

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

of the

COMMITTEE ON TRANSPORTATION

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April 5, 2011
Start: 11:31 am
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HELD AT: Committee Room
250 Broadway, 14th Floor

B E F O R E:
JAMES VACCA
Chairperson

COUNCIL MEMBERS:

James Vacca
Christine C. Quinn
Gale A. Brewer
Daniel R. Garodnick
David G. Greenfield
G. Oliver Koppell
Darlene Mealy
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Commanding Officer
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Cristin Burtis
Executive director
Mayor's Office of Citywide Event
Coordination and Management

David Woloch
Deputy Commissioner of External Affairs
NYC Department of Transportation

Derrick Caldwell
Management, Labor, Safety and Health Committee
NYC Department of Education

Mark Thompson
Chair
Manhattan Community Board 6

Jeffrey Frediani
Legislative Analyst
AAA New York

James Huntley
Local CWA 1181
Traffic Enforcement Union

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2 CHAIRPERSON VACCA: Thank you,
3 ladies and gentlemen. This committee meeting is
4 now going to begin, April 5th, 2011, Committee on
5 Transportation. I'd like to welcome everyone
6 here.

7 Today, we are hearing two parking-
8 related bills that really come down to common
9 sense and fairness, two words that we don't often
10 associate with parking in the City of New York.

11 As Speaker Quinn noted in her State
12 of the City address in February, sometimes it
13 doesn't take a major change to make life a little
14 easier for New Yorkers. Here we have two bills
15 that could go a long way to relieving some of the
16 headaches we know that are associated ever day
17 with driving and parking in the City of New York.

18 Intro 458-A by Council Member
19 Garodnick, would require the Department of
20 Information Technology and Telecommunications to
21 create an interactive online map that New Yorkers
22 could search to learn what streets will be closed
23 and when, due to street fairs, block parties, film
24 shoots, or for other reasons that are known in
25 advance. The map would also detail where parking

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restrictions have changed.

Intro 490, sponsored by Council Member Jim Gennaro, says that if a motorist is issued a parking ticket while in the process of purchasing time at a munimeter, then that motorist should be able to walk up to the traffic agent who issued the ticket, show his or her munimeter receipt and have the ticket canceled on the spot.

The new rule would save the motorist the time of fighting the traffic ticket at Traffic Court. Many times people have to take off a day from work to go to Traffic Court to fight a ticket. And it would save the city time and money associated with the hearing, which we would expect in these cases would result in ticket dismissal.

We anticipate that in the next 18 months, practically all meters in the City of New York will be munimeters. And if that's the case, fairness has to be assured now as we proceed toward that road. Basically, also, I have to tell you that if you and I as taxpayers and citizens make a mistake, we're expected to correct it on the spot. The city should not be held to any

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different standard.

The legislation proposed today would require the city to correct a mistake immediately, not do it weeks or months later and possibly do it at that point. Whether or not that happens, remains a mystery to many people. That's not fair.

I look forward to hearing from the Administration and learning how we can implement these straightforward measures. I want to thank Speaker Quinn who has been a champion of this whole effort to make sure that parking fairness is assured the residents of the City of New York. So I'd like to introduce the Speaker for her remarks.

SPEAKER QUINN: Thank you very much. I want to thank Chair Vacca for his leadership on these pieces of legislation, but overall on the issues of ticket in the City of New York. I'm having a Jimmy Vacca morning. We started this morning at a Bronx Chamber of Commerce event. So, that's always a good day.

I also want to thank Council Member Dan Garodnick and Council Member Jim Gennaro, who's unable to be with us today, but both of them

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2 for sponsoring the pieces of legislation we are
3 going to discuss today, as well as Council Member
4 Lander who is the prime sponsor of the third piece
5 of legislation that we discussed, as the Chair
6 referenced, in the State of the City address. All
7 three of which, we will be passing as soon as
8 possible, out of the City Council.

9 While we're making great strides to
10 give New Yorkers more options when it comes to
11 transportation, there are many residents who have
12 no choice but to rely on their cars every day as
13 their primary means of transportation. Talk to
14 just about any of those drivers and you'll quickly
15 learn that parking is one of their biggest
16 concerns and worries.

17 Looking closely at this issue, the
18 Council has identified a number of legislative
19 steps that we can take to make parking a little
20 bit easier and a little bit fairer for drivers all
21 throughout the five boroughs.

22 That's why, today, the Council will
23 hear two bills, two of the three that I announced
24 in my State of the City address. One: an
25 interactive parking map. This piece of

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2 legislation, sponsored by Council Member Dan
3 Garodnick, will require the city to post on its
4 website an interactive map that will show parking
5 regulations, street closures and temporary
6 changes.

7 In other words, anyone with access
8 to the internet will be able to instantly find out
9 which streets to avoid. So when you're looping
10 and looping and looping, looking for a parking
11 spot, you won't be looping on streets where you
12 are never going to get one.

13 Whether it's a street fair,
14 construction, a film shoot or changes in alternate
15 side parking, motorists deserve one central place
16 to check on parking rules in their neighborhoods,
17 and this bill will provide that comprehensive,
18 accessible tool for drivers to plan ahead.

19 And if you don't think drivers plan
20 ahead, my father can tell you what he's doing
21 three weeks from now, based on the alternative
22 side of the street rules, his trips to Connecticut
23 are exclusively designed around when he doesn't
24 think he can get a parking spot. So to have this
25 kind of a tool really will be used by New Yorkers

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because they do that kind of planning.

The second bill, sponsored by Council Member Gennaro, will address the infuriating situation when a driver has purchased a valid munimeter ticket, but the agent has already started to write the ticket. No fault on the agent's part.

Take the story of Derrick Caldwell of Brooklyn who wrote on the Council's Facebook page. Derrick, who we hopefully will hear from later today, wrote: the munimeter on the block that I parked was inoperative. By the time I walked to another block and returned, which was a good effort on Derrick's part, the traffic enforcement agent had ticketed me. I explained the munimeter at the nearest location was inoperative, to no available.

It's ridiculous that an agent is forced to automatically write that ticket and not to automatically cancel Derrick's ticket under those circumstances when he can show a valid munimeter ticket.

Besides being simply unfair, situations like these are stressful and

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2 inconvenient, especially if you have to spend
3 countless days fighting a ticket or worrying that
4 if you have to pay that ticket you're going to be
5 left at the end of the month without enough money
6 for your rent or your medical bills or your food
7 bills.

8 With this legislation, when a
9 driver purchases a valid munimeter--puts their
10 money in validly and has a receipt and shows that
11 receipt to the ticketing agent within ten minutes
12 of the agent writing the ticket, and that receipt
13 has a valid munimeter on it, the agent will have
14 to put that number in and void the ticket. The
15 agent will have to document the munimeter receipt
16 number and the cancellation must be noted,
17 ensuring the integrity of the ticket writing
18 process.

19 Today, we hope we're sending a
20 message to New Yorkers that their local government
21 is not out to nickel and dime drivers like Derrick
22 who follows the rules.

23 I want to thank everyone on the
24 staff and the Council who've worked on these three
25 pieces of legislation, particular today's two

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2 pieces of legislation. I look forward to hearing
3 testimony from the Administration. Hope we can
4 overcome the Administration's opposition. But
5 either way, we will be passing these three bills
6 soon into law, and look forward to other ideas to
7 make tickets fairer in the City of New York.

8 Thank you, Mr. Chair.

9 CHAIRPERSON VACCA: Thank you,
10 Speaker Quinn. I'd like to introduce the members
11 of the committee that are here. To my extreme
12 left, Council Member Ydanis Rodriguez, Council
13 Member Peter Koo, Council Member Vincent Ignizio,
14 Council Member Deborah Rose. To my extreme right,
15 Council Member Jimmy Van Bramer, Council Member
16 Gale Brewer, Council Member Dan Garodnick, Lyle
17 Frank is our counsel to the committee.

18 I know Council Member Gennaro could
19 not be here today. He and I have been in constant
20 talking and communication about his bill. He
21 wanted to ask Council Member Van Bramer to speak
22 for him. I will call upon Council Member
23 Gardonick first, a sponsor of his bill and then
24 Council Member Van Bramer.

25 COUNCIL MEMBER GARODNICK: Thank

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2 you, Mr. Chairman and Speaker Quinn for your very
3 strong statements in support of both of the bills
4 that we're hearing today.

5 As you all heard, I am the sponsor
6 of Intro 458-A, a bill that would require DoITT to
7 post on the city's website an interactive map that
8 displays all anticipated street closures as well
9 as parking rules for each street and temporary
10 parking rule changes.

11 Each year, New York City is host to
12 over 300 street fairs and dozens of parades and
13 block association parties, resulting in countless
14 parking rule changes and altered traffic patterns.
15 While there is value to closing the streets for
16 public use, New Yorkers are often inconvenience
17 and experience great frustration when travel
18 plans, particularly on the weekend, include idling
19 on congested streets due to unexpected street
20 closures. Unexpected, at least to them, because
21 the city knows that they're happening and there,
22 of course, should be no secrets here.

23 By providing the public with easily
24 accessible information regarding street events and
25 parking rule changes, motorists can avoid street

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2 closures and know where parking has been
3 temporarily suspended. And of course, those who
4 are looking to find a street fair in their
5 neighborhood can easily identify the closest
6 event.

7 Today, the Office of Citywide Event
8 Coordination and Management posts on its website a
9 searchable list of street activities and the
10 Department of Transportation's website provides
11 access to databases detailing street specific
12 parking regulations as well as alternative side
13 parking rule changes. But it's simply not all
14 that user friendly and not at all that useful.

15 The technology exists to combine
16 the databases from different agencies so that
17 instead of going to two different sites, either by
18 typing in a location and cross streets or by
19 selecting an event and dates, a person can look on
20 a map, click on a specific location and access all
21 at once all of the information related to that
22 location, street events, street closures,
23 construction activity, filming, parking rules and
24 any parking rule changes.

25 I think this is a no-brainer,

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2 should be a no-brainer for the Administration. We
3 hope that's what they're going to say today. I
4 suspect that it is not, but I look forward to the
5 testimony of CECM and the Department of
6 Transportation. I thank the Chair for holding
7 this hearing and of course to the Speaker for her
8 very strong support of both bills.

9 CHAIRPERSON VACCA: Council Member
10 Van Bramer?

11 COUNCIL MEMBER VAN BRAMER: Thank
12 you very much, Mr. Chair. The following is the
13 statement of Council Member Gennaro, prime sponsor
14 of Intro 490, and I'm please he's asked me to read
15 this on his behalf.

