

Above the Law

A Study of Government Parking Permit Abuse in New York City



Executive Summary

This study examines the extent of government permit parking abuse over several hours of an average weekday in nine locations throughout New York City: Downtown and Prospect Heights in Brooklyn, Civic Center, Chinatown and Washington Heights in Manhattan, Concourse Village in the Bronx, Astoria and Jamaica in Queens and Saint George in Staten Island.

The study locations, each proximate to city, state and federal employment centers, were chosen based on community reports of rampant parking permit abuse. Included in these nine locations are streets around three NYPD police precincts that were surveyed by neighborhood volunteers who claimed that parking abuse by police in their communities was particularly egregious.

The survey found that citywide more than 3 out of every 4 permit holders (77%) used their permits illegally.

While government-issued permits allow holders to park in certain designated areas (these areas are more liberal for certain permit types, such as law enforcement), they do not allow holders to park anywhere they find space.

Unfortunately, when drivers with permits cannot find a legal spot, they often park in illegal spaces at the curbside and important metered spaces, hurting businesses that rely on parking turnover and sharply cutting into city revenues that would be generated by meters. Even more egregiously, many government workers endanger public safety by parking in front of fire hydrants, on sidewalks, in crosswalks, in intersections, and in bus stops.

In addition, illegal permit parking generates unnecessary traffic in several ways. First, due to their parking privileges, many commuters who could be taking transit opt to drive instead. Second, because they super-saturate the curb, illegal parkers cause other vehicles to troll to find ever-elusive curbside space. Third, when vehicles cannot find a spot, they double park, compounding traffic problems by blocking lanes and forcing erratic maneuvers. Fourth, illegal permit parking degrades the quality of the air that New Yorkers breathe, which contributes to increased risk of health problems like asthma, diabetes, heart disease, and cancer. Finally, illegal permit parking erodes the trust of government and law enforcement in the communities that are overrun by vehicles.

Permit Abuse

The widespread abuse of permits has persisted for decades. Without addressing the primary offenders of permit abuse, and without mandating that the NYPD halt what amounts to parking nonfeasance, the problem will fester. Time and again, privileged permit holders have demonstrated that they won't obey the law. And because the NYPD does not consistently and equitably enforce parking laws, everyone who has a permit—legitimate or fraudulent—is encouraged to abuse the privilege. By default, the ability to abuse a parking permit has become a perk of holding certain government jobs.

Various studies that have preceded this one have shown that the findings herein are not anomalous. In 2003, City Councilmember David Yassky funded a study for the Atlantic Avenue Betterment Association (AABA) that demonstrated not only that the permit abusers along Atlantic Avenue in Downtown Brooklyn were taking needed meters, but that the abuse was continuous and perpetrated

consistently by the same permit holders. More stunningly, in July, 2006, in an NYPD Environmental Impact Statement analyzing the Park Row street closure around One Police Plaza, the **NYPD's own surveyors found that 1217 cars parked illegally** on the streets around One Police Plaza. Of those, **1012 were private commuter vehicles with city-issued permits.**

Though it may not be explicit policy, the NYPD's traffic enforcement division essentially operates under the premise that citywide there is a "no hit" policy on vehicles with permits in the window. Permit abusers talk of the NYPD extending a "courtesy" to agencies to break the law; business owners and Business Improvement Districts relay accounts of local enforcement officers repeatedly refusing to give tickets to permit holders while ticketing non-permit holders parked in their midst.

During the course of the study, every one of Transportation Alternative's 22 surveyors was questioned and asked for ID (two were detained briefly) by law enforcement officers looking out for their own interest and ensuring "courtesy" for others.

Permit Reduction

While Mayor Bloomberg has vowed to reduce the number of permits on the street, the problem persists. Transportation Alternatives estimates that over 150,000 drivers have access to free parking in the form of valid government-issued parking permits (including the more than 30,000 NYPD "Self-Enforcement Zone" permits and 75,000 teacher permits). Thousands more illicitly enjoy the same privileges by photocopying permits, or by minting their own. In part because of this parking privilege, census data clearly show that government workers drive to work at two times the rate of private sector workers¹.

Yet, even before he became Mayor, on July 11th, 2001, in a campaign-trail policy paper, Michael Bloomberg vowed, if elected, to

[c]urb privileged parking.... Curb space is a valuable public resource. There may be as many as 100,000 on-street parking permits issued to city, state and federal employees, judges, diplomats, the press, etc. The fact that no one knows the exact number points to an aspect of this problem. Privileges should be rescinded unless there is a demonstrable need for on-street parking. If the average person doesn't have special parking privileges, why should those who work for us or write about the traffic "mess" have them?

Five years later, when confronted about continual permit abuse in a press conference (August 9th, 2006), Mayor Bloomberg asserted:

I've always been a believer that everybody should be treated the same. And if we are going to have parking placards, we should have parking placards for the people who the city employees--including me--work for, not for the city employees. We've got this mixed up. We're supposed to be providing services and support for the public.... But having said that, we have parking laws, we have signs up. Everybody should obey them.

¹ *Revenue Potential From Reduced Commuting by Government Workers to the Manhattan Central Business District*, Schaller Consulting. 2006

While Mayor Bloomberg deserves credit for reducing Agency Business Parking Permits (ABPP) by about 30% since 2002 (approximately 3,000 permits eliminated), and limiting the number of permits issued by the Mayor's office (from 170 to 137 since 2004), these reductions barely impact the total number of permits on the streets and represent an insignificant fraction of the illegal permits found in this study.

Overview of Results²

- **Citywide, more than 3 out of every 4 permit holders (77%) used their permits illegally.**
- Citywide, the NYPD was responsible for 46% of illegal permit abuse, by far the largest share from any single agency.
- Of valid permits used illegally at the curbside (i.e. illegally parking at signs with riders forbidding that particular permit's usage), the NYPD was responsible for 63% of the abuse.
- Of the 369 total citywide violations in this study that caused safety hazards, there were 212 permit holders on sidewalks, 46 blocking fire hydrants, 23 in crosswalks, 22 in bus stops, 8 in intersections, and 10 in bike lanes. The NYPD led the way with 61% of the total abuses.
- The NYPD were the leading abusers of permits using up meters, with 28% of the total.
- Court Officers were responsible for the majority of fraudulent permits with 54% of the total, followed by Corrections, Court Clerks, and FDNY. This was in large part due to the proliferation of union-issued permits for these agencies, which are not legal on New York City streets.

Recommendations³

While the recently announced \$400,000 Department of Transportation study of parking and permit abuse in downtown Manhattan is a positive step toward better understanding parking patterns, the Mayor need not wait for another study to begin upholding the law and reducing the numbers of permits in circulation. The Mayor and the NYPD should immediately implement the following recommendations that would ameliorate the problem overnight:

- **Enforce the Law**
- **Take Inventory of Permits and Reduce the Total**
- **Educate Government Workers to Eliminate the "Culture of Entitlement"**
- **Update Parking Signage to Reflect the Communities' Needs**

² See page 8 for an Overview of Results

³ See page 11 for detailed Recommendations

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Purpose and Methodology

Purpose

The availability of parking is one of the primary factors that determines whether people drive or take transit⁴. Therefore, cheap parking induces more driving. In New York City, where space is extremely limited, and where public transportation is available at all hours to mitigate street congestion, parking availability is widely regarded among policy experts as the determining factor whether a person drives or takes alternative modes.

While no single city, state, or federal agency can accurately estimate the total number of parking permits in use on the streets, by collating information from previous accountings, Freedom of Information Law (FOIL) requests, and internal memos leaked from various agencies, Transportation Alternatives estimates that there are over 150,000 valid permits issued by the New York City Department of Transportation, the NYPD, the New York City Department of Education, the various New York State Law Enforcement and Government agencies, and Federal Law Enforcement agencies. In addition, there are large numbers of fake permits, expired permits, and any number of disparate objects like bibles, PBA cards, US Marine Corps patches, American flags, notes with telephone numbers to traffic agents seeking clemency, etc. placed on dashboards in order to avoid ticketing (almost all had avoided ticketing during the hours of this study).

While government-issued permits allow the holder to park in certain designated areas (these areas are more liberal for certain permit types, such as law enforcement), they do not allow the holder to park anywhere they find space. When drivers with permits cannot find a legal spot, they often park in illegal spaces at the curbside and important metered spaces, which hurts businesses that rely on parking turnover and sharply cuts into city revenues that would be generated by the meters. Even more egregiously, many government workers endanger public safety by parking in front of fire hydrants, on sidewalks, in crosswalks, in intersections, and in bus stops.

Moreover, illegal permit parking leads to increased cruising for scarce parking spaces and decreases the likelihood that delivery vehicles will be able to reach the curbside, thus compounding double parking. Illegal permit parking degrades the quality of the air that New Yorkers breathe, which leads to increased risk of health problems like asthma, diabetes, heart disease, and cancer. Finally, illegal permit parking erodes the trust in government and law enforcement in the communities that are overrun by vehicles.

Methodology

⁴ Gerard Mildner, James Strathman and Martha Bianco, "Parking Policies and Commuting Behavior," *Transportation Quarterly*, Vol. 51, No. 1, Winter 1997, pp. 111-125. Also see John Morrall and Dan Bolger, "The Relationship Between Downtown Parking Supply and Transit Use," *ITE Journal*, February 1996, pp. 32-36

On Wednesday morning, June 21, 2006, Transportation Alternatives surveyed the extent of permit parking abuse in nine neighborhoods throughout the five boroughs. Teams of researchers walked the streets of Downtown and Prospect Heights in Brooklyn, Civic Center, Chinatown and Washington Heights in Manhattan, Concourse Village in the Bronx, Astoria and Jamaica in Queens and Saint George in Staten Island.

22 Transportation Alternatives researchers canvassed streets in neighborhoods based on complaints from community residents and subscribers to our weekly E-bulletin. Surveyors started surveying at 9 am and surveyed from 1-4 hours, depending on the location and extent of permit usage. Given the high number of permits issued by city, state, and federal agencies, and the ubiquity of counterfeit permits and related abuse throughout the city, this study was not able to document permit abuse on all city streets. Therefore, this study serves as a snapshot of the larger problem.

The study analyzed permits by agency and by location according to the following criteria:

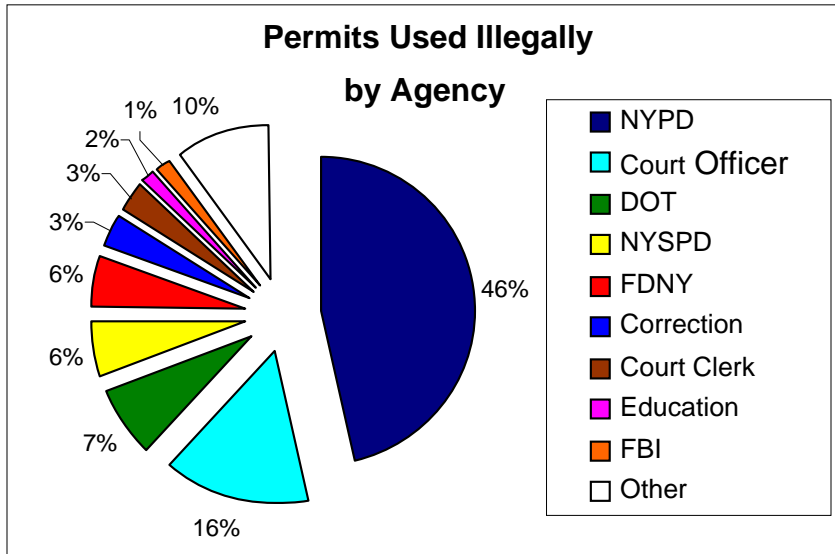
- Total permits used illegally:
 - Of the illegal permits, the study further analyzed:
 - How many permits were used illegally at the curb (e.g. NYPD permit holders parked at a "No Standing Except for District Attorney" sign)
 - How many permits were used in a manner that endangered public safety (e.g. parking in front of fire hydrants, on sidewalks, in crosswalks and intersection, and in bus stops)
 - How many permits were fraudulent or were not recognized in New York City
- Total permits used legally
- Permits used legally and illegally at meters
- Permits with insufficient data to determine parking legality (e.g. Agency Business Parking Permits or Law Enforcement Permits that may have been on official business within the time limits accorded by those permits)

Transportation Alternatives thanks all the communities impacted by permit parking abuse throughout the city for their insight into developing study locations and relevant details. We are indebted to the surveyors for volunteering their time to survey the streets and enter the enormous quantities of data generated subsequently. In addition, special thanks to Mike Infranco, Graham Beck, Wiley Norvell, Mark Stonehill, Kate Edmundson, Will Sherman, and Matthew Roth for their invaluable contributions to the completion of the study.

