

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

VISION ZERO BRONX TOWN HALL MEETING

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May 22, 2014

Start: 6:24 p.m.

Recess: 8:15 p.m.

HELD AT: Herbert H. Lehman College - CUNY
250 Bedford Park Boulevard West
Music Building - East Dining Room
Bronx, New York

B E F O R E: YDANIS A. RODRIGUEZ
Chairperson

COUNCIL MEMBERS:

Daniel Dromm
Vanessa Gibson
Corey Johnson
Maria del Carmen Arroyo
Fernando Cabrera
Andrew Cohen
Andy King
Annabel Palma
Ritchie Torres
James Vacca

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

Ruben Diaz, Jr.
Bronx Borough President

Polly Trottenberg, Commissioner
New York City Department of Transportation

Warren Gardner
Intergovernmental Affairs
New York City Department of Transportation

Meera Joshi, Commissioner
New York City Taxi and Limousine Commission

Elvin Garcia
Mayor's Office of Community Affairs

Helene Wells

Raphael Schweitzer
Chairperson
Bronx Park East Community Association

Greg Waters, Bronx Resident
Daniel Reynolds
Transportation Alternatives, Bronx

Eddie Sayad
Grace Lovaglio

David Gilman
Transportation Alternatives

Fu Yang [sp?]
Coalition for Urging Responsible Biking

Elizabeth Thompson
Cambridge Heights Neighborhood Improvement

Fernando Carrera
Audrey De Jesus

Lynette Arroyo

Melissa Lomba
Director Special Projects
Majora Carter Group
Hunts Point Advisory Board

Rich Gans
Juan Sosa
Jessie Jones
Patricia Charles
Nancy Sawyer
Juan Cabrera

MILTON SANTIAGO: Good evening, everyone. Please let's take a seat. We're about to begin our town hall meeting. First of all, let me say I'm Milton Santiago. I'm Director of Governmental Relations here at Lehman College, and I would like to welcome you to our beautiful campus here in the North Bronx. [applause] And as an institution that believes in having good relationships with our neighbors and our community, we love to host meetings where the community can have the opportunity to visit our beautiful campus. And also to exchanges ideas with some of our elected officials, as you will have tonight. This is the Vision Zero project from the Bronx, and this is the Bronx Town Hall Meeting for the Vision Zero Project from Mayor de Blasio, and the Speaker, and Chairman Ydanis Rodriguez. A very important project for the safety of our pedestrians and our citizens in the City of New York. So, without further ado, I will allow the Chair to continue.

CHAIRMAN RODRIGUEZ: What a campus. [sic] Good evening, everyone. This is our last town hall meeting from our town hall meetings throughout the boroughs -- through all the boroughs. We already

1 went through Staten Island, Queens, Bronx, Brooklyn,
2 Manhattan, and now this is our last one. As a result
3 of all the town hall meetings, I can share with you
4 that today as a Council we agreed on voting on nine?
5 Ten. We're going to be voting at the next stated
6 meeting on ten bills addressing Vision Zero.
7

8 So the most important thing is that when
9 the Mayor, the leader in our city, established the
10 need to turn New York City into Vision Zero, which
11 plan is to reduce to zero by 2025 the number of
12 fatalities, people who die every year because of car
13 crash accidents. He's been working with great
14 commissioners, commissioners that they are not
15 waiting to take any time more than saying we need to
16 act now. So we have our DOT Commission in the Bronx
17 a few weeks ago.

18 We have also the borough President in our
19 Bronx, elected officials were there, too. So we've
20 been having the Commission all over. In Broadway, we
21 reduced the speed limit to 25 from 220 to 59 streets.
22 So as we also did on Grand Concourse. So as we are
23 sharing that, we're going to be voting at the next
24 stated meeting with ten legislations going from
25 increasing the penalty to drivers that fail to yield

to making completely illegal for those motorcycles doing wheeling and speeding in our streets.

So by passing that particular legislation, we will provide more tools to the men and women of the NYPD to go after those motorcycle drivers and know -- For them to know that they will be certain to do six months or a year in jail or paying a high fine if they go through out community putting our people in risk. So, you know, later on, I will share which are those ten bills, but that's the most important things. But before any ado, let me call our brother and President of the Bronx, the Bronx Borough President Ruben Diaz.

RUBEN DIAZ: Good evening. Thank you.
[applause] Thank you. Good evening, everyone. Good evening everyone.

AUDIENCE: [In unison] Good evening.

RUBEN DIAZ: First of all, let me just thank the Chair of the Transportation Committee in the City Council Chair Ydanis Rodriguez, and all the members of the City Council for what it is we're here today. Let's give them a strong round of applause for bringing City Hall [applause] to the community. I also want to thank our Commissioner who has --

Commissioner Trottenberg as she's done an amazing job reaching out to the elected officials, reaching out to the community. Being open-minded about some of the things that we like, being open-minded about some of the things that we don't like.

And really taking what the community wants into serious consideration. And ladies and gentlemen, let's give her a round of applause for the work that she's doing. I mean she's doing a great job. [applause] In just the short time that she's been here -- For somebody who hasn't been here for a short time, she's been here for quite some time, there's a Connie Moran. Connie, you're amazing. We love you. [applause] So that's the Bronx Commissioner [applause] of our City. To NYPD and, of course, to the Mayor's Office, let's give them a short round of applause for hosting this. [applause]

And to my co-host this evening, which is the Speaker of the City Council. I believe she's on her way. Melissa Mark-Viverito, who wants to make sure that the communities who are here -- Let's give the Speaker of the City Council -- She's also represented Bronx-Queens as well. [applause] Again, we want to hear from you guys, but this is such an

important topic. You know, in working with the Bronx Delegation, with Cabrera, with Andy King, with the City Council, with the Speaker, we've worked on so many different things whether it's housing, economic developing, working with the Mayor's Office, working with NYPD on crime reduction.

But every now and then, there's an issue that really sticks out that we haven't been paying attention to. And I'm so glad that Mayor de Blasio has. I'm so glad that this administration, that the Transportation Commissioner has, and that's fatalities. Ladies and gentlemen, it's mind-boggling. It's amazing when you look at the amount of vehicular fatalities that New York City has experienced in the last year. And if we don't do something about it, it's going to continue to rise to astronomical and tragic proportions. I'm so glad that the Mayor wrote out Vision Zero.

I'm so glad that we were able to already stand with Commissioner Trottenberg and the NYPD, Chief Chan and so many others. And the elected officials where they've been doing this throughout the City of New York. But we did it in Grand Concourse where we want to provide a slow zone. But

there's more that we can do, and that's what this hearing, and that's what this venue and this event is about. Everyone has responsibilities here. NYPD has assured us that they're going to do a lot of enforcement with those who are driving their vehicles, who are speeding.

Working with the elected officials, we want to ensure that the funding is there for cameras in our streets. Certainly, signage in certain areas is something that the Commissioner is concerned about, and continues to do. But, we also have a responsibility as pedestrians, and I know that sometimes people who -- This is an uncomfortable topic. We're all -- if you're somebody who is operating a vehicle in an irresponsible way, you're going to get caught. If you're speeding where you shouldn't be speeding, you're going to get caught. But when we want -- when you're crossing big boulevards like the Grand Concourse, please be mindful of your surroundings.

Please cross on the corners. So we all have a responsibility here. I mean we've been doing things like safe routes to schools, car-free Sundays. We've been doing more and more bike lanes. We're

1 putting more signage. We're doing the islands with
2 the -- so that people don't cross in the middle of
3 the streets. so we're doing our part. But
4 nonetheless, when you look at the fact that last year
5 alone we had close to 300 fatalities, that's almost
6 up to par with homicides in the City of New York.
7 All we want to do is work together. All we want to
8 come out of this is to make sure that we save lives.

10 There are people have lost loved ones in
11 such a senseless fashion. Some things that could
12 have been avoided. And so I'm so proud to be here
13 with the Commission. I'm so proud to be here with
14 the New York Police Department, certainly with my
15 friends in government and the City Council with the
16 Chairman Rodriguez. And I'm so proud to be a part of
17 the efforts of Mayor de Blasio with Vision Zero. And
18 I hope that as the Bronx community, we can come
19 together. I know that it's raining outside, but as
20 we move forward, we can take whatever information we
21 have that we're given this evening to go out and
22 share with families and our neighbors. So that we
23 can really lead the city in the reduction of
24 vehicular fatalities.

So, ladies and gentlemen, thank you for coming out this evening. Thank you for being part of this discussion, and to the panelists here, we truly appreciate your efforts in coming to the beautiful borough of the Bronx, which I call God's country. And I want to thank Lehman College, my alma mater, for affording us this venue.

CHAIRMAN RODRIGUEZ: Thank you.
[applause] And we are still debating his mother lives in the Bronx or Manhattan, but you know like we don't have the --

RUBEN DIAZ: We took over Marble Hill. We live in the Bronx.

CHAIRMAN RODRIGUEZ: We do not appreciate, you know like, you like today --

RUBEN DIAZ: We took over Marble Hill. We in the Bronx. We put our flags on Marble Hill. We did it a hundred years ago, and we did it last week for Bronx.

CHAIRMAN RODRIGUEZ: But if he was a resident of Marble Hill, he'd say Manhattan first. Okay, so you know that. But now let's get into our panel. So the format of these conversations is three minutes for the panels, the Commissioners, and then

two minutes for the public. We just want everyone to have enough time so get their input, and whatever recommendations the public will share with us, they will be used. They've been documented, and we will continue looking at those ideas, and see how we can turn your ideas into initiatives of new legislation. So with that, let's first begin with our colleague, Council Member Cabrera.

COUNCIL MEMBER CABRERA: Thank you so much to Chair Ydanis Rodriguez, to the Commissioner, Mayor de Blasio, and his staff that is here today, to my colleague And King, who is the Co-Chair of the Black and Latino Caucus; to the NYPD; to Lehman College where my daughter graduated from. It's truly an honor to be here, and to talk about this issue that's really, really important. And when I think about this, I could think about one word and that is "preventable." Fatalities can be preventable, and I think this is what we're trying to accomplish in the City Council along side with our many streets. And I'm so happy to say that working with the Administration right now is really a deep sense of fresh air to be able to come up with a package of ten bills together.

