

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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November 15, 2016
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HELD AT: Council Chambers - City Hall

B E F O R E:
YDANIS A. RODRIGUEZ
Chairperson

COUNCIL MEMBERS:
Daniel R. Garodnick
James Vacca
Margaret S. Chin
Stephen T. Levin
Deborah L. Rose
James G. Van Bramer
David G. Greenfield
Costa G. Constantinides
Carlos Menchaca
I. Daneek Miller
Antonio Reynoso
Donovan J. Richards
Helen K. Rosenthal
Brad S. Lander

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

Sean Quinn
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Hilda Cohen
Founding Member
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Eric McClure
Executive Director
StreetsPAC

Ian Dutton
Representing Self

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

Joanna Oltman Smith
Safe Streets Advocate and
Member of Community Board 6, Brooklyn

Christine Berthet
Co-Founder
CHEKPEDS and
Member of Community Board 4

Joshua Knoller [sp?]
Representing
Christopher Wogas
Vice President
Homer Logistics

[sound check]

[pause]

[background comments]

[gavel]

CHAIRPERSON RODRIGUEZ: Good morning

everyone. First of all, congratulations to my Chief of Staff, Carmen de la Rosa for winning her election and now still is my staff, but is gonna be our ally as Assemblywoman **[inaudible]**, so congratulations Carmen. [applause]

Welcome to today's hearing of the Transportation Committee. My name is Ydanis Rodriguez; I am the Chair of this Committee and here with me we have Council Members Vacca, Menchaca, Reynoso, Constantinides, Lander, and Rosenthal.

I want to begin today as we return from a week away by saying that I have found a renewed energy and motivation based on the event of last Tuesday, and all that has happened since. This energy will remain focused on supporting working people of all backgrounds, ethnicity, gender, beliefs, sexual preference, ability [sic], or age. We have seen the rise of a scary tide this election

1
2 season, with an increase in hate crimes, divisive
3 threats and more.

4 And I want to take this moment to
5 highlight the work of my colleagues and this
6 important body that cherish and embrace our
7 differences with the knowledge that this is what
8 makes us stronger as a city and truly stronger as a
9 nation.

10 With that I would like to thank everyone
11 for being here as we discuss a package of bills aimed
12 at making our city safer and more efficient for
13 pedestrians and cyclists.

14 We will be voting on a bill co-sponsored
15 by both Council Members Constantinides and myself;
16 we're going to be waiting for a quorum in order to
17 take the vote for that bill.

18 Today we will hear testimony from the
19 Administration and advocates about a series of bills
20 that have the potential to ease crowded sidewalks,
21 allow cyclists to move at some intersections before
22 cars, ensure more bike messengers are fully equipped
23 with safer gear, place Citi Bike stations in parks,
24 and construct new intersections, prioritizing
25 pedestrians above all others.

1
2 Int. 401, introduced by Council Member
3 Menchaca, will require DOT and the Parks Department
4 to do a joint study looking at the feasibility,
5 benefits and drawbacks of putting Citi Bike docking
6 stations within parks. This idea will allow our
7 growing number of Citi Bike riders to park or renew
8 their ride within our city's often expansive green
9 space, thereby foregoing the trip out of and back in
10 the park.

11 Int. 1072, also introduced by Council
12 Member Menchaca, will allow cyclists to follow
13 pedestrian signals as they wait at intersections
14 instead of traffic light. This important bill hopes
15 to draw a clear distinction between cyclists and cars
16 and highlight that each are extremely vulnerable to
17 turning cars at intersections.

18 I am fully supportive of this bill and I
19 know advocates have been interested in it for some
20 time. This Committee remains focused on making
21 cycling a safer option for all New Yorkers and our
22 visitors and I am glad we are moving in this
23 direction today.

24 Int. 1117, introduced by Council Member
25 Van Bramer and myself, closes the loophole of

1 commercial cyclist safety requirements, bringing
2 independent contractors into the fold. As more
3 cyclists become riders for **[inaudible]** services and
4 other tech companies, these cyclists should be looked
5 after and supported with important safety items, even
6 if they are not currently classified technically as
7 employees.
8

9 The effort to support bike courier safety
10 is important and I want to thank the advocates
11 **[inaudible]** and the taxi workers aligning for
12 supporting this industry.

13 Int. 1177, introduced by Council Member
14 Rosenthal and myself, will require the DOT to study
15 implementing the Barnes dance style crossing at the
16 25 dangerous intersections in New York City.

17 This study would consider the feasibility
18 for this innovative street crossing that allows
19 pedestrians to cross intersections diagonally [sic]
20 while no cars move in any direction. These crossings
21 are popular in Japan and London, and there is also
22 one in Washington, D.C., and they save lives. With
23 no cars moving, the chances of someone being hit at
24 an intersection decrease.
25

1
2 Finally, Int. 1285, introduced by myself,
3 seeks to ease crowding on our city's busiest
4 sidewalks. From 42nd Street near Times Square to 7th
5 Avenue, between Penn Station and Times Square, to
6 Main Street in Flushing, we know where our streets
7 are overflowing and where need for improvements are
8 dire.

9 It is unsafe to have pedestrians spilling
10 into our streets as sidewalks bring with capacity
11 [sic]. It was for this reason that the Times Square
12 Pedestrian Plaza was such a positive development and
13 why I commend the DOT for reimagining street space.

14 My bill will require DOT to study the ten
15 most crowded sidewalks in our city and come up with a
16 strategy to ease crowding.

17 In all, these bills aim to address
18 serious safety concerns while making the flow of
19 pedestrians and cyclists more efficient. I look
20 forward to hearing from the Administration about how
21 we can continue a strong partnership when addressing
22 street safety, since I know that Vision Zero is so
23 important for Mayor de Blasio, for The Speaker and
24 everyone on the Council and this Administration.

1
2 I also look forward to hearing from the
3 many advocates with us about what challenges they
4 foresee in moving these bills across the finish line.
5 We know we must build upon our efforts to avoid the
6 tragedies that too often strike at the heart of our
7 neighbors [sic].

8 With that, I would like to give Council
9 Member Menchaca an opportunity to speak on his bill.
10 And also, we've been joined by Council Member Chin.

11 COUNCIL MEMBER MENCHACA: Thank you,
12 Chair and buenos dias everyone. And thank you to all
13 the advocates that are here today; we just did a
14 press conference earlier with the Chair and some of
15 the Council Members -- I know it's a cold one, but
16 we're all here full of warm hearts on this
17 discussion, and I'm pleased to be here to present the
18 Committee's consideration on Int. 1072; it is a
19 proposed law that enhances the safety of bicyclists
20 in a way that has proven successful in enhancing the
21 safety of pedestrians. Usually pedestrian traffic
22 control signals are synchronized with signals
23 controlling motor vehicles; that is, pedestrians and
24 motor vehicles as well as bicyclists proceed
25 simultaneously. However, at some locations -- and I

1 just want you to think about that -- if you've ever
2 been in an intersection like I'm about to describe,
3 there is a leading pedestrian interval, better known
4 as LPIs, which give the pedestrian a head start when
5 crossing the intersection. LPIs increase the
6 visibility of pedestrians in the intersections and
7 reinforce their right of way over motor vehicles.
8 LPIs have been shown to reduce pedestrian vehicle
9 collisions as much as 60% -- this works.

11 Proponents believe, and I agree, that
12 cyclists deserve similar safety considerations. This
13 would in no way alter the fact that pedestrians have
14 the right of way when cyclists are in motion. It's
15 an important thing to say here -- pedestrians have
16 the right of way when cyclists are in motion. May
17 cyclists are already following pedestrian signals at
18 intersections with LPIs because they know this can be
19 a lifesaving move. Our bicyclists are also bicycling
20 with families and so these are decisions that our New
21 Yorkers are making.

22 Let me show you what it looks like in
23 this video and here you will see -- and courtesy of
24 Doug Gordon, a colleague of ours here in this
25 coalition, Vision Zero -- and I'm gonna play it

1 really quick, if I can. [playing video] This is
2 Brad's district, yes -- 9th Street and 4th Avenue.
3 So there you saw pedestrians walk and the bicyclists
4 had a little bit of extra time to get in front of the
5 cars -- you see trucks at this intersection, you see
6 cars at this intersection as well. See it one more
7 time -- bikes get across and they're safe.

8
9 There's a lot of beautiful videos out
10 there by so many of our activists; you can go on
11 Twitter and see some of them; we'll re-Tweet them
12 later today.

13 These cyclists know what they're doing;
14 sometimes laws create culture and behavioral changes
15 and sometimes culture points us in the direction of
16 effective legislation. This is an example of the
17 latter, and this has been a real true participatory
18 process from the community giving us ideas, working
19 with the community about how to actually shape this
20 law, and this is where we are today. This law has
21 been a real collaboration. I particularly wanna
22 single out Doug Gordon and Joanna Oltman Smith, who
23 came up with this idea and along with others who
24 worked diligently to refine it and communicate with
25 our advocates to create and demand this legislation.

1 We've also reached out to two City departments that
2 will have major responsibility for its implementation
3 -- the Department of Transportation and the Police
4 Department. These discussions have been extremely
5 productive and we will continue to have these
6 discussions to work through our many issues
7 identified by all parties involved and ensure the
8 effective and efficient implementation of this law.

9
10 Thanks to all the members of the
11 Committee, thanks to all those who will testify today
12 and thanks to all the advocates. We hope that folks
13 that are out there listening can actually engage us
14 on Twitter and our emails and let's keep this
15 conversation going. Thank you.

16 CHAIRPERSON RODRIGUEZ: ...Menchaca. I
17 would now like to offer Council Member [background
18 comments] Helen Rosenthal.

19 COUNCIL MEMBER ROSENTHAL: Thank you
20 Chair Rodriguez. I appreciate all the work that
21 you've done on helping the City achieve Vision Zero
22 and for including this bill in this package of
23 legislation that will take this to the next level.

24 I am the introductory sponsor of Int. --
25 I never know the number -- Int. 1177, and you know,

1 I'm really looking forward to the testimony of the
2 Department of Transportation; there's no question in
3 my mind that there are intersections where the Barnes
4 dance mechanism, what's call the Barnes dance or the
5 scramble mechanism of crossing the street saves lives
6 and what this bill does is simply ask the Department
7 of Transportation to look at its 25 most dangerous
8 intersections and contemplate using the Barnes dance
9 method as a mechanism to make those intersections
10 safer. Of course, the Department of Transportation
11 may in its study choose to use a different mechanism
12 to achieve safety; this bill does not say implement
13 the Barnes dance at your 25 most dangerous
14 intersections; it merely says, can you publicly keep
15 it as a tool and let the public know why Barnes dance
16 doesn't make sense and perhaps another method does.

18 I can think of several intersections in
19 my district where I think the Barnes dance would have
20 a significant effect, including the corner of West
21 96th Street and West End Avenue, where you know
22 children are crossing in the morning and in the
23 afternoon to and from school; it's becoming an
24 increasingly congested area; it's the access point to
25 the highway, and you know, likely a place where more

1 residential buildings may go up, so you could have
2 even more congestion there. You know, so that's just
3 one example.

4
5 I think that the intersection of 96th and
6 Broadway is a place where the Department of
7 Transportation successfully used a mechanism that is
8 not quite the Barnes dance, but is a step toward
9 that, with multiple places where pedestrians could
10 cross, thus fulfilling their desire to keep on the
11 move. But the public deserves to understand why the
12 Barnes dance itself, which as been so successful in
13 Tokyo and in other cities throughout the world, isn't
14 a good mechanism in New York City.

15 Thank you very much, Chair Williams
16 [sic], thank you to the staff for helping to craft
17 this bill; I'm looking forward to hearing your
18 testimony and hearing from the public about this.
19 Did I say Chair Williams? [background comment] I
20 did, 'cause I'm usually in the depar... uh sorry...
21 [laughter] middle-age [inaudible]... [crosstalk]

22 CHAIRPERSON RODRIGUEZ: It's an honor to...

23 COUNCIL MEMBER ROSENTHAL: Chair
24 Rodriguez, I really appreciate your help.

1
2 CHAIRPERSON RODRIGUEZ: It's an honor to
3 be associated [sic] with Chairman Williams.

4 After listening to Council Member
5 Rosenthal, bill 1177, introduced by her and myself,
6 let me now go back to Carlos Menchaca, who also will
7 speak about the other bill introduced by himself,
8 Int. 401.

9 COUNCIL MEMBER MENCHACA: 401, yes.
10 Thank you, Chair. Int. 401 requires the Department
11 of Transportation and Department of Parks and
12 Recreation to examine the possibility of installing
13 bike share stations in or near parks, considering the
14 barriers and benefits. As a bicycle commuter, I am
15 very well aware of the benefits of cycling, including
16 increasing cardiovascular fitness, increasing
17 muscular strength and flexibility, improving joint
18 mobility, decreasing stress levels, strengthening
19 bones and decreasing body fat; I think this is part
20 of what we all need to do post-election, get out on
21 our bikes. We thought that this would be terrific
22 not only for tourists, but also for the City
23 residents. A park is one place where even the most
24 traffic phobic bicycle rider can enjoy a stress-free
25 and healthful ride.

1
2 There are approximately 200 parks in the
3 city and most of them do not have Citi Bike stations
4 close to them. As is well known, Citi Bike stations
5 are clustered in southern Manhattan and northwestern
6 Brooklyn, clustering is necessary, I suppose, so that
7 a rider can pick up a bicycle at one station and
8 within a time limit, return it to another station --
9 A to B. This of course would not apply to stations
10 around the parks -- cyclists would pick up a bike,
11 ride around the park for a while and then return the
12 bike back to the dock. We know that City Bike
13 stations have been placed close to the parks in
14 southern Manhattan and northwestern Brooklyn, but
15 this is a big city, with lots of people outside of
16 those areas who could really benefit, especially
17 right now, from a ride in the park. What we want the
18 Department of Transportation and Department of Parks
19 and Recreation is to tell us what might prevent City
20 Bike from establishing stations convenient to our
21 many, many parks and just talk about this openly and
22 transparently.

23 Thank you, Chair.
24
25

1
2 CHAIRPERSON RODRIGUEZ: Thank you and
3 with that then we will hear from the Administration
4 and let the counsel administer oath [sic].

5 COMMITTEE COUNSEL: Will you please raise
6 your right hand? Do you affirm to tell the truth,
7 the whole truth and nothing but the truth in your
8 testimony before the committee today and to respond
9 honestly to council member questions? Thank you.

10 [background comment]

11 SEAN QUINN: Good morning Chair Rodriguez
12 and members of the Committee. I am Sean Quinn,
13 Senior Director of the Office of Bicycle and
14 Pedestrian Programs at New York City Department of
15 Transportation. I am joined today by Jenna Adams,
16 Director of our Legislative Affairs and Inspector
17 Fulton from NYPD.

18 Thank you for bringing us together to
19 discuss cycling and walking in New York City. More
20 people are choosing to live and work in New York than
21 ever before; with a population of over 8.5 million
22 and tourism booming, with nearly 60 million visitors
23 coming to the City last year, our subway system is
24 bursting at the seams and more people are choosing to
25 walk and bike around the city every day.

1
2 We are doing everything we can to improve
3 the experience and safety for pedestrians and
4 cyclists in our city. Nearly 1.6 million New Yorkers
5 ride a bike regularly and about 2.5% of all commuting
6 residents ride a bike to work or school. These
7 cyclists benefit from a nearly 1,100-mile bike
8 network. Our growing pedestrian population can get
9 around easier due to our 73 plazas and other site-
10 specific projects such as recently established flow
11 zones in Times Square and sidewalk lighting on
12 Flushing's main street.

13 As we close in on a three-year mark of
14 Vision Zero, it is clear that the Mayor's leadership,
15 along with all of our combined efforts, have begun to
16 change the way New Yorkers think about and act on our
17 streets. Let me outline some of the Vision Zero
18 tools DOT is using to enhance safety for pedestrians,
19 cyclists and vehicle occupants throughout the city.

20 We have developed comprehensive data-
21 driven work plans, our Borough Safety Action Plans,
22 which focus DOT and NYP resources at the most crash-
23 prone locations in each borough. From this process
24 we identified priority corridors, intersections and
25 areas which become target zones for safety upgrades.

1
2 These Vision Zero priority corridors, intersections
3 and areas disproportionately account for pedestrian
4 fatalities and severe injuries, so we are directing
5 our resources to these locations to ensure the most
6 significant safety gains. To illustrate, half of all
7 pedestrians who were killed or seriously injured from
8 2009 to 2013 were struck on about 8% of each
9 borough's corridors. Further, around 1% of our
10 intersections account for 15% of fatalities. The
11 core premise of our Borough Safety Action Plans is a
12 strong focus on pedestrians that will enhance safety
13 for all roadway users. These plans recommend a
14 series of actions including safety engineering
15 enhancements, targeted enforcement and expanded
16 education efforts. Since the plans were released in
17 early 2015, we have completed 143 Vision Zero safety
18 engineering projects on priority geographies and
19 another 29 are currently underway.

