

PARK Smart

February
2013

Brooklyn Community Board 6 Transportation Committee

February 21, 2013 | Community Initiatives | Traffic and Planning
Commissioner Janette Sadik-Khan | New York City Department of Transportation



What is PARK Smart?

- PARK Smart is a *community based parking pilot*
- It looks to adjust, as necessary:
 - Parking Rates
 - Parking Hours and Time Limits
 - Parking Regulations
- The goal is to improve the parking system by:
 - Increasing Availability
 - Reducing Double Parking
 - Harmonizing existing regulations to make it easier for parkers.

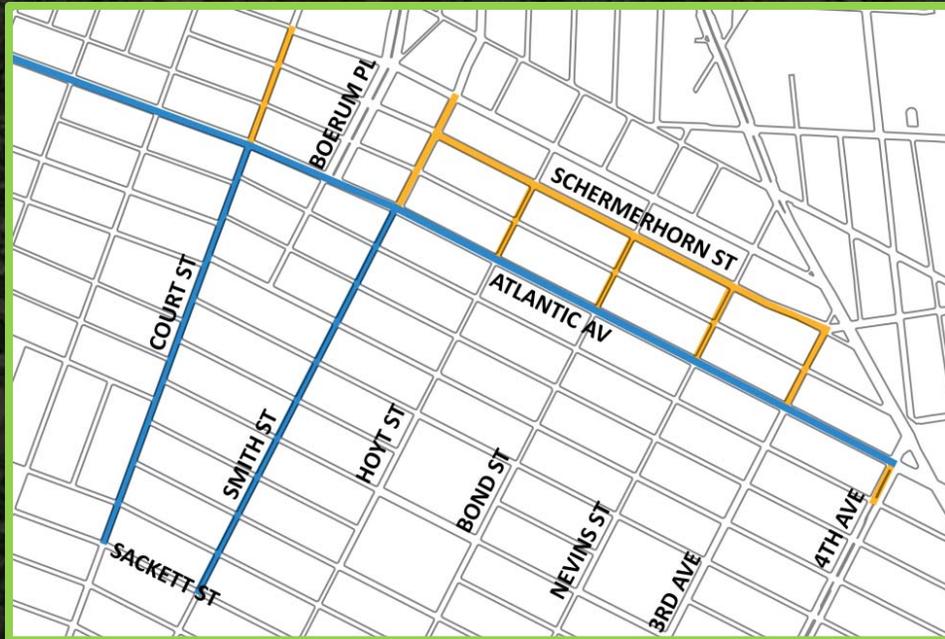


Why Parking Pricing?

- When the price of parking is too low, parkers stay for longer or use the street for storage
- Lack of availability causes double parking and congestion
- Lack of turnover and high congestion discourages other users from visiting the area



Study/Program Area Map



Final Project Area:

Atlantic Avenue:
Between Hicks St and
4th Ave

Sackett Street: Between
Atlantic Ave and Sackett St

Court Street: Between
Atlantic Ave and Sackett St

PARK Smart Proposal

- Extend meter time limits to 2 hours in the entire project area
- Provide formal delivery zones for areas currently being used for that purpose; convert unused delivery zones to metered parking
- Implement progressive rate structure at 2-hour meter locations