16 I am grateful to Chairman Vacca and
17 members of the committee for taking up
18 Introduction 490 this morning. As the prime
19 sponsor of this bill, I deeply regret that an
20 important medical appointment for a family member
21 prevents me from attending today's hearing.

22 As has perhaps already been stated
23 this morning, Intro 490 is a common sense fix to
24 an irritating problem that many New Yorkers have
25 faced when parking, receiving a ticket for doing

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nothing more than following the law.

One parks his or her car, walks to the closest munimeter, which may not be all that close, purchase the parking slip and returns to the car to find a parking enforcement agent writing a ticket, a ticket that under current law and NYPD practice cannot be voided. It is now up to the motorist to go through the process of contesting the ticket and hoping for a favorable resolution.

For all those who have thought there has got to be a better way to handle this all too common situation, there is: Intro 490. The bill would require parking agents to immediately cancel parking tickets when they are shown, within ten minutes of ticket writing completion, a valid munimeter receipt with a timestamp of up to five minutes prior to or post-ticket writing commencement.

With the passage and implementation of this legislation, gone will be the days when a parking ticket is one's reward for walking to a munimeter to comply with parking regulations. That can't happen soon enough.

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2 I look forward to a favorable
3 briefing on today's proceedings from my
4 legislative director, William Murray, who is in
5 attendance at today's hearing.

6 In closing, I'll take this
7 opportunity to thank Speaker Quinn for featuring
8 Intro 490 in her State of the City speech and for
9 all of the terrific initiatives that she advanced
10 in that memorable address. I am committed to
11 working with the Speaker and all my Council
12 colleagues to realize the entirety of the vision
13 that she set forth on that good day.

14 Once again, I deeply regret not
15 being able to be with you this morning.

16 CHAIRPERSON VACCA: Thank you,
17 Council Member Van Bramer. Without further ado, I
18 would like to introduce our guests on the panel:
19 Inspector Michael Pilecki of New York City Police
20 Department; Supa Tito [phonetic], New York City
21 Police Department; David Woloch, Deputy
22 Commissioner, Department of Transportation; and
23 Cristin Burtis of the Mayor's Office. Who would
24 like to lead off in testimony? Ms. Burtis?

25 [Pause]

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2 CRISTIN BURTIS: Hello? Good
3 morning, Chair Vacca and members of the committee.
4 My name is Cristin Burtis and I'm the Executive
5 Director of the Mayor's Office of Citywide Event
6 Coordination and Management, CECM. Thank you for
7 this opportunity to testify today.

8 Established in 2007, CECM advises
9 on policy, planning and operational matters
10 relating to permitting, coordination and
11 implementation of street events and other
12 activities in public spaces.

13 Additionally, CECM gathers and
14 disseminates information about upcoming and
15 ongoing public events, including gatherings in
16 city parks, processions, parades, street fairs,
17 block parties, commercial and promotional events,
18 street events and displays, and filming of motion
19 picture and television.

20 Our goal is to ensure informed
21 decision making by the various permitting
22 agencies, as well as compliance by permit
23 applicants.

24 The Mayor's Street Activity Permit
25 Office, SAPO, was merged into CECM by Executive

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2 Order number 105 in 2007. As a result, the agency
3 exercises all functions, powers and duties
4 pertaining to street activities, permits, which
5 include but are not limited to special events,
6 block parties and street fairs.

7 In this capacity, I am please to
8 present the Administration's position on
9 Introductory Number 458-A, which would require the
10 Department of Information Technology and
11 Telecommunications to post on the city's
12 interactive map all anticipated street closures on
13 vehicular traffic, parking regulations and
14 temporary parking regulations.

15 The bill would require that the
16 additional information on the city map would be
17 searchable and updated no less than one week prior
18 to any street closure or parking change. Also,
19 for block parties and street fairs, the event
20 posting on the map would have to include contact
21 information for the event sponsor.

22 Before I discuss our thoughts on
23 the bill, I'd like to first provide you with a
24 brief overview of the Citywide Event Management
25 system which was created by CECM. Built in 2008,

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2 this database provides a web-based repository for
3 various city agencies to coordinate street event
4 permitting across the five boroughs.

5 In addition to capturing standard
6 permitting information regarding even type,
7 location and time, based on criteria set forth by
8 our office, it also provides real time status
9 updates, an internal mapping capability and a
10 space for community boards to make recommendations
11 and comments for events where applicable.

12 For event organizers, CEMS enables
13 users to apply online, pay processing fees by
14 credit cards and track their applications. This
15 is applicable for SAPO, Parks permit events for
16 over 500, and for a group of pilot users for the
17 Film Office. It also has dramatically reduced the
18 processing time for each of these applications.

19 Based on the information collected
20 in the CEMS database, CECM provides this
21 information for the members of the public through
22 a listing on major events which can be found on
23 the citywide event calendar on nyc.gov. On the
24 calendar, New Yorkers and visitors can find a
25 description of each of these events, its hours of

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2 operation, contact information for its organizers
3 and information relating to any street closures
4 associated with the event.

5 In the months ahead, we will be
6 posting this information to City Map, a dynamic
7 platform countless New Yorkers already use to
8 access information about what is happening in
9 their homes, neighborhoods and cities. We expect
10 to be able to provide this on City Map,
11 information relating to the permitting of film
12 shoots, street fairs, block parties, parades
13 consisting of 1,000 members or more, and events
14 permitted by the Department of Parks and
15 Recreation.

16 We therefore support this portion
17 of Intro 458-A. The posting of the information
18 relating to other street closures, however,
19 provides more problematic. While CEMS captures
20 certain information relating to street surfacing
21 projects and some construction permits involving
22 full street closures, the fluid nature of street
23 work makes it impractical to map and information
24 we can provide less useful to the public.

25 For example, the Department of

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2 Transportation roadway resurfacing schedule is
3 subject to weather conditions and other potential
4 issues. Similarly, the construction permits that
5 DOT issues are often valid for a general window of
6 time. Example: a 90-day permit. Even though work
7 may be performed on roadways closed for just a
8 portion of that permitted window.

9 We therefore are unable to provide
10 a detailed map with information relating to the
11 road closures.

12 The Department of Transportation
13 manages the city's parking regulations using
14 almost half a million street signs. These
15 regulations are also currently available on the
16 city's website, searchable by any given block face
17 in the city. DOT has embarked upon a large scale
18 project to reengineer the city's sign assessment
19 management enabling, among other improvements, the
20 public to view this information on a map online,
21 which could be linked to City Map.

22 DOT's project is expected to be
23 completed in 18 to 24 months. Accordingly, at
24 that time, the Administration will have parking
25 regulations mapped.

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2 However, the posting of temporary
3 parking changes would prove more difficult. There
4 are hundreds of these changes across the city on
5 any given day, all made by various agencies and
6 permittees. As such, there is no single
7 repository of this information. Keeping a
8 comprehensive database would require significant
9 agency time and resources.

10 In addition, many temporary parking
11 regulations are modified in the field due to
12 weather conditions and other circumstances,
13 changing too quickly to ensure the reliability of
14 one map at any given point in time. However,
15 thanks to the collaboration of the Council and the
16 Administration in the adoption of Local Law 78 of
17 2009, temporary changes in parking restrictions
18 are posted on location.

19 Thank you for the opportunity to
20 testify this morning. I am joined by David
21 Woloch, the Deputy of External Affairs at the
22 Department of Transportation. Upon the conclusion
23 of the Police Department's testimony on Intro 490,
24 we would be happy to answer further questions.

25 MICHAEL PILECKI: Good morning,

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2 Madame Speaker, Mr. Chairman and members of the
3 Council. I'm Inspector Michael Pilecki,
4 Commanding Officer of the Traffic Enforcement
5 District of the New York City Police Department's
6 Transportation Bureau. On behalf of Police
7 Commissioner Raymond W. Kelly, I'm pleased to be
8 here today to offer our comments on one of the
9 bills before you, Intro 490.

10 The bill would create a new
11 administrative code section 19-214 requiring the
12 immediate cancellation of a parking violation
13 summons for failure to pay metered fare when the
14 issuing agent is presented with a munimeter
15 receipt time stamped within a certain timeframe.
16 While we understand the intent of the bill, we are
17 not able to support its enactment.

18 Summonses for parking violations
19 are issued by both police officers and by civilian
20 employees of the Police Department, traffic
21 enforcement agents. However, traffic enforcement
22 agents issue the vast majority of summonses for
23 these violations specifically related to
24 munimeters. One: failure to display a munimeter
25 receipt. And two: parking beyond the time noted

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on the receipt.

They would therefore be the Police Department employees most involved in implementation of Intro 490 were it to be enacted. We respectfully suggest that the city's traffic enforcement agents are key participants in keeping city streets safe and keeping traffic moving and that their duties, unavoidably, bring these hard working public servants into conflict with motorists.

There were 258 physical attacks on our traffic enforcement agents in 2010, ranging from drivers slapping them and spitting on them to wresting their parking ticketing devices away from them to serious assault causing significant injuries.

In addition, there were countless other instances of verbal abuse against our agents, who are trained to withstand potentially heated and angry encounters with professionalism. Our traffic enforcement agents are trained not to respond in kind but rather to inform an aggrieved motorist that they're not able to rip up the ticket and the motorist's option is to contest the

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summons and the Parking Violations Bureau.

There are two reasons for this policy. First, it shortens the encounter and in most instances prevents a hostile situation from becoming physically dangerous. Most often the motorist will react angrily but will discontinue the verbal attack and the parties will move along about their business.

The second reason is applicable to all enforcement personnel, including police officers. Permitting enforcement personnel to adjudicate a summons at the scene of a violation would present a corruption hazard, an unacceptable risk to the integrity of the city's workforce. We strongly believe that Intro 490 would exacerbate the potential for conflict between motorists and enforcement personnel by encouraging dialogue and argument about whether a driver is entitled to have his or her summons cancelled on the spot.

Specifically with respect to munimeter violations, because there's always a lag between parking a vehicle and obtaining a receipt, our traffic enforcement agents are trained to check whether a motorist is in the process of

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2 purchasing a munimeter receipt by looking up and
3 down the street and asking any likely individual
4 if the vehicle is theirs before issuing a summons
5 of one of these violations.

6 However, if a motorist making a
7 purchase at a munimeter is not visible to the
8 agent or the motorist feels that the summons
9 should not have been issued for another reason,
10 the motorist's remedy should remain within the
11 Department of Finance.

12 We note that the ability to contest
13 a parking ticket has been made easier through a
14 new initiative allowing motorists to contest
15 parking summonses online in addition to having
16 been able to contest them by mail or in person.

