

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

VISION ZERO - STATEN ISLAND
TOWN HALL MEETING

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May 7, 2014

Start: 6:15 p.m.

Recess: 8:30 p.m.

HELD AT:

CURTIS HIGH SCHOOL

B E F O R E:

Chairperson

Ydanis Rodriguez

COUNCIL MEMBERS:

Melissa Mark-Viverito

Daniel Dromm

Vanessa Gibson

Corey Johnson

Vincent Ignizio

Steven Matteo

Deborah Rose

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

Thomas Chan
Chief of Transportation, NYPD

Meera Joshi
Commissioner
Taxi and Limousine Commission

Tom Coccola
Borough Transportation Commissioner

Polly Trottenberg
Commissioner
Department of Transportation

Warren Gardner
Department of Transportation

Juan Martinez
Transportation Alternatives

Charles Fall[Sp?]
Representative
Community Assistance Unit

Deputy Chief Mike Morino
Executive Officer
New York City Police Department

Anthony Bologna
Deputy Inspector of Special Projects
New York City Police Department

Terence Hurson
Commanding Officer of the 121 Precinct
New York City Police Department

Captain Matt Harrington
COO of the 123 Precinct
New York City Police Department

Captain Tom Kemper
Executive Officer of 120 Precinct
New York City Police Department

Captain Ken Noonan
Executive Officer of 121,
And covering for the 122
New York City Police Department

Daniel Castorina
Representation from
Council Member Matteo's Office

Staten Island Residents:

Anthony Magnavito
James Fred Rodriguez
Dan Icaleri
Boris Sukov
Andrew Blanchero
Linda Cohen
Amorica Graywahl[[Sp?]],
Laura Barlament

Robert Palmieri
Lighthouse Meisner Avenue Civic Association

Kathleen Rivera
Executive Board Member of Curtis High School

Michael Reilly,
Member
Community Education Council 31 School Board for
Staten Island

Joshua Hottel[Sp?]

Priscilla Marco
President
Van Duzer Street Area Civic Association

Roy Fishman

Gonzalo Mercado

Laura Solis
Bike New York

Edward Jones
Staten Island NAACP

Tom Weiss
Publisher
Upfront News

Kidder[Sp?] Jean Marie

Deborah Young

John Lewesy[Sp?]?

Fatmada Va [Sp?]
Senior at Curtis High School

UmVet Bah[Sp?]

Charmaine Soldierna[Sp?]

Professor Paul Gamarano[Sp?]
Graduate Safety Course Professor, former Safety
Manager, Risk Manager and Defensive Driving
Instructor

John Kilcohen[Sp?]

Roy Moskowitz

Jacqueline Junttonen
Teacher of Adults and Children how to bike
Bike New York

1 VISION ZERO - STATEN HALL TOWN HALL MEETING 5

2 COUNCIL MEMBER YDANIS RODRIGUEZ: Good
3 evening everyone, first of all I would like to
4 apologize for being late, eh, my colleague and the
5 commissioner, the know that we been starting on time
6 eh, but traffic you know, I have two daughters so I
7 had to do my arrangement to pick up from school, take
8 'em to the program then driving from Riverdale -
9 121st and then going all over, crossing the bridge to
10 be here, but for me it is a great opportunity to be
11 here in Staten Island. Eh, eh, in our for town home
12 meeting relating to *Vision Zero*. I think that
13 everyone here we should celebrate from the men and
14 women, the NYPD to eh, the Commissioners, elected
15 officials, eh, because of the data that being shared,
16 studied by the Daily News[?] and all the media saying
17 that we being reducing the number. You know in order
18 to address the Mayor issue that affect our city when
19 it come to safety I always say that we can have
20 agreed, disagreed, disagreement in many area about
21 the end of the day all of us want to have a safe
22 city. So, eh, knowing that the, eh, New York City
23 has a Mayor has established and the data confirmed,
24 has a major crisis where the first cause of death...
25 are there in our city for children under 14. It's

not drugs, it's not guns but is car crash accidents. In a way that those of who have children we know, well we have our, eh, mother or father, we work around senior citizens. We know how dangerous it is to walk, to walk in our street, and this is the reason why, eh, we being embracing Mayor de Blasio *Vision Zero* goal to reduce to zero. Eh, the number of fatality, eh, that we have in our city, that's his goal by his plan, that by 2024 we should reduce it to zero and we are committed to work with him leadership to be sure that we bring that number down. So thank you again everyone, eh, for being here. I wouldn't take more time and I would go straight to hear from my colleague, who represent, also this district, Council Member Deborah Rose.

COUNCIL MEMBER DEBORAH ROSE: I'm gonna sit. So, um, this was the first test for, um, the Commissioners and the Council Members to see if they can get to Staten Island without any incidents, so we're glad to have them here. I want to welcome and say good evening to, um, my council colleagues, to Chairman Ydanis Rodriguez the Chair of the Transportation Committee, Council Member Gibson, who is the Chair of the Public Safety Committee, to, um,

our DOT, Department of Transportation Commission - Polly Trottenberg, to our Taxi and Limousine Commissioner - Meera Joshi, and to our borough Transportation Commissioner - Tom Coccola, NYPD Chief of Transportation - Thomas Chan and our Community Assistance Unit - Representative Charles Fall[Sp?], members of Transportation Alternatives and Staten Island Residents and everyone who took the time out of their schedules to come here tonight.

I want to welcome you to the North Shore of Staten Island. I want to say that again, I want to welcome you to the *North* Shore of Staten Island. [CHEARS AND CLAPPING] It's good to see you here this evening. We're all here to learn about a very important issue. An issue that has been a priority of mine in the last 4 plus years on the City Council and that is the safety of ALL who utilize our streets. In my years representing this district I have advocated for the expansion of speed cameras, of the speed camera program to include ALL school zones. I've introduced the past legislation last year that requires the installation of speed bumps on all streets adjacent to our schools. I've worked with the MTA to move dangerous bus stops and successfully

secure two sweeping slow zones on the North Shore, and we are, Commissioner, pushing for more. Um, but much more needs to be done and that's what *Vision Zero* is about. In 2013 we had 14 traffic deaths on Staten Island. Of those 10 were pedestrians. This year we weren't even six hours into 2014, when 29 year old Felipe Avilla was struck and killed by a hit and run driver in New Brighton. Now, in early May, we see a total four traffic deaths on Staten Island this year alone. Tonight, we are looking at a plan to reduce the number of deaths on our streets to zero. Among those *Vision Zero* components, which is most important to me and my constituents, is the enforcement of existing traffic laws. It is NOW and has been illegal to speed on our roads. It is illegal to text while driving. These behaviors lead to traffic deaths, not just statistics but lives cut tragically short and yet we witness unchecked reckless behavior on our roads every day. Our City's *Vision Zero* plan includes targeted enforcement of speeding, texting and other dangerous violations. Experience has taught us that enforcement saves lives and that's why we're here tonight, to save the lives of Staten Islanders. And finally, as the Chair of

the Waterfront's Committee and as Council Member representing the North Shore, I am looking forward to welcoming New Yorkers, more of New Yorkers to the New York Wheel, Empire Outlets and several new retail and residential hotel and entertainment complexes. I've worked hard to make these projects a reality, and when they do come to the North Shore, I want to be sure that our roads will be safe for all Staten Islanders and our visitors to use. I want to see pedestrians, cyclists and drivers, all using our roads safely as they enjoy our waterfront and surrounding neighborhoods, and that is why I support this vision. And that is why I will continue to work with my colleagues to make New York City a safer place to walk, bike and drive, and I look forward to hearing to what, hearing from you, to hear what you have to say about *Vision Zero*. Thank you.

COUNCIL MEMBER YDANIS RODRIGUEZ: Thank you, Council Mem...eh, eh, Council Member Rose and now let's now hear from the Co-chair of the *Vision Zero* Town Hall Meeting, the Chairman of the Committee of Public Safety, Vanessa Gibson.

CHAIRMAN VANESSA GIBSON: Good evening everyone! It is my honor and pleasure to join with

all of you, my family and friends in Staten Island.

It is an exciting time for us I am proud to be here

and I want to thank my distinguished colleagues in

the City Council, Council Member Debbie Rose and the

Chair of Transportation Ydanis Rodriguez, and it is

exciting to be here I am from the Bronx, um and

certainly proud to join with all of you this *Vision*

Zero Town Hall. I too want to thank all of the

panelists that are here, our TLC Commissioner,

Commissioner Trottenberg, Steve Thomas Chan, TLC

Commissioner Joshi, the Mayor's Officer,

Transportation Alternatives - *Safe Streets*, um,

Streets PAC, *BikeNY*... Families for Safe Streets, all

of the advocacy groups that REALLY do all of the

incredible work each and every day to help educate

legislators on what we can do collectively to provide

livable and safe streets for each and everyone. I'm

really honored that Mayor de Blasio had this vision

of *Vision Zero*. This 63-point plan is truly a

framework, it's a foundation and a platform to

stimulate conversation to address the on-going

pedestrian injuries and fatalities unfortunately that

we have across the City and, so, in addition to what

my colleague has talked about in terms of enhancing

some of our streetscapes in the schools and in our communities. I am also extremely supportive of neighborhood slow zones, arterial slow zones, pedestrian plazas, dedicated bike lanes and dedicated bus lanes, increasing speed cameras in residential and school communities, count-down cross walks, ensuring that all of the work that we do we must have resources for the enforcement behind it. We must make sure that the NYPD has sufficient resources to enforce all of these regulations that we are talking about. I'm truly honored to be here and thankful for all of you so that you can provide that critical input that is needed so that at the end of the day, we can truly achieve *Vision Zero*. Thank you Staten Island for being here and I look forward to working with you. Thank you.

COUNCIL MEMBER YDANIS RODRIGUEZ: Now let's hear from a great commissioner, the Commissioner of DOT, Commissioner Trottenberg.

COMMISSIONER TROTTEBERG: Thank you. Am I on here? Thank you, I am so glad to be here on Staten Island as well and I want to thank you Chairman Rodriguez, Chairwoman Gibson and Council Woman Rose for organizing this town hall meeting and

1
2 inviting me to speak on *Vision Zero*. Um, it's an
3 honor to have partners like you working with the de
4 Blasio Administration on, what is one of the Mayor's
5 top priorities, reducing traffic crashes and
6 fatalities to zero. Um, I also want to give a shout
7 out to Tom Cocco, who is DOT's Borough
8 Commissioner. I think many of you know him, um, he
9 is the man on the front lines here on Staten Island
10 and we're so grateful for his work. Um, at DOT,
11 we've shown in recent years that pedestrian-oriented
12 projects and street designs can really save lives.
13 We've done a lot of work all over the City, we've
14 done all kinds of things to make it so -- easier for
15 pedestrians. I think my mic just cut out. Um, make
16 it easier for pedestrians to cross, to improve
17 visibility, to slow down traffic in some places, to
18 make it clearer how the road should be used between
19 motorists, cyclists and pedestrians, and our projects
20 have reduced traffic fatalities around the City. Is
21 the mic cutting out?

