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VISION ZERO TOWN HALL MEETING 1

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

VISION ZERO TOWN HALL MEETING

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March 26, 2014
Start: 6:15 p.m.
Recess: 8:30 p.m.

HELD AT: Council Chambers
John Jay College
899 - 10th Avenue
New York, NY 10019

B E F O R E: Chairperson
Ydanis Rodriguez

COUNCIL MEMBERS:

Melissa Mark-Viverito
Corey Johnson
Mark Levine
Helen Rosenthal
Vanessa Gibson
Margaret Chin
Rosie Mendez

A P P E A R A N C E S (CONTINUED)

Jeremy Travis, President
John Jay College

Kathy Allen, Commissioner
Mayor's Office of Community Affairs

Polly Trottenberg, Commissioner
New York Department of Transportation

Kate Fournier
Deputy Director of Policy
New York Department of Transportation

Thomas Chan, Chief
NYPD
Department of Transportation

Gale Brewer
Manhattan Borough President

JEREMY TRAVIS: And I'm privileged to be the President here at John Jay College of Criminal Justice. Part of the City University of New York, and we're delighted to welcome all of you to this very important forum this evening on Vision Zero, and the issues of traffic safety as those issues affect our neighborhoods and our wellbeing in the City of New York. I'm just going to say a couple words of welcome, and then unfortunately I have to leave to go somewhere else. So, I won't to be part of your discussions tonight. But I do want to say how privileged we are to have been asked to once again provide a forum for the discussion on this important topic. It is within our sort of central mission here within the college to think about the wellbeing of communities, to think about safety, to think about the role of law enforcement, and the role of communities. So there's no better connection here I think than between the discussion on Vision Zero tonight and the mission of John Jay. So we really feel very privileged and fortunate that you consider this a welcoming place for this discussion. We have a number of elected officials here. I will recognize

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2 three of them, and maybe others are coming in as I'm
3 speaking, and for that, I apologize. But please join
4 me in welcoming Council Member Margaret Chin, who's
5 seated here at the table. [applause] Thank you,
6 Council Member Chin for coming here tonight. Next to
7 her, our former City Council Member, our Advocate for
8 the City Council on all issues at all times and now
9 the Manhattan Borough President. Please join me in
10 welcoming the wonderful Gale Brewer. [applause]
11 Many other members of the City Council including the
12 Speaker are expected to come maybe this evening, and
13 as they come, they will be appropriately recognized.
14 But I'm particularly pleased to note that we have
15 other city officials here, all of them important in
16 their own right, but because I used to work there, I
17 want to give a special shout out to the NYPD that's
18 here in force tonight. [applause] Starting with
19 Chief Chan and representatives of the entire Borough
20 of Manhattan. I'm delighted to see our colleagues
21 from the NYPD here. My task is to turn the
22 microphone and the podium over to your Moderator and
23 Chair for the evening, a very good friend of higher
24 education. His former assignment was to chair that
25 committee in the City Council. A good friend of this

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2 college. We've done work together on a number of
3 topics, including work that we share a great deep
4 interest in exchanges of students and faculty John
5 Jay and the Dominican Republic, something that we've
6 been doing together for a while, and hope to do much
7 more of in the future. Of interest to us given that
8 42% of our students are Hispanic, and many of them
9 from the Dominican Republic. And we have a very
10 strong interest in the wellbeing of that country and
11 the connections to the De Aspar [phonetic] here in
12 New York. So please join me in welcoming a person
13 with spirit who suffered on behalf of our city, and
14 he is a great leader in so many rungs of public
15 policy, and a great representative that he
16 represents, Council Member and Chair Ydanis
17 Rodriguez. [applause]

18 CHAIRPERSON RODRIGUEZ: Let's give a
19 round of applause for the President of John Jay
20 College, right? [applause] President Travis. A lot
21 of the men and women that have serving at the NYP,
22 they started here at John Jay, and we know how
23 important is John Jay for the whole City of New York.
24 And Travis' leadership has been very important.
25 Tonight, this evening is an evening where we would

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2 like to hear from all of you, or as many as possible
3 some feedback on all the ideas or the initiatives and
4 legislation that can complement what the
5 Administration has presented as Vision Zero. So
6 tonight I want to take more time as those
7 politicians, and that we take 20 or 25 minutes
8 addressing this issue. I believe that the problem
9 has been addressed, and everyone recognizes that
10 there's a crisis that we face in the City of New
11 York. And those of all that have children or
12 grandchildren or granddaughters and son, we know that
13 what we are talking about it. Like when we deal with
14 the reality where the first cause of death for
15 children under 14 are car crash accidents. It's a
16 big problem. So my daughter, who is seven years old,
17 she knows on which side she should be walking when we
18 are walking the sidewalk. So I know this is
19 something that all parents have that concern on how
20 safe is the street of New York when our children are
21 walking the street, or the citizen senior citizen.
22 Like my mother while she was hit by a car a few years
23 ago. Now, she's 84. That happened like six years
24 ago, so after that accident she's not the same person
25 that she was any more. She has spent probably two

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2 months at Highland Hospital. So from all family
3 experience and then for the future, for 13 years
4 being elected, I know how important it is to keep our
5 cities safe when it comes to children, senior
6 citizens, or anyone who is walking the streets of New
7 York. Before we call on my colleagues and the
8 elected officials to say a few words, and then we
9 will turn it to DOT to the representation. And then
10 to you to get your feedback. I would like to
11 recognize and thank the Speaker Melissa Mark-
12 Viverito, who will be joining us later on for her
13 leadership. This is her -- this event, the town hall
14 meeting is taking place under her leadership and the
15 Speaker's community outreach. You guys have been
16 doing a great job working with Howard and the rest of
17 team putting this Town Hall meeting together. This
18 evening we have the first one, and then we're moving
19 to our next one. And she's going to be April 1st at
20 Brooklyn Ball Hall, and then we're going to Queens
21 and Staten Island and the Bronx. And at the end of
22 those five town hall meetings, we will produce a
23 report based on all those ideas and suggestions. And
24 we expected that as we have a participatory budget
25 that we can have a lays letter participatory ideas

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2 where we also can produce legislation and ideas
3 coming out of these five town hall meetings that we
4 will have starting today, and having our fifth one in
5 May. That's what we expected from here to make you
6 hold all those five town hall meetings. So to the
7 green light when it comes to the logistics, I would
8 like also to thank you to the staff of the
9 Transportation all of them, those that are here,
10 Jennifer and Frank. My friend is here and Carmen and
11 Rosie who are from Staten Island come up, too. We
12 will hear from Manhattan Borough President. Then
13 every Council Member will have two minutes. And then
14 we will turn to the DOT to do a presentation, and
15 then we will open the mic to hear your concern and
16 questions. Hopefully, we will get ideas. We don't
17 want to take too much time on the problem that we
18 face in the street. Well, I believe that we have
19 some idea of what the problem is. We would like to
20 get some feedback, suggestion, idea on what we think
21 about Vision Zero. Is there any other legislation
22 that we feel that we should be introducing at the
23 City Council? If there are any particular ideas of
24 really setting our street that we would like to share
25 with the DOT and the rest of us. So let's receive

our Manhattan Borough President who has also been showing a great leadership, Gale Brewer. [applause]

GALE BREWER: Thank you very much Ydanis Rodriguez, and I want to thank all of my colleagues certainly the Department of Transportation, John Jay, and I'm here with John Gabo, who is Deputy Borough President, and I see Community Boards here, certainly Board 7. So I'll try to be not the talker, and come up as the Council Member indicated with some specific ideas. I want to start the notion that we need to think about people who are visually blind, or who have just visual challenges in general. We have worked when I was in the Council and continuing on with Council Member Vacca with the idea requiring installation of accessible pedestrian signals. Right now there are -- DOT has installed 28. They're known as APSs citywide in 2012; and 26 in 2013. And our bill called for 25 citywide. So some of you may know that they are currently at some of the locations. For instance, where there is -- a location where there is a place like the Lighthouse, or Vision or Jewish Guild. But I think people would like to see them elsewhere. And what I don't want is for people to complain that the chirping is too loud. It is

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2 not. [applause] So I want all New Yorkers to
3 understand is that this is important for people. And
4 so the bill that we have pending now will double the
5 number and ask that they be wherever there is a
6 renovation, repair, improvement in the intersection
7 with the APSS they installed. Second, I find--and I
8 want to thank DOT particularly Margaret Forgione in
9 Manhattan. She's a hero in Manhattan. [applause]
10 The issue with Board 7 I think to follow up on Vision
11 Zero specifically the studies that we did with the
12 Community Board and DOT from 51st Street to 86th.
13 There was a \$250,000 federally funded study, and it
14 said very specifically where the speed bumps would be
15 or speed humps would be supported near the schools or
16 elsewhere. It said where the paint should go to slow
17 down traffic. It said where the planters should
18 intersections. It said where the intervals should
19 give to pedestrians, and the result we got? Not done
20 yet. It takes a while to implement all of these. But
21 seniors came up to me and said, Gale, we find this to
22 be more secure pedestrian funding. So I would just
23 say again across funding that these kinds of studies
24 really work. And the engineers at DOT with input from
25 the community actually figure out what has to be done

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2 to slow down the traffic. So studies are important.
3 We also did one at 96th Street. Unfortunately, it
4 wasn't implemented, and we know about the horrific
5 fatalities. This issue of bicycles it was more
6 contentious than climbing Mount Everest or something.
7 I don't know. I think people know that I'm a big
8 supporter of transportation alternatives, and I
9 believe in the bike lanes. But what has to happen is
10 the following: We cast a bill to the credit of DOT.
11 Implemented, 60 were hired to go to the stores where
12 there are delivery people, knock on the door and say,
13 Mr. Manager, Ms. Manager, you need to make sure that
14 your delivery people are following the vest, the
15 mane, the helmet, the bell, the whistle and so on.
16 That is what is the job of the DOT inspector. I
17 don't know if there are enough of those. I doubt it.
18 You have to go back and back and back because there
19 is a new manager all the time. There's language
20 issue not just between you and the manager, between
21 the manager and the delivery people. You have to go
22 back over and over again. At the same time -- and I
23 have -- I know Margaret and I have great respect for
24 Chief Chen who has an unbelievable record in all of
25 the work he's ever done, but he needs more people to

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2 be doing the rules of the road. And I will say that
3 as my final comment. We have got to figure out how
4 many police would make sense to give people the kinds
5 of enforcements. So that they pay attention on the
6 bicycle road. So I'm just going to talk about APSs,
7 studies, and different the approach to bicycles that
8 has to cut the fear that people of them. Because
9 otherwise people are not going to support healthy,
10 driving, which is what I think makes us safe. But
11 not if people are afraid of people going the wrong
12 way, and not obeying the rules of the road. Thank
13 you, Mr. Chair.

14 CHAIRPERSON RODRIGUEZ: Good. [applause]
15 And from now on then we're going to be limiting us,
16 you know. The purpose is that the public has to have
17 time to talk and we are going to be limited to two
18 minutes. And the first person to talk is going to be
19 the person who represents this area Council Member
20 Helen Rosenthal.

21 HELEN ROSENTHAL: Thank you very much.
22 Thank you. [applause] It's so nice to be here. I
23 was about to feed my two minutes to Gale because
24 she's been working so hard on this issue. But I'm
25 going to take just a minute and say Vision Zero is

1 something whose time has come. I want to thank Mary
2 de Blasio for putting the blueprint, but now we
3 really have the opportunity through Council Member
4 Ydanis Rodriguez and the Speaker to travel through
5 the City's five boroughs to hear from New Yorkers
6 about their interpretation of the blueprint and their
7 suggestions for fleshing it out a little bit more.
8 The one piece that I've added is to introduce a bill
9 that would quite seriously -- take quite seriously
10 what happens when a taxi driver kills a pedestrian or
11 a biker. And the idea would be that that taxi
12 driver's license would be suspended. There would be
13 an investigation. And if it was found that the death
14 was due to failure to yield, which was what happened
15 in the case of Cooper Stock, the taxi drivers would
16 lose their right to drive a taxi. They would lose
17 their taxi license. [applause] I'm interested in
18 hearing people's comments when it goes to Ydanis'
19 committee for a review, and most importantly I'm
20 interested in hearing from all of you tonight. I do
21 want to give a special shout out to the Department of
22 Transportation to Margaret, but now to the new
23 Commissioner Paul Schattenberg, and they're looking
24 forward to see your work in addressing these issues.
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2 And addressing how we can have the most street
3 safety, and how we can work with bicyclists who have
4 emerged as a real community in collaboration on the
5 streets. So thank you very much.

