

TRB Workshop 167 – Nexus Between Parking Pricing & Congestion Pricing
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Congestion Pricing & Parking Policies for New York City

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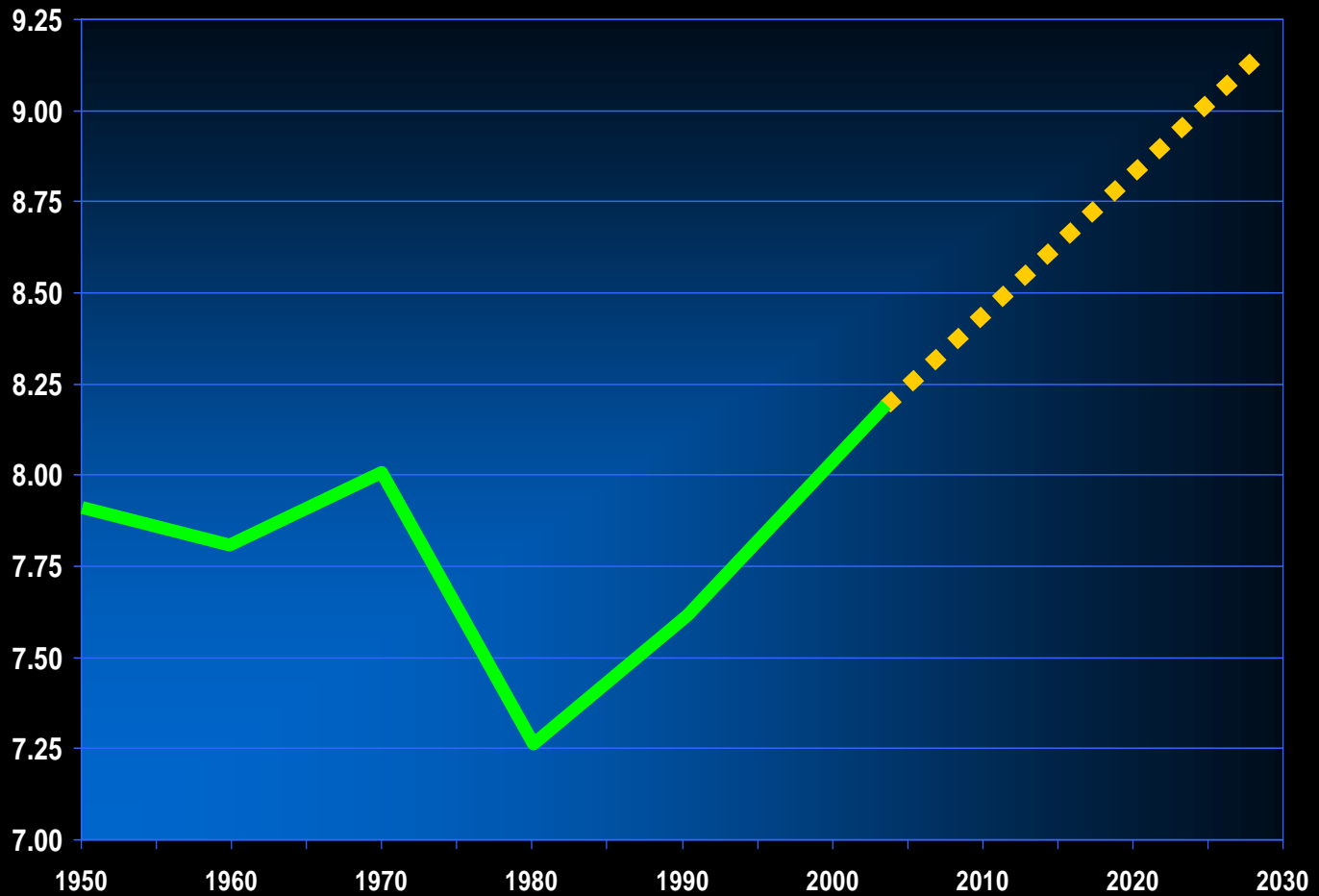


New York City
Department of Transportation
Janette Sadik-Khan, Commissioner



The City of New York
Michael R. Bloomberg, Mayor

New York City Population Growth









Sustainability Plan for 2030: *PlaNYC*



planNYC	
Land	1 Create enough housing for growing population
	2 Ensure all New Yorkers have parks within a 10-minute walk
	3 Clean up all contaminated land
Water	4 Develop water network back-up systems
	5 Open 90% of our waterways
Trans- portation	6 Improve travel times
	7 Achieve "State Of Good Repair" on our transportation system
Energy	8 Clean Energy
Air	9 Cleanest air of any big city in America
Climate	10 Reduce global warming emissions by 30%

