

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE

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MARCH 7, 2022  
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HELD AT: REMOTE HEARING (VIRTUAL ROOM 2)

B E F O R E: SELVENA BROOKS-POWERS, CHAIRPERSON

COUNCIL MEMBERS: JOANN ARIOLA  
DAVID M. CARR  
AMANDA FARIAS  
ARI KAGAN  
LINDA LEE  
FARAH N. LOUIS  
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LINCOLN RESTLER  
CARLINA RIVERA  
ALTHEA V. STEVENS  
NANTASHA M. WILLIAMS  
JULIE WON  
KALMAN YEGER

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

YDANIS RODRIGUEZ, Commissioner of the New York City Department of Transportation

ERIC BEATON, Deputy Commissioner for Transportation Planning and Management

REBECCA ZACK, Assistant Commissioner for Intergovernmental and Community Affairs

JULIA KITE-LAIDLAW, Director of Safety Policy

AZIKIWE RICH, Director of Performance Management

PASTOR EVAN GRAY

LISA DAGLIAN, Executive Director of Permanent Citizen Advisory Committee, PCAC

DAVID R. JONES, President Community Service Society, CSS, member of MTA board

ELKY WEISS: Family for Safe Streets member

WENDY FELICIANO, Families for Safe Streets member

DANNA DENNIS, Senior Organizer at Rider's Alliance

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

BETSY PLUM, Executive Director Rider's Alliance

DANIEL HARRIS, Executive Director of Transportation at Alliance and Families for Safe Streets

SARA LIND, Director of Policy at Open Plans

JOSE DEJESUS, President of Business Agent

MJ OKMA, with STAGE

CHRISTINE BERTHET, Co-founder Check Beds

CYNTHIA KOZIKOWSKI, Rider's Alliance

ERIC MCCLURE, Executive Director of Streets Back

JACKSON CHABOT, Director of Public Safe Advocacy at Open Play

CARLOS CASTELL CROKE, Association for New York City Programs at New York League of Conservation Voters

TIFFANY-ANN TAYLOR, Vice President for Transportation for the Regional Plan Association RPA

PEDRO VALDEZ-RIVERA, Volunteer with Transit Applicant with Rider's Alliance

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

LINDSEY MAYER, member Rider's Alliance

MIRIAM BENSMAN, Senior Advisor to Queens  
Link

EMAN RIMAWI-DOSTER, Access A Ride  
Coordinator

KAREN D. HAMILTON, District 31 of Queens  
resident, member of Rider's Alliance

GLEN BOLOFSKY, 504 Democratic Law

TRINA QUAGLIAROLI, 20 year resident of  
Watts Street

ERICA V. DEPIERO, Manhattan Resident



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2 SGT. LUGO: Starting live stream.

3 SGT. SADOWSKY: Okay. Live stream is up.

4 Will the Sergeants please start their recordings?

5 SGT. LUGO: PC recording started.

6 SGT. SADOWSKY: Recoding to the cloud all  
7 set. And good morning. Welcome to today's remote  
8 New York City Council hearing of the Committee on  
9 Transportation. At this time would all Council  
10 Members and staff please turn on their video. To  
11 minimize disruption please place electronic devices  
12 on vibrate or silent mode. If you wish to submit  
13 testimony you may do so at [testimony@council.nyc.gov](mailto:testimony@council.nyc.gov).  
14 Once again, that is [testimony@council.nyc.gov](mailto:testimony@council.nyc.gov). Thank  
15 you for your cooperation. We are ready to begin.

16 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
17 you for joining our virtual hearing today on  
18 Transportation Equity. First, I would like to  
19 acknowledge my other colleagues who have joined us  
20 thus far today. We are joined by Council Member  
21 Stevens, Lee, Won, Williams, Ariola, Louis, Narcisse,  
22 Kagan and Carr. I'm going to turn it over to our  
23 Committee Counsel Jessica Steinberg Albin to go over  
24 some procedural items.

25

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2 JESSICA STEINBERG ALBIN, COMMITTEE

3 COUNSEL: Thank you Chair. I am Jessica Steinberg  
4 Albin Counsel to the Transportation and  
5 Infrastructure Committee of the New York City  
6 Counsel. Before we begin I want to remind everyone  
7 that you will be on mute until you are called on to  
8 testify when you will be unmuted by the host. I will  
9 be calling on panelists to testify. Please listen  
10 for your name to be called. I will be periodically  
11 announcing who the next panelists will be. The first  
12 panelist to give testimony will be Ydanis Rodriguez,  
13 Commissioner of the New York City Department of  
14 Transportation. I will call you when it is your turn  
15 to speak. For the question and answer period only,  
16 we will also be joined by Eric Beaton, Deputy  
17 Commissioner for Transportation Planning and  
18 Management, Rebecca Zack, Assistant Commissioner for  
19 Intergovernmental and Community Affairs, Julia Kite-  
20 Laidlaw, Director of Safety Policy and Azikiwe Rich,  
21 Director of Performance Management. During the  
22 hearing if Council Members would like to ask a  
23 question of the Administration or a specific panelist  
24 please use the zoom raise hand function and I will  
25 call on you in order. We will be limiting Council

2 Member questions to five minutes which includes the  
3 time it takes to answer your questions. Please note  
4 that for ease of this virtual hearing we will not be  
5 allowing a second round of questions for each  
6 panelist. Thank you. I will now pass it to Chair  
7 Brooks-Powers to give an opening statement, Chair.

8 SELVENA BROOKS-POWERS: Thank you for  
9 that. One moment. So thank you again for joining  
10 today's transportation and infrastructure hearing on  
11 the topic of transportation equity. For too long the  
12 Council and the City's Transportation conversations  
13 have focused on communities both geographic and  
14 otherwise that are transit rich and best able to  
15 navigate our city streets, sidewalks, water ways and  
16 subways. Today's hearing is the start of a new  
17 chapter. Under my leadership the transportation and  
18 infrastructure committee will focus on communities  
19 that have long been left out of our critical  
20 transportation and infrastructure discussions.  
21 Transportation equity sounds like an ambition topic  
22 to tackle on our first hearing and it is because  
23 equity in transportation means many things. Equity  
24 in transportation means addressing the needs of  
25 neighborhood that have suffered from long and



2 dangerous commutes after decades of under investments  
3 but it also means making our streets and public  
4 transportation accessible for people with  
5 disabilities. Ensuring our children are safe going  
6 to and from school, promoting the use of minority and  
7 women owned businesses when we allocate our  
8 transportation dollar and focusing on improvement not  
9 much enforcement when we tackle dangerous driving.  
10 Fundamentally, transportation equity means listening  
11 to the needs of all of our communities and  
12 prioritizing those people and places that need our  
13 efforts and resources the most. Many of the  
14 challenges we will discuss today are issues that  
15 matter citywide and I am excited to tackle the issues  
16 that all New Yorkers face but it is also important  
17 that we remember how these citywide issues  
18 disproportionate affect some more than others and  
19 question why that is and what we can do to change  
20 that. One example of that is street safety. All New  
21 Yorkers suffer when our streets aren't safe and no  
22 Council District is immune from the impact of traffic  
23 debt but because of a lack of historical focus or  
24 investment from the City districts like mine the 31st  
25 District in Southeast Queens we are more traffic

2 death occurred last year than anywhere else in the  
3 City. Seen more of our families hurt and killed on  
4 our street and sidewalks. The same situation holds  
5 true in other districts from the Bronx to Staten  
6 Island. And these disproportionate effects aren't  
7 limited to issues of safety. As the data shows that  
8 the same holds true when it comes to traffic  
9 pollution and lack of accessible infrastructure and  
10 other problems. I also want to make sure that when  
11 we are -- when we are addressing these big issues our  
12 city agencies are responsive to the individual needs  
13 of the communities they are working in. That means  
14 taking community input seriously and understanding  
15 that one solution will not work for every block in  
16 the City. As Chair of this committee, I will work to  
17 make sure that all of our community voices are heard.  
18 I'm excited to question the Department of  
19 Transportation on their plans for tackling these  
20 challenges and on how the Council can collaborate and  
21 push them to do better. I'm also happy that we have  
22 advocates and members of the public hear today and I  
23 look forward to hearing their proposals for issues  
24 this committee can be doing as we move forward.  
25 Finally, this hearing is only the first step in an

2 ongoing conversation around transportation equity.

3 On March 16th, we will continue the conversation as

4 we bring these questions to the MTA as a part of our

5 preliminary budget hearing where we look forward to

6 hearing directly from MTA Chairman Janno Leiber. Now

7 we will hear testimony from the New York City

8 Department of Transportation. I will call on our

9 moderator to call on the witnesses from the

10 Administration. Thank you so much.

11 JESSICA STEINBERG-ALBIN, COMMITTEE

12 COUNSEL: Thank you Chair. We will now call on

13 Commissioner Rodriguez of the Department of

14 Transportation to testify. Before we begin, I will

15 administer the oath. Commissioner Rodriguez, Deputy

16 Commissioner Beaton, Assistant Commissioner Zack,

17 Director Kite-Laidlaw, and Director Rich. I will

18 call on each of you individually for a response.

19 Please raise your right hands. Do you affirm to tell

20 the truth, the whole truth and nothing but the truth

21 before this committee and to respond honestly to

22 Council Member questions? Commissioner Rodriguez?

23 YDANIS RODRIGUEZ: Yes.

24 JESSICA STEINBERG-ALBIN, COMMITTEE

25 COUNSEL: Deputy Commissioner Beaton?

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2 ERIC BEATON: Yes.

3 JESSICA STEINBERG-ALBIN, COMMITTEE

4 COUNSEL: Assistant Commissioner Zack?

5 REBECCA ZACK: Yes.

6 JESSICA STEINBERG-ALBIN, COMMITTEE

7 COUNSEL: Director Kite-Laidlaw?

8 JULIA KITE-LAIDLAW: I do.

9 JESSICA STEINBERG-ALBIN, COMMITTEE

10 COUNSEL: Director Rich?

11 AZIKIWE RICH: I do.

12 JESSICA STEINBERG-ALBIN, COMMITTEE

13 COUNSEL: Commissioner Rodrigue, you may begin when  
14 ready.

15 YDANIS RODRIGUEZ: Thank you. Good  
16 morning Chair Brooks-Powers and members of the  
17 Committee on Transportation and Infrastructure. I am  
18 Ydanis Rodriguez Commissioner of the New York City  
19 Department of Transportation. With me today are Eric  
20 Beaton, he Commissioner for Transportation Planning  
21 and Management, Julia Kite-Laidlaw, Director of  
22 Safety Policy, Azikiwe Rich, Director of Performance  
23 Management and Rebecca Zack, Assistant Commissioner  
24 for Intergovernmental and Community Affairs. Thank  
25 you for the opportunity to testify on behalf of major

2 planning and DOT commitment to transportation effort.

3 First, I must state that it is an honor to be before

4 this committee when I served for 12 years on the

5 Council and eight years as the Chair of this

6 committee and even more I am so happy that my first

7 hearing on this role is on equity, a topic that is so

8 important for the Chair, for me and for many New

9 Yorkers. I want to express both my ideas of strong

10 belief in creating a more equitable City that are all

11 going to work, the positive benefit on transportation

12 investment must be available to all New Yorkers. As

13 Commissioner I am determined to focus our investment

14 in low income neighborhoods and communities of color.

15 Neighborhoods that have seen less investment

16 historically and have been left behind. If there is

17 progress in those communities the whole City will

18 benefit. New York Preservation for Racial Equity is

19 a transportation network that meets the needs of all

20 New Yorkers regardless of race, ability or economic

21 status in a safe, efficient and sustainable manner.

22 Our vision on transportation equity means that

23 demographic such as race, income or language will no

24 longer be able to be used to predict transportation

25 outcomes. Our vision also includes a transportation

2 system that is more accessible for people with  
3 disabilities who are also a majority people of color  
4 and have a high poverty rate than people without  
5 disabilities. Every New Yorker should have multiple  
6 travel options that are safe, reliable and  
7 affordable. Our transportation investment should  
8 improve access, safety, health and quality of life.  
9 Additionally, New Yorkers should be informed and  
10 empowered to shape transportation in their  
11 neighborhood. All people should be able to move  
12 freely and peacefully in New York City without fear  
13 of injury or death regardless of their background.  
14 And all New Yorkers should live in a safe, healthy  
15 and resilience community that can drive in the face  
16 of climate change and economic restrictions. DOT  
17 continuously awaiting our agency's process to bring  
18 equity in transportation to the forefront and we have  
19 identified a number of areas to equity in our work as  
20 we have no known complaint based process empowers  
21 some community more than others and political  
22 influence can speed up or slow down projects. That  
23 would change under Mayor Adams and my role as the  
24 Commission of DOT. In Division Zero, DOT has  
25 prioritized safety work based on crash data.

2 Division Zero Board of pedestrian safety actual plans  
3 for use for family and injury data to identify  
4 locations that disproportionately account for  
5 pedestrian facility and severe injuries and then the  
6 agency focuses safety intervention in this area.

7 Finally, this data has been an essential part of the  
8 agency's vision zero strategy informing strict  
9 improvement projects, traffic signs and intellection  
10 education and strategies communication complaints and  
11 more. Moving forward, however, the agency will also  
12 factor in adequate, in determining where to make our  
13 street re-designing investments. As laid out in the  
14 New York City Street plan released in December 2021,  
15 DOT is now starting to act in a placid equity lane to  
16 our work. This includes focusing our investment in  
17 areas that need it most. Engaging communities pro-  
18 actively about transportation in their neighborhood  
19 and making the City more accessible to all. The plan  
20 laid out priority investment areas that will help  
21 focus our investments to where they can have the  
22 greatest impact. The aids are based on three inputs,  
23 race, income, density and lack of priority  
24 investments. You can see the map of the aid included  
25 in the testimony. DOT will continue to invest in

2 communities that grows the entire city by going  
3 forward as stress design investments as a whole will  
4 be prioritized in higher need neighborhoods based on  
5 the PIA tiers while still being guided by data such  
6 as crash history and slow bus speeds. You can see  
7 for example how we will overlay our Vision Zero  
8 Priority corridors into sections and areas where the  
9 PIA in the map included in my testimony. The PIAs  
10 area one sample of work the agency is undertaking to  
11 further equate and there are other ongoing efforts in  
12 response to the COVID 19 pandemic that  
13 disproportionately harms communities of color in  
14 their racial justice uprising in the face of the  
15 values against black Americans. DOT created the  
16 equity inclusion in planning working group. This  
17 internal working group's purpose is to further expand  
18 on the agency commitment to improving transportation  
19 outcomes for communities of color and ensuring that  
20 communities across the city has safe, reliable and as  
21 well as maintaining a street level transportation  
22 infrastructure. The working group recommended  
23 developing the priority investment area as well as  
24 other measures to consider equity in our work and  
25 strengthening community engagement. And in 2019, DOT



2 began the structure hiring problem to which the  
3 agency created annual workforce profile to identify  
4 where one or more demographic group is under  
5 represented. These titles are structured hiring that  
6 includes various measures to increase the size of the  
7 applicant's pull as well as reduce bias in the  
8 interview and selection process by having large and  
9 more diverse hiring panels, standard interview  
10 questions and candidate scoring. Since the program  
11 launched, DOT has seen a 10.5 percent decrease in the  
12 number of title wave demographic under  
13 representation. While we have much more work to do,  
14 I would now turn to some examples of how our work  
15 made it easier and safer for travel around the city  
16 for all New Yorkers regardless of factoring including  
17 where they live, their race, or their ability while  
18 improving home and sustainably by encouraging the  
19 shift to more sustainable transportation laws and  
20 cleaner bills. This is particularly important in low  
21 income neighborhoods and communities of color such as  
22 the South Bronx where children have  
23 disproportionately suffered from asthma and being  
24 exposed to higher level of air pollution. The New  
25 York City Clean Program, the agency gave incentive to

2 incinerated deployment of cleaning trucks in  
3 industrial business zones which are located near  
4 environmental justice community that have  
5 historically been subject to a disproportionate  
6 amount of diesel exhaust emission. The program  
7 supports replacing older, better, diesel power trucks  
8 with advanced transportation technologies and  
9 alternative fuel trucks including electric trucks  
10 leading to cleaner air and whole benefits in these  
11 communities. Our Better Busses Program speed up  
12 busses an shortens commutes through dedicated bus  
13 lanes in both ways and traffic signal priority which  
14 reviews bus delays at signal light intersections.  
15 These change are particularly important in the areas  
16 of the city that do not have access to subway. Some  
17 significant 2022 projects include University Avenue,  
18 Borden Road and Gun Hill Road in the Bronx.  
19 Supporting the MTAs bus network re-design coming this  
20 June. Additionally capital projects on the BXA South  
21 roads, cross town and the BA2 southern Brooklyn  
22 corridor will deliver pedestrian safety and boost  
23 performance benefits. Our bike lane make roads safer  
24 for all road users and make more people comfortable  
25 getting on a bike. We are focused on improving the

2 cycling network coverage and connectivity across the  
3 entire city by building out the Bike Lane Network.  
4 Some notable 2022 projects are bike lanes in Tremont  
5 and Southview in the Bronx which will provide  
6 critical biking infrastructure to both bike and  
7 scooter riders and in Queens we will close gaps in  
8 the protective bike lane network on Broadway between  
9 northern boulevard and 60th Street and 34th Avenue  
10 between Broadway Street and 69th Street and keep  
11 corridors working for cycles. We continue to expand  
12 bike share and introduce you more alternative  
13 mobility and other share mobility services to give  
14 New Yorkers more options and close the last mile gap  
15 to access public transit in neighborhoods with less  
16 transit coverage. In 2022, Citibank ongoing Phase  
17 III expansion will bring assistance to Sunnyside,  
18 Westside, Ridgewood in Queens and Flatbush beg for  
19 status in Ocean Hills, Crown Heights and Prospect  
20 Lefferts Garden in Brooklyn with even more expansion  
21 to follow in 2023. Once Phase III expansion is  
22 complete, more than half of New York City residents  
23 will live within the City Bike Service area and to  
24 ensure that City Bike is affordable to low income New  
25 Yorkers the program offers NYCHA residents recipient

2 discounts, membership. In the Bronx, what we  
3 recently expanded to many low income neighborhoods  
4 and community of color about 66% of all memberships  
5 are discounted memberships. In the East Bronx, DOT  
6 is in the mid in a Scooter Share through which we are  
7 evaluating the safety and utility of this share mode.  
8 The three operators are all providing discount  
9 programs for low income riders and are also testing a  
10 range of accessible vehicles for people who use one  
11 share. We understand that many areas of the City  
12 still lack access to bike share or scooter share. We  
13 are actively exploring a strategy to expand this  
14 mobility options to more neighborhoods. We will also  
15 do more to get the word out about the saving discount  
16 program so more legible New Yorkers can have access  
17 to bike and scooter share services. Our car share  
18 pilot program also prioritized equity and requires  
19 participant company to deploy 20% of the car share  
20 vehicles within equity zones which have purchase in  
21 the Bronx and awaiting Queens. As we are switching  
22 to a permanent program, we look to retain these  
23 requirements as well as encourage participating  
24 companies to provide discounts rising for low income  
25 users. The agency is committed to making the City

2 more accessible to all New Yorkers. DOT maintains  
3 and constructs pedestrian ramps citywide to provide  
4 for safe access on and of our streets and sidewalks.  
5 Our accessibility pedestrian signal program is the  
6 largest process expanding in the nation and provide  
7 access to traffic signals to blind and visually  
8 impaired pedestrians. The Agency continues to work  
9 with the MTA to make bus stops physically accessible  
10 to all users growing from a long-standing program to  
11 upgrade bus stops under innovative subways to now  
12 address all kinds of physical inaccessible bus stops  
13 and as part added commitment to add safety at 1000  
14 intersections, we are developing a program to install  
15 100 raised crosswalks. This will make it easier for  
16 people with disability and more New Yorkers to cross  
17 the street at those locations. All New Yorkers  
18 should also have access to safe, welcoming and  
19 attractive public space close to where they live.  
20 DOT redesigned streets to create, expand and improve  
21 public space in the One New York City Plaza Equity  
22 Program support the needs of over 30 plazas in under  
23 resourced neighborhood providing landscaping may need  
24 financial subsidy and technical assisting to Plaza  
25 partner organizations. In the phase of the pandemic

2 our agency in partnership with the City Council re-  
3 imagined our street to create the Open Street Program  
4 which creates new outdoor space for New Yorkers to  
5 enjoy. The largest one in the nation too. Open  
6 Street Partners have access to funding, programming  
7 opportunity, support and citywide coordination and  
8 enforcement and DOT directly manages over 20 open  
9 street with this street receiving landscaping and  
10 various management. This model has allowed the  
11 Agency to support new vibrant public space in areas  
12 that would not have had it otherwise. Also, in  
13 response to the pandemic, DOT along with our sister  
14 agency head of the open restaurant program, a matter  
15 to support a city below restraint industry, save  
16 100,000 jobs and bring those all much needed joy  
17 during this challenging time. The program rolled a  
18 benefit of outdoor dining to new areas of the city  
19 that were not legible previously due to zoning  
20 restriction or sidewalk seating. As we recently  
21 testified before the Council, we are now actively  
22 working to create an outdoor dining program that can  
23 live on well beyond the recovery from the pandemic.  
24 I would like to thank the Council for approving the  
25 removal of the geographic restrictions from the

2 zoning last month which will lead to a more equitable  
3 outdoor dining program that communities throughout  
4 the City will be able to enjoy for years to come  
5 which will be a role to the whole nation. In  
6 addition to transforming the use of our street and  
7 expanding transportation options we know that street  
8 name is important to elected officials and most  
9 important to our community. If we are committed to  
10 keeping our street network in a safe and good repair  
11 to identify possible correlations between such  
12 economic factors and passing basically we have been  
13 deploying ways to utilize the location and  
14 distribution of access. We manage, including the  
15 condition of our roadways. Our managers show that  
16 our process of distributing, resurfacing lanes,  
17 matter to every community board by relying on the  
18 street condition and number of lane miles in the  
19 board have led to an equitable program. There is  
20 relatively no correlation between average income and  
21 DOTs investments in the streets and since 2016, the  
22 Agency has used a scoring and ranking system that  
23 incorporates equity as an important metric to  
24 prioritize projects for our \$4 billion street  
25 reconstruction program. Thanks to this method we

2 have seen a significant increase in capital funding  
3 for a street project in low income neighborhoods in  
4 areas with low levels of investments from our Agency  
5 historically. We are committed to improving this  
6 process and investing it further in this community.

