Forbes Ave. Curb Management

May 2023

Notes from 3/31 Meeting

- Exact timing of BRT construction is TBD, but routing changes as early as Fall '23

- Highest concentration of loading between Meyran and Oakland Avenues, also between Halket St. and Coltart Ave.

- Left-hand side of Forbes also has issues, but less conflict with buses

- Opportunities for policies/technology to manage TNCs and delivery apps

- PRT police may assist in enforcement of BRT lane, but enforcement of ROW is generally the City's responsibility

- Automated enforcement is likely a long-term strategy due to need for state policy changes

Proposed Loading Strategies

1. Multiple new loading zones at Forbes Ave. cross-streets

2. Conversion of Sennott St. to large Smart zone

3. Large scale conversion of dynamic/smart curb space

Option #1 – Side Street Zones

- 50 – 150 ft. loading zones on:
  - Oakland Ave.
  - Atwood St.
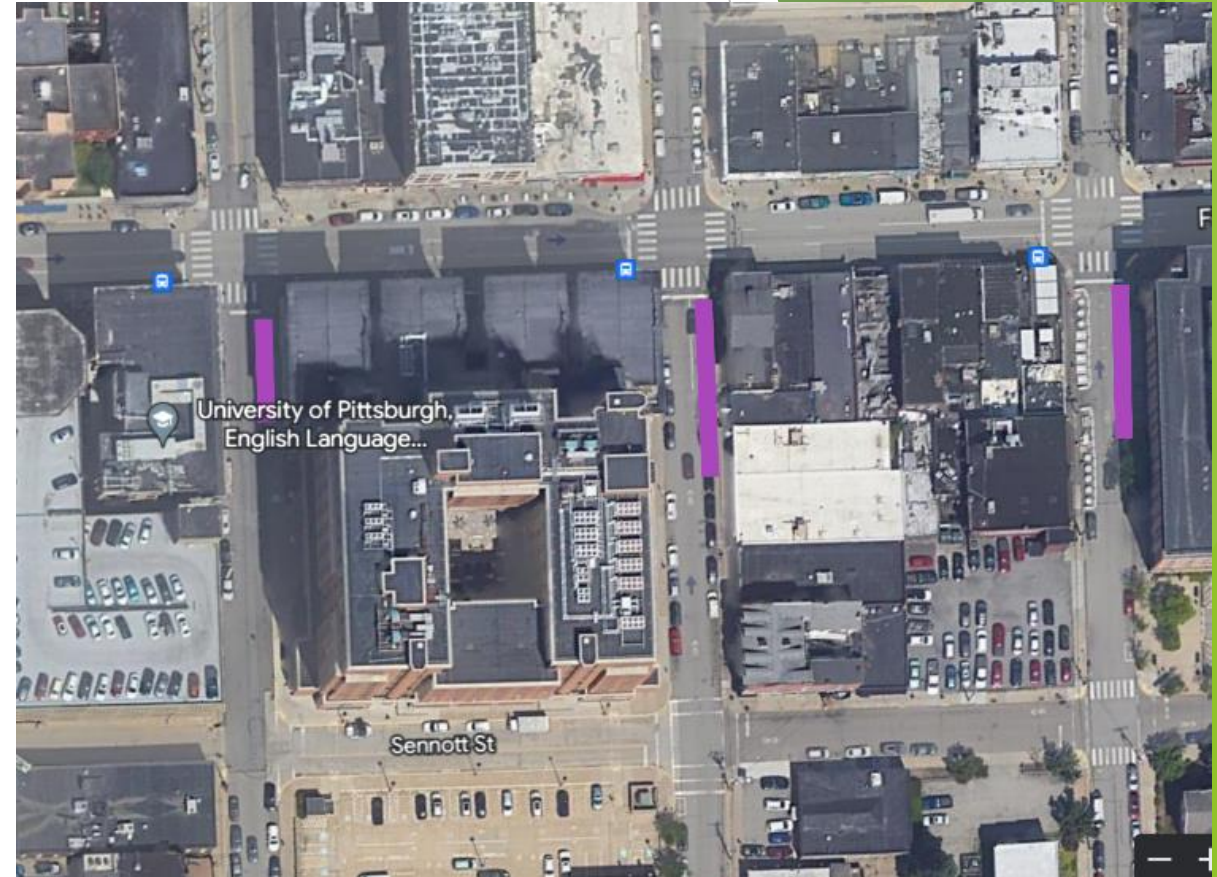 - Meyran Ave.
  - Coltart Ave.
- Smart zones recommended
- Size can be matched to exact need

