



Vision Zero

Action Plan

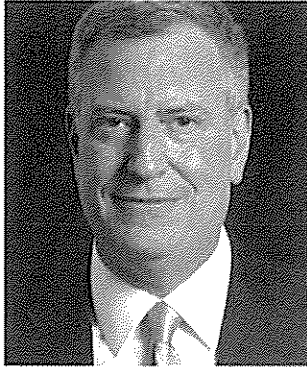
City of New York
Mayor Bill de Blasio

2014



Letter from the Mayor

Dear Friends,



A life lost is a life lost.

And it is our collective responsibility to save every life we can, be it a life taken in a violent crime or in a crash with a motor vehicle.

In the first days of our administration, we made a commitment to decisively confront the epidemic of traffic fatalities and injuries on our streets. And with this implementation report, we are laying out an ambitious roadmap to live up to that commitment.

The fundamental message of Vision Zero is that death and injury on city streets is not acceptable, and that we will no longer regard serious crashes as inevitable. These tragedies happen in every community in our city, to families from every walk of life—from the Upper West Side to Woodside; from Park Slope to Edenwald. They happen to people who drive and to those who bike, but overwhelmingly, the deadly toll is highest for pedestrians—especially our children and seniors.

We won't accept this any longer. I make that pledge as a parent, and as your mayor.

Community groups, advocates and—most meaningfully—families who have lost loved ones, have proven that we can change hearts, minds and behaviors. Drunk driving and failure to use seatbelts, once commonplace, are now socially unacceptable. Today, we must bring the same concerted effort against dangerous and careless driving on our streets.

Better designs and regulations are already making our streets safer, and we will expand these efforts. We will bring more resources to enforcement and public outreach. In Albany, we will seek control over the City's speed limits and use of enforcement cameras.

We will save lives. And that work begins in earnest today. But just as this effort has grown from the grassroots, its success will depend on everyday New Yorkers, neighborhood groups and communities coming together and working in common purpose.

We need your ideas to improve street safety, to identify problematic locations, and to hammer out site-specific solutions that match realities on the ground. We need your support and collaboration as our agencies take action. We need you to talk to your neighbors, speak up at community boards and block associations, and help foster a broader understanding that it is within our power to prevent tragedies on our streets.

Together, we will make this City safer.

Bill de Blasio

Bill de Blasio
Mayor

SLOW
CHILDREN



Contents

3 Letter from the Mayor

7 Introduction

9 Vision Zero Policies Save Lives

10 Summary of Proposed City Actions

14 New York Needs Vision Zero

16 Law Enforcement

19 Expanding the Reach of Automated Enforcement

19 Stronger Laws Drive Down Pedestrian Fatalities

20 Legislation

21 City Control of Street Safety

22 Strengthen Penalties and Sanctions for Dangerous Driving

25 Encourage Safe Driving by Drivers of Taxis and For-Hire Vehicles

26 Improve Vehicle Safety

27 Street Design and Regulation

28 Elements of Safety Improvements

32 City Government Practices

33 A New Public Dialogue on Street Safety

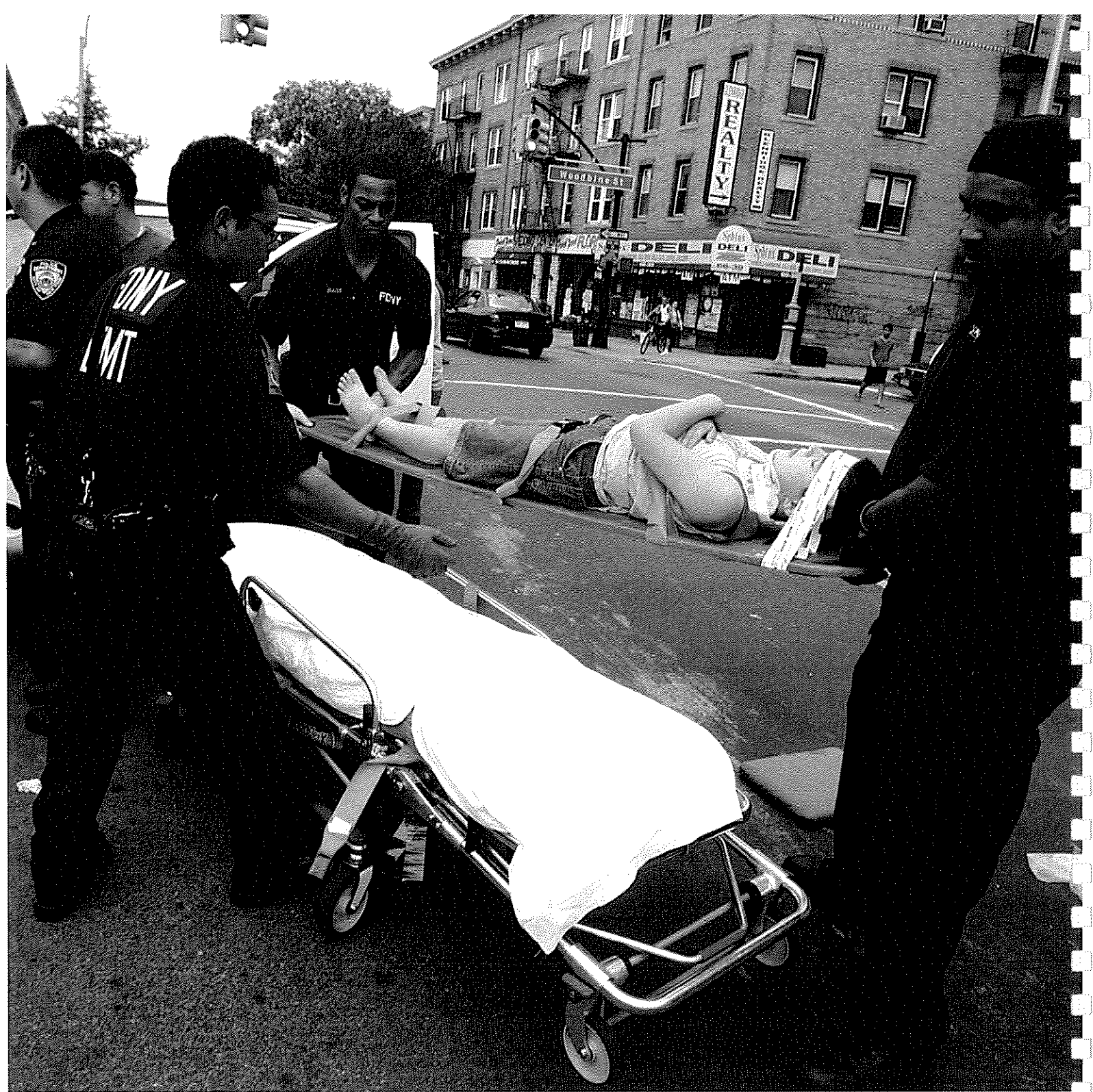
33 Outreach and Education

35 Public Campaigns

36 Paris Says Stop

36 Partnerships





No level of fatality on
City streets is inevitable
or acceptable.

Action Plan

Introduction

The primary mission of government is to protect the public. New York's families deserve and expect safe streets. But today in New York, approximately 4,000 New Yorkers are seriously injured and more than 250 are killed each year in traffic crashes. Being struck by a vehicle is the leading cause of injury-related death for children under 14, and the second leading cause for seniors. On average, vehicles seriously injure or kill a New Yorker every 2 hours.

This status quo is unacceptable. The City of New York must no longer regard traffic crashes as mere "accidents," but rather as preventable incidents that can be systematically addressed. No level of fatality on City streets is inevitable or acceptable. This Vision Zero Action Plan is the City's foundation for ending traffic deaths and injuries on our streets.

The City will use every tool at its disposal to improve the safety of our streets. With this action plan, the City is making a bold new commitment to improve street safety in every neighborhood and in every borough—with expanded enforcement against dangerous moving violations like speeding and failing to yield to pedestrians, new street designs and configurations to improve safety, broad public outreach and communications, and a sweeping legislative agenda to increase penalties for dangerous drivers and give New York City control over the safety of our own streets.

There is no silver bullet that will end traffic fatalities. But previous successes that have combined the efforts of people, their governments and private industries to save lives are not difficult to find. In 1985, our national rate of seatbelt use hovered at 20%. Thirty years later, a combination of stronger laws, enforcement, public education and automobile design changes have driven seatbelt use up to 88%. We must apply similar focus to the more complex equation of safety on city streets. New York is up to this challenge.

Traffic fatalities in New York have indeed fallen significantly, from 701 in 1990, to 381 in 2000, to an all-time low of 249 in 2011. The City has become nationally and internationally recognized as a leading innovator in safe street designs. At locations where the New York City Department of Transportation (DOT) has made major engineering changes since 2005, fatalities have decreased by 34%, twice the rate of improvement at other locations. But it is still not enough. We can, and must, do better.

Making ours the world's safest big city will require more than government policy and programs. It will take citizen action from the grassroots up. The emergence of new neighborhood-based traffic safety initiatives is an extremely hopeful sign that New York is already on the right track. The promise of Vision Zero will require constant input and feedback from citizens and civic organizations. It demands the participation by the State legislature and lawmakers, industries, companies and authorities that operate large numbers of vehicles. Vision Zero also needs each and every New Yorker to become aware of the new public discourse on street safety, to appreciate the consequences of careless and dangerous behavior and to do their part to lend civility and consideration to the daily life and rhythm on the streets of our City.

This Action Plan is only a beginning. It defines the initial steps that the City Police (NYPD) and Transportation Departments, Taxi & Limousine Commission (TLC), the Department of Health and Mental Hygiene (DOHMH), the Department of Citywide Administrative Services

This Action Plan is a beginning. Other innovations will be sought and added.

(DCAS), and other agencies will take to reduce death and serious injury on our streets. These initiatives will be continually analyzed for their effectiveness. Other innovations will be sought and added.

The Mayor's Office of Operations will convene and coordinate a permanent Vision Zero task force, comprised of the key agencies and partners needed to implement and extend this plan. The Vision Zero task force will work to meet the goals set forth in this action plan, establish additional benchmarks, and report progress to the Mayor's Office of Operations. The Mayor's Office of Operations will manage the Vision Zero web site, nyc.gov/VisionZero, and will periodically publish a "Vision Zero" progress report that tracks the progress of all the City's efforts to eliminate traffic fatalities. In the coming months, the City's Vision Zero task force will broaden the circle of City agencies and stakeholders taking part in this process.

New York City holds unparalleled potential. Vision Zero is a critical effort to ensure that New Yorkers are able to realize lives of health and opportunity without catastrophic interruption by careless and preventable traffic incidents. Together, we can make New York's streets the safest city streets in the world.

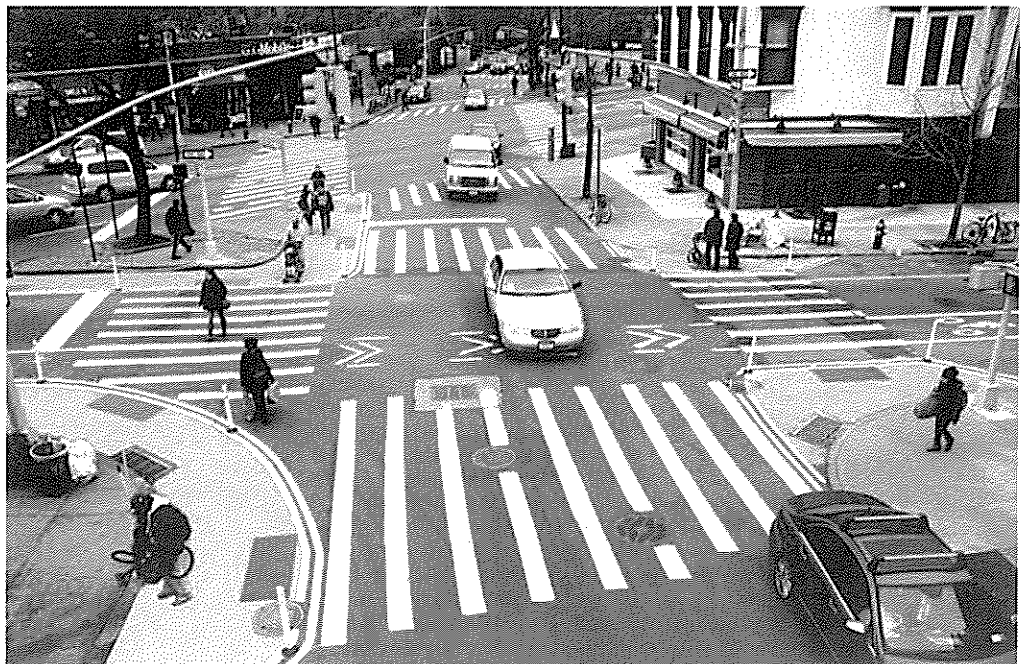


Vision Zero Policies Save Lives

Throughout the world, the “Vision Zero” mindset, which accepts no traffic fatality as inevitable, is saving lives. In Sweden, the most famous example and originator of Vision Zero, traffic fatalities have dropped 30% since 1997. In Minnesota, Utah and Washington State, traffic fatalities have fallen steadily since the introduction of Vision Zero-style programs in the early 2000’s; a 43% reduction in Minnesota, 48% reduction in Utah and a 40% decrease in Washington. While traffic fatalities nationwide are falling, largely due to improvements in emergency/trauma care and vehicle enhancements such as airbags, fatality rates in Vision Zero states fell over 25% faster than the nation since 1997.

The success of Vision Zero policies comes from their multi-faceted approach—bringing together government, advocacy and private sector actors, as well as fully engaging the public to become part of the solution. Vision Zero programs combine strong enforcement and better roadway engineering with improved emergency response and high visibility behavior campaigns to discourage dangerous behavior on roads and streets. In addition, Vision Zero-style policies raise the profile of traffic safety problems and help transform cultural attitudes toward traffic death and injury. Rather than accepting traffic fatalities as accidents, Vision Zero allows us—government agencies, industry groups, key transportation stakeholders and the public alike—to understand traffic crashes as the result of a series of actions that can be changed or prevented through enforcement, education and design.

Ultimately, Vision Zero is only as powerful as the strategies and effort that governments and citizens apply to it. We are confident that New York’s Vision Zero Strategy and Action Plan point the way to becoming the safest big city in the world.

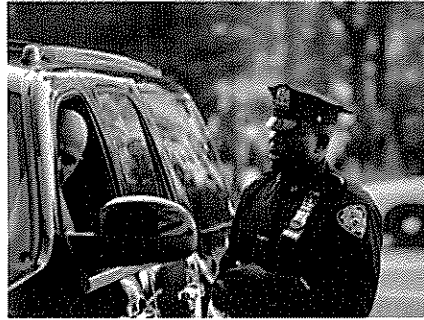


Summary of Proposed City Actions



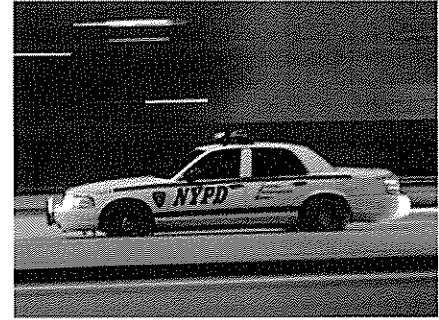
City Hall

- Establish a permanent Vision Zero task force in the Mayor's Office of Operations
- Launch a Vision Zero website to gather input from New Yorkers and coordinate information about the City's Vision Zero plans, upcoming events and provide data
- Conduct Vision Zero presentations across the City
- Publish crash and safety data on a regular basis in user-friendly format(s)
- Partner with industry groups and vehicle manufacturers to educate fleet drivers and explore design changes to their automotive fleets
- Lead a state legislative campaign to give the City the power over the placement of speed and red-light cameras, the power to reduce the citywide speed limit to 25mph, and to increase the penalties associated with dangerous driver behavior



Police Department

- Increase enforcement against dangerous moving violations, including speeding, failing to yield to pedestrians, signal violations, improper turns/disobeying signage, and phoning/texting while driving
- Increase speeding enforcement at the precinct level
- Purchase advanced speed detection equipment (LIDAR guns), upgrade speed detection technology available to precincts and train additional personnel
- Increase the Highway Unit to 263 personnel
- Expand Collision Investigation Squad cases to encompass all crashes with critical injuries.
- Modify precinct-level traffic plans to increase focus on pedestrian safety
- Update technology for capturing crash data

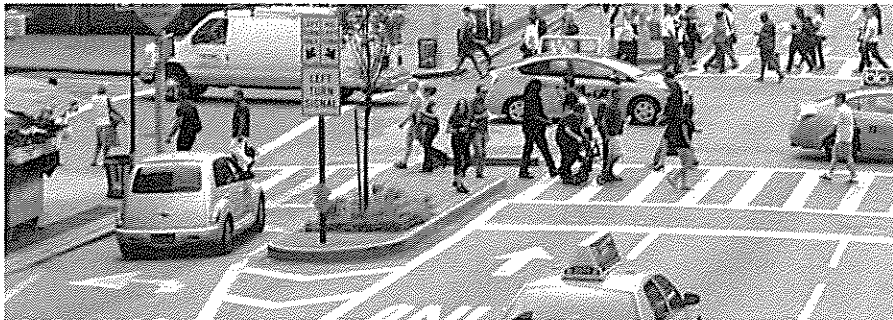


- Enhance training for officers to better record and preserve crash details and site evidence
- Broaden recruiting efforts for School Crossing Guards



Police Department + Department of Transportation

- Conduct intensive street-level outreach and enforcement on safety problems and traffic laws, focused in areas with known crash histories
- Convene monthly meetings of the DOT Traffic Division and the NYPD Transportation Bureau to review traffic safety performance and set strategy for improvement
- Develop data-driven citywide enforcement strategy
- Develop borough-wide safety plans in close coordination with community boards, community organizations, and the Mayor's Community Affairs Unit
- Conduct targeted outreach in 500 schools each year, educating students about protecting themselves as safe pedestrians and working with their families for safer school zones



Department of Transportation

- Implement safety engineering improvements at 50 intersections and corridors
- Create 25 new arterial slow zones
- Implement 8 new neighborhood slow zones
- Install speed cameras at 20 new authorized locations
- Install 250 speed bumps, including in neighborhood slow zones
- Enhance street lighting at 1,000 intersections
- Enhance maintenance of street markings
- Install traffic signals where needed for speed control via coordinated arterial signal time
- Additional street reconstruction safety projects
- Survey national and international best practices to expand potential strategies
- Hold workshops for major street design projects
- Undertake a high-quality ad campaign aimed at reducing speeding, failure-to-yield and other forms of reckless driving
- Increase extent of "Choices" anti-DWI campaign
- Double number of programmable speed boards for intensive education/enforcement initiative
- Make effective, age-appropriate safety curriculum available to schools throughout the city
- Partner with senior centers to increase communication and get specific feedback from aging New Yorkers about street safety improvements
- Increase the number and visibility of hands-on safety demonstrations
- Add safety flyers and messaging in DOT mailings such as Alternate Side Parking regulations and construction permits

Summary of Proposed City Actions



Department of Transportation + Taxi & Limousine Commission

- Issue summonses to TLC drivers identified by red light cameras (in addition to summonses currently issued to vehicle owners)
- Update taxi school to account for new streetscape features and alert drivers to higher-crash street types



Taxi & Limousine Commission

- Create TLC safety enforcement squad, equipped with speed radar equipment, to enforce speed and safety regulations
- Pilot program to place black box data recorders in TLC-licensed vehicles
- Implement more comprehensive, taxi-specific, driving curriculum for initial licensees
- Pursue requirement of additional behind-the-wheel driving instruction for drivers involved in frequent crashes, and continued driver safety education
- Pilot technology that alerts passengers and drivers that they are traveling over the speed limit
- Explore in-car technology that limits vehicle speed, warns drivers of impending collisions, or that reduces the fare when the driver speeds
- Introduce street safety PSAs on Taxi TV
- Use driver information monitors to send safety reminders to taxi drivers
- Add safety flyers and messaging in TLC mailings to drivers
- Include left turn reminder stickers in TLC licensed vehicles
- Create publicly accessible "Honor Roll" of safe TLC drivers
- Enhance enforcement against drivers offering for-hire service without TLC license
- Explore vehicle design requirements to improve safety
- Pursue City law changes and new TLC rules to increase sanctions on TLC drivers who engage in dangerous behavior



Department of Citywide Administrative Services

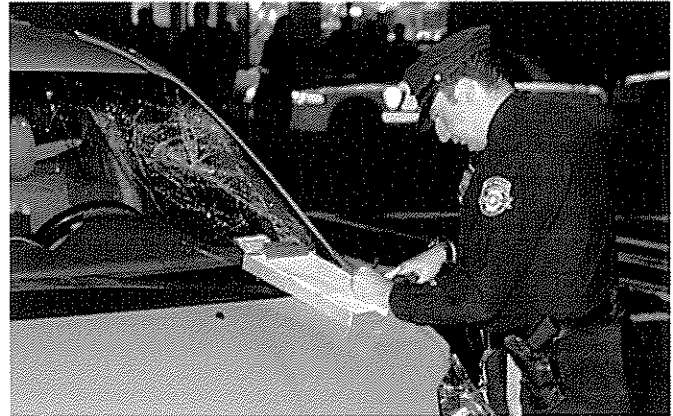
- Ensure all City fleet vehicles are equipped with technology that record speeding and other dangerous driving behaviors, by the end of 2014
- Upgrade the collision tracking system for the citywide fleet through the new NYC Fleet Focus fleet system
- Oversee a citywide expansion of Defensive Driver training courses for all employees driving City vehicles
- Recommend safety related devices and designs, such as high visibility vehicles, back-up cameras, and rear wheel side guards, for City vehicles and other vehicles under City regulation



Department of Health and Mental Hygiene

- Conduct public health surveillance on traffic-related hospitalizations and fatalities
- Provide Vision Zero task force with public health data to help target traffic safety interventions
- Include traffic fatalities and injuries and prevention messages in public health reports
- Engage community public health partners in promoting Vision Zero goals
- Promote research on walking, driving, motorcycling, and bicycling behaviors and patterns in the city

New York Needs Vision Zero



Each year in NYC, over 250 people are killed and 4,000 are seriously injured in traffic crashes. The majority of those killed are people on foot—they could be people headed to work, walking home, out playing, heading to a subway, or waiting for a bus. Pedestrians account for 56% of all New York City traffic fatalities. Children and seniors are especially vulnerable. People over 65 make up 12% of the city's population but 33% of pedestrian fatalities. Being struck by a vehicle is the leading cause of injury-related death for children under 14.

