

**NYC Department of Transportation Testimony Before the  
City Council Committee on Transportation and Infrastructure  
February 14, 2023**

Good morning Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Ydanis Rodriguez, Commissioner of the New York City Department of Transportation. With me today are Eric Beaton, Deputy Commissioner for Transportation Planning and Management, Rick Rodriguez, Assistant Commissioner for Intergovernmental and Community Affairs, and Julia Kite-Laidlaw, Director of Safety Policy. We are also joined by Deputy Chief Michael Pilecki and Director Michael Clarke from the New York City Police Department. Thank you for the opportunity to testify on behalf of Mayor Eric Adams on Street Safety Infrastructure and Vision Zero at large.

I first want to acknowledge the horrific crash that happened in Bay Ridge yesterday. Our deepest condolences are with the family and friends of the person who was killed. And our thoughts are with those who were injured. We wish them a full and speedy recovery. We will assist NYPD with their investigation in any way that we can.

Now, I want to turn to the positive trends from last year. In 2022, traffic fatalities in New York City dropped for the first time since 2018, and pedestrian deaths were near record lows. New York City is defying national trends for pedestrian deaths, which are at a four-decade high across the states. We are also defying the pattern for the rest of New York State. These local trends are encouraging and show that the steps we are taking as a city to make our streets safer are working.

This includes our work to improve intersections citywide. In January 2022, the Mayor and I announced that the City would improve 1,000 intersections, which we exceeded by completing over 1,600 intersection improvements through different treatments. These included:

- Installing Turn Calming treatments at over 220 intersections;
- Installing all-way stop signs at over 420 intersections, the most ever in a single year;
- Installing a record number of raised crosswalks;
- Daylighting over 100 intersections with bike corrals; and
- Installing over 600 Leading Pedestrian Intervals to give pedestrians and cyclists a head start at intersections.

In 2022, DOT completed over 26 new protected bike lane miles and reached 1,500 bike lane miles citywide. We also hardened 10 miles of previously delineator-protected bike lanes, and will harden another 10 miles this year. This will keep us on track to harden

half of the city's delineator protected bike lanes by the end of 2023. DOT also completed 111 Street Improvement Projects in 2022.

Some highlights include:

- Protected Bike Lanes and Pedestrian Safety Enhancements on White Plains Road from 214<sup>th</sup> to 226<sup>th</sup> Streets in the Bronx;
- Sidewalk extensions on 8<sup>th</sup>, 9<sup>th</sup>, and Lexington Avenues in Manhattan;
- Protected Bike Lanes on Schermerhorn Street in Brooklyn;
- Intersection upgrades at Homelawn Street and Grand Central Parkway in Queens; and
- A raised crosswalk at Delafield Avenue and Manor Road in Staten Island.

We also secured another win for safety: we succeeded in getting authority from the State to expand the speed camera enforcement program to 24 hours a day, seven days a week. The expansion more than doubled the hours of operation, which were limited from 10 a.m. to 6 p.m. on weekdays. Since the launch of 24-hour operations on August 1, 2022, DOT has experienced a 25 percent reduction in violations, with month-over-month declines.

While we are encouraged by last year's trends, as Mayor Adams has made clear, the only acceptable number of traffic fatalities is zero. The safety of all New Yorkers remains DOT's number one priority, and we are committed to doing more.

New York City is doing this by adopting the Safe System Approach. The goal is to build and reinforce multiple layers of protection to both prevent crashes from happening and minimize the harm caused to those involved if it does. Redundancy is key. If one part of the system fails, the other parts still protect people. This approach focuses on five complementary objectives: safer people, safer roads, safer vehicles, safer speeds, and post-crash care. All five elements are essential for achieving Vision Zero.

## Safe System Approach, U.S. DOT



First, safer vehicles. Vehicles are largely regulated by other levels of government. NYC DOT has succeeded in advocating for seatbelt laws at the State level, and local laws to require sideguards on the City fleet and City contracted vehicles, one of which I was proud to sponsor as Chairman of this Committee, and more.

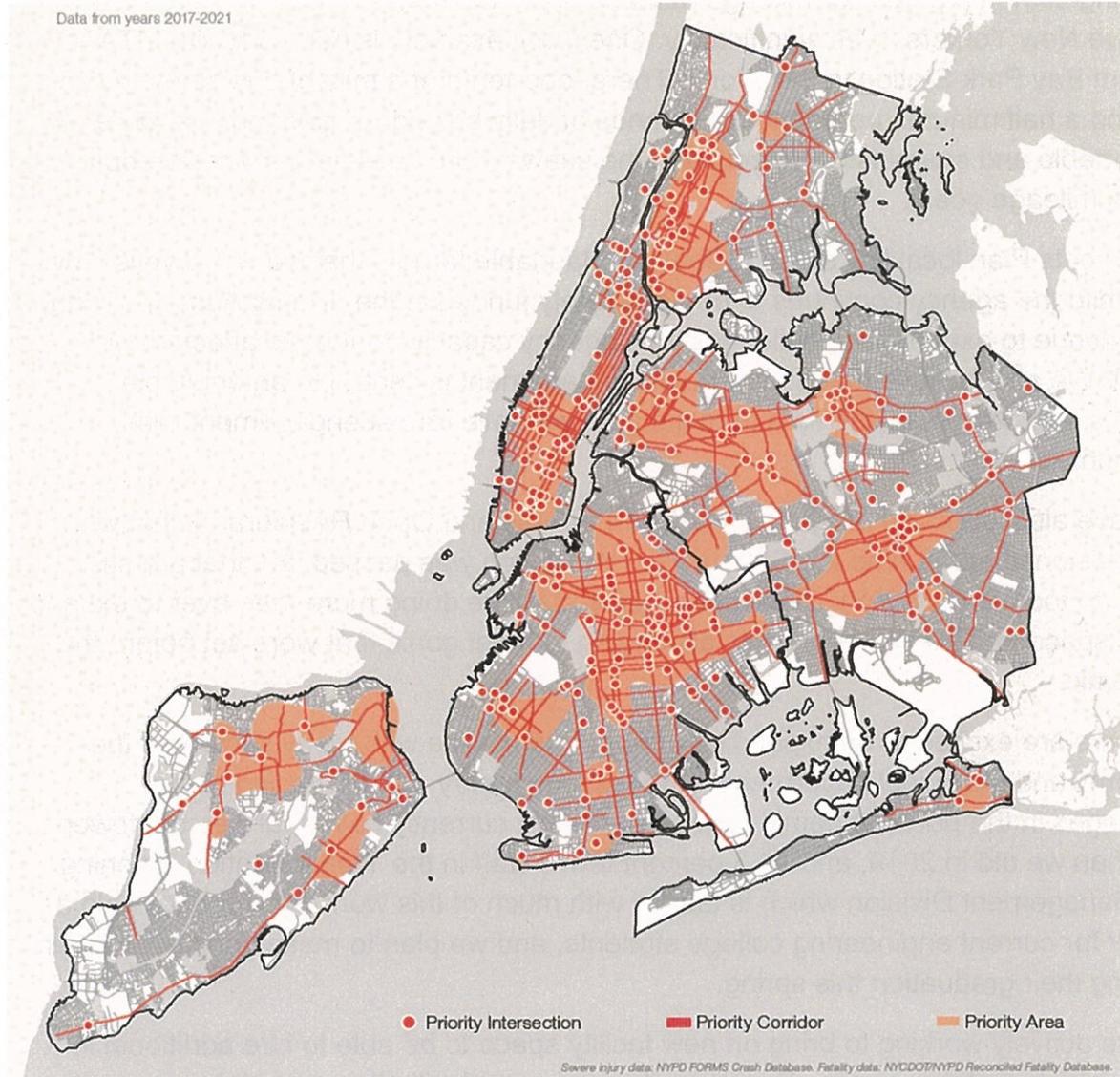
For safer speeds, DOT has expanded our speed camera program and also installs street treatments to encourage slower speeds, including speed humps and cushions as well as road diets.

Regarding post-crash care, our agency partners at FDNY and NYPD work to respond quickly when a crash does occur, and DOT's Emergency Response Unit visits fatal crash sites to ensure any infrastructure in need of repair is fixed promptly.

For safer roads, DOT is committed to making streets safer, and this is the focus of so much of our work. Last week, I was happy to join Senator Gillibrand in celebrating the over \$20 million Safe Streets for All Grant we were just awarded. This funding will go towards safety enhancements on Delancey Street and the development of a new pedestrian model and micromobility planning tool.

This morning, we released our updated Vision Zero Borough Pedestrian Safety Action Plans. These plans show us where our safety interventions will have the greatest effect and help us determine where to implement projects. The plans identify Priority Corridors and Priority Intersections based on locations where most pedestrians were killed or severely injured using multiple years of data. With the first plans published in 2015 and an update in 2019, the 2023 plans identify Priority Corridors and Intersections based on the last five years of available data: 2017 through 2021. We will use these new Priority Corridors and Intersections to guide our work over the coming years.

## 2023 New York City Vision Zero Priority Map



And also this morning, DOT released the 2023 Streets Plan Update. We are fully committed to the Streets Plan and are working creatively with available resources to deliver high-quality, high-impact projects.

In 2022, DOT met several Streets Plan benchmarks with record-setting numbers. We implemented Transit Signal Priority at a record 781 intersections to reduce the time buses spend stuck at red lights. And we installed Accessible Pedestrian Signals at a record 494 intersections citywide. We also improved the lives of 400,000 daily bus riders with projects that have made bus service faster and more reliable.

I want to stress that the effect these projects have on the lives of New Yorkers is more meaningful than a particular mileage number. A project that is small in mileage can still improve New Yorkers' lives significantly. One great example is our work with MTA at Pelham Bay Park Station in the Bronx. There, one-tenth of a mile of bus lanes will save two and a half minutes per trip for thousands of daily bus riders, and make a more comfortable and seamless connection to the subway, but does little to achieve our overall mileage goals.

The Streets Plan local law set ambitious and laudable targets that we will always strive for. While the agency continues to be adequately funded in the Adams Administration, we continue to experience challenges with agency capacity that have affected our output. We also believe that quality public engagement is central to an equitable process, and we are taking time to make sure we have robust engagement with communities.

We have also launched programs like Open Streets and Open Restaurants that were not envisioned at the time the Streets Plan legislation was passed, but that are still critical to today's New York. This means DOT staff are doing more than ever to expand public space for New Yorkers while also trying to meet goals that were set before the pandemic.

While we are excited to be expanding our operations, like with many sectors of the economy and municipal governments across the country, DOT is facing hiring challenges in the post-pandemic environment—we currently have four percent fewer staff than we did in 2019, and 14.3 percent fewer staff in the Transportation Planning and Management Division which is tasked with much of this work. We recently held a job fair for current engineering college students, and we plan to make conditional offers pending their graduation this spring.

We are actively working to bring on new facility space to be able to hire additional in-house implementation crews. For example, a new yard will allow us to bring on additional concrete crews this year. And we are working with our staff and contractors to maximize efficiency. I want to thank all the employees of DOT for their commitment and dedication to getting the work done despite these challenges.

We also think that the better measure of our work is the real effects on the streets. Our streets are getting safer, more New Yorkers are cycling, buses are moving faster in bus lanes and busways, and we have created wonderful public spaces in all parts of the city.

The final piece of the Safe System Approach is safer people; and we continue to work with our agency partners to create safer people through education as well as enforcement.

DOT has a dedicated Safety Education and Outreach team who conduct pedestrian, cyclist, driver, and child passenger workshops for all New Yorkers throughout the city. This team works with over 600 schools and 200 Older Adult Centers each year. In addition, DOT takes the lead in communication with drivers around the most serious causes of crashes. The Vision Zero Street Team program operates in high-crash areas, with DOT and NYPD representatives talking with New Yorkers in their communities with on-street education.

DOT also teaches Alive at 25, a program at high schools to teach young adults be safer drivers and better passengers if they are in a vehicle with someone who is driving recklessly. DOT also holds STOP-DWI events and oversees the classes for the Dangerous Vehicle Abatement Program, educating drivers who have received over five red light or fifteen speed camera tickets in 12 months.

The Safety Education team also distributes over 20,000 helmets each year—which we are able to do thanks to funding from Council Members, works directly with Delivery Cyclists, and is available to properly install car seats for New Yorkers who drive. This comprehensive work is conducted in every neighborhood with a focus on our most vulnerable New Yorkers in the highest crash areas.

Crash data shows why safer people is so important: since the start of the COVID-19 pandemic, the number and proportion of fatal crashes involving a driver who has been driving recklessly or on a suspended license has increased.

In response, and as the Mayor announced in his State of the City address, we are calling on our colleagues in Albany to pass the ROADS legislative package which stands for Removing Offenders and Aggressive Drivers from our Streets. These bills aim to increase accountability among dangerous drivers and keep those with a history of dangerous driving behavior off our streets. \

The package includes bills to:

- Lower the Blood-Alcohol Concentration threshold for Driving While Intoxicated (DWI) from .08 to .05. Year after year, about 30 percent of fatal crashes in New York State involve drunk drivers. New York has the opportunity to be a national leader in this change that will save lives.
- Suspend the registration of a vehicle that receives five or more red light camera violations within 12 months. Receiving multiple red light camera tickets is associated with higher risk of being involved in a serious crash.
- Combat the persistent problem of driving on a suspended or revoked license due to dangerous driving behaviors, including authorizing a program to impound license plates and bills to strengthen penalties to discourage dangerous driving.
- Target penalties for drivers who injure or kill while driving dangerously.

## Legislation

Turning to the legislation before the Council today. We at DOT share your commitment to enhancing safety through street design and support the spirit of this package of bills, and we thank you for your partnership.

