - There is not a timely, reliable system right now!
 - High reliability transportation from the train station
 - Market alternative transportation – community awareness programs
- Part of what makes Hudson great is accessibility. Pushing to reduce vehicle trips can diminish accessibility. Tread carefully.
- Long-term goal of reducing vehicle trips and parking is reasonable and should be sought

Mobility Issues

- Reliance on on-street parking limits opportunities to modify street use without one-way streets and changing traffic patterns
- Opportunities
 - Promote walkability and improve sidewalks and infrastructure
 - Downtown shuttle – potential State or federal funding?
 - Reliable option to travel from Amtrak station without personal vehicle
 - Station open from 5:15 am to 11:30 pm
 - (e)bike share
 - Regulate scooters so they do not become a problem

Mobility Issues

- Sidewalks – repair and maintenance on secondary streets
 - ADA access and design should be reviewed
- Increase bicycle assets
 - Road sharrows
 - Bike racks and parking spaces
 - Bike share
- Add pedestrian crossing lights

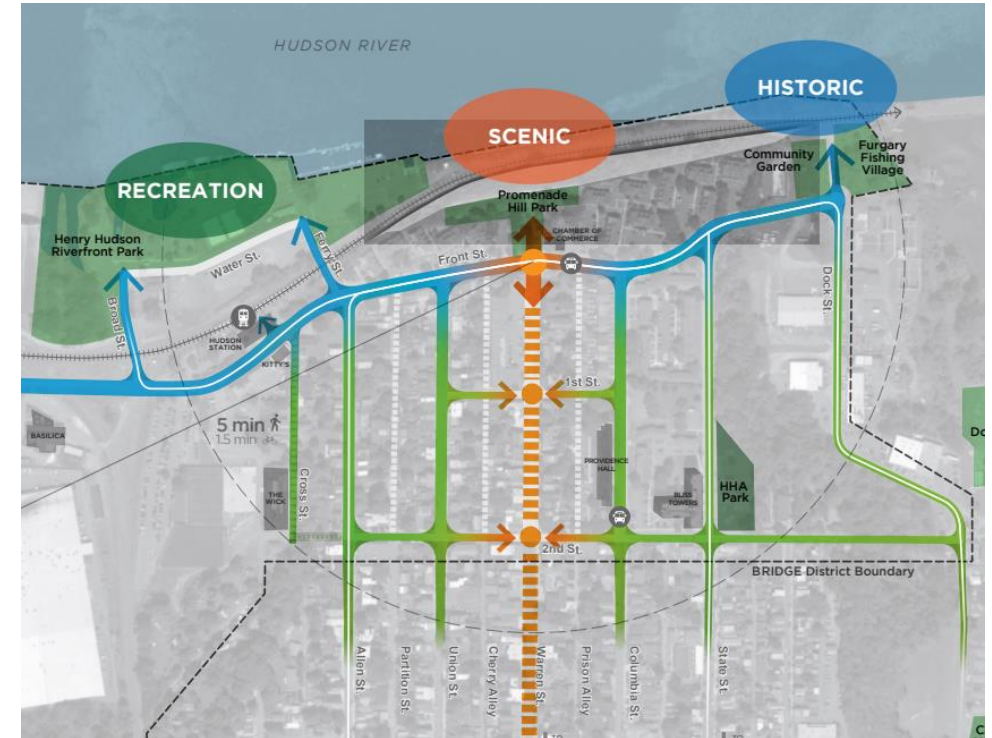


Hudson as a Mobility Hub

- Amtrak is a vital asset
- County seat – County governmental offices
- Transit opportunities – but currently limited
- Taxi/ ride share
 - They should be pursued, but would likely be there if a strong market existed
 - Rideshares have been recently increasing pricing to reflect true cost of service
- **Local improvements keys**
 - Bicycle access
 - Pedestrian access
 - Transit in Hudson / connect to commercial areas outside Hudson

Bridge District 2021 Connectivity Plan

- Sidewalk maintenance connectivity
- Bicycle infrastructure
- Intersections
- Access For All
- Elements that can be taken throughout the City



Columbia County

- Encourage participation in planning activities for both entities
 - City staff attend County Planning meetings and vice versa
- Work with the County to reconsider which programs might be a better fit outside of downtown
- Cooperative agreement with the County regarding
 - Formalized use agreement for parking lots
 - Employee parking
 - Overnight and weekend hotel / commercial parking
 - Parking fees extended to approved lots – mobile payment or employee permits
 - Affirmative signage to let people know they can park there

