

Community Board 1, Queens – Board Meeting Minutes

November 15, 2022

Marie Torniali, Chairperson - Thank you all, welcome to the November 15th meeting of Community Board 1, tonight we are honored to have the New York City Department of Transportation, doing a presentation on Carshare.

Commissioner Nicole Garcia, NYC Department of Transportation (DOT) - Good evening, everyone. Thank you for inviting us here tonight, so good to see everyone in person. We are here tonight to do a presentation about Carshare and with me, I have my colleague Justin, as well as some of the Carshare companies to talk about this service and what we aim to provide to Astoria residents, thank you.

Justin Romeo, Director of Special Projects, NYC Department of Transportation (DOT) – Thank you Nicole. Hi, my name is Justin Romeo, I am from the Transportation Planning and Management Division at the NYC Department of Transportation, I am the Director of Special Projects. I am here today to provide a little bit of context for our Carshare Program and then we are going to have Torrey Fishman from Zipcar and Eric Rago from Getaround speak a little bit, which are a few of our partners in the program and we are having them speak a little bit about the specific locations that we are requesting in our Community Board 1, but at first I just wanted to give you guys a little bit of background. (*Presentation attached*)

Q&A with the Board Members

Rod Townsend - Thank you for the presentation, DOT, Zipcar, and Getaround. Zipcar, I see you are valued at a net worth of \$500 million dollars, Getaround, you just went public at \$1.2 billion dollars. DOT, your website says that they are renting these spaces for \$475 a year which is about, in this neighborhood, worth a month and a half's worth of parking. Don't you feel like we are kind of giving a corporate giveaway? We are getting some give backs. I think it is a good program, but don't you think it is a bit undervalued?

Justin Romeo - I won't speak to the undervalue, over value, but I will say that the fee that is being charged on the permit has to do with case law. We are tied to tying the fee for the space to the administrative costs associated with the permitting process. We do believe in the program, we do think it is a value-add, but I think your point is well noted. It goes beyond our current abilities to make charges for spaces and the curb space in the city. It is a larger issue that needs to be addressed, it is not just this program, and not just this company, but definitely noted.

Kathleen Warnock - I appreciate the really down to the ground explanation of each thing, but I am wondering if it is a bit of fuzzy math with the equity part of things, because it is great to have a super low or discounted membership, but then again there are so many people in New York who never got a license because they could never afford a car or could not keep up the kind of expenses that it costs to have a car for maintenance. You are talking about the super low discounts and the equity and in public housing. Right now, I think you are really pushing it a bit with talking about how wonderful it is going to be for underserved audiences, because I don't think the product is made for underserved audiences.

Dan Aliberti - I have two questions. One is you mentioned that you do a background check, these are people with licenses. What other than when you check the background, who would be excluded? They may have a license, but then you are excluding them, because of what? The other question I had was, the parking spots on the streets are at the end of the block. Are you talking about the beginning of the block or when you enter into the street or, at the other end?

Justin Romeo - I can answer the second question, which it could be on either end, sometimes it will be at the start, sometimes they are at the end of the block. It is just saying that it is at the corner, it is not going to be mid-block.

Dan Aliberti - When they are plowing the streets with snow and everything else, where are your cars going to be in relation to the way the plows go on the right side and dump the snow that way that will be luck, I think. I am thinking if I rent a car and then I come back and then the spot is snowed in. What do I do with the car? Am I going to get charged while I am driving around to find a place to park this car?

Marie Torniali, Chairperson - That could also happen if that spot is occupied. When somebody returns it, can you tell us how you address that?

Eric Rago, Getaround - We have a dedicated customer support in that instance, where the spot is taken, you would be able to contact them. They would direct you to the nearest available place to park the vehicle and as long as you are, at no fault, you would not be charged in that incident and then to answer the license question, I can pull up the exacts, but no major moving violations in the past couple years and there are a few others, mainly that you are a safe driver, you have not had any major moving violations, any under the Influence tickets, or anything like that would be looked at on the driving record. I can get you the specific sense, it is on our website.

Marie Torniali, Chairperson - Are you also responsible for maintaining the spaces you have, for example, as Dan mentioned snow or debris in the spaces.

Eric Rago, Getaround - 15 to 20 feet radius around the spaces.

Justin Romeo - They are responsible for cleaning the spaces and we will be getting monthly reports. Please let us know once this place is on board if there are any issues and we definitely will work with the companies to ensure that is happening.

Richard Khuzami - Would there be larger vehicles available that would be a particular interest with small businesses? If they have to move goods or materials around. Secondly, accessibility, your policy towards that, in particular, like I brought up with the Community Board Meeting the availability of hand controls, if required. How was that handled? I also mentioned during the meetings, I thought that would be wise for you guys to interact as much as possible with Con Ed so that whatever spots you have, so you can go to electric vehicles. Do you ever have to contemplate working with some other forms of transportation, be it the ferry or the subway or whatever, like that and somehow work transfers on fees and things like that, so that you can take the ferry and then you have these spots very near the Ferry Landing. You can go out somewhere in Queens where there is no private transportation or public transportation and then be able to come back and hopefully have one through fare.

Torrey Fishman, Zipcar - We do partner with some public transit agencies. We have a partnership with Metro North, where we have cars at Metro North stops along the various lines in Westchester. If you know you are going on a day trip, you want to take the train there and then take a car for like the final mile type of thing. I love the ferry idea, we definitely want to talk about that with my team, see how we can work with them to increase our partnerships and we are always looking for good opportunities to partner Community, to decrease people's reliance on vehicles and to support whether it is the ferry, the subway, or any other public transit. The hand controls question might be more for DOT, but if I remember correctly, all Carshare participants are required to furnish a hand-controlled vehicle in 48 hours or less. I know for us, if you are looking to book a hand control vehicle, there is a form through the app or the website, and we get back to you as soon as possible. I know, you had a few other questions there, but they are escaping me.

Richard Khuzami - One was a larger vehicle, like a van or something like that, for small businesses, not just for residents but small business support.

Torrey Fishman - We have all different types of vehicles. About 80 of the fleet in New York City is our sedans, but we have small SUVs, we have some larger SUVs and we do have throughout the city these are not the cars that would go on street, mind you, but through Zipcar they do. We do have cargo vans for people to use for exactly the purpose that you are talking about.

Tom Ryan - You are asking for 50 on street sites. You told us at the Committee Meeting you had 40 off-street sites. How many sites are you anticipating taking the next year?

Justin Romeo - We don't have a quota for the number of spots in a Community Board or city-wide. I think we are going to be getting really detailed data from the companies once we roll out the spots to say if the spots are being used. If we are getting the same results as in the pilot and then before, like moving on with any more spaces, we would provide that information to the Community Board and provide information about the usage of the current spaces and the results of the program. There is no cap or no minimum as well, I think we are really looking to be responsive too.

Tom Ryan - At this point, projecting something. I am sure you are not thinking ahead.

Justin Romeo - No projections. We at DOT would like to expand this program. We think that it is useful and beneficial, but we want to expand it in a way that is useful and that we are making sure that people are using it, we are going to be really responsive to the actual demand.

Tom Ryan - It seems that the map and the goals are way off base. I mean you talk about an algorithm, but I see cars concentrated only in Halletts Cove and along 31st Street. If I wanted to use your product, I would have to walk, probably a mile and a half.

Justin Romeo - We are trying to balance the expansion as well into the program. We understand that, yes, all there are, there aren't Carshares on every single block. Again, we want to see the demand growth, if there are locations that you think that would be really valuable. Besides, these locations that we have provided, but we are definitely open to hearing that feedback. That is the reason that we are coming to the Community Boards to get feedback on those locations, but as Eric and Torrey mentioned, the idea was to, instead of them going around places where we knew that there was demand from the companies and also to kind of work with the combination of other transcendent transportation modes.

Dino Panagoulas - So much to that point, I think I would also want to see what the in the census tract of that particular area, what the income is. We can actually see whether or not that is in fact you know: low income, lower income as opposed to what I am perceiving maybe higher ones right based on these particular locations. The other thing that I found interesting we are charging almost next to nothing. Can private citizens do the same thing or is that reserved for companies, because I think that would definitely be intriguing to me.

Tony Meloni - I do have one question, earlier in the presentation you had mentioned that each vehicle is used 24 times a month which breaks down to a lot less than once a day. Where does the money come from to make it a feasible program, because if I use a car once a day and it is for one hour and it lays there for the next three days?

