

CITY COUNCIL  
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION  
AND INFRASTRUCTURE

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April 21, 2025

Start: 10:09 a.m.

Recess: 12:25 p.m.

HELD AT: Council Chambers - City Hall

B E F O R E: Selvena N. Brooks-Powers,  
Chairperson

COUNCIL MEMBERS:

Public Advocate Williams  
Joann Ariola  
Chris Banks  
Gale A. Brewer  
Tiffany Cabàn  
Carmen N. De La Rosa  
Amanda Farias  
Rita Josesph  
Shekar Krishnan  
Farah N. Louis  
Mercedes Narcisse  
Lincoln Restler  
Carlina Rivera  
Nantasha Williams  
Julie Won

1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 2

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

3 Eric Beaton  
4 Deputy Commissioner of Transportation Planning  
and Management

5 Joshua Benson  
6 Deputy Commissioner of Traffic Operations

7 Rick Rodriguez  
8 Assistant Commissioner of Intergovernmental and  
Community Affairs

9 Agnes Rusin  
10 Assistant Commissioner for Payments, Billing,  
11 and Refunds

12 Jean Ryan  
13 Disabled in Action of Metropolitan New York

14 Monica Bartley  
15 Disabled in Action of Metropolitan New York

16 Gloria Boyce Charles  
17 Brookville Springfield Gardens Community in  
Queens

18 Devin Friedrich

19 Sabina Sethi Unni  
20 Planner at Open Plans

21 Pete Sikora  
22 New York Communities for Change

23 Nina Savegre (SP?)  
24 Member of Families for Save Streets

25 Daniel Fischer

1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 3

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

3 Sproule Love

4 Emily La Crout (SP?)

5 Self

6 Jackson Chabot

7 Open Plans

8 Gregory Christopher Baggett

9 A. Philip Randolph Square Neighborhood Alliance

10 Zeke Dunn

11 Alex Morano

12 TABK

13 Faran Sharif

14 Self

15 Lauren Newman

16 Transportation Alternatives

17 Bill Bruno

18 MindSpring

19 Dorothee Pierrard

20 VISIONS

21 Rich Sinha

22 Christopher Rosario

23 Christopher Hayward

24 Peter Beadle

25

1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 4

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

3 Chris Roberti

4 Philip Leff

5 Elizabeth Denys  
6 Transportation Alternatives Brooklyn Activist  
7 Committee

8 Chris Sanders

9 Justin Realmuto

10 Susan Lunn

11 Kathy Park Price  
12 Transportation Alternatives- Supports

13 Brian Howald

14 Evan Yankey  
15 Brooklyn Center for the Independence of the  
16 Disabled

17 Michael Magazine  
18 Sunrise NYC

19 Kirby Kersels

20 Maria Kaufer

21 Saskia Haegans

22 Justin Levine

23 Ben Furnas  
24 Executive Director of Transportation Alternative  
25

1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 5

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

3 Pedro Rodriguez

4 Michael Pugh

5 Ben Tweedy

6 Sharon Leslie Brown

7 Damien Archbold

8 Kate Brockwehl

9 Jennifer Whitney

10 In support of Intro. 1138

11 Lynn M. Nevins

12 Stephen Black

13 Self

14 Theresa Behnen

15 John Heaney

16 Rosamund Gianutsos

17 Eric McClure

18 StreetsPAC

19 Ken Coughlin

20 Sue Silverman

21 Felipe Castillo

22 Pedro Rodriguez

23

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1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 6

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

3 Daniel Fischer

4 Tim Traversy

5 Nicole Murray

6 Julie Swoope

7 Pedro Suarez  
8 Third Avenue BID

9 Glen Bolofsky  
10 ParkingTicket.com

11 Randy Plemel

12 Jesse Lang

13 David Pecoraro

14 Michelle Kuppersmith

15 Samir Lavingia

16 Chrisitan Fama  
17 Empire Commercial Services

18 Vishnu Yekolla Reddy

19 Eric Radezky

20 Emilia Decaudin

21 Andrew Matsuoka

22 Matthew Denys  
23  
24  
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1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 7

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

3 Geoffrey Thomas

4 William Juhn

5 New York Lawyers for the Public Interest

6 Ryan Christman

7 Ben Sage

8 Kathleen Collins

9 Austin Celestin

10 Michael Pugh

11 Shane O'Neal

12 Families for Safe Streets

13 CJ Bretillon

14 Christopher Leon Johnson

15 Tony Melone

16 Patrick Thomas Schnell

17 Zach Miller

18 TANY Daniel Elstien

19 Bill Cryer

20 Felipe Castillo

21 Evan Hametz

22 Kevin Costa

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1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 8

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

3 Jeremiah Gonzalez

4 Scott Weinstein

5 Rosa Chan

6 Thomas Nayem-Huzij

7 Lewis Anderson Bahij Chancey

8 WXY Studio- Supports

9 Mirsada Kolenovic

10 FSS

11 Brit Byrd

12 Brooklyn Borough President's Office

13 Allie Ryan

14 Opposed

15 Samir Lavingia

16 Manhattan Community Board 5

17 Rob Price

18 Supports

19 Vincent Valdmanis

20 Roisin Ford

21 Jason Stahl

22 Andon Keller

23 Ayo Shanti

24 Jeff Schwane

25



1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 9

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

3 Matthew Denys

4 Thomas Reingold

5 Tony Melone

6 Zlatko Dimitrioski

7 Rachel O'Brien

8 Rohit Kumar

9 Ryan Chrsitman

10 Shawna Morlock

11 Ryan Barthel

12 Benjamin Tocker

13 Michael Kaess

14 Richard Parker

15 Rose Uscianowski

16 Samir Lavingia

17 Lewis Anderson

18 Robert Price

19 Vincent Valdmanis

20 Nicole Murray

21 Kathleen Collins

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1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 10

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

3 Kat Morano

4 Chris Sanders

5 Charles Gurthrie

6 Bahij Chancey

7 Priya Patel

8 Charles Todd

9 Families for Safe Streets

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1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 11

2 SERGEANT AT ARMS: Good morning, this is a  
3 microphone check for the Committee on Transportation  
4 and Infrastructure. Today's date is April 21, 2025  
5 located in the Chambers; recording done by Pedro  
6 Lugo.

7 SERGEANT AT ARMS: Good morning and welcome to  
8 the New York City Council hearing of the Committee on  
9 Transportation and Infrastructure. At this time, can  
10 everybody please silence your cellphones? If you  
11 wish to testify, please go to the back of the room to  
12 fill out a testimony slip. At this time and going  
13 forward, no one is to approach the dais. I repeat,  
14 no one is to approach the dais.

15 Chair, we are ready to begin.

16 CHAIRPERSON BROOKS-POWERS: [GAVEL] Good morning  
17 and welcome to this morning's Committee on  
18 Transportation and Infrastructure. My name is  
19 Selvena Brooks-Powers and I am the Chair of this  
20 Committee. Today's hearing will focus on parking  
21 infrastructure and the Department of Transportation.  
22 In addition, we will be hearing the following related  
23 legislation, Proposed Intro. Number 99A sponsored by  
24 Council Member Williams in relation to the creation  
25

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2 of curbside overnight truck parking sections in  
3 Industrial Business Zones.

4 Intro. Number 340 sponsored by Council Member  
5 Narcisse in relation to the automatic waiver of  
6 certain additional penalties for a parking violation  
7 if a vehicle owner responds to a notice between 45  
8 and 90 days of its issuance.

9 And Intro. Number 1138 sponsored by Council  
10 Member Won in relation to prohibiting standing or  
11 parking a vehicle within 20 feet of a crosswalk at an  
12 intersection.

13 The Department of Transportation is tasked with  
14 maintaining the city's infrastructure and ensuring  
15 that people and goods can move effectively throughout  
16 New York City. Among its many roles, the Department  
17 regulates parking in the city, determining where  
18 vehicles can stop, stand, and park. As part of its  
19 job managing the city's parking, DOT operates parking  
20 meters and municipal parking facilities.

21 In May of 2024, DOT began replacing pay and  
22 display meters in Manhattan with pay by plate meters,  
23 which allow users to enter their plate number instead  
24 of having to display a ticket on their dashboard.

25

2 In fall of 2025, DOT will begin installing pay by  
3 plate meters in Queens, the Bronx, Brooklyn, and  
4 Staten Island. Although there are specific zones and  
5 regulations for parking, city issued parking permits,  
6 otherwise known as parking placards, allow for people  
7 to park in areas of the city where it is otherwise  
8 prohibited.

9 The NYPD, DOT and DOE are the primary agencies  
10 responsible for issuing parking permits to their  
11 employees for use when on city business. Over the  
12 years, misuse and abuse of parking permits has been  
13 on the rise.

14 With 11,000 complaints in 2023 and over 19,000 in  
15 2024. In April of 2024, the New York City Department  
16 of Investigation issued a report that found that  
17 these agencies issue tens of thousands of parking  
18 permits a year without a standardized process, and  
19 that the city's enforcement of its laws regarding  
20 parking permits has been lax. DOI recommended  
21 measures to develop a uniform parking permit, conduct  
22 annual audits of actively issued permits and  
23 eliminate "self-enforcement" zones.

24 In addition to parking permit misuse, illegal  
25 parking is an issue in many communities across our

city. 311 fielded nearly half a million complaints related to illegal parking last year alone and when people receive parking violations, we want to encourage them to respond and resolve those violations.

Intro. 340 to be heard today would waive certain late penalties if a person responds within 45 and 90 days after receiving a violation. Illegal truck and commercial vehicle parking in particular has been a widespread problem. New York City relies on trucks to move almost 90 percent of its goods around the city and DOT implements rules concerning the operation of these commercial vehicles. Including rules about standing when loading and unloading, parking, street storage, and more. These vehicles, these large vehicles produce a huge burden on surrounding communities, whenever they operate or park illegally.

Last year, there were over 37,000 311 complaints against illegally parked commercial vehicles in New York City. To address this problem, the Department has implemented a number of programs, including the Blue Highways Program, which uses New York City's waterways for transportation and freight use. The

Commercial Cargo Bicycles program to implement local deliveries using cargo bicycles, and the Micro Hubs program, which allow for micro hubs in the city to transfer packages more efficiently and sustainably to smaller low emissions vehicles and cargo bikes.

In addition to these programs, EDC implemented industrial business zones in the city in 2006, which are high performing industrial and manufacturing areas located in the city overseen by EDC. They were created to protect existing manufacturing districts, foster economic development and encourage industrial growth throughout New York City and are in areas with increased truck demand.

More importantly, in March of 2025, DOT announced the launch of a meter pay by app, overnight truck park and pilot inside IBZ's. The overnight truck parking pilot will run for one year, encourage in compliance with parking regulations, while providing drivers with safe and convenient parking options when they are legally required to rest.

Intro. 99 to be heard today would also help establish overnight parking areas for these commercial vehicles. Ultimately, these programs look to remedy the issues trucks face on our streets and

ensure that deliveries are made effectively and sustainably without impacting residential neighborhoods.

Another way parking intersects with our day to day lives is daylighting. Daylighting means enhanced invisibility at intersections by, for example, prohibiting parking near a crosswalk. New York City has become a leader in installing hardened daylighting, which requires a physical barrier such as posts or granite blocks to prevent vehicles from parking next to these daylighted intersections.

In 2024, DOT implemented hardened daylighting at nearly 300 locations. Intro. 1138, to be heard today, would expand on these efforts to implement daylighting in the city. Two years ago, the New York City Council passed Local Law 66 of 2023, requiring that DOT study safety benefits of daylighting and to implement daylighting at a minimum of 100 intersections a year beginning in 2025.

In January of 2025, DOT published that study in its main finding centered on the idea that universal daylighting may not be as effective as previously thought. Some have criticized the report and question the methods DOT used to arrive at their



conclusions. I want to dig into this more. What type of metrics were used? Was the sample size too small? What limitations and methodology was there? And what about noncompliance?

I am supportive of daylighting and want to better understand the intricacies of daylighting when applied to our city. Before we begin, I would like to thank my staff and Committee staff for their hard work Kevin Kotowski, Senior Policy Analyst, John Basile, Senior Policy Analyst, Mark Chen, Senior Counsel to the Committee, Adrian Drepaul, Senior Financial Analyst, Julian Martin, my Policy and Budget Director and Renee Taylor, my Chief of Staff.

I will now ask that Council Member Williams provide her opening statement.

COUNCIL MEMBER WILLIAMS: Good morning. Thank you so much Chair Brooks-Powers, esteemed colleagues and representatives from the Department of Transportation. First, I want to extend my sincere thanks to our Committee Chair Majority Whip Selvena Brooks-Powers for allowing me the opportunity to speak on Intro. 99, the Truck Act and for her leadership on transportation infrastructure issues that impact New Yorkers every day.

2 As we all know, commercial trucks are the  
3 lifeline of our city. Responsible for transporting  
4 90 percent of goods across the five boroughs.  
5 However, due to federally mandated hours of service  
6 regulations, truck operators are often left with  
7 nowhere to legally park overnight, forcing them into  
8 residential neighborhoods where they create  
9 congestion, disrupt communities and risk hefty fines.  
10 The Truck Act offers a common sense solution. This  
11 bill would require the Department of Transportation  
12 to establish overnight parking areas for commercial  
13 vehicles within industrial business zones. Spaces  
14 already designed to accommodate trucking activity  
15 between 8 p.m. and 6 a.m.. Only commercial vehicles  
16 will be permitted to park in these designated areas,  
17 helping to clear our neighborhood streets and reduce  
18 the environmental inequality of life burdens on our  
19 communities. This bill also recognizes the  
20 importance of community engagement. Before any  
21 overnight parking area is established, DOT will be  
22 required to consult with Community Boards  
23 representing the IBZ's to ensure that local voices  
24 are heard. Additionally, DOT will be tasked with  
25 conducting outreach to commercial entities and truck

drivers to inform them of these designated areas and annual reports will measure the effectiveness of these spaces in curbing illegal truck parking.

Over the past several months, I have engaged with many of you as well as key stakeholders in the trucking industry and the industrial business community to refine this legislation. Based on the valuable feedback I have received, I plan to incorporate several revisions, including clarifying the laws purpose to ensure it's focused on overnight parking for delivery trucks serving IBZ's, rather than allowing all day truck parking. Specifying the types of vehicles eligible, Class 3 to 7 trucks to prevent misuse by noncommercial or inactive vehicles expanding advisory notification requirements to include IBZ specific evaluation that assess safety, lighting and enforcement consideration, establishing a five year sunset provision for the program to allow for future review and renewal by the Council, and then providing DOT with implementation flexibility including options such as overnight parking meters or authorized permit systems to manage space usage effectively.

2 I look forward to today's discussion and to  
3 hearing from DOT and my colleagues on how we can  
4 further strengthen this initiative to meet the needs  
5 of both truck operators and the communities they  
6 serve. Thank you again for your time and  
7 consideration and I look forward to working together  
8 to move this legislation.

9 CHAIRPERSON BROOKS-POWERS: Thank you Council  
10 Member. Next, we will hear from Council Member  
11 Narcisse.

12 COUNCIL MEMBER NARCISSE: Good morning and thank  
13 you Chair. I would like to briefly speak today about  
14 Intro. Number 340. A bill that I am proud to  
15 sponsor. This legislation addresses the critical  
16 issues that effects many New Yorkers. Parking  
17 tickets and the burdensome late penalties that can  
18 accumulate when individuals are unable to respond to  
19 their violation in a timely manner. We know how  
20 difficult and challenging that can be. As we all  
21 know, parking tickets are a fact of life in our city  
22 but what too often happens is that a simple delay in  
23 responding can quickly turn into a financial hardship  
24 to escalating penalties.

The additional fees we can add up to \$60 on top of the base fine. An undue burden on working families who are already stretched thin. This bill ensures that anyone who respond to their violation within 45 to 90 days will have the extra penalties waived. It is a practical approach that helps people who are doing their best to stay afloat and simply need a little more time to resolve their fines.

In a city where so many people live pay check to pay check, we must recognize the financial strain these fines can cause. This bill doesn't excuse responsibility for parking violations. It simply gives New Yorkers a fairer, more reasonable timeline to address their problem without the fair of financial ruin. And I thank you Chair and I thank you and I want to hear from you to see how the best way we can help especially the middle class working families in New York City. Thank you.

CHAIRPERSON BROOKS-POWERS: Thank you. Next, we'll hear for Council Member Won for her opening statement.

COUNCIL MEMBER WON: Thank you Chair Brooks-Powers for convening this hearing today. Yeah, Jael Zhinin died at the intersection of 46<sup>th</sup> Street and

47<sup>th</sup> Avenue, Jaydan McLaurin died at 21<sup>st</sup> Avenue and 24<sup>th</sup> Street, Dolma Naadhun died at Newtown Road of 45<sup>th</sup> Street. We had Brendan Marmolejos die on Vernon and 44<sup>th</sup> Drive, Diego Sesta on Queens Boulevard. These are just a few out of the 253 that died within the last year in the City of New York due to lack of daylighting and safety and the infrastructure of DOT.

The lack of visibility at intersections across the city makes it incredibly dangerous for drivers, pedestrians and cyclists alike. 253 New Yorkers lost their lives due to traffic violence just this past year alone. That is simply unacceptable. You have blood on your hands. Universal daylighting is effective and it saves lives. City's like Hoboken in New Jersey have implemented daylighting with remarkable success reporting zero traffic deaths since 2017 and indeed over 40 states currently have laws that require vehicles to keep a distance of generally 20 feet from crosswalks because it is effective.

Unfortunately, the DOT recently published a report in advance of this hearing calling into question that effectiveness on universal daylighting. Policy must be backed by good data but the

methodology of DOT's report is deeply flawed. DOT clearly began with a conclusion and then used flawed data to support that conclusion. In addition to universal daylighting, my bill Intro. 1138 will mandate that DOT implement hardened daylighting at 1,000 intersections annually.

Currently, DOT is required to daylight 100 intersections with hardened barriers each year. This is simply not enough. Imagine if we could save 55 percent of pedestrian deaths and 79 percent of pedestrian traffic injuries in New York City with the passage of 1138, we can.

Installing 1,000 hardened barriers each year will protect children on their way to school, seniors with mobility challenges, and every New Yorker whether they are driving, walking or biking. As a mother of two children, I cannot attend another press conference or funeral for a child in my district that was killed at an intersection while crossing at their right of way.

The time to implement universal daylighting and aggressively install hardened barriers on 1,000 intersections per year, as our children and our seniors lives depend on it. Thank you for all the

families who have lost loved ones, activists, researchers, and organizations who are here today to advocate for the issue who you see behind you. I hope you will remain for the testimony. Thank you.

CHAIRPERSON BROOKS-POWERS: Thank you. Next we will hear from our Public Advocate Jumaane Williams.

PUBLIC ADVOCATE WILLIAMS: Thank you Madam Chair. As you mentioned, my name is Jumanne Williams, Public Advocate for the City of New York. Good morning, thank you Chair Brooks-Powers and the Committee on Transportation and Infrastructure for holding this hearing. I did want to give a shout out to Former Commissioner Pat Gatling from the Human Rights Commission who is in the house as well, and I'd like to ask my name be added to both of my colleagues bill to reduce the parking fines, which is really important to give some relief and to deal with the trucking parking, which I'm sure my mother and her neighbors would be very happy about.

So, please sign me on but I want to talk a little bit more about the daylighting. New York State Law 1202 refers to daylighting as preventing vehicles from stopping, standing, or parking within 20 feet of a crosswalk at an intersection. Daylighting



intersections has come to be respected as a street design intervention that improves visibility for motorcycles and pedestrians. It removes blind spots for those who are walking, driving and biking, helping all to see oncoming traffic, turning traffic sooner increasing public safety. The last report by the DOT in August 2024 that over 300 intersections with daylighted with a pace to have 1,000 intersections daylight by the end of the year. DOT should release updated data through the end of 2024. That is now 21 community boards in four boroughs representing over 2 million New Yorkers that passed Resolutions calling for daylighting in intersections with physical barriers like concrete and blocks and planters.

The DOT in recent in recent years has worked diligently to expand open streets, create pedestrian plazas and bike lanes and use technology to catch bad actors who speed through intersections but we need to continue to improve. On the last published DOT Streets Plan in March 2025, recommendations were organized into 11 program areas, most of which will be effected positively by daylighting.

2 One of the recommendations under the Safety  
3 Envision Zero program area is to expand the use of  
4 proven safety treasons. On March 29<sup>th</sup>, a fatal  
5 accident at the intersection of Quinton Road and  
6 Ocean Parkway in Brooklyn took the lives of a mother  
7 and her young children. Following this harrowing  
8 accident, the NYPD shared September 2024 data that  
9 transportational alternative showed that there was a  
10 record number of New Yorkers killed or seriously  
11 injured by traffic violence. This increase  
12 demonstrates the need for Intro. 1138, which requires  
13 the DOT to implement daylighting barriers and a  
14 minimum of 1,000 intersections annually making  
15 daylighting a key priority.

16 The DOT reported at the Committee of  
17 Transportation oversight hearing on January 21<sup>st</sup> of  
18 this year, that they have \$5 billion to \$7 billion  
19 dedicated to street reconstruction "street  
20 reconstruction priorities including safety  
21 enhancements, accessibility improvements and  
22 infrastructure maintenance. The DOT remains serious  
23 about this lifesaving priority. There should be a  
24 little challenge in working with the Council on  
25 Intro. 1138. I also know that the street violence

went up even more in communities of more color and poor communities. We want to make sure that the infrastructure is happening across the board inequitably and I also hope that our colleagues who talk a lot about bicycle safety, which we should but join us on this because most of the deaths and violence occurs with vehicles. And so, we want to make sure we're dealing with the vehicle culture as well. My mother won't be happy about that but we got to make sure that we are dealing with the culture that is causing the most violence in our communities. Thank you so much.

CHAIRPERSON BROOKS-POWERS: Thank you and we have been joined by Council Members Rivera, De La Rosa, excuse me, De La Rosa, Won, Ariola, Louis, Narcisse, Restler, Williams, Joseph, Cabàn, Krishnan.

Okay, now I will ask the Committee Counsel to swear in the Administration.

COMMITTEE COUNSEL: Thank you. I'm Mark Chen, Counsel to the Transportation and Infrastructure Committee of the New York City Council. Our next panel will be from the Department of Transportation Eric Beaton, Deputy Commissioner of Transportation Planning and Management, Joshua Benson, Deputy

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2 Commissioner of Traffic Operations, Rick Rodriguez,  
3 Assistant Commissioner of Intergovernmental and  
4 Community Affairs, and from the Department of Finance  
5 Agnes Rusin, Assistant Commissioner for Payments,  
6 Billing and Refunds from the Department of Finance.

7 I'll now administer the oath. Please raise your  
8 right hands. Do you affirm to tell the truth, the  
9 whole truth and nothing but the truth before this  
10 Committee and to respond honestly to Council Member  
11 questions?

12 Thank you, you may begin when ready.

13 ERIC BEATON: Good morning Chair Brooks-Powers  
14 and members of the Committee on Transportation and  
15 Infrastructure. I am Eric Beaton, Deputy  
16 Commissioner of Transportation Planning and  
17 Management at the City DOT. With me today is Deputy  
18 Commissioner of Traffic Operations, Joshua Benson and  
19 Assistant Commissioner of Intergovernmental and  
20 Community Affairs Rick Rodriguez.

21 We are also joined by Agnes Rusin, Assistant  
22 Commissioner for Payments, Billing, and Refunds from  
23 the Department of Finance. Thank you for the  
24 opportunity to testify on behalf of Mayor Adams and  
25 Commissioner Rodriguez on the Department of

Transportation's efforts to improve and modernize the City's parking infrastructure.

New York City is undergoing one of the most transformative and substantial changes to parking management since the advent of the parking meter: the transition to a license plate-based management system. Last spring, we began to retrofit the City's over 14,000 parking meters, converting meters from pay-and-display operation to a pay-by-plate.

With this new system, parking rights are tied to the license plate number and are sent electronically to NYPD's database, eliminating the need to display a receipt on the windshield as proof of payment, along with other benefits. The system also integrates seamlessly with mobile payment on the ParkNYC app, providing a single structure for metered parking and allowing us to usher in new approaches to curb management.

To date, nearly 2,000 meters have been retrofitted. The City has also advanced substantially in how we manage our curbside as we implement our Curb Management Action Plan, recognizing that in busy parts of the city we need to prioritize active uses over long term private vehicle

storage. We use our curbs to provide pickup and drop-off access for people and for goods, to support roadway safety and public service delivery, to support the movement of vehicles and pedestrians, and to be part of the public realm. New York City DOT has been leading the way in both innovating and scaling curbside uses, such as with our forthcoming Micro-hubs within the Upper West Side Smart Curbs area.

Now, turning to the legislation before the Council today. First Intro. 99, sponsored by Council Member Williams. This bill would require DOT to establish overnight parking areas for commercial vehicles in each of the City's industrial business zones, or IBZs. The Administration shares the Council's goals in addressing the need for truck parking in a responsible way, so we support this legislation, and look forward to discussing some of the meaningful details, such as the ones you mentioned in your opening statement. Truck movement is critical to urban logistics and city life, ensuring the smooth flow of goods and services that sustain daily operations and economic vitality in our city. Trucks are on our streets to deliver the goods

we all need and use, but we also agree that trucks being left overnight improperly can cause safety and quality of life issues.

We work closely with NYPD to enforce against this behavior, but realistically without legal options for overnight truck parking we will only be shifting the problem to different locations. Allowing truck operators to have safe and convenient places to take mandatory rest breaks supports the safety of the truck-based deliveries we all rely on.

Last month, DOT launched a new on-street Overnight Truck Parking Pilot. The one-year pilot introduced a new metered parking option in three IBZs for commercial vehicles, including tractor trailers, in an effort to improve parking compliance, provide a reliable parking option in industrial areas, and minimize overnight truck parking in residential areas. The three pilot IBZs are Flatlands/Fairfield in Brooklyn, Hunts Point in the Bronx, and Maspeth in Queens, all industrial locations that are near residential areas plagued with illegal overnight truck parking.

The locations were chosen for proximity to highways and truck routes and for where the width of

streets allows for truck parking. We are currently reviewing additional locations for this pilot suggested by you, Chair, and by Council Member Williams, and support further expansion as outlined in this legislation.

Next, Intro. 1138, sponsored by Council Member Won. This bill would prohibit standing or parking a vehicle within 20 feet of a crosswalk at an intersection or require daylighting at all intersections across the city and require DOT to implement hardened daylighting, or daylighting with physical infrastructure installed, at a minimum of 1,000 intersections each year.

DOT shares the Council's commitment to enhancing safety for all road users, particularly our most vulnerable road users: pedestrians. We also share the Council's interest in enhancing safety at intersections: last year, we redesigned 2,688 intersections with a wide range of treatments. We publish Vision Zero Borough Safety Action Plans using a data driven approach which show us where our safety interventions will have the greatest effect and help us determine where to implement projects. The plans identify Priority Corridors and Priority



Intersections based on locations where the most pedestrians were killed or severely injured using multiple years of data. We then use our robust toolkit to implement targeted treatments that produce the greatest safety benefits at these locations, which include hardened daylighting and other treatments.

This approach is working. Traffic fatalities in 2024 were 15 percent lower than the year before Vision Zero began, despite the pandemic-era rise in dangerous driving. But let me be clear, one death is too many, and we have more work to do.

While widely discussed, daylighting is surprisingly poorly studied in terms of its actual effect on safety. As promising as daylighting is in concept, the Chair was right to require an in-depth study of the benefits of this treatment in Local Law 66 of 2023. Pursuant to that law, DOT recently released the first-of-its-kind study of daylighting's safety performance. The study found that while daylighting is a useful tool when used properly, it is not a one-size-fits-all solution, and that indiscriminate daylighting could actually have negative effects on safety.

The study also found that hardened daylighting with physical infrastructure installed to prevent vehicles from occupying that space does enhance safety, but that other safety interventions can also have equal or greater safety improvements.

The results of the study were surprising, even to us, but speak to the importance of doing good analysis and then being willing to update our beliefs based on what we find. As part of this study, we did a few things.

First, we reached out to cities across the country, large and small, to see if there had ever been a real analysis of daylighting effects, and we found no study that had ever looked at the effects on injuries.

Second, we looked at the effects before and after daylighting implementation at 756 locations from 2019-2021, comparing against other similar intersections to account for the effects of the pandemic; this effort found that hardened daylighting contributed to statistically significant injury reductions, but that sign only daylighting had no statistically discernable effect.

Finally, we looked at nearly 8,000 locations that were daylighted historically for non-traffic safety reasons, such as fire hydrants and bus stops, and compared again to other nearby intersections; this comparison found that locations with this restricted parking were correlated with statistically significant higher rates of injuries, which held even as we looked across different geographies and different types of intersections.

Given these findings, DOT does not support the mandate for daylighting universally as that could have negative effects on safety. We do not take this position casually; if this unhardened daylighting were implemented citywide, we think we could expect an increase of up to 15,000 injuries in a year.

In theory we would support hardened daylighting at all corners, but that would cost in the neighborhood of \$3 billion dollars and would cover large numbers of locations without a history of injuries. We will continue to expand the number of locations with hardened daylighting and are happy to report that funds have been added to our budget to do more, but we must retain the discretion to determine

where this treatment or others are most appropriate based on our engineering judgment.

At the same time, we very much welcome the Council's interest in such a big step. Hardened daylighting is one of many thing in our toolbox, among other things with similar or stronger benefits, such as road diets, new medians, traffic signal treatments, and turn calming. Knowing that the sponsors of this bill are willing to repurpose so much vehicle parking, as much as 300,000 spaces citywide, or about 6,500 per Council District, we would like to work with you on how we can best use this space to maximize street safety.

We would also want to keep a strong focus on the most dangerous locations, a practice that has been very effective at reducing injuries and fatalities over the past decade.

Lastly, Intro. 340, sponsored by Council Member Narcisse. This bill would allow the late fees associated with unpaid parking violations to be waived when vehicle owners respond between 45 and 90 days of issuance. While the Administration appreciates the Council's intent to protect New Yorkers from overly punitive measures, we are

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2 concerned that the legislation would have unintended  
3 consequences.

4 Specifically, this legislation would disrupt a  
5 carefully constructed escalating penalty scale that  
6 incentivizes 70 percent of violations to be resolved  
7 within 90 days of issuance. The City has gone a long  
8 way to ensure that customers have options to resolve  
9 their parking violations and debt, including the Pay  
10 or Dispute app that allows motorists to get a hearing  
11 and to upload evidence using their cell phones, and  
12 that the rollout of self - and the roll out of self-  
13 serve parking payment plans in 2023.

14 In conclusion, I would like to thank the Council  
15 for the opportunity to testify before you today and  
16 we would now be happy to answer any questions.

17 CHAIRPERSON BROOKS-POWERS: Thank you  
18 Commissioner for your testimony and for getting it  
19 over. You gave me some reading to do last night.  
20 I'm going to start with some general questions and  
21 then move from there. So overall, how many parking  
22 summonses were issued in 2024?

23 AGNES RUSIN: So Council Member in Fiscal Year  
24 2024, we issued 8.9 million parking tickets.

25 CHAIRPERSON BROOKS-POWERS: 8.9 million.

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2 AGNES RUSIN: Yes.

3 CHAIRPERSON BROOKS-POWERS: And how does that  
4 compare to previous years?

5 AGNES RUSIN: More or less, it remains the same.

6 CHAIRPERSON BROOKS-POWERS: Do you have a  
7 breakdown by boroughs?

8 AGNES RUSIN: No, I can provide it to you. I  
9 don't have it with me but we can provide it to you.

10 CHAIRPERSON BROOKS-POWERS: Okay, while we're in  
11 the hearing if you could just have someone find out  
12 what that breakdown is by borough, I'd appreciate it.  
13 What are the most common summonses that are issued?

14 AGNES RUSIN: I don't have the breakdown with me  
15 but we can share with you.

16 CHAIRPERSON BROOKS-POWERS: If you could find out  
17 that would be great. And as you all are looking for  
18 that information, I'm going to assume the next  
19 question you may not have the answer to but if you  
20 could get it, that would be great too and that is,  
21 were there specific neighborhoods where summonses  
22 were particularly high compared to others? So, like  
23 what community has the most summonses? How has the  
24 priority investment areas program address parking  
25

2 issues in historically marginalized and under  
3 resourced communities?

4 ERIC BEATON: So, the priority investment areas  
5 were one of the things that we introduced with the  
6 streets plan and gives us a way to really focus on  
7 the communities that have been historically  
8 underinvested in and have high concentrations of non-  
9 White and low-income population.

10 So, as with all of our programs, we think about  
11 you know where we're rolling out whether it's new,  
12 new truck parking, new meters or you know different  
13 types of pilots and we try to make sure that they're  
14 being well represented within those areas. You know  
15 for example when we did over 1,000 intersections last  
16 year, as we developed those lists, we looked at them  
17 in priority investment areas to make sure that about  
18 half of the locations were in that top tier of  
19 priority investment areas.

20 CHAIRPERSON BROOKS-POWERS: Thank you. Does DOT  
21 implement specific measures to try and address  
22 parking violations in neighborhoods that have high  
23 numbers of summonses?

24 ERIC BEATON: So, I can't speak to the  
25 neighborhood specifically but when we get reports of

2 locations that are getting high numbers of summonses,  
3 that's an indication to us that there's something  
4 problematic going on there. So, the goal is not  
5 summons, the goal is to have a functioning curbside  
6 system. So, when we get reports of those locations,  
7 we look at them, we talk to Department of Finance to  
8 make sure we understand what's going on and we can  
9 adjust the curb regulations if needed.

10 CHAIRPERSON BROOKS-POWERS: Has congestion  
11 pricing eased the parking situation, the commercial  
12 business district?

13 JOSHUA BENSON: Thank you for the question Chair.  
14 So, we've been monitoring the parking activity in and  
15 around the congestion pricing zone as part of  
16 actually the city's legal responsibility under the  
17 congestion pricing law and we - you know it's a very  
18 new program congestion pricing, so there's not a  
19 tremendous amount of data yet but what we've seen is  
20 uhm, a slight decrease in the first few weeks of  
21 congestion pricing in the commercial parking activity  
22 inside the zone and then sort of leveling off where  
23 now it seems more close to the historical number, so  
24 we'll keep monitoring it. It's early, we do think  
25 you know it's something that's subject to being



influenced by the congestion fee, so we are continuing to monitor that.

CHAIRPERSON BROOKS-POWERS: Thank you for that. Do you know has it improved loading zones in the CBD and conversely has DOT noted any increase demand for parking in areas outside the CBD?

ERIC BEATON: These are good questions. There are also things that we're gathering data on now. Outside the CBD, we did a big data collection before the program started and we're going to do another one you know later this year. Our report is due back to the state 18 months after the launch, so we're trying to capture you the activity kind of out of after people settle into their new patterns. So, we have not captured that after data in the areas outside the CBD as yet. I would say anecdotally the loading zones within the CBD do seem a little more orderly, even though the number of transactions, like I said, was slightly decreased and then kind of leveling off. It seems to be a bit less chaotic in general. So, I think we're seeing better access to the curbside, more orderly access and it's positive.

CHAIRPERSON BROOKS-POWERS: Thank you. I'm going to pivot to trucks and deliveries. Approximately 90

percent of the city's goods are transported by truck. With the rise of ecommerce changing consumer behavior has led to an increase in deliveries to homes and businesses resulting in a greater number of trucks on our roads. These trucks require parking spaces to efficiently deliver these goods to New Yorkers without impacting the surrounding community. How has the landscape for trucking and deliveries changed since the pandemic?

ERIC BEATON: Well, I think you put it quite well. We've seen a lot more deliveries to residential areas. You know it used to be that 60 to 70 percent of deliveries were happening to businesses and we're now seeing more than half of deliveries happening to residential areas. Just, you know people are not going to work every day. Patterns have changed, and so we've had an increase in issues on residential streets. People concerned about double parking and trucks driving where they really shouldn't be and that's why we are implementing more loading zones around the city, including in residential areas to make sure that they have places to safely pull to the curb. It's why we're undertaking the truck root study to see if there's

changes that need to reflect the different patterns there. It's why we're trying out this micro hub program to try to have trucks stop in a place where they really fit properly and then have the last mile delivery by cargo bike or hand cart. So, I think there's been a big change. I think we're - we're really working to keep up with it. We certainly have a lot to do.

