

**STATEMENT OF  
RICHARD SCHROEDER  
ASSISTANT COMMISSIONER, STRATEGIC TECHNOLOGY DIVISION  
INFORMATION TECHNOLOGY BUREAU  
NEW YORK CITY POLICE DEPARTMENT**

**BEFORE THE NEW YORK CITY COUNCIL  
COMMITTEE ON TRANSPORTATION**

**JANUARY 15, 2016**

Good morning Chair Rodriguez and members of the Council. I am Richard Schroeder, Assistant Commissioner, Strategic Technology Division for the New York City Police Department (NYPD). I am joined today by Sergeant Joseph Freer of the NYPD's Office of Chief of Department. On behalf of Police Commissioner William J. Bratton, I wish to thank the City Council for the opportunity to comment today on Intro. 326.

Intro. 326 would amend the City Charter to require the NYPD and the Department of Transportation (DOT) to place barcodes on the parking placards they issue, which would allow traffic enforcement agents to confirm their validity. I am here to speak about the technology associated with such an initiative.

As you may know, the Police Department will soon be piloting new portable scan handheld devices to be used by our traffic enforcement agents in the field. While these new state-of-the-art devices will certainly be able to scan a barcode on a parking placard, the ability of the device to determine from the barcode whether the actual placard is legitimate or not raises several operational and technological issues.

In order for the device to scan the barcode and determine its validity, a backend database will have to be built to properly capture every vehicle, across every agency, that has been legitimately issued a permit or placard by DOT or NYPD. Multiple agencies would need access to this database in order to properly catalog all of the vehicles that have been issued a parking permit or placard and a city agency would have to be charged with administering the database in order to keep it current for our traffic enforcement agents in the field. Moreover, as the Police Department, we would require that this backend database include robust security and encryption features so that identifying information of Police Department personnel is protected. These are significant fiscal, operational, and technological issues that the bill does not fully address and these issues certainly cannot be resolved within the one year effective date of the legislation.

Furthermore, even if these issues were to be resolved, it is important to underscore that traffic enforcement agents will be receiving the new portable scan devices – not police officers. Last year, on their own, NYPD police officers issued 825,000 parking summonses. Police officers do not possess scanners in the field and they will not be receiving the new scan devices. Thus, the addition of barcode technology to City-issued placards will be of little value to police officers who are trying to discern the validity of a placard. It will only

be useful to civilian traffic enforcement agents.

Given the rapid pace of development of security technology, the barcode may become obsolete as an effective tool for the validation of parking placards within a relatively short period of time. Moreover, we note that the use of a barcode will not necessarily prevent the production of fraudulent placards since it can be easily replicated with mere access to a standard copying machine. I would, however, note that parking placards currently issued by the NYPD and DOT carry security features which we would be happy to discuss with you in a non-public forum. As DOT will testify, the adoption of pay-by-cell technology will allow for more efficient permit management, achieving many of the goals sought by this barcode legislation.

Thank you for the opportunity to speak with you this morning and I am happy to answer any questions that you may have.



## Committee on Transportation Hearing

Testimony by Julia Kite, Policy and Research Manager, Transportation Alternatives  
Friday, January 15th, 2016

Thank you, Chair Rodriguez and the members of the Committee on Transportation, for convening this hearing. I am Julia Kite, Policy and Research Manager of Transportation Alternatives. We are a 43-year old non-profit with more than 150,000 activists in our network, dedicated to improving the safety of New York City's streets. I am also presenting this testimony on behalf of the NYPIRG Straphangers Campaign, the advocates for New York City's transit riders.

As an organization at the forefront of Vision Zero, we know that comprehensive redesign of New York's most dangerous arterial roads is crucial to eliminating deaths and serious injuries. It is impossible to have a discussion about street redesign without considering the issue of parking. In fact, we have found that nothing is more contentious a subject. But personal cars parked on city streets are private property being stored in public space, taking away a resource that should be shared. We cannot allow prioritizing parking spaces to stand in the way of street improvements that will benefit all New Yorkers. We look forward to reform of the parking permit system as stipulated in Intro 326, but we also call upon city agencies to make more extensive changes to on- and off-street parking systems that will foster greater equity and improve street safety in accordance with the Vision Zero promise.

### Int. No. 326 – Parking Placard Bar Codes - SUPPORT

We are pleased to see the City Council addressing the issue of parking placard abuse, which Transportation Alternatives has been drawing attention to since 2006, when we published “Uncivil Servants,” a report detailing how government workers abused parking privileges in Chinatown and Civic Center. Our 2011 report, “Totally Bogus,” found that **57% of permits in five New York City neighborhoods were either completely fraudulent or were being used to park illegally.**<sup>1</sup>

- Our research indicated that **one in four displayed placards was fake**, meaning there could be up to 25,000 fraudulent placards in use throughout the city.
- In Manhattan's Civic Center, where we sit now, **fewer than 5% of displayed placards were being used properly.**
- Parking placards are a privilege, not a license to break the law.

Furthermore, fraudulent placards are a public safety risk. In 2010, a van responsible for a bomb scare in Times Square was left alone for two days because it was displaying a placard from a nonexistent agency. On a more everyday level, placard abuse increases dangerous double-parking, adds to air pollution by forcing other drivers to cruise for spaces, delays deliveries upon which businesses rely, and erodes trust in government bodies. **Bar codes are a simple and effective means to prevent individuals taking advantage of the permit system** and prevent those who have no right to be using one from jeopardizing public safety. We called for them in 2011, and we applaud Council Member Garodnick for continuing to move this legislation forward.

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<sup>1</sup> Transportation Alternatives (2011). “Totally Bogus: A Study of Parking Permit Abuse in NYC.”  
[http://transalt.org/sites/default/files/news/reports/2011/Totally\\_Bogus.pdf](http://transalt.org/sites/default/files/news/reports/2011/Totally_Bogus.pdf)

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However, in addition to passing Intro 326, **we urge the city to reduce the overall number of parking permits it issues, with the aim of phasing out the placard system altogether.** Other than emergency first responders and disabled people with mobility limitations, there is no reason for anybody to receive special privileges for parking based on where they work.

- The extent of **fraud** is so massive, and has been going on for so long, that it is clear city agencies cannot contain it.
- Many large American cities manage fine without placards, even though they have much higher rates of commuting by car.
- By eliminating placards, the city can **encourage usage of public transit**, which will ease congestion.
- Agencies are free to reimburse employees for parking as they see fit, and they can do this without the permit system.
- For the time being, we also call upon the NYPD to **increase enforcement** against illegal and fraudulent placards.
- We urge the NYPD and DOT to **report annually on the number of permits issued and the number of violations issued**, so that the public can be made aware of the problem and agencies can track progress on eliminating this fraud.

#### **Oversight: Upgrading New York City Parking Systems for Greater Efficiency, Safety, and Reliability**

Fixing the parking permit system alone, however, will not fix the multitude of street safety and equity issues related to parking.

