

IV. PARKING

There has been growing concern in the Village regarding the availability of parking serving downtown businesses, how best to supplement the current inventory of parking spaces used by businesses in the downtown area, and how additional spaces should be located and funded if they cannot be practically provided on the lot where the business is located. In the past, parking waivers have been granted to incoming businesses on an "as requested basis," however; downtown businesses are experiencing problems with the availability of convenient parking in the downtown area.

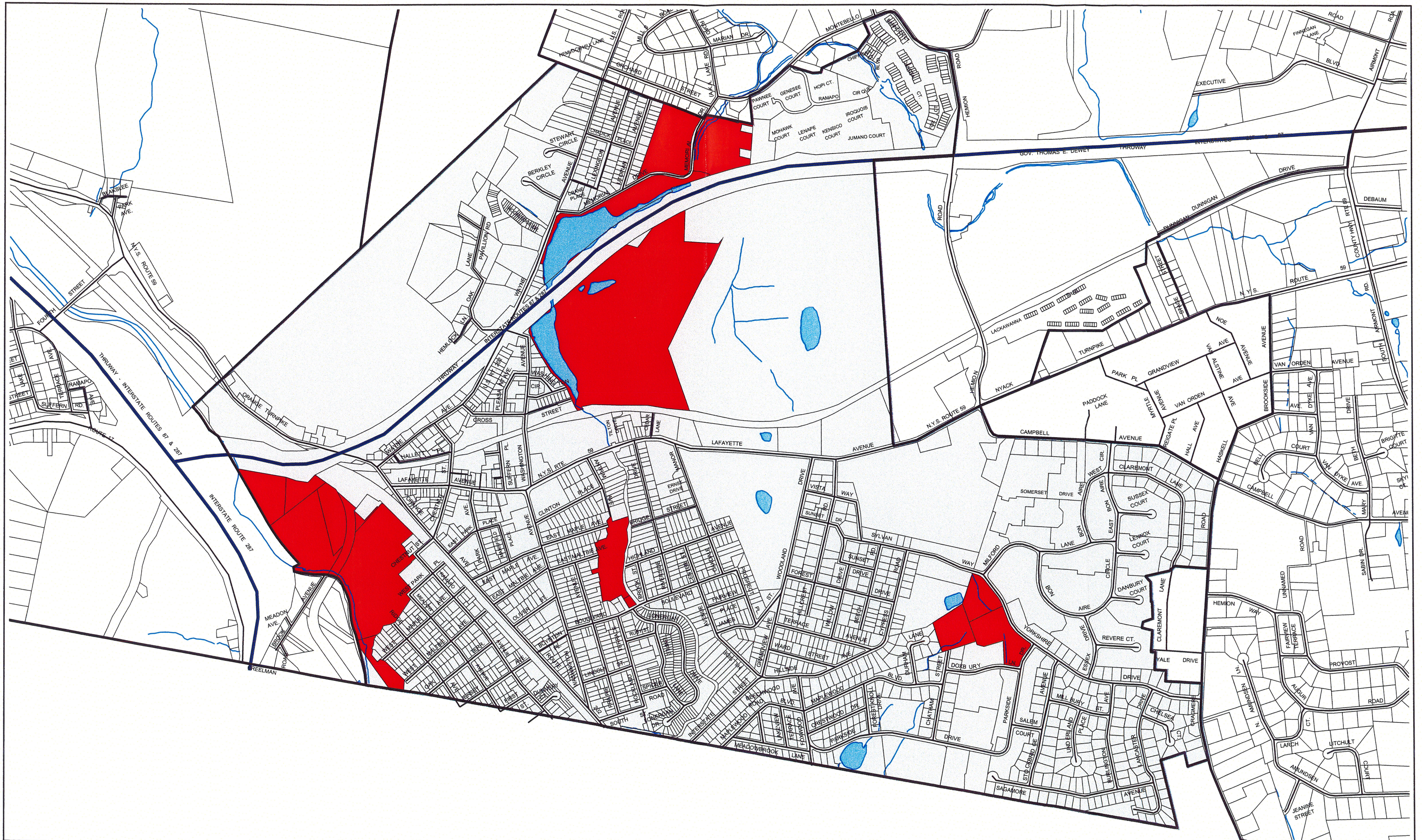
In addition to the business district parking, Village officials, in cooperation with the Rockland County Department of Transportation (RC DOT) have been exploring options for providing additional parking in the downtown area, mainly to address commuter parking shortages. Pursuant to solving commuter parking problems, the RC DOT produced an inventory of Existing Park and Ride facilities and a Parking Use Analysis¹, with the primary goal of determining how best to provide more commuter spaces in Suffern. In addition to the study of the commuter parking spaces, this study also contained an inventory of existing public and private spaces in the downtown area². According to this study, parking spaces owned and operated by the Village were unused by shoppers (described as "underutilized" in the study) and as a result, have been recently dedicated to commuter parking. However, the results were apparently based on a single count event on a working day³, and as a result may not accurately reflect parking needs or surpluses in this area. In addition, many of the spaces listed in this study are private, and limited to the businesses they serve. As such, the study may not accurately address the availability of public spaces in the downtown area, which are relied upon for business expansion and commercial growth.

