Nowhere to park

Congestion

Unsafe pedestrian conditions

Competition at the curb
Approximately 12,760 feet of parkable space (638 metered spaces)

Only 100 feet of dedicated truck access (4 spaces)

Approximately 932 off-street spaces
WHAT WE HEARD

What are the biggest problems according to residents and local businesses?

**General Public**
- Buses
- Traffic
- Lane
- Double Parking
- Conflicts
- Congestion
- Circling
- Not Enough Parking
- Crosswalks
- Queens Blvd
- Safety
- Truck Loading

**Businesses**
- Customer Parking
- Speeds
- Congestion
- Slow
- Double Parking
- Meters
- Traffic
- Problems

79 General Public Surveys Completed

67 Business Surveys Completed
WHAT WE HEARD

Community Engagement

- **May 2017**
  - Councilmember 1st Meeting

- **Sept. 2017**
  - Surveys
    - General Public

- **Oct. 2017**
  - Surveys
    - Businesses

- **Dec. 2017**
  - Councilmember & CB06 Leadership 2nd Meeting

- **Feb 2018**
  - Community Board
    - Transportation Committee Meeting

- **Mar 2018**
  - Chamber of Commerce
    - Walkthrough

- **Mar 2018**
  - Chamber of Commerce
    - Monthly Meeting

- **Apr 2018**
  - Community Board Monthly Meeting
WHAT WE SAW - TRUCKS

What did our data collection show us?

• Trucks double park and illegally park because the curb is full
• Truck activity is higher during the morning and midday
WHAT WE SAW – PARKING BEHAVIOR

What did our data collection show us?

• Occupancy at the curb is high
• Many vehicles are staying parked far past the posted 2 hour limits
  • Removing high-demand spaces from the corridor

Legend
Parking Occupancy: % full

- <= 59%
- 60% - 84%
- 85% - 91%
- 92% - 97%
- >= 98%
WHAT WE SAW – PEDESTRIAN ACCESS

What did our data collection show us?

• Long blocks of Austin St mean pedestrian crossings are few and far between

• Pedestrians cross where and when they can
Problems

What isn’t working?

- Congestion caused by many separate behaviors
- Competing users vying for the same curb space
- No open parking spaces
- Lack of safe places to cross Austin St as a pedestrian

Objectives

What do we want to accomplish?

- Ease congestion
- Balance curb space for different users
- Open up parking spaces
- Provide safer crossings
Proposed Interventions
SET ASIDE COMMERCIAL SPACE FOR DELIVERIES

Dedicated temporary curbside space for trucks
WHAT WE SAW - TRUCKS

Truck Activity

Any double parking incident means significant congestion on a road with one lane in either direction.
WHAT WE SAW - TRUCKS

Proposed Loading Zone Times

8:30/9am – 11am  
11am – 1pm  
1pm – 4pm

Truck Activity

Number of Trucks

Time of Day

Any double parking incident means significant congestion on a road with one lane in either direction.
WHAT WE HEARD - TRUCKS

Business Owners

• Yes, trucks are an issue, but every customer parking space counts!
• Parking spaces during the afternoon period are the most important
• Do we really need so many loading zones?
**SET ASIDE COMMERCIAL SPACE FOR DELIVERIES**

<table>
<thead>
<tr>
<th>Original</th>
<th>Revised</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 loading zones</td>
<td>9 loading zones</td>
</tr>
<tr>
<td>Starting at 7am</td>
<td>Starting at 8:30/9am (after street cleaning)</td>
</tr>
<tr>
<td>Mon – Fri</td>
<td>Mon – Fri</td>
</tr>
<tr>
<td>Approximately 60 feet long</td>
<td>Approximately 60 feet long</td>
</tr>
<tr>
<td>30 minute time limit trial</td>
<td>30 minute time limit trial</td>
</tr>
<tr>
<td>36 spaces converting back to passenger spaces as the day progresses</td>
<td>27 spaces converting back to passenger spaces as the day progresses</td>
</tr>
</tbody>
</table>
Loading Zones - Morning
ORIGINAL: 7AM – 11AM, 12 LOADING ZONES

