

**DAVID WOLOCH  
DEPUTY COMMISSIONER  
NEW YORK CITY DEPARTMENT OF TRANSPORTATION**

**HEARING BEFORE THE CITY COUNCIL  
COMMITTEE ON TRANSPORTATION  
FEBRUARY 25, 2009**

Good morning, I am David Woloch, Deputy Commissioner for External Affairs at the New York City Department of Transportation and with me here today is Susan Petito, Assistant Commissioner, Intergovernmental Affairs at the New York City Police Department (NYPD), Deputy Inspector Terence Hurson, Executive Officer, from NYPD's Office of Management Analysis and Planning and Cleaning Chief Michael Bellew from the Department of Sanitation (DOS). Thank you for inviting us here today to testify on Intro 907.

We all share the goals of enhancing the safety of our streets and the quality of life of our City, but we believe that the bill before you represents a counterproductive initiative which would confuse the public, lead to increased congestion, dirtier streets, and have a deleterious effect on local businesses and overall quality of life. Taken at face value, Intro 907 provides a courtesy to drivers in the City by giving them five extra minutes to get to their vehicles, before an enforcement action is taken. In reality, what the bill would do is immediately and universally change the traffic rules so that one-hour parking is in fact one-hour and five-minute parking, Citywide -- adversely impacting the City's traffic and street cleaning operations.

Curbside space is a commodity in the City; it is imperative it is used as efficiently as possible, ensuring a reasonable rate of turnover to accommodate all the competing uses of the space. To best meet this need, certain limitations are placed on curbside use. Parking restrictions are developed based on the needs of the area, designed to facilitate the free flow of traffic and meet all public, commercial and private interests. In addition, restrictions are also tied to improved quality of life, keeping the air and streets as clean as possible. Alternate side of the street regulations are in place to ensure neighborhoods are free of litter; and the turnover facilitated by time limits on parking spaces is intended to reduce idling caused by cruising for spots, and its adverse effect on air quality. This bill would also have a negative impact on safety; reducing turnover, in addition to increasing idling, would create more dangerous conditions such as double parking and parking in bus stops. It would also impair the flow of traffic during rush hours, when posted signage prevents parking, standing or stopping during certain times of day. In addition, it would disrupt the beginning of the street

cleaning schedules, effectively making it more difficult for the Department of Sanitation to complete street cleaning within the specific time frame.

In addition to the bill's detrimental effects on traffic and street cleaning operations, it is not clear whether the legislation is intended to apply to single space meters. As standard metered spaces are designated by signage, they would appear to be subject to the bill's requirements. In these cases, the grace period would be impossible to enforce, as there is no way to know at what time the meter expired. If the legislation were clarified to exclude single space meters, it would certainly lead to confusion among drivers who assume that it does apply to these meters. If the bill's language were amended to make its applicability absolutely clear, the common understanding of a five-minute grace period will be that it applies to all meter violations. We are concerned that drivers will be more likely to arrive late at their vehicles, receive summonses, and perhaps confront enforcement personnel, all because the traffic rules have not remained clear.

We respectfully suggest that the enactment of a five-minute grace period for certain parking violations does not ultimately serve the goal of a safe, clean, and prosperous City. We can all sympathize with drivers who receive tickets minutes after parking restrictions go into effect or meters have expired. However, there is no reason to believe that offering a five-minute grace period will prevent that from happening. Instead, it merely shifts what might be a conflict between a driver and enforcement personnel to a time five minutes later. The proper means for addressing these conflicts in individual instances is for the motorist to contest the summons issued; the solution is not to create a universal five-minute grace period which in time may turn into a longer period, when five minutes does not seem like enough.

It is a fact of urban life that many people park illegally, and undertake the risk of receiving a summons as a consequence. The respect for traffic regulations and the consistent enforcement of those regulations are absolutely critical to the continued vibrancy of our City. We therefore urge you to reject the bill before you, as a tempting but ultimately destructive weakening of the rules which govern the movement of traffic and the use of our streets.

Thank you for the opportunity to testify before you today. We would be happy to answer any questions you may have at this time.

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor     in opposition

Date: 2/25/2009

(PLEASE PRINT)

Name: GLEN BOLDATSKY parkingticket.com

Address: \_\_\_\_\_

I represent: parkingticket.com

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THE CITY OF NEW YORK**

Appearance Card

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in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: DAVID WOLCH NYCDOT-DOP.COM

Address: 40 WEST ST 10013

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THE CITY OF NEW YORK**

Appearance Card

[ ]

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in favor     in opposition

Date: 2/25/2009

(PLEASE PRINT)

Name: Thomas J. Hillgardner

Address: 82-63 170 Street Jamaica NY 11432

I represent: New York City Parking Justice League

Address: 82-63 170 Street Jamaica NY 11432

Please complete this card and return to the Sergeant-at-Arms

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 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Susan Pehito

Address: Assistant Commissioner for Intergovernmental Affairs

I represent: NYPD

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 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Cleaning Chief Michael Bellaw

Address: \_\_\_\_\_

I represent: DSNY

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THE CITY OF NEW YORK**

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 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Deputy Inspector Terrence Hurson

Address: Executive Offices at the Office of Management Analysis & Planning

I represent: NYPD

Address: \_\_\_\_\_

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THE CITY OF NEW YORK**

*Appearance Card*

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

**(PLEASE PRINT)**

Name: David Woloch

Address: Deputy Commissioner for External Affairs

I represent: Dept. of Transportation

Address: \_\_\_\_\_

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