

# VILLAGE OF MAMARONECK PARKING STUDY

## PARKING STUDY – FINAL REPORT



DECEMBER, 2014

### RATES AND TIME LIMITS

Meter rates and time limits can create differentiation between a premium “product” like the parking on Mamaroneck Avenue and less desirable parking products like Phillips Park Road. The Village is doing this already – parking on the Avenue costs more and has a shorter time limit than most of the other resources. Our recommendations are meant to expand and improve the system already in place.

#### EXTENDED HOURS:

Given that the restaurants have extended the busy period on Mamaroneck Avenue into the evening, it would make sense to extend the meter hours until 8:00 P.M. The two-hour parking limit along Mamaroneck Avenue needs to be enforced until this hour to discourage dinner-shift employees from parking on Mamaroneck Avenue, so extending the meters would make for a less confusing set of rules than one in which meters aren't enforced but time limits are. Extending the meter hours would further encourage employees to use alternative parking resources, thus reducing strain on Mamaroneck Avenue. It might encourage some cost-sensitive patrons to park off the Avenue as well – a reasonable market-based approach to encouraging balance.

#### TIME LIMITS:

Concomitant with the “no repark” two-hour limit on the Avenue, time limits in alternative locations should be four hours. This is mostly true already – the tier garage, the Regatta, and much of Phillips Park Road have a four hour limit. Remaining two-hour spaces along Phillips Park Road should be turned into four-hour spaces. Shorter on-street limits, especially near the train station (Halstead, Ward) are appropriate.

#### RATES:

As a general rule, rates should be well differentiated between a premium parking area and its less convenient alternatives. At only 25¢ more per hour than Phillips Park Road or other parking areas, Mamaroneck Avenue does not adhere to this rule of thumb, and that may be part of the reason it is so crowded. A rate of \$1 per hour, compared to 50¢ in the “overflow” lots, would be appropriate, and the Budget Committee has already made that recommendation. ■ We recognize the comments by some respondents, worrying that increasing rates would drive people away from the downtown retail. However, we think a 25¢ increase, to a rate that is still quite typical for meters in the area, should not be a hindrance to business. Additionally, we are not recommending an increase in any of the other facilities, so cheap alternatives will still exist for those who are sensitive to cost.

#### SHORT-TERM PARKING:

A few strategically spaced 15-minute spaces should be available on each side of Mamaroneck Avenue on each block from Halstead to Prospect (three blocks). This will make it easier for people to run quick errands, pick up pre-ordered items or take-out, etc. Restaurants with heavy take-out business should be encouraged to offer back-door service as much as is feasible in their location. Two spaces per side should be tested; more can be added if needed. Halstead to Spencer may only need one per side.