



# AUSTIN STREET

Presentation to Community Board 6

April 11<sup>th</sup>, 2018



An aerial photograph of a busy city street. The street is filled with cars and trucks, including a large white Sysco truck and a white delivery van. Pedestrians are visible on the sidewalks. The street is lined with trees on the left and brick buildings on the right. The image illustrates urban congestion and its associated problems.

Congestion

Nowhere  
to park

Unsafe pedestrian  
conditions

Competition  
at the curb

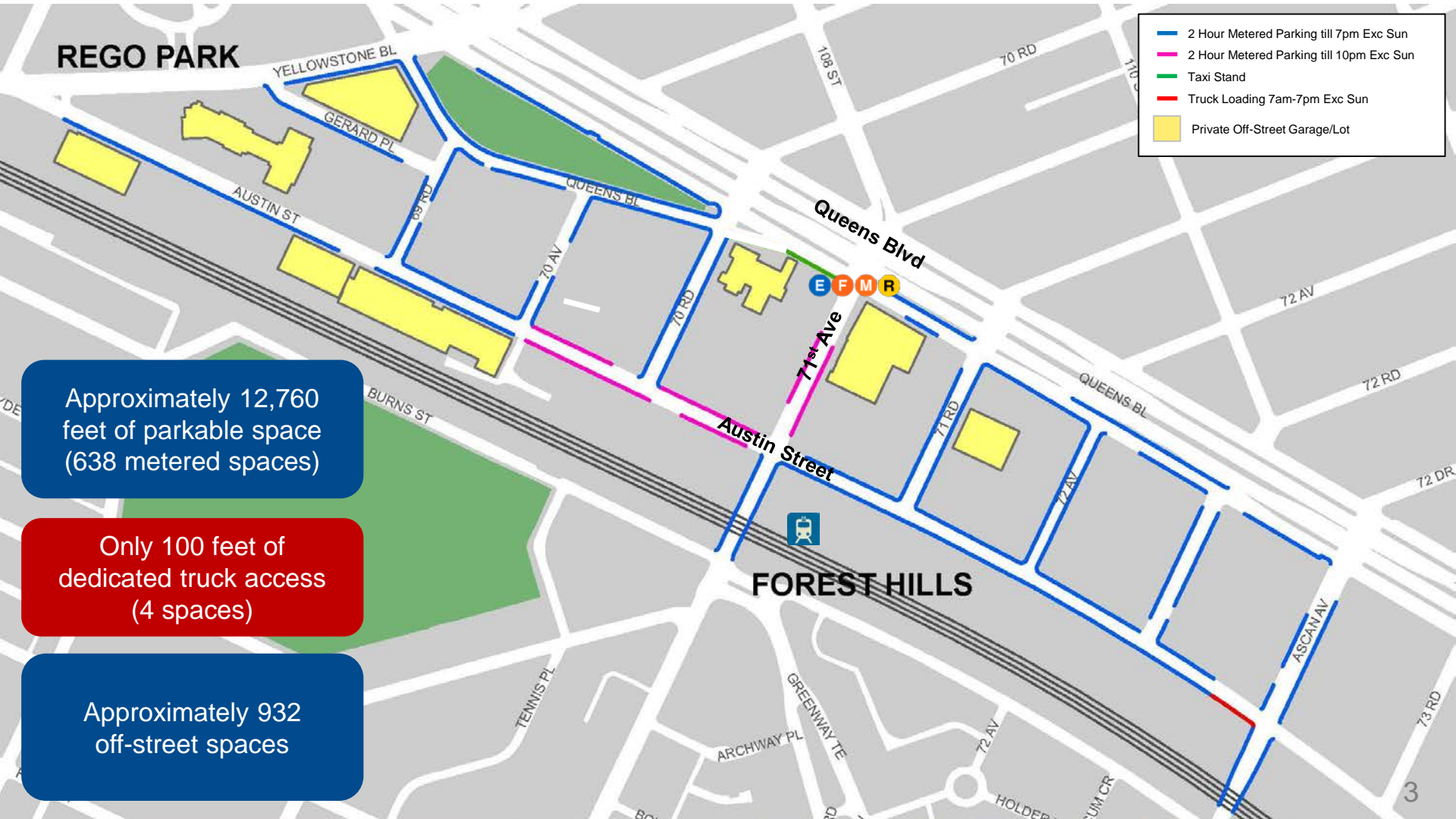
# REGO PARK

- 2 Hour Metered Parking till 7pm Exc Sun
- 2 Hour Metered Parking till 10pm Exc Sun
- Taxi Stand
- Truck Loading 7am-7pm Exc Sun
- Private Off-Street Garage/Lot

Approximately 12,760 feet of parkable space (638 metered spaces)

Only 100 feet of dedicated truck access (4 spaces)

Approximately 932 off-street spaces



# FOREST HILLS



# WHAT WE HEARD

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

## *General Public*

Buses Streets 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

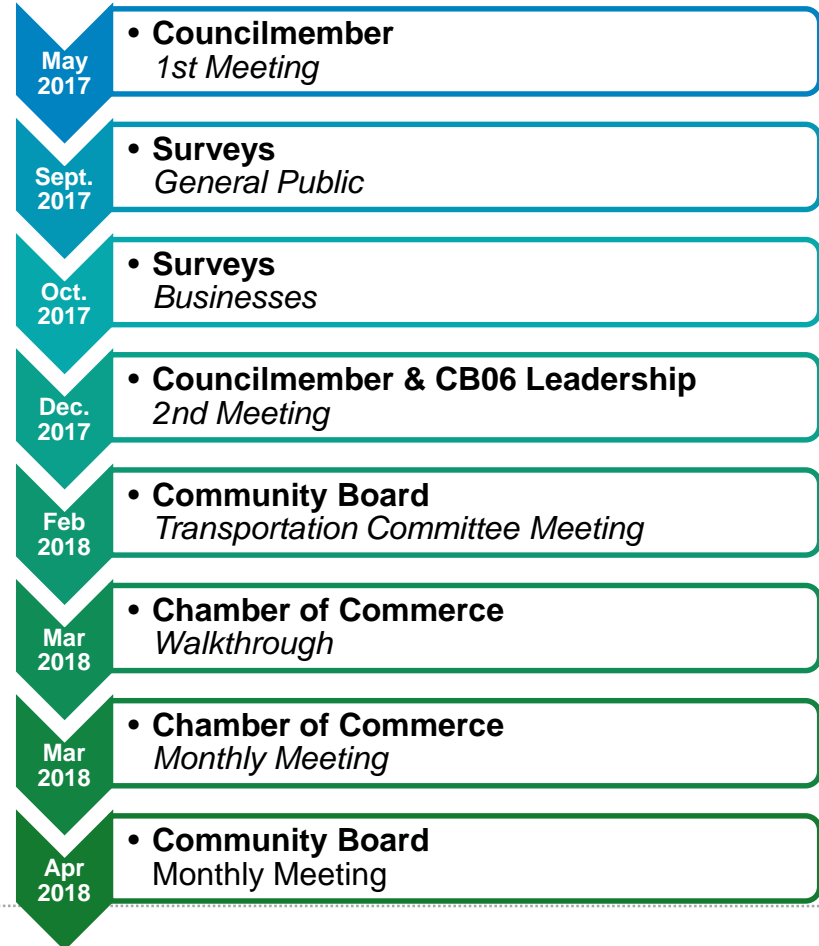


67

Business  
Surveys  
Completed

# WHAT WE HEARD

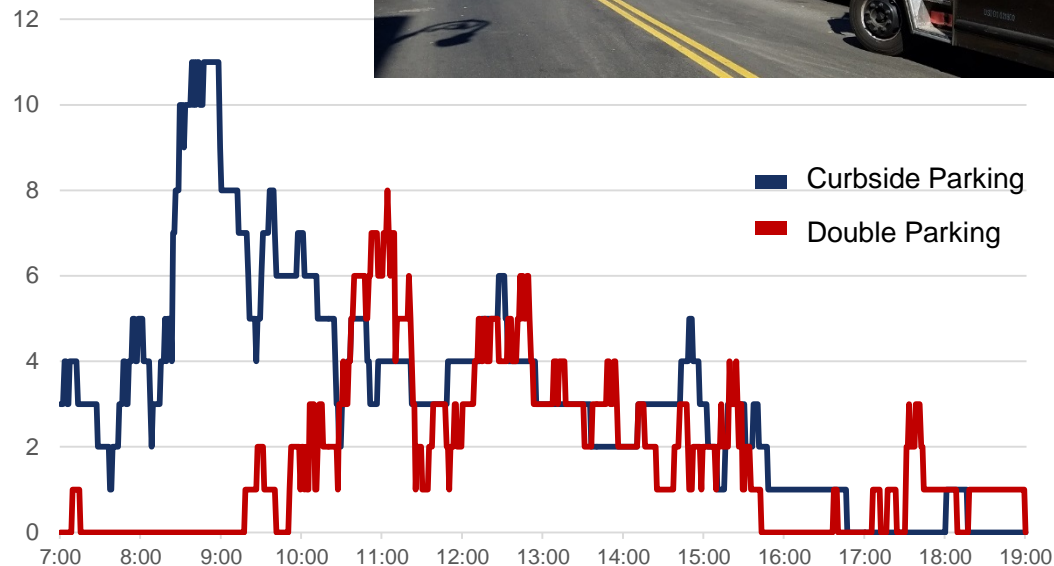
## Community Engagement



# WHAT WE SAW - TRUCKS

What did our data collection show us?