CHAIRPERSON BROOKS-POWERS: Is DOT assessing the city's truck routes and how can DOT implement better access areas while also ensuring that trucks are not increasing congestion in residential areas?

ERIC BEATON: Yes, so we are as mended by the Council but in a good way, reviewing the city's truck route network, which has had very limited changes since first implemented in the 1970's. You know I think we want to find the right balance where you know we don't want to encourage trucks to go through residential areas but you know where they do need to go to make a delivery, we want to make sure that they are confined to the busiest streets. And there are portions of the city that don't have much truck route network and the result of that is that trucks can sort of take whatever street gets them to their

2 destination the fastest, which is not always the  
3 street that trucks should be on. So, you know I  
4 think truck routes are something - sometimes people  
5 get very concerned about them. I think the way to  
6 think about them is that there really a restriction  
7 on trucks. That they have to stay to the truck  
8 routes and that's why we want to make sure that we  
9 have enough of them in the right places to be able to  
10 control truck traffic that's going to these areas.

11 CHAIRPERSON BROOKS-POWERS: Thank you. In terms  
12 of the overnight truck parking pilot that you all  
13 launched. Could you briefly describe the federal  
14 mandated brakes truckers are required to take and how  
15 are these requirements enforced?

16 ERIC BEATON: So, the federal requirements and  
17 I'm trying to see if I have the details in front of  
18 me, but it mandates rest periods after a certain  
19 amount of time and what really changed wasn't the  
20 change in federal requirements but it was the  
21 monitoring that trucks now have to have devices that  
22 actively monitor these things. So, where a truck  
23 might previously have flouted those limits a little  
24 bit, they're now there - the federal enforcement is  
25 much stronger. And so, we do see trucks behaving

2 better, which is obviously what we want in some  
3 respects but it does result in an increase in the  
4 problem of these trucks parking on city streets when  
5 they've reached their time of service limits.

6 That in return is enforced by NYPD. So, they  
7 have to rest after 14 hours. So, it's a combination  
8 of federal enforcement of the rest requirements and  
9 NYPD enforcement of where they can or cannot be on  
10 city streets.

11 CHAIRPERSON BROOKS-POWERS: Thank you. Can you  
12 please provide the Committee with an overview and  
13 update of the overnight truck parking pilot? How are  
14 the truckers informed of these parking locations and  
15 have they been making use of them?

16 ERIC BEATON: Sure, it's an important question.  
17 We're only a few weeks in, so I can give you a few  
18 anecdotal observations but then we'll certainly be  
19 willing to discuss more once we're more into it but  
20 we worked with the trucking industry and with social  
21 media to get the word out about these locations.  
22 What we've seen is pretty good use. Some are paying  
23 the meter, some are not but the behavior in general  
24 seems to be what we would want to see.

2 I think some of the zones have been better used  
3 than others and so, we're trying to make sure that  
4 the word is getting out in all the boroughs. I think  
5 what we want to see is the flip side as well, that we  
6 want to see less truck parking in residential areas  
7 and that's where we're really too early to be able to  
8 say what's happening for sure. But the fact that  
9 they are parking here is a good sign that they were  
10 not parking somewhere else.

11 CHAIRPERSON BROOKS-POWERS: Can you let us know  
12 what additional locations you're looking at for the  
13 next expansion of the program?

14 ERIC BEATON: Sure. Our original intent was to  
15 follow these three locations for one year. Obviously  
16 we've heard from you and from Council Member Williams  
17 that there's more interest and so, I don't think  
18 we're not going to say that there's no way we can  
19 have locations because it has been a year. I think  
20 we are looking at the locations you've provided.  
21 There's also been some interest from Staten Island.  
22 So, we are looking at other areas around the city but  
23 the idea is that we want the same types of criteria.  
24 We want to have locations that are industrial land  
25 use and not residential. We want them to be

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2 convenient to highways and to major trucking routes

3 that we don't have trucks going through local

4 communities to get to these places. We need the

5 streets to be big and wide enough that you know large

6 trucks can get there safely and in large numbers.

7 So, we're looking for the same types of locations but

8 within where there's interest we can do more around

9 the city.

10 CHAIRPERSON BROOKS-POWERS: Has DOT collected any

11 data on the performance of this program so far?

12 ERIC BEATON: Not yet, we're just a few weeks in.

13 CHAIRPERSON BROOKS-POWERS: What are your

14 expectations going forward?

15 ERIC BEATON: So, our expectation is that these

16 will be well used. We think there's such a demand

17 for truck parking in the city that you know they will

18 be well subscribed and that as a result they will be

19 in these locations and not in the nearby residential

20 locations. There are like three locations around the

21 city. It's not something that we say will solve the

22 entire problem but if this treatment works as we

23 expect it to, it's something we could look at in

24 other parts of the city as well.

25

2 CHAIRPERSON BROOKS-POWERS: Thank you. Sorry  
3 about that. I'm going to pivot now to daylighting.  
4 Local Law 66 of 2023 also mandated that DOT study the  
5 safety benefits of daylighting. DOT released a  
6 report in January of this year titled 'Daylighting  
7 and Street Safety Analysis,' which you referred to  
8 during your testimony. To the surprise of many, the  
9 report concluded that while hardened daylighting can  
10 provide safety benefits, universal daylighting might  
11 not be as effective as expected. Daylighting,  
12 including universal daylighting is widely accepted as  
13 a best practice by numerous jurisdictions and  
14 organizations. Are they all wrong?

15 ERIC BEATON: Well, I can speak much more  
16 confidently about New York City because that's where  
17 we did our study and that's what the data speaks to  
18 but I will say that there's a long history in  
19 transportation and planning of people thinking that  
20 things were safe that turned out not to be. There  
21 was a period of time where everyone thought that  
22 wider straighter roads and separating pedestrians out  
23 would make things safer and in reality we found the  
24 opposite and we now spend a lot of effort undoing  
25 some of those decisions that were made decades ago.



And so, you know I can't speak to other places and how they've been thinking about it but daylighting is an interesting place where people, including us, have felt that it would be contributing to safety and we looked at a very robust set of data that was troubling to us. And you know part of being data driven is taking things even when they're not what you expect and being able to work with them.

CHAIRPERSON BROOKS-POWERS: What other jurisdictions did you reach out to when you inquired about their analysis of daylighting benefits?

ERIC BEATON: So, it was a very long list, many of which is listed in the report but you know locally it includes Hoboken and other neighboring cities. You know nationally, we worked through the National Association of City Transportation Officials but you know -

CHAIRPERSON BROOKS-POWERS: Did you reach out to like Nassau County because they have daylighting almost all over.

ERIC BEATON: Well, we reached out to a lot of New York State jurisdictions just because there is that law around the state. New York City actually has a lower rate of pedestrian injuries than the rest

2 of New York State despite it being the only  
3 jurisdiction that to be exempted. So, you know we  
4 talked to Yankers but we also talked to San Francisco  
5 and Chicago and Washington DC. Like, to other cities  
6 that have some of this uh in some other cases rules  
7 on the books. In some cases not but we didn't find  
8 any of them that had done this look at injuries to  
9 see what was going on.

10 CHAIRPERSON BROOKS-POWERS: Well, speaking of  
11 Hoboken, Hoboken across the river report  
12 significantly fewer collisions or injuries as a  
13 result of daylighting. Why do you think their  
14 conclusions differ from their experiences?

15 ERIC BEATON: Yeah, I mean first we are very much  
16 appreciative of everything that Hoboken does.  
17 They've been a terrific member of the city community  
18 and including their work on daylighting and also road  
19 diets and hardening and other things that they've  
20 done. A lot of their daylighting was very historic  
21 and actually related to the narrowness of their  
22 streets and the ability for vehicles to make turns.  
23 You know as far as we can tell, including reaching  
24 out to them, they've never done a study of those  
25 effects. I know that they've talked quite a bit

about it and I don't have any way to say that they're wrong but we're not able to find anything that really speaks to what the actual effectiveness was. Knowing that it's one of many things that they've done to have such a good safety record.

CHAIRPERSON BROOKS-POWERS: Daylighting is focused on removing visual obstructions closest to intersections mainly curb, parking spaces in the hopes of increasing visibility for pedestrians and drivers to make our intersections safer for everyone. The City Council again passed Local Law 66 of 2023 requiring that DOT implement daylighting at a minimum of 100 intersections a year beginning on January 1, 2025. What work is DOT undergoing to ensure this requirement is met?

ERIC BEATON: Yes, so last year, we implemented daylighting at over 1,000 intersections including about 300 where we included the hardening. So I think we are very committed to not just meeting but surpassing that the requirements of that legislation and we have a unit that tracks all of this so that we are able to make sure we are on track and doing it equitably around the city.

2 CHAIRPERSON BROOKS-POWERS: Your conclusion  
3 against universal daylighting appearing to come out  
4 of your study of areas where daylighting is created  
5 due to the presence of a fire hydrant or a bus stop.  
6 How did you determine that these locations are an  
7 unbiased representation of all city intersections or  
8 otherwise correct for the bias? Bus stops are  
9 located on larger streets and we don't know what  
10 factors led to a fire hydrant being located at an  
11 intersection.

12 ERIC BEATON: Yeah, that's a great question  
13 because it really gets to the core of the report  
14 right. If there is a difference then the results are  
15 not necessarily meaningful. So, for example on bus  
16 stops, you know when it was an intersection with a  
17 bus stop, we looked at other intersections similar to  
18 that. So, other intersections with bus routes, with  
19 bus stops in similar neighborhoods around the city.  
20 So, comparing like to like, about 90 percent of the  
21 intersections were actually related to fire hydrants.  
22 So, the fire hydrant question is important and when  
23 we looked at the placement of fire hydrants up here  
24 as both reasonably random and I say reasonably only  
25 because you don't see two fire hydrants next to each

other. Right, they are distributed but some blocks have them at the corners and some blocks don't. Some of them have them on both sides of the street and some don't. You know they were installed by many different governments and many different points in history and we think - we feel strongly that they are represented of other areas around the city as long as you compare to other similar locations, right? You wouldn't want to compare a small residential street with a hydrant to a larger arterial without.

CHAIRPERSON BROOKS-POWERS: Okay, my last question before we hear from other Council Members. Even if the conclusions are accurate, your report suggests that these fire hydrant and bus stop zones might be more dangerous due to risk compensation or more aggressive turning. Aren't there measures you could take to mitigate these risks, such as neckdowns or other measures that we could implement in addition to daylighting in order to make the intersection safer?

ERIC BEATON: Yes, absolutely, that's the right point that where we do this, we can do either hardening or other types of treatments to reduce the risk. You know our [00:54:38] program has been very

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2 successful and is often accompanied with daylighting  
3 and that seems to be successful. I think the  
4 challenge is when you talk about you know 44,000  
5 intersections, each with many corners, we are not  
6 reasonably going to be able to do that at all  
7 locations. So, we would be creating these locations  
8 in any kind of reasonable short term would not have  
9 that additional infrastructure.

10 CHAIRPERSON BROOKS-POWERS: Thank you. Now I'm  
11 going to turn it over to Council Member questions. I  
12 just ask that my colleagues pay attention to the  
13 clock. We will have round two if necessary because  
14 we have almost 100 people signed up for today.

15 We will next hear from Council Member Narcisse  
16 followed by Council Member Joseph.

17 COUNCIL MEMBER NARCISSE: Once again thank you  
18 Chair. Thank you for being here and before I start,  
19 I have to say rest in peace to Pope Francis and all  
20 the Roman Catholic that are suffering today knowing  
21 that we have an angel above.

22 I want to say that I heard you. You know but the  
23 bill that I proposed, the 340, it is not to disrupt  
24 the penalty structure but to provide a reasonable -  
25 we want to be reasonable and to be fair for those

that cannot an opportunity to catch up to respond to the violations. That's the whole goal of it and some of the recommendations that you propose, I think is not practical for those that cannot because they want - some folks want to. Let's be honest and there's a lot of challenges around. You printed out the pay or to dispute the app and self-serving parking care as an option for residents to resolve parking violations right? So, I want to know what data do you have on how effectively these options are being used, particularly by low income New Yorkers or those without access to smart phone?

AGNES RUSIN: So, Council Member thank you for your question. I don't have the numbers in front of me when it comes to the usage of the mobile app. I will provide it to you.

COUNCIL MEMBER NARCISSE: But now you know it's a problem because the fact that you don't think it's a good idea but you not giving me data to help me practice it better to see how we can you know actually be fair to those that have a lot of challenges, especially financial challenges to pay that ticket.

2 So, we're trying to bring solution to the  
3 problem. Giving that approximately 30 percent of  
4 parking tickets in New York City, about 5 million  
5 tickets remain unpaid even with a current penalty  
6 escalation system that you have. How effective do  
7 you believe the system is encouraging compliance?

8 AGNES RUSIN: So, Council Member the respondents  
9 have several options to address the parking  
10 violation. One of the options is to have a hearing  
11 and the rest to request a hearing, either by walking  
12 into one of our business centers or at across the  
13 hearing by app or by main and also it's very  
14 convenient to pay the parking violation even before  
15 the first penalties.

16 COUNCIL MEMBER NARCISSE: In all due respect,  
17 it's not practical because if you have people not  
18 being compliant, so what you have - the structure you  
19 have, you have to look into the challenges that we  
20 face in New York City, especially for the middle  
21 class. Thank you Chair.

22 CHAIRPERSON BROOKS-POWERS: Thank you. Council  
23 Member Joseph. Also, we've been joined by Council  
24 Member Brewer.



2 COUNCIL MEMBER JOSEPH: Thank you Chair.

3 Earlier, we talked about what are the barriers to  
4 implementing more daylight spots across our city?

5 Are they primarily safe staff related, funded related  
6 or something else?

7 ERIC BEATON: Thanks, that's a good question. I  
8 think the challenge is particularly as we think about  
9 hardened daylighting, is it's both staff and money.  
10 Alright, we need money to be able to buy whether it's  
11 concrete blocks or bike racks or other things that we  
12 put in the space, and then we need staff that goes  
13 out and installs them and maintains them over time as  
14 things get moved or damaged. So, at an individual  
15 location, it's not extraordinarily expense but you  
16 know as we try to scale it up, we start to need those  
17 additional resources and we need to make sure that we  
18 maintain the space over time. And then you pass a  
19 threshold and at some point you need not just more  
20 people but more locker space and buildings for them  
21 to muster and you need more vehicles; you know trucks  
22 to bring the granite blocks out. So, you know I  
23 think we do as much as we can with what we have and  
24 we also try to balance which treatment is the right  
25

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2 level of treatment at different locations within the  
3 budget we have each year.

4 COUNCIL MEMBER JOSEPH: Is there a comprehensive  
5 plan to look at daylighting universally across the  
6 city?

7 ERIC BEATON: So, we start from the other  
8 direction, which is what are the most dangerous  
9 intersections in the city?

10 COUNCIL MEMBER JOSEPH: And have you identified  
11 them?

12 ERIC BEATON: And when we have identified them  
13 and then we go to each of them and we say what is the  
14 right treatment here and sometimes it's daylighting,  
15 hardened daylighting. Sometimes it's something else.  
16 It's a road diet or something else but we try to make  
17 sure that we match the right treatment to the right  
18 location that we're seeing the crashes.

19 COUNCIL MEMBER JOSEPH: And what's the timeline  
20 on when you identify those locations that provide the  
21 proper treatment?

22 ERIC BEATON: So, it varies. Every few years we  
23 put out a new Vision Zero action plan that identifies  
24 both the corridors and intersections where the most  
25 injuries, serious injuries happen to pedestrians and

then we work through them over the course of a few years. So, sometimes something happens and we you know if it wasn't on our list, we might have to respond very quickly. Sometimes a project involves more construction and we might have to spend more time doing the design and getting it lined up but the idea is to match the level of intervention to what the intersection really needs.

COUNCIL MEMBER JOSEPH: I have a street in my district on Chester Avenue where a lot of older adults and children go to school and we've been calling for daylighting on that corner since I've been office, almost four years. There's no study, I'm still waiting and this work, as again I've mentioned several times, this is personal.

I've lost two students to traffic violence. These are students I should be celebrating their graduations. I should be celebrating any other thing but not burying them, right? So, this is personal work for me. When we talked about Hoboken, they haven't had an accident in eight years. Are you looking at other cities to see their models and what's working and what's not working and how can we apply some of that to New York City?

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2 ERIC BEATON: Yes, absolutely. We look both at  
3 nearby cities like Hoboken and others but we also  
4 look at the other you know large, urbanized areas.  
5 You know the Boston's and Philadelphia's and  
6 Washington DC's.

7 COUNCIL MEMBER JOSEPH: Any takeaways?

8 ERIC BEATON: So, first we are doing much better.  
9 New York City has seen a reduction in fatalities and  
10 serious injuries that has been outpacing our peer  
11 cities around the country. So, we feel very good  
12 about that even if as you say there's much more to be  
13 done.

14 COUNCIL MEMBER JOSEPH: A whole lot more.

15 ERIC BEATON: You know I think that there are  
16 innovations that have happened in other cities around  
17 things like materials that are more durable and you  
18 know I think we've picked up some things about  
19 intersection design from other cities that we've  
20 incorporated into our work because it's a very good  
21 community of you know, we shouldn't be jealous of  
22 what other people. If they figured sometimes out -

23 COUNCIL MEMBER JOSEPH: Not jealous but learn  
24 right? Best practices. That's what we do, we learn  
25

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2 from other cities and apply those methods. How long  
3 does it take -

4 CHAIRPERSON BROOKS-POWERS: I'm sorry Council  
5 Member; this could be your last question?

6 COUNCIL MEMBER JOSEPH: Oh yeah, sorry. When you  
7 say that a certain number of intersections have  
8 daylight, does that mean just one space or that means  
9 an entire section and how long does it take for an  
10 entire section to get done? And I'll come on the  
11 second round. Thank you Chair.

12 ERIC BEATON: Sure, that number is the number of  
13 individual locations. Often at an intersection, it  
14 does not make sense to daylight all corners because  
15 it depends on the direction of traffic and where the  
16 crosswalks are located. So, you know when we do  
17 daylighting, we do it at the places where we think  
18 it's most impactful.

19 CHAIRPERSON BROOKS-POWERS: Thank you. We've  
20 also been joined by Council Member Banks. Next,  
21 we'll hear from Council Member Louis, followed by  
22 Council Member Won.

23 COUNCIL MEMBER LOUIS: Thank you Chair and good  
24 morning all for being here this morning. We recently  
25 had two separate near tragedies in my district

outside of Great Oaks Elementary School and the Cortelyou Elementary Schools where families were endangered navigating to school.

I wanted to know what physical and enforcement measures does DOT consider for school zones to better protect child pedestrians? What is DOT doing to address the ongoing issue of school buses and large commercial vehicles occupying curb space and rental - and sorry, in retail zones during the day? And has DOT considered new regulatory approaches such as restricted hours, permits, and requirements or designated loading zones to reduce harmful and disruptive bus and truck parking commercial corridors which impact both public safety and economic activity?

ERIC BEATON: Yes, so speaking first to the question about schools. We take school safety very seriously and yeah, you know like it's incredibly tragic when incidents happen or even if they almost happen. And so, we have an extra focus and we put together a youth safety action plan last year that really looked at what treatments should we be doing and to some extent, it's similar treatments, right? It can be road diets. It can be new cross walks or

1 hardened daylighting but with an extra focus on areas  
2 where a lot of children are present. We also wanted  
3 to look at the area more broadly around the school  
4 because in some places, we found that the most  
5 dangerous intersection isn't always the corner where  
6 the school is but it's the - two blocks where they  
7 have to cross the big street.

8  
9 COUNCIL MEMBER LOUIS: Well, can that measure be  
10 implemented by these two schools?

11 ERIC BEATON: Yeah, we will look into it.

12 COUNCIL MEMBER LOUIS: And then just the  
13 additional questions on what is DOT doing to address  
14 the ongoing issue of school buses and large  
15 commercial vehicles occupying curb space by retail  
16 zones.

17 JOSHUA BENSON: Thank you for the questions  
18 Council Member. So the school bus operations are  
19 mostly contractors working for Department of  
20 Education, so we would be happy to follow up with  
21 them on if there's a specific location.

22 COUNCIL MEMBER FARIAS: There's specific  
23 locations all around the city.

24 JOSHUA BENSON: Yeah, yeah. No, -  
25

2 COUNCIL MEMBER FARIAS: Is DOP also working with  
3 DOE and NYPD to implement?

4 JOSHUA BENSON: We do and so they refer to that  
5 as park outs. So, when the bus operator has  
6 completed their morning run and they're waiting to do  
7 the afternoon run, they find somewhere convenient to  
8 park and it's kind of just like killing time. So, we  
9 do work with them on that and try to discourage it  
10 from locations where it's not appropriate or having a  
11 negative safety effect and happy to follow up on more  
12 specific locations. And then with respect to the  
13 loading activity in general, we absolutely try to  
14 accommodate loading at the curbside rather than  
15 double parking. So, in many retail corridors and  
16 certainly throughout Midtown, we have truck loading  
17 zones or commercial parking and we're always looking  
18 to expand upon that. And you know it's a dynamic  
19 situation because as doors, open close and new  
20 developments happen, so we're always looking to you  
21 know do better and find places -

22 COUNCIL MEMBER FARIAS: We should follow up yeah.  
23 We have some locations.

24 JOSHUA BENSON: We would be happy to. Thank you.  
25



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2 COUNCIL MEMBER FARIAS: Thank you so much. Thank  
3 you Chair.

4 CHAIRPERSON BROOKS-POWERS: Thank you. Council  
5 Member Won.

6 COUNCIL MEMBER WON: I just want to respond to  
7 DOT's no study claim, what you just said on record.  
8 The Federal Highway Administration issued a report  
9 showing that restricting parking near intersections  
10 can reduce pedestrian crashes by 30 percent.  
11 Daylighting in Hoboken has had no traffic deaths in  
12 the last seven years and San Francisco SF MTA  
13 published a report on daylighting after it was  
14 implemented in the Tenderloin area that showed 14  
15 percent of fewer reports of collisions at  
16 intersections.

17 I just want to make sure that's on record under  
18 oath. Soft daylighting methodology, we're going to  
19 start there.

20 In DOT's report on daylighting you state,  
21 research found that universal daylighting as evidence  
22 in DOT's hardened zone analysis does not have  
23 widespread safety benefits anticipated and may have  
24 negative effects on safety. That's quite a bold  
25 claim. How does DOT explain the success of

daylighting in Hoboken and other cities? Hoboken has not had a single traffic fatality in seven years and seize continued reductions and injuries.

DOT analysis hydrant zones in air quotes and bus stops, 90 percent fire hydrants, 10 percent bus stops as a proxy for daylighting without fiscal barriers to conclude soft and unhardened daylighting could adversely impact safety. However, hardened zones are chronically blocked by illegal parking in New York City. Bus stops are even worse. By nature they have buses in them blocking visibility and achieving the exact opposite of daylighting. Furthermore, since the crash data lacks granularity, it is unknown whether crashes actually took place on the side of the intersection with a hydrant or bus stop.

So, how can DOT claim that soft daylighting can potentially have an adverse effect on safety when you use such as flawed proxy for soft daylighting?

Can DOT say definitely that an increase in injuries at these locations was a result of cars not being present and there being greater visibility? This analysis includes many factors and variables, some of which were in your own words, discarded due to redundancy and lack of statistical significance.

2 I am sorry but you can't just throw out results  
3 you didn't like. That's called cherry picking.  
4 Given that this analysis includes hundreds of  
5 comparisons, did you apply multiple comparison  
6 corrections to control for false positives? If not,  
7 how can you claim that the hydrants effects were  
8 statistically significant? So, we'll start there.

9 ERIC BEATON: Alright there were a lot of  
10 questions there, so I'll do my best to respond and if  
11 I miss any feel free to point me back but just first  
12 to the point about studies. Specifically talking  
13 about studies that show the effect on injuries.  
14 We're aware that San Francisco and a few other places  
15 study crashes but none of them studied injuries and  
16 when we reached out to ask that question, they were  
17 clear that they hadn't so but it's different cities.  
18 It's a piece of evidence, that's why we included it  
19 in our own report to be comprehensive.

20 In terms of the hydrant zones and the methodology  
21 question, you know I think we acknowledge that we  
22 cannot know who is parked in any location at any  
23 given time. We think that that will be true under  
24 universal daylighting too that people will sometimes  
25 be parked in these spaces because that's what we see

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2 around the city is people park in any open space. So  
3 in that sense, I think we think that it's very  
4 similar and that we can mandate it. It doesn't mean  
5 that the spaces will always be open and you know in  
6 that sense provide a good comparison.

7 COUNCIL MEMBER WON: But that's why we're asking  
8 for hardened daylighting so that people can't park  
9 there.

10 ERIC BEATON: Yeah and we are very supportive of  
11 hardened daylighting. We think it is helpful.

12 COUNCIL MEMBER WON: So, let me just remind you  
13 the questions. How can DOT claim - so for DOT you  
14 could definitely say that an increase in injuries at  
15 these locations were the result of cars not being  
16 present and being greater visibility?

17 ERIC BEATON: So, what we said is that locations  
18 that have this daylighting that did not come from a  
19 traffic safety study, those intersections have a  
20 higher rate of injuries than intersections that do  
21 not.

22 COUNCIL MEMBER WON: For those locations, there  
23 are just two different spots, soft daylighting and 52  
24 foot long bus stops with pedestrians. So, can you  
25 help me understand given that analysis includes

2 hundreds of comparisons? Did you apply multiple  
3 comparison corrections to control for false positives  
4 and if not, how can you claim that any of these  
5 hydrant effects were statistically significant?

6 ERIC BEATON: Yeah, absolutely. In looking at  
7 thousands of locations, we put it through a number of  
8 different filters to try to see if anything was  
9 showing a statistically significant result. You know  
10 we look - you know we tried - if you separate it by  
11 borough, does it work better in some boroughs or  
12 others? We looked at it by you know traffic signal  
13 versus stop sign and do one of those show a  
14 difference? And so, when we say that we didn't look  
15 at a variable, that's not to say that we didn't look  
16 at it. We did a test and looked at the statistical  
17 significance and found that it wasn't there despite  
18 comparing across these many thousand intersections.

19 CHAIRPERSON BROOKS-POWERS: Council Member, I'm  
20 going to just ask you to do round two. Next, we'll  
21 hear from Council Member Williams followed by Council  
22 Member Brewer.

23 COUNCIL MEMBER WILLIAMS: Thank you. I'll just  
24 ask my questions. So, I just wanted to know how you  
25 came up with the locations in the current pilot? I

also want to know did you conduct any specific evaluations prior the implementation, whether it be consultation with local precincts, community boards, the IBZ's themselves? And what evaluations do you plan to do or have you already done with the pilot around enforcement strategies, or lighting, pedestrian safety and security conditions? And how any of these tools will vary depending on the local condition?

So, like a part of this is like a carrot and a stick and so, yes, it's great. We want to make sure there's parking for trucks but we also want to make sure that we are properly enforcing because without that, we're not really solving the issue. It has to be both in tandem and simultaneously.

ERIC BEATON: Yes, absolutely and we've worked very closely with NYPD and a number of our sister agencies. You know I'm not going to be able to list them all but you know Sanitation, there was some DEP issues. We worked with all of them. We did reach out to community boards and other local stakeholders for all of them but the idea is very much that you have to enforce to make this work, right? That trucks aren't going to willingly go to a less

convenient location and potentially pay a meter unless they're being enforced against elsewhere. But we also find that the enforcement works better if we have a way to tell them not just you can't be here and can't be anywhere but that you do have a reasonable place to go. Because otherwise it just shifts the problem from one place to another. So, we fully agree.

In terms of the three locations for the pilot, they were selected based on trying to find streets in IBZ's, streets that were wide enough that trucks could travel them without any issues. Locations that were adjacent to the truck route networks. That trucks didn't have to go off route to get to the locations. Having fronting land uses that were appropriate. They're not residential, they are generally fairly blank frontages.

So, we did all of that then we picked these three. I think we know that they're not the only three in the city that will meet those criteria, so we are looking at how it's going and are happy to work on other locations as well.

COUNCIL MEMBER WILLIAMS: Thank you.

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2 CHAIRPERSON BROOKS-POWERS: Next, we'll hear from  
3 Council Member Brewer followed by Council Member  
4 Banks.

5 COUNCIL MEMBER BREWER: Thank you very much. I  
6 should know this but the two spots that do have on  
7 the upper west side for delivery, are they working?  
8 Because I have to say trucks are double parked  
9 everywhere.

10 ERIC BEATON: The new micro hub zone is coming  
11 very soon.

12 COUNCIL MEMBER BREWER: Okay, that's why the  
13 trucks are still parked everywhere. My question is,  
14 uhm, the concern about daylighting. The issue for us  
15 is just like how we don't work in a silo. For  
16 instance, with the schools, that's a priority for you  
17 and for us. It is so hard to get a crossing guard.  
18 You can almost cannot get one. So, then would you be  
19 in touch with the schools that have requested or the  
20 areas that have requested?

21 Because if you are requesting a guard and you  
22 can't get one, then that would indicate to me that  
23 there are traffic issues that should be addressed  
24 perhaps by daylighting. Is that something that you  
25 would normally do, coordinate proactively?



2 ERIC BEATON: So, we do coordinate very closely  
3 with NYPD who runs the crossing guard program and  
4 locations where they tell us that they feel like  
5 there's an issue which could be because of any number  
6 of reasons. We focus on those locations in addition  
7 to you know what we get from the data because you  
8 know so we do acknowledge that sometimes there's  
9 something on the ground that has to be looked into.  
10 So, you know we meet with NYPD on a very regular  
11 basis to go over issues.

12 COUNCIL MEMBER BREWER: Okay, do they give you  
13 the list for the request for the crossing guard?

14 ERIC BEATON: They do not give us the exact list  
15 of crossing guards. They do tell us - sorry. They  
16 do not give us the list of requests. They do tell us  
17 when they feel like there's a location that they're  
18 not feeling is adequately addressed.

19 COUNCIL MEMBER BREWER: Okay, I love the cops but  
20 I do think that they don't always have the whole  
21 picture in sight. So, again I'm always concerned  
22 when agencies work a little bit in silos. So, I hope  
23 that you would get that in the future. The other  
24 question I have is I mean I do think that I know they  
25 were down on people getting injured or dying but I

don't think it's down enough. So, my question would be if you're not doing and you're not supportive of the daylighting in every location, which is something that I think there's a lot of hope for because of the risk of pedestrian safety, do you look at other places or other ideas, signage, better lighting and then increase enforcement of traffic laws which is almost an impossibility because we have so few staff to do this.

But are there like - every, every single intersection should have some way of being safer. Is that something that you look at or is it all reactive and not proactive?

ERIC BEATON: No, absolutely. We agree and even though we feel like we have done a lot, there is absolutely a lot more to do. What we try to do is we start with the places that have the most crashes, the most injuries.

COUNCIL MEMBER BREWER: I understand that but -

ERIC BEATON: And you know within our set of resources, we work in that direction but we agree, if we could snap our fingers and make improvements at every location at the same time, we would do that.

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2 COUNCIL MEMBER BREWER: Because you're hearing  
3 today from my colleagues that there are locations  
4 that have not been addressed. So, then that says to  
5 me that with all due respect, there really is a  
6 crisis and that other locations need to be dealt with  
7 in a proactive way. So, you don't have enough staff,  
8 nobody has enough staff but this is life and death.

9 ERIC BEATON: Yeah, we're happy to work with you  
10 and the other members on any place that may be  
11 missing.

12 COUNCIL MEMBER BREWER: But you don't want to  
13 have daylighting universal?

14 ERIC BEATON: We think that universal daylighting  
15 would not be in the direction of improved safety.

16 COUNCIL MEMBER BREWER: I don't agree. Thank  
17 you.

18 CHAIRPERSON BROOKS-POWERS: Council Member Banks  
19 followed by Council Member Joseph.

20 COUNCIL MEMBER BANKS: Thank you Madam Chair and  
21 thank you to the DOT. Quick question, I have some  
22 concerns about the daylighting of the intersections  
23 as far as when it comes to - and this is I think a  
24 direct question. Will there be loss of parking  
25 spaces with daylighting?

2 ERIC BEATON: So, yes. The inherent nature of it  
3 is that we would have to restrict parking on the  
4 approach to intersections.

5 COUNCIL MEMBER BANKS: Okay and when we talk  
6 about a proper placement uhm, I think that was  
7 brought up earlier. Are we having conversations with  
8 local community boards, local block associations to  
9 get input on making sure that the proper placement is  
10 done for these particular, these intersections?

11 ERIC BEATON: So, yes. We have a set of  
12 standards that we apply first, right? You don't want  
13 to daylight the direction the traffic isn't coming  
14 from on a one way street, right? Like there's a set  
15 of things that apply around the city and then we do  
16 outreach. So, we try to match the level to the level  
17 of intervention.

18 We make, you know we change about 100,000 signs a  
19 year. I think if we had a community board meeting  
20 for each small change it would, you know we would not  
21 be able -

22 COUNCIL MEMBER BANKS: Well, we didn't say a  
23 community board meeting but making sure you get an  
24 input from the community board and from the district  
25 manager and the Chairs or the Chair of the

2 Transportation Committee for each respective  
3 Community Board would suffice.

4 ERIC BEATON: And our borough commissioners are  
5 regularly in touch with all stakeholders including  
6 the community boards to let them know about what's  
7 happening in the communities.

8 COUNCIL MEMBER BANKS: Excellent. I know when it  
9 comes to jurisdiction ownership of streets,  
10 especially with the gateway area in my district,  
11 we've obviously been going back and forth with DOT  
12 over those particular streets and I know there's  
13 supposed to be a transition that's supposed to take  
14 place but in those communities, I know in the Gateway  
15 area, then in the Jewel Street area, are there any  
16 plans do daylighting there? In those intersections?

17 ERIC BEATON: So, we do not have specific plans  
18 there in part because they're not yet our streets.

19 COUNCIL MEMBER BANKS: Well, is there any plans  
20 to do that? Because there's a school located right  
21 on Flat Lands and Elton.

22 ERIC BEATON: Yes.

23 COUNCIL MEMBER BANKS: You know obviously those  
24 streets are not regulated. You do have some streets,  
25 some corners that do have stop signs and then you

have some corners that have make shift stop signs.  
Will you commit to take care of some of those needed  
regulations for those particular corners?

ERIC BEATON: Yes, as we take ownership of the  
streets, we can address all of that and we are  
starting to think about what we need to be done there  
so that we're ready. You know there's a lot on like  
Vandalia Avenue.

COUNCIL MEMBER BANKS: Yes Vandalia, correct.

ERIC BEATON: So we are getting prepared but  
until they are our streets, right there's some  
challenge there.

COUNCIL MEMBER BANKS: And the last thing again I  
just want to point out, a major concern is the loss  
of parking. Uhm, that's something obviously my  
office, you know especially in those particular areas  
where there's a lack of parking, there's a need for  
more parking spaces for those particular areas and  
uhm we definitely have to take in consideration that  
we understand there's a need for safety but when  
folks have to double park and block the street later  
at night, just to get parking, that that shouldn't  
be. So, if you're going to do things to take that  
stress off of residents, that's something I would

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2 support but if it's definitely going to put a strain  
3 on already scarcity in parking, then obviously that's  
4 something that I'm not in support of.

5 CHAIRPERSON BROOKS-POWERS: Next, we'll hear from  
6 Council Member Joseph followed by Council Member  
7 Restler.

8 COUNCIL MEMBER JOSEPH: Thank you Chair. I just  
9 wanted to ask another, a couple of other questions.  
10 In your previous hearing you estimated it would take  
11 about \$10 million to daylight an additional 1,000  
12 intersections annually. If DOT were given that  
13 money, would you be able to daylight 1,000 additional  
14 intersections this year?

15 ERIC BEATON: So, the answer to that is no  
16 because we would need a little bit of time to hire  
17 the staff and to purchase the equipment. It does  
18 take some lead up time between when we get the money  
19 and when we're able to do that. I think we're happy  
20 that there was money put in the budget as part of the  
21 January plan, which is allowing us to start ramping  
22 up now but you know at any moment if we get more  
23 money, we have to work on buying the next set of  
24 things and hiring the people.

25

2 COUNCIL MEMBER JOSEPH: How long would it take  
3 you to staff up the office the way you would like it?

4 ERIC BEATON: It varies but it's something like  
5 six months to a year from when we get the money  
6 because you know we have to post and go through the  
7 full process and then you know work through any  
8 hiring freeze issues that may still be out there.

