

**NYC Department of Transportation Testimony Before the City Council Committees on
Transportation and Infrastructure and Finance**

May 8, 2024

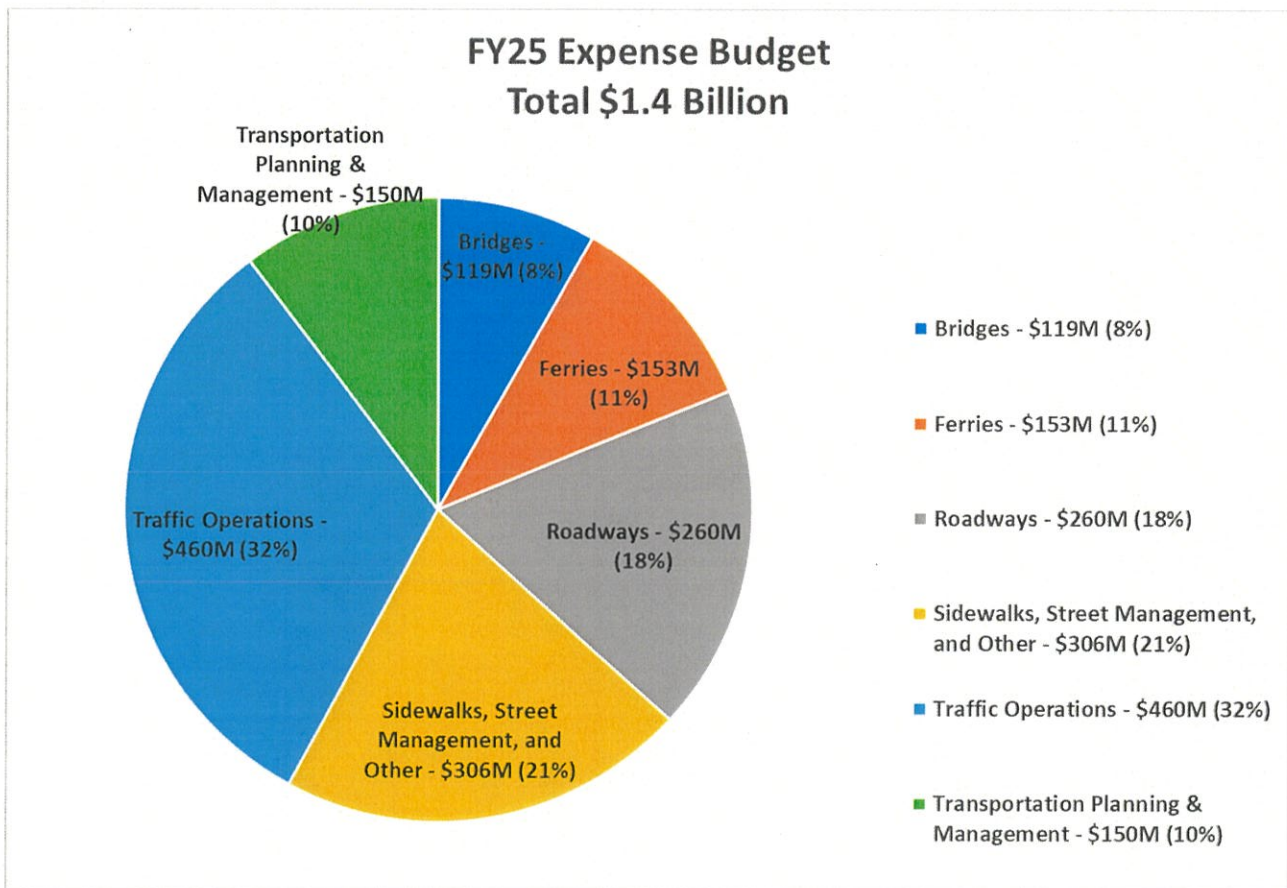
Good morning, Chair Brooks-Powers and Chair Brannan and members of the Committees on Transportation and Infrastructure and Finance. I am Ydanis Rodriguez, Commissioner of the New York City Department of Transportation. With me today are First Deputy Commissioner Margaret Forgione, Executive Deputy Commissioner Paul Ochoa, Deputy Commissioner of Transportation Planning and Management Eric Beaton, and Assistant Commissioner for Intergovernmental and Community Affairs Rick Rodriguez. Thank you for the opportunity to testify on behalf of Mayor Eric Adams on DOT's Fiscal Year 2025 Executive Budget, and Fiscal Years 2024-2033 Capital Plan.

This budget will allow DOT to continue to provide for the safe, efficient, and environmentally-responsible movement of people and goods around New York City, while also being fiscally responsible with our spending. We appreciate the Mayor's continued investment in DOT during difficult financial times.

