

**New York City Taxi and Limousine Commission Testimony**  
**Joint Hearing before the New York City Council**  
Transportation and Public Safety Committees

January 26, 2017

Good morning Chairs Rodriguez and Gibson, and members of the Transportation and Public Safety Committees. My name is Dawn Miller, and I am Chief of Staff at the New York City Taxi and Limousine Commission. With me is Madeline Labadie, Senior Analyst at the Commission and the agency's Vision Zero lead. Thank you for inviting the TLC here today to speak about our Vision Zero programs for the for-hire transportation sector.

Since the Vision Zero Initiative began in early 2014, TLC licensee totals have grown rapidly. TLC-licensed drivers have grown from 113,000 in January 2014 to over 150,000 in late 2016. Similarly, TLC-licensed vehicles have grown from 69,000 vehicles to over 100,000 vehicles in just two years. Vehicle licensee growth is almost entirely based in the black car sector, which includes app-based providers like Via, Lyft, and Uber, as well as traditional black car bases.

Under Mayor de Blasio's leadership, TLC is leading the way nationally in Vision Zero programming for the for-hire transportation sector, providing a model for safety programs in other jurisdictions. Focusing on regulated fleets like ours is a crucial step in the success of Vision Zero. Because our licensees spend so much time on the road, they have a vital role to play in preventing crashes. As professional drivers, they must set a professional example. Being the best drivers on our roads can help keep everyone safer.

At TLC, our Vision Zero programs fall under four major categories – education, enforcement, technology and outreach.

**Education**

One of the core tenets of TLC's Vision Zero efforts is improving and broadening driver training. Prior to Vision Zero, only taxi drivers were required to take a 24-hour training course prior to licensure. No course was required for drivers of liveries, black cars, and luxury limousines.

Now not only taxi drivers, but also for-hire vehicle drivers are required to take a specially-designed course prior to licensure. TLC also added a special Vision Zero module to the curriculum, which provides instruction on new road designs like protected bike lanes, high risk driving behaviors that lead to crashes, and the important role professional drivers play in promoting a culture of safe driving. Drivers also view the "Drive Like Your Family Lives Here" video developed by TLC, DOT, Families for Safe Streets and Transportation Alternatives, which provides a frank and moving glimpse at the aftermath of unsafe driving through the eyes of families who have lost loved ones to traffic-related tragedies.

In just the first year of the course expansion, we've been able to reach over 37,000 drivers. On average in 2016, about 3,000 drivers took this valuable course each month.

## **Enforcement**

As you know, TLC has a small but dedicated team of 183 field enforcement officers in 15 squads whose mission is to enforce TLC rules and complement the traffic safety enforcement work done by the NYPD. Prior to Vision Zero, TLC's field enforcement operations included some traffic safety enforcement, but enforcement against certain dangerous violations, such as speeding, was quite limited. TLC's access to information about serious crashes was often delayed.

Since Vision Zero began in 2014, we've significantly improved enforcement focus and capabilities to promote traffic safety. In 2015, we created a specific squad of enforcement officers who focus on traffic safety violations. Our officers are instructed to focus on traffic violations most likely to lead to serious crashes, like speeding, distracted driving, and signal violations. We also now have LIDAR speed enforcement technology so we can better combat speeding. In 2016 our officers issued nearly three times as many traffic safety violations as compared to 2013. We went from a negligible number of speeding violations issued in 2013 to more than 800 in 2016. Distracted driving remains an issue among some TLC-licensed drivers, and the TLC continues to combat it. TLC issued over six thousand violations to drivers engaging in this dangerous behavior in 2016, doubling the rate of enforcement in 2013.

Our enforcement officers also focus heavily on illegal operators, such as illegal vans, whose unsafe driving poses a risk to the public. In 2015 and 2016, TLC had 305 joint van operations with NYPD and issued more than 1200 summonses for illegal operation. We are grateful for the leadership of Councilmembers Miller and Williams in this field, which led to the Commuter Van Reform package Council just passed and that will strengthen the impact of future joint operations.

