

**NYC DEPARTMENT OF TRANSPORTATION
TESTIMONY ON INTROS 912 AND 997
BEFORE THE COMMITTEE ON TRANSPORTATION
APRIL 4, 2016**

Good morning Chair Rodriguez and members of the Transportation Committee. I am Ryan Russo, the Deputy Commissioner for Transportation Planning and Management for the New York City Department of Transportation (DOT) here on behalf of Commissioner Trottenberg to discuss making our streets safer. I am joined by Jeff Lynch, Assistant Commissioner for Intergovernmental and Community Affairs at DOT. We are also joined by Inspector Dennis Fulton from the NYPD who will be giving testimony on Intros 779 and 997.

I am here today to discuss Intro 997 and 912, both of which relate to our Vision Zero efforts, and the tools that DOT uses to improve safety for all of the City's street users whether they are walking, using a wheelchair, driving a car or riding a bicycle.

Together we have been able to accomplish so much for our City. In fact, 2015 was the safest year on City streets in recorded history and we look forward to working with the Council to make 2016 even safer.

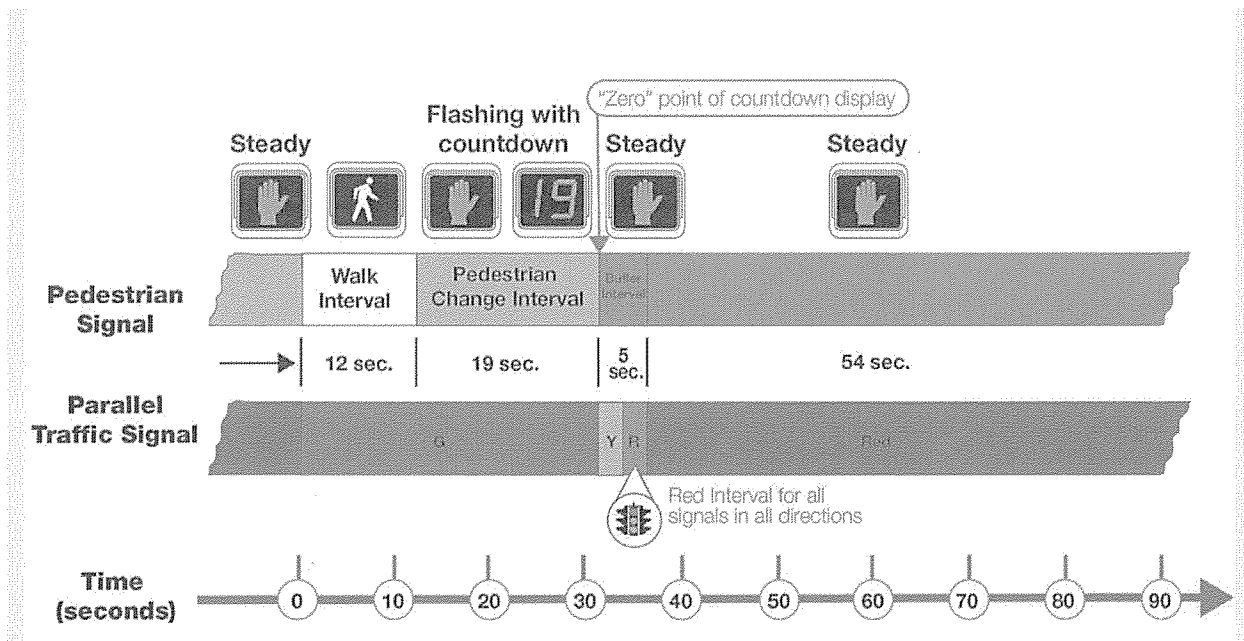
Let me begin by expressing our support for the Car Free NYC initiative on Earth Day, Friday April 22. We have been working with the Council to open several streets to pedestrians on Earth Day at select locations around the City. We hope this and the other initiatives created under the leadership of Chairman Rodriguez will inspire a broader conversation about how to keep our growing City moving.

First, I would like to discuss Intro 997, which relates to pedestrian countdown signals. The original law establishing the right of way for pedestrians in crosswalks at signalized intersections was enacted by the State Legislature in 1959. Since then, the substance has remained the same and does not reflect new technologies such as pedestrian countdown signals.

Under the existing law, pedestrians crossing at signalized intersections only have the right of way if they step off the curb during the walking person phase of the signal. Pedestrians who step off during the flashing red hand phase, typically accompanied by the countdown clock, do not have the right of way.

And as currently written, a turning motorist must yield the right of way to a pedestrian who stepped off the curb during the walking person phase but not a pedestrian who stepped off during the flashing red hand phase.

Signal Timing Example: Crossing 3rd Ave at 78th Street



I would like to use an example to illustrate how our traffic and pedestrian signal timing works with current law. Imagine a senior citizen, such as my mother, standing on the north side of East 78th Street waiting to cross Third Avenue on the Upper East Side heading home from the store. The crossing distance here is 70 feet.

She faces a steady red hand, the pedestrian equivalent of the red light for the drivers, who are also waiting to enter the intersection. Next, the pedestrian signal changes to a walking person at the same time the traffic signal turns green. The pedestrians and the drivers now both have the right of way to proceed through the intersection, crossing Third Avenue, travelling parallel to each other. This is fine until a car wants to make a turn. If the driver turns, they must yield the right of way to any pedestrians in the crosswalk.

The relationship between the traffic and pedestrian signal timing and the current law makes this situation complicated. As you can see from the chart, while the traffic signal is still green, the pedestrian signal turns to a flashing red hand, the pedestrian equivalent of a yellow light. This flashing red light typically accompanies a countdown clock to let pedestrians know how much time they have to cross. This technology was not in use when the law establishing right of way was written, but is now installed throughout most of the City and in places across the country.

The flashing red hand, countdown phase of the pedestrian signal is much longer than the yellow phase for drivers. And pedestrians, unlike cars, move at a wide range of speeds. The countdown, 19 seconds in this case, is calculated to allow the slowest pedestrians, including seniors, like my mother, moving at about three feet per second, enough time to finish crossing the intersection safely.

Now imagine another pedestrian, an everyday commuter, walking at a speed of about seven to eight feet per second. This commuter approaches the same intersection and sees a flashing red hand and a countdown signal. The commuter decides to proceed and catches up with my mother who is already in the crosswalk.

A driver who approaches the intersection to turn left sees two pedestrians in the exact same location in the crosswalk. Under current law, one pedestrian has the right of way while the other does not.

In practice, when turning, responsible drivers yield the right of way to all pedestrians in the crosswalk. It is unreasonable to expect drivers to determine whether pedestrians stepped off the curb during a walking person phase or during the flashing red hand countdown phase.

Accordingly, we are supportive of the goals in Intro 997, which will align the law with the acknowledged reality on our streets and our concern for pedestrians' safety. There are a few necessary technical amendments which we have discussed, and we look forward to finalizing those with you.

Now, I would like to turn to Intro 912 which proposes a curb extension program requiring implementation of five curb extensions per borough per year. This bill is problematic for DOT because it forces us to use one tool in our toolbox rather than the strategic, technical and problem solving approaches we currently use.

Allow me to outline how we deliver safety projects.

Our work is guided by our Vision Zero Borough Pedestrian Safety Action Plans, released last year. These plans analyzed the unique conditions of each borough and identified characteristics of pedestrian fatalities and injuries on each borough's streets. By combining community input from our 28 Vision Zero Town Halls and hands-on workshops with this data, we developed a comprehensive and data-driven work plan which focuses DOT and NYPD resources at the most crash-prone locations in each borough.

These Vision Zero priority corridors, intersections, and areas disproportionately account for pedestrian fatalities and severe injuries, so we need to target our resources in these locations to make the most significant safety gains.

Since the launch of Vision Zero we have completed 102 Vision Zero safety engineering projects at priority corridors, intersections, and areas. In 2015 we completed 60 of these priority projects – a doubling of our pre-Vision Zero pace.

One of these projects is on East Tremont Avenue at Westchester Square in the Bronx. This project reduced speeding, calmed traffic, and created safer, shorter pedestrian crossings by reconfiguring a complex intersection, installing a flush center median, narrowing vehicular travel lanes, and adding crosswalks, pedestrian safety islands, and traffic signals. You can see these changes on the board behind me.

At another project in Midtown Manhattan at Third Avenue and 57th Street we added pedestrian spaces, increased pedestrian crossing time, and reduced conflicts with turning vehicles while creating a block-long bus boarding island. This project also added a bus stop at a high demand location.

An additional strategy from our Vision Zero Borough Pedestrian Safety Plans is to dramatically increase installation of Leading Pedestrian Intervals (LPIs), which typically give pedestrians a seven to ten second head start when entering an intersection. LPIs improve safety during a vehicle's turn through the crosswalk by giving the pedestrians conflict-free crossing time and enhancing the visibility of pedestrians in the intersection. In 2015, DOT installed 417 LPIs. Before Vision Zero, only 16 LPIs were installed each year on average.

A new Vision Zero strategy is our focus on left turns, which are particularly dangerous. Pedestrians and bicyclists are three times as likely to be killed or seriously injured in these crashes as compared to right turns.

As Mayor de Blasio announced in January, DOT is testing a series of treatments to make left turns safer. These treatments will be evaluated to determine if they increase motorist compliance, slow vehicle turns, improve safety, and are scalable to additional sites across the City.