22 [UNKNOWN FEMALE VOICE] Yeah.

23 COMMISSIONER TROTTEBERG: Maybe Mr.
24 Chairman I'll borrow yours? We'll see if this one is
25 better, okay. Sounds like it's better. Um, we've

1 had success with projects around the City that have
2 reduced [INTERPOSE] It's on, and I'm talking loud
3 too. Um, we've had successss with projects that have
4 reduced fatalities anywhere from 20% to 88%, um, and
5 we do a lot of common sense things and we're gonna
6 actually show you a lot of them on the screen.
7 Again, crossing short - crossing, shorten crossing
8 distances, changing signal timings, you name it. In
9 the coming months we're going to be doing a lot more
10 work, we're going to be doing some here in Staten
11 Island, we're gonna make improvements along Richmond
12 Terrace. We're gonna do traffic calming measures
13 along Richmond Avenue. [applause] Yay. But as part
14 of *Vision Zero*, the Mayor has cast us with doing even
15 more. And we're doing a number of things, including
16 arterial slow zones, uh, we announced one here on
17 Forest Avenue, um, ad campaigns, education in
18 schools. We have a really robust agenda and we are
19 looking forward to achieving it with our partners
20 here. And now I'm gonna actually call up Warren
21 Gardner from DOT and he's gonna give, just sort of a
22 quick overview of *Vision Zero*. [applause]

24 WARREN GARDNER: Good evening everyone.

25 Can you hear me? As the Commissioner I am going to

1
2 give you a brief presentation on, um, the Mayor's
3 *Vision Zero* Action Plan. So you know, as you've
4 heard, you know, when Mayor de Blasio first got into
5 office. You know he charged to the DOT, the TLC,
6 NYPD and several other agencies to come up with a
7 plan to reduce the number of traffic fatalities.

8 **[LOW MICROPHONE 00:13:26 - 00:14:00]** [laughs]...is
9 this better? [laughs] No?, damn, I'll be right back

10 **[WORKING WITH MICROPHONE ISSUES]** Um, as I mentioned,
11 this is uh, you know, **[MICROPHONE ISSUES GOING ON,**

12 **they're trying to adjust 00:14:13 - 00:14:33]** Um,

13 just as I mentioned, you know, this is a very bold,
14 exciting, um, plan that the Mayor has put together

15 and he's charged, you know, with the DOT, the NYPD,
16 the TLC and several other City agencies to come up

17 with the action plan and we came up with a 63-point
18 plan, um, that, not just involves our agencies, but

19 also involves all of you here today, and you know,
20 the Mayor's vision in DOT and the other agencies, we

21 felt that it was very important to involve everyone
22 because we all have a responsibility, um, when we

23 step out into the streets, whether we are drivers,
24 pedestrians or cyclists. You know, when we go out in

25 the street, we all make choices and these choices not

only affect our lives but the lives of other people in the communities. You know, so, um, *Vision Zero* is, um, is not just, uh, uh, you know a dream, or a, um, you know, our policy initiative, it is actually a culture and a mind-set change that we're really trying to get out to folks, um, who use our streets. You know so, um, you know, at DOT, as the Commissioner mentioned, we're going to be doing a lot of, um, um, street redesigns and some really bold initiatives to, um, to change some of the, some of the behavior on the streets, but the NYPD is also a big partner here, they're going to be doing a lot of stepped up enforcement. The TLC is going to be doing a lot of work with, with their drivers as well, so, and we really need you to step up, up in, and help us, uh, in different initiatives as well that I'll mention. Um, you know, um, as you can see, you know the statistics are, um, pretty glaring, you know, we have 4,000 people who are, are severely injured in our streets and 250 people who are killed each year, um due to crashes on our streets and you know, a lot of these are caused, um, by poor driver choice, you know, where they'd be failing to yield to pedestrians or um, or speeding. You know, as I mentioned

1 earlier, we all have a choice when we step out into
2 the streets and a lot of times, you know, we see New
3 York City, we think big busy streets, a lot of
4 people, so you know crashes are inevitable, and um,
5 you know, deaths and, um, injuries are just gonna
6 happen, but, um, we have to change that mind-set.
7 You know, um, 30 years ago you can go have a drink
8 with some friends after work, or on a weekend and
9 get, you know, behind the wheel of your car and drive
10 home, but we can't do that anymore because it's
11 illegal. But before we can make that illegal, we
12 have to change the way people viewed, you know,
13 having a drink and getting behind the wheels of their
14 car. You know, even now, we kind of changed our
15 mind-set a little bit negatively where, if you know,
16 ever crossing on a cross walk, we kind of yield to
17 the car that's turning. Obviously it is with self
18 reservation, but sometimes the driver feels that they
19 have the right of way, you know, over the pedestrian,
20 so that's another part of our mind-set that we have
21 to, we have to have to change out here on our
22 streets. So, you know, when we see 4,000 people,
23 that's about 11 people per day, for being injured on
24 our streets, um every single day here in New York

City and it's normally due to, um, poor driver choices, and we see that, that causes about 70% of the, um, crashes that we're seeing. SO you know, as we mentioned, you know *Vision Zero* really really is gonna need you to st...you... the citizens to step up and to help us, you know, figure out how to best implement, um, some of these initiatives, that we are going to be pushing forward. So you know, we're gonna be coming back here to Staten Island. We're gonna actually be coming back here, literally, to Curtis High School, and we're gonna be holding workshops, um, later on in this month, or actually in June, we're gonna be coming back, and that's gonna be an opportunity for you to pinpoint on maps, to tell us, where you think *Vision Zero* needs to be implemented in your streets, 'cause, you know, we don't know the streets as well as the people who live in them. You know your blocks and your corridors a lot better than we do, so we are really gonna be relying on you to come and help us out. Um, we are also gonna be working with, um, schools and senior centers throughout the City. As part of, um, *Vision Zero*, we're gonna be working directly with 500 schools and after-school programs throughout the

1 City, and earlier today, we just announced, um, one,
2 one of our new initiatives toward our educational
3 platform, it's a video that we're gonna be doing at
4 the schools, teaching kids to properly cross in the
5 crosswalks and how to really use the streets. We're
6 gonna be doing a lot of interactive things with, with
7 kids and senior centers because we're finding that,
8 they are the majority of the victims of these
9 crashes, and you know as part of the mind-set change
10 too, we have to think about how we label these
11 collisions. You know, we call them accidents, but,
12 you know, they are, they are preventable, so, um, DOT
13 and the other agencies, we view them as crashes and,
14 um, we have to really look at them as things that can
15 be prevented if we all play our role while using the
16 streets. So you know, we're gonna be stepping up,
17 you know, some of our education, outside of schools
18 and, um, senior centers as well. We're gonna be
19 handing out some flyers and some materials in some of
20 the high-crash corridors that we're seeing throughout
21 the City. So you're gonna be seeing, um, a lot of
22 this, um, you know this is some of our folks handing
23 out some stuff to drivers, and, um, we're also, um,
24 targeting drivers, pedestrians and cyclists

1 throughout the City, um, and, you know this is
2 another one of our, um, our campaigns, our anti-drunk
3 driving campaign. You know the Mayor put it best, he
4 said that when we, when we get behind the wheel of
5 our cars it's a choice that we make. You know so we
6 can choose to, if you had anything to drink, you can
7 choose to take the subway, take a cab home, as
8 opposed to, um, to getting behind the wheel of a car,
9 so we're looking to, to, try to really change
10 people's minds and have them make the right choices
11 while they're out as drivers. Um, one of our major
12 partners as well in *Vision Zero* is the TLC, and
13 they're gonna be stepping up a lot of work that
14 they're doing with their drivers, so they're gonna be
15 doing more driver training and working with a lot,
16 like, the, um, you know the commercial fleet
17 operators, and, um, um, you know, local car services,
18 who, um, we often times see these folks kind of set
19 the tone of how we drive on our streets, and how we
20 move about on our streets, because they may be more
21 sometime, um, driving more aggressively, so the TLC
22 is really going to be really working with them to,
23 um, bring them on board to *Vision Zero*, um, you know,
24 they can be more along the lines of, um, helping us

maintain safety. And as we mentioned earlier, the NYPD is also gonna be stepping up and enforcement in some of the areas where we see, um, the highest level of crashes, so, you know, speeding, failing to yield to pedestrians, texting, making improper turns. We are seeing that those are contributing to the highest number of crashes, so, NYPD is gonna be doing some additional enforcement in those areas as well. And both the DOT and NYPD are gonna be, um, putting in more resources, into, um, how they investigate crashes, and you know, to help district attorneys and other law enforcement, um, in investigating some of these crashes and in training more officers and more of the TLC inspectors on, um, the use of the radar guns, and different technology, and TLC is also gonna be using some black boxes and some different speed trackers to, um, in, in their cars too, um, help keep drivers honest and to, to, better investigate some of these crashes, and, um, so this chart here, as you can see, um, you know, we're gonna be stepping up our, um, automated enforcement as well in the City, and that we thank the State Legislature, last week, they, um, authorized us to have more, um, speed cameras through the City, so you know, this graph

here shows red light cameras, where we use red light cameras in the past 20 years in the City, and, the locations where we've used them, we've seen that the, um, injuries have gone down by 31% in those areas, so we know that they work, and, uh, you know, we finally have the opportunity to use more of them, and we're seeing that these numbers, are, um, going down in other major cities as well, like Chicago and Washington, D.C. Um, but you know unfortunately we don't have control over where we can use our red light cameras and what time of day we can use them. That control is in Albany and this is where you get really involved in *Vision Zero* and you can help us by speaking to your state legislators and asking them to be able to give us local control down here. Um, currently the law states that we can use speed cameras only, um, near schools and only during school hours, but we're finding that the majority of, a good portion of crashes are happening outside of school hours and, um, away from schools, so we're looking to put these in locations where, um, it can be most effective and, um, another one of our huge legislative push is, is, to lower the speed limit. You know, currently the speed limit here in the City

1 is 30mph, and that is just way too fast, so, we're
2 looking to lower it to 25, um, and really get people
3 to change their mind sets. Thank you, um, and we're
4 also looking at ways to outfit some of these large
5 trucks with side and rear guards. We find that, you
6 know, some of these trucks are making turns people
7 are getting knocked over in their, um, falling
8 underneath these trucks, and they're being run over
9 by the rear whe, by the rear wheels, so you know,
10 some, doing some of these simple, um, redesigns on
11 some of these trucks will, um, help save a lot of
12 lives. So you know, and we're working with the
13 Mayor's Office with disabilities, um, you know *Vision*
14 *Zero* is encompassing, um, everyone, and we're trying
15 to make the streets safer for everyone who uses them.
16 Part of the redesigns we've been doing at DOT, and
17 we're gonna continue to be doing, is, um, adding some
18 more audible pedestrian signals and tactile services
19 for the people who need extra time to cross the
20 street or for people who can't see as well when
21 they're crossing. And you know, as the Commissioner
22 mentioned, you know in the past, um, few years, we've
23 been doing a lot here at DOT and some of the street
24 designs we have been implementing have reduced

crashes from 20% to 88%, where we've been doing them, and some of these simple designs, you know, have really, really saved lives in a lot of these areas.