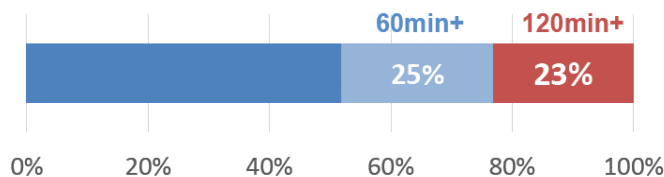
- Trucks double park and illegally park because the curb is full
- Truck activity is higher during the morning and midday



# WHAT WE SAW – PARKING BEHAVIOR

What did our data collection show us?

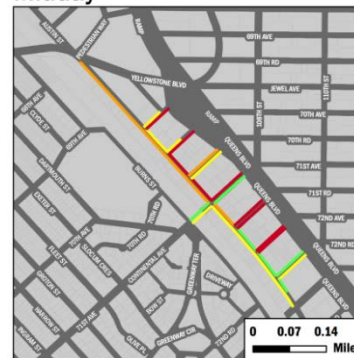
- Occupancy at the curb is high
- Many vehicles are staying parked far past the posted 2 hour limits
  - Removing high-demand spaces from the corridor



AM



Midday

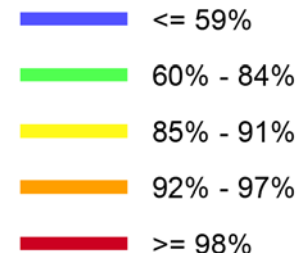


PM



## Legend

Parking Occupancy: % full





# 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

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## Proposed Interventions

# SET ASIDE COMMERCIAL SPACE FOR DELIVERIES

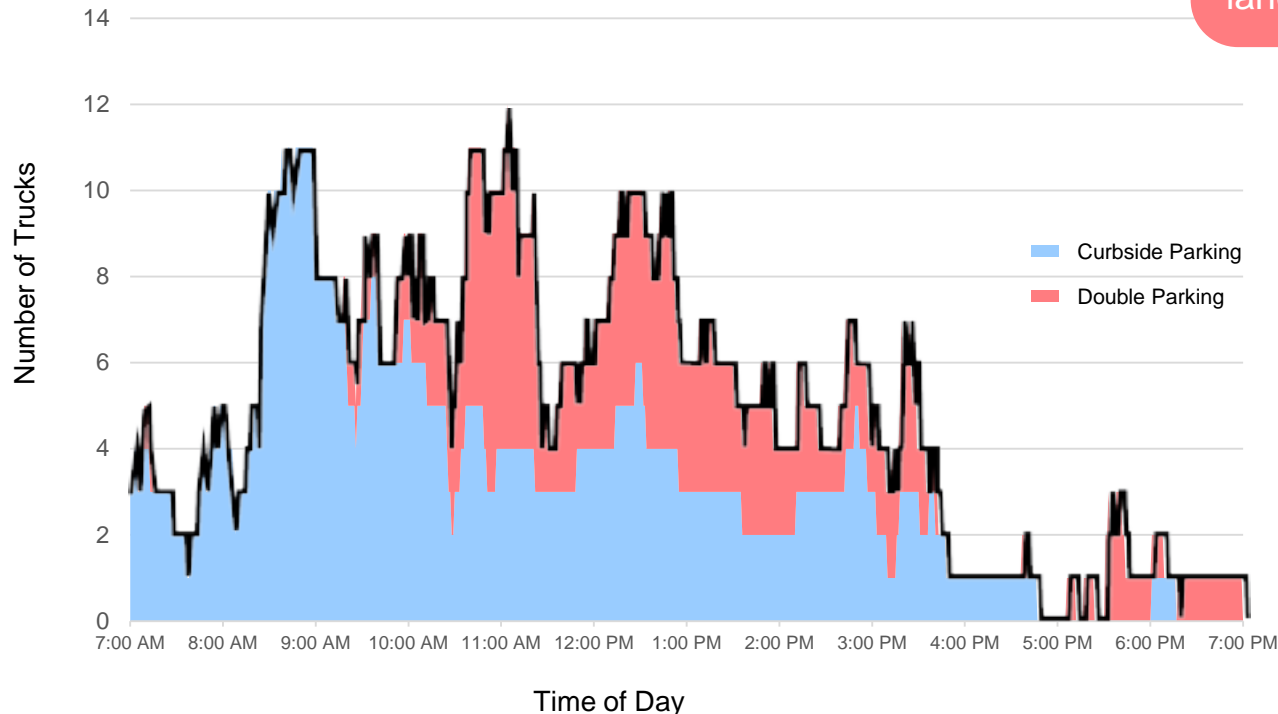
Dedicated temporary curbside space for trucks





# WHAT WE SAW - TRUCKS

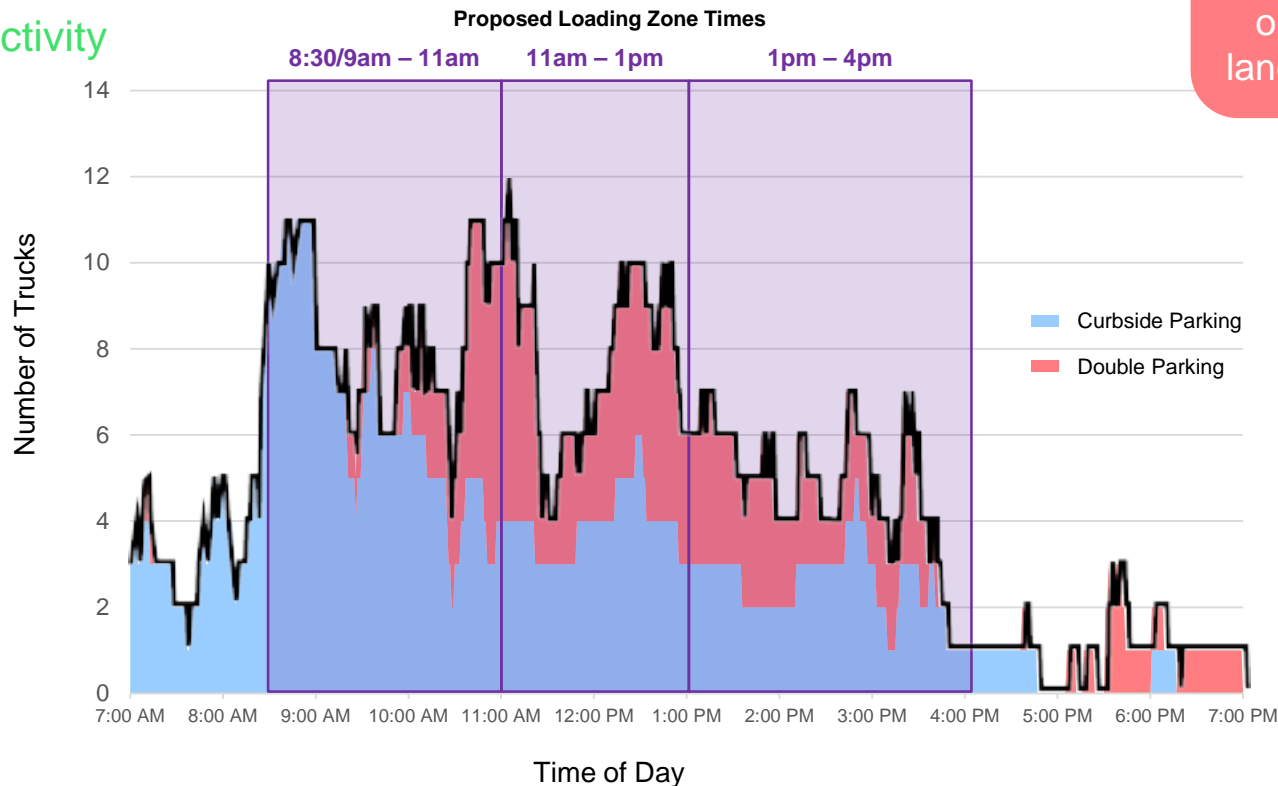
## Truck Activity



Any double parking incident means significant congestion on a road with one lane in either direction