Expense Budget

DOT's \$1.4 billion FY25 Expense Budget includes the following:

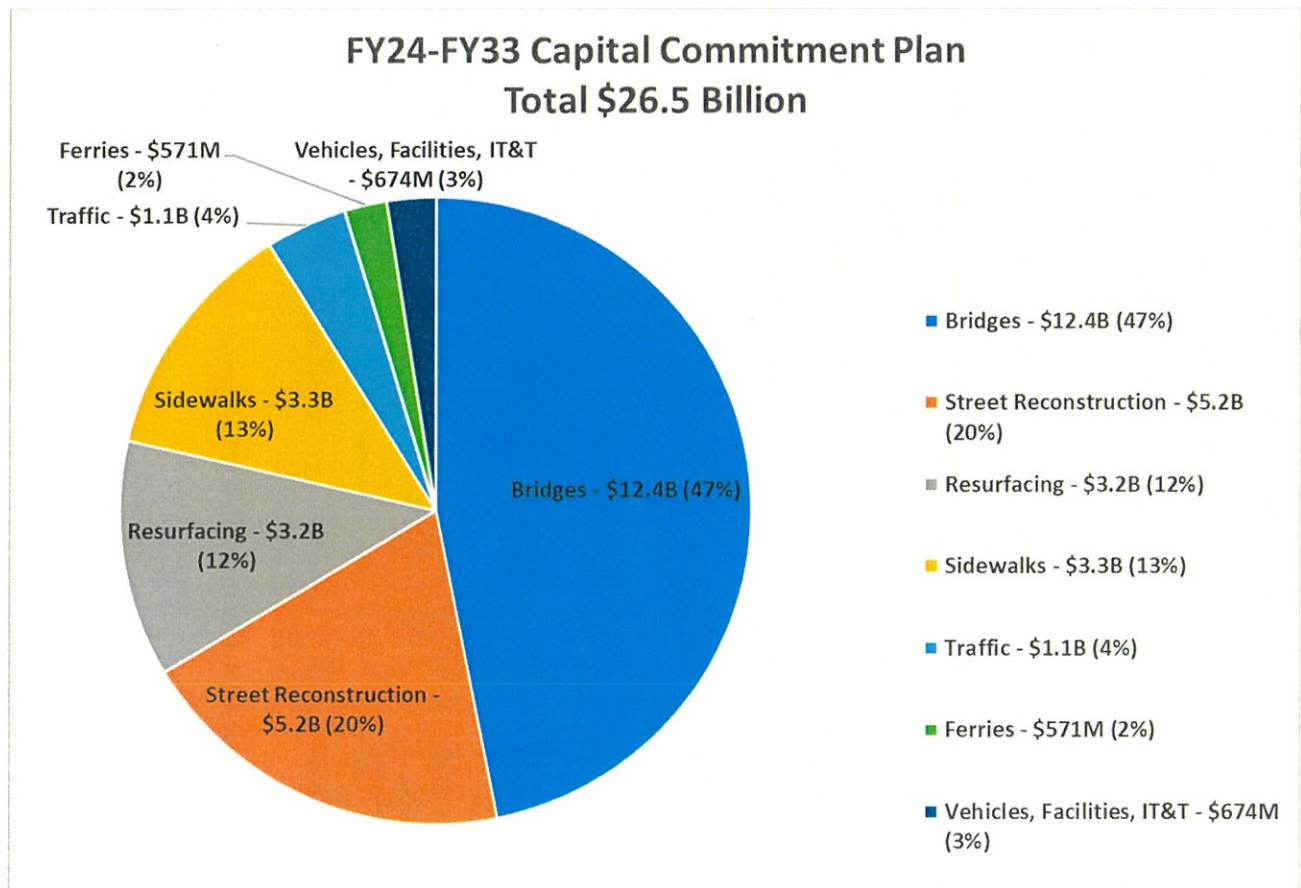
- \$119 million for bridge maintenance and inspection;
- \$153 million for ferry operations and maintenance;
- \$260 million for roadway maintenance;
- \$306 million for other DOT operations and administration, including sidewalk management and inspection;
- \$460 million for traffic operations, including signals, streetlights, automated enforcement, and parking; and
- \$150 million for transportation planning and management, including installation of street signs and roadway markings.



Capital Plan

DOT's approved \$26.5 billion FY24-FY33 Capital Plan includes the following:

- \$12.4 billion for bridge reconstruction and rehabilitation;
- \$5.2 billion for street reconstruction;
- \$3.2 billion for resurfacing;
- \$3.3 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$1.1 billion for streetlights, signals, and automated enforcement;
- \$571 million for the Staten Island Ferry; and
- \$674 million for the facilities and equipment needed to support DOT's operations.



Improving How New Yorkers Get Around

DOT continues to make traveling around the city more efficient for all New Yorkers. With congestion pricing scheduled to begin this summer, the agency has placed particular focus on providing New Yorkers with convenient, safe, and reliable travel options to get into and around the Manhattan Central Business District (CBD). Doing so is critical to the lives and livelihoods of New Yorkers from every community across the five boroughs.