9 COUNCIL MEMBER JOSEPH: And you said it would  
10 require signage at every spot; therefore it would be  
11 expensive and it would take too long just as you just  
12 testified. However, we don't have signage at every  
13 hydrant. We don't have signs at every intersection  
14 that say no right on red. If universal daylighting  
15 is the law, why would signage be required?

16 ERIC BEATON: So, that's a good question and  
17 something that we could talk more about. I think  
18 what we see elsewhere in New York State is that where  
19 it's not signed, it is just - it's not obeyed at all  
20 even though it's technically on the books. And so, I  
21 think we would have concerns that people would not  
22 obey and then to the extent that they got tickets  
23 would feel very upset because they didn't necessarily  
24 know the law. You know certainly we could do a very  
25 large educational campaign. There may be other ways



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2 to get at it but overtime we feel like you would want  
3 signs out there to communicate more clearly.

4 COUNCIL MEMBER JOSEPH: Correct, because I'm  
5 noticing their new bus signs on the bus lanes now,  
6 telling them this is only for bus, so I think that  
7 should be a roll out that you'd probably consider.  
8 Thank you Chair.

9 CHAIRPERSON BROOKS-POWERS: Thank you. Council  
10 Member Restler followed by Council Member Won.

11 COUNCIL MEMBER RESTLER: I'm talking about -  
12 talking to Council Member Banks about a book we were  
13 just reading. Uhm, this is an important hearing  
14 though. I really want to thank Chair Brooks-Powers  
15 for creating the time and space for this conversation  
16 around daylighting and other issues and I really want  
17 to thank Council Member Won for her important  
18 leadership on this issue and all the folks who are  
19 here for their support.

20 Uhm, and I really was going to ask a similar line  
21 of questioning to Council Member Joseph, so I'll  
22 shift in a different direction. Deputy Commissioner  
23 Beaton, in my office, we did a survey of constituents  
24 across District 33 of where they would like to see  
25 daylighting and we got tons of feedback. We got

hundreds of responses of places where people are really concerned about safety and I'm not going to mention all of the different horrible crashes that we've experienced that seemed to directly been a result of the lack of daylighting but last August, we combed through the whole list, provided 107 recommendations to DOT of where we wanted to see daylighting. How many do you think we've seen daylighting implemented ten months later, nine months later?

JOSHUA BENSON: Not something I have in front of me.

COUNCIL MEMBER RESTLER: What would you think would be a reasonable expectation for a Council Member?

JOSHUA BENSON: It sounds like you have an answer.

COUNCIL MEMBER RESTLER: The answer is two, right? So, we're trying our best to advocate for intersections that we know are unsafe. Your testimony here today is saying you don't think universal daylighting makes sense but you recognize that when you harden intersections, it does save lives. It does make streets safer. We should focus

on the most dangerous intersections in the city and get that done but as a Council Member who has a very good working relationship with DOT and talks to your teams all the time, I'm at my wits end because I keep bringing these same corners up that are notoriously dangerous that my constituents are scared to cross the street. The people with a stroller are putting themselves in harms way and their babies in harms way every single day because they can't see when they're crossing. And 2 out of 107 get fixed in the better part of the year. Like, do you think things are working well right now that DOT is doing an inadequate job in addressing daylighting conditions.

ERIC BEATON: So, what I would say in response is that we have to be careful to not only be driven by requests that come in because if that were true, we would be working entirely in your district and nearby districts. We know we get many more 311's and many more of these complaints brought to us in certain parts of the city and part of our role needs to be within any fixed budget, to make sure that we are applying treatments equitably around the city and to do that, we in addition to the requests that come in, we look at the data and make sure that we are working

even where we didn't necessarily get the request that came in.

So, I always wish we could do more. If you ask me whether we should be doing more, the answer will always be yes but in any given moment, we try to make sure that we are using our resources as best we can around the city.

COUNCIL MEMBER RESTLER: I appreciate that response. Council Member Joseph has sponsored legislation, passed legislation to you know ensure that there's some daylighting happening but we're not seeing it materialize in our districts anywhere near the scale that we need. And so, the only choice we have is to support legislation like Council Member Won's that just demands it across the board because there's no other way to get DOT to be responsive and partner with us. It's not just about my constituents being active and outspoken, which they are and I'm proud of that and some of them are even here. But they know their streets best. They walk them every day and they're giving me and you their expert input on how to make their neighborhood safer and I'm getting 2 out of 107, so that's 2 percent in the better part of ten months of dangerous intersections

daylighted. That's not working. So, if we're not going to do a universal approach as your testimony insists and I disagree with that. I think we should but if that's not what you want to do then we need to see a robust muscular approach from DOT for how we're going to tackle the thousand most dangerous intersections in New York City in the next 12 months and get that done and show that you're serious about making these intersections safer because the status quo is not working. Thank you.

CHAIRPERSON BROOKS-POWERS: Thank you. Does DOT want to respond to that? Any commitment? No, okay.

ERIC BEATON: We are happy to work with you on identifying the most dangerous intersections and how to -

COUNCIL MEMBER RESTLER: But I've done that. I mean I did that. I gave you 107 and we can go through the traffic data for exactly why these are the right places and the idea that 2, 2 have been resolved in 10 months, that's incredibly disappointing, right? And it's deflating and it makes my constituents feel like nobody is listening. That nobody is working to address their real safety concerns. You may not have done 107 and I wouldn't

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2 have dinged you if you had done a substantial number  
3 but you basically did nothing and that doesn't work.  
4 So, thank you Chair.

5 CHAIRPERSON BROOKS-POWERS: Thank you. So, next  
6 we'll hear from Council Member Won, Council Member  
7 Williams, and just ask everybody to please abide by  
8 the time because we have even more people signing up  
9 now.

10 COUNCIL MEMBER WON: Thank you so much Chair  
11 Brooks-Powers and I just want to underscore what  
12 Council Member Restler has said. 100 daylighting  
13 intersections is not enough. People are dying every  
14 single day. We had more than 200 people die last  
15 year, so if at minimum you would do at 250 to make  
16 sure that every single intersection where someone has  
17 died is daylit.

18 So, I want to talk about before and after  
19 analysis. DOT conducted a before and after analysis  
20 but the execution of the analysis was deeply flawed.  
21 The data looked at 567 soft daylit intersections on  
22 189 hardened daylit intersections. The ladder then  
23 broke into five different subgroups of daylighting,  
24 some with only a handful of samples, which we'll say  
25 this study appears severely under powered.

2 The before versus after data of these  
3 intersections was then contrasted with nearby control  
4 intersections with daylighting. How is the minimum  
5 required sample size determined for this analysis and  
6 was the minimum met for all sub groups and groups?  
7 What criteria were used to select these  
8 intersections? Were there any efforts in comparing  
9 intersections with similar characteristics, such as  
10 traffic volume, land use traffic signals, signage and  
11 intersection makeup?

12 I'm going to ask another question since we're  
13 going to be out of time. According to the same  
14 study, hardened daylighting has a significant safety  
15 benefit but is not as effective as other treatments.  
16 The report claims that on average hardened  
17 daylighting reduces injuries by only 0.14 injuries  
18 per year per intersection.

19 It also stated that other safety treatments  
20 exist, such as neckdowns which significantly reduce  
21 injuries by 0.5 injury per year. Are neckdowns a  
22 form of hardened daylighting? If yes, then how can  
23 you claim that neckdowns are more effective than  
24 hardened daylighting as a safety treatment when it is  
25 a type of hardened daylighting per your definition?

And if you believe no, then why did you include them in your hardened daylighting category?

ERIC BEATON: Sure and good questions that I'm happy to get into. First, just in terms of the before and after study in the sample size, you know we looked at every intersection that have been daylit between 2019 and 2021. The reason we chose that time period is that it was the most recent where we could get three years of after data as well as three years of before data. So, we feel very comfortable that hundreds of intersections times three years of before and after data is actually a very robust sample and the statistical significant test support that. So, we feel very good about that. More would always be better right? Like if you could study everything forever and add more intersections, you would get more and more sample size but we do feel very comfortable with the number and amount that we looked at, particularly with the number of years before and after. And then in terms of neckdowns, you know I think there's one way to look at neckdowns as the absolute best form of hardened daylighting right, where they do do that. They also do more. They provide the shortened crossing for pedestrians. So,



they are sort of hardened daylighting plus, which is why we looked at them a little bit separately. When we looked at the hardened daylighting in that 2019 to 2021 period, we did look at neckdowns as part of that.

So, they were included, we just - we want to highlight that as a treatment. They do more than just daylight the intersections.

COUNCIL MEMBER WON: Okay, so it is hardened daylighting and it works and it does more than just what you're describing. So, can you still answer, where there efforts in comparing intersections with similar characteristics, such as traffic volume, land use, traffic signal signage intersection makeup?

ERIC BEATON: Yes, we tried to compare as well as we could. Now, every intersection in New York City is different, right? We all know that and we don't want to say we can match exactly but as best we could, we found peer intersections that we could compare to.

COUNCIL MEMBER WON: How can you compare 189 hardened daylit intersections to 14 neckdowns when the 14 neckdowns are included in the sample size of 189? What post talk analysis was used for the

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2 comparison of subtypes and do you claim the sample  
3 size of just 14 intersections is sufficient for this  
4 type of analysis for the City of New York, the  
5 largest city?

6 ERIC BEATON: So, the reason that we feel very  
7 comfortable saying that neckdowns are so safe, is  
8 because over the years we've done a much larger study  
9 of our different treatments, where we looked at  
10 neckdowns, in turn coming, and road diets and other  
11 things so that we do have that data from other  
12 studies as well.

13 COUNCIL MEMBER WON: So, can you just clarify if  
14 neckdown data is being used to support effectiveness  
15 of hardened daylighting or to diminish it in favor of  
16 other safety treatments?

17 ERIC BEATON: So, I may not be following.  
18 Hardened daylighting including neckdowns is effective  
19 and we support it and we feel comfortable based on  
20 the sample size saying that.

21 COUNCIL MEMBER WON: Okay so you're in support of  
22 hardened daylighting using neckdowns?

23 ERIC BEATON: Neckdowns and other treatments,  
24 yes.

25

2 CHAIRPERSON BROOKS-POWERS: Thank you. Council  
3 Member Williams.

4 COUNCIL MEMBER WILLIAMS: Okay, just a quick  
5 question on how truck, the lack of truck parking also  
6 effects this other important topic that we're talking  
7 about today, which is daylighting. So, in certain  
8 areas, IBZ's I know like the Gateway JFK, IBZ BID,  
9 there is daylighting but there has been complaints  
10 and I'm sure this is consistent across the city  
11 because no one community is particularly unique but  
12 people are actually taking down the signs, so I know  
13 we want more but what are you actually doing to  
14 preserve what currently exists? Because people,  
15 especially that live close to IBZ's, especially in  
16 areas like Southeast Queens that happen to drive one  
17 or more cars. The majority of the people also want  
18 parking, daylighting takes away parking but a lot of  
19 times it's the trucks that are parking there, not  
20 even like residents.

21 So, if you could kind of explain how are you  
22 preserving what you actually have whether it's  
23 daylighting or other types of like tools and  
24 treatments?

2 JOSHUA BENSON: It's a great question and very  
3 you know it gets complicated you know to make all of  
4 these tools work together when you get to a specific  
5 location. Just in terms of general maintenance, you  
6 know we keep records of all the sign installations,  
7 the dates, we inspect periodically, we restore the  
8 signs. We take requests from 311, other city  
9 agencies to restore signs if they're missing, so you  
10 know that's kind of the baseline of any sign  
11 maintenance but with respect to the daylighting and  
12 the truck parking, I think that's you know, as we get  
13 further into this, we'd like to tackle that issue  
14 right? As we're putting out the overnight truck  
15 parking in more and more industrial zones, can we  
16 finetune and tailor the daylighting to compliment it?

17 Something that I think has been very helpful with  
18 these pilots of the overnight truck parking too as  
19 Deputy Commissioner Beaton mentioned, NYPD has been  
20 collaborating doing a lot of complimentary  
21 enforcement. Part of the enforcement they are doing  
22 is in the overnight truck parking location itself to  
23 make sure people who don't belong there are not  
24 parked there so that it will be available for the  
25 trucks when they get there.

2 So, just increasing the presence of enforcement,  
3 increasing the activity has been beneficial but  
4 certainly you know gives you the ability as you're  
5 doing these to tailor the daylighting to those  
6 locations where the trucks are meant to be.

7 COUNCIL MEMBER WILLIAMS: How often do you  
8 inspect for signage? Do you have like a regular  
9 cadence of inspections or do you only check for signs  
10 after a 311 complaint is made and then how long does  
11 it take you to replace the sign once a complaint has  
12 been made through 311 or another mechanism?

13 ERIC BEATON: Sure, so there's a couple  
14 mechanisms. Obviously there is 311 and specific  
15 complaints. We have a couple crews that are  
16 dedicated to where inspectors go around the city and  
17 just look for things that are wrong, which can  
18 include missing signs. It can also include you know  
19 poles that are down or you know things that are  
20 problematic out there. We also tell all of our crews  
21 when they're going to any location, to make sure that  
22 they're addressing anything that they see at that  
23 location. So, we don't want to a crew that goes out  
24 and you know changes just one sign and you know  
25 doesn't notice that the other one is missing.

There's an inspection before everything that we install to make sure that everything in that area is correct. So, that when we send a crew out, they're very efficient. They can fix whatever is in that area. So, we sort of have those three different chains. It's the general inspections around the city that you know they don't get to every block of the city every year. We take the 311's and other community requests and then we also just have our regular crews that make sure that they are looking at all of these as they go out to do the work.

COUNCIL MEMBER WILLIAMS: Thank you.

CHAIRPERSON BROOKS-POWERS: Council Member Won.

COUNCIL MEMBER WON: I just want to wrap up. In your research, you can't have one group take out a subgroup and then compare the subgroups to the whole group. I just want to make sure that it's clear from my perspective, this study was nothing other than trying to disapprove the effectiveness of hardened daylighting. But I'm going to move on to budget, since we're running out of time.

DOT has informed my office that it estimates that it costs \$10,000 per hardened daylit location for labor and materials but to have capacity to handle

1,000 hardened locations per year, DOT would likely need 20 additional staff totaling about \$2 million for staffing. A total of \$12 million to comply with this law. If the cost of labor and materials is already included in your \$10,000 per intersection estimate, why do you need an extra \$2 million for staff on top of the cost of 1,000 intersections? Does labor get more expensive per intersection when DOT scales up?

For intersections that are daylit using rain gardens, is the cost and staff time from DEP subtracted from your estimate? And what is the fastest that DOT could implement 1,000 daylit locations per year? What could speed up this timeline?

ERIC BEATON: So, we're looking for just the \$2 number but the \$10,000 number, that's a very round number rule of thumb estimate to get at things like the cost of the blocks and the day to day cost of the labor to put them out there. When we put together a full budget need, we have to think about both the purchase and the maintenance of vehicles. The space and the maintenance of space, the cost of gas, the cost of needing to go out and move the materials

every time the street gets repaved and then put them back. So there's the cost of doing it once and then there's the cost of maintaining it over a long period of time and we're happy to discuss the numbers in more detail but they may be where the difference is.

COUNCIL MEMBER WON: Okay, it sounds like it's unclear. It's not really set in stone but I will yield my time so that we can move on to hearing testimonies from all these people behind you.

CHAIRPERSON BROOKS-POWERS: Thank you. I have my round two questions but I'm going to forego most of them also in the interest of time. I did want to talk about something District specific. I gave the Commissioner a heads up so they probably finished my message already by now and that is regarding the new bike lane policy along the boardwalk. I understand it's Department of Parks but I wanted to understand what coordination if any happened with the Department of Transportation?

So, right now from Beach 73<sup>rd</sup> to about Beach 110<sup>th</sup>, bikes are no longer allowed on the boardwalk. They now have to go onto the street to go through the bike lane that way. And so, I understand we always have had the you know you have to dismount from your



bike in certain zones near the concessions which obviously makes sense, but to now shift and say that no one can ride for most of the day during the summer months there and instead going to the street. I wanted to understand what that process was like because it seems like the community was caught off guard. The community board does not recall getting any notification on that and I also want to know if DOT supports that change?

One particular comment when it came to my office stood out to me and that was about the children. The children that take advantage of the bike lanes on the boardwalk that may be learning how to ride their bike, we're now shifting them into the street. While you know some of it is I believe protected, it is a lot safer for them on the boardwalk. It's you know a better environment also. So, I just want to understand that.

JOSHUA BENSON: Hi, Council Member. How are you? Uhm, I would have to get additional information for Borough Commissioner but I know that she works with her stroll over in the Queens Borough Commissioner's Office in the Parks Department but as to the

specifics, I'm hearing this in real time from you and we're going to get you something robust.

CHAIRPERSON BROOKS-POWERS: Okay, so if I can hear back before the week is out, that would be great. I believe we have a community board meeting coming up. It may be tomorrow but we may have a meeting coming up, so as soon as it's better to be able to report back. I know it is tomorrow; Community Board 14 is tomorrow because we have the Parks Borough uhm area administrator that will be presenting. So, if I could get ahead of that to understand what happened there. That would be good but you're not aware of any coordination or anything? Because I would imagine if they're shifting bike users to the street, they would communicate that with DOT to some extent.

JOSHUA BENSON: And that all sounds reasonable to me. I don't know the specifics here but we can make sure that you have that well in advance of your follow up meeting.

CHAIRPERSON BROOKS-POWERS: Thank you. Park and permit abuse, I'm going to do - let me just run through all the questions real quick and if you could

just answer and let me know what you need me to repeat.

The 2024 DOI report on parking permit abuse recommends a uniformed process and parking permit system to curb abuse of the system. Is this something DOT supports? How many parking permits does DOT have issued annually? And how many are active at any given time? Does DOT internally track whether any of its parking permit holders have misused the permits? Does DOT have any measures in place to prevent or reduce misuse from occurring? And does DOT coordinate with NYPD in any way with respect to enforcement to ensure proper parking permit use?

JOSHUA BENSON: Okay these are excellent questions Chair and if I miss one of them in my response, if you could remind me because there are a lot of them but I'll do my best. So, yeah, we issue permits. Most of the permits that we issue are for citizens with disabilities. Parking permits for people with disabilities, about 30,000 to 40,000 permits active at any given time in that group. It varies, it fluctuates, it depends on how many people apply and whether they qualify and so forth. So,

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2 that changes over time but that's the biggest group  
3 of permits that we issue. We do issue agency permits  
4 as well. Some to nonprofits like Meals on Wheels and  
5 that type of thing and with all the permits we issue,  
6 you know we try to uphold the high standards of  
7 vetting so that we're catching any people who are  
8 improperly trying to qualify for permits that they  
9 don't actually qualify for and so, that's a big part  
10 of it. The placards themselves have holographic  
11 seals and serial numbers. All of the placards that  
12 we issue are shared with NYPD every month. So, they  
13 have a real time database accessible to each traffic  
14 agent in the field to be able to verify the validity  
15 of any given DOT permit or placard in real time. And  
16 we do certainly track misuse. There's a three  
17 strikes law and when permits are misused three times  
18 I believe it's in an 18 month period, we are able to  
19 revoke those permits, so that's something we track  
20 and revoke as needed.

21 CHAIRPERSON BROOKS-POWERS: Thank you. I'm  
22 sorry, did you touch on the part in terms of the  
23 coordination with PD?

24 JOSHUA BENSON: Yes, I did and just to quickly  
25 recap it. Each month we send NYPD a database of all

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2 of the valid DOT permits. They integrate that into  
3 their system that the traffic enforcement agents use  
4 in the field. So, each traffic enforcement agent is  
5 able to verify in real time as they're doing  
6 enforcement whether a DOT permit is legitimate or  
7 not.

8 CHAIRPERSON BROOKS-POWERS: Thank you for that.  
9 Thank you DOT for your testimony today. We are going  
10 to get ready to move into the public comment section  
11 of this. So, I now open the hearing for public  
12 testimony. I remind members of the public that this  
13 is a government proceeding and that decorum shall be  
14 observed at all times. As such, members of the  
15 public shall remain silent at all times. The witness  
16 table is reserved for people who wish to testify. No  
17 video recording or photography is allowed from the  
18 witness table. Further, members of the public may  
19 not present audio or video recordings as testimony  
20 but may submit transcripts of such recordings to the  
21 Sergeant at Arms for inclusion in the record.

22 If you wish to speak at today's hearing, please  
23 fill out an appearance card with the Sergeant at Arms  
24 and wait to be recognized. When recognized, you will  
25 have two minutes to speak on today's hearing topics:

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2 Oversight, parking infrastructure and DOT. Proposed

3 Intro. Number 99A, a local law to amend the

4 Administrative Code of the City of New York in

5 relation to the creation of curbside overnight truck

6 parking sections in industrial business zones.

7 Intro. Number 340, a Local Law to amend the

8 Administrative Code of the City of New York in

9 relation to the automatic waiver of certain

10 additional penalties who are parked in violation. If

11 a vehicle owner responds to a notice of violation

12 between 45 and 90 days of its issuance.

13 Intro. Number 1138, a Local Law to amend the

14 Administrative Code of the City of New York in

15 relation to prohibiting standing or parking a vehicle

16 within 20 feet of a crosswalk at an intersection.

17 If you have a written statement or additional

18 written testimony you wish to submit for the record,

19 please provide a copy of that testimony to the

20 Sergeant at Arms. You may also email written

21 testimony to [testimony@council.nyc.gov](mailto:testimony@council.nyc.gov) within 72

22 hours of this hearing. Audio and video recordings

23 will not be accepted.

24

25

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2 I will now call the first panel, Jean Ryan,  
3 Monica Bartley, Evan Yankey, Faran Sharif, Gloria  
4 Boyce Charles.

5 And Jean, you can start whenever you're ready.

6 JEAN RYAN: Hello, I am Jean Ryan, President of  
7 Disabled in Action of Metropolitan New York, DIA for  
8 short. I use a wheelchair out of the house and have  
9 for 30 years. Street safety is of particular  
10 importance to people with disabilities, especially  
11 blind people, people with mobility disabilities, and  
12 children.

13 We want and need daylighting at every  
14 intersection where cars can turn into or out of the  
15 space and we want hardened daylighting in a variety  
16 of ways so that cars cannot park in the space or  
17 drive through it.

18 At one point, every wheelchair user I knew had  
19 been hit by a car while crossing the street. It's  
20 very common because drivers do not see us or they are  
21 not paying attention. I've had many close calls of  
22 coming close to being hit by a car or truck by mere  
23 inches. It is scary. I have grandchildren who live  
24 near me in Bay Ridge, Brooklyn, but they live on a  
25 street where because of parked cars right up to the

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2 cross street, none of us can see an oncoming car  
3 turning right from 7<sup>th</sup> Avenue until it's already  
4 turning into the crosswalk very near the curb ramp.  
5 Drivers don't see us and we can't see them. We need  
6 daylighting there on 7<sup>th</sup> Avenue so that we can see  
7 oncoming turning cars.

8 Since we do not have daylighting, we have taught  
9 our children to cross in the middle of the street  
10 where it's relatively safer. On my block, because it  
11 runs in the opposite direction, it's safe to cross in  
12 the crosswalk but driver's have to pull way out into  
13 traffic to see if it's safe to turn.

14 I mentioned this problem which occurs all over  
15 and the solution of daylighting way back before 2014,  
16 when I was on Community Board 10 in Bay Ridge.  
17 Sadly, there was some opposition because of lost  
18 parking spaces and I remember a board member who was  
19 over 6 feet tall. One more sentence. Saying that he  
20 had no problem crossing the street. Is there a  
21 height requirement for safely crossing the street? I  
22 hope not.

23 DIA is in favor of Intro. 1138. It is the right  
24 thing to do. Thank you.



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2 MONICA BARTLEY: Hi, I'm Monica Bartley, a board  
3 member of Disabled in Action. Thank you Chair  
4 Brooks-Powers and Committee Members for convening  
5 this hearing.

6 I am here today to voice my support for the  
7 proposed bill Intro. 1138 to prohibit parking or  
8 standing within 20 feet of a crosswalk and to require  
9 daylighting barriers.

10 I am a wheelchair user and frequently travel  
11 around New York City and Brooklyn where I live. I am  
12 always fearful that a driver may hit me when I enter  
13 the crosswalk because I'm in their blind spot,  
14 especially buses and trucks.

15 For people with disabilities, especially those  
16 with visual impairment, mobility challenges, or who  
17 use assistive devices like walkers or wheelchairs,  
18 crossing the street can be one of the most dangerous  
19 parts of our day. When vehicles are parked too close  
20 to intersections, they block sidelines for both  
21 pedestrians and drivers, creating a deadly blind  
22 spot. This is even more dangerous for someone who  
23 moves more slowly or who cannot easily see or be  
24 seen.

25

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2 Daylighting, that is clearing the area around a  
3 crosswalk would improve visibility. It gives drivers  
4 a chance to see someone stepping into the street  
5 before it is too late. It gives people with  
6 disabilities more time and space to navigate safely.  
7 And importantly, it sends a message that our city  
8 values inclusive and accessible infrastructure.

9 This legislation is not just about traffic rules,  
10 it is about equity, accessibility, and saving lives.  
11 By prioritizing visibility and safety, this bill  
12 helps build a city where people with disabilities can  
13 move around with dignity and confidence. I urge you  
14 to pass it. Thank you.

15 EVAN YANKEY: Good afternoon. I'm Evan Yankey,  
16 Advocacy Director for Brooklyn Center for  
17 Independence of the Disabled, a disabilityled not-for  
18 -profit that has provided services to the disability  
19 community and advocated for the independence of  
20 people with disabilities since 1956.

21 We strongly support daylighting as a practice to  
22 make the streetscape safe for pedestrians, including  
23 disabled New Yorkers and visitors. While the  
24 increased use of daylighting will make the streets  
25 safer for everyone, it is a particularly valuable way

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2 of reducing the risk to wheelchair users who now are  
3 obscured by parked vehicles. Daylighting will  
4 increase their ability to see vehicles on the road,  
5 and for drivers to see them.

6 We do have some concerns with the implementation  
7 of daylighting in New York City as it has occurred so  
8 far, and urge the Council amend Intro. 1138 to take  
9 them into account. Concrete barriers have been known  
10 to be installed in locations that block access to  
11 curb cuts, ramps, and public plazas for people with  
12 disabilities. Implementation of daylighting without  
13 considering street accessibility is an impediment to  
14 safety.

15 For example, our offices on 25 Elm Place in  
16 Downtown Brooklyn have concrete blocks installed in a  
17 small daylighting space on a single lane one way  
18 street and the implementation has meant not only that  
19 Access A Ride vehicles are unable to drop off  
20 passengers with disabilities at the curb cut, but a  
21 person with a disability dropped off in the middle of  
22 the block will be forced to travel into the single  
23 stream of traffic to get to a curb cut.

24 Our office building includes several  
25 organizations serving people with disabilities and

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2 can have between 40 to 60 people who use Access A  
3 Ride in the office on a given day. The barriers to  
4 access and dangerous choices that people with  
5 disabilities are forced to make because of the single  
6 damaging implementation of daylighting would be more  
7 widespread if protections for accessibility are not  
8 written into this bill.

9 Before moving forward with Intro. 1138, we urge  
10 that Sections d, e, and f be amended to specifically  
11 include consideration of people with disabilities and  
12 Access A Ride users. We also urge the bill be  
13 revised to recognize that Access A Ride vehicles and  
14 other vehicles transporting passengers with  
15 disabilities to drop off and pick up passenger, must  
16 be accommodated.

17 These vehicles are required to provide door to  
18 door service to people with disabilities and many  
19 people with disabilities are unable to travel to  
20 alternate locations on the block to chase a vehicle.  
21 Daylighting implementation that blocks off safe and  
22 proper spots for these vehicles to do pick ups and  
23 drop offs will make New York City streets  
24 significantly worse for everyone. Finally, we urge  
25 the bill require the Department of Transportation

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2 both to respond promptly to complaints of access  
3 caused by daylighting and to track accessibility  
4 issues with the implementation.

5 Because daylighting offers such significant  
6 benefits for pedestrian safety, including the safety  
7 of people with disabilities, we would not want our  
8 concerns about this bill to be used to prevent  
9 daylighting from being pursued. We merely ask that  
10 accessibility considerations be moved to the  
11 forefront of implementation considerations and we  
12 believe this change will improve safety for all on  
13 the street.

14 Thank you for the opportunity to testify today  
15 and we look forward to working with you on many of  
16 these issues.

17 GLORIA BOYCE CHARLES: Thank you and good  
18 morning. My name is Gloria Boyce Charles and I'm  
19 from the Brookville Springfield Gardens Community in  
20 Queens.

21 I am here this morning to talk a little bit about  
22 the Intro. 99. I want to thank the Council for  
23 introducing this important and innovative piece of  
24 legislation for considering ways that we can address  
25 some of the hard problems in our New York City

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2 communities, specially around overnight, illegal  
3 overnight truck parking.

4 There's no question but that the illegal parking  
5 of trucks poses a safety hazard for our children, our  
6 families, our pedestrians and even other drivers.

7 I recognize that this hearing focuses in on  
8 parking, which is largely a land use real estate kind  
9 of an issue, but I do want us to acknowledge the  
10 intersectionality of another issue here and that's  
11 air quality. And when you talk about southeast  
12 Queens, the Brookville community, the Springfield  
13 community, we're at ground zero for JFK Airport  
14 runways and also for the air cargo activity. So, we  
15 experience a tremendous amount of truck activity  
16 through our communities and it impacts not only our  
17 safety but our air quality.

18 In particular, there are very high levels of  
19 black carbon emissions that are coming out of these  
20 diesel trucks and also, something that's - and let me  
21 just say that some of that has been measured at least  
22 the 61<sup>st</sup> percentile, so we're really exposed to high  
23 levels of some of these particulate matters and not  
24 only is it that we're exposed to those kinds of  
25 things that we are measuring but there are some

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2 things in the air that we are not measuring and it's  
3 ultrafine particulate matter that's coming from the  
4 jet fuel, from the air planes that fly over our  
5 heads. We're right at the runway.

6 So, please consider that when you're looking at  
7 you know how these trucks are getting to the IBZ,  
8 there are people living in the IBZ. There are  
9 businesses in the IBZ. How are the trucks getting  
10 there and where are they parking? They're impacting  
11 those people, also and the surrounding communities.  
12 So, I'd like for in your design of this legislation,  
13 please consider those things and consider that there  
14 is a lot of space on the JFK Airport, which is  
15 undergoing a huge redevelopment and the air cargo  
16 facility recently has expanded to include over 1  
17 million square feet of real estate across eight  
18 facilities. For our southeast Queens community, I  
19 personally would like to suggest that you consider  
20 finding on airport parking facilities for the trucks.  
21 Thank you for your time.

22 FARAN SHARIF: Good afternoon Council Members.  
23 My name is Faran Sharif. I am a resident of Queens  
24 and I am here today to express my opposition to  
25 Intro. 1138.

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2 As a driver, I understand the challenge of  
3 navigating intersections when visibility is blocked  
4 by vehicles parked too close to corners but mandating  
5 20 feet of clearance at every intersection,  
6 effectively removing a full parking spot disregards  
7 the lived realities of many New Yorkers, especially  
8 those living in transit deserts, such as Eastern  
9 Queens.

10 This blanket approach fails to consider that what  
11 works for one neighborhood might not work for others.  
12 Further, adding bike racks, rocks or planters, does  
13 not resolve the issue. It compounds it.

14 We've already seen a declining quality of life  
15 with DOT's e-scooter rollout, which has triggered  
16 significant backlash in our communities. If traffic  
17 safety is the goal, we must reform the Department of  
18 Transportation. Countless 311 complaints ranging  
19 from illegal parking to speed bump requests go  
20 ignored or are denied after months of silence. A  
21 more effective DOT would alleviate the burden on NYPD  
22 and better serve our communities.

23 I urge the Council to proceed with caution. Just  
24 because something works in one neighborhood, does not  
25 mean that it will work everywhere. What's effective



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2 in Manhattan might not suit Staten Island. What does  
3 not work in the Bronx might still work in Queens. We  
4 must be intentional in crafting legislation that  
5 values all New Yorkers regardless of borough or zip  
6 code. Solving one problem by creating another will  
7 only push residents out of the city that we are  
8 trying to improve.

9 Thank you for giving me the time to testify.

10 CHAIRPERSON BROOKS-POWERS: Uhm, thank you.  
11 Thank you all and I'm so glad we have representation  
12 from Southeast Queens here today. Thanks everyone.

13 PANEL: Thank you.

14 CHAIRPERSON BROOKS-POWERS: The next panel we'll  
15 call up will be Zach Miller, Pete Sikora, Jennifer  
16 Whitney, John Heaney, and Elizabeth Denys. I'm  
17 going to give this a go, Elizabeth Denys maybe.

18 Once again, just reminding everybody please  
19 adhere to the two minute rule and we can get started  
20 once you're ready.

21 ZACH MILLER: Thank you. Good afternoon Chair  
22 Brooks-Powers and members of the Transportation and  
23 Infrastructure Committee. My name is Zach Miller; I  
24 am the Vice President of Government Affairs for the  
25 Trucking Association of New York. I have full

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2 written testimony submitted but I think in the  
3 interest of time, I certainly don't need to read it.  
4 I just want to say we are strongly supportive of  
5 Intro. 99 and we really, really appreciate the  
6 leadership of this Committee, not just with Intro. 99  
7 but the overnight truck parking bill that was passed  
8 a few years ago, as well as the Truck Route  
9 Modernization Act as well as the oversight hearing  
10 you had on electrification. These are holistic  
11 solutions that will serve to address not just you  
12 know today's truck parking challenges but some of the  
13 future challenges that we expect to see with an  
14 increase in freight tonnage. So, you know from the  
15 industry, thank you. We are grateful for these  
16 common sense solutions and we look forward to  
17 continued collaborations with the Council.

18 CHAIRPERSON BROOKS-POWERS: Can you turn your mic  
19 on please?

20 JENNIFER WHITNEY: Is it on? Okay, hi, my name  
21 is Jennifer Whitney and I live on the upper eastside  
22 and I'm here to testify in support of Intro. 1138.  
23 I'm an architect who works on transportation and  
24 infrastructure projects, so I'm well aware as I'm  
25 sure you are of how challenging, costly, and lengthy

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2 it can be to implement built improvements in the  
3 city. Comparatively creating a daylight intersection  
4 is relatively cheap and fast with significant safety  
5 improvements. By simply laying down some paint and  
6 placing some boulders or planters, you have  
7 automatically made the intersection safer for  
8 everyone.

9 As an architect, what excites me the most is the  
10 next step, which is what you can do with the daylight  
11 area. Stormwater mitigation, increased greenery and  
12 tree canopies, bus shelters, bike parking, public art  
13 and social spaces. These are all needed improvements  
14 to make New York more resilient, accessible and  
15 beautiful. And consider the price of planning these  
16 improvements individually as separate programs.  
17 There are inevitable - these are inevitable costs of  
18 investing in the city but daylighting includes the  
19 free and invaluable return of saving lives.  
20 Daylighting intersection presents a powerful  
21 opportunity to make lifesaving improvements that  
22 address the unique needs of each community citywide.  
23 Every intersection offers the potential for positive  
24 change.

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2 I urge the Council to pass Intro. 1138 and thank  
3 you for the opportunity to speak today.

4 PETE SIKORA: Hi, my name is Pete Sikora and I'm  
5 with New York Communities for Change. I'm the  
6 Climate Campaigns Director. We're a community  
7 organization in New York City with about 20,000  
8 members. We organize in Black and Latino, low income  
9 communities. We support the daylighting legislation  
10 which is an obvious and common sense safety measure.  
11 Who amongst us hasn't had the experience of being  
12 almost run over by a car that is going too fast  
13 through an intersection where they can't see the  
14 crosswalk.

15 That happened to my wife with our son. She was  
16 entering the intersection. She had the right of way.  
17 My son went a little bit faster than he should have  
18 and the driver just came right through going way too  
19 fast in a non-daylighted intersection. You know it's  
20 not clear if the driver saw them at all but it was a  
21 real close shift and that happens commonly in this  
22 city and sadly with tragic results. Daylighting will  
23 also reduce pollution saving lives, not just directly  
24 by preventing accidents but by preventing air

25

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2 pollution that causes asthma, emphysema, heart  
3 disease, stroke, all of those things.