Just part of *Vision Zero* we're going to be committing to doing, um, you know, 50 each year throughout the City and so you know, as you can see here, this is, um, an example of one of our street designs. This

street has unclear markings, but, some of the designs that we've done, so we put down you know, some clear lane markings, some additional signalization for turns. Um, you know, so everyone using the street kinda knows where they are supposed to be. This is another example of, um, where we kind of extended the curb a little bit to make the streets more visible.

Um, part of being safe on the street is being visible and, um, being able to predict what other street users are gonna be doing, so, um, we're, we're also really focusing on that as well as at DOT. But one of our major focuses are arterials on some of the larger streets where we're a majority of where crashes occur. So, you know, some of the work that we're doing is um, as I mentioned, extending curbs a little bit to make the crossing distance shorter for people who need extra time to get across the street.

We're redesigning streets where everyone who uses the streets, whether you're a pedestrian, cyclist or motorist, you know where you're supposed to be on the streets, um, so we're putting down some um, some um, ways to reduce the lanes and the crossing distances to folks on the streets. Many of you are familiar with this, um, street, um, Newton Avenue here on Staten Island and we also, um, you know, we've included some um, some um, additional markings on the street to make it more visible, make people more visible on these streets. Um, so these are some of the simple designs that we've done. In addition to those designs, we're gonna be, and I know it was mentioned earlier, um, slow zones, you know folks who are looking for more slow zones. Part of *Vision Zero* is gonna allow you the opportunity to, um, apply for some of these, um, additional slow zones in your communities, and you know, we're gonna be, you know, enhancing lighting at a thousand intersections in the streets to make it, make it more visible for folks, and, um, we have already did some work with some of our arterial slow zones throughout the City where we're gonna be slowing the speed limit on some of these major thorough fares throughout the City. And

so, as I mentioned earlier, you are gonna be coming back here to Curtis High School on June 26 and we're gonna be holding our, um, work shop, where we're gonna be allowing folks to pinpoint on maps of the borough exactly you feel *Vision Zero* needs to be implemented in your communities. And I really need you to come back out and bring your neighbors and your friends and really lend your input to, um, these workshops. And if you haven't already, we invite you to check out the *Vision Zero* website. It is a great opportunity for you to learn where we're gonna be next and, um, some of the different works shops and town halls and initiatives that we're gonna be doing and it also is an opportunity to give us additional feed back as well. So um, as previously mentioned, *Vision Zero* really encompasses us all and we're gonna really need you to come out into, um, you know, voice your opinions to your legislators but also to us, and, um, various agencies who are also involved.

Thank you. [applause]

CHAIRPERSON RODRIGUEZ: All the depart...most of the Department DOT, and, the Commissioner and also who are here from the NYPD and TOC, they've been doing a great work embracing and

moving forward this initiative. Now let's hear from, Commissioner you have anything else to say? Now let's hear from Meera Joshi, eh, who is also the Commissioner of TLC, who also is doing a great job and she will continue.

MEERA JOSHI: Good evening, um, and thank you for having us at Curtis High School. Also thank you very much, Chair Rodriguez, Council Member Rose and Council Member Gibson, um, and thanks to my partners at DOT at City Hall and the Police Department. This is truly a collaborative effort and thanks most of all to everybody who has come tonight to provide input, um, you know I sort of say it, I get tired of hearing myself say it, but I do believe it, we can't make policy in a vacuum, um, unless we hear from people, um, who are experiencing particular incidents with drivers and intersections to inform how we make policy, our policy is not effective. So I think everyone who has come here tonight and everyone who shared their input with us. Under Mayor de Blasio's leadership, TLC is the smallest of three agencies that's tasked with *Vision Zero*, meeting the *Vision Zero* goals, but we're critical in the sense that we regulate hundreds of thousands of drivers and

these are drivers that, um, drive full time, so they occupy the streets definitely of Manhattan, um, almost completely. It's a sea of yellow in mid-day. Um, but they also move people around in the boroughs, um, you know, at a tremendous pace, or tremendous volume I should say because we're looking at lowering the pace. Um, and that is the yellow taxis, green taxis, livery cars, black cars, luxury limos, commuter vans and para-transit vehicles. So here on Staten Island, we have 21 FHB bases, that's livery bases and 434 licensed livery cars. Um, Staten Island is also home to at least a thousand medallion taxi drivers and home to at least 2,000 livery drivers, and TLC also has offices now on Staten Island which it hadn't previously, inspection facility for vehicles and also licensing facility, which is gonna be expanded by April 2015. We'll have a brand new building and vehicle licensees and base owners don't have to travel to Long Island City. They can come to the new facility on Staten Island to get their licensing work completed. Um, but our task is really all about changing driver conduct, and, and, anybody who's tried to change a pattern in their personal life knows that this is no small task. It

1 takes um, you know, of, sort of a multi-faceted
2 approach. We have to first educate drivers about why
3 safe driving is important and how to adopt safe
4 driving skills. These are not instinctual skills, we
5 sort of want to get where we want to get quickly, we
6 don't think about slowing down unless we have to.

7 Um, we also need to look at technology. There's a
8 lot that's happened in the world of, um, automotive,
9 you know, building cars and there's a lot of things
10 that are much better that we can leverage. There's
11 technology that governs speed. There's black box
12 technology which can inform us on typical reactions
13 right before a collision that can inform how we
14 educate drivers. Um, we can always use incentives,
15 which is another, you know, use the carrot or the
16 stick, so we have sort of carrot programs that we'd
17 like to roll out honoring safe drivers, um, to
18 incentivize those that don't make the honor roll, to
19 maybe make the honor roll over next year. And then
20 finally, when those don't work, there's enforcement.
21 So, we're moving more towards much more ramped up
22 enforcement, as well as stricter penalties, because
23 on the whole, TLC licensed drivers are safe drivers.
24 Um, for the amount of miles they put in every year,

they get into remarkably few collisions, but there's those that do get into collisions and those are derserving increased enforcement and increase in penalties, and the deterrent of that approach would hopefully be wide-spread. Um, but I also want to make a plug for a, um, something more I mentioned, the DOT video, which I just saw today, which is great. It's called "Cross this Way" and I urge you all to go home and show it to your kids because it is kid-friendly, it sends an excellent message, it's easily absorbable, and I think it's just the kind of public outreach this program needs to really get the message out there. So if you have five minutes, I think it's worth your time to check it out. Um, I'm really looking forward to the feedback we get tonight and um, hopefully we'll have a productive session and what we learn will be part of the end-goal, which is making the streets safer for everyone. Than you.

[applause]

CHAIRPERSON RODRIGUEZ: Thank you Commissioner, now let's hear from Thomas Chan, who is the Chief of Transportation for the New York City Police Department.

THOMAS CHAN: Uh, thank you Councilman Rodriguez, Chairman of the Transportation Committee. Also, the Chairman of the Public Safety Committee, Vanessa Gibson, Council Woman, and also Council Woman Rose. Um, one of my elected officials, my partner is here, the Department of Transportation, TLC, and the other city agencies who have been working closely with us. The New York City Police Department has been working very closely with our partners here, and in particular today, I just wanted to point out, um, **[Joe Bruno 00:34:25]**? Staten Island who is present here with us today. While, uh, the Chief of Transportation's Office, uh, quite often has been at many of the meetings, the actual officers and the operational end of it, are the officers in here and in Staten Island working here and I would like to point them out. We have Deputy Chief Mike Marino, he is the executive officer for Triboro of Staten Island, [applause]. We have Deputy Inspector Anthony Bologna, um, the Special Projects Inspector, Deputy Inspector Terence Hurson, the Commanding Officer of the 121 Precinct, Captain Matt Harrington, COO of the 123 Precinct, um, Captain Tom Kemper, the Executive Officer of 120 Precinct, and, uh, Captain Ken Noonan,

uh, he is the Executive Officer of 121, but he is covering for the 122 at this time. Again, the transportation is part of *Vision Zero* but I'm major partners within the NYPD, uh, is our patrol officers and also our community affairs. Now, uh, part of the strategy NYPD, engineering, education and enforcement. Uh, we have our partners in the engineering, we're part of the education process and certainly the enforcement area. We've targeted specific violations which we feel that will make an impact in terms of pedestrian fatalities injuries. Um, we're looking at speeding, we're looking at failure to yield to pedestrians, signal light violations, disobeying signs and improper turns, cell phone and, uh, texting while operating your motor vehicle. Oh, I'd like to commend Staten Island in particular, DWI arrests in Staten Island, year to date they're up 30% compared to last year. In terms of 511 or suspended license, uh, arrests, those are individuals to who basically, when they do receive summonses, they disregard it. We not have in Staten Island, an increase in 27% in 511 arrests. Those are the individuals who are, who get involved in motor vehicle accident with a pedestrian or another

1
2 motorist, they're gonna take off, they're gonna leave
3 the scene because when they know when the police
4 officers arrive on the scene they're gonna be
5 arrested because they are not, um, they're licenses
6 are suspended at the time, so again, I'd like to
7 commend Staten Island for a wonderful job in that
8 area. Um, other areas that we are looking at in the
9 New York City Police Department, very quickly,
10 training, we're looking to train new officers in the
11 academy, also our old officers who are currently in
12 the precincts. We're updating our equipment, also
13 our technology, in terms of how we analyze the data
14 in terms of the crashes and the, um, collisions.
15 Traffic Stat, some you, many of you may have heard of
16 Com Stat, where the form we look to reduce crime?
17 There is a similar form called Traffic Stat. On
18 that, for example, today, um, Patrol Boro Manhattan
19 on South was present at headquarters. The borough is
20 represented by the Executive Officer who is
21 coordinating *Vision Zero* and all the Executive
22 Officers from each precinct from Manhattan South. SO
23 when Staten Island comes through headquarters, at
24 Traffic Stat, their coordinator, uh, Chief Marino and
25 all the executive officers from each precinct will be

present. They will tell us what their strategy is, what their analysis of the collisions, injuries, fatalities are occurring in Staten Island. We'll take a look at their plan, we do an analysis. We'll compare our notes and come up with a best plan how to tackle that situation along with our partners and the Department of Transportation, and also our community and advocacy groups present with us. So again, it's a collective, a collaborative effort that we're working together with the community, the city agencies, elected officials, to come to our *Vision Zero*, so anyway I'd like to thank all of you for taking time from your busy schedules to join us here tonight. [applause]

CHAIRPERSON RODRIGUEZ: Before we hear from the next person, I would like to recognize, eh, many of the people that have been very supportive of the town meeting, Jonathan Alio [sp?] from the Committee on Transportation, Rosa from my, eh, staff, and also, eh, Rafael DeSayo[Sp?] from the speaker, other council who also do a great job, eh, also from the community outreach, Yvonne George and Steve Felles [sp?], Yusey Pfiza Corrina [sp?], and the great team that, eh, having a long day, and the

council, even though it was a whole day there they also been here supporting us and for the staff of the school. They also are here and providing the communication at the facility, so. Thank you and I would like to hear [applause]...let's give them a big round of applause [applause]. Now the next person to meet Charles Fall [sp?] for his acting as Board of Director, Mayor's Communication Affair Unit. [Interpose]...Yes.