As you may know, TLC-licensed drivers are also held to a high standard through the Critical Driver Program, in which TLC *continuously* reviews each driver's DMV record for points accrued. TLC-licensed drivers who accumulate 6 or 10 points in a 15-month period are subject to, respectively, suspension and revocation of their TLC licenses. These standards are higher than the state DMV's for private drivers and provide our licensees with a powerful incentive to drive safely.

Excellent collaboration and communication between NYPD and TLC supports the mission of Vision Zero. TLC is now alerted to serious crashes almost immediately, and we send our staff to the crash location to assist NYPD with its investigation and gather information TLC needs to quickly determine whether suspending a driver under Cooper's Law or Local Law 28 is appropriate. We also receive all crash data directly from NYPD, which we provide in reports available online, allowing the public to review crashes by severity and TLC vehicle type.



Better enforcement also relies on improved rules addressing unsafe driving behaviors. In July 2016, we passed fatigued driving prevention rules regulating hours of service for taxi and FHV drivers. Fatigue slows driver reaction time and can be as dangerous as driving while intoxicated. Although most TLC-licensed drivers do not drive excessive hours, these new rules, when finalized, will ensure those currently driving too many hours shift towards driving patterns that allow for sufficient rest. Thank you to Councilman Lander and all the Council members who are supporting TLC's efforts to combat fatigued driving.

In the coming year, TLC is committed to continuing to emphasize the enforcement of traffic safety violations. We will continue our partnership with NYPD, including joint enforcement efforts for illegal van operations, crash investigations, and additional training on enforcement against speeding. This year, following extensive outreach and education, TLC will also begin enforcing rules to prevent driver fatigue.

### **Technology**

One of the most promising areas of opportunity for traffic safety is leveraging technology. Prior to Vision Zero, TLC piloted and adopted a variety of innovative in-vehicle technology solutions, such as requiring credit card acceptance in taxis and hailing apps. These technologies commonly focused on the consumer experience.

However, since the Vision Zero program began, TLC has expanded its role as a testing ground for new technology to include a Vehicle Safety Technology pilot program. Through this program we are currently piloting black boxes and cameras that monitor driver behavior, alert systems that proactively warn drivers when a dangerous situation is arising, and analytics platforms that translate collected data into actionable information for drivers and fleet managers.

This pilot would not be possible without the partnership of safety technology companies and our licensees. The pilot's participants have installed eight different systems in 385 vehicles – including both taxis and for-hire vehicles. So far, crashes per vehicle have declined slightly for vehicles participating in the pilot, a promising trend that TLC will continue to monitor.

Over time we've also seen the market for vehicle safety technology expand, leading to greater competition, technological advancement, and declining system costs that could make adoption easier. We've also seen more vehicle manufacturers adding safety technology into their newer models.

This year we will issue the final report on the pilot program and evaluate potential policymaking on this technology. We'll also work with DOT and other stakeholders to learn more about autonomous vehicle technology as it relates to traffic safety.

## **Outreach**

In addition to formal classroom education described earlier, outreach is an essential component of TLC's work to support Vision Zero. Prior to Vision Zero, traffic safety outreach was not a primary element of TLC's outreach programming. Now, we reach out to everyone in our orbit - drivers, bases, fleets, industry groups, and passengers - to promote traffic safety.

We believe meeting with drivers face to face can be powerful for gaining their partnership in promoting traffic safety. Since 2014, TLC's small but active external affairs staff has held 422 Vision Zero meetings with drivers at their garages across the city to discuss Vision Zero and traffic safety strategies. This team did 139 visits in 2016 alone.

We believe recognizing those drivers who truly set the example for safe driving can be inspirational and motivating for other TLC-licensed drivers and all New Yorkers. Every year since the Vision Zero initiative began, we have held an Honor Roll Ceremony highlighting drivers with sterling safety records – 378 this year – with no injury crashes, no traffic violations, and no TLC rule violations over the past 4 years, making them a truly elite group.