20 For example, on the Grand Concourse,
21 between 138th and 158th Street in the Bronx, we
22 recently implemented a traffic-calming project to
23 slow down vehicular speeds on this priority corridor.
24 We also created more space for pedestrians with the
25 addition of safety islands that shorten crossing

1 distances and provide pedestrian refuse. At the
2 Manhattan Bridge in Chinatown, we installed multiple
3 safety enhancements to benefit pedestrians, including
4 creating new crosswalks, new traffic controls and
5 expanded pedestrian waiting areas.
6

7 More generally, we have installed nearly
8 1,500 leading pedestrian intervals throughout the
9 city. LPIs give pedestrians a head start when
10 entering intersections before vehicles proceed. This
11 enhances visibility for pedestrians, thereby reducing
12 conflicts. We are currently focused on priority
13 corridors and intersections to achieve this key
14 safety treatment.

15 DOT is also retiming signals on priority
16 corridors to reduce opportunities for excessive
17 speeding and we have installed new signs on nearly
18 all the priority corridors with a recently reduced
19 speed of 25 miles per hour.

20 Further, by the end of 2016, DOT expects
21 to complete lighting upgrades at 1,000 priority
22 intersections throughout the city, adding lamps to
23 increase visibility over crosswalks. In addition,
24 the Agency is converting all of the City's 250,000
25 street lamps from high-pressure sodium lamps to

1
2 higher-intensity LED, which makes pedestrian and
3 cyclists more conspicuous and reduces the probability
4 for nighttime crashes.

5 Now I would like to discuss the bills
6 that are the subject of today's hearing.

7 Council Member Menchaca's bill,
8 Int. 1072, requires cyclists crossing a roadway at an
9 intersection to follow pedestrian-controlled signals
10 when these signals supersede the traffic control
11 signal by law, rule or regulation.

12 DOT supports the intent of this bill to
13 create a traffic regulatory framework which
14 recognizes that cyclists proceeding through an
15 intersection are more akin to vulnerable pedestrians
16 than to vehicles, including during the leading
17 pedestrian interval phase.

18 Looking at 2006-2014 data, turning
19 crashes represented 23% of bicyclist fatalities in
20 intersections; the majority of these cases were
21 "right hook," in which the cyclist was traveling
22 adjacent to the vehicle prior to the turn and the
23 vehicle turned in front of the bicycle. Using our
24 signal system to protect these cyclists is a smart
25 way to prevent this type of crash.

1
2 We look forward to working with Council
3 Member Menchaca to put a policy in place to keep
4 cyclists safe. In select instances, such as at
5 exclusive pedestrian phases or locations of
6 complicated geometry, we use our engineering judgment
7 to ensure the safety of each user. Also, we
8 appreciate the emphasis in Int. 1072 that cyclists
9 much yield to pedestrians before they proceed. This
10 is currently the law and should strongly be
11 encouraged.

12 On Int. 401, this bill requires a study
13 to examine installation of bike share stations in or
14 near parks. DOT currently coordinates with the Parks
15 Department to install Citi Bike stations near or
16 adjacent to parks that fall within the Citi Bike
17 service area. We now have Citi Bike stations around
18 Central Park, Bryant Park, Washington Square Park,
19 Tompkins Park, and City Hall parks here in Manhattan
20 and along the west side of Prospect Park, surrounding
21 Fort Greene Park and the McCarren Park in Brooklyn,
22 as well as next to other smaller parks throughout the
23 current service area.

24 Regarding stations inside parks, the Citi
25 Bike network is intended to be used primarily for

1
2 transportation, not recreation; accordingly, it is
3 not a priority for stations to be located within
4 parks. Bicycles for recreation in parks are provided
5 by bicycle rental concessionaires that serve tourists
6 and New Yorkers who wish to bike around parks for a
7 short period of time. Lastly, one logistical problem
8 must be addressed if stations were to be installed
9 within park borders. Citi Bike is available 24 hours
10 a day but parks are closed for set hours each night.

11 Next up is Council Member Van Bramer's
12 Int. 1117, regarding commercial cyclists. Local law
13 provides a number of safety and record-keeping
14 requirements for commercial cyclists operating a bike
15 on behalf of a business. These requirements include
16 posting a commercial bicyclist safety poster within
17 the business, maintaining a roster with information
18 about each cyclist and assigning each a unique
19 corresponding identification number and ID card.

20 Business must also provide the cyclist
21 with a helmet and reflective identification vest and
22 also a bell, front and rear lights, reflectors,
23 brakes, and a numbered ID plate for the bike. We
24 support the intent of Int. 1117 to clarify that these
25 requirements apply to independent contractor cyclists

1
2 and look forward to working with him on specific
3 language and addressing operational concerns.

4 Safety for all cyclists including those
5 making deliveries is a priority for DOT. In the last
6 year we have partnered with Council Members Kallos,
7 Rosenthal and Mendez to host delivery cyclist forums
8 where restaurant owners, community members and
9 delivery cyclists learn about the safety requirements
10 and receive free samples of important required safety
11 gear.

12 Moving on to Int. 1177, which requires a
13 feasibility study of implementing Barnes dance
14 pedestrian crossings at dangerous intersections.

15 We agree that pedestrians must be
16 protected from turning vehicles and we are taking
17 concrete steps to tackle this issue. This August,
18 DOT released our "Don't Cut Corners" report, which
19 specifically addresses the danger of left turns for
20 pedestrians and cyclists. We analyzed five years of
21 crash data and found that left turns account for more
22 than twice as many pedestrian and bicyclist
23 fatalities as right turns, and over three times as
24 many serious injuries and fatalities. Accordingly,

1
2 we have an immediate six-point action plan that we
3 are putting into place.

4 The first tool is leading pedestrian
5 intervals. We are prioritizing the study and
6 installation of LPIs at priority intersections and at
7 school intersections along priority corridors. DOT
8 installed over 400 new LPIs citywide in 2015, and
9 plans to install at least 500 in 2016.

10 Second, our Left Turn Traffic Calming
11 Pilot. DOT is undertaking a 100-intersection pilot
12 initiative to test safer, slower left turn designs.
13 Treatments will include the marking of a guiding
14 radius, permanent plastic delineators and permanent
15 rubber curbs with delineators on the double yellow
16 centerline. We have already seen slowed turning
17 speeds at locations where these physical and visual
18 cues have been installed.

19 Split LPIs is a new tool that hold
20 turning vehicles while allowing through vehicles to
21 proceed. Currently there are 25 Split LPIs and nine
22 Split LPIs with bicycle signals installed in the
23 city. DOT will continue to pilot and evaluate this
24 treatment and if proven beneficial, we will seek to
25 accelerate the rate of installation.

1
2 DOT will also take every opportunity to
3 incorporate another tool -- left turn restrictions or
4 dedicated left turn signals into broader improvement
5 projects.

6 We will continue to implement new
7 protected bike lanes, enhancing bicycle mobility as
8 well as overall street safety, with at least 18 miles
9 planned for 2016.

10 And on to our Press, Education and
11 Marketing Campaign. The third phase of "Your Choices
12 Matter" campaign has begun and focuses on pedestrian
13 crashes at intersections. Our Dusk and Darkness
14 initiative, undertaken with our Vision Zero agency
15 partners, addresses the upturn in pedestrian crashes
16 in the fall and winter months, and DOT has developed
17 messaging to alert drivers that turns should be taken
18 at under five miles per hour.

19
20 We are confident that using this updated
21 tool kit to address the unique needs of each
22 intersection is the best way to make our
23 intersections safer for pedestrians crossing the
24 street. Therefore, we need to retain the flexibility
25 of using all of these treatments, rather than

1
2 focusing on only one type of signal option for each
3 intersection.

4 Finally, moving on to our busy sidewalks
5 with Int. 1285. We at DOT use different tools to
6 analyze sidewalk congestion at specific sites or on
7 specific corridors. These tools are not practical
8 for estimating and ranking sidewalk congestion
9 throughout the city. Instead, we focus on safety
10 improvement projects, which may include widening of
11 sidewalks on the most dangerous corridors and
12 intersections.

13 For instance, in FY 2016 we have created
14 approximately 355,000 square feet of pedestrian space
15 by constructing neckdowns, medians, pedestrian
16 islands, widening sidewalks, adding pedestrian
17 plazas, and other targeted measures. We approach
18 this work like the rest of our Vision Zero efforts by
19 following the data in order to enhance safety.

20 For example, in downtown Flushing, which
21 is one of the most crash-prone areas in Queens, we
22 are expanding on a safety project to widen the
23 sidewalks from 38th to 41st Avenue on Main Street.
24 In 2011, we painted sidewalk extensions and saw

1 injuries decline by 29%. We are now replacing the
2 painted sidewalk extensions with concrete.
3

4 Our Plaza Program is another premier
5 model for creating more space for pedestrians in
6 crowded parts of the city. Community groups apply to
7 transform underutilized roadbed in their
8 neighborhoods into vibrant public space. DOT
9 prioritizes busy commercial corridors well served by
10 public transit and areas that lack open space. Plaza
11 de Las Americas in Washington Heights, Fordham Plaza
12 in the Bronx, Diversity Plaza in Jackson Heights, and
13 Willoughby Plaza in Downtown Brooklyn are just a few
14 highlights from our program, which has dedicated over
15 26 acres of our right of way to pedestrians in some
16 of the busiest parts of the city.

17 It is also worth noting that expanding
18 the sidewalk is not always the solution to make a
19 particular corridor safer for all users. Often our
20 most crowded sidewalks run along streets that are
21 heavily travelled by all modes, so we need to make
22 sure we are not limiting bus use, any other public
23 transit, or bike facilities by expanding the
24 sidewalks. Further, sidewalk widening is complex and
25 often infeasible due to the need to regrade roadways,

1
2 relocate underground utilities like catch basins and
3 move above-ground utilities like street lights.

4 To close, we should continue to use our
5 Borough Safety Action Plans as our guide to enhance
6 safety for pedestrians, cyclists and all roadway
7 users.

8 Thank you and I look forward to answering
9 any questions.

10 CHAIRPERSON RODRIGUEZ: Thank you. I'd
11 like to recognize Council Member Levine [sic], and
12 before we start with the questions, I want to get
13 back to the bill that we are going to be voting today
14 and then going back to the panel.

15 As I said, we are set to vote on a bill
16 aimed at making our city's vehicles cleaner for our
17 environment. Int. 1124-A, sponsored by Council
18 Member Constantinides and myself, would require the
19 City to create a pilot program for 25 electric
20 vehicle charging stations across the city, including
21 at least two in each borough -- Staten Island will be
22 represented too. This bill is meant to get New
23 Yorkers more comfortable with the notion of electric
24 vehicles so that we can hopefully do more as a city
25 to lower emission output caused by cars. With more

1 charging stations across the borough, including more
2 visible ones, New Yorkers interested in driving an
3 electric vehicle will have more locations to charge
4 up. This technology is becoming more accessible to
5 more New Yorkers in our city and our city should be
6 doing what it can to incentivize cleaner commuting.
7 With that I'd like to give the Chair of the
8 Environmental Protection Committee, Council Member
9 Constantinides, a great partner in this effort, the
10 opportunity to speak about the bill.
11

12 COUNCIL MEMBER CONSTANTINIDES: Thank you
13 Chair Rodriguez and thank you for your real
14 partnership on this in helping to make our streets
15 cleaner and more sustainable, and I know your deep
16 commitment to the environment, so thank you.

17 Good morning. Vehicle exhaust is one of
18 the leading causes of carbon and greenhouse gas that
19 is responsible for climate change. This exhaust
20 accounts for an estimated 75% of carbon monoxide
21 pollution, one-third of smog and 27% of greenhouse
22 gas emissions in the United States. While many New
23 Yorkers do not drive to work, one step for those that
24 do is to purchase an electric vehicle. New York's
25 energy grid is becoming increasingly green as we

1 transition to more renewable energy sources. The
2 more electric vehicles can replace conventional cars
3 the more our transportation can utilize clean,
4 renewable energy instead of burning fossil fuels.
5 Embracing green energy for power generation alone
6 isn't enough to stem the tide of climate change and
7 clean our air, we must phase out every type of fossil
8 fuel usage.
9

10 One of the biggest challenges faced by
11 consumers who want to purchase an electric car
12 however is the scarcity of places to charge them.
13 Some wealthy citizens may have access to private
14 garages with electric chargers, but most do not. By
15 providing charging stations for public use and
16 accessible municipal stations, we make it possible
17 for New Yorkers who want to switch to electric cars
18 to do so, we make electric cars more visible and
19 encourage their use. Int. 1124 is an important step
20 in reducing these emissions here in New York City.
21 By initiating this pilot program, which would place,
22 as the Chair said, at least 25 chargers throughout
23 the city and public accessible locations, including
24 at least two per borough, we can encourage the use of
25 clean air electric cars. The location and

1 appropriate fees for usage of these chargers would be
2 set by the DOT. Int. 1124 also expands the scope of
3 the EV Advisory Committee, established by Local Law
4 122 of 2013, to explicitly consider how to expand to
5 on-street parking opportunities for EV vehicles as
6 well. By implementing 1124 and by encouraging the
7 use of electric vehicles, we would take an important
8 step in reducing these risks and improving the health
9 and safety of all New Yorkers, protecting everyone
10 from global crises, such as climate change, and from
11 the harmful contamination of the air we breathe.

12
13 I wanna personally thank the staff --
14 Laura Popa, Gafar Zaaloff, and also Kelly Taylor, the
15 staff attorney, for all of your great work. And
16 again, Chair, thank you for your leadership on this.

17 CHAIRPERSON RODRIGUEZ: Thank you Council
18 Member Constantinides. I would now like to have the
19 clerk call the roll as we vote on Int. 1124-A, and I
20 recommend a yes vote.

21 COMMITTEE CLERK: William Martin,
22 Committee Clerk, roll call vote Committee on
23 Transportation. Chair Rodriguez.

24 CHAIRPERSON RODRIGUEZ: Aye.

25 COMMITTEE CLERK: Vacca.

COMMITTEE ON TRANSPORTATION

33

COUNCIL MEMBER VACCA: I vote aye.

COMMITTEE CLERK: Chin.

COUNCIL MEMBER CHIN: Aye.

COMMITTEE CLERK: Levin.

COUNCIL MEMBER LEVIN: Aye.

COMMITTEE CLERK: Richards.

COUNCIL MEMBER RICHARDS: Aye.

COMMITTEE CLERK: Constantinides.

COUNCIL MEMBER CONSTANTINIDES: Aye.

COMMITTEE CLERK: Menchaca.

COUNCIL MEMBER MENCHACA: Aye.

COMMITTEE CLERK: By a vote of 7 in the affirmative, 0 in the negative and no abstentions, the item has been adopted.

CHAIRPERSON RODRIGUEZ: Thank you and we'll leave the vote open for 20 minutes and [pause] panel.

I have a few questions, although most of my colleagues, they also have questions.

First of all, no doubt that we have the same agenda -- the Administration is committed to continue reducing the number of New Yorkers who die because they've been crushed by cars, and unfortunately, we know that that's a long-term goal,

1 since every day we are dealing with, you know,
2 irresponsible drivers and pedestrians that have to
3 make a tough decision when they cross in dangerous
4 intersections. With that in mind, what if -- and
5 this in relation to the Barnes dance intersection;
6 I'm leading toward a question related to that. But
7 first I would like to know, which are the most
8 dangerous intersections that the City has identified
9 in each of the five boroughs, based on crashes, based
10 on data that you have collected?
11

12 SEAN QUINN: Yeah, so to answer the
13 second part of that question, we have identified our
14 priority intersections and corridors which outline
15 the locations that have had the largest safety issues
16 in the city. These are identified in our Pedestrian
17 Safety Action Plans, we have one of these per
18 borough; it lists the locations that we're focusing
19 our efforts for all of our Vision Zero safety work,
20 and it's broken down by intersection, borough,
21 corridor and area.

22 [background comment]

23 SEAN QUINN: So I have the -- here with
24 me I can -- the top intersections in Manhattan,
25 according to the data in this plan, is 125th Street

1
2 and Adam Clayton Powell Boulevard; in the Bronx we
3 have 170th Street and the Grand Concourse.

4 CHAIRPERSON RODRIGUEZ: [background
5 comment]... And again, I know about knowing that we are
6 committed, that we are your partner; that we've been
7 making a lot of progress, but based on the strength
8 [sic] that you have with the Barnes dance
9 intersections in different cities, don't you think
10 that the Barnes dance inter... brought to those
11 dangerous intersections automatically, don't -- isn't
12 that a place, an area where we can say pedestrians
13 will be safe because cars will not be interacting
14 with pedestrians?