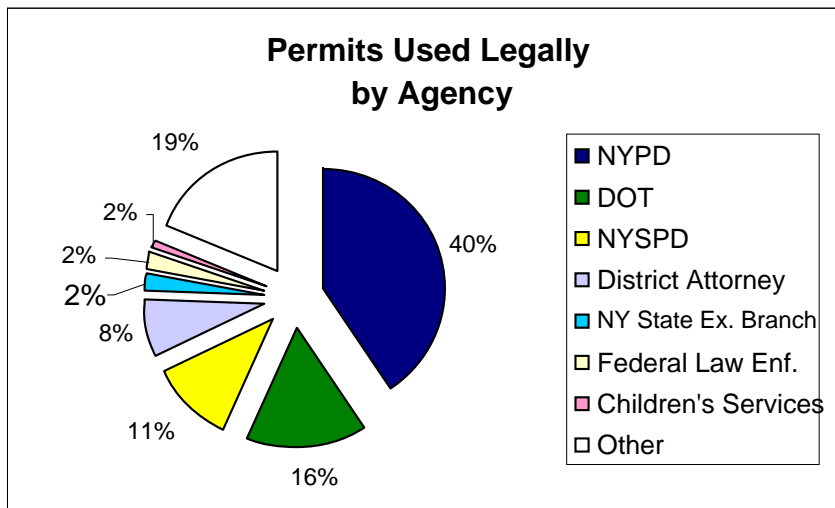
Detailed Citywide Results

Total Permits Used Legally and Illegally	2299
Permits Used Illegally	1777 - 77% of Total Permits
Permits Used Legally	522 - 23% of Total Permits
Permits Used at Meters	392

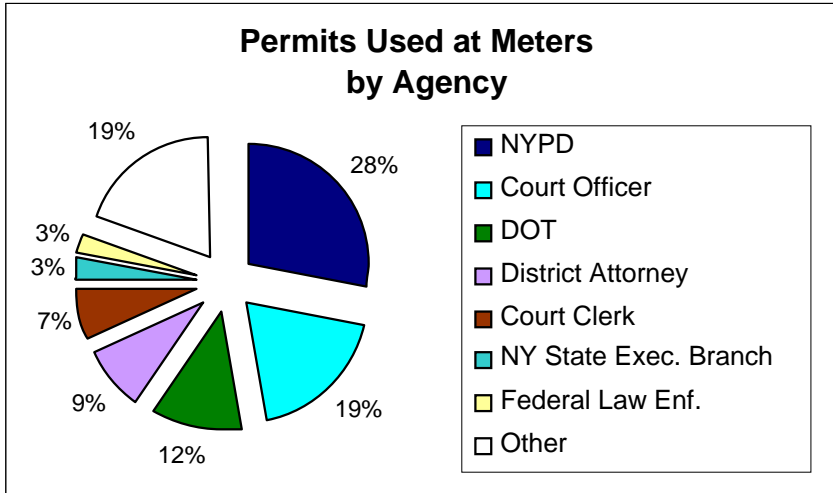
NOTE: For all following data: DOT refers to both NYC DOT permits and Agency Business Parking Permits issued by the NYC DOT to other agencies.



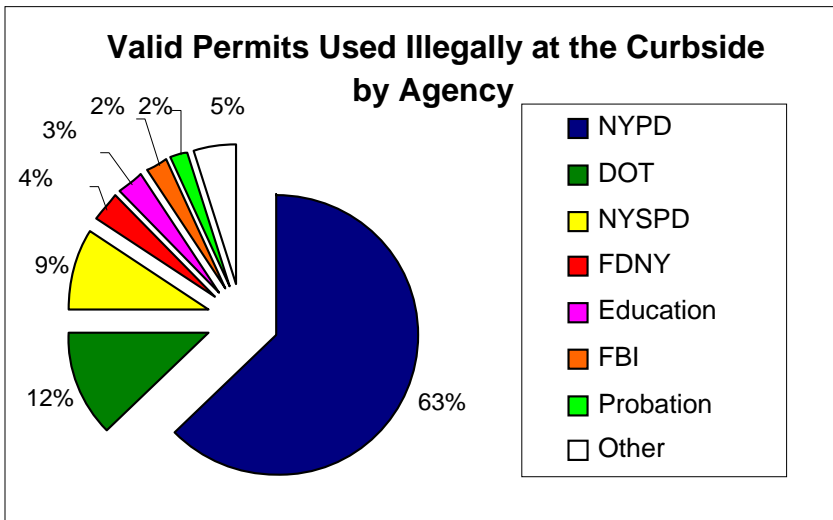
NYPD	822
Court Officer	276
DOT	130
NYSPD	103
FDNY	99
Correction	61
Court Clerk	53
Education	30
FBI	23
Other	180
Total	1777



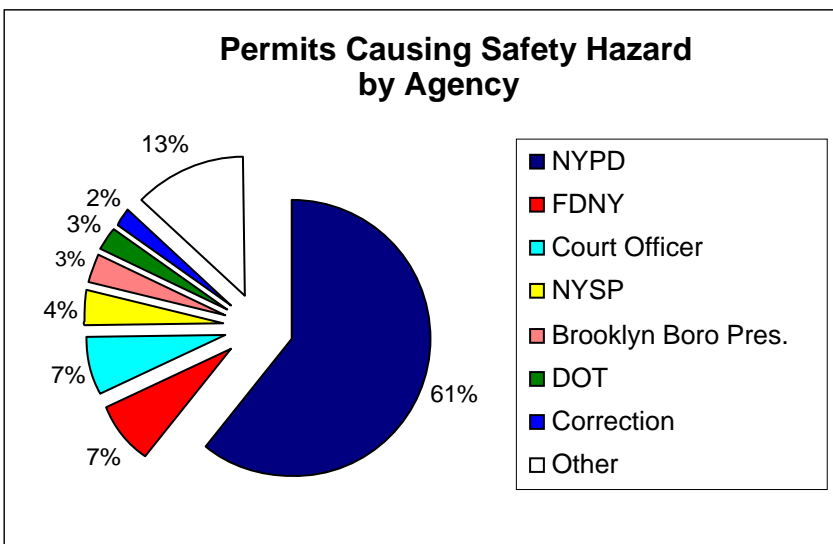
NYPD	212
DOT	84
NYSPD	58
District Attorney	40
NY State Ex. Branch	12
Federal Law Enf.	11
Children's Services	8
Other	97
Total	522



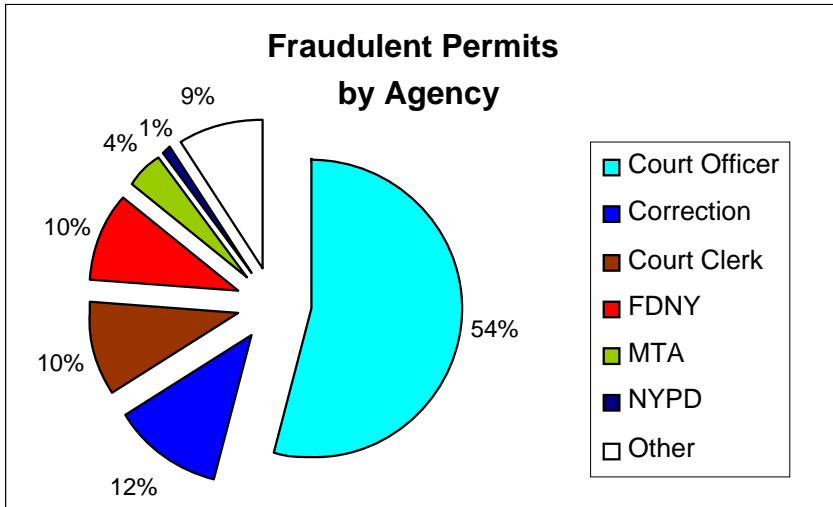
NYPD	110
Court Officer	75
DOT	47
District Attorney	34
Court Clerk	27
NY State Ex. Branch	12
Federal Law Enf.	11
Other	76
Total	392



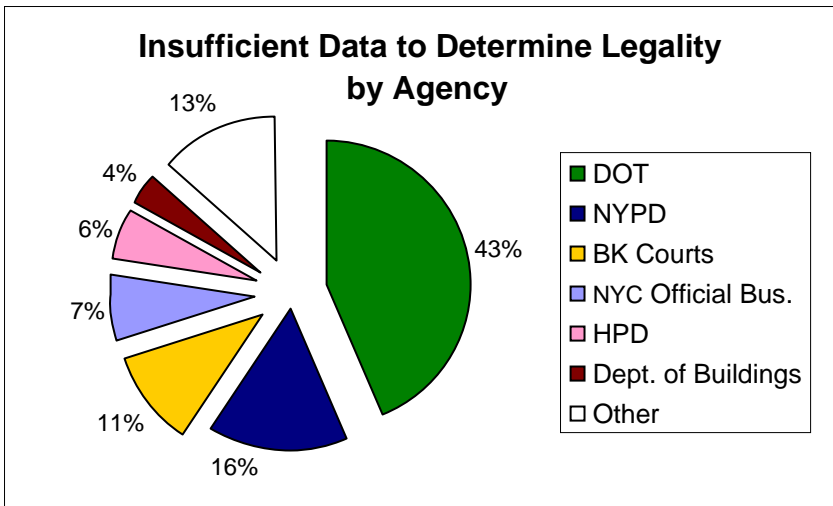
NYPD	593
DOT	117
NYSPD	86
FDNY	35
Education	29
FBI	23
Probation	16
Other	47
Total	946



NYPD	222
FDNY	27
Court Officer	24
NYSPD	16
Bklyn. Boro Pres.	12
DOT	10
Correction	8
Other	48
Total	367



Court Officer	276
Correction	61
Court Clerk	53
FDNY	49
MTA	20
NYPD	6
Other	47
Total	512



DOT	36
NYPD	13
BK Courts	9
NYC Official Bus.	6
HPD	5
Dept. of Buildings	3
Other	11
Total	83

Recommendations

There is a culture of parking entitlement among government workers that has serious and damaging impacts on city streets, on relations between the public and the government, and on commercial and neighborhood vitality. Not only does permit abuse degrade quality of life, in many cases it creates dangerous public safety hazards by inhibiting municipal functioning and emergency response. Because the NYPD does not consistently and equitably enforce parking laws, everyone who has a permit—legitimate or fraudulent—is encouraged to abuse the privilege.

Further, there are numerous stories of retribution by permit holders against community members who speak up about the abuse, shop owners who petition government workers to stop abusing their privilege, and even traffic enforcement agents who attempt to do the right thing and uphold the law.

Various studies that have preceded this one have shown that the findings herein are not anomalous. In 2003, City Councilmember David Yassky funded a study for the Atlantic Avenue Betterment Association (AABA) that demonstrated both that the permit abuse along Atlantic Avenue in Downtown Brooklyn was taking needed meters, but that the abuse was continuous and perpetrated consistently by the same permit holders. More stunningly, in July, 2006, in an NYPD Environmental Impact Statement analyzing the Park Row street closure around One Police Plaza, the **NYPD's own surveyors found that 1217 cars parked illegally** on the streets around One Police Plaza. Of those, **1012 were private commuter vehicles with city issued permits.**

Though it may not be explicit policy, the NYPD's traffic enforcement division essentially operates under the premise that citywide there is a "no hit" policy on vehicles with permits in the window. Permit abusers talk of the NYPD extending a "courtesy" to agencies to break the law; business owners and Business Improvement Districts relay accounts of local enforcement officers repeatedly refusing to give tickets to permit holder while ticketing non-permit holders parked in their midst. This widespread abuse of permits goes back decades and no recent mayors have been willing to deal with the problem. The ability to abuse a parking permit is an implicit perk of holding certain government jobs.

During the course of the study, every one of Transportation Alternative's 22 surveyors was questioned and asked for ID (two were detained briefly) by law enforcement officers looking out for their own interest and ensuring "courtesy" for others.

Given the severity of the problem, the Mayor and the Commissioner of the NYPD must implement the following recommendations immediately.

Enforce the Law

The simplest and most effective solution for ending this pandemic of privilege and abuse is to mandate that the NYPD enforce existing traffic laws. No one should be above the law, especially the agencies sworn to uphold it. While many government workers from a range of government agencies break the law, only the NYPD has the power to enforce it. Now that all traffic enforcement officers have been consolidated under this agency, the matter should be simple—if only the NYPD were forced to do its job.

Permit holders who abuse their permits should immediately be ticketed, not issued warnings. If they continue to abuse their permits, they should be towed, just as any other vehicle would. Bearers of

fraudulent permits should be ticketed and those permit holders should be prosecuted to the full extent of the law. Further, unions representing Court Officers, Corrections, Court Clerks, FDNY, and others should be mandated to immediately stop printing fraudulent parking permits for their membership and pull existing fraudulent permits off the streets.

Traffic enforcement agents should be required to enforce parking laws, not intimidated by high-ranking officers when they do. In addition, the Commissioner and Chief of Transportation for the NYPD should send a clear signal that enforcement of traffic laws is a priority for the entire agency, thus empowering enforcement officers and assuring the public that the police really abide by and respect the law.

Take Inventory of Permits and Reduce the Total

Alarming, the city has not accounted for the total number of permits issued by all agencies, nor does it seem willing to get fraudulent and expired permits off the streets. In a document prepared for former Deputy Mayor Marc Shaw in early 2002, the NYC DOT inventoried permits issued by its offices, as well as city, state, and federal law enforcement agencies. Yet, even in this analysis, no mention was made of the more than 30,000 "Self-Enforcement Zone" permits, the 75,000 teacher permits, or any other agency that may print its handful of permits. And no mention was made of the abundance of fraudulent, union issue, and non-NYC-recognized permits.

While Mayor Bloomberg deserves credit for reducing Agency Business Parking Permits (ABPP) by about 30% since 2002 (approximately 3,000 permits eliminated), and limiting the number of permits issued by the Mayor's office (from 170 to 137 since 2004), these reductions represent a small percentage of the total number of permits on the streets and represent an insignificant fraction of the illegal permits found in this study.

Transportation Alternatives recommends that Mayor Bloomberg create a publicly available database on the city's website that shows the total number of permits issued by all agencies and recognized by the City of New York as legal. This should include city, state, and federal law enforcement agencies, the DOT, the Department of Education, the NYPD's "Self-Enforcement Zone" permits, and any agencies or departments that print their own permits, such as Borough Presidents. The city should track permit abuse problems as a specific 311 complaint and publish a continuous tally of abuse by neighborhood.