Strategic Vision: Sustainable Streets



SUSTAINABLE STREETS, STRATEGIC PLAN 2008 AND BEYOND

NEW YORK CITY DEPARTMENT OF TRANSPORTATION



www.nyc.gov/dot



Sustainable Streets

Safety
Mobility
World Class Streets
Infrastructure
Greening
Global Leadership
Customer Service

Strategic Plan
for the New York City
Department of
Transportation
2008 and Beyond

Comprehensive Approach

Strengthen non-auto modes

Reduce demand for auto use

Improve street operations

Align pricing signals with policy objectives

Enhance the streets as public space

Comprehensive Approach

Strengthen non-auto modes

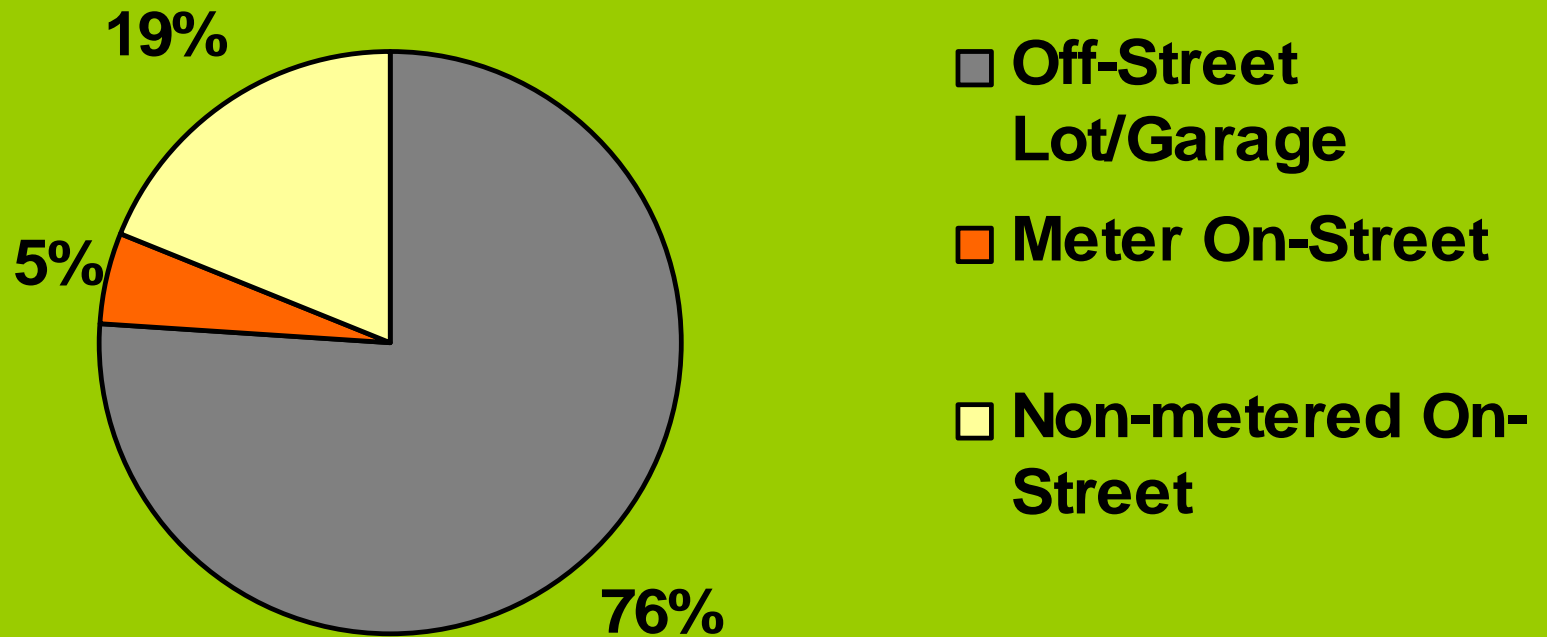
Reduce demand for auto use

Improve street operations

Align pricing signals with policy objectives

Enhance the streets as public space

Payment for Parking in Manhattan CBD



Source: *Free Parking, Congested Streets* – Transportation Alternatives, March 2007



Commercial Metered Parking



Commercial Metered Parking

Issues

- Over 120% curb occupancy
- Double parking
- Trucks violating No Standing Zones
- Trucks circling for parking



Commercial Metered Parking

Project Design

- Uses Munimeters for payment
- Escalating fee structure
 - First hour \$2
 - Second hour \$3
 - Third hour \$4
 - Garment district: Fourth hour option
- Program only in Manhattan at this time
 - 14th St. to 60 St. between 2 and 9 Avenue
 - Canal Street



Commercial Metered Parking

Results

- More curb availability
- Less double parking
- Better traffic flow
- Strong trucking industry support