Charles Fall[Sp?]: Yes, So, Good Evening everybody, as we know the Mayor is committed on bridging the gap between City Hall and the community and by doing so, we try to help out with these events, you know, to figure out exactly what is needed to be done to address these issues in the communities. So in order for us to, uh, you know, have *Vision Zero* implemented, we need to know from you, the community, what are the areas that need improvements? That need, uh, street...stop signs, street bumps, or, uh, you know, speed cameras, you know, and, uh, you know we also want to also thank all the city agencies, all the heads, all the elected officials, 'cause they have been working extremely hard to, um, get *Vision Zero*, where it's at, again,

you know, with the community's involvement, by hearing from you today, you know, it's definitely gonna help us out, um, in seeing what we need to do to, uh, better our streets and make them safer for our children. Thank you. [applause]

When Mayor de Blasio announced Vision Zero, a number of Council Members we had started looking at previous legislation and introducing new legislation. And we had like six to eight legislation at the beginning. After we started doing these Town Hall Meetings starting in Manhattan, Brooklyn, and other necessary boroughs; and also the DOT Commissioner, and everyone at NYPD, TLC, other transportation advocate groups. Today, as I said at the beginning, 22 legislation and resolution will have a hearing on the 30th.

CHAIRPERSON RODRIGUEZ: We did it in a good amount of time, eh, now it is the time also then to hear from the audience...[**something dropped** 00:40:50-55].

[Man's voice]: Nice...[laugh]

CHAIRPERSON RODRIGUEZ:...so the way another, another borough, the, we just took two minutes from the elective and, eh, and the, and the

1 the commissioners, then one minutes from the
2 audience, but here, eh, I will give you the
3 opportunity from my colleagues to be the one calling
4 on, eh, the members from her district and, and, other
5 district, here from Staten Island, we will have two
6 minutes and we are very, eh, rigid in the time, so
7 two minutes, eh, this person, I, I recommend also
8 that if you hear somebody else that already has a
9 say, similar thing that you would like to say,
10 please, pass it to somebody else, or focus on
11 something else. Our idea is that we can be, eh,
12 straight to some suggestion on *Vision Zero*. Eh, last
13 two weeks ago, we have a hearing of 22 eh, early
14 requests... and resolution, eh, probably in the four
15 year that I been on the council, the first time, that
16 we have a hearing so many, eh, new early requests...
17 and resolution, and we are moving quick. As you
18 heard, like, everything that are DOT, TLC, eh, the
19 NYPD, they are doing it. So we are now waiting for
20 September to announce that we are starting on *Vision*
21 *Zero*. So as a Mayor's Commissioner, they are moving
22 quick, the council also, eh, eh, following the same
23 pace. So at the end of this month, we hopefully,
24 will be voting with five or six bills connected to

1 Vision Zero. So most of those bills, were also the
2 results of getting, the, the, the, our, eh, eh,
3 participants in the Town Hall Meeting feedback and
4 with all the Council members that they met with their
5 constituents, so your suggestion, your ideas, are
6 very important. And we are taking official note, so
7 we been recording the town meeting, eh, the staff,
8 they taking the details of all the notes, and our
9 planning to translate some of the idea into new
10 suggestions for potential legislation or initiative
11 that they can be incorporating Vision Zero. So with
12 that I will turn the microphone to my colleague,
13 Council Member Rose.

15 COUNCIL MEMBER DEBORAH ROSE: Thank you
16 Chair Rodriguez, and, um, when you come to the mic
17 please identify yourself. Um, Anthony Magnavito.
18 And you have two minutes. Uh, oh, you have three at
19 a time? Okay. Anthony Magnavito[Sp?], James Fred
20 Rodriguez and Dan Icaleri[Sp?].

21 ANTHONY MAGNAVITO[?]: This mic on? Oh,
22 okay. Yes, good evening everyone, I have a serious
23 problem, to address here, my name is Anthony
24 Magnavito. On, about four years ago, traffic heading
25 north on Richmond Avenue was diverted onto Oakdale

Street between Richmond Avenue and Arden Avenue.

They took away the turning lane on Amboy Road so cars couldn't make that turn. Now we have speeding cars

and trucks, motorcycles, you name it, they're

reaching speeds at 61 miles per hour and that's

recorded by the DOT Engineer that was outside my

home. Uh, I've gotten in touch with Councilman

Ignizio, uh, Bryan Powers, of Senator Lander's [Sp?]

Office, and, uh, Assemblyman Borelli [sp?],... and they

all agreed that traffic is going too fast and

something must be done. Uh, this is a residential

area. We shouldn't have commercial vehicles going

by. There were times I'm outside I can't breathe

from the diesel fumes. The buses are racing by,

trucks, these a field tankers. It's a dangerous

area. I've asked for stop signs and nothing has been

done. Uh, on October 30, 2013, there was a school

bus accident. They were special needs children, the

buses flipped over. Now I don't know what the

circumstances were, but there were no skid marks but

he bus was on its side. Thank God nobody was killed,

but something has to be done to slow these people

down. They refuse to slow down. Then if the red

light, then if the red light is on Arden Avenue and

Oakdale Street they make a left, left turn on Arden Avenue, which is where I live, right on the corner. I've almost been hit numerous times. There are children playing in the streets, they, there's no regard for the children, they just speed up, blow their horns, and they keep going. One day one of these children are gonna be killed and I'm trying to stop it. I hope something can be done and I appreciate if anyone can help us. I see my time is just about up, so thank you very much for listening, and I appreciate it.

COUNCIL MEMBER DEBORAH ROSE: Thank you so much. [applause]

JAMES FRED RODRIGUEZ: Good evening my name is Fred Rodriguez and I'm a Staten Islander, lifelong, and I have three questions, uh, one concerns, two of them concerns the ferry terminal. Now New York, uh, the DOT just improved our ferry terminal quite a bit and if you come in from the post office in St. George and you come down around the big red brick wall that is built there, I think from World War Two, you go up the ramp and you enter where the buses come around, like this, and as soon as you come off of Bay Street, you have this area that has

1
2 been divided off for bicycles. You go up the bike
3 area and you turn around and there's a dead end.
4 Bicycles cannot enter in from the Upper Level. My
5 question is why is that bike area ever put there and
6 how much money did that cost to install all of that?
7 And in the Manhattan Terminal underneath, the bicycle
8 people are very cold during the winter time and my
9 third point is this, the St. George Theater is a
10 great place, I remember going in there as a Police
11 Athletic Member, uh, ten cents to see the movies back
12 in the 50's, now they bus in the school children.
13 Great idea, but while the buses are sitting in St.
14 George, their engines are running and they don't turn
15 them off. There's a lot of pollution coming out from
16 those buses and I think that needs to be addressed to
17 make our air cleaner, thank you. [applause]

18 DAN ICALERI: Good evening, my name is
19 Dan Icaleri and I'm a Staten Islander, a walker, and
20 a member of Transportation Alternatives. I've read
21 the *Vision Zero* Action Plan and was pleasantly
22 surprised by its recognition in the challenges
23 pedestrians face every day by the many sensible
24 solutions it proposes and by its sense of urgency.
25 Here's my response to the *Vision Zero* Team's request

for citizen input boiled down into four points.

Before I give you those four points, I want to thank you for understanding what this is about is change in culture, we are in an island, uh, we are in a place where the car, the car waives supreme and pedestrians are an after-thought if they're thought of at all and so I'm very grateful for this event and for the initiatives that are proposed in the document. Okay, the first thing I want to say is that there is a calming zone, uh, a slow zone, right around the corner, across the street from my house on Westervelt Avenue and Hamilton Avenue, which is, I'm sorry, bogus. It's bogus because it has been installed as a place where cars are accelerating to get to the crest of the hill and suddenly they are expected to slow down to 20 miles an hour. It's absurd. No one observes it and I think slow zones are a great idea. I just think that the implementation here was deeply flawed, it doesn't work and it can't work given the way people, you know, are expected to drive to reach the top of the hill. Okay, four points:

- One - recognize that older people depend on clear, highly-visible street markings, not just in safe

zones from ongoing, oncoming traffic, we also depend on them for guidance about how to negotiate complex intersections, particularly when streets don't adhere to a grid, as many streets on Staten Island don't.

We need much...did I? I'm done, well thank you for listening, I appreciate it. [speaking away from the podium]...By the way, if anyone wants my comments I have a copy.

COUNCIL MEMBER DEBORAH ROSE: Can you give that to us? Thank you Dan. Um, the next three folks are Boris Sukov, Andrew Blanchero and Linda Cohen. Please just start your name when you start speaking.

BORIS SUKOV: Hello, my name is Boris Sukov, I'm a resident of Midland Beach. Uh, I drive, bike and walk in my neighborhood. Uh, I'm, I feel endangered in all of these modes. Um, driving, because of the people, because of other drivers passing me unsafely, um, not waiting their turn, and so on, and biking, again, because of speeding drivers, walking, because of lack of sidewalks, um,

and various obstacles. Um, and um, you may have heard that, um, people always say that Staten Island is exceptional, or somehow different, or, uh, regular solutions don't work here, and I would say that's true. We need a much more comprehensive, uh, a culture change, that has to go beyond, uh, paint and signs. Um, we have a lot of very wide residential streets and narrow arterial streets, which cause a problem because people think there's no space for biking or walking, or for safety features. This is not true, we simply, um, don't have a grid, like the other boroughs. And, um, I would encourage, uh, DOT and NYPD to take a very comprehensive look at the entire borough and, uh, look for patterns, and uh, see what can be done beyond the, sort of, regular, normal treatments that are, that have been proposed, which are great, but again, it has to go beyond that.