# WHAT WE SAW - TRUCKS

## Truck Activity



Any double parking incident means significant congestion on a road with one lane in either direction

# WHAT WE HEARD - TRUCKS

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## 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

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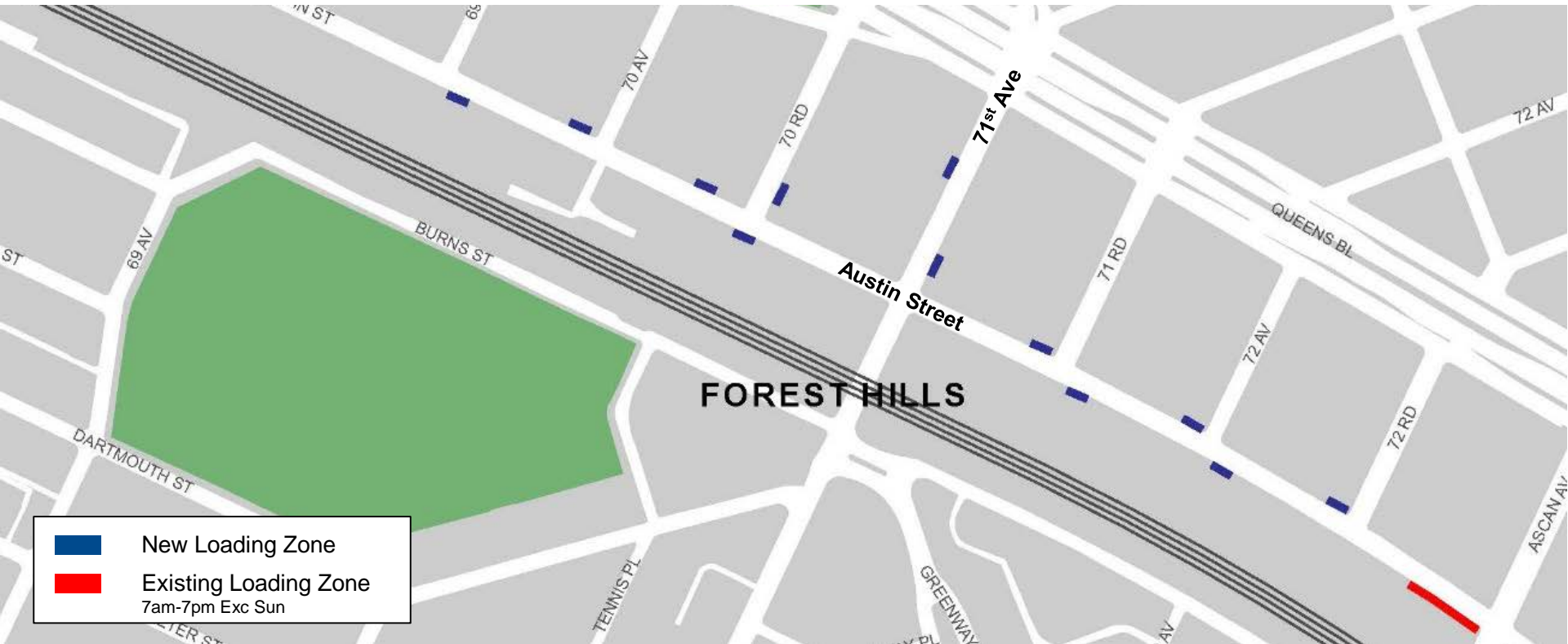
Original	Revised
12 loading zones	9 loading zones
Starting at 7am	Starting at 8:30/9am (after street cleaning)
Mon – Fri	Mon – Fri
Approximately 60 feet long	Approximately 60 feet long
30 minute time limit trial	30 minute time limit trial
36 spaces converting back to passenger spaces as the day progresses	27 spaces converting back to passenger spaces as the day progresses

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## Loading Zones - Morning

# ORIGINAL: 7AM – 11AM, 12 LOADING ZONES

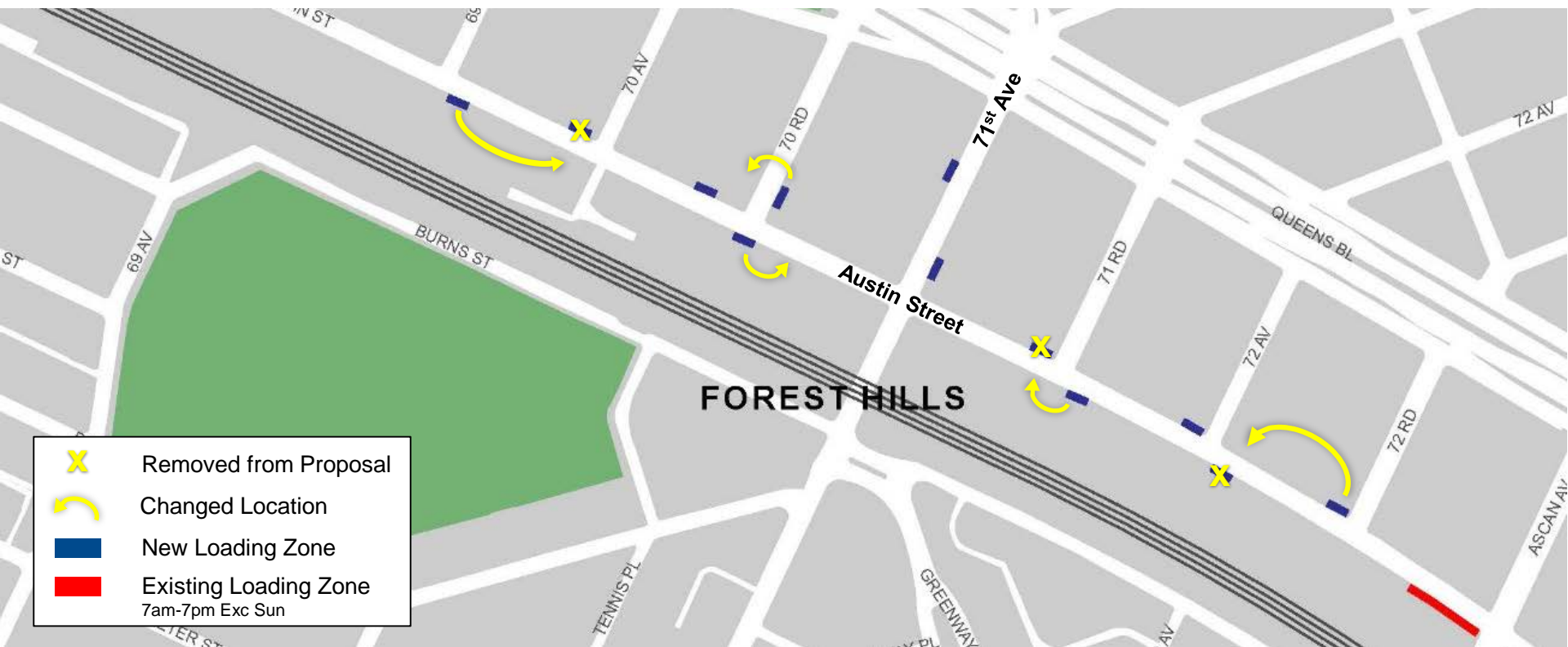
36 spaces set aside for trucks until 11am