4 Uhm, so please pass this legislation is what our  
5 organization recommends. I also just wanted to  
6 comment on the DOT and Mayor Adam's absurd study.  
7 The Mayor is corrupt and incompetent and the DOT is  
8 proposing a study that is nonsense. We all know that  
9 that study is garbage. He should disregard it. We  
10 should plow right over the Mayor's BS. Thank you.

11 LAUGHING FROM AUDIENCE [02:09:18]

12 CHAIRPERSON BROOKS-POWERS: Please, keep the  
13 noise down, have the gestures.

14 JOHN HEANEY: How's it going everyone? My name  
15 is John Heaney. I am from the city. I have lived in  
16 Astoria for about eight years now. Currently I serve  
17 on the board of the 31<sup>st</sup> Avenue Open Streets  
18 Collective. It's an all-volunteer organization. It  
19 runs from April through December and we see first  
20 hand what safer streets can you know, can bring to  
21 our community. We see that with free programming,  
22 seating open to all.

23 I'm testifying here in support of CM Won's Intro.  
24 1138. Sorry, I'm not used to speaking in front of  
25 people. Daylighting hits particularly home, close to

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2 home for our district. In 2023, it was Queens  
3 Community Board 1 representing Astoria, Woodside,  
4 East Elmhurst that sparked a citywide movement when  
5 it passed the first ever resolution calling for  
6 universal daylighting.

7 It came after the tragic death of seven year old  
8 Dolma Naadhun who died crossing Newton Road at 45<sup>th</sup>  
9 Street when a driver failed to yield at a stop sign,  
10 just didn't see her. It still bothers me today so  
11 I'm sorry.

12 Since then, 21 Community Boards have signed on  
13 for universal daylighting in their districts and a  
14 red light and curb extension was put in in that  
15 intersection thankfully.

16 That advocacy, that influence of Western Queens  
17 Street Safety Plan from our elected officials  
18 includes universal daylighting. It also encourages  
19 the NYC DOT to implement daylighting along commercial  
20 or select commercial corridors in Astoria like  
21 Broadway, which has instantly made street level  
22 safety feel better for all. That's pedestrians,  
23 cyclists and drivers.

24 Earlier this year, our organization led a robust  
25 outreach campaign via social media and flyering to

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2 gather suggestions from our neighbors for where they  
3 would like to see daylighting implemented in our  
4 community.

5 It stirred up almost 150 responses with detailed  
6 descriptions of specific locations where residents of  
7 all backgrounds parents, children, couples, older New  
8 Yorkers, so many more, they felt unsafe crossing the  
9 street due to a lack of visibility. Each submission  
10 tells a different story and calls on the city to do  
11 better. This is a slam dunk, no brainer bill that  
12 will save lives across all of the city. Please pass  
13 Intro. 1138. Thank you.

14 ELIZABETH DENYS: Hello, my name is Elizabeth  
15 Denys and I am a volunteer coacher of Transportation  
16 Alternatives, Brooklyn Activist Committee. I'm here  
17 today with my colleague and fellow Co-Chair Alex  
18 Morano who I'm sure will testify soon.

19 Together we work with hundreds of activists in  
20 Central Brooklyn to fight for safer streets in our  
21 communities. We adamantly support Intro. 1138 to  
22 make universal daylighting the law in New York City.  
23 Cities around the world are embracing daylighting as  
24 a common sense measure to make streets safer and  
25

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2 scale green infrastructure to build climate  
3 resilience.

4 It is beyond time that New York City does the  
5 same. All of us use the city streets every day and  
6 have friends and family who do as well. The  
7 experience of trying to cross a street and having to  
8 peer around a parked vehicle or go half way into the  
9 intersection to see if it is actually safe to move  
10 forward is very well known. These conditions, the  
11 extremely poor visibility are simply unsafe and it  
12 probably comes as no surprise to any of us that most  
13 crashes in New York City happen at intersections  
14 without daylighting because of this.

15 By the time you poke your head around the end of  
16 the SUV parked in a corner, cars are already so close  
17 to you that they practically brush you, and children  
18 in New York City are no where near being able to see  
19 over the large SUV's that are common on our streets  
20 today.

21 Universal daylighting fixes this. Adding  
22 visibility at intersections that we need in order to  
23 cross streets and enter those intersections safely.  
24 It's common sense and we know it works. With several  
25 studies showing universal daylighting reduces crashes



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2 anywhere from 14 to 30 percent. A crash reduction of  
3 this amount in New York would greatly improve the  
4 health and wellness of our city, reducing the  
5 financial and personal cost of crashes for all New  
6 Yorkers.

7 There are nearly 100,000 crashes a year in New  
8 York City. This has to change. No New Yorker should  
9 be killed or hurt just for trying to cross the street  
10 and universal daylighting is an essential but proven  
11 simple and scalable response that will help to keep  
12 New Yorkers safe. Thank you so much.

13 CHAIRPERSON BROOKS-POWERS: Thank you. I'm going  
14 to just allow Council Member Narcisse to make a  
15 statement.

16 COUNCIL MEMBER NARCISSE: Uhm, I want to say  
17 thank you for coming and testifying. Universal  
18 daylight, we're talking about the safety of our  
19 street. While we're thinking how safe everyone  
20 should be and we're going to continue to collaborate  
21 to make sure that uhm people are not taking it for  
22 granted thinking that it's okay for our street not to  
23 be safe. We want our streets to be safe but some  
24 streets are very narrow in our city. Then that's  
25 where I'm going to say we cannot do one size fits all

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2 but we have to be mindful to keep folks who cross the  
3 street safe in New York City. And I want say thank  
4 you for coming to testify. Thank you. I appreciate  
5 your time.

6 CHAIRPERSON BROOKS-POWERS: Thank you. We've  
7 been joined by Council Member Rivera. We are going  
8 to take a short recess so that we can move this  
9 hearing to the Committee Room and so we will do about  
10 10 minutes.

11 COMMITTEE COUNSEL: So, everyone, make sure you  
12 come to the Committee Room after you use the  
13 restroom. The Committee Room right in that door next  
14 door. Please don't leave. [02:15:16]- [02:15:26]

15 SERGEANT AT ARMS: Once again, if you are  
16 remaining for the Transportation Committee, we are  
17 moving over to the Committee Room. Folks, your  
18 attention please. We'll ask everyone to please so  
19 through the door to my left. I'm pointing at the  
20 door to make the way into the Committee Room.

21 [02:15:45]- [02:18:09]

22 SERGEANT AT ARMS: Good afternoon. This is a  
23 microphone check for the Committee on Transportation  
24 Part B located in the Committee Room now. Recording

25

1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
2 done by Pedro Lugo on April 21, 2025. Once again,  
3 this is in the Committee Room now.

4 SERGEANT AT ARMS: Also, there will be no food or  
5 drink allowed in this room. If you have any  
6 questions, please raise your hand and we will kindly  
7 assist you. Thank you very much for your kind  
8 cooperation.

9 CHAIRPERSON BROOKS-POWERS: Thank you. Next, we  
10 will hear from Ben Furnas, Alex Morano, Claudia  
11 Morano, Nina Savegre(SP?). We ask everybody to  
12 please adhere to the two minute limit. You can get  
13 started.

14 BEN FURNAS: Good afternoon Chair Brooks-Powers  
15 and members of the Transportation and Infrastructure  
16 Committee. My name is Ben Furnas, I am the Executive  
17 Director of Transportation Alternative, an  
18 organization of thousands of New Yorkers who fight  
19 for safe, livable and accessible streets across all  
20 five boroughs. We strongly support Intro. 1138 on  
21 universal daylighting in New York City.

22 Imagine you are driving down a street and you  
23 come to an intersection. Can you see whether a  
24 pedestrian is about to step out in front of you or is  
25 your view blocked by cars parked right next to the

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2 crosswalk? Usually in too many places, it's the  
3 later.

4 This lack of visibility can quickly turn deadly.

5 It's especially dangerous for children like my two  
6 daughters who are two and five, because the smallest  
7 pedestrians are even more difficult to see behind

8 parked cars. There is a solution. Universal

9 daylighting. Repurposing the parking spots closest

10 to an intersection makes it easier to see for

11 everyone, regardless whether of you're driving a car,

12 riding a bike or crossing the street. Universal

13 hardened daylighting can reduce pedestrian entries by

14 up to 70 percent. This bill will save lives in every

15 Council District and every neighborhood.

16 You heard the Department of Transportation say

17 that this bill may make our city more unsafe but this

18 goes against both experts in the field and other

19 cities who have already done it. The National

20 Association of City Transportation Officials, the

21 Manual on Uniform Traffic Control Devices and the

22 Federal Highway Administration officially recommends

23 daylighting just across the Hudson River and Hoboken

24 and heard from Mayor Bhalla earlier today. Every

25

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2 intersection has daylighting and they have gone over  
3 eight years without a single traffic fatality.

4 In San Francisco, daylighting has led to a 14  
5 percent reduction in crashes, real world conditions  
6 and experts agree, daylighting works and it saves  
7 lives. DOT's own study supports daylighting with  
8 even modest physical infrastructure, something we all  
9 agree is ideal and we'd be excited to work with DOT  
10 and City Council to bring hardened daylighting to  
11 every intersection in New York City.

12 No city has improved pedestrian infrastructure or  
13 safety by blocking visibility at intersections.  
14 Universal daylighting will do the impossible and make  
15 our neighborhoods bigger overnight. With new found  
16 space on our streets, we can have more shade, cleaner  
17 air or more seeding. Folks, your constituents can  
18 enjoy a place to wait for the bus or greenery to  
19 absorb rain water and prevent flooding. This bill  
20 will make our cities better and safer and more  
21 pleasant and we urge you to support Intro. 1138 and  
22 thank you for this opportunity to testify and for  
23 your support on this.

24 ALEX MORANO: Good afternoon. I'm Alex Morano,  
25 volunteer Co-Chair of Transportation Alternatives

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2 Brooklyn Activist Committee continuing our groups  
3 official testimony in support of Intro. 1138. Before  
4 I do that, I'll just note that I'm joined here by my  
5 sister and my brother who is also in the room. We  
6 have two parents who are older New Yorkers and now  
7 you know a three year old nephew. So for these  
8 vulnerable population street safety is an incredibly  
9 important issue. That's why we're all here.

10 Doing work to make streets safer in our  
11 communities, we hear regularly from our neighbors,  
12 there are few safety treatments that make people feel  
13 safer in a daylight intersection because it lets them  
14 see. But the benefits of universal daylighting are  
15 not just limited to improving street safety.  
16 Universal daylighting also provides an immediate  
17 scalable way to add new amenities in every  
18 neighborhood. Universal daylighting would reclaim  
19 2,200 acres of public space along the curb, which is  
20 equivalent to nearly three central parks of  
21 additional public space. The street claimed curb  
22 space would allow communities to create new amenities  
23 including green space with benches, bus shelters,  
24 secured bike parking and rain gardens. Rain gardens  
25 especially help manage localized flooding and reduce

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2 combined sewer overflow and all additional green  
3 spaces would provide numerous co benefits, including  
4 improving air quality, providing shade and beauty and  
5 reducing the urban heat island effect.

6 With universal daylighting we can scale green  
7 infrastructure quickly because the space is already  
8 set aside on our streets for this infrastructure.  
9 This is especially important right now, a time when  
10 the climate crisis is as real as ever. More and more  
11 New Yorkers face extreme climate events like  
12 sweltering heat, devastating flooding and this most  
13 acutely the more vulnerable New Yorkers. We need to  
14 take local action to build climate resilience to  
15 mitigate flooding, help keep our neighborhoods cool  
16 and keep the air clean and all of this is possible  
17 with universal daylighting.

18 All of this is why our Activist Committee urges  
19 the City Council to pass Intro. 1138 without delay.  
20 Thank you.

21 CLAUDIA MORANO: Hi, I haven't prepared anything  
22 in advance, so I don't think this will be as eloquent  
23 as most other people who have spoken but I'm a  
24 lifelong New Yorker. Multiple generations of my  
25 family have lived here and I live on Staten Island.

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2 I have a car. I drive it into Brooklyn to see my  
3 family and my partner all the time and I am fully for  
4 Intro. 1138. Like it's not that big of a deal for  
5 someone with a car. It's still going to be days  
6 where it's kind of hard to find parking where it's  
7 easier to find parking. That's a crazy reason to be  
8 against Intro. 1138 when it comes to life and death.  
9 Uhm, yeah and I'm a runner, I'm a pedestrian. I'm in  
10 multiple boroughs all the time. I think this is a  
11 really easy decision for the safety of the city,  
12 especially when most New Yorkers are not car owners.  
13 Like it supports most of the city to make being a  
14 pedestrian safer but also as someone with a car  
15 parking it on the street all the time, it's not a big  
16 deal and it needs to pass. And parking is not a good  
17 reason to not pass it. That's crazy. Uhm, yeah,  
18 thank you. This is my first time in this building.  
19 It's really pretty.

20 CHAIRPERSON BROOKS-POWERS: Congrats.

21 CLAUDIA MORANA: Thank you.

22 CHAIRPERSON BROOKS-POWERS: Thanks for joining us  
23 for your first time.

24 NINA SAVEGRE: Good afternoon. My name is Nina  
25 Savegre(SP?) and I am unfortunately a member of



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2 Families for Save Streets and uhm I have a son who  
3 was also hit by a car. I'm a registered nurse and  
4 nurse practitioner still in practice well into my  
5 70's. I'm also legally handicapped. I do drive as  
6 well as walking and bicycling when I'm able to walk.

7 I live on a one way street that opens into a two  
8 way street. There is no traffic calming whatsoever  
9 on the street, cars parked right up to the corner,  
10 visibility is terrible and time and again we have  
11 asked the DOT to please put in traffic calming  
12 measures, other measures that would make that  
13 corridor, that five block corridor in Brooklyn safer.

14 As I see people struggling to get their cars out  
15 int the two way street. I see families with young  
16 children. There's a Senior Center right on the  
17 corner and everybody is struggling to get across  
18 safely because there's no daylighting, there's no  
19 visibility, there's no traffic calming whatsoever.  
20 It's typical of the DOT to abdicate their  
21 responsibility with the claim that, "well, nobody  
22 gotten killed yet."

23 I ask you; would you like to volunteer your child  
24 or your spouse or your mother or your father or even  
25 yourself to be the first one? And why do we have to

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2 wait for that to be the marker for whether something  
3 should be done to make our streets safer? To claim  
4 that daylighting will not make things safer, again,  
5 another abdication of responsibility, another  
6 unwillingness to move. Thank you.

7 CHAIRPERSON BROOKS-POWERS: Thank you. Thank you  
8 to the panel. The next panel we will hear from is  
9 Bill Bruno. Okay, sorry and your penmanship is  
10 actually really nice, I'm sorry. Kathy Park Price,  
11 Theresa Behnen, Philip Leff. I just ask everyone to  
12 adhere to the two minute rule and you can start when  
13 you are ready.

14 BILL BRUNO: Thanks and apologies about the  
15 handwriting. Greetings Madam Chair and Council  
16 Members. My name is Bill Bruno; I'm a Jackson  
17 Heights resident. I'm here to testify in favor of  
18 Intro. 1138 which would institute life saving  
19 daylighting at intersections of the crosswalk.

20 As you know cars and SUV's and trucks at those  
21 intersections pose a risk because they block the line  
22 of sight and it's gotten worse over the last few  
23 years. We all know they've gotten taller; the hoods  
24 have gotten taller. They are bigger and that's made  
25 the problem worse.

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2 That's why half of all crashes take place at  
3 intersections, restoring the line of site so you can  
4 see what's coming and you can see what you're going  
5 towards is an important safety measure. What's  
6 particularly good about this bill is the minimum of  
7 1,000 intersections a year that have to be hardened  
8 and remember it is a floor, not a ceiling so we  
9 should think in terms of 1,000 plus.

10 What I want to emphasize is their interrelation  
11 that soft daylighting enhances hard daylighting. We  
12 all know the pushback that can happen whenever you  
13 repurpose parking spaces or anything else and if you  
14 simply have the hard daylighting, uh, that's going to  
15 proceed at a snail's pace, if they have to fight  
16 against every parking space. Soft daylighting by  
17 ripping that bandage off, not only enhances safety  
18 from the line of site but it expedites the goal of  
19 the hard daylighting reaching 1,000 intersections.  
20 Quickly addressing the one size fits all argument, a  
21 chevy suburban blocks your line of site just as much  
22 in Staten Island as in Jackson Heights. Not being  
23 able to see what's coming but you're at greater  
24 danger. The thing that causes the problem is  
25 universal and consistent throughout the city,

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2 logically this solution should also be universal and  
3 consistent.

4 So, I support 1138 and thanks for hearing me out.

5 THERESA BEHNEN: My name is Theresa Behnen, I'm a  
6 15 year Brooklyn resident, former public school  
7 teacher and current health care educator. I'm  
8 testifying in support of Intro. 1138, universal  
9 daylighting because I don't want to be afraid to  
10 cross the street. I follow the basic safety rules,  
11 crosswalks, walk signals, I always look both ways,  
12 never text and walk and always look where you're  
13 going but that's not enough. I also have to look  
14 back over my shoulder for the cars rushing to take a  
15 left or right turn from the parallel street. And you  
16 know what? It's difficult to do that at the same  
17 time I'm looking where I'm going and both ways.  
18 Still, I'm at the mercy of a driver's ability to see  
19 me and to stop for me. That's because of the fight  
20 or flight response. When faced with danger, your  
21 body reacts involuntary in some preprogramed way,  
22 usually fight or flight. I know which way I respond  
23 to danger because several times in New York City  
24 while crossing the street legally in the crosswalk  
25 while looking both ways and ahead and even over my

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2 shoulder, the same time I see a car coming at me too  
3 fast to be sure they seen me and are going to stop.  
4 So, when I've had two tons of metal hurdling towards  
5 me, it turns out my body does that third things that  
6 begins with f, I freeze.

7 I thought I'd be a fighter. I'd just jump on the  
8 hood like an action hero or dodging out of the way  
9 would be even better, I think of myself as brave and  
10 strong but I am no match for a car. So, even  
11 following all of my safety rules as I cross the  
12 street, my life is still in the hands of driver's and  
13 I need to know the driver will be able to see me  
14 before the last second, that I won't be in the blind  
15 spot caused by a parked car while they're focused on  
16 the other cars on the road.

17 Crossing the street shouldn't feel like a daily  
18 gamble with my life. I shouldn't need the reflexes  
19 of an action hero to survive someone else's mistake  
20 and I don't want to be that first fatality that puts  
21 an intersection on the DOT's radar to maybe consider  
22 possibly targeted daylighting in the future.

23 I support Intro. 1138 to help drivers see us  
24 before it's too late. Thank you.

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2 KATHY PARK PRICE: Good afternoon. My name is  
3 Kathy Park Price. I'm a Brooklyn parent of two kids  
4 ages 13 and 11 who like most middle schoolers in New  
5 York City navigate the streets on their own. They  
6 walk to school, to the library, to the park, to  
7 friends homes and they cross intersections where the  
8 majority of crashes occur every day. And as a mom, I  
9 carry the constant fear that a driver won't see them  
10 in time. I'm here in strong support of Intro. 1138  
11 which would require universal daylighting and ensure  
12 that cars no longer park in daylit zones.

13 Daylighting is a simple and proven design  
14 treatment that helps New York City kids and all of us  
15 safe at crosswalks. As the Brooklyn Organizer for  
16 Transportation Alternatives, I work with families  
17 across the borough who are tired of dangerous  
18 intersections being treated as inevitable. We know  
19 what works, clear sight lines save lives. In New  
20 York City, motor vehicle related injuries are the  
21 leading cause of injury related death among  
22 children's 1 to 12. That means walking, something we  
23 want our kids to feel safe doing is the most  
24 dangerous thing they do every day and let's be clear,  
25 looking both ways doesn't help when you're already

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2 walking with the light in the crosswalk and a turning  
3 driver doesn't see you.

4 Universal daylighting is low cost, effective and  
5 urgent. It gives drivers a better view and gives  
6 pedestrians, especially children, a fighting chance.  
7 Let's not wait for another preventable tragedy.  
8 Let's show that New York City chooses kids over cars.  
9 Please pass Intro. 1138.

10 PHILIP LEFF: Good afternoon to the members of  
11 the City Council and those attending. It's obvious  
12 we should make it more difficult to shoot children.  
13 There's no debate. We should make it more difficult  
14 to poison children. That's also obvious. There's no  
15 debate. But here today in the City Council, we are  
16 engaging in a debate about whether we should make it  
17 more difficult for people to run children over with  
18 their cars.

19 I'm Philip Leff, a lifelong New Yorker, currently  
20 a Queens dad. I am testifying in support of Intro.  
21 1138 because I don't want my child, myself, or anyone  
22 else to get hit by a car while crossing the street.

23 It's a matter of common sense that clearing  
24 intersections of parked cars will improve visibility  
25 for driver's and pedestrians alike or time and space

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2 to see, especially little ones and more time to slow  
3 down and react.

4 It's also a New York State law, that's law 1202  
5 that you can't park within 20 feet of an intersection  
6 but some people who made laws in New York City value  
7 a parking space more than lives of their neighbors  
8 and unfortunately some of the testimony we heard  
9 today, that still continues. With the passage of  
10 Intro. 1138, we can undo the grave mistakes of  
11 the past and build a city that is safer for everyone  
12 who crosses the street. Let's resolve our debate  
13 with the obvious answer. Thank you to Council Member  
14 Won for introducing this life saving legislation,  
15 Chair Brooks-Powers for holding this hearing, and to  
16 the Co-sponsors of Intro. 1138 for supporting a safer  
17 city. Thank you.

18 CHAIRPERSON BROOKS-POWERS: Thank you. Next  
19 panel we have Sabina Sethi Unni, Stephen Black, Tracy  
20 Hindu, and Christopher Leon Johnson.

21 CHRISTOPHER LEON JOHNSON: Oh, I'll just go  
22 first. Can I go? Let the ladies go first, ladies  
23 first.

24 CHAIRPERSON BROOKS-POWERS: Oh wait, we're  
25 missing someone, hold on. Are you Sabina? Okay,



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2 Tracey is missing, so I'm going to call someone else  
3 up, Saskia Haegans.

4 Okay, you can get started. Please adhere to the  
5 two minute rule.

6 SABINA SETHI UNNI: Thank you. My name is Sabina  
7 Sethi Unni and I works as a Planner at Open Plans  
8 providing technical assistance and outreach support  
9 to 28 schools and community organizations across the  
10 city who all struggle with traffic congestion  
11 accidents at arrival and dismissal.

12 Due to this work, I am testifying in enthusiastic  
13 support of Intro. 1138. If you are a parent or a  
14 caretaker or just live near a school, you know all  
15 too well what 8 a.m. and 2 p.m. looks like outside of  
16 school buildings. It's hectic with cars honking,  
17 school buses, swarms of kids cut through traffic,  
18 trucks backing up without loading zones, construction  
19 and more. It's not just hectic, research on New York  
20 City's most deadly streets has found that the streets  
21 outside of schools during pick up and drop off are  
22 deadliest for pedestrians.

23 This is even worse at public schools and in  
24 schools in low income neighborhoods of color. Much  
25 of my job is helping schools find solutions to their

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2 traffic crashes, in service of making children safe.

3 The Department of Transportation offers many options

4 including an open street program but these solutions

5 often rely on schools having adequate staffing

6 support and funding to keep the program going. When

7 I talk to countless parents, caretakers and

8 administrators in neighborhoods across the city,

9 everyone from College Point Queens to Tremont in the

10 Bronx, one of the biggest needs that I hear is short

11 term permanent infrastructure solutions to keep

12 students safe.

13 Daylighting does just that and makes students at

14 crosswalks more visible to driver's, reducing the

15 chance of collisions at intersections. I'm

16 testifying in proud support of Intro. 1138 because we

17 need daylighting in front of all of our schools, not

18 just the ones who know how to ask for it. Thank you.

19 STEPHEN BLACK: Hi, my name is Stephen Black, I'm

20 a resident of Parks Hill Brooklyn. I don't have a

21 like written up response. This is more just you

22 know, it seems like a very sensible policy and

23 sometimes you just got to show up for very sensible

24 policies especially when you see the level of

25 pushback that's been sort of going on here. You know

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2 like the DOT will bring up you know when they're  
3 comparing unfavorably Nassau County to New York.

4 Well, you know daylighting is the same there but when  
5 it's Hoboken, while Hoboken has a series of complex  
6 you know economic and historical factors. It doesn't  
7 really make any sense when you think about it but it  
8 just seems like a completely sensical solution. It  
9 seems incredibly easy. All of the statements against  
10 it today have seemed very thin. I mean we've gotten  
11 what maybe it doesn't work if you don't daylight it  
12 even though the bill has hardening built into it.  
13 We've gotten, it reduces traffic even though it will  
14 save lives, or sorry reduces parking spots even  
15 though it will save lives. None of these things  
16 really make any sort of sense to me or any like as a  
17 reason not to do this, especially when we've seen  
18 such widespread success you know not only in places  
19 like Hoboken but across the country and places like  
20 San Francisco.

21 It seems like such an obvious and easy win just  
22 you know in order to save lives generally and yeah,  
23 that's basically all I had to say.

24 SASKIA HAEGANS: Thank you Chair Brooks Powers  
25 and thank you Council Member Won for your leadership

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2 on daylighting. My name is Saskia Haegans and I'm  
3 speaking in support of Intro. 1138.

4 I live in Prospect Heights in Brooklyn and I work  
5 in Manhattan and I get around the city primarily  
6 walking and biking. New York City streets are not  
7 safe. The statistics on traffic injuries and  
8 fatalities are horrifying. It doesn't have to be  
9 this way. There are many tried and tested treatments  
10 to make our streets safer. Daylighting is one of  
11 them despite what DOT claims. It happens to be the  
12 law in the rest of the state and I have to wonder why  
13 we do not deserve the same. Given that most crashes  
14 happen at intersections, given that daylighting is a  
15 proven and effective method and given that no one  
16 should run the risk of getting injured or killed  
17 while trying to cross the street, this should be a no  
18 brainer.

19 Another important reason to support universal  
20 daylighting, especially the universal aspect of it,  
21 is that all New Yorkers deserve safer streets. Right  
22 now getting street improvement projects done in the  
23 city is an excruciatingly slow and frustrating  
24 process. We literally have to fight for every single  
25 corner with projects often drawn out for years,

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2 slowed down by endless rounds of input where vocal  
3 ponents get to do real life saving interventions.

4 This when we know that these types of treatments  
5 are incredibly effective and popular. I was involved  
6 with just such a project on Underhill Avenue where I  
7 live. Finally, the most surveyed street improvement  
8 project in the history of this city but every single  
9 time the community was asked, well over 80 percent of  
10 people said they support treatments including curb  
11 extensions and repurposing the space for bike parking  
12 and greenery.

13 It turns out that people actually like safe  
14 streets. So, here is your chance to greatly speed up  
15 street safety projects across the board, to not have  
16 to argue endlessly about every single intersection  
17 and to implement a popular improved method citywide  
18 to make the streets safer for all. Please pass  
19 Intro. 1138. Thank you.

20 CHRISTOPHER LEON JOHNSON: Hello Chair Powers.  
21 My name is Christopher Leon Johnson and I'm speaking  
22 on support for Julie Won's bill Intro. 1138 but to be  
23 on the record, I used to be a member of Brooklyn  
24 Community Board 8, so at the same time, I know my  
25 Community Board approved this motion for your bill

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2 but I can't speak on behalf of them because I'm no  
3 longer a member. I got kicked off the board for a  
4 crazy reason.

5 The reason we need this bill to be passed in the  
6 City Council by you and the Chair Mrs. Brooks-Powers  
7 is because we got to protect the deliveristas. We  
8 need to do this in honor of Kamari Hughes that passed  
9 away in Chystal Hudson's district, [INAUDIBLE  
10 00:25:43] District, [INAUDIBLE 00:25:45] District.  
11 Rest in peace to Kamari Hughes. We need to pass a  
12 bill in honor of that kid. I believe he would have  
13 been alive right now if we had these things in place.  
14 I saw the layout what they did last - in two years  
15 ago in 2023. That was a bad layout.

16 I believe that with daylighting, you need to put  
17 steel bollards instead of plastic bollards instead.  
18 Steel bollards, plastic bollards, I saw a few of the  
19 bricks at the NYPD Statues on Hillside in Williams  
20 District but if you put that in place, maybe this  
21 stuff will stop. We need to put this in place.  
22 Plastic bottles won't do anything. I believe it's a  
23 waste of money. We could easily rip them out and put  
24 your car there if you want to. Those stuff is a  
25 waste of money. You have to put the right

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2 infrastructure into it and about the cars, the car  
3 situation, that type of bill when it comes to 20 feet  
4 from an intersection, I don't think that's reasonable  
5 because the average car length is about six feet,  
6 probably seven. The average car, the length of a car  
7 is six feet so that's not going to really work  
8 because if it's twenty feet and you put a bollard  
9 there like a real steel bollard, anybody could park  
10 their car over there.

11 So, I'm saying this right now. I know I got 15  
12 seconds. We need to pass this bill but they need to  
13 go back to the drawing board with the car length  
14 notion because I believe that this bill might get  
15 beat up by the Mayor because of the car notion.  
16 Other than that, I support daylighting guys but when  
17 it comes to the car thing, I believe that the Mayor  
18 might veto this bill.

19 So, he might because of that part in place, you  
20 might have to - I know I'm sorry. Thank you for  
21 letting me on. You might have to mend that bill just  
22 eliminate that part and say at least 30 feet. I mean  
23 not 30 but at least like 15 feet or 10 feet or 8  
24 feet. Other than that, he might just veto this bill.  
25 I support it but I have a big feeling that he's going

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2 to veto it. Even if you put it to the end of the  
3 year guys, he's going to straight out veto this bill  
4 based on the first aspect of the bill alone. I  
5 support daylighting. I support it 100 percent but I  
6 know I got to go but this Mayor will veto this bill  
7 because of the car.

8 CHAIRPERSON BROOKS-POWERS: Thank you.

9 CHRISTOPHER LEON JOHNSON: So, you guys have to  
10 amend that, please. Thank you. Enjoy your day guys.

11 CHAIRPERSON BROOKS-POWERS: Thank you. Thank you  
12 to this panel. The next panel we'll hear from Jason  
13 Fromowitz, Emily Lackroute, Casey Coons, Paul Benson.

14 You could begin whenever you're ready just come  
15 off of mute and we ask that you adhere to the two  
16 minute rule.

17 EMILY LA CROUT: Good afternoon Council Members.  
18 My name is Emily La Crout(SP?). I am a New York City  
19 resident. I live on the upper east side. I am also  
20 blind. I am here in favor of Intro. 1138. I think  
21 we've heard significant testimony about the benefits  
22 for visibility, especially myself as a blind person.  
23 I listen to traffic and when there are vehicles it  
24 makes it extremely difficult to listen to traffic.  
25 Every time I step into the road, I know that I am



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2 taking my life into my hands and I just hope I make  
3 it to the other side.

4 Barrowing that though, the importance of hardened  
5 daylighting is to prevent vehicles from parking in  
6 the crosswalk. The number of times I have run face  
7 first into a delivery vehicle in the crosswalk,  
8 extremely unpleasant, my cane goes right underneath  
9 cars. And so, it is extremely important that we have  
10 structural limits to prevent vehicles from being in  
11 the crosswalk. It's also important that when  
12 hardened daylighting systems are built that they're  
13 built in a way that they're built in a way that  
14 clears the crosswalk. I've seen some boulders placed  
15 literally inside of them. Again, as a blind person,  
16 my hope is that I have that five to six foot width of  
17 clear space to move forward.

18 So, again I highly encourage passing of 1138 to  
19 support our citizens with visual impairments and the  
20 disabled population at large. Thank you.

21 JASON FROMOWITZ: Hi, my name is Jason Fromowitz.  
22 I am speaking on behalf of Manhattan Community Board  
23 6, which I am also the Chair of its the  
24 Transportation Committee. Manhattan Community Board  
25 6 joins many other Community Boards in supporting

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2 universal daylighting. And this is extremely notable  
3 because Community Boards are not generally known for  
4 advocating to remove parking.

5 CB 6 is deeply concerned with traffic fatalities  
6 within our district and citywide and we hope that New  
7 York City will join the rest of New York State in  
8 prohibiting parking within 20 feet of intersections.  
9 Thank you very much.

10 CASEY COONS: Hi, my name is Casey Coons, I'm a  
11 resident of the upper west side. I'm here to testify  
12 in support of Intro. 1138. I think our streets are  
13 dangerous enough with cars speeding, running through  
14 reds or taking stop signs as more of a suggestion and  
15 it's only made worse when we can't look out into the  
16 street and see what's coming. Every day in my  
17 neighborhood, I see my neighbors with young children  
18 pushing strollers. My other neighbors who use  
19 walkers or wheelchairs having to try to look around  
20 vehicles as best they can to make sure they can cross  
21 safely and I think universal daylighting will make it  
22 much easier for us to move through our communities in  
23 a safer way. Thank you.

24 PAUL BENSON: Hello, my name is Paul Benson. I  
25 live in Brooklyn New York. I'm here to speak in

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2 favor of 1138 on daylighting. I am an Emmy Award  
3 winning designer. I teach at Parson School of Design  
4 this semester on innovation. I'm most proud of my  
5 volunteer work in North Brooklyn helping to make  
6 streets safer for all, especially those most  
7 vulnerable to unsafe streets.

8 When Barry Open Street in Williamsburg was  
9 redesigned, daylighting dramatically reduced injuries  
10 for all, drivers, pedestrians, cyclists alike. I  
11 won't talk about the huge effort required over years  
12 by hundreds of unpaid volunteers to daylight just 20  
13 intersections, and mostly convincing the Department  
14 of Transportation that our community wanted the  
15 redesign. I want to talk about innovation in  
16 general. In innovation at Parsons, we talk about how  
17 the US used to lead the world in our ability to  
18 innovate, quickly for little money. With scrappy  
19 resources we had, we went to the moon, Model T Ford,  
20 I'm talking the lightbulb, all the good things. In  
21 India they called it Jaggard Innovation. My students  
22 told me in Brazil; they have the same thing. My  
23 grandpa calls it tinkering in his garage but now you  
24 can see and hear from the Department of  
25

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2 Transportation earlier, we're bogged down by  
3 processes formalities and institutional stagnation.

4 We have a problem clearly. The leading cause of  
5 death for children in New York City under 14 is being  
6 hit by a vehicle. We have a solution, daylighting.  
7 It works; it saves lives. What's standing in our  
8 way? You can see it.

9 The truth now is that richer neighborhoods have  
10 more of these, poorer neighborhoods have fewer.  
11 Universal daylighting would help us bring more of  
12 these to more neighborhoods easier and not fight  
13 block by block to make it happen. Thank you.

14 CHAIRPERSON BROOKS-POWERS: Thank you. Next  
15 we'll hear from the next panel, Kirby Kersels, Zeke  
16 Dunn, Devin Friedrich, Susan Lunn, Alan Mohammed,  
17 Mokamo(SP?), I'm sorry. You can get started when you  
18 guys are ready, I just ask that you all adhere to the  
19 two minute rule.

20 ALAN MOKAMO: Hi, my name is Alan Mokamo(SP?),  
21 I'm a resident of Red Hook, Brooklyn and thank you to  
22 all of the Council Members who have already supported  
23 1138. I own a car and I live in a so-called transit  
24 desert and I know when the bill passes, there will be  
25 at least two fewer spots on my street to park but

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2 despite that potential inconvenience, I fully support  
3 universal daylighting.

4 I hate to put it so crassly but any member of the  
5 Council that votes against universal daylighting is  
6 putting the convenience of a minority over the safety  
7 of many.

8 The other argument I heard against the bills is  
9 the cost of hardening daylighting, which is critical  
10 to making daylighting effective. I would urge DOT to  
11 look for low cost hardening treatments to be able to  
12 meet or even beat the aggressive target of 1,000 per  
13 year.

14 DOT cited that untreated daylighting can  
15 encourage drivers to cut corners recklessly but DOT  
16 has already been installing inexpensive turn calming  
17 devices. Those black and yellow bumps at many  
18 intersections and these can be used temporarily with  
19 paint and flex posts for intersections that cannot  
20 receive more permanent and expensive treatments in  
21 the short term.

22 Daylighting has an ancillary positive effect. By  
23 reducing the legal number of on street parking spots,  
24 New Yorkers will be encouraged to choose to not own  
25 cars and visitors will be encouraged to take mass

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2 transportation. This is behavioral economics 101.