36 spaces set aside for trucks until 11am

New Loading Zone
Existing Loading Zone
7am-7pm Exc Sun
REVISIONS

Reduce parking impact, maintain commercial access
REVISED: 8:30/9AM – 11AM: 9 LOADING ZONES

27 spaces set aside for trucks until 11am

9 more parking spaces

- Removed from Proposal
- Changed Location
- New Loading Zone
- Existing Loading Zone
  7am-7pm Exc Sun
Loading Zones - Midday
ORIGINAL: 11AM – 1PM, 8 LOADING ZONES

24 spaces set aside for trucks between 11am – 1pm

[Map showing new and existing loading zones in Forest Hills]
REVISIONS

Reduce parking impact, maintain commercial access
REVISED: 11AM – 1PM: 7 LOADING ZONES

21 spaces set aside for trucks between 11am – 1pm

3 more parking spaces

- Removed from Proposal
- Changed Location
- New Loading Zone
- Existing Loading Zone
  7am-7pm Exc Sun
Loading Zones - Afternoon
ORIGIONAL: 1PM – 4PM, 3 LOADING ZONES

9 spaces set aside for trucks between 1pm – 4pm
REVISIONS
Reduce parking impact, maintain commercial access
REVISED: 1PM – 4PM: 1 LOADING ZONE

3 spaces set aside for trucks between 11am – 1pm
Revised Loading Zones
REVISED: 8:30/9AM – 11AM: 9 LOADING ZONES

27 spaces set aside for trucks until 11am
REVISED: 11AM – 1PM: 7 LOADING ZONES

21 spaces set aside for trucks between 11am – 1pm

3 more parking spaces
REVISED: 1PM – 4PM: 1 LOADING ZONE

3 spaces set aside for trucks between 11am – 1pm

6 more parking spaces
OPTIMIZE STREET DESIGN ON 70TH RD

Facilitating commercial access along restaurant row

- Original proposal suggested moving the angled parking to the west side
- However, after an engineering analysis, it is not feasible, so we’re removing the angled parking swap from the list of interventions.
- Defining instead commercial loading zone for restaurants along the west side
Safer crossings for pedestrians

- We want to provide safer pedestrian crossings on Austin St even when there isn’t a traffic light or stop
- Community feedback helped identify the following intersections for potential installation:
  - Austin St & 70th Ave
  - Austin St & 72nd Ave
  - Austin St & 72nd Rd
  - Austin St & 71st Rd
EXISTING EVENING METER HOURS

Meters that turn off at 10pm

Evening meters increase parking turnover for late-night businesses so more people can park.

<table>
<thead>
<tr>
<th>7pm End Time</th>
<th>Existing 10pm End Time</th>
<th>Taxi Stand</th>
<th>Proposed 10pm End Time</th>
</tr>
</thead>
</table>

71st Ave

FOREST HILLS
ORIGINAL PLAN: DISTRICT-WIDE

Expand regulations to increase parking turnover
REVISED: CORE OF THE CORE

Reduced number of blocks to preserve long term storage while improving customer access

8 blocks retained for long term storage
OPTIONAL LONGER TIME LIMITS

“Plus” Time

- Provide the option to stay longer than the posted limits, while discouraging long-term meter feeding
- We heard from community members that people want the option of the third hour and recognize the nuisance of people feeding the meter all day, taking up high-demand parking spaces

<table>
<thead>
<tr>
<th>1st hour</th>
<th>2nd hour</th>
<th>3rd hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>$1.00</td>
<td>$1.00</td>
<td>$2.00</td>
</tr>
</tbody>
</table>

41 vehicles observed parking for 6 hours or more along Austin St in a single day
PROJECT SUMMARY

1. Set aside commercial space for deliveries
2. Angled parking changes on 70th Rd (restaurant row)
3. Evaluate enhanced pedestrian crossings
4. Expand the existing evening meter hours to surrounding blockfaces in the core of the Austin St district
5. Provide the option for longer time limits while increasing parking availability
Next Steps
TIMELINE – NEXT STEPS

What’s Next?

Communication of Changes / Outreach

Trial Period (6 months)

Presentation of Findings

Implementation (Spring 2018)

Data Collection
Thank you
Questions?