



Residential Parking Permits: Proposed Program

Proposal Shaped by Community Input

Neighborhood workshops convened as part of the PlaNYC Parking Strategies Study from November 2007 to February 2008 drew 350 citizen participants.

The meetings were held in seven neighborhoods across the city to solicit local knowledge and input on parking conditions and possible strategies.

The neighborhoods -- Long Island City and Forest Hills in Queens, Brooklyn's Flatbush and Atlantic Avenues area, and Central Harlem and Upper East in Manhattan -- were chosen as representative of different neighborhood types with regard to commuting and parking pressures.

Parking studies already begun in the South Bronx and Downtown Brooklyn were added to the overall effort.

NYCDOT has developed a program to address community concerns about on-street parking availability potentially arising from congestion pricing. It is designed to give local residents priority for on-street parking in residential areas, and to discourage park-and-ride activity in our neighborhoods.

How the Permits Will Work

If a neighborhood chooses to adopt the program then:

- **Residents with a permit can park in Residential Permit Parking (RPP) zones all day.**
- In order to provide some parking for visitors coming to the neighborhood to shop, use neighborhood services or conduct other business, RPP zones could feature options such as:
 - RPP regulations applied to only one side of the street.
 - RPP regulations in force for set time periods during which cars without permits may not park (e.g. 10 – 11:30AM), to deter all-day parkers but provide some availability for shorter-term visitors. The timing of the restricted period would be adjusted to best meet local needs (e.g. in areas with a stadium or arena, the time might be different than in areas with transit hubs).

As a result of RPP:

- **Residents will gain priority over other users of residential curbside parking. Commuters working from 9AM - 5PM or 10AM - 6PM will be deterred from RPP zones.**



Parking Study

Observations of parking space utilization in 2007:

Upper East Side

- 98 percent were occupied at 2:00 p.m.
- 98 percent were occupied at 6:00 p.m.
- 98 percent were occupied at 5:30 a.m.

Long Island City

- 97 percent were occupied at 2:00 p.m.
- 90 percent were occupied at 6:00 p.m.
- 91 percent were occupied at 5:30 a.m.

Atlantic/Flatbush Avenues Area

- 98 percent were occupied at 2:00 p.m.
- 98 percent were occupied at 6:00 p.m.
- 95 percent were occupied at 5:30 a.m.

Forest Hills

- 96 percent were occupied at 2:00 p.m.
- 94 percent were occupied at 6:00 p.m.
- 94 percent were occupied at 5:30 a.m.

Central Harlem

- 93 percent were occupied at 2:00 p.m.
- 91 percent were occupied at 6:00 p.m.
- 91 percent were occupied at 5:30 a.m.

The city would issue annual residential parking permits to residents able to show proof of vehicle registration within the permit area. The number of spaces designated for permit regulations will be based on surveys of vehicles parked on the street overnight and registered in the residential permit zone.

How Permit-Only Parking Zones Will be Established

1. Anyone may submit a written request for a residential parking permit (RPP) program to a Community Board, using a standard request form provided by NYCDOT. The form will allow for the addition of petition signatures in support of the application. It will ask the petitioners to identify the need and proposed area of the RPP zone.
2. The Community Board will hold a public meeting and may adjust the proposal to meet community needs and NYCDOT guidelines.
3. A Community Board-recommended plan must also be approved by City Councilmember(s) in whose districts the RPP zone has been proposed.
4. NYCDOT will review proposals forwarded by Community Boards according to criteria that include the residential nature, size and geographic integrity of the zone, the degree of surveyed demand for on-street parking, and presence of destinations generating significant demand for parking.
5. The proposal will then be submitted to the Borough President for review and approval. NYCDOT will implement the residential permit parking zone subsequent to Borough President action.



Brooklyn residents and city officials work out parking policy options