

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY**  
**HEARING BEFORE THE CITY COUNCIL COMMITTEE ON TRANSPORTATION ON**  
**INTROS. 1457 AND 1557**  
**June 12, 2019**

Good afternoon Speaker Johnson, Chairman Rodriguez, and members of the Transportation Committee. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation. With me today are Deputy Commissioner for Transportation Planning and Management Eric Beaton and Assistant Commissioner for Street Improvement Projects Sean Quinn. We are happy to be here on behalf of the de Blasio Administration to testify on Intros. 1457 and 1557.

The Administration shares the goals that Intro. 1557 puts forth and we welcome the conversation on the policy, political, budgetary and operational issues it raises. With a growing city and finite street space, the need to tackle climate change, and the urgency to provide safe, equitable, green and accessible mobility, we must continue to transform and humanize our streets and prioritize more efficient, environmentally-friendly modes.

DOT is rising to the challenge guided by citywide planning documents like OneNYC and the “80 x 50” greenhouse gas reduction plan, as well as DOT-specific publications like our Strategic Plan, our Vision Zero Pedestrian Safety Action Plans, our Safer Cycling plan, and the Mayor’s Better Buses Action Plan. We think our documents present an ambitious vision that we are focused every day on delivering, but we would be happy to discuss the value of bringing all that work into a single planning document.

And while we are proud of our world-class studies and strategy documents, what has distinguished DOT under this Administration is our execution. We have dramatically increased our output of projects, to make our streets safer, greener, smarter, and more equitable and accessible, all while having substantive community input.

This includes increasing the miles of bike lanes by a third in the last five years from 908 to 1,240, including 83 miles of protected lanes, increasing the number of miles of bus lanes by nearly 50 percent from 75 to 112, and implementing over 514 separate street improvement projects under Vision Zero compared to 242 prior to Vision Zero. We know of no other U.S. city that is accomplishing this dramatic pace of transformation, tackling big, challenging streets.

We at DOT are proud and passionate about our work and always strive to accomplish more, but achieving the targets in the bill as drafted would require a significantly reconfigured agency. The bill’s vast new operational requirements would necessitate significant additional funding from the City budget which we estimate to be several billion dollars, new headcount, new facilities and equipment.

Furthermore, the magnitude of the changes proposed would require a new, re-envisioned public engagement model with fewer mandated requirements for work with the City’s 59 community boards, as well as Council Members, Borough Presidents, State and Federal elected officials,

BIDs, major institutions, civic groups, and all the numerous other entities that are affected by DOT's work.

The bill would also require tremendous managerial and operational bandwidth at DOT. This is at a time when the agency is already managing enormous growth and undertaking major new initiatives as well as our core mission.

In the last five years, the Mayor and Council have increased DOT's operating budget by a total of 25 percent, from approximately \$851 million to over \$1 billion. We have increased our headcount by nearly 20 percent, from approximately 4,600 to 5,500, with hundreds more hires planned.

The Mayor and Council have doubled our 10-year capital plan from approximately \$8 billion to over \$16 billion. In FY18 we committed a record \$2.2 billion worth of projects and achieved a capital commitment rate of 81 percent—up from 42 percent at the start of this Administration.

And, as I noted above, we are taking on several enormous new projects to which we will be devoting significant resources and attention. The scale and scope of these undertakings is dramatic.

For example, the City is committed to making our estimated 320,000 pedestrian ramps accessible, and we are moving ahead with a comprehensive plan. While other U.S. cities are also grappling with this tremendous challenge, none are on the same scale we face.

To accomplish our plan, DOT is engaged in a survey, using high-definition street imagery and LiDAR, to collect multiple measurements on each pedestrian ramp. We are constructing new and upgraded ramps with significantly expanded in-house crews as well as DDC-managed private contracts. For this work the FY20 Executive Budget proposes \$1.5 billion over the next 10 years in capital and expense funds and over 500 new staff, for what will ultimately be a multi-billion dollar, multi-decade effort.

With dramatically expanded speed camera authorization from the State, we are preparing to ramp up our program to be *the largest in North America and among the largest in the world*. This expansion, from 140 to 750 school zones, which will do so much to help us achieve Vision Zero, will be an enormous undertaking. It will require budgetary resources, many new employees to review violations, as required by State law, and many millions of dollars in camera purchases, the first installments of which are reflected in our proposed Executive Budget.

All the while we are moving forward with Lyft to triple the number of Citi Bikes to 40,000, double the size of the service area, and add more valet stations and docks in the busiest parts of the system. At the same time we are looking to expand dockless bikeshare to all of Staten Island, and, depending on what happens in Albany, we may be charged with figuring out how shared e-scooters and e-bikes will function on our streets.

And of course, a major focus for DOT and this Administration is working with the MTA as they implement congestion pricing for the Manhattan Central Business District, collaborating on

traffic studies and evaluation, a parking study, and working with the MTA to improve transit options on “day one” of the plan. And at DOT we are also planning to repurpose street capacity for buses, bikes and pedestrians, as London has done. Other cities all around the country are watching New York and we intend to rise to this historic challenge.

All this comes on top of everything DOT is already doing. Overall, our agency manages and maintains the City’s 6,000 miles of streets, 12,000 miles of sidewalks and nearly 800 bridges—the largest and most complex urban street network in North America—as well as the Staten Island Ferry, the second largest public ferry in the country.

On Vision Zero, in 2018, we saw our fifth annual decline in traffic fatalities, yet again bucking the national trend. But fatalities are currently up 25 percent compared to last year and recent tragedies underscore the urgency of our work. There is much more to do, and we have always known that progress will not be linear. Vision Zero is this Administration’s top transportation priority, one that requires extensive resources and managerial focus at all levels of the agency, as well as constant collaboration with our sister agencies and other stakeholders.

Looking ahead, our dramatic speed camera expansion will play a big role. And along with targeted enforcement and education, we will continue our exponentially increased output of safety projects. We have increased Leading Pedestrian Interval installations by 5,000 percent compared to pre-Vision Zero averages, increased corridor re-timings by over 800 percent, tripled the pace of our Street Improvement Projects and more than tripled our pace of installing protected bike lanes.

Under this Administration we have doubled our capital plan for our 800 bridges from approximately \$4 billion to well over \$8 billion and last year we initiated construction projects on over 20 bridges, in every borough. We are also addressing the future of the BQE from Atlantic Avenue to Sands Street, one of the City’s biggest and most complex infrastructure challenges.

We have waged a concerted, multi-year effort to make up for past underinvestment in our roadways, and working in every community board we expect to resurface 1,300 lane miles for the third fiscal year in a row, nearly a third higher than previous averages. As a result, fewer pothole complaints have dropped by more than 50 percent.

And last year we conducted over 30,000 sidewalk inspections, issued over 13,000 violations, and installed or replaced over 1.7 million square feet of sidewalk. In FY 2018, we conducted approximately 600,000 street permit inspections and issued nearly 49,000 violations.

We operate and maintain over 13,000 signalized intersections, 300,000 street lights, the nation’s largest municipal parking system, and a network of traffic-monitoring cameras in addition to our speed, red light, and bus lane enforcement cameras. We study more than 2,000 requests per year for new traffic signals, left turn signals and other signal treatments and proactively analyze traffic to enhance safety.

And we also continued to serve nearly 25 million Staten Island Ferry passenger trips a year, 24/7 and in all conditions, with a fleet of eight vessels and three new Ollis Class boats on the way—while maintaining an industry-leading safety record.

Admittedly our “bread and butter” work on roads, bridges, sidewalks, traffic operations, parking and ferries does not often make big headlines, but it is essential for the safety, mobility and quality of life for millions of New Yorkers. And I want to take this opportunity to especially thank the dedicated men and women of DOT who work so hard and deliver for this City every day.

Now let me turn towards some of the major areas of Intro. 1557.

### **Bus lanes**

First on buses, in his State of the City address this year, the Mayor committed to the ambitious goal of increasing bus speeds by 25 percent by 2020. Building on this announcement, DOT released its Better Buses Action Plan, which presents a vision for how to improve bus service citywide, and complements the MTA’s Fast Forward plan.

DOT has committed to installing 10-15 miles of new dedicated bus lanes each year, upgrading five miles of existing bus lanes annually, bringing TSP to 300 intersections each year, and making at least ten bus stops fully accessible every year—along with many other upgrades.

We plan to work with New York City Transit as they complete their borough bus redesigns, implementing borough wide bus priority programs at the same time. We have included the first of these as part of the NYCT’s draft Bronx plan, and will work with them on the other boroughs, with Queens up next. Each location will also get our full planning and design effort, including analyzing parking and traffic impacts, and working collaboratively with local stakeholders.

Effective bus lane designs involve a lot of trade-offs, like reduced curb access, parking and travel lane removals, and turn restrictions that can improve bus speeds and street safety but are often very unpopular with local businesses and residents. We have created a Better Buses Advisory Group with advocates, business and labor, elected officials, and other key stakeholders to help guide our work and build political support. And we would welcome Council Member support to ensure our bus lane designs remain robust and effective.

Finally, the legislation calls for bus lanes that are either physically separated or camera enforced. We are excited to pilot two miles of physically separated bus lanes for the first time this year. And, of course, we look forward to implementing the City’s first Transit and Truck Priority Street on 14<sup>th</sup> Street to accommodate NYCT’s new M14SBS service. But we have a lot to learn as we undertake these new treatments and will be evaluating their performance.

When it comes to camera enforcement, we are currently authorized by the State to deploy them on 16 routes. I want to thank Senator Krueger and Assemblywoman Rozic for fighting to reauthorize and expand our bus lane camera program. With the program set to expire next year, passing this legislation is a top priority in Albany and we welcome the Council’s support.



## **Bike lanes**

On cycling, DOT seeks to double the number of active cyclists and make New York the best biking city in the U.S. Over the last three years DOT has been adding an average of 62 miles of bike lanes a year to our 1,240-mile network, the largest in the country. This includes adding an average of 20 miles of protected bike lanes to our current 480, up from about six per year pre-Vision Zero.

We are not simply adding miles but developing continuous protected corridors that allow cyclists to ride from Downtown Brooklyn to the Bronx and from Queens Boulevard to Midtown Manhattan. As a key part of this we are enhancing the connections to our East River bridges, including Jay Street, Grand Street, Delancey Street, Chrystie Street, and Park Row.

We are adding bike infrastructure to the streets approaching the Harlem River Bridges, as outlined in our Connecting Communities report, including Willis Avenue this year. We are also building out protected Manhattan crosstown routes. We completed pairs of routes on 12<sup>th</sup> and 13<sup>th</sup> Streets and 26<sup>th</sup> and 29<sup>th</sup> Streets, and expect to install another pair on 52<sup>nd</sup> and 55<sup>th</sup> Streets this year.

Overall on bikes, we are focused on three key priorities:

- Continuing to build out an interconnected, protected network;
- Enhancing safety in Priority Bicycle Districts—neighborhoods that have high ridership but lack adequate bicycle infrastructure—including a commitment to create or enhance 75 lane miles in these districts by 2022; and
- Expanding our network in farther reaches of the City to improve access to parks, transit, and other destinations.

We have an ambitious citywide bike program for 2019 and some highlights include:

- Southern Boulevard: In the Northern Bronx, we will connect Mosholu Parkway, one of our historic greenways, south to the Botanical Garden, with future connections to the Zoo, and the Bronx River Greenway.
- Elmhurst, Jackson Heights, East Elmhurst, and Corona in Queens: In the culmination of a multi-year neighborhood planning effort we will bring new neighborhood lanes to two of our Priority Districts.
- Fountain Avenue: In southern Brooklyn we will connect the Brownsville and East New York neighborhoods to recreation and open space.
- Manhattan Avenues: In addition to our crosstown work, we will implement protected lanes on 2<sup>nd</sup>, 8<sup>th</sup>, 10<sup>th</sup>, and 11<sup>th</sup> Avenues to fill in gaps on very busy corridors.
- Staten Island: With the success of dockless bike share here, we are continuing to focus on building out a network, starting with the ferry terminal and the exciting waterfront development.

Ultimately, our goal is a protected bike lane network that provides safe, appealing bicycle connections between major neighborhood centers, complimented by local neighborhood connections.

Bike lane implementation draws on many parts of the agency. Our bike staff take the lead but work with our borough offices, traffic engineers, planners, as well as our Markings, Signals and Sidewalks Divisions. We continually update our designs to make sure our work reflects best practices, which includes upgrading existing bike lanes. And we work to maintain curb access for residents and businesses as well as traffic flow. Protected bike lanes in particular involve a lot of outreach.

Continuing to expand and truly weave an interconnected protected bike lane network into the fabric of our city streets involves more than just DOT. When bike lanes and bus stops are on the same side of the street, for example, we have to coordinate with NYCT on potential conflicts and design challenges. Our projects include a substantial and labor-intensive review process with FDNY. And they may have to consider the use of smaller vehicles to navigate different street layouts.

DSNY would need greater capacity to handle smaller spaces and narrower lanes with smaller vehicles for street sweeping and plowing. DDC would need greater capital management capacity to handle complex street designs. We would need to have more coordination with EDC on their complex capital projects. And, we would need to further increase NYPD enforcement.

Finally, all of these street designs come with greater ongoing maintenance requirements, from markings, to delineators, to medians and jersey barriers, which we must plan for and fund as well. It has been exciting to implement these transformative projects and they also must be kept in a state of good repair for all the years to come.

### **Pedestrian plazas**

DOT's Pedestrian Plaza program, now ten years old, creates new public space from underutilized portions of our right-of-way to enhance safety, walkability, and accessibility to transit while supporting neighborhood economic and civic life. This past year alone we finished capital construction on seven plazas while adding another four new plazas, bringing our total to 79 citywide.

A lot more goes into creating our plazas than simply designating areas for pedestrian use and adding amenities. Plazas in New York City require a local maintenance partner, who can ensure the space remains clean, safe, inviting and well-programmed. That requires local participation, resources and organizational capacity and is often performed by the neighborhood BID or civic association. These important partners are key to creating a successful plaza. The same is true for shared streets.

When done right, our plazas have transformed spaces previously dominated by cars, like Times Square, and become vital neighborhood focal points, like Diversity Plaza in Jackson Heights. And our plaza partners perform extraordinary work for their neighborhoods. But when a plaza partner is absent, the space can quickly become derelict and detract from the neighborhood, rather than enhance it.

In 2016, the de Blasio Administration created the OneNYC Plaza Equity Program, which provides \$1.4 million annually to lower capacity plaza partners, typically outside the Manhattan

core. The funds are used for maintenance, programming, and landscaping assistance to over 25 plazas while also helping to strengthen the performance of the local partners. That program is essential, especially in lower income neighborhoods, and would need to grow as the program grows. Each plaza remains an ongoing resource and management commitment for both the City and the local partner.

### **Accessibility**

Lastly, the bill sets several benchmarks that touch on accessibility. I want to emphasize that all DOT design work complies with the ADA and we are passionately committed to full accessibility as a part of everything we do. At the same time, as I described earlier, with an enormous commitment of resources and staff, the City has embarked on the tremendous challenge of upgrading all our over 320,000 pedestrian ramps.

And when it comes to accessible pedestrian signals, we have the most ambitious retrofit program in the country and are including them in all new signal installations moving forward. For our retrofits, we work with the disability community and elected officials and utilize national design standards to identify and prioritize intersections which present crossing difficulty for low-vision or blind pedestrians. It should be noted that there is ongoing litigation on this issue.

### **Conclusion**

In conclusion, the team at DOT is excited about all the work before us, proud of our accomplishments to date, and grateful to the Mayor and the Council for a significant increase in resources over the last five years. And we are grateful to the advocacy community for their ongoing support of our work to transform City streets.

But that growth has meant we are straining to find the hiring capacity, management bandwidth, and facilities to handle our enlarged scale of operations. We are also starting to exhaust local outside contracting capacity in certain areas, such as striping and milling.

And executing the work required on the scale and timeline envisioned in the bill would necessarily mean a very different relationship with the Council and community boards, which are also straining to keep up even with DOT's current roster of projects, and potentially a pared-down level of community engagement.

In 2018, DOT conducted over 600 separate project presentations to community boards, as well as numerous other site visits, walk-throughs, and meetings, and our Street Ambassador outreach teams visited 130 different locations, conducted over 3,700 surveys and had close to 8,000 conversations with New Yorkers to support over 50 separate projects. And I, our Borough Commissioners, and other senior leaders also personally participate in dozens of town halls, open houses, Council hearings and site visits each year.

And when we speak with many of you – and your State and Federal colleagues -- we hear a desire for *more* not less of this engagement. DOT now faces ever greater Council-mandated reporting, notice, presentation, and waiting period requirements and the body may want to take a hard look at reducing and streamlining these rather than adding more. I think we would need to

further explore how the benchmarks in the bill square with the current level of engagement that communities, stakeholders and elected officials expect.

All that being said, our engagement frequently leads to insights and improvements to projects. And for every engagement process that moves too slowly, dozens of other projects are moving forward with implementation. As we like to say, we are not leaving any paint in the can at the end of each construction season.

The de Blasio Administration is grateful to the Council for your support. We have accomplished so much, but we know there is so much more to do to transform our City streets. We need the Council's continued strong support and partnership to accomplish our shared goals, particularly for the most politically challenging projects in your districts, where you are respected local leaders.

**Intro. 1457**

Finally, I will briefly address Intro. 1457. Under Vision Zero, we have dramatically increased the rate at which we install LPIs, a change which we believe has been a key factor in bringing pedestrian fatalities to historic lows in recent years. Council Member Menchaca and street safety advocates recognized that people on bicycles were already using these same LPIs to proceed more safely through intersections.

Our pilot to permit cyclists to follow LPIs at 50 intersections has now made it clear that these head starts offer effective protection to cyclists, while keeping pedestrians safe as well. I would like to thank the Council Member for working with us to evaluate a policy change that can turn common-sense reality into better traffic laws and DOT supports the legislation with minor modifications.