Outreach

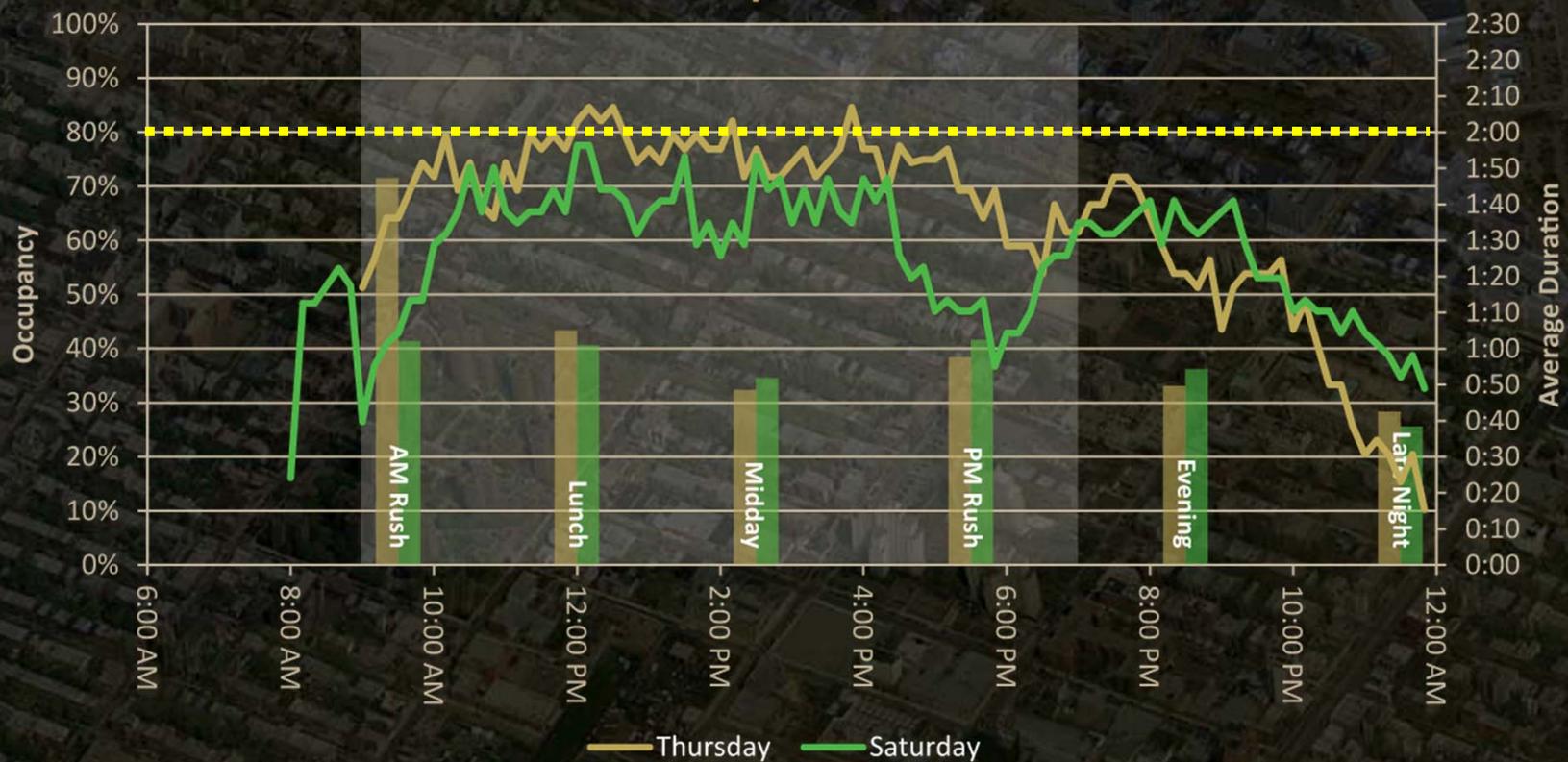
- DOT began exploring PARK Smart at the behest of the Atlantic Avenue BID in Spring 2012
 - Atlantic Ave BID has endorsed DOT's proposal
- DOT surveyed over 100 merchants on Court and Smith about existing conditions and their attitudes towards several potential responses in November 2012
- DOT hosted an Open House for all Court/Smith street merchants on February 13th

Data Collection

- Time Lapse photography captured parking occupancy/duration every minute for 2 days (one Midweek day, one Saturday)