And one of those bills is one of the ones that I introduced was Intro 46, which will enable when a traffic light goes out, is non-functioning, that the City will be obligated within 24 hours to change that traffic light. You could imagine the potential catastrophe that could take place if a light is not working especially in a very, very busy area. I could tell you that it is a scary thing. I've been in accidents myself. I know what it is to get hit by a car who's flying. My wife just -- was it last here? Right here on the corner of Jerome Avenue and 196th Street she was just waiting for the light and this car was just flying thinking they could just come down the hill.

They must have been driving easy 40 miles per an hour in a zone that really should be at a speed that is conducive to the neighborhood and to just -- My church is just right around the corner, and to go there and be told your wife just got hit because somebody was driving recklessly. I think we need to change the culture in how we think, and how we treat one another. And I think these pieces of legislation and I think these town hall meetings will be able to accomplish that. So I'm all in for Vision

Zero. I'm excited about it, and I'm glad to be one of the sponsors of the bill. Thank you so much, Mr. Chair. I'm looking forward to hearing from the public today.

CHAIRMAN RODRIGUEZ: Thank you. Council Member Andy King.

COUNCIL MEMBER KING: Thank you, Mr. Chair, and I'll keep it real brief. As the Co-Chair of the Black and Latino Caucus, we know our communities each and every day have fatalities, and crimes whether it's road rage or there is someone who doesn't know how to obey traffic laws. So I'm proud to be a part of this team that's looking to pass all of Vision Zero's legislation, and everything that Borough President said, I agree with. I'm here to listen. Thank you, and thank you, Mr. Chair, and thank you everyone.

CHAIRMAN RODRIGUEZ: Now, let's hear from the two greatest commissions that we have, someone that they have shown what it is to be the finest in this initiative, our DOT Commissioner -- TLC Commissioner first, our DOT Commissioner.

COMMISSIONER TROTTEBERG: Thank you. Thank you, Chairman Rodriguez and Borough President

1 Diaz, and it's nice to be here with Council
2 colleagues Cabrera and King. We have had a terrific
3 partnership, and in addition to working with our
4 partners at the NYPD and the TLC. Vision Zero, as
5 was said has been one of Mayor de Blasio's most
6 important initiatives to reduce traffic fatalities
7 and injuries on the roads of New York. And this has
8 been an extraordinarily important initiatives for the
9 de Blasio Administration. We found at the New York
10 City DOT that there's a lot of work we can do to make
11 our roadways more pedestrian friendly, to make them
12 safer.
13

14 We've started to do a lot of work up here
15 in the Bronx under Vision Zero. This is actually the
16 third Bronx Town Hall meeting that I have been here,
17 and I've hearing from residents all over the borough
18 about a lot of things we need to do at DOT. We've
19 started an Arterial Slow Zones project, and one you
20 can see right here on the Grand Concourse where are
21 trying to get drivers to slow down to 25 miles an
22 hour, to pay attention, and to drive safely behind
23 the wheel. I think I would like to actually -- in
24 the interest of brevity -- now turn it over to Warren
25 Gardner from DOT who is going to give just a quick

presentation on the Vision Zero Action Plan. And hopefully the audio-visual part of this is ready to go.

WARREN GARDNER: Here. Good evening, everyone, and I work in the Intergovernmental Affairs in NYC DOT, and as the Commissioner mentioned, we're just going to give a quick presentation on Vision Zero. It's actually going to be playing on the screen to your left. So some folks may have to just turn over. So, as many of you know, Vision Zero is the Mayor's vision to eliminate all traffic deaths, injuries and fatalities throughout the city. And, you know, when he first got into office, he charged the City agencies to come up with a plan to eliminate the fatalities. And we're just having some technical difficulties. Just bear with us.

[Pause]

WARREN GARDNER: So, you know, the Mayor charged City agencies to come up with a plan to eliminate injuries and fatalities throughout the City. So during its first few weeks in office, he had the DOT, the NYPD and the TLC come together. And we came up with the 63-Point Plan and -- to eliminate new traffic fatalities and injuries throughout the

1 City. So, you know, Vision Zero is not just like a
2 policy or a pipe dream. It's actually a mindset
3 change that we're trying to accomplish here in the
4 city. And it doesn't just involve the three agencies
5 that the Mayor has charged to come up with this
6 action plan. But it involves everyone here in this
7 room, and part of Vision Zero is really to change the
8 mindsets of how we use our streets, and how we move
9 about. As you can see, these numbers here are pretty
10 glaring; 4,000 New Yorkers are injured each year, and
11 250 are killed on our streets. That's about 11
12 people per day who are being injured on our streets.
13 And that's normally due to poor driver choice like
14 failing to yield or speeding along our major streets.

16 As I mentioned earlier, Vision Zero
17 really involves all of us and not just the agencies.
18 So we've been back here in the Bronx, and we've done
19 several town halls here. We've held some workshops
20 here in the Bronx, and we're doing a lot of
21 aggressive implementation of some street redesigns.
22 The NYPD is doing a lot of enforcement. TLC is
23 working with their drivers to really change the
24 mindsets of how we use our streets.

One of the things we've done -- we've launched recently here at DOT is our interactive map where you can go onto this -- to our website, our Vision Zero website, and you can pinpoint where you're seeing some of the dangerous behaviors, whether it be a motorist or a cyclist or a pedestrian. So you can pinpoint on this map some of the dangerous behaviors that you're seeing on the streets. This is a map of the Bronx. So you see where some folks are really making some -- they're letting us know what's happening in some of the major arterials. So you see that Bruckner is on here and some other major roadways here in the Bronx.

So at DOT we're really doing a lot of education where we're reaching out to 500 schools and after school programs throughout the city where we're going to be speaking to some of our most vulnerable people, the young kids and the seniors. Because we're finding that they tend to be the majority -- their victims of a lot of these crashes. So we're going to be working with 500 schools and after school programs throughout the city. We're also going to be working on some of the major arterials where we're going to be handing out some of this material, or

we're going to be talking to people about some of the dangers that they're experiencing out on the streets.

[audio plays] This is a video of our "Cross This Way" where we're trying to teach people the best way to get across streets and the safest way.

That's a short snippet of our "Cross This Way" video. It's part of the education campaign that we're using at these schools. So we're really trying to get the word, and how people really be mindful about how we're using the streets. Another one of our campaigns is our Anti-Drunk Driving Campaign where the Mayor said it best, when we get in our cars or after it be a night of drinking or hanging out with some friends you have a choice whether to drive or to take a subway or to take a different mode of transportation home. So we're really trying to educate people and let them know that they have other options, and they should use and choose the best options for them.

As we mentioned, the TLC is one of our major partners with Vision Zero. So they're going to be doing a lot of work with their drivers, and doing a lot of training and some additional education. And they're also going to be working primarily with some

1 of the commercial fleet operators throughout the
2 city. We tend to see that these are the ones who
3 really set the tone of how we either drive or walk or
4 cycle throughout the streets. So they're going to be
5 doing a lot of additional work and education with
6 some of these groups. And as we mentioned, the NYPD
7 is going to be stepping up enforcement in some of the
8 areas where we're seeing the majority of crashes
9 occurring whether that be speeding or failing to
10 yield to pedestrians. We're going to be seeing a lot
11 more stepped up enforcement. And the TLC and the
12 NYPD together are going to be working closely to
13 increase the way they investigate these crashes. And
14 the TLC is going to be looking at some new
15 technologies like black boxes and some speed sensors
16 in their cars to better help investigate some of
17 these crashes.

19 We strongly believe that automated
20 enforcement is a real helpful tool in the city.
21 Cameras work. They help save lives. We thank the
22 State Legislature for allowing us some additional
23 cameras this year through some legislation. And
24 we've noticed that this graph shows you an area where
25 we've had cameras in a 20-year span, and we've seen

the number of injuries and fatalities have gone down in these areas. And they're in par with some of these other major cities like Washington, D.C., and Chicago. So in addition to the cameras, we want to also reduce the speed limit in the city. The current speed limit is 30 miles an hour, but we know that's just way too fast. And so, we're really looking to through legislation to also reduce the speed limit to 25 throughout the city.

In addition to that, we're also looking at ways to outfit some of these larger trucks that are coming down our major arterials. We're finding a lot of times when these trucks are making right hand turns people are getting hit, and they're falling underneath the trucks and being crushed by rear wheels. So some of the things that we're looking at are wearing side guards for trucks. And we find that just some of these simple designs have really mitigated the amount of crashes that we're seeing.

In addition to the NYP and the TLC, the Mayor's Office and People with Disabilities is another partner in Vision Zero. And so we're working with them to really learn some of the ways we can better outfit our streets like using some audible

pedestrian signals, and some tactile services for those who need -- Well, either have visual impairments or need just more time to cross the street. We're trying to just make it a lot more easier for those folks, as well.

So throughout the years at DOT, we've noticed that some of these simple street designs that we've made have reduced crashes between 20 and 88% throughout the city. And part of Vision Zero we're going to be looking at fix the intersections. And we've already started a lot of this work especially here in the Bronx. We've instituted our Arterial Slow Zones, and we have three of them here in the Bronx in our first phase, and we're really going to be pushing and making a lot more aggressive ways to make our streets safer and more livable for folks.

So, as we mentioned, some of the simple things that we're doing is just basic street designs. You have a street here where you see like there are unclear markings. We're also going to be working on like some of the major arterials throughout the city just to make them a little bit more safer and a little bit more livable. So you'll see this graph here we have like a dangerous street where no one is

really able to see where they're going or where they're crossing. The cars don't know where people go, but some of the simple designs we've made are just to kind of make those a little bit more livable and a little bit easier to cross.

As you mentioned, we were here in the Bronx announcing one of our Arterial Slow Zones, and we thank the Chairman and the Borough President because they're some of our biggest supporters here, and they helped us usher in some of these aggressive implementations that we've been really pushing for here and the DOT and throughout the other agencies. And these are just some of the faces of the young people who were in the video who kind of helped us put that video together, and really helped us spread the word. This plan is really focused on our future, and the future of our city. So we're really looking to shape it in a way that's going to help them.