3 It is time to challenge the assumption that car  
4 owners can park their property for free in one of the  
5 most expensive real estate markets in the world.

6 Without universal daylighting, Vision Zero is a  
7 joke. Let's make New York City the safest, most  
8 pedestrian friendly city in the world.

9 SUSAN LUNN: Good afternoon Council Members. My  
10 name is Susan Lunn and as a resident of Parks Slope,  
11 I would like to thank Council Member Won for bringing  
12 forth Intro. 1138. It shows a clear commitment to  
13 safety and improvement towards pedestrians. The  
14 majority of users of the streets in New York. The  
15 DOT study is fundamentally flawed both in methodology  
16 and conclusion. Using fire hydrants and bus stops is  
17 substitution for universal daylighting is false  
18 equivalence. Cars park in those places biasing the  
19 data. They do so, so often that the head of the New  
20 York Department, Fire Department had to take to  
21 social media to urge people to stop parking in fire  
22 hydrants. A journalist in Bed Stuy conducted a  
23 walking survey and concluded that 70 percent of the  
24 hydrants. A journalist in Bed Stuy conducted a  
25 walking survey and concluded that 70 percent of the

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2 hydrants had cars parked in front of them. 55  
3 percent of pedestrian deaths and 79 percent of  
4 pedestrian traffic injuries happen at intersections  
5 and that's according to DOT itself.

6 As has been brought up repeatedly in this  
7 hearing, our neighbors in Hoboken have not had a  
8 traffic pedestrian death in almost eight years, and  
9 largely credit this to universal daylighting and this  
10 bill is repeating.

11 Across the country, studies have shown that this  
12 is one of the most effective policies in reducing  
13 pedestrian fatalities and injuries. New York should  
14 be a leader of the country and we should lead in  
15 pedestrian and cycling safety. We need universal  
16 daylighting here. Thank you.

17 ZEKE DUNN: Hi, my name is Zeke Dunn. I  
18 volunteer for Kids Over Cars. I am the father of a  
19 four year old living in Sunny Side Queens and you got  
20 to me Emil. He is obsessed with race cars. He's  
21 obsessed with speed. He thirsts for velocity and you  
22 know I can admit that cars can be cool and going fast  
23 is fun. But even Emil knows to stop and look when he  
24 gets to the intersection and unfortunately not all  
25 drivers are as careful as Emil is.

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2 I can't tell you the number of times I've seen  
3 cars and SUV's cruise quickly through stop signs and  
4 red lights in my neighborhood as we walk to the  
5 playground or to school, and because NYC exempts  
6 itself from the state daylighting law my son and I  
7 can't see clearly down the street as we approach the  
8 cross walk. At the same time, even the responsible  
9 drivers can't see us when cars are parked right up  
10 against the crosswalk. Even if me and the driver and  
11 my son are as careful as we can be, we can't see what  
12 we can't see.

13 Daylighting, including hardened daylighting at  
14 more than 1,000 intersections a year, it's nothing  
15 less than our duty to all the future generation of  
16 little New Yorkers who deserve to grow up healthy and  
17 so, so fast. Thank you so much.

18 KIRBY KERSELS: Good afternoon. My name is Kirby  
19 Kersels and I am here today as a member of Families  
20 for Safe Streets to call on the Council to pass  
21 Intro. 1138. Daylighting is incredibly personal to  
22 me. My partner Emily was run over by a semitruck  
23 while riding her bike to work. Her body was crushed  
24 and she was in a coma for six weeks. When she  
25 finally woke up, she was completely blind. It should



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2 go without saying that this changed her life forever.

3 The truck that ran her over was turning and the

4 driver couldn't see her. If universal daylighting

5 had been implemented in 2010, Emily's crash would not

6 have happened. She would still have her sight but we

7 don't live in a world of what ifs.

8 We know that physically daylighting intersections

9 dramatically cuts down on crashes. Crashes that cut

10 lives short and leave survivors with life altering

11 injuries. Crashes that we should absolutely not be

12 tolerating.

13 Today, when Emily leaves our apartment and

14 navigates the city independently, I'm filled with

15 dread that the next time a driver doesn't see her in

16 time, she won't be coming home.

17 It is an egregious failure that in the 15 years

18 since Emily was run over, almost nothing has been

19 done to make intersections in this city safer.

20 Today, the Council has the chance to make up for all

21 those years of inaction. Please pass Intro. 1138 and

22 bring daylighting to every intersection in New York

23 City, our lives depend on it.

24 CHAIRPERSON BROOKS-POWERS: Thank you. The next

25 panel we'll hear from will be Dalia Goldenberg,

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2 Andrew Rosenthal, Shane O'Neal, Abu Niem(SP?), Jewels  
3 Vasquez. Okay, you can begin when you're ready, just  
4 take yourself off mute and I just ask everyone to  
5 adhere to the two minute rule.

6 JEWELS VASQUEZ: Hi, I'm Jewels. I'm a traveler.  
7 I've walked and biked in so many cities and here I am  
8 in New York and I'm loving it. It's honestly so - uh  
9 there's so much walking infrastructure. It's pretty  
10 great but it's also randomly life threatening to get  
11 the park, which doesn't really make sense. Walking  
12 shouldn't be something that could potentially end my  
13 life or injure me.

14 People have been saying that the streets are not  
15 one size fits all, which is why we need something  
16 that would allow us, make it easier to create dynamic  
17 solutions for these streets. Make it easier to get  
18 different types of daylighting. Planters and seats  
19 to sit in and work with the local organizations that  
20 could teach us about what those community needs such  
21 as community boards and BIDs know a lot about those  
22 intersections and what would benefit them and dynamic  
23 solutions. I'm sure some BIDs could work with their  
24 businesses to get planters out there and that's you  
25 know one less thing that the DOT has to figure out

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2 alone. There are simpler ways to do it. You know,  
3 put a sign post up that seems like uh, like  
4 physically in the way, rather than a boulder and also  
5 looking to Hoboken not only as a legal precedent but  
6 how did they get it out. Where did they start? They  
7 didn't get hardened daylighting in every intersection  
8 on the first day. Did they start by painting?  
9 Whatever they - thank you.

10 ANDREW ROSENTHAL: Hi, my name is Andrew  
11 Rosenthal. I live on the upper west side. I walk, I  
12 bike, and I park a car on the street. Thank you for  
13 providing me the opportunity to testify here today.  
14 I fully support Intro. 1138. This bill is a matter  
15 of life and death. I believe that the number one  
16 responsibility of the New York City Council is to  
17 keep its citizens alive.

18 This bill only asks that New York City follow  
19 state law. As DOT testified today, hardened  
20 daylighting does reduce crashes and does save lives.  
21 An added benefit will be a reduction in auto  
22 insurance rates through the reduced crashes and as  
23 claims decline. We had 121 pedestrians killed in  
24 2024 and thousands more seriously injured. It could  
25 be your child in 2025.

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2 The difference between New York City and Hoboken  
3 where daylighting has been and there have been zero  
4 traffic fatalities that you've heard many times  
5 today; the difference is their City Council acted.  
6 Please take action and pass 1138.

7 ABU NIEM: Hi, my name is Abu Niem(SP?). I was  
8 raised in Harlem and Jamaica Queens and currently  
9 live in Jamaica. I'm here to strongly support Intro.  
10 1138 because it improves street safety and directly  
11 addresses neighborhood inequities. Jamaica, the car  
12 centered community, plagued by speeding and reckless  
13 drivers.

14 At many intersections, cars are legally parked  
15 pass the crosswalk, sometimes doubled parked and  
16 larger vehicles can block visibility of stop signs  
17 for incoming drivers. These are dangerous conditions  
18 especially for pedestrians rushing to catch the bus.  
19 Universal daylighting will create safer intersections  
20 by giving drivers and pedestrians greater visibility.  
21 This bill also provides an opportunity to address  
22 inequities. Jamaica in District 27 is ranked number  
23 one in the city for excessive heat. With daylighted  
24 zones, we can install trees, shade structures and

25

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2 greenery to cool our streets and protect public  
3 health.

4 Jamaica also faces serious flood risk and we can  
5 use these spaces for rain gardens to reduce flooding  
6 and stormwater damage. I urge every Council Member  
7 to visit [spatialequity.nyc](http://spatialequity.nyc) the senior district needs.  
8 Let's pass universal daylighting and make New York  
9 City the safest and most equitable city in the world.  
10 And I'm going to a little bit off script and say, I  
11 looked at the study from DOT and I find it kind of  
12 amusing they used the hydra zone analysis and based  
13 it on their own inadequacy of enforcement. So, they  
14 should be looking for other cities and not using our  
15 own inadequacy to justify not passing this law.  
16 Thank you.

17 SHANE O'NEIL: Good afternoon and thank you for  
18 this opportunity to speak to you about Intro. 1138  
19 and share a little bit about the human cost of a lack  
20 of daylighting. My name is Shane O'Neil and my  
21 mother and wife and I are all traveled from out of  
22 state to be here today. We're here to honor the  
23 memory of my youngest brother Will O'Neil, who was  
24 killed on the streets of Brooklyn last year. Seven  
25 months ago in the early morning hours of September

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2 21<sup>st</sup>, Will was returning home on a city bike when he  
3 was struck by a car and flung from the bike. I'll  
4 never forget the life altering 5 a.m. phone call from  
5 a responding NYPD officer after Will had already been  
6 transported to Kings County Hospital in Brooklyn. He  
7 would never wake up and was declared dead on  
8 September 23<sup>rd</sup> at 26 years old.

9 Will was an Eagle Scout, a gardener, a writer and  
10 an adventurer who loved connecting with people. He  
11 moved to New York for the same reason as so many  
12 others over the years. He was hoping to find himself  
13 and chasing a dream in the biggest most vibrant city  
14 in the US.

15 Intro. 1138 deals with roads and infrastructure  
16 which are a series of choices about how we allocate  
17 space in our cities. Ultimately, decisions like this  
18 are about the lives and safety of the residents of  
19 New York and visitors. My brother Will was a  
20 resident here for far too short a time. The crash  
21 that claimed Will's life took place at the  
22 intersection of Evergreen Ave and Heart Street in  
23 Bushwick, where another cyclist was also killed in  
24 2016.

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2 In the case of my brother, reduced visibility due  
3 to a lack of daylighting likely prevented the two  
4 parties from seeing each other until it was too late.  
5 Fractions of seconds matters in these life or death  
6 scenarios. In a parked car, blocking the line of  
7 sight, can be all that it takes to turn an  
8 unfortunate injury into a life ending tragedy.

9 On behalf of my family, all those who love well  
10 and others who have lost their loved ones due to  
11 preventable crashes and intersections with poor  
12 visibility, I call on the Council to pass this bill.  
13 Thank you.

14 CHAIRPERSON BROOKS-POWERS: Thank you. We'll  
15 listen to the panel Corey Hannigan, Alex Dunca, Lynn  
16 Nevens, Juan Sera (SP?).

17 You could begin when ready, just take yourself  
18 off mute and we ask that you adhere to the two minute  
19 rule.

20 COREY HANNIGAN: Good afternoon. My name is  
21 Corey Hannigan with Tri State Transportation  
22 Campaign. We're the supporting organization for  
23 Families for Safe Streets in New Jersey and have seen  
24 first hand the positive impact universal daylighting  
25

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2 has had on Hoboken, which saw a 35 percent drop in  
3 pedestrian fatalities the year after implementation.

4 Needless to say, we strongly support Intro. 1138.

5 I'm also on Queens CB2, one of 22 boards in the city  
6 demanding universal daylighting. We are so grateful  
7 to our Council woman Julie Won for introducing this  
8 bill, which our Transportation Committee also  
9 officially supports. Thank you also to Chair Brooks-  
10 Powers, a fellow Queens-ite for Co-sponsoring and  
11 putting on the agenda today.

12 This policy really should be common sense. It's  
13 already state law. But New York City's bizarre  
14 exemption means parking is more important than  
15 pedestrian safety, specifically in the place where  
16 the fewest people drive. DOT claims that just  
17 painting the corner won't make a difference, which  
18 honestly reflects more poorly on New York City Police  
19 Department than anything else.

20 They also conflate bus stops and fire hydrants  
21 with soft daylighting, a debatable leap in logic to  
22 base their entire judgement on. Certainly, hardening  
23 is better than paint alone but why oppose a policy  
24 which would support that effort?



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2 Instead, DOT should support this law while  
3 emphasizing the need for more funding and staff to  
4 accelerate their intersection hardening measures. We  
5 are tired of peaking around parked cars. We're tired  
6 of cars creeping to the crosswalk because they can't  
7 see either. We just want what other dense cities  
8 like Hoboken and San Francisco have.

9 We want what other towns in our own state have.  
10 We want the city to stop being reactive and waiting  
11 for people to die. We need it to be universal so  
12 that everyone is safe. San Francisco has recently  
13 done what New York City apparently cannot and  
14 daylighted all intersections citywide starting with  
15 simple red painted curbs because they understand the  
16 urgency and acting fast to prevent fatal crashes. I  
17 ask our Council Members to pass this bill with that  
18 same urgency and bring us back into alignment with  
19 state law. How many more children and seniors need  
20 to die? How many families have to live in fear that  
21 they'll be next? What are we waiting for? Thank  
22 you.

23 ALEX DUNCAN: Hi, I am Alex Duncan, also  
24 sometimes known as Mizer and I know we talked about  
25 this a lot today but this bill is ultimately of

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2 course about safety, but this can feel a bit like an  
3 abstraction, even to those of us that are closest to  
4 this work. So, I just want to remind everyone that  
5 the movement that led to this, as we've heard I think  
6 a few times today was a seven year old girl that was  
7 killed in Astoria. She was crushed to death by a car  
8 and since then, hundreds more people including a lot  
9 of kids have been killed by cars and if we wait even  
10 longer, thousands will die.

11 This was a preventable tragedy and there are  
12 people right now in this city that are walking around  
13 that are alive because of the daylighting that's  
14 already been done. So, this spell of course as we  
15 all know will save lives but more importantly, the  
16 inverse of this is also true that the Council Members  
17 that are not here, that are not yet supporting the  
18 bill, are costing lives, right? They are choosing to  
19 not support something that will save lives.

20 Unfortunately they're not here in this room to  
21 hear all this and to see all the support and the  
22 hundreds and maybe thousands of people in this city  
23 that are calling for them to actually act. And I  
24 specifically want to call out Council Member Banks,  
25 who earlier talked about how he prioritizes car

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2 parking over kids lives. I think that's  
3 reprehensible and I think that all the Council  
4 Members that are not on the bill, I hope they  
5 actually hear from their staff that we are watching.  
6 We know who you are. We are going to vote against  
7 you and fund raise against you and run candidates  
8 against you because if you can't say that you support  
9 keeping your constituents and their kids alive, over  
10 the storage of private cars you should not be an  
11 elective representative in this city.

12 CHAIRPERSON BROOKS-POWERS: Thank you and just  
13 point of clarification, while I don't want to speak  
14 on behalf of Council Member Banks, I think it's  
15 important and as we've heard from some of the Council  
16 Members, understand that certain corridors are a bit  
17 nuance because of the lack of parking but not saying  
18 that they don't want safety there either but looking  
19 at other safety mechanisms. So, I just don't want to  
20 conflate you know that statement.

21 ALEX DUNCAN: I know but to be fair, he did say  
22 that he wanted to prioritize car parking, which is a  
23 sentiment we heard from a lot of the Council Members  
24 and the you know out of reach in the city that aren't  
25 supporting it.

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2 CHAIRPERSON BROOKS-POWERS: Yeah, because we live  
3 in car heavy district and at the end of the day,  
4 there have been a number of reasons why parking has  
5 been removed from one program to the next, but again,  
6 I live in a car heavy district. I support  
7 daylighting but there are certain corridors that it  
8 may not necessarily make sense.

9 ALEX DUNCAN: I thank you for that and I thank  
10 for your support but with all due respect, they may  
11 be car heavy but they're also kid heavy, right? Kids  
12 live in all these districts. People live in all  
13 these districts.

14 CHAIRPERSON BROOKS-POWERS: Absolutely and one  
15 can argue that DOT should prioritize the hard  
16 infrastructure that we've been calling for a number  
17 of years now. So, there are a number of tools in the  
18 tool box but I just don't want to misrepresent  
19 something when Council Member Banks is not here. And  
20 again, I'm not trying to speak for him, but just want  
21 to clarify because I have a very similar district.

22 ALEX DUNCAN: That's fair. I hope we hear  
23 statements from all of them about where their  
24 priorities lay because that's what we're actually  
25 debating here today.

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2 CHAIRPERSON BROOKS-POWERS: Thank you.

3 ALEX DUNCAN: Thank you.

4 JUAN SERA: My name is Juan Sera; I'm a resident  
5 of Brooklyn. I'm here to speak in support of  
6 daylighting and to implement it universally. This is  
7 a measure that will save so many lives and it's a  
8 measure also about equity. I don't understand why we  
9 have to delegate public space for the storage of  
10 private cars. That in turn makes everything more  
11 dangerous for everyone.

12 I don't understand why people need to suffer life  
13 changing crashes and also lose their lives for the  
14 convenience of storing private vehicles. I urge the  
15 Council to pass Intro. 1138. Legislation that will  
16 benefit everyone and make the city more livable for  
17 everyone. Thank you.

18 LYNN NEVINS: Thank you. My name is Lynn Nevins.  
19 I live in Queens. I consider myself a full time  
20 pedestrian and I've become a street safety advocate  
21 gradually over time, particularly over the past few  
22 years due to what I've witnessed on the streets, what  
23 I felt on the streets. Drivers as a whole have  
24 become far more emboldened, entitled, scofflaw and  
25 that includes the blocking of crosswalks. I think a

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2 lot of drivers think what's the big deal? People can  
3 just go around me but it actually is a big deal. It  
4 creates deadly domino effects. We've already talked  
5 about the lack of visibility but when a crosswalk is  
6 blocked, it also forces pedestrians to walk behind or  
7 in front of a vehicle further into traffic and the  
8 intersection, creating more dangers for the  
9 pedestrian.

10 My observation is that the only way to get  
11 certain scofflaw drivers to not block crosswalks is  
12 to physically prevent them from blocking the  
13 crosswalk in the first place. Hardened daylighting,  
14 any other soft form from what I've seen in my  
15 neighborhood in Queens, it's not going to stop these  
16 drivers. And I just want to mention something I've  
17 seen on multiple occasions in my neighborhood. If  
18 you can imagine a street and an avenue where they  
19 meet and the two adjacent crosswalks. I've seen one  
20 driver block one crosswalk; the other block the  
21 adjacent crosswalk and a third driver have the  
22 audacity to come in at an angle and park at the apex  
23 of that corner.

24 There are now three vehicles blocking the entire  
25 corner. It's time that New York City start to

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2 protect its most vulnerable citizens, which are  
3 pedestrians and cyclists against certain scofflaw  
4 drivers in their two ton machines on wheels. Thank  
5 you very much.

6 CHAIRPERSON BROOKS-POWERS: Thank you. The next  
7 panel we'll hear from would be Brent Pevensey(SP?),  
8 Dorothee Picrrard, Michael Pue(S?), Ben Tweety(SP?),  
9 Robert Feltolt(SP?).

10 Okay, you can begin just come off of mute and I  
11 just ask that everybody adheres to the two minute  
12 limit. Thank you.

13 BEN TWEETY: My name is Ben Tweety and I'm a  
14 resident of Brooklyn. I want to thank the Council  
15 for doing something that feels rare in street safety  
16 being proactive in reducing risk for pedestrian and  
17 drivers alike with Intro. 1138.

18 I'm appalled by the DOT's interest in focusing on  
19 historically dangerous locations because that is  
20 retroactive and the data that they are looking for is  
21 human life and injury. I've noticed that three wheel  
22 scooters seem to be a right of passage for toddlers  
23 in my neighborhood. It's giving them unprecedented  
24 speed and mobility and although this demographic also  
25 excels at peek a boo, the game needs to stop. This

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2 is a world where stop signs feel that they are  
3 optional and unenforced. Crosswalks have been  
4 converted into loading zones for Amazon, UPS, and Fed  
5 Ex. Uber drivers are constantly checking their maps.  
6 Pedestrians can't see around souped up Toyota  
7 Tundra's that are overlapping with the crosswalk.

8 I think that a lot of us are here because we just  
9 want to die of natural causes and we thank you for  
10 passing 1138 and keeping that dream alive.

11 DOROTHEE PICRRARD: My name is Dorothee Picrrard.  
12 I am an orientation and mobility specialist working  
13 with blind and visually impaired individuals across  
14 the five boroughs. I've been teaching street  
15 crossing for over 15 years in New York City. And I'm  
16 here to strongly support Bill 1138. Cars parked too  
17 close to crosswalk pose a real danger to people with  
18 vision loss. The blocks of youth of those with  
19 limited sight and critical sounds needed to detect  
20 oncoming traffic.

21 This process, some pedestrians to step into the  
22 streets just to hear if it's safe to cross, which is  
23 both dangerous and terrifying. Bill 1138 would not  
24 only help blind pedestrians by clearing the space  
25 near corners, it will also help drivers by making it



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2 easier to spot someone using a white cane. For the  
3 safety and independence of the people I serve every  
4 day, I respectfully use the City Council to pass this  
5 important bill. Thank you for your time and  
6 consideration.

7 BRENT PEVENSEY: Hi, my name is Brent  
8 Pevensey(SP?). I'm a resident of Williamsburg and  
9 I'm speaking in support of Intro. 1138. Thank you  
10 for having this hearing and yeah, I think universal  
11 daylighting is a statement of our values of making  
12 streets safe not just for some but for all. All  
13 streets should be safe. You know all of them have  
14 this you know, all of them can be dangerous and we  
15 can make them safer. I find that DOT seems to be  
16 just sand bagging their study. That they seem to not  
17 want to do more work because that is more work for  
18 them to do.

19 And I think we can see this any time anybody has  
20 requested, if you have requested a stop sign or stop  
21 light. You see it takes forever to get a supply and  
22 then at the end of it, there is some sort of criteria  
23 that that intersection doesn't meet. That's why we  
24 need this universal approach to making all of our  
25 intersections safer in one go. And I think there's

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2 ways that that can be cheaper than what DOT says. We  
3 repave streets. We rebuild pedestrian ramps and  
4 where there's new construction, redoing sidewalks  
5 every single year. If we actually coordinate within  
6 an agency to do - to add intersection, add universal  
7 daylighting at the same time, we can scale up well  
8 beyond 1,000 hardened intersections every year and  
9 it's not going to have to cost us millions and  
10 millions to do even though that millions and millions  
11 is totally worth it to save lives of New Yorkers.

12 I think that this is only getting more important  
13 today. Cars and trucks are only getting larger,  
14 making it hard to see them. Once and a while I walk  
15 around and I can't even see over a trucks hood and  
16 I'm 5'11". There are so many ways to do daylighting.  
17 From planters to boulders, to rain gardens, to trees  
18 to café seating that I do think we can right fit  
19 daylighting to match the neighborhood it's in.

20 It isn't a one size fit all but we have a lot of  
21 sizes to fit in there and that's why I do think it  
22 can be universal across the whole city. So, I urge  
23 you to pass this. Thank you.

24 BOBBY FELTO: Thank you Chair Brooks-Powers and  
25 thank you Council Member Won for introducing this

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2 bill. My name is Bobby Felto and I'm in support of  
3 Intro. 1138. I'm a resident of Astoria and also the  
4 Vice Chair of the 31<sup>st</sup> Ave Open Street Collective and  
5 all volunteer organization that facilitates the DOT's  
6 Open Streets Program.

7 Each weekend from April to December, our first  
8 weekend is this weekend by the way for anyone who  
9 wants to come enjoy the street. We see firsthand  
10 what safer streets can do for the community. When  
11 the roadway closes to traffic and opens to people  
12 with free programming and seating for all. The most  
13 rewarding thing I get to experience as an Open Street  
14 volunteer is when parents bring their children to the  
15 space or when parents bring their children to the  
16 space so they can learn to ride a bike, run around,  
17 or just draw with chalk.

18 During the brief amount of time when the street  
19 is not a dangerous place and something to be feared.  
20 Too many people have been hurt or killed on our  
21 streets and especially at our intersections. Where  
22 vehicles parked right up against the crosswalks block  
23 visibility for drivers and pedestrians alike. Every  
24 day I see drivers speeding up at yellow lights to try  
25 and beat the red, which is exactly when people

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2 waiting at crosswalks are about to step into the  
3 roadway.

4 Without hardened daylighting treatments at  
5 intersections, this scenario quickly becomes life  
6 threatening but it doesn't need to be. Our neighbors  
7 in Hoboken and Jersey City show that daylighting can  
8 be implemented on a large scale and with great  
9 benefits to the public. As shown by their excellent  
10 pedestrian safety record. Something that people on  
11 this side of the Hudson deserve as well. As vehicles  
12 continue to get larger and heavier, it is more  
13 important than ever to repurpose our public curb  
14 space for the benefit and safety of everyone. This  
15 problem already has prudent solutions so now is the  
16 time we ask ourselves what we value as a society. A  
17 few more spaces to store vehicles or human lives.

18 Thank you.

19 CHAIRPERSON BROOKS-POWERS: Thank you. Thank you  
20 to the panel. Next panel, Merrel Labord(SP?),  
21 Michael Magazine, James Hassett(SP?), Michelle  
22 Demit(SP?). You can start when you're ready by  
23 taking yourself off of - uhm by turning your mic on  
24 and we just ask that you adhere to the two minute  
25 rule. Thank you.

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2 MERREL LABORD: Hi, my name is Merrel Labord, I  
3 live in Greenpoint Brooklyn and I'm here to speak in  
4 support of Intro. 1138 requiring the Department of  
5 Transportation to implement universal daylighting and  
6 hardened at minimum 1,000 daylighted intersections a  
7 year. Removal of parking within 20 feet of an  
8 intersection is common sense. Better visibility at  
9 intersections reduces the risk of collision and can  
10 prevent deaths and injuries.

11 This is especially important for the most  
12 vulnerable New Yorkers, children, the elderly and  
13 disabled people. Daylighting is the law in the rest  
14 of New York State and there is no reason that New  
15 York City should be exempt from state law 1202. All  
16 eight million residents and the millions of tourists  
17 who visit each year are pedestrians.

18 Car drivers are a minority of road users and we  
19 cannot continue to put their convenience over the  
20 safety of everyone. The Department of  
21 Transportation's current slow pace will approach to  
22 daylighting means more New Yorkers will die and be  
23 seriously injured waiting for DOT to take action.  
24 This is unacceptable and the Council has an  
25 opportunity to take action immediately to prevent

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2 more deaths and injuries. I thank Council Member Won  
3 for her leadership on Intro. 1138 as well as to the  
4 23 Council Members who have Co-sponsored this bill  
5 and I urge the Council to pass this common sense  
6 legislation.

7 MICHAEL MAGAZINE: Good afternoon, I'm Michael  
8 Magazine. I am the lead of elected partnerships with  
9 Sunrise Movement New York City and a youth climate  
10 organizer with Friday's for Future. I'm here in  
11 support of Council Member Won's Intro. 1138. I want  
12 to remind us all that around this time last year was  
13 one of the deadliest since Vision Zero. Contrary to  
14 perception, it's not our subways but our  
15 intersections that are among the deadliest places to  
16 be in this city. With over half of every traffic  
17 fatality and about seven in ten traffic injuries  
18 happening at intersections.

19 In a city as densely populated as ours, it's one  
20 cars worth of visibility that spells the difference  
21 between a safe turn or the tragic death of 253  
22 people. This traffic violence mind you is  
23 disproportionately a youth issue. Children who are  
24 in strollers or crossing the street from school rely  
25 upon drivers visibility to stay safe. When that's

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2 absent, we see tragedy. We see youth like Kamari  
3 Hughes, the seven year old struck down by an NYPD tow  
4 truck back in October of 2023. Is it suddenly vision  
5 good enough? Vision some kids can die?

6 From DOT's earlier testimony, it seems like we  
7 are centuries away from Vision Zero. New York City  
8 needs to be exceptional, not exempt. With universal  
9 daylighting, our streets set drivers, cyclists, and  
10 pedestrians up for safety. Safety, as increasing  
11 visibility, calming traffic, shortening the crossing  
12 distance and slowing, turning vehicles to name a few  
13 and success as in improving air quality and public  
14 space where we pair daylighting with rain gardens and  
15 other green infrastructure, which is an important  
16 benefit as this city rapidly seeks ways to combat  
17 impacts of climate change.

18 As a proven policy measure that is efficient,  
19 effective and endorsed by Council Members, community  
20 orgs, agencies, state representatives, cities,  
21 counties and 40 states, this is a no brainer. I  
22 along side the Sunrise Movement of New York City and  
23 Friday's for Future say yes to Intro. 1138. Thank  
24 you.

25

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2 JAMES HASSETT: Hello, my name is James Hassett.  
3 I am also a member of the Sunrise Movement New York  
4 City and I am here to - I'm here in favor of Intro.  
5 1138 because this is simply a common sense solution  
6 to make the most populous city in the country safer  
7 for the people who walk it every single day. I think  
8 that when it comes down to the bill, it's obvious  
9 that improving visibility and putting up safeguards  
10 around crosswalks will help lives. Even drivers who  
11 haven't had the experience of a stop sign  
12 intersection where you can't see the opposing traffic  
13 and drivers are forced to pull into the crosswalk. I  
14 mean, this is just about bad street design. You  
15 might lose some parking spaces but here's the thing.  
16 You're never going to have enough parking spaces for  
17 drivers in this city. If you make more parking  
18 spaces, you'll have more drivers who fill those  
19 parking spaces. So, why don't we prioritize the  
20 people who are actually using streets the most.  
21 People who are walking, people using the subway,  
22 people using the buses, people with kids, people with  
23 dogs. They are putting their lives at risk every  
24 time walking into a crosswalk. And so, I absolutely



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2 support this bill and urge you to pass it. Thank  
3 you.

4 MICHELLE DEMIT: Hi, my name is Michelle Demit.  
5 I am also a member of Transportation Alternatives,  
6 not Sunrise but we're here. So, yes in support of  
7 Intro. 1138 that would bring universal daylighting to  
8 New York City and require DOT to install physical  
9 infrastructure that hardens daylight spots at 1,000  
10 intersections a year, and as I said, I work at TA but  
11 this issue is not part of - just part of my job, it's  
12 a deeply personal one.

13 Over a year ago, I lost my aunt to traffic  
14 violence. She was vibrant, full of life and  
15 endlessly generous. She helped raise me. She taught  
16 me how to cook, how to stand up for myself, how to  
17 laugh loudly and love fiercely. She was turning at  
18 an intersection in Budapest when another driver sped  
19 through and crashed into her vehicle. The crash  
20 totaled her car. She survived the initial impact but  
21 the initial trauma led to an acute respiratory  
22 syndrome and eventually sepsis. She died in a  
23 hospital bed days later. Her death was not just  
24 tragic, it was violent.

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2 Violent to experience and violent to watch unfold  
3 from afar. I remember the phone call. I remember  
4 the helplessness of being thousands of miles away. I  
5 remember my mom crying on the kitchen floor and I  
6 remember feeling like the world had gone silent.  
7 That crash didn't happen in New York but the  
8 conditions that led to it limited visibility, high  
9 speeds, preventable design, failure exists  
10 everywhere. Traffic violence is a global epidemic  
11 and New York has the opportunity to lead in  
12 preventing it. Daylighting doesn't just protect  
13 pedestrians or cyclists; it protects drivers too. My  
14 aunt might still be here today if her view in that  
15 intersection hadn't been blocked. We cannot wait for  
16 more families to go through it minded.

17 As a daughter of immigrants who deeply believe in  
18 the power of close knit communities, I know how  
19 important it is for people to feel safe walking to  
20 school, biking to work or simply crossing the street.  
21 We all deserves streets that care for us that are  
22 designed for life, not just for cars. My family came  
23 to the US here believing in the promise of community  
24 care that the people around you would keep you safe.  
25 Our streets should reflect that promise. We have the

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2 power to prevent these kinds of deaths. To make sure  
3 that the next aunt, the next son, the next neighbor  
4 makes it home. Thank you.

5 CHAIRPERSON BROOKS-POWERS: Thank you. Thank you  
6 to the panel. Next we'll hear from May Frank, Kevin  
7 Lakhera(SP?), Jackson Chabot, David Vasser(SP?),  
8 Cynthia McKnight, Chris Roberti, Cari Hill. You  
9 could start when you guys are ready just come off of  
10 mute and please adhere to the two minute rule.

11 CYNTHIA MCKNIGHT: Good afternoon. Thank you  
12 Chair Brooks-Powers and the members of the  
13 Transportation and Infrastructure Committee for  
14 holding today's hearing. My name is Cynthia McKnight  
15 and I'm the President and Brooklyn Borough President  
16 appointee of the Community Education Council for  
17 District 13 in Brooklyn. I am here representing  
18 members of my community who are part of Families for  
19 Safe Streets. An organization made up of individuals  
20 who have either lost a loved one or been injured in a  
21 traffic crash. I support Intro. 1138 and universal  
22 daylighting in New York City and I urge you to  
23 support this life saving legislation.

24 As the President of CEC 13, it is my  
25 responsibility to ensure the safety, health and

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2 success of the children in District 13. I have  
3 dedicated my life and career to caring for children  
4 but too often I find myself assisting children and  
5 families after horrific tragedies. I am painfully  
6 aware of the impact of traffic violence. Last school  
7 year, Kamari, a seven year old student from Witman  
8 Houses in Fort Green, was killed while crossing the  
9 street with his mother. It was heartbreaking to hug  
10 his mother at the funeral and to realize that  
11 daylighting could have saved his young life. I also  
12 live near the intersection in Clinton Hill where baby  
13 Apolline lost her life and I still hear the scream of  
14 the mother when she was killed. Daylighting could  
15 have also saved baby Apolline.

16 When our streets and interactions aren't safe, it  
17 is New Yorkers who pay the price. The lack of  
18 visibility can quickly become deadly, especially for  
19 children as the smallest pedestrians are often  
20 difficult to see behind parked cars.

21 Additionally, many seniors including grandparents  
22 and great aunts and uncles raising children have  
23 expressed their concerns about street safety.

24 Seniors are disproportionately effected by pedestrian  
25

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2 fatalities, despite being a smaller percentage of the  
3 city's population.

4 Finally, I want to honor my childhood friend  
5 Edith who lost her life while we were walking home  
6 from PS 306 in East New York. Daylighting could have  
7 saved Edith and many other New Yorkers. Universal  
8 daylighting can make our city better, safer, more  
9 accessible and greener. It is a common sense  
10 solution to numerous problems supported by both  
11 pedestrians and drivers alike and it is already  
12 working across the nation.

13 I urge you to support 1113. Thank you for the  
14 opportunity to share my testimony. Sorry I went  
15 over.

16 CHAIRPERSON BROOKS-POWERS: Thank you.

17 CARY HILL: Hi, I'm Cari Hill and I live in Green  
18 Point Brooklyn and I'm also here in support of 1138  
19 Daylighting. I'm a mother of an eight year old son  
20 and when I think about it, every time I cross the  
21 street, I make him stand behind me so I can look and  
22 then he's allowed to cross and in a year or two,  
23 he'll be navigating the streets by himself going to  
24 middle school and I just think how is he going to  
25 cross the street safely? It just seems impossible.

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2 I wanted to make two points about the budget  
3 concerns and parking concerns. It seems like the  
4 DOT's process is to take everything so peace mill and  
5 to study everything and I would argue that it would  
6 be cost saving to just have a law that says we're  
7 going to do daylighting. You don't have to  
8 independently study every single corner. We like it  
9 and if it takes you ten years, you know whatever it  
10 takes as long as you're not wasting time deciding  
11 whether or not to do it. I would say it's cost  
12 saving and time saving.

13 Also with the parking concerns, I do feel like a  
14 lot more people got cars after COVID and maybe we'll  
15 start to go the other direction but I also agree, the  
16 more parking you have, the more it gets filled up and  
17 we also have a lot more cars on the road with Uber  
18 and Lyft. They are idling in parking spots waiting  
19 for their next you know customer and perhaps the city  
20 should look into regulating those apps a bit. That  
21 might help with the parking as well but mainly I'm  
22 just really in support of passing this law. So,  
23 thank you so much Julie Won for bringing this bill.