15 SEAN QUINN: So currently in the city we
16 have 89 locations that already have Barnes dances;
17 this is a tool that we used for several years and you
18 could find them currently in all boroughs. We also
19 have locations that have pedestrian priority phases
20 that are at T intersections, for example, not a
21 traditional, normal intersection of the Barnes dance.
22 At those locations, in the past they definitely
23 worked for that instance; there's a really great
24 Barnes dance on Northern Boulevard at Broadway that
25 is a good example of that treatment in the city and

1
2 it really works at that location. We wanna be able
3 to have our full toolkit available to look at each of
4 the top priority intersections in the city. Barnes
5 dance might not work at some of the top locations
6 because along with them having issues with safety,
7 they also are some of our most congested
8 intersections... [interpose]

9 CHAIRPERSON RODRIGUEZ: But in those
10 intersections where you started using the Barnes
11 dance, based on the data -- I know that DOT is good
12 on collecting the data and the **[inaudible]** NYPD --
13 have we seen a decrease of crashes in those
14 intersections after the Barnes dance have been
15 installed in those areas...? [interpose]

16 SEAN QUINN: Right. So I don't have that
17 data handy with me; I do know that there are
18 locations where -- like I mentioned on Broadway and
19 Northern Boulevard that we know that the safety has
20 great impact. There are locations -- there's a
21 location in Brighton Beach where we're actually
22 reassessing the Barnes dance and putting in some of
23 our newer tools to solve some of the safety issues
24 there. So they don't always work and we reassess
25 them after we've put them in. I know in other

1 cities, like Toronto, they put in several Barnes
2 dances and after a trial period have removed a few of
3 them. So they have to be assessed for the individual
4 location to make sure that that's appropriate for
5 that spot.

6
7 CHAIRPERSON RODRIGUEZ: Look, my concern
8 with this is that... I understand that the agencies,
9 whoever are in the leadership of the agency, prefer
10 to have flexibility, and I understand it; I had the
11 experience in my first term at the Council where in
12 the previous administration I was told by average
13 pedestrians -- Dyckman and Broadway, an area that the
14 DOT redesigned based on the NYPD, crashes being
15 reduced big time, and it was the average pedestrian
16 who came to me and they said, why doesn't the City
17 put an arrow for those drivers coming downtown for
18 the Riverdale [sic] area, going back to the Hudson
19 River drive [sic]? And when I went to the DOT -- in
20 the previous administration, again -- what I got back
21 was, for four years, a pushback and it was not
22 because by installing the arrow accidents or crashes
23 would be reduced, but it was the most concern --
24 okay, we have to be careful because if we put this
25 arrow here it will impact the drivers coming in

1
2 different direction. So if you prove me that I'm
3 wrong -- it's common sense, the intersection that is
4 dangerous where pedestrians are crossing, sharing the
5 space with cars -- by installing a new measure where
6 only pedestrians are able to cross to the four
7 corners and the cars will stop; isn't that something
8 that you have seen that it does reduce crashes if you
9 install those measures?

10 SEAN QUINN: Yeah, you know our goal is
11 to protect the most vulnerable user, the pedestrians,
12 and we -- like I said, we do have this tool at 89
13 locations in the city and -- for example, at Broadway
14 and Dyckman, we did banned some of the turns at that
15 location, which is one of the tools in our toolbox,
16 we shortened the crosswalks there; we've done a lot
17 of things since you brought the location to our
18 attention to address the issues. Potential side
19 effects of a Barnes dance is that you create a longer
20 waiting time for pedestrians at these locations, so
21 instead of a two-phase intersection, for example, at
22 42nd Street and 8th Avenue, you introduce a third
23 phase to the signal timing, which requires
24 pedestrians to wait -- instead of being able to cross
25 on every other phase, they have to wait for that

1
2 third phase and that can induce sidewalk congestion
3 at the corners as pedestrians wait. A lot of these
4 locations are where pedestrians are coming out of
5 subway stations, waiting for bus stops; a lot of
6 things are going on in that **[inaudible]**... [crosstalk]

7 CHAIRPERSON RODRIGUEZ: I'm sorry; I need
8 to stay on the Barnes dance. 'Kay, we agreed that
9 Barnes dance, based on the data that you and the NYPD
10 were able to collect, reduced crashes.

11 SEAN QUINN: So I don't have specific
12 data on how Barnes dances have impacted crashes in
13 the city; we know there... [crosstalk]

14 CHAIRPERSON RODRIGUEZ: So you don't
15 have... the City..

16 SEAN QUINN: as in general, we know there
17 are locations where it has certainly helped, but I
18 don't have the general picture of how they've helped
19 overall. I don't have that with me today.

20 CHAIRPERSON RODRIGUEZ: Okay. Is that
21 something that you can go back to your team and share
22 that information with us?

23 SEAN QUINN: Yeah, we can look at before
24 and after data. Some of these Barnes dances were put
25 in a very long time ago, so we would have to make

1
2 sure we have before data for those locations, but we
3 can certainly look at the overall impact.

4 CHAIRPERSON RODRIGUEZ: So how do you
5 determine at which intersections to install the
6 Barnes dance?

7 SEAN QUINN: So the Barnes dance is still
8 a tool in our toolkit; however, because of some of
9 the issues I've mentioned, we tend to shy away from
10 it more now than we used to. We have a lot of new
11 tools that we're using that we feel address not just
12 the pedestrian issues at these locations, but ensure
13 that we're not inducing pedestrian congestion and
14 allowing mobility on the streets to also improve.

15 CHAIRPERSON RODRIGUEZ: Okay. I will be
16 back, but let me call up Council Member -- sorry, to
17 continue voting, going back... [background comments]

18 COMMITTEE CLERK: Continuation roll call
19 Int. 1124-A. Council Member Garodnick.

20 COUNCIL MEMBER GARODNICK: I vote aye.
21 Thank you.

22 COMMITTEE CLERK: Rose.

23 COUNCIL MEMBER ROSE: Aye.

24 COMMITTEE CLERK: Van Bramer.

25 COUNCIL MEMBER VAN BRAMER: Aye.

1 COMMITTEE ON TRANSPORTATION 41

2 COMMITTEE CLERK: The vote is now at 10.

3 CHAIRPERSON RODRIGUEZ: Council Member
4 Menchaca.

5 COUNCIL MEMBER MENCHACA: Thank you
6 Chair. And I'll start with the LPI conversation and
7 I wanna do a little bit of education and just kinda
8 focus a little bit on just the statistics and facts
9 on LPIs.

10 You mentioned that there are over 400 new
11 LPIs in 2015 and you plan for 500 in 2016..

12 [crosstalk]

13 SEAN QUINN: Correct.

14 COUNCIL MEMBER MENCHACA: what's the
15 total we have up-to-date now?

16 SEAN QUINN: By the end of the year we'll
17 have 1,500 **[inaudible]**... [crosstalk]

18 COUNCIL MEMBER MENCHACA: Fifteen
19 hundred..

20 SEAN QUINN: Uhm-hm.

21 COUNCIL MEMBER MENCHACA: 1,500 LPI...
22 [crosstalk]

23 SEAN QUINN: Correct.

24 COUNCIL MEMBER MENCHACA: intersections...

25 SEAN QUINN: Correct.

COUNCIL MEMBER MENCHACA: in the city.

SEAN QUINN: Yes.

COUNCIL MEMBER MENCHACA: Is there a focus on kinda like borough -- how do you decide how to roll these out?

SEAN QUINN: So we are focusing on priority intersections and priority intersections along priority corridors -- I mean -- yeah, and school intersections along priority corridors, so we're looking at school locations and our Pedestrian Safety Action Plan.

COUNCIL MEMBER MENCHACA: Can you tell me a little bit about the school intersections and any data that you can kind of pull out from the bigger data -- the big piece right now is 60% decrease in collisions; is there anything that tell us a little bit about the schools and what's happening around our schools?

SEAN QUINN: So the reason we chose to focus on the school locations on the priority corridors is that the corridors are often very long; we needed a way to focus our efforts at the initial rollout of this treatment on the corridors. So we started with the schools; that's not to say in the

1
2 future we won't expand it to other places along those
3 corridors.

4 COUNCIL MEMBER MENCHACA: Got it. And
5 then the other tool in the box is the Split LPIs, and
6 so tell us a little bit more about the Split -- I
7 think I understand it -- and I just wanna say for
8 everybody, I think everyone's that introduced at
9 first to LPIs... [interpose, background comment] that
10 there needs to be like a visualization, so we're
11 gonna probably work on that here and just to try to
12 create some more videos and just be able to visualize
13 it, but can you visualize for us in words what a
14 Split LPI is?

15 SEAN QUINN: Sure. And just to your
16 point, we are finalizing a card that will help
17 explain an LPI; a Split LPI, and once that's done
18 we'll be passing it around the city with our street
19 ambassadors and most certainly share that with all of
20 your offices to distribute.

21 But the Split LPI is essentially a
22 location where we provide a head start for
23 pedestrians -- in some cases we also give that head
24 start to cyclists as well with a bicycle signal --
25 the pedestrians get the walk signal and the left-

1 turning or right-turning vehicles are held while we
2 allow the through vehicles to process. So one of the
3 drawbacks of a general LPI is that those seven
4 seconds that you hold the pedestrians are also then
5 taken from the moving vehicles. So on congested
6 corridors or locations where we need to keep buses
7 moving and keep vehicles moving, taking those seven
8 seconds away can have negative impact; here we found
9 a way to allow the through vehicles to process while
10 giving a head start to pedestrians, and in some
11 cases, cyclists. So in each of these cases there has
12 to be a dedicated turn lane to hold those vehicles
13 in.

14
15 COUNCIL MEMBER MENCHACA: Can you give us
16 an example of where you've installed one of these
17 LPIs, maybe around here or like a highly congested
18 area in the city?

19 SEAN QUINN: So there's several locations
20 in Midtown; I would say this is really focused in
21 Midtown, on our cross-town streets around Times
22 Square, where on the cross-town you'll have a
23 curbside right turn or left turn lane which holds the
24 vehicles while the pedestrians get the head start and
25 then a through lane to continue cross-town. We have

1
2 several on our protected bike paths in Midtown and
3 that's where we also allow cyclists to get that head
4 start as well with the bicycle signal. So I would
5 say while they are in some of the other boroughs,
6 they're focused right now in Midtown because of that
7 congestion issue that we're trying to also move the
8 vehicles.

9 COUNCIL MEMBER MENCHACA: Thank you for
10 that, and I'll look out for them when I'm in Midtown
11 next time, or maybe I'll ask Dan Garodnick or someone
12 to send me a photo or a video.

13 I wanna now just kinda point to some of
14 the acknowledgements you're asking us to kinda make
15 with the complicated geometries, and so if there's
16 anything that you can kinda give us that would show
17 and visualize the complexities, and I think this is
18 probably one of them, the Split LPI situation. But
19 you're gonna ask us, in a kind of final version of
20 this bill, and I just wanna give you an opportunity
21 to kinda hit that point for everybody to hear -- our
22 advocates and people at home -- about what exactly
23 you're saying with refining this bill.

24 SEAN QUINN: Certainly. So there are
25 certain locations in -- you know, if this was made to

1
2 be a blanket bill that we wouldn't want a cyclist
3 necessarily to get the head start at a location where
4 there's multiple legs of traffic where you're not
5 sure exactly where pedestrians are crossing or what
6 the vehicles are doing at those locations -- think
7 Madison Square -- there's multiple legs in that
8 intersection that would have to be considered.
9 There's also locations in the city where we have
10 Barnes dances, the current Barnes dance locations
11 that if a cyclist was following a pedestrian signal,
12 they would be in direct conflict with pedestrians
13 crossing the north-south leg, for example.

14 So we would wanna work during the
15 drafting of this bill to make sure that there is
16 flexibility in how we can regulate intersections that
17 wouldn't necessarily fit the typical profile of where
18 we'd wanna see this rolled out.

19 COUNCIL MEMBER MENCHACA: And in my final
20 questions I'm now kinda thinking about NYPD and how
21 we can work with NYPD to: (1) analyze, from your
22 perspective, how this law can affect our law
23 enforcement, but in true nature to work with law
24 enforcement.

INSPECTOR DENIS FULTON: Councilman,

first of all I wanna thank you for reaching out to us and allowing us to start working towards improving bicycle safety. The NYPD is of course supportive of the intent of the bill, which is to protect the bicyclists; we want to, you know, ensure that the bicyclists are safe just as much as anybody, but we do have some concerns, and the main concern is with our enforcement. Right now the bicycles and the vehicles are under the same rules; they have to obey the same rules of VTL; this would be an exception to the rule, and we have, you know thousands of officers who would have to be retrained. We're not exactly sure, you know, how this will affect our enforcement; we know it will, so we just wanna work with you to just alleviate some of our concerns, so we look forward to working with you to come up with some language that would alleviate our concerns, as far as our operational -- you know, 'cause it will affect our enforcement.

COUNCIL MEMBER MENCHACA: And thank you

for that, and I think we all appreciate that the effective -- this can only be effective if everybody kinda operationalizes it in a way that is quick; easy

1
2 to understand and so we'll work with you to figure
3 out how to do that. [interpose]

4 INSPECTOR DENIS FULTON: Yeah, thanks.
5 Sorry, I don't mean to cut you off; I just...

6 COUNCIL MEMBER MENCHACA: Sure.

7 INSPECTOR DENIS FULTON: figured maybe
8 I'd give you an example of just how it would be a
9 concern if I was in my police vehicle and I was
10 proceeding in traffic and as, you know, not all
11 officers do; sometimes they go from -- you know they
12 multitask, so they're going from job to job and we
13 want them to do -- you know from my standpoint and
14 from the NYPD, as far as the Vision Zero team, you
15 know one of our main responsibilities is enforcement;
16 we've written, you know, over 550,000 Vision Zero
17 summonses -- when I say Vision Zero summonses, these
18 are just summonses we've identified -- speeding,
19 failure to yield, improper turn, you know failing to
20 obey signals, cell phone -- which is a major increase
21 from before Vision Zero; it's over 20%, and
22 specifically in speeding and failure to yield. So
23 enforcement's very important to us, so like I was
24 getting back, I'm in the patrol vehicle and I'm going
25 to the job and now I'm stopped at a red light, maybe

1
2 three car lengths back at any particular intersection
3 and I could see either the vehicle or the bicycle
4 going through the red light summons; they both have
5 to obey the same red light summons; this would alter
6 that, so you can see where the concern would be now
7 that the bicycle is given an exception at the LPIs.
8 But again, I look forward to working with you and to
9 ensure the safety of bicyclists.

10 COUNCIL MEMBER MENCHACA: Thank you for
11 that. And again, that's just... you're part of the
12 equation, so clearly we're gonna work with you to
13 figure out how we can make that better. And before
14 my final comment, I wanna ask DOT a little bit about
15 the new, or not new necessarily, but I'm seeing more
16 of them, the "Bicycle Use Ped Signal" signage, and
17 tell me a little bit about your kind of... the DOT
18 mantra right now about that; where you're focusing
19 that -- give us a sense about the cost of that; do
20 you see a need to -- we don't, necessary, but does
21 DOT see the need to include that at every LPI
22 intersection? Tell us a little bit about what that
23 sign says in relationship to this bill.

24 SEAN QUINN: Sure. So we have one right
25 outside of City Hall actually for cyclists who are

1 crossing from Centre Street onto the Brooklyn Bridge,
2 and it's a typical location where we use this
3 signage. So at that location, it's a mid-block,
4 where there's no traffic signal for vehicles that are
5 traveling onto the Brooklyn Bridge, for example,
6 'cause it's a pedestrian-only path. So the only
7 signal at that mid-block location is for pedestrians.
8 In order to control the cyclists, we could either add
9 a cyclist signal or a typical traffic signal. In
10 order to reduce the amount of infrastructure at that
11 location, we simply put a sign that says a cyclist
12 can use the pedestrian signal. So many of the
13 locations we have this sign right now are at these
14 mid-block or T locations where we don't have a signal
15 for cross traffic, because there is no general cross
16 traffic; the only existing signal is for pedestrians.
17 In cases where we do wanna give the bike a head start
18 and to be able to utilize the LPI, like in Split
19 LPIs, we install a bike signal; we don't use the
20 signs at those locations. Signing every LPI location
21 in the city would add to sign clutter, which is a
22 very important piece to us that we are trying to
23 reduce, so we wouldn't really encourage that as a
24 tool to be spread throughout all the locations.
25

1
2 COUNCIL MEMBER MENCHACA: Great. And I
3 think there's an opportunity for us all to engage in
4 education, working with the advocates to get this
5 information out to cyclists. And again, many
6 cyclists are already doing this in so many ways, but
7 this would kinda create legal ability.