Eric Rago - The average trip is much longer than one hour and if, for whatever reason, it does not make physical sense and people are not using it, we would work with the DOT to make give those spaces back to the general public. We have worked with a lot of locations throughout New York City currently that are successful and are looking to expand access to make it easier and more convenient for people to get to their vehicle, so they don't have to walk an hour or 30 minutes to find a car.

Huge Ma - Thank you to DOT, and the companies for coming. I think it is great to see initiatives to a lot of people like me continue living here without needing to buy a private car. To Dino's point, I think the companies are getting

a pretty good deal \$475 for a year. I think \$475 is still more than a private citizen would pay to store their privately owned car on the streets. My question to Tom's point is that I want to use this program, but, as we see the layout and the map, it is not really close to where I am and I think we know that lower income, New Yorkers, are less likely to have a car, we should put these locations where they live, and we know that people who live near transit are, let's say likely to have a car. When I look at the map and I don't see many locations near Dutch Kills, Ravenswood, or Queensbridge, I wonder if you know if we are actually going to achieve our goals here but thank you for coming.

Torrey Fishman - Sorry could I add one comment to that. We appreciate that we have heard that feedback from a lot of your neighbors as well in the Community Boards formal response to DOT. If you want to include that feedback specifically, I mean nobody knows the Community better than the people in this room. If you guys can give us input on where you think that you know locations would be well served or places that you think are currently underserved, that we may be overlooking or places to make sure that everyone has access to it within a short walk. Please definitely note that in your comments to the DOT and we will do our best to make sure that we can get some sites in those locations.

Andreas Migias - In terms of purported benefits for perhaps less congestion, environmental benefits, you make a couple of claims about car usage overall, one being that 83 percent did not buy a car due to Getaround and on Zipcars and 25 got rid of their car for getting a membership. How exactly are these statistics calculated? Because, especially for the 83 percent that didn't buy a car, I find it hard to believe that the numbers that high based on maybe people who are not even intending on getting a car in the first place.

Eric Rago - That was a survey both pre and post, a partnership in San Francisco. We asked people a variety of questions.

Andreas Migias - I don't know if that model would necessarily translate to somewhere like here, right? This is not Manhattan and I feel there is still some private car usage, and I don't know if those numbers would directly translate. Furthermore, what Rod first brought up about the permitting system, and this is more towards the DOT right. What exactly prevents the City from charging higher rates, because this is, essentially seems like to me a public land grab by private companies and I feel if it is a private company coming to the Community, I think they should go the private route, personally and kind of to Dino's point right. Why couldn't I do that? Do you know exactly what under New York City law prevents a more fair evaluation for this public space.

Justin Romeo – It is case law, and it is a larger issue. Case law is like it is not a specific statute, but it has been decided through a number of legal procedures that DOT is required for permitting up, which is this. They are, permitting the space on the street required to only utilize administrative costs that are associated with the administration of that department. It is not a valuation of the curve. It is not a valuation of the space like it is based upon the work that has to go into processing that permit, and that is what the fee is based upon, it is a lot. It is a larger discussion for the City, and I think DOT in general and I again think I want to say it is well noted.

Andreas Migias - The last point is that, in terms of general suggestions, I suppose for space I feel like this, can play towards potentially both sides. You know sides that may be concerned that they lose parking towards more residential areas and people who do not think that these options are close to them. I think that the locations need to be more in the vicinity of public transportation, busier spots and I think that gives people a much larger opportunity to use them. For example, near some of our train stops more distributed towards them. For example, busier, commercial areas where more people visit.

Marie Torniali, Chairperson – I would like to ask Commissioner Garcia that question, about not using these Carshares. They are not going in commercial districts, I understood there was a reason for that, they are going in residential districts. Could you clarify that?

Justin Romeo - Meter parking was not and loading zone, that was I think what Torrey and Eric, both spoke to citing criteria that we had, and now we are moving meter parking was one of those starting criteria. We also didn't remove dedicated loading zones that were in spaces that already existed, we are looking at parking availability as a way to which is what it is like to cite the locations. I think the feedback that being near transit is valuable is definitely something we can take into account, into consideration, but they are, just not specifically on commercial corridors due to the immediate parking.

Marie Torniali, Chairperson - Because of the meter parking and therefore laws of funding for DOT without giving this away.

Commissioner Nicole Garcia – I would like to see that as like customer parking for the business districts, but customer parking along commercial corridors is often metered and then I would also like to say that this is the universe of what we would like to bring to Community Board 1. What we had expressed to the Transportation Committee is that you know the folks in this room and in the Transportation Committee and people that email me, you have the local intelligence, there might have been a recently cited fire hydrant or within the next six months, there is going to be a daycare that is set up we are here tonight to get your feedback on these locations, hopefully you will. We can move forward with all of them, but for the ones that are really problematic, we are here to work with you, maybe we will get some and not all.

Marie Torniali, Chairperson - I have another question, would that be because they are in municipal lots? I have seen them, the one on Steinway has several. What did they charge for that, just curious? Is there a charge?

Justin Romeo - Yes, they are charged, and it is dependent upon a lot, but essentially, is the same. The daily rate, the same rate that someone would pay if they wanted to get spacing for a private citizen because it is not the same deal in terms of a permitting space. We did charge what would be charged for the space otherwise.

Marie Torniali, Chairperson - If you were going to put it, as this young man suggested in a more congested area by subway stops, would that charge apply as it does if you were to put it in the metered space.

Justin Romeo - We are going to take it and look back because I am not exactly sure what would be the charge, because that was just not part of the program, but we can definitely go find out.

Rod Townsend - Is there data on the spaces that are existing at the Broadway subway station at the lot there? Do we know how often the cars are used, etc.?

Justin Romeo - The number they provided in the beginning was an average for the on street and off the street spaces during the pilot, and we can send back the specific data for that lot in those spaces, we do have information about that.

Dino Panagoulis - I think after hearing that, I would feel more comfortable in having these companies park at pay parking, because then it is like we are actually paying as normal citizens and don't take away the parking that the citizens have, that is actually free to them and give it to corporations for free. That way we don't have to take away parking spots from residents whom, in my neighborhood in Dutch Kills, are aging right, and the common complaint that we have right now is based off of other decisions that bike racks, the Citi Bikes have actually taken up five-six parking spots instead of being put on the sidewalks, which makes it both safer for pedestrians, while they are taking the bikes out, because there is no issue with having the Citi Bikes, it is just the administrative decision that is made to take away the parking spots, especially for those elderly residents that depend on they don't have the Access-a-Ride available to them, because they are above that kind of income threshold, they have their own car and they need it to get around.

RoseMarie Poveromo - It is about time, somebody's telling DOT the truth, they are not fair to communities. It is sad what is happening here: you are expanding Zipcars and yet the City of New York, DOT, is taking parking spots away from Crescent Street. As an example, we have Mount Sinai Hospital on Crescent Street. You cannot get into the Emergency Room. If you go by private car or rental car, you cannot get into the Emergency Room, because DOT has decided to cut off the lanes on Crescent Street. I think DOT has to get a grip and realize that community residents are suffering, and they pay property taxes. They deserve parking spaces, and we are losing them, time, after time, it is just not fair. I would like you to look at Crescent Street once again, please.

Kathleen Warnock - I also want to amplify what Dino said, because in the last three or four years we have seen with the rise of dining sheds and Citi Bikes, the private citizens have fewer and fewer so-called free spaces because they are not really free. You have to move your car on the alternate side days, if you get a ticket, that is a couple hundred bucks and now we are taking a very precious commodity, which is street parking in residential areas and narrowing it and handing it over to a corporate entity.

Huge Ma - As a resident of Astoria, I have lived on Crescent Street for three decades, and the transformation that I have seen over the past few years has made a big difference to my life. I do appreciate as someone who does not have a car and I may have a family in a couple years, and if I do, I don't want to be in a position where I have to buy a car and compete with all of you for parking spots. I know how difficult it is and I know there are other people who continue to want to have a car free lifestyle.