24 KEVIN LAKHERA: Hi, my name is Kevin Lakhera. I  
25 am a four generation Green Pointer and I've been

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2 involved in the advocacy campaign for universal  
3 daylighting for the last year and a half. I want to  
4 thank Council Member Brooks-Powers and Council Member  
5 Won for their support on this bill and for staying  
6 with us to hear our testimony today. We know how  
7 difficult these conversations can be district by  
8 district and I just want to really say how  
9 appreciated your leadership is.

10 I want to talk about why daylighting matters and  
11 why it has strong support across our city. 22  
12 community boards have passed resolutions in clear  
13 support. 131 neighborhood groups have signed on. A  
14 whopping 85 elected officials, that's half of all  
15 elected officials that represent the City of New York  
16 at every level of government have stated their  
17 support for this policy and it's because they can see  
18 this crisis up close. They can see it on the street  
19 that they live in their own neighborhoods.

20 As we talk about how we mark dangerous  
21 intersections and we hear excuses and evasion from  
22 the Adams Administration over hardened daylighting or  
23 signage or neckdowns, I can tell you how a lot of  
24 dangerous intersections in Green Point are marked and  
25 that's with the ghost bike or a photo or flowers. A

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2 memorial to a neighbor that we've lost. We're here  
3 today because we know their names. Jimmy Battaglia,  
4 Matthew Jensen, Nicole Detweiler, Lucy Mcelhern(SP?).  
5 In the late 1970's Lucy Mcelhern was killed at the  
6 corner of Meserole Avenue and McGuinness Boulevard  
7 when she was hit in the crosswalk by a speeding  
8 driver. She died within site of her home. I know  
9 her name because she was my fathers next door  
10 neighbor. She was the first person he ever knew who  
11 died and when I was growing up, crossing that street,  
12 I heard her story over and over again.

13 That intersection is daylight today, as a part of  
14 the make and get a safe road diet. A redesign in  
15 which our community was told over and over and over  
16 again over the course of three very difficult years  
17 by DOT how hard a redesign would be to implement on  
18 McGuinness Boulevard but we kept at it. We knew the  
19 stakes were nothing less than our own lives and we  
20 got it done but it shouldn't have taken a massive  
21 three year campaign to have made that intersection  
22 safe. It should have been safe as a matter of policy  
23 and law. It should have been safe for Lucy and with  
24 Intro. 1138, we can make intersections safe for all  
25 of us. Please pass this bill, we can do it.



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2 JACKSON CHABOT: Good afternoon. My name is  
3 Jackson Chabot; I'm the director of Advocacy and  
4 Organizing at Open Plans. We'll submit longer  
5 remarks for the Committee's review and I want to  
6 highlight a few top line points that elevate what  
7 other folks have said here today, other folks will  
8 say here online later on.

9 It's not about us; it's not about me. It's about  
10 we. We are all here today because we believe in  
11 street safety. We are all here today virtually in  
12 community boards, in community organizations that  
13 Kevin has mentioned because everyone resonates with  
14 this. Daylighting works for all road users. It  
15 works for drivers, pedestrians, people biking,  
16 children scooting. It just works.

17 I'm especially proud of the community board  
18 conversations that we've had. Team members of mine  
19 have gone to Rosedale Civics Association in person to  
20 speak with folks. I virtually shared information on  
21 daylighting with Queens Community Board 13. I went  
22 up to Bronx Community Board 5. Our team has worked  
23 with so many of these community boards across the  
24 city because we know that community conversations are  
25 tough and we want to have them with folks. This

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2 resonates with folks because we've been empathetic.  
3 We've listened to their concerns and time and again,  
4 folks who identify as driver's say, I would rather  
5 save the life of my neighbor, of a child crossing the  
6 street, in service and in sacrifice of a parking  
7 spot. It just works.

8 The DOT's concerns are all about scale and money.  
9 Those are not insurmountable and we've heard that  
10 from folks today. We must implement this. We must  
11 implement this across the city because as someone  
12 said earlier, we have a universal problem and this is  
13 a universal solution. With the remaining time, I'd  
14 like to share gratitude and appreciation to Chair  
15 Brooks-Powers for having this hearing today. We've  
16 been in discussion for many months and I really  
17 appreciate you listening, not only to that but also  
18 to the folks here today as well as for Council Member  
19 Won for pushing to have this heard as well.

20 This is of the moment and we are of the moment  
21 and this is what we need. Thank you.

22 CHAIRPERSON BROOKS-POWERS: Thank you. Thank you  
23 to the panel. Next panel we'll hear from Natasha  
24 Demuth(S?), Justin Realmuto, Christopher Rosario,  
25 Lauren Newman, Raul Rivera.

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2 You could begin when you're ready, just take the  
3 mic off mute and I ask everyone adhere to the two  
4 minute rule.

5 JUSTIN REALMUTO: Hi, my name is Justin Realmuto.  
6 I live on Winthrop Street in Brooklyn between  
7 Flatbush Avenue and Bedford Avenue and when I leave  
8 my building and I make a right, I'm on Bedford and  
9 Winthrop and there's three corners there that have a  
10 daylighting application. It's like the curb sticks  
11 out a little bit and it's just better over there. If  
12 I make a left, Flatbush and Winthrop it's not as  
13 safe. And in having that experience, seeing how  
14 those different intersections field across every  
15 single day when I leave my house, it makes me realize  
16 oh, this is great over here on Bedford and Winthrop.  
17 I want to do it on the other side. I want to do it  
18 all over the neighborhood. I think it's wonderful  
19 and that's why I'm here to support it.

20 I'm mostly a biker but I also cross the street.  
21 I'm a pedestrian, every one does that and again,  
22 someone said common sense but I feel like that,  
23 that's like the key word for me. If this idea this  
24 bill, makes it safer for anyone crossing the streets,  
25 I feel like it's a great idea because everyone has to

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2 cross the street at some point. And if it makes it  
3 easier to see people when you're crossing the street,  
4 if you're walking across the street, no one wants to  
5 get hit by a car but car drivers don't want to hit  
6 people either too. So, I feel like this is a great  
7 idea. I fully support. That's all I have to say.  
8 Thank you.

9 CHRIS ROSARIO: Good afternoon. My name is Chris  
10 Rosario. I'm a resident of East Harlem and I attend  
11 Central Park East High School in District 8, which  
12 has seen the second highest traffic injuries in the  
13 city according to Spatial Equity NYC. As a young  
14 person navigating our city streets, I believe that  
15 Intro. 1138 to implementing daylight - universal  
16 daylighting, it's a crucial step towards ensuring the  
17 safety of all New Yorkers.

18 East Harlem, like many vibrant and densely  
19 populated neighborhoods in Manhattan, faces  
20 challenges with pedestrian and cyclist safety at  
21 intersections. The practice of daylighting, keeping  
22 the areas around crosswalks clear of parked cars  
23 would be incredibly beneficial here. On avenues like  
24 Lexington Avenue for example, when there's often  
25 heavy foot traffic crossing to access businesses and

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2 public transportation, parked cars frequently  
3 obstruct a view between pedestrians and drivers.  
4 Implementing daylighting would dramatically improve  
5 site lines at these crucial crossing points making it  
6 much safer for residents, families, and seniors  
7 navigating our neighborhood streets. Clearing those  
8 corners means drivers can see pedestrians sooner and  
9 pedestrians can see oncoming traffic more clearly  
10 before stepping onto the crosswalk. We don't have to  
11 look too far to see the positive impact of  
12 prioritizing pedestrian and cyclist visibility. In  
13 Hoboken New Jersey, as of 2023, they saw a remarkable  
14 50 percent reduction in pedestrian seriously injured  
15 and collisions with vehicles and a 67 percent  
16 reduction and bicyclists seriously injured and  
17 collisions review with vehicles.

18 While these statistics reflect the broader focus  
19 on safety, the principal of improved visibility that  
20 daylighting provides is undoubtedly a contributing  
21 factor to such positive outcomes. Implementing  
22 daylighting measures in New York City, including East  
23 Harlem and around our schools is a crucial step  
24 towards making our streets safer for all. Thank you  
25

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2 for your time and consideration and please let's  
3 prioritize safety instead of parking space.

4 LAUREN NEWMAN: Good afternoon. My name is  
5 Lauren Newman and I'm the youth and schools organizer  
6 at Transportation Alternatives. I'm here today to  
7 express my strong support for Intro. 1138 and the  
8 implementation of universal daylighting across New  
9 York City.

10 As someone who works closely with students,  
11 parents, and educators, I hear the same story again  
12 and again. Our streets are designed in ways that  
13 make the simple, every day act of walking to school  
14 unnecessarily dangerous. More than 75 percent of New  
15 York City students commute to school by walking,  
16 biking or public transit. Yet the streets  
17 surrounding their schools are too often built for  
18 cars and not for children.

19 Daylighting is a simple, proven and life saving  
20 intervention. Clearing the space near intersections  
21 gives children some of our smallest and most  
22 vulnerable pedestrians a fighting chance to be seen  
23 and to get home safely. Universal daylighting would  
24 not only prevent crashes, but unlock space for  
25 greenery, stormwater management, bike racks, bus

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2 boarding islands, public seating and so many other  
3 public amenities. Infrastructure that every  
4 neighborhood deserves but I want to emphasize,  
5 passing this bill is only one piece of the puzzle.  
6 Our school communities need deep, sustained  
7 investment in the infrastructure that makes streets  
8 safe and welcoming from daylighting through curb  
9 extensions, street trees, bioswales, and more.

10 Our Green School Safe Streets Initiative shows  
11 the transformative potential when we center students  
12 in street design. Our kids deserve streets that are  
13 safe, green and resilient. Not just during the  
14 morning bell but every day all year long. Intro.  
15 1138 is a vital step forward and I urge you to pass  
16 this bill and to pair it with the resources needed to  
17 fully realize a safer, healthier future for New York  
18 City's people. Thank you so much.

19 RAUL RIVERA: Good afternoon. My name is Raul  
20 Rivera. I'm a TLC driver and a TLC driver advocate.  
21 We haven't driven in two years but we have 28,000  
22 trips with Uber and Lyft. As you can see, we have a  
23 room full of people who are basically lobbyists and  
24 getting paid. These are nonprofits here. These are  
25 individuals that are here. They may put a smile on

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2 their face but they're not fooling anybody. We are  
3 against 1138, actually we're against this Committee.  
4 This Committee is not doing its job. Last month we  
5 asked for your resignation. I think that was  
6 important. We hear a lot about parking. In your  
7 district, you're giving away parking to rideshare  
8 companies. It's on the DOT website and these people  
9 here are nothing but antivehicle right? They are not  
10 for safety. If they were for safety, there would be  
11 for Priscilla law and nobody is for Priscilla's Law.  
12 I think Priscilla counts and nobody is defending  
13 that, right? Doesn't Priscilla count?

14 And another thing that's very important that  
15 everybody should know is that you Council Member have  
16 over 30 something camera tickets. That's pretty  
17 despicable. 30 something camera tickets. 21 of them  
18 are speeding tickets through school zones. You know  
19 you might think that this is a personal attack but  
20 it's not. It's a fact that people that are on this  
21 committee you know got multiple tickets like you. I  
22 don't know, you said you was going to - you pledged  
23 to do better. And right after the pledge, you got  
24 another three tickets.



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2 I've been driving six and a half years. I only  
3 got two tickets. It's amazing what's happening here.  
4 These NGO's are nothing but lobbyists. This is  
5 comical. You can't make it up. You can't make it  
6 up. I'll leave it there. Thank you.

7 COUNCIL MEMBER WON: I just want to make sure  
8 that it's on record. One, the Chair of this  
9 Committee Selvena Brooks-Powers has done an amazing  
10 job in making sure that we have all voices heard in  
11 the City and also, for your personal opinion on these  
12 individuals -

13 RAUL RIVERA: [01:34:16]-

14 COUNCIL MEMBER WON: They all have daytime jobs  
15 and don't speak over me.

16 RAUL RIVERA: We can ask questions right.

17 CHAIRPERSON BROOKS-POWERS: [GAVEL] Allow her to  
18 speak.

19 COUNCIL MEMBER WON: You can't speak over me.  
20 Yeah, you can respond after.

21 RAUL RIVERA: You take care of your tickets,  
22 that's what you should do. What about that pass  
23 Priscilla's law? How about that?

24

25

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2 COUNCIL MEMBER WON: These individuals in this  
3 room have daytime jobs and are volunteering their  
4 time to make sure their voices are heard.

5 RAUL RIVERA: They're paid lobbyists.

6 COUNCIL MEMBER WON: No they're not.

7 RAUL RIVERA: They're paid lobbyists.

8 COUNCIL MEMBER WON: No, they're not because by  
9 law it has to be on the record. Thank you for your  
10 time.

11 CHAIRPERSON BROOKS-POWERS: Thank you to the  
12 panel. The next panel we'll hear from will be Sharon  
13 Brown, Brian Howald and Nick Morano. You can start  
14 whenever you're ready, just come off of mute and  
15 please keep it to two minutes and stay on topic.  
16 Thank you.

17 SHARON BROWN: My name is Sharon Brown. Before I  
18 begin, remember Israel, release the hostages.

19 CHAIRPERSON BROOKS-POWERS: Please keep it to the  
20 -

21 SHARON BROWN: Let Yahweh's people go.

22 CHAIRPERSON BROOKS-POWERS: Please keep it to the  
23 legislation of today Ms. Brown.

24 SHARON BROWN: Defend Israel. Thank you. We are  
25 at war. I am just prefacing it.

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2 CHAIRPERSON BROOKS-POWERS: Please keep it - this  
3 is your second warning.

4 SHARON BROWN: Thank you. Okay, I previously -  
5 uh lives are more important than parking spots. I  
6 previously testified my sister Marianne Brown worked  
7 at CCRB complaint review board and she was hit and  
8 run down by a car while out of state. It's happening  
9 in New York also. People are being careless or  
10 intentional in hitting people, whatever the situation  
11 is in the crosswalks and it's good to have the  
12 daylighting. Whatever would be best for us if they  
13 need to tweak the daylighting it would be fine. I  
14 have been advocating for more seating and more  
15 beautification of the city and also more bathrooms so  
16 we can include bathrooms in this design.

17 People should not be able to park near the  
18 crosswalks because this is where they are actually  
19 being run down and it would make it safer for  
20 everyone if they weren't so close to the crosswalk.  
21 Whatever the amount of space 20 feet, whatever it is,  
22 they need to definitely make sure that people are  
23 safe and remember Israel. Thank you.

24 BRIAN HOWALD: Thank you Madam Chair, Council  
25 Member Won and other members of this Committee. My

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2 name is Brian Howald and I'm a member of Brooklyn  
3 Community Board 2 and its Transportation Committee.  
4 Though I speak today in favor of Intro. 1138 only in  
5 a personal capacity.

6 [INAUDIBLE 01:37:33- [01:37:35]. How many will  
7 pass from the earth and how many will be born? Who  
8 shall live and who shall die? Who will die after a  
9 time and who before his time? Who by water and who  
10 by fire? Who by sword and who by beast? Who by  
11 famine and who by thirst? Who by upheaval and who by  
12 plague? Who by struggling and who by stoning?

13 These words from the [INAUDIBLE 01:37:53] sited  
14 each year in [INAUDIBLE 01:37:55] remind us that life  
15 is fragile and fleeting. That our time is uncertain  
16 and that so much is beyond our control but not  
17 everything is. It's easy to dwell on the everyday  
18 inconveniences just missing the train, a long line at  
19 the bank, circling endlessly for a parking spot.  
20 What's impossible to remember are the tragedies that  
21 never came to pass, not because of luck but because  
22 people before us in rooms like this one, acted  
23 urgently to put public safety first.

24 If not for antibiotics, the polio vaccine, seat  
25 belts, pasteurization, air bags, how many of us would

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2 not be sitting here today? These tools, these  
3 policies, have saved countless lives but whose?

4 None of us can say for certain whether we were  
5 the ones spared. That's the thing about prevention,  
6 when it works, it's invisible. Some have spoken  
7 today about the frustration of fewer parking spaces  
8 without considering that daylighting, this simple  
9 change to make our intersections safer may one day  
10 save their lives or the lives of those they love.

11 This moment calls for clarity. The inconvenience  
12 of looking for parking is not equal to the tragedy of  
13 a death on our streets. We must recognize the  
14 difference between a nuisance of looking for parking  
15 and the tragedy of being injured, being paralyzed of  
16 being called before our time.

17 I cannot say for certain if daylighting will save  
18 my life or my grandmothers or my brother's or my  
19 nieces or my parents or my cousins lives. All New  
20 Yorkers by the way. I cannot say for certain whether  
21 it will save your life but I can say with confidence  
22 it will save some of our lives. To these bills  
23 today, thinking not only a policy of parking but  
24 rather people. I offer you the words of Rabbi Hallel  
25 and the [INAUDIBLE 01:39:28]. If I am not for

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2 myself, who will be for me? But if I am only for  
3 myself, what am I? And if not now, when? Thank you.

4 CHAIRPERSON BROOKS-POWERS: Thank you.

5 NICHOLAS MORANO: Hi, I'm Nicholas Morano. To be  
6 clear, I am not a lobbyist, I'm a biochemist. I work  
7 at Columbia University. I'm also a car owner and to  
8 be honest I love my car. I personally have seen two  
9 people in New York City killed by cars with my own  
10 eyes. I've lived here for 31 years. The first of  
11 these was a particularly gruesome accident that I can  
12 never forget. I was going for a run in the Bronx  
13 about ten years ago, where I lived at the time and I  
14 heard a loud noise. I saw a car jump up in the air  
15 and I ran over to it and I saw a guy laying across  
16 the street. There was a doctor nearby. She came  
17 over and flipped him over and as she flipped him over  
18 I in an instant realized that he was dead and his  
19 skull had been cracked open and I'll never forget  
20 that instant of realizing that man was dead. He was  
21 crossing a street outside of Montefiore Medical  
22 Center. It was his first day out of rehab and you  
23 know someone earlier was speaking about traffic  
24 violence and this death was a violent death. It was  
25 a terrible death and if we can stop things like this

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2 from happening and stop these violent deaths with  
3 easy solutions like daylighting, then we absolutely  
4 have to. And so, that's why I'm testifying in favor  
5 of daylighting today. Thank you.

6 CHAIRPERSON BROOKS-POWERS: Thank you to the  
7 panel. Next we will go to our virtual testimonies.  
8 First up David Pecoraro.

9 SERGEANT AT ARMS: You may begin.

10 DAVID PECARARO: Okay, thank you. I'm sorry I  
11 was having a little trouble there. Okay, good  
12 afternoon Transportation Committee Chair. My Council  
13 Member Selvena Brooks-Powers and the rest of her  
14 Committee. I'm here to testify in favor of Intro.  
15 1138, which creates universal daylighting for the  
16 purposes - for the defamation purposes only, I am the  
17 Secretary of the Rosehill Civic Association and a  
18 member of both Community Board 13 Queens as  
19 Transportation Committee.

20 Both organizations have passed resolutions in  
21 favor of daylighting that I have strongly supported,  
22 however I am testifying today as a 65 year old New  
23 Yorker, lifelong New Yorker and a 59 year resident of  
24 Rosedale. I am over 6 foot tall; a car driver and I  
25 have issues safely crossing intersections that lack

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2 proper visibility. Specifically, I've testified for  
3 real daylighting. Not the daylighting in name only  
4 that was installed at the corner of 243<sup>rd</sup> street and  
5 145<sup>th</sup> Avenue in Rosedale. This sensitive location  
6 includes both the Rosedale Library and Post Office.

7 As most of you know there are actually 8 points  
8 of the intersection where 2 two way streets meet.  
9 The Department of Transportation somehow believes  
10 that adding one parking site at one corner would  
11 successfully daylight the intersection. What they  
12 fail to understand is that without some hardening  
13 perhaps a bollard, the sign is routinely ignored  
14 especially by trucks delivering to the bodega at that  
15 corner.

16 DOT needs to look at intersections like this  
17 where they took an inadequate simplistic approach and  
18 harden all eight points to protect the children and  
19 senior citizens using our live ramp post office.  
20 Please include a look back in the legislation to  
21 correct inadequate daylighting as we move forward to  
22 [LOST AUDIO 01:44:05] where daylighting is the rule,  
23 not the exception to protect pedestrians and other  
24 drivers.

25 And I just want to make note -



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2 SERGEANT AT ARMS: Your time has expired. Thank  
3 you.

4 CHAIRPERSON BROOKS-POWERS: Thank you David.

5 Next, we'll hear from Brit Byrd.

6 SERGEANT AT ARMS: They are not on.

7 CHAIRPERSON BROOKS-POWERS: Next, we'll hear from  
8 Rosamund Gianutsos.

9 ROSAMUND GIANUTSOS: Hello. Thank you for taking  
10 my testimony today. I'm coming to speak to you in  
11 enthusiastic support for Intro. 1138 and I come to  
12 you as both a mother and as a neuro psychologist. As  
13 a mother, I spent the last week taking care of my 50  
14 year old son. So, do the math. I'm not you know a  
15 spring chicken. I beat the first - the guy before me  
16 in years but the point being that my son has severe  
17 disability and I was the backup caregiver all week  
18 and I want to highlight the cost of traffic violence  
19 and the injuries that are produced nearby.

20 I want to explain because you know I'm exhausted  
21 from just spending one week taking care of my son.  
22 My back is killing me and yet why am I saying this?  
23 Because vehicular violence, which daylighting will  
24 reduce, not only kills, it causes severe injuries  
25 like my son's. He was not injured by vehicular

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2 violence but that's where my role as a neuro  
3 psychologist comes in. I treat people with severe  
4 brain injuries frequently caused by traffic violence.  
5 In particular, I have treated two people for over 20  
6 years. Each week I go to their homes to treat them  
7 and I see their family members working day in and day  
8 out to take care of their loved ones. And these are  
9 both people that can't get out of bed or toilet  
10 themselves. And I see their parents, both of them  
11 have parents that are older than me, which means  
12 they're ancient caring faithfully.

13 SERGEANT AT ARMS: Your time has expired. Thank  
14 you.

15 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
16 we'll hear from Eric McClure.

17 ERIC MCCLURE: Thank you Chair Brooks-Powers. I  
18 appreciate the opportunity to testify today. My name  
19 is Eric McClure; I am the Executive Director of  
20 StreetsPAC. We strongly support Intro. 1138, which  
21 will prohibit standing or parking a motor vehicle  
22 within 20 feet of a crosswalk in the intersection, as  
23 well as require the New York City Department of  
24 Transportation to implement daylighting barriers at a  
25 minimum of 1,000 intersections per year.

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2 Daylighting is a proven and common sense measure  
3 that undoubtedly saves lives and reduces injuries  
4 caused by vehicle and pedestrian crashes. It usually  
5 involves removing parking spaces at the corners  
6 nearest where traffic enters an intersection and  
7 ideally replaces those parking spaces with physical  
8 barriers that prevent parking such as curb  
9 extensions, bike racks, planters or boulders.

10 Daylighting is in fact the law throughout New York  
11 State but New York City has inexcusably exempted  
12 itself from this statute.

13 We need to only look across the Hudson River to  
14 see how effective daylighting can be. Hoboken, which  
15 began an effort to daylight all its intersections in  
16 2009 has not had a pedestrian fatality in eight  
17 years. A remarkable safety record. Hoboken started  
18 daylighting its intersections with flex posts and  
19 paint, subsequently building out physical curb  
20 extensions as budget and time has allowed.

21 While the Department of Transportation has  
22 expressed reservations about universally daylighting  
23 the cities intersections, citing data that shows  
24 higher rates of injury at some corners where the only  
25 measure of signage prohibiting parking. The remedy

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2 to that is physical infrastructure that prevents  
3 parking or standing at corners. Given that NYC DOT's  
4 data also indicates that more than half of pedestrian  
5 fatalities and nearly 80 percent of pedestrian  
6 injuries occur at intersections, it's clear that we  
7 need to change the way our intersections are  
8 designed.

9 While hardened barriers obviously come with added  
10 cost, it's incumbent on the City Council and the  
11 Administration to fund those measures. We know that  
12 the universal daylighting requirement would take  
13 significant time to phase in, which would allow for  
14 funding for hardening measures to be budgeted over  
15 multiple fiscal years.

16 We would support allowing NYC DOT some leeway in  
17 using professional judgement in making determinations  
18 about intersections that it determines would be made  
19 unsafe with daylighting measures, but we're confident  
20 that the number of locations that will not be made  
21 safer by daylighting will be a small fraction of the  
22 city's 40,000 plus intersections.

23 We urge the Committee on Transportation  
24 Infrastructure to support Intro. 1138.

25 SERGEANT AT ARMS: Your time is expired.

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2 ERIC MCCLURE: And load it into law as soon as  
3 possible. Let me just conclude by thanking Council  
4 Member Won for introducing and promoting this  
5 legislation and you Chair Brooks-Powers for your  
6 longtime support for daylighting measures.

7 Just in closing, I'll add that our Community  
8 Board, Community Board 6, which I Chair in Brooklyn  
9 was the second board in the city to vote  
10 overwhelmingly in favor of universal daylighting.  
11 Thanks for your time.

12 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
13 we'll hear from Ken Coughlin.

14 SERGEANT AT ARMS: You may begin.

15 KEN COUGHLIN: Thank you. My name is Ken  
16 Coughlin. I live on the upper west side of Manhattan  
17 and I'm a member of Community Board 7 and its  
18 Transportation Committee.

19 Thank you for holding this hearing Chair Brooks  
20 Powers and thank you Council Member Won for  
21 introducing Intro. 1138, which I am testifying in  
22 strong support of.

23 My Community Board is one of 22 boards across the  
24 city representing more than 3 million New Yorkers  
25 that have passed resolutions calling for universal

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2 daylighting. According to Federal Highway  
3 Administration daylighting reduces pedestrian crashes  
4 by 30 percent. This is why New York State Law  
5 requires daylighting statewide except in New York  
6 City, which is [INAUDIBLE 01:50:33] to override this  
7 law and allow parking right after the crosswalk.

8 Daylighting is particularly critical as we've  
9 heard given today's large SUV's, which are so massive  
10 that drivers cannot see pedestrians about to cross  
11 and pedestrians must be well into the street to see  
12 oncoming traffic. This lack of visibility is a  
13 recipe for disaster and there have already been too  
14 many such disasters at our intersections where the  
15 vast majority of pedestrian injuries and deaths  
16 occur.

17 If we truly believe that safety is our first  
18 priority in street design, then daylighting is a  
19 simple, very low cost way to save lives and prevent  
20 lifechanging injuries. Thank you very much.

21 CHAIRPERSON BROOKS-POWERS: Thank you. Next  
22 we'll hear from Sue Silverman.

23 SERGEANT AT ARMS: You may begin.

24 SUE SILVERMAN: Thank you. Thank you for  
25 affording me the opportunity to testify and I would

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2 like to thank Council Member Julie Won for your  
3 support and advocacy on this issue.

4 I'm Sue Silverman; I'm a resident of Astoria  
5 Queens. I am not a lobbyist. I am not being paid.  
6 I do not work for an NGO. I am not anti-vehicle. I  
7 am myself a driver. I have never testified before  
8 but I feel so strongly about this issue that I have  
9 taken off a day from work to make sure my voice is  
10 heard. I am here to testify in support of Intro.  
11 1138, which is a common sense policy that would save  
12 lives.

13 In Queens, as Council Member Won has set forth,  
14 we are unfortunately and terrifyingly all too  
15 familiar with the danger of cars posed to  
16 pedestrians, especially children. We have lost  
17 children walking home from school or the playground  
18 while crossing at crosswalks with the right of way  
19 because drivers did not see them.

20 As a driver, I know all too well how difficult it  
21 is to see who is at the crosswalk when cars are  
22 parked near an intersection and it is especially hard  
23 to see children. As a mother, I tell my son to  
24 always make sure you make eye contact with driver's  
25 when crossing the street but how can he do that if

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2 the driver's can't even see him and he can't see the  
3 cars? As others have testified, universal hardened  
4 daylighting is a relatively and low cost step we can  
5 take to improve pedestrian safety and save lives.  
6 Moreover, hardened daylighting provides an  
7 opportunity to add green space, absorb flooding, and  
8 install structures that will help pedestrians at just  
9 bus shelters.

10 I've heard the arguments against daylighting  
11 today but I remain unconvinced because common sense  
12 and my own experience as both a driver and pedestrian  
13 tell me that seeing who is at the crosswalk is the  
14 first step to not hitting whoever is at the  
15 crosswalk. Yes, we will lose parking spots but I'd  
16 rather lose parking spots than another life.

17 SERGEANT AT ARMS: Thank you. Time has expired.

18 SUE SILVERMAN: Thank you. Please -

19 CHAIRPERSON BROOKS-POWERS: Thank you.

20 SUE SILVERMAN: Be prioritize lives and pass  
21 1138. Thank you.

22 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
23 we'll hear from Felipe Castillo.

24 SERGEANT AT ARMS: You may begin.

25



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2 FELIPE CASTILLO: Hello, I'm here in support of  
3 1138. My name is Felipe Castillo and I live in  
4 Harlem. I want to thank the Chair Ms. Brooks-Powers  
5 and Council Member Won for championing this  
6 legislation. I also want to thank my Council Member  
7 Shaun Abreu for being a Co-Sponsor.

8 My background right here -

9 CHAIRPERSON BROOKS-POWERS: I was just trying to  
10 figure out what your background was.

11 FELIPE CASTILLO: Yeah, so my background is the  
12 corner of West 94<sup>th</sup> Street and Columbus Avenue on the  
13 upper west side. This is an intersection that  
14 received daylighting treatment decades ago. Like, I  
15 think in the 70's after some neighborhood children  
16 were run over by drag racers on the street. And so  
17 like this is I think in today's testimony, the first  
18 image that we're seeing at least on the Zoom of what  
19 daylighting can look like and this is one of the  
20 safest intersections in the upper west side.

21 This is proven to be much safer for all the road  
22 users, especially the most vulnerable. I think the  
23 human cost of not daylighting has been explained by  
24 all the previous testimonies so I'm not going to add  
25 to that. But I just want to say that inaction on

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2 this matter is capitulating our shared public space  
3 for the storage of private vehicles and most of the  
4 time for free.

5 So, I urge the City Council to pass this bill so  
6 all of our intersections can look like this. This  
7 looks very nice. So, thank you for your time. I  
8 yield the rest of it.

9 CHAIRPERSON BROOKS-POWERS: Thank you. Thanks  
10 for the visual. Next, we'll hear from Pedro  
11 Rodriguez.

12 SERGEANT AT ARMS: You may begin.

13 PEDRO RODRIGUEZ: Hello, thank you so much for  
14 holding this hearing. I'm Pedro Rodriguez and I've  
15 lived in New York City for over two decades. I'm  
16 speaking in full support of Intro. 1138. I live in  
17 Forest Hills Queens and I'm a member of Community  
18 Board 6 and part of the Transportation Committee,  
19 though I am speaking for myself.

20 My Community Board is one of the boards that  
21 voted unanimously for universal daylighting. As a  
22 parent, I am constantly worried of my child being run  
23 over and trying to cross the street on a crosswalk in  
24 a stroller in front of me. This is something that  
25 every parent has to deal with. You go to the

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2 crosswalk, you stop, you walk next to the stroller  
3 and put your head out because you're scared of moving  
4 the stroller in because you can't see over it.

5 Now, I am 5'10", so I'm not super tall but I am  
6 high enough that I can see over most vehicles, not  
7 all. My wife is 4'9", so she essentially cannot see  
8 over most vehicles and so, I'm constantly worried  
9 about her getting run over with my son and she has  
10 actually be run over, not run over but essentially  
11 almost run over multiple times while just walking  
12 around, taking my son to school, to the library and  
13 everything else.

14 I understand that there's some Council Members  
15 and some members of the public who are worried about  
16 cars in the districts and how the reduction in  
17 parking might affect them but I'm a car owner. I  
18 live in Forest Hills and I do drive. I drive often  
19 to Eastern Queens where more often than not, I am hit  
20 with a non-all way stops, so stops where only one  
21 street has to stop sign and I constantly worry about  
22 getting T-boned because you have to get really close  
23 to the intersection. Look, you can't see still, you  
24 keep moving, you keep moving and then you can go.

25

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2 This is of course dangerous. It's dangerous for  
3 drivers, it's dangerous for everyone.

4 SERGEANT AT ARMS: Thank you. Your time is  
5 expired.

6 PEDRO RODRIGUEZ: I just want to say thank you  
7 for holding this hearing and please pass 1138.

8 CHAIRPERSON BROOK-POWERS: Thank you. Next,  
9 we'll hear from Daniel Fischer.

10 SERGEANT AT ARMS: You may begin.

11 DANIEL FISCHER: Hello, can you hear me?

12 SERGEANT AT ARMS: We can hear you.

13 DANIEL FISCHER: Okay, hi, I'm Daniel Fischer and  
14 I live in Brooklyn. I'm testifying in support of  
15 Intro. 1138. A bit about myself. I'm a 6'2" able  
16 bodied man and even though I have a hard time looking  
17 past some of these truck and SUV's that are often  
18 parked right up against the crosswalk, if not inside  
19 of it.

20 If I have a hard time crossing the street safely,  
21 God knows how hard of a time some of neighbors do,  
22 especially those who are mobility impaired, pushing  
23 strollers, walking with kids or what have you. I was  
24 very touched and moved by how many of these people  
25

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2 have testified today with their own difficulties and  
3 stories.

4 I do sometimes drive in my neighborhood and yes,  
5 it might be a bit more annoying to find parking after  
6 a couple spots are removed here and there at every  
7 intersection but I would absolutely choose to lose a  
8 few parking spots if I could see pedestrians and they  
9 no longer need to stand so much closer to the moving  
10 traffic just so they can cross the street.  
11 Especially children who may as well be invisible  
12 behind parked cars with how big they've gotten  
13 recently. Nobody wants to put their neighbors in  
14 danger just while driving around and I definitely  
15 think that losing a few parking spots for the safety  
16 of our neighbors is the best path forward here.

17 And in regards to the cost of hardening, might I  
18 suggest that the DOT plunk down some just really big  
19 rocks. They're pretty cheap. We have a famous one  
20 in Williamsburg already called the big cheese block.  
21 It's painted like a block of cheese and it keeps  
22 daylighting - uh a daylighted intersection on  
23 Metropolitan and North 4<sup>th</sup>. If I remember correctly,  
24 it keeps cars away from parking in it and I would  
25

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2 just love to see one on every block if that's what it  
3 takes. Thank you.

4 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
5 we'll hear from Michelle Kuppersmith.

6 SERGEANT AT ARMS: You may begin.

7 SERGEANT AT ARMS: Michelle, you're unmuted.

8 SERGEANT AT ARMS: You may begin.

9 MICHELLE KUPPERSMITH: Thank you. Sorry about  
10 that. Hi, my name is Michelle Kuppersmith. I'm a  
11 resident of the lower east side. I'm also a car  
12 owner but like most - the majority of New Yorkers, I  
13 am primarily a pedestrian, which is how I found  
14 myself walking around during my Thanksgiving break  
15 senior year of college. I was crossing an  
16 intersection near my dad's apartment and a taxi  
17 making a right turn ran me over, ran over my feet and  
18 I feel backwards. Thank God I was wearing boots and  
19 I was unharmed but I still have nightmares about what  
20 would have happened if I had been one inch forward  
21 during that situation and whether I would have been  
22 one of the sad stories that people were referring to  
23 today to ask our City Council to do the right thing  
24 and pass Intro. 1138 to implement universal  
25 daylighting in New York City, which as many speakers

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2 before have already said, is the law of the land in  
3 our state that we have [LOST AUDIO 02:01:38]-  
4 [02:01:46]. In the street because she is like 4'9"  
5 and you cannot see her if you are not looking hard  
6 enough. So, I just want to reiterate that let's save  
7 ourselves from ourselves and do the right thing here  
8 and implement commercial daylighting so that people  
9 can be seen easier. Thank you for your time.

10 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
11 we'll hear from Vishnu Yekolla Reddy.

12 SERGEANT AT ARMS: You may begin.

13 SERGEANT AT ARMS: They are not on Zoom.

14 CHAIRPERSON BROOKS-POWERS: Next, we'll ask for  
15 Emilia Decaudin.

16 SERGEANT AT ARMS: You may begin.

17 CHAIRPERSON BROOKS-POWERS: Is Emilia on?

18 EMILIA DECAUDIN: Thank you. I wasn't able to  
19 unmute myself. Hello, my name is Emilia, I am a  
20 resident of Long Island City Queens, a pedestrian and  
21 a biker. No one on this call, in this hearing room,  
22 in the City of New York, doesn't somehow use  
23 intersections.

