

**NYC Department of Transportation Testimony  
Before the City Council Committee on Transportation and Infrastructure  
April 21, 2025**

Good morning, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Eric Beaton, Deputy Commissioner of Transportation Planning and Management. With me today is Deputy Commissioner of Traffic Operations Joshua Benson and Assistant Commissioner of Intergovernmental and Community Affairs Rick Rodriguez. We are also joined by Agnes Rusin, Assistant Commissioner for Payments, Billing, and Refunds from the Department of Finance. Thank you for the opportunity to testify on behalf of Mayor Adams and Commissioner Rodriguez on the Department of Transportation's efforts to improve and modernize the City's parking infrastructure.

New York City is undergoing one of the most transformative and substantial changes to parking management since the advent of the parking meter: the transition to a license plate-based management system. Last spring, we began to retrofit the City's over 14,000 parking meters, converting the meters from pay-and-display operation to a pay-by-plate system. With this new system, parking rights are tied to the license plate number and are sent electronically to NYPD's database, eliminating the need to display a receipt on the windshield as proof of payment, along with other benefits. The system also integrates seamlessly with mobile payment on the ParkNYC app, providing a single structure for metered parking and allowing us to usher in new approaches to curb management. To date, nearly 2,000 meters have been retrofitted.

The City has also advanced substantially in how we manage our curbside as we implement our Curb Management Action Plan, recognizing that in busy parts of the city we need to prioritize active uses over long term private vehicle storage. We use our curbs to provide pickup and drop-off access for people and for goods, to support roadway safety and public service delivery, to support the movement of vehicles and pedestrians, and to be part of the public realm. New York City DOT has been leading the way in both innovating and scaling curbside uses, such as with our forthcoming Micro-hubs within the Upper West Side Smart Curbs area.

Legislation

Now, turning to the legislation before the Council today.

Introduction 99

First, Intro. 99, sponsored by Council Member Williams. This bill would require DOT to establish overnight parking areas for commercial vehicles in each of the City's industrial business zones, or IBZs. The Administration shares the Council's goals in addressing the need for truck parking in a responsible way, so we support this legislation, and look forward to discussing some meaningful details. Truck movement is critical to urban logistics and city life, ensuring the smooth flow of goods and services that sustain daily operations and economic vitality in our city. Trucks are on our streets to deliver the goods we all need and use, but we also agree that trucks being left overnight improperly can cause safety and quality of life issues. We work closely with NYPD to enforce against this behavior, but realistically without legal options for overnight truck parking we will only be shifting the problem to different locations. Allowing

truck operators to have safe and convenient places to take mandatory rest breaks supports the safety of the truck-based deliveries we all rely on.

Last month, DOT launched a new on-street Overnight Truck Parking Pilot. The one-year pilot introduced a new metered parking option in three IBZs for commercial vehicles, including tractor trailers, in an effort to improve parking compliance, provide a reliable parking option in industrial areas, and minimize overnight truck parking in residential areas. The three pilot IBZs are Flatlands/Fairfield in Brooklyn, Hunts Point in the Bronx, and Maspeth in Queens – all industrial locations that are near residential areas plagued with illegal overnight truck parking. The locations were chosen for proximity to highways and truck routes and for where the width of streets allows for truck parking. We are currently reviewing additional locations for this pilot suggested by you, Chair, and Council Member Williams, and support further expansion as outlined in this legislation.

### Introduction 1138

Next, Intro. 1138, sponsored by Council Member Won. This bill would prohibit standing or parking a vehicle within 20 feet of a crosswalk at an intersection—or require daylighting at all intersections across the city—and require DOT to implement hardened daylighting, or daylighting with physical infrastructure installed, at a minimum of 1,000 intersections each year.