We are actively following the data to determine the locations most in need of safety enhancements with the Vision Zero Borough Pedestrian Safety Action Plans I mentioned earlier. We then implement targeted safety treatments that produce the greatest safety benefits at those locations. We also continue to evaluate treatments and grow our toolkit. This approach is proven to work. Traffic fatalities in New York City are 15 percent lower than the year before Vision Zero began, despite the pandemic-era rise in dangerous driving. But let me be clear: one is too many.

Because we have a robust toolkit of safe street treatments, we urge the Council to allow us to retain flexibility to determine which treatments will be most effective in each location based on our data-driven safety criteria and our professional engineering judgement. While we support the intent of this package of bills, we have concerns about their effect on the agency's ability to make the appropriate safety changes on our streets. Streets are dynamic and conditions are constantly changing. We need to be nimble. And as always, we welcome your partnership in identifying locations of concern and implementing critical safety projects.

## Introduction 679

Turning to Intro 679 sponsored by Council Member Joseph. This bill would require DOT to install traffic-calming devices at over 50 blocks next to older adult centers or Naturally Occurring Retirement Communities (NORC) each year.

Last year, DOT released the groundbreaking *Pedestrian Safety and Older New Yorkers* study. This study shows how DOT's street redesigns have reduced serious crashes for this particularly vulnerable group. In addition, the study contains a robust and comprehensive action plan which directs DOT to install safety treatments and street redesigns within the Senior Pedestrian Zones where people over 65 and senior pedestrian injuries are concentrated. As I announced in June, DOT is targeting Senior Pedestrian Zones and installing turn calming treatments at 50 intersections annually, new Leading Pedestrian Intervals, and more.

We believe the Senior Pedestrian Zones are stronger indicators of safety need compared to the proximity to a senior center or NORC. Therefore, while we support the bill's intent to enhance safety for older New Yorkers, we cannot support this bill as drafted. We would like to work with the Council to ensure we can continue to target our interventions where they would have the greatest safety benefit for older adults and all New Yorkers.

### Introduction 854

Next, Intro 854 sponsored by Chair Brooks-Powers. This bill would require DOT to daylight 100 intersections annually, with priority given to high need intersections.

DOT does extensive work each year to enhance safety at intersections. As I mentioned earlier, in 2022 we surpassed our goal of improving 1,000 intersections by improving over 1,600, including daylighting over 100 intersections. Daylighting is an important tool in our toolbox, but it is not the right solution everywhere. It also must be implemented with physical infrastructure in the newly opened space to prevent vehicles from turning more quickly. While we support the spirit of this bill to enhance safety at intersections, we would like to retain flexibility to determine which treatments are the most appropriate in each location.

### Introduction 555

Next, Intro 555 sponsored by Council Member Rivera, regarding school safety infrastructure. As a parent, former teacher, and founder of two schools, I know what it feels like to walk to school each day and think about my daughters and students traveling to and from. Student safety is a top priority for me.

DOT has a robust School Safety Program. Through this program, DOT completes comprehensive street redesigns in high crash areas near schools. To give an example, Alexander Avenue in the Bronx is a wide roadway that separates local NYCHA residents from schools on the other side of the street. To enhance safety, DOT installed new signalized crossings and painted sidewalk extensions. These changes led to a 48 percent reduction in injuries overall, and a 67 percent reduction in pedestrian injuries. And in Sheepshead Bay in Brooklyn, DOT redesigned three miles of parallel roadways on Avenues V, W, and X. We added bicycle lanes, concrete pedestrian islands, medians, and new crossings. These changes reduced overall injuries by 14 percent and pedestrian injuries by 43 percent.

Intro 555 would require DOT to paint a sign on a street and install at least one overhead sign on each street where a school is present. While we support the bill's intent of enhancing safety near schools, we cannot support it as drafted. Our research shows that the specific treatments this bill would require are not effective at reducing injuries. In fact, there is evidence that excessive signage can *actually distract* drivers from seeing the most important messages.

We look forward to continuing conversations with Council Member Rivera, who I had the honor of working with for many years on the Council. We strongly support focusing our school safety work on the treatments that have been proven to be the most effective in delivering safer streets for students and all road users. And we would be happy to work

with your offices to discuss effective strategies for any specific locations of concern in your districts.

### Introduction 879

Next, Intro 879 sponsored by Chair Brooks-Powers, which would require DOT to conduct a study on the effectiveness of bollards in high pedestrian traffic areas, establish guidelines governing installation, and upon determination that installation is necessary, install bollards whenever DOT makes accessibility-related repairs or reconstructs sidewalks, curb extensions, or pedestrian ramps.

Crashes that take place on sidewalks are horrific and shocking, but are responsible for a very small percentage of pedestrian fatalities and serious injuries. They are also hard to predict.

Moreover, installing security bollards is often complicated and expensive, potentially costing millions of dollars at each location. It may involve moving or accommodating underground infrastructure—water, sewer, power and telecommunications, subway tunnels, and building vaults. It can also interfere with pedestrian ramps and block curb access for loading and unloading of both goods and passengers. Therefore, locations must be chosen with care and input from security experts.

As the former Chair who carried a similar bill, I understand and support the intent of wanting to use additional tools to keep pedestrians safe. But we cannot support this bill as drafted because it would tie critical safety and accessibility work to a specific treatment that is costly and complicated to install.

### Introduction 805

Next, Intro 805 sponsored by Public Advocate Williams, which would require additional fatal crash data reporting. DOT currently reports on fatal and severe crashes in two main ways: one that is more immediate, and another that is longer-term.

Through the Serious Injury Response, Tracking, and Analysis—or “SIRTA”—program, launched in compliance with Local Law 49 of 2021, DOT investigates, analyzes, and reports on all serious vehicular crashes from the previous quarter. This new program is more comprehensive than what the bill proposes, covering thousands of severe injury and fatality locations annually. This includes reviewing street design, infrastructure, and driver behavior at each crash location and making recommendations for safety maximizing changes to street design or infrastructure.

DOT also publishes the Vision Zero Borough Pedestrian Safety Action Plans released this morning, which look at multiple years of crash data and help ensure that our street redesign work is proactively addressing the most dangerous locations citywide.

Transparency is imperative, but we do not support this bill as drafted because we think these existing crash reports provide sufficient information. We would be happy to speak with the Council further about these reports and also provide additional information about any particular locations of concern.

#### Introduction 415

Next, Intro 415 sponsored by Council Member Powers which would require a study of dangerous driving. DOT is currently working on the dangerous driving study required by Local Law 36 of 2020. While our agency will continue to closely track dangerous driving behavior on city streets, we recommend that we brief the Council and allow you to review the study first before legislating that it be conducted annually in order to determine its utility.

#### Resolution 441

Finally, Resolution 441 sponsored by Council Member Farias which calls upon the New York State Legislature to pass and the Governor to sign A.10647 sponsored by Assembly Member Epstein and S.9569 sponsored by Senator Salazar. This bill would authorize New York City to set a five mile per hour speed limit on Open Streets. We support this Resolution as it would enhance safety on Open Streets, particularly for pedestrians and cyclists, and ensure Open Streets remain spaces where New Yorkers can gather in a safe and healthy manner.

In addition, we also urge the State Legislature to pass and the Governor to sign Sammy's Law, which would allow New York City to set its speed limits, including as low as five miles per hour on Open Streets.

#### Conclusion

In conclusion, I want to thank the Council for the opportunity to testify before you today on issues of such importance to this agency and this city. Achieving Vision Zero will require that we continue to work together to create safer streets, and also safer people, safer vehicles, safer speeds, and better post-crash care. Our data-driven approach is working. Traffic fatalities in New York City are 15 percent lower than the year before Vision Zero began. And traffic fatalities dropped in 2022 for the first time since before the pandemic—defying national trends.

This coming year, we look forward to building on these safety gains, and partnering with you to get our projects in the ground, projects that will use our broad toolkit to help New Yorkers get where they need to go more quickly and safely. I know that we all share the goal of making our streets safer for pedestrians, cyclists, and all road users. I now welcome any questions.



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COVID RECOVERY + RESILIENCY

February 14, 2023

### **Testimony on Int. 0555-2022 at the Committee on Transportation and Infrastructure**

Thank you for holding today's hearing on this important package of legislation on street safety infrastructure. I am proud to have introduced Int. 0555-2022, which would require the Department of Transportation to install school safety signs and overhead signs on each street where a school entrance is located to alert drivers to the presence of school-aged children and pedestrians.

Streets near schools are more hazardous than other city streets during school days, particularly those primarily serving students of color, according to city data. These inequalities highlight the urgent need for infrastructure that considers children in their daily commutes to school, and require designing streets that prioritize their safety.

I hope my colleagues will join me in passing legislation that will ensure safety for all students, regardless of their background, across the five boroughs.



PUBLIC ADVOCATE FOR THE CITY OF NEW YORK

# Jumaane D. Williams

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**STATEMENT OF PUBLIC ADVOCATE JUMAANE D. WILLIAMS TO THE NEW YORK CITY  
COUNCIL COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
FEBRUARY 14, 2023**

Good Morning,

My name is Jumaane D. Williams and I am the Public Advocate for the City of New York. This time last year, my baby daughter was born two months early, immediately in the NICU—she’s one today. We planned to take the day, but decided to come because this is such an important issue and I didn’t want to miss it. I would like to thank Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure for holding this hearing. Before I begin, I would be remiss if I did not acknowledge what occurred in Bay Ridge yesterday: a truck driver took the life of one person and injured numerous civilians, and I hope for their speedy recovery.

Unfortunately, while yesterday had unique circumstances, it is part of a much greater problem that our city bears witness to. For years, traffic violence has been dubbed a “silent epidemic.”<sup>1</sup> In 2022, 255 people died from traffic crashes, and our city has not seen this figure go below 200 for years. Even with the launch of Vision Zero, the lowest number of fatalities since the inception of the program was 208 people in 2018.<sup>2</sup> Every person who is a part of these numbers should be alive today. In particular, I think about the children we have lost and how their young lives were regrettably cut short by something so preventable. Our children and all New Yorkers deserve to walk their streets, ride their bicycles, and be on the road safely and out of harm’s way. We cannot become desensitized to these numbers; every traffic death is preventable—that’s what makes it so much more painful—if we make improvements and changes to street infrastructure and pedestrian safety.

Today, the Committee will hear several bills- one of them, Introduction 0805-2023. My bill would require the Department of Transportation (DOT) to expedite studies of traffic crashes involving pedestrian fatalities or serious injuries from every five years to every three years. DOT would analyze the conditions and factors behind crashes and develop strategies to improve pedestrian safety. Strategies may include the installation of audible pedestrian signals and devices to support those with sight, hearing, and mobility impairments and prioritizing roadways and intersections for safety improvements. The bill would also require DOT to make publicly available inspection reports of locations that have encountered four or more crashes involving death or serious injury. These changes would be a starting point for greater transparency and collaboration.

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<sup>1</sup> <https://usa.streetsblog.org/2016/11/22/the-silent-epidemic-families-of-traffic-violence-victims-speak-out/>

<sup>2</sup> <https://www.transalt.org/2022-vision-zero-report>



PUBLIC ADVOCATE FOR THE CITY OF NEW YORK

# Jumaane D. Williams

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**STATEMENT OF PUBLIC ADVOCATE JUMAANE D. WILLIAMS TO THE NEW YORK CITY  
COUNCIL COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
FEBRUARY 14, 2023**

Furthermore, we should increase investments and focus on communities that face the most traffic fatalities and a lack of street safety investment. According to Transportation Alternatives, in 2022, the top ten City Council districts with the most traffic fatalities housed a third of Black New Yorkers. In the top ten districts with the most traffic injuries, 87% of residents were residents of more color.<sup>3</sup> To meet the moment in our current street safety landscape, we must invest in our low-income communities and communities of more color for our collective safety.

We can envision a city free of traffic violence. It is possible. I urge my colleagues in the City Council to join me in sponsoring Int. 0805-2023. We all deserve to feel safe and know that leaving our homes and simply crossing the street does not run the risk of injury or fatality—that should be the bare minimum expectation, and I will continue to fight to ensure we make this a reality. As a driver, I know that our society is too focused on infrastructure for the vehicle and the driver, who is the most privileged on the road even as we pose the most danger, and that has to begin to change. I want to thank you for all you do in making sure our office stays as an ally in helping with this issue.

Thank you.

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<sup>3</sup> <https://www.transalt.org/press-releases/new-data-shows-traffic-fatalities-20-above-pre-pandemic-levels-through-first-nine-months-of-2022-action-needed-from-city-leaders-to-get-vision-zero-back-on-track>



**NYC Transportation and Infrastructure Committee Hearing Testimony  
Safe street infrastructure, project transparency, & mobility justice  
February 14, 2023**

Good morning, and thank you to Chair Brooks-Powers and the members of the Transportation and Infrastructure Committee for convening today's hearing on Vision Zero, pedestrian safety, and safe streets infrastructure. My name is Elizabeth Adams, the Senior Director for Advocacy and Organizing at Transportation Alternatives. For nearly 50 years, TA has led the movement for safe, equitable streets in New York City. We believe that our streets belong to the people of New York City, and we work with New Yorkers in every borough to build a future that rises to the needs of our communities.

Today, we're here to urge your support for infrastructure and street design improvements that will save lives, achieve our Vision Zero goals, and get the City back on track to meet the legal requirements of the Streets Plan.

We thank Council Members here for your support and sponsorship of the series of bills being considered today, which include efforts to improve pedestrian safety, refine reporting requirements, and support Open Streets. We believe we can and must do more to save lives, and make these bills as strong as they need to be to meet the urgency of the moment. Traffic violence is a crisis, and must be treated like one.