Pros:

- Closest option for businesses
- Replaces some existing loading zones

Cons:

- Replaces some parking, ADA zones, and turning lane (Atwood)

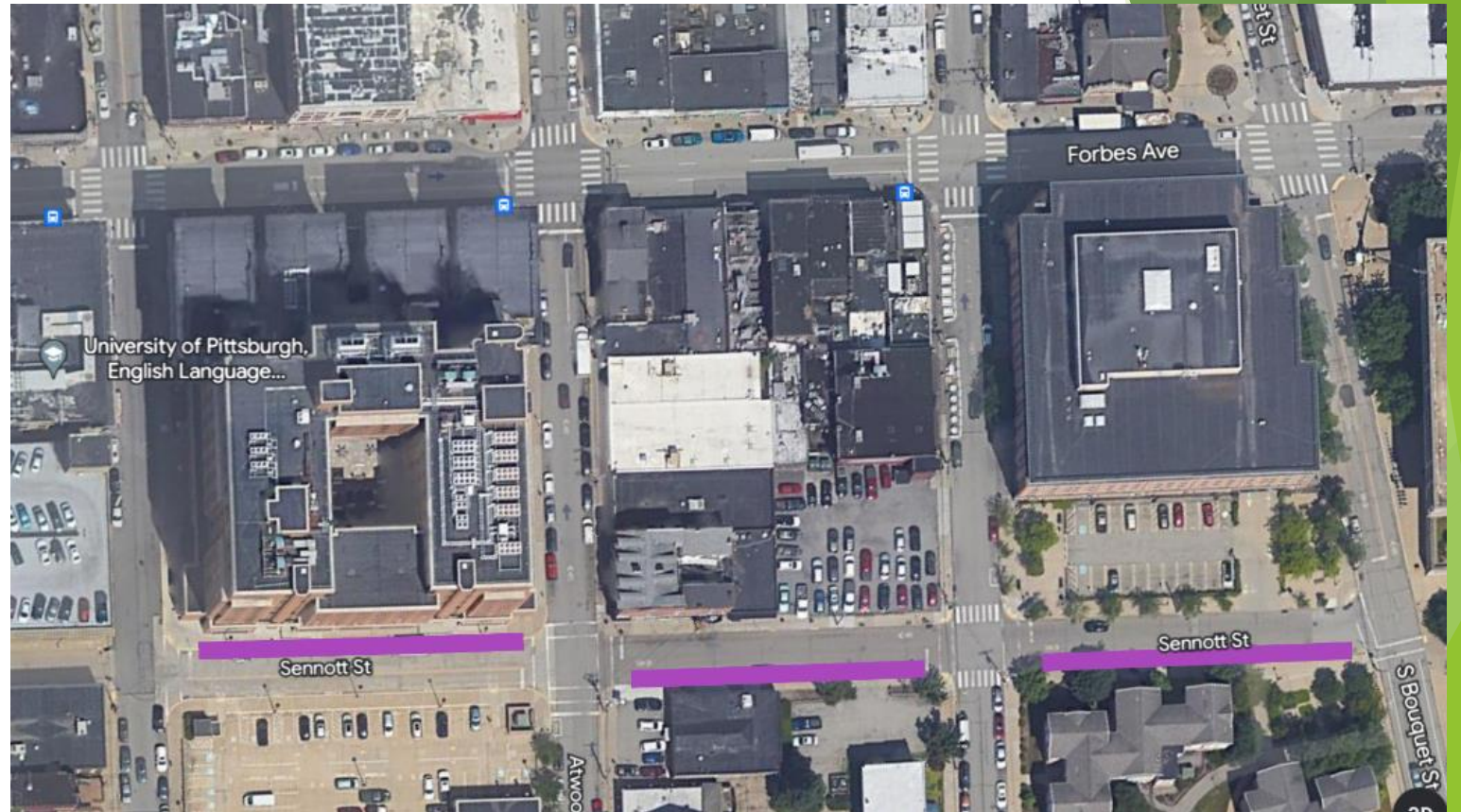# Option #2 – Sennott Street Zones

- ▶ 150 – 200 ft. loading zones on Sennott St.