7 And we are proud to operate the Staten Island Ferry  
8 to provide free transportation from Staten Island to  
9 Manhattan to over 22 million people each year. Last  
10 month, I told Mayor Adams as well commission a new  
11 Sandy Ground Staten Island Ferry named for New York's  
12 first free black community which was settled in 1828  
13 and served as a staff on the historic underground  
14 railroad. The Sandy Ground is the first Staten  
15 Island Ferry boat named to honor the rich history of  
16 black New Yorkers living in Staten Island and as  
17 Mayor Adams and Speaker Adams announced last month  
18 the fair fare program which I had the opportunity to  
19 champion when I was a Council Member will be expanded  
20 and made permanent. This critical program provides  
21 discounts, Metro Cards for low income New Yorkers.  
22 The announcement that the city will baseline \$75  
23 million in funding is the first time that the City  
24 has guaranteed annual funding for the program.  
25 Finally, I would like to finish by further addressing



2 safety, our number one priority as discussed earlier  
3 our safety intervention and data driving and  
4 prioritized base of accident and serious injury data  
5 to identify location that is proportionately accounts  
6 for pedestrian facility and severe injuries. In  
7 addition, not every intervention is right for every  
8 location as the chairman said and our traffic  
9 engineers do not apply a one size fits all approach  
10 rather we direct interventions that base address  
11 speeding to the place where data shows speeding is  
12 happening, in location where data shows that there  
13 are turning conflicts and single treatment that  
14 protects pedestrians in the places with many  
15 pedestrians and turning vehicles. Enforcement also  
16 played a key role in our efforts to make the City  
17 safer or all New Yorkers. That is something that I  
18 hope that all of us will agree. Dangers and illegal  
19 driver behavior, many of which cannot be controlled  
20 by road signs continue to be the primary cause of  
21 many serious crashes. In the past two years, the  
22 COVID 19 pandemic has accompanied by a second  
23 pandemic of dangerous driving. They have to be taken  
24 out of the street. We have seen an increase in hit  
25 and runs, driving while intoxicated, and unlicensed

2 driving. Automated enforcement is more efficient  
3 than travation [phonetic] of the in person  
4 enforcement and refuse interaction with law  
5 enforcement and with no point of the license DOT  
6 automated enforcement program have more effect than a  
7 ticket issued by the NYPD. The speed camera saves  
8 lives. Driving at a lower speed gives drivers and  
9 pedestrians more time to see each other and react  
10 reducing the likelihood of a crash in the first place  
11 and if a crash does occur if severity is reduced at  
12 lower speed. Pedestrians struck by vehicles  
13 traveling 25 miles per hour are half as likely to die  
14 as those struck at 30 miles per hour. Since the  
15 start of the program in 2014, speeding violations are  
16 down an average of 72% at camera locations during the  
17 hours of operation. This includes significant drops  
18 notable at close to low income communities of color  
19 such as an 89% decrease on Grand Concourse, 87%  
20 decrease in Rockaway Boulevard and 85% decreased on  
21 [INAUDIBLE] Road and 84% decrease in Eastern Parkway  
22 in addition injuries are down 14% near school street  
23 camera with pedestrian, cyclists and motor vehicle  
24 occupants all receiving safety gains. And from the  
25 start of the program in 2014 through the end of 2020,

2 seven years that violators have received no more  
3 {inaudible] in liability. Furthermore, more  
4 violators and non-residents of the neighborhoods  
5 where the cameras are located. A DOT analysis found  
6 that 2/3 of the speeds live more than three miles  
7 away from the camera that caught them. And over 40%  
8 of speed camera violators have vehicles registered  
9 outside the City of New York. Again 40% of speed  
10 camera violators have vehicles registered outside the  
11 City of New York. Regarding placement of the speed  
12 cameras, we place camera base on a speed incident and  
13 serious crash data. We do not take requests for  
14 location or remove cameras based on complaints. As a  
15 map in my testimony shows all neighborhoods are  
16 covered by the program, 750 active school speed zone  
17 and that is something that you also can see behind my  
18 desk here. And there's no significant correlation  
19 between lower average income and other population  
20 percentages and DOTs placement of a speed camera. We  
21 understand there may be concern that speed cameras  
22 are not always accompanied by street design changes  
23 to help review the likelihood of a speeding in the  
24 first place. We hear this concern and are committed  
25 to making design changes where needed. For example

2 we are working with a community to redesign Segard  
3 [Phonetic} Boulevard in the Rockaway as it has had  
4 high numbers of speed camera violations. Our aim is  
5 to have the number of camera violations decrease over  
6 time both as people learn the consequences of  
7 speeding and also as we continue to redesign the  
8 street. Safety is our number one priority and as it  
9 is your priority chair. No racing and driving. We  
10 also do not have revenue sharing with contractors.  
11 This means that our vendors have no monetary  
12 incentive to issue more violations. Cameras change  
13 behavior and protect the most vulnerable road users,  
14 our pedestrians. New York City programs have been a  
15 model for Vision Zero Cities across the country based  
16 on the proven success and joining the Mayor in  
17 calling on the State to give the City the authority  
18 to manage our automatic enforcement program. In  
19 conclusion, I want to thank the Council for the  
20 opportunity to testify before you today on our Agency  
21 vision for transportation equity as well as the many  
22 areas where we are hard at work to do better. There  
23 is so much to be done and I thank the Council for  
24 your partnership as we work together to make this

2 City safer, fairer and more accessible to all New  
3 Yorkers. [speaking foreign language] Thank you.

4 JESSICA STEINBERG ALBIN, COMMITTEE

5 COUNSEL: Thank you Commissioner. I will now turn it  
6 over to questions from Chair Brooks-Powers. For  
7 these questions we will additionally be joined by  
8 Deputy Commissioner Beaton, Assistant Commissioner  
9 Zack, Director Kite-Laidlaw and Director Rich.  
10 Panelists please stay unmuted if possible during this  
11 question and answer period. Thank you. Chair  
12 Brooks-Powers.

13 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
14 you and before we go further I just want to  
15 acknowledge a few additional colleagues that have  
16 since joined. We are joined now by Council Member  
17 Farias, Yeger, and Restler. And before I start my  
18 questions, I first want to mention something about  
19 the process for our hearings. Going forward, I  
20 expect to see the Department of Transportation's  
21 testimony earlier, it is challenging for members to  
22 try and read the Commissioner's testimony as it  
23 happens and our conversations in these hearing will  
24 be much more meaningful if we have time in advance to  
25 review these detailed presentations. I've asked

2 multiple times prior to the hearing and I hope that  
3 in the future the Department of Transportation will  
4 be able to accommodate this request and considering  
5 the level of detail and data that I'm just now  
6 hearing it is difficult to fully and comprehensively  
7 question and discuss such equity issues based on the  
8 timing in which we received the testimony and in  
9 order to allow the Council to perform its oversight  
10 function responsibly I would appreciate it if the  
11 Agency would send the testimony two to three days  
12 before the hearing. So, first I want to talk about  
13 the distribution of transportation infrastructure and  
14 street safety improvements. Traffic deaths are an  
15 epidemic across the City. Last year we saw more  
16 deaths citywide that in a year since Division Zero  
17 Campaign started in 2014 but some districts like my  
18 own which had the most traffic deaths of any in the  
19 City last year are suffering more than others. One  
20 of the reasons they are disproportionately affected  
21 is a pattern of disinvestment in their streets.  
22 Commissioner, why do you believe transportation  
23 infrastructure investments have not been equally  
24 distributed across the City? Why are there are

2 Capital investments and transit deserts compared with  
3 transit rich neighborhoods.

4 YDANIS RODRIGUEZ: First of all Chair,  
5 first questions, definitely we will continue to have  
6 conversation with and your team about the testimony.  
7 Historically, again as my 12 year as a member of the  
8 Committee of Transportation and eight years as  
9 Chairman of this Committee, neither the Chair send  
10 the testimony to the commissioner or the commissioner  
11 send it to the Chair but I'm more than happy to  
12 continue engaging in that conversation. In regard to  
13 the question, our project planning will continue to  
14 be informed by data including socioeconomic data and  
15 data on the past investment and in as we have shared  
16 and I did it when I had to speak to the colleague it  
17 is a priority of this Administration under Mayor  
18 Adams and myself to continue paying attention to  
19 those communities that had never received the same  
20 capital investment in the past but to further on what  
21 we have done so far, I want to pass it to Eric who  
22 can also share with you where and how we've been  
23 working, again knowing that it doesn't matter how  
24 much we've been investing in the underserved  
25 community as aforementioned I pushed the Agency big

2 in my role, in my previous role but I also got to say  
3 that DOT which is the largest transportation network  
4 in the whole nation has made important progress but  
5 there is a lot more that we got to do to give my  
6 priority to the underserved community. Let me pass  
7 this to Eric.

8 ERIC BEATON: Sure. Thank you. And as  
9 the Commissioner said, it's an absolute priority of  
10 the Adams Administration to make sure that we are  
11 investing equitably around the City and part of that  
12 is why we in the New York City developed this idea of  
13 priority investment areas where we always want to be  
14 guided by data and we always want to make sure that  
15 we are addressing intersections that have the highest  
16 crashes and the most fatalities but I think we wanted  
17 to add this very explicit equity lens to make sure  
18 that we not only focused on those areas where maybe  
19 we've heard the loudest voices over the years but  
20 that we are truly doing it all over the City and you  
21 know when you look at the map with the testimony of  
22 where those prior investment areas are it is guided  
23 by places that are disproportionately people of  
24 color, disproportionately low income but also places  
25 where the Agency has disproportionately not invested



2 either its operational or capital street improvement  
3 resources over the years and we are very committed as  
4 an Agency to correcting those imbalances and making  
5 sure that we as do our safety treatments, as we  
6 implement our mobility plans that we are doing that  
7 all over the City, not, not just in Midtown, not just  
8 in the central parts of the City but, you know, big  
9 investments in Central Bronx and southern and eastern  
10 Queens and southern and central Brooklyn. These are  
11 all parts of the City that, that deserve safety just  
12 as much as anywhere else and we are going to be  
13 committed as an agency and a City to delivering that.

14 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
15 you. In communities like mine that are transit  
16 deserts can we reallocate money to services like  
17 commuter vans that provide service in the absence of  
18 regular reliable bus service?

19 YDANIS RODRIGUEZ: We can, we can follow,  
20 you know, that conversation with you. More than  
21 happy to explore different ways on how we can be  
22 supportive to the community by services but also as  
23 you know and we talk about how we have to connect a  
24 community like yours to, you know, to come from that  
25 area to here to Manhattan and the day when see our

2 very productive walk through your district, you know,  
3 and driving back from your district to here to 76  
4 Enter Avenue, I experience myself. It took me almost  
5 eight hours so by designing the commuter vans I also  
6 got to say that we also want to bring more MTA, BIC.  
7 We want to be sure that we also improve the bus  
8 services and, you know, my former colleague on the  
9 Council to help me when we go to the community to try  
10 and bring more of those services because sometimes  
11 DOT has the vision and the resources, has a plan but  
12 also sometimes we've been pushed back in some areas  
13 where they don't want the bus lane and I think that  
14 this is something that the partnership would make a  
15 big difference.

16 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
17 you Chair and yes I'm glad you came to the district  
18 and you are able to see what so many people  
19 experience in trying to get to the City and other  
20 parts of the City to work and that was by vehicle.  
21 It's sometimes worse with public transportation, so  
22 thank you for raising that. How many bus timers are  
23 located in my district for a district that relies on  
24 buses. We need to make sure that we have additional

2 mechanisms in place to ensure riders have accurate  
3 information.

4 YDANIS RODRIGUEZ: Yeah, let me present  
5 to Rebecca who . . .

6 REBECCA ZACK: Chair, are you talking  
7 about real time passenger information where you have,  
8 where you get a countdown of when the next bus is  
9 coming to a particular stop in your district?

10 CHAIRPERSON SELVENA BROOKS-POWERS: Yes.

11 REBECCA ZACK: I don't have a particular  
12 breakdown of your district but I can get that for you  
13 and follow up with you if that works?

14 CHAIRPERSON SELVENA BROOKS-POWERS: Okay.  
15 Okay. The Department of Transportation released its  
16 first draft of The Streets Plan in December. The  
17 Streets Plan is the result of Council Legislation  
18 that requires ambition targets for investments that  
19 prioritize transit, walking and biking. This plan if  
20 its implementation is taken seriously has the  
21 potential to fundamentally re-shape our streets. The  
22 Mayor has also committed to re-designing a 1000  
23 dangerous intersections. It's critical that these  
24 investments are focused on areas of the City that  
25 most need them, areas of the City, which led to like

2 my district, excuse me, that led in city traffic  
3 deaths in part of decades of divestment in our  
4 streets as well as other members in the Council such  
5 as Council Member Louis, Narcisse and so many others,  
6 has the City already started implementing these  
7 intersection redesigns? And if so, which areas have  
8 been targeted so far?

9 YDANIS RODRIGUEZ We have and the person  
10 also DOT that have also been overseeing that area is  
11 here with me I would like for him to expand on that.

12 ERIC BEATON: Absolutely and as I  
13 previously. It is very important for us to mention  
14 that we are addressing the most dangerous  
15 intersections all over the City no matter what  
16 community they're in. You know, the nature of our  
17 work is that we tend to do much more when the weather  
18 is warm so as we get into the spring and summer  
19 months certainly our larger street designs will be  
20 more visible on the streets but we are not waiting  
21 for that. We are looking at signal timing and what  
22 we can do now to address places where there are large  
23 numbers of conflicts between turning vehicles and  
24 pedestrians implementing more protected time for  
25 pedestrians that they are not negotiating those

2 conflicts with vehicles and we are committed to  
3 bringing those changes all over the City. So it's  
4 fundamental to our work that we look at where the  
5 crash is and serious injuries happen and let that  
6 guide our work so that's part of the streets plan and  
7 an overlay on that equity lens to make sure that we  
8 are doing it not just where we've heard the loudest  
9 voices over the years but really where the data tells  
10 us those interventions are most needed so as the  
11 Commissioner said in his testimony whether it's  
12 raised crosswalks, protecting crossing times for  
13 pedestrians, full street re-designs, putting the  
14 width of the right intersection investment, right  
15 street design change, where we think it can bring the  
16 most safety.

17 YDANIS RODRIGUEZ: And after Mayor Adams  
18 and I announce our together with the NYPD  
19 Commissioner announce the commitment to got 1,000  
20 raised crosswalk. We already started the process so  
21 we know that projects are on the way, they've been  
22 happening already and this is one particular re-  
23 designing piece that we would continue that, New  
24 Yorkers will continue seeing at close intersections

2 especially those have the numbers of the most  
3 dangerous ones related to crashes.

4 CHAIRPERSON SELVENA BROOKS-POWERS: How  
5 does congestion pricing, transportation like mine,  
6 how will the distribution of funds from congestion  
7 pricing help to support infrastructure in transit  
8 desert communities?

9 YDANIS RODRIGUEZ: There is a process in  
10 place and the discussion will be mainly guided by the  
11 MTA that very soon this year there are going to be  
12 holding some hearing especially on the environmental  
13 infra study, but we here at DOT, what we are getting  
14 committed and this is one area that we would've been  
15 doing partnership with your leadership as the  
16 Chairman, myself, the Commissioner and the rest of  
17 the colleagues to be sure that he congestion plan  
18 goal which is to raise around \$1.3 million to im-,  
19 use the money for, to improve public transportation  
20 is something that again it will happen but that piece  
21 is related on how that will benefit, you know, the  
22 different, Council. That money will be mainly going  
23 directly to improve our train, for the MTA and that  
24 will benefit all transportation overall but again  
25 this is, we are only, you know, starting the process

2 where there is some federal decision on, on when  
3 we're going to be starting that discussion citywide  
4 but the MTA is going to be the leading agency and  
5 definitely we at DOT, we're going to be sure that all  
6 boroughs are of this discussion.

7 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
8 you and when we talk about transformative efforts to  
9 redesign our streets and public spaces, it's  
10 important that we ensure the voices of the local  
11 communities are heard and neighbors understand the  
12 nuances of their streets and should always been given  
13 the opportunities to weight on how investments will  
14 be made in their neighborhoods. By doing this, the  
15 Department of Transportation can avoid wasting time  
16 and resources on projects that don't work in  
17 practice. Um, and this something Commissioner that  
18 you have I have spoken about, um, several times in  
19 terms of wanting to listen to the voices of people in  
20 the community. What is the Department of  
21 Transportation's plan for Community engagement around  
22 the Street's Plan project?

23 YDANIS RODRIGUEZ: Yeah DOT has been  
24 doing like I say good work when it comes to the  
25 community engagement and I got to say that, you know,

2 as someone that wasn't used to it I was able to work  
3 with the former Commissioner Polly and I know that a  
4 lot of those were the community engagement required  
5 that level of. We at DOT, in many communities we  
6 know that the lottery is most connected and finance  
7 voices. They'll not represent the will of the  
8 community and do not act in the best interest in the  
9 com-, of the community as a whole and DOT is  
10 committed to seeking feedback from community members.  
11 As a new Commissioner in this agency, I will be in  
12 contact through our intergovernmental division and  
13 our division in meeting with every Council Member to  
14 take the direct feedback but also asking you guy to  
15 help me to connect with the leaders, with the gradual  
16 movement with the different voices that we have in  
17 our community. I personally am going to be going to  
18 a borough each week starting very soon and I'm going  
19 to be again, not only relying on the team that  
20 they've been doing a great job connecting the  
21 community in what is the most important project that  
22 they would like to see so as you say no project is  
23 coming by you guys who are important partners with  
24 this so we will see. I can say if different way  
25 taking on from how DOT already been working in



2 positive ways but also taking to a higher level on  
3 how we also connect to take the feedback now only  
4 from USA Council but also from other leaders that we  
5 have in the community that you are the one that  
6 knows, that you are the one who carries virtual, that  
7 beside the community boards.

8 CHAIRPERSON SELVENA BROOKS-POWERS: Well,  
9 thank you for that and I'm glad to hear that yourself  
10 as well as Mayor Adams are trying to take equity into  
11 account and, you know, we will do our part in  
12 oversight to make sure that it actually takes place  
13 and that these commitments are followed through with  
14 but I do want to acknowledge and just make note of  
15 that so thank you for that.

16 YDANIS RODRIGUEZ: You're welcome

17 CHAIRPERSON SELVENA BROOKS-POWERS: Also  
18 how will the Department of Transportation engage the  
19 public in determining a passport on things like the  
20 bus ways and bus lanes?

21 YDANIS RODRIGUEZ: Well, the, and of  
22 course our Intergovernmental person is here they can  
23 explain more but I, I got to say that what we know is  
24 that there's a process that we've already been  
25 working at DOT and again as my previous role has been

2 another just one as a Council Member we know that  
3 when DOT was, you know, coming with a project to our  
4 community the Council Members are one of the first  
5 connection that DOT has and shares those projects.  
6 But Rebecca can also explain a little bit more on how  
7 we've been working.

8 ERIC BEATON: Yeah.

9 YDANIS RODRIGUEZ: But, I want for you to  
10 know that whatever we have done so as up to now would  
11 be a fee is something that we will continue doing it  
12 but also we want to hear all the ways on how to  
13 connect.

14 REBECCA ZACK: Yeah, I would say that we  
15 have robust engagement. I mean, not far from your  
16 district we just recently wrapped up and continue to  
17 do, get community feedback on Jamaica-Archer busways  
18 and out in southeast Queens so our Transit  
19 Development Teams go to community boards and speak  
20 with elected officials on a sustained regular basis  
21 when it comes to projects in their districts. I  
22 don't know if Eric wants to say more about his team  
23 but, and we did that with the streets plan engagement  
24 too leading up to the release of the street plan. I  
25 don't know if Eric wants to?

2 ERIC BEATON: Yeah, just as the  
3 Commissioner said we have this strong commitment to  
4 make transit in the City work better and the bus  
5 speeds faster, it's the slowest bus speeds in the  
6 nation and it's a tremendous harm to communities  
7 especially outside the subway system. But we also  
8 know that we have to do it in partnership with the  
9 community, how those are implemented and we need to  
10 work with businesses and other local institutions to  
11 make sure that we do it in a way that reflects the  
12 needs of the community. So I think what you should  
13 take away from us is we want to do more of this, we  
14 want to make sure that we are improving our  
15 transportation system but also that we know that we  
16 need to do it in partnership with local stakeholders  
17 and people who live and work and shop in those  
18 communities.

19 CHAIRPERSON SELVENA BROOKS-POWERS: Next,  
20 I would like to discuss the camera enforcement  
21 program and how we approach achieving street safety  
22 as a City. All New Yorkers should have the right to  
23 walk, bike or drive on our streets and sidewalks  
24 without fear of traffic crashes. And I understand  
25 that enforcing the rules of the road is one element

2 of achieving that but perpetual enforcement and the  
3 fines that come with it can't be our entire solution.  
4 The City needs to have a plan to make streets safer  
5 so that eventually our need for enforcement is  
6 reduced and I know Commissioner you mentioned that  
7 that is the intention, um, but I just wanted to  
8 underscore that and rather than making the assistance  
9 a permanent means of revenue generation in our  
10 communities, how is the Department of Transportation  
11 choosing which areas of the City to implement speed  
12 cameras and more importantly does the Department of  
13 Transportation have a plan to prioritize speed camera  
14 locations for traffic calming and other safety  
15 investments?

