



THE CITY OF NEW YORK
OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN

SCOTT M. STRINGER
BOROUGH PRESIDENT

TESTIMONY OF MANHATTAN BOROUGH PRESIDENT
SCOTT M. STRINGER

BEFORE THE NEW YORK CITY COUNCIL COMMITTEE ON TRANSPORTATION
AND COMMITTEE ON SANITATION AND SOLID WASTE MANAGEMENT

Hearing on Proposed Legislation Regarding Alternate Side of the Street Parking

Tuesday, November 9, 2010

I want to thank Chairperson Vacca and Chairperson James, the New York City Council Transportation Committee, and the Sanitation Committee for the opportunity to testify on this important parking legislation introduced by Councilmember Ydannis Rodriguez, Intro 375, which would allow city drivers to move their cars from one side of the street to the other once a city sweeper has passed by.

It sounds logical, even simple, right? Yet we all know that almost nothing is logical or simple when it comes to the city's patchwork of parking laws and customs, which often seem to vary not just by neighborhood, but block by block.

Ask any New York City car owner - they will tell you that one of their biggest frustrations is looking for a parking spot, especially when alternate side parking rules are in effect.

For many city car owners, those 90 or more minutes spent waiting to move their vehicles from one side of the road to another - even after a street sweeper has gone by - is a bi-weekly exercise in frustration that often takes them away from children, family, jobs and other, more productive activities.

The author Calvin Trillin once joked, "You can park your car on the streets of New York, or you can have a full-time job - but you can't possibly do both."

Trillin was trying to be funny, but there is a serious side to his humor. The city's current alternate side of the street policy is not just bad for car owners, who must spend countless needless hours behind the wheel. It's bad for neighborhoods, which must endure whole blocks of double-parked cars for much longer than necessary, making safe passage difficult if not impossible for garbage, mail and delivery trucks.

It is also toxic to the environment, in that it forces car owners to spend unnecessary hours idling on the side of the street, waiting for the clock to tick down, or circling their neighborhood in

search of that rare, legal spot. One recent study estimated that drivers in a single, 15-block neighborhood in Manhattan generated 325 tons of carbon dioxide annually, just while circling for a parking space.

There are other shocking statistics, many of which underscore the fact that our current parking regulations long ago ceased to be about cleaning the streets, and more about sweeping up fines and fees. Last year, more than 10 million parking summonses were issued in New York City, many of them for alternate side of the street infractions. That's more tickets than there are people in the city of New York, who by the way owe a collective \$700 million in unpaid fees and penalties, some dating as far back as 2001.

There has got to be a better, less punitive way. And we should not be timid about overhauling our city's parking regulations, most of which -- like alternate side of the street parking -- date to the 1950s. We need a 5-borough transportation plan which unites all of New York City in meeting these and other challenges. And we need it now.

This committee will undoubtedly hear objections about the challenges Intro 375 poses for parking enforcement, signage and other legitimate concerns. That's fine.

But it is not our job to throw up our hands in the face of every objection. Down that road lies only inaction, paralysis and a city where progress is ruled impossible.

Our job is to squarely face the most pressing problems confronting the public, and, in the spirit of compromise and good faith, use our imperfect politics to develop the best solutions we can.

Intro 375 is a good starting place. Consider it the first step of a much longer journey to bring some sense -- and some sensitivity -- to our alternate side of the street parking laws. And please, let's go beyond tired old objections and excuses, and make it a conversation about what is possible in our new, technological age.

In a city where every taxi cab now has a GPS tracker, could the same technology be used on city sweepers so that the Department of Sanitation -- and its ticket agents -- know exactly when to allow cars to return to the other side of the street? I'm not sure, but we should explore that as part of the debate.

The point is we should not be afraid to try something new, simply because there are objections. Remember the hue and cry that accompanied the introduction of Muni-Meters in commercial districts? Or bike lanes along major avenues? Or cross-streets through Midtown? All were greeted with a chorus of complaints, but today most would agree that these reforms made life better, not worse, as I think Intro 375 could as well.