In addition, the City should establish strict, uniform, and transparent standards by which a permit holder can obtain a government-issued permit, such as stringent safeguards around the issuance of DOT Disability permits; those who do not meet the warrants should not be issued permits. Likewise, the city should take a regular inventory throughout the city every six months to one year--similar to the survey conducted for the One Police Plaza Environmental Impact Statement referenced above--that shows the extent of permit parking abuse in the effort to curb the problem.

Educate Government Workers to Eliminate the "Culture of Entitlement"

Because Permit Parking has long been seen as a victimless violation and a perk of the job, the city needs to educate municipal workers and New Yorkers in general about the real cost and impact of parking and illegal permit parking. Holders of legitimate permits must understand that parking on sidewalks, in front of fire hydrants, in crosswalks and intersections, in bike lanes and in bus stops

endangers pedestrians, cyclists, and drivers, and inhibits municipal functioning such as bus movement and emergency response.

Further, while unions such as the Policeman's Benevolent Association have long called for the right of its membership to have parking spaces near precincts, this privilege should not conflict with the safety of the neighborhood where the precincts are located. Permits should only be used for essential personnel on official business; commuting to work by private vehicle must not be considered "official business."

Police officers and other government workers insist that they have a contractual "right" to park their cars for free, though nowhere in contracts made available to Transportation Alternatives was the city contractually obliged to guarantee a free parking space for every police officer's private vehicle. In addition, because law enforcement agents can ride public transportation for free, limiting parking for private commuter vehicles will not hinder their ability to get to and from work. Further, given that the study found so few official vehicles (and so many commuter vehicles) parked illegally, the argument that this parking perk is necessary to do the job is dubious.

Some government employees may need assistance in changing their travel behavior. Many cities have found success in "personalized travel planning" programs that help drivers identify and adopt alternatives. These programs, in addition to providing information about the cost savings and viability of alternatives, can also serve to facilitate car pooling and ridesharing among employees.

Update Parking Signage to Reflect the Communities' Needs

While the NYPD bears the biggest responsibility for fixing the problem, the NYC Department of Transportation should be more responsive to community input around parking signage. In Brooklyn, various community boards have sought innovative parking changes, such as Residential Parking Permits or "Hunting Licenses" that would give the residents living in an area first shot at a parking space.

At a minimum, however, the DOT must update "No Standing Except Authorized Agency" signs to guarantee that each contains the required rider that indicates which agency is authorized to park in the designated area. The study found over 225 vehicles parked at these signs, which all manner of agency permits used. This lack of specific parking limitations encourages any permit holder who considers himself/herself an "authorized" agency representative to use the spaces with impunity.

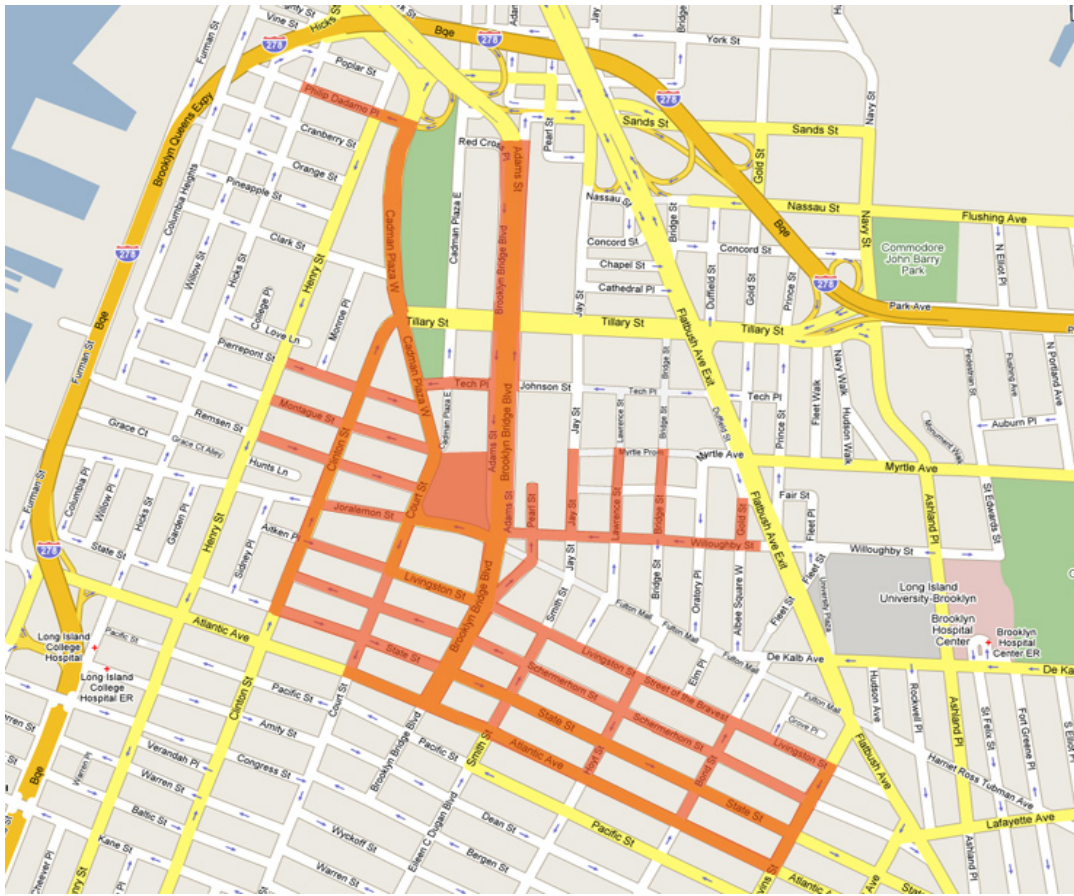
Municipal and Commercial Centers

Downtown, Brooklyn
Civic Center and Chinatown, Manhattan
Concourse Village, The Bronx
Jamaica, Queens
St. George, Staten Island

Precincts

114th Precinct, Astoria, Queens
78th Precinct, Prospect Heights, Brooklyn
34th Precinct, Washington Heights, Manhattan

Downtown Brooklyn



Census Tracts: 9, 37, 43, 41, 27, 11, 13, 25

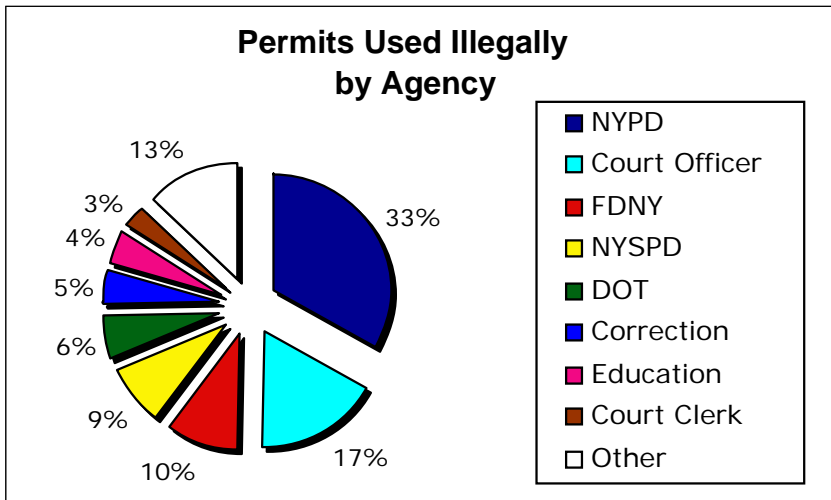
Streets Walked: Livingston, Schermerhorn, State, Pacific, Gold, Pearl, Jay, Bridge, Duffield, Lawrence, Court, Adams, Smith, Hoyt, Nevins, Bond, Montague, Pierrepont, Middagh, Boerum, Renssen, Joralemon, Clinton; Red Hook Lane, Aitken Place, Atlantic Avenue, Brooklyn Bridge Boulevard, Cadman Plaza

Facilities in the Area:

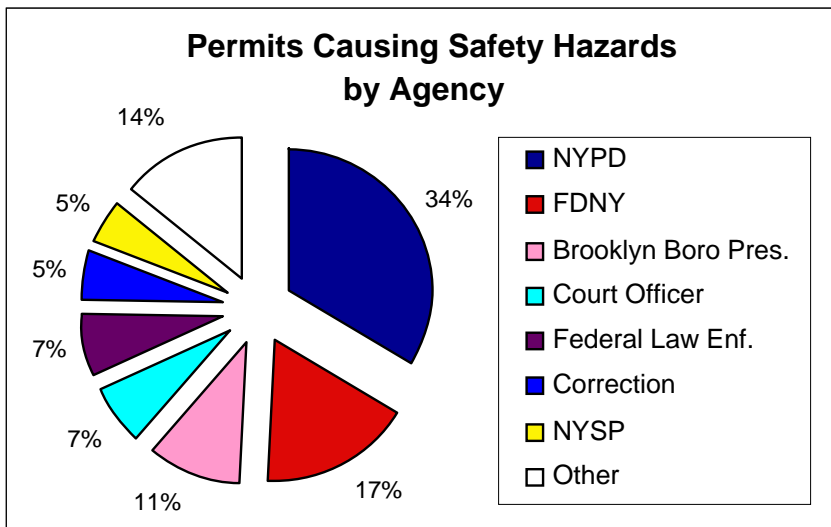
- 1) Brooklyn Borough Hall: 209 Joralemon Street
- 2) Brooklyn Municipal Building: 210 Joralemon Street
- 3) Main Post Office, Brooklyn: 271-301 Cadman Plaza East
- 4) Main Courthouse: 360 Adams Street
- 5) 84th Police Precinct: 301 Gold Street
- 6) NYC Fire Department and EMS: 9 Metrotech Center
- 7) Brooklyn Family Court: 238 Adams Street
- 8) NYC Transit Headquarters: 370 Jay Street
- 9) Department of Motor Vehicles: 10 Metrotech Center
- 10) Brooklyn House of Detention for Men: 275 Atlantic Ave
- 11) Brooklyn Hospital Center: 121 DeKalb Avenue

Detailed Results

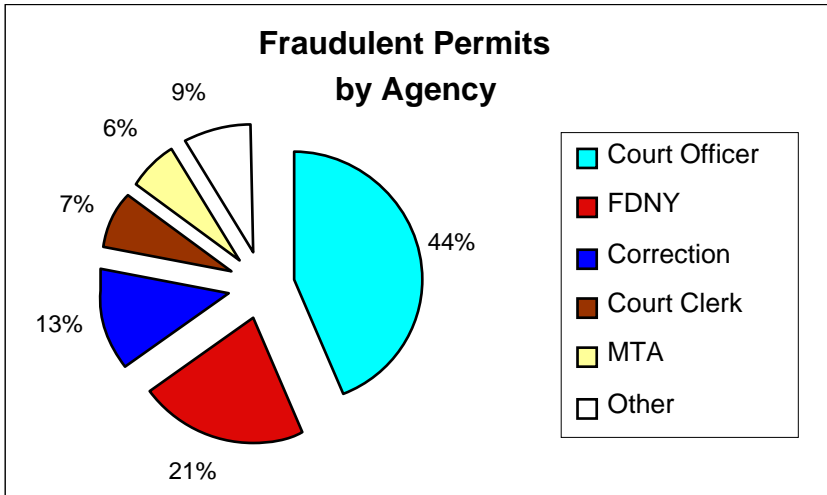
Total Permits Used Legally and Illegally	849	
Permits Used Illegally	587	-69% of Total Permits
Permits Used Legally	262	-31% of Total Permits
Permits Used at Meters	163	



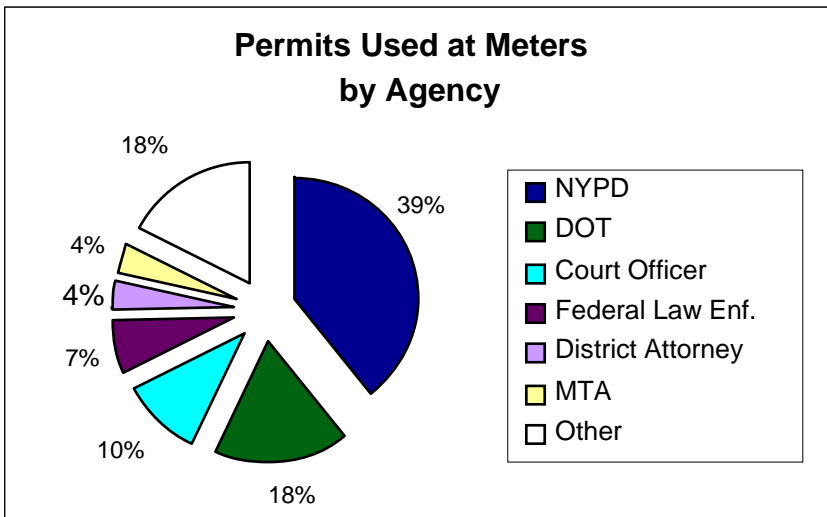
NYPD	194
Court Officer	99
FDNY	59
NYSPD	50
DOT	35
Correction	30
Education	26
Court Clerk	17
Other	77
Total	587