16 YDANIS RODRIGUEZ: Not just yet. And  
17 that's connected to the previous question again that,  
18 that we being spoken, that you've been asking and  
19 we're engaged in this conversation. You know as the  
20 question came before on how do we determine which  
21 infrastructure investments are needed in the  
22 underserved community. How are we engaged in the  
23 community end of discussion? Well, there's no doubt  
24 that investing and re-designing is at the top  
25 priority for us. So bringing a speed camera is not

2 the only, the factor that we need to look at. While  
3 we know that first of all when it comes to the speed  
4 cameras I see in your testimony and back here you can  
5 see, anyone can see behind my desk this is how the  
6 speed camera have been distributed and you can see  
7 that they're being distributed equally in most of the  
8 borough, most of the community. We, what we also  
9 know is that when the speed camera is, are installed  
10 in the area there's a reduction of crashes and as I  
11 said before, and probably I will have a different  
12 approach when it comes to, you know, a speed camera  
13 use automatic enforcement if I wouldn't be, you know,  
14 if I was not a member of the Committee on  
15 Transportation Board for years because when I see the  
16 story, the images of those working class, middle  
17 class, upper class New Yorkers was in the line in  
18 each of our Council Districts we know that when we  
19 bring a speed camera, it reduced crashes and it saves  
20 lives. So I agree with you and that's what I would  
21 say before, we will continue paying attention and  
22 giving more enforcement to bring more investment of  
23 re-designing infrastructure investment to our borough  
24 area but street cameras save lives.

2 REBECCA ZACK: I'd like to say a bit more  
3 about, I'd like to speak a bit more about the details  
4 of how we locate our cameras, where we chose to put  
5 them and exactly what they do. Um, it was important  
6 to us from the time our speed camera program was  
7 authorized in 2014 that we really built equity into  
8 the structure of the program because we knew that  
9 camera enforcement could do things that traditional  
10 enforcement simply cannot. First of all, we made  
11 sure that our cameras cannot identify any driver or  
12 any features of a driver, it simply takes the picture  
13 of the license plate on the back of the car and sends  
14 the violation to the registered owner of the vehicle.  
15 So, um, from that point we know definitely that it's  
16 impossible to profile any, any particular driver. We  
17 know also from where we're putting it. I recall you  
18 said in your preamble to this hearing that it's  
19 important that we dedicate our resources to where  
20 they're needed the most and I completely agree and  
21 for that I our placement of the cameras is entirely  
22 data driver and we look at really just two factors.  
23 One is the incidents of death and serious injury on  
24 the corridor and the other is the incidence of  
25 speeding. We take no other factors into account.

2 When we unrolled out 750 speed zones as allowed by  
3 state law we did them in the priority of where the  
4 death and serious injury and where the speeding was  
5 worse. And now that we have the 750 as allowed by  
6 law, as you can see, they're really, there's not  
7 community that does not have cameras and the way that  
8 I prefer to think of it is there's no community in  
9 which pedestrians were most likely to be traveling  
10 locally are not protected. We also believe that  
11 what's equitable about them is that the violation is  
12 \$50 and no points on the license because again, we  
13 can't identify the driver. That's a lot less than if  
14 a police officer pulled someone over for speeding and  
15 we've also found that it's really effective for most  
16 people. I reviewed the data from the eight full  
17 years that we have with this program and of all the  
18 plates that are receiving violations. The majority  
19 got no more than two, the vast majority really have  
20 no more than two so with that really light touch  
21 sanction. Of course, nobody wants to pay any ticket  
22 but if you're going to get it it's a lot less than  
23 what the consequence of speeding could've been I  
24 believe \$50 or at most \$100 is really a small, small  
25 price to pay for running a behavior to save a life.

2 We've also built in things like, there's essentially  
3 a 10 mile per hour buffer with the cameras. The  
4 camera does not snap your plate unless you're going  
5 at least, unless you're going more than 10 miles per  
6 hour over the limit. In most places in the City that  
7 means you have to be going 36 in an 25 and I mean for  
8 a professional like my Commissioner said, a five mile  
9 per hour difference in speed can mean a great  
10 difference in survivability. We do believe that it  
11 balances fairness as well as accountability and then  
12 I just want to also mention what the Commissioner  
13 said earlier the majority of the tickets being issued  
14 are not necessarily going to local drivers. We've  
15 done an analysis here at DOT of a month of data and  
16 we found that two out of five, about 41 percent were  
17 actually going to vehicles registered outside the  
18 City of New York and if we drill in a bit further to  
19 the addresses of the registered vehicles, 2/3 were  
20 located more than a three mile radius from the  
21 camera. So we find it not local people in the  
22 community who were mainly watching the speed cameras  
23 but it is local people in the community who are  
24 benefiting from that 14 percent degrees in injurie  
25 and that 72 percent average decrease in speeding at



2 the time that the cameras are open. And then  
3 finally, I think one important point is equitability  
4 because as you've probably seen there's been  
5 controversy over speed cameras in places like Buffalo  
6 and Chicago and other cities around the Country. Our  
7 contractors do not get any portion of the revenue.  
8 All the revenue from the speed cameras goes into the  
9 general fund. We have, we do not do this, we have  
10 never done this and we will never do this because we  
11 believe it's unethical. We do not want any company  
12 to have a financial interest in our tickets or to  
13 have any kind of incentive to issue more tickets. It  
14 might sound kind of silly but we do want our cameras  
15 to put themselves out of business because then that  
16 would mean that there was no speeding. It's just one  
17 part of our expensive Vision Zero tool kit but we  
18 truly believe that not only the cameras themselves  
19 but the way New York City has uniquely implemented  
20 them has made this the most equitable form of  
21 enforcement.

22 YDANIS RODRIGUEZ: And this is, Chair,  
23 this is an area where definitely the partnership with  
24 you and the rest of the colleague is very important  
25 because this is about, you know, all of us and

2 engaging the conversation with a constituency that we  
3 have in New York City to understand that we need to  
4 change the behavior on how we try and when we got  
5 Albany support for us to re-do the speed limits of 25  
6 miles per hour. We have a testimony from everyone  
7 doctors and advocates and when a driver is driving at  
8 25 miles per hour he or she is safer and the position  
9 is safer too. So, I, what we have seen is that  
10 driver's quickly learn to remain at a safe speed and  
11 the result is safer streets for all and I know that  
12 that's all of us have. No one should be driving more  
13 than 25 miles per hour in New York City regardless of  
14 the social, economic and race background and the  
15 community they represent. You know, like COVID, you  
16 see it was a big pandemic and hopefully after that we  
17 are reopening school, you know for the student not to  
18 have more mandated to a mask. We also have to  
19 understand that there are other pandemics that are  
20 hitting our society. If at 1.2 million people would  
21 lose their life in the world as a result of crashes  
22 and we in the City of New York contribute to those  
23 numbers. I know that when we hear testimony from  
24 those families that they have lost their loved ones  
25 we will get a different perspective so if our

2 communities overrode the ones to see to get speed  
3 cameras all they had to do is only to drive in 25  
4 miles per hour.

5 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
6 you for that. How much revenue does the City  
7 generate through the camera enforcement program in  
8 2021?

9 REBECCA ZACK: We can get this to you.  
10 We do issue an annual report as required by state law  
11 and it is available online if you just search New  
12 York City Speed Camera Report and that will be  
13 available Our last published data is for 2020. But  
14 I can forward that to Sidney and also follow up with  
15 the revenue numbers too Chair.

16 CHAIRPERSON SELVENA BROOKS-POWERS: In  
17 the same spirit of what I wanted to know if the  
18 Administration has plans to ensure that the  
19 investments in safe streets are made in amounts that  
20 correspond with the fine revenue that we are taking  
21 in?

22 REBECCA ZACK: Well, like I said earlier  
23 we know that the people who are getting the actual  
24 fines do not necessarily and in actually most cases  
25 do not live in the communities where these are

2 happening. By state Law all revenue from speed  
3 cameras must go in to the general fund but like  
4 Deputy Commissioner Beaton just said earlier we have  
5 created the priority investment areas as part of our  
6 street plan, as part of explicit recognition that  
7 historically not all neighborhoods have been treated  
8 equally and we believe that because that formula  
9 incorporates lack of prior investment it is a fair  
10 and equitable way for us to work there. But of  
11 course you have the revenue is up, where exactly  
12 speed camera revenue goes is outside the city.

13 CHAIRPERSON SELVANA BROOKS-POWERS: Well  
14 my issue with that a little bit is that in one vein,  
15 you know putting up these cameras in communities  
16 where data is driving us to but if there is clearly  
17 something that is going on that's creating these  
18 crashes but yet that money is going in to a general  
19 pot and not coming back into the same said community.  
20 So, what you're saying doesn't align with itself, so  
21 if the City is given local authority over the camera  
22 enforcement program I'd like to know what changes to  
23 the program DOT supports and specifically I want to  
24 know would you support a proposal to dedicate camera  
25

2 revenues to the neighborhoods in which the violations  
3 occur?

4 YDANIS RODRIGUEZ: Look, I think that as  
5 you know we would have the project hearing very soon  
6 and more than happy to expand on that but I can tell  
7 you that as you know the answer is to me, we always  
8 will need more resources than what we have because  
9 you know it's like, when we are moved to the best  
10 possibility that we have from legislator or  
11 commissioner we know that we have limited resources  
12 and definitely you know that our commitment as had  
13 for so many year and now from my role is going to be  
14 to continue giving priority to underserved community  
15 that for many year have been left behind. So that is  
16 related to technicality on how, you know, that  
17 revenue is reinvested, those that come from the speed  
18 camera, you know this is something that definitely,  
19 more than happy to sit down with you and follow this  
20 conversation but what I can tell you is about it  
21 doesn't matter from where we raise the revenue for  
22 speed camera and other area that money is going back  
23 to the community. Because what we would see is that  
24 under Mayor Adams and especially in my role as a  
25 Commissioner investing underserved communities is

2 going to be top priority. So we will use money from  
3 everywhere including from a speed camera to, to be  
4 sure that from redesigning and other work that we  
5 need to do that underserved communities where most  
6 New Yorkers live get top priority.

7 CHAIRPERSON SELVEVA BROOKS-POWERS: Okay.  
8 I'm just going to shift a little bit. So, when we  
9 talk about equitability and equitably distributing  
10 transportation infrastructure investments, the  
11 conversation can't just be where those dollars are  
12 going. It also needs to be about who those project  
13 dollars are going to and one of my top priorities is  
14 to work with city agencies to increase the  
15 utilization of MWBEs and city infrastructure  
16 projects. What is DOTs plan for improving its track  
17 record on using MWBEs if there isn't currently a plan  
18 I want to discuss how we ensure that there is one  
19 moving forward?

20 YDANIS RODRIGUEZ: There, I will, I will  
21 let you know that again it is our goal to accomplish,  
22 you know the, the 25 percent for women and minority  
23 but here also we have Azikiwe Rich who also can, who  
24 is the Director of performance management who will  
25 also expand on this question.

2 AZIKIWE RICH: Sure, yes, so I'm DOT, so  
3 we're developing an equity and asset management  
4 analysis to help us assess our performance in racial  
5 and social equity lines, reevaluating our  
6 privatization processes to incorporate social,  
7 economic, racial, demographic information where  
8 necessary. So the guiding question behind us is what  
9 guiding analysis can help us better understand equity  
10 gaps and our assets and suddenly does DOT have an  
11 equitable distribution of assets throughout New York  
12 City so that will help with the MWBE program because  
13 we are looking at it from a different lens than we  
14 have in the past.

15 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
16 you. And what are the barriers to increase MWBE  
17 participation along DOT projects?

18 YDANIS RODRIGUEZ: I think I, beside the  
19 mechanism Azikiwe explained it's about changing the  
20 culture and it's about changing the mentality and  
21 it's about recognizing that, you know, those New  
22 Yorkers are major in for many months in conversation  
23 that you have with many New Yorkers. Our people who  
24 live in underserved communities they should have the  
25 right, they should have the opportunity to do

2 business with DOT. And that's, and that's why as  
3 we're speaking right now and I got to say that here  
4 at DOT they understand that they open, they know that  
5 we're going to be looking for those opportunities for  
6 women and minorities. Not only a small project but  
7 also we're looking for the big project. We're  
8 looking for where the big dollars are. It is time to  
9 replicate a sample as we have the first black firm  
10 doing business at JFK to also see what can be, you  
11 know the big project that we have online and how can  
12 we also create this opportunity. I'm also going to  
13 have the discussion with here at DOT to be sure that  
14 any of the large firms that they do business with the  
15 DOT that they also bring partnerships with other  
16 businesses that also are guided and live by black,  
17 Latino and Asian Women or members of an LGBTQ. So  
18 for me this is something that again you heard from  
19 the sequences of mechanisms that we have in place but  
20 what I can tell you is about from my decades of razu  
21 organizing experience I also bring in this energy  
22 here to the agency, continue the great job that they  
23 have done in searching area, how they've been able to  
24 see improvement under women and minority but also  
25 working under my kind Commission and are we following



2 Mayor Adams commitment to be sure that there's going  
3 to be more opportunity for women and minority not  
4 only on a small project but also on big projects  
5 here, so.

6 CHAIRPERSON SELVENA BROOKS-POWERS: And  
7 on a similar note Chair, excuse me Commissioner, I'm  
8 so used to you being Chair from before. What is the  
9 Department of Transportation's demographic breakdown  
10 and what is the breakdown for the leadership team?

11 YDANIS RODRIGUEZ: Give me one second.  
12 The breakdown with DOT is 5,615. There are 3,132  
13 people color black, Hispanic and Asian and Native  
14 American. Many, about 56 percent of the workforce  
15 people are color. DOT has 114 leadership high level  
16 position, Executive Director level or above, 42 of  
17 these positions are held by people of color meeting  
18 about 37 percent of the leadership positions are by  
19 people of color but most important of that number, we  
20 also bring out the mechanisms that we have in place  
21 to be sure that we will increase those numbers  
22 especially at leadership positions.

23 CHAIRPERSON SELVENA BROOKS-POWERS: And  
24 going forward how does the agency plan on improving

2 hiring practices to effect positive change and  
3 inclusiveness in its senior management team?

4 YDANIS RODRIGUEZ: Yes, let me refer to  
5 Azikiwe also who can also expand on this beside what  
6 I say overall. We will see major changes on how we  
7 will have an agency we represent the diversity of New  
8 York City and in knowing also that DOT have been  
9 doing important progress but there's a lot more that  
10 we got to do and this is not only about DOT. This is  
11 about the City of New York. This is about changing  
12 the course that we have when it comes to give an  
13 opportunity of leadership to all the groups that  
14 makes this City the best one in the Nation.

15 AZIKIWE RICH: So DOT has become more  
16 intentional and holistic over the past few years of  
17 hiring practices. Let me name some of the key  
18 initiatives we are proud of. First is our diversity  
19 inclusion committee which was established in 2018 as  
20 a governing body to support various diversity  
21 occlusion initiatives. For instance, increase in  
22 representation for people of color rely on high level  
23 positions and ensuring fair and equitable motion  
24 opportunities across the agencies. Next I will  
25 mention is the workforce profile report which the

2 Commissioner mentioned in his opening statement which  
3 baseline figures related to underutilization and work  
4 place composition broken down by DOT division and job  
5 duty. The reporting key performance indicators to  
6 measure the successes of some of the committee's  
7 initiatives. It also designates a set of titles of  
8 interest which are experiencing under representation  
9 in one or more demographic groups. Titles of  
10 interest are subject to our structuring hiring  
11 program again which is something that the  
12 Commissioner mentions in the opening statement which  
13 mitigates biased subjective error by establishing  
14 written onboarding guidelines and lastly which I  
15 think is a really great initiative here is the  
16 employee resources group which are employee led  
17 groups of employees obviously who seek equity and  
18 belonging in the workplace. ERGs as we call them  
19 began in the 1960s as a response to racism. We  
20 celebrate, promote and advocate professional  
21 development, connections and diversity occlusion.  
22 Finally the ERG is essential in helping DOT achieve  
23 this change in diversity and occlusion goals or work  
24 force diversity, workplace occlusion and community  
25 understanding.

2 YDANIS RODRIGUEZ: And I got say like  
3 everything that Azikiwe has claimed is what we will  
4 be guiding our agency as we move forward.

5 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
6 you and I know my colleagues also have questions so I  
7 will turn to them now and come with more questions in  
8 the second round.

9 JESSICA STEINBERG ALBIN, COMMITTEE  
10 COUNSEL: Thank you Chair. I will now call on  
11 Council Members in the order they have used the Zoom  
12 Raise Hand Function. If you would like to ask a  
13 question and have not yet used the Zoom Raise Hand  
14 Function, please raise is now. Council Members,  
15 please keep your questions to five minutes. The  
16 Sergeant at Arms will keep a timer and I will let you  
17 know when your time is up. You should begin once I  
18 have called on you and the Sergeant has announced  
19 that you may begin before delivering your testimony.

20 First, we will hear from Council Member Louis  
21 followed by Council Member Stevens followed by  
22 Council Member Narcisse. Council Member Louis.

23 SGT. LUGO: Starting time.

24 FARAH LOUIS: Thank you Chair Brooks-  
25 Powers for holding this very important transportation

2 equity hearing. My district suffers a lot with,  
3 we're transit desert and most importantly transit  
4 fatalities happens in this district a lot. So I have  
5 like four quick questions to ask the panel and I'll  
6 just go straight through and ask all of them because  
7 we're limited on time and you can answer or respond  
8 accordingly. On February 13th, a driver fatally  
9 struck a teenager from my district on King's Highway.  
10 King's Highway is known as the road of death that  
11 was, and he was only one block away from home. This  
12 incident was a major tragedy for our district so I  
13 wanted to know from DOT, are you regularly tracking  
14 the intersections and thoroughfares where crashes and  
15 accidents occur? If no, why not? And if yes, is the  
16 data compiled and then used to prioritize those areas  
17 for re-design or increase safety measures. My second  
18 question is in regard to the bus route, so District  
19 45 has one of the highest numbers of residents that  
20 work in healthcare, long commute times,  
21 disproportionately impact all my constituents and  
22 more than like the commute time for rush hours take  
23 longer. So I wanted to know in the last two years  
24 when the MTA implemented a plan that would lose one  
25 of the busiest roads, um, sorry busiest routes which

2 is the B46 on Utica Avenue after which goes through  
3 five council districts but adding longer buses for a  
4 larger capacity for more passengers. I wanted to  
5 know if MTA saved on that and are there plans to  
6 change more bus routes. The other question I had was  
7 in regards to tractor trailers, I wanted to know how  
8 DOT is addressing illegal parking of tractor trailers  
9 in residential neighborhoods in New York City. I  
10 know all of our Council Districts are going through  
11 this and I wanted to know is there a remedy that DOT  
12 was thinking about and last but not least regarding  
13 the inter-borough express the MTA would be engaging  
14 in this process but I wanted to know have you thought  
15 about the affected property owners along this  
16 proposed route if emanate domain would not be used  
17 what is the other option that would be given to  
18 property owners on MTAs behalf? Thank you so much.

19 YDANIS RODRIGUEZ: Let me start with the  
20 last one with the Queens Brooklyn Inter-Borough  
21 connection. MTA is going to be guiding that  
22 conversation so it definitely you as one of the  
23 Council Members in representing an area where that  
24 community will be impacted. I'm more than happy  
25 again to make the connection between your office and

2 MTA as we will be planning the community engagement  
3 meeting. With illegal parking, Rebecca would you  
4 like to add to that one?

5 REBECCA ZACK: No I mean I was going to  
6 say it mainly remains an enforcement issue but Eric I  
7 don't know if there is something else you wanted to  
8 say about that.

9 ERIC BEATON: You're right, so it's of  
10 course illegal to park tractor trailers on the street  
11 overnight or any commercial vehicle but it's both  
12 sides of the coin, we work with PD to target  
13 enforcement and when we hear about locations we work  
14 with them to get out there. We are also working with  
15 our partners at EDC because we want to try to provide  
16 legal places off street where they can go because we  
17 know that there are federal hours of service rules  
18 that sometimes lead to this behavior and by providing  
19 legal places for them to go we think that's the best  
20 way to get them out so it's not just enforcement  
21 driven.

22 YDANIS RODRIGUEZ: So we will, you know,  
23 a lot has to do with enforcement and less issues now  
24 so any particular case that you or the colleague have  
25 or the Council please let us know or our team. Also

2 put some pressure to see more important happening  
3 there. When it comes to, to the buses like you know,  
4 our committee to address transportation deserts. I  
5 don't think we have any specific answer to that  
6 question and that bus lane we have, I . . .

7 ERIC BEATON: Yeah I mean the B46 Utica  
8 Avenue it's the busiest bus route in Brooklyn. We  
9 know it's a critical lifeline for a huge sloth of  
10 your district and others as well and so we work very  
11 close with New York Transit to put in the bus lanes  
12 there that the buses could go faster to get people to  
13 the subway or to the hospitals or other places. You  
14 know one of our big assets with the MTA is whenever  
15 we put in a bus lane we want them to put that time  
16 savings back in to more service and better service  
17 and what we see over the years is that when buses go  
18 faster more people take them and that causes the MTA  
19 to, to increase service. We want to continue working  
20 with them and make sure that they are increasing that  
21 service and not decreasing it because that's part of  
22 the bargaining. We want the bus service to be better  
23 with the bus lane and we, and you know we have a  
24 strong partnership with them and we'll absolutely  
25 follow up to make sure they are.



2 JULIA KITE-LAIDLAW: And can you say a  
3 little bit more after she specifically started her  
4 questions with the Kings Highway crash, I'm kind of  
5 going through our process from there.