So as we mentioned, if you haven't had an opportunity to do so, we ask you -- we invite you to check out our Vision Zero website. You can learn where we're going to be next, and some of the new things that we're going to be doing. And you can also add your input to where you think Vision Zero

needs to be implemented in your communities. As we mentioned, this is something that's going to require all of us to really step up and play our roles. So thank you. That's our presentation. Thank you.

CHAIRMAN RODRIGUEZ: Thank you.

[applause] Thank you, Warren, for your presentation, and now let's hear from the Council Member who represents this part of the Bronx, Andrew Cohen.

ANDREW COHEN: Thank you very much Mr. Chairman. I am Council Member Andrew Cohen. Welcome to the 11th Council District. I want to welcome my Council colleagues here, as well as the Commissioner, and our Bronx Commissioner. I appreciate everybody coming here and having this town here, and I want to make everyone aware that there's a lot of low hanging fruit here in the Bronx, a lot of things we could do to make our streets safer. And I've been working with Council Member Rodriguez, and I've mentioned many of these things to the Commissioner already, and I'm very excited about bringing Vision Zero to the Bronx. We had a great roundtable session here a couple of weeks ago where according tot he Commissioner, we had more people here than any other borough. So I was really excited about the level of

participation, and I really look forward to bringing some of these projects all the way to fruition. So again, I want to say thank you to everybody for coming here to the Bronx tonight. Thank you.

[applause]

CHAIRMAN RODRIGUEZ: Thank you. So as we have Polly Trottenberg, a great commissioner and framer [sic] on this initiative. Also Meera Joshi is also another person that I think those two make a great team when it comes to Vision Zero. So now let's hear from the TLC Commissioner, Meera Joshi.

COMMISSIONER JOSHI: Good evening.

[applause] I'm very happy to be here tonight, and it's -- thank you everybody for taking time out of your day to join what I think is an extremely important goal. It's one that people from all walks of life, all ages, all locations are unified around, and it doesn't take long to figure out how close our lives in some way have been touched by a traffic crash either a fatality or a critical injury. There are six degrees of separation between all of us. There's probably less than that when it comes to this type of fatalities and critical injuries. But I want to thank especially the Borough President Ruben Diaz,

Chair Rodriguez, Council Members Gibson, King and Cabrera, and my fellow Commissioner Polly Trottenberg and NYP who have been amazing partners into getting to our Vision Zero goals. And thank you Lehman College for hosting this.

We're one of the smallest of the three agencies that's tasked with the Vision Zero Initiatives. But we have a critical role because our role is to change driver behavior, and changing any behavior habit is difficult. Anybody who has tried a diet or a new exercise routine this is not something that's easily done. But our drivers are the most active users of New York City roadways. There are over 100,000 TLC licensed drivers. They're driving Yellow Taxis. They're driving Green Taxis. They're driving Black Cars, limousines, commuter vans, and Para transit vehicles.

But the Bronx is serviced by 67 livery vehicle bases, and over 8,000 TLC licensed vehicles. The Bronx is home to over 6,000 Medallion taxi drivers, and over 12,000 livery car drivers. The vast majority of these drivers have good safety records, but not all of them, and this isn't acceptable. The license -- the TLC license must be

1 synonymous with safety. And for us to change
2 [applause] driving habits, we have to have a multi-
3 faceted approach. Number one, it starts with
4 education. We need to give people the tools of how
5 to be better drivers, and I have to say I'm extremely
6 impressed in the Bronx because there's several bases
7 that have taken it upon themselves to teach their
8 drivers good driving techniques. I think the
9 activities have been spurred by Vision Zero, and TLC
10 has been there to support those activities.
11

12 But what's notable is these are
13 initiatives that are started at the base level. So
14 that's how grassroots this initiative, this program
15 is and how widespread it will be. So education is
16 huge. Next, we have to take advantage of advances in
17 technology [bell], and I'll be quick. We have Black
18 Box - Black Box technology that can teach us a lot
19 about what happens just prior to a crash, and speed
20 governing technology that can signal to a driver when
21 they're over a specific speed limit. We need to also
22 have strict enforcement. Because if education and
23 technology don't work, then we're going to have to
24 enforce against those drivers who do break traffic
25 rules.

So we're looking forward to working with you to get your feedback on how to get these goals achieved, and with our partners in the Council and with other City agencies. And I just want to close with: The Bronx is home to the first borough permit holder, and since the date that that permit was sold, there have been 550,000 borough taxi trips in the Bronx. So thank you very much for being a large part of a major initiative for the TLC. [applause]

CHAIRMAN RODRIGUEZ: Now, let's hear from the Co-Chair of the Vision Zero Initiative, Councilwoman Vanessa Gibson. [applause]

COUNCIL MEMBER GIBSON: Good evening, ladies and gentlemen. Good evening, Bronx.

AUDIENCE: [in unison] Good evening.

COUNCIL MEMBER GIBSON: Thank you so much to all of you for coming out tonight. I am so honored to be here. As a Bronx Council Member and as someone who knows many of you, I want to thank Lehman College for hosting us today. I want to thank my Bronx City Council Delegation, my colleagues, the Chair of Transportation, Council Member Rodriguez; all of our stakeholders; the Mayor's Office; TLC Commissioner Joshi. I want to thank Chief Monahan,

and our Borough DOT Commissioner, Ms. Connie Moran, as well as our City DOT Commissioner, Ms. Polly Trottenberg; and certainly to all of you I want to thank you for coming.

It has been an exciting time for us in the City of New York, and when you look at Vision Zero, Mayor de Blasio came forth with a plan to really provide a framework to stimulate conversation about how we can reduce pedestrian injuries, and unfortunately fatalities across the City of New York. And this 63-Point Plan really will serve many, many purposes: Arterial slow zones, neighborhood slow zones; define pedestrian walkways, and plazas; reducing the speed limit across our city; speed cameras in our neighborhoods near our schools.

I'm very excited that one of the first arterial slow zones that was announced in the city is right on the Grand Concourse. All 5.3 miles of the Grand Concourse [applause] is now a slow zone. And many of you may have noticed some of the signage that started to go up. The speed limit is now 25 miles per hour. And so what we have to do is this is really about changing the culture and the behavior for many of our motorists, drivers, pedestrians,

bicyclists and making sure that we make the city streets livable and safe for each and everyone of us.

And so, tonight is a chance for all of you as Bronx residents who live and work in this borough to share with us how Vision Zero can improve your life. And I want to thank my colleague here because Ydanis has really been a tremendous leader. We have been in every borough across this city. We were in Manhattan, in Queens, and Staten Island, and Brooklyn, and this is our final stop on the Vision Zero Town Hall Tour, and I am excited.

This is just our first round. So we're going to continue to go around, but certainly I want to thank all of you for being here, and as Chair as Public Safety, working with the Chief of Transportation, Chief Thomas Chan, who unfortunately is not here because of the passing of his mother. So if we could keep his family in our prayers, but certainly we know that while we do all of this great work, if we don't have the enforcement right next to it, then we really are not doing a good service.

And so, we have to make sure that the Police Department has all of the resources necessary to enforce all of these laws. So, again, I thank all

of you for being here. I want to thank the Borough President as well for his leadership and certainly thank you again. And I look forward to working with all of you to make Vision Zero a reality for New York City. So thank you so much. [applause]

CHAIRMAN RODRIGUEZ: Thank you. Now, let's hear from -- and I'm also sorry to hear about the Chief Chan family loss. He's always been with us as a true partner, and the prayer for him and his family. Now, let's hear from the Budgetary [sic] Matt --

MATT TERILOCKET: [interposing] Matt Terilocket [sp?] Thank you very much. Listen, it's a pleasure to be here tonight, and I promise that buzzer won't go off for my three minutes. Listen, Vision Zero is a real collaborative effort between our agencies, TLC, DOT, the elected officials, and most importantly the community out here. I believe this is the fourth one we've been to in the Bronx. We've had a workshop all over the last two months. The basic line in whether or not we're having success depends on fatalities, pedestrian fatalities. How many people in this borough have died kind of judges our success Last year, we had 36 different

1 fatalities in this borough. Over the last two
2 months, zero. So it works. [applause] Not a single
3 pedestrian fatality over the last couple of months.
4 A lot of people when they heard we're looking for
5 zero fatalities as an agency, thought it was
6 impossible, but they said crime coming down was
7 impossible. I think this is very possible, and if we
8 continue to work together, we'll get there.

10 The Arterial Safe Zone on the Concourse,
11 we've been out there. That started enforcement this
12 week. Since Monday, there have been 204 speeding
13 summons issued along the Grand Concourse. So if
14 anyone is driving that way on the way home, I suggest
15 you keep it to 25. All right. Have a great night
16 everyone. [applause]

17 CHAIRMAN RODRIGUEZ: Thank you. Now,
18 let's hear from a Borough Director of the Mayor's
19 Office of Community Affairs, Elvin Garcia.

20 ELVIN GARCIA: Thank you, Council Member
21 Ydanis Rodriguez, Chair of Transportation; Council
22 Member Vanessa Gibson, Chair of Public Safety; all of
23 the other members of the City Council. From the
24 Bronx Delegation Commissioner Trottenberg,
25 Commissioner Moran, and TLC Commissioner Josshi --

COMMISSIONER JOSHI: Joshi.

ELVIN GARCIA: Joshi, Members of the NYPD, and members of the community, it is not a matter of coincidence that we are all gathered here today. It is really a fact of leadership on behalf of Mayor Bill de Blasio. Who really believes that he is best empowered to do his job as Mayor of the greatest city in the world, when the community is empowered to give their input. And in this case traffic safety and traffic fatalities. Giving victims and families of victims to traffic fatalities, the opportunity to give elected officials and commissioners and leaders in government the opportunity to provide their input into how we can make our streets better is a smart, efficient, progressive way to improve the safety of our streets.

And already in the Borough of the Bronx, we've seen the amazing work in the slow zone in the neighborhood of Norwood, which has already had a decent -- has changed the dynamic there. There are kids that skateboard in the oval there, and they're able to be a little bit safer because of the proposals of the slow zone in Norwood. As well as the proposals along East Tremont that is going to

narrow the streets and slow down traffic as well.