In all of our safety redesign projects, DOT staff use their professional expertise and judgment to study the crash history, survey existing conditions, consult with members of the community, and accordingly develop the most appropriate and effective design to address the safety needs at a particular location.

These designs employ a sophisticated and robust toolbox of safety engineering treatments that DOT continues to expand and improve. These tools include corridor redesigns, road diets, protected bike lanes, exclusive bus lanes, and intersection treatments such as new crosswalks, pedestrian islands and turn signals and also

systemic treatments like LED lighting, countdown signals and high visibility crosswalks.

As you can see, curb extensions are just one tool among many.

Curb extensions may not address the specific issues contributing to crashes at a particular location, and are rarely the most cost- or time-effective option due to the complexity of our underground infrastructure including the potential need for relocation of catch basins and utilities, and changes to grading of the roadway for drainage and accessibility. As such, cost and delays can quickly escalate. These are just a few of the factors that must be addressed before a curb extension can be installed.

If Intro 912 were to pass, it would be problematic to implement the required curb extensions using the formula proposed in the bill. This would inhibit our ability to use our traffic engineering expertise and a data driven approach to ensure the City receives the greatest safety benefit possible from every dollar and every hour available to deliver safety improvements.

Accordingly, we respectfully oppose Intro 912. We do not believe this is the most effective way to make our streets safer. We are eager to work with the members of the committee to address intersections of particular concern in your districts, and to identify the specific solutions that are most appropriate for those locations.

Thank you again for allowing me to testify today. I am now happy to answer any questions you may have.



Monday, April 4, 2016

**STATEMENT OF INSPECTOR DENNIS FULTON
TRANSPORTATION BUREAU
NEW YORK CITY POLICE DEPARTMENT**

**BEFORE THE NEW YORK CITY COUNCIL TRANSPORTATION COMMITTEE
CITY HALL, COUNCIL CHAMBERS
MONDAY, APRIL 4, 2016**

Good morning Chair Rodriguez and Members of the Council. I am Inspector Dennis Fulton of the New York City Police Department's (NYPD) Transportation Bureau. On behalf of Commissioner William J. Bratton, I would like to thank you for this opportunity to speak to you about two of the bills before you today, Intros. 779 and 997.

As you know, as part of the Vision Zero initiative, there is an intense and comprehensive focus within the Administration and the Police Department on enhancing traffic safety and preventing death and injury on our streets. Notably, just two years after the Administration initiated Vision Zero, 2015 was the safest year on record for pedestrians on New York City's streets – with significant decreases in traffic and pedestrian fatalities since 2013 before this initiative was launched. Going forward, the Police Department continues to focus on effective traffic safety measures and remains dedicated to working with our partnering city agencies, advocates, community stakeholders – and the Council – to make our streets safe for all.

Turning now to today's legislation, Intro. 779 would permit certain members of the press to park where parking or standing is otherwise prohibited – except where standing or stopping is prohibited to all motor vehicles – and would exempt their vehicles from metered parking or time limit rules as well. These proposed rules would only apply if immediately before parking, the operator, or any occupant of the vehicle, is "actually engaged in the covering of a news event or a matter of public concern." Lastly, the bill states that where any city agency has granted by sign any parking or driving privilege to "vehicles with NYP license plates," such privileges are extended only to press vehicles and on-duty emergency vehicles.

While we recognize the need for members of the press to at times use a motor vehicle in the gathering of news, the Administration respectfully opposes Intro. 779 as currently drafted. As a threshold matter, the Police Department is concerned that it would be very difficult for a police officer or traffic enforcement agent (TEA) in the field, after having observed a vehicle parked in a prohibited space or with an expired meter, to determine whether the vehicle is covering a legitimate "news event or matter of public concern," and is thus parked legally. The bill provides no defining criteria as to what this term means. While some news-worthy events are obvious, for example an emergency situation such as a large fire, other events are more subtle and it is unclear how a police officer or TEA would be alerted of such an event and know not to ticket a specific vehicle.

Furthermore, the bill goes beyond pressing news events to coverage of any "matter of public concern," potentially encouraging the disregard of parking laws and meters even in situations

where they do not pose an obstacle to coverage. The bill, as drafted, does not seem to provide for restriction of press vehicles from certain locations where emergency vehicles are permitted, potentially creating situations in which the press could be in danger or could impede public safety or emergency response. Lastly, the expansive exemption that Intro. 779 provides has the potential to lead to abuses by those who seek to obtain unlimited parking privileges while on personal business.

Additionally, the bill provides no guidance on what it means for a member of the press to be “actually engaged” in the covering of a news event or matter of public concern; for example, whether it would include working on a story from the press member’s office or home, or tasks like conducting a phone interview or researching an issue. In many instances, a police officer or TEA would likely have no way of confirming whether a press vehicle is “actually engaged” in covering an event or matter of public concern. This would present difficulties for police officers, TEAs, and members of the press themselves, who would also have to assess whether they are “actually engaged in the covering of a news event or matter of public concern” in order to remain compliant with the law.

The notion that press vehicles should be allowed some kind of reasonable accommodation in order to perform their duties is not an illegitimate one – which is why, as a practical matter, the NYPD already affords accommodations to the press at the scene of actual breaking news incidents. In its current form, however, Intro. 779 raises many concerns and poses practical and operational challenges for the Police Department.

Intro. 997 would give pedestrians the right of way in a roadway when a countdown clock is in progress or red hand signal is flashing. The Police Department is supportive of this idea. The current law that Intro. 997 would update was put in place before the use of pedestrian countdown signals. The bill recognizes that who has the right of way can be unclear for both pedestrians and motorists, and that our current laws and rules do not account for pedestrians who are safely and appropriately crossing the street during a countdown.

This legislation has been the subject of robust discussions between the Administration, the Public Advocate, and the Council, and we believe that a consensus has been reached that represents a thoughtful means to protect pedestrian safety while also ensuring fair enforcement of “right of way” laws and rules.

We look forward to continuing that dialogue as well as supporting a version of the bill that reflects this consensus.

Thank you for the opportunity to speak with you today, and I am pleased to answer your questions.

FOR THE RECORD

**New York City Council Committee on Transportation
Oversight Hearing on Resolution 1013-2016, NYC Car Free Day
Testimony of the Times Square Alliance
April 4, 2016**

Thank you, Chairman Rodriguez and members of the committee for allowing me the opportunity to testify today. My name is Caitlin Lewis, Director of External Affairs at the Times Square Alliance. The Times Square Alliance is proud to support Car Free NYC, and we commend Councilmember Rodriguez for spearheading this effort and sparking conversation around the need for a more environmentally- and pedestrian-friendly city.

In 2009, the New York City Department of Transportation took the bold step of closing a five-block stretch of Broadway to vehicular traffic. The pedestrian plazas that replaced the cars on Broadway were an immediate hit: surveys of Times Square Alliance employees and businesses reported significant increases in satisfaction with Times Square, jumping from 43% in 2007 to 74% in 2009. The plazas have reimaged one of the world's most famous boulevards into a place where tourists, employees, and residents can relax and eat their lunch, enjoy public programming, and take in the famous lights and signs of Times Square.

The plazas have also increased safety for pedestrians moving through Times Square. In 2004, we counted 6,000 pedestrians spilling into the busy Broadway roadway during a single weekday afternoon. While areas outside of the plazas, such as 42nd Street, still have similar flow issues during busy times, the plazas serve as an incredible model for creating a better pedestrian space that works optimally for its diverse users – visitors, employees, theatergoers and those just passing through.

This Earth Day, approximately 450,000 pedestrians will traverse Times Square's pedestrian plazas, and Car Free NYC recognizes that New York City's streets belong to them as well. The success of the Times Square plazas proves that it is possible to take back our streets to create a more pedestrian- and environmentally-friendly atmosphere. If we can do it at the Crossroads of the World, we can surely do it throughout our city.



TRANSPORTATION
ALTERNATIVES

Committee on Transportation Hearing

Testimony by Paul Steely White, Executive Director, Transportation Alternatives

Monday, April 4th, 2016

Thank you, Chair Rodriguez and the members of the Committee on Transportation, for convening this hearing. I am Paul Steely White, Executive Director of Transportation Alternatives. We are a 43-year old non-profit with more than 150,000 activists in our network, dedicated to improving the safety of New York City's streets. I am joined today by members of Families for Safe Streets, who will also be testifying.

We are pleased to see the Council moving ahead with Introductions 912 and 997, which stay true to the spirit of Vision Zero by making straightforward, best-practice changes to our streets that are known to improve pedestrian safety. Clarifying that the pedestrian has the right of way during the countdown phase of a crossing signal will protect pedestrians from the kind of crashes we see all too often, caused by drivers failing to yield. We also applaud Chair Rodriguez's initiative in calling for a car-free Earth Day in parts of Manhattan. However, we have reservations about Intro 779, because what is most important to us is the safety of pedestrians and cyclists, and we fear this legislation does not build in adequate protection against the kind of parking abuses we already see day in and day out.

Int. No. 779 - Press Parking Zones - CLARIFICATION REQUIRED

While we absolutely support a free press and its crucial role in society, we maintain that no vehicle short of a genuine life-threatening emergency should be allowed to park in a place where it would pose a hazard to cyclists and pedestrians. We cannot support Intro 779 as it currently is written because there is no specific language prohibiting press vehicles parking in bike lanes, in crosswalks, on sidewalks, at bus stops, or in front of fire hydrants. The current language, stating, "[a] press vehicle may park where parking or standing is otherwise prohibited except where standing or stopping is prohibited to all motor vehicles," should be made even more specific considering the widespread placard abuse and illegal parking to which we have testified in the past.