17 This recent change can help reduce
18 the inconvenience suffered by a motorist who
19 believes that he or she should not have received
20 the parking summons. We believe it to be a much
21 better option to assist motorists than the
22 approach taking in Intro 490.

23 We also note that the language of
24 the bill presents several difficulties that would
25 require amendment or clarification were the

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Council to pursue this legislation.

Accordingly, we urge the City Council not to enact Intro 490. We appreciate the opportunity to discuss the bill. We will be pleased to answer any questions that you may have.

CHAIRPERSON VACCA: Does that complete the testimony from the panel? Okay, we'll now open up for questioning. Speaker Quinn first, please?

SPEAKER QUINN: Thank you very much. Ms. Burtis, let me just go to page two of your testimony, the third paragraph from the bottom: the Department of Transportation manages the city's parking regulations using almost a million street signs. These regulations are also currently available on the city's website. Then you go on to say we're reviewing and we're going to update.

Maybe there are some points in here that are valid and we can talk about whether or not the street resurfacing is too weather specific or something like that. That, to me, doesn't seem like the be all and end all. But it seems odd to me that you basically reference a database and

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2 then say you're unable to merge that database with
3 the idea of having a database.

4 You don't say we're reviewing the
5 database and we think we're going to be done in
6 two months, so why don't you extend the effective
7 date so we don't have to update the database
8 twice. You say you have a database but you say
9 you can't link it to the idea of a new database.
10 That doesn't make any sense to me, given the
11 technological advances of the City of New York.
12 Identify yourself.

13 DAVID WOLOCH: Sure. David Woloch,
14 Deputy Commissioner for External Affairs from the
15 Department of Transportation. I think what we're
16 saying is we have a searchable database that's
17 available now. That was actually done as part of
18 Council legislation.

19 SPEAKER QUINN: Clearly.

20 DAVID WOLOCH: Effective a year and
21 a half ago. There is some utility in it. I think
22 as Councilman Garodnick pointed out, it could be
23 more useful. We agree that mapping it would be
24 more useful. We're doing that as part of a much
25 larger initiative that's replacing our entire sign

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management system.

SPEAKER QUINN: So David, let me--

DAVID WOLOCH: [interposing] I think we're striving towards the same goal and it's a question of timing.

SPEAKER QUINN: Well but that's actually not what it says in here. Because if it was a question of timing, it seems to me, you would say you supported the first part, set aside the weather issue with resurfacing for a second, which I don't know whether I agree with you or not, but we can have that conversation.

DAVID WOLOCH: Sure.

SPEAKER QUINN: Maybe we agree, maybe we don't. But this issue, you didn't say we could agree with putting this in the bill, but we don't want to merge databases twice, we would ask that you wait for implementation for 18 to 24 months. I'm not saying I'm agreeing with that timeframe. But that's a different point than here which is just saying that you can't do it.

So you're not meaning to say--you start off with saying a part of the bill you support, then some you don't. You did not mean to

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2 say then that you oppose including the Department
3 of Transportation's info on the almost million and
4 a half street signs in the bill. You support it;
5 you just may need more time to do it.

6 DAVID WOLOCH: Right. I think,
7 right, I--

8 SPEAKER QUINN: [interposing] Okay,
9 great. Let me move on.

10 DAVID WOLOCH: Exactly. I think
11 what we laid out in the testimony is that it's a
12 system we're working--

13 SPEAKER QUINN: [interposing] Yes
14 is good. You got me at yes. So stop. You
15 support. Stop.

16 DAVID WOLOCH: It's a question of
17 timing. So what we laid out is the schedule we're
18 on now.

19 SPEAKER QUINN: So you would, and
20 I'm not saying we're going to agree to the timing,
21 but philosophically you technologically you can
22 merge the two databases.

23 DAVID WOLOCH: We can't right now.

24 SPEAKER QUINN: Why?

25 DAVID WOLOCH: Right now, the

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system that we put in place very quickly to comply with a previous law passed by the Council--

SPEAKER QUINN: [interposing] Yes, so mentioned.

DAVID WOLOCH: --is not something that we can easily map.

SPEAKER QUINN: Why? Like technologically why?

DAVID WOLOCH: There is probably a more detailed answer that I can get you, but very generally the data in the parking system is very complex. There's a lot of detail.

SPEAKER QUINN: Can I just stop you for a second? It seems odd to me that we are-- this new database doesn't actually exist yet, right? So for you to say it's impossible to merge this database with a database that does not yet exist seems to me slightly technologically implausible. So let's not belabor the point, but let's get the technological people together because this is just not acceptable to me.

The timeframe question of whether we update it later, that's a different point. But I'm glad there isn't a philosophical objection

1
2 here. I think the technological people, when they
3 come together, are going to find this easy to
4 overcome.

5 On the temporary parking changes, I
6 think that to just out and out say that's not
7 possible, to me and I'm sure Dan will go into this
8 in greater detail, doesn't make any sense because
9 there are some temporary parking changes that de
10 facto in essence go on so long temporarily that
11 they are, in fact, permanent. Maybe we can find a
12 way to define temporary. But to just say you
13 won't consider it at all doesn't make any sense.

14 The 90 day point, I'm sure we could
15 find a way to work within that. So just to say
16 you're opposing it as opposed to willing to
17 discuss them doesn't seem to make any sense.

18 Again, we're prepared to move
19 forward. We would prefer to do that
20 collaboratively, as we do most things, so I'd urge
21 you to get our tech people in as quickly as we
22 can.

23 Let me move on to Council Member
24 Gennaro's legislation. I want to be clear, we
25 have and we are going to be meeting with President

1
2 Huntley, who represents the traffic enforcement
3 agents as this process moves on. Great respect
4 for the traffic enforcement agents, and we share
5 your concern that any city employee, particular
6 ones who have to be out there kind of on the
7 street delivering not good news, you got a ticket,
8 would be in any way harmed or mistreated by the
9 public. Anything we can do as an institution to
10 add greater protections we would want to be
11 supportive and do that.

12 I have great faith in the integrity
13 of traffic enforcement agents, though obviously
14 all systems should have structure in them to
15 prevent any bad apples. That's why the timestamp
16 and the code are clearly laid out in the
17 legislation.

18 I actually think if you kind of
19 take a step back, this is going to improve
20 interactions between traffic enforcement agents
21 and the public. Because then, instead of the
22 traffic enforcement having to say I can't stop
23 writing the ticket when a New Yorker has a receipt
24 and has paid, they are going to be able to not
25 give them a ticket when they don't deserve one.

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2 So it seems to me, actually, yes,
3 it may involve more conversation, that's true, but
4 it's conversation that is going to end up much
5 more on the positive side in these interactions,
6 less in the negative. I see that as a benefit for
7 traffic enforcement. Obviously, everything is a
8 weighing of balancing here. I just think at the
9 end of the day, when people have duly paid, even
10 though we've made it easier online, it is still
11 frustrating and a worry and something that we can
12 easily address.

13 I think, and this is more a
14 statement than a question, that the interactions
15 with the TEAs are going to be much more positive,
16 not negative. Not in every single interaction,
17 but there now is going to be a way to answer that
18 frustrating I can't stop that people hear over and
19 over.

20 Again, I apologize, I don't have a
21 question, but I just think if you step back a
22 little further, you could see the interaction
23 differently. Thanks.

24 CHAIRPERSON VACCA: Thank you,
25 Speaker Quinn. I just have two or three

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2 questions. Basically, I wanted to go to the
3 Police Department, concerning this entire issue of
4 ticketing and now your opposition to the Gennaro
5 legislation. When you look at this entire issue
6 of ticketing, one cannot help but ask the question
7 is your opposition based on the fact that
8 ticketing in this city has become a cash cow?

9 Ticketing in this city has become a
10 way to raise revenue, and everything we have
11 proposed has been opposed. We've gone from in
12 2001, it was \$300 million a year in city revenue,
13 and now it is \$800 million a year. So the average
14 person is suspicious about whether or not all the
15 opposition is because this has become a cash cow
16 for the city.

17 Now, tell us about your opposition
18 to this. I mean, do you feel that ticketing at
19 this point in time in our city is more fair than
20 less or less fair than more? What do you hear on
21 the streets? What do you get from community
22 council meetings and other functions that you
23 attend and your people attend concerning citizen
24 viewpoint on this?

25 MICHAEL PILECKI: You know, I think

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2 we're doing a whole lot better, as a matter of
3 fact. I want to just cite a couple of brief
4 statistics regarding complaints made against
5 traffic agents.

6 In 2009, there were 8,479
7 complaints made against agents. In 2010, there
8 were 5,239, which is a reduction of 3,240
9 complaints made against agents, which I think is a
10 great thing, which translates into 32 percent
11 down. For the first quarter of 2011, versus the
12 first quarter of 2010, we're doing even better.
13 In 2010, there were 1,825 complaints and in 2011,
14 there were 660. So we're down 1,165 complaints
15 for the first quarter of this year, which
16 translates into 64 percent. Why is that?

17 Well, we take a look at all of
18 these complaints and we try to find some type of
19 common fiber that runs among them. One of the
20 things we saw was that the agents were issuing
21 summonses to people who were sitting in their
22 cars. People would complain about that over and
23 over and over again.

24 So we adopted a policy where we
25 instructed the agents, hey, if someone is sitting

1
2 inside a car, what we want you to do is we want
3 you to ask the person to move rather than issue
4 that person a summons. They do that now. That's
5 not to say if a person refuses to move after
6 several requests, they end up inevitably getting a
7 summons.

8 So that's one of the things we've
9 done. We go to great lengths to instruct our
10 commanders at weekly meetings that we have that we
11 want agents to treat the public the way they'd
12 like to be treated themselves. So if they were
13 parked somewhere in their car or they were seeking
14 to park somewhere in their car, you know not to go
15 up and issue a summons. That would kind of be
16 maybe borderline. Although they would be legally
17 sound, what we might consider something that, I
18 don't know, a cheap shot, if you will. We don't
19 want that type of fame.

20 So we took a hard look at it in
21 2009, in early 2010 we started with this constant
22 reinforcement and instruction of the agents. It
23 seems to be working pretty well so far.

24 CHAIRPERSON VACCA: Just to
25 clarify, you mentioned when someone is sitting in

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the car. So I would assume when someone in sitting in the car double parked, are your agents now instructed to ask them twice to move before a ticket is issued? Is that the new instruction?

MICHAEL PILECKI: What I tell the managers at weekly meetings--

CHAIRPERSON VACCA: [interposing]
Because if you're doing that, that's a step in the right direction. I want to know if that's a policy of the department.