8 And then my final note on all this is; I
9 know this is gonna create some changes for the
10 Department of Transportation and NYPD and the trends
11 are all pointing towards the same thing -- there are
12 more bicyclists on the streets, there are more
13 families on the streets and so I think we're gonna
14 have to evolve; that means changes are coming; we
15 wanna work with you to figure out how to mitigate any
16 unforeseen changes that are gonna be more hurtful
17 than not, but this is a trend and I think we're all
18 ready for that and I just wanna emphasize that
19 reality, that we're encouraging, we're making our
20 streets safer, we're gonna see more bicyclists, and
21 so this is gonna require all agencies to think
22 different, make some changes internally, and we can
23 be thoughtful about all that together. Thank you.

24 CHAIRPERSON RODRIGUEZ: Council Member
25 Rosenthal.

1
2 COUNCIL MEMBER ROSENTHAL: Thank you
3 Chair Rodriguez; I really appreciate that.

4 I actually wanna ask a couple of
5 questions about Council Member Menchaca's bill, which
6 I'm also a co-sponsor on with the LPI issue, just
7 sort of follow up on what he was asking you. Of the
8 nine Split LPIs with bicycle signals installed, I
9 think two of them are going south on Columbus Avenue
10 -- because that's what I have in my mind's eye of
11 what you're talking about -- where there's already
12 signals there and I would imagine it's not hard to
13 add a signal that has the bicycle on it, and so I can
14 see why it works on a protected bike lane, and
15 certainly, you know, I use that. But to Council
16 Member Menchaca's point about why would we need to
17 put the signal in everywhere because that is complex,
18 that's sort of the point of this bill. I mean on the
19 protected bike lanes where there is the Split LPI for
20 the bikes, I feel so much safer on my bicycle
21 crossing at that intersection. And the benefit of it
22 -- despite the fact that it's change, it's something
23 new, people aren't used to it -- I think it's been
24 very meaningful for the bicyclists who use the
25 protected bike lanes. So I guess that more of a

1 statement than a question, except to say that am I
2 correct in hearing that it would be complicated to
3 put it in as a Split LPI with bicycle signal; is that
4 accurate?
5

6 SEAN QUINN: Yeah, so... [interpose]

7 COUNCIL MEMBER ROSENTHAL: We have nine.

8 SEAN QUINN: Yeah, those locations are
9 already protected lanes; we have the space to create
10 the turning lane, which we need to do that specific
11 treatment [sic]... [crosstalk]

12 COUNCIL MEMBER ROSENTHAL: Right.

13 SEAN QUINN: A lot of our 1,500 LPI
14 locations are not on bike facilities...

15 COUNCIL MEMBER ROSENTHAL: Right.

16 SEAN QUINN: nor are they at locations
17 where we could put all the infrastructure including
18 the turn lanes to do the full split. So signaling
19 each LPI location would be challenging and might not
20 work at every one of these spots.

21 COUNCIL MEMBER ROSENTHAL: Yeah. I mean
22 when I cross, I don't cross intersections without the
23 LPI and I also wait for cars to start -- I guess to
24 the left of me -- because I'm worried about the
25 cross-town cars, so LPIs are helpful in general, but

1
2 I've heard too many stories of people getting hit in
3 that way as well as turning cars hitting bicyclists,
4 and I think the bicyclists are at equal risk as the
5 pedestrians and that's why I support the bill; again,
6 speech not a question -- sorry 'bout that.

7 So I have a couple of questions about the
8 Barnes dance legislation. So when you have -- you
9 mentioned there are 89 throughout the city?

10 SEAN QUINN: Correct.

11 COUNCIL MEMBER ROSENTHAL: Active Barnes
12 dances?

13 SEAN QUINN: Yeah.

14 COUNCIL MEMBER ROSENTHAL: Okay, I didn't
15 realize it's that many.

16 SEAN QUINN: Yeah.

17 COUNCIL MEMBER ROSENTHAL: And what are
18 the indicators at a location that would signal to you
19 that a Barnes dance would be a good option?

20 SEAN QUINN: So... [background comment]
21 right. Right, so a lot of the locations that we
22 currently have Barnes dances are in the outer
23 boroughs, so there's lower pedestrian volumes and
24 lower vehicle volumes than you'd find at our top 25
25 Vision Zero intersections. They're generally most

1
2 effective at intersections with unique geometries
3 that draw attention to the presence of a non-standard
4 pedestrian timing or at intersections with only one
5 phase of entering vehicle traffic, so top of T
6 intersections, for example, where there's no place
7 for the cross traffic to go. I can point back to
8 Broadway and Northern Boulevard in Queens, which is
9 one that we always say is our favorite Barnes dance..

10 COUNCIL MEMBER ROSENTHAL: Uhm-hm.

11 SEAN QUINN: it has acute geometry that..
12 it's an acute angle, so the crossing distance for
13 people who choose to cross in the middle of the
14 intersection is short. One of the challenges that we
15 have with a Barnes dance at a typical intersection --
16 90-degree angle intersection -- is that pedestrians
17 who would choose to cross in the middle would require
18 a lot more time to make that crossing because of FHWA
19 [background comment] -- yeah, the diagonal crossing,
20 because of FHWA minimum guidelines for pedestrian
21 crossing time. So increasing the overall time to get
22 pedestrians across the street plus taking time away
23 from the overall signal cycle to add this third phase
24 really complicates things on, for example, 42nd and
25 8th Avenue, where we're trying to also move buses

1
2 across town and we would be reducing the amount of
3 time to move that traffic. So combined with the --
4 the extra seconds you need to get the pedestrians
5 across on the diagonal and adding that third phase,
6 there's some sort of larger implications to taking
7 all that time.

8 COUNCIL MEMBER ROSENTHAL: How many
9 seconds more would you add for somebody to get
10 across, even 8th Avenue at 42nd?

11 SEAN QUINN: Right. So the minimum is --
12 three feet per second is what we time our signals
13 for, so it would change per intersection, depending
14 on the width... [interpose]

15 COUNCIL MEMBER ROSENTHAL: Got it.
16 Thank...

17 SEAN QUINN: so for every three feet they
18 have to cross, you have to add a second of time.

19 COUNCIL MEMBER ROSENTHAL: Got it.
20 Sorry, just taking notes. I couldn't quite hear your
21 first sentence, which was about the Barnes dance
22 being in the outer boroughs.

23 SEAN QUINN: These locations typically
24 have lower pedestrian volumes and vehicle volumes
25

1
2 than we see at the top 25 intersections in our Vision
3 Zero Action Plan. Those locations... [crosstalk]

4 COUNCIL MEMBER ROSENTHAL: I see.

5 SEAN QUINN: become a lot more congested,
6 so the tools that we use have to be more tailored to
7 making sure it's working for all the users at those
8 locations.

9 COUNCIL MEMBER ROSENTHAL: So the Barnes
10 dance may not correlate as well to a very active...

11 SEAN QUINN: Correct.

12 COUNCIL MEMBER ROSENTHAL: cross...

13 SEAN QUINN: Uhm-hm.

14 COUNCIL MEMBER ROSENTHAL: but could it
15 be useful at a very active unique geometry place?

16 SEAN QUINN: Yeah, I would say it's
17 certainly a tool that we don't discount and we would
18 study at locations where it was appropriate. It's
19 not out of our toolkit; it's just not one of our
20 newer tools that we're really applying to these more
21 congested locations.

22 COUNCIL MEMBER ROSENTHAL: When was the
23 most recent time you used the Barnes dance? Because
24 that's the first time I've heard the DOT say that

1
2 it's not out of your toolbox. I, when this bill was
3 submitted, heard that it was out.

4 SEAN QUINN: No, I would say it's not
5 typical that we use it; it's a very... [crosstalk]

6 COUNCIL MEMBER ROSENTHAL: Uhm-hm.

7 SEAN QUINN: but I wouldn't say we would
8 never use it, and there are locations, like I
9 mentioned in Brighton Beach, where we're reversing
10 course on the Barnes dance and actually adding a
11 different treatment to that intersection because we
12 found pedestrians were violating the signal too often
13 and it was creating a condition that wasn't...

14 [interpose]

15 COUNCIL MEMBER ROSENTHAL: Right.

16 SEAN QUINN: ideal, so... [interpose]

17 COUNCIL MEMBER ROSENTHAL: You mean when
18 the cars had the right to go they were walking...

19 [crosstalk]

20 SEAN QUINN: Correct, because they're
21 asked to wait for a longer period of time...

22 [crosstalk]

23 COUNCIL MEMBER ROSENTHAL: A little bit
24 longer.

1 SEAN QUINN: so in cases like in...

2 [interpose]

3 COUNCIL MEMBER ROSENTHAL: And in those
4 cases, is it a cross or of a unique angle...?

5 [crosstalk]

6 SEAN QUINN: Yeah, that... that case... That
7 case, yeah, it was a cross. It's where the subway is
8 letting off, there's a lot of pedestrians; it
9 increases pedestrian corner crowding, which also then
10 can increase the desire to keep moving.
11

12 COUNCIL MEMBER ROSENTHAL: And your list
13 of 25 most crowded, do any of them have unique
14 angles?

15 SEAN QUINN: Yeah, there is potential
16 that... some of our intersections definitely have...
17 they're not the most typical intersections and that's
18 what makes them a little less safe so.

19 COUNCIL MEMBER ROSENTHAL: Would Barnes
20 dance be a possibility at those locations? You can
21 name one so we don't have to just say "at those."

22 SEAN QUINN: Well I think again, because
23 of the likelihood of these locations beyond the
24 geometry to have the higher pedestrian and vehicle
25 volumes and the roadways requiring us to move buses,

1
2 pedestrians; cyclists, taking that time away to add
3 that third phase for Barnes dances would make a lot
4 of these not fit that criteria. I think it's really
5 about these locations... one of the reasons they have
6 safety issues is because there's so much already
7 going on.

8 COUNCIL MEMBER ROSENTHAL: Right, but
9 couldn't one take a different approach and say yeah,
10 there is a lot going on and that's why it's not safe;
11 perhaps giving a moment in time when there's nothing
12 going on so the pedestrian could safely cross might
13 make sense?

14 SEAN QUINN: Yeah and there's other tools
15 to do that as well. I keep coming back to 42nd and
16 8th because we actually did look at it a couple years
17 ago for a Barnes dance and in the end what we are
18 doing there is, we've banned all the left turns out
19 of that intersection, and last year we just removed
20 the last left turn, which was buses only, to protect
21 the pedestrians in that crosswalk; we're allowing
22 vehicles and the buses to keep moving; we're allowing
23 pedestrians to cross like normal in each phase,
24 [background comment], but we've reduced the risk
25

1 because of the other tool, which is the turn
2 restriction.

3
4 COUNCIL MEMBER ROSENTHAL: Did you also
5 add LPIs for the right-hand turns?

6 SEAN QUINN: I believe this intersection
7 has LPI; I have to double-check.

8 COUNCIL MEMBER ROSENTHAL: But the right-
9 hand turn is allowed?

10 SEAN QUINN: Correct. Yeah, the right-
11 hand turns we find are harder to restrict.

12 COUNCIL MEMBER ROSENTHAL: Because?

13 SEAN QUINN: They're harder to...

14 [interpose]

15 COUNCIL MEMBER ROSENTHAL: Don't let 'em
16 go right or left, all the way out... [crosstalk]

17 SEAN QUINN: it's an enforcement... there's
18 an enforcement issue with restricting right turns
19 because it's so easy to make. We just find it harder
20 to enforce a right turn restriction versus a left
21 turn restriction.

22 COUNCIL MEMBER ROSENTHAL: And that might
23 keep you from doing it, because it's hard to enforce.

24 SEAN QUINN: Yeah and they're... you know
25 we find the left turns are really the turns that are

1
2 having the most detrimental safety impacts versus
3 right.

4 COUNCIL MEMBER ROSENTHAL: Okay. Thank
5 you very much.

6 SEAN QUINN: Uhm-hm.

7 CHAIRPERSON RODRIGUEZ: Council Member
8 Van Bramer.

9 COUNCIL MEMBER VAN BRAMER: Thank you
10 very much, Mr. Chair and it was good to hear your
11 testimony on 1117, a bill that I'm proud to be the
12 prime sponsor of with many of my colleagues who are
13 here today, expanding on a bill that I'm really proud
14 to have led the way to pass in 2012 requiring those
15 reflector vests and ID signs on the back of lots of
16 our bicycle delivery folks, making it safer both for
17 those folks who are working hard and delivering goods
18 to people and also safer for those who are walking
19 and driving. And this bill would expand it to those
20 independent contractors that are not currently held
21 to the same standard, such as UberEATS, Amazon.com,
22 Seamless and others, so I'm very pleased to see the
23 Administration agree with the intent and I think
24 mostly support, but I'm interested to hear -- you
25 list some specific operational concerns or other

1
2 issues. I think it's imperative that we pass this as
3 soon as possible, so I'm wondering if you could
4 elaborate on some of those concerns.

5 JENNA ADAMS: Hi there. Thank you
6 Council Member. So it's true, the landscape has
7 changed quite a bit, now that we have these delivery
8 cyclists and we're in complete agreement with you
9 that we wanna make it safer for all delivery
10 cyclists, and we wanna clarify that language to
11 confirm that it does indeed apply to all commercial
12 cyclists. Just anecdotally, we have heard of some
13 delivery cyclists that have been delivering on behalf
14 of multiple independent contractors at once, so we
15 just need to think about how it would apply to these
16 delivery cyclists that may be operating on behalf of
17 more than one company.

18 COUNCIL MEMBER VAN BRAMER: That sounds
19 like something that we could probably overcome
20 relatively quickly and I'm sure you agree that the
21 bill that we did pass in 2012, every time I see one
22 of those yellow vests I feel pretty proud about that
23 and I know we're making it safer for everybody and we
24 want those folks who are delivering for one of those
25 or maybe all of those operators to have those same

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2 safety measures, and I believe that we can and should
3 do that. So if that's the only specific operational
4 concern, then it feels like we could probably get to
5 yes fairly quickly and then make sure everyone who is
6 working hard and delivering goods, food and other
7 things via their bicycles has the same safety
8 standards that apply to all those mom and pop shops
9 on the avenues and the boulevards in our
10 neighborhoods; sounds like we're in 99% agreement on
11 this.

12 JENNA ADAMS: That's right; we look
13 forward to working with you on the bill.

14 COUNCIL MEMBER VAN BRAMER: Great. Thank
15 you very much; just wanted to confirm that, get that
16 on the record, and look forward to working with our
17 Committee Chair and all the members and the
18 Administration to get this done and to see even more
19 reflective vests and helmets and identification signs
20 out there. Thank you so much.

21 CHAIRPERSON RODRIGUEZ: Thank you. Now
22 let's go back to the vote for Council Member
23 Greenfield, Council Member Miller.

24

25

1 COMMITTEE ON TRANSPORTATION 65

2 COMMITTEE CLERK: Continuation roll call,
3 Committee on Transportation, Int. 1124-A. Council
4 Member Greenfield.

5 COUNCIL MEMBER GREENFIELD: I vote aye.
6 Thank you, Mr. Chairman.

7 COMMITTEE CLERK: Miller.

8 [pause]

9 COUNCIL MEMBER MILLER: No.

10 [pause]

11 COMMITTEE CLERK: The vote currently
12 stands at 11 in the affirmative, 1 in the negative
13 and no abstentions.

14 CHAIRPERSON RODRIGUEZ: Council Member
15 Lander -- he's not here? Council Member Chin.

16 COUNCIL MEMBER CHIN: Thank you, Chair.
17 Good morning, thank you for your testimony. I have
18 two questions; one is about Citi Bike parking near
19 parks. In my district, I have a Citi Bike rack that
20 is parked right on Petrosino Square; there's a little
21 park there and then there's like a plaza space and
22 that space originally was designated for public art
23 and the community was very upset when DOT put in the
24 Citi Bike station there and I think there was a lot
25 of advocacy and even a lawsuit to try to remove it,

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2 and I hope that DOT will work with us to continue to
3 look for alternative sites, because that area is
4 very, very congested and on the square itself there's
5 a lot of people who park their own bikes there, but
6 the space that Citi Bike has taken over, it's a space
7 that was dedicated for public art in that area. So
8 we just wanted to relocate that station in the nearby
9 area, because it's a very popular station, but it's
10 not the most appropriate place for it. So I'm
11 asking, you know, DOT to really work with the
12 community and find an alternative location.

13 My other question is on sidewalk
14 crowding. DOT has worked with us, and first of all,
15 I want to thank DOT for working with the community
16 and the Community Board, and also with my office and
17 creating all the safety measures on Canal Street; it
18 was great. I was there this weekend with
19 Transportation Alternatives on their event on the
20 protected bike lane and seeing all the traffic lights
21 along the Manhattan Bridge and the crosswalk, it just
22 makes the area so much safer; we really appreciate
23 that.