Int. No. 912 - Curb Extensions - SUPPORT WITH AMENDMENT

Curb extensions are a simple but powerful tool in the city's Vision Zero street redesign kit. They reclaim road space for pedestrians, improve their visibility to drivers, and generally calm traffic. Plus, they can easily and quickly be created using operating rather than capital funds, making them a smart option that should be explored at more intersections citywide.

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We applaud the City Council taking action to create more curb extensions, but we believe this legislation can be more ambitious.

This legislation calls for curb extensions at “all or part of a minimum of five intersections in each borough,” with locations chosen based on greatest danger to pedestrians. We would like to point to the Department of Transportation’s Pedestrian Safety Action Plans as proof that far more than twenty-five intersections per year require this treatment. The Action Plans highlighted 292 intersections citywide which make up less than 1% of the total number of intersections, but which account for approximately 15% of crashes that seriously injure or kill pedestrians. As of the start of this year, only about 60 of these 292 intersections had been redesigned. Because these intersections have already been identified as the most hazardous to pedestrians, they should all receive curb extensions. But at the pace of five intersections per borough per year, Brooklyn’s 80 remaining priority intersections would take sixteen years to complete. Locations have already been identified, and curb extensions can be put in place with as little as paint and bollards, so we see no reason why the number of intersections treated per year cannot be at least doubled.

Furthermore, we believe this legislation needs clarity and detail. For example, the legislation defines a curb extension as, “an expansion of the curb line into the lane of the roadway adjacent to the curb for at least 15 feet closes to a corner or mid-block where pedestrians are permitted to cross the roadway,” but it does not specify a minimum width of the curb extension to ensure that it reclaims enough space to be useful to pedestrians, nor does it detail the design or materials that will be used to make sure that curb extensions are clearly visible to and understood by all road users. Creating standardized practices for curb extensions is the key to them having the greatest possible effectiveness. Also, while we are in favor of implementing quick and relatively inexpensive fixes to street design problems, we would also like to add language that ensures these curb extensions are made permanent. We know traffic calming saves lives, and curb extensions are a straightforward way to bring it about, and so we look forward to seeing a much greater expansion of curb extensions at the most dangerous intersections in our city.

Int. No. 997 – Pedestrian Countdown Signals – SUPPORT WITH AMENDMENT

We strongly support Intro 997, a common sense clarification of gaps in existing law that will eliminate confusion and protect pedestrians. We see far too many crashes in which drivers fail to yield to pedestrians, often with deadly results. In 2015 at least 15 pedestrians were killed by drivers failing to yield the right of way. Clearly, more must be done to protect pedestrians as they cross our city’s streets, and to send the message to drivers that if a pedestrian is crossing, the driver must wait, no matter what.

A turning driver never has a good reason to hit a pedestrian. Even when a person is crossing against a light, or outside the crosswalk, the driver of a car has a legal duty to avoid striking

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the pedestrian, causing injury or death. This should go without saying. It is important to clarify that pedestrians have the right of way during the flashing or countdown phase of a crossing signal so that drivers know to treat pedestrians during that phase the same way they would pedestrians crossing with the walking figure symbol. No driver who injures or kills a pedestrian should be able to give the excuse, “the red hand was flashing, they should have been out of the intersection already.”

At many intersections around the city, the walk signal lasts for such a short period of time that even the most able-bodied pedestrian would struggle to make it to the other side of the street in time. The countdown phase, on the other hand, can last half a minute, regularly providing sufficient time to cross on foot. It is crucial that drivers understand that pedestrians who cross the street during either of those phases unequivocally have the right of way, and that car traffic must yield, with no excuses.

However, this legislation requires improvements to be further strengthened and aligned with existing law: 1) The language for signalized intersections must be streamlined with Chapter 4, Title 34 of the Rules of the City of New York (RCNY), in particular a paragraph must be added to clarify the right of way during the “Don’t Walk” phase, and 2) a paragraph must be added specifying that drivers are required to observe all applicable traffic laws related to pedestrians and to exercise due care at all times to avoid striking pedestrians.

We thank Public Advocate James and the many co-sponsors in the City Council for seeking to codify the pedestrian’s right to a safe crossing.

Resolution – Car-Free Earth Day - SUPPORT

We applaud and eagerly await this year’s Earth Day, when small but significant sections of the New York City street grid will be closed to car traffic. We hope that next year, an even greater area of the city will be involved. When Paris closed about 30% of its streets to car traffic for one day last September, levels of harmful nitrogen dioxide dropped by 40% in parts of the city, and noise levels fell significantly. Pedestrians, cyclists, rollerbladers, skateboarders, and wheelchair users of all ages enjoyed spending a day going down the iconic Champs-Elysees without the danger of motor vehicles. The Grand Concourse in the Bronx was modeled after that boulevard, and the *Times* has called Brooklyn’s Eastern Parkway New York’s Champs-Elysees, and so we hope that someday people will have the chance to do likewise there and on every other avenue. We thank Citi Bike and New York Water Taxi for offering free rides on Earth Day to help show New Yorkers there are alternatives to cars. Yet we also recognize that in parts of the city that are transit deserts, there are few options other than using a car, and we encourage spending this Earth Day discussing how equitable and sustainable transportation options can be improved citywide.



New York City Council Committee on Transportation Hearing
April 4, 2016
Testimony of Eric McClure, Executive Director, StreetsPAC

On behalf of StreetsPAC, thank you for the opportunity to testify today.

Int. No. 912 – Requiring curb extensions at certain dangerous intersections
(Support)

We offer our strong support for Intro 912, which would establish a curb-extensions program and require curb extensions at dangerous intersections. The bottom line is that daylighting can save lives, by increasing visibility at corners for all street users, and curb extensions can be accomplished at low cost using temporary materials on an interim basis before being fully built out.

We do, however, believe the number of annual curb-extension projects called for in this legislation – a minimum of five per borough – is woefully inadequate, and would urge that the bill be amended to substantially raise the bar. Ideally, curb extensions should be standard design at every intersection.

Regardless, though, we strongly support initiating a program for daylighting intersections, which we believe is critical to helping the city achieve Vision Zero. Saving lives is well worth the cost of a few corner parking spaces.

Int. No. 997 – Pedestrian countdown signals (Support)

We also offer our strong support for Intro 997, which would correct a terrible flaw in the administrative code that robs pedestrians of their right of way in crosswalks when automated signals begin counting down seconds or flashing a red hand.

Far too many intersections around the city give pedestrians only a few seconds of walk signal before beginning a countdown that might last four or five times as long as the steady green. A substantial number of these are at yawning expanses of asphalt, such as the exceedingly dangerous intersection of Flatbush and Atlantic Avenues. Under current law, it's physically impossible for anyone to cross such intersections without ceding their legal right of way.

Clearly, it was not the intent of the law to make pedestrians legally culpable for their injuries – or worse, deaths – when crossing a street with the signal and in a crosswalk. This bill would fix that flaw.

We would also point out that drivers' failure to yield to pedestrians is a major problem in New York City, and the cause of dozens of death and thousands of injuries each year. Let's pass this legislation immediately, and save lives.

Res. No. 1013 – Make Earth Day 2016 a car-free day for private and all non-essential city vehicles (Support)

We strongly support Resolution 1013, which calls upon the City of New York to make Earth Day 2016 a car-free day for private and non-essential city vehicles.

While such a measure would be symbolic, it's exactly the right type of symbolism. New Yorkers have embraced the summer streets program, taking over miles of city streets on weekend days for active recreation, and making Earth Day car-free may similarly encourage our fellow citizens to leave the car at home in favor of a subway or bus ride to work, or to even try a bike commute for the first time.

It's clear that New York City's future does not lie with more automobile trips, and Chairman Rodriguez has articulated a laudable goal of significantly reducing private vehicle ownership. We urge that April 22, 2016 be the first annual car-free Earth Day, and that for future Earth Days, we rapidly and substantially expand the miles of city streets that are made car-free. We embrace this first step, and call upon the Committee and Council to pass Resolution 1013 unanimously. Further, we hope that city offices and public schools will take up the cause, and encourage employees, visitors and parents to forego automobile use on Earth Day.

Int. No. 779 – Providing certain parking privileges for press vehicles (Oppose)

While we strongly support freedom of the press, we do not support freedom of the press's parking, and therefore, we're opposed to Intro 779. New York City already suffers greatly from the rampant abuse of "official" parking privileges, and having to feed a parking meter or respect time limits or otherwise obey parking rules in no way hampers the ability of press photographers or camerapersons to do their jobs.

This Committee and the City Council should be engaged in seeking ways to reduce official parking privileges and abuse of placards, not in giving away more curb space for free. There would be no way for a traffic enforcement agent or police officer to discern if a press vehicle was parked for the purpose of coverage of a news event, so this proposed rule would also be ripe for abuse.

We oppose Intro 779, and urge its withdrawal.

April 4, 2016

**New York City Council Transportation Committee – Car Free NYC
Testimony submitted by Ken Podziba, President and CEO, Bike New York**

Good morning. I'm Ken Podziba, the President and CEO of Bike New York. And on behalf of Bike New York I'm here to give our full support for Resolution 1013-2016 which calls upon the City of New York to make Earth Day 2016 a car-free day for private and all non-essential vehicles.