Thank you. [applause]

ANDREW BLANCHERO: Hello, my name is Andrew Blanchero, and, uh, like Boris, I walk, I'm a pedestrian, I ride my bike every single day to and from work and I operate a vehicle when I have to. Uh, I'd have to say that I really appreciate this opportunity to speak to you and for having you

1
2 seriously consider the needs of pedestrians and
3 cyclists because I've spoken on both those accounts
4 to the public on Staten Island before and I feel
5 often that I am received with an "eye roll" or a
6 chuckle or a murmur, uh, I have been, sort of mocked
7 in public. And if you count being struck by vehicle
8 as assaulted, then I've been assaulted twice, uh, on
9 Staten Island. Both times the drivers' attitudes
10 were sort of, "Well, what were you doing there? You
11 know, there's not usually somebody there when I drive
12 this way. I didn't THINK to look for a cyclist..." So
13 that is part of the culture that you have to combat
14 here. There are people that feel SO privileged that
15 not even, a level of shame, when something like this
16 does occur. Uh, I do also hope that we're able to
17 change the culture in our media. Something that I
18 read today, uh, in the *Advance* was "Potholes and
19 Parking on the Agenda for Transportation Meeting -
20 Closed Door Transportation Meeting Next Tuesday." I
21 wish I had the same opportunity to speak there that
22 there is more to consider than potholes and parking
23 here on Staten Island. Uh, I think I'd just like to
24 close since I see my time is running out. Once
25 again, thanking you for this opportunity to speak to

you and seriously considering us as citizens who deserve space on the road. It is public space and often times on Staten Island it is only considered private roadway, uh, for automobiles. Thanks very much. [applause]

LINDA COHEN: Uh, hello, my name is Linda Cohen. I'm also a bicycle advocate and I feel that we desperately need bike lanes and protected bike lanes on Staten Island. Um, and, um, tonight I'm here to talk to you about Oakdale Street, which was mentioned before. But I live on the other side of Oakdale Street and it's a big problem. It is in Community Board 3, and I really wanted to be included in *Vision Zero* Traffic Counting Measures because, and also, I think it's important because its represented by many of the wide residential streets on Staten Island. Um, it's a speedway, especially during rush hours. I've used a speed gun and I clocked people often times going over 40 miles an hour. It's a street with one and two family homes, lots of children, and people come from other blocks to Oakdale Street because they feel like they can go faster on Oakdale Street, um, if they are in a hurry. There are stretches that are seven blocks long with

no traffic counting measures. Um, and the other hand, commercial streets nearby have many traffic lights so people want to avoid, avoid them. Um, my neighbors and I have tried since 1989, to bring traffic counters to Oakdale Street without success. For 25 years we've asked for speed humps, stop signs. We also applied for a neighborhood slow zone and we were rejected. Uh, to my knowledge, nobody in Staten Island's Community Board Three are got a slow zone, although many applied. Um, I've met with some officials who told me that they don't want to do anything that will impede the flow of traffic and I do agree that we have to do something for Staten Island commuters, which I am also, because we already have the highest commutes in the country, but at the same time it should not be at the expense of the safety of residents. Um, last year, um, this gentleman told you about the school bus that was carrying children that crashed, um, so I'm just asking, that was on Oakdale Street, I'm just asking, we've been pleading for years and years for people do something about wide residential streets on Staten Island, including Oakdale Street. Thank you.

COUNCIL MEMBER DEBORAH ROSE: Thank you,
Um, I'd just like to acknowledge that, uh, we have a,
representation here from Council Member Matteo's
office, Daniel Castorina. [applause] Um, and the
next group will be Amoriga Graywahl[[Sp?], Laura
Barlament, and Robert Palmieri. Please state your
name when you come to the mic.

AMORICA GRAYWAHL: Hello and thank you,
my name is Amoriga Graywahl, um, I'm really glad
you're here because I feel so many times like I've
been utterly disenfranchised, um, I echo my fellow
neighbor, um, considering us as citizens, if I were
shouted at and called something because of the color
of my skin or my gender, I can report it as a "hate
crime", but as pedestrians there's not much I can do.
I live in a neighborhood. I live on Howard Avenue
where a young man was struck and killed. Um, and, we
don't have weekend bus service. We don't have a way
to get off of this place that we live unless we use
our feet or we have a car. Um, even if you have a
car, we're silent victims. Vehicles speed so fast on
Howard Avenue that almost every one of my neighbors
has been, a, vehicles have been damaged as a parked
car. They've had, um, mirrors struck off. I've had

1 neighbors come home and think they're car was stolen
2 and said it's been towed it was so damaged, um, after
3 an accident. So, um, we, we talk about "twenty is
4 plenty" and having safe streets, we talk about, "if
5 you see something, say something". Well when you're
6 speeding past a neighborhood at 50 miles per hour,
7 you can't see anything. Slower streets are good for
8 our neighborhoods. They're good for our children,
9 but they're good for everybody. They're good for
10 adults who need a little more time crossing the
11 street, they're good for our adults who don't have
12 time to talk to neighbors when we have to get into
13 our car and sit in traffic. So, um, after Hurricane
14 Sandy, I had friends and neighbors that could not get
15 to work because the only way to leave the island was
16 by car and there was no gas. They were only a few
17 miles away from their places of work but they were
18 stuck on Staten Island. So as you look at everything
19 that you're doing, one of the things that I ask you
20 to do is, connect the city to the other boroughs.
21 Look at ways that people who don't have cars can get
22 between boroughs. Can get from Brooklyn to Queens.
23 Staten Island to Brooklyn. Get from the Bronx to
24 Brooklyn. So again, thank you so very much for
25

1
2 having, um, this forum here, and for giving me a
3 voice because it means more than almost anything else
4 that I've seen so far. Thank you.

5 LAURA BARLAMENT: Hi, my name is Laura
6 Barlament. Um, I live in West Brighton, I work at
7 Wagner College with Amorica, she's a colleague of
8 mine, and, um, I've gotten to work with Tom Coccola
9 before. She was just talking about Howard Avenue, you
10 know, and the problem with speeding there, and, the
11 student who was killed on Howard Avenue, which is
12 what really activated me to become involved in these
13 issues, I'm the Chair now of Transportation
14 Alternatives of Staten Island Activist Committee.
15 And, so, with the help of Tom Coccola, you know, a
16 lot of changes were made on Howard Avenue, to make it
17 safer, after that horrible accident, and I'm still
18 biking to work every day or I walk, and it has made
19 an improvement, and he even lowered the speed limit
20 to 25 miles per hour on Howard Avenue, but like
21 Amorica says, people just are not observing that,
22 and, so, every day I struggle with this as I bike
23 along that, that, street, I kind of, um, I'm willing
24 to, I guess, be a little crazy and, and bike along
25 there and just try to show drivers I have a right to

1
2 be there as a bicyclist. I don't think that there
3 should be any reason, uh, under the laws that we
4 have, that it should be dangerous to bike, or walk on
5 almost any street in New York City if the speed limit
6 is 25 or 30 miles per hour, if people actually
7 observe the speed limit. So I am so eager to see
8 that *Vision Zero* comes to Staten Island. I've seen
9 all these wonderful things happening in Manhattan and
10 I enjoy riding over there and it has helped a lot,
11 and I would really like to see these kinds of, um,
12 changes made in Staten Island. TA, our group has
13 been advocating actively for Clove Road, for Richmond
14 Terrace and we're so thankful for Debbie Rose for
15 supporting us in that, and we're also looking at
16 Forest Avenue. These are roads we pinpointed that we
17 think will be very important and very beneficial to
18 our community to see complete street treatments made
19 on. Thank you very much. [applause]

20 ROBERT PALMIERI: Hello, my name is
21 Robert Palmieri, and I'm here representing the
22 Lighthouse Meisner Avenue Civic Association. Um, we
23 recently had a meeting and we wholeheartedly agree
24 with the whole, a, *Vision Zero* concept and, um, I
25 just, I'm here tonight to kind of, put us the *Vision*

Zero map. Uh, the Lighthouse Hill area, for many years we tried to get some kind of help, um, in regard to the traffic situation. It turned out to be, the area turned out to be, a, um, a cut-through for people who don't want to stop at the lights on, and, a, you know, traffic, normal traffic, a, areas, um, so they cut through the residential, it's a 100 percent residential area. They cut through, and, it's hard to find an area on Staten Island one mile long that doesn't have a stop sign, and this, a, a residential area with streets that range from 16 feet wide to 20 feet wide and, um, Tom has been working with us for, a, a while, but the problem is, it's a very unique area. People are literally coming up to one of the highest points on Staten Island and they are going back down, just to by-pass traffic. Now we have commercial traffic trying to do the same thing. And, um, it, it, it's just not conducive to that kind of volume, and, and, it, well the two way traffic is very difficult on those narrow streets. Um, for a long time now, we've been, you know, like I said, with Tom's help and we've been working with Steve Matteo and Jim Otto. I guess you're in the process of some studies, but I think I'm here tonight just to

1 kind of put us on the map and officially say, let's
2 do something about this because it breaks every DOT
3 guideline rule, the entire pass through, there's no
4 signs, there's no stop signs, no cross walks, there's
5 nothing, the only, we, we, we have, uh, uh, two speed
6 humps that, uh, Tom had gotten us, and that's the
7 only form of traffic calming. Thank you again for
8 the opportunity. [applause]

10 COUNCIL MEMBER DEBORAH ROSE: Kathleen
11 Rivera, Michael Reilly, and Joshua Hottel[Sp?].

12 KATHLEEN RIVERA: Uh, good evening, um, I
13 am a West Brighton resident, an Executive Board
14 member of this school and my two concerns are very
15 specific to this area. One of them is, has been
16 referenced, the corner of Westervelt and Hamilton.
17 It is a completely blind crest of the hill when you
18 come up it, when the sun is in your eyes, our
19 children are crossing there and it is absolutely
20 horrifying to see these kids wandering out into the
21 street. There is yes, a slow zone and you've already
22 heard, it is not being, uh, obeyed. My second
23 problem is directly in the front of the school. St.
24 Mark's Place and Hamilton Avenue. Yes, we have stop
25 sign on St. Mark's, however, Hamilton Avenue is very

1 often a speedway. There is a bus stop directly
2 across the street from the front of the school.
3 Children are getting off that bus, cars are flying on
4 Hamilton, the City buses. There is no stop sign with
5 a blinking light so they're not gonna get a ticket,
6 so they speed right through. Kids are coming off the
7 buses. They're teenagers, they're looking at their
8 cell phones, they're talking to their friends. I
9 have seen kids almost get hit. I do not want a
10 repeat of what happened in Tottenville, to a young
11 lady that was getting dropped off. So, these are my
12 two concerns and, um, I've heard from other parents
13 in the school. Thank you.