These are smart, efficient ideas that will continue to require community input. And so, we are all here to listen to you, and I want to emphasize that this is a broader sort of vision of the Mayor to constantly seek community input. So I'm very excited to be here on behalf of the Administration, and I'm excited to hear your thoughts and your ideas. So we can make these traffic fatalities the exception and not the norm in the city. Thank you so much.

CHAIRMAN RODRIGUEZ: Thank you.

[applause] So now we will hear from the public, and again, now it's two minutes. So, let's be -- let's go straight to the point. I would suggest, I recommend that people make their suggestion. And as I said, thanks to Jonathan Gaffar [sp?], who is sitting there, and Lyle, I would like to ask you to give them a big round of applause, because they are the ones that been working on the legislation that you will be voting on this week in Vision Zero.

[applause] So a big round of applause for the whole team.

So, first of all, translation is available so anyone who needs translation let's be

sure that you get someone in the back to provide you the equipment. We will first hear -- call Helen --

[Pause]

CHAIRMAN RODRIGUEZ: -- Helene Wells, Raphael Schweitzer, and Greg Waters.

[Pause]

HELENE WELLS: Good evening. My name is Helene -- Good evening. My name is Helene Wells, and I'd like to thank Governor Cuomo for addressing all the issues. And once again, good evening to the panel, and to the Council Members. What I'd like to address here tonight is to bring more good police officers into the communities. More women also I think need to be brought into that particular job. Thank you and good evening.

CHAIRMAN RODRIGUEZ: Thank you.

RAPHAEL SCHWEITZER: Good evening elected officials and City officials. My name is Raphael Schweitzer. I chair the Bronx Park East Community Association. So, Bronx Park East Community Association representing the residents of Allerton and Palm Parkway North with support from the Transportation Alternatives Bronx Activist Committee

is hereby requesting that Boston Road, running from Palm Parkway to the Northern Borough of the Bronx at Connor Street be the next roadway to be labeled an Arterial Slow Zone reducing the speed to 25 miles per hour. Currently, there are no speed limit signs whatsoever in that area, contributing to the highway mentality of drivers who coast at speeds averaging 40 to 50 miles per hour. While it may technically be U.S. Highway 1, Boston Road snakes through numerous intersections that have schools within a one-block proximity including MS-135 at 2441 Wallace, as well as Baychester Academy located at 3500 Edson Avenue. Boston Road also contains many six-way intersections such as Mace and Allerton Avenue, which can be very hazardous for pedestrians.

Bronx Park East Community Association feels that reducing the speed limit coinciding with adequate signage and enforcement will go a long way towards reducing the amount of speeding, which includes speeding of the B-Line buses down towards White Plains; reducing the number of crashes, and increasing the sense of safety of the tens of thousands, in not hundreds of thousands of pedestrians that cross Boston Road each day.

Boston Road is no different from any other commercial strip, including White Plains Road and others. Boston Road includes mom and pop grocery stores, Walgreens, and numerous other shopping havens. This amount of pedestrian traffic combined with bumper-to-bumper automobile traffic leads to a very precarious environment for pedestrians. This all came to a head, as you may remember, during August of 2013 when a car steamrolled into three storefronts near Porsche Avenue on Boston Road, resulting in numerous injuries and thousands of dollars worth of damage.

I hope that you can all take these considerations into mind [bell], and make Boston Road between Palm Parkway and Commerce Street a 25 mile per hour Arterial Slow Zone. Thank you very much.

CHAIRMAN RODRIGUEZ: Thank you.

[applause]

GREG WATERS: Hi. Good evening. My name is Greg Waters. I've lived on Arthur Avenue for 30 years, and they used to call the Bronx "Don't dump on the Bronx." One of the reasons I came here tonight was that I don't recall or, you know, so many Councilmen up here in the Bronx. Any time you want

1 to do something you had to go to Manhattan. So I'm
2 really happy to see that the Bronx is coming more
3 alive, and participating more in government. And I'd
4 like to say I lived in China for two years, and if
5 you ever see a lot of people on the street they're in
6 China. I lived in Shinjin and how they solved this
7 problem was they had two fences on each side of the
8 street. So would the people get over across the
9 street? They build a bridge. So the people have no
10 contact with the cars, and I don't know if we can do
11 that here, or if our government is willing to spend
12 that kind of money. Where the congestion is very
13 deep or thick, I think that should be considered.

15 I know in Chinatown in Queens, I go there
16 a lot with my wife, a lot of people there, too. And
17 they live like they are in China, not in the United
18 States. And I hope they could do something about
19 that. I don't know, and so -- Oh, I have one more
20 thing. I think the center at the World Trade Center
21 9/11 should not be a party place. That is a
22 graveyard, and it should be respected as one. I know
23 that Mayor Bloomberg had a party there. Not good.
24 Thank you.

CHAIRMAN RODRIGUEZ: Thank you. [bell]
[applause] Daniel Reynolds, Frank Romalo, and W.
Alberio [sp?].

[Pause]

DANIEL REYNOLDS: Hi, I'm Daniel
Reynolds. I work as a volunteer with Transportation
Alternatives, Bronx Committee. And I really do
applaud everything DOT and the Bronx is doing with
Vision Zero. Definitely, I've seen the stuff that
Connie Moran has been working on, and we very much
appreciate it. The Grand Concourse, which has come
up a lot, is still a serious concern. We applaud all
of the enforcement and education you are working on,
but since it's our most dangerous street we do want
you to really pay attention to that. And then
another intersection, which is very pedestrian
unfriendly is 177th and Deveau, which is where the
Sheridan Expressway ends, and our wonderful new
Starlight Park begins. And it will take you about
four minutes if you're in good shape to get around
and avoid being hit by the cars that are failing to
yield. And so, I look forward to everything you're
doing with Vision Zero. Thank you.

CHAIRMAN RODRIGUEZ: Thank you.

[applause]

FERNANDO ROSARIO: My name is Fernando Rosario [sp?]. Good evening. Thank you for coming to the Bronx. I want to talk about the three bridges that go from the Bronx to Manhattan. You have two, right? Madison Avenue, and you have the third Avenue Bridge. I would like to see the one in Riverdale free also. Because a lot of us in the Kings Bridge section, it's much easier to go to Riverdale and slip into Manhattan, and catch the DW Bridge to New Jersey. So I would hope that that can be done somehow. Okay. Thank you.

CHAIRMAN RODRIGUEZ: Thank you.

[applause] Before calling the other three persons I would like to recognize Nokala [sp?] and Matthew and Johnny who are also a part of my staff. They also are taking notes. So we want to be sure that we don't lose details. Before we start recording, we want to be sure that we keep all the notes so that we can later on keep on this. I'd also like to say that the Sheridan Expressway is also a concern of the Council and the City. So we are going to be working to improve the safety in that area, too. Now, let's

go to Eddie Sayad [sp?], Pedro Rodriguez, and Grace Lovaglio[sp?].

[Pause]

PEDRO RODRIGUEZ: Good evening. My name is Pedro Rodriguez. I'm a cab driver. I am speaking on behalf of all the people that drives in New York City. I understand that the city needs to be more safe for pedestrians, drivers, and people who are just sleeping in the house, and a car could come crashing into it. But there's also issues here that have been overlooked. Like for example, everything is being focused on drivers, drivers, and drivers. I'm not against the slowing down of the speed because I personally don't drive fast in my old car. I don't have a point my license. I've never been pulled over because of speeding or violating any traffic rule. But I'm on the street, and I'm afraid now that I'm being watched.

But there are things here that are overlooked like people, pedestrians going across the street texting, talking on the phone, listening to music, and all the fines and rules are being applied only to drivers. And, you have to understand that there's people here that make a living on driving a

1 taxi, a truck, or a commuter van that are now being
2 insulted with a fine for -- You know, sometimes
3 mistakes that other people make. You understand?
4 And the fine is not just paying a fine, and go home.
5 It includes that suspension of the license, the
6 professional license for people who depends on those
7 [bell] on that license to support their own family.

9 CHAIRMAN RODRIGUEZ: Thank you.

10 COMMISSIONER TROTTERBERG: Mr. Chairman,
11 can we just jump in, and then I think probably
12 Commissioner Joshi would like to speak. I think just
13 one thing, a point we want to make here about Vision
14 Zero. We hear what you're saying. This is not just
15 about drivers. This is about everybody's behavior on
16 the roadways. It is drivers. It is pedestrians. It
17 is cyclists. We all have a role to play in being
18 alert and following the rules. So we're not trying
19 to just single out drivers, and I just want to make
20 that point very clear. And I some of them like PD's
21 enforcement efforts, and you might have read about
22 some of them in the paper. They've been ticketing
23 pedestrians and cyclists as well. So we're hitting
24 all modes, and I don't know, Meera, if you want to
25 talk about some of the cab drivers.

COMMISSIONER JOSHI: [interposing] And I think you do raise a good point especially with professional licenses. It is a source of employment. It's your income. So ticketing and adding points to a professional license that results in suspension and the revocation --

PEDRO RODRIGUEZ: Right.

COMMISSIONER JOSHI: -- is a drastic, it's a drastic result. Revocation is a three-year ban from getting another TLC license. When I initially spoke, I said we're looking to approach this with -- from many different aspects. And number one is education because that's preventative. It gives drivers the tools to learn how to be better drivers, to not be in a situation where they're getting violations and getting points. And it seems that you are an example of that. I mean a driver and not having any points on your license I don't know if everybody in this room appreciates what an achievement that is because that's a lot of miles. That's more than the average citizen driver does.

PEDRO RODRIGUEZ: Yes, that's 15 years.

COMMISSIONER JOSHI: Yes. So, I commend you on that, and we are mindful of it. Points are

given for safety-related violations, and we can work towards refining our rules and our point system to make sure that the focus is on just safety-related. But when a driver does violate traffic and speed rules --

PEDRO RODRIGUEZ: [interposing] I understand that.