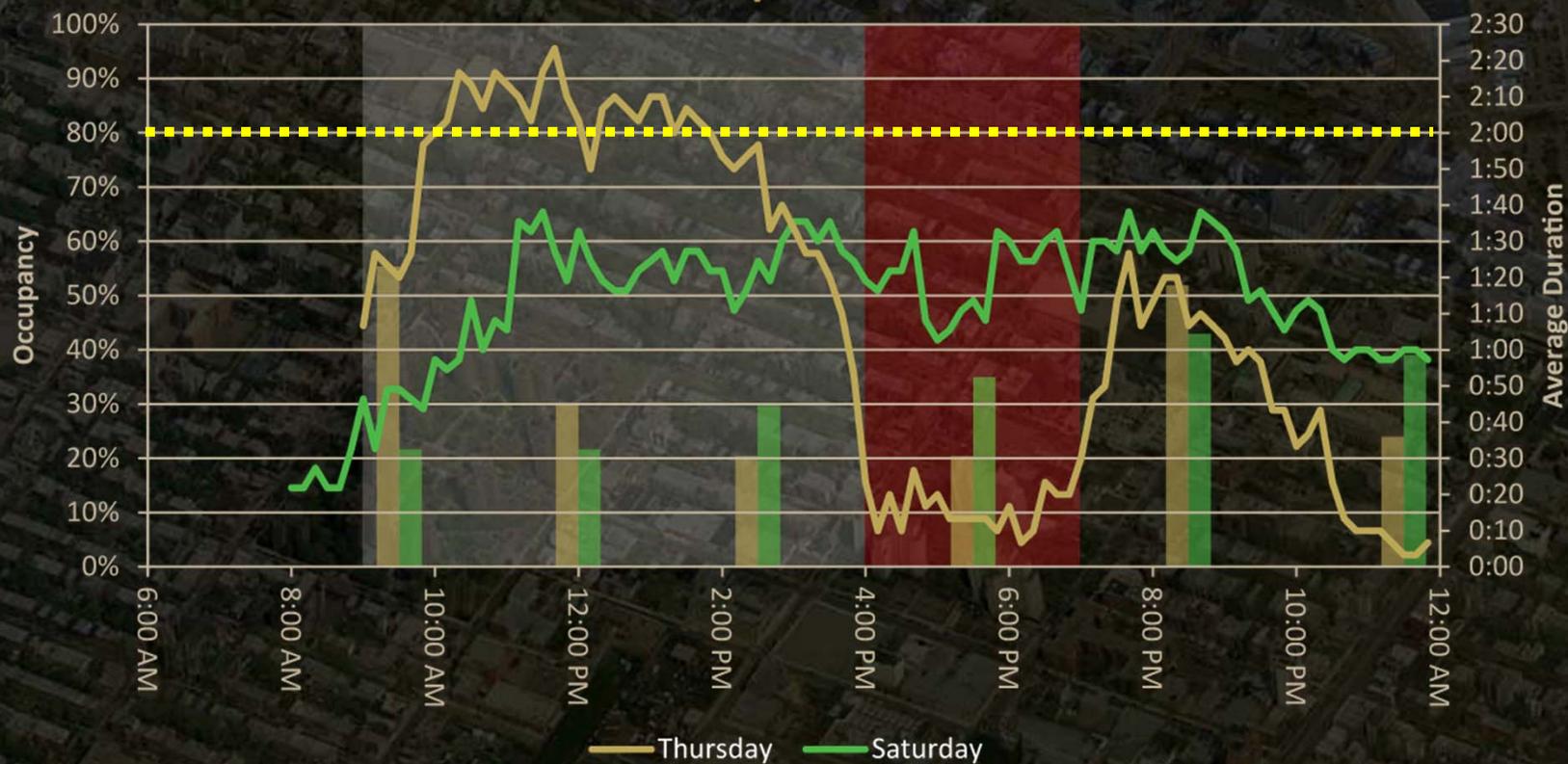
Results: Atlantic Avenue

Atlantic Ave North | Smith to 4th Avenue



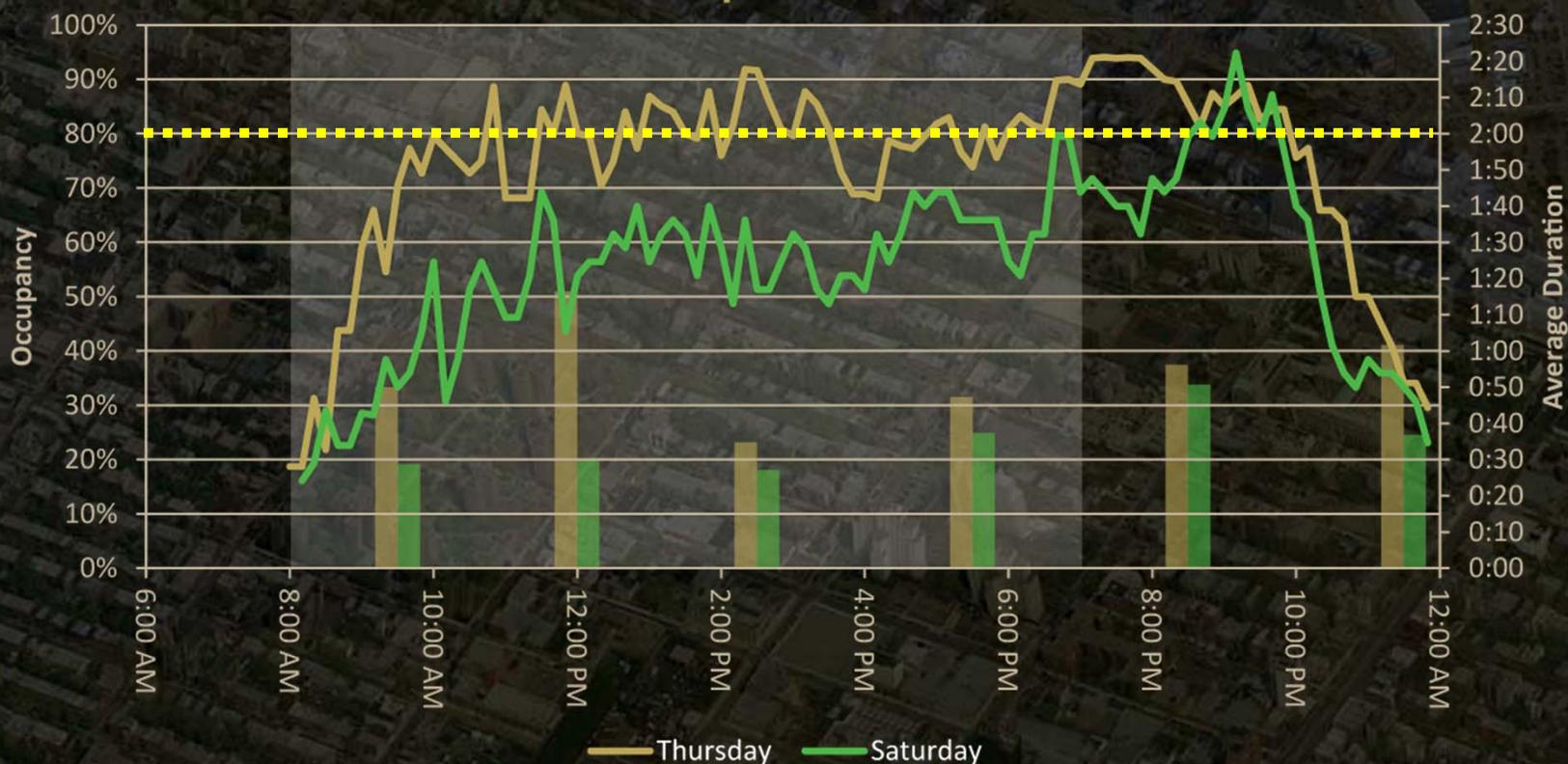
Results: Atlantic Avenue

Atlantic Ave South | Smith to 4th Avenue



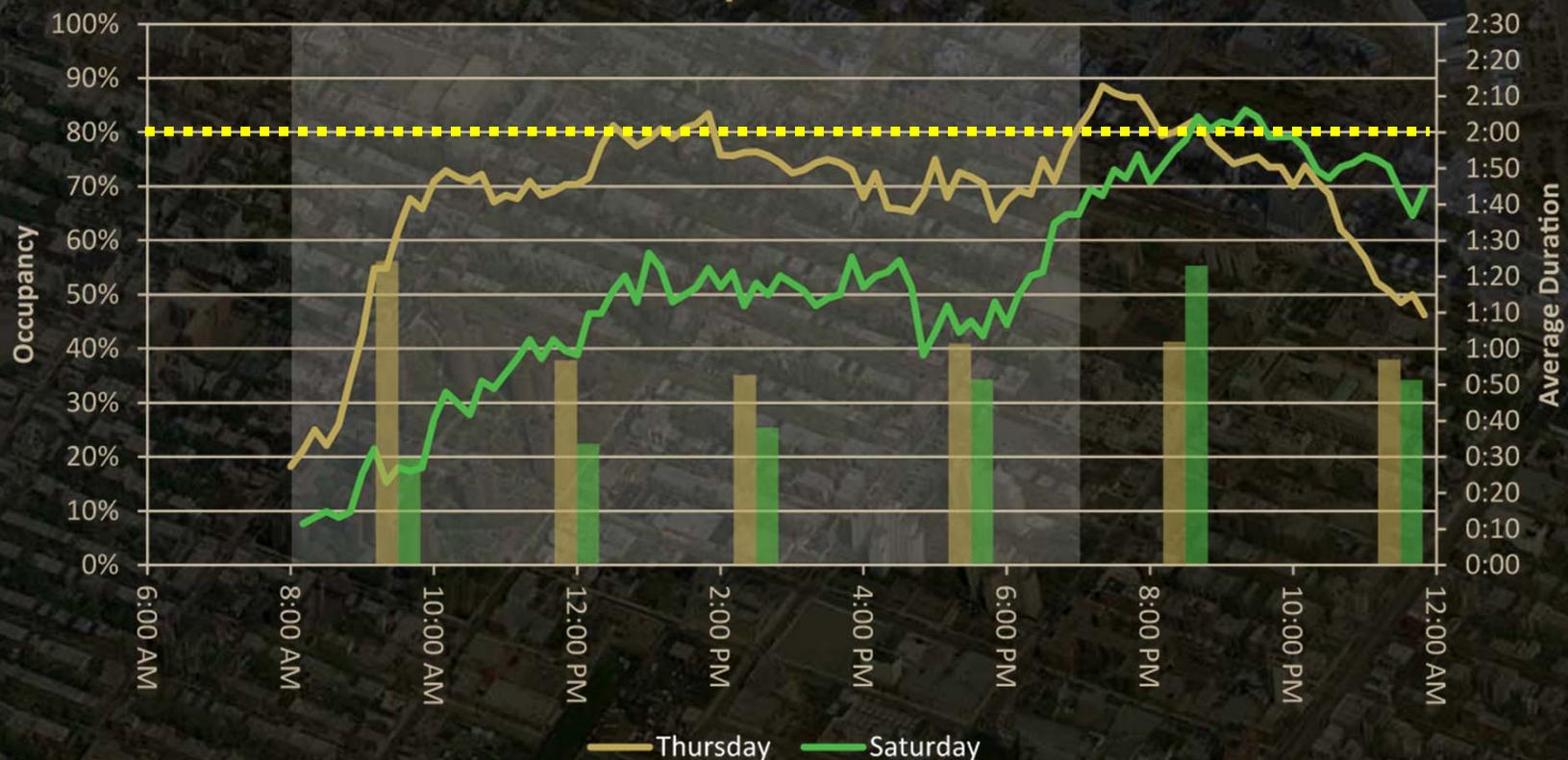
Results: Court Street

Court Street | Pacific to Sackett



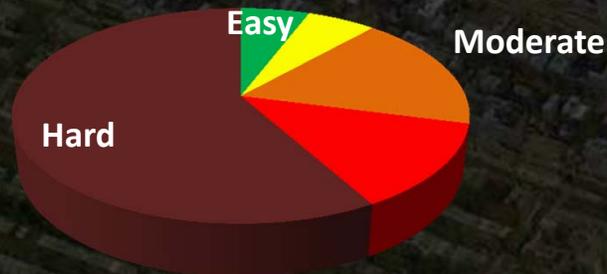
Results: Smith Street

Smith Street | Pacific to Sackett



Results: Merchant Survey

- How difficult is it to find parking nearby?



- What are the biggest issues with parking on Court and Smith?



Results: Merchant Survey

- Most customers arrive via:
 - Walking: 60%; Car: 22%; Transit: 14%; Bicycle: 4%
- Customers who drive generally park:
 - At Street Meters: 85%; on Residential blocks: 15%
- Businesses receive deliveries:
 - Once a day: 37%; A few times per week: 31%;
Several per day: 26%

Results: Merchant Survey

