

**DAVID WOLOCH
DEPUTY COMMISSIONER FOR EXTERNAL AFFAIRS
NEW YORK CITY DEPARTMENT OF TRANSPORTATION**

**HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON STATE & FEDERAL LEGISLATION
APRIL 2, 2009**

Good morning Chairwoman Baez and Members of the Committee. I am David Woloch, Deputy Commissioner for External Affairs at the Department of Transportation (DOT) and with me here today is John Tipaldo, Director of Systems Engineering at DOT's Bureau of Traffic Operations. Thank you for providing us with this opportunity to state the Administration's support for a Home Rule Message in support of A.7328/S.3750 relating to the City's Red Light Camera Program.

This bill specifically increases the number of intersections where red light cameras may be installed from 100 to 150; as well as extends the operating authority of the program -- which is set to expire on December 1st -- by five years to December 1st 2014.

In its thirteen year history, the City's "Red Light Camera Program" has played a central role in our efforts to enhance public safety by serving as effective deterrents to motorists otherwise inclined to ignore traffic-control signals.. The Program has proven to be an effective traffic safety measure that we believe prevents injuries and the loss of life resulting from accidents caused by red light running. Since its inception, hundreds of thousands of vehicles including passenger vehicles, buses and taxicabs have been caught going through red lights by these photo-monitoring devices. In 2007 alone, 947,341 violations were issued. Altogether, we have issued more than 4 million summonses since the Program began in 1993.

While this Program has been very effective in reducing unsafe driving on the City's streets, the current limitation of 100 cameras prevents us from a broader, and much needed application of this important public safety initiative. It is important to remember that the goal of the cameras is not just to reduce red light running at those intersections where cameras are installed, but to change motorist behavior wherever they drive. The reality of the current Program is that current State law allows us to operate the cameras at far less than even 1% of all signalized intersections in the City. We believe that in order to truly impact the behavior of New York motorists, cameras need to be present at many more locations around the City.

The additional 50 cameras as granted in this bill will help enhance safety for motorists, passengers, pedestrians and bicyclists in the City's five boroughs; and we urge the Committee to grant it a Home Rule message of support.

Thank you again for the opportunity to testify before you today. At this time, we would be happy to answer any questions that you may have.

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Appearance Card

I intend to appear and speak on Int. No. Home Rule - Red Light Camera Res. No. _____

in favor in opposition

Date: 4/2/09

(PLEASE PRINT)

Name: David Woloch

Address: Deputy Commissioner for External Affairs

I represent: DOT

Address: _____

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

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Date: 4/2/09

(PLEASE PRINT)

Name: John Lipaldo

Address: Director of Systems Engineering

I represent: DOT Bureau of Traffic Operations

Address: _____

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