Last week, we released “Connecting to the Core,” a plan highlighting existing and upcoming projects to support multi-modal transportation to the Manhattan CBD. The report highlights 47 bus, bike, and public realm projects that have been implemented since the authorizing state law for congestion pricing passed in 2019, and 37 new projects for which the agency plans to begin public engagement in the months ahead.



May 2024



Connecting to the Core Action Plan

These projects include major safety and transit enhancements on Second, Third, and Tenth Avenues, including extending dedicated bike and bus lanes, expanding pedestrian space, and shortening crossing distances, as well as a new effort to look at crosstown bus priority, including a busway or other improvements to 34th Street. They also include projects to allow safe access to and across the East River Bridges, public realm and pedestrian improvements around the City's major transit hubs, and bus priority projects far from the CBD to improve the journeys to subway and commuter rail that take many New Yorkers into the zone. Together, these projects will make it easier for New Yorkers and visitors to access everything the Manhattan CBD has to offer while leaving their cars at home.



New double-wide Bike Lanes along Third and Tenth Avenues, Manhattan

The agency also improves travel around the city through so many of our other programs. We are working to expand Citi Bike and incorporate previously unserved parts of the city while adding more capacity to the parts of the system with the highest demand. At present, more than half of New York City residents live within a five-minute walk of a Citi Bike station. And we have started work on the next generation of greenway planning around the city, including ongoing community engagement for a new Harlem River Greenway in the Bronx to better connect Bronxites to their waterfront and connect Van Cortlandt Park to Randall's Island.

To enhance accessibility throughout the city, DOT continues to install and upgrade pedestrian ramps to create an accessible transition between the sidewalk and the crosswalk, install Accessible Pedestrian Signals to provide information in non-visual formats, and enhance accessibility at bus stops.



Accessible Pedestrian Signal and Pedestrian Ramp Installations

In order to keep the Mayor's commitment to resurface 1,150 lane miles annually, including 50 bike lane miles, the Administration added \$8 million this fiscal year and \$14 million to the baseline to keep up with costs in our resurfacing operation.

We also continue many critical bridge projects to maintain the City's over 800 bridges in a state of good repair. This includes a project wrapping up later this year that rehabilitated the Westchester Avenue Bridge over the Hutchinson River Parkway, which carries the #6 subway line. This project, which required extensive coordination with the MTA, increased the clearance over the highway to reduce the number of bridge hits significantly and added a new protection beam to protect the bridge from any future strikes, enhancing safety on both the bridge and the parkway.

And on the Staten Island Ferry, DOT continues to provide free service between the St. George Ferry Terminal on Staten Island's North Shore and the Whitehall Ferry Terminal in Lower Manhattan for over 45,000 passengers on an average weekday. Since 2022, DOT has launched three new Ollis-class ferries, featuring popular passenger experience upgrades like phone-charging outlets, comfortable seating, and an outdoor walking track as well as enhanced safety features for extreme weather.



Above: the Dorothy Day, the newest Ollis-class ferry; Below: Staten Island Ferry Labor Agreement Announced by NYC Mayor Adams

Curb Management and Freight

DOT is also taking bold action to better manage the curb to reduce congestion, double parking, and vehicle emissions.

In March, we officially authorized the use of more types of e-cargo bikes on New York City streets and established key safety standards. These new rules will make deliveries safer and more sustainable by increasing low or no-emission options for freight deliveries, thereby reducing the number of large delivery trucks on our streets.

Last month, DOT along with Mayor Eric Adams launched *LockerNYC*, a free pilot program that will allow New Yorkers to receive packages securely in lockers installed on sidewalks while consolidating deliveries at central locations to reduce delivery truck traffic. We also announced \$6 million in new financial incentives in our Off Hour Delivery Program to encourage businesses to shift truck deliveries to the off-peak hours.