In recent months, the **burdens caused by off-street parking requirements** have become evident in debates over affordable housing. While this is not the time to discuss development proposals, it is beyond doubt that requiring a minimum number of parking spaces is an impediment to developing affordable housing.

- In New York City, parking in above-ground garages costs **more than \$21,000 per space** to build. Below-ground parking can run up to **\$50,000 per spot**.
- **Requiring off-street parking in new developments thus pushes up the cost of creating housing**, which makes affordable housing a less appealing prospect for builders and stands in the way of actually constructing it.
- A city-commissioned study by the NYU Furman Center concluded, **“The largest and most difficult zoning constraint affecting the development of new housing has been the requirement of building on-site parking spaces.”**
- While lower-income households are less likely to own cars, parking minimums will require them to pick up the cost.
- Instead of encouraging car ownership by enshrining a minimum number of parking spaces, the city should be looking towards ways to make public transit more appealing.

In a city of high rents and high prices, there is one thing, however, that is free for a relatively privileged few: on-street parking. **All taxpayers fund city streets, but only those with cars get to use it to store their private property for free or at below-market meter rates.** This is not only fundamentally **unfair**, but an **inefficient use of public resources**.

- Professor Donald Shoup, former director of the Institute of Transportation Studies, has found that **free parking greatly encourages driving**. More driving means more congestion.



- A study by Schaller Consulting and Transportation Alternatives found that **in 2007, on-street parking in New York was one-fourteenth the cost of parking in lots. Since then, the difference has become even greater**, as lot prices increase faster than meter rates.
- Furthermore, near-100% occupation of metered parking spaces means drivers have to spend time cruising for a space, which is wasteful and detrimental to local businesses as well as hazardous to pedestrians and cyclists.

To reduce the congestion plaguing much of our city, we suggest the following:

- **Curbside parking rates should be raised in order to meet a goal of 15% vacancy**, following the recommendations of Dr. Shoup.
- The DOT's **PARK Smart** program, which raises meter rates at peak hours in select neighborhoods, should be expanded citywide.

On the street, the issue of parking is irretrievably tied to the issue of **street design**. For too long, our arterial roads have prioritized the parking of private vehicles in spaces that would be better used for improvements that would benefit all New Yorkers.

- **Commercial needs, public transit, and public safety should all trump private vehicle storage.**

A car sitting empty and idle on an arterial road, often at no cost to its owner, is taking up space that could be reengineered to serve as a safe commercial loading zone, a dedicated bus lane for faster service for thousands of people, a bike lane to protect vulnerable road users, or a Citibike station to encourage New Yorkers to engage in active transportation. There is no time to waste when it comes to redesigning streets for safety, but we see one improvement project after another held up by community boards that oppose any loss of on-street parking spaces, even in districts where a minority of residents own cars. **The result is a system that considers the loss of parking more troublesome than loss of life.** This is not an attitude that will get us to the goals of Vision Zero. We continue to urge the DOT to not let the opposition of Community Board members who have no transportation expertise stall their plans for street safety improvements, and to never let loss of parking spaces be a factor in delaying or cancelling a project.

Thank you for your time and consideration.



New York City Council Committee on Transportation Hearing  
January 15, 2016  
Testimony of Eric McClure, Executive Director, StreetsPAC

On behalf of my colleagues at StreetsPAC, I'd like to thank Chairman Rodriguez and the Committee on Transportation for the opportunity to testify today.

Implementing the right parking policies in New York City could be tremendously helpful in improving mobility, reducing congestion, making housing more affordable, lowering emissions, reducing dependency on automobiles, and moving us closer to achieving Vision Zero, among other benefits.

However, our views on parking aren't keeping up with innovations in other areas of transportation policy, and we hope that today's hearing is just the first of many devoted to tackling this thorny issue. The City Council should be providing leadership on citywide parking policy when DOT isn't acting aggressively enough.

Curbside space should be managed according to a hierarchy of parking uses that prioritizes commercial parking and loading over the parking of private vehicles, and shorter-term parking given priority over long-term car storage.

The Department of Finance's Stipulated Fine Program, which allows chronic parking offenders like FedEx, UPS and Fresh Direct to pay a small fraction of the fines they accrue for double-parking violations – in effect legalizing double-parking for a fee that is well below market rates – adds a tremendous cost in traffic congestion, and creates safety risks borne by vulnerable street users.

Transferring curbside uses from long-term private-vehicle parking to commercial loading and short-term parking will significantly reduce double-parking, congestion, and crashes, and will discourage unnecessary vehicle trips.

New York City DOT began taking some positive steps toward rationalizing parking policy in 2008 with the PARK Smart pilot program, increasing metered parking rates slightly in commercial districts in Greenwich Village and a handful of other neighborhoods. But despite PARK Smart's effectiveness in meeting its objectives, the program has languished. It's time not only to greatly expand this effort throughout the city, but to begin adopting dynamic, market-based parking rates, and implementing 21<sup>st</sup> century technology like pavement sensors and Pay-by-Phone.

San Francisco's pilot study using this newer technology led to a 50% drop in cruising for parking spaces, a 30% reduction in overall driving, fewer violations

and less double-parking. Those are significant results – and if San Francisco can do it, so can New York.

#### Int. No. 966 – Purchase of Street Parking Time by Mobile App or Text (Support)

We strongly support Intro 966, which would require New York City DOT to implement mobile-app and text-message-based parking-payment systems. Such systems will make metered parking more efficient, and allow more nuanced control over the hierarchy and priority of curbside uses, including different rates for commercial and private vehicles, and will help facilitate the eventual implementation of demand-based pricing. In addition, an app-based payment system makes life easier for drivers by sending expiring-meter reminders and allowing for the remote addition of time, and should enable the city to move toward automated enforcement of meter violations.

#### Int. No. 999 – Mobile App Enabling Exchange of Unused Muni-Meter Time (Support)

We also support Intro 999 for many of the same reasons. While we believe that parking rates should be increased, it's also fair that people should only have to pay for the time they use, and this, in combination with automated reminders about expiring meters, will go a long way toward eliminating “gotcha” complaints about parking regulations. Perhaps it will even let us do away, rightfully, with grace periods, and broadly expand the use of Muni-Meters.

#### Int. No. 326 – Requiring Barcodes on Parking Placards

We strongly support Intro 326, which would require that government-issued parking placards include a scannable barcode that would allow traffic-enforcement agents to verify their authenticity. Placard abuse is a major contributor to illegal parking and one more form of subsidized free parking for private vehicles, and the existence of counterfeit placards adds to congestion. We'd also urge that the city continue efforts to significantly reduce the number of placards it issues to employees.

We encourage the Council and the Department of Transportation to think big on parking policy. Paris is eliminating more than 50,000 parking spaces per year, and if we're going to achieve the Council's laudable goal of reducing private vehicle ownership in New York City to one million cars by 2030, progressive parking policies will have to play a key role.