Again, I thank you for the opportunity to testify today and I will now answer any questions you may have.

## **Hearing on a Master Plan for NYC Streets and Bicyclists' Use of Pedestrian Control Signals**

*Testimony before the New York City Council Committee on Transportation - New York City Hall  
Testimony by Marco Conner, Interim Co-Executive Director, Transportation Alternatives*

### **SUPPORT: Intro. 1457 and 1557**

For 46 years Transportation Alternatives has advocated on behalf of New Yorkers for safer, more inclusive and more livable streets. With more than 150,000 people in our network, nearly 10,000 dues-paying members and over 1,000 activists throughout all five boroughs we fight to promote biking, walking, and public transportation as alternatives to the car for all New Yorkers.

#### **SUPPORT: Intro 1557 (Johnson) - Master Plan**

At Transportation Alternatives we are guided in our support of policy, not by politics, but by data. And the data is overwhelmingly clear, the measures and benchmarks proposed in this legislation is proven to save lives, improve bus transit service, promote the healthiest and most environmentally friendly transportation modes including biking, and to make our streets more accessible.

These are improvements that all New Yorkers deserve. In New York City most households don't own a car, the vast majority commute by public transit or walk, and countless New Yorkers want to bike or spend time in car-free plazas. But sadly, and to the detriment of us all, 80% of our streetspace is dedicated to the movement or storage of harmful cars and trucks -- with cars sitting still, parked, 95% of the time on average. That is inequitable and harmful use of our streets. This master plan takes a giant leap forward by addressing these inequities.

Importantly, this visionary master plan would require many improvements at a pace that our current crisis in these areas require. More than 6,000 people have been killed in traffic on New York City streets since 2001, we don't feel safe walking and have far too few oases of calm space, numerous areas of our city are congested with cars, buses move at walking speeds, and we need to reduce carbon emissions and reach our 80x50 goals and Vision Zero in our lifetimes. Far too often, people in New York City have lost their lives due to inadequate street designs, and far too often improved designs only come after tragedy has struck. The current pace of improvements is, plain and simply, inadequate to meet these crises.

For these reasons Transportation Alternatives strongly support Council Speaker Corey Johnson's Master Plan in the form of Intro 1557-2019.

Four recommendations to intro 1557:

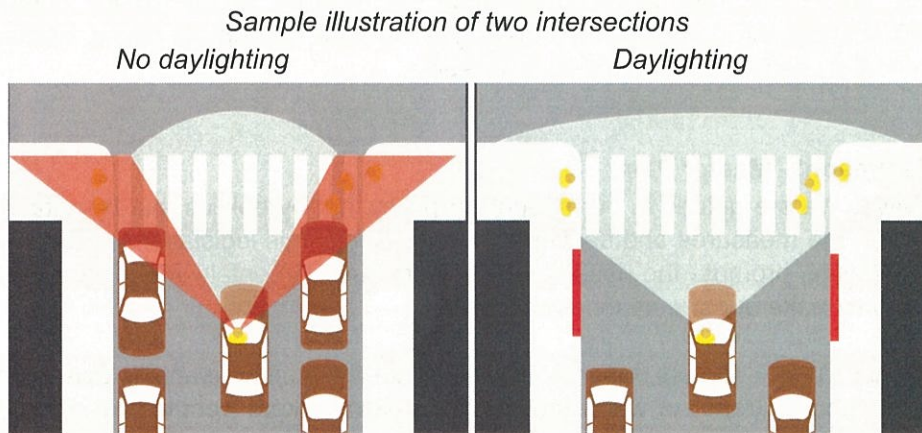
*Recommendation 1: Require benchmarks for bicycle parking facilities, incl. bike racks and corrals*  
In surveys by NYC DOT the lack of accessible and safe parking for bicycles is a close second-ranked reason cited by New Yorkers as the reason they do not bike or do not bike as often



as they would. For years there has been a back-log of requests for bike racks from property owners and managers, documenting an overwhelming demand that is not being met by the city. This creates literal bottlenecks for growing cycling in New York City and could be easily addressed. Bike parking near all transit hubs and most subway stations and bus-stops should also be benchmarked.

*Recommendation 2: Require benchmarks for daylighting of intersections to increase safety and micro-mobility parking*

Daylighting is a simple street design element that increases vital sightlines for all road users by prohibiting the parking of motor vehicles within 20-25 feet of an intersection or crosswalk. These daylighted road segments can be further equipped with bike corrals to create much needed bike parking for New Yorkers, and designated parking for e-scooter share and dockless bike share.



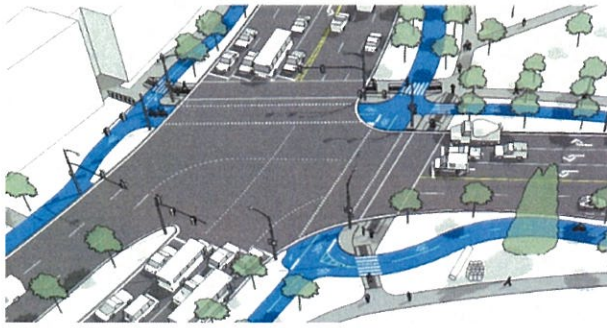
*Recommendation 3: Require benchmarks for expansion of sidewalk space to promote walking*

Under the proposed legislation's call to prioritize pedestrian safety and use of the street, consider adding benchmarks for expanding sidewalks in the most pedestrian heavy areas throughout NYC, to accommodate and encourage this basic mode of human transportation, which will also make our sidewalks more accessible for wheelchair users and others.

*Recommendation 4: Require benchmarks for protected intersections to improve safety and promote bicycling*

Protected intersections utilize elements already increasingly implemented by the NYC DOT, but which are underutilized, including pedestrian islands and ideally concrete barriers to reduce vehicle turning speeds and eliminate or reduce turning conflicts between motor vehicles and bicyclists.

*Sample illustrations of protected intersections*



**SUPPORT: Intro 1457 (Menchaca) - Bicyclists' Use of Pedestrian Control Signals**

Transportation Alternatives strongly supports Intro 1457 by Council Member Menchaca to allow bicyclists to use pedestrian control signals. Doing so is common sense and is backed by data that shows doing so does not increase crashes or injuries. In fact, turning conflicts in the intersection is the leading cause of injuries to bicyclists and perennially of crashes. Bicyclists are vulnerable road users. Allowing cyclists to proceed in advance of multi-ton vehicles can avoid many potential turning conflicts. We also support the legislation's specification of the truism that cyclists also must, always, yield to pedestrians, including wheelchair users.

Thank you.

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**Contact:**  
Adriana Espinoza  
NYC Program Director  
New York League of Conservation Voters  
[aespinoza@nylcv.org](mailto:aespinoza@nylcv.org)  
(212) 361- 6350 ext. 203

## **Testimony in Support** **Int. 1557-2019**

*In relation to a master plan for the use of streets, sidewalks, and pedestrian spaces*

Good afternoon. My name is Adriana Espinoza, and I'm the Director of the New York City Program at the New York League of Conservation Voters (NYLCV). NYLCV represents over 30,000 members in New York City and we are committed to advancing a sustainability agenda that will make our people, our neighborhoods, and our economy healthier and more resilient. I would like to thank Chair Rodriguez for the opportunity to testify before the Committee on Transportation in support of Intro 1557 of 2019.

One of NYLCV's top priorities is ensuring that New Yorkers have access to sustainable, low-carbon modes of transportation. We believe that mass transit, pedestrian safety and smart street design are crucial to achieving this goal. With a comprehensive citywide vision, New Yorkers can more easily pursue sustainable modes of transportation, reduce dependency on vehicles, reduce greenhouse gas emissions and breathe cleaner air as a result. That is why we strongly support Intro 1557 to develop a transit master plan for New York City and commend Speaker Johnson for advancing this forward-looking proposal.

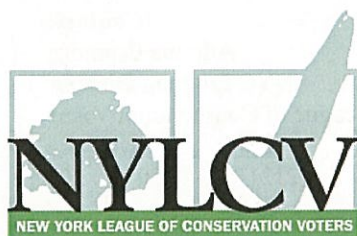
Intro 1557 requires that the master plan include specific proposals for street redesign, protected bicycle and bus lanes, bike parking, pedestrian plazas, commercial loading zones, truck routes, and parking, all of which have been a focus of our advocacy for years. We are grateful for the ambitious goals required in the plans, particularly those for bus lanes, bike lanes, and transit signal priority. NYLCV has long pushed for increased deployment of this critical infrastructure. In fact, we are also pursuing transportation master plan legislation at the state level this year, which has recently passed both houses.

A comprehensive approach to the design and expansion of these spaces represents an incredible opportunity not only to reduce congestion and improve mobility in this City, but also sustainability and well-being of all New Yorkers. Our most recent policy agenda called for "a comprehensive growth strategy that incorporates affordable, reliable mass transit and walkable neighborhoods that connect people to jobs and education to address threats to liveable sustainable communities", and we are thankful that the City Council, under the leadership of Speaker Johnson, has recognized and acted on this need.

Additionally, NYLCV believes transparency and accountability are critical in the policy making process, and commend the bill's sponsor for including provisions related to public engagement and tracking of benchmarks and implementation.

For these reasons, NYLCV supports Intro 1557, and respectfully requests inclusion of the following to be considered to strengthen the bill:





**Contact:**  
Adriana Espinoza  
NYC Program Director  
New York League of Conservation Voters  
[aespinoza@nylcv.org](mailto:aespinoza@nylcv.org)  
(212) 361- 6350 ext. 203

- Incentives for zero-emission vehicles, including “green loading zones”. The master plan can and should think beyond mobility of New Yorkers moving between work, school, home, etc. to include how other larger, more polluting fleets move (and idle) around the City. We believe any transit master plan should explore the adoption of zero-emission freight zones for curbside loading/unloading. An approach like this should reduce double parking while encouraging adoption of clean technology.
- Promote the proliferation of green infrastructure such as street trees and bioswales, which would help enhance the city’s air and water quality. Pedestrian plaza expansion should be discussed as part of a comprehensive discussion of open space improvement and expansion with relevant city agencies such as NYC Parks, DEP, and others.
- Maximize the use of sustainable materials. Street redesign presents an opportunity to make use of recycled materials that already exist in NYC’s waste stream. The master plan should explore the use of ground glass from recycled materials in pavement or trails, and look for ways to make use of compost for uses such as erosion control and bioswales among other opportunities to green our infrastructure.
- Require interagency coordination. Collaboration of city agencies and buy-in from the Department of Transportation is necessary for success of each master plan. Especially because elected leadership and commissioners change overtime, Intro 1557 should include language requiring coordinated planning with other agencies, and each plan should specify which agency would be responsible for which aspects of the master plan.

The City of New York has never undertaken a transit plan of this scale, and thus should take its time to be deliberate, exhaustive, and inclusive with the planning process. For that reason, the deadline of October 1, 2019 should be revisited – we must ensure the process is not rushed and we can adequately engage the public.

I’d like to thank Speaker Johnson and the Committee on Transportation for your ongoing support of transit issues that concern our members. I look forward to continuing this work in the future. Thank you for you time.



New York City Council Committee on Transportation Hearing

June 12, 2019

Testimony of Eric McClure, Executive Director, StreetsPAC

### **Int. 1557-2019 – Support**

StreetsPAC strongly supports Intro 1557, which would require the Department of Transportation to issue and implement a master plan for use of the city's streets, sidewalks and pedestrian spaces.

As City Council Speaker Corey Johnson underscored in the comprehensive "Let's Go" report his office issued in March, the city too often takes the path of least resistance in implementing bicycle or pedestrian or transit projects. This is not meant as a criticism of NYCDOT; Commissioner Trottenberg and her teams are deeply committed to the safety and mobility of all New Yorkers. Politics, however, too often get in the way of their work.

While the Department is of course concerned about being held to arbitrary targets, we're confident that NYCDOT and the Council can arrive at mutually agreed benchmarks that are both aggressive *and* achievable. And the simple fact is that we *need* targets. The city's Bicycle Master Plan has not been updated since it was issued in 1997. While we have of course expanded greatly on that plan, we still are far from the kind of fully connected and safe bike network the Speaker's report envisions, and that a truly bike-friendly city requires.

Creating a master plan will also help insulate our progress on transportation from the vagaries of changing administrations. We're falling behind major world cities that have more quickly recognized the importance of reducing car dependency, including Paris, London, Oslo and Barcelona, to name just a few. The future of New York City surely is not one in which cars will dominate our streets, and a master plan will help us get to that future more quickly, directly, and efficiently.

A master plan will also help us better integrate the many facets of our transportation network. There's no good reason New Yorkers shouldn't be able to transfer freely from a bus to a ferry, or a shared bicycle to a subway. And the fact that our transit system is not accessible to all New Yorkers, regardless of their mobility, is just not acceptable.

Additionally, a comprehensive plan will be critical to turning around our struggling bus system, which is in dire need of separated lanes, universal signal priority, streamlined routing, and all-door boarding. It will help us more quickly rationalize the way we treat the curbside, implement better parking and loading-zone policies, and accelerate the breaking of car culture. It will help improve the safety and mobility of all New Yorkers.

It is hugely important, however, that the City Council provide NYCDOT with the resources it will need to create, and adhere to, a transportation master plan. This is a mandate that cannot go unfunded. As the first line of the “Let’s Go” report states, transportation is the lifeblood of New York. We must ensure that we fund it as such.

**Int. 1457-2019 – Support**

StreetsPAC fully and unequivocally supports Intro 1457, which would permit a person riding a bicycle to proceed on a green leading pedestrian interval, or LPI signal, at an intersection. The 50-intersection pilot program for the LPI-for-bikes effort has been a complete success, and we urge quick passage and implementation of the bill. It will improve safety for people riding bikes, without compromising safety for anyone else. Let’s roll it out citywide as soon as possible.



New York City Council Hearing  
Five Year Plan for Streets, Sidewalks and Pedestrian Space  
June 12, 2019  
Testimony of Hindy L. Schachter, Families for Safe Streets

My name is Hindy Schachter. I am a lifelong New York City resident. As a senior citizen driver, cyclist, and pedestrian I see the need for safe streets from multiple perspectives, but each vantage requires the city to have a master plan for the use of streets, sidewalks and pedestrian spaces along with specific benchmarks that the Department of Transportation must meet. Reaching this goal will enhance travel for motorists, cyclists and walkers alike. That is why I support the council's proposed bill, Int 1557-2019, offering a master plan that will finally put in place the extensive street redesign New York City needs.

While the bill has many vital provisions, in my testimony today I want to focus on its plan to create additional protected bike lanes including a commendable 10-year goal of a completely connected bicycle network. I started riding a bicycle on the streets of Manhattan in the 1970s. My first cycling forays came well before the advent of bike lanes or share-the-road signs. Often as I pedaled with my husband, Irving Schachter, a driver would open his window and yell, "Get off the street. You belong on the sidewalk." As my husband could easily ride 25 mph, the drivers were not responding to our lack of speed; they simply refused to share the road. We became members of Transportation Alternatives because we wanted to educate motorists and change driving culture. From our first forays we both believed change was possible; I continue to believe that change can and will come today.

My husband was also a lifelong New York City resident. He was a driver, a cyclist and a pedestrian who felt comfortable in all three roles. He was a runner who won age group awards in New York Road Runner races. In 2013, he completed his first New York City marathon at the age of 74. In summer 2014, he set aside time each week for three Central Park runs as preparation for the upcoming November race.

On Sunday August 3, 2014, he and I set out to run in the park. We ran five miles together at my pace—his warm up. At E. 69<sup>th</sup> Street and East Drive I then left; my exercise time was over. He planned to complete 13 additional miles at a somewhat faster pace. He was almost finished with an 18-mile run when a 17-year-old cyclist veered at high speed into the runner's lane and collided with Irv. A moment was all it took to end a life still primed for athletic accomplishment and so much more.