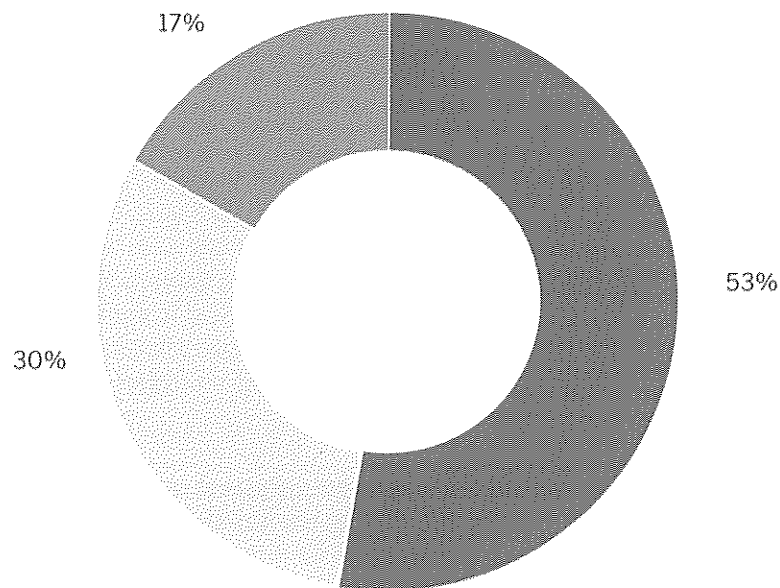
Crashes often have multiple contributing factors, including driver inattention, speeding, failure to yield to pedestrians in the crosswalk, use of alcohol, crossing midblock or crossing against the traffic signal, and other factors such as weather and darkness. Collision Reports, which are generally completed by police officers, include information on driver and pedestrian actions at the time of the crash and apparent contributing factors. The DOT has analyzed all NYC traffic crashes from 2008 to 2012, providing a robust, reliable dataset from which to understand the nature and causes of crashes.

Dangerous driver choices are the primary or contributing factor in 70% of pedestrian fatalities. These fatalities have potential causes outside of the pedestrian's control, with the remaining 30% of the fatalities having a documented error by the pedestrian with no

Dangerous driver choices are the primary cause or a contributing factor in 70% of pedestrian fatalities.

apparent error by the driver. In 53% of pedestrian fatalities (where the factors are known), dangerous driver choices—such as inattention, speeding, failure to yield—are the main causes of the crash. The pedestrians in these cases were following the law: crossing with a traffic signal, crossing in the crosswalk at an un-signalized intersection, or were not in the roadway. In the other 47% of pedestrian fatalities, pedestrian choices such as crossing mid-block or crossing against the traffic signal are contributing factors. However, in more than one-third of the cases involving poor pedestrian choices—17% of all pedestrian fatalities with sufficient information—poor driver choices or other external factors also contributed to the fatality.

FACTORS CONTRIBUTING TO PEDESTRIAN FATALITIES



53%: Dangerous Driver Choices

30%: Dangerous Pedestrian Choices

17%: Dangerous Driver and Pedestrian Choices

Data: NYC DOT 2008–2012

Law Enforcement



More vigorous law enforcement against dangerous driving behavior holds great potential to affect a rapid drop in traffic fatalities and serious injuries. Analysis of the past 5 years of traffic fatalities shows that 70% of pedestrian fatalities have causes outside of the pedestrian's control, particularly drivers speeding or failing to yield. The injuries and deaths from these actions are preventable. NYPD targeted enforcement against signal violations, improper turns, failure to yield to pedestrians, phoning/texting while driving and speeding, therefore, has the potential to reduce the frequency of these behaviors and save lives. Stronger enforcement saves lives, reduces injuries and collisions and ensures safety for everyone on the street.

Vision Zero demands a strong street presence and increased street-level enforcement against dangerous driving. The NYPD will target the most dangerous driving behaviors and step up enforcement against drivers who fail to yield to pedestrians, drive distracted and who choose to speed or ignore traffic signals. The NYPD will issue more speeding summonses at the precinct level and will acquire additional advanced speed guns and increase the number of officers trained to use them. The City will also increase the number of speed guns available to TLC. TLC will create a new safety enforcement squad with special speed and safety-specific training and equipped with speed guns to crack down on those drivers who the City entrusts with taxi and other for-hire licenses.

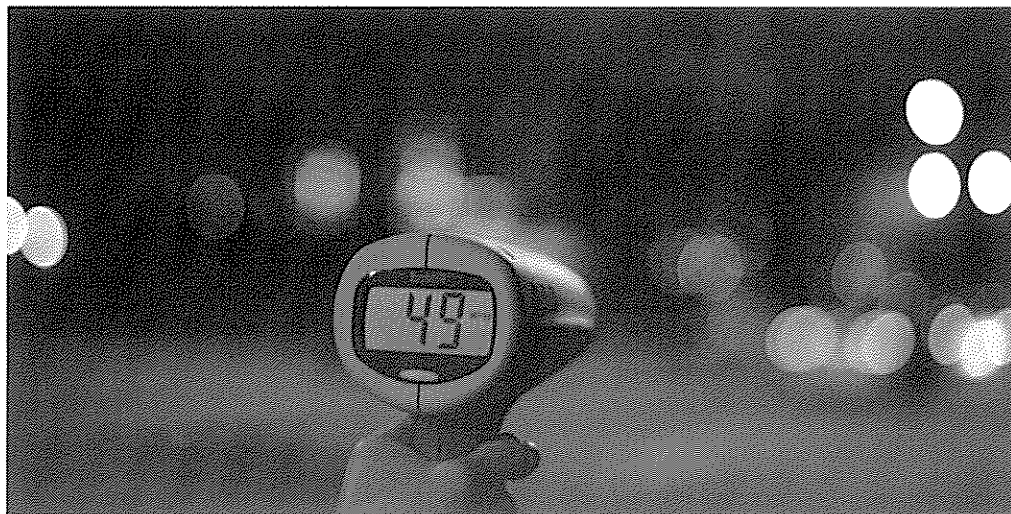
Data analysis informs every aspect of the City's response to the Vision Zero challenge. The introduction of tools to better identify problematic intersections, corridors and driving

behaviors and target resources is essential to success. The NYPD will expand the range of analyses presented at TrafficStat meetings to better understand the locations and causes of crashes. Collision history will be reviewed for a two-year period, in addition to the current methodology of reviewing the last 28 days. This two-year data sample will more accurately reflect chronic traffic collision patterns citywide and will help minimize the presence of statistical noise. In addition, more emphasis will immediately be given at TrafficStat meetings to speeding and failure to yield summonses. In 2013, the NYPD issued 350,000 moving violations summonses, including 83,000 for speeding, 15,000 for failure to yield, and 150,000 for cell phone use or texting while driving. The NYPD will immediately enhance enforcement in these areas. Precincts will continually explore innovative tactics to best protect pedestrians and bicyclists.

The NYPD will also update its computer systems to ensure that crash information is presented in as effective a way as possible. This data will be shared across all relevant City agencies. Further, improved methodologies will be implemented to allow the NYPD to closely scrutinize all intersections at which a pedestrian fatality or critical injury takes place.

The NYPD's increased focus on crash data collection and quality investigations is crucial to better prosecution efforts. The NYPD will also enhance the training of all officers in the preparation of collision reports. In addition, the NYPD will replace the outdated "Traffic Accident Management System" (TAMS) to improve the Department's capacity for crash analysis. Technologies can be updated to provide more data points used to determine appropriate collision prevention measures and provide better evidence for prosecutors. The NYPD will meet with relevant stakeholders to determine how best to make its data available to the public.

This data-driven enforcement will be underpinned by extensive collaboration between agencies; including monthly meetings of the NYPD Transportation Bureau and DOT traffic engineers to analyze traffic safety data and set strategies for improvement, and increased dialogue with other agencies that serve high-risk populations such as seniors and children. Regularly scheduled meetings with members of the transportation advocacy community will also ensure New Yorkers' concerns are heard and will receive consideration. With this feedback, with the input of local community boards, and with the assistance of Auxiliary Police Officers, Traffic Enforcement Agents, School Crossing Guards, and pedestrian managers, NYPD precincts will modify their traffic safety plans to increase focus on pedestrian and bicyclist safety components. These plans will include increased enforcement of hazardous moving violations and the deployment of Traffic Enforcement Agents to problematic intersections, particularly in the evening and late nights, when crashes are most common.



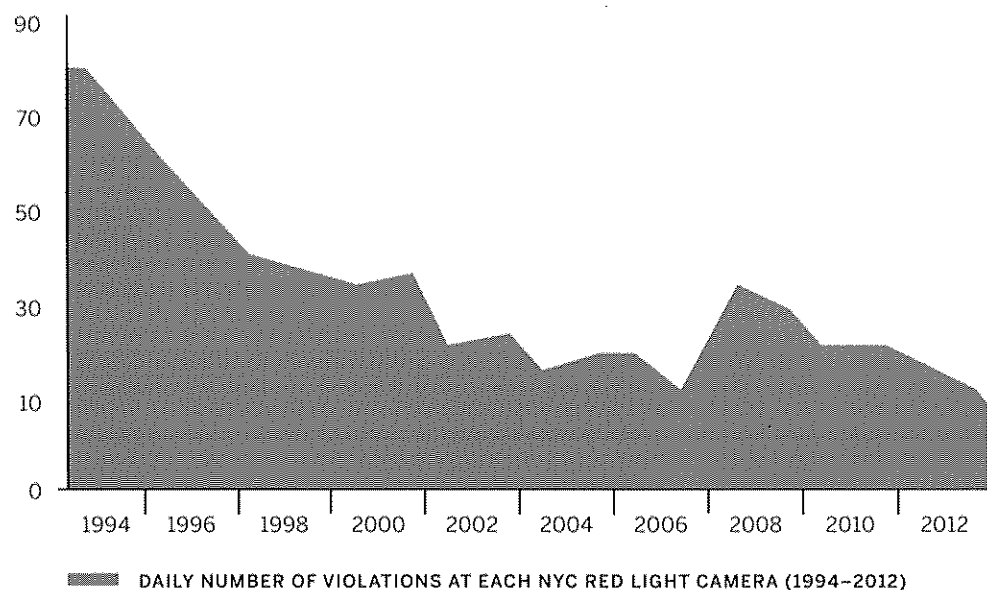
Automated enforcement, including the deployment of speed cameras and red light cameras, will play a key role in New York City's Vision Zero goals. As New York's Red Light Camera program has proven, strong traffic enforcement can not only catch current offenders but deter future ones. Since the program's inception in 1988, the City's 190 Red Light Cameras have issued over 4 million violations. Intersections where red light cameras were installed saw a 20% decline in all injuries, a 31% decrease in pedestrian injuries, and a 25% decrease in serious injuries in the three years after installation. The cameras have also deterred bad behavior—the number of violations issued declined by 22% from 2010 to 2011.

In Washington D.C., at intersections where speed cameras are in use, the number of crashes and injuries has gone down by 20%. In 2013, New York State lawmakers approved the introduction of speed-radar cameras at 20 locations near schools. In establishing the program and alerting New Yorkers to its presence in late 2013, the DOT issued 17,000 warnings to speeders at six camera locations. Mayor de Blasio launched the enforcement phase of the program on January 15th, 2014—issuance of \$50 speeding summonses is now ongoing at speed camera locations. These programs must be expanded. The City will advocate for legislation in Albany that will allow New York City to dramatically expand its red light and speed camera programs.

Automated enforcement has a role to play in the City's for-hire vehicles as well. TLC will explore automated technology solutions like pausing the meter if the driver exceeds the speed limit, adding speed governors to all vehicles, and requiring all vehicles to include collision warning equipment. TLC will also pilot a program to provide driver and passenger alerts if the vehicle is traveling over the speed limit.

Information from current automated enforcement tools can be better utilized. For example, taxi GPS data identifies the taxi driver at the time of the violation, not just the taxi owner who can be identified by red light cameras. Combining these data sources would allow TLC to target enforcement to the actual offender by adding points to their TLC license. TLC would suspend or revoke the driver's TLC license if the driver gets too many points.

ENFORCEMENT CAMERAS REDUCE RED LIGHT RUNNING

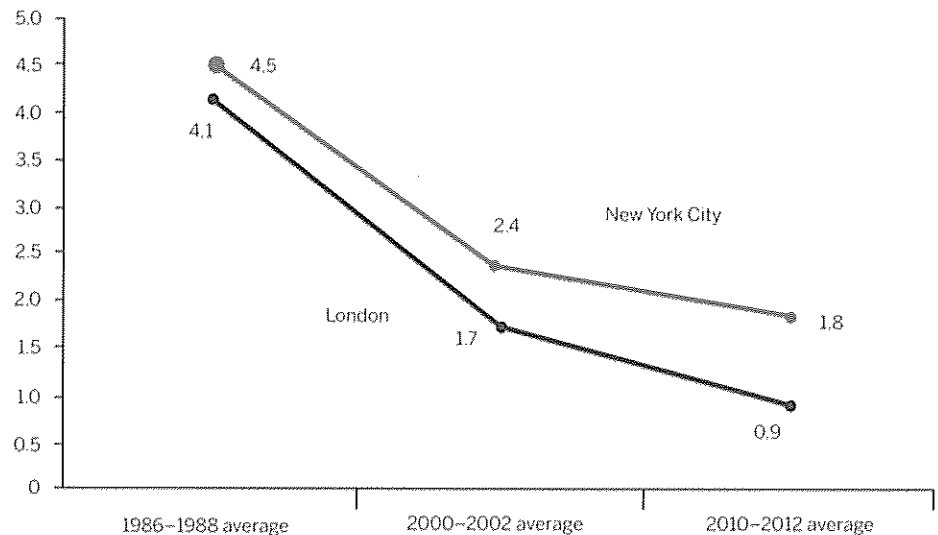


Expanding the Reach of Automated Enforcement

In Washington D.C., law enforcement has embraced automated technology as a tool to help cops catch traffic criminals. In addition to extensive use of red light and speed cameras, Washington D.C. recently deployed a variety of innovative enforcement cameras on its streets, including 32 stop sign cameras, 20 blocking the box cameras, 16 failure-to-yield crosswalk cameras and eight oversized vehicle cameras.

Stronger Laws Drive Down Pedestrian Fatalities

PEDESTRIAN FATALITY RATE PER 100,000 PEOPLE



In greater London, pedestrian fatalities have dropped by over 75% since the late 1980s. This substantial improvement follows the institution of stronger traffic laws and prosecution. A recent study found that drivers were convicted of one or more crimes in 35% of studied pedestrian fatality cases in Greater London. The single most common conviction was careless driving, with the next most common being dangerous driving (equivalent to reckless driving in the U.S.). Penalties for causing death by dangerous driving range from 2 to 14 years jail time, with revocation of the driver's license for a minimum of two years. Determining the penalty for dangerous driving includes such factors as "failing to have proper regard for vulnerable road users" and "driving above the speed limit/at a speed that is inappropriate for the prevailing conditions." London has also installed speed and red light cameras at high-crash locations. Transport for London estimates that these cameras are preventing 500 deaths or serious injuries per year.

Legislation



Laws and regulations that effectively protect everyone on the street are instrumental to driving traffic crashes down in New York City. While the City Council has some authority to enact safety legislation, many of the laws that determine the safety of our streets are controlled in New York State law and regulations. New York City will work closely with the Governor's office and the state legislature to improve laws and regulations that affect the safety of New York City streets.

Vision Zero will require cooperation between City and State on a broad legislative and regulatory agenda to (1) give New York City control over speed limits and speed and red light cameras, (2) increase penalties for dangerous driving, and (3) improve standards for vehicle design and technology.

City Control of Street Safety

In 2014, New York City needs control over its red light and speed camera programs and the authority to lower its citywide speed limit to 25 miles per hour. These are essential components of a robust, sustained safety agenda. Camera enforcement of drivers who run red lights in the City has resulted in a 31% decline in pedestrian injuries at the affected intersections. Lower speed limits and their enforcement slows cars and protects people: a person struck by a car traveling at 40 miles per hour has a 70% chance of dying. At 30 miles per hour, she has 80% chance of surviving.

The City is proposing working with the State to change laws or regulations in order to:

Grant New York City local control over speed camera and red light camera enforcement programs

State law currently allows the City to place red light cameras at 150 intersections and speed cameras at 20 locations near schools during school hours. These programs both have sunset provisions—the red light camera law sunsets in December 2014 and the speed camera law sunsets in 2018. To ensure public safety, the City must be able to decide the scope and duration of its camera enforcement programs. A7328/S3750 of 2009 and A4327-A/S4459-A of 2013, respectively, authorize the City's existing red light and speed cameras program.

City proposal: The de Blasio Administration proposes full local authority of the placement and number of red light and speed cameras to allow New York City to develop a red light camera and speed camera strategy that keeps New Yorkers safe.

Allow New York City to lower its citywide speed limit to 25MPH

In 2013, families who lost loved ones in traffic fatalities, City Council Members, and government agencies were eager to reduce New York City's speed limit, but hit a legal hurdle. State law today grants the City authority to reduce speed limits on certain streets, but citywide speed limits cannot be lower than 30 miles per hour. The City needs the ability to lower its speed limit citywide to 25 miles per hour, rather than go street-by-street or neighborhood-by-neighborhood. Coupled with aggressive education and enforcement campaigns, a lower citywide speed limit will save lives.

This change can be achieved by giving New York City specific authority in Section 1643 of the State's Vehicle and Traffic Law, which sets municipal speed limits. As of February 2014, legislation has been introduced to change certain elements of City law, but no proposals exist to allow New York City to reduce its speed limit under State Vehicle and Traffic Law.

If New York State pursues this change, it would follow other states that have recently passed legislation giving cities more control over citywide speed limits. For example, Washington State passed legislation in 2013 allowing localities to lower speed limits to 20 mph.

City proposal: The de Blasio Administration proposes modifying State Vehicle and Traffic Law, Section 1643, to allow New York City to reduce its citywide speed limit to 25 miles per hour.

Strengthen Penalties and Sanctions for Dangerous Driving

Those who operate vehicles in a dense and vibrant city like New York have a special responsibility to take care when driving. Reckless or dangerous driving that puts New York families at risk should not be tolerated. In order to crack down on dangerous driving, the City proposes legislation to:

Strengthen laws that punish drivers who carelessly harm pedestrians or bicyclists

New York State is one of a number of states that has created a special traffic violation that can be brought against dangerous drivers who, through carelessness, kill or seriously injure people on foot or riding bicycles. The Hayley and Diego law, named after two children who were killed in 2010 by a van driver in Chinatown, expanded the traffic violation of "failure to exercise due care" to provide additional enforcement tools against drivers who drive carelessly and injure pedestrians and bicyclists. Since its passage, the law has not been used as much as elected officials had hoped, partly because, for a traffic infraction, public policy generally requires police officers to be present to witness a crash in order to use the provisions of the law, unless they possess special expertise in crash investigation. The current law also fails to include highway workers as a category of protected street users.

City proposal: The City supports amendments to the Hayley and Diego law to make this violation a misdemeanor, increasing the penalties associated with carelessly harming a pedestrian or bicyclist. By making this a crime rather than a traffic infraction, the law would explicitly allow a police officer to issue a summons to a person who failed to exercise due care and seriously injured or killed a pedestrian or bicyclist, based upon probable cause, even if the officer was not present to witness the crash. The City would also support adding highway workers to the list of vulnerable road users protected under the law.

Increase penalties for driving with a suspended license

Chronic reckless drivers are a danger to the public: 75% of drivers with suspended or revoked licenses still get behind the wheel.

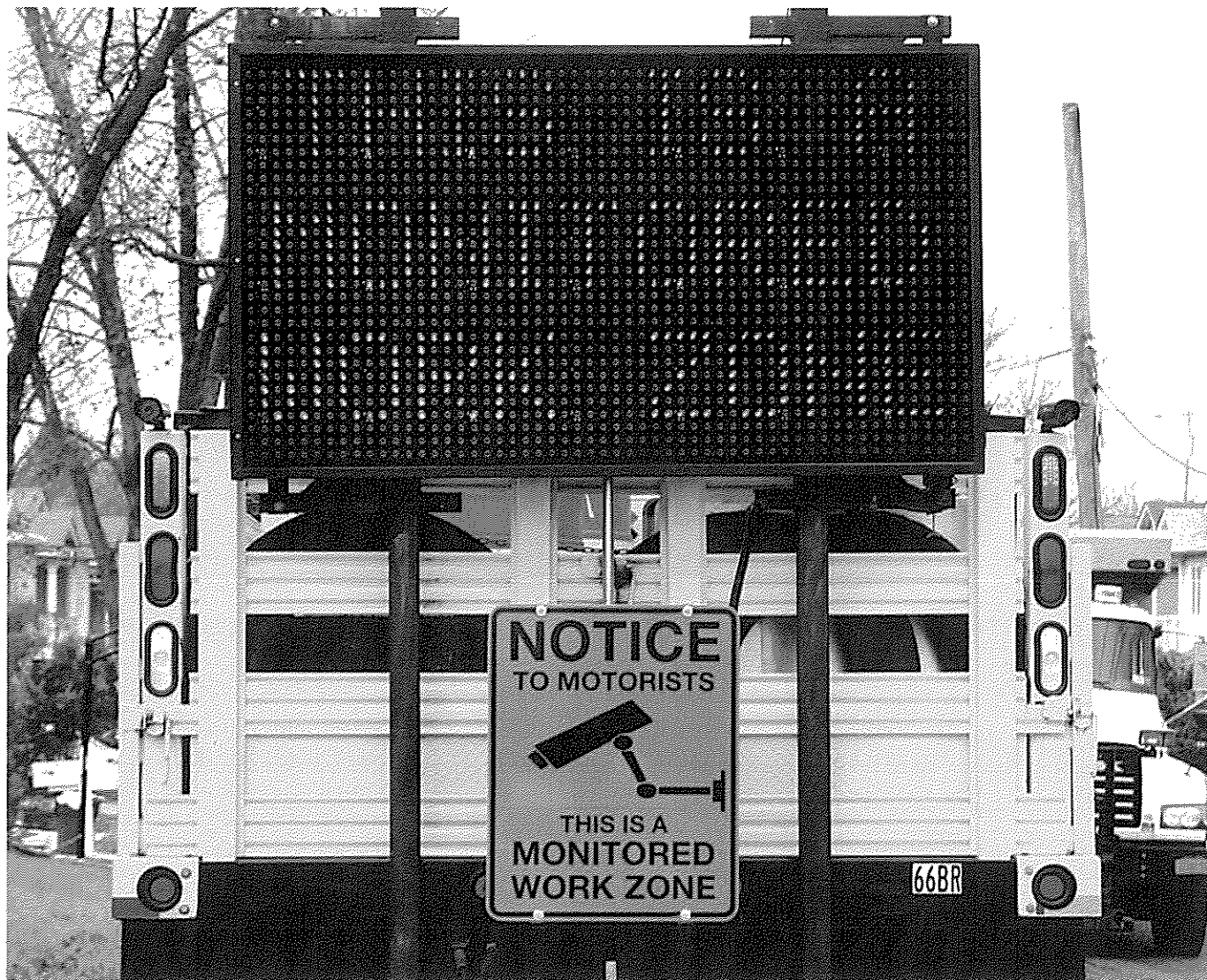
Although State law indicates that drivers may be subject to a "permanent" revocation of their driver's license, this action is not necessarily "permanent," as violators can—and often do—apply to get their license reissued. Strengthening penalties for repeat offenders would keep the most dangerous drivers off the street.

City proposal: The City supports legislation that would make it a class E felony for motorists who drive unlicensed or with a revoked or suspended license and kill or seriously injure someone in the process. This crime would carry a sentence of up to four years in prison.

Increase penalties for leaving the scene of a crash

Currently the penalties are more severe for a drunk driver who stays at the scene of a crash than they are for a driver who hits and runs. This perverse incentive must be changed. Increasing penalties for leaving the crash scene will deter drivers from leaving injured victims on the road, facilitate police investigation, and permit chemical testing of drivers by the police.

City proposal: The City supports legislation that would increase the penalty for leaving the scene of a crash, currently a Class A misdemeanor with a maximum penalty of one year in prison, to match that of causing injury while under the influence of drugs or alcohol, a Class E felony that can carry a sentence of up to four years imprisonment.