## **Statement of AAA Northeast, Inc. before the New York City Council Committee on Transportation**

**New York, NY – January 15, 2016**

Good afternoon. AAA Northeast, which serves a membership of over 570,000 drivers in the 5 boroughs of New York City and over 1.6 million drivers in the metropolitan area, is pleased to testify at this hearing, and we would like to thank the Committee on Transportation for holding it.

Parking in New York City is a notoriously frustrating experience. If you're fortunate enough to find a spot, you'll have to whip out your Rosetta Stone to understand the signs – all while avoiding the traffic agents waiting to pounce. Accordingly, we applaud the efforts of the Council to make parking a more efficient endeavor.

First, some general statistics about parking in New York City (info from FY15):

- NYC-registered vehicles: 1.8 million
- NYC licensed drivers: 3.6 million
- Parking summonses: 9.1 million
- Parking meter revenue: \$211 million
- Parking summons revenue: \$658 million

The City has made major improvements to the parking infrastructure and process over the past decade. The transition from parking meters to muni-meters has been a smashing success, and the Council has mandated the ability to prepay for metered parking, the deactivation of muni-meters after meter regulations end, and the five-minute grace period for drivers to have time to feed the muni-meter without incurring a fine.

These excellent programs have brought parking into the 21<sup>st</sup> century. But the pace of technological change is quickening, and we need advancements to allow drivers to pay easily and the City to collect money efficiently.

Therefore, we support Int. 966, which would mandate the use of pay-by-phone technology for metered parking spaces. The rapid implementation required by the bill may be overly ambitious, but the goal is worthy and should be acted on with all deliberate speed.

As the City considers the terms of any potential contract with a vendor to comply with the terms of this bill, it should require some features:

- Prepayment for parking – for more than one hour before metered time begins, so someone can feed the meter before going to sleep
- Prorated parking fees, rather than \$0.25 for 15-minute increments
- Refunds for time not used
- Continue to allow payment by cash or credit card at the munimeter itself

Admittedly, this bill will reduce revenue to the City. Nearly 2.4 million tickets were issued for munimeter violations in FY 15: either expired receipts or no receipts displayed. But given how much drivers pay the City in munimeter revenue, they deserve enhancements to their experience without consideration for the decrease in fines flowing to City coffers.

Other steps the City can take to improve the parking experience:

- Allow drivers to park their cars in alternate-side spots after the street sweeper has passed – over 1.4 million tickets are issued for alternate side each year
- Crack down on out-of-state scofflaws: of the 245 passenger vehicles with at least 200 violations in FY 15, only 6 were registered in New York State
- Focus on violations that impair safety and mobility – blocking the box, double parking – rather than more technical infractions like late registrations

Thank you for the opportunity to comment and your interest in this matter.

## TOP 10 INFRACTIONS

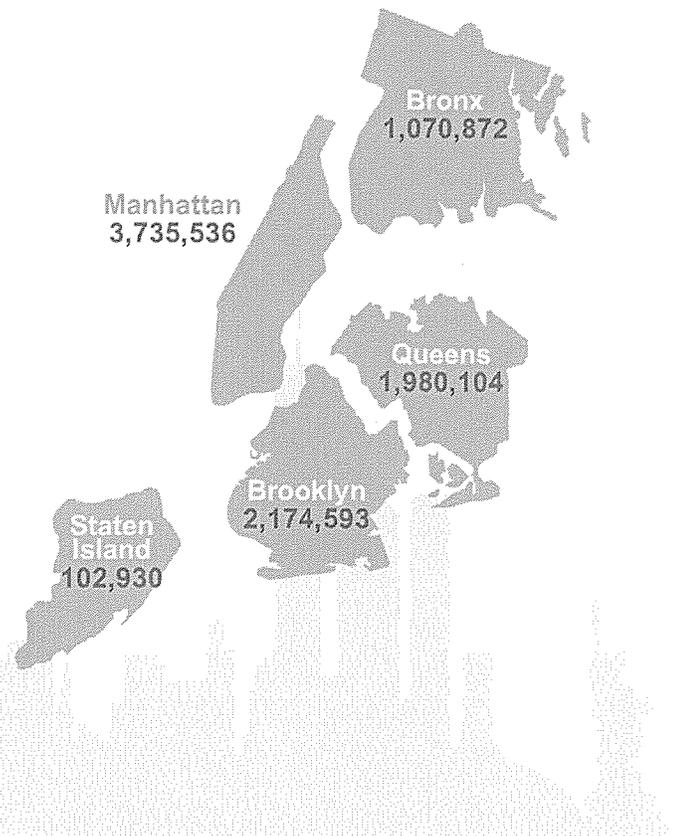
Rank	Tickets Issued	Infraction	Code
1	1,469,230	Street Cleaning	21
2	1,305,008	No Muni-Meter Receipt Displayed	38
3	908,418	General No Standing	14
4	735,600	Expired Muni-Meter	37
5	605,008	General No Parking	20
6	537,500	Double Parking outside of Midtown	46
7	529,120	No Current Inspection	71
8	484,355	Hydrant	40
9	313,257	Bus Stop	19
10	265,415	No Muni-Meter receipt, comm meter zone	69

## TOP 5 PRECINCTS

Precinct	Borough	Violations
19	Manhattan	550,797
18	Manhattan	393,799
14	Manhattan	377,748
1	Manhattan	302,735
114	Queens	295,855

## BOTTOM 5 PRECINCTS

Precinct	Borough	Violations
101	Queens	23,722
100	Queens	23,501
121	Staten Island	21,815
123	Staten Island	10,355
22	Manhattan	616



- Violators hail from all 50 states, the District of Columbia, and Puerto Rico

- International visitors also received a generous “parking” gift: vehicles from Mexico and all Canadian provinces except Nunavut received tickets

- Eight tickets were even given out to intrepid foreigners who drove or shipped their cars from outside North America

### TOP 5 STATES

States	Violations
New Jersey	888,438
Pennsylvania	225,722
Connecticut	130,327
Florida	113,065
Massachusetts	83,547

### BOTTOM 5 STATES

States	Violations
Wyoming	305
Hawaii	458
North Dakota	518
Montana	728
Alabama	6385

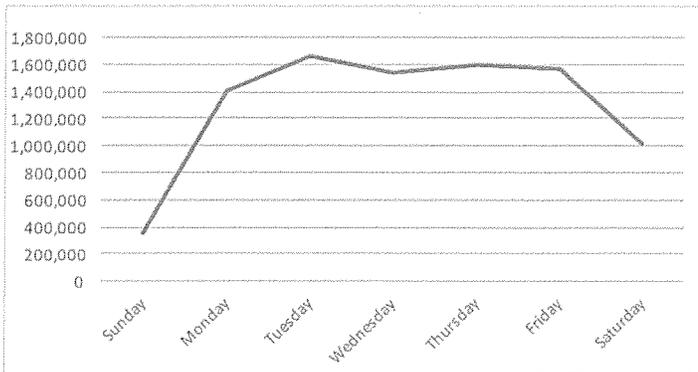
### TOP 5 DATES

Dates	Violations
3/3/15	41,028
3/12/15	40,785
2/10/15	40,219
6/4/15	38,694
11/28/14	38,630