COMMISSIONER JOSHI: -- the consequences are severe, and severe enough that we have seen that we must take action to make sure that that driver is either temporarily or permanently not allowed to take passengers for hire.

PEDRO RODRIGUEZ: Okay.

CHAIRMAN RODRIGUEZ: And thank you, Pedro.

PEDRO RODRIGUEZ: Thank you.

CHAIRMAN RODRIGUEZ: And again, this is what we are looking into, creating a new culture in the way drivers and pedestrians interact in our city. And that's why even a simple suggestion. The gentleman say, Why don't we look in some area, and build some bridges where people can cross on one side to the other. We should be open to everything. So I think that the great thing is that our Commissioners

and the Mayor is committed. No, I think that we have to always put the human part on this.

As the drivers, not only as a taxi driver, as a driver, and as a parent, too. I have my two daughters, and I have to be thinking about which side she should be walking with me. We have so many stories. So we are not -- First of all, when it come to the taxi drivers, one thing that we are going through with the Administration is to be sure that there's a dual process on anything that we do. Second, we are even thinking about can we -- should we reward drivers such as Pedro that have been driving for 15 years without any point?

So there is -- we are putting on the table everything that is involving the new culture that we want to create in the city, our reality, our crisis. That the first cause of death in New York City for children under 14 is car crash accidents. So as we get on this smoking campaign, and we make a lot of progress, it is our time to say, we need to reduce those numbers for children, senior citizens, and other New Yorkers dying because in some cases a responsible driver did not take the necessary precaution in order to avoid it.

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2 In other cases, no driver wants to get
3 involved in an accident where someone dies, and we
4 understand that. But again, we just want to be part
5 of the whole movement citywide where pedestrians and
6 drivers, not just taxi drivers, all drivers, all
7 drivers including myself. That as an elected
8 official I drive from one place to the other. The
9 taxi driver, the business person, everyone that's in
10 this thing. New York City can be safer than what it
11 is right now.

12 PEDRO RODRIGUEZ: Thank you.

13 EDDIE SAYAD: Hi, my name is Eddie Sayad
14 [sp?], and I'm really here to talk about the
15 dangerous conditions that exist on Grand Concourse
16 southbound express lane. And somehow I'll try to
17 connect them to Vision Zero. And this is regarding
18 the new traveling southbound on the express lane in
19 the Grand Concourse. You have dangerous not
20 potholes, but drains there. What happens exactly is
21 it causes the car to go down much below the surface
22 of the actual road condition. As it goes up, the
23 bottom of the car hits it. Now, this is not
24 something personal, although it is. It is, and my
25 car was totally disabled because of this condition.

1 I have friends of mine who came with me. They didn't
2 believe me. I was traveling 28 miles an hour. We
3 went there and we found out that this condition
4 exists between Grand -- Bedford Park all the way down
5 167th Street. There are seven dangerous spots like
6 that. As we speak, there is a car hitting the
7 ground, and it causes the peak of the drivers to veer
8 all the way either to the left or to the right. So,
9 I have called the 311. There appears to be some kind
10 of cover up. They're not doing nothing about it.
11 There's actually a big denial, and once again, those
12 of you who know the area, you could knock your head.
13 It's out there. When I was in the Police Precinct,
14 they knew that this condition exists. Cars are
15 getting hit, damaged, and there is no report and
16 nobody is fixing this condition.

18 And can I make a suggestion about the
19 Vision Zero, too? Well, 15 seconds. What I wanted
20 to suggest is having it 25 miles an hour it sounds
21 great [bell]. But I think what the average driver is
22 looking for if you could make it 25 miles average.
23 Otherwise, if there's a congestion, and he's been
24 standing still for five, ten miles an hour, there's a
25 good chance he wants to make up the time to make it

1 to his destination. So if you could make that 25
2 miles an hour average, meaning attacking the
3 congestion wherever you see it like in Manhattan. If
4 somebody is in Manhattan. He's coming to the Bronx,
5 If he loses a lot of time in the congestion area,
6 there is a chance this poor fellow wants to speed up,
7 and to get up there. So I urge you to pay the same
8 attention to where the congestion or the traffic
9 areas area. Because this is how the drivers will
10 think about it. Thank you.

12 CHAIRMAN RODRIGUEZ: Thank you.

13 [applause]

14 GRACE LOVAGLIO: Well, good evening. My
15 name is Grace Lovaglio, and I was going to address
16 Andy King, but he left because he is my Councilman,
17 and the school PS-76 on Bronxwood and AD, we need --
18 we have a study going in, I believe, for the traffic
19 light on Arno and Bronxwood because it's too short.
20 And a lot of children and parents have to cross at
21 the beginning of the day and at the end of the day.
22 However, we desperately need another crossing guard
23 on that street. There's one on AD and Bronxwood. We
24 need one on AD -- on Bronxwood and Arno. There's
25 over a thousand children in that school, and I think

1,100 to 1,500 children in that school. It's a big school, a lot of kids, and we'd like to get another crossing guard there.

MATT TERILOCKET: [sp?]: Well, we're looking for crossing guards right now. We have money to hire. It's just a matter of getting people who want the job. So if you know anyone that's interested in becoming a school crossing guard, especially in that neighborhood, we'll consider them for the assignment.

GRACE LOVAGLIO: Okay, can I see you after?

MATT TERILOCKET: [sp?]: Yeah.

GRACE LOVAGLIO: Also, just to comment on some of the other comments that were made, for the gentlemen who was talking about everything is on the drivers. I'm also a driver, and I have not had points on my license. I've been driving for 30, 40 years or whatever, and I don't have points on my license. You could have -- If you have no cars, or you have a bunch of pedestrians texting, and listening to music, and banging into each other, they're not going to kill each other. A car, when it hits a person will kill or maim that person. So the

onus or the responsibility is on the driver, not on the pedestrian [applause]. The pedestrians, yeah, they -- It's very simple. Hold it. You might get a dent in your car, but you're going to crack somebody's skull or kill them with a car.

So that attitude has to be changed, and I'm just going to throw this out there. There's a lot of -- we have in the Bronx a lot of [bell] people from other countries coming here, a lot of immigrants coming here. And a lot of them come from different countries with the attitude -- they have no regard for pedestrians in their country. So they come to this country with that attitude. That needs to be changed also.

CHAIRMAN RODRIGUEZ: Thank you.

GRACE LOVAGLIO: When go against pedestrians to me that's like another moneymaking, that's a revenue making scam or scheme.

CHAIRMAN RODRIGUEZ: Thanks. Thanks.

Okay. [applause] But again, this campaign we're going to be doing a lot of educational for everyone for the drivers, but it also include also the pedestrians. So this is like many changes that we are expecting to see happening in our city, which

really involves everyone. And now let's call Richie Powers, David Gilman [sp?], and Greg Hines [sp].

[Pause]

RICHIE POWERS: Good evening. My name is Richie Powers. I have a couple comments about bike lanes. On March 17, 2010, my wife was killed in a bike accident on Crotona Avenue just south of Tremont Avenue. And she was riding in an area that had been designated as a bike lane, but it had not been built yet. Subsequently, that bike lane has been built, but the street is not long enough for a bike lane. If someone is riding in that bike lane, and gets knocked off their bike, it throws them directly into the line of traffic.

So I have several recommendations about how the bike lanes are constructed. First of all, I would move the bike lanes in next to the curb, and move the parking -- use the parking of the cars to create a physical barrier between the bicyclists and the line of traffic. You know, the parked cars would then create the barrier between the pedestrians and the traffic. It seems like you're not going to lose any parking spaces that way. It's not going to

affect the flow of traffic. It's just creating a safer environment for bicyclists to ride on.

And it seems like that could be done relatively without affecting your budget, if you're going to be building a bike lane. Because all of the bike lane until is lines painted on the streets. There's no physical barrier. They call it a bike lane, but it's just painted on the street. So I know that bikes have been a big initiative in the previous administration, and I know that it's being continued as a priority under the current administration. But I think a lot of thought has to really be given to how you make it safer, and I think that's sort of the common sense way to do it without busting the budget. But it's a way to do it I think that is common sense [bell] and makes it safer.

CHAIRMAN RODRIGUEZ: Thank you.

[applause]

DAVID GILMAN: Good evening. My name is David Gilman. I'm a 35-year New York City resident, the last third of which has been here in the Bronx, and I'm part of the Transportation Alternatives Bronx Interest Group. I'm a pedestrian. I'm a walker. I'm a runner, a cyclist of over 10,000 miles, and an

infrequent driver. As a driver, I think the speed limit is an inconvenience, but that's my problem. It's a good idea.

Three points for you. One, speed cameras can be quite useful, but it's up to you as members of the Council, and members of the Administration to make sure that it doesn't become a tool for revenue. Parking meters were invented over a century ago in Oklahoma City to bring about turnover of parking spaces in front of stores. They have become revenue tools. The last two mayors had used -- had put in hundreds of millions of dollars of planned additional revenue in their budgets for giving out parking tickets. And it hasn't improved the flow of traffic or safety. It's just additional revenue. But please make sure that doesn't happen in this case.

Second, please make sure that we increase our roadway -- our non-roadway pedestrian and bicycle pathways. Like the old Putnam Railroad Line that goes through Van Cortlandt Park and eventually, hopefully, will also go all the way down the Harlem River, and along the Harlem River -- Excuse me, the Hudson River in Riverdale. Hopefully across the Spartan [sp?] Island to connect to the 20 odd miles

of the bicycle pathways in Manhattan. It's got more opportunity for bicyclists and pedestrians to get off of the roadways.

And finally, I recommend you investigate something known as "neck downs." It's a technical thing. You can look it up, but for all of us who have suffered through this bad winter where all the snow is piled up on the corners, and cars couldn't cut the corners, it actually created a safe area for pedestrians before they crossed the street. They are actually [bell] cut-outs on the street. You'll see it in the design. I hope you'll include it. Thank you.

CHAIRMAN RODRIGUEZ: Thank you.