In the end, allowing drivers to park once the sidewalk is swept could alleviate traffic congestion, help the environment, and give car-owning New Yorkers the gift of time -- time spent not behind the wheel of a car, but time spent being productive members of our great city.

TESTIMONY OF
JOHN NUCATOLA,
DIRECTOR FOR THE BUREAU OF CLEANING AND COLLECTION
NEW YORK CITY DEPARTMENT OF SANITATION
NEW YORK CITY COUNCIL COMMITTEES ON TRANSPORTATION AND
SANITATION & SOLID WASTE
TUESDAY, NOVEMBER 9, 2010 – 10:00 A.M.
250 BROADWAY – 14TH FLOOR

**Intro No. 113 - A LOCAL LAW to amend the administrative code of the city of New York,
in relation to limiting the days that alternate side of the street parking is in effect in
residentially zoned districts**

**Intro No. 287 - A LOCAL LAW to amend the administrative code of the city of New York,
in relation to reducing department of sanitation street cleaning days**

**Intro No. 375 - A LOCAL LAW to amend the administrative code of the city of New York,
in relation to allowing vehicles to park on the restricted side of the street which is subject to
alternate side parking rules without being ticketed if the owner is in the vehicle and able to
move it or if the street has already been cleaned**

Good Morning Chairperson Vacca, Chairperson James, and members of the Committees on Transportation and Sanitation & Solid Waste Management. I am John Nucatola, Director for the Bureau of Cleaning and Collection for the New York City Department of Sanitation. I am here to testify on Intros 113, 287 and 375 under consideration today. Collectively, these bills propose to restrict the Department's schedule of street cleaning operations by reducing the number of days, or limiting the hours of operation in relation to current alternate side parking rules. In my testimony, I will explain the technical and operational aspects of the Department's street cleaning responsibility under its mechanical broom cleaning program, and how that responsibility would be impacted by these bills.

Maintaining street cleanliness and litter control is a core Department mission essential to preserving the quality of life for the City's residents. Street cleanliness also promotes a positive image for New York City and, as a result of consistently high scorecard ratings, continues to attract new businesses, as well as tourists from all over the globe which helps bolster our local economy. Many tourists return home recollecting fond memories of their visit to our City. We do not want them returning home with images of dirty and littered streets, as it would negatively reflect, unfairly, on our great City.

Mechanical brooms are the Department's most cost effective method of street cleaning. Alternate side parking rules ensure there is open and unhindered curbside accessibility to sanitation workers who operate mechanical brooms to clean over 6,000 curb miles of the City's streets covered under current alternate side parking rules. Any decrease or loss of a substantial

portion of the Department's scheduled cleaning capability, such as reducing the number of street cleaning days proposed under Intros 113 and 287, greatly affects community cleanliness.

In many neighborhoods throughout the City, street cleaning is scheduled only one time per block-face per week. In these "one-time" areas, the Department sweeps one side of the street during a designated 90-minute period on one weekday, and the other side of the street for a designated 90-minute period on an alternate weekday. These are the neighborhoods that feel and see the impact of reduced street cleaning when, for example, holidays occur and street cleaning is suspended.

To illustrate my point, let's look at the current calendar month of November 2010. There are a total of nineteen weekdays this month during which time sanitation workers would ordinarily perform mechanical broom cleaning in accordance with alternate side parking rules. Of the 19 weekdays in this month of November, however, there are eight (8) weekdays when street cleaning is suspended due to holidays, thus reducing the total number of days for residential street cleaning operations to only eleven days for this entire month. Your first thought might be that's not so bad, BUT if you reside in a "one-time" area and your side of the street is scheduled to be cleaned on Thursday, the calendar shows that for three consecutive weeks -- November 1st, November 18th and November 25th, the mechanical broom will not sweep your Thursday side of the street until four weeks -- an entire month -- has passed.