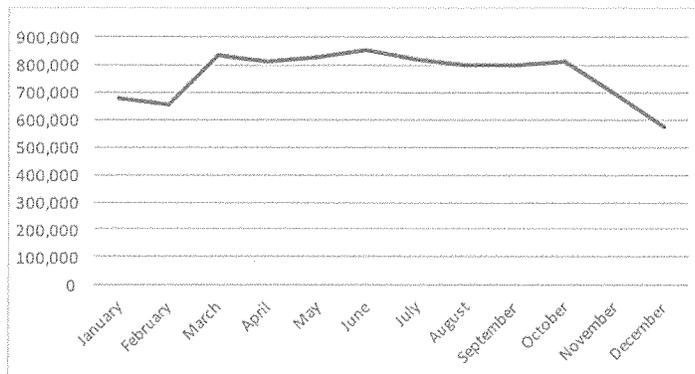
### BOTTOM 5 DATES

Dates	Violations
11/27/14	2631
1/4/15	2386
1/1/15	1419
1/27/15	1293
12/25/14	1195

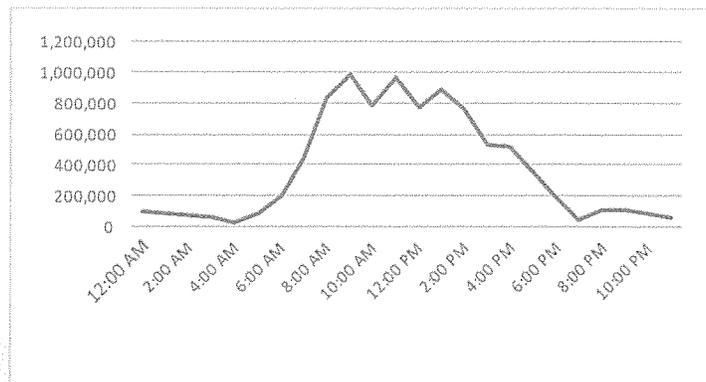
### Days of the Week vs. Violations



### Months vs. Violations



### Time of Day vs. Violations



## PASSENGER PLATES

State	Violations
Indiana	1078
New Jersey	1048
New Jersey	857
New Jersey	843
Indiana	818
New Jersey	808
New Jersey	795
Indiana	783
Minnesota	780
Indiana	734

## COMMERCIAL PLATES

State	Violations
New York	1559
New York	1269
New York	1213
New York	1076
New York	1068
New York	1042
New York	963
New York	933
New York	933
New York	919

## SELECTED VANITY PLATES (NY ONLY)

Plate	Violations
MADHUR	107
GOOGLEME	59
PLEBEIAN	54
VANDYCK	43
GIVETHX	39
MAKEM3	36
MRPRSDNT	34
ATHE1ST	27
2JUICY4U	25
SQUIRRL	22

Of the 245 passenger vehicles with at least 200 violations, only 6 are registered in New York State

# EXPIRED MUNI-METER: 735,600 violations

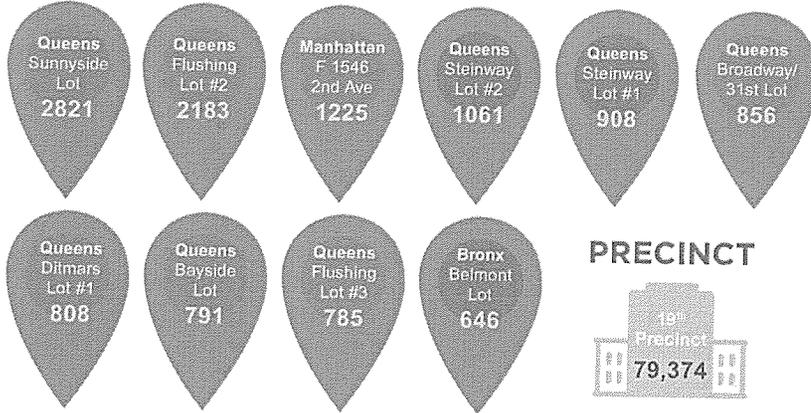
Expired Muni-Meter (Violation Code 37)

Manhattan <96<sup>th</sup> fine: \$65

Other fine: \$35

## LOCATIONS

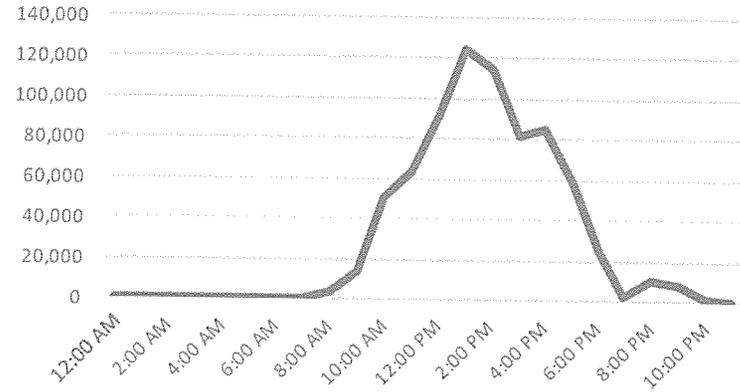
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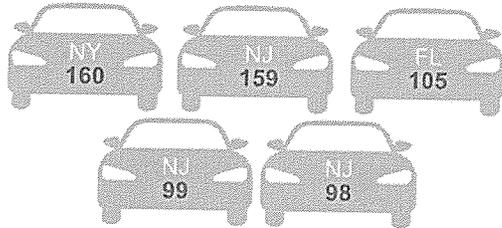
## PRECINCT