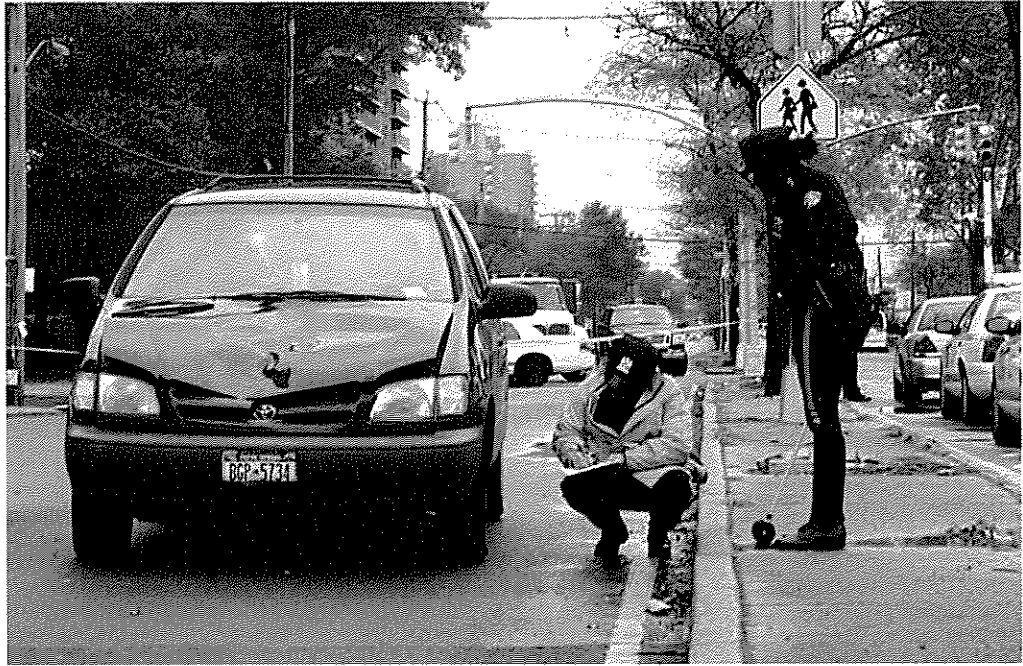


Protect workers in work zones from reckless driving

On a typical work day, DOT employees set up more than 20 work zones across the City to perform essential services that keep the driving public safe, including resurfacing roadways, repairing damaged traffic signs and potholes, clearing roadway debris, and repairing bridge structures. Much of this work is to implement the very safety and redesign improvements that are key to improving street safety.

When drivers intrude upon work zones, they can kill or seriously injure the people working. On September 22, 2005, a driver recklessly entered a closed off, active work zone and fatally struck DOT Assistant City Highway Repairman Nicholas Antico and injured two other workers who were performing maintenance work on a major street in Staten Island. Tougher penalties are necessary for drivers who are convicted of either killing or injuring construction workers or for those who intrude into work zones.

City proposal: The City supports legislation that defines the new crime of intrusion into an active work zone and creates the new crimes of vehicular manslaughter in an active work zone, helping to prosecute drivers who threaten DOT workers. The City also seeks to amend State Penal Law 120.05 to cover DOT employees engaged in work or inspecting work on a highway among those workers with enhanced protection against assault.



Improve state driver education to improve interactions with pedestrians and bicyclists

In New York City, large numbers of pedestrians and drivers co-exist in close proximity. The City has also seen bicycle riding quadruple over the last decade, with a 50% increase in the last five years alone. In addition, the launch of the Citibike program in May 2013 added millions of new bike trips. In the DMV mandated pre-licensing course, prospective drivers are not tested on safe roadway practices around pedestrians and bicyclists, despite their heavy presence on city streets.

City proposal: The City supports legislation or regulatory changes that would update the mandatory pre-licensing course for drivers to include topics on bicyclist and pedestrian safety such as how to safely pass a bicyclist on the road, how to navigate an intersection with pedestrians and bicyclists, and the dangers of motorists to bicyclists and pedestrians.

Reform the DMV "point" system to re-evaluate point levels for dangerous driver behavior and to increase deterrent value of points

The New York State Department of Motor Vehicles' driving record "point" system is a powerful tool for shifting driver behavior. High point offenses, or a number of offenses in a short period of time, can result in license suspension or revocation, as well as consequences for automobile insurance premiums. Under current DMV policy, the failure to exercise due care, in which careless driving results in the death or injury of a pedestrian or bicyclist, results in just 2 points on a driver's record. Meanwhile, texting while driving yields 5 points.

In addition, current DMV policy requires the "points" to be assigned based on the date of the violation rather than by the date of the conviction of the offense. This allows widespread gaming of the points system by delaying adjudication of offenses until after the statute of limitation on points has expired.

City proposal: The point values of driving offenses should be reassessed in order to ensure that the most dangerous offenses are punished with the most severe point values, and the point value of "failure to exercise due care" should be increased. In addition, the DMV should explore changing their policy to have points take effect on the date of conviction rather than the date of violation, which currently allows delays in traffic hearings to dilute punishment.

Encourage Safe Driving by Drivers of Taxis and For-Hire Vehicles

Every day New York City's professional taxi and other for-hire vehicles carry more than one million passengers, making them a vital and valued set of street users. But those who drive professionally in the City of New York, with licenses extended by the City, have a special responsibility to be models of safe driving. In order to improve TLC enforcement against dangerous driving among those in the vehicle fleet it regulates, the City will seek legislation or rule changes to:

Increase penalties for those who flee TLC inspectors

TLC enforcement officers frequently encounter “runners”—drivers who flee TLC enforcement officers who are attempting to question them or issue them a summons. This poses an obvious impediment to enforcement as well as a serious safety hazard for officers, other drivers, and pedestrians.

City proposal: The City supports City Council legislation to create criminal misdemeanor penalties for drivers who flee TLC enforcement so that TLC inspectors can take down the runner's license plate number and forward it to the NYPD for arrest on TLC's complaint.

Increase sanctions for dangerous TLC driver behavior

Under current rules, TLC drivers involved in deadly crashes involving dangerous driver behavior can remain licensed and on the road, potentially putting New York families at risk.

City proposal: In order to more expeditiously remove unsafe drivers from the road, TLC will pursue rule changes at the Commission to increase the number of TLC points accrued for safety-related violations, including failure to exercise due care in circumstances resulting in a serious injury or death of a pedestrian or bicyclist. In addition, TLC will pursue City Council legislation to increase the number of DMV Critical Driver points associated with safety-related violations for TLC drivers. The TLC will pursue adding “failure to exercise due care” to the list of offenses for which a pre-hearing suspension can be issued, taking drivers off the road while potential charges are pending.

Combine critical driver (DMV) and persistent violator (TLC) points

Today, taxi drivers can accrue DMV points for moving violations as well as accrue TLC points for violating TLC rules but, under local law, suspension and revocation penalties are assessed separately. City Council legislation is needed to allow the TLC to issue suspension and revocation penalties to drivers who have accumulated both TLC points, under the Persistent Violator Program, and DMV points, under the Critical Driver Program, for serious traffic violations. Six points results in suspension and more than 10 in revocation.

City proposal: The City will pursue City Council legislation to permit TLC to count both DMV points and TLC points together when evaluating whether to suspend or revoke a license.

Require additional driver education and pilot new technologies

TLC Commission rules do not allow TLC to require additional driving instruction for drivers involved in frequent crashes or to pilot black box technology or to include a left turn reminder sticker in vehicles. While TLC requires taxi drivers to attend taxi school and pass an English exam, it does not require any additional behind the wheel instruction beyond passing the State DMV road test.

City proposal: Pursue rule changes to require additional behind the wheel driving instruction for drivers involved in frequent crashes. Additionally, TLC will pursue rule changes to pilot the use of black box data recorders, pilot technology that alerts passengers and drivers that they are traveling over the speed limit, and permit drivers to include a left turn reminder sticker in their vehicle.

Allow TLC to use speed cameras to sanction law-breaking drivers

State law on speed and bus lane cameras currently prohibits TLC from using images of TLC vehicles caught on camera speeding or blocking bus lanes in its tribunals.

City proposal: The City also supports changing the speed and bus lane camera laws to allow TLC to issue tickets to TLC licensed drivers caught speeding or driving in the bus lane. Convicting on a TLC summons to the driver would result in penalty points towards suspension and revocation.



Improve Vehicle Safety

New York City families deserve assurances that large and dangerous vehicles on the street are designed with pedestrian and bicyclist safety in mind. Truck and bus crashes are nearly three times more likely to result in a pedestrian fatality than crashes involving passenger vehicles. The City recommends legislation that would:

Require rear wheel and side guards for trucks operating in New York City

Current federal regulations require rear impact guards for the wheels of trailers and semi-trailer trucks in order to reduce the number of deaths and serious injuries occurring when passenger vehicles crash into the back end of a truck. However, there are no national or local requirements for side guards to protect pedestrians and bicyclists from the risk of falling under the sides of trucks and being caught under the wheels.

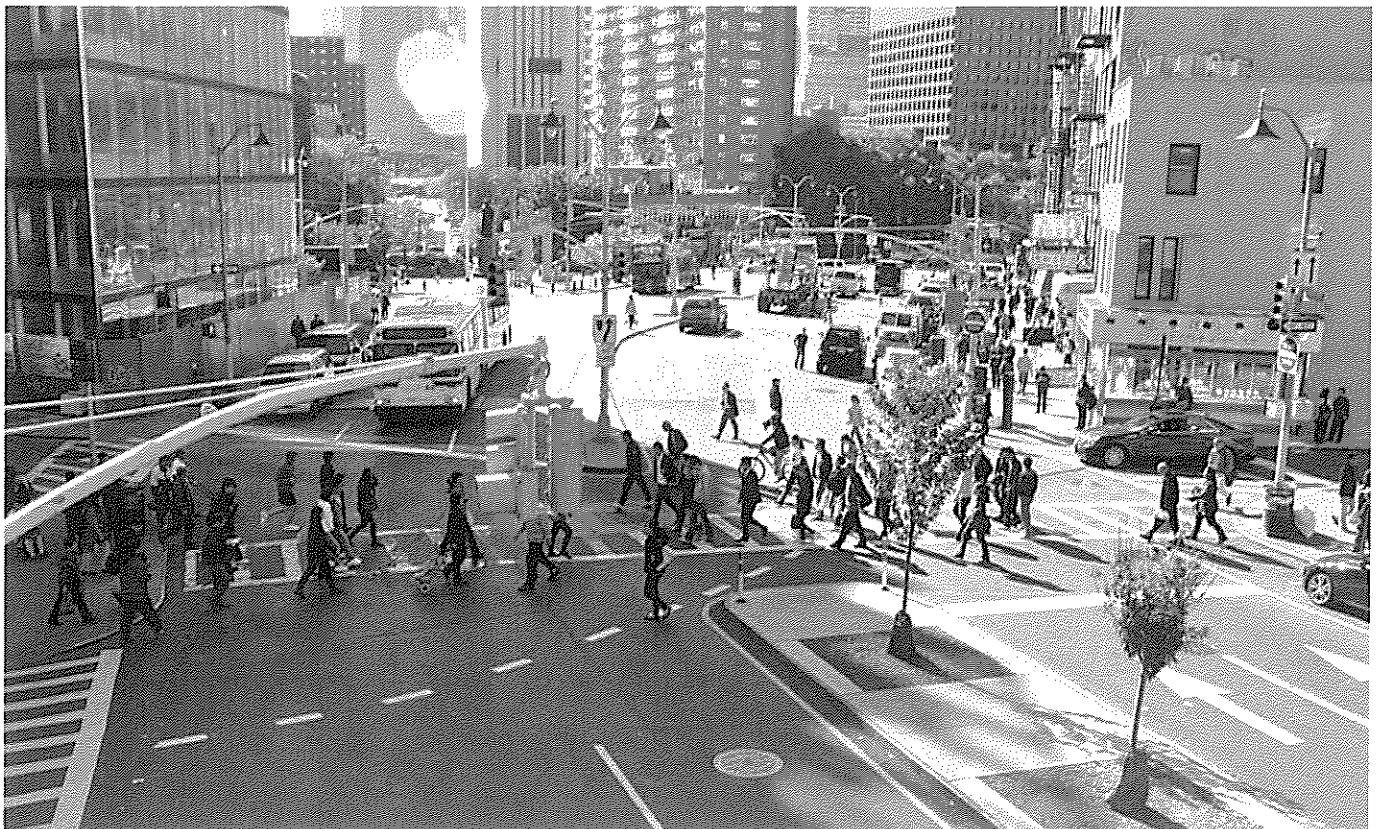
Side guards are required on certain motor vehicles, trailers and semi-trailers in Japan and in some European Union countries. Additionally, some side guards may provide environmental benefit through improved fuel efficiency through the reduction of aerodynamic drag on certain types of vehicles.

City proposal: The City supports legislation that would require large trucks operated within the City to be equipped with rear wheel guards and side guards.

Street Design and Regulation

Better street design can dramatically improve safety for everyone. Vision Zero requires that New York City redesign its streets and intersections to improve safety—drawing upon worldwide best practices in roadway improvement and regulation strategies. The City needs more of these projects to protect families from every walk of life in neighborhoods across all five boroughs. These improvements are happening already—and they are working. At locations where the DOT has made major engineering changes since 2005, fatalities have decreased by 34%, twice the rate of improvement at other locations. Many projects combine several tools or approaches, including changes to signals, street geometry and markings and regulations that govern actions like turning and parking. These projects simplify driving, walking and cycling, increase predictability, improve visibility and reduce conflicts.

The DOT will meet Mayor de Blasio's goal of carrying out safety improvements at 50 corridors and intersections per year. The DOT is also working to expand its safety toolbox. The DOT will apply new traffic signal strategies to reduce speeding and intersection conflicts, install new signals where they can allow speed control via coordinated arterial signal timing, add to street lighting at key intersections and improve the visibility of traffic signals. An accelerated speed bump program will allow the DOT to respond to individual neighborhood or community requests, meet a recently passed law requiring 50 new speed bumps per year at school locations and implement eight neighborhood slow zones per year. In addition, the DOT will also augment its efforts to maintain street markings—because clearer markings improve safety. Additionally, the DOT will launch a global best practices study in an effort to bring new tools to bear in the City's effort to become the safest big city in the world.



Elements of Safety Improvements

- **Designate lanes:**
Clarify who belongs where on the street through better markings
- **Clear merges and transitions:**
Improve alignments and clearly mark merges to simplify driving
- **Add crosswalks:**
Clarify where pedestrians are crossing through markings
- **Open up intersections to improve visibility:**
Remove visual barriers such as parking that can cause traffic crashes and injuries near intersections
- **Widen the parking lane:**
Keep cars and trucks loading and unloading out of the travel lanes when double-parked
- **Add bike paths and lanes:**
Clearly designate the bicyclist right-of-way
- **Create new left turn lanes:**
Relieve pressure on drivers to turn too quickly or too soon by creating dedicated space for turning
- **Left turn phases:**
Separate turning traffic from oncoming traffic and pedestrians
- **Eliminate unsafe turn movements:**
Shift left and right turns to other intersections with better conditions for visibility and traffic
- **Leading pedestrian intervals:**
Give pedestrians a head start at the light
- **Leading bus interval:**
Give buses a head start at the light
- **Install speed bumps:**
On residential streets, speed bumps remind traffic to travel at low speed
- **Time traffic signals for “green waves”:**
Keep drivers traveling together at a consistent speed of travel
- **Reduce night-time speeding with signal timing:**
Cut down on opportunities for speeding outside of rush hour
- **Add signals and controls:**
Eliminate confusion for all users
- **Increase street lighting level:**
Improve visibility at night in high-crash areas
- **Pedestrian safety islands:**
Shorten crossing distance and add visual cues for drivers
- **Extend curbs to bring pedestrians into the line of sight for drivers:**
Shorten crossing distances and extend curbs at intersections for better visibility
- **Lower speed limits:**
Lower speed limits to send the message that drivers are entering school zones or other areas with heavy pedestrian traffic
- **Accessibility improvements:**
Accessible pedestrian signals and curb cuts

Queens

Jackson Avenue, 11th Street and
Pulaski Bridge, Long Island City

BEFORE



A combination of new high visibility crosswalks, reduced crossing distances, turn restrictions, leading pedestrian intervals, extended medians and clearer lane designations eliminated 63% of all injury crashes at one intersection.

Eliminate Movements

Reduce number of movements entering a complicated intersection

Extend Medians

Lengthen/widen existing medians to tighten up intersection

Delayed Turning

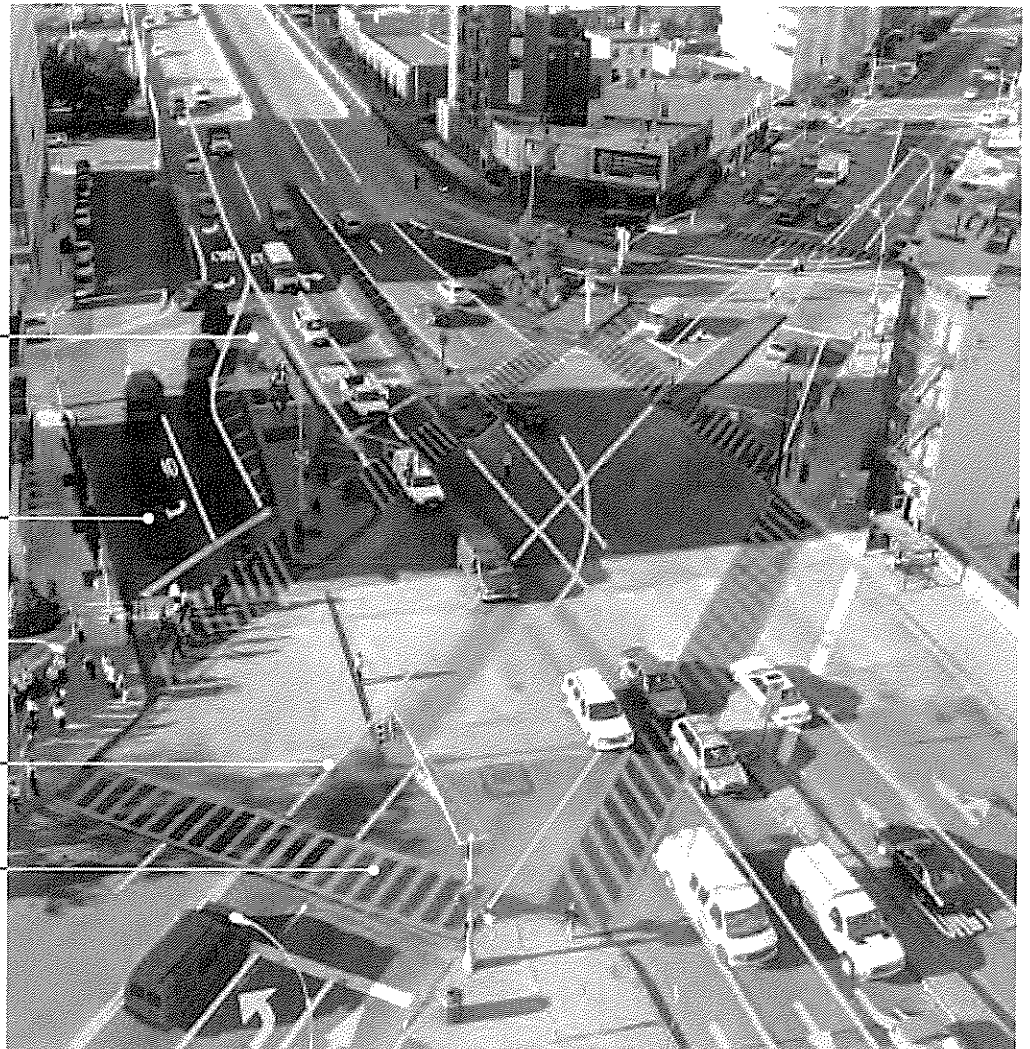
Allow through vehicles to move while holding turning vehicles, giving pedestrians a head start or a conflict free crossing

Lane Designation

Clarify who belongs where

Crosswalks

New signals allow pedestrians to cross. Add crosswalks where pedestrians want to cross

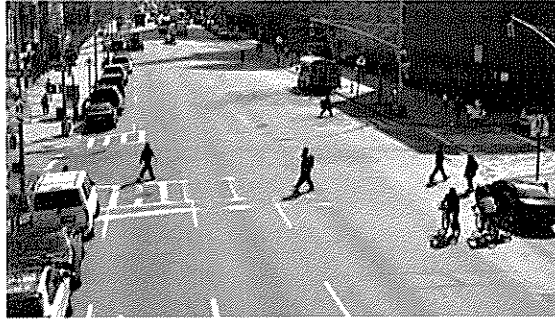


AFTER

Manhattan

First and Second Avenues

BEFORE

**Bus Lane**

Dedicate lane for buses

Crosswalks

Add crosswalks where pedestrians want to cross

Lane Designation

Clarify who belongs where

Pedestrian Safety Islands

Shorten the crossing distance

Parking Protected / Buffered Bicyclist Lane

Provide greater separation between users reducing conflict



AFTER

Where the DOT has made changes, fatalities are down 34%.

Bronx

**Macombs Road, University Avenue
to Jerome Avenue**

BEFORE**AFTER****Crosswalks**

Add crosswalks
where pedestrians
want to cross

Pedestrian Safety

island Shorten the
crossing distance

Extend Medians

Build out existing
medians to tighten up
the intersection and
create a continuous
path for pedestrians

On Macombs Road,
redesign led to 41% fewer
crashes with injuries.

City Government Practices

City employees need to be models of driver behavior and the City of New York must look inward to change practices and update equipment to address the Vision Zero challenge. The City of New York operates nearly 27,000 vehicles and equipment pieces on city streets and roads, with approximately 85,000 City employees authorized to drive in some capacity. The Department of Citywide Administrative Services (DCAS) will ensure that all City vehicles will be equipped with safety technology that record speeding and other dangerous driving behaviors, by the end of 2014. In addition, DCAS will upgrade the collision tracking system for the citywide fleet through the new NYC Fleet Focus fleet system. This will increase the City's ability to analyze the causes of fleet-related collisions and link the costs from litigation and claims to individual collision tracking for the first time. This data will be shared with the NYPD and the DOT in order to further broader traffic safety strategic planning.

City employees have an important role to play in the Vision Zero initiative by driving safely and setting an example for other drivers on the road. DCAS will continue to update training materials like the Citywide Fleet Management Manual and will oversee a citywide expansion of Defensive Driver training courses for all employees driving City vehicles. At the Parks Department, this program has been mandatory for authorized drivers for many years. This full day training will increase focus on dangerous behaviors that contribute to traffic fatalities.

Finally, DCAS and the Mayor's Office of Operations will ensure that Vision Zero is incorporated into fleet and procurement policies across all agencies. The monthly Inter-agency Shared Specifications team, which leads the development of technical specifications for City heavy and specialized equipment, will be charged with investigating and recommending additional safety related devices and designs, such as high visibility vehicles, back-up cameras, and rear wheel side guards, for City vehicles and other vehicles under City oversight.