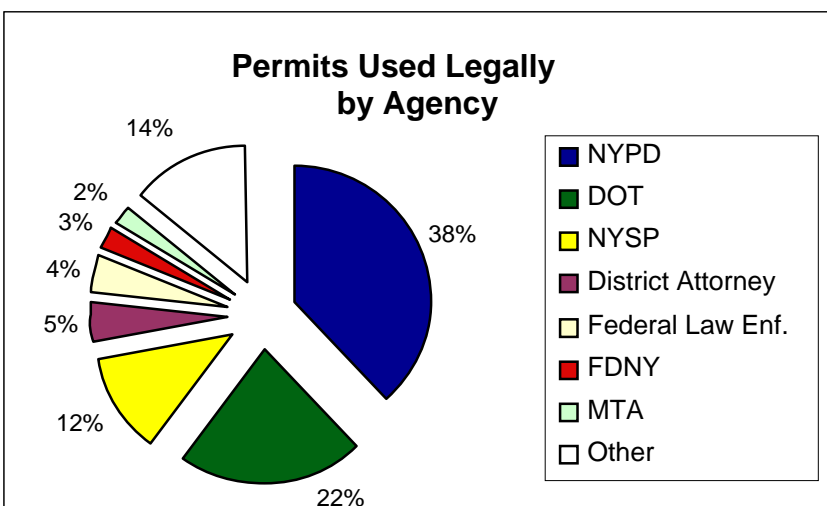
NYPD	38
FDNY	19
Brooklyn Boro Pres.	12
Court Officer	8
Federal Law Enf.	8
Correction	6
NYSPD	6
Other	16
Total	113



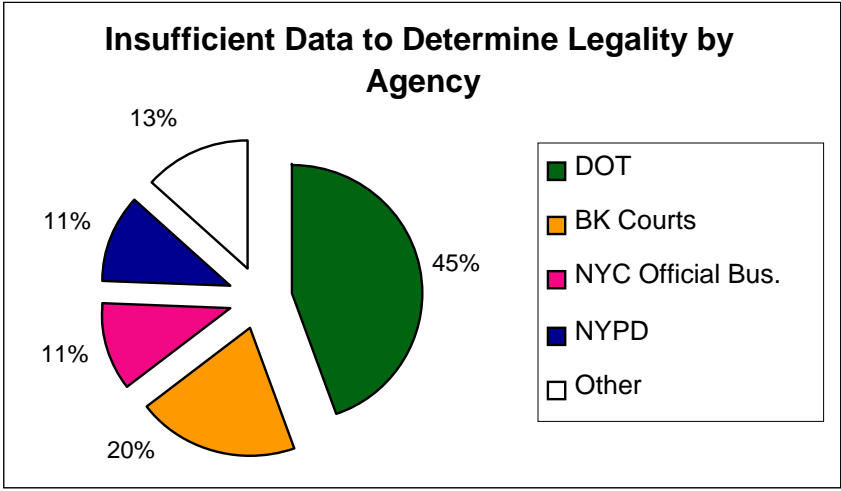
Court Officer	99
FDNY	49
Correction	30
Court Clerk	17
MTA	14
Other	20
Total	229



NYPD	64
DOT	29
Court Officer	17
Federal Law Enf.	11
District Attorney	7
MTA	6
Other	29
Total	163



NYPD	99
DOT	58
NYSPD	31
District Attorney	13
Federal Law Enf.	11
FDNY	7
MTA	6
Other	37
Total	262



DOT	20
BK Courts	9
NYC Official Bus.	5
NYPD	5
Other	6
Total	45

Civic Center, Manhattan



Census Tracts: 33, 21

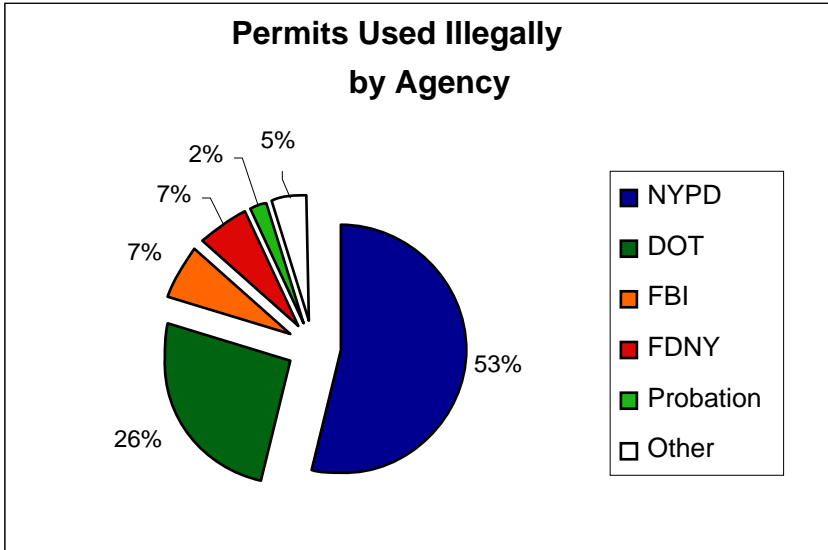
Streets Walked:, Elk, Center, Chambers, Reade, Duane, Thomas, Worth, Leonard, Franklin Streets; West Broadway, Broadway

Facilities in the Area:

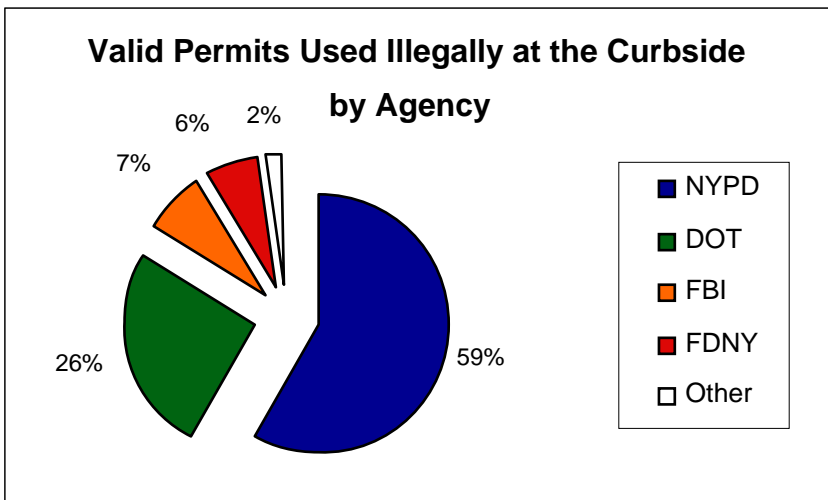
- 1) City Hall
- 2) The Municipal Building: 1 Centre Street
- 3) Police Department Main Headquarters: 1 Police Plaza
- 4) Federal Plaza: Broadway between Worth and Duane Streets
- 5) U.S. Courthouse: 40 Foley Square
- 6) Surrogates Court, Municipal Archives: 31 Chambers Street
- 7) Tweed Courthouse: 52 Chambers Street
- 8) New York City Department of City Planning: 22 Reade Street
- 9) Engine 7, Ladder 1: 100 Duane Street
- 10) Satellite Academy: 51 Chambers Street

Detailed Results

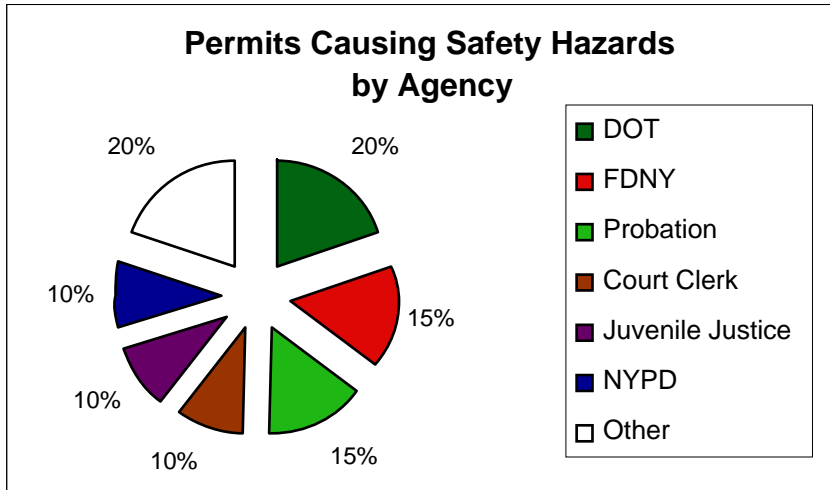
Total Permits Used Legally and Illegally	392	
Permits Used Illegally	336	-86% of Total Permits
Permits Used Legally	45	-14% of Total Permits
Permits Used at Meters	11	



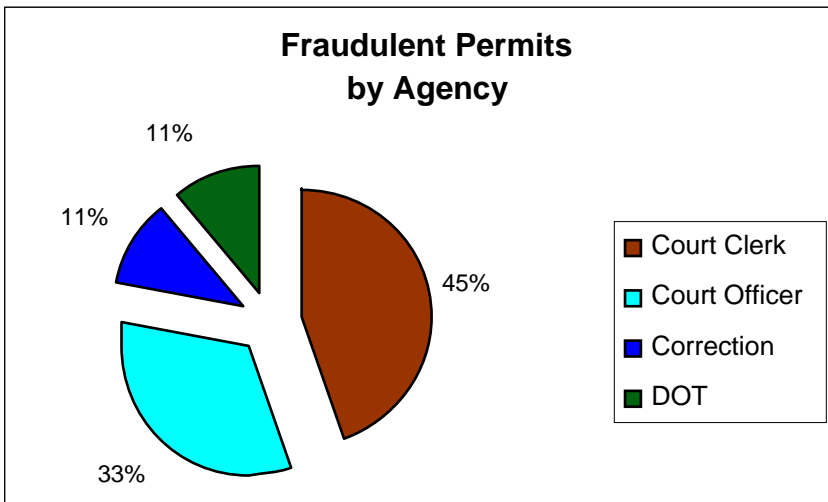
NYPD	181
DOT	86
FBI	23
FDNY	23
Probation	7
Other	16
Total	336



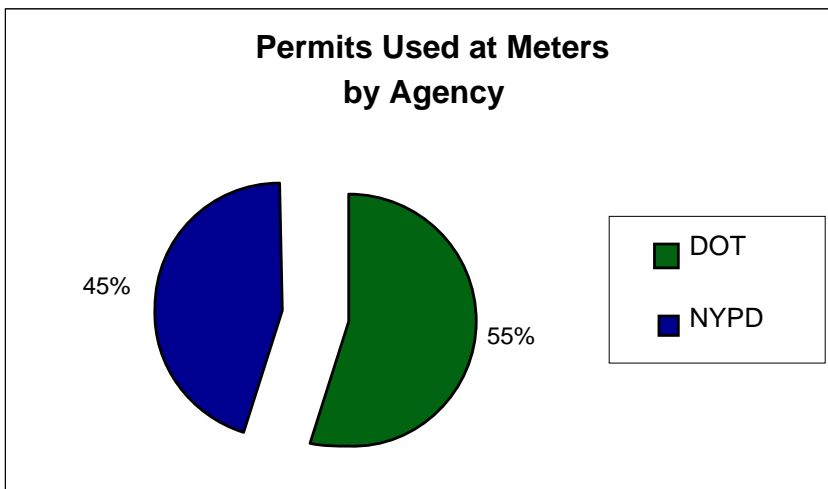
NYPD	179
DOT	80
FBI	23
FDNY	20
Other	7
Total	309



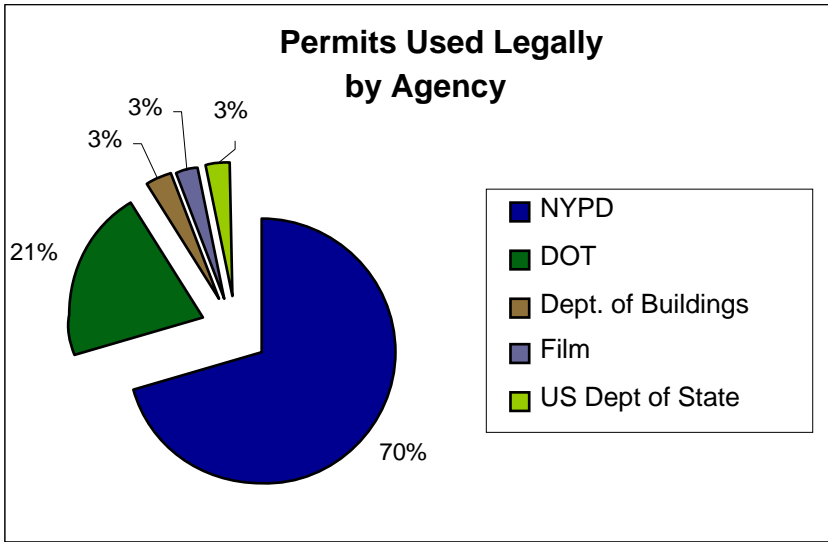
DOT	4
FDNY	3
Probation	3
Court Clerk	2
Juvenile Justice	2
NYPD	2
Other	4
Total	20