I think a car-free day in NYC is something that most New Yorkers have always dreamed of – but thought would never happen. Well, we're getting closer to this dream than ever before; it's not going to look like Car Free Day in Bogata or Paris – but NYC is taking a giant leap forward thanks to the efforts and the vision and the courage of Council Member Rodriguez, along with the members of the transportation committee, the members of the Progressive Caucus – and of course the mayor and his administration. In fact, I can't think of a better way to celebrate New York's commitment to the Mayor's Vision Zero Plan, sustainability and active and clean transportation than Car Free NYC.

Car Free NYC is about making an important statement that less cars in a city like New York is better for the city and for the vast majority of our residents. In fact, New York has the highest percentage of car-free households in the country.

Bike New York is excited and honored to be a partner of Car Free NYC. We teach over 17,000 New Yorkers bike education and safety skills each year, including mostly underserved children through our after-school and summer camp programs. For Car Free NYC Day, Bike New York will be teaching New Yorkers how to ride bikes on streets that would ordinarily be reserved for cars.

And once we teach children and adults how to ride and how to ride safely, the whole city becomes their playground. And people who ride their bikes -- or I should say people who don't drive cars on a regular basis -- are better off Physically, Mentally, Emotionally and Socially.

I also want to mention that Bike New York, which produces our country's largest charitable ride, the TD Five Boro Bike Tour, has become the first sporting event in NYC to be certified sustainable by the Council for Responsible Sport. We received a silver level designation last year and on May 1st we intend to reach the gold as we aim to increase the Tour's social benefits while reducing its environmental footprint.

Car Free NYC will make a powerful connection with Earth Day, the largest secular holiday in the world with more than 200 million people from 141 countries coming together to promote environmental protection globally. It will enable New Yorkers to celebrate it in a much more personal and meaningful way in with fewer cars – as we come together and look at new ways to achieve a healthier, more sustainable environment.

And in some ways, Car Free NYC is taking us back to our roots. The first worldwide Earth Day took place in 1970 when NYC had a very progressive mayor, John Lindsey, who embraced the movement by making a large portion of Fifth Avenue car-free and letting Central Park be used for the festivities. This historic day was led by a group of students from Columbia University, and the crowd that came out – over one million people -- was by far the largest in the nation. It helped establish Earth Day as a major national event and a symbol of the newly emerging environmental movement, especially for the young, to be celebrated and advocated for years to come. However, we don't want history to repeat itself and have New York's commitment to Earth Day and street closures on Earth Day fade away, like it did after Mayor Lindsay's tenure; with new powers-that-be who don't see the value of moving forward with this popular global trend of car-free days. It is important that we keep this momentum going and the movement alive so that future council members and mayors will have no choice but to listen to the majority of their constituencies and keep this great environmental legacy going.

It's critical that Car Free NYC on April 22nd is carefully observed in terms of the outcomes achieved and the lessons learned so that it can become better each year. And by better I mean more car-free, with more street closures and more education each year; and by encouraging people who regularly use cars to begin to see the value of using more environmentally friendly transportation alternatives -- walking, public transportation and of course bicycling. And having these folks see for themselves that these other modes of transportation will get them around town much easier and quicker.

I confess that I used to be a car addict. I used to work for the City of New York and for 16 years I had a city car with a placard and I would drive to and from work every day (along with all my work-related events). The car was a reason why I almost stayed at my former job when I was ready to move on. I started working at Bike New York and began of course riding my bike to work. Hey, I had to – what would everyone think? Well, I have to tell you it was one of the greatest and most transformative things that ever happened to me. I became a lot healthier and I lost a lot of weight fast. I was mentally more alert and I became more socially and emotionally connected to the city. Rather than being angry all the time at being stuck in traffic and having taxi drivers cut me off, I was moving around the city in a cheerful mood. So if you're a car addict like I was, you don't need a 12-Step program because you'll quickly see and feel the benefits. And what better time to wean yourself off cars than during Car Free NYC!

Car Free NYC is about promoting environmental awareness and solutions, and I think this event will be historic because the people of NYC are going to see it, experience it and love it – and want more! I can't think of a better way to celebrate New York's commitment to sustainability, active and clean transportation, and the Mayor's Vision Zero plan, than through Car Free NYC. Encouraging New Yorkers to use alternative modes of transportation— which in turn creates a healthier, more sustainable, more socially connected city—is what Car Free NYC is all about. Thank you for time and attention.



**Statement of AAA Northeast, Inc. before the New York City Council Committee on Transportation
New York, NY – April 4, 2016**

Good afternoon. AAA Northeast, which serves over 570,000 members in the five boroughs of New York City and over 1.6 million New Yorkers in the metropolitan area, is pleased to testify at this hearing, and we would like to thank the Committee on Transportation for holding it.

Intro 912: We appreciate the goals of Intro. 912, which would require that the Department of Transportation install curb extensions at the five most dangerous intersections for pedestrians in each borough. Curb extensions are an important tool in DOT's arsenal and, when applied properly, can enhance safety by shortening crossing distances for pedestrians, enhancing visibility for drivers, and forcing right-angle turns.

However, we oppose the bill as written. We believe it is a mandate that would actually hamper its own goals. Curb extensions work in some places, but do not work everywhere. This bill would force DOT to expend its limited resources on curb extensions where they may not be needed or would be especially costly, leaving fewer dollars available to implement the intervention where it would do the most good. The desire to distribute curb extensions evenly across the boroughs is laudable but conflicts with DOT's data-driven prioritization of resources.

We recognize that curb extensions typically entail a loss of parking spots. If this loss results from a thoughtful engineering analysis, we can accept it. We cannot accept this reduction by legislative fiat without engineering justification.

Additionally, we object to some of the bill's language. Properly implemented curb extensions enhance safety for all road users, including motor vehicle occupants. Basing the placement of curb extensions only on pedestrian crashes and not overall injury and crash data would constitute an incomplete analysis.

We do not object to these sorts of engineering treatments at intersections. In fact, the upcoming June edition of our magazine will feature New York City's efforts to reduce failure-to-yield violations, with a particular focus on DOT's left-turn initiative at 100 locations. This program has promise and we eagerly await the results of the trial.

Intro 997: This bill aims to align New York City's traffic rules with how people act in reality. Currently, the Traffic Rules prohibit pedestrians from stepping off a curb once the pedestrian control signal flashes red – even if they judge that they would have enough time to cross based on the pedestrian countdown clock. This limits the ability of police and district attorneys to apply the Right of Way law, Section 19-190 of the Administrative Code.

The current rules exist in part to minimize ambiguity and in part to facilitate vehicular traffic movement toward the end of light cycles. At those crowded intersections where pedestrian countdown timers are usually installed, the latter goal clearly has not been achieved.

We can respond by enforcing the current regulations to the letter of the law and ticket people for stepping off the curb even a second after the red light starts flashing. Obviously, such a course would be unreasonable and would certainly never fly in New York City. We can also respond by leaving the rules in place but not enforcing them, which is essentially the status quo.

The problem with the status quo is the difficulty of enforcing the Right of Way law. A driver who fails to yield to a pedestrian who steps off the curb after the countdown begins seemingly cannot be charged with a violation. This contravenes the intent of the law, which is to rightly remind drivers that they have a duty to yield the right of way to pedestrians throughout the duration of the traffic signal.

Police should be able to enforce the Right of Way law when a pedestrian steps out right after the countdown clock starts, while using discretion and the "due care" provision to avoid charging drivers when a pedestrian steps out in such a manner that the driver is unable to stop. In that sense, this proposal is an upgrade.

Car-Free Day Resolution: As an organization that represents the average automobile driver, AAA's ears always perk up when we hear the phrase "car-free." But we don't object to street closures limited to particular events. The New York City marathon and the many holiday parades are obviously worthwhile endeavors that add to New York City's culture. The plans for this year's Earth Day celebrations – namely, the street closures on Wadsworth Avenue, Broadway near Flatiron, and around Washington Square Park – seem to fall into that category.

But we want to caution the Council against messaging that describes driving as immoral behavior. New York City is already perhaps the best place in the country to take public transportation and the worst place in the country to drive. Car ownership is discouraged by numerous factors: unbearable traffic, long commutes, high insurance costs, exorbitant tolls, impossible-to-find parking spaces, and alternate side regulations.

And yet so many people go through this ritual. As of 2015, 1,879,464 passenger vehicles were registered in the five boroughs – a growth of 6.4% from 2010 and a whopping 2.3% just from 2014. These growth rates outpaced those in any other region in New York State. Of the four counties in New York State with the highest percentage growth of

passenger vehicles from 2014-15, three were in New York City: Bronx (3.1%), Brooklyn (3.0%), and Queens (2.2%). Overall population growth accounts for some of that rise but not all of it: per-capita vehicle registrations grew by 1.6% from 2014 to 2015.

Too often, those who want to reduce motor vehicle traffic paint automobile drivers as the privileged few and public transit riders as everyday New Yorkers. Nothing could be further from the truth. It is undeniable that on average, car commuters earn more money than public transit commuters. But such a statement paints with an extremely broad brush. The median income of public transit-commuting Manhattanites is higher than the median income of car commuters in every other borough – in fact, higher than the median income of car commuters in every other county in the state. And most single-occupant vehicle commuters are far from wealthy.