A New Public Dialogue on Street Safety



A broad public dialogue is essential to reducing dangerous behavior, implementing safe street designs and elevating public expectations about street safety. It must take place in a wide array of forums—on the street at crash-prone intersections and corridors, in schools, PTA meetings, houses of worship and senior centers, in public forums and institutions throughout the City, in all aspects of government, in corporate headquarters, and online, on billboards, and in the press.

Outreach and Education

The Vision Zero dialogue starts from the ground up—with engagement and education in communities across the five boroughs. Targeted outreach will complement enforcement and street design efforts, and will spread the message that traffic deaths are preventable and that New Yorkers are responsible for safe behavior. Joint NYPD/DOT/TLC neighborhood street teams will work throughout the City, targeting priority intersections and corridors where traffic related fatalities and pedestrian and bicyclist injury collisions are occurring. Neighborhood Street Teams will precede NYPD enforcement and create a high visibility presence, spreading information and engaging New Yorkers. The DOT will purchase an additional 24 programmable speed boards to show drivers when they are driving above the speed limit. Street Teams will augment these efforts by coordinating with local civic leaders such as elected officials, community boards, precinct community councils, clergy, business improvement districts, civic associations, local merchants, school administrations, senior centers, disability advocates and PTAs.



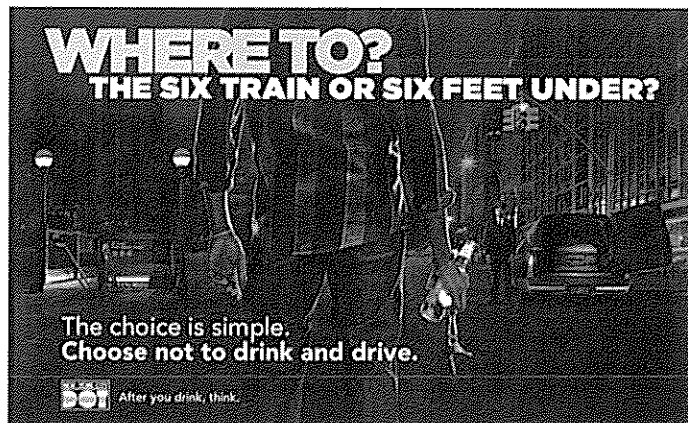
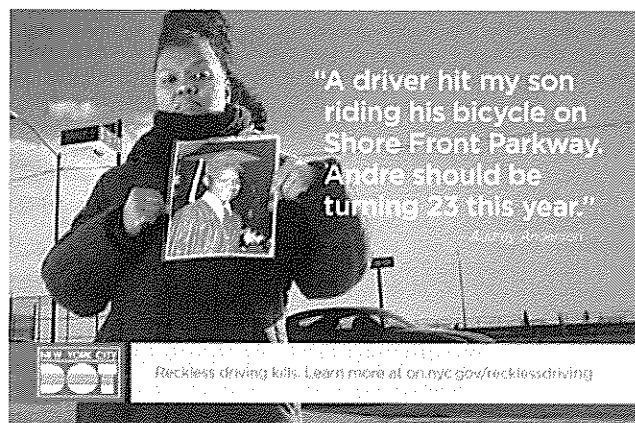
**Truck's Eye View
demonstration in
partnership with the
New York State Motor
Truck Association**

Together, starting in March of this year, the DOT, in coordination with the Mayor's Community Affairs Unit and the NYPD, will work with communities to develop borough-level pedestrian safety strategic plans. Forums and planning workshops will give New Yorkers a chance to engage in the Vision Zero action agenda, provide recommendations to improve intersections and thoroughfares, and get questions answered. In addition, staff from the DOT, NYPD, TLC, DOHMH and City Hall will conduct Vision Zero engagement sessions citywide.

Modeled off the DOT workshops held for Select Bus Service and bike share, these workshops will bring neighborhoods together to discuss their needs and identify engineering, education and enforcement needs at particular locations. The DOT staff will also to conduct extensive community outreach for major street re-design projects.

Middle School youth make up the bulk of injuries and fatalities in children 14 and under. Senior citizens are 12% of the New York City population but make up 33% of pedestrian fatalities. DOT Safety Educators will target these vulnerable populations and also focus additional efforts on high-risk locations like major truck corridors. School zones should remain a focus of efforts in order to slow traffic, protect children, and create safer conditions in the communities at large. DOT Safety Education will serve 500 schools every year through various programs in partnership with the Department of Education and the Department of Youth and Community Development, and make traffic safety curriculum and materials available for parents, teachers and caregivers. The DOT will also increase the number and profile of hands on safety events such as Truck Blind Spot demonstrations and tours/roadshows showing vehicles damaged in crashes.

The DOT and NYPD will work with the public on borough pedestrian safety plans.



Public Campaigns

Vision Zero requires an extensive public advertising campaign and a strong social media and internet presence. The DOT will roll out two Vision Zero ad campaigns, "Reckless Driving Kills" which highlights the devastation that drivers who speed, fail to yield to pedestrians in the crosswalk or drive distracted, wreak on families, and "Choices" which present New Yorkers with two options: a safe trip home or the real consequences of drinking and driving. Both campaigns will be found on television, on Taxi TV, on bus shelters and billboards and online. The "Choices" campaign in particular is the culmination of extensive research into drunk driving in New York which identifies men between the ages of 21 and 39 as the primary offenders. In qualitative testing of this concept, "Choices" displayed effectiveness due to the personal accountability it places on the driver and the power of choice it gives the viewer.

The City's Vision Zero website will be a clearinghouse of information, educational materials, events and data sets. Available materials will include the Vision Zero benchmark reports and policy updates, education materials for educators and parents, current research and ad campaigns. Across the City's many social media accounts, the #VisionZero hashtag will be used to collect news from throughout City government and unify the message as each agency update the public on its progress in reducing traffic injuries and fatalities.

As with all aspects of Vision Zero, data transparency is a high priority. The website will link to the DOT project performance, TLC industry performance and NYPD crash data, in downloadable formats that are usable by the public.

Paris Says Stop



In 2007, responding to a sharp increase in traffic fatalities and injuries, the City of Paris launched an aggressive safety ad campaign: "Paris says Stop." It urged Parisians to stop speeding, yield to each other and pay more attention, whether driving, walking or cycling. The campaign combined traditional media placements like bus sides and billboards with a concentrated placement of life-size, eye-catching silhouettes of dead pedestrians and motorists. The campaign accompanied extensive changes to street design and traffic law enforcement. Paris experienced a 19% reduction in traffic fatalities and serious injuries from 2007 to 2012.

Partners

Vision Zero requires partnership: government alone will not bring about the broader changes in attitude and behavior needed to end traffic fatalities. Companies that operate large numbers of vehicles must play their part. Organized and vocal communities will be critical to maintaining focus and pressure on institutions and actors across New York City and in Albany.

From established non-profit organizations and daily bloggers to coalitions of families and neighbors, advocates have drawn attention to the devastation caused by traffic deaths and injuries and have helped focus our collective outrage into meaningful, actionable plans. Vision Zero policies exist in many parts of the world because safety advocates have pushed entire societies to do better.

This Vision Zero Action Plan marks a next phase of advocacy for safe streets—a new partnership between citizens, government and the private sector. Thoughtful input from citizens and safety advocates are embodied in City policy and in this report. As we move forward on our streets and in Albany, the voices of citizen-advocates, supported by the megaphone of City government, will help pass needed legislation and ensure safer streets. On the streets of New York, advocates bring fresh, independent voices and new ideas to the table and act as watchdogs to ensure that promises are fulfilled.

Participation by companies, especially those with large commercial fleets that operate in New York and their trade organizations are also essential to Vision Zero. As noted in the DOT's 2010 *Pedestrian Safety Study & Action Plan*, commercial vehicles, buses, taxis and trucks account for 6.1% of vehicles on the street but 20% of crashes where pedestrians are severely injured or killed. Truck and bus crashes were also nearly three times more likely to result in a pedestrian fatality than crashes involving passenger vehicles.

One way the private sector can improve street safety is through coordinated participation in outreach regarding safe driving behaviors to members, workforces and customers and in supporting key legislation that protects us all. Increased education, especially regarding turning and yielding, is particularly valuable for commercial fleet drivers who use New York City streets daily. In February 2014, a Vision Zero Trucking Partners Roundtable, including representatives of major truck fleet operators in New York, the Teamsters and the NYS Motor

Truck Association, discussed education, design and outreach ideas and spotlighted the good practices already in place within many high-profile fleets.

Private companies and associations already participate in valuable City safety initiatives. The Toyota Foundation, for example, provides critical support to enhance curriculum and programming for DOT work with school-age children. The AAA Foundation for Traffic Safety, Enterprise Rent-a-Car and the Allstate Foundation also provide support elements of safety education within the City. Coordination with additional companies and campaigns could increase the reach and impact of Vision Zero's message in New York. Interest groups such as the AAA and a number of major car companies such as Honda and Ford have extensive safe driving campaigns. In addition, partnerships with insurance companies can encourage the creation of insurance products that reward safe driving.



Vision Zero will focus on reaching New York's commercial and professional drivers. The TLC in particular will enhance its driver education, creating a more comprehensive, taxi-specific, training program for new taxi drivers, requiring additional training for TLC-licensed drivers who have been in crashes and updating materials to show newer street designs and how to handle high crash intersection types. These messages will be reinforced through driver information monitors, safety flyers in mailings to drivers, stickers in taxis reminding passengers to look before they open their doors and the creation of a "Taxi Driver Honor Roll" to let passengers know about the driving record of their cabbie, and encouragement to tip for safer driving. In addition, the DOT will include safe driving messaging on its construction permits and add safety flyers to Alternate Side Parking regulation mailings. Other City agencies will also enhance education efforts—the Business Integrity Commission in particular will liaison with commercial carters and DCAS will update and expand driver education for City employees driving City cars.

There is also significant room for private sector technical and product innovation. In New York, 31% of pedestrian fatalities and serious injuries involving trucks resulted from a right turn, compared with 6% for all vehicles, suggesting that vehicle design features such as limited visibility from the cab are a factor in crashes. Already a number of companies such as FedEx and Duane Reade are using high visibility/reduced blindspot vehicles in their New York City operations. In Europe, the European Union is currently considering legislation to mandate such design in future model years.



VISION ZERO

nyc.gov/visionzero



DESIGN: Pure+Applied

PHOTO CREDITS:

Andrew Hinderaker: cover, page 10 (2nd, 3rd), page 14 (1st, 3rd), page 16

NY Daily News: page 6, page 14 (2nd, 4th) page 17, page 23

Dmitry Gudkov: page 20



Vision Zero regards traffic crashes as a policy problem that can be addressed through enforcement, education and design.

Accessible Pedestrian Signals A Tool in the Vision Zero Tool Box

Closed captioning was meant for the deaf. Now, no matter how loud or crowded the bar, everyone can understand the news or sportscaster. Curb cuts were designed as an adaptation for wheelchair users. These are now used by people pushing shopping carts, baby carriages and hand trucks. Many devices designed to provide assistance to persons with a specific disability become useful and accepted by the population at large.

Accessible Pedestrian Signals, APS, provide information in nonvisual formats such as audible tones, speech messages, and vibrating surfaces to indicate the appropriate time for pedestrians to cross the street. Although designed to aid the blind, they are useful to other populations.

People with cognitive disabilities and brain injuries have difficulty focusing on the pedestrian Walk signal while waiting to cross the street. The rapid tick or spoken message indicating the Walk signal is on ensures these pedestrians leave the corner at the correct time and finish crossing before the pedestrian clearance phase ends. Wheelchair users who cannot see above the crowd are alerted when it is safe to begin crossing. Pedestrians who are walking while texting and otherwise distracted by their smart phones can continue to focus on their phones and still begin crossing at the correct time.

In education, teachers discuss auditory learners and visual learners. All the methods used by NYCDOT to communicate safety information to pedestrians are visual. The Walk signal is a visual message, the word LOOK painted in the crosswalk is a visual message, signage such as "Wait for the Walk Signal" is a visual message. Accessible Pedestrian Signals provide auditory and vibrotactile messages.

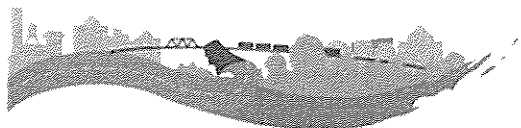
When a device meant to serve a specific disability is introduced, one of the first concerns is cost. While some APS require stub poles and new electrical lines to meet the installation requirements stated in the MUTCD, some can be installed on existing poles. When a stub pole is needed, rather than digging a 24-inch trench, micro-trenching can be used to install the electrical lines. Micro-trenching, a six-inch saw cut, reduces the cost, limits damage to the sidewalk and decreases installation time.

Benefits to the disabled can become a waterfall for the public at large. In an effort to achieve zero traffic fatalities, New York City can utilize Accessible Pedestrian Signals as a tool to assist all pedestrians, not only blind, in locating correct places to cross, step into the street at the correct time and cross safely.

Annalyn Courtney Barbier
Visions Services for the Blind
PASS Coalition



New Yorker 2013



**SOUTHERN BRONX RIVER
WATERSHED ALLIANCE**
and a New Vision for the South Bronx

**Testimony of the Southern Bronx River Watershed Alliance
City Council Hearing on Vision Zero, February 24, 2014**

My name is Dave Powell and I am the Coordinator of the Southern Bronx River Watershed Alliance. Our member organizations are Mothers on the Move, Nos Quedamos, Pratt Center for Community Development, The POINT CDC, Sustainable South Bronx, Tri-State Transportation Campaign and Youth Ministries for Peace and Justice. Our mission is to advance a community-based transportation and land use plan for social and environmental justice in the South Bronx.

For over six decades, the transportation network and highway infrastructure of the South Bronx have produced negative health, safety and economic outcomes for residents. The South Bronx is host to the Hunts Point Food Distribution Center, the largest food distribution center in the nation. With no direct connection to any highway, the 15,000+ daily truck trips associated with the Center must use neighborhood streets to enter and exit Hunts Point, causing health and safety issues for residents, aggravation for truck drivers and lost productivity for local businesses. The current roadway configuration contributes to some of the highest asthma rates in the United States and severely compromises pedestrian safety, particularly around the Bruckner and Sheridan expressways.

In 2006, the Alliance convened a series of neighborhood-based charrettes to address these issues, immersing with a series of transportation and land use priorities which came to be known as the Community Plan. In December 2013, the NYC Dept. of Transportation and the NYC Dept. of City Planning completed The Sheridan Expressway-Hunts Point Transportation and Land Use Study (SEHP Study). The recommendations from the SEHP Study largely mirror long-standing community priorities for the area. If implemented, these recommendations will dramatically improve resident health and pedestrian safety.

The City recommendations revolve around three large-scale improvements:

- Construction of ramps for direct vehicular access from the Bruckner Expressway to the Hunts Point peninsula, home to the Food Distribution Center and other businesses (**slide 1**),
- Closure of two Sheridan ramps that pour truck traffic into busy pedestrian intersections; Hunts Point Avenue/Bruckner Boulevard and Westchester/Whitlock Avenues (**slide 2**),
- Conversion of the Sheridan Expressway – an incomplete Robert Moses-era highway – into a boulevard that calms traffic and implements extensive pedestrian safety improvements near the Bronx River waterfront (**slides 3 and 4**).

These and the other changes recommended by the SEHP Study team would take thousands of commercial vehicles off of local streets, increase pedestrian safety, create better access to green spaces and create the potential for affordable housing and local economic development – all of which are desperately needed in the South Bronx.



**SOUTHERN BRONX RIVER
WATERSHED ALLIANCE**
and a New Vision for the South Bronx

However, there are no guarantees that the recommendations will be implemented. Implementation requires commitments from both the Mayor de Blasio and Governor Cuomo.

For Mayor de Blasio and the City Council, these recommendations provide a clear blueprint for implementing Vision Zero in the South Bronx. Constructing ramps from the highway directly into the Hunts Point peninsula will get trucks off local streets, where they create a physical threat to pedestrians. No place is this clearer than at the intersection of Hunts Point Avenue and Bruckner Boulevard, current site of the Hunts Point Avenue subway station and future site of the Metro North train station. This intersection has seen almost 100 pedestrian and bicycle crashes since 1995, including several fatalities.

With a car ownership rate of well under 30%, the South Bronx is first and foremost a pedestrian community, yet our streets are among the most dangerous for pedestrians in the City. Injuries and deaths in the area are preventable, especially if the City implements recommendations to convert the Sheridan to a boulevard and pushes the State to build the ramps into Hunts Point.

We are excited to be working with Council Members Arroyo and Palma who have recently introduced Resolution 15 (**attached**), calling on the State to implement the SEHP Study recommendations. This resolution has been referred to the Transportation Committee and we are hopeful that it will be passed quickly and unanimously to send a strong message to Albany that the New York City Council wants expeditious implementation of pedestrian safety measures on some of New York City's most dangerous streets.

We look forward to working with Mayor de Blasio, Speaker Mark-Viverito and the entire City Council to implement these critical improvements for the South Bronx, which are fully in line with the Vision Zero Action Plan. We must together seize the current moment in which Hunts Point businesses, South Bronx community groups and elected officials have forged consensus, in order to bring pedestrian safety to communities for whom it has been deferred for far too long.

###

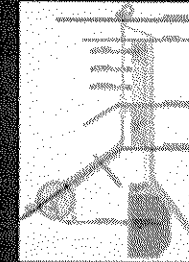
City Recommendation: Direct Access

RE-DESIGNING THE SHERIDAN EXPRESSWAY

Ramps at Oak Point

Set the stage for changes to the Sheridan by constructing new ramps to/from the Bruckner Expressway providing direct vehicle access to the Hunts Point peninsula

- Construct a full interchange with east bound on/off ramps being a priority for changes to the Sheridan Expressway



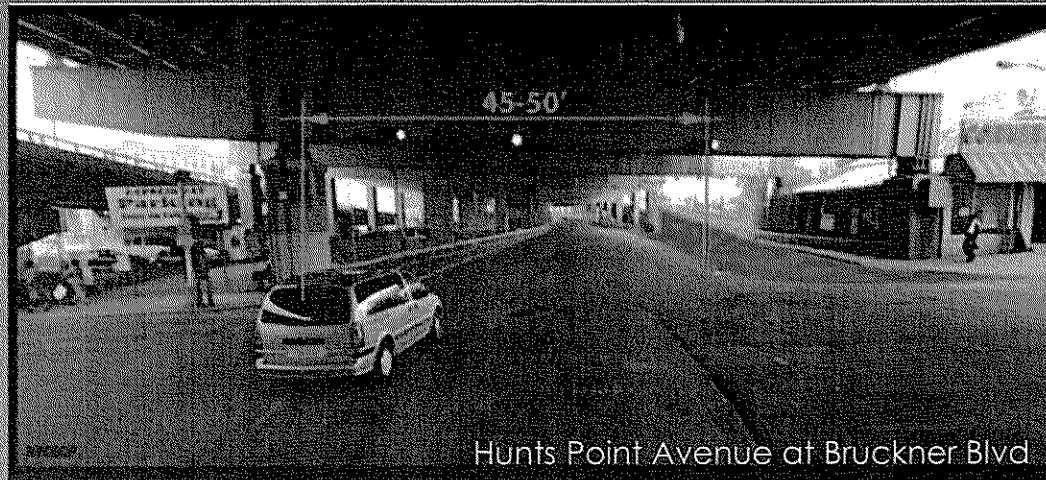
NYSOT

Sheridan Expressway - Hunts Point Land Use and Transportation Study - 6/2013



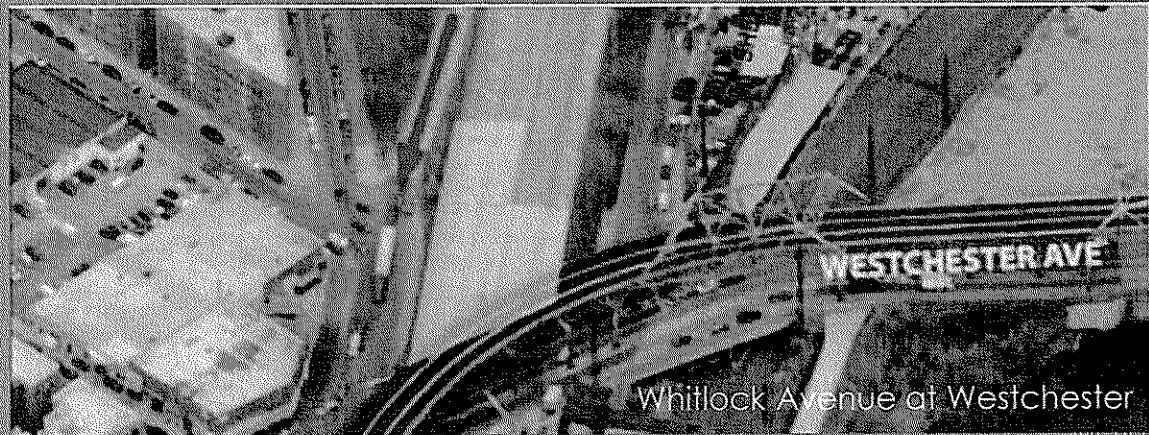
SOUTHERN BRONX RIVER
WATERSHED ALLIANCE
and a New Vision for the South Bronx

City Recommendation: Close Ramps



Hunts Point Avenue at Bruckner Blvd

New ramps from the Bruckner to HP will facilitate the closure of two Sheridan Expressway ramps