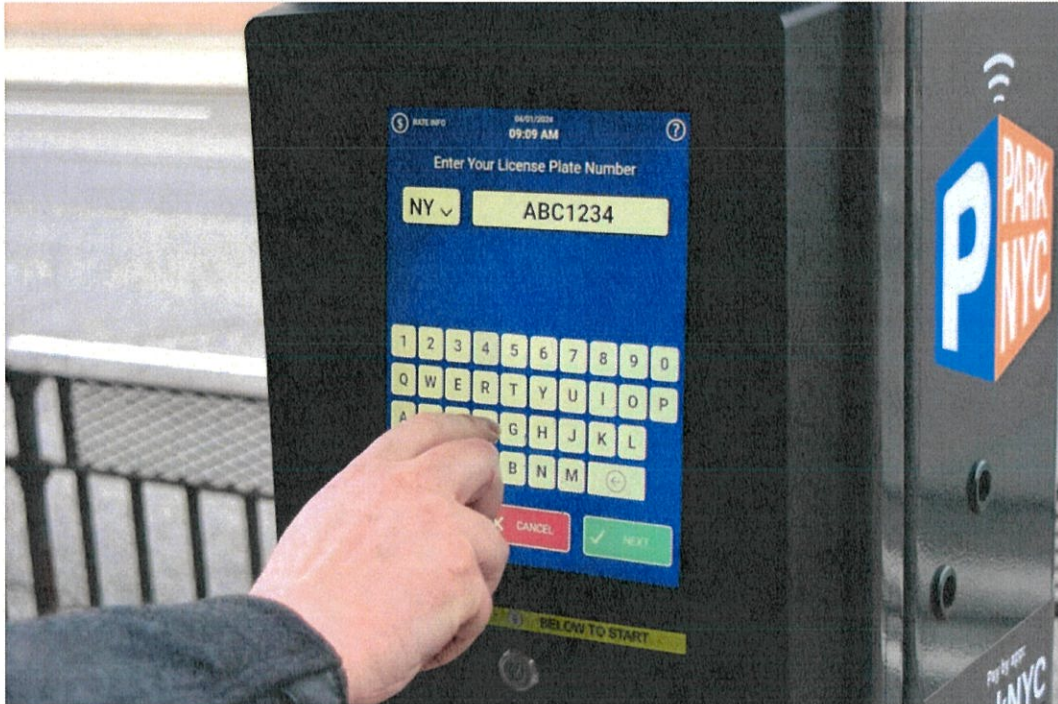


Mayor Eric Adams launches *LockerNYC* in *Bed-Stuy, Brooklyn*

As required by Local Law 171 of 2023, DOT is working to redesign the city's truck route network to enhance safety, increase visibility, reduce traffic congestion, and improve the overall freight network. Last week, we launched a Public Feedback Portal for the public to learn about the city's truck route network and provide feedback.

I'm also happy to say that DOT, in partnership with the Economic Development Corporation, recently won a \$15 million grant from US DOT to build a first-in-the-nation freight-focused electric truck and vehicle charging depot at the Hunts Point Food Distribution Center in the Bronx, the busiest heavy trucking destination in the state.

And to take an important step in transforming the city's parking management system, today we are beginning to upgrade the City's 14,500 parking meters to the new Pay-by-Plate technology. This transition to a license plate-based system will improve parking enforcement and end the need to display a paper receipt on the vehicle dashboard.



New Pay-by-Plate Parking Meter in Long Island City, Queens

Vision Zero

Turning to Vision Zero, I want to acknowledge the difficult year we are having in our work to reach zero traffic fatalities in New York City. So far this year, we have seen far too many people lose their lives on the city's streets. The loss of our family members, friends, and neighbors underscores how important our work is and the urgency it requires.

The Adams Administration is committed to getting critical safety projects in the ground. The FY24-FY33 Ten-Year Capital Plan invests \$4.7 billion in Vision Zero, and our expense budget invests an average of about \$260 million annually. We are undertaking a number of critical street safety projects throughout the city, including breaking ground on the fifth phase of our Grand Concourse Great Streets reconstruction project this fall. This project will deliver grade-separated bike facilities, pedestrian safety improvements, and new street trees and plantings to historically underserved communities in Fordham and Bedford Park.

The majority of recent fatalities have occurred at intersections. This underscores our commitment to make safety improvements at 2,000 intersections each year with design improvements like raised crosswalks, leading pedestrian intervals, and sidewalk extensions, as well as daylighting to improve visibility between pedestrians and drivers in 1,000 of those locations, which we know is of particular importance to the Council.

These troubling trends also show just how important it is to reauthorize and expand the City's Red Light Camera program. Last year, we saw the highest number of deaths related to red light running ever recorded—29—and all those fatalities were at intersections with no red-light camera. The current program, limited to just one percent of intersections with signals, is too small to have a wider effect on deterring dangerous driving behaviors. We need the Council's help to enhance safety on our streets by passing a Home Rule for S2812 sponsored by State Senator Andrew Gounardes and A5259 sponsored by Assemblymember Jeffrey Dinowitz.



Commissioner Rodriguez at a Red Light Camera Press Event in Inwood, Manhattan, joined by the families of David Fernandez and Joel Adames, who were killed by a red-light running crash

Beyond the focus on intersections, the Adams Administration is responding to these troubling trends in targeted ways. For example, to address rising e-bike fatalities and deadly single-bicycle crashes, we launched “Get Smart Before You Start,” a new public education campaign to inform e-bike riders on how to properly accelerate, brake, and operate at an appropriate speed.

**Take it easy
with e-bikes.**

They accelerate fast.

Get smart before you start.
Keep yourself and others safe by accelerating and braking carefully, staying off sidewalks, and following all traffic laws.

For more information
visit nyc.gov/ebikes.

NYC
Eric Adams
Mayor

DCI
New York 2017
Isabel Rodriguez
Commissioner

VISION ZERO
Building a Safer City

Get Smart Before You Start e-bike public education campaign

Lastly on Vision Zero, I would like to take a moment to celebrate the recent passage of Sammy's Law in the State Budget. This important measure gives DOT further flexibility to set speed limits in thoughtful, targeted ways to keep New Yorkers safe. We are extremely grateful for the years of advocacy from Amy Cohen and Families for Safe Streets that got this over the finish line and look forward to working with communities and local elected officials on any future speed limit changes, as well as on comprehensive projects to make our streets safer.