DOT shares the Council's commitment to enhancing safety for all road users, particularly our most vulnerable road users: pedestrians. We also share the Council's interest in enhancing safety at intersections: last year, we redesigned 2,688 intersections with a wide range of treatments. We publish Vision Zero Borough Safety Action Plans using a data driven approach which show us where our safety interventions will have the greatest effect and help us determine where to implement projects. The plans identify Priority Corridors and Priority Intersections based on locations where the most pedestrians were killed or severely injured using multiple years of data. We then use our robust toolkit to implement targeted treatments that produce the greatest safety benefits at these locations, which includes hardened daylighting and other treatments. This approach is working – traffic fatalities in 2024 were 15 percent lower than the year before Vision Zero began, despite the pandemic-era rise in dangerous driving. But let me be clear: one death is too many, and we have more work to do.

While widely discussed, daylighting is surprisingly poorly studied in terms of its actual effect on safety. As promising as daylighting is in concept, the Chair was right to require an in-depth study of the benefits of this treatment in Local Law 66 of 2023. Pursuant to that law, DOT recently released the first-of-its-kind study of daylighting's safety performance. The study found that while daylighting is a useful tool when used properly, it is not a one-size-fits-all solution, and that indiscriminate daylighting could actually have negative effects on safety. The study also found that hardened daylighting – with physical infrastructure installed to prevent vehicles from occupying that space – does enhance safety, but that other safety interventions can also have equal or greater safety improvements.

The results of our study were surprising, even to us, but speak to the importance of doing good analysis and then being willing to update our beliefs based on what we find.

As part of this study, we did a few things. First, we reached out to cities across the country, large and small, to see if there had ever been a real analysis of daylighting effects, and we found no study that had ever looked at the effects on injuries. Second, we looked at the effects before and after daylighting implementation at 756 locations from 2019-2021, comparing against other similar intersections to account for the effects of the pandemic; this effort found that hardened daylighting contributed to statistically significant injury reductions, but that sign-only daylighting had no statistically discernable effect. Finally, we looked at nearly 8,000 locations that were daylighted historically for non-traffic safety reasons, such as fire hydrants and bus stops, and compared again to other nearby intersections; this comparison found that locations with this restricted parking were correlated with statistically significant higher rates of injuries, which held even as we looked across different geographies and different types of intersections.

Given these findings, DOT does not support the mandate for daylighting universally as that could have negative effects on safety. We do not take this position casually; if this unhardened daylighting were implemented citywide, we think we could expect an increase of up to 15,000 injuries in a year. In theory we would support hardened daylighting at all corners, but that would cost in the neighborhood of \$3 billion dollars, and would cover large numbers of locations without a history of injuries. We will continue to expand the number of locations with hardened daylighting, and are happy to report that funds have been added to our budget to do more, but we must retain the discretion to determine where this treatment or others are most appropriate based on our engineering judgment.

At the same time, we very much welcome the Council's interest in such a big step. Hardened daylighting is one of many safety treatments in our toolbox, along other things with similar or stronger benefits, such as road diets, new medians, traffic signal treatments, and turn calming. Knowing that the sponsors of this bill are willing to repurpose so much vehicle parking – as much as 300,000 spaces citywide, or an average of 6,500 parking spaces per Council District – we would like to work with you on how we can best use this space to maximize street safety. We would also want to keep a strong focus on the most dangerous locations, a practice which has been very effective at reducing injuries and fatalities over the past decade.

### Introduction 340

Lastly, Intro. 340, sponsored by Council Member Narcisse. This bill would allow the late fees associated with unpaid parking violations to be waived when vehicle owners respond between 45 and 90 days of issuance. While the Administration appreciates the Council's intent to protect New Yorkers from overly punitive measures, we are concerned that the legislation would have unintended consequences. Specifically, this legislation would disrupt a carefully constructed escalating penalty scale that incentivizes 70 percent of violations to be resolved within 90 days of issuance. The City has gone a long way to ensure that customers have options to resolve their parking violations and debt, including the Pay or Dispute app that allows motorists to get a

hearing and upload evidence using their cell phones, and the rollout of self-serve parking payment plans in 2023.

#### Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. We would now be happy to answer any questions.