MICHAEL PILECKI: Well that's my policy and my directions to the traffic managers.

CHAIRPERSON VACCA: You tell someone who's double parked twice before you give them a ticket. I think the public has to know that. If that's the case, the public has to know that.

MICHAEL PILECKI: Okay. Well, that is the case. What we instruct the agents to do is this. If they approach someone sitting in a car and they're parked in violation and they're obstructing traffic, we would walk up and say sir or ma'am would you move the vehicle please.

Now, I can tell you nine times out

1
2 of ten, people don't automatically put the car in
3 drive and start to pull away. They have a reason
4 to be double parked or illegally parked, and they
5 will then say to the agent, listen, I'm just
6 waiting here. My family member will be out in ten
7 minutes or so. You know, my son is in the grocery
8 store and he'll be coming out momentarily. We
9 tell the agents, again, sir or ma'am I need you to
10 move the vehicle now please.

11 Then, if the person refuses to
12 comply with the second request, then they issue
13 the summons. That's what we instruct them to do.
14 It seems to be working because the complaints
15 really are down considerably.

16 CHAIRPERSON VACCA: When you say
17 complaints, just for a point of clarity, people
18 who lodge complaints do that through 311?

19 MICHAEL PILECKI: They can do it
20 through 311. They can do it in writing. They can
21 do it by telephone. There's a variety of ways
22 they can lodge the complaints.

23 CHAIRPERSON VACCA: I remember when
24 two years ago this Council adopted the five-minute
25 grace period.

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MICHAEL PILECKI: Yes.

CHAIRPERSON VACCA: There were predictions of gloom and doom. Two years later, our city is here. We do not have chaos or anarchy. I think most of us would agree that all the predictions of doom never came to pass. So I would join with the Speaker in asking that you go back and reassess this opposition that you seem to have. The Council wants to work with you, but I think you have to understand the Council is determined to do something about this issue.

DAVID WOLOCH: Understood.

CHAIRPERSON VACCA: I want you to go back.

MICHAEL PILECKI: We will. We understand the frustration that motorists have when they are legitimately putting money into a munimeter and they come back and they find that they've been issued a ticket.

Our concern is that, as you mentioned the legislation would be ten minutes. Five minutes prior to the time of the summons issuance and five minute after the time of the summons. We're concerned about the person who

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2 walks up to a traffic agent with a munimeter
3 receipt that shows six minutes and then would
4 start the conversation or the discussion about
5 well it's only one minute after the five minute.
6 Can you do me a favor, can you work with me?
7 That's our concern. Those things escalate very
8 quickly.

9 CHAIRPERSON VACCA: I'm going to go
10 onto questions. I'm sorry, Council Member
11 Garodnick first, the sponsor of the bill.

12 COUNCIL MEMBER GARODNICK: Thank
13 you, Mr. Chairman and to the representatives of
14 the Administration, thank you for being here
15 today.

16 Just a point on 458-A and a little
17 bit of history which I think is relevant to this
18 discussion. This is something which I have been
19 asking the Administration to do for years now. In
20 fact, it started at a point in which we got a list
21 of all of the street fairs that the city had. We
22 put them in the hands of our high school summer
23 interns to highlight on paper where on the map
24 they were taking place from one weekend to the
25 next to be able to show that it could be done

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easily, at least on paper.

Now we know, of course, that this is all technologically doable. The problem is, of course, that it now looks like the Administration is looking to do it too slowly. I say that with respect, but there is a way to do this, I think, a lot faster than already is being contemplated.

First, Mr. Burtis, on the subject of City Map, you noted that this is a dynamic platform that countless New Yorkers are already using to access information about what information is happening in their homes, neighborhoods and cities. I disagree. I think most New Yorkers do not have any idea what City Map is.

In fact, those who do will find-- you know, you look at the map, we put in 250 Broadway here and we looked at design and construction projects that are happening in and around 250 Broadway and all we get is an orange line around random streets which have no explanation and no detail at all. So I have to disagree that it is dynamic, because it's simply not all that usable in my view.

So let's talk about the posting of

1
2 some of the details. You said that CEMS captures
3 certain information relating to street resurfacing
4 projects and construction permits involving full
5 street closures, correct? You gave two examples.
6 One of which was the Department of
7 Transportation's roadway resurfacing schedule
8 being subject to weather conditions and other
9 operational issues, correct?

10 CRISTIN BURTIS: Yes.

11 COUNCIL MEMBER GARODNICK: But the
12 DOT itself sets out a timeframe by which it
13 anticipates doing work in a certain neighborhood,
14 don't they?

15 CRISTIN BURTIS: Well, if I can
16 just take one step and just explain I think that
17 the CEMS database, when our office, CECM was
18 created, one of our missions was to gather and
19 collect information. So when this office was at
20 SAPO back in 2007 still had carbon copy
21 applications for street events. The Film Office
22 was doing things in Excel. Each of the agencies
23 had their own database of functionalities of doing
24 and collecting information.

25 So part of our office's mission was

1
2 to create this database and ultimately build it
3 out so that the agencies can use it as their
4 permitting system. So currently the Street
5 Activity Permit Office, all of their permits go
6 through this system. It's also been built out
7 right now for the Parks Department. That's why I
8 made the mention of over 500 people, because it's
9 still in the process of being built out. But any
10 event that takes place in a park with over 500
11 people now goes into this database. Film has been
12 built out and it's in a pilot program currently.

13 So in the process of building this
14 database we needed to start with different
15 criteria for each of the agencies to start putting
16 their information in so that we could better
17 coordinate, we can better make decisions in terms
18 of conflict resolution. Then the next phase of it
19 was going to be the mapping.

20 So in that creation, we created
21 criteria for the various city agencies that permit
22 events. What we also realized was that in this
23 coordination, there was a large component with the
24 conflicts of the resurfacing that DOT does or the
25 full street closures that the crane operations

1
2 have. So in our criteria for each of the agencies
3 as this database was being built, we had asked DOT
4 to manually input the street surfacing information
5 as well as any crane operation that requires a
6 full street closure. It's in there over a period
7 of time, not for just one day or two days.

8 So that was part of the event
9 coordination and conflict resolution for the
10 database. So that's why, specific to DOT, that's
11 why that portion of it is captured to an extent in
12 our database.

13 COUNCIL MEMBER GARODNICK: Let me
14 just ask that of DOT, and Commissioner Woloch, you
15 can answer this perhaps best. When the DOT
16 decides you want to resurface a street or an area,
17 do you just wake up in the morning and decide that
18 you're going to go out to, say, Lower Manhattan or
19 do you have this sort of planned out with a rather
20 meticulous schedule?

21 DAVID WOLOCH: No, it's planned out
22 during the paving season, generally a few months
23 ahead of time. We do make that information
24 available. The point isn't that that information
25 couldn't be included. The point, and I think

1
2 Cristin referenced this, is that unlike say a
3 parade, Macy's Parade, it's always going to
4 happen--

5 COUNCIL MEMBER GARODNICK:

6 [interposing] We know when it is, yes.

7 DAVID WOLOCH: We know when it is.

8 The paving--

9 COUNCIL MEMBER BREWER:

10 [interposing] We don't know where though.

11 COUNCIL MEMBER GARODNICK: We don't
12 know where but we know when, right.

13 CRISTIN BURTIS: Thank you, David,
14 for using that one as an example.

15 DAVID WOLOCH: It's the first one
16 that came to my mind. Moving along, paving, as we
17 know, is subject to change, particularly because
18 of the weather. So we will have a plan to do a
19 certain number of streets, and we post that. It's
20 on our website, next week we're going to be coming
21 to the Upper East Side, to a few streets in the
22 Upper East Side.

23 COUNCIL MEMBER GARODNICK: Welcome.

24 DAVID WOLOCH: And then there's
25 rain that as unexpected. So rather than doing

1
2 81st Street on Wednesday night, we're now going to
3 do it on Thursday night.

4 COUNCIL MEMBER GARODNICK: Right.

5 DAVID WOLOCH: So I think the point
6 is that information can be there.

7 COUNCIL MEMBER GARODNICK: We got
8 it.

9 DAVID WOLOCH: When these guys have
10 their information mapped, which they've been
11 working towards, it's going to be there. There is
12 going to be some limitations to it, because that
13 information is changing on the fly.

14 COUNCIL MEMBER GARODNICK: I think
15 that New York State would understand the fact that
16 you can't pave the streets under certain weather
17 conditions. I also think they would be perfectly
18 happy to understand the fact that somewhere within
19 a week's range their street will likely be repaved
20 based on weather conditions.

21 So while that is distinct from the
22 Macy's Thanksgiving Day Parade, it's not that
23 different if you all have decided that within a
24 week you're going to be doing 81st on the Upper
25 East Side.

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2 So I think that the point that I
3 would make is you can map that, even if it does
4 not have a specific date. You could map it in a
5 way where you click on it and it says within the
6 week of April 1-8, weather permitting. That
7 information is all doable. It's all out there.
8 You have it already. It's just a matter of having
9 the DOT talking to the CEMS and making sure that
10 that gets there.

11 DAVID WOLOCH: Right. So I don't
12 think we disagree.

13 COUNCIL MEMBER GARODNICK: So then
14 let's talk about the construction permits for a
15 moment. I have a site in my district; DOB every
16 week is issuing a permit for weekend work, every
17 week. They're probably going to issue that permit
18 every week until June. That is information which
19 the city has. The city is granting the permit.
20 The people who live in the building right next
21 door should be able to look on their map and say
22 oh look at that, DOB just granted again, not that
23 it's a super surprise to them because it's sort of
24 granted as a matter of routine. But why can that
25 information not be included immediately on a map

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when it is granted?

DAVID WOLOCH: I think the challenge is that we issue 200,000 construction related permits a year. Of those, there are going to be some like that where the impact is constant, it's predictable. Then there are others where we issue permits with windows and you don't exactly know when the impact is going to be.

So now, in theory, every time we issue a permit where there could be some sort of an impact on what's happening on the street, some sort of a street closure or removal of parking that could be communicated. But it would be very, very broad and you'd end up, I think, with many, many streets with construction happening on them during these large windows but that work is only going to happen during a much shorter period of time. That's part of the challenge with construction related info.

COUNCIL MEMBER GARODNICK: We understand. If you put too much information which is too broad, it diminishes its usefulness. We get that.