If you are still not convinced that reduced street cleaning detrimentally impacts neighborhoods, let's go back to those "one-time" areas where street cleaning is performed on the Thursday side. The mechanical broom would have last serviced your curbside on November 4th, and the next scheduled mechanical broom service, barring an early December snowstorm, will occur on December 2nd. Based on the Department's experience and observations since street cleaning operations began in the early 1950s, when streets are not swept for a long period of time, extensive litter accumulates along street curbsides. One obvious problem associated with accumulated litter is that it provides a food supply for rodents and other pests. In addition, if a moderate to heavy rainfall occurs, the litter will be washed into the storm drain system that leads to excessive amounts of floatables entering the City's waterways, having been discharged from the City's storm-water systems. The Department believes that reducing alternate side parking rules, as proposed by Intros 113 and 287, particularly in densely populated residential areas, will result in accumulated street litter, perhaps leading to a greater rodent nuisance problem and pollution to our waterways and beaches.

I do not wish to convey the message that the Department is completely opposed to re-evaluating street cleaning operations in an area that has demonstrated a clear and convincing commitment to keeping and maintaining high standards of street cleanliness. Over the last 18 months, and upon request by Community Boards Brooklyn 2, Brooklyn 6 and Bronx 8, the Department reduced from two times per block-face per week, to one time per block-face per week, alternate side of the street cleaning operations. The Commissioner's decision was based on a variety of factors, and not solely due to each of those community's consistently high scorecard ratings over an extended period of time. Department operational and analytical staff also reviewed each section's housing and commercial demographics, current population and projected future growth in the area, and other factors unique to each community such as the

ability to re-map broom routes that could be serviced efficiently, and the presence of BIDs in the area. The Department continues to monitor street conditions in those three community boards, and based on independent scorecard ratings by the Mayor's Office of Operations, will evaluate whether the reduction of street cleaning in those areas has been successful before it initiates the review of any additional requests. Simply reducing the number of days scheduled for street cleaning based solely on the criteria of a community board's scorecard rating as proposed under Intro 287, or because the community is residentially zoned as proposed under Intro 287, is not feasible without looking at other logistical factors of each of the affected communities.

Last, I wish to comment on Intro 375 that would prohibit the issuance of a summons to a person sitting inside a vehicle when the mechanical broom approaches. This bill also prohibits the issuance of a summons to the owner of a vehicle if the street has been serviced and the vehicle is re-parked at the curb prior to the 90-minute expiration of the prohibited street cleaning time period. Let me state clearly that the Department does not issue summonses to persons sitting in their vehicle when the mechanical broom operator approaches. If a sanitation worker operating the broom observes somebody sitting in their car ahead, the sanitation worker will alert the person that the broom is approaching by honking the horn, and the person moves the vehicle cooperatively. If a sanitation supervisor proceeds ahead of the broom operator to ensure curbside accessibility, such supervisor will courteously inform the person sitting in the vehicle that he or she must move the vehicle to allow access to the curbside for the mechanical broom to clean. It is not our practice to issue summonses when the vehicle is occupied by an operator who can readily move the vehicle.

As for the provision of Intro 375 that allows persons to re-park their vehicle at the curb after the mechanical broom has serviced the block without receiving a summons, we caution the Committees against loosening any such regulation and insist that curbside accessibility remain available to the broom operator for the full 90-minute period. During such 90-minute period, the Department reserves the opportunity to return to any block along the route which could not be fully or sufficiently serviced by the broom because a large delivery truck or moving van was parked at the curb and in the process of unloading or loading. In addition, if there are vehicles that were not moved at the onset of the route, the supervisor who inspects the route may radio the broom operator and request that he or she return back to a particular block for additional cleaning if the curbside is now unobstructed. We are aware of this ongoing practice by vehicle owners that live in more densely populated areas, and while our uniformed officers would not issue summonses to those drivers who re-park their vehicles at the curb if it was fully serviced, we caution the public against doing so and object to codifying such practice into law under Intro 375. The broom operator only has 90 minutes to service the route. If he or she must return to service a previously obstructed dirty area, the operator must have unobstructed access that will become compromised if persons begin re-parking their vehicles before the 90-minute period expires. We also think this would cause undue confusion among vehicle owners since they would not know whether their block was already serviced on that morning.