The Village was awarded a grant to create additional commuter parking. There has been discussion over how best to utilize the money awarded, one of which would include providing spaces that could serve the interests of the commuters and the shopping district. The problem is that the two user groups are uncharacteristic of each other; one group needs parking for an entire day, and the other requires parking for short periods of time in locations that are convenient to shopping areas.

¹ Suffern Commuter Parking Study, Rockland County Department of Public Transportation, Technical Memorandums 1 and 2, Inventory of Existing Park and Ride facilities and Parking Use Analysis, July 2002 and November, 2002.

² See Appendix A.

³ The report states that the parking lots were inventoried during the day in August 2001. We are assuming that was a single event, since no specific information relates to the time that the inventory was taken.



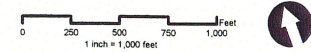
ROBERT GENESLAW CO.
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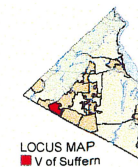
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Note: This map is for general planning purposes only.
 Source: New York State Department of Transportation,
 Rockland County GIS, Robert Geneslaw Co.

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- Proposed CEA's
- Parcels
- Waterbodies
- Municipal Boundaries
- NYS Thruway
- Roads
- Streams/Rivers



PROPOSED CRITICAL ENVIRONMENTAL AREAS
 SUFFERN COMPREHENSIVE PLAN
 Village of Suffern, Rockland County
 New York



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LOCUS MAP
 Suffern

PARKING FACILITIES

SUFFERN COMPREHENSIVE PLAN

Village of Suffern, New York

FIGURE IV-1

Downtown Suffern

A field study was conducted the week of November 1st 2004 by Robert Geneslaw Co. to inventory existing parking conditions in downtown Suffern. The investigation focused solely on off-street public parking facilities including those owned by the Suffern Parking Authority, New Jersey Transit, and the Village of Suffern. The findings of the study are presented in this Plan for lots A thru E, H, R, T, and 17 (Refer to Table IV-1, Commuter and Retail Parking Facilities in Downtown Suffern and Figure IV-1, Parking Facilities, following page IV-2). This information is an update to the survey information found in the studies carried out over the past several years.

It was generally determined that the mix of commuter/retail/visitor parking, the primary use and designated restrictions, and the percent at which a number of the lots are occupied has moderately changed from what was reported in the 2002 Suffern Commuter Parking Study prepared by Edwards and Kelcey for the Rockland County Department of Transportation. A copy of Table 3 from the 2002 study illustrating parking conditions at that time is included for comparative purposes (refer to Appendix A). It should be noted that the actual data collection phase of the 2002 study was likely as much as a year or more prior to the report date.

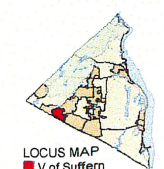
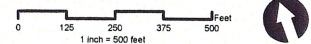
Table IV-1 below illustrates that at the present time, of the total 957 public parking spaces, 726 spaces (76%) are dedicated to commuters whereas only 231 spaces (24%) are dedicated to retail/visitor use. In 2002 a total of 841 public parking spaces were reported, of which 610 spaces (73%) were dedicated to commuters and 231 spaces (27%) were dedicated to retail/visitor use. This comparison illustrates that there has been a net increase in the number of available parking spaces available to commuters and a net decrease in the number of spaces dedicated to retail/visitor use.