Chelsea Lopez- On a scheme of things, that does sound like a great program, but you know thinking about the cost of it, it is not accessible. That is why I probably have the biggest problem with our government giving them all of the space, for a service that will only serve higher or middle to higher income people it is just way too expensive to actually use and enjoy, unless you work for a company that provides for it. A practical question is, we have all these sites? Do the people who live there know that this is a proposed site? Is there any signage? Zipcar is coming, or Getaround coming to your neighborhood. How do you feel about this? We actually want the feedback, which is what I keep hearing. This is the first time I have ever heard of Getaround, I have heard of Zipcar, because it is huge. I think we actually need to get the feedback from these sites, and the people who live there.

Justin Romeo - The first step was to come to the Community Board with the sites and with the spaces. We have not put anything out on the street, and you know looking for you all to provide some of that feedback, but the point is noted.

Evie Hantzopoulos - Back to the equity piece, is the equity just about putting locations in lower income neighborhoods, or is there also some kind of sliding scale in terms of paying for it? It is just NYCHA and SNAP, those are the two.

Eric Rago - We both may have different slightly different programs, but in addition to making the vehicles available throughout the City, there are discounts that we will be making available to the individuals on public assistance to make it more affordable for them to use a vehicle when they need it.

Evie Hantzopoulos - So you don't have it now, it is something that you are going to introduce.

Eric Rago - Correct.

Evie Hantzopoulos - And then roughly, what is the discount going to be? Is it like on the membership fee? Is it on the usage?

Eric Rago - Getaround does not charge a membership fee, it would be on usage. We would be giving a promo code on a once a month or quarterly basis that they would be able to use for a discount on the service up to a certain amount.

Evie Hantzopoulos - Do you have what that percentage or are you still working on it?

Eric Rago - It would be 50% off up to a set amount. The amount has not been finalized yet, but it would be a material discount that would make an already affordable trip more affordable for individuals that would need access to a vehicle.

Evie Hantzopoulos - And for a Zipcar, the program?

Torrey Fishman - To answer your first question, the equity piece is not only on the sighting, but also on the pricing we have. The night share program has been in existence since the DOT pilot started. It has been tremendously popular amongst nature residents; we look forward to continuing it. The SNAP Program is new as part of this expansion. IDNYC has also been going on for several years, but that is more of a New Yorker thing and not so much an equity program.

Richard Khuzami - I think that there is precedence actually for private firms to be given spots. If you look at taxis and taxi stands in those areas, those are privately run. Companies, basically that are giving spots for the better of the City, however, I would say that they do pay for medallions, I think it would be justified for you, for DOT to charge these companies similar to what they would be charged for a medallion.

Tom Ryan – This is my thought, we have a limited amount of what we are calling public space, and everybody wants a public space, and we can't all have it. We need a plan, we need some kind of management because I am thinking we have huge amounts of Citi Bike racks, now we have all these restaurant sheds that are out there not being used, we have bus stops, hydrants the Carshare, private cars, bike lanes and you can't just keep putting all this stuff in. Pick out a percentage, give everyone a percentage, I am thinking of bus stops, Q18-Northern Boulevard, 32nd Avenue and 31st Avenue, three bus stops in a two-block area. That is just one example, and you could go all over the City and see this. I am a private car owner, but I am going to share that it's better utilized for everyone.

Dan Aliberti - These are the Zipcar, and the other company are private companies, now if they deem themselves, they are not able to make enough money to stay in the area that you have a contract with the City of some sort. Would the City then go to another company and put a bid out, or would they say well, you are too big to fail, and we will subsidize you? What is the situation with that?

Justin Romeo - We do not have a contract with Zipcar. Maybe we do have a contract, but it is for different services, not this program or Getaround. We are permitting the space to them for a limited term basis, and then we will do an evaluation of those spaces and of the usefulness and how used they are and how busy they are. We will report that information and then we will make a determination in terms if those places should continue to be as they are or not a subsidy per say to them or it is not like a contract with them. It is just a permit that provides us based on a limited time.

Dan Aliberti - This is a permit situation. Where can anyone apply for such a permit? What is the criteria? Could I go out and say, I want to rent a spot on the corner, could I do that?

Justin Romeo - You have to make your car available to the public for usage. That is if you would like the Carshare company instead of the LLC and establish yourself as a company that rents out. The vehicles to users and that is who can participate.

Dan Aliberti - If you have 40 feet, that is room for two cars: do they need to rent both of those spots or can they use one for their own service for their own purposes, say a staff member park their car there and the other one be a rental.

Justin Romeo – No, all vehicles in a program have to be available 100% of the time. There are only some allowances, small allowances for maintenance and cleaning of the vehicles and switching, but we ask that all vehicles in our program be 100% available.

Marie Torniali, Chairperson - How often will you evaluate the program?

Justin Romeo – A continual evaluation.

Marie Torniali, Chairperson - Monthly, and we get we will get quarterly.

Justin Romeo – We will get data monthly, but we will be evaluating as that data comes in.

Marie Torniali, Chairperson - How often will we get it?

Justin Romeo - We do not have a scheduled delivery yet for the data, but we do plan to come back during the course of the permit to provide that information to you and can share that information with the Queens Borough Commissioner's Office and then also with the District Manager.

Elizabeth Erion – First of all, in order for me to look at this clearly, I need DOT to provide information about what is going on. The streets were brought up before. Where are the bike areas located? Where are these spots that they are proposing located and also included in that is the Open Streets issue that we are dealing with. Secondly, I remember when Zipcar came around and was initiating its program, we had a full-blown ULURP on this. It is a franchise, or it is a concession. How is DOT getting this through without going through the process that they are supposed to for franchises and concessions?

Marie Torniali, Chairperson - Would you like to respond to that DOT, and I believe that was not Zipcar at the time it was Cars To Go, Elizabeth? They are currently not using the streets.

Elizabeth Erion – They are using the municipal part of privacy right and I want to say the reason why they are in parking lots and garages are because it went through the ULURP, and they were taking spots off the City streets for residents and others. It was generating tax, the spots that they were going to take originally was taking away money generated for the City by all of the meters.

Marie Torniali, Chairperson - The municipal lot now, as DOT said, they are paying the daily fee, whatever that fee is in the public lots near us.

Justin Romeo - We can go back and definitely ask about the specific process you are talking about, but this is not that process. This is a street space process, and there was a rule that was promulgated through the City hearing process, where we have the rules of the City of New York that we follow that allow us to make decisions about curb space. We are acting under that rule and under that Authority for DOT for this program. It is not a concession; we are permanent in space.

Marie Torniali, Chairperson - I guess we cannot, DOT to provide more clarity tonight, but I am sure they will get back to us on that. We will have that answered just to point out, this is an informational pilot program. There is no vote here and it will be a city-wide program.

Huge Ma - Is it a pilot program or is it permanent?

Justin Romeo – It is a permanent permit program, but with that the permits last for approximately a year, and we will be responsible for the usage and of the like experiences with the spaces. Yes, the program as all as a whole is permanent, we do want to have this city-wide, and we will be expanding city-wide, like the specific locations, are going to be reviewed on an annual basis.

Marie Torniali, Chairperson - The cars that were in the municipal lot, was that part of the permanent program or was it the pilot program?

Justin Romeo – That was part of the pilot program that started in 2018 and from the pilot program we took the results of that and then now we are moving into the permanent program.

Marie Torniali, Chairperson - Is this program permanent yet? Are we still in the private phase or permanent?

Justin Romeo - We are moving into the Permanent Program, there are spaces that are left over from the Pilot that we are going around and sharing with Community Boards as well, and we plan on moving many of those spaces into the Permanent Program.

Rosemary Yelton - As a pretty much lifelong walker, commuter via MTA in the City that now owns a car out of necessity, I just want to speak about both sides, because I know. This is like a weird conversation, because now it feels like there is not very much that has been presented that I actually have a say on or that I have a vote on and that is kind of feels icky on top of that. I spent an hour and 15 minutes trying to find a parking spot near my apartment, the other day, I fully understand what it is and when you are supposed to find parking, it doesn't really work that way with my schedule. I also just got my car last year and I am trying to tabulate the tickets that I had, and I think that they are over half of the yearly rental space for one of the cars and I am not a bad driver. I would pass the background checks, but I just didn't know the rules and because you know, lifelong walker, MTA rider. I feel like there is so much lack of information and then there is also a lack of the ability to do anything other than express frustration tonight and I think that is kind of the accumulation of what everybody has been kind of saying.