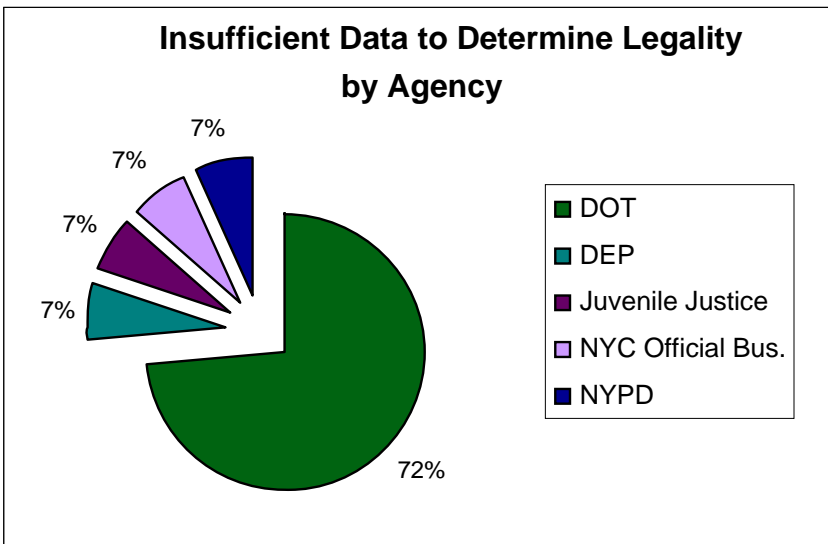
Court Clerk	4
Court Officer	3
Correction	1
DOT	1
Total	9



DOT	6
NYPD	5
Total	11

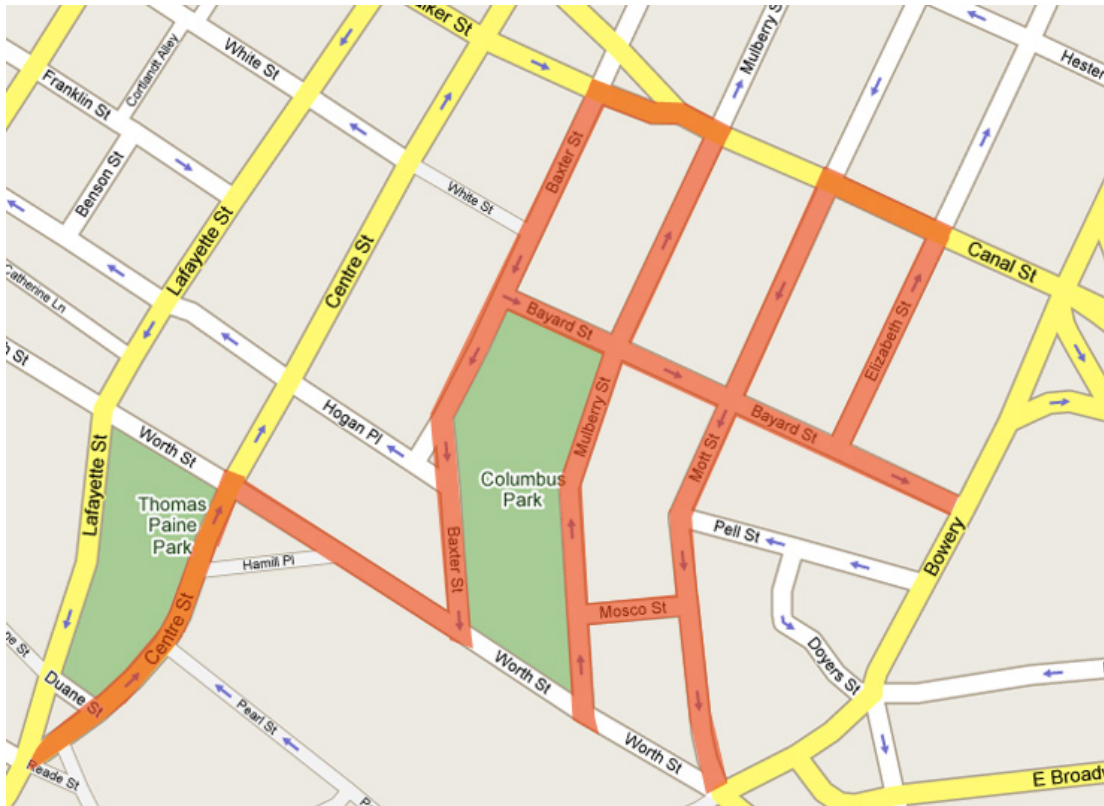


NYPD	24
DOT	7
Dept. of Buildings	1
Film	1
US Dept of State	1
Total	34



DOT	11
DEP	1
Juvenile Justice	1
NYC Official Bus.	1
NYPD	1
Total	15

Chinatown, Manhattan



Census Tract: 29

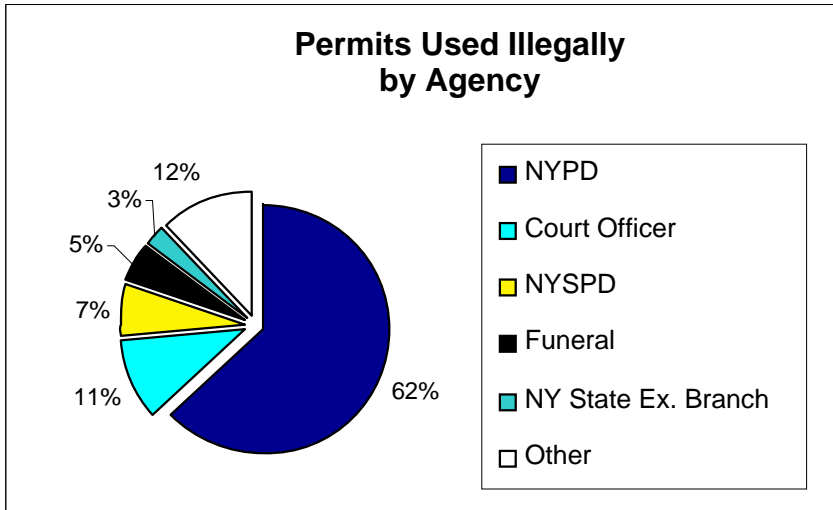
Streets Walked: Centre, Baxter, Mulberry, Mott, Elizabeth, Mosco, Leonard, Bayard, Walker Streets; Hogan Place

Facilities in the Area:

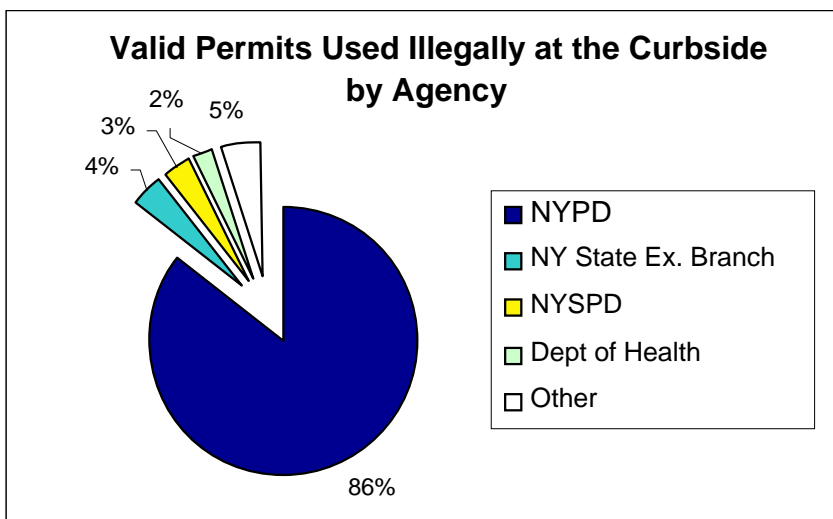
- 1) 5th Police Precinct: 19 Elizabeth Street
- 2) Chinatown Station Post Office: 6 Doyers Street
- 3) Engine 9: 75 Canal Street
- 4) New York Public Library, Chatham Square Branch: 33 East Broadway
- 5) PS 130 - Hernando DeSoto School (K-5): 143 Baxter Street
- 6) PS 42 - Benjamin Altman School (K-5): 71 Hester Street
- 7) PS 124 - Yung Wing School (K-5): 40 Division Street
- 8) PS 1 - Alfred E. Smith School (K-5): 8 Henry Street
- 9) Pace High School: 100 Hester Street
- 10) Gouverneur Hospital: 227 Madison Street

Detailed Results

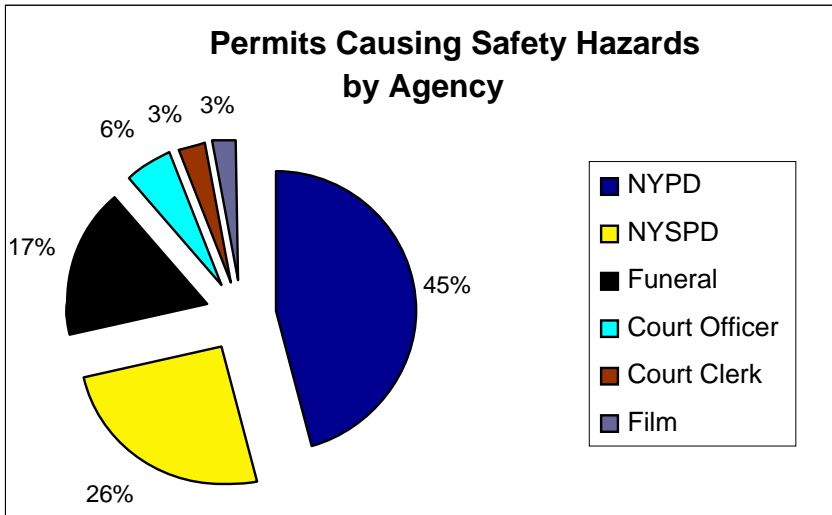
Total Permits Used Legally and Illegally	223	
Permits Used Illegally	196	-88% of Total Permits
Permits Used Legally	27	-12% of Total Permits
Permits Used at Meters	9	



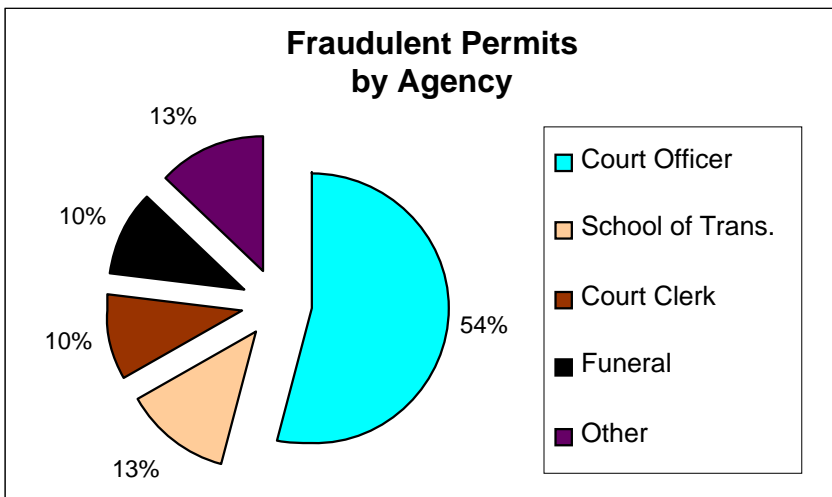
NYPD	123
Court Officer	21
NYSPD	13
Funeral	10
NY State Ex. Branch	5
Other	24
Total	196



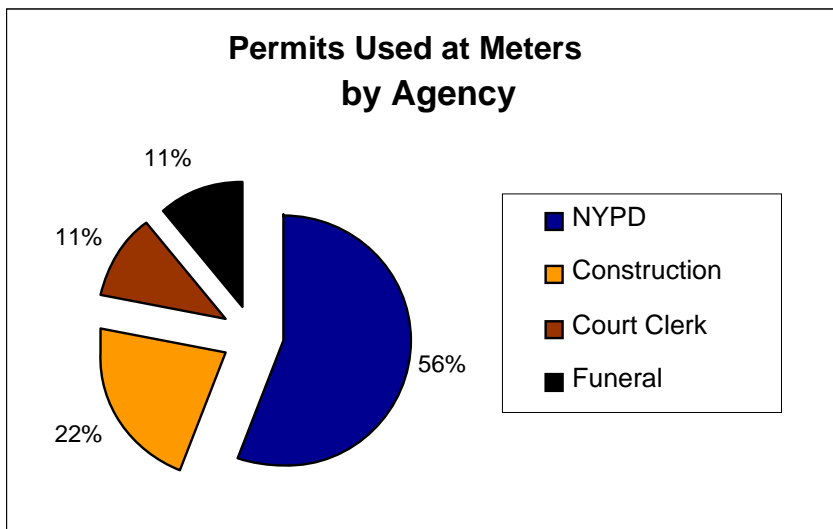
NYPD	106
NY State Ex. Branch	5
NYSPD	4
Dept of Health	3
Other	6
Total	124



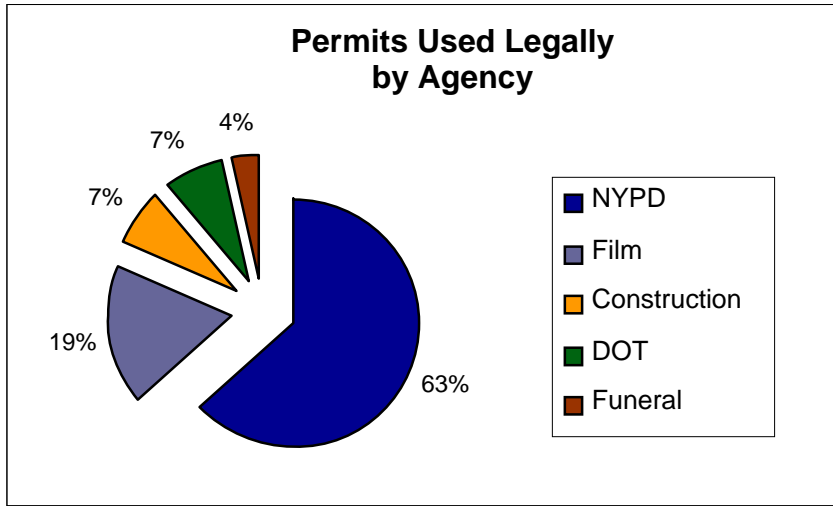
NYPD	16
NYSPD	9
Funeral	6
Court Officer	2
Court Clerk	1
Film	1
Total	35