We look forward to working with each of you to build a safer New York for all road users.

**Vision Zero**

Vision Zero was launched in 2014 as a citywide effort to make sure no New Yorker is killed or seriously injured through traffic violence. Transportation Alternatives recently released our [2022 Vision Zero report](#) and we urge each council member, administration staff, and interested members of the public to review it.

After almost 10 years of Vision Zero in New York City, here is where we are:

- In 2022, traffic violence killed 255. That is over 24% more than 2018, the safest Vision Zero year.
- In 2022, 33% of all fatalities and 44% of pedestrian fatalities occurred on Vision Zero Priority Corridors, which account for the most dangerous 7% of streets in New York City.



- During 2022, 16 children under age 18 were killed in crashes, including three who were killed walking or biking to or from school. This is double the number of children killed in 2020 or 2018.
- Crashes have killed 94 children since Vision Zero began in 2014.

When we talk about Vision Zero, we typically focus on deaths, but we cannot forget the 2,131 New Yorkers who were seriously injured in traffic violence incidents during the first nine months of last year. Seriously injured does not mean a scraped knee – this data includes those who have lost limbs, suffered organ failure, and are permanently disabled because of crashes. We have a responsibility to fight for the health and wellbeing of all New Yorkers.

Traffic violence is no accident, and safety improvements save lives. For example, according to the DOT's own 14-year long study, protected bike lanes reduce fatalities and severe injuries for all road users by 18% and for pedestrians by 29%.

**The City must fully and with urgency implement the NYC Streets Plan, and prioritize investments in Vision Zero Priority Corridors, which account for the most dangerous 7% of streets in New York City.** In 2022, 33% of all fatalities and 44% of pedestrian fatalities occurred on these corridors.

### **Transparency and Accountability**

The City has set many goals, targets, and project lists to improve street safety, however, has not yet released several reports according to schedule. Without the timely release of comprehensive reports regarding the status of projects and whether we're meeting our targets, the public is left in the dark about the status of urgent, life-saving improvements.

Transportation Alternatives urges DOT and the City to release reports according to their required schedules, and input updates to the City's Open Data portal in a format usable by the public.

The NYC Streets Plan provides the guiding document for New York's street improvements and yet the city failed to meet multiple requirements for year 1 and is behind on disclosing data. Without clear data on what projects are advancing DOT's metrics for equity in street safety, we have a long way to go to achieve success. The public deserves transparent and clear information on Streets plan progress so that people are not left in the dark about the status of urgent, life-saving improvement projects.



The Parks department has a public tracker for capital projects, and we recommend the city develop one for transportation improvements as well.

## **Equity**

New York's path to safe streets for all must be rooted in equity and justice.

In our 2022 Spatial Equity NYC Report Card, we found that in 10 City Council districts with the highest number of residents who are people of color, there are 64 percent fewer streets with protected bike lanes, 49 percent fewer streets with bus lanes, and asthma rates are 51 percent higher.

These disparities are unacceptable. Vision zero must mean vision zero for all New Yorkers. Where you live and who you are should never determine the safety of your neighborhood streets, your chances of being killed or seriously injured through traffic violence, and your health outcomes.

Seniors and people living with disabilities also have unique mobility challenges, and streets can be difficult to navigate in the absence of accessible and inclusive design.

Our NYC Spatial Equity Tool was created in partnership with MIT, with the goal to empower New Yorkers with data about local disparities in public health, environmental resilience, and mobility that result from how public space is used, and to provide concrete solutions to these inequities that can be implemented quickly on a local level.

Spatial inequity is a systemic problem, the direct result of racist and classist policy decisions. To correct these inequities, TA recommends that the City of New York: convert car space into space that serves more people. The goal should be to convert 25 percent of car space into space for people by 2025, including new parkland, sanitation, public plazas, expansive tree canopy cover, car-free busways, and protected bike lanes.

**Recommendation: incorporate equity metrics in streets plan project prioritization and as part of reporting requirements, and expedite projects that will have the greatest impact in advancing mobility justice.**

## **Today's bills**

Today, TA is pleased to see the Transportation and Infrastructure Committee address transportation and safety needs and we suggest the following recommendations to strengthen legislation to meet intended goals.



- Int 0415-2022 A Local Law to amend the administrative code of the city of New York, in relation to requiring a study of dangerous driving.
  - Recommendation: Much of this information is known and this data should work alongside self-enforcing streets measures to address the issues.
- Int 0555-2022 A Local Law to amend the administrative code of the city of New York, in relation to installing safety signs near schools.
  - Recommendation: This effort should be coupled with a push for more open school streets and DOT should commit to implementing an open school street in every zip code by 2024.
- Int 0679-2022 A Local Law to amend the administrative code of the city of New York, in relation to requiring the installation of traffic calming devices adjacent to senior centers and naturally occurring retirement communities.
  - Recommendation: We applaud Intro 679's focus on making our streets safer for seniors and our aging population and encourage the bill to use DOT's research to determine what works best for pedestrians and require those measures be implemented. Curb and sidewalk extensions, traffic calming devices, and PBLs are all proven to reduce traffic crashes. The bill should also include a requirement to address mobility needs for seniors.
- Int 0805-2022 A Local Law to amend the administrative code of the city of New York, in relation to pedestrian safety reporting
  - Recommendation: We support this bill and recommend this reporting be sent to the Community board and elected officials with a firm date for enacting changes.
- Int 0854-2022 A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to annually implement new daylighting measures
  - Recommendation: We support the bill and encourage stakeholders to come together with mobility and street design experts to assess comprehensive street needs and how measures work together.
- Int 0879-2023 A Local Law to amend the administrative code of the city of New York, in relation to the installation of bollards at reconstructed sidewalks, curb extensions and pedestrian ramps
  - Recommendation: TA supports this bill.
- Resolution calling on the New York State Legislature to pass, and the New York State Governor to sign, A.10647/S.9569, Res 0441-2022 which would authorize New York City to set a five mile per hour speed limit on streets participating in the Open Streets program.



- TA fully supports Res. 0441, and calls for the NYC Council to also support a resolution in support of the passage of Sammy's Law in the NYS legislature.

Thank you again for your time. We look forward to working closely with each of you to make New York's streets safe and equitable for all.



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Courtney Bryan, Executive Director

**Center for Justice Innovation  
New York City Council  
Committee on Transportation and Infrastructure  
Hearing Date: February 14, 2023**

Good morning Chair Brooks-Powers and esteemed councilmembers of Committee on Transportation and Infrastructure. As of January 2023, the Center for Court Innovation has changed its name to the Center for Justice Innovation. Founded in 1996 as the independent research and development arm of the New York State Unified Court System, the Center for Justice Innovation (“the Center”) is today an international leader in justice reform. For over 25 years, the Center has worked to improve justice beyond the confines of the courtroom. It's time our name reflects that.

The Center’s work starts in the community, where it focuses on crime prevention, economic development, and giving communities the resources and support to advocate for programs that enhance safety and opportunity. The Center also works in the criminal and civil justice systems, conducting research and creating programs to improve outcomes for victims, communities, and those who find themselves involved in the legal system. The Center’s ultimate goal remains the same—a more fair, effective, and humane justice system and building public safety through sustainable community-driven solutions. We recognize that safety is about much more than the absence of crime; it is the presence of investment, opportunities, and resources that allow communities to thrive. And safer streets are a necessary component of that.

**The Driver Accountability Program**

In 2015, the Center partnered with Families for Safe Streets and Transportation Alternatives to craft an intervention that would respond to lower-level vehicular offenses coming through our criminal courts. Historically, these cases would typically get resolved with fines, fees, or short-term incarceration—punitive outcomes that fall disproportionately on low income Black and brown New Yorkers, perpetuating the very harms and inequities we work so hard to undo. Leveraging our experience and footprint in the court system, the Center launched the **Driver Accountability Program**, which provides a meaningful, proportionate and equitable response to these offenses.

The program works to improve street safety by changing driver behavior, while minimizing harms perpetuated by the criminal justice system’s historically punitive responses—

namely, fines, fees, and incarceration. Eligible offenses include reckless driving, leaving the scene of an accident, failure to yield, and more. Thanks to ongoing support from City Council, the program now operates in all five boroughs, serving over 1,000 drivers last year alone. An evaluation the Center published last year, found that the program was successful in engaging drivers in meaningful self-reflection and changing their driving beliefs and behaviors.<sup>1</sup>

The Driver Accountability Program represented an important step towards rethinking our justice system's response to dangerous driving and vehicular violence. Last year, the Center took the program one step further by piloting an expansion of the model that would handle cases involving crashes that resulted in critical injury or fatality. This expansion, called Circles for Safe Streets, uses a restorative justice model to bring together drivers and their victims—including individuals who have survived a critical injury, or family members who lost their loved one—for a process of accountability and healing. The program addressed a critical gap in the system's response to these cases, which often left victims and surviving family members feeling unheard and their needs being unmet. Through this process, they have an opportunity to tell the driver about the impact of their actions and listen to the driver apologize and take accountability for the harm they have caused. The Center continues to partner with Families for Safe Streets, who provide support to victims and families throughout the process.

Sadly, the need for these responses only continues to grow as New York City has experienced record-breaking levels of traffic violence since 2020. The Center wholeheartedly supports the City's efforts under Vision Zero—particularly investments in infrastructure that are critical—and looks forward to the day when interventions like the Driver Accountability Program are no longer needed because the goal of Vision Zero is finally actualized. Until that day comes, we must continue to invest in effective, equitable, and meaningful justice system responses that center the voices of those who have been harmed—working to change behavior and save lives one person at a time. The Driver Accountability Program is a necessary part of a holistic approach to street safety that can reduce the harms caused on our roads, as well as those caused by the systems that respond.

## **Conclusion**

We are grateful for the partnership of Council over the years in supporting the Driver Accountability Program. The Center stands ready to continue partnering with Council to evaluate and implement data-driven solutions and meaningful responses to improve street safety and justice for all New Yorkers. We are available to answer any questions you may have.

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<sup>1</sup> <https://www.innovatingjustice.org/publications/driver-accountability-program-evaluation>

**TESTIMONY OF:**

**Lowell Barton, Vice President, and Organizing Director, Laborers' Local 1010**

**for**

**Hearing before The New York City Council**

**Committee on Transportation and Infrastructure**

**February 14<sup>th</sup>, 2023**

Street safety infrastructure is a necessary priority for the City of New York to protect pedestrians. While the following falls somewhat outside of the scope of this hearing—we believe it highlights that infrastructure does not just happen in a vacuum—it must be built and maintained—and some NYCDOT contractors contribute to the lack of safety on our streets why they fall behind and underperform assigned work. NYCDOT is aware of this problem with certain contractors and is still contracting work to those who have fallen significantly behind on their work. There must be more oversight and responsibility on the part of NYCDOT when it comes to contractors performing work, especially when pedestrian injuries and fatalities are rising. While increasing the number of physical safety precautions across our city is likely to increase pedestrian safety, the root cause, and often the reason why these safety precautions that are so desperately needed lag far behind and take long to accomplish, is lack of contractor oversight. While it is understandable that construction, reconstruction, and renovations, take time, project changes and delays of projects in any community must be recorded and shared with the public promptly. We support all measures that will bring the number of pedestrian injuries and fatalities as close to zero as possible, but while we focus on safety infrastructure, we feel it is important to emphasize that a true oversight of street safety infrastructure includes oversight of procurement methods and practices for NYCDOT. Our recommendations are as follows:

**Recommendations:**

1. NYCDOT must do their due diligence to ensure contractors winning NYCDOT projects have adequate equipment to complete the work on time.
2. NYCDOT should ensure that bids involving street paving and safety road markings are bid on a smaller scale to allow various contractors to take on this work. **This step will also allow for**

**safety road marking to be completed on time to ensure that pedestrian and vehicular traffic are safe for the public.**

3. NYCDOT must pay contractors promptly, **which deters good contractors from doing business with NYC agencies.** When agencies do not pay contractors promptly, it may be difficult for contractors to pay their subcontractors, many of whom are WBE and MWBE contractors who rely on quick payments to sustain their business and pay their workforce. A general contractor should be required to pay their sub-contractors within 60 days, or “reasonable time.”
4. Some NYCDOT specifications for bidding on specific projects deter smaller MBE/MWBE contractors from receiving work in the paving industry. One of the bid specifications, for example, requires prior experience in performing contractual work for DOT, requiring that only contractors who had obtained a single contract of more than \$1 million would be able to bid on the work. This stipulation is problematic as several MBEs/MWBEs have many years' worth of contracting experience at DOT with a combined value of these contracts exceeding \$1 million. DOT's position on aggregating prior contract work into a one-contract requirement will severely limit firms from obtaining work in the paving industry. We believe this is against the city's goals and yet another impediment to the growth of MBE/MWBE firms.
5. If NYC DOT is unable to attract more than the bare minimum of contractors to bid on the projects, and if DOT is unable to provide staffing to monitor and pay the contractors promptly, then NYC should consider using DDC or a design-build method of building the bus and bike lanes in NYC.



New York City Council Committee on Transportation and Infrastructure  
Street Safety Infrastructure Hearing

**Testimony: Carl Mahaney, Director of StreetopiaUWS**

February 14, 2022

Hello. My name is Carl Mahaney. I direct StreetopiaUWS, a grassroots livable streets advocacy initiative. While this hearing is much needed, focusing merely on piecemeal safety solutions is not sufficient to ensure thriving public spaces and healthy communities. To do that, we need to radically reframe how we prioritize our streets to favor *people* over *cars*.

Let's take the Upper West Side as an example. It is one of the most densely populated neighborhoods in North America. At just over 1/2 mile wide, bordered by parks, with ample public transportation, the UWS should, by all accounts, be a thriving pedestrian paradise with vibrant, walkable and bikable public spaces.