# REVISIONS

*Reduce parking impact, maintain commercial access*



# REVISED: 8:30/9AM – 11AM: 9 LOADING ZONES

27 spaces set aside for trucks until 11am

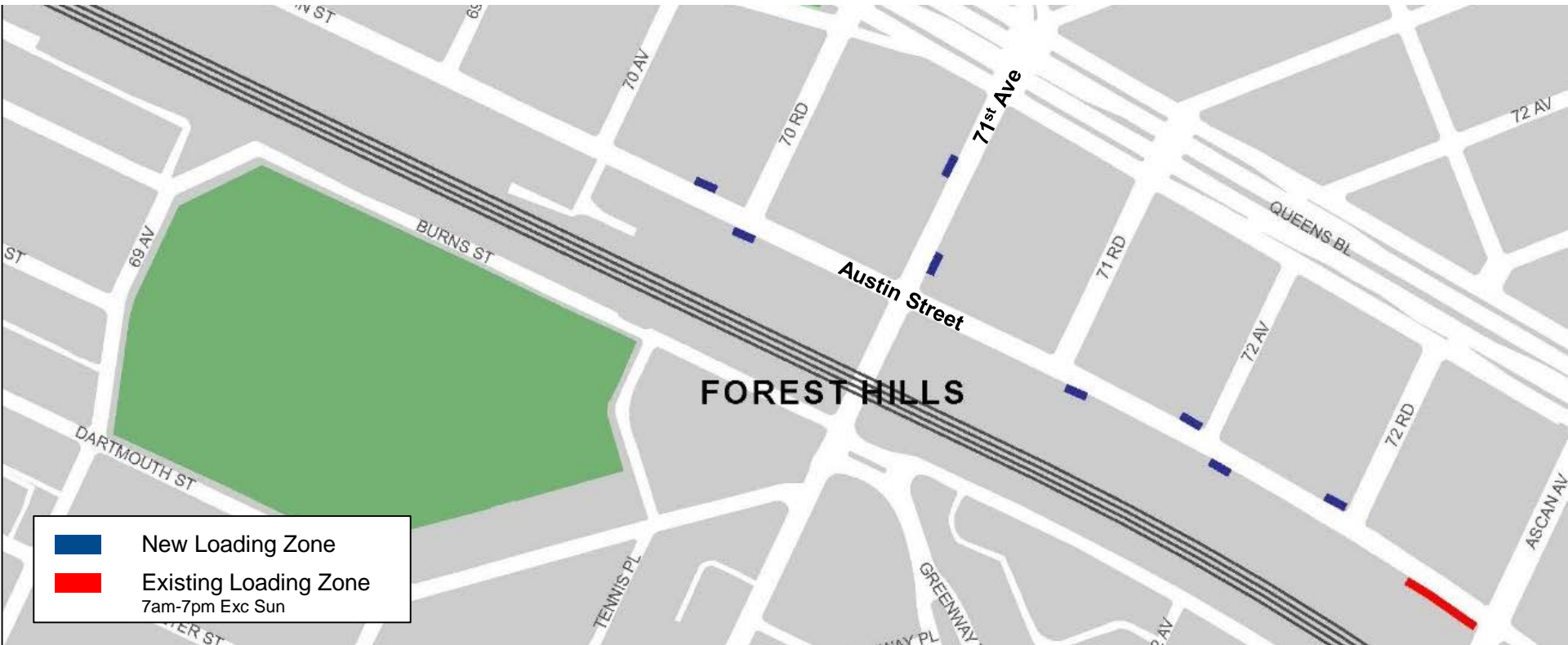


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## Loading Zones - Midday

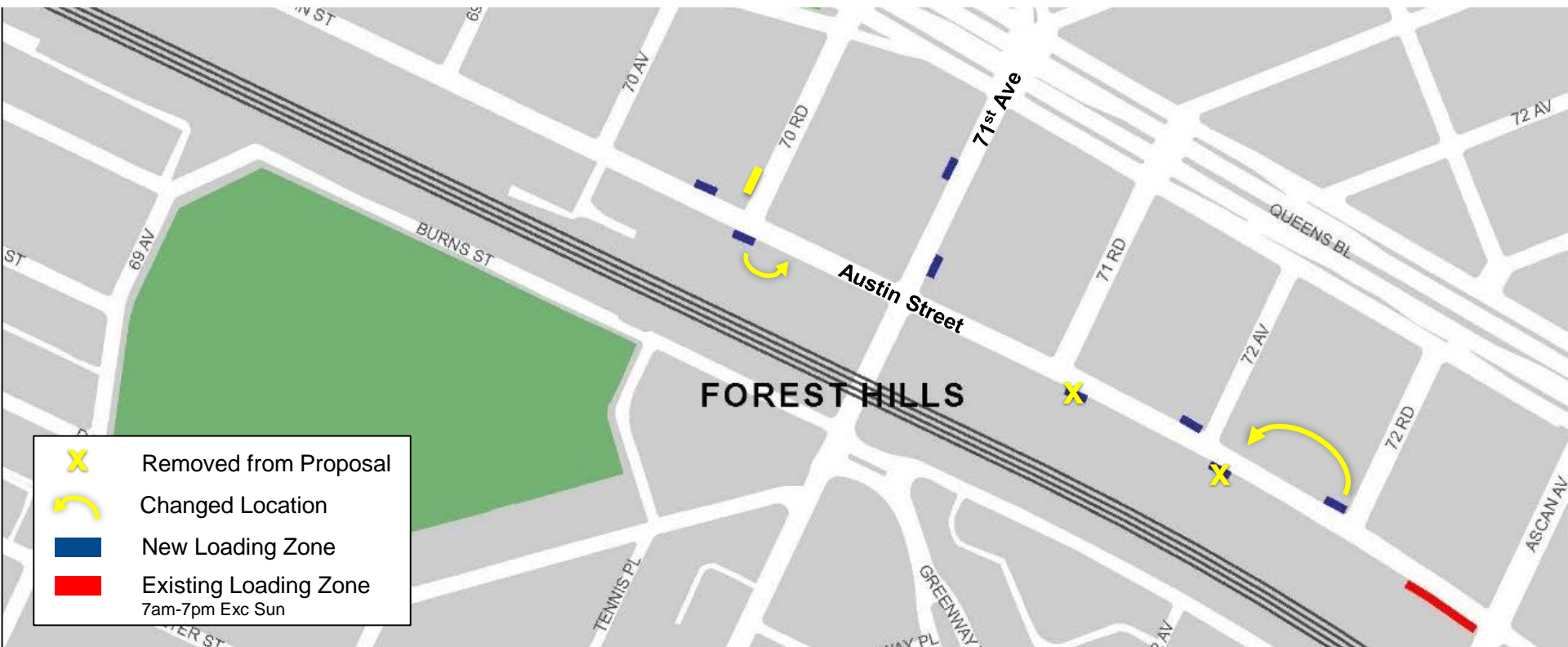
# ORIGINAL: 11AM – 1PM, 8 LOADING ZONES

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



# REVISIONS

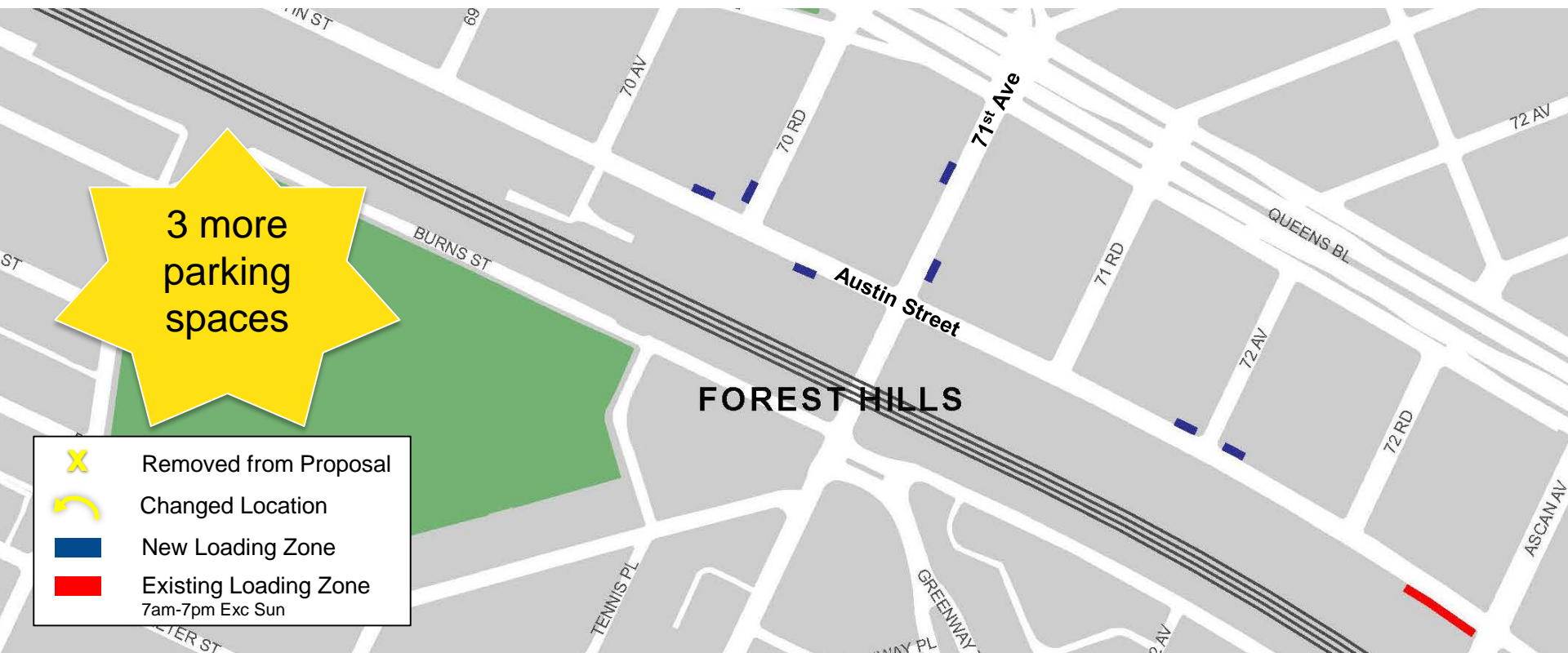
*Reduce parking impact, maintain commercial access*