6 ERIC BEATON: Sure and that's I think the  
7 crash at Avenue K, right?

8 FARAH LOUIS: Right. Yes.

9 SGT. LUGO: Time expired

10 ERIC BEATON: And just, yeah, we'll  
11 follow up with you but. That's the kind of thing  
12 that we worry about a lot. You know, King's Highway.  
13 It's a very wide intersection but we do have a  
14 capital plan underway to rebuild and redesign that  
15 intersection to make it safer but we also know, you  
16 know, this was a car with temporary plates. It was a  
17 pedestrian who was crossing outside of a sidewalk.  
18 We want to make sure that both the design and the  
19 enforcement come together and we absolutely use data,  
20 you know, it's typically collected by NYPD but we get  
21 it in essentially real time so that we can be always  
22 focused on where crashes are happening around the  
23 City.

24 YDANIS RODRIGUEZ: And in that case or  
25 any other cases that any Council Member may ask about

2 how do we use information from a crash. One thing  
3 that we should know is that the Council passed a bill  
4 that I had an honor to write that when any crash  
5 happens it as an investigational squad unit they are  
6 the one that go to the scene. DOT also is also  
7 saying that they get information and use that  
8 information to make a decision about how we will be  
9 re-designing different sections in the City.

10 FARAH LOUIS: I would look to follow up  
11 with you all. Thank you so much Brooks-Powers.

12 YDANIS RODRIGUEZ: Thank you.

13 JESSICA STEINBERG ALBIN: Thank you  
14 Council Member. We will now hear from Council Member  
15 Stevens followed by Council Member Narcisse followed  
16 by Council Member Restler. Council Member Stevens.

17 SGT. LUGO: Starting time.

18 ALTHEA STEVENS: Hi. Good afternoon  
19 everyone. Thank you Chair Brooks for having this  
20 important committee topic on hearing topic today. My  
21 first question is we often hear that, you know, you  
22 know, people are looking for support around  
23 expandable bus lanes you know bike lanes, however  
24 it's like this, it's like we're asking people to  
25

2 really just listen and hope that communities that  
3 have been disinvested from and who . . .

4 SGT. SADOWSKY: Council Member Stevens  
5 you're on mute.

6 ALTHEA STEVENS: I'm sorry. Did you guys  
7 hear that, I'm sorry. Do I need to start over?  
8 Well, my question is more around like for, in a lot  
9 of transits as there's like in my district there's  
10 often this question of like you should just really  
11 hope and trust and listen around the bus lanes and we  
12 know that but what does DOT and MTA really doing to  
13 help regain the trust of communities that I feel like  
14 over the years they've been disinvested from.

15 YDANIS RODRIGUEZ: Well as you hear the,  
16 our commitment to expand the level of community  
17 engagement that level of engagement will involve not  
18 only the Community Board but also it will involve the  
19 local Council Members as also the safe community  
20 although leaders that we have in our committee  
21 sometimes they have not been involved in these  
22 conversations. We also, I also want to, you know be  
23 honest to all of us and share that as we talk about  
24 transportation basics where we know that our buses  
25 and immediate resources that we have for mobility.

2 Sometimes I should say that we know that we hear from  
3 a community that they want to have and efficient bus  
4 services but sometimes there are other voices that  
5 they don't want those bus lanes to be in the  
6 community so I think that engaging in the community  
7 and of course working directly with a leader like you  
8 and other we will make some progress.

9 ALTHEA STEVENS: So I definitely hear you  
10 saying working with the leaders and hearing us and  
11 having conversations but I'm just not sure like for  
12 example in my District the bus, the bus lines, the 13  
13 bus that bus line the times are horrible the, you  
14 know, the wait time is insane and it actually serves  
15 an area that has no other form of transportation and  
16 to be honest I don't think people are really  
17 interested in having conversations and actually would  
18 just like to see real change. So I think that  
19 actually getting new buses is actually doing the work  
20 and actually improving the times so that people  
21 aren't standing outside for hours on end waiting for  
22 a bus. My next question is just around city bikes.  
23 Why is City bikes the only bike share program that we  
24 have? Why isn't the city engaging in working with  
25 other local business and local bike people to really

2 start a bike share program and not just working with  
3 city bikes?

4 YDANIS RODRIGUEZ: Well everything could  
5 be on the table as you heard the Mayor in the past he  
6 had talked about, first of all his commit to connect  
7 all communities not only with city bike but also  
8 other bike shares in his fine micro-mobility. So  
9 more than happy again to continue conversation with  
10 you to take your feedback on the last question and  
11 the first question too. I really mean it, I'm more  
12 than happy to visit your district to take, you know,  
13 your input and at the end of the day it's going to be  
14 working that we will be seeing an expansion of  
15 services from buses but also to bikes. I think that  
16 we will see now in the pre-stage, pre-phase of city  
17 biking expansion more than what we have done even  
18 though I think that last year we saw major expansion  
19 especially to the south rose, other places in  
20 Brooklyn and here in northern Manhattan too and this  
21 is a commitment, we want to expand bike service.  
22 They can include city bike but also we should be open  
23 to have this person on that suggestion that you are  
24 making too.

2 ALTHEA STEVENS: Yeah. I think it's a  
3 real good service and a missed opportunity for us to  
4 be working with local bike share programs and local  
5 businesses and not working with a huge conglomerate  
6 who now I feel like have a monopoly on the bike share  
7 of New York so we really should be looking at how do  
8 we make sure that's done locally. And then I guess  
9 my last question is why isn't the Bronx a part of the  
10 inter-borough connection? I believe before it was a  
11 tri-borough and inter-borough connection but now it's  
12 only saying Brooklyn and Queens?

13 YDANIS RODRIGUEZ: Not to blame MTA so  
14 DOT has nothing to do on deciding which area but I  
15 think that again, this is a question that you know  
16 should be addressed and brought to the MTA.

17 ALTHEA STEVENS: But aren't you, don't  
18 you guys work with MTA isn't that something that you  
19 guys can be starting a conversation as well since you  
20 guys would know the importance in needing those  
21 connections to happen?

22 YDANIS RODRIGUEZ: Yeah and we have a  
23 very productive conversation with MTA. A great  
24 relationship. We have but when it comes to the  
25 announcement when it comes to the area that will be

2 covered Queens or Brooklyn this is on the MTA and  
3 it's going to having, you know, a number of community  
4 engagement that whole very soon but I feel that again  
5 we hear what you say and besides you can bring that  
6 suggestion again to us I think it's important is that  
7 we share the same concern, also we're the family  
8 member, we're the center who have more input in that  
9 level because the announcement is basically on the  
10 MTA. We are partners when it came to, you know, the  
11 engagement in other areas but that particular part  
12 when it comes to which area will be covered that's on  
13 the MTA decision.

14 SGT. LUGO: Time expired.

15 ALTHEA STEVENS: Well I definitely look  
16 forward to you coming to my district to . . . I'm  
17 sorry. I was just saying thank you and I look  
18 forward to you coming to my district to see what I'm  
19 talking about because we definitely are  
20 transportation desert and I hope that we can work  
21 together moving forward. Thank you.

22 YDANIS RODRIGUEZ: Definitely I will.

23 Thanks.

24 JESSICA STEINBERG ALBIN: Thank you  
25 Council Member. We will now hear from Council Member

2 Narcisse followed by Council Member Restler, followed  
3 by Council Member Lee. Council Member Narcisse.

4 SGT. LUGO: Starting time.

5 MERCEDES NARCISSE: Good afternoon and  
6 thank you Chair Brooks-Powers and Commissioner and  
7 all the staff that are here to make it, the City a  
8 better place, a place where we can live, work and  
9 enjoy. I live in a real transportation desert. I  
10 live in the southeast of Brooklyn which is Canarsie,  
11 Mill Basin, Brighton Beach, Sheepshead Bay area.  
12 When you live in the area when people ask you do you,  
13 where you represent you say 46th district, where is  
14 that again. So that's when you're a real desert.  
15 So, um, my question actually is about the study that  
16 I know in 2019, the MTA subway bus division joined  
17 with the city agencies to find out the improvement  
18 that can be made, the extension from the subway  
19 extension from Utica to Eastern Parkway to King's  
20 Plaza. I don't know if you have any answer on that  
21 and I would like to know what we can do together to  
22 improve that, to make that happen and my, I heard  
23 about is the MTA problem like from Queens into  
24 Brooklyn and Queens inter-borough connection, even  
25 with that connection passing by us we still cannot



2 make the connection because it's so far apart from  
3 Severe [sounds like] village from the area that's  
4 closer to Bell Parkway. So, if any plan to improve  
5 our bus line that would be great. Another thing that  
6 I need to cover which I realize many of us have the  
7 same problems it's that our streets is very  
8 dangerous. I have two big intersections that's most  
9 dangerous most probably in Brooklyn it's Flatbush and  
10 Avenue U and Flatland and it's 80s. So if any plan  
11 to improve those streets that would be very much  
12 appreciated because we're losing lives that we don't  
13 have to and on top of it Rockaway Parkway and Seaview  
14 Avenue. Commissioner, I'm sure you know the area but  
15 I am welcome, I will welcome you to come and take  
16 your own survey and see what was, what's going on.  
17 In term of the transportation and the dangerous spot  
18 of our district so thank you for listening and  
19 looking forward to make sure that we make the  
20 improvement that we need to make to improve the lives  
21 of the 46th District. Thank you.

22 YDANIS RODRIGUEZ: Thank you Council  
23 Member, definitely I will be visiting you and  
24 spending time not only with you but if there's any  
25 leaders in your district that you also want me to

2 interact when we schedule the visit I'm more than  
3 happy to do so our team will be following up with  
4 you. I think that when it comes the intersection  
5 where are the most dangerous ones those area, that's  
6 information that Eric also can expand to that one but  
7 I feel that we have good data when it comes to  
8 identifying the most dangerous intersections. But if  
9 there is any particular one that you want to  
10 highlight to us so that we can compare more than  
11 happy to do it. Our business here is your business  
12 is to save lives. We don't want to see anyone to  
13 lose a life because, you know, we have dangerous  
14 intersections. This is our commitment, of course as  
15 we said before New York City is solely a place of 350  
16 square miles so, so it is more density that we have  
17 in the whole nation but we are proud of the all the  
18 work that the leadership team here at DOT has done  
19 but there is always opportunity to grow and to focus  
20 on those intersection that it's important for your  
21 constituents is our priority here so let me show that  
22 we [recording glitch] intersection are highlighted.  
23 When it comes to the, I want to pass it to Eric.

24 ERIC BEATON: Sure. And as you say yours  
25 is a very bus reliant district and we've done some

2 work over the years from the King's Highway, made  
3 some improvement of Flatlands but as I mentioned  
4 before we have a big capital project coming to  
5 further improve King's Highway and Flatlands Avenue  
6 and hopefully address some of the safety concerns you  
7 mentioned along Flatland as well that are also  
8 present there. So, we've done on work Utica, the  
9 upcoming work on King's Highway. That isn't to say  
10 that it's enough. We know that more is needed and we  
11 will continue to work with you and find more places  
12 whether it's bus lanes or signal priority or bus stop  
13 improvements that we really want to make sure that we  
14 are focused on bus service in that part of the City.

15 MERCEDES NARCISSE: I really appreciate  
16 it. I'm looking forward to working with you. If you  
17 have anything to add, I want to hear because we need  
18 to improve the 46th District and Nostrand Avenue too,  
19 by Nostrand and W and X are on there is as dangerous  
20 as the others as well.

21 SGT. LUGO: Time expired.

22 MERCEDES NARCISSE: Thank you so much.

23 JESSICA STEINBERG ALBIN, COMMITTEE

24 COUNSEL: Thank you Council Member. And before I  
25 call on the next Council Member, Commissioner the

2 volume is going in and out on your end, just wanted  
3 to make you aware. We will now hear from Council  
4 Member Restler followed by Council Member Lee  
5 followed by Council Member Ariola. Council Member  
6 Restler.

7 SGT. LUGO: Starting time.

8 LINCOLN RESTLER: I don't know if you  
9 were here for the statement when I spoke. I actually  
10 grew up in a conservative home. My dad [audio  
11 recording bad]. I'm sorry, would it be possible to  
12 come back?

13 JESSICA STEINBERG ALBIN: Yes, we will  
14 come back to you.

15 LINCOLN RESTLER: All right, I tried to  
16 lower my hand to go further in the line I'm just  
17 double hearing right now, I apologize.

18 JESSICA STEINBERG ALBIN: OK. We will  
19 now hear from Council Member Lee followed by Council  
20 Member Ariola, followed by Council Member Restler.  
21 Council Member Lee.

22 SGT. LUGO: Starting time.

23 LINDA LEE: Sorry, can you guys hear me  
24 OK?

25 CHAIRPERSON SELVENA BROOKS-POWERS: Yes.

2 LINDA LEE: Hopefully. OK, good. Thank  
3 you so much Chair Brooks-Powers for holding this  
4 hearing as well as Commissioner. It's great to see  
5 you on the other side now, and this is definitely an  
6 important issue. I represent district 23 out in  
7 Eastern Queens which I think, I believe it's only,  
8 it's one of the only Council Districts that actually  
9 has no railway system so we don't have any subways.  
10 We don't have any, you know, Long Island Railroads so  
11 we truly rely on buses, cars, mostly to get around  
12 and, you know, there's, there's been some issues. I  
13 think for me I just want to echo comes of the same of  
14 my former colleagues at the Council. It's no, I  
15 think coincidence that all of us that are on here are  
16 from a lot of the transit deserts across the city.  
17 So, I have a few questions, three to be exact and so  
18 I think just to make it easier I'll just list all of  
19 them since time is limited. My first question was  
20 around how DOT coordinates with other agencies like  
21 DEP to ensure that the subterranean work like with  
22 the sewers or utility lines are completed on time and  
23 don't impact the local streets. And the reason why  
24 I'm bringing this up is because while I was  
25 campaigning during the primaries last year, we were

2 actually on Francis Lewis Boulevard which is a pretty  
3 large street in my district and a lot of the  
4 residents there, their driveways are being blocked  
5 because there was a lot of sewer, I guess the sewer  
6 was being replaced. The streets were ripped up and I  
7 had asked a couple of them they were actually  
8 complaining because they had not had access to their  
9 driveways in a while and, you know, it's still an  
10 ongoing issue on Francis Lewis, I think they made  
11 some progress but when our offices reached out to  
12 both DEP and DOT there seemed to be confusion around  
13 which agency was actually in charge of the work there  
14 and so I just wanted to know if you could speak a  
15 little to how the, the coordination efforts are being  
16 done. So that's the first one. The second question  
17 is even with the inter-borough express project  
18 happening it's still not going to reach our district  
19 and so I just wanted to know how you're making sure  
20 that communities like far eastern Queens like ours  
21 are still being connected to a lot of the mass  
22 transit hubs that are going to be in these future  
23 projects. So, that's the second question and then  
24 the third question is just really around, I know that  
25 beyond the speeding cameras a lot of the complaint

2 that we've been hearing are with, you know, a lot of  
3 these loud mufflers and speeding cars and so I know  
4 that I've heard that there's been some talk at the  
5 state level about perhaps doing sound cameras in  
6 addition to speed cameras and so I just wanted to  
7 know what you were doing in terms of the noise  
8 pollution because it just seems like, especially, I  
9 don't know if it was the pandemic but it seems like  
10 the noise pollution has increased quite a bit and so  
11 also from illegal car racing, the drag racing that's  
12 been going on and so I just wanted to know what your  
13 plans were around that as well?

14 YDANIS RODRIGUEZ: So I, at first of all  
15 with the last part of the question about the noise  
16 pollution is basically is on DEP. However, I got to  
17 say that in the past also when I was a Council Member  
18 we also passed a bill that it was, which was my bill  
19 that made speeding illegal in New York City and  
20 subject like a year in jail and \$3,000. So, as you  
21 hear in the beginning of this year from Mayor Adams  
22 and they want to keep people, communities, we will  
23 see more enforcement going on and we endorse all of  
24 us, all New Yorkers and especially those who are in  
25 communities that many times have been left behind.

2 You know they start to address all quality life  
3 issues I think that the one related to noise is  
4 something that even though when it comes to noise  
5 being on DEP but also we will be working with NYPD to  
6 be sure that those individuals who are recommended  
7 driving and speeding in the street also are  
8 accountable and when it comes to the coordination  
9 between agencies and any involves DOT is coordinated  
10 and can be with DEP or DDC they are also doing any  
11 projects but at the beginning of this year, also  
12 Mayor Adams have rolled different agencies together  
13 and one of his commitment was needed to improve the  
14 level of coordination among agency so this is  
15 something that we will see a lot of improvement when  
16 it comes to moving forward in our City. And that  
17 question was about plan to connect in districts such  
18 as yours to the mode of transportation, I don't know,  
19 Eric would you like to expand on that one?

20 ERIC BEATON: Sure and obviously, you  
21 know, the subway system is not going to expand  
22 dramatically anytime soon so part of what we need to  
23 do is make it easier for people who want to get to  
24 the rail system to get there and we do have . . .

25 SGT. LUGO: Time expired.



2 ERIC BEATON: We work with the MTA on  
3 buses and try to make the buses faster and more  
4 reliable whether it's coming into downtown Flushing  
5 or services that get to railroad stations but we work  
6 to try to make bike connections safe and available,  
7 that means bike lanes, it means bike parking at  
8 stations so that people have a safe place to leave  
9 their bikes. We want people to have options where  
10 they don't feel like they need to drive that they  
11 feel like they have reasonable options for how to get  
12 into the train system and to the rest of city that  
13 way.

14 YDANIS RODRIGUEZ: And Council Member Lee  
15 as you know I have been on the other side where you  
16 are right now and what I bring as the Commissioner  
17 that have been living in the underserved community my  
18 whole life since I arrived here in 1983, a working  
19 class community that interest of this community is on  
20 my heart. And I'm happy that, you know, the first  
21 hearing that I have in front of you guys is on equity  
22 and this is something that again your questions, your  
23 concern are the concern not only of you district but  
24 many districts that for many decades have been left  
25 behind. This is what we've heard but I'm committed

2 to work with you to be sure that again any particular  
3 suggestion that you may have or things that we can do  
4 at DOT or all the things that we can bring to MTA are  
5 something that will be taken in to consideration.

6 LINDA LEE: Thank you. Sorry, is it okay  
7 with the Chairwoman if I actually just ask one quick  
8 follow up question, sorry on the street repair  
9 question I had?

10 CHAIRPERSON SELVENA BROOKS-POWERS:  
11 Absolutely.

12 LINDA LEE: Okay. Because I understand  
13 and I agree. I think the Mayor is trying to make a  
14 concerted effort to make sure that city agencies are  
15 communicating better with each other but in the short  
16 term because projects like ripping up the streets for  
17 the sewage lines, those have been going on for months  
18 in the district and it's not just our district it's  
19 like different parts of Queens and so, it's like who  
20 do we contact then if things are not moving? If the  
21 project is not moving, like, who, like if one hand is  
22 saying it's the other hand's responsibility how do we  
23 just, cause I, I think it's just causing a lot of  
24 stress for a lot of the residents where these

2 projects are happening in and so what's the best way  
3 to move that along.

4 YDANIS RODRIGUEZ: Let me pass it to  
5 Rebecca.

6 REBECCA ZACK: So council woman are you  
7 talking about a DDC Capital project that was being  
8 implemented?

9 LINDA LEE: I'm not sure where the  
10 funding pass through is going through whether its  
11 DDC, DEC or a different agency or if its but I know  
12 that it's, it's sewage utility line fix which has  
13 been happening in a few places along Jamaica Avenue  
14 as well as some of the major thoroughfares and we  
15 reached out to both DEP as well as DOT and it doesn't  
16 seem like there's a clear understanding of who's  
17 responsible, so, in cases like how do we resolve in  
18 moving that forward?

19 REBECCA ZACK: It sounds like that is  
20 DEP's Capital Construction Project. My guess is, and  
21 we can ta-, I'd be happy to talk to you after this  
22 hearing.

23 YDANIS RODRIGUEZ: Okay.

24 REBECCA ZACK: Maybe you should reach out  
25 directly to DEPs intergovernmental and find out if

2 this in fact a DEC managed Capital Project and if it  
3 is then I would contact and then maybe you should  
4 have a conversation with DEC about the specifics of  
5 that Capital Project.

6 LINDA LEE: Okay great. Thank you.

7 REBECCA ZACK: You're welcome.

8 YDANIS RODRIGUEZ: I'm going to leave you  
9 that point with any colleague, Council Member, you  
10 know, one of the directions that we got from Mayor  
11 Adams' Administration is about when there's any  
12 particular issue it doesn't matter which agency. We  
13 are responsible to be sure that people they don't go  
14 around but we are committed to be the direct  
15 connection so it doesn't matter as you hear from  
16 Rebecca, you will hear from her and we are committed  
17 to be sure that even though it could be a DEP  
18 project, we at DOT we respond with you to be sure  
19 that we address that concern of the constituents.

20 LINDA LEE: Okay. No I appreciate it  
21 because I'm like I can't be the only council member  
22 having issues or since, I just wanted to bring up  
23 this question in case some of my other colleagues  
24 were having the same concerns as well so thank you.  
25 I appreciate that.

2 JESSICA STEINBERG ALBIN, COMMITTEE

3 COUNSEL: Thank you Council Member. We will now hear  
4 from Council Member Ariola, followed by Council  
5 Member Restler, followed by Council Member Farias.  
6 Council Member Ariola.