DAVID WOLOCH: Right. I think what

1
2 the Mayor's office has done, recognizing that
3 there's a lot of value in the construction
4 information is they've picked out the kinds of
5 work where there's the greatest impact, the
6 million paving and the cranes that require a full
7 closure. Now, is that the perfect universe?
8 Maybe not, maybe there are some other things. But
9 I think this is basically a cut in the direction
10 that you want to go to where we generally know
11 work is going to be happening and where the impact
12 is greatest including that. So you actually have
13 a product that's going to be useful where it's
14 most needed.

15 COUNCIL MEMBER GARODNICK: You just
16 gave us an example of cranes and what was the
17 other thing.

18 DAVID WOLOCH: Cranes and the
19 million paving.

20 COUNCIL MEMBER GARODNICK: The
21 million paving, right. That is certainly, in
22 terms of the examples that we could give, those
23 are the biggest.

24 DAVID WOLOCH: Right.

25 CRISTIN BURTIS: That's part of the

1
2 reason why we used those two as part of the
3 criteria because those have the most impact and
4 the largest potential for conflict with events and
5 it has the most impact on motorists as well.

6 COUNCIL MEMBER GARODNICK: Now,
7 let's talk about the half a million street signs
8 out there, which DOT has on the city website
9 searchable by any block face in the city. That is
10 data that exists. It is present. If you were to
11 make it available in its raw form, somebody in the
12 Big Apps competition would have an app for it in
13 32 seconds, right Commissioner?

14 DAVID WOLOCH: So let's talk about
15 it.

16 COUNCIL MEMBER GARODNICK: Go
17 ahead.

18 DAVID WOLOCH: So, I mean, and this
19 is I think an extremely important point. The
20 direction that we've all been going and the world
21 is going in is when you have data, you make it
22 available and there are people out there, smart
23 people who do this for a living who can take that
24 data and do wonderful, wonderful things with it.
25 In fact, one of the winners of the Big Apps

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contests is using parking data.

So we have made all that underlying data available. Hopefully, as we and other folks have done with information that can be useful for travel purposes, there are companies out there that can make that information available.

Part of the challenge for us is that the information that we have, the parking information, has lots of detail. The folks that have made use of it so far haven't necessarily tapped into all that detail. What we will have available in 18 to 24 months is part of a much larger effort to overhaul our entire sign management system is essentially what you're talking about. We will have mapped the kind of functionality that's in this database now and is not necessarily that user friendly.

COUNCIL MEMBER GARODNICK: It's just very hard to accept that if you have data available today in raw form or otherwise and with all of the talent that surrounds all of us when it comes to technological advancement that the city will say that's going to take us 18 to 24 months to be able to put it into a format where I can

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click on a map and understand.

DAVID WOLOCH: Understandable. So I think taking another step back for a second, so what we're undertaking now, the mapping is just one piece of a much larger initiative to replace an antiquated decades old sign management system. That will be managing our sign inventory, not just the parking signs but all 1.4 million signs in the city soup to nuts in terms of sign installation, in terms of parts, in terms of labor and in terms of what ultimately gets put on the ground, which provides this great communications tool.

In an ideal world we could perhaps separate this piece out. But much easier said than done and it would be extremely costly because we're well underway to do this larger initiative. Is it ideal? Perhaps not. I think it's going to take a little bit longer than probably any of us would like. But in the end, we're going to have exactly what I think we're all looking for, plus a lot more on the back end that isn't the subject of what we're talking about now, but is going to be extremely important to the work that we do and the ability for us to manage our sign system around

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the city.

COUNCIL MEMBER GARODNICK: Look, Commissioner, you know I have great respect for you and your work in DOT. It's hard to accept the fact that the data is available and can't really be put to any use beyond the way it currently is until you've overhauled your entire system. This is going to have to be fodder for further conversations. This bill has the requirement that it be part of an interactive map. So a question of timing, a question of practicality, of course we are willing to have that conversation.

I will say that 18 to 24 months seems unreasonably long to be able to put parking rules that are already known, already posted on the city website to be able to be looked at on a map. But that's a conversation DoITT really should be here as well to talk about it. They're going to come, okay. We should hear from them as well on that point.

So the last question is for Ms. Burtis on the subject of the filming, the fairs, the block parties and the marches. You say that you expect to be able to provide that information

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on City Map?

CRISTIN BURTIS: Yes.

COUNCIL MEMBER GARODNICK: When?

CRISTIN BURTIS: I don't have an exact date. It's a matter of working with DoITT right now and linking up the data that we have and being able to have it transferred onto the mapping that they have available.

COUNCIL MEMBER GARODNICK: I know that you put a lot of this in place when the offices were merged. We know that some of this takes time. But we are going to be pushing to accelerate the timeframe. We know that that's your ultimate goal here. So we look forward to passing this bill in an appropriate form and working with you to make sure that New Yorkers can access all this information at one place, one time without too much difficulty. Thank you, Mr. Chairman.

CHAIRPERSON VACCA: Thank you. I'd like to recognize Council Member Greenfield who has arrived. I just had one question as a follow up for the Police Department. When it comes to tickets, many people have the overarching concern

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2 that agents feel that they have to issue a
3 targeted number of tickets. My question to you
4 is, is that true, first of all? Do agents have
5 targets? And perhaps do you oppose this
6 legislation we are proposing today because those
7 targets would become more difficult to meet?

8 MICHAEL PILECKI: The answer to
9 both questions would be no.

10 CHAIRPERSON VACCA: So agents do
11 not have targets insomuch as how many tickets they
12 should be issuing on an average day, week or
13 month?

14 MICHAEL PILECKI: No, they don't
15 have a target. They're expected to go out on
16 their particular areas of assignment and if they
17 see violations to address the violations.

18 CHAIRPERSON VACCA: Is the word
19 target perhaps an inappropriate word or not
20 applicable? Are we talking about productivity
21 objectives? Are we talking about productivity
22 objectives or--I don't want to use the awful word,
23 the Q word, are we talking about quotas?

24 MICHAEL PILECKI: No, they don't
25 have quotas. They don't have any numeric

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designation with regard to the number of summonses they have to write.

CHAIRPERSON VACCA: So when you assess the performance of a traffic agent, whether or not they're doing their job, what is part of that assessment? Isn't the number of tickets they give part of the assessment?

MICHAEL PILECKI: Yes, it would be part of the assessment.

CHAIRPERSON VACCA: So if you assess a traffic agent's performance and part of the assessment is the number of tickets that they give, those traffic agents are cognizant of that assessment tool.

MICHAEL PILECKI: They probably are.

CHAIRPERSON VACCA: So wouldn't you think that they are going to be looking to give as many tickets as possible or as many tickets as they think should be given for that evaluation to be the way they want it to be?

MICHAEL PILECKI: You know, I think the understanding with regard to the agents is that they have to go out. They're hired to issue

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2 summonses. Some direct traffic, some issue
3 summonses and they have to go out and address
4 violations on their assigned posts. Again,
5 whatever violations they see they should address.
6 If there aren't violations in a particular area,
7 there aren't violations. That's it.

8 CHAIRPERSON VACCA: But Chief and I
9 have very high respect for you.

10 MICHAEL PILECKI: Thank you.

11 CHAIRPERSON VACCA: Very high
12 respect for you. I've known you for years and I
13 think you're wonderful. But my next question has
14 to be that as part of the evaluation is there a
15 tool that you use where you assess how many
16 tickets the agent issued that were invalid or
17 thrown out?

18 MICHAEL PILECKI: We do look at
19 that, yes.

20 CHAIRPERSON VACCA: So you have a
21 record and you know how many tickets they issued
22 and how many at the end of the day were thrown
23 out?

24 MICHAEL PILECKI: Yes, we do have
25 the ability to look at the number of summonses

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2 that were dismissed that agents wrote. So we do
3 take a look at that.

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CHAIRPERSON VACCA: That's part of
the evaluation?

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MICHAEL PILECKI: It's certainly,
again we had talked about corruption and that type
of thing, it's one of the things we look at from
that angle to see if there's any particular reason
why this is happening, whether they need
retraining, if it's just a question of retraining.
So we do look at it.

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CHAIRPERSON VACCA: Okay. Council
Member Koo?

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COUNCIL MEMBER KOO: Inspector, my
first question is to you. In my district office
happens just next to a municipal parking lot. We
have been getting complaints all the time for
this. I'm very happy that somebody from our
Council introduced the bills to hopefully we can
remedy the situation.

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The problem is when people park in
the parking lot, municipal parking, they usually
go to the closest place to pay, right.

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MICHAEL PILECKI: Right.

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2 COUNCIL MEMBER KOO: But a lot of
3 times the credit card machine is not working.
4 They usually pay by credit card. Very few people
5 carry so much quarters, so many quarters. So a
6 lot of time the credit card machine is not
7 working. So they have to go for another one at
8 the other corner to pay for the parking. When
9 they come back, they usually get the ticket
10 already. So when they show it to the agent, the
11 agent will usually tell, oh, you need to tell the
12 judge or you can mail that in.

13 As public servants, we're all here
14 to serve the public. We are all very busy
15 already. The people are late to work, they have
16 to send the kids to school or they have to pick up
17 their kids from the kindergarten. We're all very
18 busy. We don't have time to go to the court and
19 spend half a day there.

20 So the problem is in addition to
21 the problems we talked before, we have to make
22 sure all these munimeters are working. Because
23 otherwise people waste time, they go around and
24 find a machine that's working. Lately we have a
25 lot of complaints about that. Even my office

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2 employees, my chief of staff have tickets like
3 that and two other employees, they got instant
4 letters.

5 So as I said before, we're all
6 public servants. We have to serve the public. So
7 I don't see why it's so hard for you to do a law
8 like this. I mean if you allow a five minute
9 grace period, what's so difficult for canceling a
10 ticket from the machine? You go to department
11 stores and you return something right away, they
12 give you credit right away. So the machine is
13 almost the same there, a credit card machine. So
14 I don't see technologically how difficult it is.
15 This is very easy to do. I don't see why you have
16 to oppose this legislation, so, any thoughts on
17 that?

18 MICHAEL PILECKI: Just to reiterate
19 what I had mentioned before, the reason we oppose
20 it is two-fold. We oppose it because it puts the
21 agent in a situation that's otherwise unnecessary.

22 If we keep the system the way it is
23 now where a person can plead not guilty either
24 online, in writing to Parking Violations Bureau,
25 and the judge looks at that receipt and gives a

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2 due deference and says well, you know, this
3 receipt is only a couple of minutes after the
4 agent wrote the summons. I have statistics that
5 show that the judges do dismiss quite a few of
6 these types of summonses. I think that's the
7 better way to go, again, for the safety of the
8 traffic agent in the field.