# REVISED: 11AM – 1PM: 7 LOADING ZONES

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

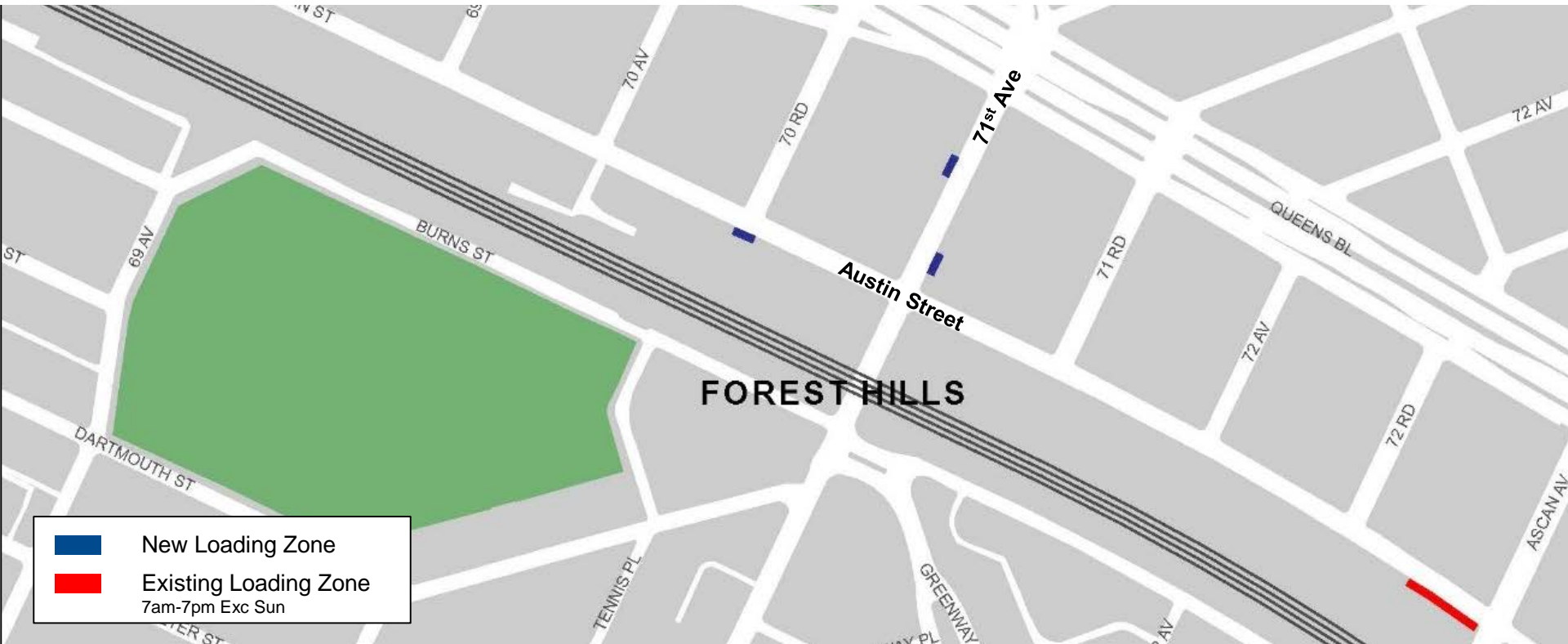


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## Loading Zones - Afternoon

