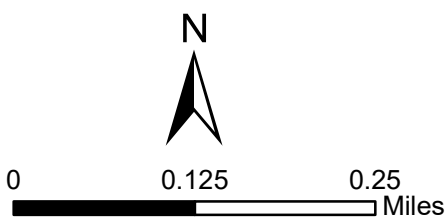


# **Appendix A9**

## **Parking Information**





# Parking Spots

PIN 5512.52  
 NYS Route 33, Kensington Expressway Project  
 Erie County, NY

# MEMORANDUM

TO: Eric Fischlein

CC:

FROM: Lorenzo Rotoli, PE

DATE: August 29, 2023

RE: P.I.N. 5512.52: Kensington Expressway Preliminary Design  
S. Humboldt Parking Study (Hamlin Road to E. Ferry Street)

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## Study Purpose and Objective

The City of Buffalo requested that LaBella Associates perform a parking study on Humboldt Parkway SB between Hamlin Road and E. Ferry Street to identify available on-street parking spaces and utilization. The study goal is to identify if current parking on Humboldt Parkway SB can be eliminated based on observed and documented usage.

## Methodology

LaBella field staff conducted an on-street parking survey that identified the number of legal parking spaces and occupancy for the below days and time frames. Parking occupancy data was collected for 15-minute intervals or observation cycles during each time period.

- Friday, August 25 between 6:00 pm and 7:00 pm
- Saturday, August 26 midday 11:30 am and 12:30 pm
- Sunday, August 27 between 8:00 am and 9:00 am
- Sunday, August 27 midday 11:30 am and 12:30 pm
- Sunday, August 27 between 6:00 pm and 7:00 pm
- Monday, August 28 between 8:00 am and 9:00 am
- Monday, August 28 midday 11:30 am and 12:30 pm
- Monday, August 28 between 6:00 pm and 7:00 pm

The parking space survey is conducted by field staff walking and/or driving past the on-street parking spaces on Humboldt Parkway SB. Field staff notes when a parking space is filled. One observation cycle, or 15-minute interval, of all parking spaces documents occupancy data for percentage of spaces used in a defined location at a point in time. Repeated observation cycles provide parking duration and turnover data.

Available on-street parking was inventoried by assuming 25' linear feet to determine theoretical curb capacities. Field staff identified a total of 25 available spaces on Humboldt Parkway SB.

**Parking Field Data Collection**

LaBella field staff documented the following parking occupancy data for Humboldt Parkway SB:

**Table 1 – Humboldt Parkway SB Parking Occupancy**

Day	Time Period	Occupied	Not Occupied
Friday, August 25	6:00-6:15 pm	1	24
	6:15-6:30 pm	1	24
	6:30-6:45 pm	1	24
	6:45-7:00 pm	1	24
Saturday, August 26	11:30-11:45 am	1	24
	11:45 am-12:00 pm	1	24
	12:00-12:15 pm	1	24
	12:15-12:30 pm	1	24
Sunday, August 27	8:00-8:15 am	1	24
	8:15-8:30 am	1	24
	8:30-8:45 am	1	24
	8:45-9:00 am	1	24
Sunday, August 27	11:30-11:45 am	1	24
	11:45 am-12:00 pm	1	24
	12:00-12:15 pm	1	24
	12:15-12:30 pm	1	24
Sunday, August 27	6:00-6:15 pm	1	24
	6:15-6:30 pm	1	24
	6:30-6:45 pm	1	24
	6:45-7:00 pm	1	24
Monday, August 28	8:00-8:15 am	1	24
	8:15-8:30 am	1	24
	8:30-8:45 am	1	24
	8:45-9:00 am	1	24
Monday, August 28	11:30-11:45 am	3	22
	11:45 am-12:00 pm	3	22
	12:00-12:15 pm	2	23
	12:15-12:30 pm	1	24
Monday, August 28	6:00-6:15 pm	1	24
	6:15-6:30 pm	1	24
	6:30-6:45 pm	1	24
	6:45-7:00 pm	1	24

\*\* 25 parking spaces available based on total length of available parking divided by 25 ft. per car



### **Findings**

Analysis of the current parking conditions for Humboldt Parkway SB shows there is excess parking that is not needed due to very low parking volumes and utilization. The parking study recommends changes to parking regulations and roadway section based on identified lack of parking demand within the parking study area. The goal of the recommendation is to improve the transportation system, eliminate excess pavement, and properly manage parking needs.

The roadway should consider ways in which the surplus parking space can be used for more productive outcomes, such as creating a parklet or incorporating green space.

### **Conclusion and Summary**

In summary, the existing Humboldt Parkway SB parking can be removed as demand does not warrant the current parking spaces from Hamlin Road to E. Ferry Street.

LR

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