9 When a motorist would come up whose
10 receipt is actually a couple of minutes beyond the
11 timeframe in which you're looking to make law and
12 that motorist seeks to engage the agent in a
13 conversation and those conversations, when someone
14 is not getting what they want from an agent in the
15 field, can get very heated very quickly. People
16 do resort to physical violence against these
17 agents. Our concern is for their safety.

18 The other issue, as I mentioned
19 before, is from that corruption angle where
20 someone might walk up to an agent and say, hey,
21 you know, I realize that my ticket is maybe a
22 minute or two beyond the timeframe in which you're
23 authorized to void it. Maybe you can do me a
24 favor and take care of this. So those are our
25 concerns. That's the reason that we think the

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2 system should be kept the way it is where the
3 people's recourse is to go to the Parking
4 Violations Bureau.

5 COUNCIL MEMBER KOO: I don't think
6 there's a corruption issue here because when the
7 agent wants to reverse the ticket, he or she has
8 to punch in the ticket number in the machine in
9 order to void or cancel the transaction. So there
10 are mechanisms you can build in to avoid or to
11 prevent corruption. This is just an excuse from
12 you not to implement this legislation.

13 Let me ask the second question on
14 Intro 458-A. If we can send people to the moon
15 like 40 or 50 years ago, I mean I don't see why
16 it's so difficult to merge the data between the
17 Department of Transportation and the CECM and
18 SAPO. So that for every citizen they can look up
19 on the internet which streets are closed or which
20 streets there have some public work done on it.

21 DAVID WOLOCH: The merging of the
22 information isn't the real issue in terms of the
23 timing. Once we have it mapped, it'll be
24 something that we can integrate. It's just that
25 the actual mapping which is being done is part of

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a larger project overall, our sign system, has a longer time.

COUNCIL MEMBER KOO: So you agree that it's doable, right? I mean it takes time to do it.

DAVID WOLOCH: Absolutely.

COUNCIL MEMBER KOO: We didn't say you had to do it in six months, as long as we do it ASAP.

DAVID WOLOCH: Right. Again, I think we're in agreement that this is doable and this is the timeframe that we're on right now. I think in the end we'll have a product that we'll all be happy with.

COUNCIL MEMBER KOO: This information is very important because we are all busy persons. We all have to make a living. People rush in the morning, they send the kids to school or they have to go to the doctor, they have appointments. So if you find out which streets are closed, they will avoid those streets. Especially in New York, we have so many one-way streets. Sometimes you have to go two or three blocks to go the other way around. So this is

1
2 very good legislation. I applaud my colleagues
3 for proposing this legislation. I think in this
4 world of technology this can be easily done within
5 a short timeframe.

6 I have one more question for you.
7 In case of those like utility when they want to
8 take up the road, do they notify DOT?

9 DAVID WOLOCH: They do. They come
10 to us for permits. In the cases of emergencies,
11 there's what we call EEE permits. So they do have
12 to come to us.

13 COUNCIL MEMBER KOO: Except for
14 emergencies, I mean for regular work, how much
15 notice you have?

16 DAVID WOLOCH: I think it will vary
17 depending on the type of work. They do have to
18 come to us beforehand. They get permits. The
19 permits have stipulations in terms of how much
20 space that they can take. Then we make sure that
21 they abide by them.

22 COUNCIL MEMBER KOO: So when you
23 receive the information that includes from your
24 agency do you notify the TV, the newspapers, the
25 radio stations, the ethic groups, because in some

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2 certain areas, they all listen to certain radios
3 all the time. So you let them know about it they
4 announce on the radio so people can avoid those
5 streets.

6 DAVID WOLOCH: Right. What we do
7 now is we put out a weekly traffic advisory and a
8 weekend traffic advisory. It doesn't necessarily
9 have all the work that's happening in the city.
10 If we did, I think that would overwhelm people.
11 What we do is we take the major projects that are
12 going to have the most impact and make sure that
13 that gets communicated--

14 COUNCIL MEMBER KOO: [interposing]
15 You send those to which media?

16 DAVID WOLOCH: I think we send it
17 to--

18 COUNCIL MEMBER KOO: [interposing]
19 Just the main ones?

20 DAVID WOLOCH: --all the media.
21 But we can confirm for you who that--

22 COUNCIL MEMBER KOO: [interposing]
23 I would like you to send it to some smaller
24 newspapers.

25 DAVID WOLOCH: If you have anybody

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in mind, just let us know and I'll make sure they're on the list.

COUNCIL MEMBER KOO: Or even the radio stations, when they announce it on the radio.

DAVID WOLOCH: We send it to radio stations as well. So we'll get you a list of who we send it to. If you have anybody who's not on there, we'll add them.

The other point I wanted to make is there also exists now on our website a database with all--I mentioned earlier 200,000 construction permits a year--all that information about what permits we have signed off on is available on our website by location so we can see what permits are out there.

COUNCIL MEMBER KOO: Also, for street fairs, how long they have to apply in order to get permits? What's the timeframe?

CRISTIN BURTIS: Well, for street fairs for any multi-day and/or multi-block, they have to apply by December 31st of the previous year.

COUNCIL MEMBER KOO: So you know

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way ahead of time which streets have street fairs.

CRISTIN BURTIS: That doesn't mean they're approved at that point because there's a review process with the community boards. There's a review process with the city agencies. So it does take a little bit of time. But then that information is transferred over to nyc.gov and it's available there.

COUNCIL MEMBER KOO: So once it's approved, how do an average citizen where they have a street fair?

CRISTIN BURTIS: Well, it's on nyc.gov currently.

COUNCIL MEMBER KOO: How many days before?

CRISTIN BURTIS: That's months before.

COUNCIL MEMBER KOO: Months before?

CRISTIN BURTIS: Yes.

COUNCIL MEMBER KOO: So this is a good idea that we can merge--

CRISTIN BURTIS: [interposing] Yes, this was all part of the second phase of the database that we've built, to have mapping

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capability on nyc.gov.

COUNCIL MEMBER KOO: Okay. Thank you for your good work. Thank you.

CHAIRPERSON VACCA: Thank you, Council Member Koo. Council Member Greenfield?

COUNCIL MEMBER GREENFIELD: Thank you, Mr. Chairman. Inspector, if you don't mind my asking, what did you do before you became the CEO of the Traffic Enforcement District in the NYPD?

MICHAEL PILECKI: I was the CEO of Manhattan Traffic Task Force in Manhattan.

COUNCIL MEMBER GREENFIELD: And before that?

MICHAEL PILECKI: I was the XO of the Manhattan Traffic Task Force.

COUNCIL MEMBER GREENFIELD: You've always worked in traffic or have you ever worked in a non-traffic related position?

MICHAEL PILECKI: I've worked in non-traffic.

COUNCIL MEMBER GREENFIELD: When you've worked in non-traffic related position, I imagine say starting out, when you started out on

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2 the force, you worked in the street, you
3 interacted with people, you engaged in situations
4 like that. Is that something that--

5 MICHAEL PILECKI: [interposing]

6 Correct.

7 COUNCIL MEMBER GREENFIELD: That's
8 correct, okay. I'm sure as part of that training
9 as a police officer starting out, you had
10 incidents where there were misunderstandings,
11 right? I mean you would come in, you'd get a
12 call, you would show up and you would try to
13 resolve things. Is that a fair assessment of part
14 of what you once did?

15 MICHAEL PILECKI: Yes, that's fair.

16 COUNCIL MEMBER GREENFIELD: Okay.

17 In fact, to your credit, and I say your credit
18 including the entire force's credit, the NYPD does
19 this very well, right? When they get a call and
20 there's a conflict or there is a situation or
21 there is a problem, I would say probably most of
22 the time they try to resolve that conflict. Is
23 that a fair statement?

24 MICHAEL PILECKI: Yes, I would say
25 that's fair.

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COUNCIL MEMBER GREENFIELD: And they do a great job, which is why everybody loves--most people I don't want to everybody--but most people love police officers because they're out there in the street and they're doing a good job.

I think the challenge that we have over here is that for some bizarre reason we are not giving traffic enforcement agents the same consideration, right. Can you imagine if we made a rule that every single time there was a police complaint that the officer would have to arrest the person? I mean that's effectively what we're doing over here. It's a comparable situation, right? Every single time a TEA thinks there's something wrong, they have to give a parking ticket.

So we're not really giving them the option right now, right? Right now they don't even have the option to even invalidate the ticket, even if they themselves made a mistake.

I would like to suggest to you, and I'm wondering if you think about this perspective, perhaps part of the issue in terms of why people have such animus towards traffic enforcement

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2 agents, and I want to be clear that I think it's
3 outrageous in any way, shape or form, when people
4 assault a traffic enforcement agent or obviously
5 spit on them or slap them or anything like that.
6 There's no question that's abhorrent behavior and
7 those people should be prosecuted to the full
8 extent of the law.

9 But I think part of the challenge
10 is that we're not treating traffic enforcement
11 agents like human beings, right? Because typical
12 human beings have discretion, and part of
13 discretion means that you can have a back and
14 forth.

15 So it's very possible, as Council
16 Member Koo said, that I just left my car and I
17 went to a munimeter and I stuck my credit card in
18 and now the munimeter is broken. And I got back
19 and now the TEA is there and I say hey, listen
20 man, I just went there and I put my credit card
21 in.

22 Now you're forcing them to actually
23 engage in a confrontation if you think about it,
24 right? You're not allowing them the ability to
25 use common sense, which common sense would be the

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2 same common sense that we give to every police
3 officer in this city which is they have the
4 ability to resolve an issue on their own without
5 forcing, in their case an arrest, or in the case
6 of a TEA agent, a parking ticket.

7 So perhaps, if you look at it from
8 that perspective, I would actually like to suggest
9 that if we pass this law, and if we given them the
10 ability to cancel tickets, I don't believe we're
11 going to have massive fraud. Listen, there's
12 always going to have a little marginal fraud,
13 that's just the reality and I think that's
14 unfortunate. But you guys have measures to take
15 are of that and I'm sure you have ways to track
16 that. I think you'll have more civility.

17 I think what you'll have is for the
18 first time in New York, people will engage in a
19 civil conversation with the traffic enforcement
20 agent. Instead of right now, what happens is the
21 TEA gives you a ticket that everybody knows is
22 unfair. Even the TEA knows that it's unfair and
23 they can't do anything about it because you're not
24 letting them.

25 Don't you think that this may

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2 actually lead to more civility in New York City
3 instead of more conflict?