Andreas Migias - Do you think you could walk us through on what is going to happen in between this meeting today and then hypothetically cars being put on the street, spots being painted blocked off, what is going to happen in between?

Justin Romeo - We are asking for your feedback on the locations that we proposed. I think we got some of that today at the meeting, but we would hope that the Board will also provide just a formal response that includes that information, includes the feedback that I think that all have shared here. We will take that feedback, we are going to take into consideration, we are going to look at the spaces that we have proposed and then we are going to send back what we incorporate. From the feedback, we will send back a revised list to you all with the idea that we will be moving forward with those spaces.

Andreas Migias - I think that would optically look better if this were a necessity, because again that whole idea of a big company coming in taking public space, for close to nothing, where residents are going to have a much harder time for that. I think optically a solution like that where it makes sense-and this money is being put into something like public transportation.

Dino Panagoulas - I think, overall, the process as I understand it and please correct me if I am wrong is that a corporation gave you data on where they believe that they would be best suited to actually situate their automobiles to potentially make the most amount of money. Zero community feedback, and you are coming here telling us this is what we have given as feedback instead of coming into the Community asking the actual residents, is this a good idea, doing something on the ground? I have a big issue with a company telling the City of New York what they should do and then we are coming here to just ingest it and give feedback, historically speaking, to be quite honest, when we have given feedback about Citi Bikes and them not going in the streets and on the wider sidewalks, it has been completely ignored, I kind of feel that this is exactly the same way and I don't know if other Community Board

Members feel the same thing. It frustrates me because it just seems like DOT is just here to tell us here is how it is going to go, take it or leave it, and we don't even have the option to leave it right, that is what frustrates me, and this entire process and I think I speak for a lot of folks on the Community Board and Community Members. That is what needs to change overall at DOT, because those inputs are not taken into consideration.

Justin Romeo - Your inputs will be taken into consideration, that is why we are here. It is not a performer; we are not here performatively. I am really here to get the feedback on the locations we provided a set of citing criteria to the companies. Yes, they do have overarching data about where there are users, where they are having trouble getting cars and where that demand is unmet, demand is, but we are also going to be getting information from them about actual operation of the program, to verify that, and if it is not, if the cars are not being used, then we don't want the spaces to be filled anyway. I don't want you to leave thinking that, we don't want your input and we are not going to incorporate that input, we do want it. That is the reason we came here, but I do think that yes, we have this is General Operating Cost (GOC) has shown through the pilot that we think this is a beneficial program, and that is why we are looking to expand it to more communities throughout.

Marie Torniali, Chairperson - May I suggest that we send these locations to the Board Office, it can be distributed to every member and if you live in those areas, if you have a say-and you should take the opportunity, because one person can't look at every site.

Amin Mehedi - It has a nice environment and we all put our input there, but it has been like from the beginning. I saw that it doesn't have any effect on that issue. You are getting ready, and you are just showing us that we are doing these things, but you are not taking what we say, like Dino said this is happening. Residents are suffering from the Crescent Street Bike Lane they have been suffering, and they have been telling us. One year ago, you made a promise, DOT made him a promise that they are making a docket for them to get their stuff out and do things that they could do that. This whole discussion if it doesn't make any difference why we are doing this?

Commissioner Nicole Garcia - Clarify what they were going to do on Crescent Street?

Amin Mehedi – John O'Neill was working at the time, and it was a Transportation Committee Meeting, and he was saying that there would be a doctorate for that. They cannot park their car and get their stuff from the car and then let them off, because when they are coming by taxi, they cannot stand anywhere to get out from there. You have to stop the traffic and then get out. They said you are planning that there would be a loading/unloading zone, but it didn't happen. It is one year, and people are suffering. They said, we are out of budget. Is that the budget that is changing? How do I get the answer? What are we doing here? Jonathan left you are there now we can talk with Nicole. Now we have been talking about that Astoria Boulevard intersection, our Transportation Committee, the Chair Mitch, me, and Florence. We are working the whole area, we spend the time, and then we make suggestions, there is a dangerous thing there too, but it has not been taken care of as he said, and it has been two years that I was talking about the lighting. We called 311, but it didn't work. It is not like we want to be spending our time to come here if we can't make any difference that is beneficial in the Community.

Marie Torniali, Chairperson - I think the lack of follow-up, sometimes by DOT, is a frustration. Every time a new project comes along, we have that same frustration. We are also going to have that same frustration with the 21st Street busway boiling over real soon. That is all I have to say, it is frustration, lack of follow-up.

Richard Khuzami - One of the issues that we had was the fact that when you did your original outreach on 21st Street you tabled, in front of bus stops, and that was it. Basically, it looks like a specific type of outreach to get an answer and response that you really wanted and that is really not the way to go.

Gerry Caliendo - First, the list of addresses and DOT obviously did not go to each one of those homeowners fronting those properties and ask them if they would consider giving up their parking space. As you know, it is so difficult to park in Astoria and if I owned a house in Astoria and I had my parking spot right in front of my house and all the neighbors said no don't park in that spot, that is my spot. The next thing you know the DOT comes along and it is gone. I would probably sell my house and move out to Long Island.

Commissioner Nicole Garcia – Can I park in your spot?

Gerry Caliendo - Absolutely not, you know but you know the way it is, whether you are in Bayside, you are in Astoria or you are in Sunnyside, it is all the same things.

Rosemary Yelton - And you are paying property taxes.

Gerry Caliendo - Exactly. I think that at the very minimum the consideration should be given to the homeowner first and foremost. This is a Board, what do you expect us to go out and ask these people? That is ridiculous.

Marie Torniali, Chairperson - I thought you are going to get a no; you really would not be asking them.

Gerry Caliendo - It becomes almost like expropriation of the person's rights when you get to that point. That is why I think Liz was bringing up the Land Use Committee. Where is the legality of this? Taking off the city property and it is almost like a blanket type of thing, and I think that is where you get the frustration.

Shahenaz Hamde – I want to echo for Crescent Street, because during a lot of the meetings during the pandemic, people were complaining every single meeting about this. The second one, 21st Street now is making an issue for the people living there, because a lot of cars in the morning cause a lot of traffic. They leave 21st Street, and a lot of kids going to school in the morning, and these cars do not respect a single stop sign. I am walking, it is my signal, and the lady told me go. I was like what is this. We are creating danger now, and even if it's your signal I am still

crossing a red line. This is a really big situation for us now in the morning. Kids are not safe to go to school, now, since the traffic change on 21st Street. No one can drive they are coming from all the streets for school and all these streets have schools. You have Charter School; you have Public School and all of the Middle School and Elementary. How can you make it safe for these kids, please take it as serious concern for 21st Street and Crescent Street. These two streets are real big problems. Thanks a lot.

Rod Townsend – I am going to ask another one of those questions, if I park in Zipcar's Corporate gifted spot, what's my ticket, what are you going to charge?

Justin Romeo - Is there no standing any time regulation? It is ticketable, I don't know the price off the top of my head.

Amin Mehedi - How much are you charging for that whole season? Some people are taking the Jeep or car. Is that all is included or who's paying the toll?

Eric Rago - The individuals using the vehicle would be responsible for the tolls on Getaround.

Amin Mehedi – It is going to be the extra on top of the rent. Compare the toll right. Both of them may have the same policy.

Huge Ma - You had the concern that DOT was expropriating parking spots in front of homeowner's homes. Do homeowners pay for street parking in front of their homes? Maybe they should, I don't disagree, but that is not what we are talking about right, today. I will say this: the majority of households in New York City do not own cars. I wonder if that majority is being properly represented in this tonight. I think how many parking spots are we talking about in CB1?

Justin Romeo - About 50, I think because we have two spaces per site and there are about 25 spots.

Huge Ma – We are talking about 50 spots, and I would love to know how many free parking spots are available in CB1, so we have a relative understanding. I think, I know change like this is new and I understand that the frustration, I think, to me the key part is Carshare, just like how maybe Citi Bike was also Bike Share. The people who use it, they live in Astoria? I am using it, I don't own a car, sometimes I need to. Sometimes it is a necessity at the end of the day, they are used by your neighbors. I think that we should be aware that we think about your concerns about inequity, and you have to think about the majority of New Yorkers, who don't have a car, and this does give them an option.