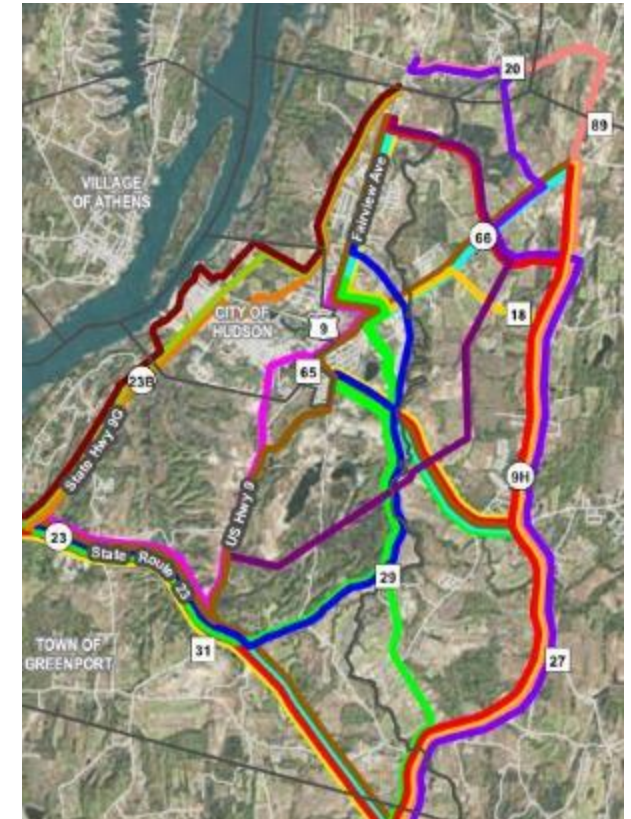
Columbia Health

- Intrusiveness into neighborhoods should be monitored
- Careful oversight of removing residential buildings for parking lots
- Medical Centers are focused on their needs and tend to ignore the surrounding community unless communication and accountability are present



Truck Route – Columbia and 3rd Street

- Less traffic and other benefits identified in August 2021 report
- Will not increase parking supply
 - Columbia is a narrow street will not allow parking on both sides unless street is converted to one lane – one way
- It will feel safer to those parking on Columbia
- Keep working to get it out of downtown



Pavement Markings

- **Utilize pavement markings for paid parking areas**
 - Transient (Visitor) parking
 - All metered spaces
 - Clearly delineates the space
 - Keeps order for infrequent users
 - Has to be maintained to be effective
- **Do not mark residential parking areas**
 - Increases parking spaces on long runs (full blocks in Hudson)
 - Residential parking is at a premium
 - State St., Columbia St. and north side especially
 - High maintenance commitment (\$ and time) for over 4,000 spaces



Setting Goals

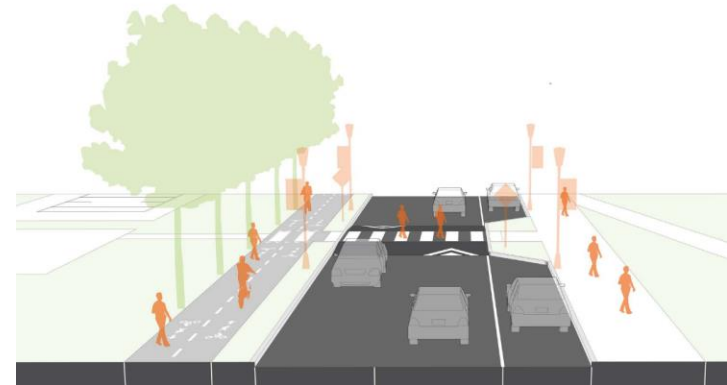
- **Finalize parking and mobility goals**
 - Broad based objectives
 - Economic development
 - Sustainability
 - Long range planning
 - Specific items
- **Identify responsible persons / departments**
- **Quantify willingness to impact City budget**
- **Create Benefits District to enhance mobility infrastructure**
 - Bicycle infrastructure
 - Transit / trolley
 - Pedestrian
 - For hire vehicles

Recommendations Summary – Leadership

- There must be a leader committed to operational excellence and future planning
- A functioning Parking Bureau or Authority should strive to be financially self sufficient
- Revenue would be used to enhance parking and mobility throughout downtown
- Consideration of business owners, public entities and residents can be protected and promoted
- Clear and consistent strategy for parking and mobility can be implemented

Mobility

- Sidewalk repair and improvements
- Signalized pedestrian crossings
- Bicycle racks, street sharrows and signage
- Trolley service through downtown
- Improved branding, communication and signage



Increase Parking Supply

- **Utilize parking opportunities that already exist without expensive construction**
 - Promote back yard alley access parking
 - Open County lots to public on weekends and evenings
 - Modify overnight parking regulations to maximize existing asset
 - Open private lots to public use – agreements or paid parking
- **Develop perimeter parking lots**
- **Long term plan for garages**
 - City Hall Lot
 - 11 Warren St.
 - John L. Edwards
 - Shared garage on County property
- **Encourage the development of a private parking market with limitations**
 - Increases supply
 - Puts downward pressure on demand
- **Monitor consistently to understand current situation**

Quick Start Guide – Chronological (Mostly)

- Dedicate Staff Person to Parking and Mobility
- Finalize Parking and Mobility Goals
- Authorize Parking Bureau / Authority
- Implement Operational Items
 - Operational re-organization
 - Conduct quarterly parking counts to understand needs
 - Rate fee adjustments
- Coordinate with local / regional stakeholders – (ongoing throughout)

Quick Start Guide - Continued

- **Add Parking Supply Where Possible**
 - Backyard parking through alley access
 - Street parking where restricted
 - Perimeter parking lots
 - Private parking lots
- **Implement Mobility Options**
 - Downtown shuttle
 - Enhanced bicycle options
 - Sidewalk repair / enhancements
 - Entice transit / taxi / TNC activity
- **Hang on and watch Hudson continue to grow!**

Thank You