24 But in terms of overcrowding on
25 sidewalks, DOT implemented no parking on Mott Street,

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2 between Hester and Grand, right, and that was
3 implemented more than a year ago and the street was
4 painted and then they had barriers set up, and all of
5 a sudden, after the street got repaved, that
6 disappeared and there's no visibility of any sign to
7 let people know that they should walk in the street;
8 I mean that street is very, very crowded because of
9 all the small businesses there, and people do walk on
10 the street; instead, we have two big planters from
11 DOT taking up sidewalk space. So it's kind of like,
12 you know, it was a good thing, but it never got kept
13 up. And, of course, some of the businesses were
14 abusing the space; they started putting, you know,
15 their items on the sidewalk, and then NYPD had to
16 come by, the 5th Precinct had to come by and remind
17 them that they shouldn't be doing that and they
18 should leave that area open for pedestrians, so I
19 really want DOT to really look at that and kind of
20 like follow through on what was designated
21 [background comment] as pedestrian space.

22 SEAN QUINN: Yeah, I'm aware of the Mott
23 Street changes we made a couple years ago; I wasn't
24 aware that it didn't return after the repaving, so I
25 will get on that.

1
2 COUNCIL MEMBER CHIN: Yeah, thank you. I
3 mean I think [background comment] this way at least
4 pedestrians know that this is their area and then
5 also for the small businesses who violate the law all
6 the time to have NYPD just kinda remind them that
7 they shouldn't be blocking the space. And also, the
8 planters that DOT put there, they shouldn't be there.

9 SEAN QUINN: No, they should be in the
10 painted space, so out of the way of the sidewalk. So
11 if there's no painted space; we need to fix that.

12 COUNCIL MEMBER CHIN: Yeah. Thank you.
13 Thank you, Chair... [crosstalk]

14 SEAN QUINN: So I'll look into it.

15 CHAIRPERSON RODRIGUEZ: Thank you.

16 Before calling Council Member Greenfield, I have a
17 question on those most dangerous streets where we
18 have seen like pedestrians being forced to get into
19 the street because those sidewalks are so
20 overcrowded. Will the City know where our streets,
21 in which particular area especially is [sic] focused
22 on Manhattan, let's say, we can say that our streets
23 are overflowing and where needs for improvement
24 continue to be something urgent for us?

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2 SEAN QUINN: Yeah, so we -- you know last
3 year we have created 355,000 square feet of new space
4 for pedestrians; it's a really big issue for us for
5 creating enough place for pedestrians to walk, to be
6 safe as they cross the street. In most of those
7 instances we use the Pedestrian Safety Action Plans
8 to guide our work; however, at locations that are
9 overly crowded and congested, we rely on mainly
10 information from our partners, from local BIDs
11 (Business Improvement Districts), Council Members,
12 and other advocacy groups to point us to where they
13 feel there are congestion issues that need to be
14 solved. In a lot of those cases, we then work with
15 our partners to create new pedestrian space, either
16 through a safety project or through one of our many
17 pedestrian plazas throughout the city.. [interpose]

18 CHAIRPERSON RODRIGUEZ: Forget the parks
19 [sic]; I'm coming more from the perspective of having
20 like a five- or ten-year plan where we can say today,
21 let's say Broadway, from 34th to 42nd Street or any
22 particular area during the rush hours; we know that
23 there is a -- you know, we have to continue putting
24 the resources, getting the engineer doing the work --
25 because if we do a walk together, we will see

1 hundreds of pedestrians, that they don't find enough
2 space for them to walk, and that's something that we
3 cannot just rely on the BID. I know that the DOT --
4 you know you same thing [sic], you do your study, so
5 as of today, do we know -- and in this case let's in
6 Manhattan, which is like one of the most overcrowded
7 boroughs that we have when it comes to pedestrians
8 having enough space to walk -- which is a particular
9 area street, where we can say still DOT know that we
10 have to work together, because those sidewalks, they
11 are overcrowded and it presents some challenges for
12 us. So I'm not coming from -- you know, going after...
13 being negative, but it's more, how much information
14 can you share on what are we doing today addressing
15 particular area streets where thousands of
16 pedestrians, they're walking; they don't have enough
17 space, something that we've gotta work to expand
18 those areas for them to walk.

20 SEAN QUINN: So we don't have a specific
21 tool to identify where the most crowded pedestrian
22 locations are; we don't have a data-driven tool to
23 identify those locations, but like I said, we do rely
24 very heavily on information from the people who are
25 on the streets and the people who see these locations

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2 to identify them for us. We do have a larger
3 pedestrian volume index that gives us a general
4 picture of the health of the City's streets and the
5 health of the commercial corridors in all the
6 neighborhoods in New York City; however, that tool
7 isn't used to identify congested areas, it's simply a
8 tool to identify volume trends over time.

9 CHAIRPERSON RODRIGUEZ: So before giving
10 the opportunity to Reynoso to vote and to close this
11 part, what I see that when you testify on Int. 1285,
12 I think that you share a lot of good things that the
13 DOT is doing; we've been partners and you know the
14 spirit is all about that, to continue working
15 together, and what this bill is trying to do is to
16 create those tools, you know to put those tools in
17 place; that regardless who is the Mayor six years
18 from now we will leave something saying there's the
19 tools that the next administration, after 2021, they
20 will have to continue using to measure those
21 intersections that are over capacity. So can we at
22 least agree that we will continue the conversation?
23 I don't want to put on the spot that [background
24 comment] you know like... Great... [crosstalk]

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2 SEAN QUINN: Yeah. Yes, we will
3 definitely work with you on this.

4 CHAIRPERSON RODRIGUEZ: Okay.

5 **[inaudible]** Reynoso will be ready to vote.

6 COMMITTEE CLERK: Continuation roll call,
7 Committee on Transportation, Int. 1124-A. Council
8 Member Reynoso.

9 COUNCIL MEMBER REYNOSO: I vote aye.

10 COMMITTEE CLERK: Final vote in this item
11 now stands at 12 in the affirmative, 1 in the
12 negative and no abstentions.

13 CHAIRPERSON RODRIGUEZ: Council Member
14 Greenfield.

15 COUNCIL MEMBER GREENFIELD: Thank you,
16 thank you very much. Inspector, I'm wondering if you
17 can help walk me through sort of the nuances of the
18 traffic enforcement agents who are responsible for
19 directing traffic. So in the -- I guess that that's
20 what we officially call the name of the folks who
21 stand there in busy intersections and mostly in
22 Manhattan who are sort of helping the traffic come
23 and go [background comment]; is that their title
24 officially...? [crosstalk]

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2 INSPECTOR DENIS FULTON: Yeah. Well we
3 have traffic enforcement agents, so they have some --
4 the main bulk of the traffic enforcement agents, and
5 there's roughly, approximately 2,300 or 2,400;
6 they're, you know, walking up and down the street or
7 driving down the street and they're looking for
8 parking violations that endanger people by double
9 parking we know the... [crosstalk]

10 COUNCIL MEMBER GREENFIELD: Sure. Sure.

11 INSPECTOR DENIS FULTON: the cars who go
12 [sic]. So the majority do that, but they are level
13 one; the level twos, primarily their responsibility
14 is directing traffic, so they are put at different
15 intersections that either, you know, there's
16 construction going on or the traffic light is out or
17 there's a need for, 'cause of certain traffic
18 congestion in the area to try to alleviate that, you
19 know if there's an emergency, if there's a, you know,
20 some kind of building collapse or you know...

21 [interpose]

22 COUNCIL MEMBER GREENFIELD: Sure.

23 INSPECTOR DENIS FULTON: then traffic
24 agents can be, you know, directed to certain
25 intersections and around that emergency temporarily

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2 and they will direct traffic to make sure that they
3 don't go into a certain area or restrict it. But
4 that's... [crosstalk]

5 COUNCIL MEMBER GREENFIELD: Sure.

6 INSPECTOR DENIS FULTON: but that's level
7 two. Then we have level three and they are mainly
8 involved with like towing vehicles, and then level
9 four is construction sites; they do a lot of
10 enforcement around construction sites. I might've
11 got three and four mixed up, but that's generally it,
12 yeah.

13 COUNCIL MEMBER GREENFIELD: Okay; got it.
14 So what about specifically about level two; do you
15 know roughly how many level two folks there are who
16 are directing traffic?

17 INSPECTOR DENIS FULTON: Well, I would
18 say probably about 200; now...

19 COUNCIL MEMBER GREENFIELD: Okay.

20 INSPECTOR DENIS FULTON: that doesn't
21 mean level one, in an emergency we do have level ones
22 that go out and direct traffic in the situation I
23 just described.

24 COUNCIL MEMBER GREENFIELD: Now are there
25 certain sites that pretty much always have level two

1
2 traffic agents that sort of, for whatever reason,
3 because they're permanently, let's call it, congested
4 or dangerous where you have folks that are there?

5 INSPECTOR DENIS FULTON: I would say that
6 yeah, we have, maybe not at all times at a certain
7 location, but there are certain times that really
8 call for a traffic enforcement agent. I wanna give
9 an example, like when I'm around the Holland Tunnel,
10 like there are certain traffic conditions there...

11 [interpose]

12 COUNCIL MEMBER GREENFIELD: Exactly...

13 INSPECTOR DENIS FULTON: they have a
14 traffic enforcement agent **[inaudible]**... [crosstalk]

15 COUNCIL MEMBER GREENFIELD: I mean
16 they're pretty ubiquitous, right; they're always
17 there?

18 INSPECTOR DENIS FULTON: Right. Yes.

19 COUNCIL MEMBER GREENFIELD: Yeah.

20 INSPECTOR DENIS FULTON: Certain
21 locations that they are there and then sometimes
22 something happens, either an engineering improvement
23 that they're no longer required, but there are
24 traditional locations that the traffic enforcement
25 agents are at at certain times, yes.

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2 COUNCIL MEMBER GREENFIELD: Do you know
3 where they're located, like how many of them are in
4 Manhattan versus how many of them are in the other
5 four boroughs of New York?

6 INSPECTOR DENIS FULTON: I couldn't tell
7 you specifically right now; I don't know
8 specifically, you know, how many locations we have in
9 Manhattan or how many -- but I could find out for you
10 though.

11 COUNCIL MEMBER GREENFIELD: Okay. And
12 the reason I'm asking is because we put in a request
13 a few weeks ago; probably a couple months ago
14 actually by now, where Ocean Parkway is currently
15 undergoing a lot of construction in Brooklyn and as a
16 result there's a lot of traffic and we're seeing an
17 increase in accidents as well -- [background comment]
18 separate and apart from my grievance with DOT, where
19 they unilaterally lowered the speed limit to 25 miles
20 an hour without asking us, which I am required to
21 state at every single hearing that DOT is present, so
22 the let the record reflect that -- but back to my
23 point... [interpose]

24 INSPECTOR DENIS FULTON: Ocean Parkway
25 and... sorry to cut you off; Ocean Parkway and?

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2 COUNCIL MEMBER GREENFIELD: It's sort of
3 the length of Ocean Parkway, but we specifically sent
4 a letter with details of certain intersections, such
5 as 18th Avenue and Avenue Y and Avenue J and Avenue M
6 and Kings Highway that sort of have been particularly
7 heavy traffic, and we put in a formal request for
8 traffic -- let's call them level two traffic
9 enforcement agents...

10 INSPECTOR DENIS FULTON: Okay.

11 COUNCIL MEMBER GREENFIELD: and we were
12 basically told -- we didn't get a formal response,
13 but informally we were pretty much told well, we
14 don't really have any in southern Brooklyn or we
15 don't have the ability to do that. So how does that
16 work, for someone like me when I see a traffic
17 situation -- in this case it's a temporary situation,
18 right -- as you know, there is this major
19 infrastructure improvement happening on Ocean Parkway
20 and there is a lot of traffic as a result and it's
21 causing increased accidents and we'd like to see
22 something done about that; what do we do and how do
23 you decide sort of where to deploy these agents and
24 those... [crosstalk]

25 INSPECTOR DENIS FULTON: Okay. Sorry...

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COUNCIL MEMBER GREENFIELD: Yeah.

INSPECTOR DENIS FULTON: it wouldn't be me specifically...

COUNCIL MEMBER GREENFIELD: Yeah.

INSPECTOR DENIS FULTON: but it would be the people... the supervisors down at the Traffic Enforcement District; specifically, it's run by Chief Pilecki. So what happens is -- like I just said, they have a certain number of traffic enforcement agents, so they have a finite amount, so there are... [crosstalk]

COUNCIL MEMBER GREENFIELD: Yeah.

INSPECTOR DENIS FULTON: a lot of locations that -- you know, that people believe that traffic enforcement -- and they may be correct in many occasions, but what happens is, the supervisors down at TED -- I'll call it Traffic Enforcement District -- they have to make the... you know to... use the finite resources as efficiently as possible, so they'll -- and I wasn't familiar with the request that you put in on Ocean Parkway, but I am familiar with Ocean Parkway -- that they would send people down, their, you know, traffic experts, down to take a look at the location and see, you know, what the

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2 necessity is -- whether it was a certain time that
3 was needed and you know, could they spare some
4 resources -- you know, based on their expertise, I'm
5 gonna have to go with what they said; I don't... you
6 know, it sounds like they said no maybe informally to
7 you, but... [interpose]

8 COUNCIL MEMBER GREENFIELD: Kinda said --
9 well I think that's my concern -- they kinda said
10 that there weren't enough resources to sort of hit
11 southern Brooklyn, which [background comment] sort of
12 led me to my original question, which is sort of, are
13 there enough resources and perhaps, you know
14 considering that New York City is no longer Manhattan
15 centric and it's my believe that most of these folks
16 are in Manhattan -- and I love Manhattan, obviously I
17 come in to work every single day -- but I think we
18 probably... there are other parts of the city that
19 could use some of those resources and I'm wondering
20 how we get those parts of the city, those resources.
21 I think the answer was, if we had spare level two
22 agents we would give them to you, but we don't.

23 INSPECTOR DENIS FULTON: I wouldn't wanna
24 say that because I mean the experts, when they went
25 to the location, they would... the need would also be

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2 determined; maybe they determined there was no need;
3 I can't specifically answer what their... you know, if
4 it was resources, then yeah, of course, if they had
5 more resources, then maybe that would be the spot
6 they could send the additional resources.

7 COUNCIL MEMBER GREENFIELD: Okay. I'd
8 love to follow up on that; specifically, if we can
9 get sort of the breakdown of where there are, you
10 know, generally; if your department will be able to
11 get back that can tell us sort of where they're
12 located, that would be helpful if you can send a
13 follow-up letter to the Chair and myself, if that's
14 possible.

15 INSPECTOR DENIS FULTON: Take a look at
16 it, sir.

17 COUNCIL MEMBER GREENFIELD: Thank you.
18 Final question is this; I've noticed that in some
19 areas; for example, you drive right over here at some
20 of the Westfield properties; it seems like they have
21 private individuals who are directing traffic; do you
22 know what that's about; they're wearing these yellow
23 shirts and they're clearly not city employees; I
24 imagine they must have some permission; I imagine you
25 just can't show up on a city and put on a shirt that

1 says traffic safety and decide to reroute traffic.
2 How does that work; is there an official City program
3 that allows private corporations or individuals to
4 enroll or -- I mean what's happening over there,
5 'cause I've seen this more and more frequently in
6 different parts of the city where very clearly there
7 are private employees who are directing traffic; I
8 don't know who they work for, honestly; I don't know
9 if they're BIDs or they work for the buildings or if
10 they're just traffic vigilantes, I'm curious..

11 [crosstalk]

12 INSPECTOR DENIS FULTON: What's the loca..
13 What's the location, Councilman...

14 COUNCIL MEMBER GREENFIELD: I mean right
15 over here on the west side I've seen some; I've seen
16 some, you know, literally, if you drive down to
17 Westfield Properties, if you drive down Chambers
18 Street; you make that left onto the West Side
19 Highway; I've seen some when you drive up here as you
20 pass the new Oculus Westfield Mall, there's sort of
21 some guy with a rope who sort of closes... [interpose]

22 INSPECTOR DENIS FULTON: I'll take... I'll
23 take... we'll... take a... we'll take a look at that, sir
24 and we... [crosstalk]

1 COMMITTEE ON TRANSPORTATION 82

2 COUNCIL MEMBER GREENFIELD: the street...

3 INSPECTOR DENIS FULTON: and uh... but I
4 mean with some construction sites you do have...

5 [interpose]

6 COUNCIL MEMBER GREENFIELD: Are you not...
7 Are you familiar with that at all or not really or?

8 INSPECTOR DENIS FULTON: Am I familiar
9 with what you just described?

10 COUNCIL MEMBER GREENFIELD: Yeah.

11 INSPECTOR DENIS FULTON: I'm familiar
12 with some... sometimes at a construction site you'll
13 have the construction worker out there **[inaudible]**...