24 If you are a pedestrian, you cross the street  
25 through an intersection. If you are driver, you

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2 drive through one. If you're a biker, you drive  
3 through them. Maybe you walk your bike through them  
4 or you walk to a city bike through them, etc. That  
5 means that everyone here in the city is at risk every  
6 time they cross through a non-daylighted intersection  
7 and that with risk that wouldn't be there,  
8 unnecessary risk of those intersections were  
9 daylighted. I think that we've had a lot of people  
10 say some very smart things on this call, so I'm just  
11 going to repeat the point that it would really be  
12 negligent not to pass this bill, especially if the  
13 only reason for doing so is to plague a relatively  
14 small number of car owners who can always find  
15 another parking space.

16 I live in a building with a lot of car owners.  
17 My wife drives. We don't own a car but she does  
18 drive and finding a parking space is difficult  
19 sometimes. It's easier other times and if we were to  
20 have universal daylighting, it might be a little more  
21 difficult but it wouldn't be impossible and I think  
22 that that inconvenience at worst is worth saving  
23 many, many lives and protecting many, many New  
24 Yorkers, which again, is anyone here. If you're a  
25 driver, you benefit from this. If you're a



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2 pedestrian you benefit from this. If you're a biker  
3 you benefit from this.

4 So, I really want to urge this Committee, this  
5 Council to pass this bill and to really hold DOT to  
6 implementing it regardless of who is the Mayor is or  
7 ends up being. Uhm, it's a matter of saving lives  
8 and it's a matter of helping the walkers. Thank you.

9 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
10 we'll hear from Andrew Matsuoka.

11 SERGEANT AT ARMS: You may begin.

12 ANDREW MATSUOKA: Hi, my name is Andrew Matsuoka.  
13 I live in Fort Green in Brooklyn in Council District  
14 35. I'm here today to testify in support of Intro.  
15 1138. I really hope that New York City can take the  
16 step to introduce universal daylighting across the  
17 entire city. It's a common sense safety street  
18 measure that would significant increase visibility at  
19 intersections in my neighborhood and Fort Green, as  
20 folks have mentioned, there was a young boy that was  
21 killed just north of Fort Green Park. I think it was  
22 two years ago. That one intersection did receive  
23 daylighting. I believe that there were cars parked  
24 at that intersection when that crash happened.

25

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2 The response makes it very clear that that's the  
3 type of treatment that so many of these intersections  
4 need. However, just you know down the street, they  
5 didn't do any of them and so the need is exactly the  
6 same. And so, universal daylighting would help  
7 prevent such a tragedy from happening again and  
8 passing this legislation will save lives in the  
9 future.

10 It would also make our neighborhoods more  
11 pleasant and welcoming, like how often are the  
12 crosswalks blocked by cars squeezing in. We need to  
13 peak around some truck, make sure there's no oncoming  
14 traffic so it opens up more space for people, whether  
15 that's benches or green spaces or places to park  
16 bikes so they don't have to be on the sidewalk. I  
17 urge the Council to pass Intro. 1138 quickly. New  
18 Yorkers can't afford to wait on lifesaving changes  
19 like this. I thank my Council Member Crystal Hudson  
20 for supporting this measure as well as Chair Brooks-  
21 Powers and Council Member Won for introducing it.  
22 And I urge other members of the Council to vote yes  
23 on this lifesaving bill. Hopefully that means that  
24 you know we won't have to be attending -

25 SERGEANT AT ARMS: Thank you. Times expired.

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2 ANDREW MATSUOKA: Thank you.

3 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
4 we'll hear from Matthew Denys.

5 SERGEANT AT ARMS: You may begin.

6 SERGEANT AT ARMS: I'm asking you to unmute.  
7 Matthew?

8 MATTHEW DENYS: Hello. Hi, I'm Matt Denys and I  
9 live in Flatbush Brooklyn and I'm here to voice my  
10 strong support for passing Intro. 1138 for universal  
11 daylighting.

12 It's a simple change that's proven to save lives  
13 and we need that because hundreds of New Yorkers are  
14 killed in crashes every year. Each of those tests is  
15 a preventable tragedy. We should be doing everything  
16 we can to get that number down to zero and universal  
17 daylighting is the obvious next step. It's easy to  
18 see why universal daylighting would help because at  
19 intersections, it needs to be easy for driver's,  
20 pedestrians and cyclists to all be able to see each  
21 other.

22 It's not only essential for safety, it also just  
23 makes getting around a bit easier for all of us. On  
24 top of that, universal daylighting would also give us  
25 a little space on every block that could be used to

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2 improve our neighborhoods in any number of ways.  
3 Personally, I'd love to see daylighting on my block  
4 get built out as rain gardens to help with the  
5 flooding that we get in every rainstorm. And there  
6 are many other options here to fit the needs of  
7 neighborhoods all across the city.

8 I urge the Council to pass this bill and then to  
9 stick with it over the coming years to hold the DOT  
10 and the Mayor's office accountable for building the  
11 accompany infrastructure. Thank you.

12 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
13 we'll hear from Geoffrey Thomas.

14 SERGEANT AT ARMS: You may begin.

15 SERGEANT AT ARMS: Geoffrey is not on right now.

16 CHAIRPERSON BROOKS-POWERS: Next, we'll hear from  
17 William Juhn.

18 SERGEANT AT ARMS: You may begin.

19 WILLIAM JUHN: Hello, my name is William Juhn and  
20 I'm a Senior Staff Attorney with the Disability  
21 Justice Program at New York Lawyers for the Public  
22 Interest. We are here to support Intro. 1138  
23 improving visibility at intersections for pedestrian  
24 safety, especially for people with disabilities.  
25 While we support this bill, any daylighting must be

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2 done correctly and not compromise accessibility for  
3 people with disabilities. We've seen blocks and  
4 planters installed in ways that block narrow access  
5 to [INAUDIBLE 02:10:05] and crosswalk. For example,  
6 reported to the DOT a large concrete block placed  
7 directly in the middle curb cut in this intersection  
8 right in front of Penn Station. It took the DOT  
9 almost six months to move into a proper location.  
10 For that entire time, people using wheelchairs could  
11 not access the curb cut and were forced into the  
12 roadway to cross the street directly alongside moving  
13 traffic.

14 That's why we strongly urge the Council to  
15 require the DOT to ensure that all daylighting  
16 barriers are installed in compliance with the  
17 Americans with Disabilities Act and other  
18 accessibility laws. At a minimum, the DOT's annual  
19 daylighting report must include a description of  
20 whether the daylighting barriers provide full street  
21 access for people with disabilities. Moreover, any  
22 complaint regarding daylighting barriers should be  
23 addressed urgently. It should never take six months  
24 to remove a barrier that blocks access to streets and  
25 sidewalks. These issues are not minor

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2 inconveniences; they are immediate threats to public  
3 safety and violations of disabled New Yorkers right  
4 to accessible streets and sidewalks. Daylighting  
5 should be daylighting for all, including people with  
6 disabilities. Thank you very much.

7 CHAIRPERSON BROOKS-POWERS: Thank you. Geoffrey  
8 Thomas.

9 SERGEANT AT ARMS: You may begin.

10 GEOFFREY THOMAS: Hi, sorry. I just caught my  
11 unmute button. My name is Geoffrey Thomas. I'm a  
12 resident of Brooklyn. I support Intro. 1138 for  
13 universal daylighting and I will give you two quick  
14 reasons why because I know it's been a long hearing.  
15 First of course, this is already New York State Law,  
16 as the Council knows. The city has the exceptions  
17 law not just - it doesn't even make any sense. Every  
18 intersection, every other city, town, state, big,  
19 small, however they, how many few cars they have, has  
20 a design in place for safety for visibility so you  
21 can see what's going around the corner before you  
22 enter the intersection, whether you're driving,  
23 walking, biking or whatever.

24 New York City, with its busier and more chaotic  
25 and more dangerous streets does not do this. You get

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2 on the LIR in Hamstead or somewhere and you will see  
3 bald outs and no parking here at corner signs outside  
4 Hamstead Station. You get on the train. You walk  
5 out of Atlantic Terminal and you won't. It doesn't  
6 make any sense.

7 And the other reason a lot of people have already  
8 mentioned being able to see vehicles and have them  
9 see you, whether you are crossing the street as a  
10 child or a short person with a stroller with a  
11 wheelchair. And I'd like to add something else from  
12 my experience riding a bike. There's one thing that  
13 worries me riding a bike at the city more than  
14 anything else, which is getting trapped under a box  
15 truck or similar kind of tall turning vehicle.

16 I looked up the stats once, an incredibly high  
17 number of bicycle stats were from exactly this  
18 because if there is box truck and it starts turning  
19 and you're in the blind spot, you have nowhere to go.  
20 You can't get ahead of the truck. You can't move out  
21 of the way because if there's a parked car to your  
22 side, you can't jump off your bike and try to stay  
23 above the car like because it's a truck. It's got a  
24 flat side. There's only one place you can go which  
25 is under the vehicle and you get crushed and you die.

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2 There's nothing you can do and I try so hard when I'm  
3 on my bike to either stay fully ahead or fully behind  
4 box trucks but we're both moving. That's not a  
5 strategy; that's not something that's going to keep  
6 me safe. That's not something that's going to keep  
7 everyone safe. Universal daylighting means right  
8 where the trucks are going to be turning, there is  
9 some room to physically get out of the way if you end  
10 up in the wrong place at the wrong time.

11 So, this is a safety measure that's going to be  
12 the difference between in the worse case someone  
13 losing their bike.

14 SERGEANT AT ARMS: Your time is expired.

15 GEOFFREY THOMAS: I'm sorry?

16 SERGEANT AT ARMS: Your time is expired.

17 GEOFFREY THOMAS: Thank you so much. I  
18 appreciate all the support from the Council Members.

19 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
20 we'll hear from CJ Bretillon.

21 SERGEANT AT ARMS: You may begin.

22 CJ BRETILLON: Okay, hi. Thank you to my Council  
23 Member Julie Won and the rest of the Transportation  
24 Committee for holding this meeting. My name is CJ

25



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2 Bretillon, I'm a long time resident of - oh sorry.

3 Okay, now you can see me.

4 CHAIRPERSON BROOKS-POWERS: Now, what is that?

5 CJ BRETILLON: Wait, you can see me now or no?

6 CHAIRPERSON BROOKS-POWERS: We can see you but we  
7 saw the cute puppy too.

8 CJ BRETILLON: Oh yeah, thank you finally. You  
9 know I was considering putting some non-daylit  
10 intersections but I thought I'll go with the dog,  
11 earn me some brownie points. Anyway, one of the  
12 reasons, my primary reason for supporting this  
13 legislation is my concern for the children in my  
14 neighborhood. I'm a mom and I lived on the block  
15 from two schools, one of which serves newly arrived  
16 immigrant children and I live around the corner from  
17 a daycare that serves low income families.

18 Day after day, I witness students or caregivers  
19 with little kids in strollers standing in the middle  
20 of the street, just so they can see around the  
21 corners whether a vehicle is blasting down so they  
22 can cross safely.

23 In addition, the drivers of these vehicles, they  
24 also have to pull straight in the middle of the  
25 intersection so they can see if another driver is

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2 coming towards them. This is because we allow in New  
3 York City drivers to park their cars right up until  
4 the corners and edge into the crosswalks. SUV's  
5 comprise about 60 percent of all the cars in New York  
6 City and so when these massive, dark metal boxes are  
7 parked close to the corner, they obstruct visibility  
8 and impede safe crossing.

9 We tell kids since day one, you got to look both  
10 ways before you cross the street but they can't even  
11 do that because they can't see. It shouldn't be you  
12 know lurk into the intersection and then see if  
13 someone is coming towards you. So, we need to design  
14 our streets and our curbs considering the most  
15 vulnerable road users in mind and that's always  
16 pedestrians.

17 Every body walks at some point in the city, no  
18 matter how you get around. So, I therefore urge the  
19 Council to please pass -

20 SERGEANT AT ARMS: Thank you. Times expired.

21 CJ BRETILLON: There's nothing more important  
22 than saving lives. Please don't let us down. People  
23 have no where to park, oh well. That's not a reason  
24 to force kids in the middle of a street. Thank you  
25 very much.

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2 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
3 we'll hear from Tony Melone.

4 SERGEANT AT ARMS: You may begin.

5 TONY MELONE: Hi, thank you very much for holding  
6 this hearing. My name is Tony Melone. I am a member  
7 of Brooklyn's Community Board 6 on the Transportation  
8 Committee and I'm proud to say that Community Board 6  
9 has voted to support universal daylighting and I  
10 support it because we can't wait when there are 250  
11 traffic deaths per year and climate change is also  
12 not going to wait for us to transition away from  
13 polluting cars.

14 We shouldn't have to go to every community board  
15 for approval for something as basic as universal  
16 daylighting. The DOT said earlier in this hearing  
17 that daylighting without hard barriers can make  
18 intersections less safe but they didn't point to the  
19 reason for that, that driver's in New York City will  
20 park anywhere even on sidewalks or in the crosswalk  
21 and the NYPD mostly looks the other way. This has  
22 gotten worse in recent years. When I owned a car  
23 years ago, I once got a ticket for parking 12 feet  
24 instead of 15 feet from a hydrant but now I see cops  
25 drive right by when cars are parked in the crosswalk.

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2 So, I think we can do two things at once. DOT can  
3 ramp up the installation of physical barriers that  
4 keep cars from parking where they shouldn't and city  
5 agencies including the NYPD can work together to  
6 encourage better behavior by drivers. We can use  
7 both carrots and sticks, creating incentives for New  
8 Yorkers to use transit or ride bikes and increasing  
9 enforcement against drivers who refuse to follow the  
10 rules and you know put us all in danger and we've  
11 seen the success of congestion pricing that a well-  
12 designed program can benefit everyone and change  
13 people's behavior. I think universal daylighting can  
14 do the same when we make it safer and easier to walk,  
15 to take transit or to ride a bike or a scooter, that  
16 more people will feel comfortable living in our city  
17 without owning a car and we'll all benefit as a  
18 result. Thank you.

19 CHAIRPERSON BROOKS-POWERS: Thank you. Next  
20 we'll hear from Patrick Thomas Schnell.

21 SERGEANT AT ARMS: You may begin.

22 PATRICK THOMAS SCHNELL: Good afternoon and thank  
23 you for the opportunity to testify. I'm testifying  
24 in favor of Intro. 1138 and thank you very much to  
25 Council Member Won for introducing this bill.

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2 My name is Patrick Schnell; I'm a pediatrician  
3 and have been living in New York City for over 30  
4 years. I ride my bike daily on the streets of New  
5 York City and have witnessed several crashes this  
6 year alone that I feel were at least partly  
7 attributable to the lack of daylighting.

8 Historically decision makers have done very  
9 little for road safety with predictable results.  
10 Apparently we do not really care about New Yorkers  
11 and particularly children's lives and plays a higher  
12 value on the convenience of driver's. As it is  
13 driver's are already incredibly privileged because  
14 with the ever larging vehicles, they are taking up  
15 fast amounts space while creating noise pollution and  
16 harming us with toxic exhaust fumes. Perhaps it is  
17 finally time to ensure that they stop slaughtering us  
18 and our children.

19 What is more important to us, additional parking  
20 spaces which only encourage car ownership and  
21 therefore worsen traffic, worsen air pollution,  
22 worsen noise pollution and increase the risk of  
23 injury and death or are we finally committing to  
24 protect New Yorkers and children from getting killed  
25 by implementing daylighting on every single

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2 intersection in New York City. Hardened daylighting  
3 has been proven to reduce the frequency of injuries  
4 and fatalities for pedestrians. If decision makers  
5 ignore these established facts and fail to take  
6 action, then these decision makers are complicit in  
7 the ongoing slaughter on our streets. As a  
8 pediatrician father and New Yorker, I'm asking this  
9 Council to pass Intro. 1138 and DOT to implement at  
10 least 1,000 hardened daylighted intersections in New  
11 York City every year starting this year. Thank you  
12 very much.

13 CHAIRPERSON BROOKS-POWERS: Thank you. Next  
14 we'll hear from Bill Cryer.

15 SERGEANT AT ARMS: You may begin.

16 BILL CRYER: Hi, my name is Bill Cryer. I live  
17 in Inwood with my wife and two young children ages  
18 one and five. I support Intro. 1138 and I would like  
19 to thank my Council Member Carmen De La Rosa for  
20 sponsoring this bill.

21 As a parent, I cross the street many times a day  
22 with my young children, often with a stroller. When  
23 cars are parked next to the crosswalk, it's difficult  
24 to see oncoming traffic and it's difficult for  
25 driver's to see us. I have to do all kinds of

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2 maneuvers to see around parked cars while keeping my  
3 five year old and my stroller out of harms way. Red  
4 lights and stop signs are no guaranteed safety as  
5 cars often roll into the crosswalk or disregard stops  
6 entirely.

7 In fact, without daylighting, driver's often have  
8 to drive onto the crosswalk just to see across  
9 traffic. As my children grow older, I hope I can  
10 give them more independence. My daughter looks up to  
11 the middle school kids to go to school all on their  
12 own but the thought of either of my kids being hit by  
13 a car terrifies me. As cars have become larger,  
14 faster and heavier, they have become harder to see  
15 around and more likely to kill when they hit a  
16 pedestrian.

17 We need to make sure all pedestrians can see and  
18 be seen when they're crossing the street. Of course  
19 hardened daylighting is more effective, so I hope DOT  
20 can implement that and many other street safety  
21 improvements quickly and efficiently, so my children  
22 and all New York City residents can benefit.

23 I also hope the city can implement a rational  
24 parking policy that accounts for the scarcity and  
25 value of public street space. I've seen parking used

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2 as a reason to oppose everything from street safety  
3 to housing to waste containerization.

4 In conclusion, please vote in favor of this bill.  
5 Thank you.

6 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
7 we'll hear from Rosa Chan.

8 ROSA CHAN: Hello, thank you very much. My name  
9 is Rosa Chan and I am the President of Gotham Park.  
10 I'm also a member of Community Board 1 and I am also  
11 a mom but I am speaking today to represent myself.  
12 Thank you for the opportunity to speak in support of  
13 daylighting Intro. 1138. For those of our neighbors  
14 and family members who use wheelchairs and walkers to  
15 get around, strollers for our babies and for those  
16 who are simply shorter, like me or all our young  
17 children, we simply cannot see or be seen around the  
18 myriad of vehicles which park or obstruct.

19 Our crosswalks, the vast majority of which seem  
20 to grow larger every single year. Gotham Park was  
21 fortunate to have major intersections around our  
22 newly opened and expanding space repaired and  
23 improved with daylighting at several intersections,  
24 where we had 55 reported injuries over four years.  
25 We are extremely thankful to DOT for implementing



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2 this safety measure. As we have over 10,000 local  
3 older adults in our community as well as over 8,000  
4 younger aspiring adults otherwise known as students  
5 of all ages. What we have learned pre and post  
6 daylighting is that we can actually see and be seen  
7 which vastly increases our chances of avoiding,  
8 becoming road kill or injured. I understand that  
9 losing parking spaces is an enormous inconvenience  
10 but why should an unoccupied vehicle be prioritized  
11 over the hundreds or thousands of living people  
12 actively crossing the street in front of it?

13 Why should simply crossing a street in New York  
14 City be an act of bravery? I hope that we can all  
15 agree that human health and life is precious. It is  
16 our responsibility to protect our most vulnerable as  
17 a society and this should be prioritized over the  
18 convenience of few for safety for all because once  
19 you step out of a car, you are also a pedestrian too.  
20 Thank you very much.

21 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
22 we'll hear from Thomas Nayem-Huzij.

23 SERGEANT AT ARMS: You may begin.

24 THOMAS NAYEM-HUZIJ: Hello. I'm a resident of  
25 Brooklyn Community District 2 and a lifelong New

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2 Yorker. I believe daylighting should be the law of  
3 the land at every corner in New York City and I  
4 support Intro. 1138. Our city streets continue to be  
5 dangerous despite decades of the Department of  
6 Transportations insistence that they're engineering  
7 expertise can keep us safe.

8 They published a flawed study and tried to  
9 convince us that it should be the final word on  
10 daylighting. The boldest claim of all was that an  
11 improved visibility at intersections would lead to  
12 more injuries. A statement so outrageous that it  
13 gives away their whole game. The mandate is to  
14 forward the Mayor's political agenda to preserve  
15 parking at all costs.

16 You, the Council, have the opportunity to correct  
17 that policy. You are the only ones empowered with  
18 the ability to do so and lives are on the line.  
19 Please do not take that responsibility lightly. This  
20 Council has championed affordability and I commend  
21 you for that. So, consider whether the lack of  
22 safety on our streets has any impact on climbing  
23 medical bills and car insurance rates. A safer city  
24 is a more affordable city. We must think  
25 holistically about the system that we all live in.

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2 An abandoned, the cognitive desinence that the  
3 automobile industry spends so much money to engender.

4 Their lobbyists do not care about our safety nor  
5 our pocket books. Our fellow New Yorkers deserve the  
6 generational investment that this legislation will  
7 deliver. I urge City Council to pass Intro. 1138.  
8 Thank you for your time.

9 CHAIRPERSON BROOKS-POWERS: We will recess for  
10 five minutes. RECESS [02:26:25]- [02:31:23]. Next  
11 we'll hear from Bahij Chancey. Next we'll hear from  
12 Jason Stahl.

13 SERGEANT AT ARMS: Jason, you're unmuted. Jason,  
14 you're unmuted. He's not responding.

15 CHAIRPERSON BROOKS-POWERS: Next, Andon Keller.

16 SERGEANT AT ARMS: You may begin.

17 SERGEANT AT ARMS: They are offline.

18 CHAIRPERSON BROOKS-POWERS: Ayo Shanti.

19 AYO SHANTI: Yeah, uhm, hello. I want to thank  
20 Chairwoman Brooks and Julie, representative Julie  
21 Won. I am definitely in support of 1148 and I'm a  
22 mid-New Yorker octogenarian and so I'm very aware of  
23 all the situations. It's not just in my  
24 neighborhood. I'm from Jackson Heights but I was  
25 coming home from work, this was quite a while ago and

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2 I had to cross second avenue at 67<sup>th</sup> Street and the  
3 truck was right up to the corner. There was no way  
4 he could see me and I was trying to cross the street  
5 and a car hit me and I landed right in front of the  
6 trucks wheels.

7 Luckily I wasn't totally knocked unconscious and  
8 I was able to get myself out because I would have  
9 been totally crushed. That was a very scary  
10 situation and can happen any time, anywhere. I'm on  
11 35<sup>th</sup> Avenue and they have done the - I'm not sure  
12 what it's called but they extend the corner so that  
13 you can't park up to the corner and that has made a  
14 huge difference.

15 They do need to - however you work it, you need  
16 to where the hydrants are and where the bus stops  
17 are, you need to do something about it because people  
18 don't pay attention to the hydrants, as we all know  
19 and also the bus stops are not - do not work as -  
20 does not work for the pedestrian.

21 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
22 we'll hear from Jeff Schwane.

23 SERGEANT AT ARMS: You may begin.

24 SERGEANT AT ARMS: Jeff is not on. Next person  
25 would be Thomas Reingold I believe.

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2 SERGEANT AT ARMS: You may begin.

3 THOMAS REINGOLD: Oh thank you. I had some  
4 prepared remarks but they were redundant with things  
5 that other people said, so I will say something a  
6 little bit different. If they choose not to enact  
7 daylighting it's because we place other things as a  
8 higher priority than life. We make a trade off in  
9 this matter, whether or not we realize it. A trade  
10 off is like a seesaw, one goes up, the other will go  
11 down. I'm not saying we should make parking a zero  
12 priority. Uhm, but we can reduce parking to the  
13 point where we are not knowingly and willingly  
14 endangering life.

15 It's not enough for people to say we don't want  
16 people to die. No, to say we can't enable  
17 daylighting because of the effect it would have on  
18 parking is to say that losing a few lives is a price  
19 worth paying for our mobility. I can't accept that.  
20 The reason I object to this argument is that we're  
21 facing a choice where we know what the outcome will  
22 be. Where we know that one of the choices is to  
23 allow deaths to continue or to rise. This is not a  
24 choice we should make knowingly. We know what works.

25

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2 We can choose it. If we don't choose it, we're  
3 choosing death. Thank you.

4 CHAIRPERSON BROOKS-POWERS: Next it Tony Melone.

5 SERGEANT AT ARMS: You may begin.

6 SERGEANT AT ARMS: He's not on Zoom.

7 CHAIRPERSON BROOKS-POWERS: Zlatko Dimitrioski.

8 SERGEANT AT ARMS: You may begin.

9 SERGEANT AT ARMS: He's not on.

10 CHAIRPERSON BROOKS-POWERS: Rachel O-Brien.

11 RACHEL O-BRIEN: Hi, can you hear me?

12 SERGEANT AT ARMS: We can hear you.

13 RACHEL O-BRIEN: Great, thank you. Thank you for  
14 allowing me to testify. I'm a resident of Staten  
15 Island. I'm testifying today obviously in support of  
16 this bill. I'm a mother and a driver. It defies  
17 logic to allow a carveout for New York City where we  
18 have more pedestrians than anywhere else in the  
19 state.

20 Where I live, most people drive and some may say  
21 this bill is anti-car but it's not. When you're  
22 driving on streets where there is street parking, you  
23 have to inch into the intersection to see past the  
24 lines of cars that are parked right up to the corner.  
25 You often can't see more than a few feet until you're

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2 in the intersection and you're putting yourself and  
3 others in danger. It's dangerous to pedestrians and  
4 to drivers when you can't see where you're headed.  
5 So, if people don't want to lose a few parking spots,  
6 they should consider that last year, there were  
7 57,000 injuries in the city. So that means you  
8 likely know someone who has been injured by a  
9 vehicle. I know I do. So, think about that person  
10 when you are thinking about this issue. It's not  
11 faceless, it's real people dying and being injured.  
12 While some parking will be eliminated, this bill is  
13 not anti-car. It will help drivers avoid collisions.  
14 So, I urge you to pass the law to improve visibility  
15 for drivers and for those walking and biking. Thank  
16 you.

17 CHAIRPERSON BROOKS-POWERS: Next, we'll hear from  
18 Rohit Kumar.

19 SERGEANT AT ARMS: You may begin.

20 ROHIT KUMAR: Hi, my name is Rohit. I live in  
21 downtown Brooklyn. A pedestrian and a cyclist but  
22 beyond this, I support this bill because I believe it  
23 will benefit everyone and we have a shared duty as  
24 New Yorkers to protect each other. Far too often, I  
25 find myself crossing an intersection with poor

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2 visibility due to parked cars, fearful that even  
3 though I'm crossing legally, and with the right of  
4 way, a distracted driver might maim or kill me. My  
5 heart breaks wondering about that very same fear  
6 being realized for someone else. I cannot bear  
7 another dead neighbor, another grieving family,  
8 another preventable accident happening on our watch.  
9 It doesn't have to be like this. I'm excited for the  
10 opportunity in front of City Council. We can decide  
11 what kind of a city we want to be. I urge you to do  
12 the right thing and pass Bill 1138 to protect New  
13 Yorkers at every intersection and every neighborhood.  
14 Thank you for your time.

15 CHAIRPERSON BROOKS-POWERS: Ryan Chrsitman.

16 SERGEANT AT ARMS: You may begin.

17 SERGEANT AT ARMS: He's not responding to the  
18 mute request.

19 CHAIRPERSON BROOKS-POWERS: Next, we will Shawna  
20 Morlock.

21 SERGEANT AT ARMS: You may begin.

22 SHAWNA MORLOCK: Hi, thanks for giving me the  
23 time to testify. My name is Shawna Morlock. I am a  
24 Democratic District Leader in Assembly District 34  
25 but other than that, I'm also a mom. I am a driver.



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2 I am a bike cyclist. I am a pedestrian, so I'm  
3 seeing this from a lot of different angles but the  
4 thing that kind of sticks out to me the most is that  
5 a couple of years ago, a child who went to a  
6 neighboring school, to my child PS 85. Her name was  
7 Dalma got killed by a driver in an intersection at a  
8 playground that like my child regularly plays at and  
9 the recent popularity of taller and heavier SUV's has  
10 made it especially dangerous and more likely for  
11 children of our city to be killed in intersections  
12 just like this child was.

13 Our kids in New York City, like they deserve the  
14 same safety measures as the kids in Albany and in  
15 Buffalo and Long Island and West Chester. Like all  
16 of the children in the rest of the state are  
17 prioritized. Uhm and our kids are not for the  
18 convenience of drivers.

19 You know and I can't imagine the devastation of  
20 the person who also hit this child, who might not  
21 have had she had more of a line of sight in order to  
22 see this truck. It's tearing apart families all over  
23 the city to continuously ignore the safety measures  
24 that could be easily implemented if it weren't for  
25 the convenience of car drivers like myself.

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2 I would gladly take the extra time to find  
3 parking if it meant the safety of my neighbors as  
4 well as my own child and my own family.

5 Thank you for having me and yeah, I'll give up  
6 the rest of my time.

7 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
8 we'll hear from Ryan Barthel.

9 RYAN BARTHEL: Hi, good afternoon. Thank you for  
10 hearing my testimony. I'm a member of Bronx  
11 Community Board 8 speaking in support of Intro. 1138  
12 for myself. DOT's own quarterly serious injury  
13 tracker consistently shows that the most common way  
14 for a pedestrian to be injured by a car is in  
15 daylight legally crossing in a crosswalk. I'm about  
16 six feet tall, so I'm relatively a tall person and  
17 I'm frequently unable to see a vehicle coming down  
18 the street without actually stepping into it.

19 When I'm traveling with one or both of my  
20 children, one of whom is still in a stroller, and  
21 decide to bring them into the street with me with the  
22 stroller leading or leave them on the sidewalk  
23 corner, check the street, go get them and then by the  
24 time I've gotten them the situation may have changed.

25

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2 This intervention is a rare one that can help  
3 everyone but it disproportionately effects the most  
4 vulnerable road users like children and folks with  
5 disabilities.

6 The hardened daylighting required by this bill is  
7 especially important as NYPD is unable to enforce the  
8 laws we already have around street parking as  
9 evidenced by epidemic bike lane and other illegal  
10 parking. This needs to be self-enforcing rather than  
11 relying on active enforcement. The lack of  
12 daylighting and cars parking right up to or in the  
13 crosswalk forces vehicles to drive further into the  
14 crosswalk rather than legally stopping at the stop  
15 bar to see if people are waiting to cross or across  
16 traffic is coming, and this directly contributes to  
17 the statistics made public by the DOT. Pedestrians  
18 who are hit by cars are not jumping out in between  
19 cars in the middle of the night, they're crossing  
20 legally in a crosswalk.

21 Only hardened daylighting can begin to address  
22 this problem and I want to echo what one of the other  
23 speakers said, that we're making a choice. Either  
24 people get hurt or people have more convenient  
25

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2 parking. So I hope you'll pass Intro. 1138. Thank  
3 you.

4 CHAIRPERSON BROOKS-POWERS: Thank you. Next we  
5 will hear from Benjamin Tocker.

6 SERGEANT AT ARMS: You may begin.

7 BENJAMIN TOCKER: Hi, good afternoon. My name is  
8 Ben Tocker and I'm a resident of Bushwick Brooklyn.  
9 I want to start by thanking Committee Chair Council  
10 Member Brooks-Powers for holding this hearing today  
11 and for allowing me to share my testimony today.

12 I'm here today in support of Intro. 1138 for  
13 universal daylighting. I also want to say thank you  
14 to Council Member Julie Won for sponsoring the bill  
15 and to my Council Member in District 34 Jennifer  
16 Gutiérrez who is a Co-Sponsor of the bill.

17 To put it as simply as possible, daylighting  
18 makes every New Yorker more safe by increasing the  
19 visibility in every intersection, if we were to pass  
20 universal daylighting. According to the New York  
21 City DOT, more than half of all traffic crashes and  
22 half of traffic fatalities happen at an intersection.  
23 Last year, traffic crashes killed 253 people in New  
24 York City. That's 253 people that we lost. These  
25 were peoples parents, their children, their friends,

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2 and their neighbors. So, no matter what mode of  
3 transportation we use, we all suffer from this  
4 preventable loss of life and conversely, we would all  
5 benefit from safer intersections.

6 I also feel it would be helpful to mention, I'm a  
7 member of Brooklyn CB4 and I'm a Co-Chair of my  
8 boards transportation committee. I'm here as an  
9 individual representing myself but I think it's  
10 important to highlight that as a board we weighed in  
11 on this and there was a consensus that was reached by  
12 people on the board who some were car owners; some  
13 were not but we all agree that there's the better use  
14 of city space in many instances than parking spaces.  
15 Bushwick suffers from flooding and daylighting can  
16 mitigate flooding by replacing a parking spot with  
17 infrastructure that could contribute to rain water  
18 runoff draining.

19 It's not just the safety aspect; it can beautify  
20 your neighborhood. It could be a better use of  
21 space. There could be bike racks that could be moved  
22 off of the - and city bike racks that could be moved  
23 off of the street parking area that would allow the  
24 sidewalks to be utilized better. And generally  
25 speaking, we reached a pretty good consensus on that

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2 and we became one of 22 community boards citywide  
3 that weighed in in support of daylighting.

4 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
5 we'll hear from Michael Kaess.

6 MICHAEL KAEISS: Hello?

7 SERGEANT AT ARMS: We can hear you Michael.

8 MICHAEL KAEISS: Hi, my name is Michael Kaess and  
9 I'm a resident of Morris Park in the Bronx. Thank  
10 you for the opportunity to testify. I just wanted to  
11 express my support for Intro. 1138. This is a very  
12 simple bill. Most crashes in New York City occur in  
13 intersections and this bill will improve visibility  
14 around every intersection by default so that folks  
15 can spot each other sooner as they approach the  
16 intersection, whether they are pedestrian, motorist  
17 or cyclist.

18 I think many New Yorkers understand the  
19 experience of having to lean over and peak our heads  
20 out to see if there's any oncoming traffic at an  
21 intersection because we can't see over large SUV's or  
22 trucks parked near the crosswalk. And I think most  
23 folks get it, even my local Community Board, Bronx  
24 Community Board 11 supported a daylighting  
25 resolution, which is amazing for that community

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2 board. Shout out to Ryan Barthel who testified  
3 earlier for getting that through.

4 New York State Law already prohibits parking  
5 within 20 feet of a crosswalk with New York City  
6 being the exception. This bill will bring New York  
7 City in line with the rest of the state. Lastly, I  
8 want to specifically thank the members of the Bronx  
9 delegation that Co-sponsored this bill. Thank you  
10 Pierina Sanchez, Oswald Feliz and Diana Ayala.

11 I was paying attention to who would be the first  
12 from the Bronx to support this bill and I appreciate  
13 them. Thanks again.

14 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
15 we'll hear from Richard Parker.

16 SERGEANT AT ARMS: You may begin.

17 RICHARD PARKER: Hi, yeah, I'm Richard Parker  
18 from uhm, I live in Green Point and I live right  
19 around the corner from McGolrick Park and McCarren  
20 Park. I have a second grade daughter who is about  
21 four feet tall and I'm looking forward to the time  
22 when she's going to be able to start exploring the  
23 city a little bit more on her own but I'm really  
24 comfortable with letting her around neighborhoods you  
25 know in a couple years but our neighborhood is always

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2 safe except for the traffic and it terrifies me just  
3 the thought of her trying to cross streets here. She  
4 can't see over cars and in order for her to get out  
5 to take a look to see if anything is coming, she has  
6 to actually walk out into the street and it's not  
7 safe. And you know we keep saying that kids these  
8 days need to get off their screens and get out and  
9 you know like old times, get out in the playgrounds  
10 and you know meet with each other. Go to friends'  
11 houses and whatnot and we can't give them that  
12 freedom if they can't be safe crossing the streets.  
13 It's just terrible and so we know it's going to  
14 happen if this isn't passed. If we don't have  
15 daylighting there's going to be more deaths and uhm,  
16 it's important for us to do what we know is best and  
17 in the best interest of our kids. Thank you.