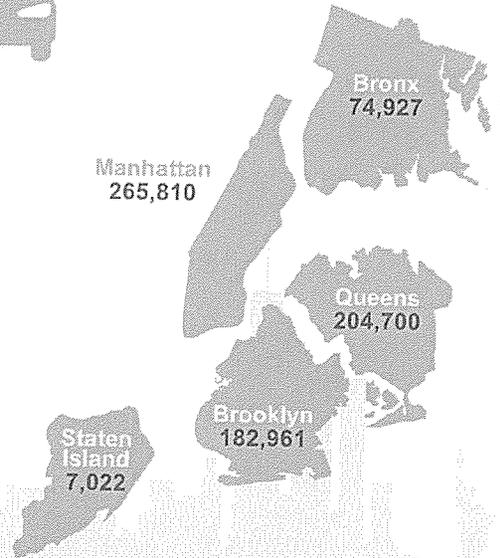
## TIME OF DAY



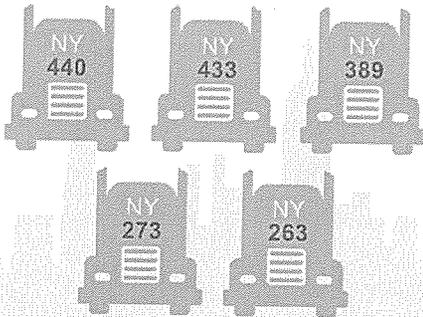
## PASSENGER VIOLATORS



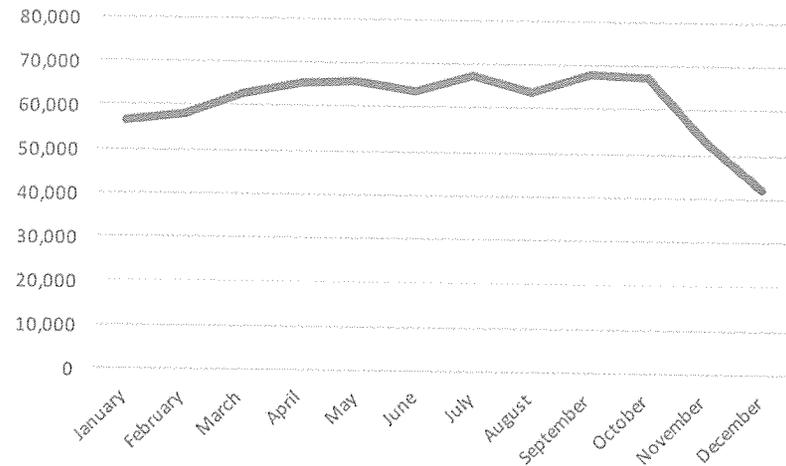
## BOROUGHES



## COMMERCIAL VIOLATORS



## MONTH



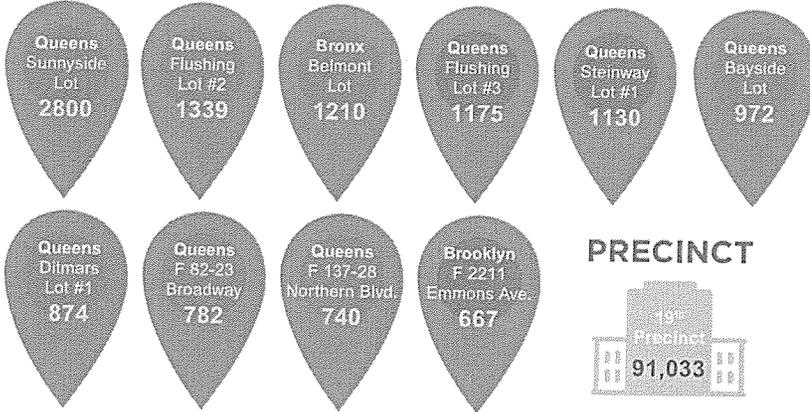
# NO MUNI-METER RECEIPT DISPLAYED: 1,305,008 violations

No Muni-Meter Receipt Displayed (Violation Code 38)

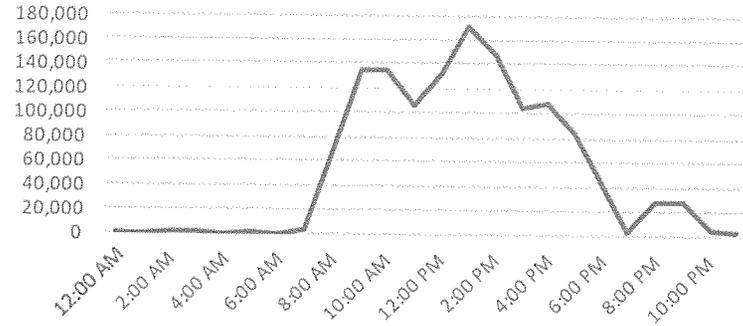
Manhattan <96<sup>th</sup> fine: \$65    Other fine: \$35

## LOCATIONS

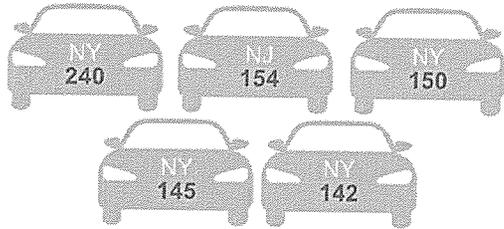
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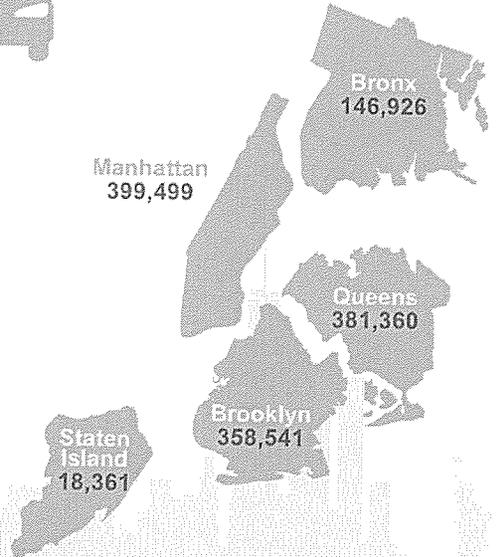
## TIME OF DAY



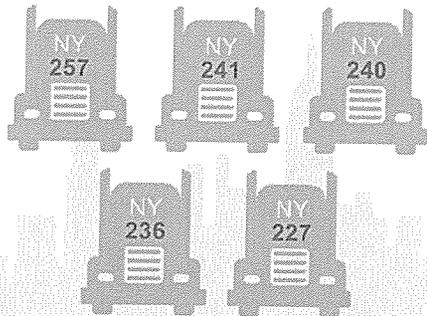
## PASSENGER VIOLATORS



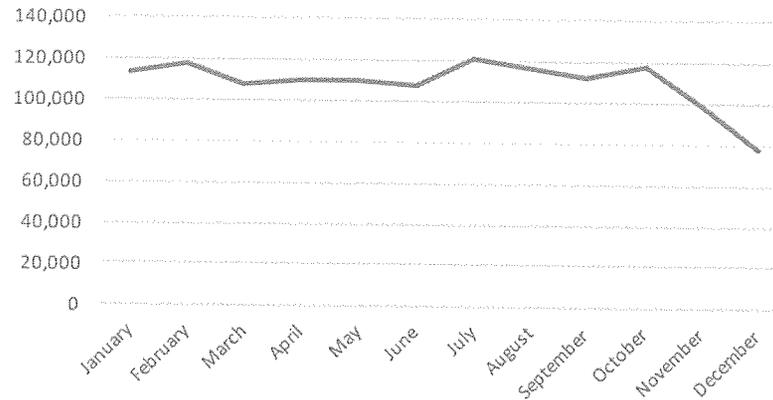
## BOROUGHES



## COMMERCIAL VIOLATORS



## MONTH



# COMMERICAL MUNI-METER EXPIRED TIME: 86,823 violations

Commercial Muni-Meter Expired Time (Violation Code 42)