Borough	Median Income of SOV commuters (\$/year)	% of SOV commuters earning under \$35,000/year
Bronx	42,173	39%
Brooklyn	43,268	38%
Manhattan	65,800	27%
Queens	43,181	39%
Staten Island	50,233	35%

(Figures from the U.S. Census’s 2010-14 American Community Survey)

We agree that people should consider all their commuting and traveling options – driving, taking a taxi or for-hire vehicle, riding public transportation, bicycling, and walking – and choose the one that makes most sense for them. Earth Day is an appropriate occasion for such a re-evaluation. Some drivers may permanently switch to the subway, bus, or commuter rail – that’s great! But most will continue to commute by car – and that’s okay too.

We urge the Council to message the car-free plans appropriately. The Council must avoid describing driving as doing something wrong. Car owners respond to incentives of time, money, and convenience. They are no better or worse than other New Yorkers.

Thank you for the opportunity to comment and for your interest in these matters.

Statement at April 4, 2016 NY City Council Committee on Transportation
Hearing on Carfree Day

The Institute for Rational Urban Mobility, Inc. (IRUM) is a NYC-based non-profit concerned with reducing motor vehicular use and improving the livability of dense urban places.

IRUM commends the Council for holding this hearing and fully supports the designation of April 22, 2016 as **carfree day** for NYC. By urging motorists to leave their cars at home and use other modes of travel that cause less harm to the environment, the Council sends a strong message that reducing motor vehicle use in our crowded city is critical to our long term survival and well-being. Paramount is the need to reduce the emission of greenhouse gases generated by carbon-burning cars and trucks. But unfettered use of freewheeling motor vehicles also produces other significant negative impacts that should be recognized. It is these 4,000 pound particulates that dominate the city's 6,000 miles of streets. Even if all these vehicles were propelled by electricity, generated by solar and wind power, an unlikely scenario any time soon, they would still greatly diminish the livability of the nation's densest concentration of residents and businesses.

The Council and the Mayor have recognized this and have taken action to limit the top speed for cars and trucks to 25mph for most streets in the city and have begun important first steps to advance a "vision zero" plan to eliminate all traffic fatalities in the future.

IRUM urges the Council to adopt an even more ambitious agenda, establishing a four-year goal of reducing vehicle-miles of travel by 20% in the core and 5% citywide.

An example of such a plan, which outlines a set "carrot and stick" strategies for better transit and reduced car use, is described on IRUM's website.

The NYCDOT continues to reject advancing strategies that might adversely reduce "levels of service", the traffic engineers' jargon for measuring the quality of traffic flow on roads and streets. Even with this favored status for cars and trucks, the NYCDOT been able to reclaim many *leftover* scraps of street space and allocate them for pedestrian plazas, bike lanes and planters. But NYCDOT must go much further and allocate street space among all street users in a more equitable manner.

In the past, IRUM's long standing call to remake 42nd Street into an auto-free light rail boulevard has fallen on deaf ears. Hopefully, NYCDOT's view will change, and it will advance a plan that more equitably allocates street space to pedestrians in one of the most crowded streets in the nation, even if some motorists are inconvenienced. It must be recalled that during Earth Week in 1990, 1991 and 1992, the Dinkins Administration closed the busiest section of 42nd Street to traffic on a weekday. The NYCDOT carefully monitored this effort, which was successful. (see attached news clips) As part of its Earth Day efforts, the Council should call on the NYCDOT to repeat this demonstration, and working with NYCDOT prepare a **comprehensive street use plan** for the Manhattan Central Business District that equitably allocates street space, the city's most valuable real estate asset, and develop a VMT reduction plan for the entire city.

The New York Times

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April 20, 1990

Topics of The Times; Fabulous 42d

Yesterday at 9:59 A.M. a New Yorker emerged from the subway at Fifth Avenue and 42d Street to the usual tumult and shouting. Exactly one hour later she returned to the same corner and headed west. This time, she heard her high heels tapping the pavement, in itself a surprise. She could even hear herself think. What her head was saying was, "This is wonderful."

For six hours the street was closed to all vehicles but buses (which were free) and bicycles, in celebration of Earth Day. And while the effect on the midtown environment was minimal, the effect on the psychic environment was startling. Ah, the peace of it!

The buses belched as ever, but no horns yapped and no brakes screeched. With no need to shout above the traffic, pedestrians spoke softly. There may even have been a lowering of the profanity level. And the voice of the singing robot performing on the south side of 42d Street was easily heard on the north side. (His partner, a smaller robot, passed the cup.) And the views! The main entrance to the New York Public Library is deservedly famous, but the north facade is pretty splendid, too. Who has ever seen it whole? One has to be on the other side of the street to do that, and the view is always blocked by cars. But not yesterday.

For that matter, everything on 42d Street was looking good for those six hours, even the grungiest shops. On a clear day, on an almost-clear street, it seemed you could see forever.

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Carefree and car-free on 42d St. . . .



DAVID HANDSCHUH DAILY NEWS

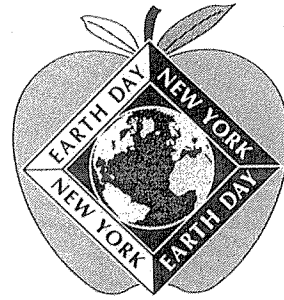
... they got along with hardly a backfire



FORTY-SECOND Street! Believe it! As usual, you can hardly find a cab but this time it's because they're banned, for the time being. No cars or trucks, either. You might find a bike or two (page opposite). The grand old thoroughfare was closed to all traffic except buses — which were free — for the day as the city marked Transportation Day of Earth Week. "This is pretty cool," said Robert Parker, a bicycle messenger. "As long as I stay on this side of town." And "Why does it take a whole year to do something that's obviously very successful?" said George Haikalis, chairman of Auto-Free New York. "We shouldn't have to wait for Earth Week."

RICHARD CONIGERY DAILY NEWS

Join thousands of New Yorkers
to celebrate
Earth Day



Wednesday April 22, 1992
Bryant Park and 42nd Street
11:30 am — 2:30 pm

*Environmental Exposition
and Cultural Festival*

in Bryant Park 11:30 am to 2:30 pm

*Environmental organizations,
info, products & services*

*Multicultural programming
Music • Dance • Speakers*

WNEW-FM Stage

Live entertainment in Grand Central area
12:30 pm to 1:30 pm

Free bus transportation on 42nd Street
6am — 9pm

Traffic restricted, 42nd Street from Lexington to 6th Avenue
Buses only 10 am — 4pm

Outdoor Transit Museum
on 42nd Street

*Lexington Ave. to 6th Ave.
featuring antique buses,
alternate fuel vehicles and
other transportation exhibits*

Con Ed
Conservation Center
Lexington and 42nd St.

9 am — 5 pm

*(This leaflet and a visit to
The Conservation Center entitles you
to a free water restricter)*

For more information call: (212) 255-1219

Volunteers needed: Call Kristen or Frank at (212) 789-1183
Please recycle this flyer • post it in your office • give it to a friend



Real Possibilities in

New York City

FOR THE RECORD

**Testimony of
Janice Handler, AARP NY Volunteer**

**New York City Council
Committee on Transportation**

**Intro 997
April 4, 2016**

**City Hall
New York, New York**

Contact: Chris Widelo (212) 407-3737 | cwidelo@aarp.org

INTRODUCTION

Good Morning Chairman Rodriguez and members of the Transportation Committee, my name is Janice Handler and I am a volunteer for AARP New York. On behalf of our 800,000 members age 50 and older in New York City, I want to thank you for the opportunity to testify this morning on Intro 997 pertaining to pedestrian countdown signals.

Intro 997 – Pedestrian Countdown Signals

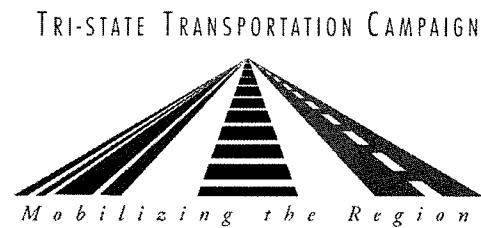
In 2015 the AARP Livability Index found that NYC is a top 5 age friendly large cities in the United States. One of the factors that impacted this high mark for NYC was the number of walk trips per day. New Yorkers average 1.92 walk trips per day compared to the national average of .73. Walking is a popular form of alternative transportation in NYC and chances are those walkers will encounter a crosswalk on their trip. Pedestrians represent the majority of traffic fatalities citywide, with seniors comprising 39% of those fatalities, so we need to make sure that those crosswalks are safe for pedestrians.

AARP NY supports Intro 997 as we believe this legislation clearly defines the right-of-way in crosswalks. It is well documented that many older adults move at a slower pace than their younger counterparts. Even for those moving at a brisk pace, it is not uncommon that at some intersections pedestrians find themselves entering or already in a crosswalk when time is winding down and the flashing orange “don’t walk” signal is illuminated. It is important that pedestrians and drivers understand who has the right of way, regardless of when that person leaves the curb, and it is the responsibility of drivers to yield to pedestrians that enter or are in a crosswalk at the time when a flashing orange signal indicates that the time to cross is about to expire.

AARP believes that pedestrian safety is an important feature of any age friendly community and updating our laws that clearly define right-of-way between pedestrians and drivers is important to make our roadways safe for everyone.

CONCLUSION

Chairman Rodriguez and members of the Transportation Committee, thank you for the opportunity to testify today on Intro 997 and we hope this legislation will be voted favorably out of committee.



Testimony on Introduction 0997-2016

A Local Law to amend the administrative code of the city of New York, in relation to pedestrian plazas, and Resolution 1013, calling upon the City to make Earth Day a car-free day.