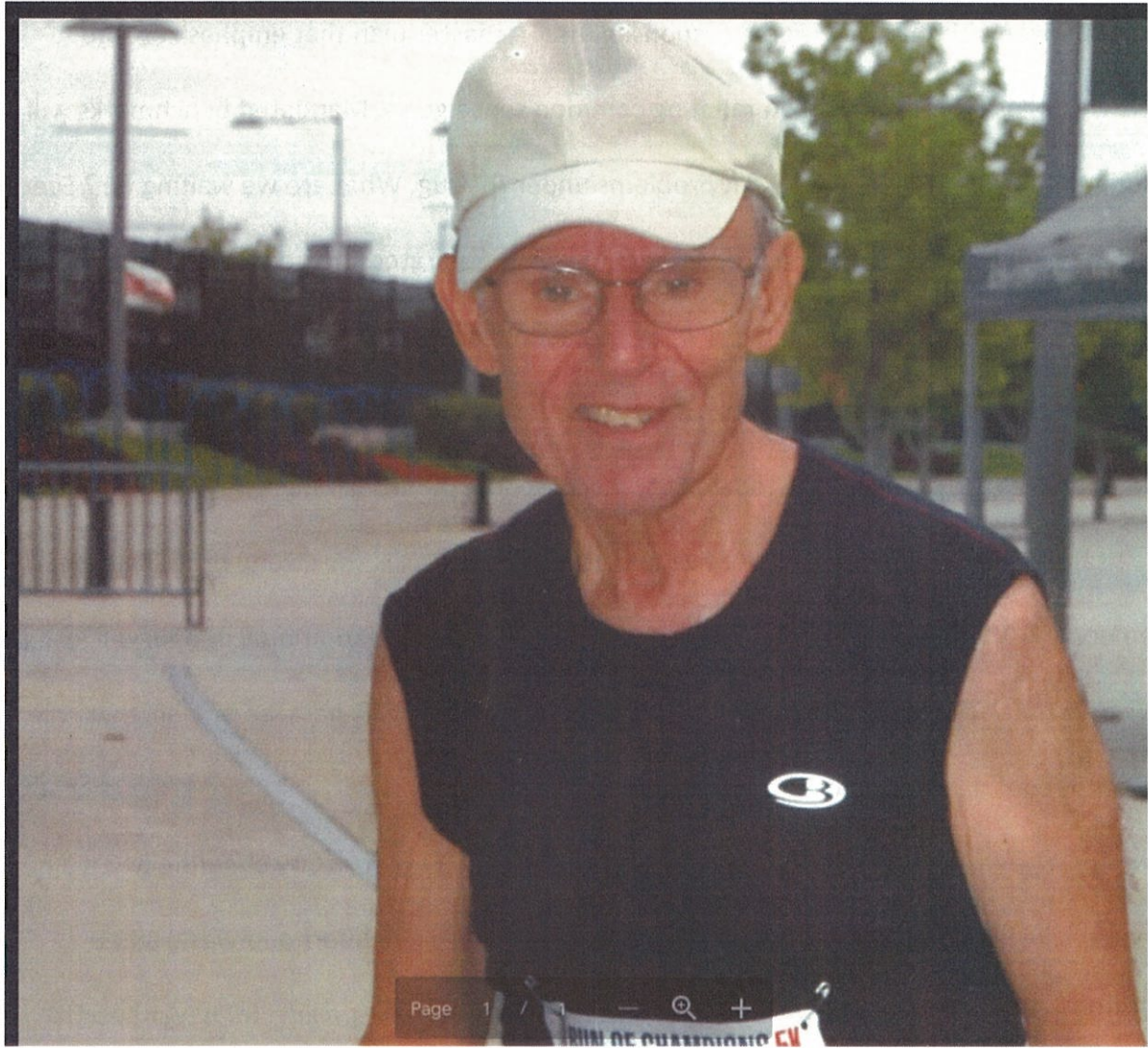
One way to analyze this tragedy is to focus on the cyclist's individual flaws, particularly his lack of concern with the consequences of entering a pedestrian only lane. Such an approach has merit in that it reminds everyone that the cyclist's action was not an accident—entering the lane at speed was a deliberate (and wrongheaded) choice. But focusing on the individual alone will not solve the problem of traffic crashes. The underlying cause of our current traffic crash epidemic is faulty street design and a culture that minimizes the need to hold accountable people who kill and maim on the road. And let us not forget that although my husband died because of a cyclist's error, this type of crash is an extremely infrequent occurrence. Almost all traffic deaths come because of the actions of motorists and a master plan for the use of streets will be particularly effective at changing driver behavior.

I testify before you today to honor my husband's memory by tackling the problem of faulty street design. Such a campaign means working to create a city in which his death and the

death of so many other collision victims will be unthinkable. To this end I ask the City Council to pass a bill that will put front and center the need to require transportation administrators to meet common sense benchmarks that study after study shows improve safety. Administrators are busy people with many divergent responsibilities. A master plan that emphasizes safe streets will focus their attention on meeting common sense goals. Mandated benchmarks will preclude them from sweeping difficult problems under the rug. What are we waiting for? Every delay can only enable additional tragedies. A simple line separated the pedestrian's lane in Central Park and the lane used by the man whose action killed Irving. If New York had had a master plan that emphasized safety in 2014, better designed separation might well mean that I would not have to give testimony today. The only outcome of not passing a master plan with explicit safety-oriented benchmarks at five and 10 year intervals is the strong probability that more people will share my horrible experience, the likelihood that additional people will lose a beloved partner. Those of us who have lost loved ones call for swift passage of a bill that will enable the redesign of our dangerous streets.

For many years Irv and I cycled together throughout New York City cheering when a new protected bike lane opened and yet also wondering why each neighborhood was treated differently in the ability to get the infrastructure necessary for safe cycling. Irv never lived to see a master plan with the 10 year goal of connected bike lanes in every neighborhood. Now I ride throughout Manhattan with my granddaughter. Your bill will enable her to see connected bicycle infrastructure, a monument to equality of all neighborhoods and to our children's safety.







New York City Council Hearing  
Five Year Plan for Streets, Sidewalks and Pedestrian Space  
Testimony by Blythe Austin  
June 12, 2019

Mr. Speaker, Chair Rodriguez, and members of the City Council, thank you for inviting us here today to share our stories of traffic violence. My name is Blythe Austin. In November 2017, I was in a crash with a minivan driver while I was riding my bike down Nevins Street in Boerum Hill in Brooklyn. I broke my ankle and chipped my two front teeth. Shortly after my crash, the Department of Transportation approved a safe street redesign and protected bike lanes along 4th Avenue, which runs parallel to Nevins Street. These bike lanes were supposed to be fully installed by now, but the Department of Transportation has delayed installation and has only just started installing lanes, with no timetable for the project's completion. If 4th Avenue had had protected bike lanes in November 2017, I would have been biking in those lanes and would not have been in a crash.

My experience shows the urgency of street redesign. All too often, elected officials and government bureaucrats agree that streets should be redesigned, and even say they will be redesigned, but then delay these installations for years. These delays have a human cost: more crashes and more people hurt, like I was hurt, because our streets are designed for cars to go fast, and not for people to walk or bike safely. The bill before you calls for the installation of at least 50 miles of protected bike lanes each year. It is ambitious, but it is just this kind of ambition and urgency that we need to make our streets safe. Our current system for street redesign does not work.



My only concern is that this bill does not go far enough to make streets safer, particularly at intersections. About half of fatal crashes and more than half of crashes involving pedestrians occur at intersections in New York City. We need to improve driver sightlines at intersections so that drivers can see pedestrians, particularly children, the elderly, and people in wheelchairs, and not hit them. This type of redesign is called “daylighting.” It is easy and cheap to achieve – just remove all vision barriers, including parking spaces, within ten feet of a crosswalk or intersection. Imagine how many fewer crashes we would have and how many lives would be saved if this bill mandated daylighting redesign at all intersections. Some drivers won’t like this proposal because it means sacrificing a few parking spaces. But those parking places have a human cost. I know how highly you value protecting human lives, and I hope you will revise the bill to include daylighting mandates at intersections.

We also need to have a plan for the installation of lead pedestrian intervals or exclusive pedestrian crossings (aka “Barnes Dance”) at all NYC intersections. This safety measure should be a standard in our dense pedestrian environment.

Thank you again for proposing such bold legislation. We hope you will consider making the bill even stronger.



New York City Council Hearing  
Five Year Plan for Streets, Sidewalks and Pedestrian Space  
June 12, 2019  
Testimony of Devan Sipher, Families for Safe Streets

I shouldn't be here.

I shouldn't be alive. On July 3, 2015, I was run over by a double-decker sightseeing bus while I was crossing Sixth Avenue in Greenwich Village.

There's a traffic video showing me on Sixth Avenue in the crosswalk on a green light. There's another traffic video showing the driver of the bus speeding through a stop sign on West Fourth Street before plowing into me head-on. And there's a video on YouTube showing a river of my blood flowing down Sixth Avenue.

The femoral vein in my left leg was destroyed as was my adrenal gland and my right clavicle. I spent three months in the ICU at Bellevue Hospital having multiple surgeries, and I continue to wear a leg brace and suffer from neuropathic pain. The bus driver got a new job within weeks—driving another tour bus. But that's a topic for another day.

The thing about traffic crashes is they don't discriminate. Everyone is at risk, regardless of race, class, religion or sexual orientation. Every person in this room is at risk the moment you step out of this building, but the legislation you are considering could reduce that risk.

I am here today to testify in support of Council's proposed bill, Int 1557-2019, offering a master plan for a safe and livable city. If some of the changes proposed in the bill had been in effect, it is possible that my crash and potentially thousands of others similar to it each year could be averted.

If bike lanes had been present on Sixth Avenue in 2015, they could have made a difference by limiting the number of lanes of traffic requiring the bus driver's attention and also by potentially triggering the driver to be on the lookout for bicyclists and pedestrians.

But I am here today to also urge the Council to amend the bill and add one key additional safety measure to the master plan. Something else that likely would have prevented my crash and so many others was if there were fewer visual barriers at the intersection. The street engineering term to "daylight" an intersection is to clear sight lines between pedestrian crossings and oncoming cars, by creating no-parking zones at the curbs in front of crosswalks at that intersection. It is recommended to daylight at least 20' (about one parking space) from the crosswalk at the near and far side of the intersection on urban streets with 20–30 mph speed. Daylighting has many benefits. This safety feature improves drivers' sight lines of pedestrians waiting at intersection curbs, particularly of children and people in wheelchairs who are blocked from view by parked cars, and it allows pedestrians to more easily make eye contact with drivers from the sidewalk.

I just returned from visiting several cities in northern Spain, and I was impressed by the emphasis on pedestrian safety. Pedestrian traffic signals counted down to both red lights and green lights, and there were pedestrian only crossing intervals. Additionally, there were government-sponsored billboards promoting safe driving. The net result was I felt safer there. Not just because of the individual enhancements, but because added together they conveyed a commitment preventing traffic injuries and death. That kind of literal and subliminal message is something that can impact the actions of drivers (and pedestrians) as much as any particular policy.

I'm lucky to be alive. And I'm lucky to live in one of the greatest cities on the planet. A city that is a beacon to other cities – so a life-saving change here can end up saving lives around the world. You have that power. Thank you for taking the time to wield it wisely. And thank you for your dedication to this issue.

FOR THE RECORD

99 Bay Street  
Bronx, NY 10464  
718-885-1906  
paul@thegaia institute.org  
thegaia institute.org website

The Gaia Institute

June 12, 2019

Honorable Ydanis A. Rodriguez, Chair  
Committee on Transportation  
City Hall  
New York, NY 10007

RE: Committee Green Sheet: Int 1457-2019

Dear Chair Rodriguez & Committee Members,

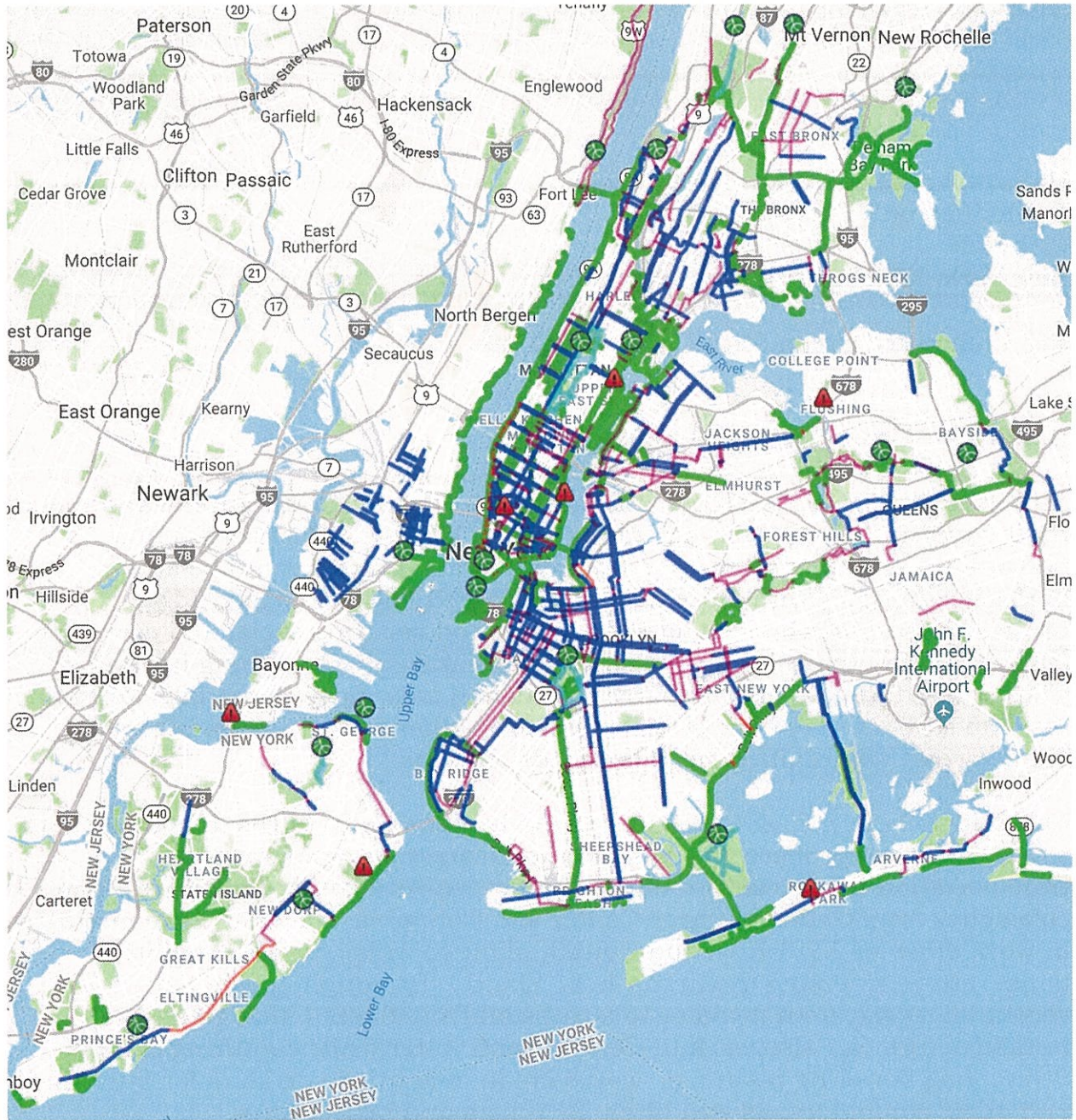
Bicycle networks are the most efficient means of connecting citizens and the three hundred square mile geography of New York City. The contiguous network proposed by Intro 1457 would integrate diverse cityscape and landscape mosaics with more than five hundred miles of coastal edge, connecting neighborhoods and urban core, and securing social and economic exchange in the process. This proposed legislation offers a strong invitation to visitors and tourists. Like the Great parks and train lines, these bike lanes are likely to serve as economic growth corridors, forging connections between businesses, communities, neighborhoods, citizens.

New York City is 7°F (4°C) warmer than surrounding suburbs in summer, but a bike lane matrix offers a unique way to incorporate greenways into transportation infrastructure that cool the City. As Cynthia Rosensweig and colleagues from Goddard Space Center and Columbia University demonstrated in work done for NYSERDA and ConEd, plant coverage drops local City temperature, reversing the urban heat island.<sup>1</sup> By coupling bike lanes with vegetation cover, from meadow to shrubs and small trees, this green infrastructure can also work to clean air and water while capturing carbon. Street-long flowering plantings would create migration corridors for butterflies and other pollinators, as well birds, bicyclists and pedestrians.

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<sup>1</sup> <https://pdfs.semanticscholar.org/a44e/ca2371f39a186ce3b890e719eb724c54acb1.pdf>





Opportunities are large, with 6,300 miles of roadway in the City.<sup>2</sup> We indicate in this testimony how bike lane separators may be coupled with storm water capture and storage. This feature would allow such structures to simultaneously contribute to combined sewer discharge abatement as well as the protection of bicyclists, cooling city streets and increasing local biodiversity and improving water quality in the process.

<sup>2</sup> <https://www1.nyc.gov/html/dot/html/infrastructure/infrastructure.shtml>





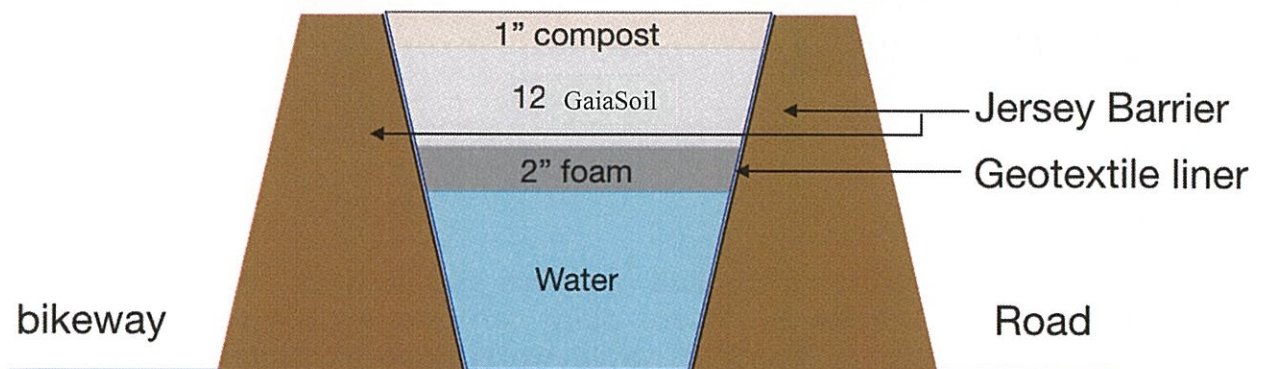
FROM



TO



### A Working Solution



Jersey barriers and a geo-textile pool liner can be used to construct bike lanes separators which function as that store runoff removed from curbside. 12" of lightweight GaiaSoil floats high on top of 2" of foam, as in the structure constructed beneath the Major Deegan Expressway

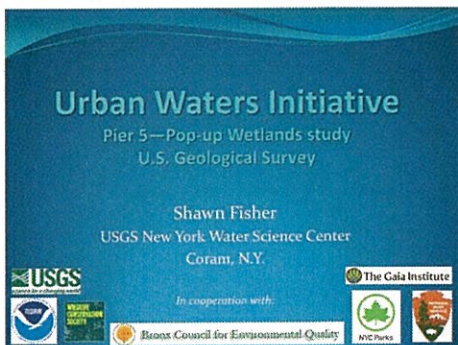




## GaiaSoil

50% porosity and high water holding capacity in the floating **GaiaSoil** means that it cannot get waterlogged during heavy rainstorms, eliminating the need for complex and expensive drainage systems. This provides opportunities for attractive urban design incorporating living plant cover.

### PRECEDENT- PIER 5



- The Pop up wetland diverted runoff from the Harlem River.
- Volume from 1/10<sup>th</sup> of an acre of the Major Deegan Expressway moved 33,000 gallons of water per inch of runoff into this structure.