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- Parcels
- NYS Thruway
- Conceptual Bypass Road
- Roads
- Municipal Boundaries
- Streams/Rivers



CONCEPTUAL BYPASS ROAD
SUFFERN COMPREHENSIVE PLAN
 Village of Suffern, Rockland County
 New York

Table IV-1 – Commuter and Retail Parking Facilities in Downtown Suffern

Lot	Owner	Use	Commuter Capacity	Other * Capacity	Restriction / Sign	Percent Occupied
R	NJ Transit	Commuter	116	3	Permit parking only	100% (65 people on waiting list)
A	Suffern Parking Authority	Commuter / Retail	58	42	Permit parking only 6am-4pm excluding holidays & weekends; No parking Saturday & Sunday 6am-2pm	100% (6-7 people on waiting list)
B	Suffern Parking Authority	Commuter / Retail	24	193	Permit parking only 6am-4pm excluding weekends & holidays; No overnight Parking	100%
C	Suffern Parking Authority	Retail	0	23	No overnight parking; 2 hour parking; 4 ton limit	--
D	Suffern Parking Authority	Commuter	84	0	Permit parking only; No overnight parking	86%
E	Suffern Parking Authority	Commuter	212	0	No parking 2am-6am	100% (15-16 people on waiting list)
H	Suffern Parking Authority	Commuter	77	0	No overnight parking	84%
T	Suffern Parking Authority	Retail	0	47		
17	Village Hall	Government / Merchant / Retail	0	22	Permit parking 9am-4pm excluding weekends & holidays; No overnight parking	100%

Prepared by Robert Geneslaw Co.

Source: Suffern Parking Authority; Field Observations – week of November 1, 2004.

*Other includes shopper, retail and permit parking.

The most notable differences between the present downtown parking situation and what was reported in 2002 have occurred in lots B, C, and E. The number of commuter parking spaces in lot B have decreased from 62 spaces to 24 spaces whereas the spaces dedicated to other use have increased from 163 spaces to 193 spaces. Lot B has increased from 72 to 100 percent occupied. The 23 spaces in lot C (including former lot 9) have all been converted from commuter spaces to other spaces. Lot E has changed from 184 to 212 commuter parking spaces. These changes reflect an active parking management program, with modifications to respond to local needs.

Parking spaces dedicated to retail/visitor use are free and are limited to two-hour parking with the exception of lot B where three-hour parking is permitted. The Parking Authority has dedicated 15 spaces in lot B to 15 minute parking. Permits for all commuter lots are currently \$300 per year. The only commuter lots that are not 100 percent occupied are lots D (86% occupied) and H (84% occupied). Commuter parking on a daily basis is \$3.24 per day.

Parking regulations in many of the lots studied were not readily apparent. Information obtained from the Suffern Parking Authority is included in Table IV-1 above.

New Jersey Transit Ramsey Route 17 Railroad Station

The recently opened New Jersey Transit Ramsey Route 17 Railroad Station has to date had only limited use, but may in the future affect parking demand and rail/bus ridership in Suffern. Daily commuter parking at the Route 17 station is \$4.00 per day before 10 am Monday thru Friday and \$2.00 per day at all other times. Permits can be acquired for \$60 per month, \$165 per three-month period, \$300 per six-month period, or \$550 per year. There are currently 1,250 parking spaces at the station.

On Thursday December 16, 2004, at mid day a representative of Robert Geneslaw Co. observed a total of 168 vehicles occupying the newly constructed parking structure at the New Jersey Transit Ramsey Route 17 Station. Of the 168 vehicles observed, 58 percent had New York State license plates and 39 percent had New Jersey license plates. At the time of observation, the parking structure was filled to 13 percent of occupancy (refer to Table IV-2, Commuter and Retail Parking Facility, Ramsey Route 17 Station).

Table IV-2 – Commuter and Retail Parking Facility, Ramsey Route 17 Station

	Number of Vehicles	Percent of Total
New York Plates	98	58%
New Jersey Plates	65	39%
Other Plates	5	3%
Total	168	13.4%*

Prepared by Robert Geneslaw Co.

Source: Field Observations – Thursday December 16, 2004: 12:00pm

* Percent of total capacity of parking structure (1,250 spaces)