15 MICHAEL REILLY: Hi, my name is Michael
16 Reilly, I'm a member of Community Education Council
17 31, which is a school board for Staten Island. Uh,
18 thank you for having this meeting. Uh, first I'd
19 like to commend the NYPD Patrol Board of Staten
20 Island. Uh, I have to say back in October, uh, we
21 had a meeting about traffic safety around schools,
22 and they're actually at the forefront of this, uh,
23 and Chief Pellatore[Sp?] his crew, uh, they deserve a
24 round of applause, uh, because they already attacked
25 some traffic plans for schools and I'm happy to see

1 that it's included in the *Vision Zero* Plan in going
2 city-wide. Uh, there are a couple of things that I'd
3 like to speak about, to maybe assist with this, uh,
4 we know that speed cameras have been expanded, uh,
5 currently we only have 20, they're gonna go up to 140
6 city-wide. I believe that we should have camra...,
7 that we should have signs that say "Speed Camera
8 Enforced". Uh, I know that there's some push back
9 for that because, uh, you don't want to let motorists
10 know where they are. Think about it this way, we
11 have 1,400 school buildings in New York City. That's
12 a lot, that's a lot of signs to put on streets to
13 change driving behavior. Right? That's the ultimate
14 goal. So getting a summons, 30 days later, in the
15 mail for \$50 to registered owner probably wasn't
16 driving the car, maybe, doesn't really change driving
17 behavior. Having signage, increasing slow zones,
18 will definitely help do that. Uh, it doesn't
19 necessarily mean there has to be a camera all the
20 time, but just the thought a driver may slow down,
21 they think they may get a summons, alright? Our slow
22 zones, we actually work to **communicate with council**
23 **31...** Council Member Rose and our other council
24 members, Tom Coccola, we actually got four approved
25

for Staten Island, uh, I would love to get more. We have 12 more that are pending. I'm hoping to put them in again to the next round. Uh, we also, Oakdale Street, that's P.S. 55, that's where my kids go, that's one of the slow zones that were denied. Uh, I put it in, in the last two rounds. I'm hoping that we'll get another chance and, and, included in that as well, and I think just one last point. I'm sorry to go over. I think we need more man power and I know that the City Council and the police department have a little push going on now...

COUNCIL MEMBER DEBORAH ROSE: Mike?...

MIKE REILLY: ...about increasing man power, I also do have a plan...

COUNCIL MEMBER DEBORAH ROSE: Mike?...

MIKE REILLY: to uh,

COUNCIL MEMBER DEBORAH ROSE: Michael? Michael? Wrap it up.

MICHAEL REILLY: Can I bring this up to you?

COUNCIL MEMBER DEBORAH ROSE: Yes. And, Commissioner Trottenberg would like to respond.

POLLY TROTTEBERG: Thank you and I just want to take a second on the cameras and we are very

1
2 pleased that Albany has now increased the number of
3 speed cameras that the City can deploy from 20 to
4 140. And just so you know, I think we're gonna be
5 experimenting with signing in some places and trying
6 to sort of increase their presence say at school.
7 Perhaps saying at different schools there may be a
8 camera here so we can kind of get a multiplier
9 effect, so we're open to seeing how we can make the
10 best use of them. Uh, one thing that is frustrating
11 for us is the majority of traffic fatalities in the
12 city happen in places and in times that we cannot
13 deploy our cameras. So, we have now gotten a bigger
14 number of them but there's still tremendous
15 restrictions on how we can use them so they are a
16 good tool but we are not nearly able to use them
17 really in a way that we think we need to to get the
18 best results out of them, but thanks for the
19 suggestion.

20 COUNCIL MEMBER DEBORAH ROSE: Thank you,
21 um, Priscilla Marco, Roy Fishman, and Ganzalo[Sp?]
22 Mercado.

23 JOSH HOTTEL: Hello, my name is...I was
24 Josh, I was supposed to go in the, uh, other batch.
25

COUNCIL MEMBER DEBORAH ROSE: Could you, um, identify yourself?

JOSH HOTTEL: Hello, my name is Joshua Hottel, I'm a resident of Staten Island.

COUNCIL MEMBER DEBORAH ROSE: Um, I'm sorry, were you called?

JOSH HOTTEL: Yeah, I was called. I was after Michael Reilly.

COUNCIL MEMBER DEBORAH ROSE: Okay.

JOSH HOTTEL: Yeah hello, my name is Joshua Hottel, I'm a resident of Staten Island. I don't like the way *Vision Zero* is being implemented. I think speed cameras are a waste of money. The only people that make money off of them are companies like Xerox. I'm tired of motorists being ATM's. I'm tired of like, the motorists, uh, people taking advantage of motorists. I think speed limits should be based on the 85 percentile what driver's drive. Staten Island should have more, um, expressways. They should extend the Richmond Parkway relieve the traffic to the Verazano Bridge. I'm very disappointed on how *Vision Zero* is being implemented. I think it's ridiculous, you have to lower speed limits on auto roads, like Hyland Boulevard, when

motorists need to travel like about 14 miles to get to the bridge. [SLIM APPLAUSE]

COUNCIL MEMBER DEBORAH ROSE: Priscilla Marco, Roy Fishman and Gonzalo Mercado.

PRISCILLA MARCO: Good evening, my name is Priscilla Marco and I'm the President of the Van Duzer Street Area Civic Association. As Tom Coccola well knows, the Van Duzer Civic Association was founded 10 years ago. On the issue of speeding traffic, Van Duzer Street is a small narrow one-way street that goes from the ferry terminal to the Staten Island Expressway, that, that, uh, people use to avoid going to, uh, Bay Street where there's more traffic lights. We have had incidents where people have had their property damaged, their cars damaged. On Beach Street and Van Duzer there's a deli that has been hit by cars, literally, three times that I've been aware of. There's another house on Van Duzer Street that was hit twice. Um, we had a member last night at our civic meeting who talked about, he's on Van Duzer Street near where it meets Richmond Road. He has to try to pull out of his driveway. He can't pull out of his driveway and he was almost hit by a car, uh, during, uh, snowstorms when he was shoveling

1 snow. So this is a big issue for our big civic
2 association. We also are concerned with the fact that
3 we have applied twice for a slow zone. We've not
4 been able to get it. On St. Paul's which goes into
5 Van Duzer Street we have two schools. On Targee
6 Street, which runs parallel to Van Duzer Street, we
7 have a couple of day care centers and we really need
8 some traffic-calming measures along Targee Street.
9 We are also concerned, uh, with the upcoming
10 construction along Bay Street, that there will be
11 large trucks, uh, going through there and that
12 there's an increased chance that there will be
13 pedestrian accidents because these cars, these
14 trucks, will not see the pedestrians trying to cross
15 Bay Street. So again, we are very supportive of
16 *Vision Zero* and we thank you for bringing this to
17 Staten Island. [APPLAUSE]

19 ROY FISHMAN: Good evening, and thank you
20 for bringing the town hall meeting to Staten Island.
21 I just want to, uh, state that, um, all the people
22 who use the road, besides the motorists, since I am a
23 member of the running club, the Staten Island
24 Athletic Club, which of course, there are not enough
25 sidewalks to run exclusively. So we often use the

1 roads and I'm a member of the Staten Island Bicycle
2 Association, which also use the roads, and I'm a
3 member of the Staten Island Transportation
4 Alternatives Activists Committee. And, um, I would
5 urge you to use the ideas of the Transportation
6 Alternatives for traffic calming. I know they are a
7 part of this effort. They often talk about neck
8 downs to narrow the roads and I think in terms of
9 trying to get drivers to change their attitudes,
10 that's a very sensible way, because, it's not a
11 matter of convincing them, they are actually forced
12 to slow down with traffic calming measures which
13 usually works better with signs and speed bumps. So
14 again, I commend you for your efforts and I hope to
15 see some positive improvements to Staten Island.
16 Thank you.

18 GONZALO MERCADO: Good evening everyone,
19 my name is Gonzalo Mercado, I'm a Staten Islander. I
20 live in Sunnyside, um, and I work in Port Richmond.
21 I am a driver, I am a pedestrian and I am also a
22 biker, and I am really really happy that we're having
23 this conversation here. Um, I'm also the Executive
24 Director of El Centro del Inmigrante, which is an
25 immigrant resource center based in Port Richmond,

uh, but our members live all over the island, from Port Richmond down to Tottenville. Um, our community is mostly pedestrians and bikers. Uh, they have to rely on our very inadequate public transportation on Staten Island. Uh, and especially during the summer months, we see a lot of people, like some, another young man said, being hit by cars on their bikes, uh, many hit and runs. Uh, we actually did know a person Felipe Avila who passed away this year, as well as Clara Almazo, who was the grandmother, who was killed on Cary Avenue in 2012, um, by a hit and run as well. Im, we really want to make sure that, uh, everyone in the community has an opportunity to, uh, tell you about the problem areas and we really welcome the next time around we meet, uh, we're gonna be able to have the opportunity to pin-point those areas. Um, as well as, uh, the area that we are located at is at Castleton Avenue in Port Richmond, which is a very, a commercial corridor. There's a lot of activity out in the avenue, uh, and yet we have a lot of speeding, uh, happening. This is not only to the members there on a daily basis at El Centro, but we also offer services that actually benefit the whole community like our food pantry which is one of our, the largest

1 food pantries and it is mostly attended by senior
2 citizens. Uh, and we've had a couple incidents where
3 people leaving our food pantry, um, have been almost
4 hit by cars, sometimes because they are actually
5 carrying the boxes with food, uh, going back home as
6 well as our tutoring program, which is mostly young
7 kids, uh, the everyday come and a try to do the
8 homework, so, again, we're happy that we're having
9 this conversation. We really welcome *Vision Zero* on
10 Staten Island. [APPLAUSE]

12 COUNCIL MEMBER DEBORAH ROSE: Thank you,
13 thank you. Um, Laura Solis, Kidder[Sp?] Jean Marie,
14 and Edward Jones. Please identify yourselves when
15 you come to the mic.

16 LAURA SOLIS: Good evening everyone I'm
17 Laura Solis from Bike New York, if you can guess it.
18 Um, and I do have notes here so please forgive me.
19 I've ridden on Staten Island, um, a particular
20 intersection that I'm concerned about is on Front
21 Street and Thompson. I was actually there when I
22 went to a Staten Island TA meeting. Whoops, it's
23 very dark, it's not very well lit, although there's a
24 bike lane there it's not encouraging for whether
25 you're a cyclist or pedestrian, we are already

1 vulnerable to make use of that street, so that is a
2 street that I would like to call your attention. Um,
3 in addition to that, Bike New York used to be at
4 Midland Beach but Super Storm Sandy saw to it that we
5 were no longer welcome there. We're gonna find our
6 new home at Fort Wadsworth, where we were this past
7 Sunday, for the five-borough bike tour. A shout out
8 to Commissioner Trottenberg, who did ride a five-
9 borough bike tour and, uh, the five-borough bike tour
10 did actually funds our free bike education
11 programming, which is what I want to actually bring
12 your attention to now. In the summer we host our
13 camping programming for our existing camps where kids
14 can learn how to ride bikes. We actually take them
15 on field trips throughout the Island so we can make
16 use of the Island as, uh, sorry, Council Member Rose
17 mentioned, making use of the waterfront, making use
18 of the neighboring communities is really important
19 for both kids and adults and Bike New York does offer
20 free programming. Now if you are looking to have
21 that for children, please let us know. I have ample
22 literature and business cards where you can request
23 that and you can go to where you are, as far as where
24 the children are, and with adult programming, we will

1
2 be at Fort Wadsworth if you provide the bike, we
3 provide the helmet and we will teach you how to ride
4 safely on Staten Island while on Staten Island, so
5 there will be, you will actually know, how do I
6 actually get from this part of town to the next part
7 of town and a marshal will show you how to do that.
8 Um, lastly, I wanted to mention, or say thank you to
9 Ydanis Rodriguez because I saw you up in Albany
10 yesterday, I was there as well. Speed cameras came
11 up a few times, and as Commissioner Trottenberg
12 mentioned, speed cameras, thankfully, because of
13 legislation in Albany, we can now deploy more of
14 those however, there are lots of restrictions.
15 Please reach out to your senators and your assembly
16 people because they have the right and the power to
17 change those restrictions. Thank you very much.