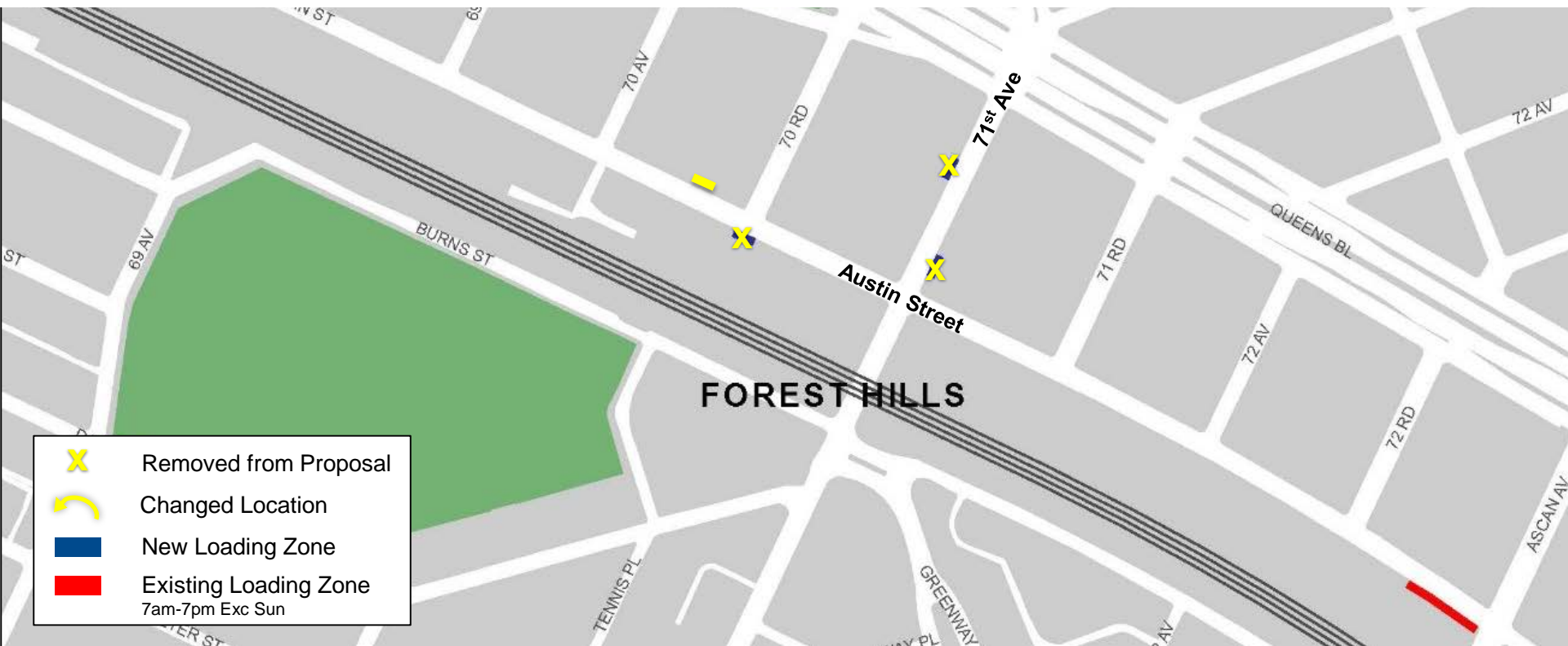
# ORIGINAL: 1PM – 4PM, 3 LOADING ZONES

9 spaces set aside for trucks between 1pm – 4pm



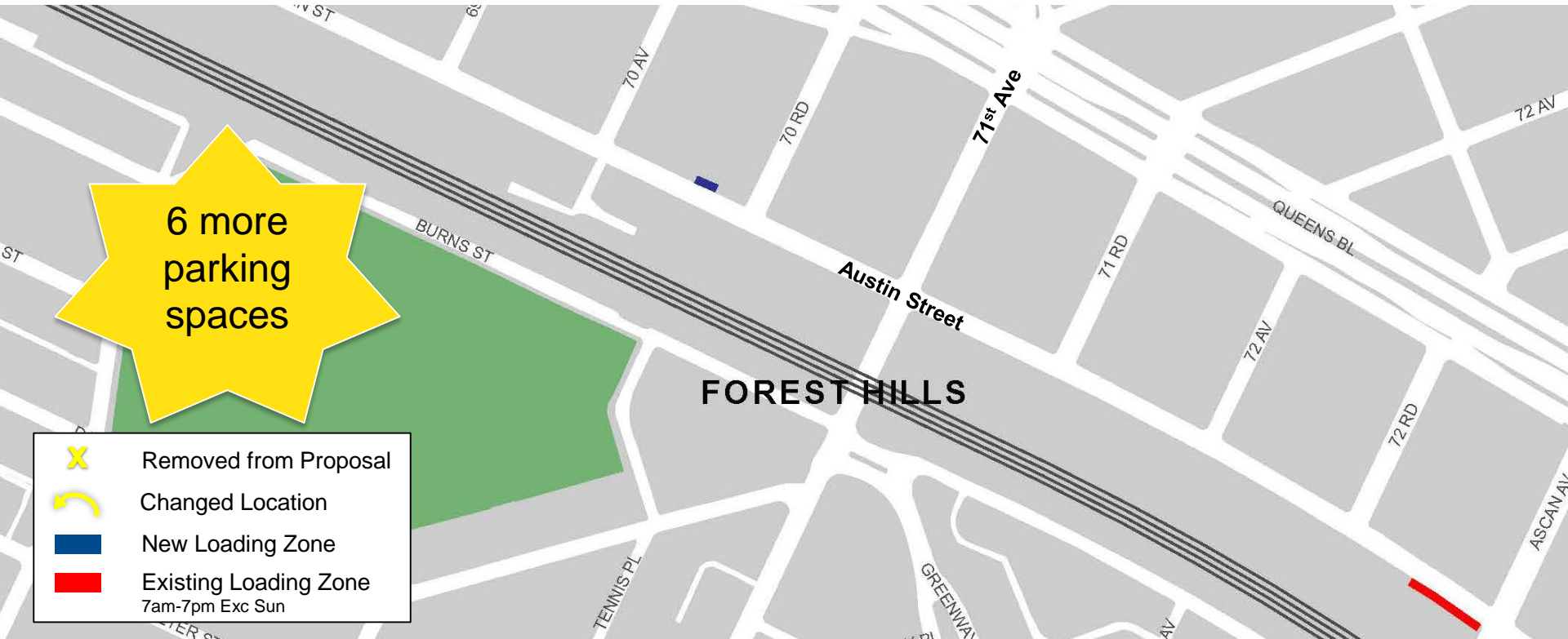
# REVISIONS

*Reduce parking impact, maintain commercial access*



# REVISED: 1PM – 4PM: 1 LOADING ZONE

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



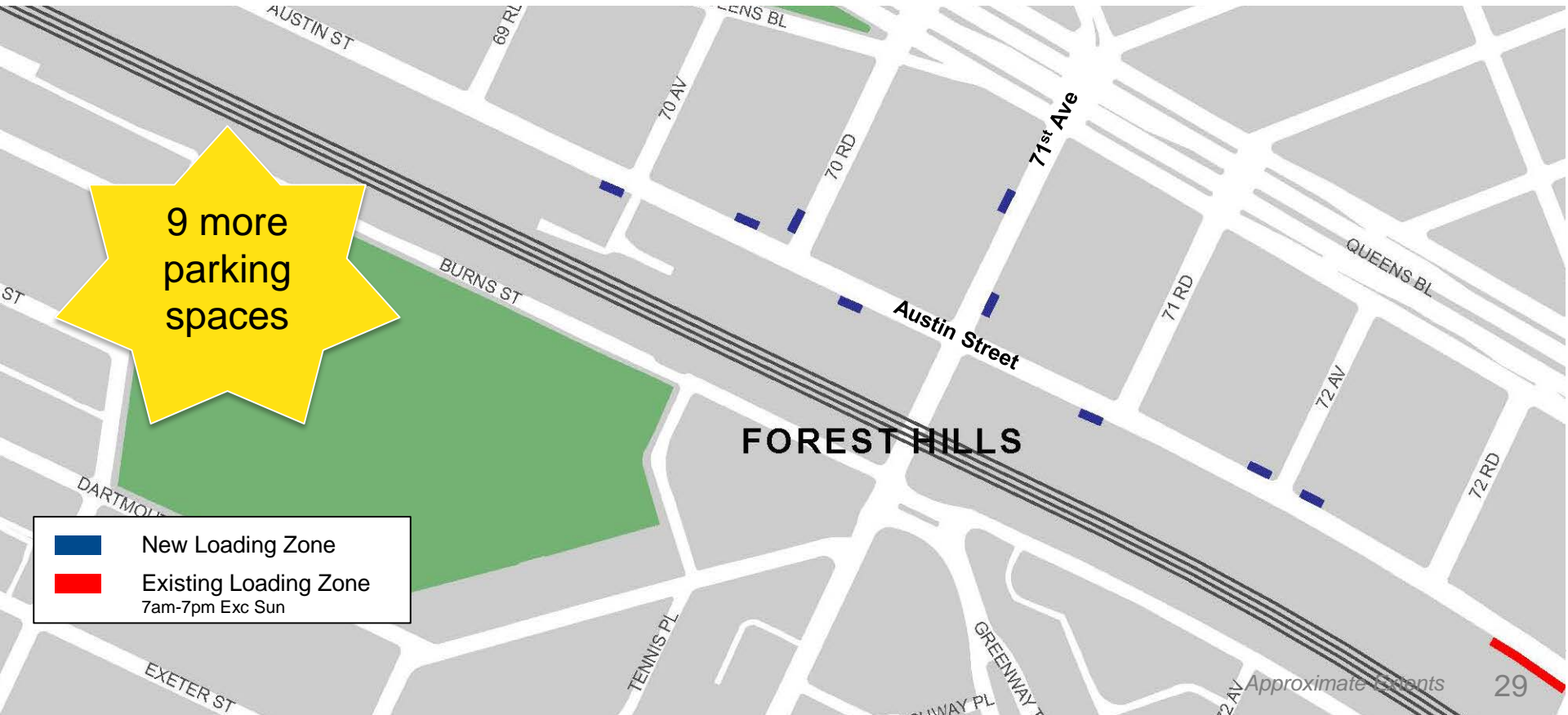


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## Revised Loading Zones

# REVISED: 8:30/9AM – 11AM: 9 LOADING ZONES

27 spaces set aside for trucks until 11am



9 more  
parking  
spaces



New Loading Zone



Existing Loading Zone

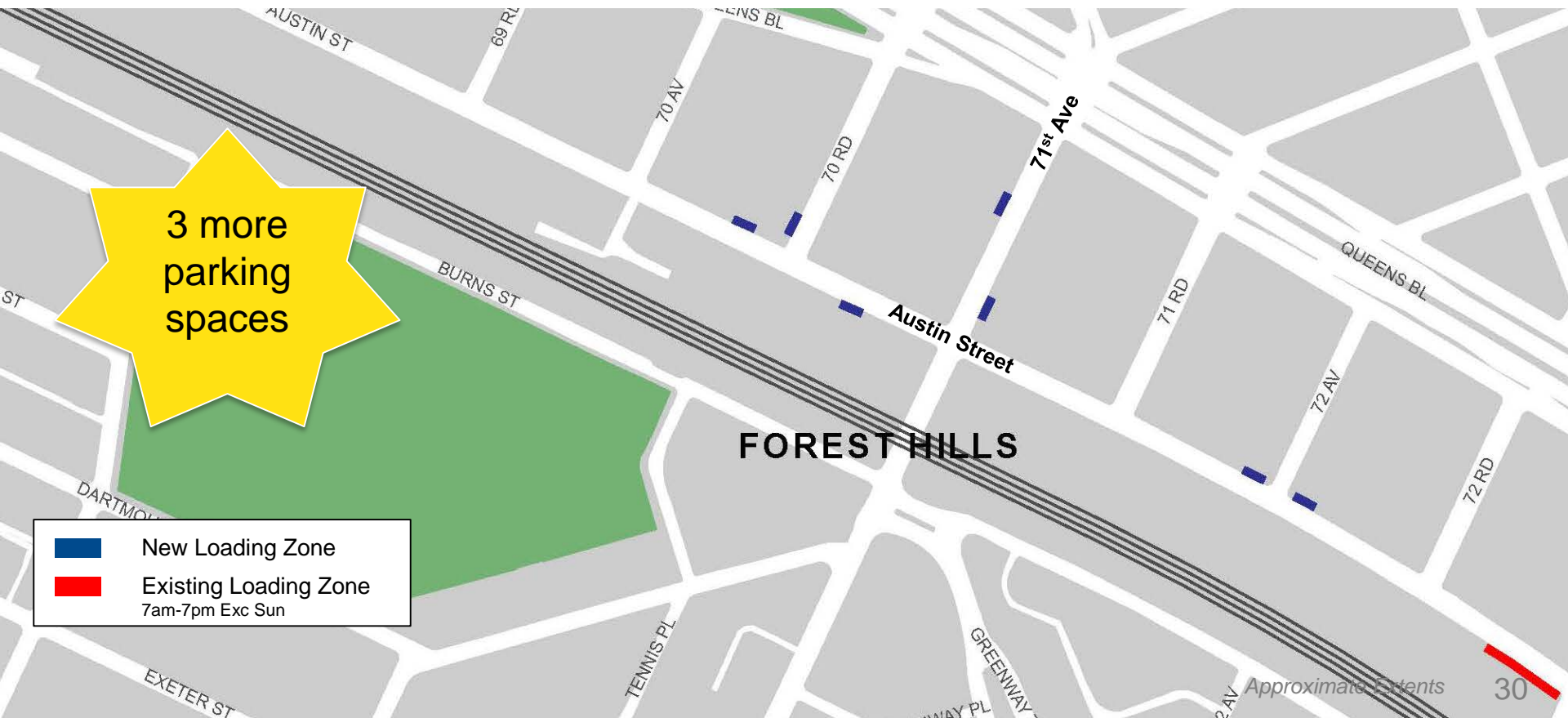
7am-7pm Exc Sun

FOREST HILLS

Approximate Limits

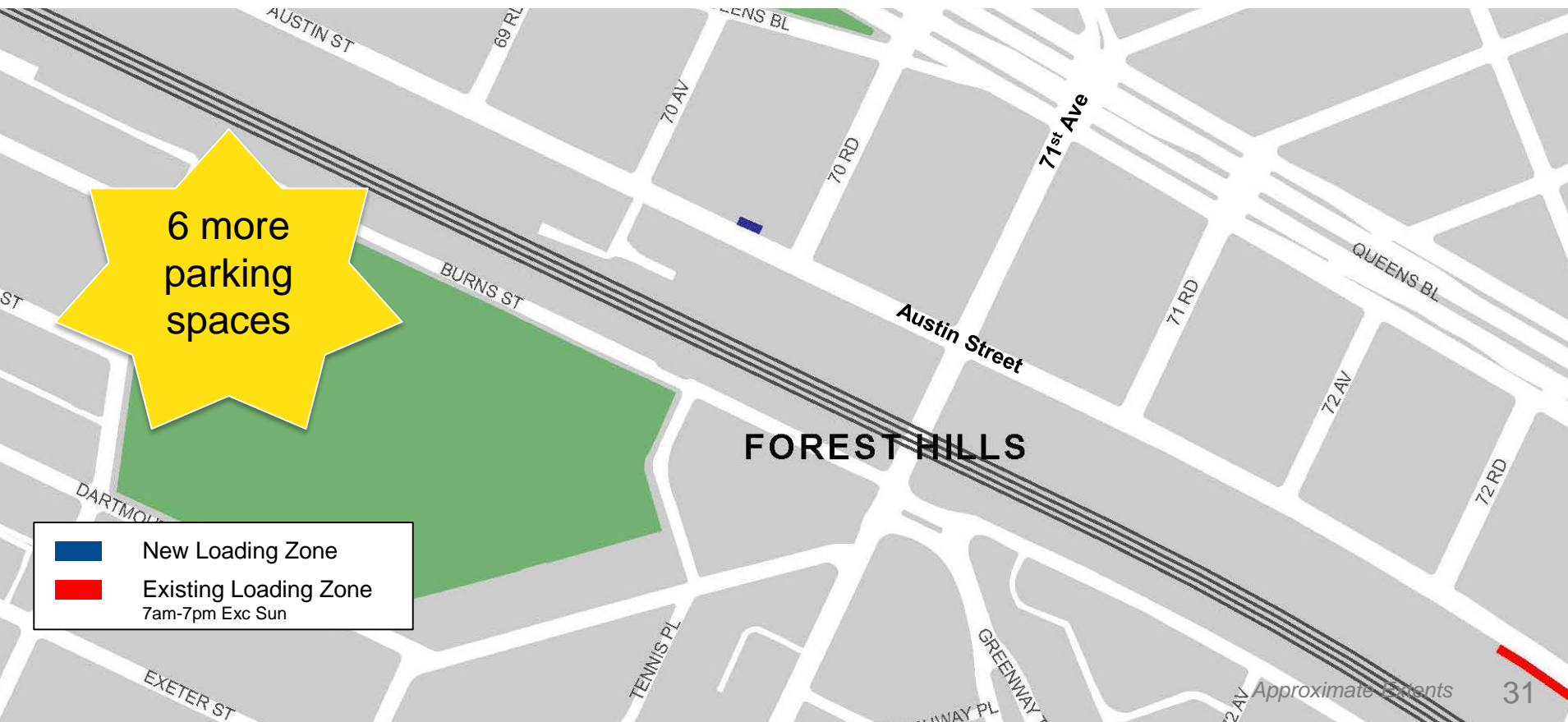