Evie Hantzopoulos - I just also think that if this cuts down on the number of people who are purchasing cars for those of you who do have cars, that is less competition in terms of like parking spaces that you are fighting over on the street. If something like a Zipcar or you know, whatever kind of Carshare provider can cut down on more cars coming into the neighborhood. I think that is a good thing, but I do feel like we should be getting more money from these companies.

Marie Torniali, Chairperson - Okay, we won't talk about the philosophy owning or not owning a car or walking. I think everybody should send the Board their comments, so we can formulate this into a memo to DOT, okay agreed, as soon as possible before Thanksgiving.

Tom Ryan – I am going to throw in something more that personally posed me. I had to go to Facebook to find out that DOT is putting bus lanes between Citi Field, and Broadway, and it is going to be affective in November and you talk about Community input. You have one bus sign on the Q66, I don't understand. You are reducing the traffic to one lane of traffic with distraction. Northern Boulevard is a main artery between the bridge, Citi Field and beyond and you are putting in dedicated bus lanes. Where are the trucks going to park, where are the cars going to park? You have already put bike lanes in there, I mean like 21st Street, yes, that didn't affect me, so I said: okay, I don't care! This affects me because I am right there.

Marie Torniali, Chairperson – Greater good Tom, the greater good.

Tom Ryan - You have to create a good. Sorry to say this word, the stupidity of the good, because that is what it is, I am just listening to stupidity. We are doing all these projects, no community input, no thought about it and we just keep going on. I feel like you are just coming here to give us a courtesy call, that is what we are doing, we are just getting a courtesy call. Everyone is getting tired of it.

Marie Torniali, Chairperson - I urge everybody to send their input to the office please. We can deliver it to Commissioner Garcia and team. Thank you so much for being here. **Can I get a Motion to adopt the Minutes.**

Motioned by Dino Panagoulis; Seconded by Jean Marie D'Alleva

Chairs Report

Marie Torniali, Chairperson - I don't really have a report, just to say Happy Thanksgiving and to thank all of you for all you do for the community here and in the background, it is really appreciated. I also want to thank the office staff who never get the thanks, Anthi and Carmen, who is not here today, because they're there and, of course Florence and that is my report.

District Manager Report

Florence Koulouris, District Manager - Good evening to you all. It is wonderful to see you again. Our office has been working closely with the Department of Homeless Services as we recently received several new locations for use in our boundaries. The Department of Homeless services is trying to improve notification to all Community Boards. The recent sites used for shelter were under emergency declaration and did not meet the 30 days' notice typical. Today the Queens Borough Presidents Office held Borough Cabinet and the Agency DHS was the guest. This provided an opportunity for input to the agency for requests such as more frequent cabinet meetings where necessary and improved outreach or notice. These have been unprecedented times and changes are being formulated. Today the Mayor announced a change that may be implemented to the reforms to CityFHEPS Adams announced include reducing the number of hours families have to work to become eligible for the vouchers from 30 to 14 hours a week; lowering the monthly contribution for voucher holders seeking to move into single-room occupancy units from 30% of their income to \$50; and making the vouchers available to single adults working full time on minimum wage even if their income exceeds 200% of the federal poverty line. The city will also be covering application fees for those living in city Department of Homeless Services (DHS) shelters. For those who need the help they are changing the CityFHEPS rental assistance program so that they can give vouchers to more families and make them easier to use." Last week at CB1 District Service Cabinet Meeting I met with my colleagues in city government. I have learned that many agencies had attrition and retirement. Those agencies that may hire are in the process of hiring working to build up their manpower. Today I learned 16,637 employees (5.5 percent), and now totals 283,809, the lowest level in five years. Reports have said the numbers are even higher and this impacts local City Services. Individuals seeking employment may go to <https://www.nyc.gov/jobs> Our city requires bright individuals seeking the opportunity to work for their communities to improve quality of life. Thank you, Happy Thanksgiving.

Committee Reports

RoseMarie Poveromo, Airport Committee – Post 2020's, Global, COVID-19 Pandemic, there has been a surge in airline travel and since I have been M.I.A. My report as Chair updates on several aspects of a whole new LaGuardia, like in several years ago by then Vice President, Joe Biden as a third world country Airport his less than complementary words spurred then Governor, Andrew Cuomo to action pouring eight billion dollars to demolish remodel, rehab and transform every terminal, concourse, and roadway from "beast to beauty" and today it is described as a 21st Century facility. LaGuardia's redevelopment is, as of this very moment, substantially complete six years after construction started in 2016. Thank you, Madam Chair.

Dino Panagoulis, Consumer Affairs Committee - We recently had a Consumer Affairs Committee meeting where we called into the office three businesses up, Huff N Puff Incorporated doing business as Crystal Lounge, Milo 34 Corporation doing business as Anemos and another Corporation called Sokol Cekaj Corp doing business as Noches, however, that third business entity, which was proposing a change, in corporation, their representative decided to withdraw said application, and we met with two of the owners. We spoke to them about the concerns specifically about the number of 311 calls, 911 calls, noise complaints and everything of that sort. The entire Committee voted that they were in acceptance of what the owners told us in trying to improve their conditions to be good neighbors, and we voted on that and accepted those particular conditions that they addressed to us and to Florence. The third one they withdrew. We as a Committee, did have a conversation and wanted to address the fact that initially, when the owner or the proposed new business owner had come up to us and said, the old owner is a silent partner, that kind of clicked in our heads and we said that if this is going to be a corporation change, we will want to see specifically that there are no ties with the old ownership, because the old ownership was giving massive amounts of problems, especially to the 114th Precinct, as far as the drain and resources, and we look forward to having them again potentially next month, but just wanted to update the entire Board on that. We have 23 liquor licenses that are either new to or do to be renewed. I would like to make a **Motion to approve** all of these 23, while removing the one that actually withdrew their application doing business as Noches.

Seconded by Kathleen Warnock

Marie Torniali, Chairperson - Any objections?

Elizabeth Erion - It just occurred to me, I was wondering, when you do your review of these liquor licenses, do you look at any corresponding open restaurant facility that they have, and do you take that into consideration in terms of whether or not it is being used, is it is an amenity for the Community.

Dino Panagoulis - I don't think that we do necessarily only because it is a business coming to us and asking what the consensus is across.

Marie Torniali, Chairperson – That is not part of the process, separate and apart.

Dino Panagoulis - Basically, what I look at specifically, is this business a nuisance or creating a drain on city resources, much like the 114th Precinct? Usually, most of these businesses that are applying for renewals, their numbers are really low, they are, actually acting as good neighbors, and there is typically no issue. Florence will usually get the brunt of all of the complaints, and she and I will talk and actually keep in touch often to address those particular community concerns. We look at the data and then call in those particular businesses and ask them to address the concerns that are not only brought forth by the Community and the residents that are in that vicinity of the business, but also just in general. The 311 complaints, because not everyone needs to give Florence a call for it to be flagged for us, as a potential issue. We always want to operate in a sense that I want to bring folks in, maybe they don't know, let them know that we are in fact conscious of the particular issues and then moving forward like this is the expectation and that is usually how we operate with the Committee and specifically with the business owners that we are seeing.

Marie Torniali, Chairperson - Elizabeth, the outdoor dining is under the jurisdiction of DOT.

Kathleen Warnock - The people that come to us when we meet with them, tend not to be restaurants. They tend to be clubs or bars that may only serve a small menu and we frequently do ask them; do you serve a menu? I would say over the time that we have done these restaurants, are not a problem for the most part.

Marie Torniali, Chairperson – There is a Motion on the floor, and it was Seconded, any objections? Hearing none, the motion carries.

Elizabeth Erion – We are having a meeting on Wednesday, December 7th, at which we have two items, that will be certified by City Planning and will be going through ULURP, hopefully not December. Hopefully we can put it off for January. City Planning, listen, I mean let's push that deadline to the end of January.

Rod Townsend, Legal, Legislative, Parliamentary Committee - I do have ideas for a Legislative Agenda Committee Meeting and we do have Council Members that would work with us and that welcome our input. There will be a meeting soon.