18 COUNCIL MEMBER DEBORAH ROSE: [laugh]

19 Don't talk, your time will start.

20 ED JONES: Ok thank you, [laughs], My
21 name is Edward Jones of Staten Island NAACP. I've
22 been on Staten Island a long time, North Shore, South
23 Shore and I just can't believe the traffic I see
24 sometimes all over Staten Island, and I see the
25 traffic getting worse because I see all the

development on the North Shore, and it's very important that you put your program into action as soon as you can, because I don't think the people really understand what some of these stop signs mean. They think a stop sign means "slow down", then proceed. I see it time and time again, and also on Mannor Road, as you approach the post office from Victory Boulevard, there's a sign that says "no left hand turn". And as you approach that sign, people stop and make a left hand turn. When they do that all the traffic behind them backs up because you're not supposed to make a left hand turn, but they stop, blow their horn like crazy, complete chaos down there, so I would hope that at some point that sign can be made much larger so people can see or else the police department give out tickets down there because it's just horrendous down there, and, um, basically speaking, the traffic I see getting worse and worse because development is getting worse and worse and worse, and those Savo Brothers with that there, uh, 250-units going down there on the road. That's gonna make it terrible down there, so I just hope you can get your program into action as soon you can because it is really needed around here. And people

should not, only not drive and text, but don't walk into the street and text at the same time, that's equally as dangerous. Thank you.

COUNCIL MEMBER DEBORAH ROSE: Is Kidder Jean Marie here? Okay. The next group, um, Tom Weiss, uh, Silatin[Sp?] Tahari[Sp?], and Deborah Young. Please identify yourselves when you get to the mic.

TOM WEISS: I just did, my name is Tom Weiss, I live in Stapleton. I publish *Upfront News* and I'm something of a thorn in the side of various elected officials. Um, on various transportation matters, uh, Council Man Rodriguez is already somewhat aware of a matter involving harassment, at least of me, by some MTA people who seem to think, who seem to be operating on a quota. I spoke to his chief of staff about the matter, I think it's being looked into and the so-called "re-judication bureau" at the New York City Transit Authority, it can only be described as a "kangaroo court". They seemed to be involved in primarily revenue enhancement, rather than administration of justice. I think it needs to be looked into. As far as the DOT is concerned, um, who's the DOT person up there? Hello? That's you?

Um, which operates the ferries, you know of course there is, is an interlock between the MTA and the ferries. Um, one thing, I think, uh, there needs to be a better police presence. Certainly, and I'm not complaining about the police. When they're there, they do a good job and I am glad they are here tonight. Um, I've seen situations in which there have been near fist fights, particularly on the Manhattan side. I was threatened last night, called for a cop. Nobody around. There's a police office there. It's often empty. There needs to be a constant presence in the terminals, particularly on a Friday and Saturday night, where half of Staten Island is drunk coming home from Manhattan. The other half is drunk going to Manhattan. Uh, and that's dangerous. I also have a question, I know that for many people at the ferry terminals are a defacto-shelter. We have a homeless problem, but I have seen on occasion, there's this policy, I don't know if it's written or unwritten, where the maintenance people sort of tell everybody "you gotta leave now" and go downstairs or something like that. I'm curious as to what the purpose is since many homeless people have not used the shelters and I'm

including "project hospitality" in that, but I'm also concerned about the tone that's used. I'm wondering what the rationale is behind that. That's my comment and I'd like an answer to some of those questions, and I'll be in touch with you Mr. Rodriguez about my case, thanks.

COUNCIL MEMBER DEBORAH ROSE: Thank you Tom, next?

KIDDER[SP?] JEAN MARIE: Good evening, my name is Sergeant Tiye [sp?] and I'm new on Staten Island by a year ago. I just moved and, uh, I just see my neighborhood by South Beach, we'll probably need the traffic light. It is in Sand Lane and Rebenson [Sp?]. It's getting very busy, supermarket opens across the street. And I see there, uh, we'll probably need a traffic light for it, and also, and, uh, Arthur Avenue, going to McClean, when you cross the center, there's no traffic lights from Sand Lane to Oceanside, there's no even stops signs. So when I go to Arthur Avenue up to McClean, you don't see anything there, you have to road to have to see is there two-way traffic. So either have can put it where car can move it, or to put stop signs so it can

be easy to cross at that area. Thank you, good night.

DEBORAH YOUNG: Hello everyone, thank you for holding this, um, it is very helpful and great forum for all of us to be able to express our opinions. Um, my name is Deborah Young, and I'm a resident of Westervelt Avenue. We've heard it mentioned several times before. It's a residential thorough-fare for which is pretty close to Curtis. You can take a drive on it. I'm sure many of you may have used it on your way here. Um, it's about a mile long, it's a hilly street, with numerous blind curves. Um, since I've lived there I've had my car smashed twice, um, my neighbors also. Uh, I had somebody end up in my front yard after, um, being chased on a high-speed chase across the borough, but the curve around my, uh, corner, is such that, that where he lost control. Um, and it has been problematic for a while, and residents have petitioned for, a, more traffic controls, for quite a while. So, needless to say we became very happy when we became part of the New Brighton Slow Zone. Um, and there were, um, many speed humps put on the feeder streets to Westervelt, to slow the flow of

1 traffic, but there weren't any speed controls put on
2 to Westervelt Avenue. Again, it's a mile long
3 residential street, um, but before this, this slow
4 zone was put into place, the speed limit is marked at
5 15 miles an hour. Now when you enter it's marked at
6 20, but that doesn't deter drivers, they're going 30,
7 maybe 40, and I've seen more. This is also a street
8 that's used as a pedestrian thorough-fare to the
9 ferry. They're young kids. In fact, I saw the other
10 day, elementary-aged kids walking by themselves to
11 school running in fear across that street. Um, and
12 so, where I...there's about a three-quarter mile
13 stretch without any traffic control whatsoever. Um,
14 there are a, a, eight intersections and there is
15 nothing there to slow the flow of traffic. So what,
16 um, I would like to have the corner of Hendricks and
17 the corner of Corson, very blind curves, and you can
18 drive it right now and take a look and see, um, that
19 would be really helpful, and also more enforcement
20 because if you have a slow zone you can't call it a
21 slow zone if people continue to speed. It just
22 doesn't work. Thank you.

COUNCIL MEMBER DEBORAH ROSE: Thank you, John Lewesy[Sp?]? , Fatmada Va [Sp?], UmVet Bah[Sp?], and um, Charmaine Soldierna[Sp?]

JOHN LEWESY: Good evening everybody, my name is John Lewesy. I'd like to thank everybody for coming here and listening to our issues and I'd like to thank my favorite council member Debbie Rose, for bringing everybody to Curtis High School. Um, I live in St. George. I walk, run - slowly, bicycle and again, drive when necessary. We at St. George, have a particular issue with the fact that it is the center of the borough government. We have a lot of municipal offices here and it seems to be every, or nearly every, civil servant's approach that they're entitled to park on the street, within 20 feet of the entrance of their building. The parking situation has created many, many safety problems in our area and, uh, you know, for example, a while back, I believe it was in response to Transportation Alternatives, uh, the DOT put in daylighting in certain intersections where there's no parking for two or three car-lengths. Uh, that is used by the people, who with permits. A lot of these permits are actually bogus permits that are, are, people make

1 photocopies with, and they stick them in their
2 dashboard and there is zero, zero enforcement. Uh,
3 we have a "no permit zone" that is constantly filled
4 with cars, uh, that's supposed to be for safety also.
5 We have double parking in front of the 120 Precinct,
6 which I respect the fact that police officers are
7 part of the prob, part of the solution, but in this
8 case, also part of the problem creating a bit of a
9 bottle-neck here. It's very unsafe for everybody
10 driving as well, as cyclists. We have placquard[Sp?]
11 parking, everywhere, I guess it was a couple of years
12 ago, maybe three or four years ago, I participated in
13 an uncivil servants program at Transportation
14 Alternatives had where we checked to see how many
15 metered parking spots were used by people with
16 permits and every single spot on a few of the streets
17 was used by people with permits and as a result, the
18 businesses cannot have anybody park anywhere there.
19 We also have parking at crosswalks...

21 COUNCIL MEMBER DEBORAH ROSE: John you
22 have to wrap it up...

23 JOHN LEWESY: ...fire hydrants and lots of
24 other situations. Thank you.

FATMADA VA: Hi my name is Fatmada Va and I'm a Senior at Curtis High School. So, first I would like to welcome you guys to Home of the Warriors, and, um, one of my concerns are, um, sidewalks and cross walks in getting to school, because as students at Curtis we have to walk up a hill and get to school every single day and one of the concerns that the students face is, like, physically having to dodge cars when you're trying to cross to get to school, and lots of children, some Freshmen. Freshmen are younger and younger these years, and they're very short and it's hard to see them, so, it's kind of difficult to watch, like sometimes you can't really watch while you see your fellow classmates almost get hit by a car, so, and one of my other things that I wanted to talk about is how do you guys intend to have, um, more students involved in these kind of meetings? Because the time schedule, honestly, does not work for the students' advantage and more students take the bus home or, who like have to walk home, and 8:30 the, um, Metrocards expire so how do you guys, are gonna work that issue out? Because I feel like more students will show up

if you guys did have a more accommodating time.

Thank you. [applause]

CHARMAINE SOLDIERNA: Good evening my name is Charmaine Soldierna, I'm from New Brighton, Jersey Street. There's shootings out here, I have fear and I'm afraid of the kids out here. On Jersey Street and Hendricks last night, we go to the Community, after the community, there was a shooting, okay? Kids can't go to the store, we cannot do anything with our kids. You know, I mean, we need more protection, you know, and 61 bus? You know, um, the 42 bus? It starts with the kids, it doesn't go back to the, um, they don't go to 61 no more, to drop the kids off. I feel they shouldn't have to walk because there's kids, be fighting, you know, we don't want our kids to get hurt, and I really think you know, do more to help us, because I'm for, I'm for the kids. I'm a grandmother 24 and I really want, you know, a, I'd rather, I love these kids like my own, but I really want you to try to help us on Brighton because we need more protection.