New York City Council Committee on Transportation

April 4, 2016

My name is Joseph Cutrufo and I am the Communications Director for the Tri-State Transportation Campaign, a non-profit organization working toward a more balanced, transit-friendly and equitable transportation system in New York, New Jersey and Connecticut. Thank you for the opportunity to submit testimony today. Specifically, I would like to discuss Introduction 0997, a proposal to amend the administrative code in relation to pedestrian countdown signals, and Resolution 1013, calling upon the City to make Earth Day a car-free day.

Tri-State Transportation Campaign works with policymakers throughout the metropolitan region to make streets safer for pedestrians, and we are strong supporters of Vision Zero. The provision of pedestrian countdown signals at intersections and mid-block crossings in recent years, we believe, is part of the reason we've seen pedestrian deaths fall during the Vision Zero era.

We understand that an outdated law exists to this day which says pedestrians have the right of way in a crosswalk only while a steady "WALK" signal is showing, and that the pedestrian right of way ceases once a countdown or a flashing "DON'T WALK" signal begins. This law defies common sense and is out of step with how people actually walk in New York City.

The reason pedestrian countdown signals are so effective is because, unlike a flashing hand, a countdown signal allows people to determine whether or not they have enough time to cross a particular street. Countdown signals are especially useful on the streets that tend to see the most pedestrian deaths: wide, multi-lane thoroughfares like Queens Boulevard, Flatbush Avenue, Grand Concourse and the avenues of Manhattan.

Take for example the intersection of 8th Avenue and 31st Street, adjacent to Penn Station. Here, the "WALK" signal lasts for 20 seconds before a 20-second countdown begins. An able bodied adult may be able to get across 8th Avenue in half that amount of time, but imagine it takes you longer than 10 seconds to get across all six before the countdown begins. Under the current statute, turning drivers would have the right of way.

The expansion of pedestrian countdown signals, along with other interventions such as leading pedestrian intervals, is an important step toward eliminating traffic deaths, and we believe the law must reflect the intention of these life-saving interventions. During the Vision Zero era, we ought to do whatever we can to protect the right of way for the most vulnerable users of New York City's streets, so for this reason Tri-State Transportation Campaign offers its full support to Introduction 0997.

Tri-State Transportation Campaign understands that the streets of New York are not just for moving cars, so we also offer our full support today to Resolution 1013, calling upon the city to make Earth Day a car-free day. New York is the only city in America where the majority of households do not own a vehicle, yet our streets are clogged with cars. Car-Free Day represents another opportunity to reclaim our streets for people, highlight multimodal options, and to bring about an end to decades of design deference to the automobile.



Intro No. 997 – Pedestrian Countdown Signals – SUPPORT

Hello, my name is Ken Bandes. I'm a member of Families for Safe Streets. Thank you for allowing me to speak today.

In January, 2013, our daughter Ella, then 23, was struck and killed by a bus while walking across Myrtle Avenue in Queens. I have no words to express the anguish and heartache my family and I suffer every day since Ella died. Like other members, we joined Families for Safe Streets to try and prevent others from suffering as we have.

We know all too well that a person on foot or on a bike is no match for a vehicle, whether it be a two-ton car or a twenty-ton bus like the one that killed Ella. If a person and a vehicle head for the same spot at the same time, the vehicle will win, and the person will die, or be seriously injured.

It is crucial that there be no doubt in anyone's mind, whether drivers, traffic enforcement officers, or others, that drivers must yield to pedestrians when they are legally in the crosswalk. A countdown or a flashing "don't walk" sign do not mean that the pedestrian is no longer crossing legally; they simply mean "caution."

If there has ever been any doubt that a driver must respect the pedestrian's right of way, whether or not these cautions are flashing, we need to remove that doubt. Intro 997 will make it clear beyond any doubt or excuse that this is the case. I urge the council to pass it.

Thank you.



Intro No. 997 – Pedestrian Countdown Signals – SUPPORT

My name is Michele McLaren. I am a member of Families for Safe Streets, a group comprised of those who have either lost loved ones or have been severely injured due to traffic violence. I am here to share with you today my story and urge you to support the proposed legislation on Pedestrian Countdown Signals (Int. No. 997).

On the morning of February 11, 2013, while crossing on the crosswalk on my way to work, I was struck by a multi-ton car driven by an aggressive and reckless driver. The morning of my crash has come to be the day my life forever changed. I incurred multiple injuries and live daily with chronic pain. As a result of the crash, my pelvis was crushed and I sustained several herniated discs. I have not been able to return to work, nor can I perform daily tasks as I used to. And I likely can now never have children.

Physical pain is not the only challenge I have had to face. I navigate NYC's streets each day with fear and dread. What if I am hit again? What if a car gets too close? Am I safe? Or is the crosswalk not seen as something important to the driver? That day my trust in believing that pedestrians are protected was stripped from me. And I truly believe in my heart of hearts that it is imperative that New York makes it a priority to protect the right of way for every pedestrian crossing the street.

Each person's life has meaning. It has meaning when a driver yields to pedestrians in the crosswalk. It has meaning when a driver doesn't speed. It has meaning when a driver doesn't run a red light. It has meaning when a driver takes heed to his/her actions and his/her surroundings. It has meaning when a driver realizes that a motor vehicle can be used to hurt, injure, maim, or take the life of another.

I know firsthand what it means to have a life forever altered. And because of this, my deepest desire is to see change. Change that values each life. Change that leads to behavior modification. Change that leads to lives saved and spared of pain. This legislation is an important step toward changing the culture of driving on our streets.

We are NOT just statistics. I am a face. My pain may not be evident as I am before you today but it is with me each and every day. I stand before you today representing the 140 people injured in traffic every single day in NYC. And because of this, I matter.

Please do everything in your power to make sure we make NYC streets safer.

Comments of Steve Vaccaro, Law Office of Vaccaro & White
New York City Council Transportation Committee Hearing, April 4, 2016 Re: Intro 997

Thank you Chairman Rodriguez and members of the Committee for the opportunity to speak.

Some in are fond of saying that the "pedestrian always has the right of way" on New York City streets, and I've heard DoT officials tell this body that in its planning the "pedestrian is always King," or Queen. But unless you enact Intro 997 concerning the meaning of countdown clocks, pedestrians are second class citizens with less right of way than motorists or cyclists when crossing neighborhood streets.

Here's the problem. Pedestrian countdown clocks have four distinct signal phases: *first*, a white walking figure lasting about five seconds; *second*, a countdown phase lasting up to 30 seconds; *third*, a flashing red phase lasting another five seconds after the countdown is over; and *fourth*, a steady red when intersecting traffic has the right of way. Under the current state of law, pedestrians do not have the right of way in the street unless they enter during the initial five second "walk" phase. Pedestrians who enter with as much as 30 seconds on the countdown clock are deemed by law to have *no right of way*, and turning motorists who strike them--no matter how much time remains on the countdown clock--cannot be charged with violating the Right of Way Law, section 19-190 of the Administrative Code.

This legal framework runs directly counter to the common sense. Ask any New Yorker and she will tell you that the countdown shows how much time the pedestrian has to be *safely in the street*, and that the pedestrian has the right of way during the countdown. Intro 997 would conform the law to this common-sense understanding of the pedestrian's right of way. Under Intro 997, the pedestrian has the right of way to enter and cross the street as long as the countdown is in progress. Under Intro 997, it is the *end* of the countdown, not the *beginning* of the countdown, that signals when the pedestrian's behavior must change--the point where she can no longer step off the curb with the right of way.

Clearly, the pedestrian is not "king" if he has only 5 seconds or less out of every 2 minute signal cycle to step off the curb. Under the current law, it is motorists who are king. Motorists are permitted to turn through the intersection during the initial walk phase, during the entire countdown phase, and even during the flashing red hand phase (which corresponds to a yellow light). *That's 5 seconds for pedestrians, 40 of more seconds for motorists.* Walking is the dominant transportation mode in our city. *How can we shortchange pedestrians this way?*

As a lawyer representing pedestrian crash victims, I see the very real consequences of this disconnect between the law and common sense all the time. Last year I had a case involving a young woman crossing the street hand-in-hand with her boyfriend at 57th Street in Manhattan. The boyfriend entered the street on the walk phase but the woman was lagging behind. By the time they had nearly crossed 57th Street, the woman was in front, and was struck by a turning cab driver. Her injuries put her in the hospital for months and left her permanently disabled. The NYPD charged the driver with violation of the Right of Way Law, but the prosecutor from the DA's office refused to prosecute because the woman had stepped off the curb after the countdown began. *Even if her boyfriend whom she was crossing with had the right of way because he stopped off on the initial signal phase, the woman ripped from his hand by the turning cab driver had no right of way, because she stepped off during the countdown.* And even if the cab driver was nowhere near the intersection when either of them stepped off, the driver was not charged because of when his victim stepped off the far curb ten or more seconds before he struck.

Does this make any sense? On New Year's Eve in Times' Square, we have a countdown to midnight, and then the ball drops when the countdown reaches zero. At the Grand Prix in Le Mans, the race begins when the countdown ends. But on New York City streets, we cut off pedestrians right of what when the countdown *begins*, not when it ends. Please fix this glaring disconnect between the law and common sense. Please enact Intro 997.

TESTIMONY OF NEW YORK PRESS CLUB PRESIDENT STEVE SCOTT BEFORE THE NEW YORK CITY COUNCIL TRANSPORTATION COMMITTEE

Re: Intro 779

April 4, 2016

Mr. Chairman and members of the Committee, my name is Steve Scott. I am president of the New York Press Club, and today I speak on behalf of the thousands of men and women who make up the New York City working press corps. We come from all platforms of journalism. Print journalism. Broadcast journalism. And, online journalism. We are the public's lifeline to information on stories, big and small, at all hours of the day and night.