Pairs of Jersey barriers are laid out here as bike lane borders, supporting plant growth in between. These plant structures capture carbon & drop local temperature in the City while working to protect bicyclists. Storm water will be used to support plantings. In certain areas, it may be necessary to pump water out from storm drains into the space between the Jersey barriers. The Pier 5 installation at 149<sup>th</sup> St. used runoff discharged down from the Major Deegan Expressway. GaiaSoil floats, allowing a





reservoir filling the road divider between Jersey barriers to last for weeks between storms.



**1' wide systems holds  
2 ft<sup>3</sup>/ft,  
or 15 gallons per linear  
foot**

Paul S. Mankiewicz, Ph.D.  
The Gaia Institute  
Gaia Technologies LLP  
Pratt Institute, SES

Saloni Mehta  
Pratt Institute, SES

Sneha Mokha  
Pratt Institute, SES



Testimony of the American Heart Association  
Before the New York City Council Committee on Transportation  
Regarding

Int 1557-2019 - A Local Law to amend the administrative code of the city of New York, in relation to five-year plans for city streets, sidewalks, and pedestrian spaces

June 12, 2019

Greg Mihailovich, Community Advocacy Director  
American Heart Association, New York City

Thank you, Chair Rodriguez and the members of the Council Committee on Transportation, for the opportunity to testify before you here today in support of Int 1557-2019 – which would require implementation of a master plan for the use of streets, sidewalks, and pedestrian spaces every five years.

The American Heart Association is the nation’s oldest and largest voluntary organization dedicated to fighting heart disease and stroke, of which approximately 80% of diagnoses are preventable.<sup>i</sup> Accordingly, AHA prioritizes increasing physical activity and physical fitness across the population because engaging in daily physical activity reduces the risk of obesity, coronary heart disease, stroke, hypertension, diabetes, and some types of cancer.<sup>ii</sup> Promoting active transportation -- the opportunity to bike, walk, or roll to work, school, or around the community -- through policy, systems and environmental change is one of the leading evidence-based strategies to increase physical activity across the lifespan.<sup>iii</sup>

Vulnerable populations, including people of lower income, people of color, the elderly, children, and people with disabilities, are often disproportionately affected by incomplete and unsafe streets.<sup>iv</sup> Pedestrian fatality rates are higher in these communities<sup>v</sup> <sup>vi</sup> and many also suffer from higher rates of obesity, diabetes, and heart disease. The American Heart Association recommends at least 30 minutes of moderate-intensity aerobic activity at least five days a week for overall cardiovascular health, and an average of 40 minutes of moderate-to-vigorous-intensity three or four days a week to help lower blood pressure and cholesterol. Providing safe active transportation options for these underserved communities would provide an opportunity for daily physical activity and result in better health outcomes for all New Yorkers.

In a city that is the home to both the country's first bike path in Brooklyn's Ocean Parkway, and the country's most heavily used bikeway in Manhattan's Hudson River Greenway, it is disappointing how disjointed the NYC bicycle network can be. On Staten Island, Clove Road has a 2.3-mile bicycle lane that passes Clove Lake Park, Silver Lake Park, and the Staten Island Zoo. At no point along its entire route does it connect with another bike lane – not even a class 3 shared lane. By making the bicycle network more connected, and safer with an additional 250 miles of protected bicycle lanes, more New Yorkers will be encouraged to get on a bike and get some exercise.

New York City is already considered one of the most walkable cities in the world and, by continuing to prioritize pedestrian space, we can keep our city moving and active by encouraging people to get their exercise by walking more.

The American Heart Association thanks Speaker Johnson, Chair Rodriguez, and all the sponsors of Int 1557 for their leadership and look forward to its passage and implementation.

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<sup>i</sup> Centers for Disease Control and Prevention, Preventable Deaths from heart Disease & Stroke  
<http://www.cdc.gov/vitalsigns/HeartDisease-Stroke/index.html>

<sup>ii</sup> Spengler JO. Promoting Physical Activity through Shared Use of School and Community Recreational Resources. Research Brief. Active Living Research, Robert Wood Johnson Foundation, April 2012. Available at: [http://activelivingresearch.org/files/ALR\\_Brief\\_SharedUse\\_April2012.pdf](http://activelivingresearch.org/files/ALR_Brief_SharedUse_April2012.pdf)

<sup>iii</sup> Nazelle A, Nieuwenhuijsen JM, Anto, et al. Improving health through policies that promote active travel: A review of evidence to support integrated health impact assessment. *Environ Int.* 2011. May; 37(4): 766–777.

<sup>iv</sup> Sandt L, Combs T, Cohn J. Pursuing equity in pedestrian and bicycle planning. U.S. Department of Transportation Federal Highway Administration.

[https://www.fhwa.dot.gov/environment/bicycle\\_pedestrian/resources/equity\\_Paper](https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/equity_Paper)

<sup>v</sup> Governing. America's poor neighborhoods plagued by pedestrian deaths.

<http://www.governing.com/gov-data/pedestrian-deaths-poor-neighborhoods-report.html>

<sup>vi</sup> National Complete Streets Coalition. Dangerous by Design 2014.

<https://www.smartgrowthamerica.org/app/legacy/documents/dangerous-by-design-2014/dangerous-by-design-2014.pdf>



**New York Lawyers  
for the Public Interest, Inc.**  
151 West 30<sup>th</sup> Street, 11<sup>th</sup> Floor  
New York, NY 10001-4017  
Tel 212-244-4664 Fax 212-244-4570  
TTY 212-244-3692 www.nylpi.org

**Testimony of  
Eman Rimawi, Access-A-Ride Coordinator and Organizer  
On behalf of  
New York Lawyers for the Public Interest  
Before  
The Council of the City of New York  
Committee on Transportation  
Regarding  
Int. No. 1557**

I. New York Lawyers for the Public Interest

For over 40 years, New York Lawyers for the Public Interest (NYLPI) has been a leading civil rights and legal services advocate for New Yorkers marginalized by race, poverty, disability, and immigration status. Through our community lawyering model, we bridge the gap between traditional civil legal services and civil rights, building strength and capacity for both individual solutions and long-term impact. Our work integrates the power of individual legal services, impact litigation, and comprehensive organizing and policy campaigns. Guided by the priorities of our communities, we strive to achieve equality of opportunity and self-determination for people with disabilities, create equal access to health care, ensure immigrant opportunity, strengthen local nonprofits, and secure environmental justice for low-income communities of color.

II. NYLPI's Disability Justice Program

NYLPI's Disability Justice Program works to advance civil rights and ensure equality of opportunity, self-determination, and independence of New Yorkers with disabilities. NYLPI disability advocates have represented thousands of individuals and won campaigns improving the lives of hundreds of thousands of New Yorkers. We have long fought for equal access to public transportation for persons with disabilities, and we are a member of the Access-A-Ride Reform Group (AARRG!). We recently

published "Left Behind," which details the highly deficient e-hail services available to the disability community, including the extremely limited stock of accessible vehicles and the far longer wait times for those few accessible vehicles. NYLPI's landmark transportation victories include access to New York City's paratransit system for New Yorkers with disabilities who are limited English proficient.

III. New York City's streets, sidewalks, bicycle paths, bus lanes, bus stops, and public spaces must be made completely accessible to persons with disabilities

NYLPI applauds Speaker Johnson and Council Members Rivera, Rodriguez, Levine, Reynoso and Constantinides for proposing legislation that seeks to ensure accessibility of New York City's streets, sidewalks, bicycle paths, bus lanes, bus stops, and public spaces. Persons with disabilities constitute nearly 11% of the population in New York City. <https://www1.nyc.gov/assets/mopd/downloads/pdf/selected-characteristics-disabled-population.pdf>. Making sure streets, sidewalks, bicycle paths, bus lanes, bus stops, and public spaces are accessible is vital to the lives of New Yorkers with disabilities, as well as to the lives of the many persons with disabilities who visit New York. There are also benefits to people who have strollers, suitcases, are elderly, have a temporary disability, or have heavy things to carry.

Because accessibility is so critical for persons with disabilities -- and it is the law -- NYLPI strongly recommends that the bill's provisions which discuss disability access be amended as follows:

Sections 19-200(b)(1) and 19-200(c)(2)(v)

\* Rather than merely mandating that the department "prioritize and promote ... *improving* access," the Council must mandate that the department "prioritize and promote ... *ensuring full* access." Notably, the bill does not mandate prioritizing and promoting merely *improving* the safety of pedestrians and individuals using bicycles, *improving* mass transit usage, or *improving* reduction of traffic and emissions. The goals for disability access should be similarly far-reaching and in line with legal mandates.



\* In addition, the bill must mandate access for *all* persons with disabilities, not just those with "reduced mobility, hearing, or visual impairments."

#### Section 19-200(c)(3)(v)

\* Mandating only in this section, which deals with intersections with pedestrian signals, that standards for accessible design "comply with the current Americans with Disabilities Act," suggests that compliance with the Americans with Disabilities Act (ADA) for other design standards -- or other access issues generally -- is not required. Either the reference to the ADA here should be deleted, or references to the ADA should be added in all other places where access is discussed.

Often times, people don't think about accessibility as their problem, unless they are directly affected by inaccessibility. Before I became an amputee, nearly 6 years ago, I didn't realize how inaccessible many part of our city are to people with disabilities, even though I've had lupus since 1999. I've never lived near an accessible train station, and I've only lived in one place without steps (including my current apartment). Until I became an amputee, I could go any places I wanted, because I could use the bus/train and/or walk wherever I needed to go, even though my lupus made me a bit slower than my peers.

Now, I have to go down sidewalks that are more than two inches high backwards, because it's safer for me to do as an above- and below-knee amputee who uses a walker. There have been times that I have had to climb down six-inch sidewalks, which is extremely unsafe, but I don't have a choice. A few weeks ago, after multiple 12 hour days, my body couldn't handle stepping up onto a side walk that was little more than one inch. It was particularly difficult because it was already dark out and I couldn't see the sidewalks clearly. The grass and dirt in front of my apartment building are also very uneven and not very secure to step on with two metal feet. I nearly lost my balance.

There are also a number of public spaces that aren't accessible to me, for many reasons: there's a lot of walking to get to my final destination when going someplace, there are a number of stairs, and/or the ramp is extremely steep and doesn't work for people like myself with physical

disabilities. There are several locations, like Bellevue, NY Presbyterian and the NYC Public Library (main branch) that have extremely steep ramps that make coming down unsafe for people with physical disabilities like mine.

I ask that the City follow the law and ensure that people with disabilities have access to all public facilities and services. I also ask that you include people with disabilities in all discussions of access.

Iris had to leave



written submittal

New York City Council Hearing  
Five Year Plan for Streets, Sidewalks and Pedestrian Space  
June 12, 2019  
Testimony of Iris Reyes, Families for Safe Streets

My name is Iris Reyes. I've lived in Brooklyn all my life. Twenty-eight years ago, I was working and going to graduate school full-time. I was a doctoral student, preparing for my third New York City Marathon. I cycled so I didn't have to buy a token (for those of us who remember when we used them!). But I also cycled because I loved to feel independent of the subways and buses.

In a time where I could count the number of bike lanes on my hand, I still rode. I rode to City College of New York in Harlem or to work on the Upper East Side and back home to Brooklyn.

But my city failed me in April 1991. I was less of a priority than drivers. It was a clear sunny morning. The traffic light on the corner of Classon Avenue and Park Place in Crown Heights was broken. It had been reported to the local precinct several times to no avail. It is a busy intersection with an elementary school on the corner. As I approached the intersection, I recall the light being green, but the light seemed to also mistakenly give a green signal to the driver approaching the other way. A design for disaster.

I have no memory of the actual crash and I believe I surely could have been killed. My injuries included two fractured cervical vertebrae, a broken nose and a fractured skull. I also received 80 stitches to close up my cheek that was slashed open up when I went through the windshield.

I had to give up my dreams of being a linguist as I fought to recover my ability to walk and learn to care for myself again. My doctors thought my recovery was miraculous though I still live with chronic pain every single day.



Yet, I am considered one of the lucky ones. As traumatic as my experience was, I survived it. MANY OTHERS DID NOT. I am here today to speak out for all those who suffer serious injuries as well as a witness for those who cannot. The damage and destruction of traffic violence is unimaginable until it happens to you.

Despite my injuries, I got back on my bike. It was a huge part of my recovery. But I don't speak only as a cyclist or only a member Families for Safe Streets, but as citizen who loves this city. The streets belong to all of us. I praise Speaker Johnson for creating this ambitious 5-year plan to increase traffic safety for all New Yorkers.

I continue to ride the streets of my city. I've experienced first-hand the improvements for cyclist and pedestrians. But we can and must do more.

Many of the existing bike lines are created without taking into consideration where that lane connects to the next one and often the intersections where bike lanes are present can be treacherous. For example, in East Flatbush, I regularly have to navigate a dangerous three-way intersection on the Bedford Avenue bike lane that includes Foster, Flatbush and Bedford Avenues.

The increase in protected lanes and greater bicycle connectivity required by this bill will potentially save hundreds of lives once completed and prevent the serious life-altering injuries like I have suffered to so many more.

I urge the Council to support, strengthen and pass this critical legislation. Thank you.

# C o m p l e t e G e o r g e

Neile Weissman, completegeorge.org, neileweissman@gmail.com

## 6.12.19 remarks to NYCC Transportation Committee on 1557-2019, 0103-2018, 1457-2019

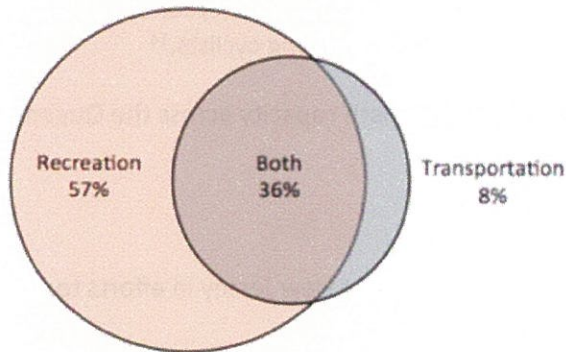
My name is Neile Weissman, I head up Complete George—250 organizations, businesses, communities and electeds calling on the Port Authority to widen the 1931-era, 7 foot wide paths across the George Washington Bridge as part of a \$1.9 billion restoration.<sup>1</sup> I'm also a past President of New York Cycle Club. I lead fifty bike rides per year.

### 1557-2019

I speak in support of 1557-2019, and the “Let’s Go” plan it draws from.<sup>2</sup> They emulate best practices from cities that have invested heavily in cycling to supplement mass transit and reduce reliance on private cars.

However, these measures do not address the problem of a city with 828,000 active cyclists,<sup>3</sup> but no recreational facilities not shared with pedestrians.

If the objective is to grow mode share, know that seven times as many bike for recreation as transportation.<sup>4</sup> Also, that hundreds of bike shops and cycling organizations, which comprise the core constituency, depend on having cool places to go and safe means to get there.<sup>5</sup>



*U.S. Bicycling Participation Benchmarking Study. Image People for Bikes.*

### 0103-2018

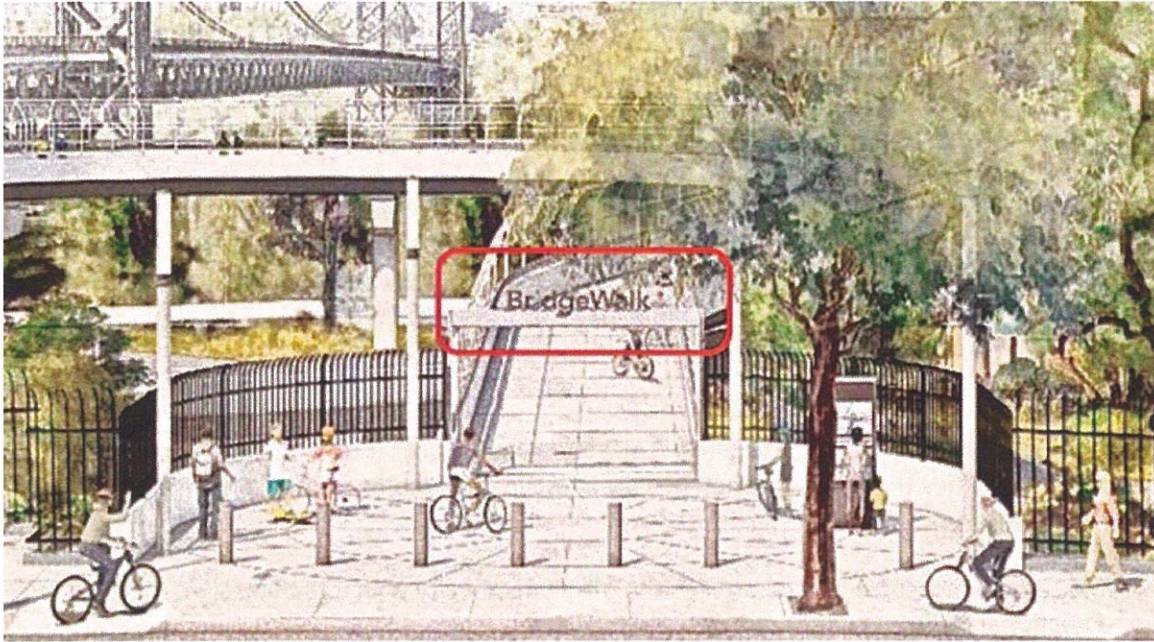
For this cohort, the George provides sole access to green space and bikeable roads west of the Hudson.<sup>6</sup> Its loss as cycling facility, therefore represents an existential threat. It will cripple access for the thousands of cyclists per day who use it now, and tens of thousands who *will*.<sup>7</sup>

In this regard, the Council should, at a minimum pass 0103-2018, calling for wider the paths, and to have one of its fourteen co-sponsors speak before the Agency. Second, given our outsized potential to fuel state cycle tourism, call on Albany to fund path expansion as extension of the Empire State Trail.<sup>8 9 10</sup>

Prevailing upon the Port Authority to widen the George will establish the precedent to ask the MTA to extend bike capacity across *its* seven bridges.<sup>11</sup> Each have to be upgraded to realize the vision of a bike grid connecting the city’s five boroughs.