7 SGT. LUGO: Starting time

8 JOANN ARIOLA: Good afternoon everyone.  
9 Thank you Chairwoman Brooks-Powers, thank you to the  
10 committee council and staff and Commissioner  
11 Rodriguez and his team. Many of the questions that I  
12 had were asked by my esteemed colleagues and I thank  
13 you for those questions and the answers that were  
14 given. So, I'd like to focus on a couple of things  
15 that are happening in the southern more portions of  
16 my district, I represent district 32 which  
17 encompasses you known from Park Lane South all the  
18 way through to the Rockaway Peninsula taking in the  
19 communities or portions thereof. I want to talk  
20 about the community meetings that the DOT has had  
21 prior to your tenure as the Commissioner and I want  
22 to see if we couldn't improve on that. Often times  
23 the committee meetings for the DOT and the focus  
24 groups are a very inopportune times and locations for  
25 residents to attend. So often times you are getting

2 people from the community board, Council Members,  
3 Council Member staff but we're not getting residents  
4 to come because it's at inopportune times and  
5 difficult places to get to, especially in transit  
6 deserts and that is a real, a real message from all  
7 of the Council Members on this call, I'm hearing  
8 transit desert a lot so that's something that I think  
9 you should really look at times and locations for  
10 those focus group when looking to change some means  
11 of transportation. In my particular district the 211  
12 is the only bus that one portion of the district can  
13 use to get from old Harrod Beach to Queens Boulevard  
14 where they can get the E train and the F train and  
15 all the different other means of transportation. We  
16 ask for an expansion of that bus into New Howard at  
17 these focus group meetings, instead the actual bus  
18 line was decreased and the times will be decreased  
19 and they will only take people from Old Harrod Beach  
20 to Rockaway Boulevard where they can then transfer  
21 and that kind of is something that would hinder their  
22 timeframe when they are trying to get to work.  
23 Additionally the 253 which runs all the way from  
24 Elmhurst to the Rockaway Peninsula and is a main line  
25 used for people getting to work or from the Peninsula

2 to the northern portion of Queens and vice versa is  
3 at a point of being looked at to be eliminated. So  
4 I'd like to know what your answers are to why the 11  
5 was decreased and there is talk about eliminating  
6 such a vital line as the 253? Further, we were  
7 talking about Federal dollars earlier and I just  
8 wondered if we receive federal dollars, if we get  
9 federal dollars would they be used to add additional  
10 express bus service to the Rockaway Peninsula to  
11 Manhattan as well as continuing the rebate for the  
12 Rockaway Ferry and perhaps expanding the stops  
13 throughout Brooklyn and Manhattan because our  
14 district as well is not included in the MTA and the  
15 state's inter-borough project so we have to think  
16 more creatively as to how our constituents are  
17 getting to and from work especially when we want to  
18 give alternative means of transportation and use less  
19 cars to get from point A to point B.

20 YDANIS RODRIGUEZ: Yeah. First of all  
21 with the first of the question, Council Member  
22 Ariola. I agree with you we always give the best  
23 venue and time and place where community meetings  
24 take place. I'm more than happy to follow with you  
25 when it comes to any future DOT community meetings so

2 that we can begin to identify the best place that  
3 will attract and will make it more easy for the  
4 constituents to participate. So you have my word on  
5 that. The other questions are more related to MTA  
6 because we do build the bus lane, the infrastructure,  
7 that the MTA is the one that made the decision when  
8 it comes to how many buses, where the buses will be  
9 going through when they cut in services; however,  
10 with the good relationship that we have between the  
11 Mayor and the Governor and a better relationship with  
12 the MTA we also can bring that concern to the MTA and  
13 as we come to the federal funding we know that they  
14 are doing the application but we know that it is  
15 their commitment of this administration led by Mayor  
16 Adams to make sure that we came make all New Yorkers  
17 today have buses and trains, micro-mobility from a  
18 bike services to a scooter so let's follow the  
19 conversation with DOT and to see how we can also be  
20 helpful to bring those concerns to the MTA, so . . .

21 SGT. LUGO: Time expired.

22 JESSICA STEINBERG ALBIN, COMMITTEE

23 COUNSEL: Thank you Council Member. We will now hear  
24 from Council Member Restler followed by Council  
25 Member Farias. Council Member Restler.



2 SGT. LUGO: Starting time.

3 LINCOLN RESTLER: Thank you so much. Let  
4 me first say that it is great to be here for Chair  
5 Brooks-Powers first hearing and I can't, I think we  
6 got very lucky to have you chairing this committee  
7 and I really appreciate your leadership and I  
8 appreciate your focus on transit equity and I want to  
9 thank Commissioner Rodriguez who I know, you know,  
10 from so many years of great advocacy leading this  
11 very Committee cares deeply about these issues and I  
12 want to thank you for really comprehensive testimony  
13 and thank the whole DOT team. You know, I, I do, I'm  
14 very fortunate in the 33rd. I think we've got two  
15 dozen train stations that are in our district. It's  
16 a far cry from some of my colleagues. Council Member  
17 Narcisse, earlier, has zero and for folks out in  
18 Southeast Queens that are in transit deserts and  
19 other areas the investment of DOT is critically  
20 important but we also have many equity issues in our  
21 community as well from buses, you know, where they  
22 inch along in our communities and really eager to see  
23 in partnership with the MTA aggressive enforcement of  
24 cameras on each and every bus in New York City,  
25 transit signal prioritization and more and more and

2 more dedicated busways implemented across the City of  
3 New York. Similarly, City Bike. We have great City  
4 Bike access in much of our district but in areas like  
5 Northern Green Point and Eastern Green Point that are  
6 furthest from the subways we also have the fewest  
7 City Bike Stations and so we want to think about  
8 equity in that regard as well. But, you know, the  
9 most important thing I think that I really want to  
10 ask about is the friendliest of question which is we  
11 want to see the streets plan implemented as quickly  
12 as humanly possible and we want to make sure that you  
13 have the support that you know. What can we do from  
14 the Council side to help make sure the DOT is able to  
15 implement, you know, the master plan, the streets  
16 plan as quickly as possible and how can we stay in  
17 constant communication with you all to make sure that  
18 we're hitting our targets and making it happen?

19 YDANIS RODRIGUEZ: Well first of all it's  
20 an honor to be working in this role where you want to  
21 see Council Members and what I add as a Commissioner  
22 we both know that we have a history of been working  
23 together when you helped the Dominican Study  
24 Institute in the past before, you know, before  
25 joining the de Blasio administration so we both know

2 that we are not progressive by word that we are  
3 progressive by completing and by action and we both  
4 know that our commitment to address equity is  
5 something that will be doing during the time that we  
6 will be serving. This is another legacy that we want  
7 to leave for the future generation and the Free  
8 Master Plan will help us to bring the City of New  
9 York where we should be. So, I will pass it to Eric  
10 to get into the details. We feel that the, we got a  
11 good plan of how to implement it but no doubt that  
12 again we had again limited resources, you know, from  
13 your previous experience that continue supporting all  
14 the funding that we need for this plan is going to be  
15 very important.

16 ERIC BEATON: Sure, and you know, I'll  
17 never turn down funding but as much as that, I don't,  
18 a place that you and your colleagues need. Just  
19 providing that leadership in you district. That  
20 we've done a lot of work. We have what we think is a  
21 very good plan but as the rubber meets the road and  
22 we look at individual corridors and intersections and  
23 places where we need to make this change, I think the  
24 more we can engage with the community and the more we  
25 can do it quickly that helps us move projects along

2 faster. You know, I think we know that it's always a  
3 challenge to show up on inevitably what is one of the  
4 busier and most important streets in a district and  
5 say, you know, we're from the government downtown and  
6 we know exactly what's best for this street. You  
7 know, it's not that we don't come with knowledge and  
8 ideas but we know that you represent local knowledge  
9 as well. That's where we can put that together and  
10 the more you can show leadership in helping people  
11 understand why some of these changes are very  
12 important for street safety or for faster bus speeds  
13 or for any of the other things that we want to bring  
14 to this tree, I think that you can help us speak to  
15 Committee in a way that's most meaningful to  
16 everyone.

17 LINCOLN RESTLER: I appreciate that Eric  
18 and I'm committed to doing just that. I've already  
19 given DOT a full list of streets where we need  
20 protected bike lanes, where we need better bus  
21 service, where we should have DRT and I've identified  
22 the pitch points that are really the challenges in  
23 our network of protected bike lanes that make it so  
24 dangerous, employing tragically one of those pitch  
25 points where we suffered a fatality this weekend.

2 So, we've given the list, we're happy to help sell  
3 the important of these changes for the safety of our  
4 communities. But, you know, we're going to hold you  
5 all accountable to hit these benchmarks and timelines  
6 and so we just to make sure that we're getting  
7 updated crisply in '22 that you're getting this work  
8 done and so we look for tangible updates as much as  
9 we possibly can.

10 SGT. LUGO: Time expired.

11 LINCOLN RESTLER: Thank you.

12 YDANIS RODRIGUEZ: And we are happy to be  
13 accountable so we know that this is a role that the  
14 Council has to play and we know that we are on this  
15 journey together. We want to turn the City of New  
16 York the safest one in the nation and we also know  
17 that, you know, we are working on specific deadline  
18 in all that we have and so we're doing the best that  
19 we can, you know, we can respond to all the need that  
20 we have and more than happy to meet with you all and  
21 the rest of the, the Chairman and the Speaker and the  
22 rest of the 51 Council Members as partners in this  
23 big goal.

24 LINCOLN RESTLER: I really appreciate  
25 that. I, you know, I hope that the detailed list

2 that we've provided to the borough office really area  
3 being incorporated because we know our districts best  
4 and we know how to make them safe. We know what  
5 safety improvements are most urgently needed and it's  
6 our constituents who are out there who's lives are at  
7 a risk and so we, we're fully. I mean I'm fully here  
8 as a partner. I know that many of the members of  
9 this Committee and Council are but and we look  
10 forward to, you know, that openness to accountability  
11 Commissioner because there is no time to waste.

12 YDANIS RODRIGUEZ: Thank you.

13 JESSICA STEINBERG ALBIN, COMMITTEE

14 COUNSEL: Thank you Council Member. We will now hear  
15 from Council Member Farias. Council Member Farias.

16 SGT. LUGO: Starting time.

17 AMANDA FARIAS: I'm excited to be here at  
18 the hearing talking about this stuff. My District  
19 particularly is a transit desert as many of my  
20 colleagues have expressed about their own communities  
21 but we are getting some really great new interesting  
22 transit options from we will be getting, we are part  
23 of phase II of our east border pilot really coming up  
24 quickly on us in the spring/summer but my district  
25 doesn't have any current safety infrastructure in

2 place to protect our residents that would like to  
3 utilize that buddy. Getting to Metro North without,  
4 you know, my community having any multi-modal hubs,  
5 it's a grave concern for me to not be able to  
6 effectively move people throughout my community to  
7 utilize all of these transit options that we're  
8 putting together. Especially soon City Bike  
9 expansion is not on the docket for this  
10 administration so I'm really looking, you know, for  
11 the projects and all the progress that we've seen on  
12 our bus network re-designs. My questions are around  
13 supported infrastructures. So what are we doing to  
14 upgrade our local infrastructure neighborhood by  
15 neighborhood block by block to support safe streets  
16 for the hub creations? I want my residents to be  
17 able to use bikes, I want my residents to safely  
18 utilize e-scooters but right now because of the years  
19 of not setting up that infrastructure we're coming  
20 upon a fast deadline of it being implemented without  
21 the safety network here in the district and then to  
22 follow up with that, do we see an expansion of City  
23 Bike in the near future? And I guess, you know my  
24 district is also, you know, two to three generations  
25 of household of folks who are using cars and with

2 prioritizing safe streets, prioritizing safe re-  
3 surfacing and not having pot holes and craters  
4 throughout our communities. So I'd like to hear more  
5 about how they are going to citywide look at re-  
6 surfacing and care to roadways within our communities  
7 and I'll stop there to see if we have time for  
8 another question.

9 YDANIS RODRIGUEZ: So, Council Member it  
10 is again a great honor to be working with you. I  
11 know the leadership that you bring to your district  
12 and I know how important it is for you that we  
13 commit, you know, your residents to the best mode of  
14 transportation. As we would have, you know, to be  
15 meeting to the MTA, I'd be more than happy to, you  
16 know, to get later in to on into more detail about  
17 you know the important thing that you had in your  
18 district which is something that I'm doing with many  
19 Council Members, one on one conversation listening  
20 directly on what is important for you. I feel that,  
21 as you know, when it gets to re-surfacing the streets  
22 this is one of those items more equitable work that  
23 we done, that we are proud is done at DOT but if  
24 there is any particular area that again, you know  
25 that you've been getting a lot of calls or complaints



2 from constituents as you can bring to our attention  
3 and we will talk about later on, we, will meet at  
4 MTA. But any Council Members are the voices of  
5 constituents that they represent. Beside the work  
6 that we do re-surfacing if there is any particular  
7 needing area please bring to our attention. When it  
8 comes to the expansion of City Bike, yes, that's our  
9 goal, we want to see that expansion in this district  
10 and not only City Bike, also we want to see the  
11 expansion of the pilot program that we're doing with  
12 scooters. You know me, you know that you know that  
13 fighting for the underserved community is a top  
14 priority for me and as I said before I want to make  
15 the case for all New Yorkers when we approach to  
16 invest underserved community is not only to help  
17 those New Yorkers who live in those areas, if the  
18 underserved communities does good the whole city of  
19 New York will be doing much better so we will work  
20 with the need that you have on expansion of City Bike  
21 or the micro-mobility and also bus lanes and other  
22 transportation needs that you have in your district.

23 AMANDA FARIAS: Yeah. Thank you for that  
24 response, I'm really, I'd love to follow up with any  
25 additional stuff and maybe bring you out to the

2 district, you know, even just chairing and having  
3 some oversight over the Ferry, looking at that  
4 expansion and how we move forward and the  
5 potentiality of it being under DOT. I'd love to have  
6 just an open dialog around that because we want the  
7 agency to be fully equipped and have capacity to  
8 manage all of these things effectively for our  
9 communities. And we also want them implemented well.  
10 So, we're looking forward to being a partner.

11 YDANIS RODRIGUEZ: Thank you.

12 JESSICA STEINBERG ALBIN, COMMITTEE

13 COUNSEL: Thank you Council Member. We will now turn  
14 it back to Chair Brooks-Powers for additional  
15 questions. Chair.

16 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
17 you so much and thank you to my colleagues for those  
18 amazing questions, especially Council Member Ariola  
19 who I share the Rockaway Peninsula with recognizing  
20 some of the need for having additional transportation  
21 resources in light of being on a peninsula. So thank  
22 you for highlighting that as well as all the  
23 important issues raised by my colleagues. So, I just  
24 have a few more questions before we open it up to the  
25 public and so as Chair of this committee I want to

2 make sure that DOT remains consistent in its  
3 maintenance of streets and sidewalks. How many lane  
4 miles did DOT re-surface in 2021 and did it meet the  
5 agency's goal?

6 YDANIS RODRIGUEZ: Give me one second.

7 The condition of the lane miles are based on the  
8 street rating performed by the street unit and the  
9 process is already on the street by another unit with  
10 the agency adding additional ability to that so  
11 therefore in addition, in that location of re-  
12 surfacing. The street assessment process includes an  
13 audit and cross-checking process to ensure that we  
14 get a number so far. Give me one second, the numbers  
15 of miles re-surfaced by borough as of 2/25/2022 is  
16 980 miles.

17 CHAIRPERSON SELVENA BROOKS-POWERS: How  
18 does that compare with 2020?

19 YDANIS RODRIGUEZ: I don't have that  
20 comparison.

21 ERIC BEATON: I do.

22 YDANIS RODRIGUEZ: Give me on second.  
23 2020 was 1,092 miles.

24

25

2 CHAIRPERSON SELVENA BROOKS-POWERS: And  
3 how did DOT determine where to prioritize resurfacing  
4 projects?

5 YDANIS RODRIGUEZ: Well, as, and I can  
6 pass it to Azikiwe who can talk about, you know, how  
7 equity is the, how when it comes to re-surfacing is  
8 one of the samples that we can share from DOT  
9 perspective.

10 AZIKIWE RICH: Sure so, um, lane mile  
11 target is determined by the approved budget in the  
12 Fiscal Year. The target distributed by borough is  
13 further broken down by community board, by community  
14 condition and allocation percentage for each  
15 community board. So using our equity estimated  
16 analysis the appropriate average income for the  
17 percentage for each neighborhood within those  
18 community boards, there are about 190 neighborhoods  
19 citywide. We calculated the total lane miles for all  
20 neighborhoods and the lane miles re-surfaced which  
21 included the distribution of programs almost flash  
22 indicating equitable programs. As far as issues out  
23 there, that's the Coalition for Efficiency of 0.04  
24 percent.

2 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
3 you for that and what is DOTs proposed budget for  
4 street re-surfacing and how does it compare to  
5 previous years?

6 REBECCA ZACK: We have to follow up with  
7 our Budget -- yeah, we may have to follow up with the  
8 Budgeting Hearing Chair.

9 CHAIRPERSON SELVENA BROOKS-POWERS: Okay.  
10 I look forward to a response there. Let's see, I  
11 just want to make sure I'm at least asking some of  
12 the critical points before we go over to the public.  
13 I will say in my district we often have complaints  
14 about the cleanliness of our public space and now it  
15 isn't just a DOT issue and many city agencies are  
16 involved. Do you believe a lack of agency  
17 coordination has a barrier to clean up public space  
18 and what do you think should be done to address this  
19 issue? Should we codify this status quo arrangement  
20 between agencies or try something different?

21 YDANIS RODRIGUEZ: Well I can respond, we  
22 know that for cleaning the street that we are  
23 referring to is basically on the Department of  
24 Sanitation. There's a new initiative also is moving  
25 on as the Department of Sanitation that we are also,

2 we from the DOT we also being able to have an  
3 opportunity to bring those areas. We definitely have  
4 to be more efficient. We coordinate very closely and  
5 work with the New York City Department of Sanitation  
6 and always happy you know to talk more on how we can  
7 improve it.

8 REBECCA ZACK: We do have partners but we  
9 can talk more also at a hearing about maintenance of  
10 four process to and how we contract that out as well  
11 too and lower these areas in the City.

12 CHAIRPERSON SELVENA BROOKS-POWERS: Okay.  
13 And . . .

14 REBECCA ZACK: Higher, higher these areas  
15 of the city, sorry I said that wrong.

16 CHAIRPERSON SELVENA BROOKS-POWERS: Okay.  
17 Not a problem and so this wanting to close out my  
18 questions just stress again about the need to really  
19 start to look through the lens of equity across the  
20 City and transit deserts even in Southeast Queens  
21 where we have the need to extend bus lines like the  
22 77 in parts of Springfield Gardens or to be able to  
23 ease some of the economic hardships that we see. So,  
24 in Rockaway, particularly to come of the Peninsula a  
25 lot of residents work in the City from the Peninsula

2 and to cut down some of the time they drive over the  
3 Cross Bay Bridge which has, you know, a toll, the  
4 toll thankfully is one that has a residency program  
5 and I know it's more of a state issue but as you're  
6 advocating with the state, I know every few years  
7 this comes up but I want to make sure that we're  
8 looking at ways that we are able to alleviate some of  
9 the financial burden on communities that  
10 unfortunately reside in transit deserts as we work to  
11 re-design and re-imagine how our transit system  
12 operates and services communities across the City and  
13 so with that, I ask DOT to stick around. We're going  
14 to pivot to the public and I think it'll be great for  
15 you to hear first-hand what the public has to say as  
16 well. Thank you.

17 YDANIS RODRIGUEZ: Thank you. We're  
18 going to be partnering how again to connect all  
19 communities to the best mode of transportation,  
20 trains, buses, scooters and how to expand bus lanes,  
21 bike lanes where the Council is really concerned. We  
22 are more than happy to continue working with you.

23 CHAIRPERSON SELVENA BROOKS-POWERS:  
24 Absolutely. Let's make the moment. We're at a  
25

2 pivotal time right now and there's so much work that  
3 we can really get done.

4 JESSICA STEINBERG ALBIN, COMMITTEE

5 COUNSEL: Thank you Chair and thank you Commissioner  
6 and the Department of Transportation. We will now  
7 turn to public testimony. I'd like to remind  
8 everyone that unlike our typical Council Hearings we  
9 will be calling individuals one by one to testify.  
10 Each panelist will be given two minutes to speak.  
11 Please begin once the Sergeant has started the timer.  
12 Council Members who have questions for a particular  
13 panelist should use the Zoom Raise Hand Function.  
14 And I will call on you after the panelist has  
15 completely their testimony. For panelists, once your  
16 name is called a member of our staff will unmute you  
17 and the Sergeant at Arms will give you the go ahead  
18 to begin upon setting the timer. Please wait for the  
19 Sergeant to announce that you may begin before  
20 delivering your testimony. I would like to now  
21 welcome Rev.-, excuse me, Pastor Evan Gray who will  
22 be followed by Lisa Daglian who will be followed by  
23 David R. Jones. Pastor Evan Gray you may begin when  
24 the Sergeant calls time.

25 SGT. LUGO: Starting time.



2 PASTOR EVAN GRAY: Hi. Good afternoon  
3 everyone. My question is, regards, in reference to  
4 the speed cameras and over saturation of the speed  
5 cameras within the Rockaway Peninsula. As you may  
6 know or may not know within a seven block radius  
7 there's as many as seven speed cameras and from the  
8 Cross Bay Bridge to the Bell Parkway there's only two  
9 speed cameras. My question is they were intended to  
10 be around the schools to be for safety of the passage  
11 of our children which I totally agree with. It is  
12 not the number of speed cameras that's my issue, my  
13 issue the poor placement of the speed cameras.  
14 They're everywhere but around the schools, PS 183,  
15 there's no speed camera near PS 183, PS 106, there's  
16 no speed camera around 106. They're everywhere other  
17 than the, than placement around the schools. My next  
18 thing that I would like to say if we should place the  
19 cameras around the schools, can a portion of those  
20 penalties or fines be distributed to the school that  
21 it is near to help in their school budget for special  
22 projects. I hope that you will be able to give an  
23 adequate answer to these questions and concerns.  
24 Thank you.

2 JESSICA STEINBERG ALBIN, COMMITTEE

3 COUNSEL: Thank you Pastor Gray. We will now hear  
4 from Lisa Daglian followed by David R. Jones followed  
5 by Elky Weiss. Lisa Daglian you may begin when the  
6 Sergeant calls time.