For many journalists who cover news in this city, our vehicle is our office. It's our newsroom on wheels. Journalists go to where the news is breaking. But, it's becoming increasingly difficult for us to do our jobs. The number of NYP parking spaces, reserved for working journalists, is dwindling. There are simply fewer and fewer press parking spaces available.

Intro 779 can help.

Allowing NYP-plated vehicles to park in available commercial zone spaces would allow working journalists to better do our jobs, which is to tell stories that are important to the public. Please let me be clear: Our members are not looking for some sort of a perk. Let me say that again: This is not about a parking perk. It is about allowing working journalists to more efficiently relay important information to the people of New York City - potentially saving lives. We can't do that if we're circling the block, looking for a place to park. Allowing NYP-plated vehicles to use available commercial zone spaces would help immensely.

Mr. Chairman, it's ironic, I think, that a working journalist rolling up to a breaking news story - a story of great importance to the people of New York - cannot park in a commercial zone...but, a plumber unclogging a sink across the street can. Journalists, like plumbers, are professional trades-men and -women. (We could probably come up with some apt analogies about "leaks" and "clogs!"). And, just like plumbers need parking access near their assignments, so do journalists.

Mr. Chairman, and members of the Committee, on behalf of the New York Press Club and the New York City journalism community, I ask that you please help us better do our jobs, by advancing Intro 779, to allow working journalists to legally park in available commercial zone spaces.

Thank you.

Good morning Council Members,

Seven years ago, without any notice or warning nor any opportunity of due process, the New York City Police Department stopped issuing Press Photographer and Broadcast Vehicle placards to members of the media allowing them to park at news stories, a privilege we had routinely since 1946. We received no hearing and no recourse.

At the time, the Bloomberg administration was cutting the numbers of placards throughout the city, but the media was the only group to have 100% of its placards taken away. These vehicle cards allowed still and video cameramen and radio reporters to park, while covering news stories, in commercial parking and no parking zones in the city. We did not have the right to park in No Standing, specially designated areas like Handicapped or taxi zones, or at fire hydrants and cross-walks. Over time because of the need, the NYPD expanded these vehicle permits to certain members of the writing press as well.

We understand that the city did not, by law, have to provide these placards, but we believe we should have at least been provided with some due process when they were withdrawn.

The media has been left with NYP plates—issued after review of the applicant's credentials by the State—which under current law only allow those vehicles to park in NYP designated locations. This has been anything but workable, because often other vehicles that have no legal right park in these zones—and there is little to no enforcement. More importantly, NYP zones rarely have anything to do with where news stories are occurring. Frequently, there is no legal parking for NYP vehicles at news stories—last year's Second Avenue explosion is one on example that comes to mind, as there isn't an NYP designated location for more than 1 mile.

Since the elimination of the Vehicle Cards, media vehicles covering news stories across the city have had to rely on the discretion of the NYPD and its agents to allow us to park at these important events. It is basically at an officer's whim if a media vehicle is subject to ticket and tow. With very little choices beyond finding a parking garage or an NYP zone if available, media organizations are forced to cope with parking as an additional impediment to news-gathering and exercising First Amendment freedoms.

Yes, we believe access to news stories is a First Amendment issue and goes to the heart of covering news. Our ability to get to news events is dependent upon our vehicles. Our vehicles are our mobile offices and carry tens of thousands of dollars in equipment. Television trucks can be valued up to a half a million dollars in gear. And it is almost always necessary to be parked at or near news stories so that vital information for the public good is distributed in a timely manner. This is not only necessary for a free press, but as a public safety issue of providing the public with information they might need in the event of a public emergency.

The media industry is the only business in New York City which cannot park as a commercial vehicle. Federal Express or Amazon have more right to park their vehicles than do ABC, NBC, the Daily News, the New York Post, The New York Times and other media. All provide a service to the public, but only press vehicles are denied this privilege.

You may ask “why not just change NYP plates to ‘commercial’ plates”? This is very difficult, as it would require action by the Governor and Legislature, and there are insurance issues involved that would complicate the matter. Furthermore, the media would then not be able to use the many highways in the area that ban commercial plates from the roadways, limiting in a different way our ability to freely gather the news.

We are asking for commercial parking to be extended to press vehicles to park “while on assignment.” We want to stress that we understand that this is a privilege. This is not parking for going for lunch, visiting a museum with the family or private parking for a resident. When we had the Vehicle Cards we an arrangement with the Department of Finance and their adjudication bureau to ensure that those who abused this privilege were fined. Our organizations monitored summons issued and where patterns of abuse were identified we took action to stop such abuse. We fully expect that if this bill is passed we can work again with the department to prevent abuse and adjudicate fairly any tickets that might be issued in error.

We understand that the Vehicle Cards in the past and NYP plate parking under this Bill have the potential to be abused. This is the case with ANY privilege granted by the city. In the past we believe abuse was very, very rare and we are absolutely committed to preventing it in the future. Currently, the many placards issued to city agencies are subject to the same abuse pressures and FAR outnumber media vehicles. We understand that the NYPD alone has around 35,000 permits. Our impact in this total picture is like a grain of sand in a gallon jug.

We understand there may be some concern that this Bill would increase vehicle traffic. This is ABSOLUTELY not the case. As a result of changes in procedures and rules by the NYPD, it is now more difficult to obtain a press card than seven years ago, and the card is a requirement for obtaining NYP plates on a private vehicle and only vehicles owned by stations and news organizations can qualify without it. In the five boroughs to get an NYP plate, one must pass muster with both the NYPD and the Department of Motor Vehicles. And those vehicles owned by news organizations have become far fewer as a result of budget cuts.

As a result of these changes, we believe that there are substantially fewer NYP plates in the metropolitan area. It is important to stress, whether or not this Bill is passed, it will not impact the number of NYP vehicles working in New York City. It only forces those media organizations to rely on the discretion and good will of the

NYPD. We have a duty and obligation to cover the news, and most of us do not have any alternative but to continue, as we have for the last seven years, to put our vehicles wherever we can, legally or not. This proposed legislation will give us the legal right to do what we are already doing.

In addition, there is a financial impact on many of our self-employed members. Because of changes in the industry, most news photographers are no longer staff, but independent small business owners struggling to make ends meet as freelance or contract photographers. Often they make a flat rate and expenses are not paid—paying a ticket for doing their job can cut their income in half on a given day!

In summary, I believe we have a First Amendment right of access to news events and the proposed legislation would help to address this issue. We believe it should not be up to law enforcement to decide whether a news event is legitimate. We urge the City Council to support the work of an unfettered, free press that is vital to our city and our future.

I want to thank Councilman Ydanis Rodriguez for introducing the bill and Speaker Melissa Mark-Viverito and the rest of the Council for their consideration today.

Bruce Cotler, President of the NYPPA



April 4, 2016
Contact: Ya-Ting Liu
yliu@nylcv.org
212-361-6350 x203

Memorandum of Support

Intro 997-2015

This legislation would provide the right of way to pedestrians crossing from a median when a numerical countdown clock has already begun to countdown.

The New York League of Conservation Voters (NYLCV) strongly supports Intro 997 introduced to the Council by The Public Advocate and Council Member Chin.

Intro 997 provides the right of way to pedestrians crossing a street when a numerical countdown clock has already begun to count down. This bill fixes a flawed city rule that says pedestrians should not start to cross the street at any point after the pedestrian signal begins flashing red. Police and prosecutors have cited the rule when they avoid applying the city's Right of Way Law to drivers who fail to yield to pedestrians in the crosswalk.

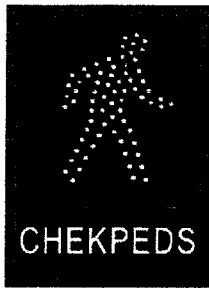
Intro 997 would amend the rule to state that pedestrians in the crosswalk "shall have the right of way for the duration of the flashing cycle and vehicular traffic shall yield the right of way to all such pedestrians for as long as the signal remains flashing."

Currently, many walk signals throughout the city are poorly timed and do not allow for even swiftly moving pedestrians to cross before the countdown or flashing-hand phase begins, let alone our most vulnerable road users, children and the elderly. Furthermore, there are some countdown phases that are so long it would be impractical for pedestrians to not cross to the median or to the far side of the street.

There should not be loopholes when it comes to safety for each and every pedestrian on our roadways. Intro 997 will ensure that when New Yorkers cross the street they can be confident that vehicles need to yield while they are crossing.

Intro 997 was included in our 2015 New York City Council Scorecard and has 34 co-sponsors. We look forward to the Council passing this important piece of legislation toward achieving Vision Zero in New York City.





Testimony of CHEKPEDS
City Council Transportation Committee – April 4, 2015

My name is Christine Berthet, I am the co-founder of CHEKPEDS an 800 members non- profit organization that promotes pedestrian safety on the West Side of Manhattan.

We applaud Chair Rodriguez Resolution to make Earth Day a car free day in New York City. Our communities of Chelsea and Hell’ s Kitchen have one of the worst air quality in the city, due to the constant idling of thousand of Lincoln Tunnel bound vehicles and Port Authority- bound commuter buses. Traffic makes us sick – literally! Any day without vehicles is a small step towards a better health for our residents. We whole-heartedly support this initiative and wish there was more idling enforcement by NYPD for the other days of the year.