The reality is quite different.

Since the beginning of Vision Zero in 2014, thirty nine of our neighbors have been killed by traffic violence on the UWS—thirty of them pedestrians and cyclists. More than 4,000 more have been injured. How can it be that a dense and seemingly pedestrian- and cycle-friendly neighborhood could be so dangerous and hostile to *people*?

The answer, of course, is *cars*.

Based on NYC DOT traffic data, over 20 million vehicles pass up and down four major UWS avenues annually. Unsurprisingly, more than 90% of pedestrian and cyclist injuries and deaths in the Vision Zero era have occurred along or near these corridors.

*Why on earth are we inviting tens of millions of dangerous heavy machines into our communities in the first place? Where was the hearing on that?*

Safe streets should be the right of every citizen, just like clean drinking water and lead-free homes; both of which we have organized society to all but ensure. It's time we did the same for our streets and public spaces. Then we can focus on supporting our neighbors to thrive instead of merely protecting them from violence we could eliminate if we chose to.

Thank you.



New York City Council Committee on Transportation and Infrastructure

February 14, 2023

Testimony of Eric McClure, Executive Director, StreetsPAC

The critical importance of designing safety features into New York City's streets was underscored by the horrific events in Brooklyn yesterday, in which the driver of a rented U-Haul truck, by all appearances intentionally, ran down several people in what can only be described as an act of terrorism. It's impossible to say if specific pieces of infrastructure could have prevented or reduced any of yesterday's injuries, but we know that design interventions work, and we must make the commitment as a city and a society to invest in the safety of our fellow New Yorkers, especially those not wrapped in a couple tons of steel.

We know this committee intends to soon hold a hearing on enforcement strategies, but we must also understand that we can't enforce our way to Vision Zero. Therefore, it's crucial that we use design to slow drivers down, improve visibility at intersections, force slower turns, and much more. These efforts should be data-driven, with a focus on the streets and intersections with the highest incidences of crashes, injuries, and deaths, but should also account for historical inequities in investment in safe street designs.

New York City's Streets Plan gets a lot of this right, and we must make sure that the Department of Transportation has the tools and funding it needs to execute the Streets Plan and meet its important benchmarks in a timely manner. We need to push forward with building complete streets that allocate safe, separated spaces for people on foot and on bikes, improving visibility and forcing slower turns at intersections with daylighting, curb extensions, and raised crosswalks, and prioritizing transit to make it easier for people to leave cars at home, or not have a car at all.

We also need to think about how we can use design *inside* vehicles to improve safety *outside* of vehicles. The city's initial Intelligent Speed Assistance pilot program has been a tremendous success, achieving 99% compliance with speed limits, and NYCDOT has won a federal grant to expand ISA to an additional 7,500 city vehicles. Is there a legislative solution to requiring ISA in private cars? Is there a way the city can regulate the exploding growth in the size and power of SUVs? Or the proliferation of electronic distractions inside cars? What about adopting London's Direct Vision standards for trucks? These are all things that this committee and the City Council should explore.

Finally, while we believe all the legislation being considered today is well intentioned, we would prefer that DOT be able to focus on doing things rather than creating reports on things for which we largely know the answers. We do, however, want to note our support for two bills, as well as a resolution on the agenda.

**Int. 0854-2022: Support**

We support Int. 0854, which would require the city to daylight a minimum of 100 intersections per year. While DOT is likely doing this already, or aiming to do this, we believe that the codification of benchmarks is justified. We think that the Council should be open to negotiation on the bills reporting requirements, but we support formal goals for daylighting.

**Int. 0879-2022: Support**

We also support Int. 0879, which would require the city to install bollards at intersections throughout the city undergoing reconstruction for accessibility. People on sidewalks, or on bike paths, for that matter, shouldn't have to fear being run down by a wayward driver, or one intending harm. We've physically protected the Hudson River Greenway with bollards, but we shouldn't have to wait for the next act of terror, intentional or not, to safeguard human beings the way we do the New York Stock Exchange.

**Res. 0441-2022: Support**

Lastly, we support Resolution 0441, which calls on Albany to pass and enact legislation that would allow New York City to set a five mile-per-hour speed limit on Open Streets. This is a common-sense solution that would vastly improve safety in shared spaces, and we urge this committee and the full Council to ask the State to prioritize this.

**Testimony of Zach Miller  
Metro Region Operations Manager  
Trucking Association of New York**

*Before the*

**New York City Council  
Committee on Transportation and Infrastructure**

*Regarding*

**Oversight Street Safety Infrastructure**

Good morning, Chair Brooks-Powers and members of the Transportation and Infrastructure Committee. My name is Zach Miller, I am the Metro Region Operations Manager for the Trucking Association of New York. Since 1932, TANY has advocated on behalf of the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities to our members, and in the process, creating jobs, supporting the economy, driving safety, and delivering a sustainable future.

I testify today regarding the package of introduced bills which through infrastructure, study, and signage sets the template for Vision Zero initiatives in the post pandemic world.

This package of bills prioritizes the needs of some of our most vulnerable road users, such as our students, our seniors, and our physically disabled while granting the Department of Transportation the flexibility to make necessary adjustments in a timely manner. This all speaks to a more holistic approach at reducing fatalities and serious injuries, yet the safe and efficient transportation of freight is not addressed in these bills despite opportunities to do so.

For example, Intro 0415 requires an annual study of driving behavior to determine what behaviors are associated with traffic crashes, injuries, and fatalities. This is what fleet managers do year in and year out to improve driver behavior and incorporate best practices into operations. It is wonderful that collecting and analyzing such data will be written into law and we support this bill, as we do the overall package of bills introduced today.

However, this package does not discuss the growing field of commercial micro-mobility operators. We have seen an explosion of e-bike operators contracted with app-based delivery services. There is a clear pathway for these workers to transfer their experience to working directly with legacy fleets in facilitating last-mile freight via cargo bikes and vans, allowing these workers to build family supporting careers in logistics as opposed to the scraps the gig economy provides for them. Yet, the current app-based model does not properly train or educate these workers and instills poor behavior which makes legacy freight operators apprehensive about tapping into this workforce.

At TANY we are proud to partner with DOT on the popular trucks eye view program and are building out a first of its kind urban driver education and training program. This council has shown the vision, dedication, and energy to guide this city on a strong post pandemic path. It is crucial to instill the best habits, infrastructure, and outreach now to ensure a safe and sustainable future.

As always, the Trucking Association of New York looks forward to ongoing collaboration and dialogue with the City Council.

Thank you for your time.



February 14, 2023

**City Council Transportation Committee Hearings.  
Intros 0805 – 2022, 0854-2022, 0441-2022**

CHEKPEDS is a non-profit organization advocating for pedestrian safety and additional sidewalk space for residents of New York City for the past 15 years.

We applaud **Jumaane Williams’ Intro 0805 - 2022 on pedestrian safety reporting** but recommend making the bill more prescriptive as the result of previous efforts were not clear.

In addition to reducing the timeline to 3 years, there should be a deadline to provide the proposed plan - 6 months should be plenty considering that people are dying in the streets.

This plan should include the list of the 150 objectively most dangerous intersections that must be completely fixed during the following three years (50 per year) with a description of the methodology used to select those intersections.

To improve accountability and communication, Community Boards and Elected Officials would receive the list including an estimated date for the fixes.

Annually DOT would describe what remedies were applied individually to each of the 50 intersections and the community boards might provide a rating of the improved safety.

We also applaud **Selena Brooks Power’s Intro 0854-2022 for daylighting.**

The legislation would see better results if it prescribed how to use this freed space.

Instead of providing illegal parking for trucks - which often happens in these spaces, the law should ensure that lines of sight remain clear: for example, neck downs to give pedestrians a shorter crossing, and bike or bike share stations.

To prevent further worsening of the current situation, the bill should also bar DOT from installing new parking regulations or permanent installations in the first two parking spaces at the intersections. Deliveries and carshare are only two examples of current programs. The only new regulations that DOT could add would be bike share or bike parking which do not obstruct the line of sight.

We also strongly support Res 0441-2022 - Amada Farias - 5 mph limit.

Very truly yours,

C. Berthet, co-founder, M. Treat, co-founder,



**Testimony of Amy Cohen, FSS Co-Founder  
NYC City Council  
Committee on Transportation & Infrastructure Hearing  
February 14, 2023**

My name is Amy Cohen and I am the co-founder of Families for Safe Streets. It is an honor to be here today and to speak at the start of this very important hearing. I am grateful to Council Member Selvena Brooks-Powers for holding this hearing and for introducing two critical bills personally. I also want to thank Public Advocate Jumaane Williams for his leadership on street safety and for introducing the bill on pedestrian safety reporting.

Nine years ago after my 12-year-old son was killed by a reckless driver in front of our home, I never thought I would be testifying in front of the City Council, speaking with the media, or helping lead this movement of grief-stricken family members to demand change. Yet somehow I continue to do so because I cannot bear to watch so many people lose family members and join this horrible club.

Even nine years later, the grief of losing your child in such a senseless, preventable way is indescribable. I loved being Sammy's mom. It was the best job I ever had. He was incredibly bright, compassionate and loving. New York City's failure to keep our children safe robbed him of a chance to grow up. But it also robbed me of a chance to watch him blossom into the incredible young man he would be today. I miss him every day.

So I want to thank the Council and all the bill sponsors for the bills under consideration today. All eight bills are a step forward, but the truth is, they don't go nearly far enough.

- Intro [369](#) (Requiring reflective material on bollards, curbs, posts, and roundabouts; Marjorie Velázquez)
- Intro [415](#) (Requiring a study of dangerous driving; Keith Powers)
- Intro [555](#) (Installing safety signs near schools; Carlina Rivera)
- Intro [679](#) (Requiring the installation of traffic calming devices adjacent to senior centers and naturally occurring retirement communities; Rita Joseph)

- Intro [805](#) (Pedestrian safety reporting; Jumaane Williams)
- Intro [854](#) (Requiring the department of transportation to annually implement new daylighting measures; Selvena Brooks-Powers)
- Intro [879](#) (Installation of bollards at reconstructed sidewalks, curb extensions and pedestrian ramps; Selvena Brooks-Powers)
- Reso [441](#) (Authorize New York City to set a five mile per hour speed limit on streets participating in the Open Streets program; Amanda Farias)

Yes, we need safety signs, daylighting, slower speed limits in our Open streets, and studies. But we desperately need bold action. We need rapid implementation of the proven traffic calming and design changes needed to ensure that every street, across the city, is safe to navigate for our children, our seniors and all New Yorkers. The biggest challenge we face to achieving Vision Zero is that these critical life-saving design changes are not being implemented quickly enough. We need the City Council to pressure DOT to move more rapidly, adhere to its commitments with the NYC Streets Plan and prioritize the rollout of safe street measures on every dangerous street and intersection.

Moreover, we need every Council Member to champion these proven safety measures and not be impediments to change when a small group of residents think their parking space is more critical than the life of the residents in their district.

**I am also counting on the City Council to support Sammy's Law in the NYS Legislature this session.** In addition to Reso 441, the Council also must pass a home rule resolution in support of this bill named after my son, which would allow NYC to control its own speed limits and lower limits in places where DOT finds it necessary. This would also allow lower speed limits on open streets as is proposed in Reso 441.

Thank you for the opportunity to speak today and for allowing us to remind everyone here today why this work is so important. This is not about just numbers or abstract ideas. Lives are at stake and people are counting on you to protect their loved ones.

***Andrew Rosenthal  
Riverside Drive,  
New York, NY 10024***

February 14, 2023

Subject: New York City Council Committee on Transportation and Infrastructure oversight hearing on "Street Safety Structure"

I would like to thank the City Council for holding this important meeting hearing. The problem of traffic violence in New York City is worse than the problem of gun violence. According to NYC Crash Mapper (based on NYPD data) there were 49,454 SERIOUS traffic injuries in NYC last year, 158 of them fatal. This costs the citizens of NYC *billions* of dollars in direct and indirect costs.

The six bills being discussed are a great way to move New York City towards Vision Zero. Other major cities have shown that Vision Zero can work to eliminate the unnecessary daily carnage on our streets. Please pass all six of these bills which will reduce the number of devastated families in NYC each year.

Andrew Rosenthal

City Council Hearing

Tue, Feb 14 @ 10:00 AM - Committee on Transportation and Infrastructure

**Subject: Written Testimony in Support of Res 0441-2022 and Int 0555-2022**

**From: Cecil Scheib**

**From: Loisaída/Alphabet City, Manhattan**

Dear City Council Committee on Transportation and Infrastructure,

I am grateful for the opportunity to submit written testimony in support of Res 0441-2022 and Int 0555-2022.

I live on the Avenue B Open Street in Loisaída/Alphabet City. I have experienced firsthand its calming effect on the neighborhood, the reduction in noise, the hundreds of cyclists (yes, we counted) per hour who use its safer route, and the increasing safety for children and anyone who needs a little more space to move down the street. The security and quality of life in the neighborhood have been substantially increased, just by the presence of a few barriers and signs saying "local traffic only - 5mph advised".

When people driving cars respect the 5mph "advisory" speed, Avenue B is a little oasis. People walking, biking, in wheelchairs or with walkers, delivery cyclists, delivery drivers, police vehicles - all are able to safely coexist at these low speeds. When drivers refuse to respect the signs, and common sense, weaving at high speeds of 25mph or more, slaloming back and forth around the barriers each block, it becomes terrifying, with parents yanking their children off the street, near-collisions almost every block with limited sightlines - all for the driver to screech to a halt a block later at a red light.

