

The Queens BP slams “weaknesses” in the commission's congestion tax schemes that  
“should dismiss them as options.”

and

An amazing admission:

“it's hard know what they'll (the impacts will) be”

– states a NYC DOT Deputy Commissioner!

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## Meetings to study congestion parking

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Congestion pricing won't only hit your wallet – it may also prevent you from finding a parking spot.

Transit officials predict many commuters may scoff at the fee, instead parking near Queens subway stops, taking the train into Manhattan - making drivers' hunt for spaces much more difficult in Forest Hills and Long Island City.

"The important thing to do here is be ready to deal with whatever impacts there are, because it's hard to know what they'll be," said Bruce Schaller, the city Transportation Department's deputy planning commissioner.

The agency is hosting two Queens workshops next week to consider starting new parking permit programs, adding more muni-meters, raising on-street parking fees and tracking parking availability in potentially affected areas.

The first workshop, in Long Island City, will begin at 6:30 p.m. Tuesday at the Citicorp Building on Court Square. The second will start at 6:30 p.m. Wednesday at the Forest Hills Jewish Center on Queens Blvd.

The city already has hosted the workshops on the upper East Side and in Harlem. They're planning one in Park Slope, Brooklyn, on Thursday, and two more, in Brooklyn Heights and the Bronx, in early February.

"We don't necessarily feel it'll be a big issue, but we understand the concern that people have and

we're committed to addressing that," Schaller said.

During a city-state traffic mitigation hearing at York College last night, Queens Borough President Helen Marshall was expected to slam "weaknesses [in the congestion pricing proposals] that should dismiss them as options."

The panel is considering Mayor Bloomberg's proposal to charge drivers \$8 to go below 86th St. between 6 a.m. and 6 p.m. weekdays.

"It eliminates the free passage route for commuters who are not entering the zone but merely using the FDR to travel to upper Manhattan or the Bronx," Marshall said, according to an advanced copy of her speech.

"That means that drivers who use the Queensboro Bridge just to travel to 61st St. or north will be charged \$8 - a patently unfair option."

The state Legislature and City Council would have to approve the new fees.