[applause]

FU YANG: Good evening. My name is Fu Yang. I'm from CURB, Coalition Urging Responsible Biking. I just want to thank all the Council Members, Commissioner and the Police Chief here for holding this town hall meeting. So I think we should give them all applause. [applause] So one of the main reasons I'm here is because what CURB wants to promote electrical bicycle. As of right now, the City is banning all E-Bikes, electrical bicycles. And

one of the main problems is that we work closely with a lot of senior citizens, livery workers, and environmentally-conscious individuals.

They come to us and they tell us like, Wow, I used to always ride electric bicycle, you know. This bike helps me go up hills, and it helps me travel like 20, 30 miles per delivery. I have to do 20 deliveries everyday. Or I like the environment. I want to keep it friendly. And one of the problems with E-Bike or the ban on E-Bike it that it prevents them from doing this. They slap them with these \$500 tickets every time they ride one of these electric bicycles.

So there were these senior citizens that came over, these 60-year-olds that always obey traffic rules. And when the police give them these tickets, they feel that it is very unfair. I mean they really need these bicycles. So it's either for them to travel about using electric bicycles or they have to retire to use MTA. One of the problems is the livery workers in which they really need the bicycles to move about.

This job is really tiring, and it causes a lot of stress on your legs when you have to

1 constantly bike every single -- for eight hours per
2 day. That's a lot. So anyway, I think that Vision
3 Zero is a great plan. I mean it moves toward the
4 future, and I believe that we need electric bicycles
5 into the future. I mean, it's not only that Vision
6 Zero will make this place safe, but with electric
7 bicycles, it's also going to make it healthy for
8 individuals and it's going to be environmental
9 friendly. I mean who doesn't like that? Thank you.

11 CHAIRMAN RODRIGUEZ: Thank you.

12 [applause] Carlos Rodriguez, Elizabeth Thompson,
13 Fernando Carrera [sp?].

14 [Pause]

15 CHAIRMAN RODRIGUEZ: 343 West 180th
16 Street, huh, Fernando?

17 FERNANDO CARRERA: [off mic]

18 [Pause]

19 CARLOS RODRIGUEZ: Good day and thank
20 you City Council Member Ydanis Rodriguez to organize
21 the town hall meeting. My name is Carlos Rodriguez.
22 I'm part of a Coalition. So we're here because
23 electric bike they ban right now. But of course,
24 we're not against them -- about safety issues. We
25 want safety issues, but we want you to support, to

1 legalize the electric bike because I'm a worker. I'm
2 on the street. So I used to work for many years, and
3 my co-workers and other workers they say this
4 electric bike is very convenient. Because we're
5 working 12, 20 hours a day, six days a week, and it's
6 very convenient for everybody and for -- it's good
7 for health, too. Thank you.

9 CHAIRMAN RODRIGUEZ: Thank you.

10 [applause]

11 ELIZABETH THOMPSON: Good evening
12 everybody. My name is Elizabeth Thompson, and I'm
13 from Cambridge Heights Neighborhood Improvement right
14 down the block from Lehman College. This side of the
15 town, we've got an armory. It's very congested now.
16 If something happened to their armory, it would be
17 worse. We have quite a few accidents. We need a
18 camera. At Reservoir and 195th you have schools,
19 three schools over there, and we have quite a few
20 accidents over there. Someone who's a school
21 crossing guards almost got hit at 197th and
22 University Avenue. We have a stop sign there, but
23 it's quite bad. We have a couple of fire trucks to
24 send to quite a few accidents. So we really need
25 your help in this area. There's a couple other

stuff, but I will have to come and visit you all and talk you all to death. Thank you.

CHAIRMAN RODRIGUEZ: Thank you.

[applause]

FERNANDO CARRERA: [Testifies in Spanish]

CHAIRMAN RODRIGUEZ: [In Spanish.]

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: Good evening everyone. My specific concern is --

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: -- Part 62 on the Regulation? Is that [In Spanish]

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: So same title, 72.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: So I'm here with my fellow members of the Association. Do you want to raise your hand. [In Spanish]

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: So without regulation we run the risk of not being able to pick up drivers or pick up passengers on the streets.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: Excuse me, the gentleman keeps talking, and he didn't allow the other gentleman to interpret. So I'm going to kindly ask you to allow him more time to be able to explain clearly the purpose of why he's here, and what he really wanted, why he is really against the bill. He hasn't been too specific. He has some revelations.

[In Spanish]

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: This is our concern.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: On six points we lose the right of driving a cab -- a taxi in the city.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: You haven't really done the part as far as educate the community like with flyers, and other means in order to educate a community.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: Okay, and we had a meeting with the Commissioner, and we addressed the fact that we also had to take into consideration --

FERNANDO CARRERA: [Testifies in Spanish]

[bell].

TRANSLATOR: Most of the time, while we've been driving around the city, we've been having to deal with accidents in which most of the time, we are not responsible for it.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: That's why I suggested to the Commissioner to take into consideration the pedestrians' behavior.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: They cross the street with their ears dead just listening to music with iPhone.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: And also texting.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: Okay, you beep the horn just to let them know that they are changing, but still they go across even when they don't the right to do that.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: Those are some of our concerns.

FERNANDO CARRERA: [Testifies in Spanish]

TRANSLATOR: And I want you to take those -- our concerns into consideration.

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2 FERNANDO CARRERA: [Testifies in Spanish]

3 TRANSLATOR: Otherwise --

4 FERNANDO CARRERA: [Testifies in Spanish]

5 TRANSLATOR: -- in one year.

6 FERNANDO CARRERA: [Testifies in Spanish]

7 TRANSLATOR: In one year at least half or

8 maybe more of the cab drivers is going to be out of

9 work.

10 FERNANDO CARRERA: [Testifies in Spanish]

11 TRANSLATOR: Those are some of our

12 concerns, and I want you to take that into

13 consideration

14 FERNANDO CARRERA: [Testifies in Spanish]

15 TRANSLATOR: We understand that we have

16 had a lot of fatalities.

17 FERNANDO CARRERA: [Testifies in Spanish]

18 TRANSLATOR: But if you take a good look

19 today at statistics, we, the cab drivers, we are not

20 part of those statistics.

21 FERNANDO CARRERA: Gracias [Testifies in

22 Spanish]

23 TRANSLATOR: Gracias.

24 CHAIRMAN RODRIGUEZ: Thank you.

25 TRANSLATOR: Okay, thank you. [applause]

CHAIRMAN RODRIGUEZ: All -- I'm sorry, sorry. All I can say is that before being elected to this Council I used to be a teacher, and before being a teacher, I did a lot of jobs, and one of those was being 140 at Garvey Car Service and Bailey Car Service. So one thing that I can assure the industry that as the Chairman of the Transportation Committee, I've been working to be fair. I've been working to be sure that there's a dual process. And as the number that has been shared by the TLC, most of the accidents produced in the city are not produced by the taxi drivers. Therefore, we can say that most of the taxi drivers in the Black Car, Green Car, or limousine, they are not getting so many points because they are good drivers. And what we are also saying is that first of all that particular Intro 272 is an Intro that we are still working with the Administration. Because from my end I want to be sure that there's a fair process for everyone. I agree with that, what you described when we expected to see some changing of the pedestrian. But also we want to make all of those, the taxi drivers also part of the solution. And I know that we will be able to do it, but again, like this particular Intro 272 that

is something that we are still in conversation with the Administration.

The last group are Audrey De Jesus [sp?] Lynette Arroyo, Melissa Lomba. And we will take again, two minutes.

AUDREY DE JESUS: Good evening. All of you know who I am. This is my third town hall meeting in the Bronx. Rest assured that they are listening to what you are saying because I have concerns at Hunts Point, and recently they just slowed down the walking pedestrians on 163rd and Hunts Point is actually working. Today, the light is longer. So I applaud you guys. [applause] Never mind that this is a slow process that they're doing, but they are listening to us. This is making a difference in our community in the Bronx. Why can't we just have 25 miles all in the five outer boroughs? Why not? Why just focus on one area? Make it five, the five boroughs, you know.

Two, we have to be more aggressively ticketing our trucks that double park. I understand they have businesses, Fed-Ex, UPS. I was a UPS driver, but they're inconsiderate to us as pedestrians and drivers because they block the

streets constantly all times of the day. It's inconvenient to drivers because that's what causes accidents. We cannot see pedestrians walking. Aggressively try to start implementing those summonses on the double parked vehicles.

Two, the delivery guys. I'm saying they're aren't businesses, but they drive opposite on the bike lanes. We are supposed to aggressively tell them be aware of our pedestrians. They come opposite them. The delivery I understand, but they're breaking the law -- the rules.

Three, thank you, thank you, thank you because you are listening to us. That's all I have to say.

CHAIRMAN RODRIGUEZ: Thank you.

[applause]

LYNETTE ARROYO: Hello, my name is Lynette Arroyo.

COMMISSIONER TROTTERBERG: [interposing] Sorry, could I just take one -- Sorry, could I just take one. I want to thank you, too, because the town meeting we had at Hunts Point and hearing from your group and what you said, I want you to know I did go

back to DOT and I said, I heard loud and clear Hunts Point and Bruckner --

AUDREY DE JESUS: [Cheers.]

COMMISSIONER TROTTEBERG: -- we need to take another look. [applause] So I'm glad that we're already at work, and we're going to try and do more there. I mean we went and looked at that intersection, and we agreed. We need to do more there for sure.

AUDREY DE JESUS: [off mic] It's working. Excellent.

CHAIRMAN RODRIGUEZ: But also with the literature with the Mayor and the Commissioners, we were able to create unified consensus, and we went to Albany saying, New York City should be allowed to have 25 mile per hour in the whole borough. [Cheers] So this is something that we are working on right now with the leadership of our commissioners and Mayor de Blasio, and the Speaker Melissa Mark-Viverito, too. Okay.

