

Community Planning Board 10

Traffic & Transportation Committee Report met in quorum on May 8, 2003  
May 12, 2003

Report rendered by Thomas McCarthy

Thank you very much, Steve.

Before I address the business matters to be covered today, I would like to take a moment to formally thank my predecessor as chair of the Traffic and Transportation committee, Larry Stelter for his service to the community and for the leadership he has demonstrated during the years he has led the committee. I know that Larry has demonstrated to me a level of knowledge about and commitment to the work of the committee that can only be described as commendable. His work ethic and willingness to attend community meetings are legendary and I can only say, at this juncture, that Larry is role model for the rest of us.


When Steve Harrison informed me of his plan to rotate certain committee chairmanships, including this one. He and I both agreed that Larry Stelter should continue to play a leadership role in the committee. I am pleased to say that Larry has agreed to continue to play a leadership role in the committee and will continue to serve as the representative of the committee and of the board on a number of advisory committees. In this capacity, Larry will report monthly to the committee on his work and will have a permanent spot on our monthly agenda to furnish his reports. Again, thank you Larry for all you have done and for all you have yet to do.

With regard to the matters on today's agenda: I would first like to cover two informational matters discussed at that time.

- We have received a reply to our request to have a three-way stop sign installed at Narrows Avenue & 68<sup>th</sup> Street from NYC's DOT's Acting Borough Commissioner, Lori Ardito. Commissioner Ardito has forwarded our request to their Inspection Control Unit for a review.
- Restoration of Full Manhattan Bridge Subway Service – As many of you may have heard by now, N Train service over the Manhattan Bridge is to be restored in February 2004. In a letter dated 4/17/03 from NYC Transit President Lawrence Reuter, CB10 was informed of this and other changes. At the CB10 Traffic and Transportation Committee Meeting, on 5/8/03, the committee voted to send a letter to New York City Transit supporting this change and requesting restoration of the Chambers Street Express at that time as well. The Chambers Street Express was a line that ran from 95<sup>th</sup> Street until 59<sup>th</sup> Street, at which time it went express until DeKalb Avenue and then went over the M Line to Chambers Street cutting down the commute time to lower Manhattan. There is a public meeting on June 12 at 4 p.m. sponsored by the MTA at LIB, Health Science Building, Room HSM107, One University Plaza, Flatbush & DeKalb Avenues, Brooklyn. I would encourage any board members and CB10 residents to attend as is possible.

- The committee heard a request for a memorial for Howard Mazariegos on 4<sup>th</sup> Avenue and 99<sup>th</sup> Street. The memorial was requested by the family of Howard Mazariegos and his sisters presented the request to the committee. As you may recall, Mr. Mazariegos was killed, last year, when a drunk driver, driving a Ferrari at a high rate of speed, ran him down. The committee heard the presentation from the family of Mr. Mazariegos' and reviewed the application they had submitted regarding their request. After much discussion, the committee voted to deny the request. I think I speak for the committee when I say that the vote was an extremely difficult heart-wrenching experience for all of us. Each and every one of us felt genuine compassion for the family and would very much have liked to have done something for them. Unfortunately, based on the criteria voted upon by this board, we felt obligated to turn down the request. Tragic as was the death of Mr. Mazariegos, he was not born in the district, never lived in the district, and has no close relatives in the district. He was not a member of any uniformed service or the armed forces. He was not engaged in a heroic act at the time of his death. He was not a government official or a community activist. These and related criteria are those chosen by this board that we needed to use to determine eligibility for such a memorial. Since the deceased did not meet any of these criteria, we were forced to vote against the motion.
- The committee also heard a report furnished by the Valet Parking Sub-Committee that contained recommendations for a voluntary code of conduct to be observed by all providers of valet parking. I will read the recommendations in a moment and ask for your vote in on a motion related to the code. The committee also discussed and agreed upon the need for continued research regarding ways to incorporate these and, possibly, other recommendations into the legal code. As such, the sub-committee will remain in existence and will conduct the research requested by the Traffic and Transportation Committee.
- With regard to the recommendations of the Valet Parking Sub-Committee, the Traffic & Transportation committee voted to approve the recommendations and to ask for your approval. I will now read the Valet Parking Report as amended by the committee:

Respectfully submitted,

*Thomas McCarthy*  
Thomas McCarthy   
Chair, Traffic and  
Transportation Committee

## **Valet Parking Sub-Committee – Final Report – May 8, 2003**

The valet parking sub-committee of CB10's Traffic & Transportation committee consists of Tom McCarthy, Paul Gasser, and Anthony Lamberti. It has been working since the fall of 2002 on the subject of valet parking. Since that time the committee has met with representatives of the Police Department, the Third Avenue Board of Trade and individual restaurateurs. In addition, they have conducted additional research with legal and insurance advisors and have conducted informal visual assessments of actual valet parking procedures.