7 SGT. LUGO: Starting time.

8 LISA DAGLIAN: All right. Good  
9 afternoon. I'm Lisa Daglian, I'm the Executive  
10 Director of the Permanent Citizen Advisory Committee  
11 to the MTA or PCAC created by the State Legislature  
12 PCAC is MTAs official in house rider advocacy  
13 organization. Thank you very much for holding this  
14 oversight hearing today. February 4th was Transit  
15 Equity Day but really shouldn't every day be Transit  
16 Equity Day? Mass transit drives a more equitable  
17 City but we've not quite gotten where we need to do.  
18 Transit is essential for a regions recovery and our  
19 City's recovery. We make City safe, reliable,  
20 affordable and accessible. A safe system is one  
21 where everyone feels comfortable riding without fear.  
22 Not everyone can afford another option. We support  
23 the Subway Safety Plan and its holistic approach to  
24 getting services to people in need. We'd like to see  
25 more funding in the budget for mental health crisis

2 response and much needed housing. Affordability is  
3 also critical for a more equitable system. We  
4 applaud your commitment to fair fares and baselining  
5 \$75 million a year. We agree more money is needed as  
6 is increasing outreach so everyone eligible knows  
7 about it. We urge the city to consider changing the  
8 eligibility criteria to New York City property level  
9 to more accurately reflect the cost of living in New  
10 York. The MTAs Fair Pilot Programs of ticket and  
11 omni fare tapping were designed to make transit more  
12 affordable and we hope to work with you to promote  
13 their use and expansion including our Freedom Ticket  
14 Proposal that includes free transfers to subways and  
15 businesses. Making the system is more reliable is  
16 the key to getting people where they need to go when  
17 they need to get there and that's really true in  
18 subway deserts that we've heard so much about today  
19 and for those who rely on busses. We support the  
20 City's pledge for 150 miles of new bus lanes and  
21 busways by the end of 2025 along with the Streets  
22 Planned Commitment. But enforcement is key and the  
23 support in Legislation in Albany to allow the City  
24 and MTA to place cameras where they're needed. The

2 MTAs borough bus redesigns are now underway with  
3 Queens up next.

4 SGT. LUGO: Time expired.

5 LISA DAGLIAN: And urge you all to do so  
6 as well. Thank you.

7 JESSICA STEINBERG ALBIN, COMMITTEE

8 COUNSEL: Thank you for your testimony. We will now  
9 hear from David R. Jones followed by Elky Weiss,  
10 followed by Wendy Feliciano. David R. Jones you may  
11 begin when the Sergeant calls time.

12 SGT. LUGO: Starting time

13 DAVID R. JONES: Hi. I'm David Jones.  
14 I'm President of the Community Service Society and a  
15 member of the MTA board. CSS is 175 year old  
16 institution when fights for the working poor. I'm  
17 here today to talk about Fair Fares Program which we  
18 spearheaded the fight for along with the Riders  
19 Alliance and many other people. Reaching about  
20 270,000 people. We have some real concerns, however,  
21 that that's only a fraction of the numbers of people  
22 who should be reached. We estimate a minimum of  
23 700,000 people should be signing up. In that vein,  
24 we have some recommendations for the Council. We  
25 found that many people, particularly in the outer

2 boroughs didn't even know about the program, so  
3 developing an aggressive outreach and awareness  
4 campaign has to be pushed among many things.  
5 Streamlining the process for how you sign up is  
6 another. Improving what's going in terms of this  
7 program and expanding eligibility to those with  
8 incomes below 200 percent rather than the current  
9 number in which fits the poverty line which is the  
10 same for New York City as Mississippi. And finally  
11 more money will be needed to spend on Fair Fares  
12 because if it does start to hit the target we're  
13 talking about and it is expanded to a wider group of  
14 people who are out of poverty, the amount's put in  
15 and we applaud the Council and the Mayor for doing  
16 so, will not be sufficient to deal with the expansion  
17 of people who rightfully need this time to help get  
18 to work, to school, to medical appointments and to  
19 bring about a more equitable City. Thank you for the  
20 opportunity to present, I've also submitted my  
21 testimony.

22 JESSICA STEINBERG ALBIN, COMMITTEE

23 COUNSEL: We will now hear from Elky Weiss followed  
24 by Wendy Feliciano followed by Danna Dennis. Elky  
25 Weiss, you may begin when the Sergeant calls time.

2 SGT. LUGO: Starting time.

3 ELKY WEISS: Hi, my name is Elky Weiss  
4 and 30 days ago today I sadly became a member of  
5 Families for Safe Streets. My grandfather, Jack  
6 McLindstrom was killed last month as a driver of an  
7 SUV in a known dangerous intersection close to his  
8 home in South Brooklyn. I'm still coming to grips  
9 that my grandfather will never see me get married.  
10 He will never again celebrate his favorite holidays  
11 and he will never listen to me and make me feel heard  
12 in a way that no one could, to love me  
13 unconditionally. I miss his voice and his advice.  
14 That dreadful Saturday my grandfather was using his  
15 wheelchair and was on his way to synagogue to lead  
16 prayers. He was a devoted servant of his community  
17 and the next day he was excited to celebrate his  
18 great-granddaughter's bar mitzvah. My grandfather  
19 loved to travel. He loved his wheelchair. He loved  
20 to stroll around the neighborhood with his friends.  
21 The neighborhood is full of seniors like my  
22 grandfather. They go to enjoy the sea and boulevards  
23 and each other. To think that my grandfather could  
24 survive the terrors of the holocaust and not be able  
25 to safely cross a New York City street is something

2 we will never forget. It terrifies me to think that  
3 that's what killed him. He was even wearing a  
4 reflective vest. While losing him was traumatic it's  
5 the terrible preventable manner of his death that has  
6 us wheeling. I think about Yvela Lindenblack my  
7 grandfather's dearest friend, a fellow Holocaust  
8 survivor who experienced the unthinkable and then had  
9 to watch his best friend die in front of him on a  
10 dangerous New York Street at the hands of an SUV  
11 driver. My grandfather was loved and he loved so  
12 many. Despite being 99, he was independent and happy  
13 and enjoying every day. He could have lived many  
14 more years, one more day would be precious. I ask  
15 you to remember my niece who's bar mitzvah will  
16 always be tied to the death of her beloved great-  
17 grandfather. Remember my mother who had to endure  
18 getting the phone call no one should receive.  
19 Remember his friends and his neighbors, remember  
20 every event that he will miss and remember how much  
21 we will miss him. Most importantly please remember  
22 the power is in your hands. We aren't asking you to  
23 split the seat but to think of the seniors of the  
24 children of the families in every neighborhood to  
25 take action to make sure our streets are safe for

2 everyone. We know it doesn't have to be this way. I  
3 beg you to think of my grandfather and your own  
4 grandfather.

5 SGT. LUGO: Time expired.

6 CHAIRPERSON SELVENA BROOKS-POWERS:

7 Please finish. Please continue.

8 ELKY WEISS: And to do everything in your  
9 power to get Vision Zero back on track and without  
10 delay. We can't lose one more. I don't want one  
11 little girl to have to go to her bar mitzvah and know  
12 that her grandparents couldn't be there because they  
13 were burying her great-grandfather and I don't want  
14 one more holocaust survivor in his final days have to  
15 bury a friend to died in front of him.

16 CHAIRPERSON SELVENA BROOKS-POWERS: I

17 want to just take a moment to express on behalf of  
18 myself and my colleagues and the New York City  
19 Council, my deepest condolences to you and your  
20 family.

21 ELKY WEISS: Thank you.

22 CHAIRPERSON SELVANA BROOKS-POWERS: That

23 was a terrible crash that should never have happened.  
24 In my District we also lost a 10 year old girl as  
25 well, Devinar to a car crash not long, around the



2 same time actually and I note that as Chair of the  
3 Transportation Infrastructure Committee that I am  
4 fully committed to making sure that the partnership  
5 with the appropriate agencies that we will make sure  
6 we have the proper investments and have safer streets  
7 and thank you so much for thinking enough of this  
8 conversation to put your grief out in the public to  
9 advocate for such an important issue.

10 ELKY WEISS: Thank you on behalf of my  
11 family for your kind words. I truly, I truly know  
12 that the issue touches you just as strongly and you  
13 mentioned that you are looking for women and  
14 minorities. My grandfather was someone who was very  
15 interested in the plight of those who didn't have  
16 having lost so much in the holocaust and this is an  
17 economic issue. You know, my grandfather thankfully  
18 had enough to have his electric wheelchair but my big  
19 fear is for people with baby carriages, 10 year old  
20 kids, you know, the people who have the least are the  
21 ones most affected by this. So thank you for  
22 fighting for people like that, my grandfather, I wish  
23 he could thank you for him, for himself but I will do  
24 it for him.

2 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
3 you so much.

4 JESSICA STEINBERG ALBIN, COMMITTEE  
5 COUNSEL: Thank you for your testimony. Chair,  
6 Council Member Farias has her hand raised.

7 CHAIRPERSON SELVENA BROOKS-POWERS:  
8 Please recognize her.

9 JESSICA STEINBERG ALBIN, COMMITTEE  
10 COUNSEL: Council Member Farias.

11 AMANDA FARIAS: Thank you so much Chair  
12 Brooks-Powers and thank you for sharing your story.  
13 I really, what I would like to know and I see  
14 Commissioner Rodriguez is still here, I'd like to see  
15 the, if the Committee could see the data on how many  
16 complaints were in that intersection? I feel like  
17 most of us and I don't want to speak on behalf of all  
18 my colleagues we consistently say we need a pro-  
19 active government and our communities we know our  
20 communities best, our neighbors are telling us when  
21 they, you know, have issues in certain intersections  
22 or need other safety measures and unfortunately time  
23 and time we end up having to respond to an  
24 intersection that's in need or a roadway that's in  
25 need after a tragedy so I'd love to see any of those

2 data statistics on that area and see where we are  
3 with it now as well but I just wanted to echo the  
4 sentiments of Chair Brooks-Powers and say thank you  
5 for sharing that story.

6 JESSICA STEINBERG ALBIN, COMMITTEE

7 COUNSEL: Thank you Council Member. We will now turn  
8 to testimony by Wendy Feliciano followed by Danna  
9 Dennis followed by Betsy Plum. Wendy Feliciano you  
10 may begin when the Sergeant calls time.

11 SGT. LUGO: Starting time.

12 WENDY FELICIANO: My name is Wendy  
13 Feliciano and I recently became a member of Families  
14 for Safe Streets. March 4th marked the one month  
15 anniversary of my baby sister's sudden and gruesome  
16 passing after being hit by a school bus driver while  
17 she was riding her E-bike in Brownsville Brooklyn.  
18 Her name is April Demani Rei. She was two month and  
19 12 days shy of her 33rd birthday. April's daughter  
20 had just celebrated her 16th birthday one week before  
21 the crash. She had two nephews and a niece, my  
22 children that she helped to raise like her own. She  
23 has an ailing mother for whom April is the second  
24 child gone too soon. She had more friends than I can  
25 count and was loved by them all. My sister was young

2 but she had what we called an old soul. She wanted  
3 to change the world and she wanted to leave as small  
4 a footprint on this earth as possible. It's just one  
5 reason why she bought her E-bike. She felt more  
6 people should ride bikes to avoid hurting the  
7 environment. She wanted to buy and build a farm and  
8 build a community around it. She thought she could  
9 teach better, people a better, happier way to live.  
10 She wanted this for the world not just her family.  
11 She was also an organ donor and when she passed  
12 anything that could save or change a life was given  
13 including her eyes. Even in death she wanted to help  
14 others. She also rode to save money and stay away  
15 from COVID. Her goal was to have another part-time  
16 job doing deliveries to make enough money to get us  
17 out of here. There is no way to look at this and  
18 find the silver lining. My sister died face down in  
19 a gutter on a cold rainy day in Brownsville, Brooklyn  
20 and she deserved better. Brownsville deserves  
21 better. Every neighborhood in our City deserves  
22 better. That's why I'm here today. If I can help  
23 get safe streets, infrastructure including protected  
24 bike lanes in our poor neighborhoods where people are  
25 less likely or able to own a car and it can save a

2 life and it can bring meaning to her tragic death and  
3 take her one step closer to her dream to help people.  
4 My sister was loved and liked and she loved life and  
5 had big plans that will never see realized. She was  
6 a morning person in our house that would give us the  
7 pep to get up and go. The mornings are bleak and  
8 quiet and her room sits empty. Her daughter has  
9 chosen to live with her grandmothers because our  
10 walls shout my sister's absence. The rooms echo the  
11 silence. We've lost two people in a way and the ache  
12 is too much for words. We were not ready. We were  
13 not prepared. This was never in the game plan. My  
14 sister was supposed to bury me. Don't let her death  
15 be nothing but a number. Don't let any other family  
16 know our pain. Please, I know we have the solutions  
17 to prevent deaths like my sisters. We need these  
18 solutions without delay and we need them in all of  
19 our neighborhoods. Thank you.

20 JESSICA STEINBERG ALBIN, COMMITTEE

21 COUNSEL: Thank you for your testimony. We will now  
22 hear from Danna Dennis followed by Betsy Plum  
23 followed by Daniel Harris. Danna Dennis you may  
24 begin when the Sergeant calls time.

25 SGT. LUGO: Starting time.

2 DANNA DENNIS: Good afternoon everyone.  
3 My name is Danna Dennis. I'm a Senior Organizer at  
4 the Rider's Alliance. We organize thousands of  
5 transit riders from all across New York City. We  
6 helped them to site for a more reliable accessible  
7 and then of course affordable transit system which is  
8 what I'm going to talk a little bit about today. So,  
9 before I became an organizer which is about four  
10 years ago, going on five, I spent three years as a  
11 volunteer rider with the Rider's Alliance. At that  
12 time, you know, there were many different campaigns  
13 we worked on but one campaign in particular captured  
14 my heart because it directly impacted my community  
15 which at that time was Crown Heights Brooklyn and  
16 that was Fair Fares. At that point I was working  
17 full time. I was doing one of the hardest jobs on  
18 earth which is being a home health aide. I was only  
19 making \$10 an hour. Many weeks you know I would do  
20 overtime cases or I would take live in cases which  
21 would allow me to stay with my client for days at a  
22 time just because I did not have enough money to put  
23 on my Metro card to go back and forth round trip each  
24 day or do a 5-day commute throughout the week and  
25 just to be clear if you don't know this about Home

2 Health Aides when you take a live in case and you do  
3 a 24 hour day you only get paid for 12 of those  
4 hours. So even though I was there 24 hours I was not  
5 getting paid for a full day and imagine that at only  
6 \$10 an hour. So I just want to give a shout out to  
7 all of the caregivers out there, in particularly  
8 those that, you know that C.M. Louis was speaking  
9 about earlier. I remember days where I had to stand  
10 at Utica Station and beg for swipes, right, and I'm  
11 going to work. I had to negotiate with bus drivers.  
12 A lot of time on the same B46 that we were just  
13 discussing or the B45, that's my neighborhood and it  
14 was a humbling experience. It's embarrassing for  
15 poor folks to have to beg. It's not easy to ask  
16 someone to swipe you in so when you see someone  
17 trying to make contact if you have it, or you have an  
18 extra fare please swipe that person in. Um, but,  
19 yeah, like I said I needed to get to work and it was  
20 a tr-, it was literally times where I had to like  
21 choose, am I going to get lunch today or am I going  
22 to put money on my car. Am I going to, you know, I  
23 had days because I'm a type II diabetic where I went  
24 without my medicine which is metformin. I couldn't  
25 buy my pills that week because I had to put \$20 on my

2 card and mind you again, like I said, I was working.  
3 So, I just wanted to get to the plan.

4 SGT. LUGO: Time expired.

5 DANNA DENNIS: Sorry, that I didn't get  
6 to say the last part but you know if I can just very  
7 quickly ask the Council, Mayor Adams and everyone  
8 else on this call to make a formal commitment to  
9 outreach. It's a shame that Fair Fares is out there  
10 and if people need it they are sacrificing to get  
11 their Metro Card and they don't know about it. We  
12 just want to say get to your residents, get to  
13 whoever is in your district, knock on doors, see  
14 those NYCHA residents if you can. Just like CSS,  
15 STAG there is projected numbers beyond what we're  
16 talking about. So, we're at 260,000, we're looking  
17 at almost 700,000 people that need the program.  
18 Let's do something aggressive to fill in that gap.  
19 Thank you.

20 JESSICA STEINBERG ALBIN, COMMITTEE

21 COUNSEL: Thank you for your testimony. We will now  
22 here from Betsy Plum followed by Daniel Harris  
23 followed by Sara Lind. Betsy Plum you may begin when  
24 the Sergeant calls time.

25 SGT. LUGO: Starting time.



2                   BETSY PLUM: Good afternoon. My name is  
3 Betsy Plum I'm Executive Director of the Rider's  
4 Alliance. Equity is at the heart of our  
5 organizational mission. I want underscore everything  
6 my colleague Danna just shared. You will also be  
7 hearing from a number of our member leaders during  
8 today's hearing. I'm going to dive right in and  
9 would like to use my short time with you to speak  
10 about buses and the tremendous opportunity we have on  
11 our streets right now. Members of this committee  
12 represent neighborhoods that have long been transit  
13 deserts overlooked by planners and policy makers,  
14 Laurelton, St. Albans, Canarsie, Sound View, that's  
15 not fair, it isn't just and it certainly is not  
16 equitable but something wonderful about our public  
17 transit system in this City is that we have more  
18 solutions than just building new subways, projects  
19 that cost billions of dollars and take decades at  
20 best. We have the bus, a subway on our streets  
21 carrying millions of riders every single day. These  
22 are the riders that Rider's Alliance works to support  
23 and organize. A home attendant in Southeast Queens  
24 who regularly waits 20 minutes for the Q12 only for  
25 it to be too crowded to board. An airport worker who

2 takes four buses every day to travel from the Bronx  
3 to JFK, a St. Albans student who goes to Brooklyn  
4 Tech and constantly struggles not to be late to class  
5 due to slow buses. The bus connects New York but it  
6 can do so much more, especially if this Council steps  
7 up. Streets have been too inequitable for too long  
8 and that equity forces our buses to be the slowest in  
9 the nation and our bus riders to be stuck in traffic  
10 more often than not. Streets need to change and our  
11 ways of thinking about streets needs to change.  
12 Equity requires it and our city will be better for  
13 it. The good news is the law is on our side, the  
14 Streets Plan requires 150 new miles of bus  
15 improvement projects in five years. The Mayor has  
16 promised to do it in four. We are looking to this  
17 Council to help the administration deliver on that  
18 ambition plan. With adequate funding we can make it  
19 so that everyone in this City using our streets, a  
20 tremendous public asset can have comparable,  
21 equitable access robustly investing in buses is  
22 common sense when it comes . . .

23 SGT. LUGO: Time expired.

24

25

2 Betsy Plum: . . . to examining equity,  
3 Rider's Alliance is here to help. Our members are  
4 here to help. Thank you so much.

5 JESSICA STEINBERG ALBIN: Thank you for  
6 your testimony. We will now hear from Daniel Harris  
7 followed by Sara Lind followed by Jose DeJesus.  
8 Daniel Harris. You may begin when the Sergeant calls  
9 time.

10 SGT. LUGO: Starting time.

11 DANIEL HARRIS: Good afternoon to the  
12 honorable Counsel. Thank you for the opportunity to  
13 speak. My name is Daniel Harris, I'm the Executive  
14 Director of Transportation Alternatives and Families  
15 for Safe Streets and I'm sorry that I've already the  
16 opportunity to meet many of you as vigils have played  
17 out in your neighborhoods. I would ask and request  
18 that we continue to meet each other at ground  
19 breakings in years ahead and you have our firm  
20 commitment from Transportation Alternatives and  
21 Families for Safe Streets to help make that happen.  
22 I stand to ask for your support for three things.  
23 The first is as this Council had done is to help  
24 advance the New York City Street's Plan. This is  
25 monumental program that will help to deliver so many

2 of the things that you have asked for address transit  
3 deserts to help to bring non-improvements across the  
4 city. The second thing I ask for your support on is  
5 New York City 25 by 25. This is bold plan that many  
6 of us on this call have pushed forward to help  
7 repurpose our streets and give them back to people  
8 and the third that I ask for your support because  
9 unfortunately we will continue to have to meet with  
10 grieving families who will come to you unfortunately  
11 after a crash has happened. As Executive Director I  
12 have stood at vigil after vigil and what each family  
13 tells me is exactly what you heard today. All of you  
14 have the power with our support to help turn that  
15 trend and taking our streets back to people. With 25  
16 by 25 we can do remarkable things with just a  
17 fraction of our street space. We can ensure that  
18 kids can get to school safely, that buses can speed  
19 up, that we can get the open space that we need and  
20 yes to even those who do have to drive to make their  
21 situation better because right now nobody is thriving  
22 in New York. It doesn't matter where you live and  
23 the conditions are even worse if you are a child, if  
24 you are an older adult, if your black or brown, if  
25 you're in the low income community if you have

2 limited ability. I promise you that New York City  
3 has the solutions because I have seen them first  
4 hand. We don't need to take you to any other city  
5 but the incredible city of New York. What we need is  
6 your support with DOT to help to scale what we  
7 already have and bring it to every corner of the  
8 City. No more New Yorkers should have to fear death  
9 or serious injury when simply crossing the street or  
10 standing on the sidewalk to catch a bus.

11 SGT. LUGO: Time expired.

12 DANIEL HARRIS: We need your support and  
13 we're here to provide it. Thank you so much for your  
14 leadership on behalf of our organization we look  
15 forward to the work to come.

16 CHAIRPERSON SELVENA BROOKS-POWERS: I'm  
17 sorry, Mr. Harris. I just missed the third one. I  
18 was jotting down. If you could just let me know.

