CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the COMMITTEE ON

TRANSPORTATION & INFRASTRUCTURE

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May 14, 2026
Start: 10:04 a.m.
Recess: 10:24 a.m.

HELD AT: 250 Broadway - 8th Floor - HR1

B E F O R E: Shaun Abreu, Chairperson

COUNCIL MEMBERS:
Shaun Abreu
Selvena Brooks-Powers
Farah Louis
Eric Dinowitz
Shahana Hanif
Christopher Marte

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

UNIDENTIFIED: This is a microphone check on the Committee on Transportation Infrastructure recorded by James Marino, in Hearing Room, 1 on May 14th, 2026.

SERGEANT AT ARMS: Good morning and welcome to the New York City Council vote for the Committee on Transportation and Infrastructure. As a reminder, please put all devices on silent. And no one should approach the dais. Chair, you may begin. (Gavel)

MAJORITY LEADER ABREU: Good morning and welcome to today's hearing of the New York City Council's Committee on Transportation and Infrastructure. I am Council Member Shawna Bray, Majority Leader and Chair of this committee. At today's hearing, the Committee will vote on the following legislation: Proposed Intro Number 13A, sponsored by Council Member Brooks Powers. It in relation to the installation of illuminated and solar-powered traffic devices at crosswalks. Proposed Intro 13A would require the Department of Transportation to install illuminated solar-powered traffic control devices at no fewer than 200 crosswalks by December 31st, 2031, with at least 40

of such installations required by December 31, 2027, subject to limited exceptions. The bill would also require DOT to submit an annual report regarding the installations completed during the preceding calendar year, as well as to study the efficacy of the devices installed and the potential for further installations. Crosswalk visibility is a critical component of street safety, particularly at locations where pedestrians may be more vulnerable due to traffic speeds, lighting conditions, or other roadway design challenges. According to the current federal and state guidelines that regulate traffic control devices, there are several types of illuminated solar-powered devices that can be used to enhance crosswalk visibility. These devices have been deployed by state and local authorities across the US for well over a decade and are increasingly accepted as proven cost-effective treatments to consider when trying to address pedestrian safety issue at crosswalks. New York City DOT, however, has yet to embrace the use of these devices. Thus, this legislation will help improve pedestrian safety by finally requiring the Department of Transportation start using illuminated solar-powered at crosswalks

in New York City. Before we begin, I would like to thank my staff and the committee staff for their hard work in preparing for today's hearing. Jalissa Quigley, my deputy chief of staff, Theo Miller, counsel to the committee, Sierra Townsend, counsel to the committee, Kevin Kotowski, senior policy analyst of the committee, John Basile, senior policy analyst of the committee, and Adrian DrePaul, principal financial analyst of the committee. I will now pass it over to Councilmember Brooks-Powers, to provide an opening statement about her bill.

COUNCIL MEMBER BROOKS-POWERS: Good morning. I want to thank Chair Abreu and the members of the Committee on Transportation and Infrastructure for advancing Intro 13A, legislation that will help make our streets safer for pedestrians, cyclists, and drivers, across New York City. This bill takes a practical and forward-looking approach to traffic safety by requiring the installation of illuminated, solar-powered traffic devices at crosswalks throughout the five boroughs. These devices are especially important at location— locations where visibility is limited, where speeding is a concern, or where residents have consistently raised safety

issues. Far too many New Yorkers have experienced near misses or worse, at dangerous intersections in their communities. We know that improved visibility and clear traffic control saves lives, and let— this legislation helps ensure we are proactively investing in safety and infrastructure before tragedies occur. Importantly, this bill also requires the Department of Transportation to study the effectiveness of these installations and report publicly on progress helping us better understand where these tools can have the greatest impact moving forward. I encourage my colleagues to vote aye and look forward to seeing this bill move to the full council for a vote. Thank you.

MAJORITY LEADER ABREU: Thank you, Council Member Brooks-Powers. I will now ask the committee clerk to call the roll.

COMMITTEE CLERK MARTIN: Thank you. Good morning, William Martin, committee clerk. Roll call vote, Committee on Transportation and Infrastructure, proposed introduction 13A. Chair Abreu?

CHAIR ABREU: Aye.

COMMITTEE CLERK MARTIN: Louis?

COUNCIL MEMBER LOUIS: Aye.

COMMITTEE CLERK MARTIN: Brooks-Powers?

COUNCIL MEMBER BROOKS-POWERS: I vote aye.

COMMITTEE CLERK MARTIN: Dinowitz?

COUNCIL MEMBER DINOWITZ: I vote aye.

COMMITTEE CLERK MARTIN: Hanif?

COUNCIL MEMBER HANIF: Aye.

COMMITTEE CLERK MARTIN: Krishnan?

COUNCIL MEMBER KRISHNAN: Aye.

COMMITTEE CLERK MARTIN: Thank you, Council Member. Marte?

COUNCIL MEMBER MARTE: Aye.

COMMITTEE CLERK MARTIN: Pierina Sanchez?

COUNCIL MEMBER P SANCHEZ: Aye.

COMMITTEE CLERK MARTIN: Won (sic)? Justin Sanchez? Wong.

COUNCIL MEMBER WONG: I vote aye.

COMMITTEE CLERK MARTIN: With a vote of 9 in the affirmative, 0 in the negative, and no abstentions, item has been approved by the committee.

SERGEANT AT ARMS: With that, this vote is recessed, pending attendance of other committee members. You don't have to go home, but you can't stay here.

COMMITTEE CLERK MARTIN: Good morning. Continuation roll call, Committee on Transportation. Council Member Justin Sanchez?

COUNCIL MEMBER J SANCHEZ: Aye.

COMMITTEE CLERK MARTIN: Vote is now 10 in the affirmative, 0 in the negative, and no abstentions. Uh, Council Member Pierina Sanchez to close.

COUNCIL MEMBER P. SANCHEZ: And with that, this hearing is closed. (Gavel)

C E R T I F I C A T E

World Wide Dictation certifies that the foregoing transcript is a true and accurate record of the proceedings. We further certify that there is no relation to any of the parties to this action by blood or marriage, and that there is interest in the outcome of this matter.

Date ____11 September 2026____