Elected Officials/Representatives

Oriana Shulevitz Rosado, Office of Council Member Tiffany Caban –
Legislative Updates

- This year we have passed 6 pieces of legislation and we're only being outpaced by one or two other members in the entire 51-member City Council. When the Council Member first took office, she promised to be one of the most productive and effective legislators in the City and we're working hard to deliver on that promise and deliver real wins for all of you.
- We passed three pieces of legislation, our entire Support Survivors Package which includes a first-in-the-nation bill to establish a Housing Stability Fund for survivors of domestic violence, sexual violence, and sexual assault; A bill to codify a comprehensive resource portal and printed guide translated into the major languages spoken in NYC as well as Braille; and a resolution to support paid leave for survivors and their families. The Council Member will be attending a bill signing with the Mayor next week where they will celebrate the passage of this groundbreaking package.

District Updates & Office Events

- Rep AOC Mobile Office Hours; Please help us spread the word! This Thursday, November 17 from 11am-5pm, Rep. Alexandria Ocasio Cortez's office will be holding mobile office hours in *our* district office. They can help with issues relating to federal agencies like USCIS, SSI, or the IRS.

General Case Updates

- As of this week, our office has closed over 600 cases this year. And in our office, we track casework a little differently. A case is only opened and tracked if it requires repeated follow-up, not just a one-off email or phone response.
- We have closed over 600 intense, involved cases and, of course, have had thousands of additional interactions with constituents. We're really proud of all of our case work and will be reflecting on wins, losses, and ways to be more efficient as we enter the new year.

Mutual Aid Fair

- Keep an eye out for the holidays our office will be hosting a mutual aid fair. We will be working with several local mutual aid organizations.

Mailing List

- Please sign up for my office's official District 22 neighbors mailing list, to stay in touch about local events and initiatives.
- If you have any questions-or you know, anyone who needs resources, please reach out to our office, or email us at our district 22 email.

Angela Sherpa, Office of Congresswoman Alexandria Ocasio-Cortez –

- We would like to officially announce that we will be closing our Jackson Heights office in Queens at the end of this term and will be taking over Rep. Bowman's office in Co-Op City beginning next January.
- The new office is located at 177 Dreiser Loop, Room 3, Bronx, NY 10475. We will be accepting walk-ins starting January 9th, 2023.
- Contact the office of Congresswoman Ocasio-Cortez, you can reach us at 718-662-5970 or on our website at ocasio-cortez.house.gov. Our office is now open for walk-ins 9-5 M-Th.
- Medicare enrollment - <https://www.medicare.gov/sign-up-change-plans/joining-a-health-or-drug-plan#:~:text=From%20October%2015%20%E2%80%93%20December%207,Medicare%20Advantage%20Open%20Enrollment%20Period>
- To view past town halls, please visit our YouTube page: https://www.youtube.com/channel/UC6XBnYptBnproA_ydn-b0A
- To be notified about our next town hall, please sign up for our newsletter to get updates:
English Newsletter: <https://ocasio-cortez.house.gov/contact/newsletter-subscribe>
Spanish Newsletter: <https://ocasio-cortez.house.gov/contact/boletin-espanol>
- Submit a casework request: <https://ocasio-cortez.house.gov/services/help-federal-agency>
- Legislative comments and general questions: <https://ocasio-cortez.house.gov/contact>
- For information about how to apply for our intern program: <https://ocasio-cortez.house.gov/services/internships>

Marie Torniali, Chairperson – Am I understanding correctly, that the Congresswoman is closing the Jackson Heights office, no longer have an office in Queens?

Angela Sherpa - Due to redistricting our Jackson Heights office is not in the district anymore. We are looking at options in Queens currently for a satellite office, but our main District Office will be in the Bronx.

Farah Salam, Office of Council Member Julie Won – Good evening, everyone. We are planning on hosting Thanksgiving Day turkey giveaways. We are going to Ravenswood in Queensbridge this Saturday to give away turkeys to members in the Community and then on Wednesday we have partnered with Community organizations to also give free, Halal chickens to community members who are practicing Muslims. This is to provide the need to the Community because we heard what the Community was wanting and had advocated for that. The other events that we are doing, we are continuing our clothing drive for the recently arrived migrants who live in the shelters and to date, we have donated roughly around 2,000 pieces of clothing to the six migrant shelters within the District, many of which are located in Community Board 1 which has helped a lot of our newly arrived neighbors get clothing, that is weather appropriate because a lot of people needed socks, a lot of people needed jackets, shoes and we are continuing this effort. If you are interested in donating, please contact our office. You can email us at District 26 at: district26@council.nyc.gov You could also call us at: 718-383-9566. Budget and Legislation wise, today, we were at the Ribbon Cutting for the Ravenswood Playground, and Florence was there also, which the Council Member was able to allocate over seven million dollars for repairs. That was also through the hard work of previous Council Member Jimmy Van Bramer, and we are continuing to do our tours throughout the parks and district and just providing that information and capital budget work to different parks in the district legislation wise. The Council Member introduced several new pieces of legislation into for language access. A lot of this is regarding Community Language Access and interpretation needs create better language access for not just Community organizations, but also for City agencies and we are hoping that this picks up in legislation. Thank you all and I hope you all have a wonderful holiday season.

Marie Torniali, Chairperson - Any members of the public wish to come to the podium and speak?

Public Session

Rudy Sarchese - My name is Rudy Sarchese, and I don't know how many people know me, but I have been in this Community Board for quite a few years, I am very involved on the Community and try to do as much as I can. We have a lot of problems in the Community. Actually, I want to thank Florence for a lot of the help she gives me every time I reach out to her, she is open to help, and she is doing good job, I appreciate that, thank you, Florence. We have many problems in the Community. We did address the Borough President. The Borough President said we are going to have a meeting by the end of the month with all the agencies, Sanitation, DOT, and the Police Department. We have a lot of abandoned cars on the street, over by the industrial Park by St. Michael's Cemetery. Another issue we have in the Community, which is causing a lot of health problems and the City is fighting with direct problem, the infestation. We need everybody, the Members, and the Community Board to give a hand and see, if we can get a better Astoria. You know we want to be in better place. Thank you everyone and Happy Thanksgiving.

RoseMarie Poveromo, President, UCCA - The United Community Civic Association is having its Annual Christmas Tree Lighting Ceremony on December 5th, at 7 p.m. Everyone is welcome to attend, there will be hot chocolate and cookies. Happy Thanksgiving and wishing you a wonderful holiday season.

Constituent (Did not state name) – I would just like to address the issue of all these Marijuana stores opening up in Astoria. I don't know any other way to say it, but I am noticing literally every vacant store, two, three or four are opening up every day. Do we know any way of managing this or not opening up right around a High School? There are four around Long Island City High School. I know last month, I brought this up and they said: there is no legislation for it yet, of how to control this. What do we plan on doing as a community?

Marie Torniali, Chairperson - I don't think, there is much you can do from what I understand. They are, not selling substance right now, they are only selling paraphernalia.

Constituent (Did not state name) - Paraphernalia is enough, these bright stores, even my 12-year-old daughter yesterday was like wow that looks nice. I believe they are selling it too.

Marie Torniali, Chairperson- They might be, and if you know of that, kindly call it into 311 and they will check.

Constituent (Did not state name) – There are marijuana trucks.

Marie Torniali, Chairperson – They are illegal, they have been moved several times, it is what it is.

Constituent (Did not state name) - It shouldn't be, as it is, what it is, because that is going to ruin our neighborhood.

Marie Torniali, Chairperson - I understand, but there is nothing that we can do about it. Private Enterprise, however, the trucks are illegal, what you can do about that is call 311. The more people that call the more action we will get. Thank you.

Marie Torniali, Chairperson - Motion to Adjourn, good night, Happy Thanksgiving.

Seconded by Dino Panagoulas

Adjourned: 8:30 p.m.