6 CHAIRPERSON RODRIGUEZ: Thank you. Now
7 let's hear from the Chairman of the Public Safety
8 Committee, Vanessa Gibson.

9 COUNCIL MEMBER GIBSON: Go everyone.
10 Thank you so much to each and every one of you for
11 coming out tonight. I am Council Member Vanessa
12 Gibson. I am the Chairwoman of the Committee on
13 Public Safety. I represent the Bronx, Bronx County
14 and I'm thankful to be here, and certainly want to
15 echo the sentiments of all of my colleagues in
16 expressing our appreciation for coming out tonight.
17 This is certainly an effort that's going to provide a
18 lot of input. This is a framework. Vision Zero
19 moving forward is a collective effort on the parts of
20 every stakeholder to ensure that we work together to
21 reduce pedestrian fatalities and injuries across our
22 city. Too many children are being killed. Too many
23 lives are being devastated and families are being
24 impacted. And I'm deeply, deeply grateful to be here
25 tonight to hear from all of you and I want to thank

our Mayor, the Speaker of the City Council, my colleagues in government, the Manhattan Borough President, who's been a tremendous advocate, all of the agencies. The New York Police Department, New York City DOT, TLC, the Mayor's office, and everyone who is here tonight. I am particularly in hearing from the New York Police Department on what types of resources they intend to use to provide the necessary enforcement to enforce our laws. We have embarked on an initiative to reduce the speed limit in the City of New York to 25 miles per hour. But in doing that, we need to make sure that law enforcement is equipped with resources so they can actually enforce that law. And so, this is an opportunity tonight, and I'm thankful for all of you being here. Please let us know how Vision Zero will impact you and your families and this entire City of New York. And again, I'm thankful for all of you, and thank you, too, my colleague, the Chair of the Transportation Committee, Ydanis Rodriguez. We are embarking on this five-borough campaign, and we're going to continue to talk to each and everyone of you. So again, at the end of the day, we will see no more

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2 people killed in our streets. Thank you again for
3 being here this evening. [applause]

4 CHAIRPERSON RODRIGUEZ: The Chairman of
5 the Health Committee, who is a part of Vision Zero,
6 Corey Johnson.

7 COREY JOHNSON: Thank you, Chairman
8 Rodriguez. I want to thank you all for coming here
9 tonight. New Yorkers are busy, but people come out
10 because they care about local communities and care
11 about the City as a whole. Council Member Gibson
12 went through and thanked everyone, but I do want to
13 recognize Manhattan Borough President Gale Brewer's
14 huge effort, that she has been working on this for
15 years. As well as Margaret Forgione, who as Gale
16 said had been a real hero in our borough in getting
17 things done, and also my colleagues that are here
18 tonight, Helen Rosenthal, Margaret Chin, and Vanessa
19 Gibson. I want to quickly say as Chair of the Health
20 Committee, I look at Vision Zero as a public health
21 issue as well. And all of the issues that have been
22 talked about. whether it's getting more speed
23 cameras on our streets; making sure that Albany
24 grants us this very basic right that we should have;
25 whether it's getting slow zones around schools; or

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2 speed humps around blocks that need them, enforcement
3 of bikes and vehicles who are breaking the law from
4 local precincts. And getting data collected from
5 hospitals so we know the number of injuries that are
6 happening from bike accidents or pedestrians being
7 hit by bicycles or vehicles. These are all things
8 that are all interconnected. And that is what Vision
9 Zero is all about. So I look forward to working with
10 all of you. I also want to say that I think that the
11 reason why we're having this -- and hopefully, there
12 are folks here tonight from every neighborhood and
13 community across our borough -- is that many times
14 local community boards, block associations, tenant
15 associations you are the people that know where the
16 trouble spots are. You're the ones that are alerting
17 your local police precinct or the community board or
18 your elected officials. So I think it's incredibly
19 important that local members in our neighborhoods,
20 residents engage, and let us know where are the
21 trouble spots are. Where are the places where you
22 believe need help in your local community. So that
23 we as a municipal government, as elected officials
24 can be responsive to all of you. And I want to make
25 sort of one comment -- And this is not in anyway an

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2 attack on the NYPD because again I think Chief Chan
3 had done amazing work. I want to say I have one
4 concern with regard to I think we don't need more
5 people on highway patrol. We need more officers on
6 our interior roads, making sure that things are being
7 followed. And I also want to thank the Speaker of
8 the City Council Melissa Mark-Viverito. Thank you
9 very much.

10 CHAIRPERSON RODRIGUEZ: And before we
11 hear from our Speaker, Council Member Margaret Chin.

12 COUNCIL MEMBER CHIN: Oh, thank you
13 Council Member Rodriguez. I'm also chair of the
14 Aging Committee. So that's why it's really important
15 that our seniors when they cross the street they feel
16 safe. And many of you out there you know where the
17 trouble spots are, but you also know what works,
18 right. When there's countdown clocks on the corner,
19 you feel safer because you know how many seconds you
20 have to cross the street. And many of us here want
21 to walk with you, and listen to what your suggestions
22 are so that we can make our community safe for
23 seniors, for children, for families and also
24 definitely for pedestrians. And I look forward to
25 hearing from all of you today. Thank you. [applause]

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2 SPEAKER MARK-VIVERITO: Good evening
3 everybody. It's really a great turnout. I want to
4 thank everyone for coming out, and I really want to
5 thank the Chair of the Transportation Committee
6 Ydanis Rodriguez, and all of my colleagues that are
7 here. I see Vanessa and Margaret and Corey, and all
8 of the different agencies, and our Borough President
9 Gale Brewer, who is a great advocate in the Council
10 and continues to be a great advocate. And I also
11 know that we have the DOT Commissioner here as well.
12 And thank John Jay for hosting us. This is a really
13 important issue. We had a great hearing at the City
14 Council to really look in-depth at the plan that the
15 Mayor has presented. We and the Council are very
16 interested in looking at ways we can expand the
17 concept of Vision Zero? How can we enhance the plan
18 that the Mayor had put out, and really make sure that
19 we have safe communities. So that is also one of the
20 purposes -- one of the many purposes of why we're
21 here and helping to do this in other boroughs is to
22 continue to hear from people's concerns additional
23 legislation that we want to pass in the City Council
24 as a way of enhancing what the Mayor has laid out.
25 And we've all heard the heart breaking stories

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2 unfortunately of the fatalities, and the consequences
3 of that in our communities. So it really is
4 important that we take an aggressive look at this.
5 Because Vision Zero is not simply about achieving a
6 numerical goal. It really is looking at changing our
7 perspective about the way we look at and think about
8 pedestrian safety. And so, I think that's the thing
9 is we're changing that concept and that's why these
10 conversations are important. I know in my community,
11 unfortunately in my district, I've been an extremely
12 strong supporter of protective bike lanes, which I
13 think does really help with safety of bikers. But
14 also even for seniors when you have those islands. I
15 know this is controversial. Businesses don't like
16 them sometimes, but when you have the protective bike
17 lanes, it also does afford additional safety to some
18 of our seniors who may find it difficult to cross a
19 wide avenue and may need extra protection in order to
20 get across the street. There are different things
21 that we can do. So I really want to thank again,
22 Ydanis, who is really taking a lead on this. He's
23 been very aggressive. He wanted really wanted to
24 have these forums out in the communities, and it's
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2 been great. And we look forward to hearing from all
3 of you. Thank you very much.

4 CHAIRPERSON RODRIGUEZ: I think that
5 we're doing great when it comes to the time. You
6 know, I think that we will have at least the next 20
7 minutes. We will hear from everyone, and then we
8 will have at least 40 minutes to get all the comments
9 rushing from the audience. Now, let's hear from --

10 MALE SPEAKER: [off mic]

11 CHAIRPERSON RODRIGUEZ: So now, let's
12 hear from the Mayor's Office of Community Affairs.
13 The Commissioner Kathryn Allen.

14 KATHRYN ALLEN: Hello. Thank you all for
15 being here tonight and thank you John Jay College,
16 and we're so grateful you all made it out today.
17 Thank you to the Speaker Mark-Viverito and Borough
18 President Brewer for bringing us all together here
19 tonight. As the Community Affairs Unit, it's
20 absolutely essential that we hear from you. Your
21 perspective informs our Vision Zero agenda, and fuels
22 our effort at every step of the way because to us
23 Vision Zero isn't theoretical. It's practical and
24 it's real, and it's key that we listen to you to
25 understand all of these issues at the neighborhood

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2 level from the ground up. The Administration's
3 priority with Vision Zero is clear. We want to end
4 the epidemic of traffic fatalities in New York City.
5 And we do not believe that we do our neighbors and
6 our family members -- on city streets is inevitable.
7 We know we can prevent all of these tragedies.
8 That's our mindset. That's the premise we're going
9 to start with if we're going to achieve Vision Zero.
10 It's a commitment that the Mayor made before he came
11 into office, and it's a commitment that we renewed
12 within days of stepping in through the doors of City
13 Hall. And we do not plan on letting red tape or
14 miscommunication or a sense of business as usual
15 obstruct our plan toward -- our path toward progress.
16 Commissions from the NYP -- the officials from the
17 NYPD, the Health Department, the Department of
18 Transportation, the Taxi and Limousine Commission
19 have been meeting constantly since we took office.
20 And we add one step closer toward our goals every
21 time. And we'd like to take a moment to emphasize
22 how much we appreciate all of their hard work, and
23 all of their collaboration as we move forward on this
24 with the Administration. Already we are gaining
25 ground on these slated reforms, and they will make a

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2 real difference when it comes to street and
3 pedestrian safety. We're moving forward on reforms
4 including laws that will help us set our speeding
5 limits, targeting the most dangerous roadways, and
6 changing our approach to traffic enforcement. But we
7 can't make this happen without you. So we're so
8 pleased to see you out here. These reforms have to
9 come from you and from the ground up. Vision Zero is
10 based on your input to make it work. So please both
11 today and in the future feel free to reach out to us.
12 Proactively pitch your ideas, help us, tell us where
13 the most dangerous roads are. Participate in the
14 Borough Plan because it's going to take all of us
15 together to turn Vision Zero into a reality, and make
16 our streets safe for pedestrians and for motorists.
17 Thank you. [applause]

18 CHAIRPERSON RODRIGUEZ: Thank you, and
19 now -- and as I said in the beginning, you know, our
20 speaker will have been one of the leaders when it
21 comes to the participatory budget. So these
22 initiatives also go in the same direction, and she's
23 also at the end of the last town hall meeting. We
24 use some of your ideas, and explore the
25 possibilities, and translate some of those ideas into

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2 other legislation. So this is about people
3 participating and taking ownership of in the
4 important solution to the problem that affect
5 everyone. So now, let's hear from someone in this
6 short period has show her leadership. Also one that
7 you're inclusive when it comes to working with all of
8 the DOT Commissioner, Polly Trottenberg. [applause]

9 POLLY TROTTEBERG: Thank you. Can you
10 all hear me? Thank you so much, Mr. Chairman, and
11 Speaker Mark-Viverito and all of the members of the
12 Council. And my Administration colleagues are here.
13 We are so proud to be part of this project. For the
14 New York City DOT, Vision Zero goes to the core of
15 our mission, and I have a lot of my team here as well
16 to whom I want to give a shout out. These are some
17 real dedicated professionals who really spend their
18 days working on the engineering of the streets,
19 educational safety, working wit the community. We
20 have our Manhattan Borough Commissioner Margaret
21 Forgione. So for us this is really a safer vision,
22 and we're so excited to be here. And I'm
23 particularly excited obviously hear from the City
24 Council colleagues on their legislative ideas, and
25 what ideas come out of the Participatory Budget, and

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2 the ideas that all of you have. As one of the
3 speakers said, The Vision Zero plan is a blueprint at
4 the moment. It needs input from everyone all over
5 the city to really realize the whole vision. I look
6 forward to you comments. And I guess right now I'm
7 going up a member of my team who is going to give a
8 quick presentation. Kate Fournier [phonetic] who's
9 in our Policy Office to just give you all a flavor of
10 what's in the report. [applause]

11 [Pause]

12 KATE FOURNIER: Hi, I'm Kate Fournier
13 [phonetic]. I'm the Deputy Director for Policy at
14 New York City DOT. I want to echo what pretty much
15 what everyone here has already spoken to say thank
16 you to the Speaker, to the City Council, to the
17 Borough President, and to the President of John Jay
18 for hosting this event. Vision Zero is Mayor de
19 Blasio's plan to reduce and end traffic fatalities
20 and traffic injuries on New York City streets. It's
21 an ambitious plan, it's an exciting plan, it's a
22 visionary plan. It has lots of interagency
23 coordination, really an unprecedented amount of that,
24 a unprecedented coordination and participation of
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2 neighbors, community boards, everyone involved that
3 are pulling together to make this plan a reality.

4 And it really testimony to the Mayor's
5 leadership that we're here today. This is one of the
6 first things that he tasked us with doing the minute
7 he took office. We were asked to pull together the
8 Vision Zero in the beginning days of January. We had
9 a plan out there by -- in the middle of February, and
10 the plan itself is 63 different action items that
11 call upon the Taxi and Limousine Commission, DOT, the
12 NYPD, a whole list of different agencies throughout
13 the city. And also with all of you guys pulling
14 together to make this real. So the first thing to
15 know about Vision Zero is that it's more than just a
16 policy. It's actually really a mindset change.

17 We have sort of this vision or this sort
18 of ideal right now that crashes they're inevitable.
19 There are cars, there are people, there's all this
20 stuff on our streets, and people are just going to
21 get killed. That's no okay, and that's not true. We
22 call these things accidents. They're not accidents.
23 They're preventable. Death and injury on New York
24 City Streets it's not acceptable, and we can do
25 better than that. You know, mindset changes are big,

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2 they're often hard, they're often scary, but they're
3 doable.

4 Thirty years ago it was pretty normal for
5 people to go and have a bunch of drinks and then
6 drive home. Today, that's not. So we're at a very
7 different place and we're ready to make these
8 changes. And the Vision Zero mindset what we need to
9 get to is place where we realize that it's not okay
10 to speed. It's not okay to see the yellow light and
11 then gun the engine. It's not okay to barrel through
12 an intersection, even if you're late, even if you're
13 in a hurry, even if it's inconvenience. It's not
14 okay to make decisions that put other people in
15 harm's way. And Vision Zero is about making the
16 choice to put people first.