Once through traffic is limited, slow speeds inconvenience no one - at most, it is for a block or two. Res 441 is simple - calling on the state to allow New York to allow 5 mph speed limits on Open Streets. It would make no sense for Albany to concern itself with appropriate speed limits for a few blocks in Loisaída/Alphabet City, and so the City must be allowed to act for the safety of all citizens.

In addition, Res 555 would increase safety near schools with improved signage. Given the multiple schools on Avenue B, this would be a welcome addition to our streetscape.

As the parent of a 6-year-old – whose safety I fear for every day as a speeding driver close-passes us even as we walk on the narrow sidewalks of Avenue B - I call on the City Council to pass Res 0441-2022 and 0555-2022, and speak out for safer streets for us all.

Thank you.

I am extremely disappointed that Transportation Chair Brooks-Powers still has not arranged for a hearing on Lincoln Restler's lifesaving street safety Intro 501, which would have far more effect on saving lives, in situations similar to those that killed Madison Lyden and Lily Shambrook, than any of the bills under discussion at the instant street safety hearing.

Transportation Chair Brooks-Powers and her team promised a hearing on this Intro 501 bill back in November, saying that she was working on arranging a hearing "soon." However, in mid-February, with a shortened legislative season, it still has not been scheduled.

I understand that Transportation Chair Brooks-Powers has a personal interest in preventing our street safety laws from being regularly and effectively enforced, given that her personal vehicle is used to speed and illegally park on a regular basis. A printout of situations in which her personal vehicle has already been caught, even in the absence of Intro 501, is attached.

Intro 501 is supported, indeed cosponsored, by a majority of Councilmembers. If Transportation Chair Brooks-Powers is inclined against holding a hearing against Intro 501, she should recuse herself due to her obvious personal conflict of interest, and allow the hearing to proceed based on its majority support. Just as Brooks-Powers risks lives by speeding through our city, she likewise risks lives by delaying widely-supported and lifesaving legislation. And she likewise risks trust in City Council, when she acts in an anti-democratic fashion such as this to hold back widely-supported bills.

Eric Eisenberg

# How's My Driving NY

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Date ▼	Violation	Location	Fines
<b>2020</b>			
05/21/2020	School Zone Speed Camera Violation	Queens (Francis Lewis Blvd @ 116th Ave)	\$50.00
06/03/2020	School Zone Speed Camera Violation	Brooklyn (Eastern Pkwy @ Truxton St)	\$50.00
09/13/2020	No Standing - Except Truck Loading/Unloading	Queens (92-24 Merrick Blvd)	\$95.00
12/02/2020	School Zone Speed Camera Violation	Queens (Seagirt Blvd @ B 20th St)	\$50.00
<b>2021</b>			
01/08/2021	Inspection Sticker Expired or Missing	Queens (248 Beach 79th St)	\$65.00
02/11/2021	School Zone Speed Camera Violation	Queens (Rockaway Fwy @ B 104th St)	\$50.00
02/25/2021	School Zone Speed Camera Violation	Queens (Rockaway Beach Blvd @ B 73rd St)	\$50.00
04/08/2021	School Zone Speed Camera Violation	Queens (Seagirt Blvd @ Crest Rd)	\$75.00
05/06/2021	School Zone Speed Camera Violation	Queens (Rockaway Fwy @ B 104th St)	\$50.00
05/10/2021	School Zone Speed Camera Violation	Queens (Rockaway Beach Blvd @ B 73rd St)	\$50.00
06/11/2021	School Zone Speed Camera Violation	Queens (Linden Blvd @ O'donnell Rd)	\$75.00
08/11/2021	Fire Hydrant	Manhattan (Bond St 50ft E/of Broadway)	\$115.00
08/20/2021	School Zone Speed Camera Violation	Queens (Seagirt Blvd @ Crest Rd)	\$50.00
08/20/2021	School Zone Speed Camera Violation	Queens (Rockaway Beach Blvd @ B 73rd St)	\$50.00
09/10/2021	School Zone Speed Camera Violation	Queens (Rockaway Beach Blvd @ B 73rd St)	\$50.00

Date ▼	Violation	Location	Fines
09/29/2021	Failure to Display Meter Receipt	Queens (97-25 64th Ave)	\$35.00
10/12/2021	Failure to Display Meter Receipt	Manhattan (321 W 47th St)	\$65.00
10/18/2021	School Zone Speed Camera Violation	Queens (Rockaway Beach Blvd @ White Sands Way)	\$50.00
11/03/2021	School Zone Speed Camera Violation	Queens (Cross Bay Blvd @ 159th Ave)	\$50.00
11/13/2021	No Parking - Day/Time Limits	Queens (9040 160th St)	\$60.00
11/19/2021	Failure to Stop at Red Light	Brooklyn (Atlantic Ave @ Bedford Ave)	\$50.00
12/03/2021	School Zone Speed Camera Violation	Queens (S Conduit Ave @ Springfield Blvd)	\$50.00
<b>2022</b>			
01/19/2022	School Zone Speed Camera Violation	Queens (S Conduit Ave @ Springfield Blvd)	\$50.00
02/03/2022	School Zone Speed Camera Violation	Queens (Cross Bay Blvd @ 159th Ave)	\$50.00
02/15/2022	School Zone Speed Camera Violation	Queens (Beach Channel Dr @ McBride St)	\$50.00
03/11/2022	School Zone Speed Camera Violation	Queens (Cross Bay Blvd @ 159th Ave)	\$75.00
03/15/2022	School Zone Speed Camera Violation	Queens (S Conduit Ave @ Springfield Blvd)	\$75.00
03/25/2022	School Zone Speed Camera Violation	Queens (Cross Bay Blvd @ 159th Ave)	\$50.00
04/04/2022	School Zone Speed Camera Violation	Queens (Seagirt Blvd @ Crest Rd)	\$50.00
04/25/2022	School Zone Speed Camera Violation	Brooklyn (N. Conduit Blvd @ 76th St)	\$50.00
06/23/2022	School Zone Speed Camera Violation	Queens (N Conduit Ave @ Springfield Blvd)	\$75.00
07/22/2022	School Zone Speed Camera Violation	Queens (Cross Bay Blvd @ 159th Ave)	\$50.00
09/07/2022	School Zone Speed Camera Violation	Queens (Cross Bay Blvd @ 159th Ave)	\$50.00
09/30/2022	School Zone Speed Camera Violation	Queens (N Conduit Ave @ Springfield Blvd)	\$50.00
10/11/2022	School Zone Speed Camera Violation	Queens (Seagirt Blvd @ B 11th St)	\$75.00
10/20/2022	School Zone Speed Camera Violation	Queens (Cross Bay Blvd @ 159th Ave)	\$75.00
10/20/2022	School Zone Speed Camera Violation	Queens (Cross Bay Blvd @ 159th Ave)	\$75.00
10/25/2022	No Standing - Day/Time Limits	Manhattan (553 W 30th St)	\$115.00
10/25/2022	Fraudulent Use of Agency Parking Permit	Manhattan (553 W 30th St)	N/A
11/22/2022	School Zone Speed Camera Violation	Queens (Rockaway Beach Blvd @ Sea Grass Ln)	\$50.00
11/25/2022	School Zone Speed Camera Violation	Queens	\$50.00
12/08/2022	Fire Hydrant	Queens	\$115.00
12/14/2022	School Zone Speed Camera Violation	Queens	\$50.00
12/18/2022	School Zone Speed Camera Violation	Queens (Rockaway Beach Blvd @ Sea Grass Ln)	\$50.00

# Jeffrey L. Hubar

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May 3, 2022

Fax: 212-839-2518

NYC Department of Transportation  
Office of the Queens Borough Commissioner  
120-55 Queens Boulevard, Room 285  
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Attn: Nicole Garcia  
Queens Borough Commissioner

Subject: 188<sup>th</sup> Street Traffic Issues Between 64<sup>th</sup> Ave. & 69<sup>th</sup> Ave.

Dear Commissioner Garcia:

Thank you for your April 15, 2022 communication regarding the placement of a requested bi-directional speed camera on 188<sup>th</sup> St., in Fresh Meadows, between 6450 188<sup>th</sup> St and 6702 188<sup>th</sup> St.

Over the past 6 years, I have been trying to get your department to understand the problems that exist on this block between the two addresses listed above. Unfortunately, the responses have always been - "we'll study it".

I am 79 years old and have lived here for 70 years. I am extremely technically oriented and have made several attempts to present the traffic and pedestrian problems that exist here. I have never received the courtesy of direct, face to face, contact with any of your department officials to explain, in person, at the site, the seriousness of this area's situation.

Although there have been many studies done over the years by DOT, none of them have adequately understood the problems that exist in this spot. I have been present when your personnel have actually radar clocked drivers in excess of 50 MPH along this strip.

My neighbor (Prima Talbot) was killed as a result of an accident, immediately between the addresses listed above on July 3, 2012, at 10:43AM (107<sup>th</sup> Pct Accident # 1991). Another neighbor (Patricia Frederick) was hit in front of the Children's Day School at 6725 188<sup>th</sup> St. In addition, we've had several auto accidents between 64<sup>th</sup> Avenue and 64<sup>th</sup> Avenue. (should read: "between 64th Avenue and 69th Avenue".)

Through all of this, speeding and aggressive driving has persisted.

In consideration of the need to rectify this situation, I am respectfully requesting that a meeting be held, at the specific location, to include DOT representation, NYC Council Person Linda Lee, NYS Assembly Person Nily Rozic and myself, with the goal of creating a safer environment.

Looking forward to hearing from you, in the very near future, before we have another tragic incident.

Sincerely,

A handwritten signature in black ink that reads "Jeffrey L. Hubar". The signature is written in a cursive style with a large initial "J".

Jeffrey L. Hubar

encls:       - NYC DOT Ltr. - April 15, 2022, from Nicole Garcia, QB Commissioner  
              - J.L. Hubar Email - April 29, 2021, to Andrew Arcese of NYC-DOT  
              - Help-Help-Help-Help-Help – Life threatening condition  
              - 188<sup>th</sup> St Traffic Corridor between 69<sup>th</sup> and 64<sup>th</sup> Aves. as of 06-08-2021

cc:            NYC Council Person - Linda Lee (District 23)  
              NYS Assembly Person - Nily Rozic (Assembly District 25)



April 15, 2022

Jeffrey Hubar

[jhubar@aol.com](mailto:jhubar@aol.com)

To whom it may concern:

This is in response to your April 4, 2022 web form requesting the installation of a speed camera at the intersection of 188<sup>th</sup> Street and 186<sup>th</sup> Lane.

DOT reviewed your request. We determined that this location should be considered for mobile speed enforcement as it is within ¼ mile of a school. Therefore, the Department will add this location to the existing listing of proposed speed enforcement sites. This site will be surveyed to determine if a mobile speed enforcement deployment is feasible. The Department deploys mobile enforcement vehicles on a rotational basis to various schools citywide.

Thank you for your interest in this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Nicole Garcia", with a horizontal line extending to the right.

Nicole Garcia  
Queens Borough Commissioner

NG:dt

DOT-540485-Y5W8

# Jeffrey L. Hubar

188th Street, Fresh Meadows, NY 11365-3745

/ Fax: 347-220-8700 / Email: [jhubar@aol.com](mailto:jhubar@aol.com)

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April 29, 2021

➡ Attn: Andrew Arcese (NYC-DOT)

Email: [aarcese@dot.nyc.gov](mailto:aarcese@dot.nyc.gov)

- NYC-DOT Case # DOT-469734-S9Y0
- 4/29/2021 Phone Conversation re 188<sup>th</sup> St. (between 69<sup>th</sup> & 64<sup>th</sup> Aves.) Fresh Meadows, NY 11365.
- Attached Document: Help-Help-Help-Help-Help – Life threatening condition.

Dear Mr. Arcese -

Thank you for the call this afternoon relating to the serious traffic conditions on 188<sup>th</sup> Street in Fresh Meadows (between 69<sup>th</sup> Ave. and 64<sup>th</sup> Ave.)

As I advised during our conversation, I have been a resident of this area for more than 70 years and have a very in-depth working knowledge of the area and its traffic conditions. For many years, I have been trying to have our local officials and NYC-DOT take a serious look at the dangerous conditions that exist along this referenced strip of 188<sup>th</sup> Street.

After much urging NYC-DOT has placed a Traffic Light System at the 186<sup>th</sup> Lane/188<sup>th</sup> Street intersection directly in front of the Fresh Meadows Childhood School (67-25 188<sup>th</sup> Street). This addition has greatly improved the safety of this intersection (Thank you DOT). However, it has created another problem.

As vehicles stop at the light on the east side of 188<sup>th</sup> Street, they (many times) become 2 abreast on this basically one lane road. When the light changes, they frequently speed away from the light causing a racing condition, endangering pedestrians and vehicles parked along 188<sup>th</sup> Street. On the west side of 188<sup>th</sup> Street, vehicles are doing a similar thing or are trying to beat the light entirely.

This strip requires much more DOT intervention with the placement of a Bidirectional Speed Camera midway between 69<sup>th</sup> Avenue and 64<sup>th</sup> Avenue along with the markings of a pedestrian crosswalk (with caution signage) leading into the Main Fresh Meadows Garage (same location). In addition, the intersection at 186<sup>th</sup> Lane on 188<sup>th</sup> Street closest to 64<sup>th</sup> avenue also needs a Traffic Light (This is a very heavily used intersection with automotive vehicles entering and exiting the garage, pedestrians and maintenance vehicle activity).

Consideration should be given to possibly narrowing each side of 188<sup>th</sup> Street between 69<sup>th</sup> and 64<sup>th</sup> Avenues to slow down traffic (either with parking on both the island sides as well as the curb sides – or – alternatively changing the parking to diagonal parking. Either action would increase parking for the community, as well as improving the safety along the strip. There should also be No U-Turn signs placed on this 188<sup>th</sup> Street strip.