Commissioner Rodriguez joins advocates at Sammy's Law Press Event, City Hall.

Public Realm

Turning to the public realm, this Administration continues to reimagine the use of public space. Last month, DOT celebrated the largest Open Streets: Car Free Earth Day to date with 53 car-free streets and plazas throughout the five boroughs. This event, along with our Summer Streets Program, gives New Yorkers a taste of what an Open Street feels like and motivates them to work with our agency and community partners to create more Open Streets in their neighborhoods. The event also kicked off the start of the Open Streets season with 132 initial locations, including two dozen new locations, with more to come.



Open Street at 34th Avenue in Queens

DOT also recently announced that we are expanding the variety of resources available to public spaces in under-resourced neighborhoods. Through the Public Space Equity Program, DOT will distribute new tools and services to Open Streets, plazas, and other public spaces that will be selected based on partner capacity, site context, and DOT's equity goals.

We are also accepting applications from restaurants for the Dining Out NYC program, the nation's largest outdoor dining program. Earlier this week, we announced the Dining Out NYC Marketplace, an online marketplace for restaurants to find vendors offering a range of services including installation, storage, and design of outdoor dining materials and furniture.

MWBE

Under the Adams Administration, DOT has been a leader in Minority and Women-Owned Business Enterprise, or MWBE, contracting investment. I am proud to say that DOT has increased our MWBE participation rate from 11 percent in FY22 to 24 percent in FY23. And in FY24, we hope to be close to the 30 percent MWBE utilization goal for the first time. To do this, we are advertising our procurements in Community and Ethnic media outlets, using our social media platforms, and going to local communities across the city to show how to do business with DOT.



Doing Business with NYC DOT event in 2023

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. We are so proud of the work that the almost 6,000 people at DOT do every day to keep this city moving. We thank the Council for your partnership in ensuring we have the resources we need and look forward to continuing to work with you to make this city safer, more equitable, and more accessible for generations to come. We would now be happy to answer any questions.



**Joint Public Testimony of Transportation Alternatives and
Families for Safe Streets
FY25 Preliminary Transportation and Infrastructure Budget Hearing
May 8, 2024**

Good afternoon, and thank you to Chair Brooks-Powers and members of the committee for holding today's budget hearing for Fiscal Year 2025. My name is Elizabeth Adams and I am the Deputy Executive Director for Public Affairs at Transportation Alternatives (TA). TA and FSS advocate for safe and equitable streets across the five boroughs.

Streets Plan and project funding

In an ongoing traffic violence crisis and in the 10th year of New York City being a Vision Zero city, we cannot afford further delays in the full and urgent implementation of the Streets Plan. In 2023, the City built 5.2 out of 30 miles of bus lanes and 31.9 out of 50 miles of bike lanes. This is unacceptable in a City where 260 were killed by traffic violence and 3019 were seriously injured last year. 2023 was the [deadliest year for bike riders](#) since 1999. Vision Zero investments are also a matter of equity: while whiter, wealthier communities have safer streets than ten years ago, lower-income communities and communities of color have actually experienced an increase in traffic violence. We need the city to double down in building infrastructure to address these inequities.

How we complete our projects is as important as getting them done. When the City daylight an intersection, DOT should do more than paint over the space, prioritizing hardened infrastructure that achieves multiple goals, like rain gardens, bioswales, bike storage, and more. Riding a bike is safest in a protected bike lane (beyond paint and plastic posts), and more permanent street infrastructure lasts longer. The City budget should provide dedicated funding for hardened daylighting infrastructure.

Furthermore, when we invest in sustainable, safe, and equitable transportation across the five boroughs, we see the benefits multifold: reducing air pollution, supporting public health, creating more space for people, reducing greenhouse gas emissions, and more. Dollars spent on real mobility solutions are deeply connected to the overall wellbeing of a city. By reducing traffic deaths, New York City has saved New Yorkers \$8.3 billion over the past ten years, from wage and productivity losses, medical expenses, administrative expenses, motor-vehicle damage, employers' uninsured costs, and value of lost quality of life.



Additionally, we should be prioritizing engineering and infrastructure over educational campaigns, repurposing those funds for tangible projects that create safe streets.

Building safe, sustainable, and multimodal transportation infrastructure is also key to surviving the climate emergency, and every project is an opportunity to advance our emissions reduction goals. We cannot afford further delays if New York is to be a leader in the fight against the climate crisis.

Re-affirm the City's commitment to pedestrian plaza space

The Streets Plan requirement for creating pedestrian plaza space sunsetted at the end of 2023. In the recent update to our Spatial Equity NYC site, we found that communities with the largest population of Black, Latino, and Asian New Yorkers have significantly less access to pedestrian plazas.