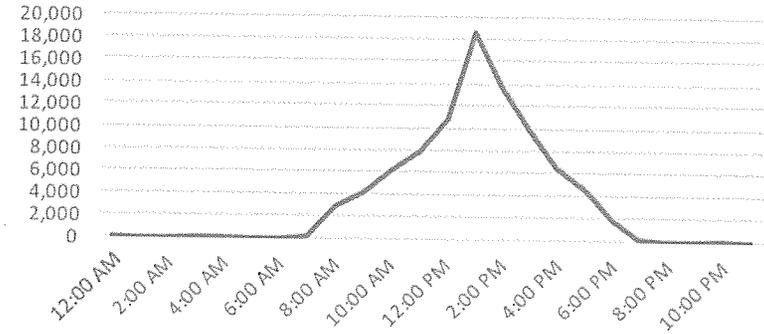
Manhattan <96<sup>th</sup> fine: \$65    Other fine: \$35

## LOCATIONS

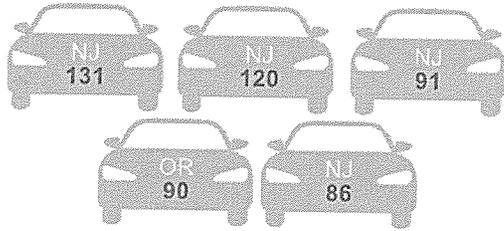
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O=opposite



## TIME OF DAY



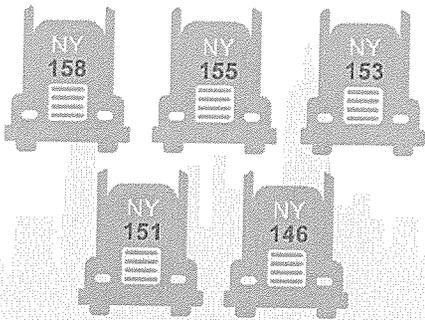
## PASSENGER VIOLATORS



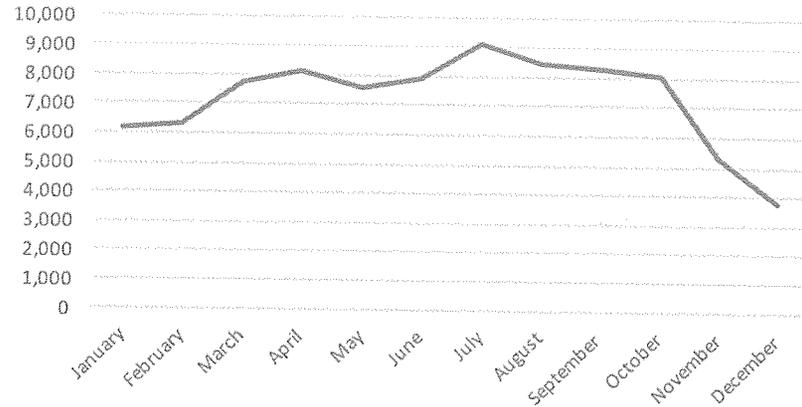
## BOROUGHES



## COMMERCIAL VIOLATORS



## MONTH



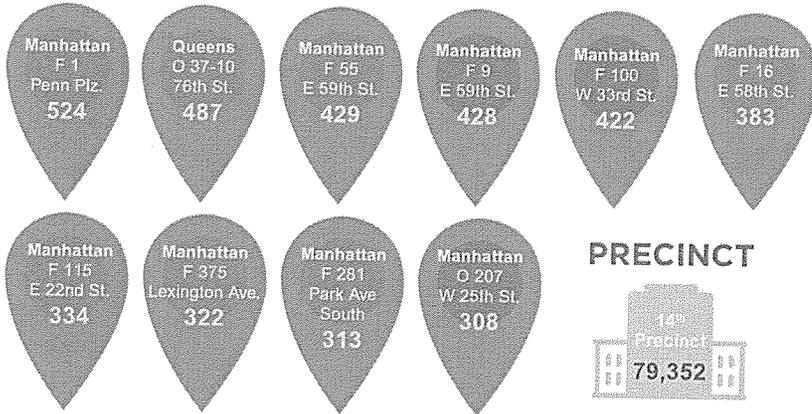
# NO MUNI-METER RECEIPT, COMMERCIAL METER ZONE: 265,415 violations

No Muni-meter receipt, commercial meter zone (Violation Code 69)

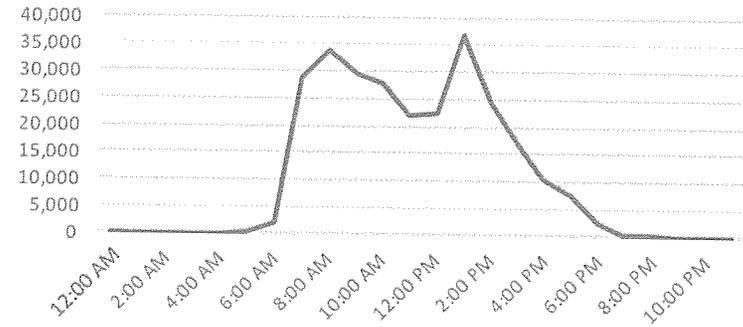
Manhattan <96<sup>th</sup> fine: \$65    Other fine: \$65

## LOCATIONS

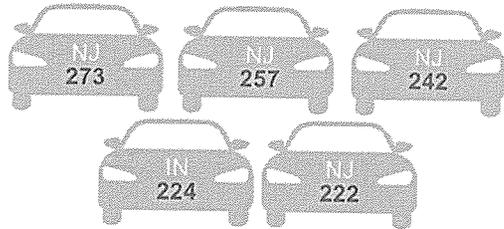
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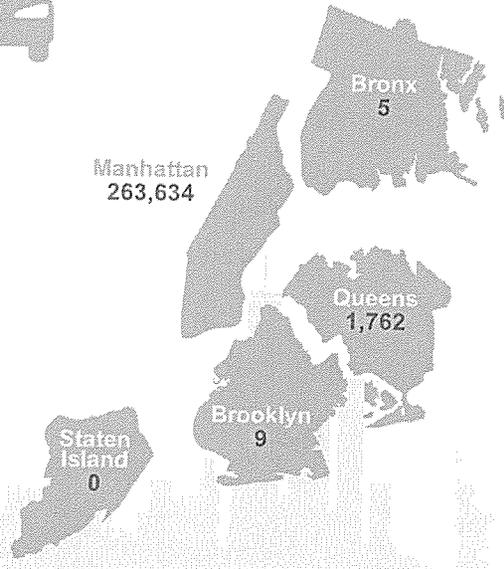
## TIME OF DAY