17 So the facts are these: Over the course
18 of the last decade New York City has made tremendous
19 strides in reducing the number of traffic injuries
20 and fatalities on our streets, but we'll known you're
21 done. There are bout 250 people who are killed each
22 year on New York City streets, and there are about
23 4,000 people who are injured; some of them very
24 seriously and sort of really fundamentally life-
25 altering ways. The other thing we know is that

1
2 driver choices like speeding, failure to yield those
3 are actually a factor in about 70% of those crashes,
4 70% of those fatalities, and this is what we need to
5 change.

6 So as I said a little bit earlier, Vision
7 Zero really needs all of us. This is an all-hands
8 effort. You see up here a collection of city
9 agencies and elected officials. We're a big portion
10 of this solution, and all of you in this room are
11 also a big portion of being able to get to where we
12 really need to go. So over the course of the next
13 couple of weeks and months. The Speaker and the City
14 Council are going to be holding events like this
15 throughout the five boroughs. DOT and NYPD are going
16 to be coming back and holding workshops where you can
17 really dig in and say, This intersection, this
18 corner.

19 And you're going to be seeing from us and
20 hearing from us pretty much everywhere. We're going
21 to be doing intensive outreach in our schools, in our
22 senior centers, in our after school programs. We're
23 going to do outreach on the street that you're going
24 to see that's a combination of education and
25 enforcement. This is a sneak peek at what we think

1
2 is a really cool flyer, really targeting the areas
3 where we know there are crashes happening. You're
4 going to see new public ad campaigns. So this is
5 "Our Choices" -- our anti-drunk driving campaign.
6 And you're going to see this and also variants on
7 this that talk about the choices that we get to make
8 all the time in terms of choosing to speed, or
9 choosing to jaywalking, or any of those sort of
10 things.

11 You know, as the Mayor said, whenever we
12 get behind the wheel of a car, we are really taking
13 the lives of our families and friends and neighbors
14 in our hands. We can make choices to make people
15 safe. So the folks from the Taxi and Limousine
16 Commission can tell you more about it. The Taxi and
17 Limousine Commission is a huge portion of a huge
18 player in the Vision Zero action plan. And they've
19 got a very ambitious agenda looking at ways to
20 increase education for drivers, looking for ways to
21 keep the more reckless drivers off the street.

22 Looking at technology innovations like
23 black boxes, and a whole host of things that really
24 increase both their education tools for drives, and
25 the enforcement tools. The NYPD is also a huge

1
2 player in Vision Zero, and they're going to be
3 looking very closely at things like speeding, failure
4 to yield, improper turns, texting and signal
5 violations. Again, these are the things that are
6 causing 70% of pedestrian fatalities and also things
7 that are cause -- It goes beyond pedestrians. These
8 are things that are causing fatalities to other
9 drivers. This is everybody all involved. NYPD is
10 also going to be looking at their crash investigation
11 teams providing more resources for speed guns,
12 providing more training, and resources to those units
13 who are investigating crashes.

14 So that DAs can have more evidence and
15 more information to keep reckless drivers off the
16 street. TLC is also going to be looking at speed
17 guns, again focusing on law enforcement of bad
18 drivers. Automated enforcement is also a big portion
19 of the Vision Zero plan, and we have it because we
20 know -- or we're looking for it because we know it
21 works. So this graph we see is actually the number
22 of violations given out by our red light counters
23 over the course of the last two decades. And you see
24 that it's going down, which is great.

1
2 Because where we have the red light
3 counters it works, and that working is a 31%
4 reduction in pedestrian injuries. And that's pretty
5 much in line with what we're seeing in other cities
6 like Chicago and Washington, D.C. that have these.
7 But the important thing to know about automated
8 enforcement like cameras, speed cameras, and red
9 light cameras is that it's not something that we
10 control here in New York City. Sadly, it's something
11 that's controlled in legislation in Albany, and that
12 legislation often actually puts some pretty
13 interesting restrictions on where we can use those
14 cameras.

15 So, for example, the speed cameras they
16 can only be used right adjacent to schools, and they
17 can only be used during the school hours. Which is a
18 really great start, but it doesn't get at the fact
19 that in Manhattan 41% of pedestrian fatalities are
20 senior citizens and half of those fatalities are
21 happening at night. We need to do more, and we need
22 to bring control of that automated enforcement here
23 at home.

24 We're also looking for city control over
25 the speed limit. We know that speed kills. We know

1
2 that New York City's existing speed limit of 40 miles
3 an hour it's just too fast. But again, this is
4 something that's controlled in Albany, and as I
5 mentioned before this is participatory and this is
6 something -- and this is a place in particular where
7 all that participation matters. As pretty much
8 anyone on the stage show will tell you, when you
9 speak, your legislators act, they listen.

10 So what we need are your voices in Albany
11 to help make our streets safer here at home. Well,
12 also just because our legislative agenda doesn't come
13 in. We're also looking at increased penalties for
14 dangerous driving, ways to encourage safer driving
15 from professional drivers. And also a whole host of
16 vehicle modifications. So, for example, Wheel wells
17 under - - wheel wells on trucks. So that if you get
18 knocked over by a truck you don't die.

19 Street design is, of course, a huge
20 portion of Vision Zero. Over the course of the past
21 five or six years, the changes that DOT has made at
22 intersections around the city has reduced traffic --
23 has reduced crashes anywhere from 20 to 88% depending
24 on the design. It's also that we're looking beyond
25 that. That's a great start, and we want to do more.

1
2 So one of the things we're looking to is figure out
3 ways to make the streets more forgiving. So that if
4 you misjudge how much how much time you have to cross
5 the street or if you're driving and you suddenly
6 realize that you actually really need to be in that
7 lane and not the one you're in, that mistake that
8 you're making isn't going to cost you or somebody
9 else their life. Under Vision Zero DOT's mandate is
10 50 projects a year, 50 safety projects a year. We're
11 well on our way including actually modifications at
12 96th Street and Broadway, which just broke down this
13 week.

14 Making streets safer, it's really about
15 making streets accommodate more people. So putting
16 crosswalks where people want to cross. Making it
17 clearer where you're supposed to be. Making it
18 easier, making it less conflict ridden. As the
19 Speaker mentioned, arterials are a big challenge for
20 us, and it's a place that we're putting a lot of
21 attention. Those of you who are familiar with First
22 and Second Avenue, Eight and Ninth Avenue, this is
23 going to look very familiar. But again, a pedestrian
24 island so that you shorten the crossing distance,
25 too. It's incredibly important if you're older.

1
2 Something that's incredibly important if you have
3 someone with a baby, but also just important for
4 everybody. But they also make you easier to see. If
5 you're driving you can see pedestrian. It labels out
6 the street a little better so you know where people
7 are. So it's a little less conflict ridden so people
8 and their movements are a little more predictable.
9 And then just to show this in picture form. Here is
10 an intersection where I have no clue where you're
11 supposed to be. Who knows where the cars are coming
12 from. Who knows where the people are. who knows
13 who's going to cross where or where everyone is going
14 to come from. And here it is redesigned, clear
15 crossings, clear places for people to stand where
16 they're visible, where they're easy to see, where
17 they're safe. You know where the cars are going to
18 come from, you know where people are coming from.
19 It's simple. There are less conflicts, it's safer.

20 The other thing we're doing at DOT is
21 augmenting that street design with regulation. So
22 we're looking again at those big arterial streets
23 where we know there are a lot of crashes and a lot of
24 conflicts, and thinking about ways to slow them down
25 with signal timing. We have our Neighborhood Slow

1
2 Zone Program. So you can apply to have your
3 neighborhood or your street become a slow zone with a
4 slower speed limit. We're looking at adding more
5 speed bumps and enhancing lighting at about a
6 thousand intersections around the city.

7 So it's an all-hands effort. So you're
8 going to again, as I said, hear from us, see from us.
9 You're going to see the Speaker's events throughout
10 the city. You're also going to see Manhattan. In
11 Manhattan specifically the NYP and DOT are going to
12 come back and do pedestrian safety workshops. Again,
13 these are that deep dog where you're going to come
14 and say this intersection, this corner. I want to
15 see that. And I definitely encourage you to come to
16 those. There are two of them. One is June 11th at
17 our radio campaign in the Village. The other is June
18 16th at via the Humble [phonetic] Ball Room in
19 Harlem. And then just lastly if you haven't already
20 done so, I encourage you to check out the Vision Zero
21 website. It's [nyc.gov/vision zero](http://nyc.gov/visionzero). It has more
22 information on the Vision Zero plan. It's going to
23 have a calendar. It's going to have interactive
24 features. So if you can't make a workshop or you
25 have a comment you think of later, you can submit

1
2 information that way. And we look forward to working
3 with all of you to make our streets safer. Thank you
4 very much. [applause]

5 CHAIRPERSON RODRIGUEZ: Now, let's hear
6 from the TLC Represent Justin Johnson and Cindy
7 Buttersol [phonetic].

8 CINDY BUTTERSOL: Thank you very much. I
9 want to thank the Speaker Mark-Viverito and the Chair
10 for inviting us to speak today along with City
11 Council member and our colleagues in the City. We
12 are very excited to be working on Vision Zero, and
13 very excited to be with you all at John Jay College
14 today. To my right is my college Justin Johnson, and
15 we are busy working in the office on the Vision Zero
16 initiatives for making our streets safer, looking at
17 drivers' records, and making sure that drivers are
18 off the road sooner. Looking at education
19 requirements, and include some driver education, and
20 really just professionalizing this movement, and
21 reaching Vision Zero's goals. And we look forward to
22 working with you all and answering any questions.
23 Thank you.

24

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CHAIRPERSON RODRIGUEZ: We'll now hear
from NYPD Chief of Transportation, Thomas Chan.
[applause]

CHIEF THOMAS CHAN: Good evening
everyone. Thank you for having us here today, and
thank you to the Speaker and also Council Member
Rodriguez and also Council Member Dixon and all the
members of the City Council for your support. NYPD
is certainly working closely and collaboratively with
all the other city agencies, especially the
Department of Transportation, TLC, the Department of
Education, the Department of Aging, and the
Department of Health. Again, this is a collective
effort of working with our communities our community
boroughs, our precinct community councils to reach
Vision Zero. Now, throughout the years in the past,
we've had what we call traffic staff with NYPD. And
that, again, is a board where the Police Department
addresses the issues of traffic and traffic
collisions, the injuries, and also the fatalities.
Now, we've been fortunate. We've been working on
this particular issue. Again, we're Vision Zero.
We're going to go for that zero number, and we're
going to work collectively with all the particular

1 groups. The traffic staff, we've emphasized the
2 engineering, the education, and finally the
3 enforcement. You might have seen on the screen the
4 areas where we're going to specifically target, and
5 we did and it will affect the reduction in the
6 injuries and also the fatalities. There are going to
7 be the speeding sentences, failure to yield to
8 pedestrians, of disobeying signal lights, improper
9 turns, disobeying signs, and also utilizing your cell
10 phone and texting while you're operating your motor
11 vehicle. I think that those areas are specifically
12 what we're going to be targeting. And also,
13 collectively the education is very important. We're
14 working the DOT to reach out the schools, but also
15 the Department of Education in terms of developing a
16 program that targets elementary, intermediate, and
17 also high school students because those are three
18 different audiences that are out there. We're also
19 looking to increase our equipment, and our training
20 for our officers, and how we conduct investigations,
21 how we take police accident reports. And our CIS
22 Unit, which we're upgrading the number of personnel
23 that are assigned to Harlem. We're also eventually
24 looking to make sure that the education process and
25

1
2 we're part of it. When we're out there on the street
3 doing enforcement, we're going to do education as
4 much as we can before we do any part of enforcement.
5 But again, we're going to also increase and update
6 our equipment. And one of the questions that's asks
7 of us is the radar equipment that we're utilizing the
8 laser type, and also the zone type of radar
9 equipment. We're in the process of upgrading and
10 increasing those particular numbers also. So
11 overall, through the education, the enforcement and
12 engineering, we feel we can make an impact on those
13 particular areas of fatalities and injuries. And
14 quite often I've said this to police officers,
15 between a petty larceny and a larceny is again the
16 amount is a thousand dollars. But for injuries the
17 individual if it's a senior or a very young child the
18 type of injury that they received. If they fall and
19 they strike their head, that could result in a fatal
20 injury to those particular people who are more
21 vulnerable to them. So again, that's certainly our
22 target audience, and again, we look forward to
23 working with all the agencies, and our communities,
24 and making sure they're efficient. Thank you.
25

CHAIRPERSON RODRIGUEZ: Thank you.

[applause] Let's now hear from colleague also,

Council Mark Levine, but I before I turn the

microphone to Mark Levine I'd like to invite

everyone. There's 47 of you of you and comments are

very important, but you will be read to summarize so

that we can go straight to the point, straight to the

suggestions so that everyone will have the

opportunity to hear. And as you know, this meeting

has been recorded, and Jonathan and Lyle they are

taking notes. So for the purpose of having as many

ideas and suggestions as possible, please be sure

that when have your minute that you go straight to a

specific suggestion. Thank you. Now, Council Member

Mark Levine.

COUNCIL MEMBER LEVINE: Thank you Council

Member Rodriguez. I'm so excited to be here, and

just full of admiration for the activists who for

years of hard work have brought us to this moment.