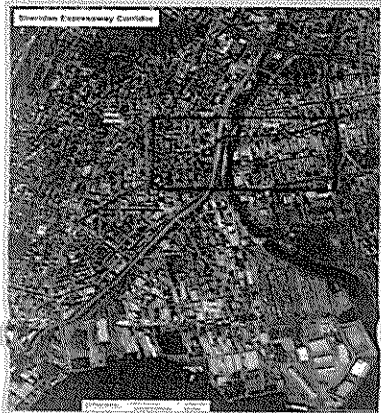
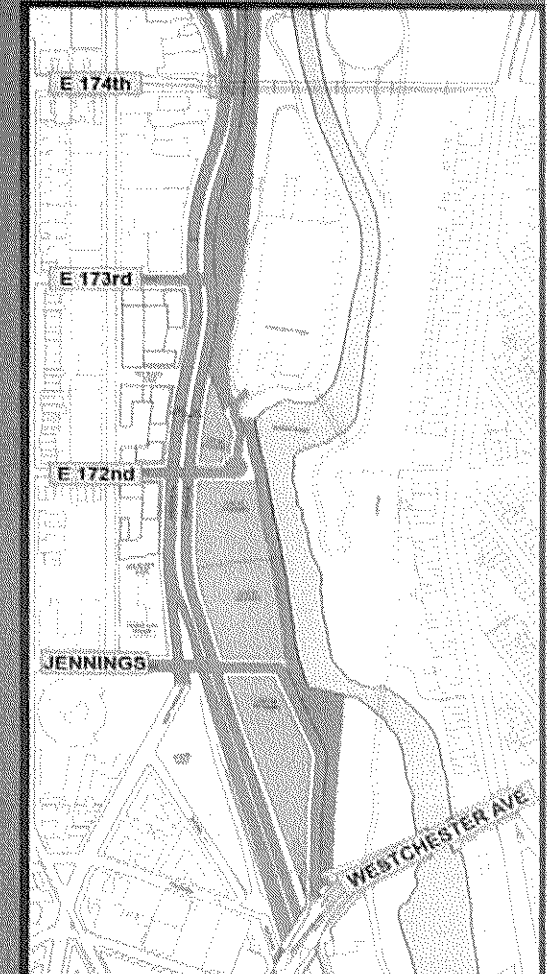
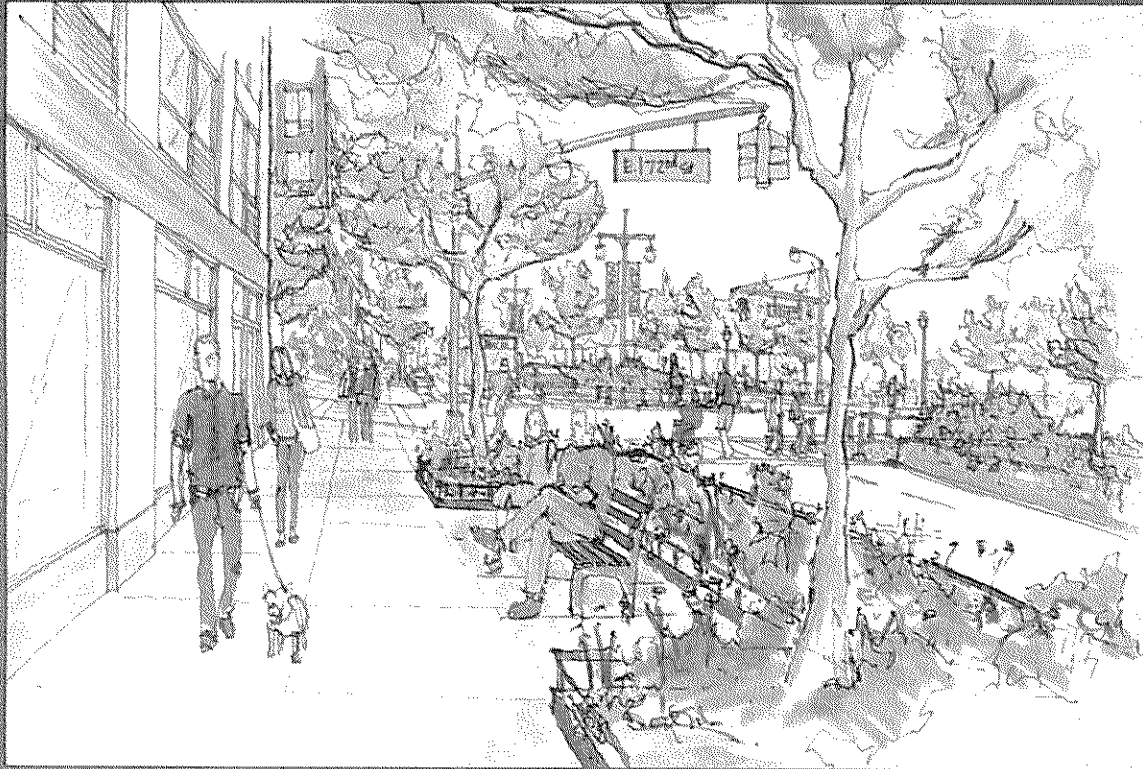
Whitlock Avenue at Westchester

NYC DCP



SOUTHERN BRONX RIVER
WATERSHED ALLIANCE
and a New Vision for the South Bronx

City Rec: crosswalks on the Sheridan

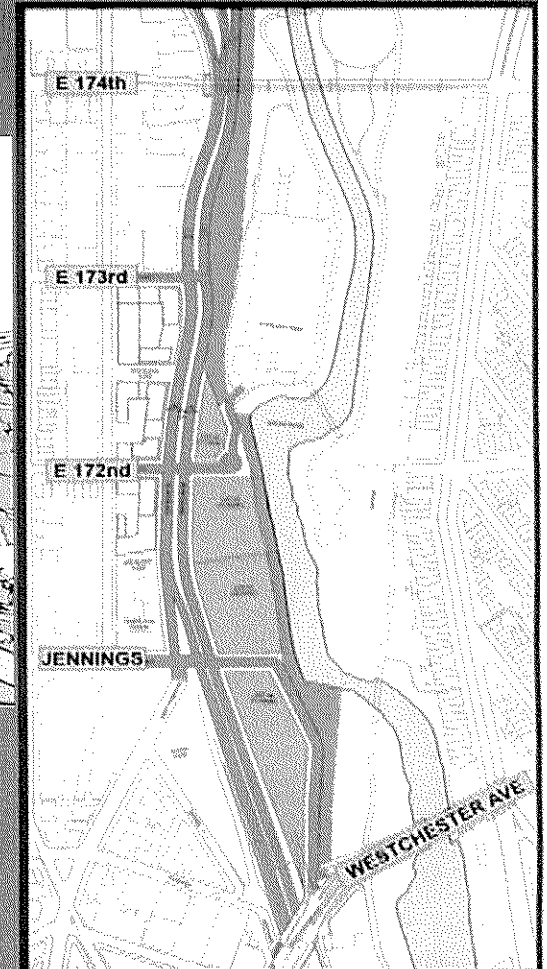
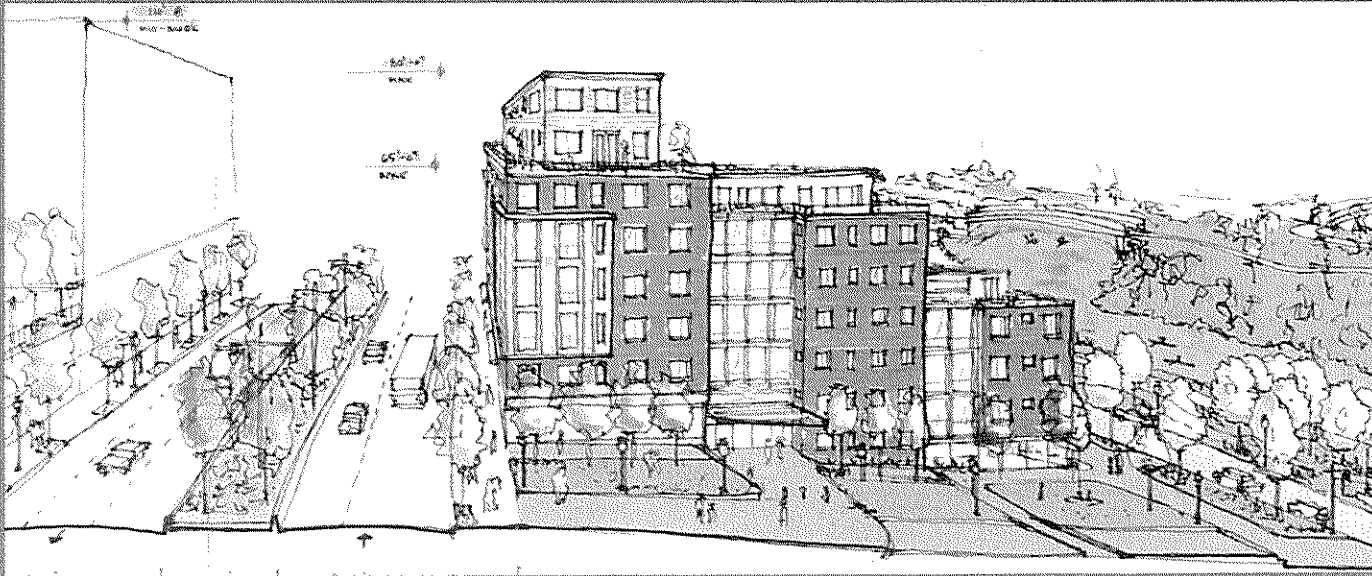


At grade portion of the Sheridan,
between E 173rd St and Jennings Ave

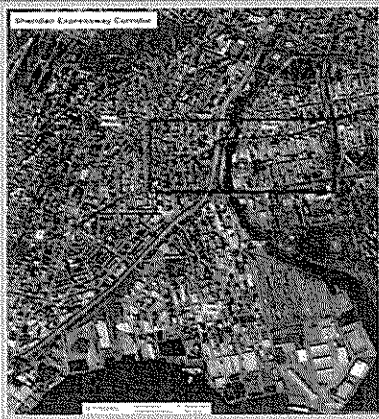


SOUTHERN BRONX RIVER
WATERSHED ALLIANCE
and a New Vision for the South Bronx

City Rec: new developable land



At grade portion of the Sheridan,
between E 173rd St and Westchester Ave



SOUTHERN BRONX RIVER
WATERSHED ALLIANCE
and a New Vision for the South Bronx

Res. No.

Resolution calling upon the Governor and the New York State Department of Transportation to implement the recommendations of the Sheridan-Hunts Point Land Use and Transportation Study.

By Council Member Palma

Whereas, In June 2013, multiple City agencies, led by the New York City Department of City Planning and the New York City Department of Transportation, completed its Sheridan-Hunts Point Land Use and Transportation Study (the Study) and made a series of final recommendations regarding what should be done with the 1.25 mile long Sheridan Expressway (the Sheridan) corridor in the Bronx, which connects the Bruckner Expressway and the Cross Bronx Expressway, as well as adjacent areas; and

Whereas, The Sheridan was part of an abandoned highway plan to enable development throughout the Bronx, the consequence of which is a lack of efficient connectivity that impedes the economic growth of the area; and

Whereas, The Sheridan has created well-documented negative impacts on the surrounding communities, especially related to poor air-quality caused by vehicle emissions, deadly intersections and physical isolation from services and amenities; and

Whereas, The final recommendations of the Study include the construction of direct access ramps from the elevated Bruckner Expressway to the Hunts Point peninsula which hosts the Hunts Point Food Distribution Center, the largest wholesale food distribution market in North America, and these ramps would aid in the efficient transportation of goods while also removing substantial truck traffic from local streets; and

Whereas, The recommendations also include the installation of crosswalks, stoplights and other facilities to help make the corridor more pedestrian friendly and to improve access to the Bronx River waterfront and associated parks; and

Whereas, The envisioned reconstruction would include the transformation of a portion of the Sheridan into an at-grade local boulevard, opening up developable land currently in the Sheridan footprint and would close at least two Sheridan ramps that are currently causing major overcrowding and impacting pedestrian safety; and

Whereas, Implementing the recommendations of the Study would yield significant health and economic benefits while improving neighborhood cohesion and transportation in a currently overburdened area of the Bronx; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the Governor and the New York State Department of Transportation to implement the recommendations of the Sheridan-Hunts Point Land Use and Transportation Study.

JM
Res2042/2013
LS 240/2014

**NEW YORK CITY DEPARTMENT OF TRANSPORTATION TESTIMONY
JOINT HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION
COMMITTEE ON PUBLIC SAFETY
FEBRUARY 24, 2014**

Good morning Chairman Rodriguez, Chairwoman Gibson and members of the Transportation and Public Safety Committees. My name is Polly Trottenberg and I am the Commissioner of the New York City Department of Transportation (DOT). I am honored to testify before you today on Vision Zero on behalf of Mayor de Blasio.

It has been a pleasure connecting with the members of the Transportation Committee, and I look forward to getting to know the members of the Public Safety Committee and the rest of the Council in the coming weeks. I am grateful for the support many of you have already expressed for Vision Zero. I have also enjoyed learning about the particular projects and policies each of you would like to see in your districts, such as more slow zones at schools, countdown clocks, complete streets, and better truck enforcement.

I want to take a moment to recognize my agency colleagues: Chief Thomas Chan of the NYPD, Conan Freud of the Taxi and Limousine Commission, and Nancy Clark of the Department of Health & Mental Hygiene.

Last Tuesday, Police Commissioner Bratton and I stood with Mayor de Blasio and other agency leaders to release the Vision Zero report and lay out the City's action plan for dramatically reducing traffic deaths and injuries. The report calls for a Vision Zero Task Force, with five City agencies assigned to pursue the report's 63 recommendations in enforcement, engineering and education. DOT is honored to be one of these agencies, and we will play a critical role going forward.

We have hit the ground running: The very next day after the Mayor's announcement, I convened the first DOT Vision Zero internal working group to begin the execution of our traffic planning and outreach plans. Our Borough Commissioners have since met with some of your Council colleagues to review pedestrian safety measures. Our traffic engineers have met with the NYPD to plan our next steps. Tomorrow, I look forward to attending a Vision Zero Town Hall sponsored by Senator Brad Hoylman and many of your Manhattan colleagues.

At DOT we have shown that pedestrian-oriented projects save lives. Over the past few years, our street safety projects throughout the five boroughs have reduced fatalities at specific streets and intersections anywhere from 20 to 88 percent. That's why DOT's traffic safety engineers are nationally recognized as leading innovators in safe street designs. Our safety projects and educational outreach have helped transform transportation culture in this City.

But today through Vision Zero we are challenging ourselves to do much more. To take our safety efforts to the next level by working closely with our partners throughout the City. DOT will now implement safety improvements at 50 corridors and intersections per year while upgrading its

street design toolbox to significantly reduce fatalities. Our new strategies will include signal timing to reduce speeding and intersection conflicts, new street lighting, and a more robust speed hump program.

In addition, the agency will also pursue innovative and aggressive new strategies to reduce speeds on 25 large arterial roadways. These broad, busy streets which were designed for the fast movement of cars and trucks -- not pedestrians and cyclists -- have always presented the greatest safety design challenges.

The Vision Zero plan is not only about safety for pedestrians and cyclists it is about motorists and passengers as well. Our educational initiatives and street design projects will make our roadways safer for everyone. A key element to Vision Zero will be to create borough-wide safety plans, and we will seek broad public participation through workshops and town hall meetings. For these we ask for the Council's help and partnership. Council Members interested in sponsoring an event, we ask that you reach out to your DOT Borough Commissioner.

These public discussions in neighborhoods across the city will build momentum for legislative changes in Albany. A lower citywide speed limit and local control over our camera programs are essential to achieving Vision Zero and New York City should have the ability to deploy them as necessary.

At City intersections with red light cameras we saw a staggering 64 percent decrease in cyclist injuries and a 31 percent decrease in pedestrian injuries from 2010 to 2011. We expect similar safety gains through our speed camera program, through which DOT has issued nearly 4,800 violations. But we can only use red light cameras at 150 intersections and speed cameras at 20 locations near schools. With 12,000 signalized intersections in New York City, imagine the safety benefits from expanding the use of these important tools. We look forward to working with the Council and partnering with our colleagues in Albany, whose past leadership on cameras has been invaluable.

Before I conclude my testimony today, I want to convey my deepest sympathies to those New Yorkers who have lost their loved ones to traffic crashes. I especially extend my gratitude to those who are here today. Your advocacy is making a difference by bringing attention to this urgent challenge.

I also want to thank Mayor de Blasio for his leadership and passion for making our streets safer. And I want to thank the talented and hard-working traffic engineers, safety educators, and other DOT staff who will help make the goals of Vision Zero a reality.

Finally, I want to thank the Chairman, the Chairwoman, and the members of these Committees and their Council colleagues for their long-standing efforts to keep New York City streets safe. I look forward to working with each of you and visiting each of your districts in the coming months.

Thank you and I welcome your questions and comments at the conclusion of the testimonies given.

**Testimony of Conan Freud, NYC Taxi and Limousine Commission
Chief Operating Officer
Vision Zero Initiative
City Council Transportation Committee
February 24, 2014**

Good Morning, Chairman Rodriguez and Chairman Gibson and members of the City Council Transportation and Public Safety Committees, I am Conan Freud, Chief Operating Officer of the Taxi and Limousine Commission (TLC). Thank you for the opportunity to talk with you today about what the TLC can do to support Mayor de Blasio's Vision Zero action plan. As we all know, streets are shared spaces used by pedestrians, bicyclists, drivers of private cars, buses, and taxis. We at the TLC can do more to make the streets safer for all users by improving policies that affect taxis and other for-hire vehicles, who often set the tone and the pace for all drivers on our streets.

Existing TLC policies and regulations were developed to ensure we license safe drivers and that TLC-licensed vehicles meet strict safety standards. We currently require drivers to complete a DMV defensive driving course and we are partnering with CUNY to revamp the taxi school curriculum to teach drivers how to navigate through complicated intersections since many roads now include lanes for buses, bicyclists, and automobiles. We will also pursue additional training for those who have been in crashes. In addition, all drivers must pass an annual drug test. But make no mistake. We can do more.

Under Mayor de Blasio's leadership, we have partnered with the Police Department, the Department of Transportation, and the Department of Health and Mental Hygiene to develop the Vision Zero Action Plan. In the next few months, the Taxi and Limousine Commission will focus on passenger education, improve driver training and education materials, institute stricter enforcement, and explore new technologies.

Under an existing partnership with DOT, many taxis already feature 'Look!' stickers on passenger doors to remind passengers to be aware of passing bicyclists and other vehicles when they exit the taxi. We will expand this program and create street safety public service announcements (PSAs) to run on the taxi TV screens.

Our drivers, by and large, are safe drivers. According to the last published report that analyzed crash data, taxi drivers and livery drivers were found to have been involved in fewer collisions per mile travelled compared to drivers of other vehicles. We want to commend those of our licensees who already drive safely for their safe driving and we plan to create a "driver honor roll" that will be available to the public on our website and on the Taxi TV screens. The logic being that passengers will reward safer drivers, and drivers will have an added incentive to drive safely.

Using existing in-taxi technology, the TLC can send messages to drivers through driver-facing information monitors. We already use these monitors to communicate traffic advisories and fare opportunities, and going forward we'll use them as a tool to send safety reminders as well. In addition, feedback from our stakeholders suggests that crashes are often caused by left-turning

vehicles. As a result, we will design left-turn reminder stickers that can be placed in all vehicles in a location that is easily seen by drivers.

The TLC will also create a dedicated safety enforcement squad to carry out the goals of Vision Zero. This team would be equipped with new tools, such as radar equipment, to summons licensees for speeding. We can play a role in reducing the number of speeding drivers without using resources from the NYPD. In addition, the TLC will step up its enforcement against drivers offering for-hire vehicle services without a TLC license.

We're also developing policy initiatives that will require longer-term planning and approval by the TLC Board of Commissioners before moving forward. We plan to pilot two new programs. First, TLC wants to explore the use of black box recorders, which are similar to data recorders on airplanes and can provide valuable information on vehicle movements and speed in the event of a crash. Second, the TLC would like to explore technology that warns drivers and passengers that they are traveling over the speed limit in hopes of preventing crashes. These are ideas to think about as we embark on a path to make our streets safer for everybody.

The TLC will seek to implement these policies and initiatives within its existing authority. However, the next couple of initiatives and policy proposals will need your support and the support of the state legislature.

We would like to work with the City Council to increase penalties for "runners" or drivers who flee TLC enforcement officers who are attempting to question them or issue a summons to them. Those who flee our enforcement officers pose a serious safety hazard for officers, other drivers, and pedestrians. The existence of criminal penalties would allow TLC inspectors to report the runner's license plate number to the NYPD, who could then make the arrest.

Another initiative the TLC would like to implement would require the State Legislature to change the speed and bus lane camera laws to allow us to issue tickets to TLC-licensed drivers caught by cameras exceeding the speed limit or blocking a bus lane. Today, the state law prohibits the TLC from using the images collected by the cameras in our tribunals. Issuing a summons to drivers for this infraction would result in penalty points which will be counted towards the driver's potential suspension and revocation.

The next item we will seek your assistance with relates to consequences for drivers who commit safety-related violations, particularly those that result in serious injury or death. Under current rules, TLC drivers involved in deadly collisions involving dangerous driver behavior can remain licensed and on the road, a reality that we would like to see changed. In order to more expeditiously remove unsafe drivers from the road, TLC will pursue rule changes to increase the number of TLC points accrued for safety-related violations, including failure to exercise due care in circumstances resulting in a serious injury or death of a pedestrian or cyclist. In addition, we will seek City Council legislation to increase the number of DMV Critical Driver points associated with safety-related violations for TLC drivers. We will pursue adding "failure to exercise due care" to the list of offenses for which a pre-hearing suspension can be issued, taking drivers off the road while potential charges are pending.

The final initiative would require Council approval to restructure the Critical Driver and Persistent Violator programs. These programs allow the TLC to remove drivers from the road who have accumulated either six or ten points on their DMV or TLC license within 15 months. Today, local law does not allow us to combine DMV and TLC points in order to suspend drivers with poor driving records even though points are often issued for the same infractions. The type of points issued is determined by who is writing the ticket at the time. Drivers accrue DMV points if found guilty for summons issued by NYPD officers and they accrue TLC points if found guilty for summons issued by TLC officers. This means a driver could accrue three DMV points and three TLC points, which, if combined, would meet the six-point threshold of either program and be subject to suspension. However, because we cannot combine the points of two different programs (issued for the same infractions), the driver would not trigger the suspension threshold until he accrued six points under only one program. We ask for your help to remove unsafe drivers sooner by changing the local law.

This concludes my testimony regarding the TLC initiatives for meeting the goals of Vision Zero. We look forward to updating and working with the Council on our proposed safety policy changes. Thank you for inviting me to speak today.

STATEMENT OF
CHIEF THOMAS M. CHAN
CHIEF OF TRANSPORTATION
NEW YORK CITY POLICE DEPARTMENT
BEFORE THE NEW YORK CITY COUNCIL
COMMITTEES ON TRANSPORTATION AND PUBLIC SAFETY
FEBRUARY 24, 2014

Good morning, Chair Rodriguez, Chair Gibson and members of the Council. I am Thomas Chan, Chief of Transportation of the New York City Police Department. On behalf of Police Commissioner William J. Bratton, I am pleased to be here today to discuss the Police Department's participation in the Vision Zero initiative.

We are proud to play a crucial role in this ambitious undertaking, in partnership with the Department of Transportation, Taxi and Limousine Commission, and other City agencies, as well as with elected officials, community boards, advocacy organizations, and, most important, members of the public.

Our mutual goal is to make traffic safety a universal constant on the streets of the City, and the Vision Zero Action Plan represents the beginning of this journey.

As you will observe, the document sets forth a number of action steps specific to the NYPD. They include: increased enforcement against the most dangerous violations, such as speeding and failure to yield; ramping up speeding enforcement at the precinct level with better equipment and increased training; expansion of the Highway District to allow for greater enforcement and the intensive investigation of all collisions resulting in critical injury; revision of precinct traffic safety plans to increase the emphasis on pedestrian safety; better technology to capture, analyze and share collision data; and more training for police officers responding to collisions.

However, the Action Plan also sets forth a series of concrete steps that will frame the efforts of the NYPD and our sister agencies to work with everyone with a stake in traffic safety, that is, every New Yorker. The public outreach and education we contemplate will raise the level of awareness of all users of the City's streets, so that pedestrians, cyclists and motorists understand their respective responsibilities as they move about the City, and consequently share in the Vision Zero effort. The NYPD will participate in targeted outreach in locations where collisions have been more likely to occur, and will visit schools, senior centers, and other community groups. We will work closely with local elected officials, community boards and precinct community councils, to ensure that we have the knowledgeable input of those working on the ground with us. We will enlist the help of other agencies and public officials to broaden the effort to recruit School Crossing Guards who, as you know, are very difficult to hire because of the unique tours they work and the need to live near their posts.

The powerful education component of the Action Plan will be combined with its enforcement and engineering initiatives, to create a comprehensive and detailed roadmap which

will make the vision real. We are building on techniques and strategies that have already brought some success in reducing traffic fatalities, but with a new sense of urgency and focus, a fresh look at innovative ideas, and a deep commitment to creating lasting City-wide partnerships. We look forward to what promises to be an exciting time for the City, as we pursue a course that we know will save lives.