Intro 997 intends to clarify the application of the Right of Way Law, - we support its intent but cannot support one of its features:

Paragraph 3 reduces the rights of pedestrians compared to State Law especially the most vulnerable. If the blinking red hand becomes steady while a pedestrian is already well engaged in the crossing, as often happens to older persons who walk slowly, the pedestrian would be considered not having the right of way per paragraph3.

Until all intersections are equipped with countdown clock, or alternatively until the DOT certifies that all avenues in New York can be crossed by seniors within the blinking phase, our seniors should not be put at risk by the uncertainty of the length of blinking signals in relation to the width of the avenue of the street, a length which is not uniform across the city.

I urge you to revise paragraph 3 to protect our most vulnerable, conform to the state law provisions that is more pragmatic and add a section on non-signalized crossings.

On Intro 19-192 – Curb extensions – We applaud this initiative with one suggestion: For those intersections where curb extensions are an appropriate tool (not all of them are), the major obstacle to the installation of curb extension is the need to relocate catch basins. And yet, today DDC continues to construct streets and avenues with a design that will make it very expensive to install more curb extensions in the future. In the next 10 years, the DOT street reconstruction plan calls for 100s of miles of street to be reconstructed. The same is true with the Water tunnel project. This bill would be transformative if it mandated DOT, DDC and DEP to immediately change their design and locate all catch basins along the curb, at least 20’ from each intersection for all projects – either new or underway

On Intro 779- Press permits – We support this effort with one suggestion: The same rule should apply to all placards in New York City. The placards would be replaced with real license plates attached to a given vehicle. The vehicles would not be able to park in bus stops etc. This would bring accountability to a system, which is widely abused.



New York State Broadcasters Association, Inc.

March 31, 2016

Councilman Ydanis Rodriguez
Chairman, Transportation Committee
New York City Council
City Hall
New York, NY 10007

RE: Support for Int. 779 - Restoring Parking for the Press

Dear Chairman Rodriguez:

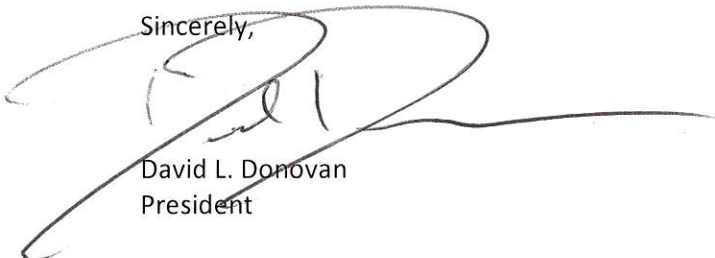
On behalf of television and radio stations throughout New York City, I am writing to express my strong support for Int. 779. New York has long recognized the need to use motor vehicles in the gathering of the news. The imposition of parking restrictions on the press has severely impeded its ability to cover the news especially during emergency situations.

Press Vehicle Cards for NYP zones existed for approximately fifty years but since 2009, the New York City Police Department has not reissued them. In addition, the Department of Transportation has not addressed both the inadequacy of NYP zones and the problems for Press Vehicles when these spaces are used by city-owned, commercial, diplomatic, and other vehicles.

The proposed legislation would permit press vehicles to park where parking or standing is otherwise prohibited (except where prohibited to all motor vehicles) and would provide that they are not required to use an authorized payment method for a metered parking space or comply with any sign indicating a time limit for such metered parking. These rules would apply only if at the time of parking the operator or any occupant of the vehicle is actually engaged in the covering of a news event or a matter of public concern. Finally, the proposed legislation would establish that where any city agency has granted by sign any parking or driving privilege to "vehicles with NYP license plates," such privilege is extended only to press vehicles and on-duty emergency vehicles.

Int. 779 would restore the ability of members of the press to use their vehicles for news-gathering purposes. Providing life-saving news information is essential for the security of all New York citizens. I respectfully request passage of this important legislative effort.

Sincerely,



David L. Donovan
President

Cc: Members of the City Council

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 779

in favor in opposition

Date: 4/4/6

(PLEASE PRINT)

Name: Joe Marino

Address: 368 Van Brunt St.

I represent: New York Press Photographers

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Peter McGowan

Address: _____

I represent: CBS 2 News

Address: 524 W 57th St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Leonard Fazioli

Address: 91-48 220th Street

I represent: Issues Council

Address: 91-48 220th Street

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: BERTHET Chestne

Address: _____

I represent: CHEKNEAS

Address: 248 W 37, WY NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 997 Res. No. 1013

in favor in opposition

Date: 4/4/16

(PLEASE PRINT)

Name: ERIC McCLURE

Address: 423 4TH ST. BROOKLYN 11215

I represent: STREETSPAC

Address: 17 BATTERY PLACE, SUITE 204 NY 10004

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0997 Res. No. 1013

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JOSEPH CUTRUFO

Address: 220 CABRINI BLVA 10033

I represent: TRI-STATE TRANSPORTATION CAMPAIGN

Address: 350 W 31ST NY NY 10001

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: MARC MATSIC (PLEASE PRINT)

Address: 666 Broadway NYC 10012

I represent: TRUST FOR PUBLIC LAND

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

Name: Todd Meisel (PLEASE PRINT)

Address: 1878 Burnet St

I represent: NYPDA

Address: NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 779 Res. No. _____

in favor in opposition

Date: 4-4-16

Name: Bruce Cotler (PLEASE PRINT)

Address: 2170 Brigham St

I represent: New York Press Photographs Assn

Address: NY

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 779 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Craig Kutler

Address: 31 W 51st St NYC

I represent: NYPPA

Address: New York, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 779 Res. No. _____

in favor in opposition

Date: April 4, 2014

(PLEASE PRINT)

Name: STEVE SCOTT

Address: 345 HUDSON, NYC

I represent: PRESIDENT, THE NEW YORK PRESS CLUB

Address: 444 Washington DC, D.C.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 997 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Tanice Handler

Address: 780 3rd Ave 33rd FL

I represent: AARP NY

Address: Same

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

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

Date: _____

Name: Hector Riol (PLEASE PRINT)

Address: 125 Seaman Ave Apt 5E

I represent: CBS News

Address: 524 W 57th St.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. 97, 912 Res. No. _____
 in favor in opposition

Date: 4-4-16

Name: Paul Steely White (PLEASE PRINT)

Address: _____

I represent: Transportation Alternatives

Address: 111 John St., Suite 260, NY, NY 10038

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

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

Date: APRIL 4, 2016

Name: JONATHAN COHN (PLEASE PRINT)

Address: 286 BERGEN ST. BROOKLYN NY 11217

I represent: PERKINS EASTMAN ARCHITECTS

Address: 115 FIFTH AVE NYC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 279 + 997 Res. No. _____

in favor in opposition

Date: 4/4/16

(PLEASE PRINT)

Name: Inspector Dennis Fulton

Address: 1 Police Plaza

I represent: NYPD

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Car Free Earth Day Date: 4/4/16

(PLEASE PRINT)

Name: Dani Simons

Address: 5202 3rd Ave Brooklyn NY 11220

I represent: Motivate / City Bike

Address: 5202 3rd Ave Brooklyn NY 11220

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: RICHARD WENER

Address: Mt Pleasant New Jersey

I represent: NYU - TANDON School of Eng

Address: 6 Metro Tech Center

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 997 Res. No. _____

in favor in opposition

Date: 4-4-16

(PLEASE PRINT)

Name: Ken Bandes

Address: _____

I represent: Families for Safe Streets

Address: 111 John St., NY, NY 10038

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 997 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Michele McLaren

Address: 175-21 88th Ave apt 27 Jamaica NY

I represent: Families For Safe Streets

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Roland Lewis

Address: 470 E 7th St. Bklyn NY

I represent: Waterfront Alliance

Address: 217 Water Street NY NY

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1013 Res. No. 2016

in favor in opposition

Date: 4/4/16

(PLEASE PRINT)

Name: Ken Podziba

Address: 475 Riverside Drive, NYC 10115

I represent: Bike New York

Address: 475 Riverside Av. Suite 1300, New York, NY 10115

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 912, 997 Res. No. Car Free

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Alec Slatky

Address: 14 15 Kellum Place, Garden City, NY 11530

I represent: AAA Northeast

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 1013

in favor in opposition

Date: 4/4/16

(PLEASE PRINT)

Name: _____

Address: _____

I represent: LINKS TO MAKE THE MOVE

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ryan Russo ~~Jeff Lynch~~

Address: _____

I represent: Dept of Transportation

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Jeff Lynch

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 97-205 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ya-Ting Lin

Address: 30 Broad St. 30th Floor

I represent: NYLCV

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 997 Res. No. _____

in favor in opposition

Date: _____

Name: Steve Vaccaro (PLEASE PRINT)
Address: 17 Battery Pl #204 NY NY 10004
I represent: Crash Victims
Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 4/4/15

Name: George Farkas (PLEASE PRINT)
Address: one Wash Sq. Vill. 5D, NY 10012
I represent: Inst. for Rational Urban Mobility
Address: one Wash Sq. Vill. #5D 10012

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 779 Res. No. _____

in favor in opposition

Date: 4/4/16

(PLEASE PRINT)

Name: Michael Daiton

Address: 1309 Franklin Pkwy

I represent: NYPAA

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: J Nicholas

Address: 240 Bway

I represent: _____

Address: _____

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