It took a content of hard work, of some visionary

political leaders like our Mayor and City Council

Speaker. And sadly, it took tragedy to galvanize

parents who lost children, and neighbors who felt the

pain of at least a span of accidents to finally get a

critical mass on this issue. And we're going to have to move forward on every front. Looking at street redesign, ramping up enforcement, re-examining our laws. Most of all, we need a cultural shift. Today, our society's attitude toward reckless driving is comparable toward what it was toward drunk driving in maybe about 1979. There was a time when people said, Drunk driving is not great, but it happens. What are you going to do? And eventually, we a group of activists, mothers primarily changed all of that with a dramatic, dramatic drop in deaths from drunk driving in this country. And we're just at the beginnings of a similar cultural shift on this issue. Most people say, Oh, you ran a red light or skipped a stop sign or failed to yield or you go over the speed limit. Everybody does it. It's not the end of the world. Occasionally there are bad things happening, but what are you going to do? Well, we understand now. The statistics tell us that that attitude is deadly, and we need to affect a cultural shift in the city. So that people realize they are handling a deadly weapon when they are on the streets, and they handle them with appropriate care. And to make sure people change their mindset, we're going to enforce

1
2 the law. We're going to strengthen law, and we're
3 going to put physical improvements to the street to
4 force people to take care of their fellow New Yorkers
5 when they're behind the wheel. And I couldn't be
6 more excited to be working with my colleagues in
7 government on this important initiative. Thank you.

8 CHAIRPERSON RODRIGUEZ: Thank you.
9 [applause] And with the effort also Council Member
10 Rosie Mendez.

11 ROSIE MENDEZ: Good evening everyone. In
12 order for us to be successful, we're going to need a
13 multi-pronged approach, policy, and legislation and
14 we need to have multiple agencies and individuals.
15 Our streets are not just vehicles. It's bicycles.
16 It's people. But the most at risk are the
17 pedestrians. And so, we have a series of legislation
18 at the city level that we're planning to move
19 forward. And we're making recommendations with
20 legislation at the state level that we think will
21 help us here in the city. So this is going to be a
22 work in process. Thank you, Mr. Chair. [applause]

23 CHAIRPERSON RODRIGUEZ: As Council Member
24 Mark Levine said like we definitely have to show all
25 of the respect to all of the families that they have

1
2 lost a loved one, and encourage intimidation so we
3 impress on others that a mechanism of a conversation
4 that has been very good. We know that nothing can
5 return your loved one back, but at least we will be
6 with you fighting for justice to be sure that we
7 reduce the numbers of New Yorkers who didn't have to
8 die. Unfortunately, they died by car crash accidents.
9 We have now or less started like calling on the
10 public. Please. We know how to do it. I think we
11 did good, and we did it like in 30, 35 minutes and we
12 heard from everyone. Now, we definitely want for you
13 to go straight. Let's try to make your summer in one
14 minute. So let's try to do it so we can have the
15 whole meeting, and people they don't start leaving.
16 So I'm going to be calling the first four. Christine
17 Levine, David Darby, Steve Harris, and Karen Gorgi.

18 STEVE HARRIS: Hello, my name is Steve
19 Harris. I'm on your list. Make the education
20 visible. Make the enforcement visible. You passed a
21 law against city bikes and go out here and wait for a
22 bus and see five of them go by. Pick on up on your
23 way home tonight. Make the education visible. At
24 the entrance to Central Park, put somebody out there
25 to explain to the bicycle riders that there are rules

1
2 in that park and that they need to behave. There are
3 gateways. I've never seen anybody out there
4 explaining to the bicycle riders what they need to do
5 to behave properly in the park. As you proceed with
6 your vision, as you all commented here, make sure
7 that you accommodate all modes of transportation, and
8 don't just rule things out on an emotional basis.
9 Try to include pilot programs, studies for things
10 like segues, and see how those things can be
11 incorporated into the process. Thank you. [applause]

12 CHAIRPERSON RODRIGUEZ: Thank you.

13 DAVID DARBY: Hi, David Darby. I'm a
14 cyclist. I'm sorry when other people get so much as
15 startled by cyclists, but as far as enforcement and
16 everything, people need to keep in mind, and I hope
17 you all and PD keeps in mind, the proportions here.
18 Okay, deaths from motor vehicles it's hundreds of
19 times; injuries it's tens of thousands of times more;
20 property damage it's probably tens of millions of
21 times more dollars as far as damage from driver
22 behavior. Anyway, real quick. When I was a kid
23 growing up driving country and at one point I was
24 driving like a jerk and I got pulled over and cited
25 for reckless in New Jersey. That's five points. I

1
2 got a lawyer and got it down to carless driving.
3 That's two points and a big fine, and that's all just
4 because a cop saw me. Now, that's good. I don't
5 think that happens here. I'd like PD and legislation
6 to address that. I don't think people get cited for
7 serious five point violations like that just because
8 they get seen driving that way. Thanks. [applause]

9 [Pause]

10 KAREN GORGI: Good evening. My name is
11 Karen Gorgi [phonetic]. I'm with the PASS Coalition,
12 Pedestrians for Accessible and Safe Streets. First,
13 I must just thank Council Member Levine and Borough
14 President Brewer for Intro 216. This is the first
15 time we will have a law on the books where when the
16 City takes certain actions like installing API, an
17 accessible pedestrian signal will automatically be
18 installed. This is a new level of enfranchisement
19 for us and we are thrilled about it. A couple of
20 other quick points. My bottom line is to urge you to
21 continue to talk to us as you do this work. The
22 Speaker mentioned the importance of countdown clocks.
23 If you have reduced vision, you don't see those.
24 APSs, that's Accessible Pedestrian Signals are our
25 equivalent of the countdown clocks. Pedestrian

1
2 islands are mentioned. Crucial. So important, but
3 we need to know where they are. So you need a
4 detectable warning strip at the entrance and exit of
5 those islands. My whole point is to say we learned
6 that if you are not at the table, you might be on the
7 menu. So we just ask that our DOT -- and we've been
8 doing this already with Commissioner Forgione and
9 we're building a great working relationship with DOT.
10 But please, as you do these changes, which are so
11 important, please realize we are citizens, too, and
12 please do not forget to include us in this
13 conversation.

14 CHAIRPERSON RODRIGUEZ: [interposing]

15 Thank you.

16 KAREN GORGI: Thank you. [applause]

17 CHAIRPERSON RODRIGUEZ: Yes, Jerry Evans.

18 Jerry Evans, Ellie Rubin, Maurice Sessions
19 [phonetic], and Lester Marks.

20 FEMALE SPEAKER: Thank you. For
21 pedestrians it's not an extreme sport to cross the
22 street or to walk around the city or in the parks.
23 And taxi's licenses have to be enforced, and I was
24 told by a taxi driver that he was actually driver
25 with his brother's license. So TLC can deal with

1
2 that. Buses need to slow down and heed to
3 pedestrians, but I support there needs to be -- There
4 is defiance, they are above the law. I am in the
5 Upper West Side, but I am all around the city. I
6 think they need to pass tests, and they need to take
7 a license test, and I think they need to take a
8 license test. They need to be licensed. That will
9 bring revenue into you. [applause] How to enforce
10 it I leave it to all of you. Park rangers are down
11 by West 68th Street by the river. I had spoken to
12 one of your friendly women there after my dog got hit
13 by a bike. And the park rangers have been hit. They
14 said there was no enforcement, and there is defiance.
15 Rules have to be obeyed. Thank you.

16 CHAIRPERSON RODRIGUEZ: Yes. [applause]

17 ELLIE RUBIN: Hi, my name is Ellie Rubin,
18 and like Karen Gorgi I'm a member of the PASS
19 Coalition, Pedestrians for Accessible and Safe
20 Streets. We've been working really working really
21 hard to make everyone aware of the importance of the
22 Accessible Pedestrian Signals. I haven't heard much
23 conversation about that for today, except for -- with
24 the exception of Borough President Brewer. I also
25 know that Mark Levine, who is my District City

1
2 Council Member has introduced the Bill Intro 216,
3 which includes added protections for people who are
4 blind and no vision by including more and more APSs.
5 Thank you. [applause]

6 CHAIRPERSON RODRIGUEZ: And you go.

7 MAURICE SESSIONS: Hello, my name is
8 Maurice Sessions. I'm resident of Community Board
9 10, and my concern with this is I want to make sure
10 the people who are not on the Internet, the people
11 who are watching the news just everyone knows about
12 these meetings. Right now because today people in
13 our community are kind of complaining that we only --
14 they only found out about the meeting this morning.
15 So just getting the word out is really my concern.
16 Because there are a ton of people who are interested
17 in this stuff. So I think we should be making sure
18 everyone knows of the meetings and anything. Just
19 getting the word out. That's just really my concern
20 because I really appreciate what you guys are doing.
21 It's great and thank you.

22 CHAIRPERSON RODRIGUEZ: Thank you.

23 [applause]

24 MELISSA ALYSE: Hello, there. I'm
25 Melissa Alyse [phonetic] from the Bronx, but I'm

1
2 employed by Bike New York, and I am saying thank you
3 for existing and for everything that you've said. I
4 also volunteer for the Bronx River Alliance and TA.
5 Needless to say, I'm very passionate about seeing
6 change on New York City streets. I ride very
7 regularly in the five boroughs; not so much in Staten
8 Island, but in Arizona. But I'll be at all the
9 Vision Zero forums, and I also wanted to mention that
10 next week Ritchie Torre is going to have Vision Zero
11 at the Bronx Library Center, April 1st 6:00 to 8:00.
12 So I won't be at the Brooklyn Vision Zero forum, but
13 everybody else who lives in Brooklyn should. But if
14 you live in the Bronx, please come up. And three
15 things I wanted to mention is the Macomb Dam Bridge,
16 which I take regularly to get into the Bronx and from
17 the Bronx to commute to work, that really needs to be
18 looked at. It's not very friendly whether you're a
19 pedestrian or a cyclist, but you should walk your
20 bike if you're a cyclist. But in any event, it's not
21 safe. It's very narrow. There should be at least
22 yield signs or stop signs there. Failure to yield to
23 cyclists even in protected bike lanes on First Avenue
24 -- I've seen a collision there because someone said
25 there were too many lights. Maybe they didn't notice

1
2 the bike light. Lastly, increasing enforcement of
3 vehicles in bike lanes, I've seen you do it. Thank
4 you for keeping that up, but also double parked cars
5 need to be ticketed as well. Thank you. [applause]

6 CHAIRPERSON RODRIGUEZ: Thank you.

7 LESTER MARKS: Good evening. My name is
8 Lester Marks. I'm from the Lighthouse Guild located
9 right here on West 65th Street in Council Member
10 Rosenthal's District. I just wanted to echo the
11 comments of my colleagues who were here earlier today
12 and spoke about Intro 216. Accessible Pedestrian
13 Signals are a vital component to the way people who
14 are blind and visually impaired travel. If they're
15 not included in the Vision Zero plan, then people who
16 are visually impaired are left out of this plan. So
17 we applaud the Council Member, the Borough President.
18 we urge all the Manhattan Council Members here to
19 please, please sign onto this to make sure that over
20 the next couple of weeks this plan is included in the
21 Legislative package that's propose by the New York
22 City Council. And it's vitally important, and just
23 thank you again, Council Member, and we appreciate
24 the opportunity. Thank you.

CHAIRPERSON RODRIGUEZ: Thank you.

[applause] You are doing great. Right, one minute, so we've been able to share the message. Now, Andrew Shatling [phonetic], Veronica Wandaphal [phonetic], Sarah Broslin [phonetic], and Stephen Opera.

[Pause]

FEMALE SPEAKER: Thank you, it is indeed a privilege to be here, and it is a joy. It is a great joy to be in New York City, and to be able to walk around in New York City and as a blind person. We who are here, we have all trained hard to travel with a cane or a dog, and that was an incredible joy to us all. However, because of all these changes, our joy is still tainted, and we need to keep that joy going. People think our dogs know when to cross the street, which is not true. We knew, and we know, with parallel and perpendicular traffic, we rely on that heavy light on that parallel traffic when we cross. Thank about that; what's perpendicular, what's parallel. When our parallel went up, we knew when to cross. Now, of course, it is so much more complicated, and those APSs are so, so important. So please remember and think about it when you are

crossing. Think about how you would cross if you couldn't see to cross. Thank you. [applause]

CHAIRPERSON RODRIGUEZ: Thank you. And second, please. Well, say something.

FEMALE SPEAKER: I just -- I want to give just a comment. You know, thank you so much for the comments for the vision impaired. And actually, today I took a walk around over in Chelsea where I think a lot of the -- some of the street redesign changes happened. And I think we're -- you know, we needed to work well with the vision impaired community when we started to put up some the APS signals. And I can clearly see we -- I think we've started to do some good work there, but there's a lot more we need to do. And we are certainly a part of the Vision Zero, and we really want to work closely with you, and make sure that we continue to have joy here in New York City. So we look forward to working with you.

CHAIRPERSON RODRIGUEZ: Thank you.