14 [crosstalk]

15 COUNCIL MEMBER GREENFIELD: No, no; it's
16 not that; it's...

17 INSPECTOR DENIS FULTON: Not that. So
18 no, I'm not familiar with what you're... but maybe
19 someone in the police department is; I'll get back to
20 you.

21 COUNCIL MEMBER GREENFIELD: Yeah, I mean
22 I would just be curious if this program exists; what
23 it looks like; what training these people have; what
24 oversight there is; can anyone do it; can I simply,
25 you know, stand in front of my house and direct

1 traffic and put on a yellow tee shirt? I'm just
2 curious as to how these... [crosstalk]

3 INSPECTOR DENIS FULTON: I don't think
4 so, but you know... [crosstalk]

5 COUNCIL MEMBER GREENFIELD: Well people
6 are doing it.

7 INSPECTOR DENIS FULTON: **[inaudible]** the
8 west side **[inaudible]**.

9 COUNCIL MEMBER GREENFIELD: On your
10 advice, I will not do so myself..

11 INSPECTOR DENIS FULTON: Thank you.

12 COUNCIL MEMBER GREENFIELD: But I assure
13 you people are doing it and I'm just curious as to
14 what authority or precedent, or maybe they're just,
15 you know, like I said, traffic vigilantes, you know
16 they get up in the morning and are like hey, this
17 will be cool; I'll just throw on a tee shirt and
18 start directing traffic.

19 INSPECTOR DENIS FULTON: I'll have them
20 take a look and see what this is about.

21 COUNCIL MEMBER GREENFIELD: I appreciate
22 it... [crosstalk]

23 INSPECTOR DENIS FULTON: 'Kay. Thank
24 you.
25

1
2 COUNCIL MEMBER GREENFIELD: Thank you,
3 Inspector.

4 SEAN QUINN: Just in response to that, I
5 believe they are pedestrian managers hired by either
6 the Downtown Alliance or the construction company and
7 they're trained by the consultant who provides them.
8 I think Sam Schwartz Engineering generally provides
9 the pedestrian managers and they can be bought or
10 consulted out to do that.. [interpose]

11 INSPECTOR DENIS FULTON: Right, but they
12 wouldn't direct traffic; right.. [interpose]

13 SEAN QUINN: They focus on pedestrians
14 **[inaudible]**... [crosstalk]

15 COUNCIL MEMBER GREENFIELD: Oh they
16 certainly direct traffic.

17 SEAN QUINN: Okay.

18 COUNCIL MEMBER GREENFIELD: They
19 absolutely -- I mean let's just be clear, 'cause
20 we're already discussing it. Great. So now we know
21 who they are, they're pedestrian managers. So these
22 pedestrian managers -- how does the program work;
23 anyone can just simply say I wanna have pedestrian
24 managers directing traffic in front of my location?

1
2 SEAN QUINN: I don't know the exact
3 protocol; they've been used in Times Square before,
4 they've been used around the Trade Center..

5 INSPECTOR DENIS FULTON: Yeah, they
6 wouldn't be -- we'll take a look; they shouldn't be
7 directing traffic; that's my understanding; they
8 would be mainly involved with the pedestrians and you
9 know, it's helpful at times.. [interpose]

10 COUNCIL MEMBER GREENFIELD: This isn't..
11 you know, I'm familiar with the Boy Scouts,
12 Inspector; this is not the Boy Scouts; they're not
13 helping little old ladies cross the streets. I can
14 tell you, I see this literally every day; they're
15 absolutely directing traffic, and so if they're not
16 supposed to be doing that; then maybe we wanna crack
17 down on that; if.. if it's.. [crosstalk]

18 INSPECTOR DENIS FULTON: Yeah, I'll
19 follow up and **[inaudible]**..

20 COUNCIL MEMBER GREENFIELD: if it's okay;
21 then that's also okay; I just.. it would be helpful to
22 have some clarity on what it is they do, but in
23 theory -- I guess we'll send it back to the DOT --
24 anyone can request a pedestrian manager; how does it
25 work; is there an approval system; does DOT have to

1
2 sign off on it; how does this program work if I want
3 a pedestrian manager in front of my house because I
4 have a lot of traffic; can I just hire somebody and
5 just throw 'em out there? I mean what's the system?

6 SEAN QUINN: I have to get back to you on
7 how it's actually done' I think a lot of times it's
8 written into construction mitigation plans, but I can
9 look into how it could happen outside of those plans.

10 COUNCIL MEMBER GREENFIELD: Okay, if you
11 can get back to us on that...

12 SEAN QUINN: No problem.

13 COUNCIL MEMBER GREENFIELD: appreciate
14 it. Thank you.

15 COUNCIL MEMBER MILLER: Thank you Chair
16 Rodriguez. So we've talked about some of... obviously,
17 some of the proposed legislation here today addresses
18 some of the concerns about reporting pedestrian
19 congestion, pedestrian safety and different things
20 throughout the city, as it pertains to cyclists,
21 pedestrians and so forth; as the Chair asked and one
22 of my colleagues prior, how do we identify these ten
23 most congested areas?

24 SEAN QUINN: So currently, you know we're
25 guided by our Pedestrian Safety Action Plans which

1
2 tell us where the... the largest safety issues in the
3 city. We don't have a specific tool in place to
4 identify the most congested areas for pedestrian...
5 [interpose]

6 COUNCIL MEMBER MILLER: So what is that
7 action plan?

8 SEAN QUINN: So the Pedestrian Safety
9 Action Plan we created as part of our Vision Zero
10 process; we have one per borough -- I can give you
11 the description here. Right, so it identified Vision
12 Zero priority corridors, intersections and areas that
13 disproportionately account for pedestrian fatalities
14 and severe injuries in the city. We looked at the
15 locations that had the highest number of pedestrians
16 who were killed or severely injured, seriously
17 injured between 2009 and 2013 and we know that of
18 those corridors and intersections it's about 8% of
19 all the boroughs' corridors which are included in our
20 Action Plan and about 1% of our intersections that
21 account for **[inaudible]**... [crosstalk]

22 COUNCIL MEMBER MILLER: So is this more
23 about safety than congestion?

24 SEAN QUINN: Correct, but I do believe
25 the intent...

1
2 COUNCIL MEMBER MILLER: Or not mutually
3 exclusive?

4 SEAN QUINN: Right; I believe the intent
5 of solving issues around pedestrian congestion is
6 also that there's an implied safety issue
7 **[inaudible]**... [crosstalk]

8 COUNCIL MEMBER MILLER: So here's what
9 I'm implying; I'm implying that based on all the
10 testimony that I've heard today that this is -- from
11 those who have testified as well as my colleagues --
12 that this is very Manhattan centric. The last time
13 that you testified here I asked very specifically
14 about a Jamaica traffic congestion safety study and
15 you identified something and I have yet to locate or
16 see specifically that study. Fact is, and speaking
17 to the Queens Commissioner, she knew nothing about it
18 as well; the only -- as well as Commissioner
19 Trottenberg -- the only study that was going on in
20 the downtown Jamaica area had to do with bicycles
21 and... and... [interpose]

22 SEAN QUINN: Well yeah, there is an
23 ongoing bicycle study; we also have -- we're
24 partnering with other agencies as part of the Jamaica

1
2 Now process to identify locations for improvement
3 within the district; I know... [interpose]

4 COUNCIL MEMBER MILLER: Tell me about the
5 DOT study that you talked about the last time.

6 SEAN QUINN: I'm not familiar with what
7 they... I wasn't here last time; I'm not familiar with
8 what study they were referencing. We do have a
9 borough plan for every... [crosstalk]

10 COUNCIL MEMBER MILLER: You yourself had
11 plans to study [sic] that was going on and I've been
12 unable to identify. So... So... [background comment] my
13 point is, is that there are studies that are required
14 by the Council, including the cycle safety study,
15 which we rarely see; I would like to see that; I
16 would also like to see if in fact there was a study
17 concluded that addressed whether or not excluding
18 cyclists from traffic safety or vehicle safety rules
19 exist or are we using something outside of the City
20 of New York; what information or data do we have to
21 support moving forward in this way? Also, I just
22 want clarification, as Council Member Greenfield
23 does; do you have to be in a specific part of town to
24 be considered within the scope of Vision Zero; do
25 you... 'cause it... [crosstalk]

1
2 SEAN QUINN: No.

3 COUNCIL MEMBER MILLER: it appears to be
4 that way if you are not in a major metropolis or
5 emerging community; you are not privy to these
6 studies or the other things that may provide a safer
7 environment for pedestrians.

8 SEAN QUINN: So we created an action plan
9 for each borough; here I have the Bronx Borough
10 Action Plan; on the phone here I have the Queens
11 Borough Action Plan, which does identify several
12 locations, including Parsons and Hillside that are
13 targeted for a priority intersection safety
14 improvement. So we've done a lo... [interpose]

15 COUNCIL MEMBER MILLER: Is this done
16 universally as we look at some of the potential
17 safety mechanisms as we're talking about this
18 afternoon; is it one-size-fits-all? Because I've
19 been called in on that; I sat at the corner with the
20 Commissioner at Parsons and Jamaica...

21 SEAN QUINN: Uhm-hm.

22 COUNCIL MEMBER MILLER: and I will assure
23 you, what was done there absolutely does not work and
24 everyone agreed that it did not work, so did we do
25 this with a laptop and a map from an officer; were we

1 standing at Parsons and Archer or Parsons and Jamaica
2 when it was done, because obviously it was done wrong
3 and now they wanna retract the extension that was
4 done with the anchors because it does not allow the
5 bus room to turn and it creates a one-lane situation
6 over there and because we do not have -- we have all
7 the illegal Dollar cars with no enforcement there; it
8 creates major traffic and so as we go out now, a
9 year-and-a-half later, we have to revamp the whole
10 thing. Is there really comprehensive studies going
11 on or are we doing one-size-fits-all?
12

13 SEAN QUINN: So the improvements made at
14 that particular intersection were done in I believe
15 2007 or 2008; this was pre Vision Zero; our toolbox
16 has come a long way since then and I know this
17 location specifically is being looked at as part of
18 the Jamaica Now and the process that's ongoing with
19 planning in downtown Jamaica. There might be
20 modifications being made at that location; it's not
21 one-size-fits-all, our toolbox is very big..
22 [interpose]

23 COUNCIL MEMBER MILLER: Let me say
24 something, so in case you don't know, I've done
25 traffic enforcement; my background is transportation

1
2 planning as well, and I've been, for the last
3 probably 35 years in the Jamaica area there and there
4 is no such plan and maybe one hand doesn't know what
5 the other hand is doing, and maybe you should speak
6 with Commissioner Garcia or you should speak with
7 Commissioner Trottenberg, 'cause I've spoke with them
8 each and been on that same corner with them in the
9 last month and none of them knew anything about a
10 comprehensive plan there, including Jamaica Now, so
11 quite frankly, I'm a little disgusted with having
12 smoke blown in this direction of outside of Manhattan
13 boroughs and that we are not benefiting from all the
14 resources and all the tools in the toolbox. I
15 happened to have a special town hall meeting called
16 because I had three pedestrian fatalities within
17 three weeks in my district. There was no outcry, not
18 from DOT; they said well we can't make it until next
19 month 'cause folks are on vacation. We wanna make
20 sure that all those tools in the toolbox, that all
21 the resources that are being applied on 5th Avenue
22 and other places that we're talking about are being
23 applied equitably throughout the city. And it
24 doesn't appear that that's happening, and so
25 certainly what I know is that without real studies --

1
2 and there have been no real studies -- that has not
3 happened. We're talking about omitting or excluding
4 bicycles from certain vehicle responsibility; have we
5 studied that? Have we seen the last report that is
6 required by the Council on cycle accidents and
7 safety? Where is this stuff? We're putting horse
8 before the cart and we're doing a lot of these things
9 and because it seems to be the thing to do and it
10 seems to be the time to do it, but it's not being
11 done equitably and we're not sure if it's being done
12 in the best interest of all involved, which include,
13 first of all, pedestrians, cyclists and everyone else
14 that uses that road. Are we educating folks about
15 the new processes that we hope to put in place?
16 Education is a big part of it and I'm not seeing that
17 either. So I'm saying that I would hope that we can
18 all get on the same page, that we can utilize our
19 resources and certainly that would include
20 enforcement; we have the worst congestion and
21 enforcement in downtown Jamaica anywhere in the city.
22 We have commuter vans that have absolutely taken over
23 bus routes and we have traffic enforcement and police
24 officers who sit there and watch this every day it
25 does not happen. We have a bus lane that they just

1
2 put cameras in and the two blocks where the buses
3 pick up thousands of people every day are the only
4 within a mile that don't have a camera and guess
5 what; that's where all the vans park and the buses
6 can't get in to pick up the hundreds of thousands of
7 people that are waiting there every day. This
8 couldn't happen in other places throughout the city
9 and I asked and I've spoke to the precinct commander
10 time and time again on the record, Queens South on
11 the record; this is an abomination and is not
12 equitable and I hope everyone is listening to this
13 and that we can find some way to bring some resolve
14 to this, because all that we're doing, and I
15 sincerely believe that it is in the best interest of
16 safety, but we want everyone to be safe and it does
17 not appear that that is the case.

18 [clapping]

19 INSPECTOR DENIS FULTON: I'll certainly
20 take it back **[inaudible]**... [crosstalk]

21 COUNCIL MEMBER MILLER: Parsons and
22 Archer.

23 INSPECTOR DENIS FULTON: Parsons and
24 Archer, okay. We have increased our activity, our

25

1 enforcement in Queens, and specifically the... I think
2 the 113 and the 103...

3 COUNCIL MEMBER MILLER: 103.

4 INSPECTOR DENIS FULTON: Yeah, but I will
5 take it back to their CO's; I'm sure you have a
6 connection with them; they're very good, but what'd
7 you say, Parsons and Archer?

8 COUNCIL MEMBER MILLER: Yep.

9 INSPECTOR DENIS FULTON: Got it.

10 CHAIRPERSON RODRIGUEZ: Okay, thank...

11 COUNCIL MEMBER MILLER: So... yeah and
12 that's a bus lane and they sit in the cameraed [sic]
13 bus lane and when they issue summonses they issue
14 parking summonses; why are they're getting vehicle
15 summonses for operating in the bus lane?

16 INSPECTOR DENIS FULTON: I'll have to
17 take that back and take a look, but sometimes the
18 parker [sic] may be the better tool used in a certain
19 situation, but I'll double check.

20 COUNCIL MEMBER MILLER: Thank you.

21 CHAIRPERSON RODRIGUEZ: Great.

22 COUNCIL MEMBER MILLER: Thank you so much
23 Mr. Chair.

1
2 CHAIRPERSON RODRIGUEZ: Thank you Council
3 Member; let's be sure that we follow up together with
4 that situation.

5 Before you go, I want to highlight the --
6 no, I had a question -- we know that the numbers
7 changed, even the information that you're sharing
8 from the booklet that you have there, you know it's
9 like information that we had like a year-and-a-half
10 ago, two years ago and we know that Queens Boulevard
11 was one of those with a high number of fatalities.
12 In 2016, as we are getting close to end this year,
13 which are the three most dangerous intersections
14 based on fatalities?

15 SEAN QUINN: So we are... [interpose]

16 CHAIRPERSON RODRIGUEZ: What are the
17 intersections that we losing more life because of
18 crashes?

19 SEAN QUINN: In 2016 specifically?

20 CHAIRPERSON RODRIGUEZ: Yeah, yeah.

21 SEAN QUINN: Yeah, I don't have that
22 information; the action plans are several years of
23 data combined and we do hope to rerun that data after
24 a certain amount of time of implementing Vision Zero
25 and we'll have a new set of intersection and

1
2 corridors, but I don't know exactly the least safe
3 for 2016.