Numerous concerns have been expressed relative to valet parking in our neighborhood. These concerns are manifold and include concerns regarding the driving of the employees of the valet firms, illegal and double parking, lack of insurance, parking fines incurred by restaurant patrons, the taking of legal spots by valet parking, and the blocking of traffic with signs, cones, etc.

The committee has investigated these concerns and has discussed them with the police and the restaurateurs. Our findings and recommendations are as follows:

### **Findings:**

- While restaurants are the major providers of valet parking, other firms such as beauty salons and funeral parlors also offer valet parking.
- On-street valet parking is completely legal and is unregulated by the City and State as long as providers are not charging for the service.
- Almost all businesses that provide for valet parking for their clients utilize a third-party valet parking service rather than provide the service themselves.
- Insurance seems to be the main factor that leads local businesses to hire third-party providers. Ensuring that the valet parking providers maintain adequate insurance is a major concern of local merchants using their services.
- Local businesses are prohibited from using on-street cones, signs or any other device to block traffic or to reserve spots for either parking or to use as loading zones by DOT rules. The police enforce these restrictions and the local business we surveyed do not engage in these practices.
- Merchants generally provide valet parking because of their perception that market forces require them to offer such services. The cost of the service is significant for most providers and most surveyed would prefer not to have to offer the service.
- Parking is a major problem in the areas most businesses providing valet parking are located and an informal survey of users of valet parking indicates that many would not patronize the businesses if valet parking were not available.
- Parking tickets written on cars under the control of valet parking services are an occasional problem but generally are paid by either the service or the merchant.
- We have heard many reports of valet parking attendants engaging in driving that is in violation of many traffic ordinances.
- We have also heard many reports of valet parking attendants engaging in double parking although many local merchants assure us that they insist that the valet

parking attendants park cars legally. They do admit that, sometimes, during their busy times, cars could remain double parked until the attendants can move them.

**Recommendations:**

- Given that valet parking is completely unregulated by any governmental body, we recommend that Community Board 10 adopt a voluntary code of conduct that all purveyors of valet parking including merchants and valet services be requested to adopt.
- The code of conduct will include guidance for establishments offering valet parking intended to help insure they offer valet parking in a safe and secure manner for themselves as well as for their customers.
- Community Board 10 should request that each merchant and valet service sign an attestation document that promises that they will adhere to the voluntary code of conduct.
- The voluntary code of conduct should be provided to our elected representatives for their action to enshrine the code into law.
- Community Board 10 should keep a list of merchants and valet services that have provided a signed attestation document. This list should be provided to the local police with a request that the police (a) periodically examine the establishments involved to ensure that they are keeping their commitments and (b) aggressively examine the service being provided by non-signers to determine if they are violating any laws.
- Community Board 10, in conjunction with the local boards of trade, should work to outline recommendations regarding the level and type of insurance that valet parking providers should provide and should establish a program to ensure that all providers maintain such insurance.
- The voluntary code of conduct suggested at this juncture is attached.

**Valet Parking Sub-Committee – Draft Final Report – May 8, 2003**  
**Voluntary Code of Conduct**

**Merchants providing valet parking will ensure that they or the valet parking firm they utilized to provide valet parking service will observe the following code. Valet parking firms will independently ensure that they observe this code.**

- 1. Maintain adequate insurance as defined by CB 10 and the local boards of trade.**
- 2. Park cars in their possession as quickly as possible and do not utilize double parking except for brief periods.**
- 3. Always park cars legally.**
- 4. Always observe all traffic laws including those regulating traffic speed, U-turns, etc.**
- 5. Never utilize any on-street signage, cones, or any such device in any way.**
- 6. Never block off any portion of the street to either save parking spots or to create loading zones.**
- 7. Only employ bonded valet attendants who are in possession of valet New York State drivers' licenses, who have passed standard employment related drug-tests, and who have no outstanding warrants.**
- 8. Pay any tickets incurred on cars in their possession and inform the owners that the tickets were incurred when the cars are returned to them.**
- 9. Ensure that valet attendants and the staff of any valet service, or staff of the merchant, are courteous to both patrons of the merchant and local residents.**
- 10. Place signs in the front dashboard of any car parked by a valet parking attendant indicating that the car is in possession of a valet parking service and also indicating the business establishment involved.**
- 11. Refrain from running of car engines and using any sound equipment in any cars in the possession of the valet services.**
- 12. Ensure that valet attendants wear ID badges that identify both the valet service and the establishment at which they work.**
- 13. Ensure that valet attendants comply with all other vehicle traffic laws including those not explicitly mentioned herein.**