Some New Yorkers are left entirely without plaza access. In 10 New York City Council districts, zero residents live within walking distance — one-half mile — of a pedestrian plaza. These districts also have significant potential to benefit from plaza access, due to other spatial inequities, as these 10 districts also have on average: 34% fewer benches per capita, 20% fewer residents in walking distance to a park, 50% fewer bike parking spaces, a 17% higher likelihood of living in a floodplain, an 8% higher traffic fatality rate, and both higher summertime temperatures and less sidewalk space — as compared to the average New York City Council district.

TA calls on the Council to extend the Streets Plan annual requirement for pedestrian space, to include the addition of one million square feet of plazas per year, and appropriate funds for this purpose.

Open Streets & School Streets

We need permanent, 24/7 Open Streets across the five boroughs, and the City must allocate sufficient funds to support Open Street partners and sponsors. We urge the DOT to transition existing open streets into more permanent fixtures with infrastructure to discourage car access and slow speeds, and the resources required for City agencies to be the primary caretaker of Open Streets, easing the burden on volunteers. One of the key challenges has been a lack of resources and staffing to sustain these critical community hubs. We request more funding be allocated to Open Streets for this budget so that DOT can grow this program.



Where agency staff is unavailable, the City must create and fund an Open Streets Caretaker program, which pays local businesses, community organizations, and residents to care for Open Streets.

Open Streets for Schools, also called School Streets, restrict car access to streets outside schools during school hours, providing a safe space for pick-up and drop-off. School Streets also activate the space outside of schools for safe play and learning. School Streets in the UK have been found to reduce air pollution by as much as 74% and car-free Open Streets in New York City have reduced crashes by as much as 77%. DOT and DOE must work together to create safe, pedestrianized spaces for students and school communities to learn and play outside, and allocate dedicated funds in the FY25 budget to support and expand the program.

Restore Crossing Guard Funding

The safety of our children is of paramount importance, and ensuring their secure passage to and from school is a fundamental responsibility of our city. Crossing guards protect our most vulnerable, and are key to ensuring street safety equity.

Vehicular crashes are the leading cause of injury-related deaths for children in New York City, and streets near predominantly non-white schools are 43 percent more dangerous than those near primarily white schools. On school days, there are 57 percent more crashes and 25 percent more injuries per mile on streets near schools than on the city's other streets.

Funding for crossing guards in New York City was cut by 18% in June 2023, jeopardizing the safety of our students and the overall well-being of our community. The intersection where a 7 year old in Fort Greene was killed in October 2023 lost its crossing guard.

The reinstatement of funding for crossing guards is crucial to maintaining a safe school environment for our children, as they often face hazardous conditions while commuting to school.



Congestion Pricing

This year will mark the first year of New York's first-in-the-nation congestion pricing initiative. While congestion pricing is a state program, the NYCDOT has an important role to play. Right now is the most valuable time for the City to make it easier and more attractive for New Yorkers to use other modes of transportation to commute to work other than their personal vehicle.

We call on the City to convert car space freed-up by congestion pricing into space for people. Congestion pricing will dramatically reduce traffic volumes throughout New York City, freeing up acres of public space. The Department of Transportation must immediately publish a plan for putting this space to higher use, including converting car lanes into protected bike lanes, car-free busways and bus lanes, and new pedestrian spaces that ensure that every New Yorker feels the benefits of congestion pricing. Speeding up projects that are projected to help New Yorkers travel to and around the congestion pricing zone via a bus, bike, or other sustainable transportation mode will pay dividends in the long run. When taking the bus is reliable, quick, and efficient, more New Yorkers will opt in.

Fiscal Year 2025 can be the year New York City takes great strides in making our streets safer, more equitable, and sustainable for all. We are counting on you to make it happen. Thank you.

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**Testimony of Alia Soomro, Deputy Director for New York City Policy
New York League of Conservation Voters
City Council Committee on Transportation and Infrastructure
Jointly with the Committee on Finance
FY25 Executive Budget Hearing
May 8, 2024**

My name is Alia Soomro and I am the Deputy Director for New York City Policy at the New York League of Conservation Voters (NYLCV). NYLCV is a statewide environmental advocacy organization representing over 30,000 members in New York City. Thank you, Chair Brooks-Powers, as well as members of the Committee on Transportation for the opportunity to comment.

In order to effectively fight climate change and protect public health, we need to reimagine how people live and move in our City. According to the [New York City Comptroller's Climate Dashboard](#), New York City's transportation sector is the second highest source of NYC's greenhouse gas emissions (GHG). Moreover, [private vehicles account for 90% of transportation-based energy use in NYC](#) and are the largest contributors to transportation-related emissions and air pollution, which disproportionately impacts environmental justice communities.

NYLCV has long-advocated that everyone should have access to reliable, affordable, and clean transportation in addition to safe streets and open spaces. We need to decrease the amount of private vehicles on our streets since they contribute a significant percentage of our carbon emissions and result in public health issues such as air pollution and asthma, vehicle crashes, congestion, and noise pollution. These issues are only more prevalent in New York City's low-income and communities of color, which experience longer commutes, poor air pollution, higher asthma rates, and more premature deaths.