4 CHAIRPERSON RODRIGUEZ: 'Kay. I think
5 it's important you know to share that information as
6 soon as possible because we are dealing with
7 addressing the most dangerous intersections as of
8 today and I think that that's the number that will
9 make a difference on where will we, from the Council
10 to the Administration, focusing on putting more
11 resources to really find those dangerous
12 intersections. And in the other direction, going
13 back to the Barnes dance crossing, one thing that I
14 found out; I don't know if you have seen; I don't
15 know that the City has not been like big find of, you
16 know, looking at the Barnes dance as a tool to reduce
17 fatalities in the dangerous intersections, but what
18 I've seen, what I was able to find out; in Los
19 Angeles, according to analysis of the Los Angeles DOT
20 data, there were 29... I'm sorry, 19 crashes which
21 caused 13 injuries at Hollywood and Highland in the
22 first 11 months of 2015 and five-and-a-months after
23 the Barnes dance was installed, only one non-injury
24 car collision occurred. So other cities, they've
25 been measuring and being able to say it worked -- I'm

1 not saying that it's the only tool, so neither I want
2 to tie the DOT's hand when it comes to having the
3 flexibility, but I want to highlight it, because I
4 think that it is not only Los Angeles but when we
5 look at London, the transfer for London found that
6 implementing diagonal crossing reduced pedestrian
7 casualties by 38%. So we already have the number
8 there and I'm more like, let's look at the data. I
9 mean and again, I'm very happy to see how this
10 Administration you know put their money where their
11 mouth is; Vision Zero was one of the most central
12 keys of this Administration and we have seen an
13 increase of funding, even though together with the
14 advocates and the Administration we hope that in 2018
15 we even will have more funding for redesigning
16 dangerous intersections. But I just wanted to
17 highlight that, based on those two cities, besides
18 other tools, the Barnes dance crossings really have
19 been reducing the death of pedestrians, so I just
20 hope that, you know, we look not only at those not-
21 so-busy intersections, but those that we have
22 identified as the most dangerous ones, based on the
23 pedestrian fatalities; that also we can put a look
24 and see if we should be able to include in tools.
25

1
2 Again, I know that sometimes when we hear from the
3 engineers that, well by doing those types of things
4 it will have an impact on the cars moving around the
5 area, but I'm more -- and I know that that's
6 **[inaudible]** in those tools, more into protecting the
7 life of pedestrians **[inaudible]** for the 10- or 15-
8 second difference on car drivers, including myself,
9 who drive a car, to have the time to move around the
10 city. So with that, thank you.

11 Now we're calling the next panel -- Mary
12 Beth Kelly, Julia Kite, Eric McClure, and Hilda
13 Cohen.

14 [pause]

15 [background comments]

16 MARY BETH KELLY: Thank you, members of
17 the City Council. My name is Mary Beth Kelly and I'm
18 here today to speak as a founding member of Families
19 for Safe Streets.. [interpose]

20 CHAIRPERSON RODRIGUEZ: Sorry, Mary Beth;
21 let me share something that we have seen now on
22 Twitter; the NYPD just made an arrest in the hit-and-
23 run fatality of cyclist Matthew Von Ohlen, which was
24 a major case for the cycling community, so I'm happy
25 to see how we continue making progress going after

1 those irresponsible drivers that left someone to die;
2 you know because, in my belief, God had that day
3 chosen for those people **[inaudible]** because those
4 people, most of them, they were drinking and they did
5 not obey the law.
6

7 MARY BETH KELLY: Thank you. Thank you.
8 Yes, it took five months for him to be arrested and
9 it will be very interesting to see what went into
10 that.

11 So I'm here today to speak as a founding
12 member of Families for Safe Streets and as a widow.
13 My husband, Dr. Carl Henry Nacht, a New York City
14 internist who practiced on the Upper West Side of
15 Manhattan for almost thirty years, was killed while
16 we were riding our bicycles together. While in the
17 crosswalk on a green light, a tow truck driver turned
18 into us, missed me, but then hit and killed my
19 husband. If that truck had been delayed even a few
20 seconds before being allowed his turn, my husband
21 would not have been hit.

22 Bill Int. 1072, allowing cyclists to move
23 with the pedestrian signal would have given
24 protection to people like me, like my husband --
25 vulnerable street users -- from those drivers who

1 will not from common decency or awareness of the law,
2 to wait a few seconds, but instead rush the crosswalk
3 in a hurry to make their turn before, rather than
4 after, a cyclist. This small change can prevent the
5 kind of suffering that my family and so many members
6 of Families for Safe Streets have endured. No one
7 should die trying to get from one side of the street
8 to the other.
9

10 The following points speak to the
11 strengths of this bill:

12 Washington, D.C. has allowed bikes to go
13 on the LPI since 2013, and so far it has been
14 successful.

15 This bill is a safety measure; it has
16 nothing to do with privileging any class of road
17 user. No one is harmed by its implementation, but
18 people are likely to be injured or killed if it is
19 not implemented.

20 Letting bikes go on the LPI can prevent a
21 common type of fatal crash, the "right hook," where
22 an impatient driver turns into the path of a cyclist
23 who is continuing straight. Because so many drivers
24 fail to use their turn signal, this is a particular
25

1
2 danger for cyclists who can be doing everything right
3 and still get hit.

4 When cyclists already go on the LPI, even
5 though it isn't legal, they're often doing it for
6 safety in order not to be overtaken by aggressive
7 drivers.

8 Going on the LPI means a head start of
9 about three to seven seconds at intersections where
10 LPIs are in effect. This bill is definitely not
11 allowing cyclists to ignore all red lights.

12 This bill fits with Vision Zero -- we
13 know of an intervention that can save cyclists lives,
14 so why not use it? We've implemented it to keep
15 pedestrians safe, and it has worked. We know it can
16 work for cyclists too.

17 LPIs have been shown to reduce
18 pedestrian-vehicle collisions by as much as 60% at
19 treated intersections, so we have reason to believe
20 that they would reduce cyclist-vehicle collisions as
21 well.

22 Bikes are not cars. Cyclists face huge
23 dangers at intersections and are far more vulnerable
24 than drivers.

1
2 LPIs for bikes is similar to thousands of
3 yield signs for cars throughout the city, and
4 bicyclists' field of vision is far superior to that
5 of car drivers. Unlike car drivers, cyclists do not
6 face any parts of their vehicle obstructing their
7 view.

8 Under this bill, bike riders would still
9 have to yield to pedestrians in the crosswalk when
10 turning. That would not change. This bill would
11 definitely not be giving cyclists a right to blow
12 through a group of pedestrians. Most cyclists will
13 be traveling in the same direction as pedestrians
14 anyway.

15 This bill will keep more cyclists from
16 having to choose between their own safety and being
17 ticketed for running a red light.

18 Please, esteemed members of City Council,
19 do the right thing. Thank you very much.

20 JULIA KITE: Good morning, and thank you
21 for convening this hearing. My name is Julia Kite
22 and I am the Policy and Research Manager for
23 Transportation Alternatives, a 43-year-old
24 membership-based nonprofit advocating for better
25

1 walking, biking and public transportation in New York
2 City.

3
4 We strongly support Int. 1072, allowing
5 bicyclists to proceed on the leading pedestrian
6 interval because it is a practical safety measure for
7 cyclists who all too frequently face aggression from
8 drivers who do not respect their place on the road.

9 Let us be clear -- allowing cyclists to go forward on
10 the walk signal in a leading pedestrian interval,
11 giving them a slight head start, is not about
12 convenience, favoritism or wanting special treatment.
13 It is a matter of safety. Nobody will be harmed by
14 this bill's passage, but people on bikes will
15 continue to be injured or killed if it is not
16 implemented.

17 When cyclists take this head start
18 through the red lights, it is because they know there
19 are drivers behind them who pay no heed to their
20 right to occupy space on the street.

21 Letting bikes go on the LPI can prevent
22 common types of fatal crashes and we find again and
23 again that there are cyclists who are doing
24 everything correctly and legally and still get hit.
25 The LPI is a way of avoiding these kind of crashes

1
2 and helping them be able to make it through New York
3 City streets with life and limb intact.

4 And there is a clear precedent for this
5 legislation: Washington, D.C. has allowed cyclists to
6 go on the LPI since 2013. There is also a clear
7 Vision Zero mandate -- we know this intervention can
8 prevent injuries and deaths, because it has already
9 worked keeping pedestrians safe.

10 LPIs have been shown to reduce
11 pedestrian-vehicle collisions by as much as 60% and
12 we have no reason to believe it would be much
13 different for cyclist and vehicle collisions.

14 Cyclists would still have to yield to
15 pedestrians in the crosswalk while turning. That
16 would not change at all. This bill would definitely
17 not be giving cyclists any kind of special privileges
18 in that regard, nor will it allow cyclists to run red
19 lights when there are not walk signal displays.

20 LPIs for bikes can be compared to the
21 thousands of yield signs for cars throughout the
22 city.

23 Int. 1072, simply put, will keep more
24 bicyclists from having to choose between their own
25 safety and the ticket. Cyclists already face huge

1 dangers at intersections and are far more vulnerable
2 than drivers. A simple measure like allowing them to
3 move from the LPI is a simple, zero cost, effective
4 solution to a serious safety problem and we endorse
5 it wholeheartedly.

6
7 We'd also like to speak in support of
8 Int. 1285, which will require the Department of
9 Transportation to study ten locations with heavy
10 pedestrian traffic and develop strategies for
11 alleviating overcrowding. As the most pedestrian-
12 heavy city in the United States, New York City should
13 be leading on this matter.

14 According to the DOT, the number of
15 pedestrians at 100 sites it monitors has increased
16 18% on weekdays and 31% on weekends since 2009.

17 The City's population and tourist numbers
18 are at all-time highs, but many of our streets and
19 sidewalks haven't changed in more than 50 years, even
20 though our travel habits and patterns definitely
21 have. This study is urgently needed.

22 We also encourage DOT to undertake a
23 thorough study in order to develop a methodology for
24 creating a citywide measure of pedestrian level of
25 service.

1
2 This metric should go beyond measuring
3 volume and speed, and include elements like
4 convenience and safety. This moves the City towards
5 truly viewing sidewalks as multipurpose, inclusive
6 public spaces, not just places to walk in a rush from
7 point A to point B.

8 We'd also like to register our support
9 for Intros 401, 1117 and 1177, which move the City
10 towards a safer, fairer and more enjoyable experience
11 for pedestrians and cyclists. We also support
12 proposed Int. 1124-A and recognize its role in
13 helping the City reach its carbon emission reduction
14 goals.

15 And in conclusion, with regard to
16 oversight and the Vision Zero case for making
17 cyclists and walking safer -- as has been reported in
18 recent weeks, after two years of declining fatality
19 numbers, Vision Zero progress has, sadly, reversed --
20 more people in total, as well as more pedestrians and
21 cyclists, have died in crashes in New York City this
22 year than at the same period in 2015. Last year's
23 cyclist total was surpassed this year before Labor
24 Day and latest statistics indicate hit-and-run deaths
25 have increased by over 40%. This situation is

1
2 unacceptable and untenable, and we continue to
3 encourage the City to make urgent the redesign of our
4 most dangerous arterial roads. The Mayor has said
5 there is no shortage of will and what we need now, in
6 the face of the rising casualty numbers, is urgency
7 and expanded capacity at the DOT.

8 Cycling too will only get safer when
9 there is an expanded and more connected network of
10 protected bike lanes.

11 Thank you for your time and consideration
12 and we look forward to continuing to work with you on
13 delivering safe streets. Thank you.

14 HILDA COHEN: I'm Hilda Cohen; I'm... not
15 on... okay. I'm Hilda Cohen; I'm a founding member of
16 Kidical Mass New York City and also Make Brooklyn
17 Safer. Kidical Mass is a group of volunteers and our
18 goal is to get more kids and their adults feeling
19 safe as they cycle around New York City. New York
20 City is, as a perspective from a cyclist, you see it
21 in whole different ways; you get around it whole
22 different ways; it's a fantastic activity for kids.
23 And I have to say that I'm so excited to be able to
24 give support for Int. 1072. This action of allowing
25 cyclists to get a head start on traffic at

1 intersections has literally saved my life and my
2 kids' life numerous times. Yes, I do it, because I
3 would rather have a ticket than not be there.
4

5 So when we cycle around the city, we very
6 often stay on streets with infrastructure, and this
7 infrastructure puts cyclists up ahead in front with
8 bike boxes; we are more visible, that allows us to be
9 more visible, except we're not always seen.

10 In my testimony I have a visual of how
11 very hard it is to see bicyclists right next to
12 trucks -- trucks are all over our streets; we need
13 trucks, but you know what; they can't see us; giving
14 us that little bit of time, and especially when it's
15 a child who is a little bit smaller, or even smaller
16 adults, that is a lifesaving condition.

17 We're also in blind spots of SUVs. We
18 are looking ahead when you're at a light -- what is
19 up ahead; what is in the bike lane; what hazards are
20 there in the street that we're gonna have to bike
21 around -- at the same time, it's incredibly
22 intimidating to have a vehicle that can't possibly
23 see you gunning it to get going onto that light, and
24 as soon as you are -- and sometimes when you start
25 off at the intersection you're a little wobbly on

1
2 your bike; you have to get going, and when you're
3 directly adjacent to or followed by a car or a
4 vehicle too closely, that itself is gonna make you
5 think twice about how you get around the city and if
6 it's gonna be by bike.

7 So getting out ahead of traffic, again,
8 allows us to navigate the considerably complicated
9 streets in New York City, while remaining as visible
10 as possible.

11 And there are numerous locations, and
12 it's been stated before at this hearing, where the
13 bicycle signal is the same as the pedestrian signal.
14 This happens at crossings where you see more
15 cyclists, which is the Hudson River Greenway -- there
16 is no vehicle light coming off the Greenway -- coming
17 out of parks -- there is no vehicle crossing, so we
18 use the ped crossing.

19 The shared signal is beneficial for
20 safety; it's a low-cost solution for a highly proven
21 safety gain.

22 Now when my kids are not with me or my
23 husband, they're not biking; they don't bike on their
24 own, this city; just not there yet, but they're
25 pedestrians and they get around the city just like

1 most middle schoolers and high schoolers do, on their
2 feet and on the subway. These kids know what it
3 means to be a pedestrian; they know what it means to
4 yield to pedestrians, and they also know what it
5 means to have to look over their shoulder three, four
6 times as they cross the street because you never
7 know. Kids in New York City are aware, pedestrians
8 are aware; cyclists are aware what it means, because
9 we are all so vulnerable. Yielding to pedestrians
10 and being an aware pedestrian are understood and well
11 observed, it's in the blood.

12
13 There's also numerous locations already
14 in the city where the pedestrian signal and the bike
15 signal are green, to allow forward movement ahead of
16 turning cars. This works, this works at completely
17 complicated intersections, very populated
18 intersections -- 42nd Street, 34th Street -- it
19 works.

20 Again, that intimidation of having a
21 vehicle directly behind you, gunning it, waiting for
22 the light to change, that is when you feel the most
23 vulnerable on your bicycle. Those previous moments
24 the LPI allows gives us time and distance to get
25

1
2 ahead of vehicles and it makes that transition safer
3 for everybody. Thank you.

4 ERIC MCCLURE: Good afternoon. My name
5 is Eric McClure; I am the Executive Director of
6 StreetsPAC. On behalf of my colleagues, thank you
7 for this opportunity to testify today and as always,
8 Chairman Rodriguez; Council Member Menchaca, we're
9 grateful to you for your unwavering and constant
10 dedication to making New York City streets safer.

11 I'm here to offer our strong support for
12 Int. 1072, which would allow people on bikes to
13 adhere to pedestrian signals at intersections.

14 This is a common sense bill that would
15 greatly improve the safety at intersections of people
16 riding bicycles, by allowing them to proceed on green
17 leading pedestrian intervals. The measure should
18 significantly reduce turning conflicts and "right
19 hook" collisions between motorists and people on
20 bikes, while also allowing cyclists to safely
21 establish themselves in drivers' fields of vision
22 when starting out from a signalized intersection.

23 This legislation would not require the
24 installation of any type of special signal for
25 cyclists, and would cost the City nothing, and it

1
2 would normalize and codify a practice that is already
3 common among people riding bikes, who frequently use
4 LPIs as a head start for their own self-preservation.
5 Furthermore, it does not require any compromise in
6 pedestrian safety, as a person crossing an
7 intersection on foot would retain-the-right of way in
8 relation to turning cyclists.

9 We urge you to advance Int. 1072 out of
10 committee without delay.

11 We also would like to offer our support
12 for Int. 1285, which would require the Department of
13 Transportation to study locations with significant
14 pedestrian traffic and to develop strategies for
15 reducing crowding.

16 We all know places in New York City
17 bursting with pedestrian activity, where people
18 walking spill into the street in search of a clear
19 path as they merely try to go about their daily
20 business. Whether it's on 8th Avenue near the Port
21 Authority Bus Terminal, on 7th Avenue near Penn
22 Station, in and around Times Square or on the streets
23 surrounding the World Trade Center, pedestrian demand
24 is outstripping our infrastructure.

1
2 While we've made some strides in
3 reclaiming space for people to walk, the progress
4 hasn't kept pace with the need. This legislation
5 will help the Department of Transportation get a
6 handle on the issue, and will aid in developing plans
7 to alleviate crowding. Our guess is that the answer
8 is to take back some of the massive amount of space
9 we have given over to private automobiles -- New York
10 City's sidewalks were much more generously
11 proportioned a century ago than they are today -- but
12 this bill will help us figure that out with
13 certainty.

14 We urge the swift passage of Int. 1285.

15 We also support Int. 1177, which would
16 require the Department of Transportation to study the
17 feasibility of implementing Barnes dances at the 25
18 most dangerous intersections in New York City.