ATTENDANCE FULL BOARD MEETING

Community Board Member	Yes	No	Abs.	Community Board Member	Yes	No	Abs.
Helene Abiola		✓		Chelsea Lopez	✓		
George Alexiou			E	Huge Ma	✓		
Daniel Aliberti	✓			Jeffrey Martin			E
Louise Bordley		✓		Sam Massol		✓	
Ann Bruno	✓			Amin Mehedi	✓		
Gerald Caliendo	✓			Antonio Meloni	✓		
Jean Marie D'Alleva	✓			Andreas Migias	✓		
Tenzin Dechen	✓			Doreen Mohammed			E
Antonella Di Saverio			E	Eric Mouchette			E
Katie Ellman		✓		Stella Nicolaou	✓		
Elizabeth Erion	✓			Dino Panagoulis	✓		
Mackenzi Farquer			E	Juliet Payabyab			E
Dean Feratovic	✓			RoseMarie Poveromo	✓		
Adam Fisher-Cox			E	Brian Romero		✓	
Tyrone Gardner	✓			Thomas Ryan	✓		
Shahenaz Hamde	✓			Dominic Stiller		✓	
Evie Hantzopoulos	✓			Andre Stith		✓	
Amy Hau	✓			Marie Torniali	✓		
Helen Ho		✓		Rod Townsend	✓		
Vanessa Jones-Hall			E	Judy Trilivas			E
Richard Khuzami	✓			Kathleen Warnock	✓		
Cristina Lastres		✓		Corinne Wood-Haynes		✓	
Diana Limongi			E	Rosemary Yelton	✓		

Number Board Members Present 25Present 25 Absent 10 Excused 11



Carshare Permanent Program

Queens Community Board 1 Presentation
November 2022



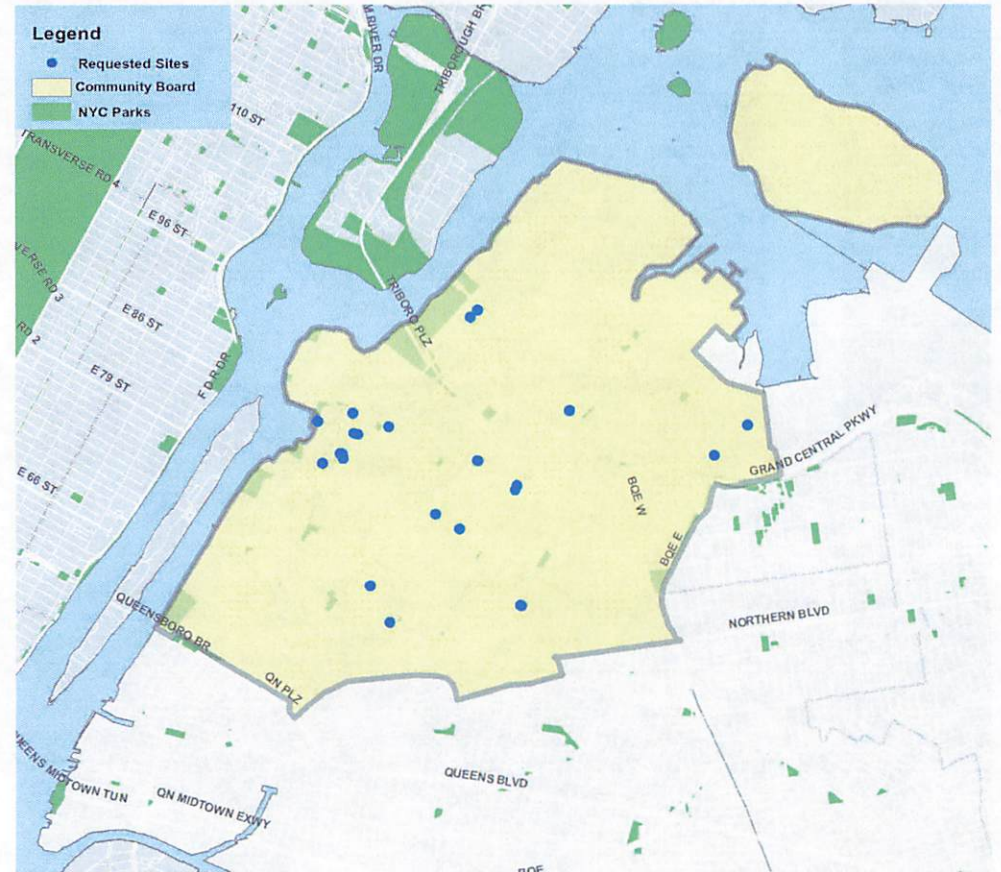
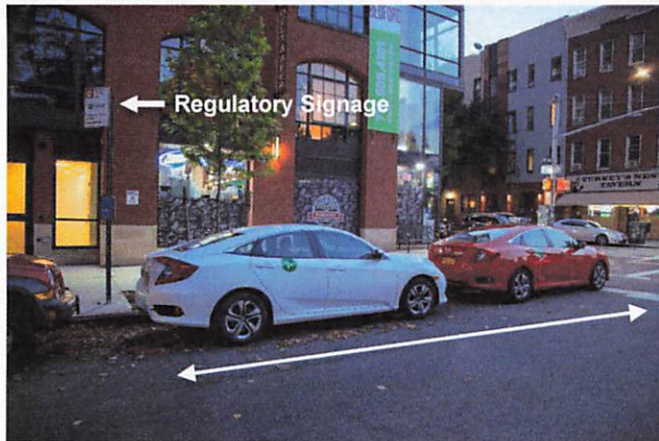
Background

- Carshare provides on-demand, short-term access to a shared fleet of vehicles, typically through a membership and hourly or annual fee.
- Carshare Parking Pilot Program launched in June 2018 with Zipcar and Enterprise Carshare, comprising 230 on-street spaces and 55 municipal parking facilities spaces.
- The 2-year pilot averaged 24 trips per space per month with an average of 17 households per available vehicle per month.
- The pilot saw greenhouse gas emissions and vehicles mile traveled decline 7% and 6%, respectively.
- Using detailed customer surveys, researchers concluded that for every **1 car shared vehicle**, **4 personal vehicles** were either **not purchased or sold**.



Map

- 25 Requested sites
 - Each site is 2 parking spaces
 - Located on same blockface at corner



Getaround

1

Getaround: About Us

2009

Getaround is founded

950

Cities across the globe where
Getaround operates

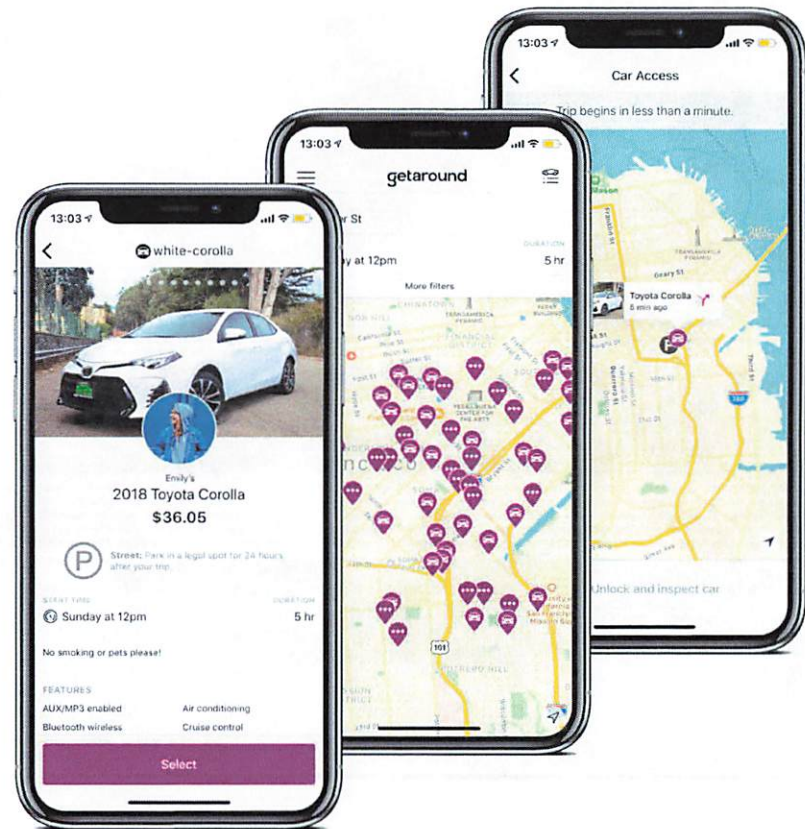
6M

Trips users have taken on
Getaround



Getaround: About us

- **Search:** Vehicles are available by the hour or the day
- **Book:** Instant access so you can unlock with your phone and go
- **Drive:** Trips are covered with insurance and customer support.