Court Officer	21
School of Trans.	5
Court Clerk	4
Funeral	4
Other	5
Total	39



NYPD	5
Construction	2
Court Clerk	1
Funeral	1
Total	9



NYPD	17
Film	5
Construction	2
DOT	2
Funeral	1
Total	27

Concourse Village, The Bronx



Census Tracts: 59.01, 59.02

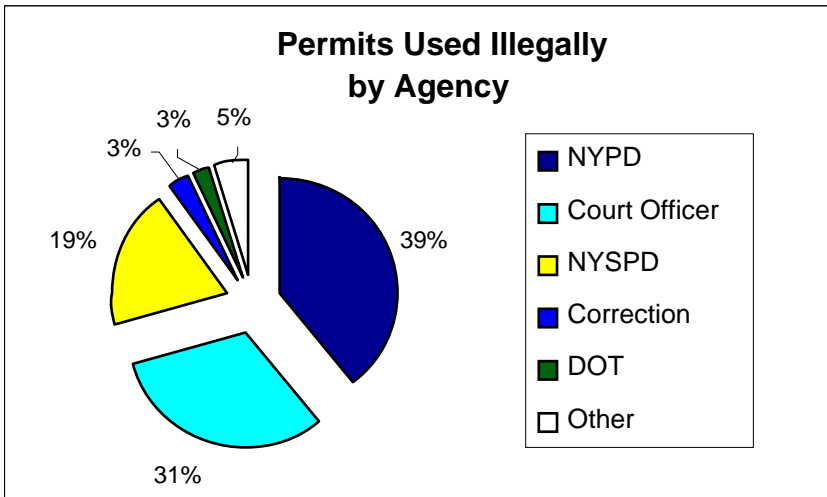
Streets Walked: 158th, 159th, 161st, 162nd Streets; Sherman, Walton, Sheridan, Grant Avenues; Grand Concourse

Facilities in the Area:

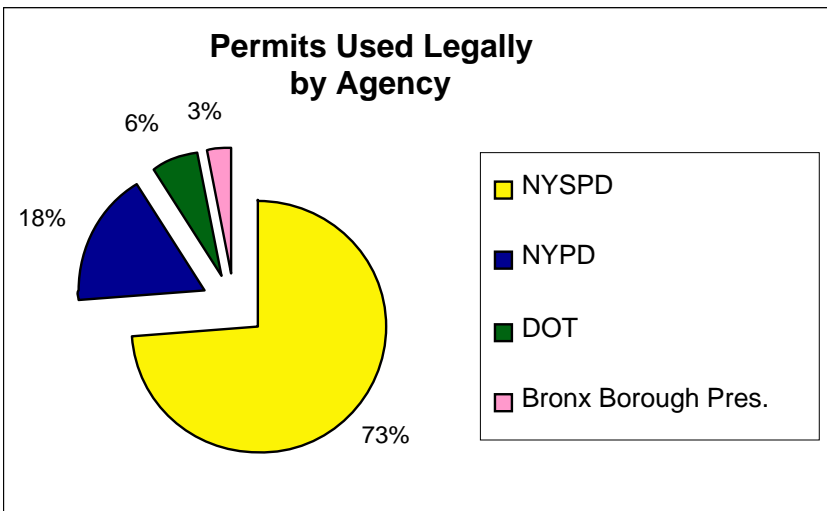
- 1) Bronx Borough Hall: 851 Grand Concourse
- 2) Bronx County Courthouse: 851 Grand Concourse
- 3) Bronx Borough President's Office: 851 Grand Concourse
- 4) Yankee Stadium: East 161st Street and River Avenue
- 5) New York Public Library, Melrose Branch: 910 Morris Avenue
- 6) Montefiore Medical Center: 305 East 161st St
- 7) P.S. 35 – Franz Siegel School (K-4): 261 East 163rd St
- 8) PS 156 - Benjamin Banneker School (Pre K-6): 750 Concourse Village West
- 9) Cardinal Hayes High School: 650 Grand Concourse
- 10) Bronx High School for Law, Government and Justice: 244 E 163rd St

Detailed Results

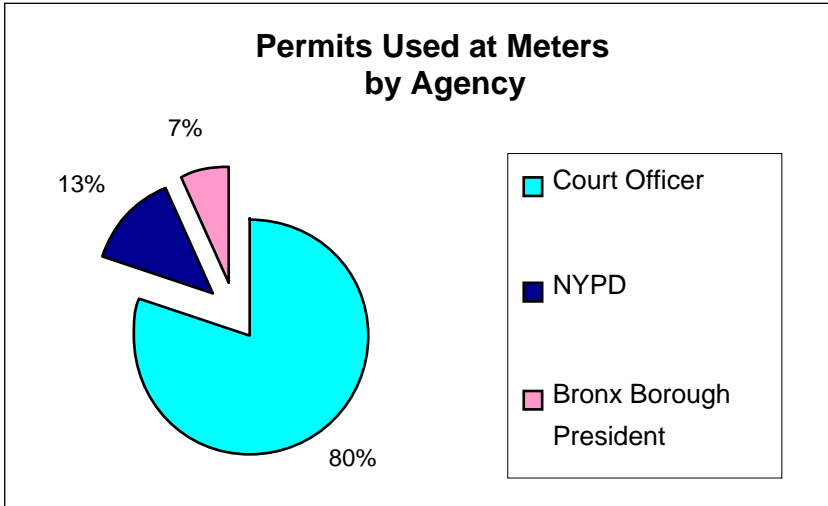
Total Permits Used Legally and Illegally	225	
Permits Used Illegally	191	-85% of Total Permits
Permits Used Legally	34	-15% of Total Permits
Permits Used at Meters	15	



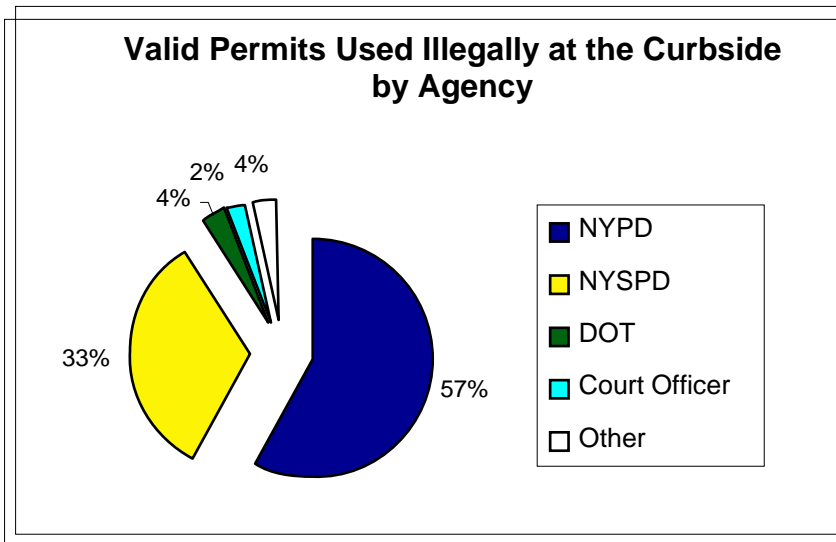
NYPD	75
Court Officer	60
NYSPD	37
Correction	5
DOT	5
Other	9
Total	191



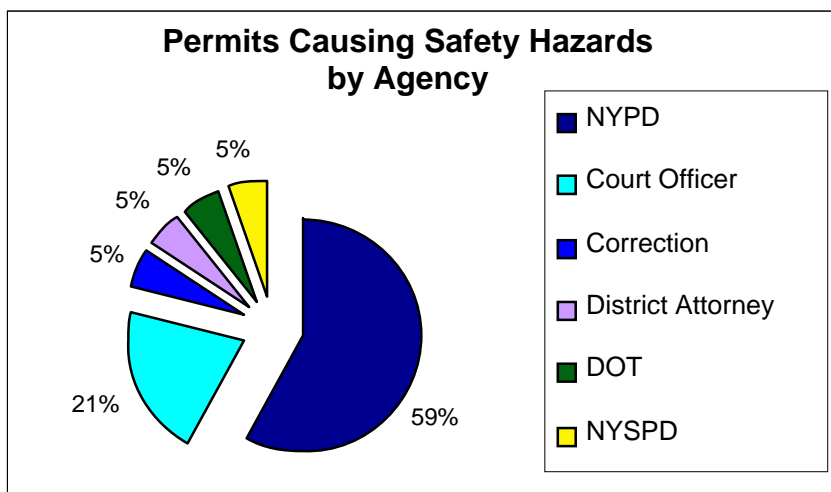
NYSPD	25
NYPD	6
DOT	2
Bronx Borough Pres.	1
Total	34



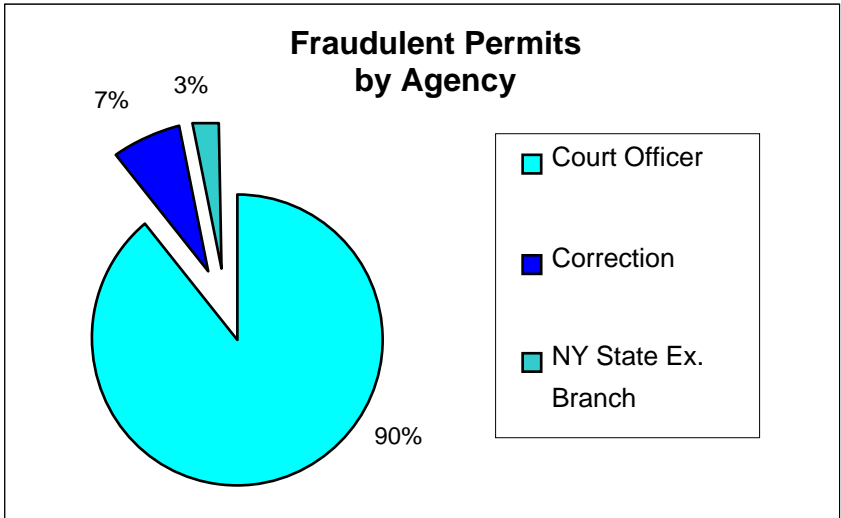
Court Officer	12
NYPD	2
Bronx Borough Pres.	1
Total	15



NYPD	63
NYSPD	36
DOT	4
Court Officer	2
Other	4
Total	109



NYPD	11
Court Officer	4
Correction	1
District Attorney	1
DOT	1
NYSPD	1
Total	19



Court Officer	60
Correction	5
NY State Ex. Branch	2
Total	67

Insufficient Data to Determine Legality

NYPD	7
Total	7

Jamaica, Queens



Census Tracts: 244, 240, 446.01, 446.02, 276, 460, 238

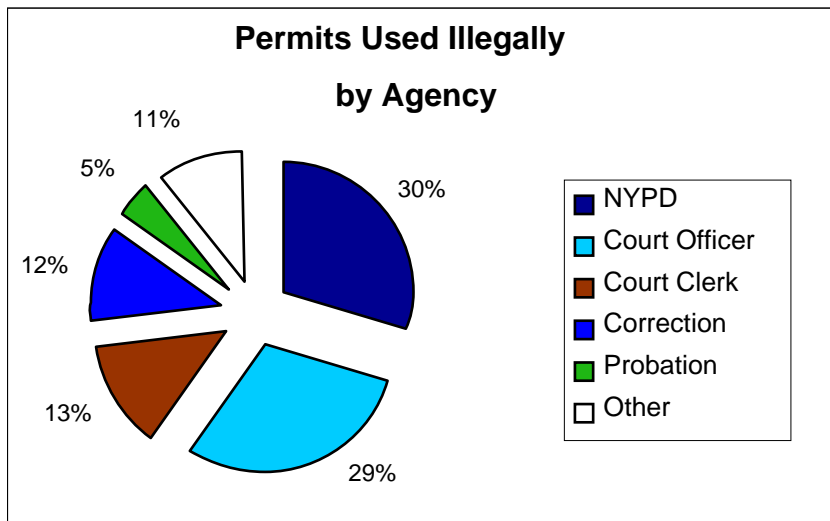
Streets Walked: 88th, 89th, 90th, 91st; Archer Avenue, Jamaica Avenue; 146th, 153rd, 160th Streets, Sutphin Blvd

Facilities in the Area:

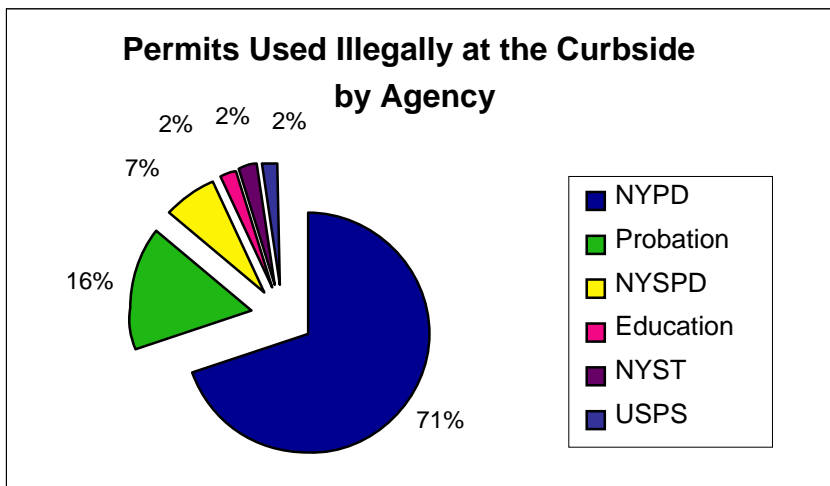
- 1) 103rd Police Precinct: 168-02 91 Ave
- 2) Engine Company 233 and Ladder Company 176: 82-68 164th St.
- 3) Queensborough Public Library, Central Branch: 89-11 Merrick Boulevard
- 4) Kings Manor Museum: 90-04 161 Street
- 5) Hillcrest High School: 160-05 Highland Ave
- 6) Jamaica High School: 167-01 Gothic Dr.
- 7) P.S. 86: 87-41 Parsons Blvd.
- 8) P.S. 182: 90-36 150 St.
- 9) [Mary Immaculate Hospital](#): 90-10 150th St
- 10) Jamaica Station: Sutphin Blvd and Archer Avenue