[applause]

STEVEN ETHEL: Steven Ethel [phonetic]. Yeah, my father who -- my grandfather who was crushed by a truck and was killed before I was in Rockaway

1
2 where I currently work. But basically, I'd like to
3 see more sensible laws as applied cyclists. Right
4 now, there's like -- seems to be an equation between
5 bikes and automobiles, motorized vehicles. And I've
6 never heard of a case where a cyclist has killed a
7 motorist, and so there's a -- What I have experienced
8 is getting on a bicycle a \$270 Red Light ticket and I
9 know if you get three red light tickets within 18
10 months in the City it's like \$1,000. And there's
11 other things I don't have enough time to talk about,
12 but I'd like to see the City Council and the City
13 address that issue. It seems like ridiculous to me
14 that a cyclist could get a \$1,000 ticket going
15 through red lights. And -- I don't have enough time
16 so good-bye.

17 CHAIRPERSON RODRIGUEZ: Thank you.

18 [applause]

19 SARAH BROSLIN: Sarah Broslin. Next
20 month I'll be 85 years old, and I've spent most of my
21 life working in health services, comprehensive health
22 planning, and public health and health policy. I
23 want to talk about professional development. I
24 haven't seen the bill or the plan, but it seems that
25 one of the things that wasn't mentioned at all

1
2 tonight, yet was MTA and Access-A-Ride. But that's
3 not what I intended today. I wanted to talk about
4 professional development among the Police Department
5 in particular. My relationship with the Police
6 Department has always been superior. When I was
7 Director of Public Affairs for the Aurora Project,
8 they came to us to assist us in establishing this
9 residence at 57th and 10th. And the President of
10 this school came to us and said, Anything you want at
11 57th and 10th for this housing, we will be willing to
12 provide for you. However, it's also true that we
13 have to acknowledge that the largest demographic
14 change that's taking place in this community is
15 people over 65. The Elder Justice Initiative of
16 Council on Senior Centers and Services, quote: "There
17 is no incentive to pursue education, personnel
18 development, and advanced knowledge for the Police
19 Department." The police Department, regular people
20 should be advocates, and not just enforcing laws.
21 They should be assisting the elderly on the street
22 and making themselves known.

23 CHAIRPERSON RODRIGUEZ: Thank you.

24 [applause] Now let's have Ray Cabeza [phonetic],
25

Gary Roth, Carol Cohen [phonetic], and Amy Bess
[phonetic].

[Pause]

CHAIRPERSON RODRIGUEZ: There's a bit --

GARY ROTH: Hi, my name is Gary Roth.

I'm in -- I live in West Chelsea in Corey Johnson's
District. Thank you. I'm a big supporter of Vision
Zero. I think part of the issues is there's no
particular law for cyclists. As you know, they're
lumped in with auto traffic law. Cyclists then
become blamed for breaking laws, which are meant to
prioritize vehicles so they can travel through our
neighborhoods. The laws need to be rewritten to
prioritize neighborhood travel, slow movement,
walkers, and cyclists instead of prioritizing 30 mile
an hour speed limits. I think the crosswalks should
be protected. I can't say how many times I've been
bullied by a car when I'm trying to cross the street,
and they cut in front of you. It happens regularly.
The other day with my son, a taxi almost hit us.
There needs to be broken windows for vehicles. When
these are repeat offenders, it's not a -- a limiting
of one time. Thank you. [applause]

CHAIRPERSON RODRIGUEZ: Before we continue, I would also like to recognize that here we have from the DA, Jeffrey Langer, Chief of Staff, and also Joe Forrester, Department Chief of Vehicle Code Units; and Linda Hanny [phonetic], Department of Community Partnership Unit. Their participation in this initiative is also very important.

RAY CABEZA: Good evening. My name is Ray Cabeza, I'm the CEO of Carmel Car and Limousine Service and a member of the Livery Roundtable. We are very excited to be a part of this Vision Zero because the success will actually save lives. And we at the Livery Roundtable up with a three-point plan that our Executive Director will describe. What I did want to say that I did not see in the presentation is forming of some sort of a task force, which would coordinate the results with everybody, and do some studies as to the underlying cause of accidents. I want to give you an example. The Livery Roundtable conducted a survey and saw that there is a significant number of pedestrians getting hit in the left turn. And when we tried to see why the left turn, it appears to be that the frame of the windshield, and the frame of the door creates in

1
2 effect blind spot. But when you make a left turn,
3 because you are much closer to it, you don't see it.
4 There are a significant number of pedestrians being
5 hit by a left turn. So maybe we should also reach
6 out to the car manufacturer, and help us in finding
7 in trying to find a solution to that issue.

8 CHAIRPERSON RODRIGUEZ: Thank you.

9 [applause]

10 CAROL COHEN: Hello, my name is Carol
11 Cohen [phonetic]. I'm with the Streets Academy, and
12 thank you City Council. I'm so excited to have a
13 City Council and Mayor, who I'm shares -- are also
14 very excited about Vision Zero. I have many points.
15 But the one I would like to make now is that when
16 Commissioner Bratton was in NYC under Mayor Guiliani,
17 we had more police officers on bikes. And I think
18 having more police officers on the street walking
19 with pedestrians and riding bikes, it would make --
20 it would be -- it would permit education. And make
21 everybody more comfortable seeing cycles, seeing
22 police officers on bikes. And it would make cycles
23 more safe, and pedestrians more safe, and encourage
24 people to obey the law. Cycles, I think, will be
25 safer, and pedestrians on cycles. I believe cycles

1
2 will be more effectively seen if they -- if they
3 encourage each other. Thank you. [applause]

4 AMY BESS: My name is Amy Bess [phonetic],
5 and a little over a year ago I was run over by a cab
6 on Haven Avenue in Washington Heights. I think he
7 was trying to speed up to get down-- That's the
8 onramp to Ocean Parkway going south, and I think that
9 street -- The other direction Haven Avenue is an off-
10 ramp from one of the bridges over the Harlem River
11 from the Bronx. One thing that I'd like to see is
12 the signs are very -- are confusing or they're not,
13 for example, going north coming off that -- that off-
14 ramp. There's a -- one of those arrow signs with
15 this picture of a traffic signal -- signal ahead.
16 You actually see the traffic signal before you see
17 the sign tell you that there's a signal ahead. It
18 needs to be moved farther back around the curve. I
19 keep seeing cars back up at the light and cars coming
20 off the off-ramp really fast, and I think sooner or
21 later somebody is going to get rear-ended. I know
22 I'm done, but I just wanted to mention that sometimes
23 it's actually after to cross against the light
24 because there's traffic coming in the same direction
25 as you from behind you. And when it comes around you

1
2 and you cannot see it coming. I would like to see
3 the design or like the pattern from the signals -- I
4 don't know what you call it -- but the pattern of how
5 the lights change with that.

6 CHAIRPERSON RODRIGUEZ: Thank you.

7 [applause]

8 FEMALE SPEAKER: I would just like to
9 coordinate with you. Maybe I'll give you my card
10 after the meeting and we can look into Haven Avenue,
11 the conditions that you mentioned. Thank you.

12 CHAIRPERSON RODRIGUEZ: Now, let's
13 continue with Douglas Leland [phonetic], Joanna Leff
14 [phonetic], Martin Wallace, and Ellen Belcher.

15 DOUGLAS LELAND: I'm Douglas Leland, and I
16 - -

17 CHAIRPERSON RODRIGUEZ: One second,
18 please.

19 MALE SPEAKER: Thank you. I thought we
20 were between speakers. I just wanted to acknowledge
21 that we have the Executive Officer from Manhattan
22 South present here, Deputy Chief Steve Lander, and
23 also the Executive Officer of Manhattan Meadow, and
24 Deputy Chief Morales. So we have all of Borough of
25 Manhattan represented here also. Thanks.

CHAIRPERSON RODRIGUEZ: Thank you.

[applause]

DOUGLAS LELAND: I'll stand back because I'm a theater actor and I project. My name Douglas Leland. I'm the President of the Tenant's Association of Manhattan Plaza. Manhattan Plaza has 3,000 plus tenants between 42nd and 43rd Street between 9th and 10th Avenues. We have several at the hot spots at our -- around our building that really need to be addressed and seriously looked at. Fifty-three percent of our tenants are over 50 years old or disabled. I lived in London for a long time. They have a way of helping out-of-towners deal with it, and they tell you to look both ways. Because even if you're in the right, you're going to be in the right if you're run over. So, I always tell my -- do that. The Community Board did a study, and I asked them please to implement the things that you researched. And also, out-of-town drivers, especially New Jersey drivers -- No offense. I love New Jersey. Do not know that in the five boroughs there's no right turn on red. [applause] And a lot of people are run down and hit because of the defiance of these drivers, and people who do not obey that. So I ask please that

1
2 you look into signs that announce in the five
3 boroughs "No right turn on red."

4 CHAIRPERSON RODRIGUEZ: Thank you.

5 [applause]

6 JANET LEFF: I'm Janet Leff. I'm
7 speaking as a pedestrian and cyclist, and there's a
8 long conversation about legislation and enforcement,
9 and I think the design is sort of the critical piece
10 here. And also the timeliness of this is important,
11 and we do know that a lot can be achieved with paint,
12 and plaster, and gravel. A lot of things in this
13 study that may need to be tweaked, but it doesn't
14 have to be. It's sort of a laborious process. And I
15 think that the Council like a real role that you're
16 going to have is to support and encourage the DOT in
17 making some significant changes. And they'll need
18 your support and your leadership. And one of the
19 things it was CD5 recently passed a resolution
20 requesting a study of 5th and 6th Avenues in your
21 town, which is critical. Because 6th Avenue is the
22 most traveled bike lane, and 5th Avenue has the
23 pedestrians basically walking in the street. So that
24 resolution has been passed by the full Board. And I
25 would request that the Council and those of you

1
2 especially involved with that district support that
3 study. Thank you.

4 CHAIRPERSON RODRIGUEZ: Thanks. Thank
5 you. [applause]

6 CHRISTIAN: Hi, there. My name is
7 Christian. I just want to say that I want to say
8 that I thank everybody here who came out. I'm here
9 to make Queens safer, and I wanted to come out to
10 Manhattan to make sure that Vision Zero is not just
11 being implemented in one borough more than the other.
12 I wanted to make sure that it was being implemented
13 everywhere. I want to especially thank DOT
14 Commissioner Trottenberg to come out here today. I
15 just saw her last week in Queens. I want to thank
16 Council Speak -- Sorry. Council Leader Mark-Viverito
17 to be here, and everyone else who is here. I also
18 want to give thanks to Michael Gianelli. He's a
19 State Senator who introduced legislation to make sure
20 that drivers with suspended licenses who are involved
21 in incidents where people are badly hurt or have
22 their lives taken, are no longer facing a misdemeanor
23 but a felony. That should not be behind the wheel,
24 but they should have been off the road in the first
25 place [applause]. And hope that the City Council

Members here today consider similar common sense legislation. Thank you very much.

CHAIRPERSON RODRIGUEZ: Thank you.

[applause]

ELLEN BELCHER: Hi, I'm Ellen Belcher.

I'm a volunteer with the New York City Street Memorial Project. I'm actually also a professor here at John Jay. So I welcome you. We have had a Vision Zero since 2005 when we installed our first ghost bike. One hundred and thirty ghost bikes later, we still have Vision Zero and are still asking for a change in culture. So I'm here to invite you all to our Ninth Annual Memorial Ride. We hope that it will be our last, and there is also a walk to remember the 168 pedestrians that were killed in 2014. I thought I would read the names of the cyclists who were killed in last 12 months. Julani Irving in Brooklyn; Pedro Lopez in Queens; Walter Ayala in the Bronx; Laura Rockfest in Manhattan; May Zang in Brooklyn; Pedro Santiago in Manhattan; Christopher Myer in Brooklyn; Sazar in Brooklyn; Shu Yung Jang in Brooklyn; Marvin Ramirez in Manhattan; and an unnamed bicyclist killed in Brooklyn. Thank you.

CHAIRPERSON RODRIGUEZ: Thank you.

[applause]

MARTIN WALLACE: Hi, I'm Martin Wallace.

I'm here from Morningside Heights CD9. Three things.

We live on an island, and all of us rely 100% on trucks to deliver everything we need. So let's make

all the major boulevards where there are all

storefronts, give them 24-hour parking. Okay?

They're double-parking all the time. So why not set

them up to win, and let's bring back taxi stands to

boot and give the taxis a place where they can pull

off. Okay, the second thing is I went to the 26th

Precinct meeting for their outreach this week. And

they told me they only have three officers who are

trained to do work with a speed gun. That's not

enough. And finally, I would like to say that at the

community board level I think there's a communication

problem between the DOT and the community boards.

I've seen many good proposals get shot down because

there seems to be disagreement between what the stats

are with the staff that comes out of the NYPD, and

what the DOT brings. And so often a decision gets

made by two or three people on a transportation

committee saying, Well, we agree, but the NYPD

1
2 statistics but not with the DOT statistics. So there
3 needs to be something done to get those lined up.
4 All right, thanks.

5 CHAIRPERSON RODRIGUEZ: Thank you.
6 [applause] Lester Warren and Barry Vanderneaux
7 [phonetic], Maria Garcia, Lawrence Shire, and Rene
8 Schoonbeek.

9 [Pause]

10 MARIA GARCIA: Maria Garcia coming April
11 10. My question is: How do we better connect the
12 freight and commercial business communities so
13 neighborhoods that move through there need to be more
14 -- have an awareness around air quality, and
15 environmental issues? Also, I think it's important
16 to get young people informed, if possible, through
17 school programs for Vision Zero. Public involvement
18 training is probably necessary. I think some of the
19 concerns regarding not having informed communities,
20 and not getting the word out is because there really
21 is not a systematic approach for connecting community
22 boards, agencies, and programs. And right now,
23 there's the - the Municipal Art Society has their
24 annual community sustainability forums. I don't know
25 if Vision Zero is a part of the communication process

1
2 of informing people at that forum, but it would be
3 really important. You know, of not being -- they
4 have a whole bunch of different GIS and resources
5 that Vision Zero should be part of that conversation.
6 Thank you.