Getaround: Shared Goals



Equitable Mobility

76%
communities of color

40%
low income families

90%
rent their homes



Reduce Congestion

10%
sold or donated a car since joining

83%
did not buy a car because of Getaround

97%
use personal car and rideshare less since joining



Environment Friendly

74%
trips include 2 or more people

41%
greenhouse gas reduction per household

74%
live in zero car households

Getaround: Locations

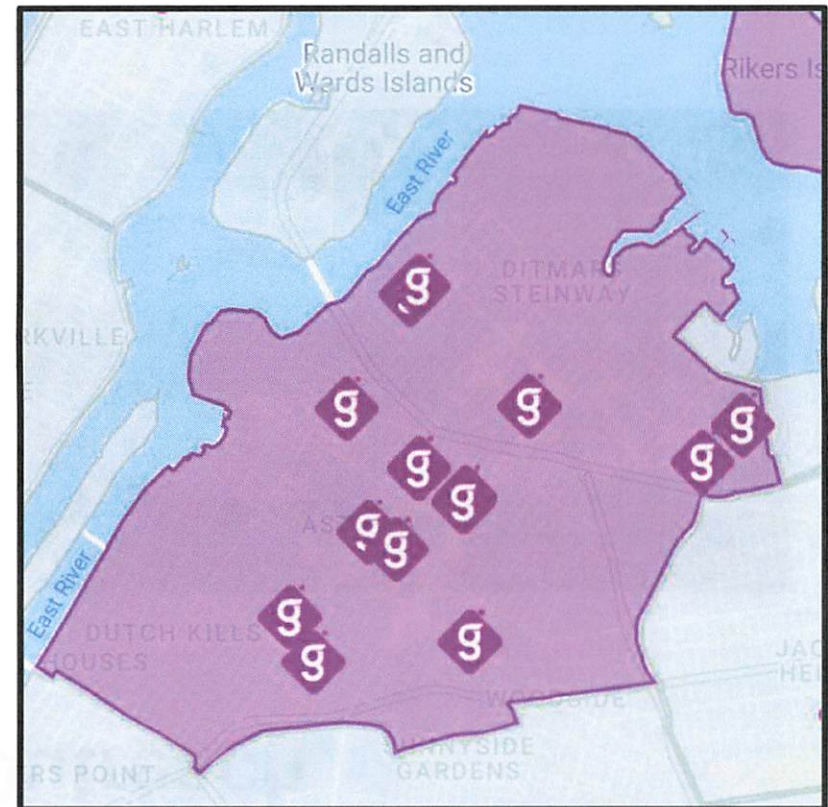
- **Co-Location:** Located with or near other modes of shared transportation (e.g., bike share, subway, ferry)
- **Visibility:** Located on or near highly trafficked pedestrian streets and shared transportation access points
- **Safety:** Located at well-lit, well traveled intersections.



Getaround: Locations

16 locations in Queens CB 1

- **Opportunity:**
Additional shared options for New Yorkers
- **Affordability:**
Affordable access to low income New Yorkers and working families
- **Equity:** Accessible transportation for those who need it most



Getaround: Education and Outreach

Discounts for Users

- **Introduction to carsharing:** Provide a discount to encourage users to try carsharing for the first time
- **Community Organizations:** Partner with community organizations to donate discounted rides
- **Underserved Residents:** Reduce the cost of carshare for low income NYC residents by offering a recurring discount and educational materials.



Zipcar

2

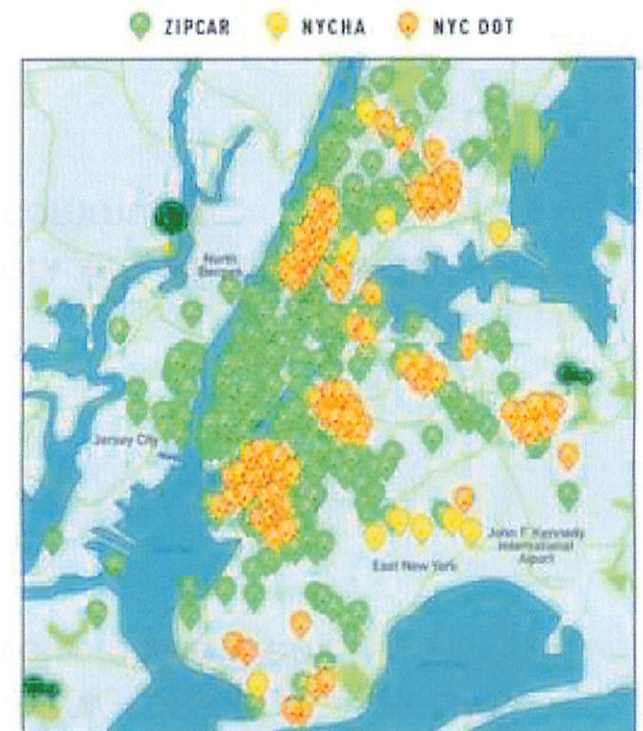
Zipcar

- World's leading carsharing network and largest carsharing provider in NYS
- Operating in NYC since 2002
- 2500+ vehicles (60+ makes/models) in NYC fleet at 600+ locations
- 190,000+ members in NYC
- 60+ locally employed and countless small local businesses supported
- Focused on enabling simple, sustainable and responsible urban living
 - 85% of NYC members don't own a car
 - 25% got rid of their car after joining Zipcar
 - Members drive 40% fewer miles than they did before joining Zipcar
 - Zipcar reduces the number of personally owned cars on NYC streets
 - 70% of Zipcar members ride public transit at least 5x/week

Using Zipcar in NYC

Zipcar offers an easy, convenient and affordable transportation option:

- Book a car instantly via our app or online
- Zipcars available 24/7 at hourly and daily rates
- Members save \$784/mo on average compared to car owners
- Each reservation includes:
 - Gas
 - Dedicated home parking spot
 - Insurance options
 - Maintenance & 24/7 roadside assistance
 - 180 miles per day



Zipcar enables all New Yorkers to have access to a car without owning one

- Zipcar's expansion in NYC provides a convenient and affordable mobility alternative to diverse neighborhoods and low- and moderate-income New Yorkers across NYC
 - Our NYC members are from all income levels, and we're committed to supporting every community we serve
- Zipcar members make a positive impact on the environment
 - Fewer emissions
 - Less driving → cleaner air in our communities
 - More carpooling → reduced congestion
 - More space
 - Each Zipcar takes up to 13 personally owned vehicles off city streets, transforming curb space and returning it to the community

Zipcar Locations

9 sites



Equity and Outreach Plan

Focus on equitable and affordable access:

- NYCHA partnership
- SNAP program
- Equity sites
- Local community partnerships
- Support and outreach to promote awareness



Sites

On Street	From	To	Address	Side
22nd Dr	19th St	21st St	22-60 21 Street	S
23rd Ave	19th St	21st St	19-29 23rd Avenue	N
23rd Ave	37th St	38th St	37-15 23rd Avenue	N
12th St	30th Ave	29th Ave	29-23 12th St,	S
Vernon Blvd	30th Rd	30th Dr	Vernon Bl & 30 Rd	N
79th St	21st Ave	Bay Pkwy	78-22 21 Avenue	S
21st St	28th	30th	along 21st (between 28th and 30th	E
14th St	30th Rd	30th Dr	30-36 14th St	N
30th Rd	14th St	21st St	14-002 30th Road	W
12th St	30th Dr	30th Rd	30-70 12 St	S
14th St	30 Dr	31 Ave	30-98 14 St	S
75th St	Ditmars Blvd	Astoria Blvd	22-02 75th Street	W
31st Ave	14th St	21st St	14-2 31st Ave	W
28th Ave	28th Ave	Astoria Blvd S	25-74 33rd Street	W
33rd St	28th Ave	Astoria Blvd S	25-74 33rd Street	W
31 Dr	12 St	14 St	12-06 31st Drive	W
28th Ave	38th St	37th St	25-94 38 Street	W
28th Ave	Astoria Blvd S	28th Ave	38-04 28th Street	E

Sites

On Street	From	To	Address	Side
38th St	28th Ave	30th Ave	28-03 38th Street	E
32nd St	31st Ave	Broadway	32-02 31st Avenue	E
35th St	Broadway	31st Ave	35-04 31 Avenue	E
30th St	35th Ave	36th Ave	35-05 30th Street	E
Broadway	Newtown Rd	Broadway	45-19 Broadway	W
46th St	Newton Rd	Broadway	46-01 Broadway	E
34th St	35th Ave	36th Ave	33-19 36th Avenue	W

Thank You!

Questions?



NYCDOT



nyc_dot



nyc_dot



NYCDOT