Merchant support for following policies:

- Longer time limits (2 hours or more): 73%
- Expanded truck delivery areas: 56%
- Progressive parking rates: 39%
- Later meter turn-off (9 or 10pm): 17%

PARK Smart Proposal

- Implement progressive rate structure at 2-hour meter locations
- Extend meter time limits to 2 hours in the entire project area
- Provide formal delivery zones for areas currently being used for that purpose; convert unused delivery zones to metered parking

Proposed Rate Structure

	Current Rate	Progressive Rate
15 Minutes		25 c
30 Minutes		50 c
60 Minutes	\$1.00	\$1.50
90 Minutes	\$1.50	\$2.50
120 Minutes	\$2.00	\$4.00



New Time Limits

Extend meters from 1-hour to 2-hour on:

- Atlantic Avenue between Hicks and Court Street (North Side)
- Smith Street between Baltic and Atlantic
- Court Street between Baltic and Sackett (West Side)
- Court Street between Atlantic and Sackett (East Side) excluding between Bergen and Wyckoff (already 2 hours)

Proposed Loading Zones ^{HC5}

Truck-only loading zones:

- Add on Atlantic between 3rd & 4th near Walgreens
- Add on Smith Street between Baltic and Warren (-4 spaces, 8a-12p M-F)
- Extend on Court between Kane and Degraw by approximately 20' (-1 space)

No Parking ^{HC4} zones:

- Remove on Atlantic between Court and Boerum (+8 spaces)
- Remove on Atlantic between Nevins and 3rd Avenue (+2 spaces)
- Remove on Baltic between Smith and Hoyt (+3 spaces)

Slide 18

HC4

Don't use past tense

Hrones, Christopher, 2/19/2013

HC5

Proposed Loading Zones? The way this reads it looks like we have done it already

Hrones, Christopher, 2/19/2013

Next Steps

- Implementation in Spring 2013
- Program Evaluation through Winter 2014

THANK YOU

QUESTIONS?

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