4 MICHAEL PILECKI: Well, I just want
5 to make one thing clear is that the traffic agents
6 do have discretion. They're taught that they have
7 discretion. Again, going back to the beginning of
8 2010 when we saw that there was a large number of
9 complaints in 2009, we began explaining to their
10 supervisors, their traffic managers that hey,
11 under certain circumstances they should be
12 exercising discretion.

13 For example, what we tell the
14 managers to disseminate to the agents is that if a
15 person double-parks temporarily to drop off or
16 pick up a passenger that they shouldn't issue that
17 person a summons. Unless a person is, again,
18 refusing to leave when a vehicle is occupied, and
19 under those circumstances, an occupied vehicle,
20 just so you know, is a violation.

21 So the agents can write a summons
22 to a vehicle that's occupied by an operator, but
23 we tell them not to do that. We tell them to
24 exercise discretion. We tell them to treat people
25 the way you'd like to be treated yourselves. So

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2 the notion that here they have no discretion, that
3 they're just mind-numbed robots that are going out
4 there and writing every car they see in violation,
5 that's not the case and that's not what we tell
6 them to do.

7 COUNCIL MEMBER GREENFIELD: Well, I
8 want to just respond, two points. The first point
9 is that in regard to the discretion of not giving
10 tickets in the car, I actually am an avid tweeter.
11 In case you're curious, Inspector, you can follow
12 me at nycgreefield on Twitter. I just tweeted and
13 I said that I'm sitting here in a hearing and that
14 the NYPD has said that they don't give out parking
15 tickets for people who are in cars, and at least
16 three people replied and said I recently got one
17 of those parking tickets.

18 You might say well maybe that was a
19 unique circumstance, except Inspector, I can tell
20 you I myself got one of those tickets not that
21 long ago. The ticket that I got was I was waiting
22 to back up into a spot that was empty. Literally
23 someone was pulling out of that spot. I was
24 sitting here and on the way trying to back up, one
25 of those vehicles pulled up, literally blocked me

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2 from pulling in and gave me a ticket and said well
3 you're technically double parked even though
4 you're pulling into a spot, because the spot isn't
5 open yet. And as a result I'm going to give you a
6 ticket.

7 So I would say that the first this
8 is, Inspector, I don't question that you have
9 wonderful intent and that you yourself are a good,
10 decent, terrific officer. However, I think that
11 the message either is not going through or either
12 the message is getting ignored. That's point one
13 that I would make on the discretion.

14 The second point is that you're
15 limiting discretion, right? I mean if the only
16 discretion is before you give the ticket, right,
17 that's not really full discretion. Because the
18 only discretion I have is before I give the
19 ticket. I could be misinformed before I'm giving
20 the ticket, right.

21 The perfect situation, which is the
22 Council Member Koo example, is that the traffic
23 enforcement agent rolls up and says, hmm, no
24 sticker. No sticker means, no piece of paper
25 means they get a ticket, right. They're using

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2 their best judgment at the time. They're not
3 doing anything wrong, right, and to their credit.
4 They're now issuing a violation.

5 Now, Council Member Koo comes
6 running back and says whoa, hold on a second, hold
7 on, the machine was broken. Here's my sticker.
8 And at that point you don't allow discretion. So
9 effectively what you're doing is you're forcing a
10 confrontation. You're really doing that, if you
11 think about it.

12 The current policies of the NYPD,
13 through the traffic enforcement agents force
14 confrontations when citizens are right. We would
15 not do this to NYPD officers. We don't force them
16 to make arrests. We allow them discretion. It
17 works very well. You said it yourself, although
18 you didn't say it in the exact terms, but when the
19 typical police officer walks down the street,
20 people look at that officer with respect. When
21 the typical traffic enforcement agents walk down
22 the street, people look at that enforcement agent
23 with disgust.

24 What's the reason? I think the
25 reason is discretion, conversation. You're not

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2 even allowing them the skills. These are adults.
3 These are professionals. Give them the
4 opportunity to invalidate tickets when they make a
5 mistake. It's better for you, it's better for
6 them, it's better for us, it's better for
7 civility. And I'm willing to bet you that if in
8 fact we introduce this, you will actually see less
9 attacks, less issues and more respect for your
10 TEAs, which honestly I really believe would be a
11 good thing.

12 CHAIRPERSON VACCA: Thank you.

13 COUNCIL MEMBER GREENFIELD: Thank
14 you.

15 CHAIRPERSON VACCA: Do you wish to
16 respond, Chief?

17 MICHAEL PILECKI: No, I don't.

18 CHAIRPERSON VACCA: I somehow
19 didn't think so. So I wanted to move on. Thank
20 you, Council Member. Thank you, Chief. We're
21 joined by Council Member Darlene Mealy and Council
22 Member Eric Ulrich is here. Council Member Mealy,
23 do you have a question? You're dropping in,
24 you're here. Council Member Steve Levin is here
25 too. Council Member Darlene Mealy please?

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2 COUNCIL MEMBER MEALY: Good
3 afternoon. Sorry about that, since we changed the
4 time and the date, good afternoon. I just want to
5 commend us for passing a law about the traffic
6 checkers--traffic checkers I work for transit--
7 traffic agents where now it's a felony. But one
8 thing I wanted to ask, what is the process when
9 maybe one of the cable companies come and dig up
10 the street, block it off? Is this in this
11 legislation just as well or do you have
12 provisions? What would a constituent do if
13 somebody comes digging up the street, they check
14 on this website and it's nowhere on the website
15 because it's not a city agency, it's a private
16 agency. Did you all make any provisions for other
17 organizations to be in this technology?

18 DAVID WOLOCH: Nobody can dig up
19 the streets without coming to us. In the case
20 where there are folks that you think might be
21 digging up the street without a permit, let us
22 know, let 311 know. We have inspectors who will
23 go out and make sure that there's not un-permitted
24 work happening, but also, and this I think relates
25 to what we're talking about here today, when there

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2 is permitted work happening and we issue
3 stipulations for how many lanes of traffic for
4 instance work can take up, if they're going beyond
5 what we've allowed them to, we will issue
6 violations for that.

7 COUNCIL MEMBER MEALY: So what is
8 the recourse if they stay over their time? What
9 do DOT, give them a summons, a ticket?

10 DAVID WOLOCH: Correct.

11 COUNCIL MEMBER MEALY: How many do
12 you get--

13 DAVID WOLOCH: [interposing] I
14 don't have that information with me. I'd have to
15 get back to you.

16 COUNCIL MEMBER MEALY: Chair, I
17 really feel that we can follow up because a lot of
18 people are just digging up the street. And then
19 when it falls in, the constituents of the
20 community have to bear this with their cars being
21 messed up because of these things. So I hope we
22 get that information because it's relevant, very
23 relevant to this. Thank you, Chair.

24 CHAIRPERSON VACCA: Thank you,
25 Council Member Mealy. No further questions. I

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2 thank our panel for your attendance and your help.
3 I would now like to call our panel, our one and
4 only panel: Derrick Caldwell, Mark Thompson from
5 Community Board 6 Manhattan, Jeffrey Frediani from
6 AAA New York and James Huntley of Local CWA 1181,
7 Traffic Enforcement Union. Thank you.

8 [Pause]

9 CHAIRPERSON VACCA: I will give
10 each speaker three minutes please. So limit your
11 remarks to three minutes. They'll be on a clock.
12 I would like to hear from the people in that
13 order. Mr. Caldwell, would you please go first?
14 Would everyone please take their seats?

15 DERRICK CALDWELL: Good afternoon,
16 how are you?

17 CHAIRPERSON VACCA: Identify
18 yourself for the record.

19 DERRICK CALDWELL: Yes, I'm Derrick
20 Caldwell. I'm frequently in Lower Manhattan. I'm
21 part of a Management Labor, Safety and Health
22 Committee for the Department of Education.

23 On one particular day, I was parked
24 on Church Street between Park and Murray. The
25 munimeter closest to my vehicle was inoperative.

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2 I ventured up the block to the nearest munimeter,
3 purchased my ticket. On the way back, I
4 discovered I had a ticket on my windshield. I
5 seen a traffic enforcement agent who was, I
6 presume, working the area and I told them that I
7 have a ticket from the munimeter, but you gave me
8 a ticket.

9 He says well it wasn't me who gave
10 you the ticket, but even if it was, I don't have
11 the ability to cancel a ticket out. You have to
12 handle that through the appeal process. I was
13 very frustrated, of course, because I'm in the
14 city doing a service and I don't have endless
15 funds. And I was driving someone else's vehicle.
16 So it's not that I can hold this fight forever. I
17 wind up paying the ticket, but very frustrated.
18 That's it.

19 CHAIRPERSON VACCA: I thank you.
20 You know, I do have to raise the question, which I
21 did not raise with the panel, but the question is:
22 are complaints down because people are so
23 frustrated.

24 DERRICK CALDWELL: I believe so.

25 CHAIRPERSON VACCA: That is an

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2 issue that I think we have to address. The level
3 of frustration is so high people feel they will be
4 found guilty by the administrative judges even if
5 they are, in fact, innocent and therefore could
6 that be a reason why people have just said I'm
7 going to pay the ticket, I give up.

8 DERRICK CALDWELL: I think you're
9 quite right.

10 CHAIRPERSON VACCA: We have to look
11 at the impacts beyond that. Do people then say I
12 will take my car somewhere else where I have a
13 parking lot and I can go shopping and not worry?
14 That often is into a suburban county. So New York
15 City loses tax revenue and our small businesses
16 lose those patrons. So you're raising a good
17 point.

18 DERRICK CALDWELL: Thank you.

19 CHAIRPERSON VACCA: Thank you, sir.
20 Yes, sir, would you go next, sir?

21 MARK THOMPSON: Hi, I'm Mark
22 Thompson. Good afternoon. My name is Mark
23 Thompson. I'm the chair of Manhattan Community
24 Board 6 on the east side. I'm here to speak in
25 support of Resolution or Intro 458-A.

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2 As you may know, Community Board 6
3 covers a large portion of the east side and
4 midtown Manhattan. Almost every intersection in
5 our district is heavily impacted by street
6 closures and temporary parking changes for a
7 variety of reasons: from street fairs to
8 construction work, for security reasons like the
9 U.N. and parades and almost everything else.

10 Our community has tens of thousands
11 of residents and an even greater number of people,
12 who work there, visit there or pass through every
13 day. Our stores, businesses and residents require
14 deliveries 24/7. These can include private cars,
15 small vans and huge trucks. We have cranes and
16 heavy equipment that build our city's
17 infrastructure and they're all there in midtown.
18 We're truly the central focus of the city's CBD
19 and with the Ed Koch Queensboro Bridge, and the
20 Midtown Tunnel in our boundaries we have a great
21 deal of traffic.