7 RENEE SCHOONBEEK: Hello, my name is
8 Renee Schoonbeek. I work for the Hudson Square
9 Business Improvement District. Hudson Square is
10 bounded by Houston and Canal Streets, Route 9A, and
11 Sixth Avenues. It was once known as the Printing
12 District, but now most people think of it as the area
13 where you get stuck in traffic trying to get into
14 Holland Tunnel. The building -- so Hudson Square
15 was built in 1930s for manufacturing. At that time
16 an estimated 12,000 people worked in the district,
17 around the same time the Holland Tunnel was built to
18 accommodate 15 million vehicles per year. Today,
19 Hudson Square is a hub of creative industries with a
20 daytime population of 60,000, and the Tunnel now
21 moves 35 million. In spite of this more than
22 doubling of cars, and tripling of population, our
23 streets continue to be treated as a staging area for
24 the Holland Tunnel. The BID with limited resources
25 and working closely with CV2 and DOT is creating a

1
2 more pedestrian friendly environment. In February
3 2012, we started our own pedestrian traffic
4 management program. However, the BID alone cannot
5 address the impacts of the regional transportation
6 facility on a neighborhood that is now alive with
7 people. Thank you very much.

8 CHAIRPERSON RODRIGUEZ: Thank you.

9 [applause]

10 LAWRENCE SHIRE: No fault. We need to
11 remove the words "no fault" from our consciousness,
12 and also to stop the flux of calling crashes
13 accidents, and we need to fix our laws. One, to
14 allow real time monitoring of DOT traffic counters in
15 coordination with NYPD Highway Patrols. And to allow
16 vastly increased numbers of red light and speed
17 enforcement counters. Two, to increase the legal
18 consequences for irresponsible, and incompetent
19 driving. This could include new criminal penalties
20 and required retraining and retesting. Thank you.

21 CHAIRPERSON RODRIGUEZ: Thank you.

22 [applause] [SPEAKING SPANISH] I was informing that
23 one that translation was an offer into Spanish and
24 Chinese, too. In the future town hall meeting also
25 we are providing translation, and the next one also

1
2 will be broadcast. So, now let's go to Ken Stewart,
3 Leslie Friedland [phonetic], Fred Low, and Bobby
4 Vandell.

5 LESLIE FRIEDLAND: Hi, I'm Leslie
6 Friedland. I want to thank you all for bringing your
7 attention to this very important issue. I am an
8 Upper Westsider, and I am a mom. For the last 16
9 years, I've been doing an unofficial study on red
10 lights. When the light changed red, I see what
11 happens, and almost every time a car -- at least one
12 car goes through. I think if there was enforcement,
13 as was said before by the police officers in the form
14 of points and very high fines, that would put a big
15 chilling effect on these cars that are going through
16 the red lights. It's extremely dangerous. And I
17 also just want to say Central Park on the weekends
18 can feel like the wild west when pedestrians are
19 trying to cross and bicycles are going through. I
20 think there should be some laws. Again, thank you
21 all for bringing your attention to this.

22 CHAIRPERSON RODRIGUEZ: Thank you.

23 [applause]

24 BOBBY VANDELL: My name is Bobby Vandell.
25 I believe the penalties for driving without a license

1
2 or a suspended license are completely adequate. How
3 20% of the fatalities are caused by cars or caused by
4 people driving without a license of a suspended
5 license. How right now the proposal here is an E
6 felony, but you have to kill somebody or severely
7 injure somebody. But these people that are driving
8 around are criminals. You know, they got a suspended
9 license. You know, maybe they were drunk. Okay,
10 there are too many points on that. Okay, second
11 point I hope that by giving tickets for jaywalking
12 you don't turn this into a money making business they
13 do in L.A. When a pedestrian is walking at 3:00
14 o'clock, and there are cars, they give them a ticket.
15 So let's consider this also. Thanks a lot.

16 CHAIRPERSON RODRIGUEZ: Thank you.

17 [applause]

18 KEN STEWART: I'm Ken Stewart, also a
19 member of the PASS Coalition, Pedestrians for
20 Accessible and Safe Streets. I want to add my voice
21 to the ones previously, greatly thanking Manhattan
22 Borough President Gale Brewer and members of the
23 Department of Transportation, including Margaret
24 Forgone for their hard work, and the City Council
25 members that will be helping to get Intro 216 passed.

1
2 All that work will assure that Vision Zero considers
3 zero vision pedestrians. And I mention, too, that
4 our concern is broader than just somebody like myself
5 who navigates all the time with a white cane. It
6 also includes senior citizens. We know that's a
7 burgeoning population. We'll think of the senior who
8 was late in the afternoon trying to walk across the
9 street, and sees that visual traffic signal, and
10 there's a bright sun setting behind it or a person in
11 a wheelchair who's sight line is blocked temporarily
12 by other pedestrians standing nearby. So it's a very
13 large pedestrian population we're talking about can't
14 depend entirely on visual thing. I want to quickly
15 add that I hope we don't replace carriage horses with
16 more silent vehicles, electric vehicles. [applause]
17 It's very easy to know when hoof beats are coming,
18 but electrical cars national research shows that
19 there are substantially higher accident figures for
20 vehicles like hybrids and electric vehicles that
21 can't be heard all the time. So let's keep that in
22 mind. There are lots of other design features I
23 could mention if I had more time, but thank you for
24 listening.
25

CHAIRPERSON RODRIGUEZ: Thank you.

[applause]

[Pause]

FRANK LOW: My name is Frank Low, and I am senior driver, a bicyclist and a grandparent. One of the things I've learned as a driver is there are blind spots. We learned that -- I have learned that as a pedestrian, although I haven't gotten hit. I always look over my shoulder because I can never assume that pedestrians should -- as I learned in driver ed -- have the right-of-way. I think that a lot of people don't realize that we should never assume it. I try and teach my grandchildren to look over their shoulder because -- just because pedestrians theoretically have the right-of-way, the actual fact is it's not always yielded to them. The other thing that has occurred to me in thinking about this issue is that speed limits are great. But without enforcement it doesn't do much good. And one of the things that I have followed and looked into in this matter is that money from fines for violations goes to Albany. It should be going to the City of New York to fund enforcements that [applause] staff.

CHAIRPERSON RODRIGUEZ: Thank you.

1
2 FRANK LOW: If we can't get Albany to
3 change, perhaps we can get New York City surcharges
4 to fund traffic enforcement.

5 CHAIRPERSON RODRIGUEZ: Thank you.

6 FRANK LOW: Thank you. [applause]

7 CHAIRPERSON RODRIGUEZ: And before I'm
8 calling the four other persons, I want to address
9 Vision Zero has been, you know, in the last two
10 months from the DOT to the NYPD and all of the
11 departments we've been working hard. And there's an
12 aspect of Vision Zero that has already been in the
13 process of being implemented. I know DOT has been
14 working specifically on intersections, the CVOs and
15 community boards and elected officials started making
16 some changes. The Center and the NYPD also --
17 they've been also enforcing. I know that 184 is like
18 in Washington Heights they've been going after, you
19 know, fixing the problem of double parking in that
20 particular corridor. But also the City Council we
21 are working on the parking zone legislation, and we
22 hopefully will have a hearing probably in the next
23 month or two on the whole process of legislation.
24 Interviews by the Mayor and other interviews by also
25 the City Council. So we were at this recommendation

1
2 after we ended the last town hall meeting. But
3 especially the staff of the Transportation Committee,
4 Public Safety and other, they're working 24/7 to be
5 sure that we produce good legislation because of the
6 urgency that we have on this issue. So I don't want
7 to -- You know, I want to be clear that we are
8 holding this hearing, and we want to get your
9 feedback. We need your feedback, but at the same
10 time we are also implementing some aspects of Vision
11 Zero, too. Now, lets go to Carolyn Castro, Matt
12 Woodman, John Farha [phonetic], and Pat Dosko.

13 [Pause]

14 CAROLYN CASTRO: Good evening. I'm
15 Carolyn Castro. I'm the Executive Director of Livery
16 Roundtable. In the audience you have five boroughs
17 represented in our associations. We are onboard with
18 Vision Zero. With that said, we'd like to introduce
19 a three-point plan to work with Vision Zero in our
20 industry, which is the livery industry. The first
21 would be engaging all of the livery drivers in a
22 campaign for TOP, which is our Transportation on
23 Patrol. It is a national program that teaches
24 programming and education and safety tactics in our
25 public areas. The second is to create -- we've

1
2 created a Vision Zero page on our website. It will
3 be active shortly. It is [liveryroundtable.org\](http://liveryroundtable.org/visionzero)
4 visionzero. It will have informative information for
5 pedestrians and drivers and members of the industry,
6 and really anyone who wants to access it. And the
7 third is promoting industry teams to reward good
8 behavior. So we are asking that the TLC considers
9 providing 20% reduction rates on -- I'll be finishing
10 in a moment. --20% reduction rates on renewal fees
11 for licensees who have shown no abusive activity.

12 Thank you.

13 CHAIRPERSON RODRIGUEZ: Thank you.

14 [applause] Yes.

15 Hello, my name is Pat Dosko and I'm
16 pleased to reside in Council Member Rosenthal's
17 District. On March 20th, WNYC in the publication
18 called Transportation Nation reported, quote "NYD is
19 keeping accident reports from victims' families.
20 This is also needed by City planners to plan for safe
21 streets" uquote. I agreed with what the Mayor stated
22 that because these were ongoing investigations could
23 not release the information. However, if the
24 families would wish to file a civil suit after the
25 courts have adjudicated what occurred, they should

1
2 not have to file through the Freedom of Information
3 Law request to see these reports. It's not just
4 evidence choices. Many times these people need to
5 get money to take care of their family needs, to take
6 care of their grief management, to get home care for
7 families that have been devastated by these
8 accidents. So I do hope that this is going to be an
9 ongoing discussion and change. Thank you.

10 CHAIRPERSON RODRIGUEZ: Thank you.

11 [applause]

12 JIM FARHA: My name is Jim Farha
13 [phonetic]. I'm from Senior Take Action, and I'll
14 say a shout out to Margaret Chin and to Rosie Mendez
15 and to Corey Johnson. You are my City Council people
16 that I voted for or supported. Quickly, we support
17 the 20 Mile an Hour Bill that's before City Council
18 Member Dromm. We support the concept of holding taxi
19 cab drivers accountable. We support the
20 investigation of cyclists who are killed, and
21 injured. Those are not always done. Well protected
22 bike lanes. I have been hit twice. Two years ago I
23 was hit in an unprotected bike lane on 6th Avenue
24 between 15th and 16th Street by a taxi cab that did
25 not stop, and I had a broken arm. Yesterday, I was

1
2 knocked off my bike on Greenwich Avenue by a taxi
3 driver, who just went by me, pushed me off, and I was
4 not in his way. So the police enforcement has to
5 look at those things. Please, I would ask the Police
6 Department to please enforce when a car is in the
7 bike lane. Get rid of the cobblestones. They're
8 dangerous for bikers. They're dangerous for women in
9 heels. They're dangerous for seniors with impeded
10 mobility issues. They're dangerous for baby
11 carriages.

12 CHAIRPERSON RODRIGUEZ: Thank you.

13 [applause]

14 MATT WOODMAN: Hi, my name is Matt
15 Woodman. First I just want to thank you for all the
16 great work. I guess in Greenwich -- I've lived
17 there about 30 years and there are three public
18 school kids, I've got two teenagers I'm teaching to
19 drive and one 12-year-old who is just about to on one
20 on walking. So I want to just introduce an old idea,
21 but an idea that I almost feel guilty about because
22 it's so common sense, which is systematic traffic
23 education in school. Simple. Teach safety rules to
24 kid in school starting in kindergarten. It's free.
25 We don't need legislation. Next week the Mayor's

Office goes for the Green, a mantra. Five or six rules that could go out through the school systems. Teachers could teach over the days of the way. All the rules we know about plus new rules. You could add beside that look both ways before you cross the street. Count three seconds with this red light problem. Look for cars turning, right hand turns, and some of the things that have happened here could be brought into a simple five or six-point plan. In middle school you could start teaching bicycle safety and high school driver safety. So I would just encourage that simple step. Thank you.

CHAIRPERSON RODRIGUEZ: Thank you.

[applause]

FEMALE SPEAKER: Thank you, sir. If I could jump in for a minute. Actually, I would like to call on Kim Wiley-Schwartz who actually runs DOT's Safety Education Program. Because I'm happy to say we do a lot of work in the schools. We do a lot of work on bike safety and helmet fittings. May just -- she can come up and just say -- give a little more detail on what we're doing because particularly under Vision Zero we're really going to step up our efforts there.

1
2 KIM WILEY-SCHWARTZ: Sure, thank you,
3 Polly. Yeah, we think that the best place that the
4 best place to reach New Yorkers is in public schools.
5 Not just the children but the parents and the
6 grandparents, and all of the people who take care of
7 them. So our plan is to be in 500 public schools
8 with my people, and we're the people who work with
9 kids Kindergarten through Fifth grade, middle-
10 schoolers, or high schoolers, and we do basically 101
11 Safety Education, and that's -- we're in the
12 classrooms working with kids and the people who take
13 care of the. So that's actually going on now, I just
14 think that it could go on more comprehensively. NYPD
15 has really reached out to us. We've had many
16 meetings, especially this week talking about how
17 we're going to leverage every fund from SSAs to
18 crossing guards and also to all the sergeants you see
19 here. Many people are in and out of schools all the
20 time and they made a pledge to help us reach every
21 school child in the city.