I also noted to you that many years ago there were speed limit signs along 188<sup>th</sup> Street. They no longer exist from the Grand Central Parkway to the Long Island Expressway. These 25 MPG signs are needed.

If desired – I can provide NYC-DOT with video of the speeding and dangerous pedestrian issues.

I am available to you or any of your personnel to review and suggest safety proposals at any time.

Sincerely, 

# Help – Help – Help – Help - Help

Fresh Meadows, New York 11365

**There is a life threatening condition that exists on 188<sup>th</sup> Street between 64<sup>th</sup> Ave. and 69<sup>th</sup> Ave.**

Vehicles are constantly (24 hrs/day) speeding North and South bound in this area. During the late evening hours vehicles are racing around the two ovals at each end of the strip (just for fun). This strip is very heavily traveled and a major bus route for several buses (i.e. Q17 ; Q88 ; QM5). In the morning hours students are being dropped off at the Little Meadows Early Childhood Center and cars are double parked along the front of the school discharging students. In the mid afternoon the same situation reoccurs as the students are being picked up. Additionally, there are many school buses parked along the front of the school causing vehicle picking up students to have many conflicts and create a very dangerous condition. Also, in the morning there is a lot of student pedestrian traffic crossing 188<sup>th</sup> Street to move from the West side of 188<sup>th</sup> Street to the East side while enroute to the Childhood Center and the local public-school P.S. 26. There has already been 1 death in this location and several people hit by vehicles. In addition, there are no 25MPH speed limit signs posted anywhere along 188<sup>th</sup> St.

**NYPD and DOT Action is urgently required without further delay.**



## Little Meadows Early Childhood Center

67-25 188<sup>th</sup> Street

Fresh Meadows, NY 11365



Intersection  
188<sup>th</sup> St. & 186<sup>th</sup> Lane

School – Childhood  
67-25 188<sup>th</sup> St.



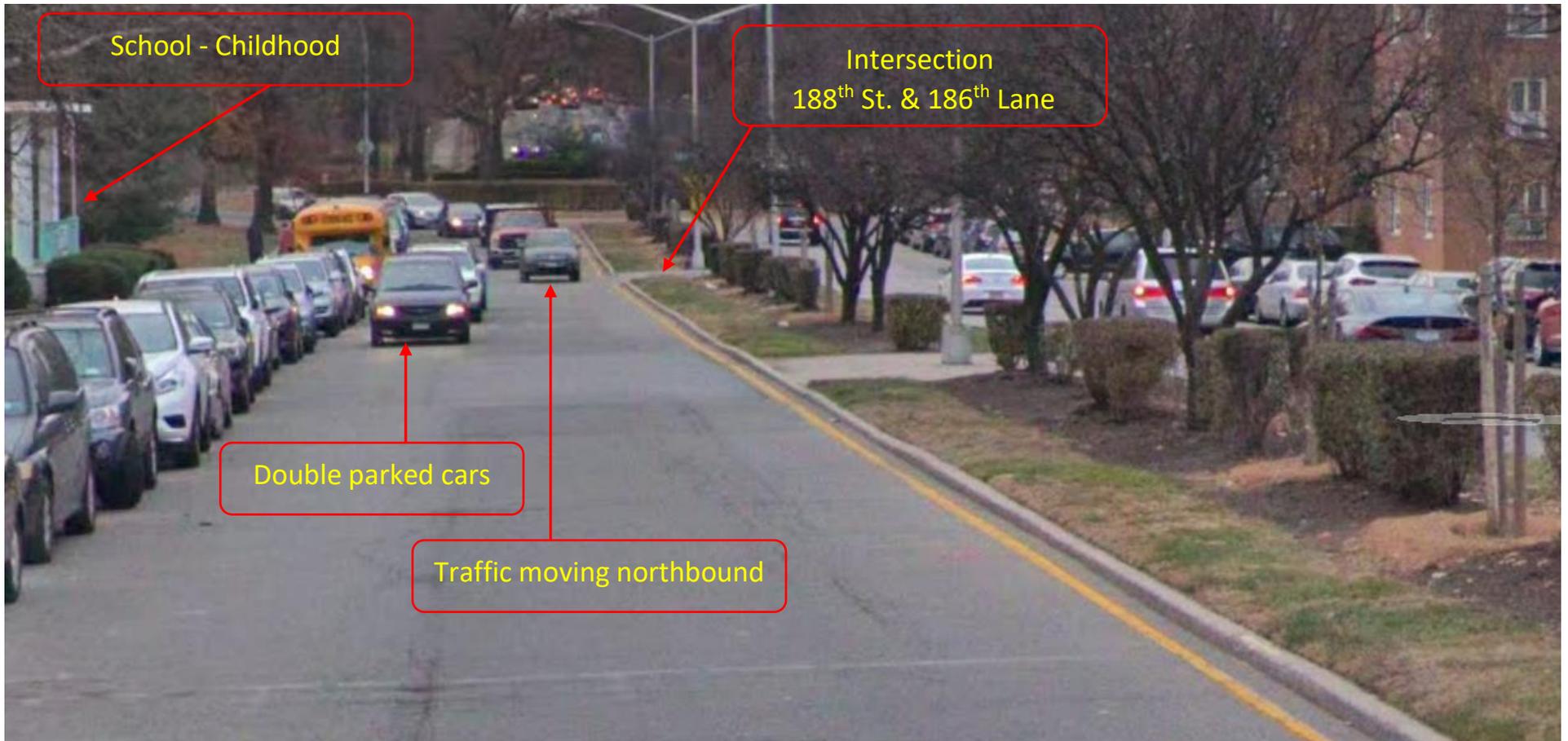
Scene cross walk accident causing death of a pedestrian and location of needed Two Way Speed Cameras.

Between 67-02 188<sup>th</sup> St. and 64-50 188<sup>th</sup> St. buildings.



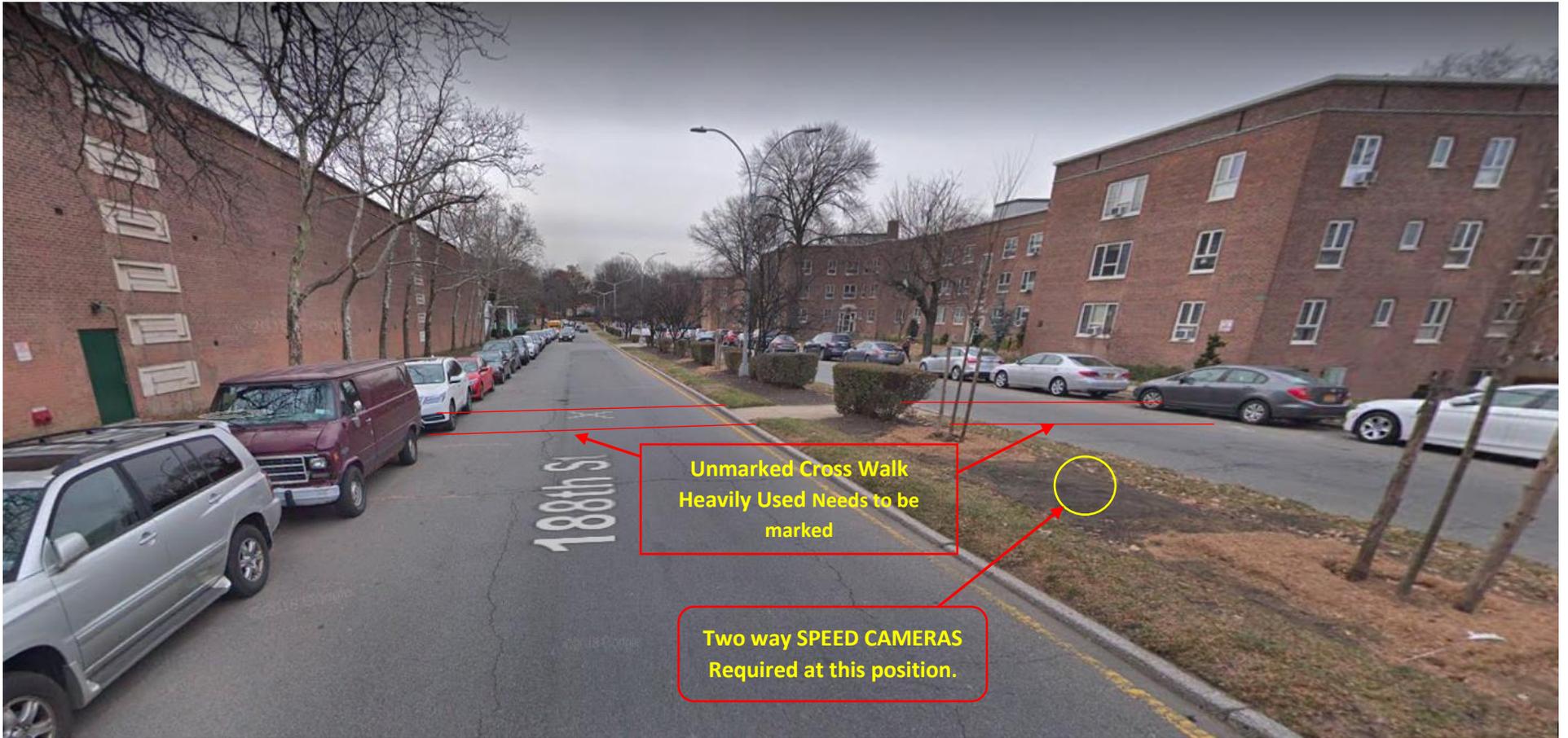
Aerial view of 188<sup>th</sup> Street showing section between 64<sup>th</sup> Ave. & 69<sup>th</sup> Ave.



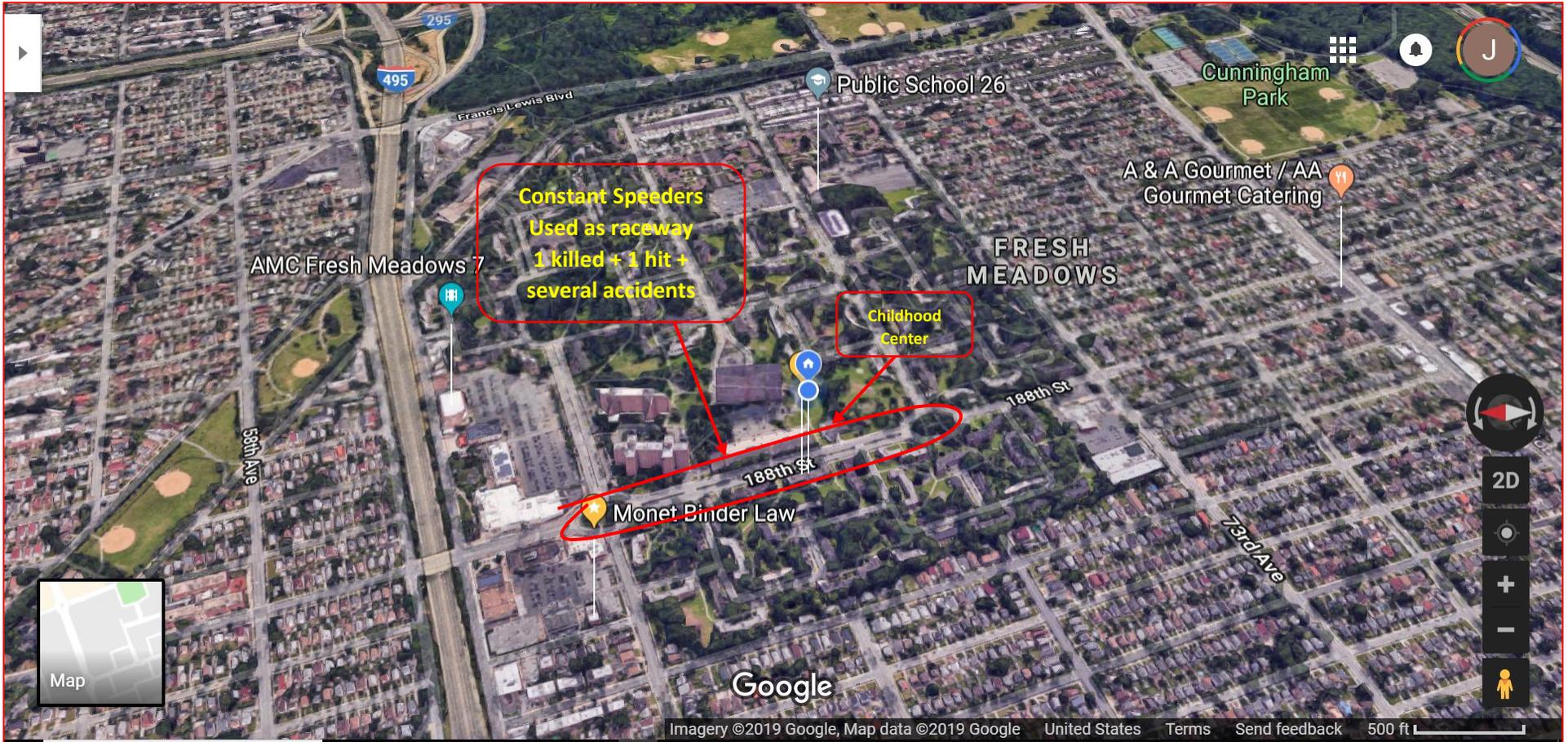


View looking South on 188<sup>th</sup> Street showing traffic and intersection of 188<sup>th</sup> St. & 186<sup>th</sup> Lane.