19 DANIEL HARRIS: Thank you. We welcome  
20 your support because you're going not hear a lot of  
21 loud voices and we ask that you listen to all of them  
22 and that you also consider that what we're simply  
23 asking for is how we can provide the street safety  
24 tools that will inconvenience some especially given  
25 that the minority of New Yorkers do drive by

2 ultimately bringing better conditions for all New  
3 Yorkers over time. We know that the things that  
4 we're asking for some of them can be immediate, some  
5 of them will take time but when you're listening to  
6 the voices is that we start with the most vulnerable  
7 and those again who can't walk across the street  
8 without fearing death or serious injury, those who  
9 are stuck on buses and many of those people are not  
10 standing up to yell as loudly in community board  
11 meetings and they are incredibly important as you all  
12 know.

13 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
14 you.

15 DANIEL HARRIS: Thank you.

16 JESSICA STEINBERG ALBIN, COMMITTEE  
17 COUNSEL: Thank you for your testimony. We will now  
18 hear from Sara Lind followed by Jose DeJesus followed  
19 by M.J. Okma. Sara Lind you may begin when the  
20 Sergeant calls time.

21 SGT. LUGO: Starting time.

22 SARA LIND: Hi. Thank you. It a  
23 privilege to being in this hearing. My name is Sara  
24 Lind and I'm the Director of Policy at Open Plans, a  
25 non-profit dedicated to Livable Streets. You've

2 heard a lot today about inequitable access to  
3 transportation options which is a very real issue  
4 that we must address but I want to focus my testimony  
5 on the equitable effects of car dependency which are  
6 just as pronounced and harmful. Car dependency  
7 causes congestion which has disastrous effects  
8 including loss of time, reduced productivity, higher  
9 emissions, noise pollution, traffic precautions,  
10 climate impacts, health impacts and much more. And  
11 these negative impacts affect all New Yorkers even  
12 and often especially those who do not own cars, who  
13 are just proportionately low income people and people  
14 of color. Furthermore, it is important to note that  
15 the ownership and maintenance of a private vehicle is  
16 incredibly expensive, often pushing low income  
17 families who have no choice but to own a car into  
18 debt. Reducing car dependency will help families get  
19 out from under that burden. But the fact is that  
20 most low-income New Yorkers do not own cars and even  
21 those that do often do not use those cars to commute  
22 to work. Prioritizing free parking in vehicle lanes  
23 for few New Yorkers who drive hurts the vast majority  
24 of New Yorkers who do not drive and incentivizing  
25 parking and driving for people who could take public

2 transportation but choose not to is actively harmful  
3 to those few people who really do need to drive. I  
4 will share more detailed proposals in my written  
5 testimony but I wanted to highlight three things that  
6 the City can do right now. First, prioritize road  
7 space for protected bus lanes and bike lanes to get  
8 more people out of cars and into sustainable  
9 transportation. Second, the City itself is a large  
10 employer and currently many municipal employees drive  
11 to work. The City should encourage municipal  
12 employees to use sustainable transportation by giving  
13 them Metro Cards and City Bike memberships  
14 eliminating or severely reducing the number of  
15 parking placards and managing trip to manned  
16 reduction by placing employees like teachers, fire  
17 fighters and police officers in jobs near their  
18 homes. Finally, current traffic engineering  
19 standards prioritize the number and speed of vehicles  
20 traveling on streets. The City should make safety a  
21 higher priority than vehicular level of service and  
22 street . . .

23 SGT. LUGO: Time expired.  
24  
25



2 SARA LIND: . . . level of service to  
3 focus on safety and the number of people moved.  
4 Thank you and we look forward to working with you.

5 JESSICA STEINBERG ALBIN, COMMITTEE  
6 COUNSEL: Thank you for your testimony. We will now  
7 hear from Jose DeJesus followed by MJ Okma followed  
8 by Christine Berthet. Jose DeJesus you may begin  
9 when the Sergeant calls time.

10 SGT. LUGO: Starting time.

11 JOSE DEJESUS: Good afternoon. Thank you  
12 Chair-, Chairwoman Brooks-Powers for the opportunity  
13 for an opportunity to testify before Transportation  
14 Equity. I'm Jose DeJesus, President of Business  
15 Agent for local B279. I testify also on behalf of my  
16 little brother, Mark Henry, Legislative Conference  
17 Board and President Business Agent of 1056. ATU  
18 members operate and maintain New York City Transit  
19 Buses, routes to serving primary Queens and Staten  
20 Island residents with routes extending to the Bronx,  
21 Brooklyn and Manhattan. ATU 1056 represents drivers  
22 of the annex who work for New York City Transit,  
23 Queens Division with depots in Flushing, Jamaica and  
24 Queens Village. B279 represents bus operators to  
25 supervisors who work in Far Rockaway and JP depots

2 out of the MTA bus division. Our members primarily  
3 provide the best transit option in transit desert  
4 areas of Queens. We also, the transit option is  
5 doing periodic subway service shutdowns that allow  
6 repairs. This demonstrates how buses matter both as  
7 a practical and flexible transportation mode. Buses  
8 offer a cost effective means to expand public  
9 transportation options including sensible bus rapid  
10 transit where none or insufficient modes exist. This  
11 allows policy makers to deliver transit improvements  
12 early and most cost effective. The focus of our  
13 testimony is that the transit in Queens has a mass  
14 transit profession for use of public transit in this  
15 City where members of ATU locals request the city and  
16 state offer unique and valuable insight. ATU locals  
17 have always empathized and smally invested in public  
18 transit keys growth in the economy, explore  
19 neighborhoods, mobility and job assistant creation.  
20 In Queens we also have a clear understanding on the  
21 need of assigned priority to enhance bus service.

22 SGT. LUGO: Time expired.

23 JOSE DEJESUS: Our recommendation and  
24 improve service. I have a lot more but I guess time  
25 doesn't allow me. So, Mark Henry and I are here for

2 you for your, any questions or any concerns that we  
3 can answer.

4 CHAIRPERSON SELVENA BROOKS-POWERS: How  
5 much, I mean how much longer is it? We do have a lot  
6 of testimony. But if you're covering both  
7 testimonies we can probably provide an additional  
8 minute to minute and a half.

9 JOSE DEJESUS: Well you have written  
10 testimony before, you know, given to you already so,  
11 we will just leave it at that.

12 CHAIRPERSON SELVENA BROOKS-POWERS: Okay.

13 JOSE DEJESUS: Thank you for your time.

14 CHAIRPERSON SELVENA BROOKS-POWERS: All  
15 right thank you.

16 JESSICA STEINBERG ALBIN, COMMITTEE  
17 COUNSEL: And thank you for your testimony. We will  
18 now hear from MJ Okma followed by Christine Berthet  
19 followed by Cynthia Kozikowski. MJ Okma you may  
20 begin when the Sergeant calls time.

21 SGT. LUGO: Starting time.

22 MJ OKMA: Hi. Good afternoon my name is  
23 MJ Okma, with SAVES, the country's first and largest  
24 organization that is committed to improving the rise  
25 of LGBTQ+ older people. We provide social services

2 and community building programs through our network  
3 of six older adult centers across the City. I am  
4 here today to discuss barriers LGBTQ+ older New  
5 Yorkers have to safe and accessible transportation  
6 options and call attention to the pattern of  
7 harassment and discrimination faced by transgender  
8 elders on public transportation. This is a dynamic  
9 that all transgender New Yorkers are confronted with  
10 and it disproportionately impacts transgender women  
11 of color. It pushes many into financial instability  
12 and prevents access to employment, community and  
13 services. The transgender and gender nonconforming  
14 elders SAVE works with have horrifying stories to tell  
15 about their recent experiences. I'm going to recall  
16 some of those now if anyone needs to step away. One  
17 spoke to me about being threatened with a box cutter,  
18 verbally harassed and violently pushed off the  
19 subway. Another told me a story about how she was  
20 going to work when she was sexually harassed by a man  
21 who kept locking eyes with her and using subjective  
22 gestures. She couldn't take it any more and got off  
23 the train early and he followed her. She weaved in  
24 and out of the crowds of Atlantic Avenue until she  
25 was able to shake him. She was 63 at the time and

2 the experience pushed her into her retirement because  
3 she no longer felt that she could safely commute to  
4 work. I want to stress that these are not unique or  
5 isolated cases. One step that the City and City  
6 Council can take to help address this is by funding  
7 TRANSLAD and LGBTQ+ organizations providing  
8 transportation assistance to transgender New Yorkers.  
9 In the current budget remember items under the  
10 Support of Seniors Initiative to help adjust the  
11 speed. At SAGE we are able to provide transportation  
12 assistance with a trusted cab service, there was a  
13 clear spike in participation from transgender elders.  
14 One other thing I have left to tell is ride delays  
15 are also deeply impacting LGBTQ+ older new Yorkers.  
16 Staff at the SAGE Center Bronx have reported that  
17 they need to stay up as many as two or three times a  
18 week because of excessive ride delays and it deeply  
19 impacts the frequency that elders can participate in  
20 our vital program and services. I want to thank you  
21 so much Chair Brooks-Powers for holding this  
22 important hearing and providing me this opportunity  
23 to testify.

24 JESSICA STEINBERG ALBIN, COMMITTEE

25 COUNSEL: Thank you for your testimony. We will now

2 hear from Christine Berthet followed by Cynthia  
3 Kozikowski followed by Eric McClure. Christine  
4 Berthet you may begin when the Sergeant calls time.

5 SGT. LUGO: Starting time.

6 CHRISTINE BERTHET: Thank you. Thank  
7 you Chair for this hearing. My name is Christine  
8 Berthet, I'm the co-founder of Check Beds which I  
9 advocate for better street safety and rides in New  
10 York City. We applaud your focus on equitable  
11 transportation in New York City. So the first  
12 question which has been addressed to date it, you  
13 know, how to make streets safer for underserved  
14 communities and last year I did a number of analysis  
15 and in terms of traffic safety the numbers give us a  
16 start reminder of the inequalities of black, Latino  
17 and Asian populations suffer every day. If you are  
18 raising a family in a community where more than 75  
19 percent of the population is black or brown the risk  
20 that your children would be injured in a car crash is  
21 twice as high as in other communities. And in the  
22 last four years traffic crash injuries in communities  
23 of color have increased at the rate of seven fold  
24 faster than whiter community. These were based on  
25 data on four years and ending in 2021. So the other

2 question, how is the City prioritizing Vision Zero  
3 Project. We need a clear prioritization on the work  
4 based on worse case numbers city wide. We have a  
5 software called crash mapper that all the community,  
6 the Council Member can look at and then we will see  
7 what are the most dangerous intersection in their  
8 district? We have a high expectation of Commissioner  
9 Rodriguez who is very familiar with that issue. And  
10 the second issue is why is the City penny pinching on  
11 saving people's lives? Why are the engineers still  
12 prioritizing flow over using more time to get us  
13 trans and for protection to better trans. We want to  
14 ensure that the DOT installs the safest features at  
15 each street of intersection to protect users.

16 SGT. LUGO: Time expired.

17 CHRISTINE BERTHET: Oh my God. All  
18 right. I'll send my wr-, let me just say one  
19 sentence. I think we cannot deliver equity on the  
20 street without focusing on the pedestrian, 66 percent  
21 of whom are non-white and I will send my testimony  
22 about that. Thank you.

23 JESSICA STEINBERG ALBIN, COMMITTEE

24 COUNSEL: Thank you for your testimony. We will now  
25 hear from Cynthia Kozikowski followed by Eric McClure

2 followed by Jackson Chabot. Cynthia Kozikowski you  
3 may begin when the Sergeant calls time.

4 SGT. LUGO: Starting time.

5 JESSICA STEINBERG ALBIN, COMMITTEE  
6 COUNSEL: Cynthia, please wait to be unmuted.

7 CYNTHIA KOZIKOWSKI: Okay.

8 JESSICA STEINBERG ALBIN, COMMITTEE  
9 COUNSEL: You may begin.

10 CYNTHIA KOZIKOWSKI: Sorry about that.  
11 Okay. Thank you for the opportunity to speak today.  
12 My name is Cynthia Kozikowski and I joined the  
13 Rider's Alliance in order to help in this fight for  
14 reduced fares for all eligible New Yorkers. I'm a  
15 single mom to four kids and I live I the Wakefield  
16 section of the Bronx. I live paycheck to paycheck  
17 and it is a financial hardship to have to buy five  
18 Metro Cards. The Fair Fares Program helped me and my  
19 family greatly with the reduced fare. I'm asking  
20 this new administration to keep this program in the  
21 budget. It is needed for us low income New Yorkers.  
22 I am also asking this new administration to expand  
23 the eligibility criteria with respect to the income.  
24 There are people out there who may be a dollar or two  
25 dollars or three dollars over the income criteria and



2 they're excluded. Those people struggle financially  
3 too especially during the pandemic and with high  
4 inflation. They need the help too. I'm asking this  
5 new administration to invest in Fair Fares and help  
6 us ramp up our outreach. Lastly, I want to ask Mayor  
7 Adams and my City Council Member Kevin Riley what is  
8 your Fair Fares Outreach Plan to reach every eligible  
9 rider in the Wakefield Community of the Bronx? I  
10 thank you for your time and attention in this matter.

11 JESSICA STEINBERG ALBIN, COMMITTEE

12 COUNSEL: Thank you for your testimony. We will now  
13 hear from Eric McClure followed by Jackson Chabot  
14 followed by Carlos Castell Croke. Eric McClure you  
15 may begin when the Sergeant calls time.

16 SGT. LUGO: Starting time.

17 ERIC MCCLURE: Thank you Counsel. Thank  
18 you Chair Brooks-Powers. Congratulations on hosting  
19 your or holding your first hearing. Thank you  
20 Commissioner Rodriguez for staying around to hear  
21 from Advocates. My name is Eric McClure I'm the  
22 Executive Director of Streets Back. A political  
23 action committee and advocacy organization dedicated  
24 to making New York City streets safer and its public  
25 transit better. This hearing let alone our two

2 minutes of testimony will only begin to scratch the  
3 service of the problem of inequity in New York City's  
4 Transportation System. It's a crucial topic that  
5 requires much more attention and effort but calling  
6 attention to it today is a good and welcomed start.  
7 New York City is plagued by inequality and that grave  
8 imbalance extends from income and housing and  
9 education to the city streets. Black and brown New  
10 Yorkers and African Americans in low income  
11 communities especially are disproportionately  
12 victimized by traffic violence. This is due in large  
13 part to the City's failure to make equitable and  
14 adequate investments in life saving infrastructure in  
15 traffic common designs like road dyes, curb  
16 extensions, refuge islands and protected bike lanes.  
17 Explored in an excellent analysis last month in  
18 Streets Blog developed by Reporter Julianne Cuba and  
19 How's My Driving creator Brian Howell. The New York  
20 City Streets Plan however is a promising step in  
21 beginning to address that inequity passed by the last  
22 Council and signed in to law by then Mayor de Blasio.  
23 The Streets Plan lays out important benchmarks for  
24 investment in the City's Transportation Network and  
25 infrastructure and it rightly prioritizes that

2 investment in communities that have been poorly  
3 served in the past. It's incumbent on this committee  
4 and the council and we in the advocacy world to make  
5 certain that City Hall and DOT meet the benchmarks  
6 laid out in the Streets Plan and to insist that it is  
7 fully funded. We must also continue to prioritize  
8 investment in automated enforcement strategies that  
9 remove human bias like speed and red light cameras  
10 and lobby Albany to allow those devices to operate 24  
11 hours a day, seven days a week, year round. We don't  
12 turn off shot spotter overnight or on weekend. We  
13 don't turn off security cameras after hours. Far,  
14 far too many crashes that cause death or injury  
15 happen in places with speed cameras that are not  
16 operating due to curfew. The Council must join with  
17 the Mayor and lobbying Albany for home rule for speed  
18 limits as well as camera systems. Our colleagues and  
19 advocacy have spoken and will speak about buses in  
20 greater detail but we as a City must make better bus  
21 service.

22 SGT. LUGO: Time expired.

23 ERIC MCCLURE: Furthermore, we must also  
24 make cycling attractive, affordable and safe for many  
25 more New Yorkers. Biking has boomed during the

2 pandemic but there is so much more than we can do.  
3 Subsidizing accelerated expansion of City bike to  
4 many more neighborhoods rolled out in tandem with a  
5 robust network of safe, protected bike lanes is a  
6 great place to start. The city's bike share system  
7 is immensely popular but it has yet to reach many New  
8 Yorkers for whom it would be an attractive mobility  
9 option. As the only facet of our transportation  
10 system that doesn't receive public funding it's high  
11 time that we boost the bike share program with  
12 operating subsidies and with the kind of safe bike  
13 lane network that will attract and protect new  
14 cyclist. Let's see if they will come out of the  
15 Council this year that puts that in motion. Thank  
16 you.

17 JESSICA STEINBERG ALBIN, COMMITTEE

18 COUNSEL: Thank you for your testimony. We will now  
19 hear from Jackson Chabot followed by Carlos Castell  
20 Croke followed by Tiffany-Ann Taylor. Jackson Chabot  
21 you may begin when the Sergeant calls time.

22 SGT. LUGO: Starting time.

23 JACKSON CHABOT: Good afternoon. My name  
24 is Jackson Chabot and I'm the Director of Public Safe  
25 Advocacy at Open Play. I'd like to begin my

2 testimony by presenting efficient transportation  
3 corridor. Imaging children and caretakers safely  
4 walking a student to and from school. People of all  
5 ages and abilities biking along to their desired  
6 destination. Children screeching with joy. Seniors  
7 talking together and birds chirping. Now, I'd like  
8 to tell you that this already exists and we can have  
9 more of it with proper funding and framework for  
10 management. This is 34th Avenue in Jackson Heights  
11 ran by a fantastic group of volunteers. Despite the  
12 huge need and demand most streets in New York City  
13 have no local organization or framework that can  
14 manage public safety and are therefore totally people  
15 not people. Open Streets highlights this and they  
16 vary across the city. A transportation alternatives  
17 report found that 84 percent of Open Streets it he  
18 Bronx weren't even set up. For example, at the  
19 moment, business improvement districts are the  
20 primary public safe manager providing care,  
21 management and maintenance to some of New York City's  
22 best public spaces including Open Streets. They have  
23 the ability to provide this level of service because  
24 they have funding, staff and the mandate to manage  
25 public spaces properly. Furthermore, exacerbated in

2 this inequity they cover only 2 percent of New York  
3 City and are primarily concentrated in Mid-town  
4 Manhattan and below. Outside of these districts,  
5 public space is less cared for by the city  
6 particularly in low-income and residential areas.  
7 Coincidentally, business improvement districts are  
8 also presenting the most ambitious pedestrian safety  
9 plans across the city and this is great. I also want  
10 this to be true in other parts of the City. We call  
11 as open plans on the City to create a framework and  
12 property for better coordination, stewardship, for  
13 public space management. We formally call for an  
14 Office of Public Safe Management to help achieve safe  
15 and equitable streets by providing a framework to  
16 care for, maintain and coordinate open streets,  
17 plazas and more.

18 SGT. LUGO: Time expired.

19 JACKSON CHABOT: Important public spaces  
20 and now is the time to invest in it for the future.  
21 Thank you.

22 JESSICA STEINBERG ALBIN, COMMITTEE

23 COUNSEL: Thank you for your testimony. We will now  
24 hear from Carlos Castell Croke followed by Tiffany-  
25 Ann Taylor followed by Pedro Valdez Rivera. Carlos

2 Castell Croke you may begin when the Sergeants calls  
3 time.

4 SGT. LUGO: Starting time.

5 CARLOS CASTELL CROKE: Good afternoon.

6 My name is Carlos Castell Croke and I am the  
7 Associate for the New York City Programs at the New  
8 York League of Conservation Voters. In a densely  
9 populated city like New York access to affordable  
10 clean transportation is more than economic driver and  
11 a hard sought after resource. It's a fundamental  
12 right. We know that transportation is the leading  
13 source of emissions in the State and in the Nation.  
14 Mainly due to personal automobiles and heavy duty  
15 vehicles burning fossil fuels. Furthermore, our  
16 frequent acceptance of perpetuation of car culture  
17 constantly undermines the safety of pedestrians and  
18 effectiveness of alternative forms of transportation.  
19 We are so glad that this hearing in particular is  
20 being held because while we see transportation  
21 intrinsically as a climate issue it is also clearly  
22 an equity issue. Cars are a major source of air  
23 pollution causing respiratory and public health  
24 issues. This is the case of New York City's major  
25 highways which often run through low income

2 communities and communities of color. These  
3 communities are also often underserved by alternative  
4 transportation options, an infrastructure designed to  
5 protect pedestrians and families from cars. In order  
6 to equitably improve our transportation system and  
7 fight climate change, the Council and the City must  
8 prioritize the following initiatives. The City must  
9 continue its comprehensive approach to re-imagine  
10 streets based on implementing the New York City  
11 Streets Plan and the 25 by 25 Plan. Traffic  
12 Enforcement Initiatives such as speed cameras and bus  
13 lane enforcement are an integral part of both of  
14 these plans. These programs and technologies  
15 reinforce the use public and micro-mobility options,  
16 protect our residents from reckless drivers and put  
17 money back into our underfunded transit system. The  
18 plans also highlight the importance of micro-mobility  
19 infrastructure. Through chief progress we need to  
20 pass legislation such as Intro 2465 from the previous  
21 session and make it easier to build bike lanes. Like  
22 lack of safe biking infrastructure is a major barrier  
23 to accessing clean transportation alternatives and as  
24 we expand bike, e-bike and e-scooter shares we must  
25 also build out safe corridors to use them on. These



2 issues are even more prevalent in transportation  
3 deserts where cars rule. These underserved  
4 communities need safe and reliable alternatives to  
5 cars and should not be forced to endure the constant  
6 pollution and traffic accident that occur in their  
7 neighborhoods.

8 SGT. LUGO: Time expired.

9 CARLOS CASTEEL CROKE: Very briefly, all  
10 these pathways forward will improve our city by  
11 helping to reduce emissions, increase affordability  
12 and prove safety including congestion pricing which I  
13 didn't get to mention and we hope the Council will  
14 work to fight for these crucial initiatives and plans  
15 so that we can have a truly traversable and equitable  
16 City.