22 CHAIRPERSON RODRIGUEZ: Thank you

23 KIM WILEY-SCHWARTZ: Thank you.

24 [applause]
25

CHAIRPERSON RODRIGUEZ: And one of the reasons why if you would look at a flyer that we use a lot of time this one at the future town hall meeting that we have, the committees from Council perspective part on Vision Zero because Transportation have a public safety and education, too. Because we believe that especially now that a lot of resources that we've invested in that school program and the UPK we believe that not only do we have to continue working with the NYPD and increasing the safety in front of the school. But we also have to do more educational aspect, even if we have to explore if those are nice buildings. Or how to walk safe in the street. But also shooting to put it on the same level as the curriculum that we use in the schools. So we believe that the school will continue playing a major role.

Now, we call Leonard Zimmerman, Joe La Ciscero [phonetic], Albert Alvarez [phonetic], and Deborah Travis.

JOE LA CISCERO: I'm Joe La Ciscero. I'm just here presenting my own feeling about bicycles. And before I get into that, I just want to say that some of my best friends are bicyclists. So in any

1
2 case, it is a problem. Someone earlier was saying
3 how some of the bicyclists are grossly concerned
4 about the pedestrians around them. And I got really
5 incensed on this issue, and got involved in it
6 because I was there -- I'm from Helen Rosenthal's
7 district. She's not responsible for anything I say.
8 But I was down at the County Shore, which we were 70
9 and 70 for sensing. And one of the bicyclists came
10 through. If there's one, you will get more and the
11 people would come back again. And there were all
12 kinds of little kids around, and this guy came
13 through as fast as he could ride screaming that it
14 belong to them, that it didn't belong to us. So I
15 think some form of education had to be done to
16 reinforce that. Secondly, I do think there have to
17 be rules. I think that bicyclists should be
18 licensed. I also think there has to be some follow
19 up, by whom I don't know, whether it's the police or
20 someone else about the storekeepers who have the
21 delivery right. And the bicycles have no lights on
22 it. This doesn't matter. None in the front, none in
23 the back, and they're at risk, too, because they're
24 not being taken care of. So, that's, of course, you
25

1
2 know, another point to put the rest of this on Jack
3 Forrester.

4 CHAIRPERSON RODRIGUEZ: Thank you.

5 [applause]

6 LEONARD ZIMMER: Hi, my name is Leonard
7 Zimmerman, and first I want to thank the Chief and
8 the NYPD and the DOT because when I'm going to
9 suggest something it's their thinking as well as the
10 two speakers before me. I would love to see a
11 jaywalking for public safety, public awareness
12 campaign. I would say that the purpose of it is
13 certainly to make pedestrians aware of it, that
14 jaywalking is unsafe and even costly. However, if I
15 were to ask 20 people in this room to define
16 jaywalking, I'll bet you they couldn't do it. So the
17 purpose of this campaign: One, is to describe,
18 define, and demonstrate what jaywalking is good and
19 bad and do it in multiple languages? So how would
20 you do it? Strategically, you would create an
21 animated multi-media awareness campaign for TV,
22 radio, online feeders and do it in multiple languages
23 And how and why multiple languages? One, because it
24 is inexpensive because it's animated. Secondly, it's
25 done in multi voiceovers. So whether you're Chinese

1
2 or Japanese or English. And lastly, cartoons
3 communicate in all languages.

4 CHAIRPERSON RODRIGUEZ: Thank you.

5 [applause]

6 DEBORAH TRAVIS: Hi, I'm Deborah Travis.

7 I am a nurse at St. Luke's Hospital and I'm here
8 representing our Trauma Program. I'm really here as
9 an Emergency Department nurse with 35 or 40 - almost
10 40 years of experience. And I have to tell you that
11 I moved to New York five years, and I have been
12 shocked, and appalled, and horrified by what I've
13 seen in terms of pedestrians and bicyclists struck by
14 taxi and other cars. I never -- it's really a
15 crisis, and I'm so thankful that you're doing what
16 you're doing. I mean I feel like I dreamt up a great
17 idea somebody else is implementing. So I want to
18 thank you for that, and I also want to say don't
19 hesitate to call on us. There are nurses and there
20 are many people in hospitals that would love to take
21 part in this because we feel very strongly. We see
22 what we see everyday, and we want to do something
23 about. So I mane that offer very sincerely, and I
24 think you.

CHAIRPERSON RODRIGUEZ: Thank you.

[applause]

ALBERT: Just before you start the timing, my name is Albert, and I would like to accede my time to my friend Mary Beth Kelly.

MARY BETH KELLY: I would say definitely I'm going to have to leave. I'm sure my car is out there. I look up here and I see so many people that I've know for the last eight years, because that's when I became a widow because my husband, Dr. Carl Hemmingway [phonetic] was killed when we were out riding one night on our bikes, hit by, I hate to say it, but an NYPD driver for a tow driver. So since that time I've been an advocate for safer streets, and Vision Zero was something on my mind because it really got started in Stockholm in 2007. So I'm a founding members for Families for Safe Streets, and everyone of us in this organization has lost someone to traffic violence. And if there's one idea I really want to get across here tonight is that this is a culture shift we have to make. This is traffic violence. We have more people dying on our streets in New York than by traffic collisions -- mind me, collisions; they are not accidents -- than by guns.

1
2 And we change our vernacular. We need to change our
3 language and catch ourselves say "accident" when we
4 need to say "crash" or "collision" because accidents
5 are something that, sorry, couldn't be avoided.
6 These can be avoided. This is a result directly of
7 speeding. Albany controls whether or not New York
8 can set the speed limit. We need to. And our entire
9 group went on a bus to Albany on Tuesday to speak to
10 our representatives to try to get New York to be able
11 to have a default 20 mile per hour speed zone.
12 Twenty-five is five miles too fast, particularly when
13 you think about tickets are not given out until
14 you're at the 10 mile over the speed limit. And
15 that's even how the cameras work. So we need
16 everybody to be contracting their legislators in
17 Albany, and letting them know how badly we need this
18 in New York. And to sign onto the O'Donnell Bill and
19 the Dillon Bill in the Senate. Let's bring this
20 home. Map. You want a map? Do you want people to
21 tell you where these things are happening? Here we
22 are from the NYPD. This is good pictures. It's on
23 our websites. Photographs of people that have been
24 killed all over the city and at these intersections
25 and beyond. Thank you. [applause]

CHAIRPERSON RODRIGUEZ: Thank you. Just continuing with Mark Dooley, Peter Fishoff, Modesto Orosco, Richard Conroy.

[Pause]

RICHARD CONROY: Hi, I'm Rich Conroy. I'm the Director of Education at Bike New York. We are just entering our tenth year of having a bicycle education program. In the last two years we've reached over 30,000 cyclists with our classes. That's at least an hour of contact per student. And we stand ready to partner with DOT, Taxi and Limousine Commission, and NYPD on education training programs. So I have three points I want to make. One, anybody in this room can call us on behalf of their school or have their school call us. And we will send a trained instructor to that school to deliver a free bike safety assembly to that school. Two, we have a program with Midtown Community Core where we offer a class to cyclists who get tickets. It's a very tiny program. I think we reach less than five cyclists per month. We need to get this program into the DMV Administrative Law Courts where there are approximately 15,000 cyclists getting tickets. Third, and I want to reiterate what somebody else

1
2 said. At some point in their educational cycle,
3 let's say as a sixth grader, every sixth grader
4 should take and pass a bike safety class. We
5 actually have a curriculum that we've written that
6 was asked by us at the Department of Education. It's
7 sitting on the shelf ready to go.

8 COUNCIL MEMBER Thank you.

9 RICHARD CONROY: One last thing. A
10 bedrock of our curricula, all of our classes is tell
11 cyclists what the laws are, and how to be safe under
12 those laws, and how to be courteous on the streets to
13 everybody else. That's bedrock for us. Thank you.

14 CHAIRPERSON RODRIGUEZ: Yes. [applause]

15 PETER FISHOFF: Good evening. I'm Peter
16 Fishoff. I've lived on the Upper West Side for 64
17 years. I'm also a director of Street Stop. Thanks
18 for doing this. So we know from DOT Policy Directors
19 presentation, Katelyn Day's [phonetic], gave us a
20 presentation that better street design can reduce
21 traffic fatalities by up to 80%. So that's a pretty
22 amazing statistic and gives us great hope that we can
23 actually get a lot done. And we also know that when
24 street design is improved, street life and the
25 happiness quotient improves. We look at the

1
2 pedestrian plazas. There are a lot more people with
3 smiles on their faces there than there are people
4 with smiles on their faces trying to cross Broadway
5 and 155th Street. Right, Council Member Rodriguez?
6 Right.

7 CHAIRPERSON RODRIGUEZ: Right. That was
8 my business, but that's not my business any more.
9 [laughter]

10 PETER FISHOFF: So Vision Zero is an
11 incredibly positive thing not just to reduce fatality
12 and injury, but because it's going to make all of us
13 happy when we are on more beautiful streets. So on
14 the Upper West Side, Broadway is incredibly dangerous
15 north of 59th Street. DOT has done a great job
16 making it safer south of 59th Street. So I hope as
17 you look at Vision Zero you'll apply some of the same
18 measures that you did at the south, north of Columbus
19 Circle. And then keep going and crossing 155th
20 Street in Mark Levine's district. We'll all have big
21 smiles on faces.

22 CHAIRPERSON RODRIGUEZ: Right and that
23 one on Broadway in my district. [applause]

24 MARK DOOLEY: My name is Mark Dooley.
25 I'm just down the bock Upper West Side, Helen

1
2 Rosenthal's District. Please don't hold that against
3 her. Some suggestions or considerations. When
4 redesigning intersections understand that each
5 neighborhood has a different personality and culture.
6 What works in one neighborhood such as building out
7 and speed bumps, may not work in another. No one
8 wants to say this but pedestrian are extremely
9 aggressing in building out or lowering the speed
10 limits in certain areas. And they have unintended
11 consequences and actually encourage pedestrians, the
12 bad ones of jumping or running the lights since the
13 know the intersection is smaller and cause more -
14 cause to move more slowly. The Department of
15 Transportation they want to look at putting signs at
16 dangerous intersections and saying, "Pedestrians have
17 been hit here. Please be careful."

18 CHAIRPERSON RODRIGUEZ: Out of time.

19 MARK DOOLEY: Thank you.

20 CHAIRPERSON RODRIGUEZ: Thank you.

21 MARK DOOLEY: And good luck. [applause]

22 CHAIRPERSON RODRIGUEZ: Yes.

23 RICHARD ROBBINS: Hi, I'm Richard
24 Robbins. I live in the Upper West Side. I just want
25 to point out that no pedestrians to my knowledge have

1
2 ever killed another pedestrian by jaywalking. In my
3 knowledge, for five years no bicycles have killed a
4 pedestrian where cars are killing pedestrians by the
5 hundreds every year. So we should keep focused on
6 what's most important, which is cars. Everyday I see
7 many cars speeding, running red lights, failing to
8 yield, yet the police only ticket on average in those
9 precincts one per day. There's much room for much
10 greater enforcement, and yet the numbers are
11 significantly up. The police talked about a 365%
12 increase, but when you're staring with a very low
13 number, that increase is pretty meaningless. So we
14 need real enforcement, which is just what I'm seeing.
15 We could give out dozens of tickets everyday very,
16 very easily. And it's a very important thing. If
17 you really want to reach Vision Zero that's got to be
18 a priority, not pedestrians, not cyclists. The cars
19 are what are killing people. Thank you very much.

20 CHAIRPERSON RODRIGUEZ: Thank you.

21 [applause] So we're calling the next group, and we
22 will be back in 15 minutes. Laura Sellers
23 [phonetic], Liz Patrick, Martha Murry Marcono
24 [phonetic], and Lynn Marlopis [phonetic].

25 [Background discussion]

CHAIRPERSON RODRIGUEZ: so the next one is -- I will call the next one. We will be laughing so stay in the line, please. Stay there. Magdemara Malcano [phonetic], Tom Gallo [phonetic], Crystal McCloud [phonetic], and Eden Arterman [phonetic]; and Shane what? Basinsky [phonetic].

[Pause]

MAGDEMARA MALCANO: My name Magdemara Malcano [phonetic]. I live in the Bronx, but I work in Manhattan, and I've spent most of my life in Manhattan. One thing I'd like to recommend. I like nipping things in the bud, but I'd like to state to help us put questions on the exam for the driving test. Okay, where they are associated with the safety of pedestrians and bicyclists, and if they don't answer any of those questions correctly, then they should not pass the drivers test. [applause] Because they should not be on the road. The other thing. I work in Downtown Manhattan by City Hall. And those left turning lights, a lot of them are missing in the main intersection in Manhattan where there are a lot of conflicts between the pedestrians and cars. Especially on Grave Street, which is closed that the federal government has been closing.

When you make that light the pedestrian is crossing.
There should be some kind of turning light and a
delayed green so people can get across the street.

CHAIRPERSON RODRIGUEZ: Thank you.