COUNCIL MEMBER DEBORAH ROSE: Ms. Soldierna, are you saying the 61 doesn't go to....[interpose]

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CHARMAINE SOLDIERNA: [interpose] 61... I
61... go The 42 bus used to take the those kids to the
school. You know and they stopped. They had, they
stopped them from, um, where good you [sic]... and they
had them walk to the school...

COUNCIL MEMBER DEBORAH ROSE: and that's
the S42?

CHARMAINE SOLDIERNA: S42.

COUNCIL MEMBER DEBORAH ROSE: Thank you
so much.

CHARMAINE SOLDIERNA: You're welcome.
[applause]

COUNCIL MEMBER DEBORAH ROSE: Professor
Paul Gamarano[Sp?] and John Kilcohen[Sp?].

PROFESSOR PAUL GAMARANO: Thank you for
being here. Speaking here as a Graduate Safety
Course Professor, former Safety Manager, Risk Manager
and Defensive Driving Instructor, and as a multiple
times survivor as a 30,000 mile-plus bicyclist, um,
kudos to the DOT on the count-down lights and on
acting on our recommendations. Commissioner, if you
would drive home, if you drive the opposite way
tonight you will see that our Staten Island
Expressway is in desperate need of completion these

1 days, so it can't be completed fast enough. *Vision*
2 Zero speaks to the importance of lane painting
3 visibility, um, and sharing the roads. The
4 recommendations here, painted intersection walkways
5 at every private and public school entrance and
6 parking lot. I personally witnessed many near-
7 accidents on a daily basis. I can give you an
8 example which would be a New Dorp High School, but as
9 indicated with every public and private school and
10 also I can't speak highly enough of more left-turn
11 arrows at every intersection for the sake of traffic
12 flow. That single step would immensely improve
13 traffic flow in every borough. Thanks very much and
14 the time that I have I guess I'm a fast talker. The
15 opportunity to put a walkway-bikeway on the Verazano
16 Bridge, at some point in time, at least in our
17 lifetime, cannot be understated. [applause &
18 whistles] Thank you.

20 JOHN KILCOHEN: John Kilcohen

21 representing the New Brighton Coalition. I'd like to
22 thank the DOT and City Council for allowing me to
23 speak. Um, I want to thank Tom Coccola again for New
24 Brighton's slow zone. Um, I did want to add that we
25 need to extend the zone to include all of Jersey

Street and York Avenue. With the coming wheel,
Jersey Street will be a thorough-fare from Victory
Boulevard down to Richmond Terrace and as the
previous speaker mentioned, Charmaine, that, there
are a lot of pedestrians there on a daily basis,
morning, noon and night, and the police department is
doing a great job in helping with, you know, the
quality of life issues that we have on Jersey Street,
but we do need to include that in the slow zone. And
I also echo what Deb Young mentioned. Westervelt
does need more enforcement, um, kudos to the police
department about a year ago, they were doing speed
stop, you know passing through, blowing through the
stop sign at Hendricks and Westervelt. They must
have gotten at least ten people in a row, so thank
you. But we do need more enforcement there, and that
is a critical intersection just as I was walking over
tonight, there was a near near-miss, and, um, I was
in the other car. My car, three of my cars have been
hit, so I am the other person that Deb has mentioned,
that I'm at the curb, so we do need the enforcement
on Westervelt and we do need the inclusion of Jersey
Street and York. Thank you.

COUNCIL MEMBER DEBORAH ROSE: That concludes the questions from the audience and, um, we [SPEAKING TO THE AUDIENCE] have no card for you. Okay, you were supposed to turn it in to the Sergeant. Come on Roy, come to the mic. and then we'll...

ROY MOSKOWITZ: Hi, I'm Roy Moskowitz, a, thanks for indulging me. Uh, I'm a non-driver, uh, the world's a safer place because of it. I moved to Staten Island 20 years ago from Manhattan, um, when I lived in Manhattan. Uh, when I lived in Manhattan, I used to occasionally run, uh, on a track by the East River Park, and, uh, in order to get to that track there were foot bridges. Uh, both on 69th Avenue and I think that's a solution to a number of dangerous crossings we have on Staten Island. Again, I don't know the logistics, I don't know the expense, but, at least at a few of the crossings I think that might be a solution and you would enter the foot bridges by a ramp rather than stairs, simply, so people with uh, shopping carts and baby carriages and people who are handicapped could get up the foot bridge. Uh, you can do it on Hyland Boulevard, Richmond Avenue and Victory Boulevard, uh, I think it is something we

really need to look into. Um, one of, Staten Island is known as a borough of parks, the borough of greenery, but also a borough of no sidewalks. I don't know is there anything we can do to add more sidewalks and streets like Rockland Avenue, Forest Hill Road, Victory Boulevard, Travis, uh, the entire, uh, Corporate Park zone? Again, that's also, a, a cause of many traffic and, uh, pedestrian injuries and fatalities. Thank you. [applause]

JACQUELINE JUNTTONEN: It's Jacqueline Junttonen. I'm a resident of Staten Island and also a native. I teach adults and children how to bicycle at Bike New York. I do this at other boroughs because it is very difficult to do this on Staten Island because I'm afraid for what's going to happen to the students that I teach. I hold in my hand, this is a spoke cart. Spoke carts usually represent something joyous. This spoke cart was used last month on a ride called "New York City Ghost Bike Ride" and we memorialized 12 cyclists and 168 pedestrians who were killed last year by vehicles. So I suggest you look at this and look at the names of the people who died in New York City streets, and, uh, street modifications could prevent this in the

future. And, uh, hopefully have more people cycling in the city streets and not making cards like this. Thank you. [applause]

CHAIRPERSON RODRIGUEZ: So now let's give the opportunity to my colleagues and the commissioners to engage one or two minutes in case they would like to clarify or add anything else.

THOMAS CHAN: I understand that commuting, the motorists, um, do spend a lot of time on the roadways. Our officers, we are in the process of getting additional equipment, radar equipment, laser guns that are utilized for speed enforcement. We look for the additional, the highway officers, do enforcement on our highways. We also look for our local precincts to increase their enforcement on these specific streets, uh, that may not necessarily that the officers from highway would be working on. So again, additional equipment, additional training and then we'll get speed enforcement on Staten Island because it is important.

MEERA JOSHI: Thank you very much for your comments and hearing the individual stories of speeding. Um, I just wanted to mention that we are going to be ramping up enforcement in all the five

boroughs, including Staten Island. So, if that speeding is taking place by TLC, with TLC vehicles, and TLC licensed drivers, then our goal is to catch those drivers and get them off the road. So thank you very much for your input.

POLLY TROTTERBERG: I want to say my thanks too, we heard a lot of great suggestions here, both some specifics - Westervelt, I heard it. I was driving on it tonight, actually. We took a look, and obviously, we are working with Tom and we will follow up on the specifics, but also on some of the bigger things you all talked about that we really want to try to focus on. Schools, safety around schools for our kids, the issue of culture change, look, part of *Vision Zero* is us bringing culture change, but obviously culture change is also organic, the City government can't make it happen, it also has to happen locally and I hear there are a lot of great leaders in this community who are focusing on that. And Staten Island Expressway, I'm happy to say, that's a New York State DOT, uh, Project. I hear you, we wish it was going faster too, but that one you'll have to talk to the State, but thanks again, we really enjoyed hearing from everyone tonight.

COUNCIL MEMBER DEBORAH GIBSON: Thank you to each and every one of you tonight who spoke with such conviction, commitment and passion. I truly appreciate it as someone that comes from the Bronx, and understanding a lot of the unique challenges that are faced by Staten Islanders and I must give a lot of credit to the majority of the constituents that are in Council Member Debbie Rose's district. All of you just gave her much more work to do, but I know she's up to the charge, because, obviously this is truly about changing a cycle of systemic bad behavior and removing that obstacle and making sure that all of the work we do focuses on a balance, focuses on making sure that these are streets for all of us. For bikers, pedestrians, drivers and a lot of the work that we can do we really truly can do it together. So I want to thank all of our stakeholders who are here tonight. All of the work that you do and I especially want to recognize the fact that someone spoke up about the disability community and the fact that many residents have visual and hearing impairments and we must always remember and keep that in mind with any of the initiatives that we do implement. So this is truly a campaign about two

1 things: education and enforcement. And I thank all
2 of you for being here. Thank you for allowing me to
3 cross the bridge and come tonight, and I'm looking
4 forward to working with all of my colleagues and all
5 of you to make *Vision Zero* a reality for New York
6 City, so thank you so much for coming out tonight.
7 [applause]

9 CHAIRPERSON RODRIGUEZ: On behalf of
10 maybe before we get an official closing of council,
11 member, eh, I would like to say on behalf of our
12 leader and speaker Melissa Mark-Viverito. We'd like
13 to say thank you everyone for being here, eh, we are
14 committed to being working with all the commissioners
15 and with the leadership of Mayor de Blasio to make
16 *Vision Zero* a reality that's why this is so exciting
17 to hear so many feedback and new ideas and the next
18 Town Hall meeting is gonna be May 22nd at Lehman
19 College, eh, most likely at the end of this month or
20 at the beginning of next month we will have, we will
21 be voting. We expecting to be voting on good bills,
22 and you, you, and all of us all those initiatives
23 that the DOT, TOC already working. The NYPD too, so
24 this has been a great evening and now we have
25 official closing for our Council Member Debbie Rose.

COUNCIL MEMBER DEBORAH ROSE: I want to first thank you all for coming and I want you to know how appreciative I am, as a Council Member from Staten Island, that you articulated our issues so well. Um, it is a shame that we have so many issues that need to be addressed. Many of them are long-term problems, and, um, I'm excited that through *Vision Zero* we will get some relief and that we are going to change the culture here on Staten Island so that there is a mutual respect for all. For our drivers, pedestrians and bikers. Um, I have a motto in my office that says, "We are one", and so now we're going to have traffic enforcement and changes to our roads that will clearly re-enforce, that we are one, that we can work together and this is a great partnership. I want to thank NYPD for coming out in full force, um, and being so supportive. I never thought that I would say, I'm glad to see officers out there enforcing so many of the traffic laws, um, but I am, because it is going to change, um, the safety of our pedestrians and our drivers, um, and the mind set. So I want to thank all of the commissioners from, uh, from Manhattan, um, Commissioner Josey, and, um, Commissioner

Trottenberg, and my colleagues. Um, I want to say to all of you, be safe and we expect to see you back here June 25 at the workshop, where we, um, oh 26th, June 26th, um, here, right here at Curtis, where you can give us the specifics so that we can then address these issues. Thank you so much for being here.
[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 21, 2014