LYNETTE ARROYO: Good evening. My name is Lynette Arroyo born and raised in the Bronx. I've been a resident of the Kings Bridge area basically for over 25 years The specific area that I'm really

1 concerned about is Kings Bridge University to
2 Reservoir as a result of the club at Ayallah [sp?],
3 which has been a nightmare from day one on ever
4 level. But when the crowd is let out about 4:00 in
5 the morning, you have spillage of people drunk
6 getting in their cars. You have taxis who know the
7 times that the club is let out trying to zoom in and
8 get passengers along with whatever traffic is going
9 on. I have personally seen about three accidents
10 myself, and I have seen, and there have been -- We
11 need a police presence there and we need them to
12 enforce because I have seen cop cars out there who
13 have done nothing in front of the club. As a matter
14 of fact, some of them are socializing with the girls.
15 So it's disturbing to me, and I've seen them actually
16 -- the people trying to get through -- actually going
17 the wrong way on the oncoming traffic. With the
18 weather getting warmer now, more people in the street
19 --

21 MALE SPEAKER: Okay.

22 LYNETTE ARROYO: -- this is like a toxic
23 cocktail, and we really need a police presence there
24 to really regulate this one area.

MATT TERILOCKET: [sp?]: Okay, Captain Rorthwaite [sp?] is sitting right over there. She's the Executive Officer over in the precinct that you're talking about sitting right in the front. Raise your hand. She can grab you at the end of the meeting to talk about his club.

LYNETTE ARROYO: Okay. I appreciate it. Thank you.

MATT TERILOCKET: You're welcome.

CHAIRMAN RODRIGUEZ: Thank you.

[applause]

MELISSA LOMBA: Hi, my name is Melissa Lomba, and I'm the Director of Special Projects at the Majora Carter Group. I also represent the Hunts Point Advisory Board, and thank you guys for all of the work that you've started in Hunts Point. We still have a lot of work to do as far as the lighting. We also saw that under the Bruckner coming out from the FDR, there's on the local lane there's a lot of potholes all the way from the FDR through Hunts Point Avenue, which slows down the traffic a whole lot. I also mentioned before the lighting in Hunts Point. One big issue that a lot of people here may not know about is the fact that every time that a

1 crime happens in Riker's Island, it actually affects
2 the crimes in the Bronx. Every time that there's
3 crime in Riker's Island it's calculated into the
4 crime statistics of the 41st Precinct, and overall it
5 gives us in the Bronx a bad name. So I would like to
6 advocate for that, and ask everybody here, as well as
7 the panel to help us with that. Again, thank you for
8 all your work. Thanks.

10 CHAIRMAN RODRIGUEZ: Thank you.

11 [applause] Rich Gans, Juan Sosa, Jessie Jones.

12 [Pause]

13 RICH GANS: Hi, good evening. I'm Rich
14 Gans. I'm a Bronx resident and homeowner, and for
15 more than 20 years I volunteered with Transportation
16 Alternatives Bronx Committee in the Bronx. I'm
17 currently it's co-chair, and I'm speaking on its
18 behalf. Transportation Alternatives commends Mayor
19 de Blasio and the City Council for this initiative
20 and especially for the multi-faceted approach that is
21 being used with changes in the Department of
22 Transportation, Police, and the very important aspect
23 of changing the culture. We support the neighborhood
24 and arterial slow zones, and specifically support the

request for a Boston Road Slow Zone that was requested earlier.

I believe that four-way stop signs are a very effective safety measure. They're often preferable to a traffic light because traffic lights in addition to stopping people, they also get people to speed up to make the light. New York City should be able to decide how many red light or speed cameras to install. No driver has a right to speed or to go through red lights, and we call on state legislators to make the necessary changes. And I want to call on the Bronx District Attorney's Office to join in this initiative, and hopefully change its historical attitude towards pedestrian fatalities. And look to prosecute where appropriate.

Now, as happens with a lot of crime, there's a very disproportionate number of fatalities resulting from the small number of recidivist drivers who absolutely get licenses suspended, keep doing the same things. And finally [bell] with respect to drivers, our position is that drivers should obey the law. And if a driver hits someone crossing with the light, and when they're making a turn, for example, the issue is not they may have had headphones on.

The issue is that the driver failed to follow the law and yield to that pedestrian. And if the driver hits that pedestrian at speed fast enough to kill them, then they're really committing a gross violation of the law. Thank you.

CHAIRMAN RODRIGUEZ: Thank you.

[applause]

JUAN SOSA: The number one Sosa. My name is Juan Sosa.

TRANSLATOR: My name is Juan Sosa.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: I'm representing the Independent Taxi Association.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: I'm here to tell you two things. I admire the place in which lives are respected.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: I'm in accord with all the measures that you are taking.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: The reason why I'm here is -

-

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: They have to do with those traffic lights that you have installed recently.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: And the location 180, 181 or 184 Santa Nicholas.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: Diamond and Broadway.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: I believe that you should establish a schedule indicating when the drivers who turn left or right.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: Because when we are working in the area, we have to go a long way in order to move southbound to northbound.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: Maybe like making a downtown schedule from 10:00 p.m. to 10:00 p.m.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: Or 10:00 p.m. to 7:00 a.m.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: Thank you for coming here today.

JUAN SOSA: [Testifies in Spanish]

TRANSLATOR: And thank you, thank you
very much. [applause]

[Pause]

JESSIE JONES: Hello, my name is Jesse
Jones, and I actually live in Harlem, but I've
noticed that there's a lot of -- the main problem is
not so much the drivers, but there's more of the
cyclists going the wrong way in the street. So I'm
wondering what's your approach to that? What's your
approach to solving that problem?

MATT TERALOCKET [sp?]: With cyclists
what we'll do if they're going the wrong way against
traffic, we will summons them. A lot of it's
education. We want to do education. We want to
teach them. I mean that's one of the main focuses of
Vision Zero is to educate. That's why we come out to
these meetings. It's not about making money. It's
not about expanding the cultures of the city. We
want to educate people to do things the right way.
So we will summons, but we also want to stop and tell
them how dangerous it is. And that's why we're
reaching out to the community. That's why we're
going to go back and talk to people. We've got
cyclist people here, and they'll go back and talk to

their people just to try and make the streets a lot safer for everyone.

JESSIE JONES: Okay, and do you have any advice for somebody who might be interested in --

CHAIRMAN RODRIGUEZ: [interposing] Can you speak louder, please.

COMMISSIONER TROTTEBERG: We can't hear you.

JESSIE JONES: Do you have any advice for somebody that maybe seeking a job with the New York City Council?

MATT TERALOCKET [sp?]: [laughter] He wants a job.

COMMISSIONER TROTTEBERG: He likes this job.

MEERA JOSHI: That's good. I like that.

CHAIRMAN RODRIGUEZ: And who is your Council Member?

JESSIE JONES: Actually, I don't know.

CHAIRMAN RODRIGUEZ: Okay, find out who your council member is, and look for Nokala [sp?]- look for Nokala and Nokala will show you information, and let's see how it can be helpful.

JESSIE JONES: Thank you.

CHAIRMAN RODRIGUEZ: Thank you. The last one is Patricia Charles, Pablo Lorenia [sp?] Nancy Sawyer, and Juan Cabrera.

[Pause]

PATRICIA CHARLES: Good evening. My name is Patricia Charles, and I live in East Chester Gardens, and I am part of the DRASNY [sp?] Board. But my concern is that we're talking about the pedestrian and the driver, but we're not talking about the ambulance drivers, the police cars that come through. They don't have their sirens on, and then there's an accident. Because I happened to be in an accident where a police was actually coming through. The driver in front of me had to stop short, and then I almost passed him, but I couldn't make it. So my car was damaged, and his car was damaged. I would have gotten most of the bulk of it because I was behind him. I was not talking on the phone. I was not listening to any music. I was just trying to get home. So when it comes to those who are driving these vehicle also, they need to have some type of reprimand also. No one is around when they do these things. When you ask where is a police officer when you need one, they're not there.

Okay, so my other issue is also the streets. The streets are horrible, and I'm not just saying the Concourse, we're saying all over. These potholes when they come to fix them, they just put a little on, sugar coat it and they keep moving. The dents are still there. So they're not really fixed. So, I mean, there's -- On Burke Avenue where I live, there's holes where there's a slope, a dump, like a hole, and it's still there. Trust me, people just ride on the left side of that street because if they go the right side of the street, you might go in it and you never know whether to go through. So I mean, if you're going to address a lot of things, please address that as well. Thank you.

CHAIRMAN RODRIGUEZ: Thank you.

[applause]

[Pause]

NANCY SAWYER: Good evening everyone. My name is Nancy Sawyer, and I'm a resident of Kingsbridge Heights. My concern is my streets. I live on Sedgwick Avenue, and Rick Cabrera I believe he's my representative. We have Sedgwick Avenue going south towards Bailey. It's very dangerous. I would love to see more speed bumps or maybe cameras

there. it's on a curve, and people just run down this avenue like 80, 70 miles per hour like every single day. Not to mention Bailey Avenue is one of the biggest challenges, too, with people speeding. When Deacon Expressway is packed, everybody goes on Bailey like incredibly.

I'm also concerned with Kingsbridge terrorists coming in through Kingsbridge Road. It's the longest one-way street we actually have in the Bronx, and we have a school at the end of it, which is PS-360. I am a PTA member, there, too, and an associate member, and I'm very concerned that we have cars coming in all the way from the end from Albany Crescent, and actually coming into street reverse. Because they don't feel like going all around and driving up the hill to come back in. [applause] That is very, very irresponsible. I see it at 8:30 in the morning when I'm dropping off my son in school.

Cars coming in reverse at 70 miles per hour because they don't feel like going all the way down, and coming up the hill and going in through wherever it is. That's one concern I have especially when we have a lot of children on Kingsbridge

1 Terrace, and we don't even have a crossing guard,
2 which we've never had. PS-360 is in desperate need
3 of a crossing guard. And another thing, I am also a
4 driver. Ms. Joshi knows me and Ms. Devales [sp?],
5 and please I beg you guys to look through to 272 Act
6 and help us a lot. Because we have very, very good
7 drivers on the road, and we don't want to lose our
8 licenses. Thank you.

10 CHAIRMAN RODRIGUEZ: Thank you.

11 Excellent. [applause]

12 [Pause]

13 JUAN CABRERA: [Testifies in Spanish]

14 TRANSLATOR: My name is Juan Cabrera.

15 Good afternoon.

16 JUAN CABRERA: [Testifies in Spanish]

17 TRANSLATOR: Hopefully, this is not the
18 last time. God bless you, and hopefully when time
19 goes on, there'll be more clarity within the city.