18 CHAIRPERSON BROOKS-POWERS: Thank you. Next  
19 we'll hear from Rose Uscianowski.

20 SERGEANT AT ARMS: You may begin.

21 ROSE USCIANOWSKI: Hello and thank you for the  
22 chance to speak today. My name is Rose Uscianowski  
23 and I am the Staten Island and South Brooklyn  
24 Organizer with Transportation Alternatives. I'm also  
25 a lifelong New Yorker and resident of St. George. I



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2 speak as both as I support Intro. 1138. Quite simply  
3 because daylighting a handful of intersections  
4 haphazardly each year, as per the current norm, is  
5 simply not working in a ready ignored outer boroughs  
6 that already have the least infrastructure and  
7 investment. Implementing daylighting universally  
8 ensures better safety and more equity around how  
9 streets are treated throughout New York City.

10 My background is not a cute puppy or a pretty  
11 intersection, instead it's an example of what happens  
12 when lifesaving treatments are not implemented on all  
13 of our streets. This headline followed a 2022 crash  
14 on a quiet residential street that never would have  
15 been chosen for daylighting based on past data.

16 However, when aren't streets aren't designed with  
17 safety in mind, tragedy can happen in the most  
18 unlikely places. In this crash, a turning driver was  
19 unable to see a mother crossing the street with her  
20 young child due to a large white van parked at the  
21 intersection. As you can see, the child didn't make  
22 it. These kinds of crashes happen way to often and  
23 they can be easily rectified with lifesaving  
24 treatments at intersections. The locations where  
25 crashes happen and I think that lifesaving solutions

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2 are a better use of our intersection space than empty  
3 vehicles.

4 Thank you and I will seed the remainder of my  
5 time.

6 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
7 we'll hear from Samir Lavingia.

8 SERGEANT AT ARMS: You may begin.

9 SAMIR LAVINGIA: Perfect, hello, my name is Samir  
10 Lavingia. I'm speaking on behalf of Manhattan  
11 Community Board 5. I'm the Vice Chair of the  
12 Transportation and Environment Committee and you know  
13 Manhattan Community Board 5 covers you know a large  
14 area of Midtown Manhattan including Penn Station,  
15 Grand Central Park or sorry, Grand Central Station  
16 and many parks.

17 We created a taskforce last year and had experts  
18 and community board members and members of the public  
19 testify around daylighting and distilled that into a  
20 resolution and passed the resolution in June of last  
21 year and I wanted to summarize some of the points  
22 made.

23 You know, despite the city's intension to  
24 eliminate traffic violence, we have a huge threat  
25 which diminishes the ability of our community members

1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
2 including seniors and children to move around the  
3 neighborhood freely and independently and we need to  
4 start by improving safety, by increasing visibility  
5 at intersections.

6 The New York State Law recognizes this and  
7 prohibits parking within 20 feet of an intersection  
8 and there's clear evidence that visibility  
9 impairments cause injury and death with 79 percent of  
10 pedestrian injuries and 55 percent of fatalities  
11 happening at these intersections.

12 While we believe that daylighting is most  
13 successful when a spot is hardened, we also believe  
14 that the DOT should follow New York State Law and  
15 daylight all intersections. As we've seen in the  
16 past, sometimes this requires the Council to force  
17 their hand, which is what Intro. 1138 would do. This  
18 isn't just about safety. We can use these spaces for  
19 daylighting to install bike racks, planters, and  
20 maybe even some seeding to create a welcoming and  
21 safe space for all New Yorkers. Thank you.

22 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
23 we'll hear from Jason Stahl.

24 SERGEANT AT ARMS: You may begin.  
25

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2 JASON STAHL: Hi, thank you for taking my  
3 testimony. Can you hear me?

4 SERGEANT AT ARMS: We can hear you.

5 JASON STAHL: Okay great. I am a resident of  
6 Sunnyside Queens, Councilwoman Won's district. I'd  
7 like to thank her for sponsoring Intro. 1138. I  
8 think it's long overdue. I think I missed my first  
9 testimony window as I was walking to get food and  
10 avoiding several cars that were parked in the  
11 crosswalk around the fire station at Woodside  
12 Warriors.

13 Uhm, I think that on the subject of the issues of  
14 parking at the expense of universal daylighting, I  
15 think it's important to remember that parking  
16 scarcity in my experience has you know creates  
17 aggressive driving in and of itself. And so, uhm, I  
18 think the marginal increase in scarcity of parking as  
19 a result of making universal daylighting possible,  
20 uhm is not going to be felt to the extent of the  
21 benefits of universal daylighting in making it safer  
22 for pedestrians and which I am one.

23 Of cyclists, of which I am also one, and then of  
24 driver's and I occasionally do rent a car in New York  
25 City would be beneficial for everyone no matter their

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2 district or how much of a transit desert or not it  
3 may be.

4 So, I hope that the Council will pass with  
5 alacrity Intro. 1138. Thank you.

6 CHAIRPERSON BROOKS-POWERS: Thank you. Next,  
7 we'll hear from Lewis Anderson.

8 SERGEANT AT ARMS: You may begin.

9 LEWIS ANDERSON: My name is Lewis and I live in  
10 Bed Stuy. I am testifying in full support of Intro.  
11 1138. I walk and bike around my neighborhood daily.  
12 I have experienced near collisions at intersections  
13 too many times to count simply because a parked  
14 vehicle has obstructed my view of oncoming traffic.  
15 I strongly support this bill for countless reasons.  
16 Prioritizing accessibility, allocating street space  
17 fairly and proportionately, and encouraging  
18 sustainable modes of transportation to name a few.  
19 But there is no greater example of nonsensical street  
20 space allocation than a parked car at an intersection  
21 obstructing views of oncoming traffic, forcing  
22 everyone to leave their safety to fate.

23 To illustrate how nonsensical it is that we allow  
24 parking at intersections, I would like you to picture  
25 this situation in reverse. Imagine if every

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2 intersection in New York City was currently daylight  
3 with a sidewalk extension, allowing pedestrians to  
4 safely stand part way into the street with a clear  
5 view of oncoming traffic and then cross with  
6 confidence. Some of these sidewalk extensions might  
7 even be equipped with seating, bike racks or tree  
8 pits that provide vital stormwater absorption in  
9 neighborhoods prone to flooding.

10 Now, imagine that we're at a Council hearing to  
11 remove all of these sidewalk extensions along with  
12 all of their benefits, only to add one more parking  
13 spot per block to the city's stock of on street  
14 parking spots, which already equals about 1.5 times  
15 the total number of cars registered in the city.

16 In the first nine months of 2024, almost 200 New  
17 Yorkers were killed by traffic violence. 88 of these  
18 were pedestrians, 77 of whom were killed at  
19 intersections without daylighting.

20 If you are considering not supporting this bill,  
21 I would like you to imagine all of these victims and  
22 their families in front of you when you announce to  
23 your constituents that you oppose these lifesaving  
24 streetscape improvements in favor of publicly funded  
25

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2 private storage for just one car per city block.  
3 Thank you.

4 CHAIRPERSON BROOKS-POWERS: Thank you. Next  
5 Robert Price.

6 SERGEANT AT ARMS: You may begin.

7 ROBERT PRICE: Hello, my name is Robert Price. I  
8 live in Brooklyn and I am in strong support of Intro.  
9 1138 and universal daylighting. In general, I'm a  
10 parent of two middle schoolers 11 and 13 and they  
11 walk around my neighborhood in Brooklyn and I find it  
12 incredibly stressful and scary when they cross the  
13 streets on their own. They leave school, they live  
14 in Winsor Terrace or they go to school in Winsor  
15 Terrace and it's a 20 minute walk from our house with  
16 multiple intersections and so many cars park all the  
17 way up to the crosswalks and make it impossible for  
18 them. Sometimes they ride their scooters around or  
19 their skateboards and this idea of them riding out  
20 into the street and a car swinging around another  
21 parked car because they can't see and hitting them  
22 just is traumatizing on so many levels.

23 Thank you for taking the time to hear my  
24 testimony and again, I'm in strong support of Intro.

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2 1138. Please pass this universal daylighting. Thank  
3 you.

4 COUNCIL MEMBER NARCISSE: Thank you. Next is  
5 Vincent Valdmanis.

6 SERGEANT AT ARMS: You may begin.

7 VINCENT VALDMANIS: Thank you Chair Brooks-  
8 Powers, Councilman Won and members of the Committee  
9 for convening the hearing. My name is Vincent  
10 Valdmanis and I'm here to express strong support for  
11 the 1138 Daylighting Bill and I'd like to thank my  
12 City Council member Lincoln Restler for signing on as  
13 a Co-Sponsor, as well as our local community board  
14 here in North Brooklyn. I'm a resident of Green  
15 Point and I commute most days to East Mid-Town by  
16 subway and foot. The busiest branch library in  
17 Brooklyn is on my block and we have a lot of kids,  
18 strollers, community groups at the library who are  
19 forced to stand out in the street and cannot see  
20 around parked cars. The cars are parked right up to  
21 the crosswalk and there's particular value in doing  
22 this daylighting universally.

23 New Yorkers cross intersections that are new or  
24 unfamiliar to them every day and so do drivers and  
25 having this as a design across the city is really the



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2 right way to go. I myself was hit by an SUV while I  
3 was crossing Central Park west at night, far from  
4 where I lived. The driver didn't see me and I  
5 certainly did not see him and I ended up on the hood  
6 of the SUV. The FDNY took me to the emergency room.  
7 There were a lot of associated medical bills,  
8 insurance, hospital costs etc., all of which was  
9 avoidable.

10 Daylighting is common sense. When drivers and  
11 pedestrians can see each other, they avoid crashes.  
12 It's as simple as that. Every parent teaches this to  
13 their kid. Daylighting is already the law of the  
14 state but in New York City where more than half of  
15 all households do not own a car, we've decided not to  
16 do it. It just does - it defies common sense. So,  
17 we have the opportunity to correct this mistake. 22  
18 community boards have passed resolutions in support,  
19 85 elected officials, half of all of New York  
20 electeds have expressed support. So let's follow  
21 common sense. Let's implement policy that is already  
22 law and let's save lives.

23 COUNCIL MEMBER NARCISSE: Thank you. Nicole  
24 Murray.

25 SERGEANT AT ARMS: You may begin.

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2 NICOLE MURRAY: Hi, my name is Nicole. I live in  
3 Fort Green. I'm also on the Community Board as a  
4 member of the Transportation and Public Safety  
5 Committee and we did release a Resolution in support  
6 of universal daylighting. Someone did mention I  
7 think in this neighborhood a child, Kamari Hughes who  
8 was killed in a crosswalk by a driver, a tow truck.  
9 I do want to say that that driver said in their  
10 statement that they could not see Kamari because the  
11 intersection was not daylight. So, they went and  
12 killed this child.

13 So, I ask the City Council people who live in  
14 Districts where they might think parking is more  
15 important than children's lives is - if it hasn't  
16 already happened in your district, it will. People  
17 will be killed in your crosswalks and intersections  
18 and something needs to be done about this and so,  
19 this is your opportunity as law makers, as people who  
20 do funding and budgeting to prevent these from  
21 happening.

22 So, if you don't pass this, it will happen. It  
23 may still happen if we do, we will significantly  
24 reduce lost lives of pedestrians by children,  
25 elderly, disabled, everyone. I also want to add that

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2 it's a good thing for driver's as well to be able to  
3 see all corners, whether you're in a bus, car,  
4 scooter, anything. There isn't any place I know of  
5 where once daylighting is implemented, people don't  
6 like it. It is great for everybody. It saves lives.  
7 Everyone likes it. Everyone can see and as a final  
8 word on the DOT's report, I want to take it in as a  
9 generous interpretation that they're in support of  
10 daylighting plus, right? If we need to find funding  
11 to do flex posts in the road, like we did on  
12 Flushing, turning onto Williamsburg Street, the DOT  
13 added a few flex posts, so cars would turn wider. I  
14 don't know how much that costs but I don't think it  
15 was \$3 billion or whatever it was. There are quick  
16 treatments to put in the street that we can do it in  
17 a matter of days, if not weeks to make turning wider.  
18 That's a very easy problem to fix, so again, City  
19 Council people who are on the fence or against, I ask  
20 you what are you going to do to support saving lives,  
21 getting better streets for everyone driver's,  
22 pedestrians, bicyclists, everyone in your district.  
23 Please vote yes. Thank you.

24 COUNCIL MEMBER NARCISSE: Thank you for your  
25 testimony. Kathleen Collins.

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2 SERGEANT AT ARMS: You may begin.

3 KATHLEEN COLLINS: Good afternoon. My name is  
4 Kathleen Collins and I'm a Native New Yorker who is a  
5 congenital quadruple amputee who uses a wheelchair.  
6 I'm a member of several disability organizations and  
7 also on the board of Disabled In Action. I agree  
8 with the testimony already given by Jean Ryan, Monica  
9 Bartley and Evan Yankee. We do support daylighting  
10 provided that it is done correctly and does not  
11 hamper or obstruct New Yorkers with disabilities  
12 ability to easily and safely cross streets and  
13 intersections in New York City as well as our ability  
14 to board and disembark from vehicles such as taxis,  
15 For Hire-Vehicles and Access-A-Ride.

16 Unfortunately, in the past, when the New York  
17 City Department of Transportation (DOT) has chosen  
18 daylighting barriers, such as concrete barrier  
19 blocks, sometimes the DOT has placed them in areas  
20 where they do obstruct pedestrian ramps, sidewalk  
21 curbs, and the ability of New Yorkers with  
22 disabilities to safely board and disembark from  
23 vehicles.

24 Thus, the proposed legislation, Int. 1138-2024,  
25 needs to require the DOT to create and implement a

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2 plan that not only prevents this mistake from being  
3 made in the future, but also provides that these  
4 barriers are placed in optimum locations, that is,  
5 places that both promote safety and provide all  
6 pedestrians the ability to easily cross streets as  
7 well as safely board and disembark from vehicles.

8 Thank you for your time today.

9 COUNCIL MEMBER NARCISSE: And that's the second  
10 time seeing you, so thank you for engaging. I love  
11 New Yorkers like you, engaged. Thank you. The next  
12 is Kat Morano.

13 SERGEANT AT ARMS: You may begin.

14 KAT MORANO: Hi, good afternoon. I am strongly  
15 in favor of daylighting and I do have a couple of  
16 anecdotes that I'd like to share. About five years  
17 ago, I was running in Brooklyn. My husband and I  
18 currently live in Fort Green and I was living in  
19 Brooklyn Heights at the time. I came to a crosswalk  
20 where the visibility was obstructed. The walk signal  
21 was active, so I began running across the street when  
22 an SUV rolled through the light. I rolled onto the  
23 car. I was luckily not seriously injured though it  
24 was very traumatic, especially given that the driver  
25 actually drove away.

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2 Had I had additional visibility, I do not think  
3 that that would have happened. Additionally and I  
4 believe that this was already mentioned by Nicole,  
5 where my husband and I live in Fort Green, there was  
6 a child that was killed crossing the street on their  
7 way to school a couple of years ago. They were  
8 struck by a tow truck and killed instantly and as of  
9 course also mentioned by Nicole, the driver did  
10 believe that had the daylighting bill been active in  
11 New York City, that that would not have occurred.

12 So, we could have avoided the death of a small  
13 child who was just on their way to school which was  
14 obviously very traumatic for the community and the  
15 child's family.

16 Uhm, I personally believe that daylighting is not  
17 something that should be questioned at all, given  
18 safer streets shouldn't be something that's up for  
19 arguments. We need to protect the citizens of New  
20 York City specifically those who are vulnerable like  
21 children and seniors and people with disabilities.  
22 So, thank you so much for your time.

23 COUNCIL MEMBER NARCISSE: Thank you. Uhm, I have  
24 guest one, the name is on. Guest One are you still  
25 there?

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2 SERGEANT AT ARMS: You may begin.

3 COUNCIL MEMBER NARCISSE: You did not have name.

4 SERGEANT AT ARMS: Guest One, you're in the  
5 attendees. I'm not sure if you want to testify. I'm  
6 going to unmute you. No response. They're calling  
7 in so. Oh, here we go.

8 MICHAEL PUGH: Hi, thanks. Sorry about that, I  
9 just realized I'm Guest One. This is Michael Pugh.  
10 I live in the upper east side and I support Intro.  
11 1138. I moved to New York City in part because it  
12 was a great walkable city and most many New Yorkers  
13 can live here comfortably without a car but  
14 unfortunately one of the few uncomfortable things in  
15 the city is that's one of the most dangerous things  
16 we do is being a pedestrian and crossing the street.  
17 And this is mostly due - and the easiest thing to  
18 make this experience better for pedestrians, which  
19 many of us are all at some point even if we do drive,  
20 is to have universal daylighting make the  
21 intersections safer and make the city safer for all  
22 New Yorkers, including drivers.

23 Thank you. Thanks for allowing me to speak.

24 COUNCIL MEMBER NARCISSE: Thank you for your  
25 testimony and about Guest 2. Are you still on?

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2 SERGEANT AT ARMS: Guest 2 you're unmuted.

3 SERGEANT AT ARMS: I'm unsure if they're  
4 responding. They are also calling in.

5 MARICIO: Hello, can you hear me?

6 SERGEANT AT ARMS: Yes, we can hear you.

7 MARICIO: Hi, uhm, my name is Maricio(SP?), I'm  
8 from Queens. I've been born and raised in New York  
9 City my whole life. I'm here to talk about my  
10 support for Intro. 1138. I want to thank Council  
11 Member Julie Won for sponsoring Intro. 1138 and for  
12 taking a stand on street safety. The bill isn't just  
13 a smart policy, it's urgent. I was a former EMCB.  
14 I'm a cyclist, I'm a pedestrian and I also drive and  
15 I've seen first hand the damage that happens when  
16 visibility at intersections is treated like an  
17 afterthought. I've responded to things where a  
18 turning driver couldn't see and the person crossing  
19 the street couldn't see the driver coming up.

20 I've also lived in a daily reality of our street  
21 navigating corners where parked cars create blind  
22 spots in every crossing feels like it's a gamble  
23 whether somebody is just going to roll up and just  
24 stop right before they hit you or you'll get hit this  
25 time.



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2 Intro. 1138 would bring hardened universal  
3 daylighting to New York City and it's a fix that  
4 would save lives by keeping the space near crosswalks  
5 clear or giving everybody, driver's, cyclists,  
6 pedestrians, a fair chance to be seen. And let's be  
7 honest, nobody here likes losing a parking spot but  
8 human lives are more important than parking spaces.  
9 If anybody is going to vote against this bill, you're  
10 essentially saying that a parking spot is worth more  
11 than a person's life.

12 It's basically like medicine. Driver's may not  
13 want it but at the end of the day it's good for them  
14 because it will prevent them from taking somebody's  
15 life from possibly getting into a crash with another  
16 car or another person or a cyclist or anything else,  
17 somebody's pet. I want to thank everybody that  
18 sponsored this bill and I hope that you guys pass  
19 Intro. 1138.

20 COUNCIL MEMBER NARCISSE: I want to say thank you  
21 for your testimony. The next is Nicolas Otto. Thank  
22 you, come forward please.

23 NICHOLAS OTTO: Hi.

24 COUNCIL MEMBER NARCISSE: Hi.

25 NICHOLAS OTTO: I'm Nicholas Otto.

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2 COUNCIL MEMBER NARCISSE: Good to see you.

3 NICHOLAS OTTO: Thank you. Good to see you as  
4 well.

5 COUNCIL MEMBER NARCISSE: You may begin.

6 NICHOLAS OTTO: Uhm, I live in Williamsburg and  
7 I'm in support of universal daylighting. As a  
8 pedestrian, as a cyclist, and an occasional driver in  
9 the city, I think as a driver, it's important to be  
10 able to see around corners at intersections,  
11 otherwise I'm putting myself in danger by creeping  
12 out. As a cyclist, I know the danger that drivers  
13 pose to me and uhm, and I would like them to be able  
14 to see where they're going and also as a cyclist, I  
15 would just like to be able to see where I'm going as  
16 well and see what the oncoming traffic. And then as  
17 a pedestrian uhm, yeah, I mean similarly, I would  
18 like to know that I am safe and that my community is  
19 safe and beyond just the safety concerns, I think  
20 universal daylighting creates more public space for  
21 the community, reclaimed space that is otherwise  
22 taken up by cars unnecessarily. Yeah, so I think  
23 those are my main reasons for supporting 1138.

24 COUNCIL MEMBER NARCISSE: Thank you for your  
25 testimony. The next is Fishnule Yucola Redy(SP?).

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2 FISHNULE YUCOLA REDY: Hi, good afternoon. My  
3 name is Fisnule Redy and I live in Sunnyside Queens.  
4 I'm here today because I strongly support Intro.  
5 1138, which would bring universal daylighting to our  
6 streets.

7 I'm grateful to see my Council Member Julie Won  
8 championing this effort to make our neighborhoods  
9 safer and more accessible for everyone.  
10 Intersections are where crashes are most likely to  
11 happen and visibility is essential if we want our  
12 streets to be safer. When we can't see each other,  
13 whether we're walking, biking or driving, we are all  
14 at greater risk. That's why keeping intersections  
15 clear of visual obstructions like parked cars isn't  
16 just a good idea. It's standard practice in cities  
17 all across the US and around the world.

18 Right now, New York State requires daylighting at  
19 intersections everywhere except New York City. That  
20 exemption doesn't make sense. For a city as  
21 pedestrian oriented as ours, it's shocking that we  
22 fall behind places like Houston and Omaha, which are  
23 far less known for walk ability that have universal  
24 daylighting in the standard practice.

1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

2 This isn't just about pedestrians. It's about  
3 driver's too. Driving in the city is made harder and  
4 more dangerous because of poor sight lines at  
5 intersections. Parked cars near corridors block  
6 visibility and create confusion and bottlenecks and  
7 no driver wants to be in the terrifying position of  
8 hitting or even nearly hitting a pedestrian crossing  
9 the street.

10 Not to mention, that most drivers are also  
11 pedestrians at some point or another. Intro. 1138 is  
12 a well-designed bill because it brings both immediate  
13 and long term solutions. It gives us quick relief by  
14 aligning our regulations with most of the country by  
15 keeping parked cars away from crosswalks and it sets  
16 the stage for lasting change by requiring the city to  
17 build safer, more visible intersections through  
18 better infrastructure.

19 Intro. 1138 is an excellent bill but we clearly  
20 need to go further than that to keep us safe. We  
21 need the Mayor and the DOT to implement the Streets  
22 Plan as they are legally mandated to and sort of  
23 shuriken their responsibility here and we need to  
24 increase our capacity to enforce the regulations we  
25 have in place.

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2 One of DOT's excuses for opposing Intro. 1138 is  
3 that we can't guarantee -

4 SERGEANT AT ARMS: Your time is expired.

5 FISHNULE YUCOLA REDY: Effectively enforced.

6 Thank you.

7 COUNCIL MEMBER NARCISSE: Thank you. The next  
8 one is Chris Sanders.

9 CHRIS SANDERS: Uh, yes, hey thank you City  
10 Council for letting me speak about Intro. 1138. I  
11 just wanted to say that I am from Harlem but I'm  
12 currently living in Midtown Manhattan and I think  
13 that daylighting will help keep Harlem people safe.  
14 Keep Black people safe and I do believe it is worth  
15 using some parking if we have to lose parking to  
16 ensure the safety of the younger people, the younger  
17 generations, everybody, the older generations, those  
18 people. You know, I know Harlem gets left out of a  
19 lot of these conversations but it's very dangerous up  
20 there and in Midtown, it's quite chaotic as well.  
21 Shockingly chaotic as well and daylighting would make  
22 this better. They tried it in New Jersey. It worked  
23 in New Jersey and they are very car centric and  
24 daylighting still worked. It worked 100 percent.  
25 They didn't have any traffic deaths and I think also,

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2 they will be preventing people from being seriously  
3 injured, which will you know hurt their you know  
4 employment chances and their ability to make money  
5 and I think you know for people that are vulnerable  
6 within the Black community and Latino community and  
7 the minority community, and the other people, I think  
8 daylighting is going to be wonderful for them keeping  
9 them safe.

10 And again, it's worth getting rid of some  
11 parking. Yeah, so sorry to say look, I drive, I take  
12 the train, I take the bus, I walk, I bike, whatever.  
13 I think we should get this done. Thank you Julie Won  
14 for this legislation. Thank you Erik Bottcher and  
15 everybody else.

16 SERGEANT AT ARMS: Time is expired.

17 CHRIS SANDERS: Who signed onto this? Thanks.  
18 Bye.

19 COUNCIL MEMBER NARCISSE: Thank you for your  
20 testimony. The next one is Charles Guthrey

21 SERGEANT AT ARMS: You may begin.

22 CHARLES GUTHREY: Hello Council Members. Thank  
23 you for having me. My name is Charles Guthrey, I  
24 live in Park Slope Brooklyn and I'm testifying in  
25 support of 1138. Universal daylighting in

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2 intersections across New York City would be a simple,  
3 cost effective change that would save lives and make  
4 our streets safer for everyone.

5 I know parking is already scarce in New York and  
6 you may be reluctant to reduce parking further but  
7 let's not the car owning minority compromise the  
8 safety of pedestrians, because we're all pedestrians  
9 at some point in our day.

10 Personally I have been hit by a car in a  
11 crosswalk because the car couldn't see me. I  
12 couldn't see the car when crossing due to a parked  
13 car that was right adjacent to the crosswalk side. I  
14 know this issue personally and intimately. So,  
15 please support this universal daylighting proposal to  
16 make our intersections safer for everybody. That's  
17 all for me.

18 COUNCIL MEMBER NARCISSE: Thank you. The next  
19 one is Bahij Chancey.

20 SERGEANT AT ARMS: You may begin.

21 BAHIJ CHANCEY: Thank you very much. Good  
22 afternoon. My name is Bahij Chancey and I'm an Urban  
23 Planner at WXY Studio. We are an architecture urban  
24 design and planning practice based in New York City

25

1 COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
2 that works extensively with city agencies including  
3 DOT.

4 I'm here to express our strong support for Intro.  
5 1138. Much has already been said at today's hearing  
6 about the safety benefits of daylighting but as  
7 planners and designers, we know that safety is just  
8 the beginning of what it can offer. Clearing 20 feet  
9 in front of crosswalks does not just save lives, it  
10 creates the foundation for a better public realm.  
11 Daylighting will improve visibility at intersections,  
12 which dramatically reduces crashes involving  
13 pedestrians, especially children and seniors but the  
14 benefits will go much further.

15 These reclaimed spaces can be designed as high  
16 impact infrastructure in New York City. Green  
17 buffers, seating, planters, bike corrals and rain  
18 gardens that make our streets not just safer but more  
19 welcoming and beautiful.

20 Daylighting is also complementary to a host of  
21 other city curbside priorities, like loading zones,  
22 trash containerization, open streets and outdoor  
23 dining. Every corner with daylighting is an  
24 opportunity to expand our city's walkability, slow  
25 traffic and carve out public space in the densest



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2 city in the country. When implemented thoughtfully  
3 with hard barriers, these zones can become natural  
4 extensions of our sidewalk. Small plazas that offer  
5 refuge, greenery and clarity in our city's complex  
6 streetscape.

7 I've worked closely with the bills sponsor,  
8 Council Member Won on the 1LIC Neighborhood Planning  
9 process and there, like in many other neighborhoods  
10 where I've worked, the safety benefits and public  
11 realm benefits that New Yorkers ask for repetitively  
12 can really be advanced by the measures of 1138. This  
13 bill is a powerful scalable tool to advance Vision  
14 Zero, our city's equity and climate resilience and it  
15 aligns with what we already know, that small changes  
16 to street geometry can have outsized impacts on how  
17 people move, interact and feel in their  
18 neighborhoods.

19 I thank the Council for your leadership on this  
20 and I urge you to pass this bill to help make every -

21 SERGEANT AT ARMS: Your time is expired.

22 BAHIJ CHANCEY: Body in New York City safe.

23 Thank you.

24 COUNCIL MEMBER NARCISSE: Okay, if we have  
25 inadvertently missed anyone that has registered to

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2 testify today and has yet to have been called, please  
3 use the Zoom hand function if you are testifying  
4 remotely and you will be called in the order that  
5 your hand has been raised.

6 If you are testifying in person, please come to  
7 the desk. Anyone else?

8 SERGEANT AT ARMS: Ryan Christman.

9 COUNCIL MEMBER NARCISSE: Ryan, are you on?

10 RYAN CHRISTMAN: Yes, I'm here. Thank you.  
11 First, I'd like to thank the Council for having this  
12 hearing. I'm a Central Brooklyn resident, Community  
13 Board attendee, youth program and street safety  
14 volunteer and I work for the city. However the views  
15 I express here are my own. One of my earliest  
16 memories traversing the street as a child, eye level  
17 with car doors. Growing up in a place with  
18 daylighting, the end of the blocks were always the  
19 safest place to cross as everyone could see each  
20 other. Cars generally were a lot shorter and I  
21 quickly move to the point where I could see over them  
22 but in an age where SUV's have become the standard,  
23 it's no longer the case. Even fully grown adults can  
24 see over the line of parked cars on each and every  
25 block.

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2 Common fear for people driving is to not see a  
3 child attempting to cross the road. Darting out from  
4 behind parked cars without sufficient time to react  
5 before tragedy occurs that changes the lives of the  
6 child, parents, family, driver, everyone involved.  
7 Why would we not make a very small change to our  
8 streets to ensure that we could all have more  
9 advanced warning? People argue that everyone else  
10 can have this in our state except for us, because in  
11 New York human life is below state subsidized private  
12 vehicle storage. When asked why, they tend to cite  
13 that a lot of people have to have cars. However some  
14 of these people when I follow up with them, have not  
15 noticed a few changes over the past years or decades.

16 Primary being ride hilling apps, which completely  
17 have revolutionized experience of people getting  
18 around. Subways are much safer and cleaner than  
19 decades ago when some of these folks that I've talked  
20 to kind of abandoned the idea of using them and  
21 micromobility has revolutionized getting around for  
22 people that can use it. Finally, everyone is getting  
23 things delivered for milk and eggs to soap and  
24 chicken wings. These deliveries are often happening  
25 by people on two wheels piloted by someone vulnerable

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2 to a larger car would benefit from daylighting. This  
3 is why I support Intro. 1138 to make universal -

4 SERGEANT AT ARMS: Your time is expired.

5 RYAN CHRISTMAN: Thank you.

6 COUNCIL MEMBER NARCISSE: Thank you for your  
7 testimony. We want everyone - we want to be  
8 inclusive and we want the street to be safe. You're  
9 right Ryan. Thank you.

10 Priya Patel are you on?

11 PRIYA PATEL: Yeah.

12 COUNCIL MEMBER NARCISSE: Go on, thank you.

13 PRIYA PATEL: Hi, I just wanted to call in to  
14 express support for Intro. 1138. I think that I live  
15 close to 103<sup>rd</sup> which is daylighted right now. I  
16 think it's a huge improvement for the street and I  
17 think the entire city deserves that. You know to  
18 ensure that like pedestrians and people who are not  
19 in cars are safe, safe from cars, especially as  
20 vehicles seem to be getting larger and larger as the  
21 years go on. I think that daylighting is imperative.  
22 That's it, thank you.

23 COUNCIL MEMBER NARCISSE: Your done? Thank you,  
24 appreciate your testimony. The next one is Charles  
25 Todd.

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2 SERGEANT AT ARMS: You may begin.

3 SERGEANT AT ARMS: I will unmute you, sorry.

4 CHARLES TODD: Sorry about that. Hi, my name is  
5 Charles Todd. I am a member of the Transportation  
6 Committee for Community Board 4 who has passed  
7 Resolution supporting daylighting along with the full  
8 board. I'm speaking today as myself not representing  
9 the board but we did pass the daylighting resolution  
10 supporting daylighting along with the full board.  
11 I'm speaking today as myself not representing the  
12 board but we did pass the daylighting resolution.  
13 Along with so many other Community Boards, I'm a  
14 father of two, I walk to our local elementary school  
15 here at Hell's Kitchen every day and I worry about my  
16 kids crossing the street. My kid is going to middle  
17 school next year. He'll start taking transit  
18 himself. He'll take the M11 bus. He's going to have  
19 to walk to and from that bus and the more we can do  
20 to daylight our intersections and put planters and  
21 bike racks and harden them and make for a safer, more  
22 beautiful city, the better. I've lived in New York  
23 City for 24 years. I haven't owned a car in 24  
24 years. I moved here because I don't want to own a  
25 car. I want to live that walkable city lifestyle and

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2 I love it. I appreciate some people do need cars but  
3 they don't need to park right in the intersection.  
4 It will make it safer for all of us and it will give  
5 drivers more visibility. So thank you all for your  
6 time. I know it's been a long hearing but I strongly  
7 support daylighting.

8 COUNCIL MEMBER NARCISSE: Thank you for your  
9 testimony. The next one is Families for Safe  
10 Streets. Are you on?

11 SERGEANT AT ARMS: You may begin.

12 FAMILIES FOR SAFE STREETS: Hi.

13 SERGEANT AT ARMS: We can hear you.

14 FAMILIES FOR SAFE STREETS: You can see me?

15 COUNCIL MEMBER NARCISSE: Yes, I can hear you.

16 Go on.

17 SERGEANT AT ARMS: We can't see you though.

18 FAMILIES FOR SAFE STREETS: Oh.

19 SERGEANT AT ARMS: Promote the panelist and that  
20 should be able to -

21 COUNCIL MEMBER NARCISSE: Families for Safe  
22 Streets can you? No.

23 SERGEANT AT ARMS: They are on. They're just uh,  
24 let me unmute them again. Families for Safe Streets.

25 COUNCIL MEMBER NARCISSE: Thank you. Go on.

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2 FAMILIES FOR SAFE STREETS: Okay, thank you Chair  
3 Brooks-Powers and members of the Transportation and  
4 Infrastructure Committee for holding today's hearing.  
5 My name is Rosatta Clonovick(SP?) and I'm a member of  
6 Families for Safe Streets. This is my first time  
7 testifying at a City Council hearing and I'm here to  
8 urge you to support Intro. 1138 universal daylighting  
9 in New York City. Families for Safe Streets is an  
10 organization made up of people like me who have  
11 either lost a loved one or have been injured in a  
12 traffic crash.

13 FSS members know that when our streets and  
14 intersections are deadly, New Yorkers are the ones  
15 who pay the price. I had the honor of joining  
16 Families for Safe Streets in 2022 when my 16 year old  
17 sister Alyssa Clonovick was fatally struck by a  
18 turning truck driver as she walked to school about a  
19 block away from our home in the Bronx. Alyssa loved  
20 drawing, spending time with her friends and family.  
21 Summers were her favorite season.

22 The intersection of Paulding Avenue and Neil  
23 Avenue where my sister was struck was known to be a  
24 bad corner where a lack of daylighting meant that  
25

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2 neither the driver nor my sister were able to see one  
3 another until it was too late.

4 Universal daylighting will mean that everyone no  
5 matter how they're getting around can have the  
6 visibility to make everyone in the intersection safe.  
7 Alyssa's crash could have been prevented and I  
8 wouldn't have to be here today.

9 If we design streets around people instead of  
10 cars, if we use common sense solutions like  
11 daylighting at our intersections, we can and will  
12 save lives. I urge you to support Intro. 1138 and  
13 universal daylighting. Thank you for this  
14 opportunity to share this testimony and my sisters  
15 story with you. And I do want to share a quick  
16 picture of her. She's right over here.

17 COUNCIL MEMBER NARCISSE: She's beautiful. Sorry  
18 for your loss.

19 FAMILIES FOR SAFE STREETS: Thank you. Thank you  
20 so much for allowing me to speak.

21 COUNCIL MEMBER NARCISSE: Thank you. Last call  
22 anyone online that want to testify, please raise your  
23 hands. If anyone in the room. Going once, no one.  
24 Alright, if we have inadvertently missed anyone that  
25 has registered to testify today and has not yet to



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2 have been called, please use the Zoom hand function.

3 If you are testifying remotely and you will be called

4 in the order that your has been raised. If you are

5 testifying in person, please come to the desk.

6 Going once, seeing none. So, now I would like to

7 say thank you to everyone that came out to testify

8 and yes, we need to keep our city safe while we're

9 looking and listening to everyone and I'm so

10 impressed by everyone that came out to testify and

11 that stayed from the beginning to the end. I

12 appreciate your time and all the staff that worked on

13 today's hearing, I want to say thank you everyone

14 from the Council to everyone that have been here and

15 of course our Sergeant at Arms. So, seeing none.

16 So, thank you for being here. [GAVEL] Now we close.

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C E R T I F I C A T E

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



Date May 27, 2025