The Henry Hudson Bridge, which feeds into the GWB, is undergoing its second renovation in ten years, without its pedestrian path being upgraded to a modern bikeway.<sup>12</sup> MTA engineers are cognizant of the PA plans to restore the GWB as a walkway.





*BridgeWalk: While the PA promises adequate GWB capacity, the sign over the cyclists' path conveys a more limited function. The mile-long path quickly narrows to 7 foot. Image PANYNJ.*

New York City's plans to build out its bike grid must include its 2000-odd bridges.<sup>13</sup> Only a handful are now AASHTO-compliant, which provides adequate capacity for all users and insulates the operator from liability arising from crashes involving cyclists.<sup>14</sup>

The Council should prioritize NYCDOT plans to expand path capacity across the Queensboro, Brooklyn and Harlem River Bridges.<sup>15</sup>

### **Enlist New Jersey**

Because the George is a bi-state facility, it is logical to enlist New Jersey in efforts to improve it.

Their commuters comprise a significant component of midtown congestion and will generate a commensurate portion of congestion pricing revenues. They face the same challenges and opportunities in aligning their transport matrix. Both states are on the cusp of legalizing E-Bikes, which enable long-distance bike commutes.<sup>16 17</sup>

New bikeways across the Bayonne and Goethals Bridges will enable 45 and 60 minute commutes to Wall Street via Staten Island Ferry. And, should we lose the Hudson rail tunnels, widened George Washington Bridge paths could sustain 20,000 bike commuters per day.<sup>18</sup>

### **1457-2019**

1457-2019, which allows cyclists to proceed through signaled intersections with pedestrians, is a common sense measure that will encourage responsible road use while eliminating cyclists' fear of ticketing and hundreds of dollars in fines.

Beyond that, I urge the Council to perform a full review of road laws and enforcement with the goal of encouraging increased use by non-motorists. Cyclists should perceive their journeys as predictable, efficient and safe. Pedestrians ("off-duty cyclists?") should be able to access the public space, secure that their rights-of-way will be respected.

Neile Weissman, 2019



## Notes

<sup>1</sup> Supporters, *Complete George*, <https://tinyurl.com/yc8x3ypu>

<sup>2</sup> Let's Go, A Case for Municipal Control and a Comprehensive Transportation Vision for the Five Boroughs, *NYC Council Speaker Corey Johnson*, <https://tinyurl.com/yy3z5s8a>

<sup>3</sup> NYC DOT defines "active cyclists" as adults who bike four or more times per month, *Cycling the City*, NYC 2018, *NACTO*, <https://tinyurl.com/hcu5yaz>

<sup>4</sup> *U.S. Bicycling Participation Benchmarking Study*, People for Bikes, <http://tinyurl.com/gs6q7d7>

<sup>5</sup> "Recreational and competitive cyclists accounted for a quarter of the bikes that sold at Bicycle Habitat last year, yet over half of our profit dollars." Dave Vollbach, *Complete George*, <https://tinyurl.com/y3pweyXu>

<sup>6</sup> Tri-State Trail Network, *Regional Plan Association*, <https://tinyurl.com/y27u8m8s>



<sup>7</sup> "Between 2010 and 2015, bike travel across the GWB grew 10.4% per year—faster than on any East River bridge.", *Capacity and Demand*, *Ibid*, <http://tinyurl.com/jpcfphq>

<sup>8</sup> Fund GWB Path Expansion as Extension of Empire State Trail, *Complete George*, <https://tinyurl.com/y3rkcc6p>

<sup>9</sup> Cycle Tourism, *Ibid*, <https://tinyurl.com/y3rkcc6p>

<sup>10</sup> Alternately, NYC should, with NY-NJ and private bike share providers, lease the paths to finance the \$90 million construction. Estimated cost is \$6 million per year for 30 years.

<sup>11</sup> Henry Hudson, RFK/Tri-Boro, Whitestone, Throggs Neck, Marine Parkway, CrossBay, Verrazano,

<sup>12</sup> Henry Hudson Bridge Re-Opens—With a Cycling Ban, *StreetsBlog*, <https://tinyurl.com/yxtp78pb>

<sup>13</sup> List of bridges and tunnels in New York City, *Wikipedia*, <https://tinyurl.com/hvweh9d>

<sup>14</sup> Safety, Litigation and the Demise of Cycling on the GWB, *Complete George*, <https://tinyurl.com/yd2fvoag>

<sup>15</sup> Connecting Communities, *NYC DOT/AECOM*, <https://tinyurl.com/yc5ac9h2>

<sup>16</sup> Cuomo Plan Lets Localities Legalize E-Scooters/Bikes, *StreetsBlog*, <https://tinyurl.com/y2pprtzj>

<sup>17</sup> Electric bikes get go-ahead from NJ Lawmakers, *NJ Spotlight*, <https://tinyurl.com/y3m23kjc>

<sup>18</sup> With Tunnel Repairs in the Offing, Bikes are Key to Keeping People on the Move, *NJ Spotlight*, <https://tinyurl.com/yave2bmy>





The New York City Council - File #: Res 0103-2018

Resolution calling upon the Port Authority of New York and New Jersey to widen the George Washington Bridge's sidewalks.

By Council Members Ydanis A. Rodriguez, Mark Levine, Andrew Cohen, Keith Powers , Carlina Rivera , Helen K. Rosenthal, Ben Kallos, Paul A. Vallone, Daniel Dromm , Karen Koslowitz, Costa G. Constantinides, Antonio Reynoso, Justin L. Brannan, Eric A. Ulrich

Whereas, The George Washington Bridge's sidewalks are the only connection across the Hudson River between New York City and New Jersey for pedestrians, runners, and bicyclists; and

Whereas, The paths are heavily used, with an average of 1,700 cyclists and 900 pedestrians crossing each day; and

Whereas, The sidewalks are ten feet wide except where the bridge's suspender ropes pass through, where they are less than seven feet wide; and

Whereas, According to Federal Highway Administration guidelines, shared-use paths should be at least ten feet wide and up to fourteen feet wide if they are heavily used; and

Whereas, The Port Authority of New York and New Jersey is planning an extensive renovation that will replace all of the bridge's suspender ropes beginning in 2017 and lasting until 2024; and

Whereas, As part of the project, the sidewalks will be replaced and new ramps that will provide access to the sidewalks will be constructed, but the sidewalks will not be widened; and

Whereas, New York City has made efforts in recent years to make its roadways safer and more convenient for pedestrians and bicyclists, particularly through the Vision Zero street safety initiative and the expansion of the bicycle lane network; and

Whereas, The Port Authority's own Bicycle Policy states that its goals are to integrate "improved bicycle access" and "safe bicycle lanes," and to "promote the safe co-existence of motor vehicles, bicycles and pedestrians" at its facilities; and

Whereas, The width of the bridge's sidewalks do not meet federal standards for high-use pedestrian and bicycle paths, and

Whereas, The planned renovation project presents a unique opportunity to build sidewalks that would be able to safely and comfortably accommodate the increasing number of pedestrians and bicyclists expected to use the bridge in the decades to come; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the Port Authority of New York and New Jersey to widen the George Washington Bridge's sidewalks.



**Manhattan**  
841 Broadway  
Suite 301  
New York, NY 10003  
212/674-2300 Tel  
212/254-5953 Fax  
646/350-2681 VP

**Queens**  
80-02 Kew Gardens Rd  
Suite 107  
Kew Gardens, NY 11415  
646/442-1520 Tel  
718/886-0428 Fax  
866/948-1064 VP

[www.CIDNY.org](http://www.CIDNY.org)

**Center for Independence of the Disabled, NY**

**Hearing of the New York City Council  
Committee on Transportation**

**In relation to five-year plans for city streets,  
sidewalks and pedestrian spaces**

**Testimony of Susan M. Dooha, J.D.  
Executive Director**

**June 12, 2019**

1

Thank you for the opportunity to testify in relation to *Five year plans for city streets, sidewalks, and pedestrian spaces*. We gratefully applaud Council Speaker Johnson and Council Members Rivera, Rodriguez, Levine and Reynoso for the proposed local law discussed today.

As you may know, the Center for Independence, NY (CIDNY) was a pioneer in transportation access, participating in the campaign that led to a fully accessible bus system. It is a plaintiff in the successful lawsuit against the New York City Transit Authority which has resulted in a binding, court-enforceable settlement agreement which requires a detailed plan for installation of curb cuts citywide, bringing wrongly installed curb cuts into compliance with the Americans with disabilities Act (ADA), and maintaining all curb cuts in compliance with the ADA. seeking to remedy the inaccessibility of the subway system and ensure that the accessible features of the subway system are maintained.<sup>23</sup> The plan for remediation will have a specific time table for each component and reports of progress will be made available to the public. There will be an independent monitor to ensure compliance. Of course, we are also a plaintiff in 3 cases in State and federal court to bring about an enforceable plan to make the subways accessible, make repairs and install elevators when a station is renovated.<sup>4</sup> We believe that we may not be assured of reaching full accessibility without a binding and enforceable commitment. We believe that the time has come for the MTA to acknowledge that it has for years violated the civil rights of people with disabilities and that the time has come for the Court to compel them to change.

CIDNY is an independent living center that serves people throughout New York City. Founded in 1978, CIDNY's goal is to ensure full integration, independence, and equal opportunity for all people with disabilities by removing barriers to the social, economic,

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<sup>1</sup> 23 CIDNY, Dustin Jones, Myrna Driffin v. The New York City Transit Authority (<https://drive.google.com/file/d/1JxCm5PxGcdwsTbRMk3Pt6Y1RKn64mrHV/view>)

<sup>2</sup> 4 CIDNY Joins Others in Lawsuits Against MTA, NYC Transit and NYC ([Press Release](#)) ([Federal Complaint](#)) ([State Complaint](#)). We will be posting the third federal complaint regarding renovations.

<sup>3</sup>

<sup>4</sup>

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Re:

cultural and civic life of the community. In 2018, CIDNY served more than 52,000 individuals with disabilities, helping them achieve their goals, learn, and advocate for change.

***Five year plans for city streets, sidewalks, and pedestrian spaces.***

People with all disabilities face heightened dangers when attempting to travel across City streets. People with physical disabilities that affect their mobility, individuals who are blind or have low vision and people who are Deaf or hard of hearing need street and pedestrian pathways that reduce the risk of collision, injury or death. We believe that this legislation, with its goal of improved access to streets, sidewalks, public spaces and mass transit for people with disabilities will make an enormous difference in our daily lives.

We applaud efforts to separate traffic to reduce opportunities for collisions and believe that this will help people with disabilities. For example, Hieu has very limited vision and uses a white cane. He told me that one day when he was crossing the street with the light in the crosswalk, he was hit by a bicycle. Ashley uses a motorized wheelchair to move. She described being hit several times by bicycles as she was crossing the street and in the crosswalk. We hope that separate bike paths will also come with clear signals for riders to stop when an individual is crossing in the crosswalk with the light.

We embrace efforts to spread the use of audible signals to supplement the visual signals available to people with disabilities. Ramon told me about the importance of having auditory cues to let pedestrians who are blind or have low vision know when it is safe to cross the streets. He described an audible signal used in a town in Maryland and in Boston that speeds up the beeping it emits to let pedestrians know that time to cross is running short and that they should not enter the street.

Bus shelter upgrades are clearly important, such shelters must work for those who experience fatigue or have limited ability to walk and need to sit and those who use wheelchairs and need space to shelter in bad weather. Bus shelters must also be kept clear of snow and ensure that there are places for a bus ramp to lower and pick up a



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Re:

person using a wheelchair. When passenger information systems are installed, we hope that they will include audible as well as visual information. I routinely see kiosks in the subways that do not have an audible option, closing out riders who are blind from the information available to others.

We look forward to and welcome pedestrian spaces and hope that street furniture and other features will be organized in such a way as to avoid creating impassable spaces for wheelchair users. We are hopeful that such a design will take into consideration that people with disabilities who use wheelchairs, walkers or canes must often be dropped off adjacent to their destination because they lack the ability to travel far and that there are drop off places and nearby parking for accessible vans and cars for those who cannot use the MTA's inaccessible subway system or who simply cannot travel far by foot.

We believe that transparency regarding changes is critical and are pleased to see it as a feature of this proposal. We hope that the information will include changes that affect people with disabilities specifically and will be available to people who are blind or low vision, Deaf or hard of hearing.



Garment District Alliance  
209 West 38th Street  
2nd Floor  
New York, NY 10018

212.764.9600  
garmentdistrictnyc.com  
#garmentdistrict

NYC Council Int.1557 Hearing  
Wednesday, June 12, 2019  
Jonathan Hawkins for the Garment District Alliance

Good afternoon. My name is Jonathan Hawkins. I am the manager of streetscape and planning for the Garment District Alliance in Midtown Manhattan. We are excited by Intro 1557 and thank Speaker Johnson and the other sponsoring councilmembers for proposing this transformative legislation.

Being in the heart of Midtown, workers, residents, and visitors in the Garment District are very familiar with just how untenable our streets have become. We have more than 1.7 million transit riders in and around our neighborhood every day from the subway stations, rail terminals, bus terminal, and PATH. These millions of people exit the transit network onto sidewalks that are often so crowded that people are forced to walk in the street. Drivers constantly block intersections and crosswalks, creating threatening situations for pedestrians.

Most of the sidewalks in the Garment District are about 10 feet wide, and a considerable amount of that space is occupied by utilities and street furniture. Historically the city has prioritized space for vehicular traffic, and in an earlier era, Midtown sidewalks were narrowed to make more space for cars. Add onto that the proliferation of carts, vendors, signage, bus shelters, and other obstructions and there is simply not enough space to accommodate people as the streets are currently configured. These conditions also contribute to the slowest bus speeds in the nation, and make it so that bicycling, a cheap, healthy, and environmentally friendly mode of transportation, is only for the bold and daring.

This requires a wholesale reassessment and reallocation of our roadbed, curb space and public plazas. Fortunately, some solutions are readily available but just moving at too slow of a pace. We are proud to have been a part of the NYCDOT Plaza Program for more than ten years, as our plazas provide some of the only areas in the neighborhood that are green, spacious, and inviting. But these kinds of treatments have been slow to expand. The city should be more aggressively adding pedestrian space, including pedestrian-only streets, particularly in neighborhoods like the Garment District that feel dominated by cars even though nearly everyone walks or uses transit.

Critical but not mentioned in this bill is a consideration for maintenance of pedestrian and bicycle spaces, as priorities today seem to be flipped, whether it is related to construction, snow removal, or basic rehabilitation, that the needs of motorists always come first. Furthermore, if the admirable goal of doubling the number of pedestrian plaza acreage by 2021 is to be achieved, the city must take on maintenance of the plazas, or better incentivize and indemnify maintenance partners. Under the current arrangement, most areas of the city would be ineligible for a plaza because of a lack of potential partners with the resources to take on maintenance and indemnification.

This bill is a great start. Rather than piecemeal planning it will provide a roadmap with measurable goals that will move us toward a more functional transportation network with safer, fairer, healthier, and friendlier streets. We are desperate to see improvement in the Garment District. While we are encouraged by the intent of this bill, we would like to see language clarifying how new pedestrian spaces would be maintained and the role of maintenance partners. With that addition we would be eager to support this bill.





**“Five Year Transportation Plan” TESTIMONY**  
New York City Council, Transportation Committee  
June 12, 2019

Good morning Chair Rodriguez and esteemed council members. My name Christine Berthet. I am the co-founder of CHEKPEDS, a 15-year old advocacy coalition focused on pedestrian safety and quality of life.

We applaud the creation of a Five-Year Transportation Plan for New York City. We recommend that walking be considered a priority in this master plan.

Everyone walks in New York. 11.4 million of us walk everyday: from the parking lot to the store, to and from bus or subway stop, from home or to work. 1,1 million commuters arriving daily in Manhattan walk. 60 million tourists visit New York annually and walk. While walking is free, we pay the highest price of all street users: in the last five years 663 pedestrians died in crashes- more than 50% of the total - and 55,000 were injured.

Yet in Manhattan, our walking infrastructure has been overlooked: crowded sidewalks overflow in the bike and traffic lanes at great risk to walkers. While it takes two days for the city to fill a pothole, it takes six months to repair dangerous sidewalk conditions. New York City laws have five different rules for the minimum width of the pedestrian right of way, from 9’6” to 5’. People with disabilities have to sue New York city to obtain compliance with federal laws.

It is time to re-envision the sidewalks as “Walk Lanes” , a part of our transportation system and address the pressing needs of its users in this mater plan:

We recommend that an audit be performed for 500 miles of Walk Lanes each year (out of a network of 12,700 miles). It would address the capacity of the Walk Lanes compared to the volume of users, the level of protection provided on the sidewalk and crosswalks and the quality of the pavement. It would also address compliance with ADA rules. Other countries do such audit. There is even software for it. Transportation hubs; high crash areas and disadvantage neighborhoods should be prioritized. Walking remains the most prevalent mode of transportation for the poorest and most diverse populations.

DOT should then perform upgrades to create “Protected Walk Lanes”: increase capacity by removing obstacles or widening the sidewalk, protect walkers from conflicts with vehicles (I. e. raised sidewalks and islands, split phases, split LPIs, lighting, high visibility crossing), add accessibility features, and repair the pavement. At least 200 miles should be upgraded each year.

DOT should also establish standards for a minimum Walk Lane width (pedestrian right of way) to be used by all agencies, and consider other institutional changes necessary for the good maintenance and enforcement of the Walk Lanes.

A report of completed projects with type of changes implemented and projects planned plan for the next year, including the selection criteria used, should be published by DOT annually. Thank you.