- ▶ 2 or 3 (as needed)

- ▶ Perhaps align them all on north side of Sennott St.
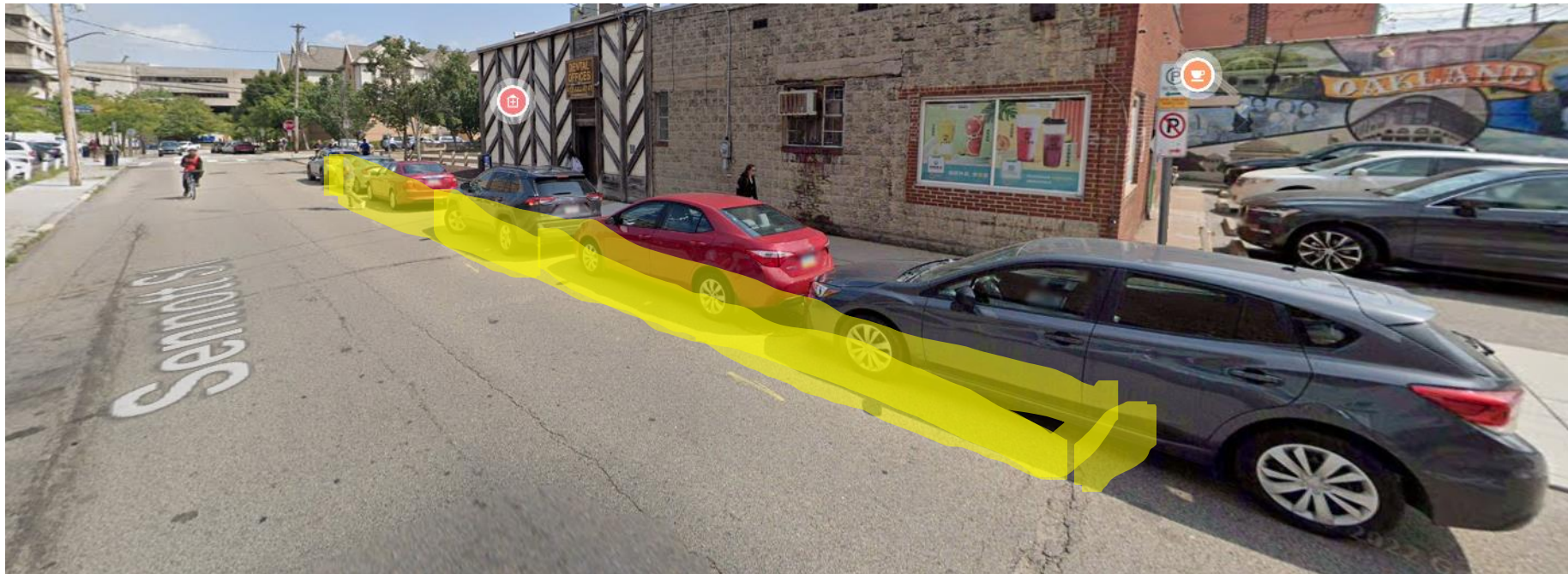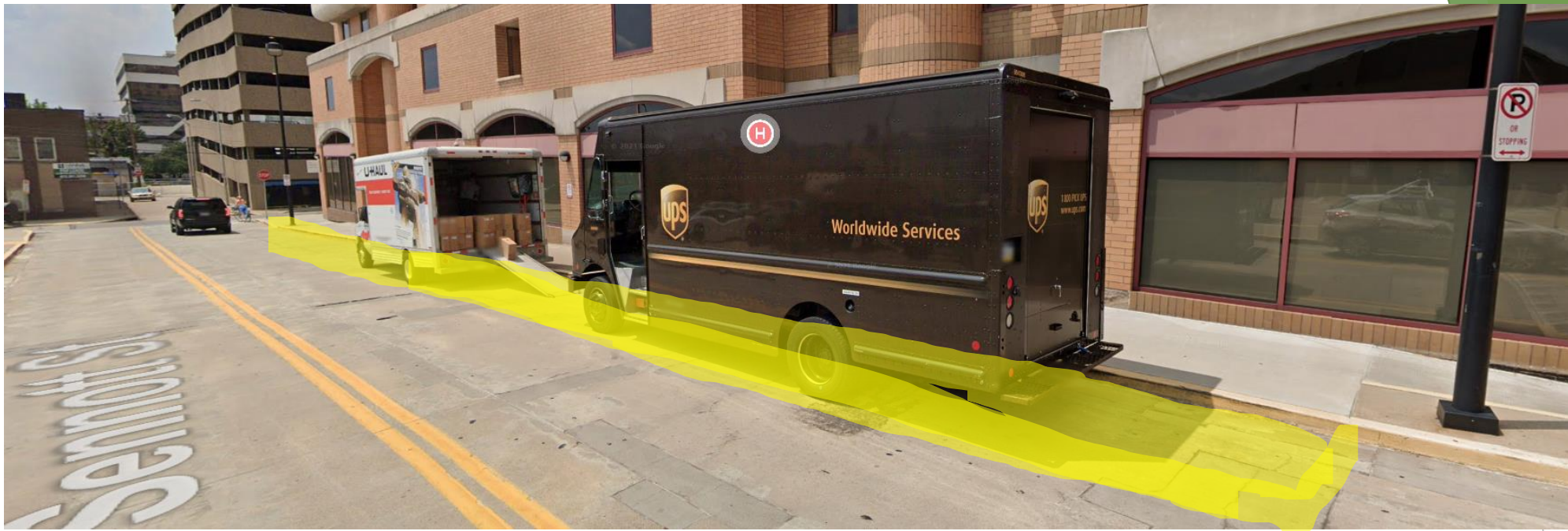
- ▶ Smart zones or flex zones