We appreciate the opportunity to discuss Vision Zero with you, and we will be pleased to answer your questions.



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

1

BOROUGH PRESIDENT GALE A. BREWER
TESTIMONY TO THE NEW YORK CITY COUNCIL'S
COMMITTEES ON TRANSPORTATION AND PUBLIC SAFETY
FEBRUARY 24, 2014

Thank you, Chair Rodriguez and Chair Gibson, for the opportunity to testify today on preventing traffic fatalities and injuries in our City and the recent Vision Zero Task Force report.

Following several traffic related tragedies last month and upon the formation of the Vision Zero Task Force, I reached out to Manhattan's Community Boards and requested that each District Manager compile a list of 'hotspots' within their Community Boards that would benefit from further attention and analysis.

Each Community Board used its own criteria to develop its list, and so the reasons for concern are varied. Reasons given by Community Boards for citing locations on their lists include, but are not limited to: sites of pedestrian fatality or injury, unsafe conditions due to lighting signage, sight obstructions and construction detours, signal timing issues, excessive speeding, lax enforcement, pedestrian crossing times, and vehicle turns. This list is not meant to be exhaustive or definitive, and was not voted on by the Borough Board.

The 'hotspot' list was submitted to the Task Force on January 30, 2014; an updated version – with 90 identified intersections and corridors – was sent on February 20, 2014. I have brought copies for you.

My office is continuing to work with the Community Boards to map hot spots and provide technical experts to train staff to create overlays that map existing conditions and help plan solutions to local traffic conditions. One challenge is the data that city agencies provide. NYPD lists accidents by intersection, such as 155th Street and Broadway; this does not accurately reflect accidents that occur midblock, which leads to inaccurate data. Furthermore, it is my understanding that certain advocacy groups are also collecting and publishing accident data received from the NYS Department of Transportation. Because this



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

data also includes incidents where police were not called (ie minor fender benders), there are often discrepancies in comparing these two data sources. We have met with NYPD to improve reporting methods and more easily identify dangerous locations. I am hopeful that we can resolve these challenges. It is also my understanding that the Mayor's Community Assistance Unit has hired a mapper to support these efforts.

The Task Force report stresses the importance of data-driven analysis, planning, and enforcement; and improving the availability and uniformity of DOT and NYPD traffic and crash data is essential. Many district managers, civic technologists, and safety advocates have expressed frustration with the way that NYPD has historically published datasets in static, PDF format. As the sponsor of NYC's Open Data Law, I would urge NYPD and all City agencies to publish real-time data in open, machine-readable formats, such as CSV or Excel. I was just at a weekend-long event with dozens of techies who are eager to work on these issues; publishing data in these open formats will allow New York's civic technology community to more easily compile and analyze this data, complementing the Administration's efforts.

As emphasized in the report – it is essential that the public be fully engaged in Vision Zero. Involving the Community Boards, early and frequently, in the discussion and planning taps into localized knowledge and creates a critical constituency to make Vision Zero outcomes sustainable.

I wholeheartedly support the Task Force's efforts to seek municipal control over speed and red light cameras as well as speed limits, and to lower the citywide limit to 25 miles per hour. Among other proven and effective traffic calming measures, these measures will immediately save lives and reduce serious injury.

Additionally, we must ensure the safety of people with disabilities and include them in Vision Zero planning. My Local Law 21 of 2012 requires NYC DOT to install 25 Accessible Pedestrian Signals (APS) each year; they did 28 APS in 2012 and 26 in 2013. In Manhattan, there are now a total of 24 APS, but not a single one above West 65 Street. Coverage needs to expand. The blind and visually challenged travel all of our streets, not just at the most crowded intersections where DOT is currently installing the signals.



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

Expansion of Leading Pedestrian Interval signals (LPI) is another Task Force recommendation. LPIs provide pedestrians with important lead time, but they can also be confusing for people with impaired vision. An APS should be installed at each location where there is a LPI. According the DOT website, there are 145 LPI signals operating in Manhattan but only three sites have an APS; 4 additional APS are located midblock. With the support of advocates, I am introducing legislation with Council Member Levine to increase the annual number of APS installations and require an APS at each intersection with a LPI signal.

Finally, school crossing guards are key to achieving our Vision Zero goals, but currently many school intersections are not covered by guards. Not only do we need funding for more guards, but also a uniform assignment system. School crossing guards know the local traffic patterns and families, and provide a calming presence. Where coverage is inadequate, police officers from local precincts are sometimes assigned to assist, but this is not a sustainable or optimum approach to student safety.

It's my understanding that, as of January 2014, there are 2112 school crossing guards. But because several guards may be placed at particularly difficult intersections, not all of the 1700 Department of Education school buildings are covered. For example, three guards may be needed to assist families crossing Atlantic Avenue, while there are no guards assisting students across the West Side Highway near PS 276 in lower Manhattan. And because of staff shortages before the mid-winter school break, I was constantly in contact with the commanding officer of the 24 Precinct to assign crossing guards to West 97 Street at both Amsterdam and Columbus Avenues for the families of PS 163. As school communities demand increased coverage, it's essential that enough guards be hired to assign them permanently at all school intersections where children are in danger from traffic.

The need for more school crossing guards tops the District Service Needs Statement of Community Boards year in and year out – yet since 2005, the number of crossing guards seems to have stayed at approximately 2100. More must be done by the NYPD to address retention and recruitment. School crossing guards receive between \$9-12/hour and are on duty for a minimum of 4 hours a day in split shifts. While the flexible schedule, health benefits and role in ensuring student safety is attractive for some New Yorkers – particularly older adults on



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

fixed incomes - the requirement to pay 10% of their health care costs over the summer (as few buildings remain open for instruction) and a steady stream of verbal abuse and even physical threats from drivers create low morale, making retention difficult. The NYPD should make it a crime to abuse, threaten, or harm school crossing guards, and also take steps to improve morale.

As for recruitment, these efforts must expand beyond the walls of the local precinct and NYPD website. Better advertising and communication is needed and much can be learned from similar outreach efforts for the annual recruitment of lifeguards by the New York City Department of Parks and Recreation.

Vision Zero will require smart implementation of traffic calming measures and enhanced enforcement. However, to achieve lasting behavioral change we must also include an educational component to create awareness and help improve daily decision-making by all who share and navigate across New York City's iconic fast-paced streets. I look forward to working with the Mayor and City agencies, the Council, Community Boards, constituents, workers, employers, principals, parents, unions, and advocacy groups in a comprehensive and coordinated education and enforcement effort to attain Vision Zero.



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

Gale A. Brewer
BOROUGH PRESIDENT

**Manhattan Community Board Input Regarding
Intersections in Need of Pedestrian Safety and Traffic Calming Measures
(Updated February 13, 2014)**

The list of preliminary locations was identified by the Community Boards for discussion at the Manhattan Borough Service Cabinet level and submitted to the Mayor's Vision Zero Task Force on January 30, 2014 for further attention and analysis. Because each Community Board used its own criteria to develop its list, this cumulative list of intersections may contain areas where there are objective reasons for concerns and/or subjective reasons for concern. Some reasons given by Community Boards for inclusion of certain locations on their lists include, but are not limited to: site of pedestrian fatality or injury, speeding, signal timing issues, enforcement, crossing times and vehicle turns. This list is not meant to be exhaustive or definitive, and was not voted on by the Borough Board, but represents community input to help inform the Task Force work ahead.

Community Board 1

1. South End Avenue at Liberty, Rector, and West Thames Street
2. Battery Place and First Place (the area in front of PS 276)
3. North End Avenue between Chambers and Vesey Street and Warren Street between North End Avenue and West Street (between PS 89 and Ball Fields)
4. South End Avenue in Front of Gateway Plaza (crossing problems at turn off Liberty Street onto South End Avenue up to the turn into the Gateway complex)
5. Vesey Street (north-south crossing on the west side of the bridge)
6. Water Street - southern portion
7. Church Street at Vesey and Liberty Streets
8. Route 9A/Westside Highway at Battery Tunnel area
9. South Street at Beekman Street & Peck Slip
10. Hudson Street at Beech, Laight, and Vestry Streets near Holland Tunnel
11. Water Street and Hanover Square
12. West Street at Albany and Vesey Streets
13. Beekman and Spruce Streets (intersection with 2 schools, Pace University, NY-Presbyterian/Lower Manhattan Hospital, large construction project)
14. Fulton and Beekman Streets
15. Pearl Street, south of the Brooklyn Bridge (including where it becomes St. James Place)

Community Board 2

1. West Houston Street and 6th Avenue
2. 7th Avenue South at Carmine, Varick, and Clarkson Streets
3. Downing, Bleecker Street, and 6th Avenue
4. Houston St. & 6th Ave. (Ave. of the Americas) - DOT is beginning construction work on this intersection Spring 2014, that incorporates CB2M's input from several meetings.



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

5. Complex intersection of 7th Ave. S. and Christopher, Grove and W. 4th Sts. (Sheridan Square).
6. Complex intersection where 6th Ave. intersects with 8th St. and Greenwich Ave., as well as where 9th St. meets 6th Ave. and Greenwich Ave. and veers off to Christopher St.
7. 5th Ave. & 14th St., especially vehicular turns east.
8. Left turns from 5th Ave. to 8th St. (east side).
9. Ave. of the Americas (6th Ave.) & Bleecker St.
10. Houston St. / Broadway (suggestion: overwhelming numbers of pedestrians here might make "Barnes Dance" the better option, i.e., allowing pedestrian passage in multiple directions).
11. Prince St. & Crosby St. (no traffic signs for west bound vehicles on Prince, which tend to zoom from Lafayette to Broadway; also the view corridor to the east along Prince is often blocked by parked vehicles east of Crosby).
12. Broadway at Prince St. -- as with Houston/Bway, suggestion given for "All Vehicle Stop" to allow pedestrian passage in multiple directions.
13. SpringSt//Broome St. - as with Houston/Bway, suggestion given for "All Stop / All Cross."
14. Broome St. west from Lafayette St. all the way to Sixth Ave. (due to heavy bridge to tunnel vehicle traffic, all intersections - Crosby, Broadway, Mercer, Greene, Wooster, West Broadway & Thompson - are pedestrian nightmares, particularly from 3pm to 7pm and for more of the day on weekends).
15. Canal St. at Greene St. (northbound traffic from Church St. crosses Canal and over to Greene; the crosswalks here are often perilous).
16. Right turns from Lafayette St. onto Broome St. heading west. The westbound long dog leg on Kenmare St. west from the Bowery, south to Lafayette St. and west to Broome St. (pedestrians are often at peril in these intersections, where vehicles get backed up and stop in crosswalks) (Location is in both SoHo and Petrosino Sq. area).
17. Canal St., Lafayette St. to 6th Ave.
18. Bowery at Bleecker St. and south to East 1st St. and on to East Houston (Bleecker & East 1st are not aligned so turning vehicles get backed up and then block pedestrian passage).
19. Left turns from Kenmare St. to Lafayette St. (southeast side). The westbound long dog leg on Kenmare St. west from the Bowery, south to Lafayette St. and west to Broome St. (pedestrians are often at peril in these intersections, where vehicles get backed up and stop in crosswalks) (Location is in both Petrosino Sq. area and SoHo).
20. Canal St., Bowery to Lafayette St.
21. Bowery, Canal St. to Houston St.
22. Kenmare St. / Centre Market Pl.
23. Bowery at Prince St., heading west on Prince from Bowery (in terms of competing vehicles, bicycles, and pedestrians).
24. Bowery at Kenmare (One has to be hyper-vigilant as a pedestrian; there was a cyclist struck and killed at that corner in 2008).
25. Canal and Greenwich Sts. -- technically the boundary b/w CB1 and CB2.
26. Canal and Hudson Sts. -- technically the boundary b/w CB1 and CB2.
27. Varick and Spring Sts. -- most treacherous during the afternoon and evening commuting hours.



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

28. Varick & Watts Sts.
29. Watts St. & 6th Ave. (Ave. of the Americas).
30. Canal St., 6th Ave. to Varick St./Holland Tunnel.
31. Varick & Houston Sts.
32. 14th St. on the east side of the West Side Highway (9A/West St.).

Community Board 3

1. Delancey Street north and Pitt Street
2. Delancey and Allen Streets
3. Delancey and Chrystie Streets (south side)
4. Chrystie and Houston Streets (south and east sides)
5. Delancey and Bowery Streets (east side)
6. Essex and Delancey Streets
7. Clinton and Delancey Streets
8. 2nd Avenue and Houston Street
9. Avenue A and Houston Street

Community Board 4

1. West 42nd Street and 9th Avenue
2. West 57th Street and 9th Avenue
3. West 42nd Street and 8th Avenue (#1 crash location in all of NYC , per DOT 2010 ped crash report)
4. West 45th Street and 9th Avenue
5. 9th Avenue corridor 34th to 57th - 16 crash prone intersections (per DOT study)
6. 8th Avenue and 25th Street (Penn south , NORC)

Community Board 5

1. 7th Avenue between 32nd Street and 42nd Street

Community Board 6

1. 57th Street and 1st Avenue
2. 23rd Street and 1st Avenue
3. 34th Street and Lexington Avenue



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

Community Board 7

1. West 96th Street and Broadway
2. West 97 Street and West End Avenue
3. Riverside Drive and West 79th Street
4. Broadway/Columbus Avenue and West 65th Street
5. Southeast corner of 110th Street Broadway

Community Board 8

1. Park Avenue Between 95th Street and 96th Street
2. Streets around Ed Koch-Queensboro Bridge Between East 59th and East 65th Streets
3. East 72nd and 3rd Avenue
4. Park Avenue Between 95th Street and 96th Street
5. East 60th and 3rd Avenue

Community Board 9

1. Morningside Avenue and West 124th Street

Community Board 10

1. Morningside Avenue (including Hancock Place) especially near PS 180 (120th Street)
2. Adam Clayton Powell Jr. Blvd (135th, 145th Street), especially speeding to and from both bridges
3. Mount Morris Park West
4. 125th Street and Malcolm X Boulevard (Lenox Avenue)

Community Board 11

1. Park Avenue between 110th and 112th Streets
2. Pleasant Village, around East River Plaza
3. Park Avenue between 111th-102nd Streets (stone frame under tunnel reduces pedestrian visibility of oncoming traffic)
4. East 96th Street between Park Avenue and 5th Avenue - approach into Central Park

Community Board 12

1. Dyckman Street and Broadway
2. Aububon Avenue and West 176 Street



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

3. Broadway at West 168th Street and 169th Street
4. West 207th Street and Post Avenue
5. West 207th Street and 10th Avenue



**LIGHTHOUSE
GUILD**

Vision + Health

New York City Council Transportation Committee
Jointly with the Public Safety Committee
February 24, 2014

Good morning Chair Rodriguez, Chair Gibson and members of the Transportation and Public Safety Committees. My name is Lester Marks, Director of Government Affairs and Administration at Lighthouse Guild. Lighthouse Guild is the leading not-for-profit vision + healthcare organization with a longstanding heritage of serving the needs of people who are blind or visually impaired, as well as those with multiple disabilities or chronic medical conditions.

Lighthouse Guild is also a member of the Pedestrians for Accessible and Safe Streets Coalition, the (PASS) Coalition was founded by eleven organizations that represent people from across the disability spectrum - most of which focus on the needs of blind and visually impaired people in New York City. This coalition was established in order to ensure that ALL of New York City's streets are fully accessible to people who are blind or visually impaired, whether they are residents or visitors to the city.

I am here today to support Vision Zero, the plan proposed by the City to eliminate pedestrian fatalities in New York City. The safety of pedestrians on New York City streets is of paramount concern to Lighthouse Guild. In

part, the work of Lighthouse Guild is to train people who are blind or visually impaired to use a white cane and to travel safely and independently. We endorse all efforts to reduce vehicular traffic violations and increase penalties for drivers who operate recklessly and without regard for the consequences of their actions.

It's important, however, to point out efforts undertaken by New York City over the past few years (some of which are included in the Vision Zero plan) to improve the safety of pedestrians have had an adverse effect on people who are blind or visually impaired. People who are blind or visually impaired are, in part, taught to listen for surges of traffic which will indicate when it is safe to cross the street. As you can imagine certain signaling, such as Leading Pedestrian Intervals(LPI), and Exclusive Pedestrian Phases(EPP) designed to stop traffic in all directions and provide a pedestrian with additional time to cross an intersection, present challenges to a person with a visual impairment. In order to address this problem, an **Accessible Pedestrian Signal** or APS must accompany the installation of such traffic signaling. An APS is a device usually mounted on a pole near a crosswalk and which gives information about pedestrian signals in nonvisual formats such as audible tones, verbal messages, and vibrating surfaces. The primary purpose of an APS is to let pedestrians with vision or hearing loss know that the WALK signal is on for a particular crosswalk, and are

especially important in the absence of a traffic surge, as is the case with LPI and EPP signaling.

In addition, pedestrian plazas, while universally hailed as lifesaving additions to urban design, present challenges to people who are blind or visually impaired. These challenges are eliminated when a **detectable warning surface** is used at points abutting hazardous vehicular ways. A detectable warning surface consists of truncated domes aligned in a square or radial grid pattern most commonly used at the edge of the subway platform that alert pedestrians that they are nearing the edge of the platform. This alert system is critically important to a pedestrian who is blind or visually impaired.

The following items should be part of any legislative package that passes the New York City Council as part Vision Zero implementation:

- **Mandated Increase in the installation of Accessible Pedestrian Signals**

APS are absolutely necessary when using Leading Pedestrian Intervals and Exclusive Pedestrian Phases and should be mandated at any intersection where such signaling is used. In addition, wherever bike lanes are installed such that the parallel traffic surge occurs in the middle or far lane, an APS should be required. Whenever there is a leading turn from the parallel street, an APS should be required. The legislation should direct that these requirements take effect immediately for all intersections where such

changes are being made. Failure to do so on every occasion imperils the lives of pedestrians who are blind or visually impaired.

- **Detectable Warning Devices**

Properly-installed detectable warning strips should be installed at all points where pedestrian plazas abut hazardous vehicular ways. It should further be required that these surfaces run the entire length of the crosswalk.

- **Temporary Construction Zones**

One other item I would like raise in the context of Vision Zero relates to Temporary Construction Zones. (i.e. utility company opening up a street to do work underground) and the dangers that are created for people who are blind or visually impaired when these sites are not properly secured. Poorly secured construction zones can lead people into oncoming traffic or result in a person falling into a hole in the ground and getting seriously injured. Most zones are not properly secured and do not safely and properly channel pedestrians around the site. Moreover these sites are temporary and there is no advanced notice to the public where and when and how long these sites will operate. The most common method used to secure these sites is two cones connected with one inch red ribbon. For a sighted person this may be all that is needed, but for a blind person who is using a white cane or guide dog, this scenario poses extreme danger.

There are federal guidelines already in place that make it abundantly clear the proper way to channel pedestrians around temporary work zones. Unfortunately these methods are not being employed, partly because of the lack of awareness of the proper ways to channel pedestrians by companies and their workers, but mainly because there is no effort made by New York City to ensure these zones are operating safely. Lighthouse Guild stands ready to work on ways to increase the safety of blind and visually impaired traveling through temporary construction zones and implores the committees to include this issue as part of the Vision Zero plan.

Addressing the three issues raised in my testimony will make the Vision Zero plan, a truly comprehensive plan that addresses the needs of all pedestrians. Thank you for your time and continued work of behalf of people who are blind or visually impaired.

Contact:

Lester Marks, MPA
Director of Government Affairs and Administration
LIGHTHOUSE GUILD
Vision + Health
P: 212-769-6265
lmarks@lighthouseguild.org



NYPIRG
**Straphangers
Campaign**



Testimony on Vision Zero Working Group's Report
Joint Committee Hearing: Transportation and Public Safety
February 24, 2014

My name is Veronica Vanterpool and I am the executive director of the Tri-State Transportation Campaign. I am reading today's testimony on behalf of Tri-State Transportation Campaign, Straphangers Campaign/NYPIRG, and Riders Alliance.

Millions of pedestrians use NYC's streets daily yet many of our streets remain among the most deadly for walkers, bikers, and drivers. Since 2005, 1,185 pedestrians have been killed by vehicles in the five boroughs. These are preventable deaths. The knowledge and tools to prevent these deaths already exists. What has not existed is a coordinated, multi-agency plan to apply this knowledge and use the tools to reduce pedestrian safety; this is what the Vision Zero Action Plan does.

The 42 page Plan lists 63 initiatives; in particular, we'd like to highlight the following:

Implement safety engineering improvements at 50 intersections and corridors: Priority should be given to arterial roadways: multi-lane boulevards with wide crossing distances that encourage speeding and which lack adequate pedestrian amenities such as center medians or visible crosswalk markings. Candidates include the Grand Concourse (Bronx), Flatbush Avenue (Brooklyn), Upper Broadway (Manhattan), Woodhaven Boulevard (Queens) or Forest Avenue (Staten Island). These roadways were identified as the most fatal roads to walk in NYC by a Tri-State Transportation Campaign analysis released early February. Combined, more than 30 pedestrians were fatally hit on these roadways by cars between 2010 and 2012. Arterials make up 10% of NYC's street grid but account for 60% of pedestrian deaths and 53% of bicyclist deaths.

Re-engineering the streets to better balance the mobility needs of all users provides safety benefits for all. Crashes for all users have been reduced 30-50% on City streets that have been redesigned with protected bike lanes, pedestrian islands and dedicated bus lanes. NYCDOT's plan to add Select Bus Service to Woodhaven Boulevard, with dedicated bus lanes, curb extensions, and improved signal technology, would deliver huge safety gains for bus riders, pedestrians, bicyclists, and drivers.

Legislation in Albany that will allow New York City to dramatically expand its red light and speed camera programs, lower its speed limits, and enforce bus lane violations: Dangerous driving choices, such as speeding, are the main causes of 53% of pedestrian fatalities. NYC should not have to request reauthorization from the state legislature every five years nor permission to expand such enforcement for red light or speed cameras. And NYC should be able to set its speed limits, to as low as 20mph, where needed. Additionally, NYC should not have to petition the state legislature for a reauthorization or expansion of bus lane enforcement cameras, which help improve bus travel time and reduce use of the lane by vehicles. When vehicles are using/blocking the lane, buses are forced to enter and exit traffic sporadically contributing to unsafe situations for all users of the roadway.

Improve education and safety within commercial, for-hire and TLC industries, and within NYC heavy duty fleets: Driver training and better enforcement of truck routes and vehicular traffic violations are needed to improve the safety of pedestrians and cyclists. NYC agencies must also re-educate and re-train drivers of large vehicles and machinery within the fleets of city agencies as they pose hazards to pedestrians and bicyclists as well.

Improve data collection and transparency: The creation of a Vision Zero website must improve data access by the public and various agencies.

Regardless of one's primary mode of transportation, every NYC resident, transit user, or visitor is a pedestrian at some point in the day. Significant changes made by NYCDOT over the past seven years have resulted in a 34% reduction in pedestrian fatalities. The Vision Zero Action Plan is only as effective as its implementation and the NYC Council has a leading role in this effort. The Council must:

- 1) Provide financial resources to agencies within the Vision Zero interagency task force for increased staff, data transparency, education, and technology
- 2) Provide oversight of the tasks assigned to each agency within the task force

Lastly, an implementation plan and timeline are needed with clear benchmarks and metrics to gauge progress on the Vision Zero Action Plan.