Directly in front of school at 67-25 188<sup>th</sup> Street, Fresh Meadows, NY 11365



Area between 67-02 188<sup>th</sup> Street and 64-50 188<sup>th</sup> Street, Fresh Meadows, NY 11365



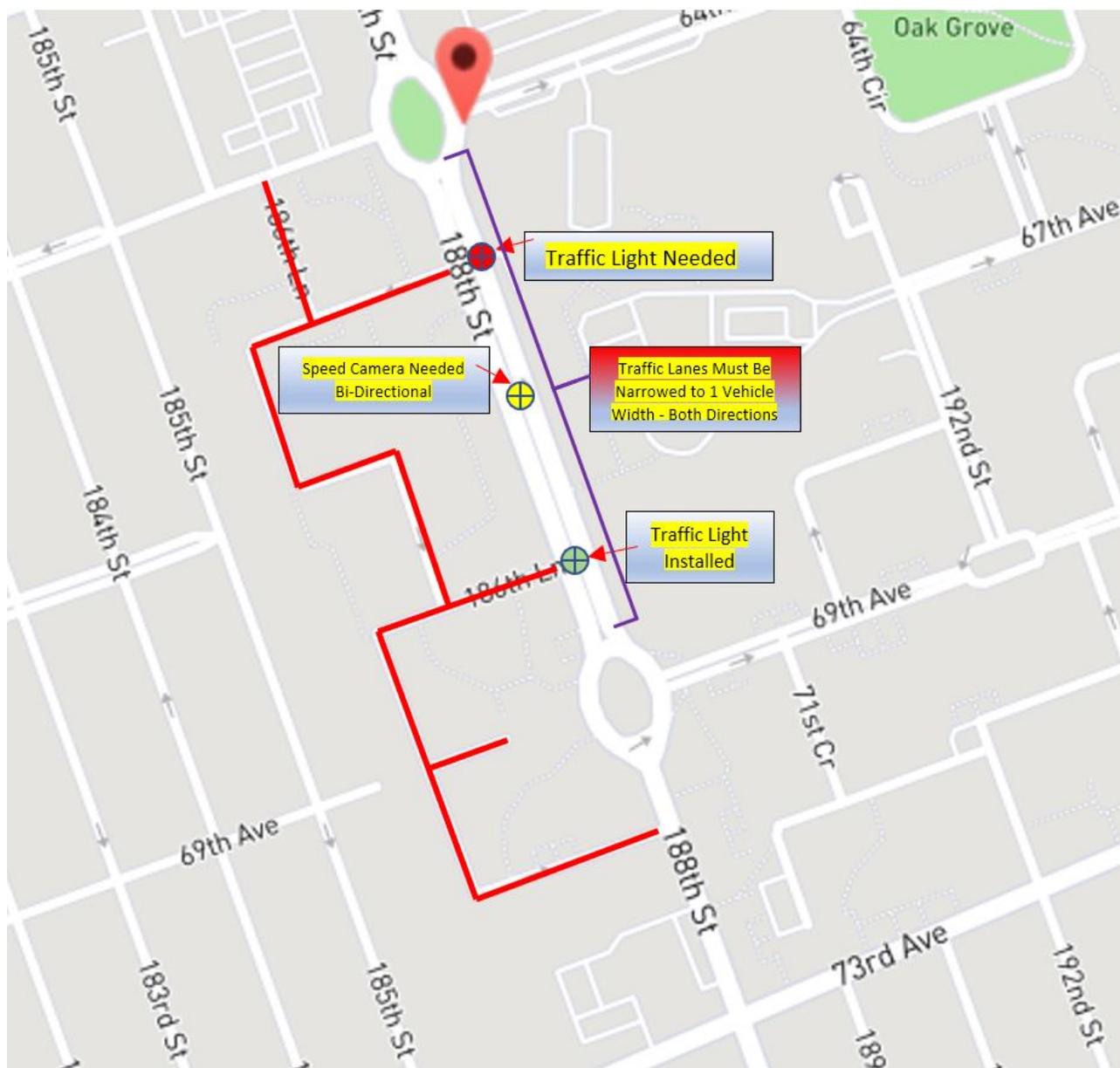
Wide Aerial view of 188<sup>th</sup> Street showing section between 64<sup>th</sup> Ave. & 69<sup>th</sup> Ave., Childhood Center and Public School P.S. 26, pedestrian accidents.

## 188<sup>th</sup> Street Traffic Corridor between 69<sup>th</sup> Ave & 64<sup>th</sup> Ave, Fresh Meadows, NY 11365

### Showing Recently Installed Traffic Light & Additional Required Modifications

In diagram below:

- **Red Line** indicates 186<sup>th</sup> Lane – showing 3 intersections with 188<sup>th</sup> St. and 1 intersection with 64<sup>th</sup> Ave.
- **Red Circle** at 186<sup>th</sup> Lane and 188<sup>th</sup> St. closest to 64<sup>th</sup> Ave. **Traffic Light** required.
- **Yellow Circle** on 188<sup>th</sup> St. between buildings 64-50 188<sup>th</sup> St. and 67-02 188<sup>th</sup> St. requires a **Bi-Directional Speed Camera**.
- **Green Circle** on 188<sup>th</sup> St. at 67-25 188<sup>th</sup> St. a **Newly Installed Traffic Light**.
- **Purple Bracket** narrowing 188<sup>th</sup> St. between 69<sup>th</sup> Ave. & 64<sup>th</sup> Ave. to allow only one moving vehicle on either side of 188<sup>th</sup> St. thus preventing passing & racing (2) two cars side by side.



Testimony at Hearing of NY City Council Committee on Transportation and Infrastructure  
Madeleine Efenbein  
February 14, 2023

I want to thank the committee for this opportunity to share my experience. I live in West Harlem, in City Council District 7, with my wife and our kid, Mona, who is now six years old. Like most of our neighbors, we do not own a car. Instead, we rely on public transit, bikes, and walking to get around.

I want to tell you how poor street design and a lack of protected bike lanes in West and Central Harlem restrict our mobility on a daily basis, and how they have even forced us to transfer Mona from the school she loved in Central Harlem to a school that's closer to us.

Mona started Pre-K at P.S. 185, the Alain Locke School. She loved this school, and so did we. However, it is located in Central Harlem, while we live on the border of West Harlem and Morningside Heights. Our trip from home to school took 25 minutes by subway, and 30 minutes by bus, but just 15 minutes by bike.

For two years, we tried to make the trip to P.S. 185 by bike, with little Mona mounted behind us in a bike seat. This 15-minute trip from 125th Street and Broadway to 11th Street and Lenox was fraught with peril. First, our route required biking three long blocks down West 125th Street, the only eastward-bound crosstown street for many blocks. **125th Street is the heart of our neighborhood, but it is somehow also a vast and terrible river of cars and trucks.** Then we would turn south onto **St. Nicholas Avenue, where there is a bike lane – but it is not protected and it is not enforced.** We had to swerve into traffic often, especially in front of the 28th Precinct House, where the bike lane is routinely blocked by all sorts of police vehicles. At 116th Street, we had to navigate a crazy intersection ruled by trucks, and bike down **Adam Clayton Powell Boulevard, another broad avenue where bikes are completely unprotected.** By the time we got to my kid's school, we felt lucky to have made it unharmed.

As Mona grew bigger and the bike seat felt less sturdy, the prospect of navigating that unprotected route with our kid on her own bike felt impossibly dangerous. I did try it once, and my heart was in my throat the whole time. I vowed never again to take that risk. Instead, after Kindergarten we made the hard decision to transfer Mona to a closer school, which is just a 15-minute walk for us. We are very fortunate that this school had a spot for us, and that she is happy there.

But this decision to transfer, forced by inadequate transit, narrowed our child's world. Mona is half-white and half-Chinese, with white parents. Her old school, in Central Harlem, was 46% Black and 14% white, while her new school, in Morningside Heights, is just 33% Black and 21% white. In Mona's old school, her closest friends were Black. Now they are white and Asian. This is just one concrete example of how unsafe streets in West and Central Harlem hurt our children and families. They not only limit the scope of our lives and our enjoyment of the city, but they also contribute to the racial segregation of our schools and neighborhoods.

Thank you for taking the time to consider this testimony.

2/16/23, 9:56 PM

Mail - miriam fisher - Outlook

**Fw: City Council Committee Hearing on Transportation and Infrastructure 2/14/23 10 a.m**

Miriam fisher <fisherfreund@hotmail.com>

Thu 2/16/2023 9:54 PM

To: miriam fisher <fisherfreund@hotmail.com>

To The City Council Transportation Committee

I am a longtime advocate for traffic reduction, less congestion, pollution, safer streets, the goal of Vision Zero. My late husband, Dr. Peter Freund, was one of the founders of AutoFree New York and author of Ecology of the Automobile (with George Martin), Black Rose Press..

The pandemic has catalyzed a major change in transit patterns, an astronomical increase in biking in NYC, which I applaud. I support more and better, safer bike lanes, and decrease in car traffic. However, biking also has engendered practices which endanger seniors, people with disabilities, all pedestrians.

The "new normal" has become bikes frequently running red lights, on the sidewalk, wrong way. The cars are often pointed to as the "bad guys," causing more accidents, injuries and deaths, which is accurate. I was hit by a yellow cab and in a coma, permanent injuries, lifelong hospitalizations and multiple back surgeries. But finger pointing at cars as the primary culprits minimizes and trivializes the dangers of pedestrians injured and killed by bikers and doesn't help safety issues.

Pedestrians have been killed by bikers. In August 2023, a 44 year old pedestrian was killed by a hit and run biker at about 7pm on 22nd/8th Av in Chelsea, where there are good and protective bike lanes and a block from my home. The media reported the death of the actress Lisa Banes after being hit by a biker; the restaurant owner on the Upper West Side when crossing from parking to the sidewalk; a senior crossing on 23rd St/6th Av. A senior with osteoporosis who is knocked over and breaks a hip has a life-changing serious injury and statistical increased likelihood of death. My physical therapist told me of the many persons hit by bicyclists he works with in rehab, and a nurse in Bellevue described the head injuries and people needing wheelchairs she works with. After my most recent back surgery, my balance is shaky, I've had several near hits and was advised not to even cross the busy 8th Ave. in Chelsea, after surgery, after my therapist and I saw so many red light runners. I often have to wait until a second green light comes on before I see no bikes and feel safe to cross, disenfranchising my right the cross when my light is green. There was a flurry of emails in the digital journal NEXTDOOR CHELSEA, where for days subscribers catalogued their hits and near hits, injuries, many unreported so not in official statistics. An article in ABC 7, 8/16/19, stated "169 pedestrians injured by bicyclists, up 14% from last year." And this was before the pandemic and the astronomical increase in biking. Citibike recently reported 100,000 bikers daily in NYC.

I have been at meetings with my local police precinct, which claims they are on top of this. But when meeting police officers in the street, and we see one red light after another passed, they have shared that they are instructed not to chase after the bikers, as this would cause chaos and injuries of bystanders, and the bikers aren't licensed with identification. I watched bikers race by my street when children were leaving school for the day and a police officer only said I should report it to the Precinct one block away. after the bikers sped away.

There is no organized plan to monitor bikers systemically except reported highly selective ticketing in certain neighborhoods, often poorer ones with fewer bike lanes. Low income bikers are getting the majority of the tickets.

I have reached out to biking/safety organizations such as Transportation Alternatives, in person, by emails and at webinars, the problem acknowledged by them but no public outreach to members. I have testified of my concern at Manhattan Community Boards 4 and 5 Transportation Committees. A letter was sent from the Transportation Committee of CB4 on March 11, 2021 to Dept of Transportation Commissioner Pincar, urging "instilling a culture of compliance." Also recommended was reconfiguration of the traffic lights to be synchronized so bikers don't have to keep starting and stopping, which leads to more red light running, the Green Wave, and "leading pedestrian intervals" to afford pedestrians and also bicyclists longer to cross the street. Changes in traffic signals have been done in Europe and in other NYC boroughs outside Manhattan with documented increases in safety.

I recommend enforcement of traffic regulations through a Street Ambassador Program, not the NYPD.

The City Council hearing Feb 14 focused on traffic violence from cars, and not concerns of traffic violence of bikers against pedestrians, often minimized and described as "low," but which implicitly denigrates the value of any lost lives. Any preventable death is too many.

Reporting of hits and injuries is problematic and doesn't reflect the numerical reality and the seriousness of an injury. A fall may not manifest a serious fracture such as hips until later. How can this be addressed?

Downstate NY Adapt, a disability activist organization, submitted testimony on March 2022 (and previously), to the to the Transportation Committee of the City Council, stating that "everyone operating a vehicle should have to take training on how to safely operate their vehicle...and ...to display a license... would make these operators... more accountable... especially where there were traffic cameras that would issue tickets..." The argument made by some bike groups that licensing (and helmets) would reduce the number of participation cyclists and that there is more safety for bikers in numbers, is both questionable and irrelevant today, with the exponential increase in thousands of cyclists in NYC since the pandemic. Dropouts of cyclists who won't comply with rules are those best off the road. Two city council persons have supported licenses, Council member Vickie Paladino, and Council member Robert Holden, who introduced a bill in October 2022.

Intro 0758-2022

Mayor Adams has said to the media in January 2022, "Stop if you see a pedestrian crossing the intersection ...This does not mean slow down...It means stop... Drivers and cyclists must fully stop..." STOP.LET THEM CROSS. " is suggested as a mantra of guidance. How can this be implemented and monitored?

The campaign for more cameras to monitor car drivers who are crossing red lights would also serve to monitor and dissuade bikers, especially if licenses are displayed for accountability and transparency.

The goal is Vision Zero, ZERO, NONE, no injuries and DEATHS. All lives are valued and to be counted and a loss of life to a careless biker a tragedy..