For all of the above reasons, the Department of Sanitation respectfully opposes the three bills under consideration this morning. I would be happy to answer any questions you may have.



Public Testimony
Before The
NY City Council
Transportation Committee

November 9, 2010

Intro 375

By

Guy B. Palumbo
Executive Director

Member Organizations

Livery Base Owners Inc.

NYC Independent Livery Owners Corp

The NYS Federation of Taxi Drivers, Inc.

NYC Fleet Livery Owners Association, Inc.

United As One TLC Base Owners Association, Inc.

Board of Livery-Transportation Industry Trades, Inc.

United African Livery Drivers & Base Owners Association

**We represent over 18,000 NYC Livery Drivers, 350 Base Owners
and more than 8,000 Phone Operators and Dispatchers.**

Public Testimony – November 9, 2010

Chairman Vacca, members of the Committee, thank you for allowing me to testify before you this afternoon.

The Livery Round Table is committed to a greener and less congested NYC and fully supports the proposed legislation Intro 375.

I am Guy B. Palumbo, Secretary of The Livery Round Table which consists of seven (7) associations, representing over 18,000 NYC Livery Drivers, 350 Base Owners and over 8,000 phone operators and dispatchers.

This legislation is a common sense answer to a city wide problem and will help relieve congestion, improve air quality and add to the work productivity of all New Yorkers.

The Sanitation Department and the NYPD Traffic Enforcement division are very active in the issuance of parking violations. Whether or not a quota requirement exists in such enforcement, the effect of alternate side (double parking) parking rules need to be reconsidered in an attempt to improve the overall living and quality of life issues within the entire city.

As I am sure everyone knows that the street cleaning operations only takes a few minutes for the sweeper to go down 1 side of a street, yet the parking restrictions run for an average of 1.5 hours.

Once the street is cleaned there is no logical reason why vehicles cannot park instead of being doubled park on the opposite side or circling the block waiting for the time restriction to expire.

Double parked or circling cars only add to the overall congestion of other traffic; impacts adversely on air quality; slows the return of people to their homes, families or work; and adversely affects the local merchants as other shoppers are equally looking for parking. Further it prevents drivers from taking care of both personal and business matters which occur during this wasted waiting time restrictions.

We recognize that the Sanitation & NYPD Traffic Enforcement question how such a change can be enforced but that is a misnomer because:

- The Sanitation Department almost always has a car driven by a Sanitation Police Officer who precedes the cleaning vehicle who issues summons. The driver of the street sweeper is not authorized to issue a summons. The Officer will signal a driver stopped or parked on the side to be cleaned to move. If the vehicle parked and no driver present, then a summons is issued.
- When the street sweeper goes down the street, it is visually obvious that the street has been cleaned regardless if it is raining or not.

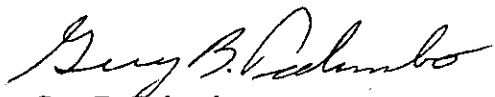
The overall economical conditions surely indicate that the City should be doing everything to assist the local merchants who are the biggest source of business and employment in the City.

At the same time, it will help prevent vehicle drivers from being fined \$115.00 which seriously hurts their daily work income. The drivers are usually at the lower end of the economic scale and such fines affect their families.

We strongly urge this Committee to approve Intro 375 and that the City Council and Mayor ultimately pass this legislation.

Thank you for this opportunity to express our support.

Sincerely,

A handwritten signature in cursive script that reads "Guy B. Palumbo".

Guy B. Palumbo
Executive Director:

CC: Committee Members
Board of Directors

Livery Base Owners Inc

DBA: The Coalition.

Testimony presented on Nov 9th, 2010 before the
**New York City Council Transportation
Committee**

Intro 375

By

Pedro Heredia

Chairman: Livery Base Owners Inc.

Good morning Chairman Vacca, and distinguish members of the Transportation Committee.

