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Just Who Is Insensitive?

Query: Why does Transportation Alternatives question push “sensitivity training” for drivers?

And why does TA single out drivers and exempt bikers?

Anyone who walks the bustling streets of Manhattan knows no day goes without observing a biker violating the traffic law and putting pedestrians at risks.

If NYPD applied its ticket quota requirements to cyclists, might not bikers scream out loud lamenting about harassment by Traffic Enforcement Agents.

The bottom line remains look hard at the policies and how they may increase the temperatures of the agents and drivers.

Rationale rules tend not to induce irrational interactions when applied. Broken meters, parking taken up by cars with placards (legal or not), lanes blocked by official and placard-bearing vehicles that perhaps induce tie-ups and even some blocked-boxes as a result of restricted traffic flow – these and others induce temperature rises and difficult situations.

Address these with the same effort put into sensitivity training for Traffic Enforcement Agents and watch the results. And do not forget about requiring bikers to follow the rules.

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Source: 10/14/09 Crains Insider, Ticket Writers Targeted:

The Bloomberg administration's plan to give traffic enforcement agents sensitivity training does not sit well with Transportation Alternatives, an anti-auto group. Says TA spokesman Wiley Norvell, “Given the abuse and harassment heaped on parking agents who are just out there doing their jobs, I'd say that New York City drivers are probably the ones who could use the sensitivity training.” The administration says training will help prevent altercations and protect agents.