Detailed Results

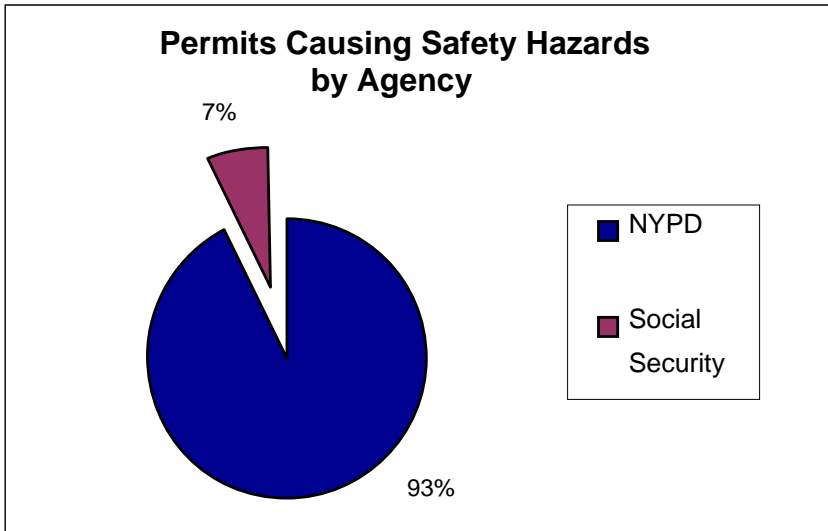
Total Permits Used Legally and Illegally	198	
Permits Used Illegally	150	-76% of Total Permits
Permits Used Legally	48	-24% of Total Permits
Permits Used at Meters	80	



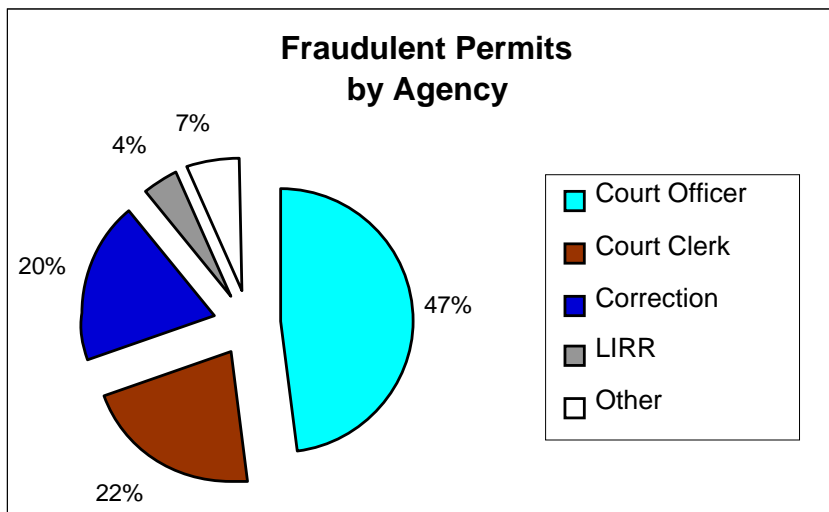
NYPD	45
Court Officer	44
Court Clerk	20
Correction	18
Probation	7
Other	16
Total	150



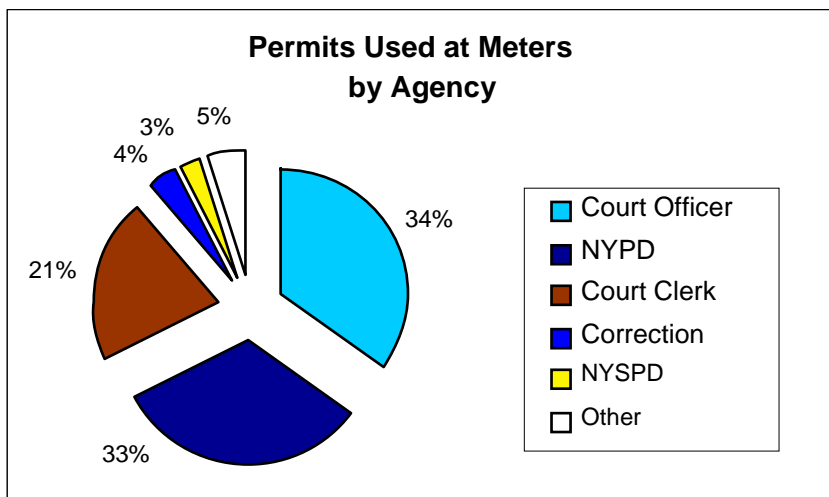
NYPD	30
Probation	7
NYSPD	3
Education	1
NYST	1
USPS	1
Total	43



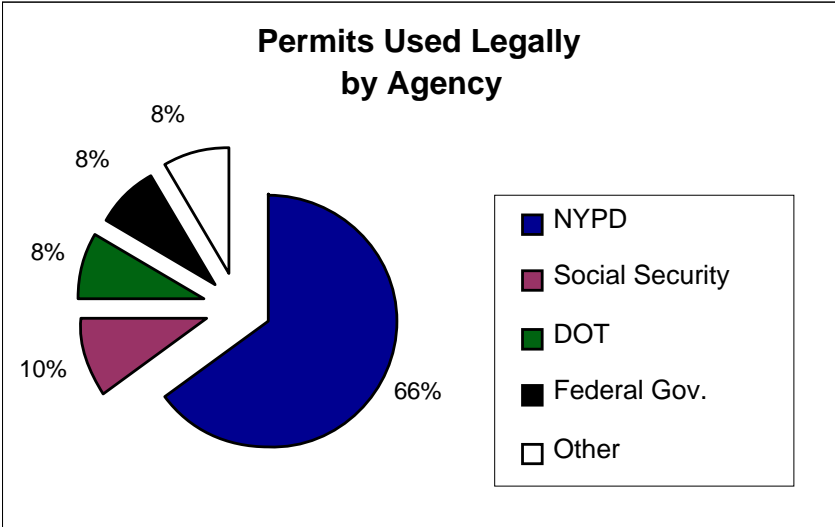
NYPD	13
Social Security	1
Total	14



Court Officer	44
Court Clerk	20
Correction	18
LIRR	4
Other	6
Total	92



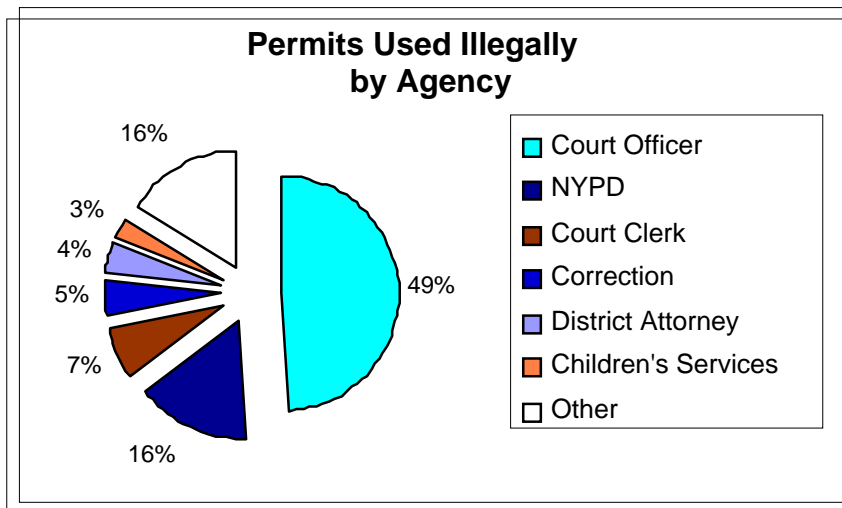
Court Officer	28
NYPD	26
Court Clerk	17
Correction	3
NYSPD	2
Other	4
Total	80



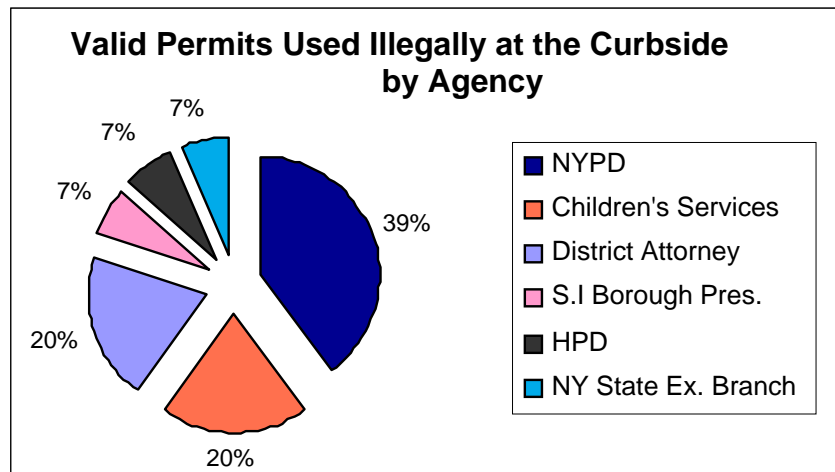
NYPD	31
Social Security	5
DOT	4
Federal Gov.	4
Other	4
Total	48

Detailed Results

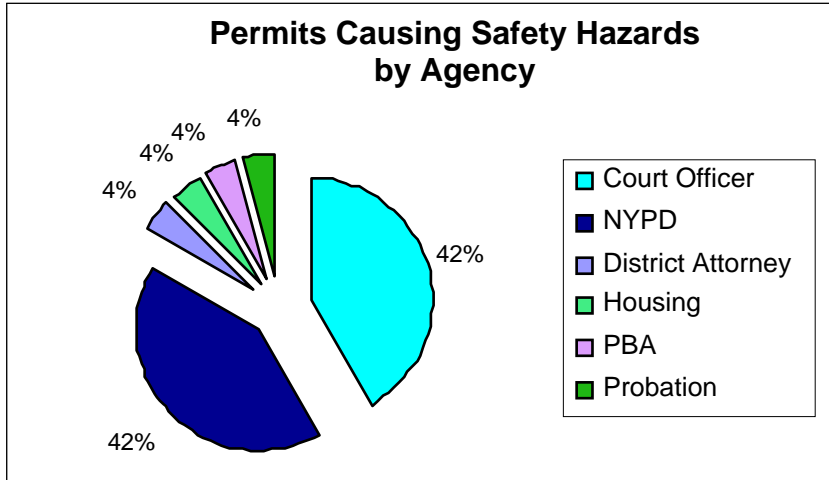
Total Permits Used Legally and Illegally	187	
Permits Used Illegally	100	-53% of Total Permits
Permits Used Legally	87	-47% of Total Permits
Permits Used at Meters	114	



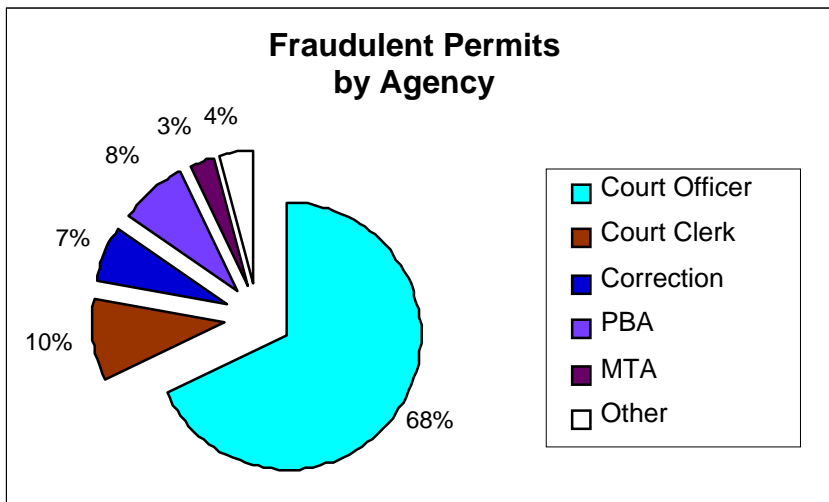
Court Officer	49
NYPD	16
Court Clerk	7
Correction	5
District Attorney	4
Children's Services	3
Other	16
Total	100