**Delivery
Windows**

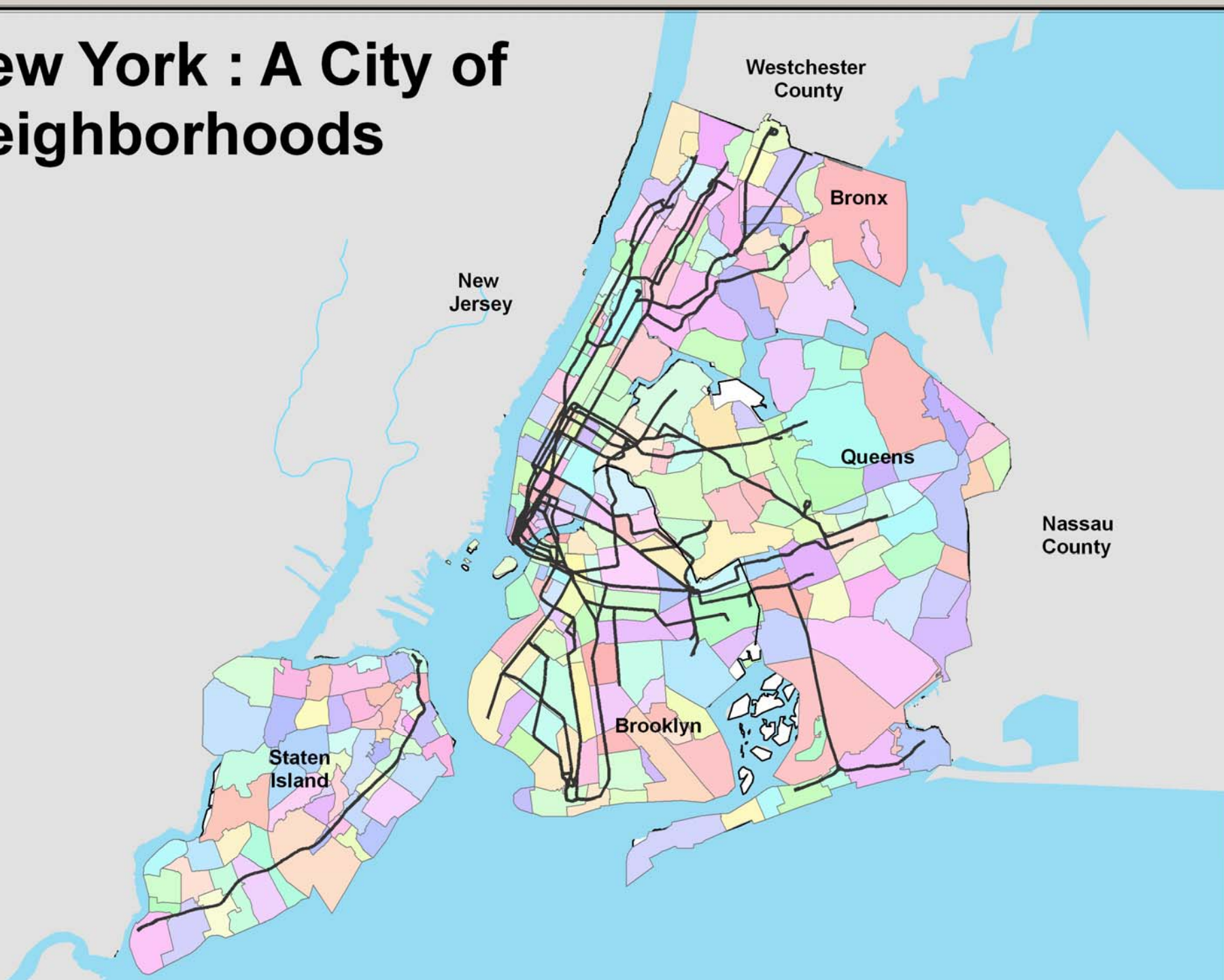


Delivery Windows

Project Design

- Deliveries during specified hours of the day and other uses of the curb (e.g., meters) the rest of the day
- Examples
 - Deliveries midday and no standing during morning and/or evening rush hour
 - Deliveries 7 a.m. to 6 p.m. and metered parking at night (Midtown)
 - No standing during daytime or rush hours with evening/ weekend deliveries (34 St.)
 - Early morning deliveries and metered parking after late morning