20 JUAN CABRERA: [Testifies in Spanish]

21 TRANSLATOR: So, TLC found a ticket from
22 20 years ago.

23 JUAN CABRERA: [Testifies in Spanish]

24

25

TRANSLATOR: I was going to exchange papers, and I wasn't able to do nothing, and I didn't do nothing.

JUAN CABRERA: [Testifies in Spanish]

TRANSLATOR: I have the papers here. I want you guys to have an account that --

JUAN CABRERA: [Testifies in Spanish]

TRANSLATOR: It's been 20 years now. A lot of paperwork has changed and --

TRANSLATOR: [Converses with Juan Cabrera in Spanish.]

JUAN CABRERA: [Testifies in Spanish]

TRANSLATOR: Hopefully, the representative that we have here today can do something about that.

JUAN CABRERA: [Testifies in Spanish]

TRANSLATOR: And also to the respect of the bus lane -- to respect to the bus lane --

JUAN CABRERA: [Testifies in Spanish]

TRANSLATOR: -- You know, if I try to pick up a passenger through the bus lane, I get a ticket but --

JUAN CABRERA: [Testifies in Spanish]

TRANSLATOR: You know, sometimes that there's the numbers that there's some things that you can't do, and now these tickets nowadays are \$115.

JUAN CABRERA: [Testifies in Spanish]

TRANSLATOR: So everybody have a good night. God bless you and I want everybody to have an account of all the different tickets I have in my hand right now.

CHAIRMAN RODRIGUEZ: Thank you.

[applause]

COMMISSIONER JOSHI: All right. I have actually staff members here, right over here that would be happy to look at the paperwork you brought, and if there's assistance of translator that would be very helpful for us. Thank you.

JUAN CABRERA: Gracias.

CHAIRMAN RODRIGUEZ: Thanks. [applause]

PABLO LORENIA: Good day. My name is Pablo Lorenia [sp?]. I'm here because I feel great about Vision Zero program. Mayor de Blasio are you trying this way for the main safe the street. Okay.

TRANSLATOR: The gentleman is glad to be here, and also congratulating the Mayor Bill de

Blasio because he's working to make our streets safer.

PABLO LORENIA: [Testifies in Spanish]

TRANSLATOR: Okay, if you take a look at the numbers, you will be able to see that our industry have grown in spite of the economic problem that we have faced.

PABLO LORENIA: [Testifies in Spanish]

TRANSLATOR: There was a moment that due to the economic problems, difficulties, we didn't have jobs. We were -- we went to the TLC. We get our licenses, and we got jobs. So now we are working. We have jobs.

PABLO LORENIA: [Testifies in Spanish]

TRANSLATOR: Okay, and I want to bring it to your attention and to also to the Administrative Mayor Bill de Blasio that make sure that we are preserved our jobs.

PABLO LORENIA: [Testifies in Spanish]

TRANSLATOR: We know that we have to do our jobs, you know, based on obeying the city rules and regulations.

PABLO LORENIA: [Testifies in Spanish]

TRANSLATOR: Okay, the statistics shows that, taxi drivers, we are not the main responsible for all the fatalities in our streets. However, we would like to bring it to your attention so could -- you make sure that when you implement these laws you keep in mind all of us, the taxi drivers.

PABLO LORENIA: [Testifies in Spanish]

TRANSLATOR: Vision Zero is something that it could work only if all of us are committed to play our roles in a very honest and sincere manner.

PABLO LORENIA: [Testifies in Spanish]

TRANSLATOR: We would like continuing working in this city, but we need to have our minds like fresh, relaxed.

PABLO LORENIA: [Testifies in Spanish]

[bell]

TRANSLATOR: We don't want to end up depending on public assistance just because due to the implementation of the Vision Zero plan, our jobs would be in jeopardy, and on every corner we're going to be watched. And we believe that the implementation of Vision Zero in a way tagging us, city taxi drivers. Because there's going to be a lot of summonses to us that's going to be given to us

just because of the induction of the Vision Zero plan, which includes the slow down of the speed in the city limit.

PABLO LORENIA: [Testifies in Spanish]

TRANSLATOR: Okay, I don't like to end my discourse. Keep in my that Vision Zero may mean that a lot of the taxi drivers are going to end up without jobs, and perhaps depending on public assistance.

PABLO LORENIA: [Testifies in Spanish]

TRANSLATOR: We just don't want to see the taxi drivers ending up collecting unemployment checks because when we are out of work we have to depend on the kindness of our neighbors, charities and other agencies who provide help to those people in need. So thank you very much.

CHAIRMAN RODRIGUEZ: Thank you.

[applause] It is getting now late, and now to end let's give everyone two minutes, anyone from the panel. The Commissioner, you take as long as you have to.

COUNCIL MEMBER: I just want to thank everyone again. I thank City Council Speaker Melissa Mark-Viverito, Bronx Borough President Ruben Diaz, Jr., Council Member Ydanis Rodriguez, Chair of

1 Transportation; Council Member Vanessa Gibson, the
2 Chair of Public Safety; and everyone on this panel,
3 Commissioner Trottenberg; Bronx DOT Commissioner
4 Moran; NYPD, TLC, and all of the -- everyone here
5 that participated. Your input was greatly
6 appreciated, and we will definitely continue the
7 conversation in the months and years to come. Thank
8 you so much.

10 CHAIRMAN RODRIGUEZ: Thank you.

11 [applause]

12 COMMISSIONER JOSHI: Thank you everybody
13 for coming here tonight, and especially for those who
14 spoke and shared with us some of their concerns
15 publicly, which is no small feat. So thank you very
16 much, and I heard especially the concerns from many
17 of the TLC licensees about how points are assessed,
18 and we do have an opportunity to look at our rules
19 and determine whether point valuations are
20 appropriate especially for rules that are not safety-
21 related. And that's something that we will undertake
22 as part of a larger review process. And we'll also
23 be working closely with Chair Rodriguez to make sure
24 that any legislation related to Vision Zero does not

overshadow the due process rights of the driver. So thank you very much. [applause]

MATT TERILOCKET: So, as an agency, thank you for coming here tonight. We looking forward to working with you. Again, we want to reach that ultimate goal of Vision Zero. So we want to continue this work. It's just the beginning. Thank you.

COMMISSIONER TROTTEBERG: I want to thank you all, too, for coming out. From DOT's point of view it has been great. We're working, with not only the residents and the community Boards of the Bronx, but some of the great elected officials you have up here. And we have two terrific leaders, and we have [applause] Chairwoman Gibson and Chairman Rodriguez. We have formed such a great partnership with them, and we've taken a lot of great incoming from the town halls, from the workshops. And we're really going to put what we've learned in practice, and hopefully make our streets safer. So thank you. [applause]

COUNCIL MEMBER GIBSON: Thank you so much, Bronx. Once again, you always come through and you make me so proud to work with you, to represent you. And again, I want to first thank Mayor de

Blasio for the vision of Vision Zero, and recognizing that we collectively have to do something. And so, when I look at this campaign that we have started, I'm truly, truly honored because I can say that all of these agencies have really come together. They have hosted workshops in the communities in every borough. They have listened and started to make a lot of those changes, as you have heard tonight. So this campaign is about education. It's about enforcement. It's about partnership, planning and with a purpose. And I want to recognize the community residents, and all of the advocates like Transportation Alternatives, Safe Streets, Families for Safe Streets, and everyone that really does so much work around street enhancement.

It truly does make a difference, and although we have a long road ahead, I am always optimistic because we all recognize that we all have a role to play, and this is about providing safety for all New Yorkers in every form and fashion. And again, I really want to thank Council Member Rodriguez because he has made this a major priority. He has demonstrated his commitment. He has been there as well as our DOT Commissioner. We've

1 traveled across the entire city, and we're going to
2 continue to do that so we can hear from each and
3 every one of you. So thank you Bronx for coming out.
4 God bless you, and I look forward to working with
5 you. [applause]

6 CHAIRMAN RODRIGUEZ: Thank you. On that,
7 I would like to thank like the translation team that
8 is doing a great job. [applause] Eddie and Phil
9 from the -- starting out from the Council and also
10 from the community engagement Yvonne, Mealy [sp?],
11 Carlos because they've been working. And especially
12 to George who is like doing the first round. So
13 let's give them a big one of applause. [applause]
14 You know, this is uni-salsa [sp?] This is sun and it
15 like Calle Linda, right?

16 So when I see the taxi drivers like your
17 faces reflect, you know, that this work is in our
18 city. You know, if you choose to do a career, and I
19 know that during those hours that you've got to work,
20 and a former driver that I was, I know they got to be
21 working 60 hours a week in order to make six or seven
22 hundred dollars a week. And you are the ones who are
23 raising the next engineer, and the next doctor, the
24 next architect, or the next council member or mayor.
25

1 So we value. We know the contribution
2
3 that you make. But I also know that you understand
4 it, and those of you -- most of our workers in the
5 taxi industry, you respect the law. You do a good
6 job, but this is about, you know, our mother. This
7 is about our children. This is about the crisis that
8 is affecting our city. Again, the first cause of
9 death in New York City for children under 14 is not
10 drugs. It's not guns. It's car crash accidents.
11 [Speaks Spanish.] Drivers in general.

12 So when it comes to the taxi driver
13 industry, as I said before, I will always be fair as
14 the Commissioner is. And no one will be going after
15 the taxi drivers. Like, you know, when you look at
16 the ten bills of Vision Zero, that's only two bills
17 that are related to the taxi driver industry. The
18 other eight has nothing to do. It's about safety,
19 improving the redesigning of our streets. It's about
20 increasing the penalties to whoever fails to yield.

21 Because, as you know, we had to
22 understand that. We have to make the city safer than
23 what it is today. So with that, thank you to
24 everyone, and your idea will be translated into a
25 potential initiative, new legislation. It is only

working together. I'd like to thank also the men and women of the NYPD who are here. As I said today, we [applause] can go out and be big having a different opinion, but at the end of the days as the father that I am, I want my daughters to walk safe in our streets. So let's keep working together. Gracias. [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 26, 2014