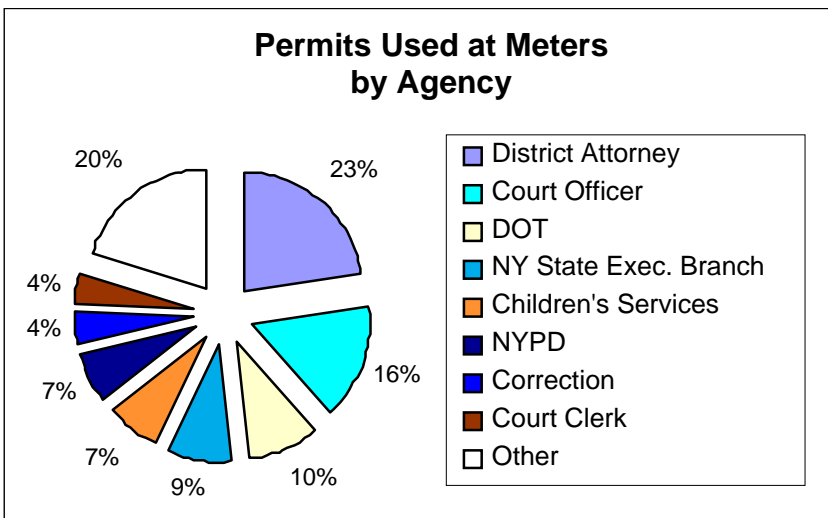
NYPD	6
Children's Services	3
District Attorney	3
S.I Borough Pres.	1
HPD	1
NY State Ex. Branch	1
Total	15



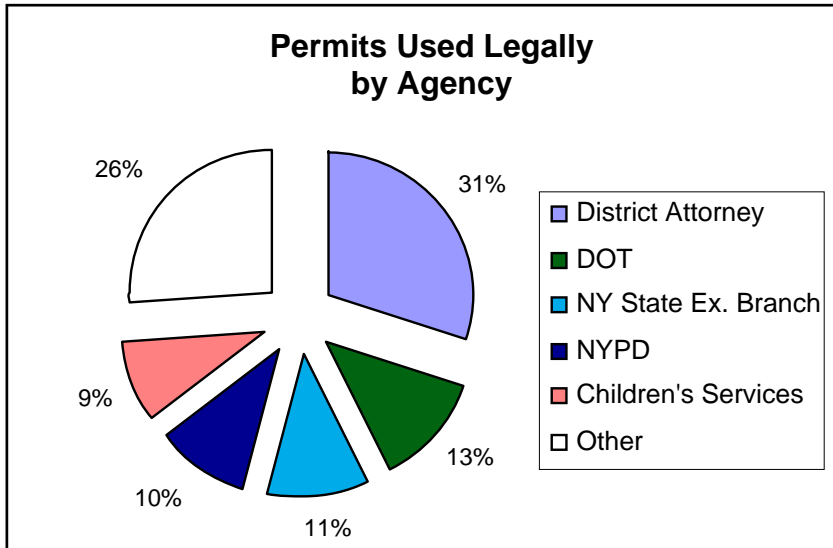
Court Officer	10
NYPD	10
District Attorney	1
Housing	1
PBA	1
Probation	1
Total	24



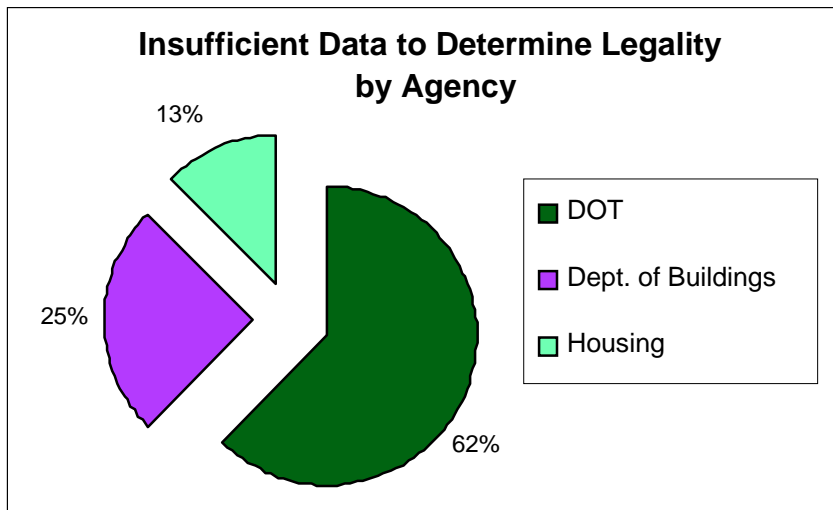
Court Officer	49
Court Clerk	7
Correction	5
PBA	6
MTA	2
Other	3
Total	72



District Attorney	26
Court Officer	18
DOT	11
NY State Ex. Branch	10
Children's Services	8
NYPD	8
Correction	5
Court Clerk	5
Other	23
Total	114

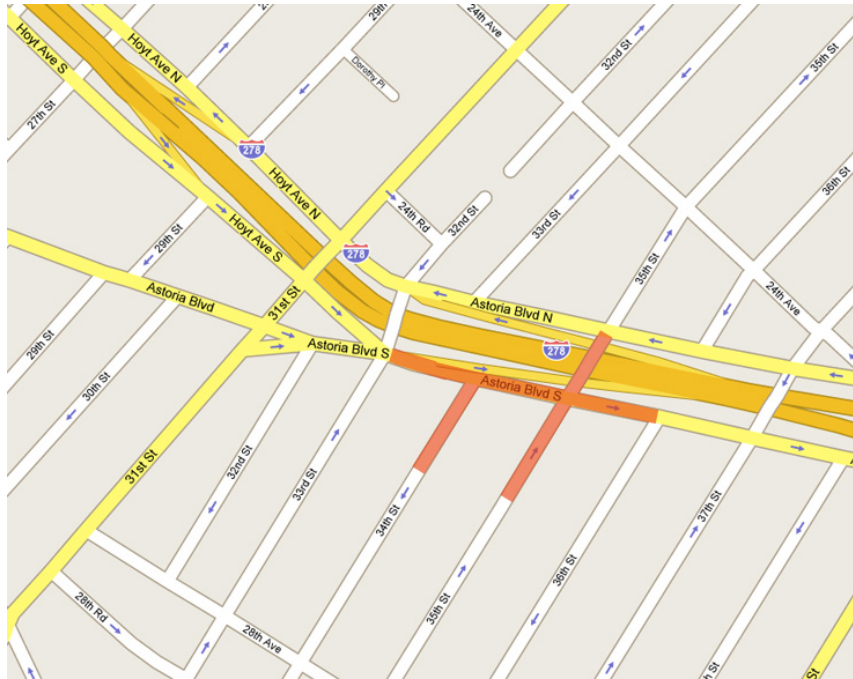


District Attorney	26
DOT	11
NY State Ex. Branch	10
NYPD	9
Children's Services	8
Other	23
Total	87



DOT	5
Dept. of Buildings	2
Housing	1
Total	8

114th Precinct - Astoria, Queens



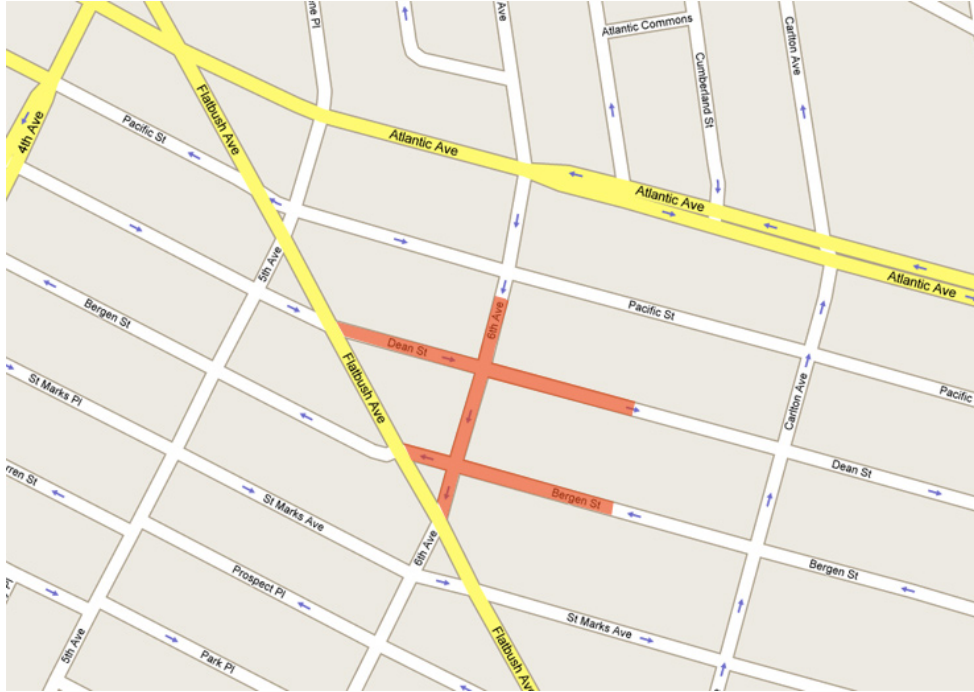
Census Tracts: 65, 67

Streets Walked: 34th, 35th Streets, Astoria Blvd. South

Facilities in the Area:

- 1) 114th Police Precinct: 34-16 Astoria Blvd
- 2) Mount Sinai Hospital of Queens: 25-10 30th Avenue
- 3) Engine Company 263/Ladder Company: 117 42-06 Astoria Blvd.
- 4) P.S. 85: The Judge Charles J. Vallone School: 23-70 31 Street
- 5) P.S. 70: 30-45 42nd Street

78th Precinct, Prospect Heights, Brooklyn



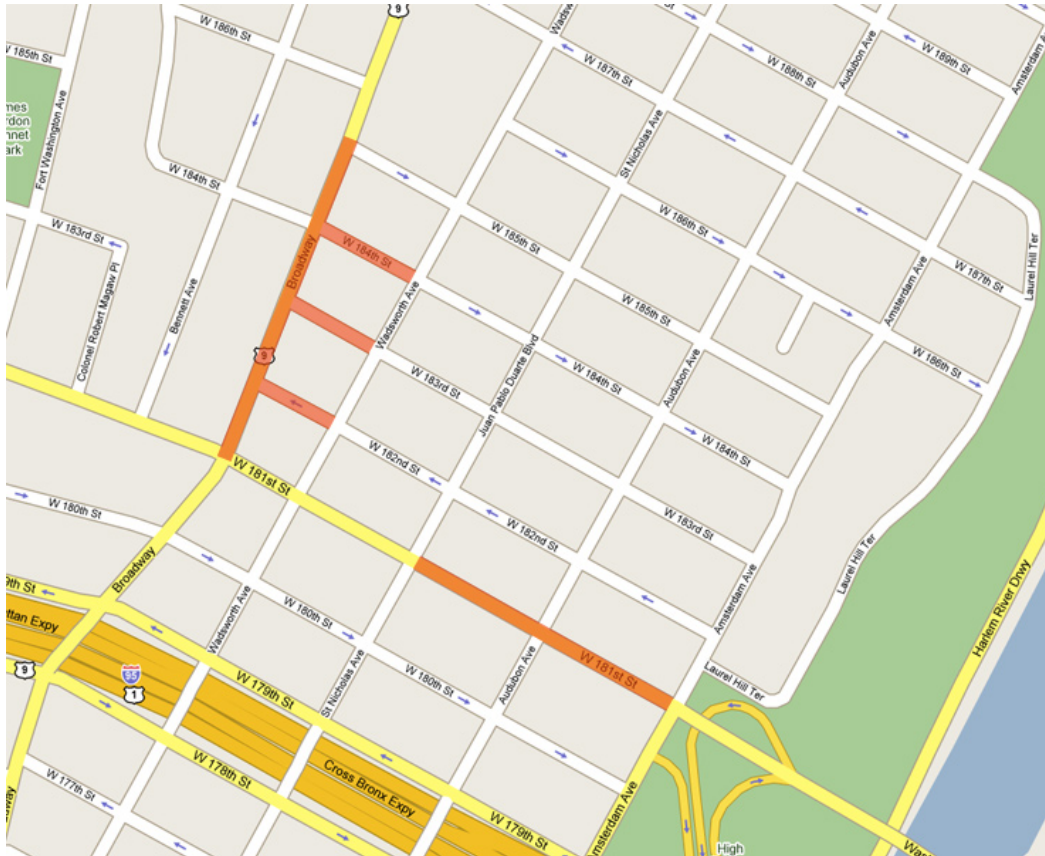
Census Tracts: 161, 129.02

Streets Walked: 6th Avenue, Dean, Bergen Streets

Facilities in the Area:

- 1) LIRR Flatbush Avenue Terminal: Atlantic Avenue and Flatbush Avenues
- 1) 78th Police Precinct
- 2) Brooklyn Public Library, Pacific Branch: 25 Fourth Ave.
- 3) Grand Army Plaza Green Market
- 4) Brooklyn High School of the Arts: 345 Dean St.

34th Precinct - Washington Heights, Manhattan



Census Tract: 271

Streets Walked: 181st, 182nd, 183rd, 184th Streets, Broadway

Facilities in the Area:

- 1) 34th Precinct, NYPD: 4295 Broadway
- 2) Engine 93, Ladder 45, Rescue Co. 3: 515 West 181st Street
- 3) Washington Bridge Station Post Office: 555 West 180th Street
- 4) George Washington Bridge Bus Terminal: 4211 Broadway
- 5) New York Public Library, Fort Washington Branch: 535 West 179th Street
- 6) Yeshiva University: 500 West 185th Street
- 7) Gregorio Luperon High School for Science and Mathematics: 516-20 West 181st St.
- 8) PS 132 - Juan Pablo Duarte School (K-5): 185 Wadsworth Avenue
- 9) PS 48 - Police Officer Michael J. Buczek School (K-4): 4360 Broadway
- 10) IS 528 - Bea Fuller Rodgers School (6-8): 180 Wadsworth Avenue