Congestion Pricing & Parking Policies for New York City

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New York City Population Growth

[Graph showing population growth from 1950 to 2030.]
Sustainability Plan for 2030: PlaNYC

Ensure all New Yorkers have parks within a 10-minute walk
Create enough housing for growing population
Clean up all contaminated land
Develop water network back-up systems
Open 90% of our waterways
Improve travel times
Achieve “State Of Good Repair” on our transportation system
Clean Energy
Cleanest air of any big city in America
Reduce global warming emissions by 30%
Strategic Vision: Sustainable Streets
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

- Off-Street Lot/Garage: 76%
- Meter On-Street: 19%
- Non-metered On-Street: 5%

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
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
Issues

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

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