NYLCV urges the City to prioritize and fully fund the NYC Streets Master Plan, 25x25, and Vision Zero initiatives. NYLCV appreciated the City Council's prioritization of Vision Zero and Fair Fares in the Council's FY25 Preliminary Budget Response; however, the Mayor's FY25 Executive Budget did not make a lot of progress on these fronts, especially for Vision Zero. These plans and programs will help on multiple fronts, including improving infrastructure for transit, cycling, and pedestrians as well as reducing the amount of dangerous vehicles on the streets, and reinforcing the use of public transportation and micro-mobility options.

NYC Streets Master Plan

NYLCV urges the City to fully commit and fund the NYC Department of Transportation's (DOT)

NYC Streets Plan, an extensive five-year plan [mandated by law](#) that would expand and improve public transportation options and transition NYC's streets away from being entirely car-dominated, focusing on equity and safety. This will all be accomplished specifically by requiring the City to install 250 miles of protected bike lanes and 150 miles of dedicated bus lanes, 500 bus stop upgrades, 1,000 intersection signal improvements, 400 intersection redesigns, 500 accessible pedestrian signs, in addition to improving pedestrian spaces, commercial loading zones, and parking spaces, within five years. On top of these goals, on the campaign trail Mayor Adams committed to installing 300 miles of protected bike lanes. However, as of [this year](#), key benchmarks mandated by the Plan were missed. Most concerning is the lack of progress the City made on protected bus lanes—only 5.2 miles were completed even though 30 miles are the target. As Speaker Adams highlighted in her State of the City Address, we urge the City to get back on track to meet these benchmarks, including prioritizing investments in bus stop upgrades and protected bike lanes to make our streets safer.

Ahead of this summer's rollout of Congestion Pricing, NYLCV appreciated DOT's recently-released report, [Connecting to the Core](#), which details new and existing projects that will make it easier for New Yorkers to travel car-free to and through Manhattan's core. We hope the City continues to prioritize and fund the projects included in that report, as well as the goals included in the NYC Streets Plan. This will not only get us back on track with the Streets Plan's mandated milestones, but to make it easier for New Yorkers to get out of their private cars and into cleaner modes of transportation. The Streets Plan can be an effective tool that works in tandem with Congestion Pricing, and with the rollout of this program, the City must plan holistically and equitably, prioritizing areas of the City that have been historically neglected. We encourage the City to continue working with the State to increase bus service frequency, enforce bus and bike lanes, and connect shared e-bike and e-scooter programs in transit deserts to mass transit before congestion pricing goes into effect to give commuters options and make it easier to get out of cars.

25X25 Plan and Vision Zero

We also urge the City to prioritize and fund the 25x25 plan and Vision Zero. The 25x25 plan would convert 25% of current parking and driving space into space for people by 2025. It seeks to reduce street lanes and parking for cars and instead increase protected bus and bike lanes to improve commuting as well as increase green space. As the Covid-19 pandemic showed us, we cannot underestimate the importance of public space from a pedestrian, cyclist, environmental, and climate perspective. NYLCV appreciated the Administration's appointment of the City's first Chief Public Realm Officer, and we urge the City to continue prioritizing open streets and public spaces, especially in areas of the City that have historically been neglected.

Vision Zero, which was launched in 2014, called for eliminating all traffic deaths across the five boroughs by 2024. It sought to do this with expanded penalties and enforcements for dangerous car drivers and new street designs. However, with 2024 upon us and one year for the 25x25 plan, we are not close to achieving the City's own goals. While we appreciate [recent progress improving pedestrian safety](#), we need to increase funding for Vision Zero, especially around education, if we are to have safer and more equitable streets. The Mayor's FY25 Preliminary

Budget included a \$3 million funding reduction in the Vision Zero Education and Outreach Program. Although the Council's FY25 Preliminary Budget Response called on the Administration to restore \$3 million for Vision Zero education and outreach, the Executive Budget did not include a restoration of this funding. Additionally, there are also a number of Vision Zero projects which have been decreased or pushed out; specifically, Vision Zero Great Streets Northern Boulevard Phase 1 which had \$78.3 million in funding pushed from Fiscal 2028 to 2029. NYLCV urges the Administration to restore these PEGs in the FY25 Final Adopted Budget. Decreasing funding for policies and delaying plans that reduce traffic violence is the wrong approach.

Lastly, NYLCV supports DOT's NYC Red Light Camera State legislative proposals, which includes renewing and expanding the City's Red Light Camera Program (S2812/A5259) (Gounardes/Dinowitz) and authorizing vehicle registration suspensions for repeat offenders (S451/A7621) (Gianaris/Magnarelli). These bills will help the City's efforts to move towards Vision Zero and we hope the Council will show support.