**National Federation of the Blind, New York City Chapter**

Testimony before the New York City Council Committee on Transportation  
June 12, 2019

Good afternoon, and thank you for the opportunity to testify here today. My name is Ray Wayne, and I represent the New York City Chapter of the National Federation of the Blind (NFB). NFB is a nationwide organization of blind people speaking for ourselves. We are a member of the Pedestrians for Accessible and Safe Streets (PASS) Coalition, which is also represented here today. We incorporate PASS's testimony herein by reference.

Blind pedestrians in New York City are facing a crisis. This bill addresses that crisis in part, but it needs to go further.

The New York City Department of Transportation (DOT) is revising the signalization used to afford pedestrians a chance to cross streets safely. However, these changes in signalization have the unintended consequence of making it more difficult and more dangerous for blind, visually impaired, and deaf-blind people to cross streets safely.

As many of you know, when blind people cross streets, we listen for the surge of parallel traffic, that is, the traffic surge in the near parallel lane, before beginning our crossing. For almost ten years, DOT has made signalization changes that affect this auditory cue. Most notably, Lead Pedestrian Intervals (LPIs) give pedestrians six to seven seconds to cross before drivers get the green signal. During that interval, we have no way of knowing that we have the walk signal because there is no parallel surge.

Once the parallel surge begins, we have missed the safest portion of the cycle for pedestrians, that is, the time before drivers start moving. Also, we are crossing at a time when drivers do not expect to see pedestrians crossing the street, and we may not reach the other side of the street before the traffic signal turns red.

Accessible Pedestrian Signals (APSS) provide an auditory and vibrotactile cue that lets us know when we have the walk signal. Thus, APSS solve the problem that LPIs create for us.

While this bill calls for the installation of APSS at all intersections in New York City that have traffic signals, it does not establish a timeline for completing such installation. New York City currently has over twelve thousand intersections with traffic signals. However, as of April 26 of this year, only 418 of these have APSS.

During 2018, DOT installed 845 LPIs, but only 85 APSS, a ten to one ratio. DOT currently plans to install 150 APSS per year. At this rate, it will take more than seventy-five (75) years to complete the installation of APSS.



It appears that DOT intends to install LPIs at most or all traffic signals in New York City. Thus, at most intersections, the skill set we who are blind learned to cross streets will be of no use to us.

We urge that this bill be amended to set a deadline by which DOT must complete the installation of APSs, as well as a mechanism by which it will prioritize installation of APSs at the intersections that pose the greatest danger to blind pedestrians. APSs also benefit seniors, many of whom are experiencing vision loss.

Our lives are as valuable as those of sighted New Yorkers, and we appreciate your help in keeping our City as safe and accessible as possible. We stand ready to work with you and with DOT to get this done.

I will be happy to take questions. My contact information is in my written testimony.

Raymond Wayne  
7101 4th Avenue, Apt. B 2  
Brooklyn, NY 11209  
Home (718) 491-0053  
Mobile (917) 930-2897



**Testimony in Support of Int 1557  
To the City Council Committee on Transportation  
Presented by Brooklyn Greenway Initiative Executive Director Terri Carta  
June 12, 2019**

Brooklyn Greenway Initiative (BGI) is a private nonprofit that has been focused for nearly two decades on the development, establishment, and long-term stewardship of the Brooklyn Waterfront Greenway – a 26-mile protected landscaped route for pedestrians and cyclists of all ages and abilities that provides safe and continuous access to and along the waterfront, connects parks and open space. The Greenway adds new mobility options for transit-starved residential and business communities, and connects workers to new and growing job centers along the waterfront and to the Manhattan and Queens Greenway networks.

**BGI enthusiastically supports the proposed bill and the vision it puts forth for our City, particularly around the safety, mobility, and quality of life improvements it will deliver. BGI is especially excited about the bill’s focus on building a complete network and its requirements to measure and report the “connectivity index” on an annual basis and as the Master Plan is updated in 5-year intervals.**

Our experience with the Greenway is that as segments are implemented they become immediately popular and are used by commuters, recreational runners and cyclists, families, and even local businesses delivering goods to market in small cargo bikes. Perhaps the best example of this is the Greenway segment along Kent Avenue in Williamsburg. In 2012 DOT took a bold step to reconfigure Kent Avenue to allow for a bi-directional protected bike lane and separate pedestrian route. Now, it’s one of the most heavily used commuter routes in all of NYC; and on the weekend it’s packed with local residents and others visiting waterfront parks, the shopping corridor, and local restaurant scene.

This success story has been repeated for the Greenway segment from Brooklyn Bridge Park through Red Hook, along the Shore Parkway Greenway, among

others, demonstrating the incredible public demand for and the immediate benefits afforded by the Greenway. However, it can't fulfil its full potential until remaining gaps are filled and the route is fully connected.

BGI also applauds the proposed bill's focus on accountability to bold targets and supports all efforts that enable DOT to take a more strategic and pro-active approach to implementation of the Greenway and other protected facilities for cyclists and pedestrians. We strongly believe that the connectivity index is the way to ensure that targets are met in the most impactful way. The previous approach toward implementation "as funds and opportunities arise" simply isn't sufficient.

Implementation funds need to be fully allocated, not "found." Coordinating support for the bold targets outlined in this bill among City agencies and within our communities is the only way we can reach these goals.

**Closing major gaps in the Brooklyn Waterfront Greenway – in Red Hook, Sunset Park, Coney Island, and DUMBO – should be addressed within the scope of the first Master Plan to be issued on October 1, 2019, which would deliver a completed Greenway by October 2024. It can be done within 5 years when we're all aligned on goals and targets, and would immediately benefit Brooklyn's 2.65 million residents, over 1.1 million employees, and 15 million visitors from across the City and around the world.**

BGI looks forward to continuing to work with the City and other stakeholders to move the Brooklyn Waterfront Greenway to completion as a critical trunk route in the overall network. A leading factor to growth in Greenway use is the perceived and very real safety benefits that such a protected route offers. Prioritizing completion of the Greenway will move us more swiftly toward Vision Zero standards as greater numbers of people, using all mobility options, live and work along the waterfront.

Thank you Speaker Johnson for bringing this conversation to the fore with Council Members Rivera, Rodriguez, Levine, Reynoso, Constantinides, and Rosenthal. And thank you Chair Rodriguez and the Transportation Committee for the opportunity to testify before you today.

Testimony of United Spinal  
Association Regarding NYC Curb  
Ramp Installation Issues before  
the New York City Council  
Transportation Committee

June 12, 2019

Presented by James Weisman, Esq.  
President & CEO



I would like to thank Chairman Rodriguez and the Committee members for this opportunity to discuss the history of curb ramp installation in NYC. I represent United Spinal Association, a national membership organization of 53,000 individuals with spinal cord injuries or disorders. United Spinal has over 50 chapters throughout the United States and Puerto Rico, operates over 150 support groups around the country, and has an active, vibrant New York metro area chapter. United Spinal Association was founded in 1946 by paralyzed veterans.

Since its founding, as Eastern Paralyzed Veterans Association (EPVA), the Association's goal has been the integration of wheelchair users into the American mainstream.

The Association sued New York City and the Metropolitan Transportation Authority in 1979 to make subways and buses accessible. The Settlement Agreement reached in 1984 with MTA made the City's buses and key subway stations wheelchair accessible, and created the Access-A-Ride program. The Association then sued the City of Philadelphia and its transit system, SEPTA, with similar results. The transportation provisions of the Americans with Disabilities Act (ADA) are based on the Settlement Agreements in these two cases.

Mobility is the key to the economic success of people with disabilities. Access to transportation systems, taxis, sidewalks, buildings, and places of recreation are vital to the financial independence of people with disabilities. If wheelchair users cannot get off of their blocks, they cannot work, they cannot travel independently, and are unable to shop and recreate; they are unnecessarily socially and economically disadvantaged.

The ADA, passed in 1990, required every American city to ramp all of its curbs and to prepare a transition plan to accomplish this goal. In 1994, United Spinal Association, then called EPVA, brought a class action against New York City for failure to install curb ramps and failure to complete a transition plan. Judge Thomas Griesa, of US Federal District Court for the Southern District of New York, assigned a mediator to help settle the dispute. The mediated settlement did not address the number of curb ramps the City would install per year, but only the amount of money the City would spend per year on installations. The Agreement did not address curb ramp maintenance—however, of course, the ADA required, and still requires, maintenance of curb ramps.

After years of litigation and mediation with the Giuliani administration, the Bloomberg administration settled the case with United Spinal in 2002. The 2002 Stipulation of Settlement created a working group to solve problems. United Spinal Association and New York City Department of Transportation have met periodically over the years and have resolved some outstanding problems. Curb ramp installation costs had gone up substantially, however, since the Settlement Agreement was reached, therefore curb ramp installation was lagging substantially behind 2002 estimates.

In 2014, United Spinal and New York City convened a meeting of the working group, at which United Spinal complained regarding the pace of installations, and negotiations began. In 2014, CJDNY filed an action alleging the City had violated the curb ramp installation provisions of the ADA, and the New York City Human Rights Law by failing to install and maintain pedestrian ramps in Community Boards 1, 2, and 3 in Manhattan, and sought to be appointed class representatives in that matter.

In January 2016, United Spinal Association and the City entered into a Stipulation Resolving Disputes signed by Judge Griesa. In May 2016, Judge George B. Daniels held a Fairness Hearing regarding the 2016

Stipulation of Settlement. After hearing from counsel for the City, United Spinal, and Objectors, Judge Daniels appointed a Special Master to evaluate the 2016 Stipulation. In August 2017, the Special Master issued his report, after which counsel for CIDNY and other Objectors as well as United Spinal Association, representing the plaintiff class engaged in extensive negotiations, including dozens of in-person and telephonic negotiation sessions, as well as mediation sessions conducted by US Magistrate Judge Kevin D. Fox.

After these negotiations, the parties have reached a complete resolution and settlement of the claims presented in both suits.

The proposed Agreement commits the City to widespread accessibility improvements. There will be City-wide surveys, scheduled installations and agreements, complaint remediation, ongoing maintenance, sharing of information, and third-party monitoring. Its stated purpose is the implementation of a program that will result in the mutually-advantageous, efficient, and expeditious installation of pedestrian ramps at all unramped locations, upgrade of ramps that are broken or not in compliance with accessibility laws, and ongoing maintenance of all ramps.”

The City will survey all street corners in the five boroughs using laser technology no later than October 2019; use survey results to target future pedestrian ramp upgrades and installations; prepare an updated transition plan for upgrades and installation; and conduct two additional City-wide surveys during the term of the agreement.

The City has committed to installing and upgrading pedestrian ramps at specified rates and will make progress reports available to the public. The City has committed to maintaining a pedestrian ramp complaint program so that members of the general public may request installation and repairs. A full-time in-house crew will respond to those complaints. The City will also provide temporary accessible solutions, when appropriate, until a permanent solution can be devised.

An Associate Deputy Commissioner will be in charge of the program.

An independent Monitor will oversee curb ramp installation for a period of up to 15 years. The Monitor will assess the surveying process, installation and upgrade progress, maintenance, and the complaint program.

The Agreement provides for training for existing staff and newly hired employees to ensure compliance with accessibility laws.

The Agreement also provides conflict resolution mechanisms in the event the Monitor finds the City is not complying with the Agreement, and in the event of a dispute between class representatives and the City. The Court will have continuing jurisdiction over the agreement.

United Spinal Association is proud of the joint efforts of our organization and other disability organizations throughout New York City to reach this historic agreement. It is a model for the nation<sup>1</sup>.

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<sup>1</sup> The proposed Settlement Agreement can be accessed from the Broach & Stulberg homepage at <https://www.brostul.com/>. A Fairness Hearing will be held on July 23, 2019.

Pedestrians for Accessible and Safe Streets  
Testimony before the Transportation Committee, City Council of New York  
regarding the Creation of a Master Plan for the City's streets, sidewalks,  
public spaces and mass transit

June 12, 2019

The PASS Coalition comprises more than 20 organizations whose primary mission is to promote full accessibility for people who are blind and low vision.

We are very pleased that from the outset in this bill, the interests and accessibility requirements of people with disabilities are front and center. In our experience, many city-wide initiatives mention our community either not at all or in a final paragraph tacked on to the end of a proposal; so, thank you for that.

We have a few comments, which we hope will be helpful.

We note that the definition of upgraded bus stops includes the provision of real time information. We urge that real time information explicitly be presented in large print with a sanserif font, and also information methods that are accessible non-visually, such as synthetic or digitized speech.

In the sections where access to transit is discussed, we would like to make the point that an accessible station means not only ramps and elevators, but also detectable warning surfaces at all platform edges.

We note that the bill suggests doubling the space allotted for pedestrian plazas. These plazas are wonderful amenities, but for blind or low vision pedestrians, they can be hazardous, because at present, we have no way of determining where borders are between separate plazas and the adjoining roadways. We know that the Department of Transportation has been researching this, and we ask the Council to support that effort, so that a reliable solution can be found and implemented, before work begins on creating new plaza spaces.

Finally, we strongly urge that the installation of accessible pedestrian signals be added to the first master plan, due by October 1, 2019 rather than the Master Plan due October 2024. As my colleague from NFB has explained, the rate at which intersections are being outfitted with nonstandard signalization patterns such as Leading Pedestrian Intervals, (LPI's), is almost ten times the rate of installation of accessible pedestrian signals, (APSs). This means that New York City is becoming more dangerous for us on almost a daily basis. We know that this is not the intent of the Transportation Committee or the Council. PASS stands ready to continue to work with the City to install APSs.

Thank you for the opportunity to speak with you today regarding the need for the installation of accessible pedestrian signals expeditiously and efficiently.

Questions, contact  
Karen Gourgey, Past Chair  
212 675-6650  
[kgourgey@verizon.net](mailto:kgourgey@verizon.net)





June 12th, 2019

Testimony Regarding Int. 1557

Hello, my name is Janet Liff and I'm the Co Director of the Neighborhood Empowerment Project at Open Plans. Our mission is to empower local stakeholders to take ownership of and solve the problems on their local streets and sidewalks. As part of this process, we've been speaking with Block Associations, nonprofits, BIDs and community boards across the city. Again and again, we hear the same stories. The West 50's Neighborhood Association which covers 53rd to 59th, 5th Avenue to 8th Avenue and has over 700 members, can't clean up the filth on West 56th or get bike corrals for the bikes flooding their sidewalks from tourists and delivery workers. Sixth Avenue is a speedway. Fourth on 4th in Park Slope has the same issues and is clamoring for green infrastructure to combat the heat on their streets. Therefore, we support Local Law 1557, a bill to measure and evaluate our streets and sidewalks and to set five year targets with the following two recommendations:

1. Metrics are very important but which ones and how are they collected? We need to think critically and identify the desired outcome and determine what data will reflect that outcome. 150 miles of protected bus lanes or 30 miles of bike lanes each year sounds nice, but what does it mean? If safety is what we're after, rather you could ask what percentage of pedestrians and cyclists feel safe now? How much do we want to move that needle? If it's 15% now, do we try to double it each year? Even if the KSI is down, if people are still too afraid to bike, the design is not working.
2. Furthermore, when dealing with streets and sidewalks, the priority has to be people first. The bill acknowledges that. We commend that. We just ask that you establish a LOS for pedestrians, again against which to measure our streets. In addition to safety, the quality of the experience is crucial. When is a sidewalk too crowded? Are people forced off the curb? Is there pedlock? Or is walking on the sidewalk too hot due to lack of tree coverage? A sidewalk can be safe and miserable. If we're setting metrics for the DOT, we have to add qualitative questions and look to address those too.
3. For ideas, we recommend two resources: [https://gehlinstitute.org/wp-content/uploads/2017/08/PL\\_Complete\\_Guide.pdf](https://gehlinstitute.org/wp-content/uploads/2017/08/PL_Complete_Guide.pdf) and here <http://civiccommons.us/app/uploads/2018/01/Measuring-the-Civic-Commons.pdf>.

Thank you very much for your time.



Intro 1557



Testimony of Matthew Shapiro, Legal Director  
Street Vendor Project

June 12, 2019

Dear Members of the City Council Committee on Transportation,

Thank you for the opportunity to provide testimony on Intro 1557, which mandates that the Department of Transportation provide a “Master Plan” to promote the interests of pedestrians, bicyclists, and mass transit users, and to develop our streets and sidewalks into safe and vibrant public spaces.

The Street Vendor Project (SVP) is a membership-based organization of over 2,000 street vendors who work in NYC’s public spaces. We organize vendors to have their voices heard when it comes to policies that affect them, which this proposal does.

We commend and support the Council’s proposal to prioritize making our public spaces more pedestrian friendly. For too long our streets and sidewalks have been seen as merely thoroughfares geared towards car culture. In fact, true community-oriented public spaces serve many functions including recreation, community gathering, and commerce. In order to ensure that streets, sidewalks, and plazas serve these functions, they need to include activation with social and economic activity.

One group of public-space users that gets left out of these conversations are street vendors. Some people complain that the city is too crowded for vending – but no space has been created for them! Vendors serve a social and cultural function that enlivens our streets and sidewalks, as well as providing economic opportunity for immigrants and veterans, who otherwise have limited options. Street vending not only provides jobs and encourages immigrant integration but can also be used as a policy tool to promote sustainability and provide access to diverse consumer goods.

This bill should mandate that DOT consider how street vendors are included in any vision for redesigning our public spaces. This will ensure that their needs are considered and their contributions to our public spaces are valued. Vendors are legitimate users of public space and must be integrated into policy plans for vibrant and equitable public spaces.

The Master Plan should include the creation of sufficient parking spaces for food trucks, who otherwise have no viable parking spots due to antiquated DOT rules. It should also include plans to integrate vendors in public plazas. Currently, although street vendors are legally allowed to sell in pedestrian plazas, the current plaza management system often results in vendors being evicted by Business Improvement Districts (BIDs) tasked with managing a plaza.

We hope that the Council will consider street vendors as it continues to examine how to create safe and lively public spaces for all New Yorkers to enjoy. Thank you for the opportunity to share this testimony.