Miriam Fisher  
W. 21st St



**Testimony of Monique Williams, FSS Member  
NYC City Council  
Committee on Transportation & Infrastructure Hearing  
February 14, 2023**

Thank you to transportation chair Brooks-Powers, the Speaker, and the entire Transportation Committee for convening this hearing - and to the NYC Department of Transportation for being here.

My name is Monique Williams and I am a member of Families for Safe Streets, a group which should not exist.

Two years ago, my father Jerry Spriggs was killed by a driver in a hit-and-run crash in the Bronx. My father was a kind, thoughtful person who should still be here with us doing the things he loved. He loved enjoying the outdoors and spending time with the two children, five grandchildren, and three great grandchildren whom he left behind. I cannot begin to describe how much we miss him every day.

We are here today in support of many of the bills that are in front of you.

For a full breakdown, I ask you to review Amy's written testimony.

**I really want to take this time to ask a bigger question:** the NYC Streets Master Plan was enacted in 2021, not too long after my father was killed.

Among other things, the Streets Plan mandates that 30 miles of protected bike lanes and 20 miles of bus lanes are constructed every year. Things that we know calm traffic, encourage people to drive more carefully, make it possible for people to safely commute, reduce crashes and save lives. My

dad was not killed while biking but these changes make it safe for everyone on the street. However, we fell far short of those numbers in 2022.

I have two questions: **why did we fail to hit the mandated requirements? And what are we doing to get it back on track - this year?**

We need our city's leaders to exercise the power that they have to implement street safety redesigns and invest in projects across the five boroughs that will prevent crashes and save lives.

Because every year that the city fails to implement the legally mandated number of safe streets projects is another year that New Yorkers, like my father, face unnecessary danger on our roads. The city council legally mandated safe streets benchmarks because we know street redesigns are the most effective ways to save lives.

Everyone has a right to get to their destination safely whether they are walking, riding a bike, on a scooter, driving or a passenger in a car.

Getting to school, church, work or to see a friend should not be a deadly act.

We know how to make our streets safer. It's up to you to make sure it happens.



**Testimony of Nick Ross FSS Member  
NYC City Council  
Committee on Transportation & Infrastructure Hearing  
February 14, 2023**

Thank you to transportation chair Brooks-Powers, it is vital to have these kinds of hearings.

My name is Nick Ross and I am a member of Families for Safe Streets. I am here because last July, my girlfriend, Carling Mott, was hit and killed while riding her bike on the streets of New York City, on the Upper East Side. She was doing everything right, but she was riding on a street that was not designed with the safety of vulnerable road users in mind.

Carling was the light of my life – and a light to anyone who knew her. Countless co-workers, friends, and family members' lives were changed just by knowing her. The outpouring of love and support I've seen from so many who knew her is a testament to the way she loved, cared for, and every day made people better just by the good fortune they had to know her. And now, senselessly, she is longer with us.

Carling was one of 255 people killed last year in traffic crashes. This number is appalling.

There is good legislation being proposed today, and I applaud the sponsors of these bills for their leadership. However, I want to reiterate the calls of other FSS members: *we need much faster and more consistent implementation of safe street designs.*

We cannot let petty politics and squabbling over parking spaces delay safe streets any longer. As an example: we know we still need crosstown protected bike lanes connecting the Upper West and East Side, but even having a conversation around the issue has been delayed by the community board on the West Side since **last fall**. In fact, the very meeting where it was finally supposed to be discussed this evening, was postponed yet again.

Why are we letting these delays happen, particularly when it is leading to NYC failing to reach its Streets Plan mandates?

Carling and I loved living in our great city. We talked often about our future together, of getting married some day and having children together. Children we hoped to raise in New York. As it stands today, I couldn't imagine a world where I'd let one of my children bike on the street infrastructure we have today. And, it doesn't have to be this way. There is opportunity here to make real change for the future and for generations to come.

We know how to make our streets safer. It's curb extensions, protected bike lanes, longer light timing for pedestrians, bus lanes, and more. We need interconnected networks of safe streets. **We don't need to reinvent the wheel, we just need to do what we already know works.**

We are calling on city leaders to make sure implementation happens on the timeline that is legally required.

I thank you for the opportunity to share Carling's story here today, and I look forward to the future where we can prevent tragedies like these from happening to any more New Yorkers.

My name is Samir. I'm a resident of Manhattan, but I bike everywhere using my own bike and more frequently Citibike. I was TAs Manhattan Activist Committee's Manhattan advocate of the year, so I'm not new to this game.

The DOT Commissioner is absolutely correct that we don't have equitable investment in our areas.

I disagree with the reasons though. It isn't because the council members are not vocal. It is not because Transportation Alternatives does not turn out 100s of members to community board meetings. And I say this as a TA member myself and one of the activists of the year. We are tired of going to meeting after meeting to fight for projects that should be done and dusted. I still hear people talk about the 14th street busway and the bike lanes on 12th/13th as if they are still up for discussion. We fought hard for those wins, but they are not cemented. We can't fight these battles project by project forever and continue to keep defending projects that are on the ground. We can't keep going to these vigils begging for change.

I read through the "Pedestrian Safety Action Plans" even though it conveniently just came out today before this meeting where most legislators and their staff would not have the chance to read it. The previous edition actually had promises, ideas, pilots, and Plans such as Leading Pedestrian Intervals, Chicanes, Offset crossings and more. There is a grand irony to me that the actual plans are all gone from the newest edition and it just has data and information about high priority corridors.

It is because the administration and the department of transportation does not have the conviction to do what is right. To bring these life saving projects themselves and help our communities. I was in Astoria the other day and there was an issue with the subway so I took the R and citibiked the rest of the way instead of taking the N. You know what I thought? Am I going to die today. It feels like every month I hear about a death in Astoria and you know what I don't see? Street changes. I don't see more safe infrastructure. I don't see life saving measures.

The number of bills that are passed by the city council related to the DOT are astronomical, but necessary because the DOT is the agency of No, which is ironic when the Mayor wants to be the city of yes.

I encourage the Council to continue to pass legislation to force the DOT to do what is right, because we all know that they will not do best practices like daylighting intersections without the push.

I support all the measures, but do not think they go far enough. We need intro 501.

**For starters, just to briefly introduce myself, my name is Venus Sharpe and I am a City Home Care Services Caseworker working for Manhattan CASA located at 132 W. 125th St, 5th Floor.**

**I am definitely in favor of working remotely for the few following reasons:**

**1. Carfare expenses– The commute to work every day is an expense that can be eliminated, especially when the cost of the metro cards are steady increasing, but my income, unfortunately, is not.**

**2. COVID risks– In 2020 when the COVID–19 began, the City agencies were directed to work from home with the City laptops and phones that were provided in order for our jobs to be productively executed, in which they were. Ever since we were mandated to resume in the offices, the risks have escalated in the exposure of the COVID–19 with coworkers**

who may be sick and coughing in which germs are being spread rapidly; and to make matters worse, my office is always humid. A few of my coworkers, including myself, must always keep a fan blowing because if the custodian sets the temperature cooler, older colleagues will complain that it's too cold! In addition, construction have been consistent within close proximity of our building that's polluting the air around us.

Also, as Caseworkers we are mandated to conduct home visits if the clients are unable to interact virtually through the Microsoft Teams app, therefore, exposing us workers moreso because of interviews inside the clients' homes!

3. Family time– Of course many, including myself, have realized that working remotely have allowed more quality time with loved ones. The work can still be

efficiently completed remotely without issues.

4. Health– Ever since we were mandated back to the office, I have been getting constant headaches and migraines, because of the humid, office air, the thought of the commute expenses and my safety on the trains and buses due to numerous assaults, and the stress of steady looking for a remote position with better pay and benefits.

Also, last but not least, my body would not be as fatigued due to the travel for home visits. Therefore, I could have the energy and endurance for extracurricular activities, such as school and gym!

In conclusion, I am praying that this remote policy goes into effect sooner than later.

Members of the Committee on Transportation and Infrastructure,

I am submitting this testimony regarding New York City's Vision Zero program and street safety in the city in general after living in the city for almost twelve years.

In my experience, our city is simply not safe for pedestrians, bikers, and those who are not in motor vehicles on our streets. Every single day in our city I personally witness:

- Cars traveling well over our speed limits
- Cars running red lights and speeding through red lights, even when pedestrians are already in the crosswalk
- Cars ignoring pedestrians in crosswalks and refusing to yield
- Cars illegally standing or parked in bike lanes
- Cars illegally parked in zones designated for other purposes, including fire zones, truck loading zones, and pedestrian plazas & crosswalks.
- Cars with obscured or defaced license plates
- Police and city cars blatantly violating traffic laws using city-issued parking placards.

This is not an exaggeration: I see these behaviors *every day*.

Furthermore, NYPD enforcement of our traffic laws might as well not exist. I very rarely see officers enforcing parking laws; as an example, I work right next to City Hall every day (on Park Pl) and every day the truck loading zone across the street from my office is full of parked vehicles. These cars are parked all day long and never receive tickets of any kind. As a result cars and trucks are constantly double-parked, endangering all other users of the roadway. In my experience the NYPD simply does not enforce the traffic laws.

I think the members of this committee need to face facts: our city is failing on street safety. Our traffic injury and fatality numbers are some of the highest in the country. Our streets do not feel safe to anyone who routinely walks or bikes. Dangerous drivers are running rampant on our roads with no consequences and putting lives at risk. The council must act to make our streets safer for everyone. There is absolutely no reason for this terrifying situation when only a minority of the residents of our city own cars, and when New York has a viable, widespread public transit system. *Please* act boldly to protect the lives of all New Yorkers and get a handle on the dangerous place that is our city's streets.

Thank you,

Kenneth Lay  
Brooklyn  
NY 11231

I am writing in support of safe street infrastructure.

For too long New Yorkers have had to just accept the fact that our streets are unsafe. We are told that this is just the price to pay for a modern society, for living in New York. But this is simply not true.

The fact is that safe streets are possible. You simply need to look around the world to see it. In fact, you don't even need to look that far: Hoboken, our neighbor to the west, has not had a single traffic fatality in 4 years.

But the most frustrating part of all of this is that we know what works. This is not an issue with no solution. We have known the solution for many, many decades. Bollards, traffic filters, speed bumps, lower speed limits, road diets, prioritization of pedestrian traffic, bike lanes, curb extensions, daylighting, and many more.

We need to stop making excuses for why we can't save lives. Please support all of the bills which this hearing is about.

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**From:** jpksm1957 <jpksm1957@yahoo.com>  
**Sent:** Thursday, February 23, 2023 10:23 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] Berry Street is barricaded against elderly and its creating a massive traffic on corners and side streets in entire neighborhood.

I only wish that our (politician and city council) and DOT ( would just use their common sense and if you dont have human common sense then give up your position) and do try to understand our disparities with closure of Berry Street how inconvenient it is for us.

Thank you

Sent from my Verizon, Samsung Galaxy smartphone

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**From:** Damaris Mone <damarismone@gmail.com>  
**Sent:** Friday, February 24, 2023 12:14 AM  
**To:** Testimony  
**Subject:** [EXTERNAL] Testimony

Lives & Apartments have been lost due to these “open streets”.

These do not replace open green parkland.

My family is being negatively impacted by the congestion caused by confusion, due to the closed 26 blocks along 34th Avenue. Where two parks are currently located.

The backup of traffic, from emergency vehicles, TLC vehicles, commuters & visitors has caused more soot & dirt to enter apartments along 26 blocks that are backed up.

New Yorkers need green space. Not asphalt parks.

Instead of losing open parkland for stadiums or potential stadiums. Developers can develop without using Virgin parkland.

Asphalt parks pose a danger to children as they will forget that they can't randomly walk down the middle of roadways. Which were built for commerce and transportation of such goods, services, workers, visitors & commuters.

Do not sell public streets for corporate gains.

Damaris Moné

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

in favor  in opposition

Date: 2/14/23

Name: Elizabeth Adams (PLEASE PRINT)

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

I represent: Transportation Alternatives

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: Amanda Berman (PLEASE PRINT)

Address: 520 8th Ave, NY, NY

I represent: Center for Justice Innovation

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: 02/14/23

Name: Sindhu Bharadwaj (PLEASE PRINT)

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

I represent: NYC Comptroller's Office

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. Safe Streets Res. No. \_\_\_\_\_

in favor  in opposition

Date: 2/14/23

(PLEASE PRINT)

Name: Nick Ross

Address: NY, NY 10128

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. 879854 Res. No. 441

in favor  in opposition

Date: 2/14/23

(PLEASE PRINT)

Name: ERIC McCLURE

Address: BROOKLYN 11215

I represent: STREETS PAC

Address: 150 BROADWAY 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

Safe Streets Date: 2/14/23

(PLEASE PRINT)

Name: Monique Williams

Address: Evergreen Avenue

I represent: Family For Safe Streets

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 854 Res. No. \_\_\_\_\_  
 in favor  in opposition

Date: 2/14/23

(PLEASE PRINT)

Name: SARA LIND

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

I represent: OPEN PLANS

Address: 377 Broadway

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

Date: 2/14

(PLEASE PRINT)

Name: CARL MAHANEY

Address: 527 BROADWAY

I represent: OPEN PLANS

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: Jackson Chabot

Address: 377 Broadway

I represent: Open Plans

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: Ydanis Rodriguez

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

I represent: DOT

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: Rick Rodriguez

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

I represent: DOT

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: Jutta Kite Laidlaw

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

I represent: DOT

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: Eric Beaton

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

I represent: DOT

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: Michael Clarke

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

I represent: Police Department

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: Deputy Chief Paleki

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

I represent: Police Department

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

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