Fair Fares

The Fair Fares program is crucial in making public transportation more accessible for New Yorkers. The program helps eligible New Yorkers with low incomes manage their transportation costs by providing them with discounted subway and bus fares. NYLCV appreciated the Council's FY25 Preliminary Budget Response calling for increasing the eligibility to 200% of the federal poverty line. This expansion would require an additional \$54.2 million in baselined funding, bringing the total baseline budget for Fair Fares up to \$149.2 million. Increasing eligibility and funding would effectively dovetail with a provision that was included in the NY State budget, which authorizes the MTA to enroll someone who is caught evading the fare in Fair Fares (assuming they're eligible) rather than ticketing them. Not only do we need greater investment in the Fair Fares program to expand eligibility, we also need more investment for outreach and education to make sure the many who currently qualify are using the program, as well as expansion of the program so that other forms of public transportation discounts such as for Citi-Bike, Metro North, and Long Island Railroad, are included. With the cost of living only increasing, it is critical that we ensure affordable transportation for everyone. NYLCV hopes the Administration includes this in the final FY25 Adopted Budget.

We need to create, improve, and encourage the use of low emission modes of transportation as an alternative to cars. This is why it is imperative that the City fully commits and funds the NYC Streets Plan, 25x25, Vision Zero, and Fair Fares, in addition to prioritizing DOT staff retention and hiring. We hope the Council will work with the Administration to fund these crucial initiatives and plans in the Final FY25 Adopted Budget so we can have a truly accessible and equitable City.

Thank you for the opportunity to comment.

From: Annalyn Courtney <aCourtney@visionsvcb.org>
Sent: Tuesday, May 7, 2024 11:25 PM
To: Testimony
Subject: [EXTERNAL] Committee on Transportation and Infrastructure May 8, 2024

**New York City Council Committee on Transportation and Infrastructure
Executive Budget for Fiscal Year 2025 and the Executive Capital Plan for Fiscal Years 2024-2028.
May 8, 2024**

On October 20, 2020 the United States District Court for the Southern District of New York ruled that the New York City Department of Transportation had violated federal and state anti-discrimination laws by failing to make the city intersections accessible for pedestrians who are blind, deafblind and visually impaired. In 2022 NYC DOT began implementing the courts remedial order by installing Accessible Pedestrian Signals, APS at intersections throughout the five boroughs. As an Orientation and Mobility Instructor, teaching safe travel skills to pedestrians who are blind, I have been frustrated by the poor APS installations I have encountered. The Second Annual Report by the Independent Monitor dated February 9, 2024 details how many of these installations are not following best practice and are not useful to the population they are intended to assist.

Accessible Pedestrian Signals are necessary due to the changes in traffic signals and traffic sounds. In the past the green light for the drivers and the walk signal for pedestrians went on simultaneously. The pedestrian heard the surge of the parallel traffic, knew the walk signal was on and it was time to begin crossing. Complex signalization that protects the pedestrian from turning cars such as Leading Pedestrian Intervals, LPI and Exclusive Pedestrian Phases, EPPs place the pedestrian who is blind in danger because the walk signal goes on but the traffic movement is delayed. If a pedestrian cannot see the pedestrian walk signal, they do not know it is safe to begin crossing. When these types of traffic controls are present, a pedestrian stepping into the street at the initiation of traffic movement is at a disadvantage because the drivers have waited for their "turn" and may not yield to a single pedestrian crossing late in the cycle. APS are also necessary due to the increase in electric and hybrid cars which are quiet and do not make the engine sounds needed for a traveler who is blind to determine the traffic pattern and when it is safe to begin crossing the street. APS are also useful for anyone who has difficulty seeing the walk signal when bright sun creates glare.

The New York City Department of Transportation requires a budget that allows for proper installations of Accessible Pedestrian Signals, proper maintenance of all APS after installation and an effective compliance program. The Executive Budget must provide these funds.

Respectfully submitted,
Annalyn Courtney

Certified Orientation and Mobility Specialist
Visions Services for the Blind

**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: Commissioner Ydennis Rodriguez

Address: _____

I represent: DOT

Address: _____

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THE CITY OF NEW YORK**

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: First Deputy Commissioner Margaret Forgiione

Address: _____

I represent: DOT

Address: _____

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THE CITY OF NEW YORK**

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Deputy Commissioner Eric Beaton

Address: _____

I represent: DOT

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Deputy Commissioner Paul Ochoa

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Assistant Commissioner Ricardo Rodriguez

Address: _____

I represent: DOT

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Brian Fritsch

Address: 72 Broadway, 16th Fl. NY, NY

I represent: Permanent Citizens Advisory Committee

Address: Brooklyn to the MTA
NY 11238

**THE COUNCIL
THE CITY OF NEW YORK**

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

in favor in opposition

Date: 5/8/2024

(PLEASE PRINT)

Name: _____

Address: Raul Rivers

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Rosa Chang

Address: _____

I represent: Gotham Park

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: 5/8/24

(PLEASE PRINT)

Name: Christopher Johnson

Address: _____

I represent: Self

Address: _____

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