## **Testimony of Glenn Every, President, BUS4NYC**

**Re: Intro 1557**

**New York City Council Committee on Transportation**

**June 12, 2019**

Good afternoon Speaker Johnson, Chairman Rodriguez and distinguished members of the Committee on Transportation. My name is Glenn Every, and I am the President of a newly formed trade organization, BUS4NYC. I am also the owner and operator of a company that has provided bus service in New York State for more than 50 years.

BUS4NYC is a New York City-based advocacy group comprised of private bus company owners and related businesses and associations promoting the industry as a viable transportation solution and local economic driver. Our group is responsible for raising the industry's overall profile through sustained education and public awareness campaigns, which seek out supportive public policies that will promote the growth and safety of the private bus industry. Our members include commuter, tour, charter and sightseeing bus companies including National Express, Adirondack Trailways, BigBus, Academy, West Point Tours, TTI and Hampton Jitney, among others. Our members' operations range from interstate travel throughout the United States right down to local New York City streets – representing thousands of employees annually serving millions of daily commuters, seniors, students and visitors

We applaud the City Council for ensuring that the NYC DOT look at traffic planning through a comprehensive approach with an eye towards safety and congestion reduction. We, as BUS4NYC members, share the City Council's goal of reducing congestion and greenhouse gas emissions while encouraging residents and visitors to consider public transportation. We are private providers of public transportation and an important piece of the traffic mobility puzzle. As such, we are not the problem, we are an integral part of the solution. Each bus takes over 55 single occupancy cars off the road while bringing commuters to work, shoppers

to small businesses, and visitors to vibrant destinations—all of which are a critical part of the fabric of New York City.

Regarding the bill's language that is specific to our industry--for DOT to implement 150 miles of protected bus lanes--we support this approach. With the proliferation of for-hire-vehicles and the explosion of e-commerce, congestion in New York City is at an all-time high. Many of our drivers, especially those that are bringing commuters and visitors into and out of the City, are finding it increasingly difficult to comply with Hours of Service mandates set forth by the federal Department of Transportation because of the relatively recent spike in congestion that puts them at a standstill and because of the diminishing amount of areas for bus parking and layovers. These federal regulations are an important factor in keeping drivers and passengers safe and they must be adhered to and treated with the utmost importance. Again, our drivers are providing a mass transit option for workers and visitors who would instead rely on a single occupancy vehicle. Protected bus lanes would help them do their job.

Finally, one consideration that we as bus operators would like to raise regarding protected bus lanes is that DOT should ensure that barriers surrounding protected lanes are realistically positioned to accommodate the turning radius of 45-foot-long motor coaches. And we would also ask that any planning take into account suitable bus parking and layover space. We will be sure to work closely with DOT on these operational details.

In conclusion, BUS4NYC is supportive of Intro 1557 and looks forward to working with City Council and DOT on a continuing basis. While this bill's timeline is aggressive, we applaud the Speaker and Council's consideration of protected bus lanes and improved bus infrastructure. Not only will these measures reduce congestion, but they will also increase economic output, reduce greenhouse gas emissions and help to ensure that improved safety and Vision Zero goals are met.

On behalf of BUS4NYC, we thank you for your consideration.



Good afternoon Speaker Johnson, Chairman Rodriguez, and members of the Transportation Committee and the Council of the City of New York. My name is Patrick Condren and I have addressed Council committees and the Board of Estimate in prior years. Since the 1960s I have been actively engaged with bus operations here in New York City, starting on W43 Street near the then relatively New Port Authority Bus Terminal and prior to the formation of the MTA. My operations included charter and tour programs as well as shuttle bus contracts plus a franchised commuter bus company, one of the private carriers in public transportation in the five boroughs. It is noteworthy that the traffic grid is fundamentally the same all these years. I applaud your initiative to create a Master Plan at this time.

A critical element of this plan should include participation and input of private carriers who provide the public with public transport . The individual vehicles of charter, tour, inter city, sightseeing, commuter, airport, shuttle bus and related bus operations often have total fleet counts similar to the MTA owned/operated fleets also providing the public transport on certain days.

Private buses maintain a high safety orientation, with some companies filing plans to the NY Public Transportation Safety Board. Also, some companies submit data to the National Transit Database, which benefit all New Yorkers. I am pleased to work with Hampton Jitney, Academy Bus, Big Bus Tours and others, and I am Board Member of the Bus Association of NY and the American Bus Association. We all support the new initiative BUS4NYC which I suggest be a participant in the master planning processes for utilizing the most efficient per passenger vehicle for traffic passenger mobility... a bus! Once again, I applaud your efforts and please rest assured of our support of your efforts . Thank you.

Patrick W. Condren [pcondren@patconassociates.com](mailto:pcondren@patconassociates.com) 917 836 3685



475 Riverside Drive, 13th Floor  
New York, NY 10115  
Phone: 212 870 2080  
www.bike.nyc

## **June 12, 2019 testimony: City Council hearing on bills for street master plan & leading bike interval traffic signal rules**

Jon Orcutt, Bike New York communications director

### **Key points**

- \* We won't have a bike-friendly NYC without a connected network of protected bike lanes
- \* We can't build a working transportation network if some areas are allowed to opt out
- \* There's no substitute for decisive and outcome-oriented city leadership. The de Blasio administration could execute the street master plan and still pursue the brutal process of seeking community board approval for street design changes.

### **Testimony**

Bike New York supports the bills before you, mandating a streets master plan and allowing bike riders to proceed at leading pedestrian interval traffic signals. Both pieces of legislation, if enacted, would mark important milestones on the path to a bike-friendly New York.

We won't have a bike-friendly New York without an interconnected network of protected bike lanes. The Speaker's streets master plan legislation would put the city on a much more direct path to achieving that.

We especially applaud the legislation's provisions that:

- Define protected bike lanes
- Define the bike network as consisting of protected bike lanes
- Call for protected bike lanes in every square mile of the city
- Emphasize bike network connectivity, including requirements that this be measured (which NYC DOT used to do but abandoned in 2014)
- Establish a city goal of 50 miles of protected bike lanes implemented each year

The streets master plan could provide a new process for the city to clearly state its policy of making the city navigable by bike by people of all abilities, and for the public to provide input on the bike network without being granted a veto over proposed projects.

There's a good precedent for this approach. DOT planning for the system of CitiBike stations solicited a huge amount of input from community boards and other local groups and institutions but never sought an up-or-down vote on the station locations. That's because we can't build new transportation networks if some places are allowed to opt out. CitiBike would not be one of the leading bike share systems in the world today if the city had followed the community board process it now uses for bike lanes.

Mayor de Blasio has overruled anti-bike community boards on a number of recent bike lane projects, but this is still only done on a case-by-case basis, and this administration is incredibly slow to make decisions. We look forward to contributing to a city-wide street master plan, but remain mindful that there is ultimately no substitute for decisive and outcome-oriented leadership.

## **RPA Testimony on Intro 1557-2019**

**Kate Slevin, Senior Vice President**

*Prepared for the Committee on Transportation*

*June 12, 2019*

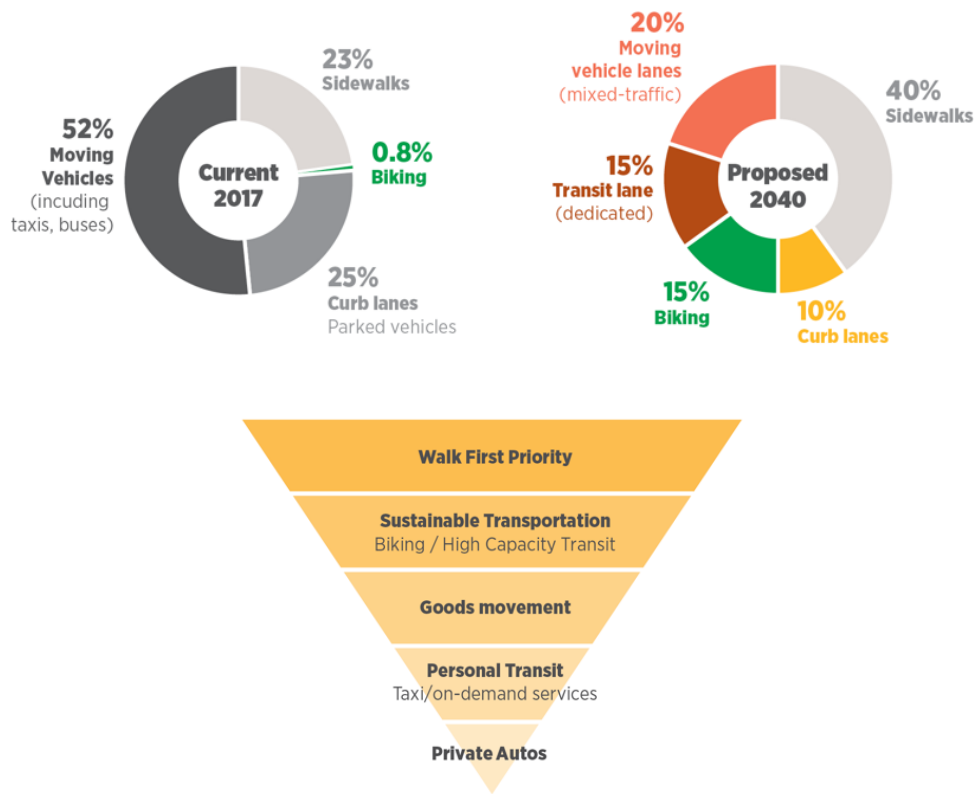
Thank you for the opportunity to testify today. I am Kate Slevin, a Senior Vice President at Regional Plan Association, a non-profit civic organization that conducts advocacy, research and planning to improve the New York City metropolitan region.

We are here today to strongly support Intro 1557 which would create a master plan for city streets once every five years. Speaker Corey Johnson and Transportation Chair Ydanis Rodriguez deserve credit for laying out a future vision for New York City and moving this proposal forward, which prioritizes safety, health, the environment, and the mobility of people. With congestion pricing on the horizon, it makes all the sense in the world to speed up implementation of bus and bike lanes now.

Intro 1557 lays out ambitious benchmarks to meet in each strategic plan, with the first one due as early as October. This is indeed fast paced, but if you have traveled to many peer cities, especially London, you know that although progress has been made here, we are increasingly falling behind in terms of prioritizing affordable, low carbon transportation options. With a climate and transit crisis upon us, bold and fast action is our only choice.

In RPA's Fourth Regional Plan ([www.fourthplan.org](http://www.fourthplan.org)), a blueprint for growth and development over the next 30 years, we laid out a vision for city streets that is very consistent with what's mandated in this legislation. In our research, we found that, currently, less than a quarter of all New York City's street space is dedicated to sustainable modes of transportation—walking, cycling, and exclusive bus lanes—and most of this is concentrated in Manhattan and denser parts of the city.

Looking forward, we called for street design and management practices to be turned upside down to prioritize pedestrians, cyclists and transit users first, followed by goods movement, shared services and finally, the private automobile. This would allow 70-80% of street space to be used for sustainable transportation modes, as illustrated by the images in your testimony.



Source: RPA 2040 Vision for Use of NYC Streets, RPA Fourth Regional Plan, [www.fourthplan.org](http://www.fourthplan.org)

We appreciate Intro 1557’s focus on implementing **protected** bicycle and bus lanes. Existing painted bicycle lanes, without physical separation, are often blocked by cars or trucks, leading to unsafe conditions. The City currently has over 1,200 miles of bicycle lanes, but only about one-third are protected lanes. Unless you are an expert cyclist, many of the existing lanes feel unsafe, and definitely don’t feel safe for children. 24% of New Yorkers currently ride a bike on the existing, very fragmented network. Think about how many more New Yorkers would choose to bike, or bike more often, with a much more robust network!

We have found that commute times have grown, especially for very long commutes over 60 minutes, often in the outer boroughs. Slow bus speeds are a significant contributing factor to this, and more protected bus lanes would allow faster trips and help reserve declining bus ridership.

Additionally, bus lanes should be implemented for “transit improvement” and not simply because you can physically do so. In other words, it might help to define the intent of a “transit improvement” in this legislation.



Intro 1557 would more than double DOT's current annual implementation for bike lanes and speed up implementation of bus lanes. It is a bold strategy and one that might lead to tradeoffs in terms of the depth of community outreach. After years of implementing bicycle, bus lanes, and plazas, communities are more familiar with these approaches and DOT more experienced at implementing them. We are comfortable with shortening the community outreach process to meet these goals, should it need to occur. Ultimately, implementation timelines will need to speed up if we are going to improve mobility in a big way for New Yorkers.

RPA supports the expansion of public plazas, but also believes it should be part of a citywide strategy to increase open space more broadly. We also know that the current plaza management approach, which requires local BIDs to take on financial and legal risks of public space management, limits the broad expansion of the program. One option to address this is a citywide government entity to manage the plazas, as has been proposed by some of our colleagues.

And finally, a few questions to consider as bill negotiations continue. How is the Council and DOT going to work together to meet the benchmarks in the legislation? Is there an enforcement mechanism of some sort, beyond the reporting requirements? And what are City Council members role in implementation? It would be ill advised to pass this legislation and then have Council members within their own districts trying to delay individual projects.

RPA is here as a resource as you consider this legislation, and work to improve transportation more broadly throughout the city. Thank you for your time.

**Testimony from the Co-Chairs of the NYC BID Association Pedestrian Plaza  
Working Group**

**Alexandria Sica, Dumbo Business Improvement District**

**Tim Tompkins, Times Square Alliance**

**Co-Chairs, BID Association Plaza Working Group**

**Committee on Transportation**

**June 12, 2019**

Thank you, Speaker Johnson, Chair Rodriguez, and the members of the Committee on Transportation, for allowing me to testify before you today. We speak as Co-Chairs of the NYC BID Association Pedestrian Plaza Working group; while our comments do not represent all voices and opinions among working group members, they represent many of the common concerns of those with plazas.

Thank you for elevating critically important issues related to the use of our City's streets, sidewalks, and pedestrian spaces today. We commend the City Council and the Department of Transportation for all the efforts made to make the city safer for pedestrians and cyclists. In Times Square and in Dumbo, we firmly believe streets are made for people, and we have a long history of advocating for and supporting safer streets and more and better public space. Just last week, we celebrated the 10<sup>th</sup> anniversary of the creation of the Broadway Plazas. Next week, we celebrate a decade of the Dumbo Archway.

We commend you, Speaker Johnson, for your fierce attention to improving multi-modal transportation and pedestrian safety in particular. Your "Let's Go" plan recommends that the City double the acreage of the City's plaza program by 2022, and Intro 1557, requires that the Department of Transportation make that happen.

We salute the goal of creating critically-needed public spaces throughout all five boroughs. However, in tandem with that, serious structural problems with the plaza program must be addressed. DOT has made great and good-faith strides in addressing many issues, but several which are critical to expanding – not to mention simply continuing – the plaza program – remain.

As you know, the plaza program was created just over 10 years ago. In those 10 years, the City created 74 plazas citywide, covering 30-acres of former roadways. These plazas, all managed on behalf of the City by dedicated local business improvement districts and community organizations, have been transformative in

many of the neighborhoods where they are located, allowing the public to enjoy attractive public seating, free performances and events, and diverse food offerings where there was once only car traffic. The plazas have added value to neighboring storefronts and buildings as better places are created. All of this should be celebrated.

The ten years we have spent managing these new spaces have also been a learning process. There are real challenges that we have encountered while taking care of and programming these spaces, and these must be addressed first by the City administration if and as additional plaza spaces are to be developed. Each time a new plaza is proposed, a partner must be identified and must agree to take on this role. The partners we represent must weigh the benefits of the new space with the costs and responsibilities for their organizations, and right now there are many who would not be comfortable taking on additional spaces, given the current requirements of the program. The partnership - between non-profit and City - is key to the success of the program - as the City would otherwise have to staff up significantly to handle these duties itself. We don't believe the latter is a good idea - as we know our communities and are uniquely and efficiently positioned to play this role.

In addition to benchmarking the total acreage of pedestrian plazas, we ask that the 5-year strategic plan also address:

- The City's master agreement with the plaza partners: The agreement must reflect that we, as not-for-profit neighborhood organizations, are not profit-driven concessionaires but rather partners acting on behalf of the City to make sure these spaces are well-managed, safe, clean and programmed, usually with no financial or on-the ground staffing support from the Department of Transportation.
- As partners, we must be protected from liabilities, as many parks partners are, and given flexible tools to be able to make back even part of the funds expended to maintain and program the plazas. We are non-profit organizations that are often eager to offer the community and the City our partnership in tending to these spaces. The City is a self insured government that can and should bare the burden of liability for its infrastructure, the public spaces that it brings to fruition, benefitting its citizens.
- New mechanisms for plaza management:

- Plazas require regulations that are appropriate for how these spaces are used now – not just as streets without cars. This applies to universal regulations for all plazas, and regulations specific to conditions in certain areas.
- The City needs to bring resources to bear to address deeper social issues and problems that profoundly affect both our city and the plazas themselves, but which the plaza partners do not have the resources or expertise to handle themselves, such as homelessness, hard drug use and the mentally ill living on the streets.
- Financial support for plaza management:
  - Managing the plaza costs the partners significantly, and most partners are losing money. We need greater trust and flexibility with regards to sponsorships, markets and events.
  - Smaller, less resourced BID partners face unique issues and under the current terms of the Master agreement are unable to generate the commercial revenues to even partially offset plaza management expenses for larger partners. The 1NYC program is a start but in our opinion should be funded at a much higher level so these public spaces are successful and remain assets for their neighborhoods.

As a specific suggestion, we propose that an additional benchmark for the master plan be (1) the publication of the results of an anonymous survey of all plaza partners asking their level of satisfaction with respect to (a) their Concession Agreement; (b) their ability to generate revenues to support their operations; (c) their ability to flexibly maintain and program their plazas and (2) proposals to address structural or programmatic (ie. not plaza specific) concerns raised through such survey.