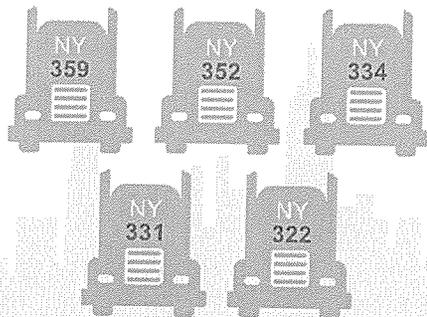
## PASSENGER VIOLATORS



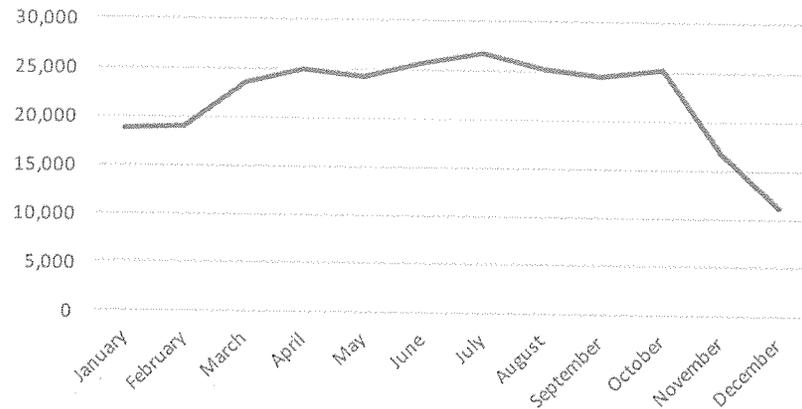
## BOROUGHES



## COMMERCIAL VIOLATORS



## MONTH



Testimony for City Council Transportation Hearing  
Intro 0326-2014

Atlantic Avenue Business Improvement District  
718-734-4219; jszende@atlanticavebid.org  
Friday, January 15, 2016

Hello, my name is Josef Szende and I'm the Executive Director of the Atlantic Avenue BID. Our district includes over 300 businesses in Boerum Hill, Brooklyn Heights, and Cobble Hill in Brooklyn.

The permit parking system is broken and it's devastating mom and pop businesses all across the City. It is rife with abuse.

Here I have the testimony from Donald Gianchetta at Horseman Antiques who is very indicative of the typical Atlantic Avenue businesses. He is at the point of selling a 54 year old business – the last great Antique shop in Brooklyn because the parking situation is so bad.

Every day the abuse of parking placards by municipal workers occurs on Atlantic Avenue, in my neighborhood. These permit parkers take up metered spaces that would otherwise be used by people frequenting our businesses. The problem goes beyond any single agency and in our part of the City includes the following agencies: Corrections, Court Officers, Dept of Education, Dept of Sanitation, MTA, HRA, Police and more. On one day, a typical day last month, we found 27 permit parking vehicles on just two of our commercial blocks. 50% of the spots on one block. We are attaching the license plate numbers, vehicle descriptions, and the often-illegitimate placard numbers we have documented.

This practice impedes our businesses, as driving customers cannot shop. Customers will either double park if they need to make a short stop, which is dangerous, or they will simply go elsewhere in the City and we will lose them. We need the City to step up: strictly regulate the use of these placards in terms of location and hours per day, DOT should limit the number of legitimate placards, and ticket the majority who are illegal users. Some cars will park for 8 hours with only a City worker hat or vest on the dashboard. Customers have to pay and the payment encourages the turnover we need to create space for the next visitors.

With modern technology, legitimate placards should be verifiable with a bar code and illegitimate users should be ticketed.

We thank Council Member Garodnick and this committee for the introduction of the bill and encourage its speedy passage and implementation.

FPX 6472 silver Honda suv plate number doesn't match on plaque (BNW 7502) NYPD 66 Precinct  
NYC Human Resources Administration GNE 2286 Permit # 475037  
Court Clerk EPU 7496 permit # 15-6496  
NYSCO Court Officer permit # 16-3673 HAA 8054  
Dept of Corrections Permit # 1507625 BEU 7903  
Court officer vehicle id number 0694; GUU 9012

Hoyt to Smith  
North side  
Coba 13468 GFV 8790  
Correction expired Jan 2014 Valid on Smith or Boerum btwn Atlantic and State (but parked on Atlantic) GCE 4234  
COBA GSL 3498  
Correction Rickers Island ID number 118674 EWU 3942  
COBA GCE 1698  
COBA GLN 5149  
Rickers Island Shield no 17470 Pass ID 114857 GLJ 9506  
Pass id 104876 Rickers Island GST 3712  
COBA GXM 6719  
Rickers Island pass id covered with COBA card DPV 2674

South side  
Pass id 119272 shield id 11360 Expiry Date covered GFC 7697  
NYPD 1060117 (permit no) 106 precinct GAC 2658  
Disabled plaque GRA 3473  
NYSCO 16-3295 W67 8XM  
NYPD PAT Brooklyn South Task Force 139007 GEN 6952  
COBA EHD 2470  
COBA CCJ 2716  
COBA FXS 6257  
Captains Endowment Association 2015 NYPD GNL 3549  
ETG 3644 NYPD  
NYC DOE Boro field support center permit 504798 GXG 1678  
In no standing zone: NYPD Court Section FPL 4405 Permit 5820035

Totals  
Corrections: 15  
Police: 6  
Court officers: 4  
HRA: 1  
DOE: 1



## ATLANTIC AVENUE LOCAL DEVELOPMENT CORPORATION

494 Atlantic Avenue  
Brooklyn, New York 11217  
Tel: 718-875-8993 Fax: 718-935-0832  
Email: AtlanticAve@AtlanticAve.org

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*President*

**SUE WOLFE**  
*Vice President*

**NAT RUBIN**  
*Treasurer*

**KAREN ZEBULON**  
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Robert Wilson

### EXECUTIVE DIRECTOR

Tammy Ben-Eliezer-Baxter

The Council of the City of New York  
Attn: Committee on Transportation  
Kelly Taylor, Counsel  
250 Broadway – Committee Rm, 14<sup>th</sup> Fl.  
New York, NY 10007

RE: Bill Number: Int 0326-2014, Introduced by Daniel R. Garodnick

January 14, 2016

Dear Ms. Taylor:

The Atlantic Avenue Local Development Corporation (AALDC) is a 501(c)(3) nonprofit organization located at 494 Atlantic Avenue in Brooklyn, NY. The AALDC's mission is to further economic development, historic preservation, and cultural enrichment on Atlantic Avenue, in Brooklyn, New York, from Fourth Avenue to the Waterfront and the surrounding area. The AALDC has been advocating for Atlantic Avenue and the surrounding neighborhoods for over 30 years.

The AALDC is submitting this letter as written testimony to support the proposed legislation that would require all parking placards on vehicles parked along Atlantic Avenue and the surrounding streets to have a barcode which could be used by traffic enforcement agencies to verify placard authenticity. This would help to ensure that all vehicles with placards are paying for parking, just as the property owners, merchants, employees of local organizations and visitors pay for parking on Atlantic Avenue and the local neighborhoods.