Thank you.

Date: Monday, 23 Feb 2014

From: Noel Hidalgo, Executive Director of BetaNYC

To: NY City Council joint hearing on Mayor's Vision Zero report.



Subject: In support of the Mayor's Vision Zero report, particularly tools for data and engagement to empower local decision making capabilities.

Dear Chairs,

Good morning Transportation and Public Safety Committees. It is a great honor to address you and represent New York City's technology community. Particularly, a rather active group of technologists - the civic hacker.

I am Noel Hidalgo, the Executive Director and co-founded of BetaNYC [1]. BetaNYC's mission is to build a city powered by the people, for the people, for the 21st Century. Last fall, we published a "People's Roadmap to a Digital New York City" where we outline New York City's civic technology values and 30 policy ideas for a progressive digital city [2]. We are a member driven organization and members of the New York City Transparency Working Group [3]. A coalition of good government groups that supported the City's transformative Open Data Law.

Every week, members of BetaNYC gather to explore the city's open data and build useful tools to empower our neighbors to make better decisions. This past weekend, Manhattan Borough President Gale Brewer, Council member Ben Kallos, and Council member Mark Levine kicked off a 30 hour prototype-athon where we focused on tools for Community Boards and City Council Members. [4]

First, we overwhelmingly support the this Vision Zero report. Since 2009, we have been asking the NYPD to produce machine readable crash data. Since the 2012 and the passage of the City's open data law, the NYPD has refused to do so.

When we read "user friendly format(s)," we read that information and data must be produced in human and machine readable formats. To truly achieve Vision Zero, crash and moving summons data needs to be released. Within these datasets, data collection quality and data sharing frequency needs to be significantly increased to as near real time as possible. Finally, platforms for community feedback and ongoing dialogue around this information needs to be established.

Hidalgo, Noel
Monday, 24 Feb 2014

BetaNYC testimony in favor for Vision Zero
Page 1 of 6

In December, we testified to the Transportation Committee about the need for crash data to be machine readable, disaggregated, geo-tag'ed, and cause of crash to be properly cited. [5] [6]

We continue to ask for the NYPD to stop massaging the data and preventing the public's ability to track crashes.

Currently, 1/5th of the crash data the NYPD produces can not be accurately verified. [7]

Additionally, due to a lack of transparency from the NYPD in its moving summons data, we are unable to know when, where, and why summons are written. The public has no clue where our traffic laws are enforced or if they are enforced where they are most needed.

For us to empower individuals, parents, community boards, city council members, and city agencies to achieve Vision Zero, we need crash and moving violations data to be produced in a timely, user friendly format for computers and people. This data needs to be disaggregated, geo-tag'ed, accurate and complete, and historically complete. [8]

Once this is done, New York will join the ranks of Seattle, Chicago, San Francisco, Baltimore, and our nation's capital, Washington DC, in producing open, detailed, and frequently updated crime and crash data for community members to make safe streets for all. [9]

Attached, you will find 96 members of the New York City technology community who agree with this statement.

Referenced URLs:

- [1] BetaNYC - betaNYC.us
- [2] The People's Roadmap to a Digital New York City - NYCroamap.us
- [3] NYC Transparency Working Group - nycTWG.org
- [4] Code Across NYC 2014 - bit.ly/CodeAcrossNYC2014
- [5] WNYC - The NYPD's Crash Data Is Bad and There's Not Enough of It
<http://www.wnyc.org/story/new-york-citys-data-bad-and-theres-not-enough-it/>
- [6] NYPD: Public Too Stupid to Understand a Citywide Crash Map
<http://www.streetsblog.org/2013/10/10/nypd-public-too-stupid-to-understand-a-citywide-crash-map/>
- [7] Almost a fifth of NYC's officially published collision data is ambiguous or wrong
<http://blog.accursedware.com/geoclient-for-crashmapper/>
- [8] NYC Tech Group Seizes on de Blasio Agenda with Call for Traffic Accident Data
<http://techpresident.com/news/24690/nyc-tech-group-seizes-de-blasio-agenda-call-traffic-accident-data>
- [9] Sunlight Foundation's Public Safety Data best practices -
http://sunlightfoundation.com/policy/municipal_crime/

Signed supporters of Vision Zero data petition at <http://chn.ge/19HXRAT>

Name	City	State	Zip Code
@AtTheNGOs On Twitter	Lindenhurst	New York	11757
Aaron Williamson	Brooklyn	New York	11217
Adam Weber	Hood River	Oregon	97031
Aileen Smith	New York	New York	10038
Andrew Greene	New York	New York	10031
Andrew RASIEJ	NEW YORK	New York	10003
Angus Grieve-Smith	Woodside	New York	11377
Anna Mumford	Brooklyn	New York	11231
arlene novich	larchmont	New York	10538
Ben Huff	Brooklyn	New York	11211
Bicycle Utopia	Brooklyn	New York	11217
Brian Howald	Long Island City	New York	11109
Brian Quinn	Brooklyn	New York	11206
Carol Crump	Long Island City	New York	11101-4733
Cheryl Tse	Brooklyn	New York	11249
Chris Castillo	New York	New York	10002
Chris Whong	New York	New York	10025
Concerned Citizen	New City	New York	10956-2406
Craig Barowsky	Brooklyn	New York	11216
Dan Compitello	Brooklyn	New York	11205
Daniel Garwood	Brooklyn	New York	11225
dean collins	new york	New York	11201
Desmond Morris	Long Island City	New York	11109
Dmitry Gudkov	Brooklyn	New York	11222
Douglas Watters	New York	New York	10013
Edward Casabian	Bridgewater	Massachusetts	2324
Eric McClure	Brooklyn	New York	11215
Ernest Hershey	brooklyn	New York	11238
Fei Xu	Brooklyn	New York	11238
Flavio morocho	new york	New York	10031
Frank Wu	New York	New York	10065

Frederic de Sibert	New York	New York	10014
Gabe Hopkins	Albany	New York	12203
Gunnar Aasen	Brooklyn	New York	11237
hanna edwards	brooklyn	New York	11218
Helen Ho	Astoria	New York	11106
Jake Brewer	Alexandria	Virginia	22314
James Beveridge	Brooklyn	New York	11215
james powderly			
James Sedlock	New York	New York	10003
Jason Hoekstra	Brooklyn	New York	11230
Jeff Ng	New York	New York	10010
jeff novich	New York	New York	10026
Jeffrey Namnum	New York	New York	10013
Jennifer Baek	College Point	New York	11354
Jennifer Lopez	New York	New York	10038
Jeremy Barth	New York	New York	10027
Jerri Chou	New York	New York	10014
Jessame Hannus	Rego Park	New York	11374-3843
Joanna Smith	Brooklyn	New York	11215
Joanne Moroney	Mt Vernon	New York	10550
Jochen Albrecht	New York	New York	10065
Joe Jansen	Brooklyn	New York	11238
Joel Natividad	New York	New York	10013
John Craver	Brooklyn	New York	11215
John Randall	Montclair	New Jersey	7042
Jon Hill	New York	New York	10019
juliette powell	NY	New York	10007
Kara Chesal	Brooklyn	New York	11201
Kathrine Russell	Brooklyn	New York	11222
Kerry Constabile	Brooklyn	New York	11215
Kim Carroll	New York	New York	11249
kirby bukowski	brooklyn	New York	11206
krista Bre	astoria	New York	11105
L Feiger	New York	New York	10025

Laura Solis	Bronx	New York	10469
Liz Barry	Brooklyn	New York	
Liz Patek	NYC	New York	10023
Lyzi Diamond	Oakland	California	94606
Mario Vellandi	Brooklyn	New York	
Mica Scalin	Brooklyn	New York	11206
Michael Mandiberg	Brooklyn	New York	11215
Nathan Storey	New York	New York	11238
Naura Keiser	Brooklyn	New York	11238
Nick Gulotta	Sunnyside	New York	11104
Noel Hidalgo	Brooklyn	New York	11222
Pam Boland	Grovetown	Georgia	30813
Paul Schreiber	Brooklyn	New York	11201
Peter Frishauf	New York	New York	10025
Peter Gault	New York	New York	10021
Peter W. Beadle	New York	New York	10022
Phil Gordon	Brooklyn	New York	11218
R. Fureigh	Brooklyn	New York	11216
Richard Knipel	Brooklyn	New York	11230
Rosa Morán	Brooklyn	New York	11217
Ryan Brack	New York	New York	11101
Sean DeNigris	New Rochelle	New York	10804
Sky Sunday	Lancaster	Pennsylvania	17603
Stephen Melnick	Forest Hills	New York	11375
Thomas Ngo	New York	New York	10031
Tomo Yamano	New York	New York	10017
Veronica Ludwig	New York	New York	10013
Wendy Brawer	New York	New York	10002
will glass	New York	New York	10032
William Gray	Brooklyn	New York	11222
William Phillips	Brooklyn	New York	11225

Bob HuDock, Bay Ridge, Brooklyn

- CB10 Transportation Committee member and Chair of Environmental Committee.
- Member of Brooklyn Borough President's Fourth Ave Redevelopment Task force which brought pedestrian safety improvements to 4th Av.
- CEC member D20, Former PTA President at PS 503, at 4th Av and 59th St, one of the deadliest locations for pedestrians in Brooklyn.
- Father of a second grader.
- Architect and Urban Planner.

What is the purpose of a city?

- A city is by definition a container for all the varied social functions that take place there. Cars should serve those functions, not the other way around.
- Cities consist of housing, offices, marketplaces, schools, parks, houses of worship, museums, public streets and plazas. These are all places where people meet and interact. It's this face to face contact between people that make cities a vibrant, exciting and vital place to live.
- The most admired cities in history are those composed of small, pedestrian friendly, human scale neighborhoods with a fine-grained mix of land uses and social classes. Think of Greenwich Village. Cars and highways cannot improve this type of community. They can only degrade it.

A Tale of 2 cities: Current policies reinforce Inequality

- A car costs on avg \$10k/yr to own/operate. Vast areas of this city are poorly served by mass transit, forcing people to rely on private cars. The result has been nearly a century of steadily increasing traffic congestion and an unnecessary economic burden on our struggling citizens.

- At every level of government, transportation agencies spend vastly more money on highways and other facilities to serve motorists than they do on public transportation. This spending disparity should be addressed and rebalanced. More subway lines would drastically reduce the need for future highway spending by reducing traffic congestion.
- Children, the elderly and the poor are least likely to afford a car or be able to drive and therefore make up the bulk of pedestrians in our city. This puts them at high risk for injury by cars, reinforcing social inequality. Traffic studies bear this out. We must protect the most vulnerable among us.

Saving Lives

- The prevailing view among many drivers is that the current level of pedestrian fatalities is unavoidable and must be accepted as the price of living in a car-oriented culture. This view is indefensible. Vision Zero takes the noble view that every pedestrian injury and death on our streets is preventable, and that every human life is worth saving. Vigorously enforcing and reducing speed limits is a good place to start.
- As the father of an elementary school child I find it morally reprehensible that current traffic policies effectively sacrifice children's lives in the name of smooth traffic flow. I walk my daughter to school and back every day and I want to her to be able to do this by herself someday, safely.

Solutions

- There is a strong cultural bias in favor of cars that we see expressed in our laws, public policies and our social customs. This self-entitled car culture must be directly addressed and reigned in if we hope to bring fairness to the balance of power on our public streets and give pedestrians a fighting chance.
- For example, why does it cost at least \$15/hr to park in a commercial lot in this city but little or nothing to park on the street? This is an enormous hidden subsidy that unfairly props up the car culture, transferring wealth from non-motorists to car owners.

- Why do our land use policies include minimum parking requirements for new developments? Again, this is a free giveaway to motorists that only encourages more people to drive and increases congestion, raises costs and harms the local economy.
- These broader issues will take a long time to solve but we can begin to address street safety immediately by enforcing traffic laws vigorously and effectively.

Political courage required

- Safety on our streets must be paramount if we hope to retain our vibrant urban culture. Our long love affair with the car was fun but the honeymoon was over a long time ago. We have to look at the damage cars have inflicted on our city and let the healing process begin.
- I have personally experienced the frustration of seeing numerous pedestrian safety proposals shot down in local community boards where the car culture is deeply entrenched.
- Therefore, I call on this committee and on all council members to follow the Mayor's example and spend your political capital to bring a culture of safety to our streets, even if your most vocal constituents are angered by it. I call on you to demonstrate real leadership and do what's right for the community, saving the lives of our children, our elderly and our poor, even if it's not immediately popular. It will be popular once it goes into effect, because it will make this city a better place to live. When it does, you'll be honored for it.

Thank you.

Remarks to City Council Transportation Committee

Stephen Bauman sbauman@abt.net

There are two ways to reduce pedestrian fatalities and injuries: reduce vehicular collisions and reduce the severity of the collisions. The former has received the most attention. The latter is equally important.

The most obvious way to make pedestrian encounters with vehicles less harmful is to make vehicles pedestrian tolerant. Car design changes (seat belts, air bags, crumple zones, etc.) have reduced the severity of automobile crashes on drivers. Different design changes could make vehicle/pedestrian collisions less lethal. This is the business for a different jurisdiction. There are two after-market devices that the City can mandate for vehicles it owns or licenses. The first, skirts for trucks, is in the Mayor's Vision Zero Report.

There are also rear wheel guards for buses. They have existed for two decades. They are used in Los Angeles, Washington, Baltimore and Sweden but not by the MTAⁱ. They are also a purchase option by the bus manufacturers used by the MTA. Three people already died in 2014 after being run over by MTA bus rear wheels.

The City Council cannot direct the MTA to install rear wheel guards. The City Council can direct NYPD's Collision Investigation Squad to include in their reports whether or not such devices were installed. Chicago's CTA retrofitted its 1900 bus fleet, when it decided the \$1500/bus installation cost improved its bottom lineⁱⁱ.

Impact speed remains the most important factor in pedestrian deaths, in the absence of vehicle design changes. The gruesome fatality rate statistics are: 20 mph - 5%; 25 mph - 15%; 30 mph - 20%; 35 mph - 30%; 40 mph - 40%; 45 mph - 60%; 50 mph - 75%. These figures suggest that a significant number of fatalities would be reduced, if vehicular speeds were loweredⁱⁱⁱ.

Let's assume every driver currently obeyed the existing 30 mph speed limit. Existing fatalities would be reduced by 25% if vehicle speeds were reduced to 25 mph. These rates would be reduced by 75%, if vehicle speeds were reduced to 20 mph^{iv}.

One objection to lowering vehicular speeds is that it would increase congestion. Congestion results when garbage in exceeds garbage out. If both garbage in and garbage out were reduced simultaneously, then no additional congestion would result. Universally applied lower vehicular speeds would not create gridlock. The result simply will be that vehicles will move more slowly.

The likely time penalty per vehicle trip can be answered by using the "2010 - 2011 Regional Household Travel Survey" database^v. This database provides vital statistics regarding distance, origin/destination, trip duration for a representative sample of vehicular trips starting or ending within New York City. The extra time per trip to be endured by vehicle driver and passenger can be reliably estimated once the nature of current vehicular trips are known.

The database includes data for 17,542 weekday vehicular trips that start or end within the five boroughs. The average trip distance is 2.8 miles^{vi}; the average trip duration is 21.0 minutes and the average speed is 8.2 mph. These results are fairly consistent by borough, time of day

and vehicle type.

If maximum vehicular speed were decreased to 25 mph, the average trip duration would be increased by 1.6 minutes. It would be increased by 3.9 minutes, if the maximum vehicular speed were reduced to 20 mph^{vi}. These figures show that actual time vehicles are in motion are a small percentage of total trip duration. Reducing maximum vehicular speed to 25 mph would increase average trip duration by less than 10%.

This additional 10% to 20% additional trip travel time translates saving 40 to 120 pedestrian lives annually. This is achieved solely by reducing maximum vehicular speed. The question remains how to achieve this. Reducing the speed limit is one strategy. There are others reduce maximum speeds on arterial streets that do not require legislation.

One rather obvious strategy is to use existing traffic lights. Traffic lights on one-way arterial streets can be re-timed to 25 or 20 mph from their current 30 mph. A different strategy can be implemented for two-way arterial streets. Speed sensors currently turn lights red when vehicles exceed a given speed^{vii}. The purpose prevent vehicles from taking a dangerous curve too fast.

Other strategies make use of the fact that most pedestrian fatalities take place in intersections. Speed bumps are not the only pavement treatment to slow down cars. Rumble strips placed before every intersection would focus driver attention on potential dangers. All intersections could be paved with cobblestones. A few wheel alignments should make it worthwhile for drivers to lower their speed. There's a low cost option, if cobblestones are too costly. If there is a pothole within an intersection, don't fill it.

Respectfully submitted:

Stephen Bauman
13810 Franklin Ave 2N
Flushing NY 11355
718-359-7972
sbauman@abt.net

- i Public Transportation Safety International Corp., <http://www.slgard.com/home.html>
- ii Chicago Tribune, 20 September 2002, http://articles.chicagotribune.com/2002-09-20/news/0209200396_1_cta-wheel-buses
- iii Impact Speed and a Pedestrian's Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep 2011, Fig 1, p. 9, <https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf>
- iv This assumes a base speed of 30 mph for 25% fatality rate. Fatality rates for 25 and 20 mph are 15% and 5%. This is a reduction of 25% and 75% from the base rate.
- v New York Metropolitan Transportation Council (NYMTC) and North Jersey Transportation Planning Authority, <http://www.nymtc.org/project/surveys/survey.html>
- vi The database records trip distances as the straight line distance between origin and destination (bird's flight). The maximum triangular correction would be 1.4 times this distance. This would increase the average trip length from 2.8 to 3.9 miles.
- vii Extra time for slower vehicular speed calculations use 1.4 times the straight line distance for trip distance.
- viii Speed on Kelly Drive Gets Red Light, NBC Philadelphia, <http://www.nbcphiladelphia.com/news/local/Speed-Get-a-Red-Light-Kelly-Drive-Philadelphia-232516171.html>

TESTIMONY OF BARRON H. LERNER, MD, PhD, NY CITY COUNCIL, 2/24/14

I am Barron Lerner, the uncle of Cooper Stock, the beloved 9 year-old boy killed at 97th St. and West End Avenue on January 10, 2014. But in addition to being a grieving uncle, I am a historian of public health and author of a book on drunk driving. I want to spend my time drawing important analogies between drunk driving and what I will call “reckless” or “distracted” driving.

Before 1980, drivers with blood alcohol levels as high as 0.15%, twice the current level, rarely received criminal prosecutions, even if they killed or seriously injured others. They generally were given traffic violations and sent back to the roads. Victims, walking or driving legally, were said to have been in an “accident.” They were “in the wrong place at the wrong time.” Prosecutors and police told these broken families “You need to get on with your lives.”

Finally, beginning in the 1980s, angry parents and relatives fought back, creating RID (Remove Intoxicated Drivers) and MADD (Mothers Against Drunk Driving). They pointed out the absurdity of a society that allowed drivers to make a selfish decision to drink and then maim and kill, and then shrugged its shoulders at the resultant carnage. As a result, states passed over 700 new laws to make drunk driving the crime that it is. In addition to the moms, the other heroes were lawmakers, like yourselves, who stood up to the political and financial forces that opposed reform.

Does drunk driving 50 years ago sound familiar? It should. Currently in New York City, drivers can make similarly selfish or careless decisions, crash into innocent victims, and get off with a slap on the wrist. It was a historical anomaly that drunk driving was tolerated for so long and a moral decision by society to rectify that problem. There is no moral difference between driving drunk and driving in an incompetent manner for another reason—whether it be smoking pot, using a cell phone, road rage, impatience or turning into a crosswalk without looking. In all of these instances, drivers in a multi-ton machine essentially treat law-abiding citizens as an inconvenience as they drive around in a distracted or an impaired manner. Until we fix this situation, we are morally culpable for the deaths of our dear Cooper and so many other innocent victims.

Let me close with two quotes from my book on drunk driving, entitled “One for the Road.”

The first is by the bioethicist Bonnie Steinbock. She wrote “It is not unreasonable to require people to undergo great inconvenience to avoid killing other people.” Hear, hear.

The second, which I wrote, reads as follows: “The old joke goes that the definition of a conservative is a liberal who has been mugged. It might similarly be said that a libertarian is someone who has never lost a loved one in a drunk driving crash.” Or, as I might have added, in a reckless driving crash or a distracted driving crash.

Thank you for the opportunity to speak to you this afternoon. I pray that you have the courage to act and prevent other needless deaths, both through your own efforts and by working with legislators in Albany.

Testimony to New York City Council Committee on Transportation
February 24, 2014
Eric McClure
Park Slope Neighbors/Park Slope Street Safety Partnership
eric@parksloopenighbors.org
(718) 369-9771

My name is Eric McClure, and I'm a co-founder of Park Slope Neighbors, a grassroots community-advocacy organization active in the Park Slope neighborhood of Brooklyn, as well as the chairperson of the Park Slope Street Safety Partnership, a coalition of community groups working alongside our local precinct, Councilmember Lander and other stakeholders to advocate for exactly the types of life-saving traffic-safety measures called for in the Mayor's Vision Zero Action Plan.

Many others before me today have spoken eloquently of the need to proceed without delay in implementing the Vision Zero Action Plan. Let me echo them in saying that every day that we delay means potentially losing a chance to save a life or prevent a life-altering injury.

I'm here today to tell you Vision Zero resonates tremendously at the grassroots. Lowering the city's speed limit, aggressively enforcing speeding and failure to yield and other dangerous driving infractions, and reengineering our streets with the safety of our most vulnerable citizens has the overwhelming support of the people of New York City.

In early December, when we held a town hall meeting kicking off the Park Slope Street Safety Partnership, we filled a 250-seat church to capacity and had to turn people away at the door. It was the best attended and most passionately focused neighborhood meeting I'd ever seen. I hear every day from people concerned about speeding and aggressive drivers muscling their way through crosswalks. Support for Vision Zero cuts across every demographic in our community, and in every community throughout our city.

We all know, however, that when we begin removing corner parking spaces in order to make intersections safer for children to cross, or begin the planning to replace a lane of traffic on a dangerous three-lane arterial with a protected bike path, or begin deploying more life-saving speed and red-light cameras around the city, there are going to be those who say, hey, wait a minute, that's not right. But *it is* right, and we need to be steadfast in our commitment to safer streets.

We know *how* to achieve Vision Zero. What we need is the *will* to achieve Vision Zero. I urge this committee, and the full City Council, to do everything in its power to make that happen without delay.

Testimony

Before the New York City Council Committees on Transportation and Public Safety
Regarding Vision Zero,

February 24, 2014

Gene Aronowitz, 460 45th Street, Brooklyn, NY 11220

My name is Gene Aronowitz. I'm 76 years old and have the usual aging infirmities including severe arthritis in both knees. Consequently, I, like most of my contemporaries, have trouble walking quickly enough to get across many of our streets safely.

People like me who are 65 or older make up 12 percent of New York City's population but, disproportionately, account for 36 percent of all pedestrians killed here by cars. And we're growing in numbers. By 2030, people ages 65 and over are expected to be almost 15% of the City's population. Consequently, the carnage will increase unless we do something about it. I believe the Mayor's plan is splendid. However I would like to add one more item to the Vision Zero to-do list: a citywide increase in the time allotted to cross the streets.