19 Barnes dances, or pedestrian scrams as
20 they're sometimes known, stop all vehicular traffic
21 at an intersection to allow people on foot to cross
22 in all directions. While we know NYC DOT has
23 concerns about maintaining vehicular and pedestrian
24 flow, Vision Zero dictates that our primary emphasis
25

1
2 must be on safety, especially at intersections that
3 have been proven to be dangerous.

4 We urge the passage of this bill.

5 Finally, as to the larger and
6 encompassing issue of making walking and cycling
7 safer and easier in New York City, we applaud the
8 Committee and the City Council as a whole for
9 prioritizing the safety of vulnerable street users.

10 We have made progress towards Vision
11 Zero, to be sure, but the City will likely end this
12 year with more traffic deaths than in 2015. We must
13 work together to make certain that 2016 becomes just
14 a blip on a trend line moving relentlessly in the
15 right direction, and that will take a major financial
16 commitment to reengineering streets in lockstep with
17 the moral commitment to end these preventable
18 tragedies. Thank you.

19 CHAIRPERSON RODRIGUEZ: Thank you
20 everyone. Let me call the next panel... [background
21 comment]

22 COUNCIL MEMBER MENCHACA: ...if I could.
23 Sorry; thank you, Chair for that. I wanted just to
24 pull out a couple things, and a great testimony,
25 thank you for being here; this has been a long day;

1 we started the morning with a press conference and
2 thank you for taking time away from your schedules.
3 And I wanted to pull out a couple pieces of clarity
4 on data that's showing the dangers of these
5 intersections and the LPI, Int. 1072 addressing it,
6 and this is a question that came up earlier: in these
7 intersections -- and maybe this is for Transportation
8 Alternatives specifically on the data question --
9 where or what vehicles are we talking about the most
10 -- and Hilda, you held up your picture of the truck
11 -- but what vehicles are most dangerous right now
12 that are gonna be mitigated by this law the most?

14 JULIA KITE: It is the large trucks that
15 really are contributing to a disproportionate number
16 of deaths and injuries, particularly of cyclists. I
17 believe the Department of Transportation has more
18 exact figures, but we do know that trucks cause, you
19 know really a disproportionate number of these, and
20 it's not only the street design that goes into this,
21 but also the design of the truck itself; like in the
22 picture that Hilda had, these trucks have massive
23 blind spots and the lower you are, the harder it is
24 for them to see you, and too often we just hear: oh,
25 I didn't see that person, whenever a fatal crash

1 happens, and the LPI specifically addresses that by
2 putting the cyclists out in the front so it's
3 impossible to not see them.

4
5 COUNCIL MEMBER MENCHACA: Thank you, and
6 I think this is an important thing, 'cause I know we
7 have some other legislation that's looking to the
8 trucks to essentially create some design guidelines
9 for them, and that's for later, not for now,
10 [background comment] but for later.

11 JULIA KITE: And I mean I just want to
12 reiterate also that when it's a crash between a truck
13 and someone on foot or someone on two wheels, the
14 pedestrian or the cyclist will never ever win. We've
15 seen too many examples even among our own members of
16 this happening and you know, something that's as
17 innocuous as the LPI, if we can fix this, it's almost
18 like, you know, a vaccine; why aren't we using it; we
19 know it will work. So thank you so much for this
20 legislation.

21 COUNCIL MEMBER MENCHACA: Absolutely.
22 Thank you. And you brought up bike boxes as well and
23 I think that's another important part of the
24 infrastructure too, so thank you for that and I think
25 we wanna follow up on how bike boxes become a kind of

1
2 real commitment as part of this larger conversation
3 about street design on the intersection.

4 And then finally, there was an idea on
5 Twitter about maybe doing a ride-along with the
6 Police Department and getting some of their
7 specialists to ride with us and maybe we can organize
8 a ride with them and discuss, through a route,
9 multiple LPI intersections that can kinda show us
10 together and have questions together with PD. I'm
11 taking that advantage with NYPD right now and really
12 developing that relationship and that collective
13 change in culture, both from our side and from theirs
14 as well. So it sounds like you're open to organizing
15 a bike ride with PD.

16 JULIA KITE: Yes, we'd be very happy,
17 because there's really nothing quite like riding it
18 yourself to know exactly how it feels to be in this
19 position. You know, we can talk and testify all day,
20 but if you get on the bike and see it yourself, it
21 really can make all the difference, so we would be
22 very happy to do that.

23 COUNCIL MEMBER MENCHACA: Awesome.

24 HILDA COHEN: Just regards to the bike
25 boxes -- I don't know if everybody has seen that

1
2 there's just more and more and more cyclists; the
3 bike box is a limited amount of space and what
4 happens is, just like in the photo, you end up with a
5 line of cyclists that are not in front, and so the
6 bike box, yes, that helps, but that continued
7 movement, that's something that people could see much
8 more, because when you don't have that; that's where
9 the cutoff is, and you can only just fit so many
10 people in those bike boxes.

11 CHAIRPERSON RODRIGUEZ: Thank you. Next
12 panel -- Ian Dutton, Joanna Smith, Christine Berthet,
13 and Chris Wogas.

14 [pause]

15 CHAIRPERSON RODRIGUEZ: You may begin.

16 IAN DUTTON: Thank you. My name is Ian
17 Dutton, and my fellow advocates have offered many
18 current reasons that I share in supporting many of
19 today's agenda items; I'd totally [sic] like to
20 reframe the change that is proposed in Int. 1072, the
21 LPI.

22 Just as today mail carriers and food
23 vendors can push their carts across an intersection
24 when they see the walk signal at an LPI intersection,
25 a cyclist can legally push their bike across such an

1 intersection until such time that they see a green
2 signal, then hop on their bike and cycle away
3 normally, but I think we can all agree that that
4 would be silly to require. Really, what's being
5 proposed by the LPI bill is the normalization of a
6 behavior that we would all expect, that you would
7 just continue through when it's safe to do so,
8 yielding the right of way to pedestrians. So my
9 comment is just that brief -- why not recognize this
10 responsible and safe solution that allows safety-
11 conscious riders to enjoy the safety benefits of LPI
12 installations. Thank you.

14 JOANNA OLTMAN SMITH: Good afternoon.
15 Thank you so much for having this hearing today and
16 for sticking out to hear the advocate perspective.
17 As Julia mentioned, there's nothing quite like being
18 on the road to bring a new eye to the problems facing
19 New Yorkers as we try and navigate our very
20 interesting and challenging streets.

21 My name is Joanna Oltman Smith; I'm a
22 longtime Safe Streets Advocate and I'm also a member
23 of Community Board 6 in Brooklyn, and I'm here today
24 to encourage the Council to support Int. 1072, which
25 I feel is a simple solution to a deadly problem New

1
2 Yorkers face on our streets, and that is conflicts in
3 the intersection between people on bikes and drivers.

4 Like thousands of other New Yorkers, I
5 ride a bike as my primary way of getting around the
6 city. This is a calculated risk: we all know the
7 epidemic-proportion numbers of those severely injured
8 and even killed in traffic. However, we also know
9 the many and plentiful benefits -- convenience,
10 health, environmental, economic -- that continue to
11 make bicycling the best choice for many New Yorkers.

12 So, I persist, in my bike routine even
13 though there are many times on my daily rides that I
14 am convinced that my life is clearly in danger. I
15 ride with the most predictability, patience and care
16 that I can, always keeping in mind that I must do so
17 in order to return home to my family safely. Sadly,
18 no amount of diligence on my personal part can
19 protect me from drivers who choose to speed, drive
20 distracted, block bike lanes, and fail to yield to
21 more vulnerable street users. With so much of our
22 wellbeing simply out of our hands, it's essential
23 that people on bikes should be protected whenever
24 possible. Currently, it's a sad irony that when we
25 actually increase our risk and we do that by

1 following the law when we are being law-abiding and
2 stop at a red light, which is a longstanding and
3 consistent practice for me and many other bicycle
4 riders, we are actually putting out lives at risk.

5
6 Simply put, starting when the vehicular
7 light turns green puts people on bikes in the direct
8 path of turning drivers, both left and right turning
9 drivers, who cut us off with alarming frequency as we
10 attempt to proceed straight ahead on our way.

11 Whether this is due to blind spots (as has been
12 mentioned), driver distraction or just a plain case
13 of "might over right," the result is too often
14 tragic. Turns are responsible for the majority of
15 injuries and deaths on our streets. We know this
16 statistically and we also know it in the pit of our
17 stomach. There is nothing like staring into the
18 grill of a large truck or an MTA bus that has stopped
19 just short of one's front tire to make one question
20 one's transportation choices. If we are hoping to
21 increase bike ridership in New York City to achieve
22 our citywide goals of sustainability and growth, we
23 must do a much better job of shielding people from
24 this chronic threat. Fortunately, there is a simple
25 cure (which we've been discussing today).

1
2 The New York City Department of
3 Transportation has already identified numerous crash-
4 prone intersections all over the city. People
5 walking through these problem intersections are given
6 a few extra seconds to establish a highly visible
7 presence in the crosswalk before drivers turn or
8 proceed straight. These leading pedestrian intervals
9 are programmed into our existing traffic signals at
10 minimal initial expense, and they have resulted in up
11 to 60% reductions in pedestrian-vehicle crashes
12 according to the National Association of City
13 Transportation Officials (of which our own DOT is a
14 primary member). To extend this head start to people
15 on bikes, such as myself -- who, being relatively
16 unprotected like pedestrians, also suffer major
17 physical trauma when we make impact with any sort of
18 vehicle -- just makes abundant common sense, it's
19 just clear and it has the also added bonus of being
20 almost unheard of; it's a cost-free and immediate to
21 implement change we can make.

22 By allowing people on bikes to use
23 pedestrian signals where they supersede vehicular
24 ones, we will reduce chaos and increase clarity our
25 city's most dangerous intersections. People on bikes

1 will continue to take care to give pedestrians the
2 right of way, not just because it is the law and we
3 are respecting the law, but also because hitting
4 something or someone when you are riding your bicycle
5 causes injury to the rider and riders avoid it at all
6 costs. Allowing drivers to see clearly the people
7 who depend upon their decisions to make it to the
8 other side of the intersection unscathed increases
9 driver awareness overall and all street users will
10 benefit from this. Until New York finds a way to
11 properly fund the major street redesigns we need to
12 truly transform our urban environment, Introduction
13 1072 will make us safer than before. Thank you.

14
15 CHAIRPERSON RODRIGUEZ: Thank you.

16 CHRISTINE BERTHET: My name is Christine
17 Berthet; I'm the co-founder of CHEKPEDS and a member
18 of Community Board 4, and we're a pedestrian safety
19 coalition on the West Side of Manhattan.

20 We applaud the introduction of this batch
21 of legislation to improve safety and reduce
22 congestion and I have the following comments.

23 Int. 1177 -- Barnes dance:

24 I wanted to give you two examples, which
25 were talked about earlier -- they are 57th and 8th in

1
2 our district and 42nd and 8th in our district -- are
3 both on that 25 high list, very dangerous. We have
4 been fighting with DOT for the last three years to
5 get them to do something at 57th and 8th, and the
6 last thing they did was to put some paint on the
7 ground -- paint does not protect people -- I'm sorry
8 -- 42nd and 8th -- and I checked-- nothing was done
9 on that intersection. And so you know, we really
10 encourage that on those top 25 intersections which
11 are already identified in the Pedestrian Action Plan.
12 You know, we would like to see an analysis of them
13 and if Barnes dance are not feasible at a given
14 intersection, we'd like also to see an alternative
15 analysis of the feasibility of split phase, which
16 have a proven 50% reduction in pedestrian crashes for
17 all left turns at that intersection.

18 We are concerned that the language "could
19 be implemented" leaves too much discretion to the DOT
20 engineers which are obsessed with flow, and as you
21 said, Chair, the language should specify that the
22 Council's objective is to really privilege safety
23 over vehicular flow in those analyses. Without that
24 premises, I don't think that the result of the
25 analysis is going to get us anywhere.

1
2 Further, the results should be published
3 for each intersection as well as the reason why a
4 Barnes dance is or is not feasible, supported by a
5 detailed quantified analysis.

6 I would also recommend that there is a
7 study of all of the existing Barnes dance -- 89; I
8 was surprised -- and all the split phases, which
9 there are a lot of them, and we get three years and
10 before; three years after, because the DOT did a
11 study of "Don't Cut Corners," but they did not study
12 those two options, and we don't know what all the
13 numbers, so just asking them to do the numbers and do
14 the study would be very helpful.

15 Int. 1285 recommends the study of a
16 location with the heaviest pedestrian volume, and
17 again, 42nd and 8th is one of those stations [sic],
18 but to our surprise, as we heard, those locations
19 which are being monitored are not really known to be
20 the highest; they have a set of numbers and we don't
21 know the highest. So I think there may be an
22 opportunity to create the framework for identifying
23 the most congested, and also, I would suggest that
24 the words "associated corridor" be included in the
25 law so that when they have identified one

1
2 intersection they look at multiple of them and see
3 what happens there.

4 And finally, on the electric charging
5 station, after the battle [sic], because you have
6 already voted for the law, but I would really be
7 careful that none of that infrastructure should be on
8 the sidewalk. We are on one hand trying to get the
9 sidewalks less congested, but if we keep adding stuff
10 on the sidewalk it's going to get more congested. So
11 the infrastructure should be either on the parking
12 lane or it should be in private location like, you
13 know, it has been in the past. So these are our two
14 suggestions, but we really appreciate your being so
15 diligent about Vision Zero and bicycle and
16 pedestrian. Thank you.

17 JOSHUA KNOLLER: Good afternoon Chairman
18 Rodriguez and members of the Transportation
19 Committee. My name is Joshua Knoller [sp?]; I'm
20 actually testifying today on behalf of Christopher
21 Wogas, who is the Vice President of Operations at
22 Homer Logistics, and his testimony is about
23 Int. 1117.

24 Homer Logistics is a third party logistic
25 provider to local merchants, currently focusing on

1
2 the restaurant industry. Homer's infrastructure
3 replaces the need for business owners to manage an
4 internal delivery team and our company hires, trains
5 and outfits our own team of cyclists who make
6 deliveries in New York City.

7 Our cyclists are W-2 employees who ear a
8 living wage above \$15 per hour, as well as workers'
9 compensation and stock options. Additionally, we
10 take Vision Zero seriously and make safety a top
11 priority. We have GPS capability on our bikes and
12 can evaluate if a delivery courier has made illegal
13 turns or did not follow proper traffic patterns.
14 Also as part of Homer's commitment to safety, helmet
15 use is mandatory for all of our employees and we
16 encourage the Council to consider making helmets
17 mandatory for all commercial delivery personnel in
18 the city.

19 While Int. 1117 does not directly affect
20 us as our delivery team is already following the law
21 for commercial cyclists, we do think the bill could
22 be stronger to reflect the industry's needs from a
23 practical perspective.

24 For example, we at Homer Logistics are
25 rapidly hiring new employees. So much so, that we

1
2 have run out of 3-digit ID numbers and are now using
3 letter in addition to 3-digit numbers to comply with
4 the current law. The Council may want to address
5 this issue in the bill.

6 Additionally, there is language in the
7 current law that we believe should be updated. The
8 law requires that commercial bicycle operators wear a
9 retro-reflective garment on the upper part of their
10 body as the outermost garment while making
11 deliveries, the back of which shall indicate the
12 business' name and the operator's identification
13 number to be plainly readable at a distance of not
14 less than ten feet. However, our delivery team,
15 along with most other delivery personnel in the
16 industry, wears a bag on their back, covering their
17 jacket so you cannot read the information on their
18 garments. We respectfully request the Council amend
19 the bill to require this information to be viewed,
20 whether it be displayed on a garment or on the bag.

21 Again, we are not opposed to Int. 1117 as
22 we are a leader in the industry who is already
23 complying with the bill's intent. However, we
24 welcome further discussion on how the Council and the
25

1 industry can work together to improve the law from a
2 practical perspective.

3
4 Thank you for your consideration on all
5 of these points.

6 CHAIRPERSON RODRIGUEZ: Council Member
7 Menchaca; anything [sic]? Okay. So thank you
8 everyone for being a participant in this hearing; we
9 are getting to the close of this hearing, but before
10 we leave, I'd like to invite everyone to come to our
11 next hearing, November 28, which is gonna be about
12 Citi Bike. We know that we are getting a higher
13 number of New Yorkers using Citi Bike and we will be
14 listening to the Administration and the private
15 sector and see how is the industry doing and how we
16 can continue funding Citi Bike throughout the city.
17 With that, this hearing is adjourned, but thank you.
18 Also let me recognize and thank the Transportation
19 Committee staff -- Kelly Taylor, Gafar Zaaloff,
20 Jonathan Masserano, Emily Rooney, Chima Obichere, and
21 my Chief of Staff Russell Murphy.

22 [gavel]

23

24

25

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 December 8, 2016