Thank you for the privileged to testify before you today, my name is Pedro Heredia, Chairman of the Livery Base Owners inc , Co-owner of Riverside Radio Dispatch and founding Member of the Livery Round Table which represents over three hundred fifty Community Car Service Bases and over 18,000 thousand drivers within the five Boroughs.

Today we stand as a Coalition of Bases and Drivers to jointly support intro 375 and to acknowledge the fact that this is by far one of the most "common sense" pieces of legislation we've seen in recent time, spearheaded by this committee.

Every Member of this Committee is commissioned to find and create Transportation solutions regardless weathers they are unpopular, easy, difficult, or politically correct or incorrect. A study by Transportation Alternatives found that 28 to 44 percent of the traffic on some New York streets is generated by people looking for a parking spot. In the sector I work and represent the 48,000 vehicles affiliated with the New York Taxi and Limousine Commission are also partly responsible for the escalating traffic congestion, and pollution generated by Yellow Cabs, Black Cars, and Community Car Services; Our industry wants to be part of the solution! Not the problem.

Intro 375 is not a "Silver Bullet" or a "Quick Fix" or the only alternative, it is a simple, comprehensive and easy solution with the highest priority to alleviate the circumstances surrounding excessive traffic congestion,

pollution and lack of parking space, giving this Committee's commitment to provide all New Yorkers with clean street, safe roads, pollution free environment and the ability to provide immediate parking space once the streets have been cleaned.

As you all know intro 375 would allow drivers to park on the restricted side of the street if the street has already been cleaned. This practice is already unofficially adopted in many neighborhoods across the City, however, this practice is not uniform and we believe that it is unfair for some neighborhoods to have more lenient parking rules than others. this Bill would uniformed an already successful practice across the City.

Allow me to commend Council Member Ydanis Rodriguez and those Council Members that have already signed on in support of intro 375, and urge those that have not yet done so to please do it! Your constituents and every New Yorker will thank you.....

Pedro Heredia

Chairman: Livery Base Owners Inc.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/9/2010

(PLEASE PRINT)

Name: Marc Brumer

Address: 1 Centre Street

I represent: Borough President Scott Stringer

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: CHIEF JOHN NUCATOLA

Address: DEPT. OF SANITATION

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: THOMAS JOHN

Address: _____

I represent: MICRO BUSINESS SOLUTION

Address: 1616 HILLSTIDE AVE. NEW HYDE PARK

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 375 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: GEORGE N. PRESTON

Address: _____

I represent: TRAFFIC AND TRANS. Com MCB12

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 375 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: LAWRENCE BEREZIN

Address: 4 MARVIN Road Pompton Plains, NJ

I represent: New York Parking Ticket

Address: 4 Marvin Rd. Pompton Plains NJ

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 375 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: PEDRO HEREDIA

Address: 620 W. 172 St. Apt. 6F

I represent: LIVERY BASE OWNERS INC

Address: 1642 SAINT Nicholas Ave

N.Y. N.Y. 10040

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 11/9/2010

(PLEASE PRINT)

Name: Margarita Rincon

Address: 474 54 St. B-klyn NY

I represent: in favor Sara M. Gonzalez bill.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JIMMY JUSTICE

Address: _____

I represent: Youtube.com

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 375 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: GOY B. PALUMMO

Address: 36-31 10th LIC

I represent: LIVERY ROUND TABLE

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

Name: Felix Bernard (PLEASE PRINT)

Address: 15 SICKLES ST 3E

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 375 Res. No. _____
 in favor in opposition

Date: 11-8-10

Name: MELANIE GOLD (PLEASE PRINT)

Address: 622 WEST END AV

I represent: CITIZENS IN

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
 in favor in opposition

Date: _____

Name: CIRA Angeles (PLEASE PRINT)

Address: 2100 Linwood Ave Fort Lee NJ

I represent: LA Riverside Brokage

Address: 1645 St Nicholas Ave NYC 10040
1116 Westchester Ave Bx 10459

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