There have been numerous studies of walking speed among elderly people in traffic. In those I reviewed, speeds range from 2.5 to 3.8 feet per second depending on age, sex and degree of frailty. However, the basis for most traffic signal timing in New York City is much faster: 4 feet per second.

In some areas of the City, where there are large concentrations of older people, such as where senior centers and senior residences are located, the amount of time allotted for crossing streets is increased. This helps but older people do not cross streets only where they congregate. They cross streets where they live, work, shop and visit family and friends. I could not find the current count but in 2011, there were over 12,000 intersections with traffic signals in New York City of which about 10% were set to accommodate a slower walking speed. Yet, I doubt if any of the other 90% did not have older people crossing frequently.

The streets and their traffic signals should all be designed for the safety of the most vulnerable of our citizens. If the streets are safe for them, they will be safe for everyone.

Therefore, I propose that all traffic signals in the City – all of them - be based on an average walking speed of not more than 3 feet per second.

I thank the Council for its focus on Vision Zero in today's hearing and urge your continued forceful oversight to make sure it really happens.

Oversight: Preventing Traffic Fatalities: Examining the Vision Zero Working Group's Report.

**The Committee on Transportation & the Committee on Public Safety
February 24, 2014**

Thank you for listening to those New Yorkers most needing improvements in pedestrian safety, older people! For us, this is often an issue of life, death and survival. I'm Adele Bender, representing Gray Panthers. I am 83 years old.

Living on the Queens Boulevard corridor, the Boulevard of Death, I and so many others confront danger daily. I'm scared to cross.

As Gray Panthers, we know that we must pay attention to the health and safety of all New Yorkers, particularly us with mobility limitations. Even prior to this Mayoral initiative and horrifying epidemic of pedestrian deaths, Gray Panthers in New York City began a pedestrian safety education campaign for seniors.

Although we may not be as speedy as we used to be, but we sure know that we need to speak out on this issue. We want a democratic, safe, and dynamic city for all residents regardless of age or socio-economic level.

Streets safe for pedestrians of all ages and abilities is just plain fundamental. For decades along Queens Boulevard, senior citizens take the brunt of poorly designed streets. For us, it's a dance with death just to cross the street. Personally, I've known many seniors that have suffered falls due to traffic issues. And, I don't want this to continue. Even extending the amount of time for traffic lights along Queens Boulevard can improve pedestrian safety for seniors. Just so you know, after injuries from falling, traffic is the top cause of injury and death for seniors in New York City.

Let's make this simple. **Gray Panthers supports Vision Zero.**

Vision Zero must include: increased enforcement of speeding coupled with effective plans to redesign our streets, especially for us – the seniors in every neighborhood.

Obviously, redesign costs money. We want each one of you to fight for the funding needed. We expect our City Council members, the NYPD, and the DOT to represent older New Yorkers. Our streets need change now. As Council Members, just talk to your older constituents. They will tell you what it's like to fear death from walking around. They are understandably terrified of crossing a speedway like Atlantic Avenue or Queens Boulevard. And, when crossing with children; even obeying all traffic rules, the danger is even worse.

This daily turmoil is **preventable**. Fight in Albany for a speed limit of 20 mph - a standard that make our streets more livable. Push for expanded speed enforcement cameras, so that our roads are less like speedways and more like the healthy connectors of communities.

Gray Panthers envisions an equitable, vibrant city for people of all ages. How can we express our love and participate with our families, friends and connections if we can't get safely across the street? We deserve a network of streets that delivers us safely to our intended destinations and provides support along the way. We, Gray Panthers are older and younger New Yorkers together. We've seen the past and we see the possibility for a better, safer New York. Through Vision Zero, now is the time to take action. Let us cross our streets in peace and safety for all. **NO INJURIES OR DEATHS FOR ANY NEW YORKER – OLD, YOUNG, MIDDLE AGED.** It's needless. New York can do better.

Thank you.

**Testimony of Michael Woloz on Behalf of the Metropolitan
Taxicab Board of Trade Before the New York City Council
Transportation Committee and Public Safety Committee's Joint
Oversight Hearing: "Preventing Traffic Fatalities: Examining the
Vision Zero Working Group's Report."**

February 24, 2014

Good morning Mr. Chair, Madame Chair and members of the Transportation and Public Safety Committees. I am Michael Woloz and today I am here representing the Metropolitan Taxicab Board of Trade, which represents the operators of more than 5,250 yellow medallion taxicabs.

As taxi operators, we have a supreme obligation, not only to ensure the safe transport of our passengers, but to ensure the safety of our drivers as well as all vehicles, cyclists and pedestrians with whom our taxis co-exist.

While MTBOT has always placed safety as our single most important goal, and according to accident data, traveling via yellow taxi is safer than traveling in one's private vehicle, much more must be done. We must innovate with new technologies. We must do more to encourage safe driving and discourage dangerous driving and we must do so, keeping in mind the difficulties of driving a taxicab.

MTBOT has been a longtime leader in the fight for safer taxis and safer streets. Most recently, in 2013, MTBOT joined civic groups, transportation advocates and families of victims in supporting Intro 535, to lower speed limits on side streets from 30 mph to 20 mph. Mayor de Blasio has put forward an even bolder goal to reduce the citywide speed limit on all streets from a default of 30 mph to 25 mph. We applaud this goal and stand ready to fight alongside the Mayor, the City Council and others to achieve it.

MTBOT is proud to have worked closely with the TLC on the Mayor's Vision Zero initiative and is pleased that many of our suggestions were incorporated into the common sense working plan.

Many Vision Zero ideas can be implemented with relative ease. For example, utilizing existing technology in the taxis to message

safety to drivers and passengers. Other initiatives are not without concerns.

We must be careful to not make the already difficult job of driving a taxi even more stressful and burdensome by over-ticketing or singling taxi drivers out.

There is a way to strike a balance. For example, drivers are all-too-used-to getting issued a “six-pack” of tickets when they are stopped by a TLC, NYPD or Port Authority enforcement agent. This may include tickets for minor violations of TLC rules – for example, if a passenger left paper on the floor of the rear compartment and another ticket because a passenger chose to exit the cab in an intersection before the driver had a chance to pull over to the curb. Imagine driving in New York over the past several weeks of snow, sleet and rain and constantly worrying about whether you will be ticketed for a spotty door or a slushy floor.

Part of Vision Zero should be about prioritizing safe driving and re-evaluating “nitpick” violations that do little else than contribute to the stress of our drivers – and stressful drivers are less safe drivers, whether you drive yellow taxis or drive your kids to school in the morning.

Another concern is fairness. Yellow taxi drivers are already the most targeted drivers on the road today. It is important that the NYPD and the TLC treat all regulated industries equally. Yellow taxi drivers cannot be subjected to technology-based enforcement while other drivers regulated by the TLC are not. We should all be rewarded for good driving together and penalized for dangerous driving together – whether you drive a yellow, a green, a livery or a black car. No one should be able to “buy” their way out of safe driving by choosing a less regulated means of travel.

If fairness, boldness and balance is our guide toward implementing Vision Zero, there is no reason we cannot achieve a dramatic reduction in traffic-related deaths **and** preserve a healthy taxi industry.

Hudson Square Connection

180 Varick Street, Suite 422
New York, New York 10014

212.463.9160 phone
212.463.9165 fax
HudsonSquareBid.com

February 24, 2014

New York City Council Committee on Transportation Oversight – Preventing Traffic Fatalities: Examining the Vision Zero Working Group's Report

BOARD MEMBERS

Jason Pizer, Chair
Trinity Real Estate

Jeffrey Sussman, Treasurer
Edward J. Minkoff Equities, Inc.

Mindy Goodfriend, Secretary
Connection Partners LLC

Michelle Adams
Tishman Speyer

Anthony Dorelli
Edison Properties

John Cucci
Viacom Entertainment Group

William Fair III
New York Genome Center

Dale Fitzgerald
Resident

Brett Greenberg
Jack Resnick & Sons

Ryan Jackson
Stellar Management

Andrew Lynn
Port Authority of NY & NJ

John Maltz
Greiner-Maltz

Anthony Mannarino
Estell Development Company

Steve Marvin
Olmstead Properties

Mary McCormick
Fund for the City of New York

James Montanari
Pearson PLC

Phil Mouginho
PJ Charlton Restaurant

Liz Neumark
Great Performances

Howard Pulehn
Edelman

Donna Vogel-Sicilian
Newmark Knight Frank

Laura Walker
New York Public Radio

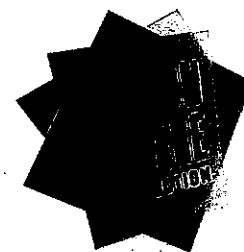
Kim Whitener
HERE Arts Center

Tobi Bergman
Community Board #2

ELECTED OFFICIALS

Mayor Bill de Blasio
Comptroller Scott M. Stringer
Borough President Gale A. Brewer
City Council Corey Johnson

Ellen Baer
President



Testimony Hudson Square Connection

My name is Renee Schoonbeek, Vice President for Planning and Capital Projects of the Hudson Square Business Improvement District. Hudson Square is roughly bounded by Houston and Canal Streets, Route 9A and Sixth Avenue. It was once known as the Printing District. Nowadays most people probably think of it as the area “where you get stuck in traffic trying to get into the Holland Tunnel”.

The buildings in Hudson Square were built in the 1930s for manufacturing. At that time, an estimated 12,000 people worked in the district. Around the same time, the Holland Tunnel was built to accommodate 15 million vehicles per year. Today, it is a hub of creative industries with a daytime population of 60,000 and the tunnel now moves 35 million. In spite of this more than doubling of cars and tripling of population, our streets continue to be treated as a staging area for tunnel traffic.

Crash data matches the risk of conflicts between drivers, cyclists and pedestrians at the tunnel approaches, but data tells only part of the story. On July 8th 2011 a young woman was hit by a truck in the crosswalk on Charlton Street and Sixth Avenue. She survived. Only six days later, on July 14th, a 60-year old woman, was struck by a truck and killed as she was crossing Canal Street at Hudson Street. A year later, on August 27th 2012, a 58-year old woman on a scooter was struck and killed by a flatbed truck turning from Houston Street onto Sixth Avenue.

The BID, with limited resources, and working closely with CB2 and DOT, is creating a more pedestrian-friendly environment. In February 2012, for lack of enforcement, we have started our own pedestrian traffic management program to keep traffic from blocking the crosswalks on Varick Street during rush hour. However, the BID, alone, cannot address the impacts of a regional transportation facility on a neighborhood that is now alive with people.

We are asking for a permanent redesign of the road geometry at 5 of our intersections and automated enforcement along Varick Street. We would like to participate in the Mayor's Office of Operations Vision Zero Task Force to both share our expertise and to serve as a voice for the many communities that are similarly affected by the presence of bridges and tunnels in their neighborhoods.

We applaud the Administration's commitment to making our streets safer through better street designs, regulations and enforcement and look forward to working with you to expand these efforts.



OUR MEMBERS • 9th Avenue Association • 43rd Street Block Association • 44SW • 44th Street Block Association • 45th Street Block Association • 46th Street Block Association • 47/48th Street Block Association • 55th Street Block Association • 344-348 West 38th Street Tenants Corp. • Actors Temple Theater • American Home Hardware & More • Baryshnikov Arts Center • Basilica • Brazil Brazil • Candlewood Suites Times Square • Chimichurri Grill • Clinton Housing Development Corp • Costa del Sol • Cupcake Café • Delphinium Home • Domus • Econolodge • Empire Tailors & Cleaners • Times Square • Galaxy Diner • Hampton Inn Times Square South • Hartley House • Hell's Kitchen Neighborhood Association • HK5051 Block Association • Holiday Inn Times Square • Housing Conservation Coordinators • Hudson Crossing Tenants Association • International Foods • J.Seffens Studio • L'Allegria • Larissa Designs • Manganaro's Food • Manhattan Plaza • Metro Bicycle Stores • New Dramatists • Nice N Natural • Orion Condominium • Piccinini Brothers • Il Punto • PetsNYC.com Poseidon Bakery • Project FIND • R/GA • Revolution Rickshaws • Rockrose Development • Sea Breeze • Sunnyside Records • Smiley's • Sonja Wagner Gallery • Costa del Sol • St. Lukes Theater • Studio LLC • Tagine • Tartare • The Ritz • The Piano Factory • Thrift & New Shoppe • Trattoria Pesce Pasta • Vintner Wine Market

www.chekpeds.com

Hearing on VISION ZERO

Held by New York City Council Committees on Transportation
Monday, February 24, 2014, City Hall Council Chambers
Testimony of Christine Berthet, Co-founder, CHEKPEDS

Good morning. Thank you Chair Rodriguez, and members of the Committee for the opportunity to testify today. My name is Christine Berthet: I'm the co-founder of CHEKPEDS. Our 800-members non-profit was founded in 2005 to improve the safety of pedestrians in Chelsea and Hell's Kitchen in Manhattan.

The Mayor's Vision Zero initiative brings us enormous hope. However actions speak louder than words. Here are a few suggestions to ensure the vision becomes a reality without the usual delays and excuses. We cannot endure more carnage in the streets.

How much study is needed to fix a pothole? How many days does it take to fix it? DOT needs NOT to study or delay simple proven life saving measures:

- We know split phases signal would reduce by 44% the number of pedestrians injured by turning vehicles. Split phase have proven to be 100% effective for this problem and they are included in the Vision Zero tool kit. Many are installed in midtown.
In Hell's kitchen 7 people were killed on 9th Avenue by turning vehicles between 2001 and 2009. But NO split phases have been installed at these locations in spite of a detailed DOT study underway since 2007. We recommend that such features be installed within 30 days from any deaths or serious injury by a turning car.
- We know that speed kills: so why are speed humps delayed if there is a construction site that could go on for years on the same block?
6 months ago, we were given that excuse when we asked for speed bumps on West 44th street between 10th and 11th Avenues where there is a school, with traffic coming straight from the highway. This means that in Hudson Yards district and the vast expanse of the city that has been rezoned the residents will be at risk for the next 20 years. We recommend that Speed Humps be installed regardless of the presence of construction sites on the block.

We were pleased to see opportunities to involve the community in Vision Zero. There are few easy ways to open and organize the flow of information between the NYPD traffic forces and the public:

- The precinct safety plans should incorporate public input by consultation with Community board and local associations.
- Do you know where your traffic complaints are logged? Me neither. Presently traffic complaints are not logged in the 311 system and not responded to by the precinct. A reporting and communication process needs to be established between community and traffic officers; at a minimum the complaints should be logged and fed into the traffic stats meeting. If there is a large gridlock, honking repeated idling or other non life-threatening situation that needs to be reported and addressed immediately, we need a protocol for where to call and how soon it will be addressed. (it is important because these situations are fluid) . Some of those situations occur at night and a response unit should be in place. Further,

CHEKPEDS is a coalition of over 1,500 businesses, individuals, and institutions dedicated to pedestrian safety in Clinton and Hell's Kitchen, on the West side of Manhattan and the sponsor of the 9th Avenue Renaissance project. excom@chekpeds.com

Clinton/Hell's Kitchen Coalition for Pedestrian Safety | 348 west 38th Street, New York, NY 10018 | (646) 623 2689 |

two sides of dangerous corridors should be reported without regard to the precinct they belong to. The current set up makes it difficult for residents to report problems or request assistance and obtain information

- A high-ranking traffic officer should attend monthly community precincts meetings or community board meetings to hear enforcement complaints and report on action from last month.
- The data must be more usable at the community level:
 - Highway patrol must break down its statistics by precincts: it gives out 40 % of the city summonses that do not show in precinct reports.
 - Further, all the information should be disaggregated by Community board since in many cases the Precincts are not co terminus with the Community Boards and the two sides of dangerous corridors are reported in two separate precincts. This makes it difficult for residents to report problems and to requests assistance and the residents have to attend two precincts community councils every month. It is frequent that a request for information is bounced back and forth between precincts

We are pleased to see that more NYPD resources will be allocated to traffic enforcement but NYPD already has a large pool of personnel to reallocate to life saving posts: How many traffic agents do we need to whistle and wave at moving cars that have a green light? Today the traffic agents' excessive focus on moving traffic makes them a menace to pedestrians and a major nuisance for local residents.

- Certain traffic agents would make terrific Highway patrol officers. The others should be retrained to become crossing guards/ gridlock prevention or enforcement. They could be authorized to give failure to yield tickets, in addition to gridlock and idling tickets that they already are permitted to give
- The majority of highway patrol personnel should be deployed on arteries where most of the pedestrians are hurt and less on highways. The name of their unit should be changed accordingly to reflect the new focus.

**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: 2/24/2014

(PLEASE PRINT)

Name: Ellen Feste

Address: 181 8th Street Brooklyn

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: Janice Fellegara

Address: 492 Henry Street 6F Brooklyn

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: Emma Rodgers

Address: _____

I represent: Brnx Health REACH

Address: 16 E. 16th Street, NY, NY 10003

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: _____

(PLEASE PRINT)

Name: David Powell

Address: _____

I represent: Southern Bronx River Watershed Alliance

Address: 1384 Stratford Ave Bronx NY

**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: _____

Address: Diana Bernal & Dulia Corbin

I represent: Make The Road NY

Address: Queens Blvd & Arden Ave & Immigrant Union

**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: 2/24/14

(PLEASE PRINT)

Name: Adelle Bender

Address: 9944 67th Street Hills Queens

I represent: Gay Panthers

Address: Manhattan

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: 2/27/14

(PLEASE PRINT)

Name: Anthony Williams

Address: _____

I represent: Gray Panthers / SPRIE

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: 6/29/14

(PLEASE PRINT)

Name: JP Patafo

Address: _____

I represent: Locat TWU 100

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: 2/24/14

(PLEASE PRINT)

Name: Veronica Vanterpool

Address: _____

I represent: Tri-State Transportation Company

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: _____

(PLEASE PRINT)

Name: NOEL HIDALGO

Address: 150 COURT ST / BROOKLYN

I represent: BETANYC

Address: 150 COURT ST / BROOKLYN

**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: BOB HUDOCK

Address: 9101 SHORE ROAD, BROOKLYN

I represent: BAY RIDGE ADVOCATE - KEEPING

Address: EVERYONE SAFE (BRAKES)

**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: 2/24

(PLEASE PRINT)

Name: ELIZABETH CAPUTO

Address: 29 W 69th St E 11th 10023

I represent: CHAIRMAN MANHATTAN COMMUNITY

Address: BOARD 7 250 W 47 St

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: 2/24/14

(PLEASE PRINT)

Name: Lester Mack

Address: 15 W 65th NY NY

I represent: Highrise Guild

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: 2/24/14

(PLEASE PRINT)

Name: Dr Karen Gougey

Address: NY

I represent: PRASS Coalition

Address: 31

**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: Karen Friedman - Annifilo

Address: 1 Hogan Pl. NY NY 10013

I represent: District Attorney Cyrus R. Vance Jr.

Address: 1 Hogan Place

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: 2/24/14

(PLEASE PRINT)

Name: STEPHEN BAUMAN

Address: 13810 FRANKLIN AV 2N

I represent: FLUSHING SELF

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: STEVE VACCARO

Address: 70 E96 ST NY 10028

I represent: CRASH VICTIMS

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: 1/24/14

(PLEASE PRINT)

Name: Jacob Stevens

Address: 83 Adelpin St, Brooklyn, NY 11205

I represent: _____

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: 2/24

(PLEASE PRINT)

Name: Polly Trottenberg

Address: NYC DOT

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. VISION 2-40 Res. No. _____

☐ in favor ☐ in opposition

Date: 2/24

(PLEASE PRINT)

Name: Conan Froid Chief Operating Officer

Address: Taxi & Limousine Commission

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: 2/24

(PLEASE PRINT)

Name: Chief Thomas Chan

Address: NYPD

I represent: _____

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: 2/24/2014

(PLEASE PRINT)

Name: Gale A. Brewer, Manhattan Borough Pres.

Address: 1 Centre Street, 19th fl.

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: Bhaskar D. Ghosh

Address: EXECUTIVE DIRECTOR ALLIANCE

I represent: NY TAXI WORKERS ALLIANCE

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: William Lindauer

Address: NY TAXI WORKERS ALLIANCE

I represent: _____

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: _____

(PLEASE PRINT)

Name: Erhan Tuncel

Address: _____

I represent: The League of Mutual Taxi Owners

Address: 50-24 Queens Blvd, Woodside, NY 11377

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☒ in favor ☐ in opposition

VISION ZERO

Date: _____

(PLEASE PRINT)

Name: Gene Aronowitz

Address: 460 45th St, Brooklyn

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: Chilim BERTHE

Address: 348 W 38th St, 10018

I represent: CHEKPEDS

Address: So. Ave

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: _____

(PLEASE PRINT)

Name: RENEE SCHOONBEEK

Address: 100 VARICK STREET NY 10014

I represent: HUDSON SQUARE BID

Address: 100 VARICK STREET

**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: Victor SALAZAR

Address: NY TAXI WORKERS ALLIANCE

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: Victor SALAZAR

Address: NY TAXI WORKERS ALLIANCE

I represent: _____

Address: _____

Appearance Card

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: MICHAEL S. SCHLIMMER

Address: NY TAXI UNION/KEPION ALLIANCE

I represent: _____

Address: _____

Appearance Card

☒ in favor ☐ in opposition

Date: 2/24/14

(PLEASE PRINT)

Name: Michael WoloZ

Address: 22-23 27th Street Astoria

I represent: Metropolitan Taxing Board of New

Address: 24-16 Queens Plaza South LIC NY

Appearance Card

☒ in favor ☐ in opposition

Date: 2/29/19

(PLEASE PRINT)

Name: 1155 Coalition Anna Lin Barber

Address: 401 8th AV Brooklyn;

I represent: PASS Coalition / VISIONS SERVICES

Address: Computer Center for Y.L. People

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: _____

(PLEASE PRINT)

Name: Amy Cohen Eckstein

Address: _____

I represent: Families for Safer Streets - mother.

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: Paul Steely White

Address: _____

I represent: Transportation Alternatives

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: Amy Liao Jake Stevens & Steve Vaccaro

Address: (mother) (witness) (attorney)

I represent: _____

Address: One panel please.

◆ 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: _____

(PLEASE PRINT)

Name: Debbie Kahn

Address: _____

I represent: mother - Family for Safe Streets

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: Bol/Rys Rivera

Address: 3216 Kossuth Ave 2g Bklyn 10467

I represent: JOS bol Rivera

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: LUPA HANSEN

Address: 145 W 27th St

I represent: NEIGHBORHOOD PLAZA INCUBATOR

Address: 145 W 27th St NYC 10018

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: _____

(PLEASE PRINT)

Name: Dana Lerner

Address: _____

I represent: Family - mother of Cooper Street

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: _____

(PLEASE PRINT)

Name: Lizi Rahman

Address: _____

I represent: mother of Family's Gov. Sater Street

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: _____

(PLEASE PRINT)

Name: Ken Bender

Address: _____

I represent: Father - Elle Bender's Family for Safe Streets

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. VZ Res. No. _____

☒ in favor ☐ in opposition

Date: 2/24/14

(PLEASE PRINT)

Name: ERIC M. CLARK

Address: 427 4TH ST BROOKLYN 11215

I represent: PARK SUIE STREET SAFETY PARTNERSHIP

Address: ERONY

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

Vision Zero Date: 2/24/14

Name: CAROL CRUMP
(PLEASE PRINT)

Address: 44-78 23rd St

I represent: Beta NYC on Behalf of Noel Hidalgo

Address: _____

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