Research shows that bases and fleets play an important role in reinforcing the safe driving message because they interact with their drivers so regularly. We now honor those bases with the best safety records at this ceremony. Thank you, again, to both Chairs and several other members of the Council for attending past ceremonies; our honorees always appreciate seeing you there and your encouragement.

We've also expanded our outreach channels to reach our licensees and the public in more places than ever before. In 2015, we developed a text messaging program that can send information to all of our drivers, including safety messages. Our safety PSAs and the "Drive Like Your Family Lives Here" film are available online on our YouTube page. We send safety messages through our agency social media channels, reminding drivers and the public of safe practices. And, as always, we partner with DOT for all citywide outreach campaigns – like last fall's Dusk to Darkness campaign - to make sure licensees receive the message on all platforms.

TLC looks forward to continuing these successful outreach programs in 2017. We'll also hold focus groups with Honor Roll drivers and business managers to develop best practices and hear policy suggestions for improving safety and reaching even more drivers.

## **Using Data to Promote Safety**

TLC could not be as effective at our job without the rich set of data we receive about the industries we regulate. This point is especially true when it comes to safety – being able to monitor our licensees for safe behavior and use the data for analysis to promote safety and sound policymaking.

One way we've used data analysis to support Vision Zero efforts was in developing the first-ever Vision Zero Base Reports, released in June, which are collections of statistics such as crash

rates and safety violation rates for each TLC-licensed base. There are several audiences for these reports. First, the public, which can use the reports to inform their decisions as consumers. Second, base managers, who for the first time can know about their aggregate safety records and how they compare to those of their peers. Third, TLC staff, who are using the Vision Zero Base Reports to target our outreach and education efforts to those bases who would benefit from this engagement the most. This data-driven approach is helping us allocate limited outreach resources to where they will be most impactful.

A great example of how crash data and trip data permitted us to develop smart regulations in a key safety area was the development of our fatigued driving prevention rules. In the past TLC only had a driving hour limitation in place for yellow taxi drivers, and it was written in such a way that it was difficult to enforce. When the agency determined it needed rules that were both enforceable and protected the public who interact not only with yellow taxis, but also with FHV drivers, we turned to our data to learn more about how many hours drivers were spending on the road and how we could improve our rules.

In addition, the data we publish empowers the public to advocate for their own needs. TLC makes available generalized versions of this information via the City's OpenData portal so research institutions, elected officials and advocacy groups can easily perform their own analysis and raise issues of importance.

In 2017, we'll continue to use data to analyze our Vision Zero programs, better target our outreach and enforcement efforts, and continue to provide safety information to the public about our licensees.

## **Conclusion**

TLC is using every tool at its disposal to improve the safety of our streets. Each piece of the programmatic puzzle – enforcement, education, outreach, technology – works together to move the needle on Vision Zero.

Every day, our licensees share the road with millions of other New Yorkers. TLC's Vision Zero programs serve to remind them to make active choices about safety. We believe that for-hire drivers – members of our community looking to make it home safely to their loved ones – can lead the way when it comes to traffic safety in New York City. We are proud of the efforts our staff and licensees make each day to promote safety and know there is much continued work ahead to move towards our goal of zero fatalities.

For TLC, cooperation with our Vision Zero sister agencies is integral to our progress towards Vision Zero. The Vision Zero agencies have an excellent working relationship – mission-driven, collaborative, and more integrated than ever before. We appreciate our colleagues' partnership and the partnership of City Council on this important initiative.

Thank you for allowing us to speak on TLC's Vision Zero efforts and we'd be happy to answer any questions you may have.