22 We feel that Intro 458-A would be a
23 great help to us and everyone who comes to our
24 area or uses our streets. By having all
25 activities, closures and parking rules posted,

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2 people can take advantage of a simple form of
3 technology that's really easy to use if you're not
4 technology savvy, where they can plan their trips
5 and prevent needless delays. By having fewer
6 trucks and cars stuck in traffic, they also won't
7 be circling when they're trying to park. I would
8 also reduce pollution in our already suffering
9 neighborhoods and lessen overall congestion.

10 One important element of this new
11 technology would be to minimize the impact that we
12 feel as a result of street fairs and activities.
13 For years, we've been at the mercy of the fallout
14 from these street fairs. Basically a huge swath
15 of our neighborhood is closed every weekend during
16 nice weather, forcing cars, trucks and buses onto
17 residential side streets and creating a huge
18 traffic jam and gridlock everywhere.

19 The noise pollution and safety
20 concerns are growing every year and our residents
21 and our tourists are losing scarce parking spaces
22 and getting stuck. It's a general inconvenience.
23 If we knew where these things were happening and
24 if people who didn't live in the city knew where
25 they were happening, it would be much better,

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including delivery people.

Since the street fairs and other activities are not yet full coordinated between our community boards, it's important we have such information readily available. We could then ramp up our own efforts to review the problems these street fairs create. For example, where there are too many that are conflicting on nearby streets but in different community boards. We'll be able to use this information as a planning tool to solve our problems.

If there was a way to notify people in advance when our streets and avenues were going to be shut down or blocked or altered in some way, even if it reduces the problem just by half we'd be very grateful. On behalf of Community Board 6, I urge the Council to pass this bill. Thank you.

CHAIRPERSON VACCA: Thank you. Mr. Huntley?

JAMES HUNTLEY: Thank you. Good afternoon, Mr. Chairman and members of the City Council, press and people here today. I'm here against the 490 bill being passed for our traffic enforcement agents.

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2 I just want to say that on behalf
3 of my membership, which is approximately about
4 3,000 of us, we do a good job. We didn't put the
5 signs up there that says munimeters. We didn't
6 put the machine up there when it breaks down. We
7 enforce the law. That's what we do. Now, this
8 bill, if passed, will cause so much conflict,
9 hazardous to my membership, it'd be ridiculous.
10 I'm telling you that straight up like that.
11 Because we never had protection in this city,
12 traffic enforcement agents, never, from NYPD to no
13 one, you see?

14 So when we finally went to Albany,
15 by the grace of Governor Paterson, gave us the
16 felony bill passed, this is what we can do now and
17 walk the streets and come back home because most
18 of my members get assaulted every day. Spit upon,
19 hit, kicked, called "nigger", "white trash", go
20 back to your own country. We hear this every day
21 verbally by New York City citizens.

22 Now, Mayor Bloomberg tell us we
23 need to go to sensitivity training because we
24 don't know how to speak to the public. We said
25 okay, fine, we going to sensitivity training

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2 today, but the majority of the members of New York
3 City, people of New York City don't know how to
4 speak to my members. Mr. Greenfield, who was
5 here, stated that when you see a traffic agent,
6 you'd be disgusting to see them walking down the
7 street. How dare him? This is a damn job and we
8 took this job to do the enforcement of everybody
9 else.

10 Why police getting that respect and
11 we cannot? Because they carry a gun, weapons?
12 No, we out there doing the same type of
13 enforcement but only vehicular law enforcement.
14 We make sure that it's safe and the traffic every
15 day. And not to mention, we bring in like close
16 to \$8 million to the City of New York where we
17 don't know where that goes to. We help this city
18 grow.

19 So, by you putting this in place;
20 you going to have dogs chasing us; you going to
21 have people making up stories, allegations.
22 You're going to have investigations unit
23 interrogating our members like we taking a bribe.
24 People are going to come back and say you tore up
25 a ticket for one of the other people, why you

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2 can't do it for me? It's a two days old meter
3 ticket, munimeter ticket. They going to make up
4 things up in this piece, because of this bill.

5 This bill is not good. They should
6 have thought about this when they made the
7 munimeter machines, when they put it in force.
8 What happened to the minds that's supposed to lay
9 down and put what's going to happen a traffic
10 agent gets to these tickets? How much time is
11 needed before? They didn't sit down and think
12 over this.

13 My time shouldn't be elapsed. But
14 I'm really against this, as you well can see. I
15 love my people. I love my membership. And you
16 should too because they are your constituents to
17 all these people sitting up here in the City
18 Council Member, as well the Mr. Chairman in the
19 Bronx. So I want you all to know one thing, one
20 thing, give us help. Give us assistance if that's
21 what you want to do, but don't make this a law.

22 Stop this today. Thank you so
23 much. Have a great day. God bless.

24 CHAIRPERSON VACCA: Thank you, Mr.
25 Huntley. I want you to know we consider you and I

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2 consider you a major stakeholder in anything we do
3 in this regard. And as such, we will be meeting
4 with you in the days and weeks ahead. We want to
5 go over the bill. We want your input. I'm sure I
6 can speak for the Speaker in this regard as well.

7 JAMES HUNTLEY: Thank you so much.

8 COUNCIL MEMBER MEALY: Was there no
9 provision that you all met before we put this in
10 place?

11 CHAIRPERSON VACCA: This is our
12 first hearing. And after the hearing now, we will
13 sit down with stakeholders to go over it.

14 COUNCIL MEMBER MEALY: But couldn't
15 it have happened before.

16 JAMES HUNTLEY: No, with that
17 disgusting, you know, traffic agent.

18 CHAIRPERSON VACCA: No, it's not a
19 question of respect. It's a question that we will
20 be working together. Sometimes hearings take
21 place and then we notice that there's testimony we
22 should consider before a vote. And there's going
23 to be time for those conversations.

24 JAMES HUNTLEY: Thank you so much.

25 COUNCIL MEMBER MEALY: Well, I

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2 would like my name to be taken off this bill until
3 you sit down with the union and find out. We
4 should be working as partners. I don't know why
5 we didn't know that the union was against this.
6 Before, we do it with every other union. So I
7 hope that this--take a step back and see how we
8 can work together with one another. And please, I
9 have my name off until I know that we are working
10 together with the union, because we are partners
11 in this.

12 CHAIRPERSON VACCA: I certainly
13 will take your name off out of respect to you
14 Councilwoman. Did you send a letter since the
15 bill's been introduced regarding this from your
16 union? Did you send a letter to the Speaker?

17 JAMES HUNTLEY: No.

18 CHAIRPERSON VACCA: No?

19 JAMES HUNTLEY: We had a
20 conversation the other day about this. She
21 apologized for not inviting me to this negotiating
22 or hearing to discuss the matter. So I told her
23 cool, you know, let's start this over again.
24 Let's have a meeting of the minds and see what we
25 come up with and she agreed.

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2 CHAIRPERSON VACCA: I certainly
3 would like to receive a letter from you.

4 JAMES HUNTLEY: Yes, sir. I'll
5 copy to the Speaker.

6 CHAIRPERSON VACCA: Or you can
7 write to her and copy to me.

8 JAMES HUNTLEY: Yes, sir.

9 CHAIRPERSON VACCA: Indicating
10 specifically where your concerns are and then we
11 will meet subsequent to that.

12 JAMES HUNTLEY: I appreciate that.

13 CHAIRPERSON VACCA: Thank you, Mr.
14 Huntley.

15 JAMES HUNTLEY: Thank you for this
16 moment.

17 CHAIRPERSON VACCA: Thank you, sir.
18 Jeffrey Frediani?

19 JEFFREY FREDIANI: Good afternoon.
20 My name is Jeffrey Frediani and I am a legislative
21 analyst with AAA New York. AAA New York serves
22 more than 1.6 million members residing in the City
23 of New York and adjacent counties of New York
24 State. We support both of the proposed bills,
25 Intro 458-A and Intro 490.

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2 As proposed in Intro 458, providing
3 an interactive map displaying anticipated street
4 closures on the city's website would be of great
5 benefit to drivers. Allowing drivers to sort by
6 date, time and borough will allow drivers to plan
7 alternate routes ahead of time, thus creating
8 fewer delays and traffic backups at the site where
9 the respective roads are closed.

10 At the same time, disclosing
11 parking regulations and temporary changes to those
12 regulations will help drivers avoid parking
13 tickets, which according to media reports are at
14 all time highs.

15 Intro 490 would permit drivers to
16 avoid unnecessary tickets and trips to Department
17 of Finance offices to adjudicate tickets. Indeed,
18 under this proposal, drivers who have legally
19 parked their car and upon walking to obtain a
20 munimeter receipt, received the parking ticket,
21 have the ability to show the valid receipt to the
22 agent to cancel the ticket.

23 According to recent articles in the
24 New York Times and New York Daily News, nearly 10
25 million parking tickets were issued last year,

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2 with about 1.2 million of them begin contested.
3 This amounts to almost \$600 million drivers paid
4 for tickets.

5 In sort, passage of these proposals
6 will help the public avoid unnecessary tickets at
7 a time when ticket issuance is at all time highs
8 and many individuals are struggling in a tough
9 economy. Thank you for the opportunity to
10 comment.

11 CHAIRPERSON VACCA: Thank you so
12 much for your testimony. We have a question? I'm
13 sorry. Council Member Garodnick?

14 COUNCIL MEMBER GARODNICK: Thanks,
15 Mr. Chairman. I just didn't want to let the
16 opportunity go by when I have a community board
17 chair from my own district sitting at the witness
18 table to thank Mark Thompson for his work. Of
19 course, I also sit immediately next to the former
20 chair of the very same community board.

21 So I am surrounded by the great
22 community board chairs of Community Board 6 from
23 the east side of Manhattan. And Chair Vacca, with
24 your years of involvement with the community
25 board, you know how much work they do and have

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done. So I want to publicly thank them for that.

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MARK THOMPSON: Thank you.

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CHAIRPERSON VACCA: Thank you,

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Council Member Garodnick. I thank you, Council

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Member, for your legislation today that's very

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reasonable and we're going to move forth on it.

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There being no other speakers, I am

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hereby adjourning this committee meeting. I thank

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you all for coming. Meeting adjourned: 1:05 p.m.

C E R T I F I C A T E

I, Donna Hintze certify that the foregoing transcript is a true and accurate record of the proceedings. I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

Signature *Donna Hintze*

Date April 25, 2011