New York : A City of Neighborhoods







McDonald's
BIRTHDAY PARTIES

BEAUTY SCHOOL



PHARMACY
VITAMINS
HEALTH FOOD
APTEKA

McDonald's

PHARMACY EMPORIUM

Nature's Apothecary
PHARMACY APTEKA
WE ACCEPT MEDICARE
BUSINESS PLANS

ONE WAY

LOUISIANA

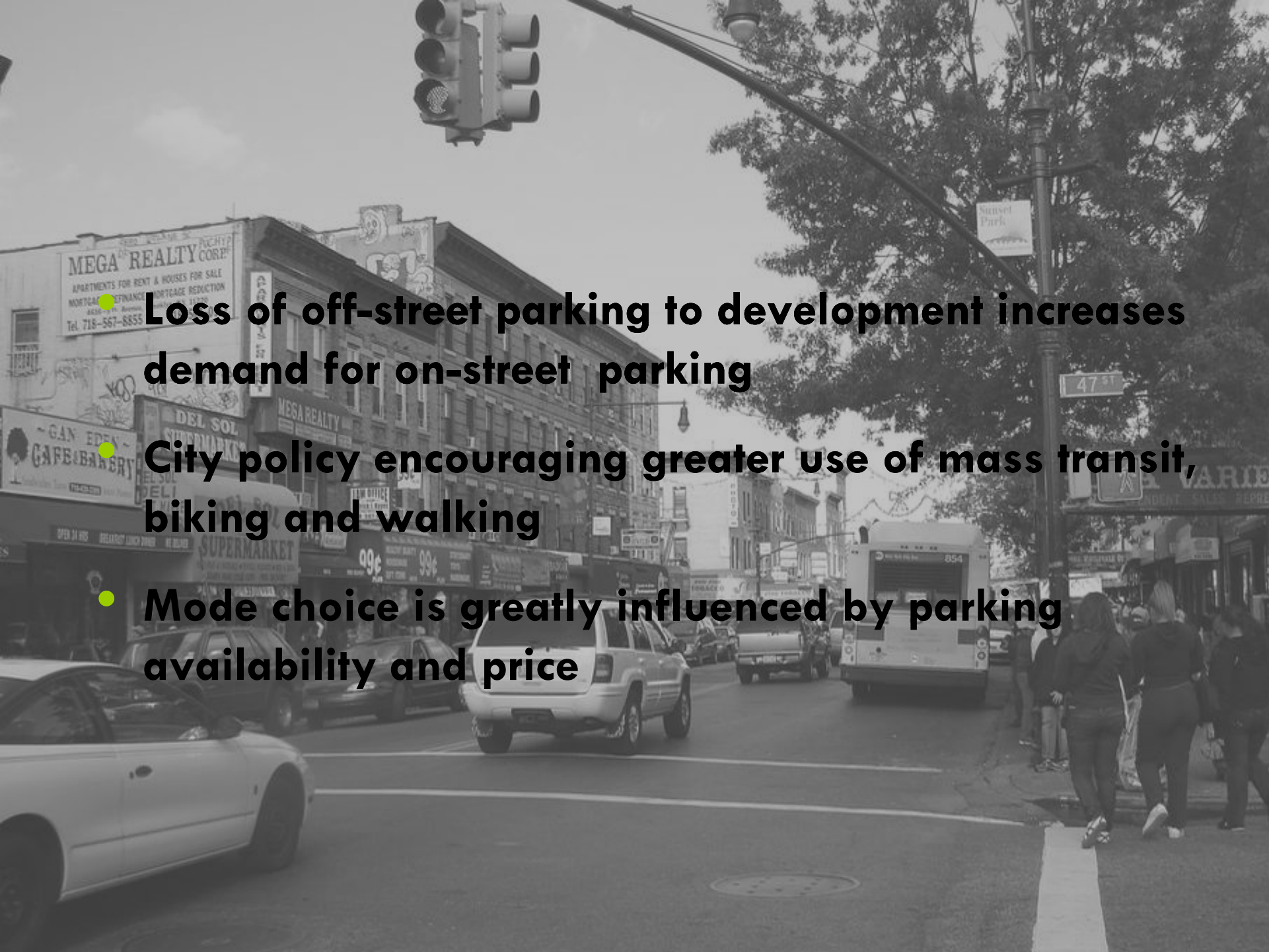
LAW OFFICES

E 16 ST



WAY

PETLAND DISCO



Loss of off-street parking to development increases demand for on-street parking

City policy encouraging greater use of mass transit, biking and walking

Mode choice is greatly influenced by parking availability and price



PARK Smart NYC

Issues

- Lack of available parking
- Double-parking
- Safety (buses can not pull up to curb)
- Congestion from “circling”
- Use of fuel/air quality



PARK Smart NYC

Project Design

- 6-month pilots in six retail districts
- Design with community
- First pilot in Greenwich Village – started Oct. 2008
- Peak rate from Noon to 4 p.m.
- Lower rate at other times
- Public information campaign prior to implementation
- Monitor curb occupancy, turnover, driver and merchant reaction



PARK Smart NYC

THANK YOU

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