

# Sensible Transportation

## Soho Shoppers Are Walkers, Not Drivers

**S**challer Consulting, in coordination with Transportation Alternatives and the Soho Alliance, has recently completed a study of pedestrian and driver patterns on Prince Street. The study examines current pedestrian conditions in relation to commercial activity and predicts the likely commercial impact of reorienting streets to favor pedestrians. Through surveys of pedestrians and motorists, and an inventory of parked cars on the street, the study determined that businesses on Prince Street would receive greater numbers of customers if more room were made for pedestrians at the expense of on-street parking space.

Consistent with results from Schaller's "Necessity or Choice: Why People Drive in Manhattan," this study finds that the vast majority of New Yorkers do not use cars to shop in Manhattan's CBD. Less than 10% of shoppers arrive in Soho by car, while the rest come by transit, walking or biking. What



DAMI SIMMONS

**By a 5:1 margin Soho visitors would come more often if there was more room for walking.**

is more, the number of respondents that would come to Soho less often if parking space were reduced and pedestrian space increased accounted for less than five percent of total spending by shoppers in the area.

Transportation Alternatives is confident that this study will compound the already substantial evidence that pedestrian traffic is the kind of traffic that benefits New York City's economy, not cars. Look for the study on our website, [transalt.org](http://transalt.org) this fall.



WILEY NORVELL

**No crackdown yet for city workers abusing their parking permits in Civic Center, Manhattan and citywide.**

## Residents Sick of City Workers' Illegal Parking

**M**UNICIPAL WORKERS WHO illegally park their cars on sidewalks, in front of fire hydrants and in crosswalks slow emergency response times, jeopardize public safety, cripple truck and delivery traffic, impede pedestrian flow and damage businesses.

Further, it sends a message to community residents that their streets are seen as parking lots for commuter vehicles rather than neighborhoods to be respected. Repeatedly, upset community members have asked whether offending civil servants would appreciate it if car-owning New Yorkers drove *en masse* to quiet residential neighborhoods in Nassau, Suffolk or Westchester counties and parked their cars in playgrounds and parks.

Despite the stunning results of Transportation Alternatives' "Uncivil Servants" study, which found 115 drivers using municipal permits to park on sidewalks, neither the NYPD nor City Hall has initiated any real change to widespread permit abuse in the city. While some short-term improve-

ments were seen in Chinatown because of the study and subsequent press attention, neighborhood residents have seen the return of illegally parked cars impeding basic municipal services and creating safety hazards. Moreover, the problem continues unabated throughout the five boroughs, particularly in areas of the city where government jobs are concentrated.

Because the Mayor has not shown a willingness to disabuse the scofflaws, Transportation Alternatives will soon release a more comprehensive citywide snapshot of parking abuse that will indict parking permit privilege and abuse throughout the five boroughs. With documentation of cars triple parked in front of fire hydrants, parking spaces painted on sidewalks and countless metered spaces completely filled with non-revenue-generating permit parkers, the onus for change now rests on the shoulders of two city leaders, NYPD

Commissioner Ray Kelly and Mayor Michael Bloomberg. Look for the study on our website, [transalt.org](http://transalt.org) this fall. □

### TakeAction!

**WRITE** to NYPD Commissioner Ray Kelly and demand that he enforce permit abuse for all offenders and crackdown on the offenders under his command.

NYPD Commissioner Raymond Kelly  
1 Police Plaza  
New York, NY 10038

**WRITE** to Mayor Bloomberg and tell him that a municipal parking permit is not a license to flout parking laws, and that in addition to stopping permit abuse, he should drastically reduce the number of permits issued.

Mayor Michael Bloomberg  
City Hall  
New York, NY 10007