Reclaiming New York City's vast public spaces for people has been both revolutionary and overwhelmingly positive for the people of this City. We, as plaza partners, have been enthusiastic partners in making these spaces successful. But the program must function in a way that is respectful of the plaza partners capabilities, position as non-profit and resource constrained partners, and if we are to expand the plaza program, we must insure that the City is prepared to work with its partners so all of these great spaces throughout the five boroughs continue to benefit everyone.



**Intro 1557-2019**  
**City Council Committee on Transportation Hearing**  
**June 12<sup>th</sup>, 2019**  
**Flatiron/23<sup>rd</sup> Street Partnership Testimony**

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My name is James Mettham, the Executive Director of the Flatiron/23rd Street Partnership. I'd like to thank Councilmember Ydanis Rodriguez and the Transportation Committee for conducting a hearing on this important legislation. I also want especially acknowledge the leadership of Speaker Corey Johnson on this legislation and for prioritizing our city's sacred public realm as we collectively address issues of safety, accessibility and equity.

As a Business Improvement District and one of dozens of plaza maintenance partners around New York City, our organization and community knows first-hand the transformative impact that unlocking new, carefully maintained and programmed public spaces has on pedestrian congestion and shared neighborhood experiences. The plazas in the Flatiron District were created during the earliest stages of the plaza program. In 2008, as part of a larger traffic reconfiguration and pedestrian safety project, more than 35,000 square feet of new public space was created at the iconic intersection of Broadway, Fifth Avenue, and 23<sup>rd</sup> Street. Over the years, the community has come to know them as our neighborhood's town squares and piazzas - a place to meet up, have lunch, and watch the world go by. Last fall we celebrated the 10<sup>th</sup> anniversary of the temporary plaza installations, embraced New York City's first shared street between 24<sup>th</sup> and 25<sup>th</sup> Streets on Broadway, and worked hand-in-hand with the DOT & DDC on advancing the design plans for the permanent reconstruction of these spaces. We take great pride in the tender loving care that we apply to all of our shared public spaces and welcome further planning, design, testing, and benchmarking that will make existing and

new spaces even more safe, accessible and inviting for New Yorkers of today and tomorrow.

This legislation also presents an opportunity for the City Council to carefully consider and reflect on the important and unsung roles that community partner organizations play in the daily upkeep of our vital public spaces and places. Managing public spaces across New York City's dense central business districts and mom & pop retail corridors come with significant maintenance costs – expenses that many non-profit community partners struggle to sustain month-to-month, let alone year-over-year. The attention and incremental investments paid to a sidewalk or plaza's look and feel by a local non-profit can make all of the difference in ensuring that space's ongoing vibrancy and inclusivity.

So, whether it's doubling the acreage of pedestrian plazas or implementing twelve additional shared streets, the City needs to simultaneously improve upon the contractual agreements and regulatory frameworks that community-based organizations are asked to enter into and adhere to as they set out to activate their respective neighborhood spaces. Establishing and nurturing local maintenance and management partnerships that can be sustained over time goes hand-in-hand with sound public realm comprehensive planning. It means:

- Protecting plaza partners from blurry liability risks inherent with the expansive nature of our maintenance scopes of work.
- Applying a well-balanced mix of universal and neighborhood specific regulations that treat these spaces as public places not just repurposed streets and roadbeds.
- Managing social issues related to homelessness, drug use and other anti-social behaviors that impact the collective experience of these communal spaces

- Acknowledging that the adept nimbleness and creativity of public-private partnerships are well-positioned to curate truly special places via responsibly planned and implemented markets, sponsorship opportunities, and events.
- Soliciting partner ideas and feedback on how our streets, sidewalks, and plazas can be improved as the number of user types sharing these spaces continues to grow in size and scope (e.g. pedestrians, vendors, sidewalk cafes, dockless bikes & scooters, enhanced streetscape amenities, charging stations, LINKs, commercial activities, etc.).

As a long-standing and committed partner that continues to hold itself to the highest standards of stewardship for Flatiron’s public spaces – we look forward to working with the Council and Speaker on embracing these recommendations and making this timely piece of legislation as impactful as possible for all New York City neighborhoods.

**Amalgamated Transit Union (ATU) Opposes Int. 1557;  
Testimony to NYC Council Committee on Transportation  
by**

**Mark Henry, President and Business Agent, ATU Local 1056 and Chair, ATU NYS  
Legislative Conference Board**

**June 12, 2019**

Thank you for the opportunity to comment on Int. 1557 requiring five year plans to install bus and bike lanes on New York City streets. I am Mark Henry, President and Business Agent for Amalgamated Transit Union (ATU) Local No. 1056; and Chair, ATU NYS Legislative Conference Board. I represent ATU Local 1056 which represents drivers and mechanics who work for MTA New York City Transit's Queens Bus Division and ATU Locals across the State of New York on their legislative concerns.

Transit in this city operated by MTA focuses primarily on economics, income level and not the population's needs; it's the Tale of Two Different New York's. The reality is that your income level can dictate where you live or how far you must commute to get to work, school or other basic necessities.

As a mass transit professional and a rider of Public transit in this city, the ATU Locals across this city and state offers unique and valuable insights. ATU Locals has always emphasizes that smartly investing in public transit keys growth in the economy and job creation. We are your "Green Alternative" not Bike lanes or Pedestrian malls.

The focus of transit improvements must not only be on subways but must significantly **MUST** include Bus Service to better serving these communities. Thus, ATU welcomes plans to look at more bus lanes but strongly opposes any mandate for installing bike lanes which very well may conflict with the need to install bus lanes along the same route.

Any example of just this conflict involves the installation of bike lanes along much of Queens Boulevard. A bus route operated by ATU (1179) members along the entire length of that main road running from Jamaica to the Manhattan side of the Ed Koch Queensborough Bridge received bike lanes which makes certainly complicates any installation of much needed bus lanes along that exact corridor!

Where speed of service is concerned, Queens suffers greatly from its inferior bus network. Queens residents need a commitment to expand bus service and remove the impediments that slow the movement of buses. This includes enforcement of traffic restrictions that apply to vehicles and pedestrians. This especially includes SMART traffic planning.

Smart traffic planning places a priority of installation of bus priority lanes ahead of any planning involving bus priority lanes AND pedestrian plazas. This legislation particularly **FAILS** in mandating bike lanes both in priority AND quantity ahead of bus priority lanes. Just makes absolutely no sense.

Let's face facts, NEW subway lines are not in the plans for the "Outer Boroughs" such as Queens. This makes efforts to improve bus service essential when it comes to moving New York forward.



**Amalgamated Transit Union (ATU) Testimony to NYC Council Committee On Transportation, June 12, 2019, page two**

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ATU strongly supports bus service changes, expansions, and enhancement with collective thought and input. This includes better use of MTA bus lines to serve intra-borough and inter-borough public transit needs rather than just using most bus routes to funnel riders to subways and rail. Protective bus lanes become essential part of this planning and requiring bike lanes at level in excess of bus lanes presents clear conflicts with this priority imperative.

In Queens, we also need a clear understanding on the need to assign a priority to buses. The City Council can prove helpful by joining ATU and advocating for service priorities outlined in many prior testimonies to city and state legislative hearings:

Restore remaining bus service cuts from 2010. Expand (all) bus service to operate 24 hours. Introduce express bus service in Southeast Queens at the level that exists in Northeast Queens.

Provide fully-functioning depots to repair buses – new and existing – timely. The **MTA NYCT Jamaica bus depot** in Central Jamaica NY lags decades behind schedule to improve underserved communities in Southeast Queens; it needs to be completed.

Overhaul existing and/or create new create terminals to facilitate commuter transfer between transit modes. Downtown Flushing still needs a site identified for a full-scale bus terminal before development there makes it impractical.

In future planning, provide for more electric bus purchases and charging stations for the transition to a zero-emissions fleet, rather than current small pilot that introduces 60 all-electric buses

More transit funding is definitely needed. A bond referendum in support of Mass Transit will provide the necessary monies to keep the economic engine of New York attractive and running. Also ATU recommends increasing the current MTA surcharges by 2%.

**In Closing,** IMPROVING better yet INVESTING in bus service offers the smartest, most strategic path to effectively upgrading public transit infrastructure and most importantly, public transit service, including in Queens and other part of this city where responsible lawmakers share the much needed goals to decrease if not eliminate “transit deserts.” This approach means avoiding legislative restraints that restrict, if not wholly impair the ability to maximize improvements to realize the best possible bus public transit for those who live, work and/or visit New York City.

Thank you. I am available for questions and available to the committee upon request.

Thank you.

*Amalgamated Transit Union Local 1056,  
211-12 Union Turnpike, Hollis Hills, NY 11364  
(718) 949-6444 \* [www.Local1056.org](http://www.Local1056.org)*

For more information: Corey Bearak ATU 1056 & 1179 Policy & Political Director (718) 343-6779/ (516) 343-6207





**Manhattan**

841 Broadway  
Suite 301  
New York, NY 10003  
212/674-2300 Tel  
212/254-5953 Fax  
646/350-2681 VP

**Queens**

80-02 Kew Gardens Rd  
Suite 400  
Kew Gardens, NY 11415  
646/442-1520 Tel  
347/561-4883 Fax  
347/905-5088 VP

**Center for Independence of the Disabled, NY**

June 17, 2019

New York City Council Hearing on -

Five-Year Plans for City Streets, Sidewalks, and Pedestrian Spaces

Lourdes I. Rosa-Carrasquillo, Esq.  
Director of Advocacy

Re:

Thank you Speaker Johnson, and Council Members Rivera, Rodriguez, Levine and Reynoso for the opportunity to submit written testimony regarding the administrative code of New York City, in relation to five-year plans for City streets, sidewalks and pedestrian spaces.

My name is Lourdes I. Rosa-Carrasquillo, Esq., Director of Advocacy. I present this testimony on behalf of the Center for Independence of the Disabled, NY (CIDNY).

The Center for Independence of the Disabled, NY's goal is to ensure full integration, independence, and equal opportunity for all people with disabilities by removing barriers to the social, economic, cultural, and civic life of the community. Learn more about our work at [www.cidny.org](http://www.cidny.org).

CIDNY is submitting this testimony to thank you for considering and including the safety of people with disabilities who live and travel throughout New York City. We would like to raise issues that we recommend be incorporated into this proposal.

Under Section 2., c., 2. (v) we recommend that consideration be given to where pick-up and drop-offs will occur. For example, parking policies must factor in access to curb ramps. Also, when considering emissions, time allotted for people with disabilities when disembarking or boarding a vehicle have to be factored in.

In some areas of the City, there are crossing signals where the light changes from green to amber and then red with audio that beeps as the signal quickens. This should be required throughout the City as people with disabilities cross streets throughout the five boroughs.

Re:

CIDNY applauds the contiguous network of protected bicycle lanes – Bicycle Network. However, cyclists need to abide by the signals and not ride on the sidewalks. CIDNY staff have been sideswiped by cyclists who ignore the light. Fortunately, none of our staff were injured. Cyclists riding the sidewalks have the potential of cause major injury to pedestrians. The five-year plans should include a plan for how these violations will be enforced.

Plans for pedestrian space to be maintained accessible must be in the five-year plans. There have been incidences where pathways that are arranged to allow wheelchair users to travel throughout, are blocked by individuals in the area.

As part of the five-year plans, the department should include an education plan for cyclists of the consequences for failure to abide by the rules when riding. There should be general public awareness notices regarding this proposal and its intent, including people with disabilities' right to be safe on the streets and to access all spaces throughout the City.

In closing, the compliance of the American with Disabilities Act is applicable beyond the design of intersections with a pedestrian signal. CIDNY recommends that language be incorporated that states how the ADA is applicable throughout rather than the current one.

Again, CIDNY applauds the concept behind the City Council's proposal for the department to develop and implement five-year plans. We hope that you will incorporate our concerns to ensure it meets the City Council's intent.

Page 4/

Re:

Thank you for considering my testimony. If you have any questions, please feel free to contact me at 646-442-4153 or [lrosacarrasquillo@cidny.org](mailto:lrosacarrasquillo@cidny.org)



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/17/14

(PLEASE PRINT)

Name: Matthew Shapiro

Address: 210 Rector St 9FL NY, NY 10006

I represent: Street Vendor Project

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Greg W. Hman

Address: \_\_\_\_\_

I represent: G-One-Quantum

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Blythe Austin

Address: \_\_\_\_\_

I represent: Families for safe streets

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Chris Widelo

Address: \_\_\_\_\_

I represent: AARP

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Danny Pearlstein

Address: \_\_\_\_\_

I represent: Riders Alliance

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Polly Trottenberg Commissioner

Address: NYC DOT

I represent: 55 Water St. NY NY

Address: \_\_\_\_\_

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



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Eric Beaton DC. Trans. Planning

Address: and Management.

I represent: NYC DOT

Address: 55 Water St. NY NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Sean Quinn

Address: AC. Street Improvement Proj.

I represent: NYC DOT

Address: 55 Water St. NY NY

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Susan M Doda

Address: 841 BROADWAY

I represent: CID-NY

Address: 841 BROADWAY NYC 10003

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. 1457

in favor  in opposition

Date: 6/12/19

(PLEASE PRINT)

Name: Paul Marinovic

Address: \_\_\_\_\_

I represent: Therava Institute

Address: 99th St, NYC 1046

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. 1457

in favor  in opposition

Date: 06/12/2019

(PLEASE PRINT)

Name: SNEHA MOKHA

Address: 106 Washington Avenue, 11205

I represent: Pratt Institute

Address: Pratt Institute, St. James 11205

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/12/19

(PLEASE PRINT)

Name: Greg Mikhailov

Address: \_\_\_\_\_

I represent: American Heart Association

Address: \_\_\_\_\_



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Adriana Espinoza

Address: \_\_\_\_\_

I represent: NYCCV

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Marco Conner

Address: \_\_\_\_\_

I represent: TRANSIT

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor     in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Iris Reyes

Address: \_\_\_\_\_

I represent: Families for safe streets

Address: \_\_\_\_\_



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Devan Sipher

Address: \_\_\_\_\_ X

I represent: Families for safe streets

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Hindy Schachter

Address: \_\_\_\_\_

I represent: Families for safe streets

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Diane Trozedo

Address: 43 Fort Dr. Woz

I represent: self

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6-12-19

(PLEASE PRINT)

Name: Kathleen Treat

Address: 400 West 43rd St. 33N

I represent: Disabled Veterans

Address: CHEKPEDS

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Alexandra Sica

Address: 500 5th Ave

I represent: DUMBO BIZ BID

Address: 500 5th Ave

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: ELLEN GOLDSTEIN

Address: \_\_\_\_\_

I represent: Tings Square BID

Address: \_\_\_\_\_



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. <sup>1055, 272</sup> 1399 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Jackie Weisberg  
Address: 1 JOHN ST., # 910 BKLYN 11201  
I represent: 350BK.ORG  
Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 6/12/19

(PLEASE PRINT)

Name: Jonathan Hawkins  
Address: 209 W 38<sup>th</sup> St, New York, NY 10018  
I represent: Garment District Alliance  
Address: Same as above

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 6/12/2019

(PLEASE PRINT)

Name: Raymond Wayne  
Address: \_\_\_\_\_  
I represent: National Federation of the Blind  
Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/12/2019

(PLEASE PRINT)

Name: Karen Bourgey

Address: \_\_\_\_\_

I represent: Pedestrians for Accessible

Address: & Safe Streets (PASS)

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Terri Carta

Address: \_\_\_\_\_

I represent: Brooklyn Greenway Initiative

Address: 193 Columbia St. Bklyn, NY 11231

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 4/11/19

(PLEASE PRINT)

Name: Euan Zimany

Address: 208 Balcon Ave

I represent: people w/ disabilities

Address: \_\_\_\_\_

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



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

Name: PATRICK CONDREN (PLEASE PRINT)

Address: 345 E 50 ST NYC

I represent: Academy Bus - Kaysville Big Box

Address: NYC

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 6/12/2019

Name: Kate Slevin (PLEASE PRINT)

Address: 1 Whitehall St, Hoop 16, NY, NY 10004

I represent: Regional Plan Association

Address: 1 Whitehall St NY, NY 10004

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

[ ]

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: \_\_\_\_\_

Name: CHRISTINE BERTHET (PLEASE PRINT)

Address: \_\_\_\_\_

I represent: CHEK PEDS -

Address: \_\_\_\_\_



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Glenn Evey

Address: 26 W 44 ST

I represent: BUS 4 NYC

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Janet Litt

Address: 11 Fifth Ave.

I represent: Open Plans

Address: 377 Broadway

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1557 Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Ellen Goldstein + Alexandra Sica

Address: BID Association - Plaza Partners

I represent: 1560 Broadway

Address: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: June 12, 2019

(PLEASE PRINT)

Name: Hindy C. Schachter

Address: 420 E 64 St NY 10018

I represent: committee for safe streets

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: June 17, 2019

(PLEASE PRINT)

Name: Stan Litvin

Address: 88 Delaney Street

I represent: Parking Rates Raise

Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: James Weisman

Address: 120-34 Queens Blvd Kew Gardens 11415

I represent: United Spinal Association

Address: \_\_\_\_\_



THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. \_\_\_\_\_ Res. No. \_\_\_\_\_

in favor  in opposition

1557, 0103-2018, 1457-2019

Date: 6/12/19

(PLEASE PRINT)

Name: Nerle Weissman

Address: 309 EAST 5th Street 10003

I represent: Complete Grouse

Address: same

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1557/1457 Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6/12/19

(PLEASE PRINT)

Name: ERIC McCLURE

Address: 423 4th ST. BROOKLYN 11215

I represent: STREETSPAC

Address: 17 BATTERY PL. #204 NY NY 10004

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. BOTH Res. No. \_\_\_\_\_

in favor  in opposition

Date: 6-11-2019

(PLEASE PRINT)

Name: JON ORCUTT

Address: Bike NEW YORK

I represent: 475 Riverside Drive

Address: NY NY

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