# REVISED: 11AM – 1PM: 7 LOADING ZONES

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



# REVISED: 1PM – 4PM: 1 LOADING ZONE

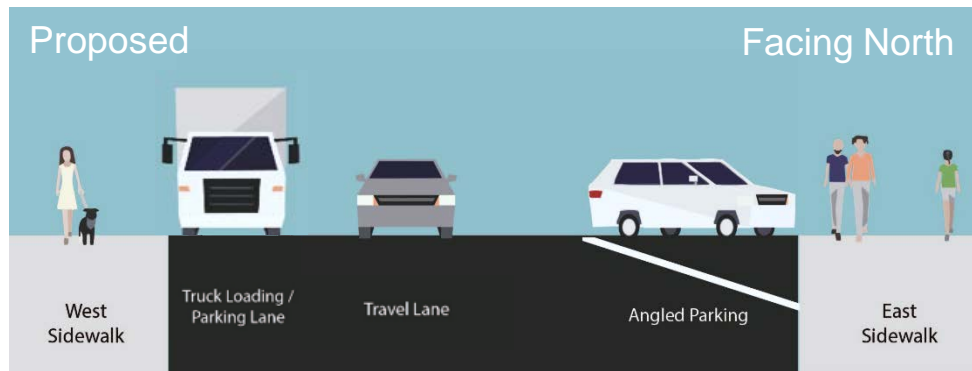
3 spaces set aside for trucks between 11am – 1pm



# OPTIMIZE STREET DESIGN ON 70<sup>TH</sup> 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





# EVALUATE ENHANCED CROSSWALKS

## 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 & 70<sup>th</sup> Ave
  - Austin St & 72<sup>nd</sup> Ave
  - Austin St & 72<sup>nd</sup> Rd
  - Austin St & 71<sup>st</sup> Rd



High Visibility Crosswalk Markings



ADA Compliant Pedestrian Ramps



Pedestrian Warning Signage



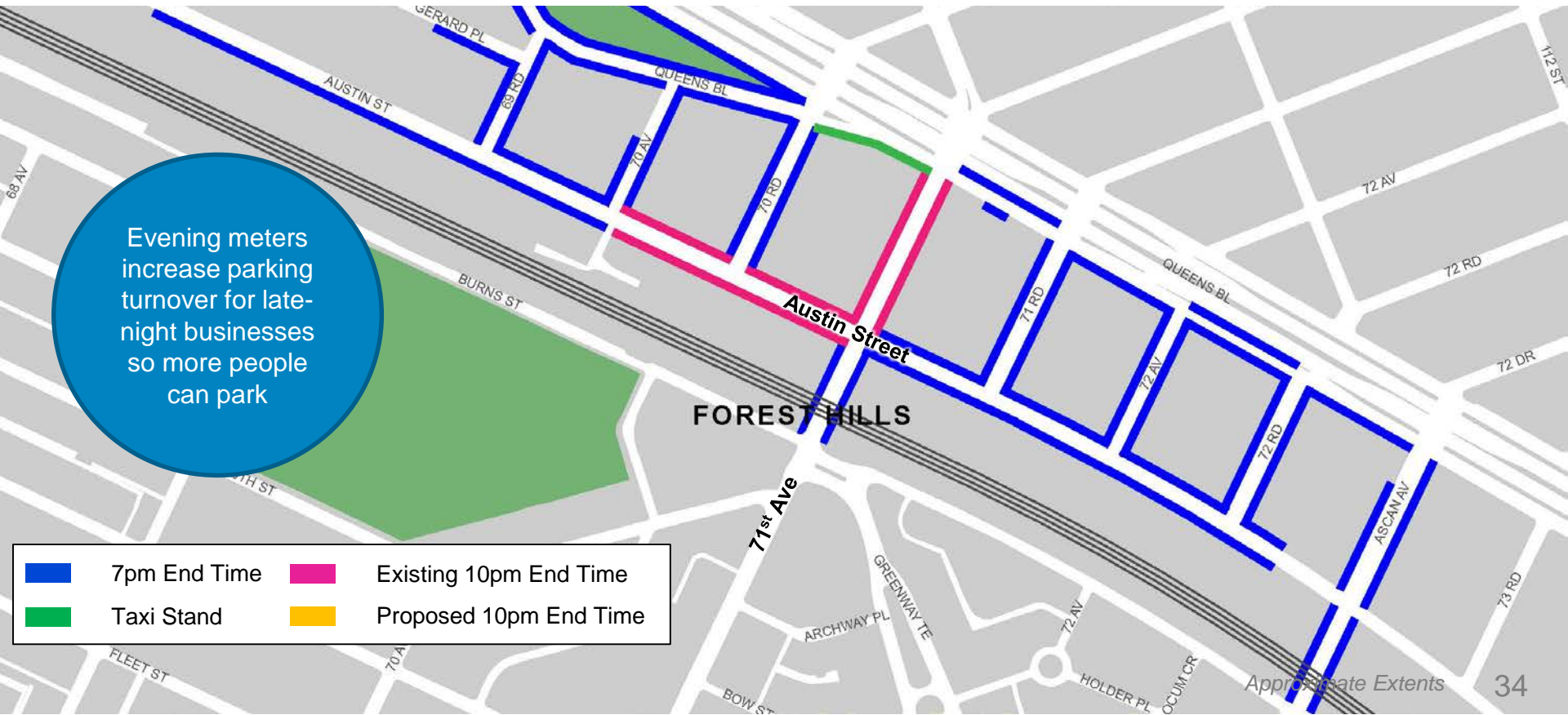
Daylighting on all Approaches to Enhanced Crossings