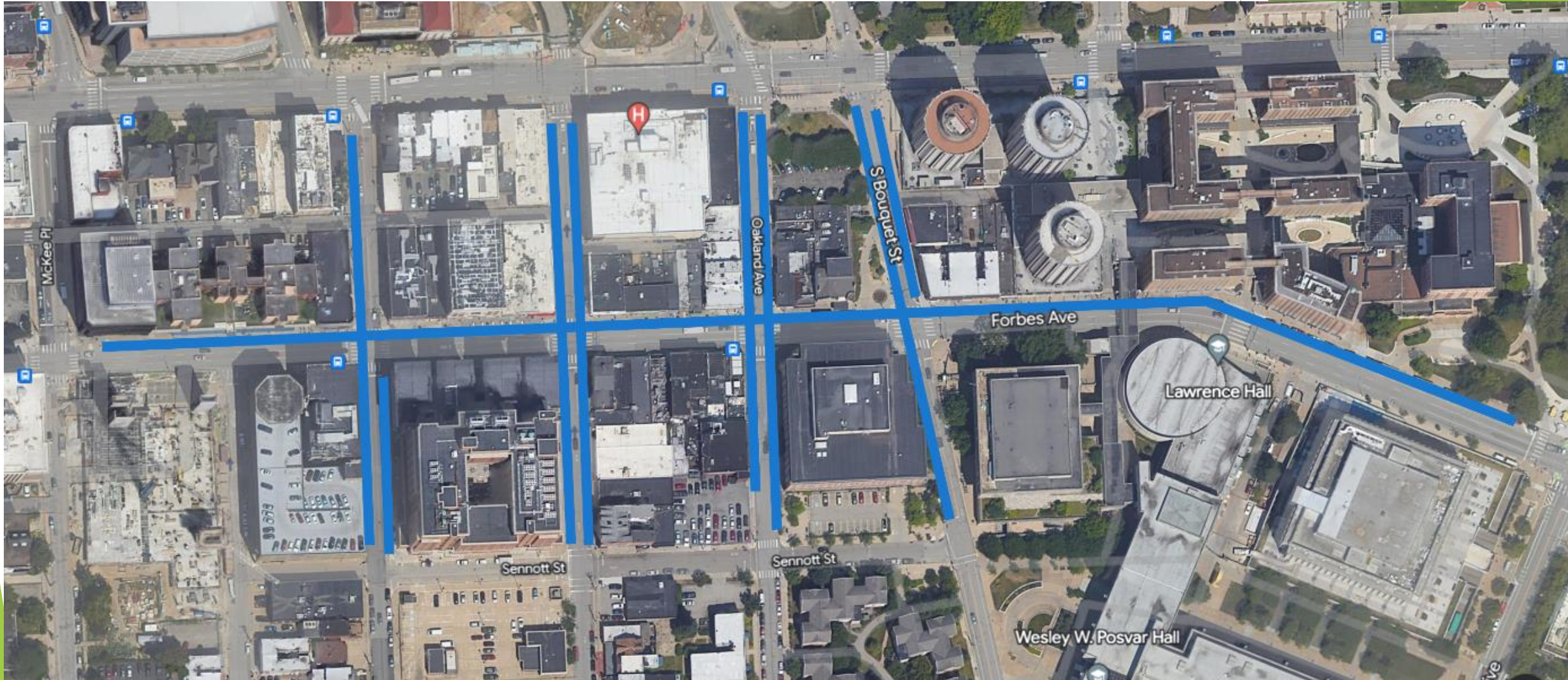Pros:

- ▶ Additional loading space

Cons:

- ▶ Removes parking

- ▶ Further from Forbes Ave. businesses (2-3 x the distance)

Option #3 – Oakland Flex Zone

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- Most metered parking in the Forbes Ave. corridor converted to dynamic parking

- Pricing options:
  - Static – rate stays constant
  - Dynamic – rate increases based on demand
  - Graduated – rate increases as duration increases

- LPR monitoring and bill by mail likely required

- Possibility of strictly limiting duration

- Still designated ADA parking/loading, possibly EV charging

- Could designate loading zones during off-peak times that become parking during peak times

- Could include additional areas, or limit to a smaller area

Pros:

- Encourages parking turnover and alternative modes

- May increase parking revenue

- Additional space for alt. uses

Cons:

- May face significant pushback and require political support

- May not guarantee proximal loading for businesses

- May require remote enforcement/ticketing

Proposed Enforcement Strategies

1. Enforcement agency/agencies patrol the BRT lane, ticketing illegal loading vehicles

2. Use remote monitoring to ticket illegally loading vehicle by mail

3. Use camera monitoring to notify enforcement officers of illegal loading activity

Proposed Enforcement Strategies

1. Enforcement agency/agencies patrol the BRT lane, ticketing illegal loading vehicles:

- Requires staff commitment from either PBP, PPA, or PRT

- Could have additional enforcement in initial months and during peak travel times and eventually decrease the amount of dedicated patrol officers

Pros:

- Simple – no technology procurement or integration needed

- Effective – should capture most illegal loading events if patrols arrive every 15 -30 minutes

Cons:

- Enforcement staff capacity is low

- Requires high-level agency buy-in

Proposed Enforcement Strategies

2. Use remote monitoring to ticket illegally loading vehicle by mail:

- Work with one of many tech companies who offer this service

- Use cameras mounted on streetlights, traffic poles, or buses

- Piloted in NYC

- Possibly best as a long-term solution

Pros:

- Does not require additional enforcement staff participation

Cons:

- Requires funds for tech procurement

- Requires state law change, may be very difficult to achieve

- Would tickets be paid?

Proposed Enforcement Strategies

3. Use camera monitoring to notify enforcement officers of illegal loading:

- Hybrid of options 1 and 2

- More flexibility for enforcement agencies

Pros:

- Less dedicated staff time than option 2

- Collects data on illegal loading frequency

Cons:

- Enforcement staff capacity is low

- Tech procurement

- Effectiveness is uncertain

Notes 5/24

▶ Need to run autoturn for each option, determine whether large vehicles could access

▶ Do we have a designated off-loading spot, what mode takes it to the final location

▶ Need to look into smart zone pilots in other cities

▶ Spotters – ringing in the enforcement during illegal loading events

▶ Cameras on vehicles may get false positives

▶ Block by block crew could potentially help to enforce? Communicate

▶ Leaving notes for drivers as a way to educate

▶ Early BRT deployment – someone on the ground to force drivers to move

▶ Clear communication with businesses

▶ Automotus could have interoperability that notifies enforcement

▶ Towing as an enforcement mechanism?