[applause]

CRYSTAL MC CLOUD: Hi, my name is Crystal
McCloud. I'm a sophomore at New York University
majoring in politics. And I'm speaking on behalf of
the class I instruct in Jackson Heights, Council
Member Dromm's district: Be the Organization,
Generation, Citizen. My class has been very affected
by the high fatalities due to pedestrian safety, and
we are so excited about Vision Zero. And we want to
know how we can get involved and share that Vision
Zero becomes the success the community needs it to
be. Thank you.

CHAIRPERSON RODRIGUEZ: Thank you.

LIZ CALTEC: Hi, my name is Liz Caltec
[phonetic] and I'm an Upper West Side resident, and
before I speak, I just want to tell you I would
really like to echo the previous speaker's words
about driver education. I think it's really great.
Secondly, part of Vision Zero's Action Plan it says
we're going to redesign 50 intersections in New York

1
2 City. And asking please consider the need of
3 cyclists as you're redesigning these intersections.
4 Neck downs, fold backs are great, but especially in
5 the winter. In a winter like we had this year, when
6 you're narrowing a road like that, and there is no
7 place for the cycles to go, it makes it really
8 dangerous. So consider intersections where there is
9 room for the cycles to be accounted for. And
10 thirdly, in terms of education. Let's start them
11 really young. I'm just going to throw an idea out
12 there, and everybody can look it up at home. Traffic
13 gardens. It's from the Netherlands. It's a pretty
14 cool idea. It's about people learning to work with
15 one another. Thank you.

16 CHAIRPERSON RODRIGUEZ: Thank you.

17 [applause]

18 TODD VALLET: Good evening and thank you.
19 My name is Todd Vallet [phonetic]. I live in Battery
20 Park City with Council Member Chin. I have a
21 daughter that goes to PS-276, and I'd like to echo my
22 concerns, and in similar echo concerns of other
23 members of the community regarding the traffic on
24 South End Avenue, and specifically West Timms. I
25 know that a plan has been put forward regarding South

1
2 End Avenue to slow things down, which I think is a
3 fantastic step. However, I believe this plans like
4 this are based upon accidents and fatalities.

5 Unfortunately or fortunately, we as parents are very
6 hypersensitive to the traffic around us. We're
7 walking our children to school. We're walking our
8 children around the neighborhood. There needs to be
9 something more than just South End Avenue. West
10 Timms Avenue needs stop signs, three-way stop, a
11 traffic light. Whatever it is, if it's a call
12 station, what have you. It's not just a certain
13 members of the community. I think you'll hear from
14 members of the community that something needs to be
15 done. And I think that's been brought to your
16 attention, but I just wanted to reiterate that.
17 Thank you very much.

18 CHAIRPERSON RODRIGUEZ: Thanks.

19 [applause]

20 IAN ALTERMAN: Thank you all for being
21 here. My name is Ian Alterman, and I'm the President
22 of the 20th Precinct Council, which is the one we're
23 currently sitting here, although we share it with
24 Manhattan North. Two issues: One was I want to
25 thank Council Member Rosenthal for her bill, and also

1
2 the TLC. But I think that the bill needs to be
3 explained. In other words, the question of
4 pedestrians being killed or seriously injured by
5 vehicles is not solely at TLC matter. It's across
6 the board and, of course, the state gets involved.
7 The suggestion I would make is that the State DMV
8 permit the city to increase the pointage for each of
9 the offenses. So currently, failure to yield,
10 speeding, and reckless driving, which are the three
11 main reasons for pedestrian fatalities and injuries
12 are all three points. They should be made six
13 points, or seven points so you only need one to have
14 your license suspended. I think that's important.
15 Secondly, I just want to reiterate, and Margaret has
16 heard me say this a thousand million times, there
17 should be signage at the entrance point to all five
18 boroughs, every single one saying: No right turn on
19 red; whatever the speed limit is; and no texting
20 while driving. Thank you.

21 CHAIRPERSON RODRIGUEZ: Thanks.

22 [applause]

23 ANNA ROSAS: Hello, my name is Anna Rosas
24 [phonetic] and I'm giving up my time to Mary Ann
25 Clevers.

MARY ANN CLEVERS: Thank you. I want to thank for hosting the meeting and Manhattan Borough President Gabriel. I'm just going to read this statement. My name is Mary Ann Clevers. I'm the President of the West Side Federation of Neighborhood and Block Association. We've been around for 40 year, and the issue of safety has been a priority for us. The Federation feels a real and deep sense of outrage that the driver that took young Cooper Stock's [phonetic] life is out there free to drive again and possibly kill someone else. And he's not the only one getting away with murder because that's what it is. Is this justice? We think not. We commend the Mayor and his Vision Zero plan as well as the other elected officials that are working on all the safety measures. But while these measures will help to reduce the fatalities, it will succeed completely in reducing it to zero unless we have stronger traffic laws. We need to pass a law that would prosecute with guilt hands any driver that deliberately violates the traffic law, speeding while you're going through a pedestrian, et cetera. that would result in a serious injury or the death of any pedestrian. Their license should also be revoked

1
2 permanently. If these reckless drivers face the
3 prospect of jail time, they will think twice about
4 speeding and violating the traffic laws. We need a
5 more proactive and preventive approach, and this law
6 would do just that. Of course, this law should
7 protect everyone's right, and there will be due
8 process of law to prove a person's innocence of guilt
9 before convicting. This law may be complex, but we
10 will -- Excuse me. We believe it can be done with
11 violating any rights. Passing this legislation is a
12 more imperative, and we strongly urge you to join the
13 Federation and others in support of this effort.
14 Thank you.

15 CHAIRPERSON RODRIGUEZ: Thank you miss.

16 [applause]

17 SEAN WASINSKI: I'm Havanin Sean Wasinski
18 from the Street Vendor Project. I want to thank all
19 the council members on the stage for your support for
20 street vendors. I just want to say a couple of words
21 to weigh in that I think the streets vendors, our
22 20,000 people on the streets out there in New York
23 City working everyday should be included in the plan
24 for Vision Zero. Venders are, of course,
25 particularly vulnerable because they are on the

1
2 streets for eight or ten or twelve hours per day.
3 And honestly, the DOT and city has done a great job
4 of taking vendors into consideration in your
5 decisions and we hope that changes, and we look
6 forward to working with you on those changes. We
7 have many vendors -- a good number who have been
8 injured and some even killed by runaway vehicles.
9 And we've also started literally to work to help.
10 With some other groups to help organize restaurant
11 bicycle delivery workers, who are also very
12 vulnerable as a result of the long days and nights
13 working in public spaces. And also turned out to be
14 represented at forums like this, and so I'm here
15 speaking for them as well. Thank you very much.

16 CHAIRPERSON RODRIGUEZ: Thank you.

17 [applause] So now to go to the end of the DOT
18 Commission or anybody, if my colleagues has anything
19 to summarize, you have one minute.

20 KATHRYN ALLEN: I'll just take a quick
21 second. First of all, thank you all for all those
22 fantastic comments and suggestions, and everyone here
23 has been jotting them down. You've given us a lot of
24 great jots, and particularly from DOT's point of
25 view. One, the terrific partnership we're going to

1
2 have with the NYPD working on enforcement issues.
3 Someone in the audience mentioned broken windows and
4 how that could be applied perhaps in the traffic
5 safety arena. Chief Chan and I our teams actually
6 met with George Calhan [phonetic] the man who wrote
7 the original broken windows article, and he's worked
8 with Commissioner Bratton on his first one and he's
9 working with him now. So we're going to search for
10 all kinds of creative ideas. And all of the things
11 that you've put on the table we'll put a real look at
12 them. Thank you all for your partnership.

13 CHAIRPERSON RODRIGUEZ: Thank you.

14 [Pause]

15 MALE SPEAKER: We appreciate everyone for
16 joining us here tonight, and we also want to thank
17 all our staff

18 CHIEF CHAN: We appreciate everyone for
19 joining us here tonight, and we would also like to
20 thank everyone from our staff for joining us here
21 today. And again, we will be working closely with
22 you as a partner, because again, if collectively we
23 work together to this goal we will achieve it.
24 Again, individually it's a much slower process, and
25 that's what I've learned over my many years in the

1
2 NYPD. So I think your support and I look forward to
3 working with our Council and elected officials.

4 [applause]

5 HELEN ROSENTHAL: I didn't get a chance
6 to thank Community Board 7. I see Dan Swag here. I
7 know Elizabeth Caputo was here earlier. Community
8 Board 7 has worked tirelessly on this issue.
9 Community Board 7 covers this area. It goes up and
10 past 96th and Broadway where we've had so many
11 problems. But the Community Board, safety, traffic
12 safety, what to do with the bike lanes coming for
13 years, and I know you've thought about it a lot and I
14 want to acknowledge that and thank you very much.

15 CHAIRPERSON RODRIGUEZ: We ant to hear my
16 colleague.

17 COUNCIL MEMBER JOHNSON: Yeah, I just
18 want to say one quick thing. Council Member Corey
19 Johnson. I want to follow up on what Helen said and
20 what the commissioner said in thanking you all for
21 being here tonight. I can tell you that I have many
22 constituents that looked at and talked about things I
23 didn't know. So it was very helpful I think for us.
24 And I also want to say that Manhattan is a real great
25 borough, and our delegation is ten strong. And, you

1
2 know, we have great people that are working hard. So
3 we rely on our community boards. We rely on our
4 block associations and our constituents to alert us.
5 So you being here tonight I think is good for me, and
6 also good for the other council members that want to
7 be here and participate. Thank you all for coming.

8 CHAIRPERSON RODRIGUEZ: Thank you.

9 [applause]

10 MARK LEVINE: Just very quickly. I want
11 to thank everyone for their thoughtfulness tonight.
12 I want to point out that as much momentum as we've
13 built so far we've got a long fight ahead of us.
14 Every piece of this agenda is going to face
15 challenges in Albany or from industry groups, or
16 simply inertia from government and policy making. So
17 we've got to stick together and do the trimming over
18 the long haul until we implement policy changes that
19 truly save lives in New York City. Thank you.

20 COUNCIL MEMBER: We really thank you for
21 all of your thoughts today, and we really encourage
22 folks to keep participating in the public engagement
23 pieces, which will be part -- continuously part of
24 the Vision Zero rollout bill for online tools and the
25 additional round that was reviewed earlier of

1
2 planning processes and workshops around creating
3 those safety plans. We really are going to take
4 every intersection that you give us and put it
5 through the wringer, and make it part of our process.
6 And we look forward to working with both community
7 boards, organizations, and individual residents on
8 really making sure we get you into Vision Zero.

9 MALE SPEAKER: I'm sorry. I wanted to
10 give credit to the young lady who mentioned the idea
11 of the possibility of putting in a question and
12 reference to an exam at DMV specifically towards
13 pedestrians and motorists and things of that nature.
14 But moving from that particular issue. Department
15 load, vehicle wide we're sitting there waiting to get
16 our license, our registration. That's an opportunity
17 where we develop a video. We ask the State DMV to
18 show it at our DMV stations a video asking people to
19 yield to pedestrians. That's an opportunity where
20 quite often they're sitting there 45 minutes to an
21 hour. So they have the TVs that are set up there.
22 That's a great opportunity. There's a lot of
23 motorists waiting to get their licenses and
24 registration that we can help and do some education.
25 [applause]

CHAIRPERSON RODRIGUEZ: Thank you. And did we miss one person that I didn't call, a woman?

MALE SPEAKER: Yes, and speaking on behalf of Martin Troop [phonetic] who is a Manhattan Plaza resident and also on Community Board 4. He asked me. He's in the back. He would say this but he's on his Scooter. He asked me to please consider 20 is plenty, changing the speed limit citywide to 20 miles per hour rather than 25 miles per hour. He asked also that we really enforce the failure to yield. No turn for vehicles into crosswalks. Also, really push sentences for moving violations, and don't block the box. If you go down Tenth Avenue, if you give people summonses and put points on their licenses, bus drivers, people driving cars, it will stop what's going on if those people can't drive because they have too many points on their record.

CHAIRPERSON RODRIGUEZ: [interposing]
Thank you.

MALE SPEAKER: Thank you. [applause]

COUNCIL MEMBER: Also to thank everyone for coming today, for your suggestions, and I also encourage you to reach out to the community boards, and also the Council Office. So that we can continue

1
2 to work in league to make our cities safe. Thank
3 you.

4 FEMALE SPEAKER: Yes, I would also like
5 to thank everybody tonight for coming out and giving
6 -- sharing your ideas with us. I'd also like to
7 thank Council Member Rosenthal on the legislation,
8 and I look forward to working together on that piece
9 of legislation. So thank you all.

10 CHAIRPERSON RODRIGUEZ: Thank you and
11 with that we go to the end of this first City Council
12 Town Hall Meeting on Vision Zero. This is what a new
13 day is in New York City when you have a progressive
14 Mayor and progressive speaker working together. So
15 you know like we're getting to the result. There's
16 going to be legislation moving forward. So this is a
17 day that we've day that we've been dreaming for, a
18 day with the Administration and the council. We see
19 it on the table. We identify what is the best for
20 the city, and we will move forward. So thank you for
21 your input. You are invited for our next town hall
22 meeting, which is April 1st at Brooklyn Borough. And
23 with that I would also like to recognize that here we
24 have Representative from Manhattan Rebecca Oliver
25

[phonetic]from the Controller's Office. Gracias and
good evening. Thank you.

[applause]

C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.



Date May 3, 2014