# EXISTING EVENING METER HOURS

Meters that turn off at 10pm

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

- |   |              |   |                        |
|---|--------------|---|------------------------|
|  | 7pm End Time |  | Existing 10pm End Time |
|  | Taxi Stand   |  | Proposed 10pm End Time |



# ORIGINAL PLAN: DISTRICT-WIDE

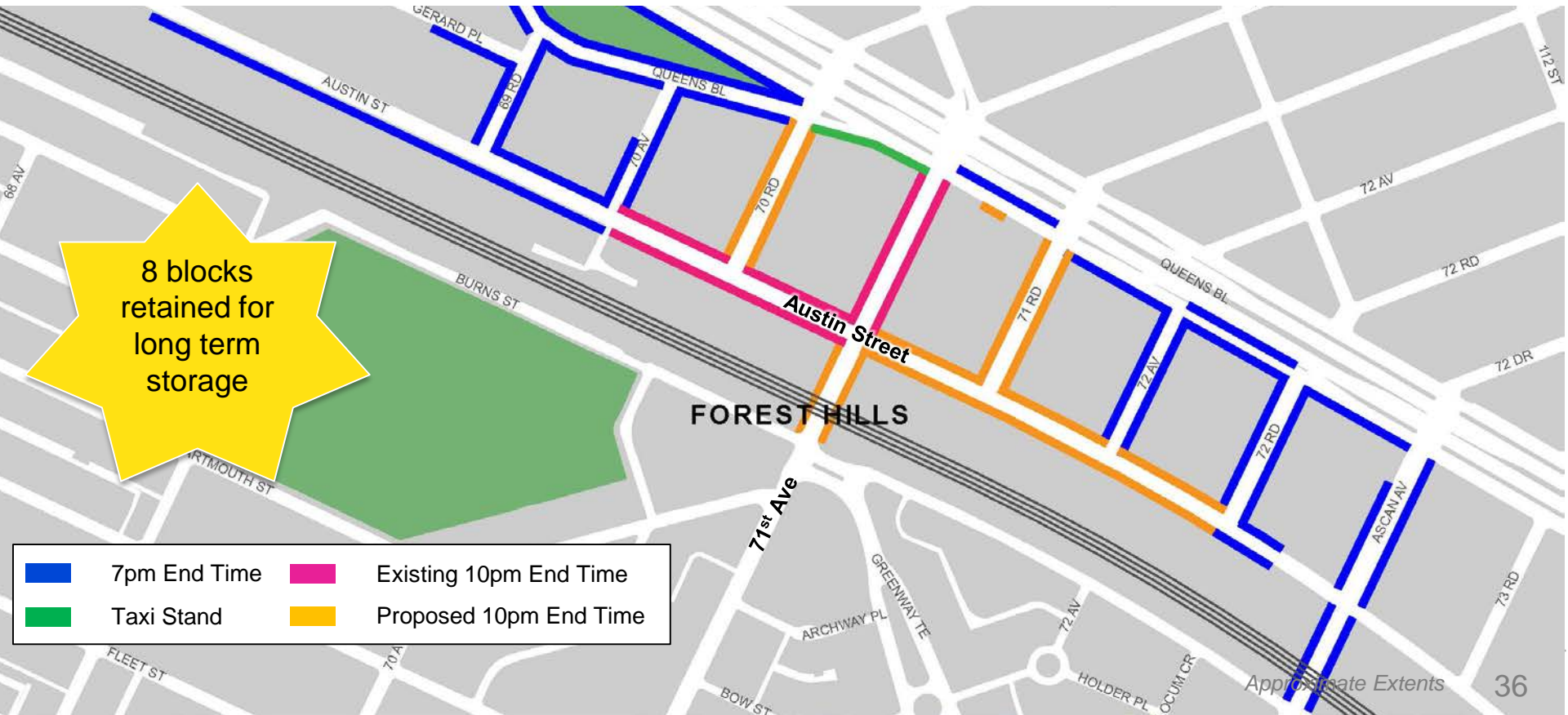
*Expand regulations to increase parking turnover*





# REVISED: CORE OF THE CORE

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

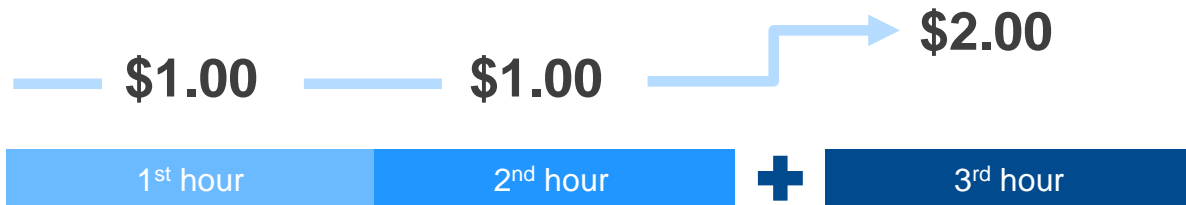


# OPTIONAL LONGER TIME LIMITS



## “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



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



# PROJECT SUMMARY

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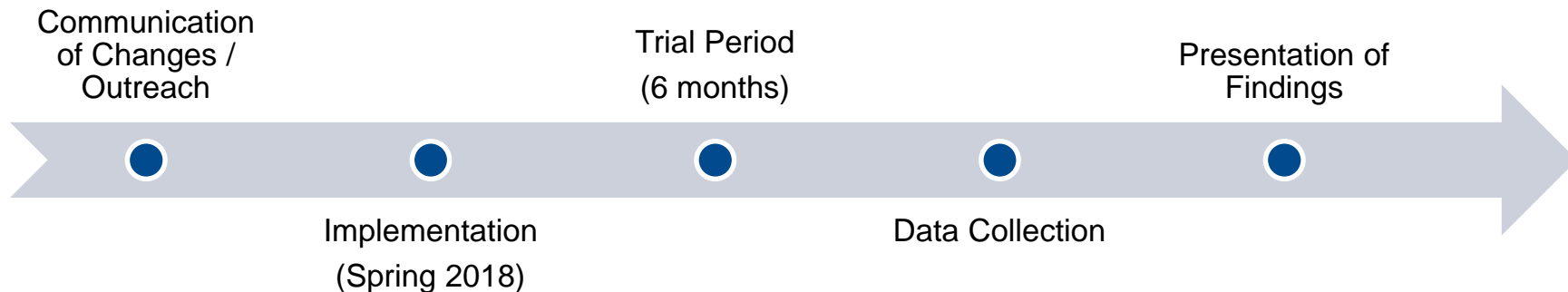
1. Set aside commercial space for deliveries
- ~~2. Angled parking changes on 70<sup>th</sup> Rd (restaurant row)~~
3. Evaluate enhanced pedestrian crossings
4. Expand the existing evening meter hours to surrounding blockfaces in the core of the Austin St district
5. Provide the option for longer time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

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## Next Steps

# TIMELINE – NEXT STEPS

## What's Next?





Thank you  
Questions?



NYC DOT



NYC DOT



nyc\_dot



NYC DOT