17 JESSICA STEINBERG ALBIN: Thank you for  
18 your testimony. We will now hear from Tiffany-Ann  
19 Taylor, followed by Pedro Valdez-Rivera followed by  
20 Lindsey Mayer. Tiffany-Ann Taylor, you may begin  
21 when the Sergeant calls time.

22 SGT. LUGO: Starting time.

23 TIFFANY-ANN TAYLOR: Good afternoon. My  
24 name is Tiffany-Ann Taylor and I'm the Vice-President  
25 for Transportation for the Regional Plan Association

2 also known as RPA. Equitable transportation planning  
3 and infrastructure building must remain a priority  
4 for both New York City DOT and the MTA.

5 Transportation deserts, aging infrastructure and  
6 underinvestment persists in many neighborhoods. The  
7 pandemic further eliminated these disparities and as  
8 a city continues to recover this is a watershed  
9 movement to creatively address these challenges. To  
10 enhance air quality reimagining the BQE, implementing  
11 congestion pricing and expanding programs like city  
12 ride and the New York City Clean Trucks Programs  
13 could have an impact. Re-envisioning the BQE cannot  
14 reverse the generational harm it has caused to  
15 surrounding neighborhoods. Congestion pricing will  
16 reduce traffic congestion and its negative  
17 externalities. Prioritizing historically underserved  
18 areas with expanded city bike options and expanding  
19 available funding for the replacement of older diesel  
20 fuel trucks as part of the clean trucks program will  
21 further advance the City's goals as set forth in the  
22 roadmap to 80 by 50. With changing commutes and  
23 reconfigured streets in response to the pandemic  
24 equitable enforcement design is more important than  
25 ever for street safety. RPA supports the calls for

2 permanent city authority over speed cameras as they  
3 are proven to reduce serious crashes at  
4 intersections. Other design for accessibility should  
5 be incorporated throughout all of DOTs domain and  
6 MTAs infrastructure. Lastly, in order to ensure  
7 equitable system accessibility, discounted fares go  
8 hand in hand with better bus service. While we're  
9 supportive of the Mayor's continued commitment to  
10 fair fares more funding is necessary to match or  
11 surpass pre-pandemic levels of funding. The City  
12 should also increase promotion about the program as  
13 many who are eligible are not using it. All of the  
14 priorities I've outlined today can be found in DOTs  
15 Streets Plan. This means that the city has a current  
16 blueprint for how transportation enhancement should  
17 more equitably be implemented citywide. We employ  
18 the city and the state to continue working together  
19 to use all the tools at their disposal to prioritize  
20 transportation equity for New Yorkers who need it  
21 most. Thank you.

22 JESSICA STEINBERG ALBIN, COMMITTEE

23 COUNSEL: Thank you for your testimony. We will now  
24 hear from Pedro Valdez-Rivera followed by Lindsey

2 Mayer followed by Miriam Bensman. Pedro Valdez-  
3 Rivera you may begin when the Sergeant calls time.

4 SGT. LUGO: Starting time. Please,  
5 please un-mute yourself Pedro.

6 PEDRO VALDEZ-RIVERA: Sorry about that.

7 Let me start all over. Good afternoon everyone. My  
8 name is Pedro Valdez-Rivera and I'm a volunteer of  
9 Transit Applicant with the Rider's Alliance. Today,  
10 as I testify about Fair Fares I'm representing all  
11 NYC that the struggle day after day to afford their  
12 Metro Card. Every resident of NYCHA in Bed-Sty  
13 Brooklyn and my family, we all must travel to work,  
14 school or back and forth about the week. We do not  
15 own a car and mostly commute by bus or train. For  
16 me, it is usually the B38 bus or the J train. I  
17 would usually using the Fair Fares. Due to my  
18 brother's new job, he was fired at his last job we  
19 [audio glitch]. MTA has I a whole, most days it is a  
20 struggle just to pay \$1.50 per person just to get  
21 around. Fair Fares is a great program that allows my  
22 family to save money each month that we were able to  
23 put toward rent, food and utilities. Unfortunately  
24 many of the people here in NYCHA don't even know the  
25 program exists. The city has done a poor job at

2 getting the word out. Folks need to know if they  
3 qualify and how they can apply for their benefits.  
4 And also way to use the eligibility to the NYC public  
5 citywide. So more low income New Yorkers families  
6 like mine who are still trying to recover from the  
7 pandemic but may be above the current eligibility to  
8 have access to the help they need. Lastly, I want to  
9 ask Mayor Adams, my city council member . . .

10 SGT. LUGO: Time expired.

11 PEDRO VALDEZ-RIVERA: . . . what are the  
12 [audio glitch] to reach every eligible rider in Bed-  
13 Sty Brooklyn? Thank you so much.

14 JESSICA STEINBERG ALBIN, COMMITTEE

15 COUNSEL: Thank you for your testimony and if  
16 possible if you could submit that in writing as well  
17 the sound went in and out a little bit during your  
18 testimony. We want to make sure we have it all.  
19 Thank you. We will now hear from Linsey Mayer  
20 followed by Miriam Bensman followed by Eman Rimawi-  
21 Doster. Lindsey Mayer, you may begin when the  
22 Sergeant calls time.

23 SGT. LUGO: Starting time.

24 LINDSEY MAYER: Thank you for having me  
25 today. Hello. My name is Lindsey Mayer I'm a

2 Rider's Alliance member and a bus rider in Queens.  
3 As someone that lives in a district with bus service  
4 but a subway I use the Q12 bus to reach the 7 train  
5 in Flushing. Waiting outside the bus can be like  
6 hours during rush hours when northern boulevard has  
7 bumper to bumper traffic sometimes commutes that were  
8 supposed to take one hour end up taking two due to  
9 waiting in traffic. Now is the time to redesign bus  
10 service so that strap hangers can get to their job,  
11 meeting or home in time. We know that bus lane and  
12 bus ways are a sure way to speed up buses. The  
13 Flushing busway for example has increased bus speed  
14 by 14 percent. The Mayor promised 150 miles of bus  
15 lanes and according to the New York City Streets  
16 Plan, you must put in at least 20 lanes this year yet  
17 he hasn't released a plan as to when and where these  
18 bus lanes will be, Council Members, can I count on  
19 you to please make sure the Mayor releases a  
20 comprehensive Streets Plan that will ensure more bus  
21 lanes will be in Queens. Thank you so much.

22 JESSICA STEINBERG ALBIN, COMMITTEE

23 COUNSEL: Thank you for your testimony. We will now  
24 hear from Mirium Bensmana followed by Eman Rimawi-

2 Doster followed by Karen D. Hamilton. Mirium Bensman  
3 you may begin when the Sergeant calls time.

4 SGT. LUGO: Starting time. Ms. Bensman  
5 you have to accept the un-mute request.

6 MIRIAM BENSMAN: Sorry. Hi. My name is  
7 Mirium Bensman. I'm a resident of North Richmond  
8 Hill in Queens and a senior advisor to the Queens  
9 Link a transit equity project that will actually  
10 expand the subway system along an existing city-owned  
11 right-of-way. The Queens Link would connect the  
12 Rockaway, Broad Channel, Howard B, Chisum Park,  
13 Richmond Hill, Woodhaven and Glendale to Regal Park  
14 and then along the to Manhattan without going through  
15 Brooklyn. These communities are all transit desert  
16 or grossly underserves it now takes residents of the  
17 Rockaways one to one and a half hours to get to mid-  
18 town Manhattan on the A train. The Queens link would  
19 cut their trip to 45 minutes eliminating 10 stops.  
20 The Queens Link would also provide faster routes to  
21 schools and hospitals, parks, malls and commercial  
22 strips across Queens. It would link communities  
23 along the lines to each other and to many other  
24 neighborhoods that are now inaccessible except by car  
25 and painfully slow buses. The link would use the

2 right of way of the old Rockaway Beach line of the  
3 Long Island railroad to extend the M line south from  
4 Regal Park all the way to the Rockaways. It cut out  
5 stops at various points in between connecting  
6 commercial districts and there would be transfers to  
7 the R, J and A line and the air train to JFK. The  
8 City bought the right of way 60 years ago. It's been  
9 unused ever since, a dumping ground for mattresses and  
10 cars. Our proposal also includes building up to 33  
11 acres of park and trail spaces alongside, underneath  
12 or above the tracks.

13 SGT. LUGO: Time expired.

14 MIRIAM BENSMAN: The MTA . . . Okay.

15 Just to drop, the MTA study in 2019 concluded the  
16 building, that building this subway extension is  
17 feasible but put a crazy high cost estimate on it.  
18 An independent found the estimated would cost half  
19 that much using the federal guidelines. We can't  
20 afford not to do this. That's it, the rest of it is  
21 in the written testimony.

22 JESSICA STEINBERG ALBIN, COMMITTEE

23 COUNSEL: Thank you for your testimony. We would  
24 like to recognize that Council Member Rivera has  
25 joined. We will now hear from Eman Rimawi-Doster



2 followed by Karen D. Hamilton, followed by Glen  
3 Bolofsky. Eman Rimawi-Doster you may begin when the  
4 Sergeant calls time.

5 SGT. LUGO: Starting time.

6 EMAN RIMAWI-DOSTER: Hi. Thank you so  
7 much and good afternoon. My name is Eman Rimawi-  
8 Doster and I am the Access A Ride coordinator and  
9 organizer with the New York lawyers for the public  
10 interest. I know I only have two minutes so I'll go  
11 as fast as I can and the rest of it I'll submit for  
12 testimony for you guys to read later. To sum it up  
13 our transportation system remains grossly inequitable  
14 especially for New Yorkers with disabilities and for  
15 the millions of New Yorkers who can't easily access  
16 jobs, education and healthcare because of the lack of  
17 affordable, efficient and reliable transportation.  
18 We're here to talk to you about that. Access A Ride  
19 has a number of chronic issues and I'm an Access A  
20 Rider user myself and we urge as a Council to join  
21 with riders and engendering strong oversight and  
22 advocacy of the broken and dysfunctional paratransit  
23 service. We would also invite you to exercise  
24 oversight on how prior transit users have been  
25 consistently excluded from the MTAs Fare Discount

2 Program. As you know, the state of the subway  
3 accessibility remains dire and the lack of elevators  
4 forces many New Yorkers including myself to endure  
5 Access A Ride, pay for expensive taxi rides or simply  
6 just stay home. We must increase the amount of  
7 elevator installations and set an expedited schedule  
8 for installation and finish detectable warning system  
9 or DWS Installations, gap protections including  
10 retractable bridge plates and sliding doors and  
11 railings, all accessible for use. Also, buses need  
12 to be more accessible. Improving accessibility for  
13 new bus loading platforms including DWS on all edges  
14 would benefit the blind communities. Millions of New  
15 Yorkers especially in low income communities and  
16 communities of color are disproportionately exposed  
17 to polluted air and we call on the city, the state  
18 and the MTA to make major investments now in electric  
19 vehicles, zero emission buses, paratransit vans and  
20 school buses while ensuring no less than 40% of them  
21 served disadvantaged and other environmental justice  
22 communities and I'm at . . .

23 SGT. LUGO: Time expired.

24

25

2 EMAN RIMAWI-DOSTER: . . . and I'm at time  
3 so I will submit my testimony for you all to read and  
4 if you have any questions please reach out.

5 CHAIRPERSON SELVENA BROOKS-POWERS: I was  
6 just going to say perfect timing. But thank you so  
7 much for that testimony. That is a very important  
8 topic for me especially out of southeast Queens. For  
9 many years, dating back to when I was a staffer in  
10 the Senate, Access A Ride was always a pain point for  
11 the community that relied on that mode of  
12 transportation and even most recently a constituent  
13 of mine indicated she retired during the pandemic  
14 because it was just too much of a burden to take  
15 Access A Ride to the city where she would be losing  
16 at times three hours to get to her job and so these  
17 are areas that, you know, we definitely have to focus  
18 on and I'm looking to hear from the MTA on their plan  
19 and you raised some valid points and I would love to  
20 meet with you, to be able to learn more on how I can  
21 be able to advocate around that space. So thank you  
22 so much for your testimony.

23 JESSICA STEINBERG ALBIN, COMMITTEE  
24 COUNSEL: Thank you Chair and thank you for your  
25 testimony. We will now hear from Karen D. Hamilton

2 followed by Glen Bolosky followed by Trina  
3 Quagliaroli. Karen Hamilton you may begin when the  
4 Sergeant calls time.

5 SGT. LUGO: Starting time.

6 KAREN HAMILTON: I'm Karen Hamilton a  
7 district 31 Queens resident and member of Riders  
8 Alliance and the permanent citizen's advisory  
9 committee to the MTA. New York City has a social  
10 compact with its residents, an implicit agreement  
11 where commuters reduce car dependency in return for  
12 safe, reliable, accessible and affordable transit  
13 service. The compact is broken and unequivocally  
14 applied resulting in two transient realities, the  
15 transit diverse and the transit limited. Often the  
16 community is most reliant on one mode of transit or  
17 more racially and ethnically diverse and underserved  
18 by reliable service. Several areas of New York City  
19 like my neighborhood in Southeast Queens are not  
20 directly served by trains, have limited express bus,  
21 lack bike infrastructure and more likely to rely on  
22 local buses of commuting and after years of long  
23 waits, long bus rides, waiting at desolate bus stops  
24 without shelter and not being to board crowded buses.  
25 Residents in my community are no longer bus

2 dependent. They are relying more on car pools, dial  
3 a vans, car services, the Long Island Railroad and  
4 personal vehicles. Transit diversity and  
5 dependability should not be a function of income and  
6 geography and the tail of two transit commuting  
7 realities by prioritizing safe streets,  
8 infrastructure, expanding Fair Fares, eligibility to  
9 support all in financial need and ensuring better  
10 buses. Successful transit projects like select bus  
11 services and the Jamaica Avenue, Archer Avenue bus  
12 ways must be replicated throughout the five boroughs  
13 especially in bus reliant areas. Safe, reliable,  
14 accessible and affordable transit service is vital to  
15 New York City's economic health. Thank you.

16 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
17 you so much.

18 JESSICA STEINBERG ALBIN, COMMITTEE  
19 COUNSEL: Thank you so much for your testimony. We  
20 will now hear from Glen Bolofsky followed by Trina  
21 Quagliaroli followed by Erica V. DePiero. Glen  
22 Bolofsky you may begin when the Sergeant calls time.

23 SGT. LUGO: Starting time.

24 GLEN BOLOFSKY: Can you hear me?  
25

2 JESSICA STEINBERG ALBIN, COMMITTEE

3 COUNSEL: Try speaking again.

4 GLEN BOLOFSKY: Can you hear me?

5 JESSICA STEINBERG ALBIN, COMMITTEE

6 COUNSEL: It's a big garble.

7 GLEN BOLOFSKY: All right. Let's try  
8 now. How about now?

9 JESSICA STEINBERG ALBIN, COMMITTEE

10 COUNSEL: Still a little garbled.

11 GLEN BOLOFSKY: [audio glitch] we'll see.

12 [audio glitch] first I want to thank Honorable  
13 Chairwoman Selvena Brooks-Powers for this important  
14 transportation equity hearing as well as all the  
15 Council Members for attending and Commissioner  
16 Rodriguez [audio glitch] and to the DOT and DOF staff  
17 as well. I'm here on behalf of the [audio glitch] of  
18 the 504 Democratic Law [audio glitch] areas. We wish  
19 to emphasize that we concur with the Chairwoman and  
20 [audio glitch] and more buses [audio glitch] for our  
21 communities. This includes more [audio glitch]  
22 vehicles than non [audio glitch]. Now with DOT we  
23 ask them [audio glitch]. Mayor Adams has initiated  
24 [audio glitch] to stop the prior administrations  
25 practice of robbing communities of [audio glitch] for

2 individuals with disabilities and [audio glitch]  
3 buses by ending the New York City Parking Ticket  
4 [audio glitch]. We ask what are the plans [audio  
5 glitch] so that money can be given back to the [audio  
6 glitch]. Thank you.

7 JESSICA STEINBERG ALBIN, COMMITTEE

8 COUNSEL: Thank you for your testimony and if you  
9 could please submit that in writing just so that we  
10 make sure we receive all of it because of the sound  
11 issues. We will now hear from Trina Quagliaroli  
12 followed by Erica V. DePiero. Trina Quagliaroli you  
13 may begin when the Sergeant calls time.

14 SGT. LUGO: Starting time.

15 TRINA QUAGLIAROLI: Hello. And thank you  
16 for allowing me to speak today. I'm a 20 year  
17 resident of Watts Street just outside the entrance to  
18 the Holland Tunnel at Canal Street. I'm here to  
19 speak to the neglect of overall safety, especially  
20 pedestrian safety in the neighborhood streets  
21 surrounding the Holland Tunnel, Canal Street  
22 entrance. Over the years, pedestrians have performed  
23 a daily death defying act of crossing intersections  
24 of Canal, Hudson, Greenwich, Watts and Varick Street  
25 due to a lack of basic traffic, law enforcement and a

2 common sense plan to manage vehicular traffic. We  
3 see parents weaving around cars and trucks with  
4 babies in strollers, cars driving on to medians where  
5 we are standing with our children and sidewalks and  
6 vehicles ignoring basic laws. I do not understand  
7 why the City continues to ignore this dangerous area,  
8 one of the most heavily trafficked areas of the City.  
9 It's not some hidden corner, it is the Holland Tunnel  
10 and its surrounding areas can't get much more  
11 obvious. It is willful neglect from my perspective.  
12 We residents and area workers are bearing the brunt  
13 of a very dangerous traffic situation inflicted  
14 mostly by nonresident vehicles. I see changes that  
15 could improve this situation and I know I don't have  
16 time to go through all of them. I have one  
17 specifically that I find would be most effective and  
18 I would like to urge the City to commit to taking  
19 responsibility for this area and implement the  
20 following. It may be a bit detailed but I would like  
21 to get it in on record. And that is installing a  
22 permanent lane separators on Canal Street eastbound  
23 from West Street to 6th Avenue to physically separate  
24 the Holland Tunnel entrance lanes from the through  
25 lane heading eastbound. This is the most important



2 change that could impact traffic management as is  
3 evidenced by the lane separators that were recently  
4 installed along Hudson Street.

5 SGT. LUGO: Time expired.

6 TRINA QUAGLIAROLI: I would like to urge  
7 attention to this area and ask how do have the DOT  
8 install these barriers alongside Canal Street? And I  
9 would like to submit a letter and would appreciate  
10 any advice on how to do that because it seems we are  
11 very limited in to what we can upload. Thank you.

12 JESSICA STEINBERG ALBIN, COMMITTEE

13 COUNSEL: Thank you for your testimony and someone  
14 will follow up with you on that. We will now hear  
15 from Erica V. DePiero. Erica V. DePiero you may  
16 begin when the Sergeant calls time.

17 SGT. LUGO: Starting time.

18 ERICA V. DEPIERO: Hi. My name is Erica.  
19 I'm a resident of Manhattan and I guess I can say a  
20 volunteer with Stop the Trap Organization. You know,  
21 I signed the petitions and they are the ones that let  
22 me know about today's hearings. So thanks for having  
23 this and giving us a chance to weigh in. I'm a mom  
24 to three school kids so I spend a lot of time in the  
25 parks. We lived in a studio for many years so I know

2 some of you will know what that's like and you know  
3 for the past couple of years it's been really hard  
4 being in the parks on the weekend where we go to  
5 escape there and we have helicopters hovering over us  
6 the entire time on the weekends and as the weather  
7 gets nicer it will just get worse. Committee Member  
8 Lee I remember hearing you say today that you were  
9 talking about street noise and I think that was from  
10 speeding cars. I think we all agree the noise is an  
11 issue and you know, we're used to that, right? We're  
12 New Yorkers, we're not expecting silence but we do  
13 expect some peace when we're in our parks for  
14 example. And I know last year there were thousands  
15 of complaint to 3-1-1. I made a few myself and in  
16 Manhattan where I live many of them were like from  
17 upper west side and that's because we have a lot of  
18 traffic, commuter traffic, tourists, helicopters,  
19 non-essentials. So I know some of this is out of the  
20 hands of the City Council but there are a few things  
21 that I know City Council could do to make some  
22 progress and relieve us of this blight. So one would  
23 be to close down the three heliports to non-essential  
24 helicopters. Two would be to ban the tourist  
25 helicopters from the downtown Manhattan heliport and

2 three would be to block the expansion of commuter  
3 helicopters. I know that there is talk of another  
4 company that want to seek to fly from downtown to  
5 JFK. We already have those. It's just adding to the  
6 deterioration of the quality of life. So, I am  
7 asking you to please . . .

8 SGT. LUGO: Time expired.

9 ERICA V. DEPIERO: . . . this is an issue  
10 that affects New Yorkers in many boroughs and thank  
11 you for listening.

12 JESSICA STEINBERG ALBIN, COMMITTEE

13 COUNSEL: Thank you for your testimony. If we have  
14 inadvertently missed anyone that has registered to  
15 testify today and has yet to have been called, please  
16 use the Zoom Hand function and you will be called in  
17 the order that your hand has been raised. Seeing  
18 none I will now turn it over to Chair Brooks-Powers  
19 for closing remarks.

20 CHAIRPERSON SELVENA BROOKS-POWERS: Thank  
21 you. I want to thank everyone again for attending  
22 today's hearing especially the members of the public  
23 who waited patiently to testify. I also want to  
24 thank the Department of Transportation Commissioner  
25 for staying for the public testimony. I look forward

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AND INFRASTRUCTURE

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2 to continuing to work together on these critical  
3 issues. Our next hearing will be a preliminary  
4 budget hearing on March 15th where we will hear from  
5 the MTA as well as New York City Department of  
6 Transportation and the Taxi and Limousine Commission.  
7 With that, this hearing is adjourned. Thank you.

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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 April 27, 2022