Thank you for your time and attention regarding this matter.

Kind regards,

Tammy Ben-Eliezer-Baxter  
Executive Director



## ***Horseman Antiques, Inc.***

***351 Atlantic Avenue, Brooklyn, NY 11217***

***Phone: 718-596-1048 Fax: 718-596-1156***

I have been a business owner for the last 54 years on Atlantic Avenue.

I am one of the founders of the antique business that has always done so well on Atlantic Ave. I own the building which is 25,000 sq feet - 351 Atlantic Ave. There are no tenants in my building. Business has taken a tremendous loss on the fact that my customers have no parking options to stop in and look. I used to get people from Long Island and Manhattan, that traffic is no longer here.

I can not park any of my trucks for unloading, and constantly get tickets for being double parked. Every day there are court officials, police officials and other permit parking taking up spot on this Ave. They stay parked all day long. Half of these parking permits are not legal, because they leave as soon as I threaten to report their permit numbers. This has been an ongoing problem for a few years, and I am at a point where I am considering selling my building and moving to NJ. I would hope that this problem can be taken care of, because I am not looking to leave Brooklyn. Also, the meters are double the price of any other burough in Brooklyn, which also hurts our retail business.

Thank you very much for listening.

Sincerely,  
Donald Gianchetta  
President and Owner of Horseman Antiques

FOR THE RECORD

Hello,

I am writing to submit testimony for the hearing on Int 0326-2014 regarding parking placards.

I support this proposal because I see rampant abuse of the city's parking placards. The problem is particularly acute on Jay Street in Downtown Brooklyn around the Metrotech area. There are frequently cars with placards double parked along entire blocks. This makes the bicycle lane on Jay Street totally unusable and forces cyclists into the heavy flow of car, bus and truck traffic.

I am concerned that even if placards are updated to include a scannable bar code they will not be checked by traffic enforcement officers. The traffic police in the area of Precinct 84 currently do little to no visible enforcement of parking regulations. If this law is to make any difference at all on our streets the city should ensure that parking violations are actually enforced by the NYPD.

Thank you,  
Bahij Chancey  
200 Court Street, Apt. #3L  
Brooklyn, NY 11201  
(in City Council District 38)  
646-246-8402  
[bahijnyc@gmail.com](mailto:bahijnyc@gmail.com)

FOR THE RECORD

Hi,

I'm writing to express my support for the placard parking proposal. This is a commendable way to reduce corruption and make the city fairer for all of us.

I can't make the meeting tomorrow, so I hope you can include my message of support.

Thank you,  
Willow Stelzer  
35 West 90th Street  
New York, NY 10024



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To: New York City Council, Transportation Committee

From: Bayside Village Business Improvement District

CC: Council Member Paul Vallone  
New York State Senator Tony Avella  
New York State Assemblyman Edward Braunstein  
Deputy Borough Commissioner Nicole Garcia, NYC DOT

Re: New York City Parking Systems for Greater Efficiency, Safety and Reliability

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Written Testimony for Introductions 326, 966, 999

The Bayside Village Business Improvement District (“BID”) appreciates the efforts the New York City Council Transportation Committee is undertaking to improve New York City Parking Systems for Greater Efficiency, Safety and Reliability. The BID represents a half of mile stretch on Bell Boulevard between Northern Boulevard and 35<sup>th</sup> Avenue in Bayside, Queens. Parking is a serious problem for the BID and the surround neighborhood streets, We are working to identify solutions to help better manage the limited parking supply that in turn, will support local merchants and reduce the frustration of area residents.

Last year, the BID conducted a parking study to quantify the parking shortage and identify potential solutions to manage the parking needs of residents, Long Island Railroad commuters, shoppers and business owners/employees. Within a quarter mile of the Bayside LIRR station, which is located at the center of the BID there is a shortage of 900 spots. Area uses require 3,400 spots and there are only 437 DOT metered space in the BID 92 located in a DOT municipal lot and the rest are located on Bell Boulevard and neighboring side streets. The lack of parking pushes over 2,000 additional cars on to residential streets. Our study found that parking was at capacity in the area by 12 PM.

For a retail corridor like Bell Boulevard, available/reliable parking is a vital to the success of the small businesses. The BID supports parking policies that will increase parking turnover and simplify the process for customers.

The BID is supportive of Introduction 326 and 999, however the BID has concerns regarding Introduction 966. While introduction 966 is well intentioned in order to make it easier for parking users to pay and leverage current technologies, it is the BID’s fear that a mobile payment system will make it easier for meter feeding. The simplicity of the system may encourage employees of local businesses to park in metered spots and feed the meter from their office or retail business, without having to disrupt their day by taking the few minutes required under the current system.

Bayside Village Business Improvement District  
213-33 39<sup>th</sup> Avenue, Suite 310  
Bayside, NY 11361  
P: 718-423-2434 F: 718-423-1464  
[www.baysidebid.com](http://www.baysidebid.com)

---



Metered parking is designed to serve local retail corridors. BID encourages this committee to evaluate and create legislation that supports local businesses many of whom are small businesses owned by local residents. The committee must be mindful to create parking policy that leverages current technology but at the same time does not have unattended consequence of reducing parking supply in neighborhoods already experiences extreme shortages.

Respectfully Submitted by

Dominick Bruccoleri  
President  
Bayside Village BID  
January 15, 2016

Lyle Sclair  
Executive Director  
Bayside Village BID  
January 15, 2016

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: TEM MURPHY

Address: 413 43 St. Brooklyn

I represent: myself as a car owner/driver

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 966,999 ok. Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/15/16

(PLEASE PRINT)

Name: ERIC McPLORE

Address: 423 4<sup>th</sup> St. BROOKLYN NY 11215

I represent: STREETSPAC

Address: 17 BATTERY PL. SUITE 204 NY NY 10004

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 326 + oversight Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/15/16

(PLEASE PRINT)

Name: Julia Kite

Address: 200 Riverside Drive, NY, NY 10025

I represent: Transportation Alternatives

Address: 111 John Street, Suite 260, NY, NY 10038

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 04/15/15

Name: Josef Szende (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: Atlantic Ave BID

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 966 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1-15-16

Name: Alec Slatky (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: ~~AAA~~ AAA Northeast

Address: 1415 Kellum Place, Garden City, NY  
11530

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: Jeff Lynch, Asst Comm Intergov (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: DOT

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

Name: Mike Marsico, Asst Cmnr Parking  
(PLEASE PRINT)

Address: \_\_\_\_\_

I represent: DOT

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/15/16

Name: Sergeant Joseph Freer  
(PLEASE PRINT)

Address: NYPD

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: 1/15/16

Name: Assistant Commissioner Richard Schroeder  
(PLEASE PRINT)

Address: NYPD

I represent: \_\_\_\_\_

Address: \_\_\_\_\_

Please complete this card and return to the Sergeant-at-Arms