**DOT & NYPD**

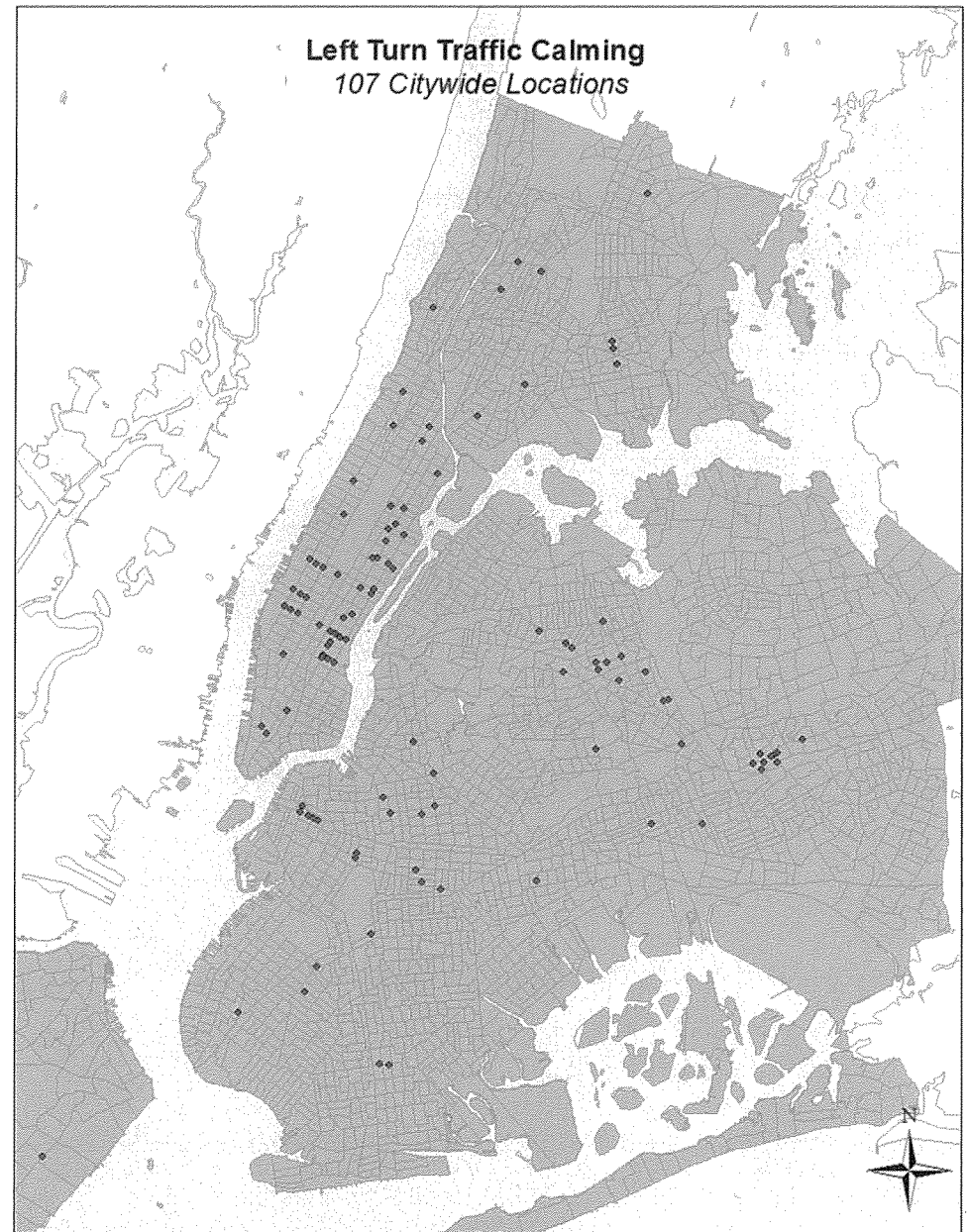
**Accomplishments**

**VISION  
ZERO**  
**Design**

# Left Turn Traffic Calming 2016 Pilot Program

New for 2016

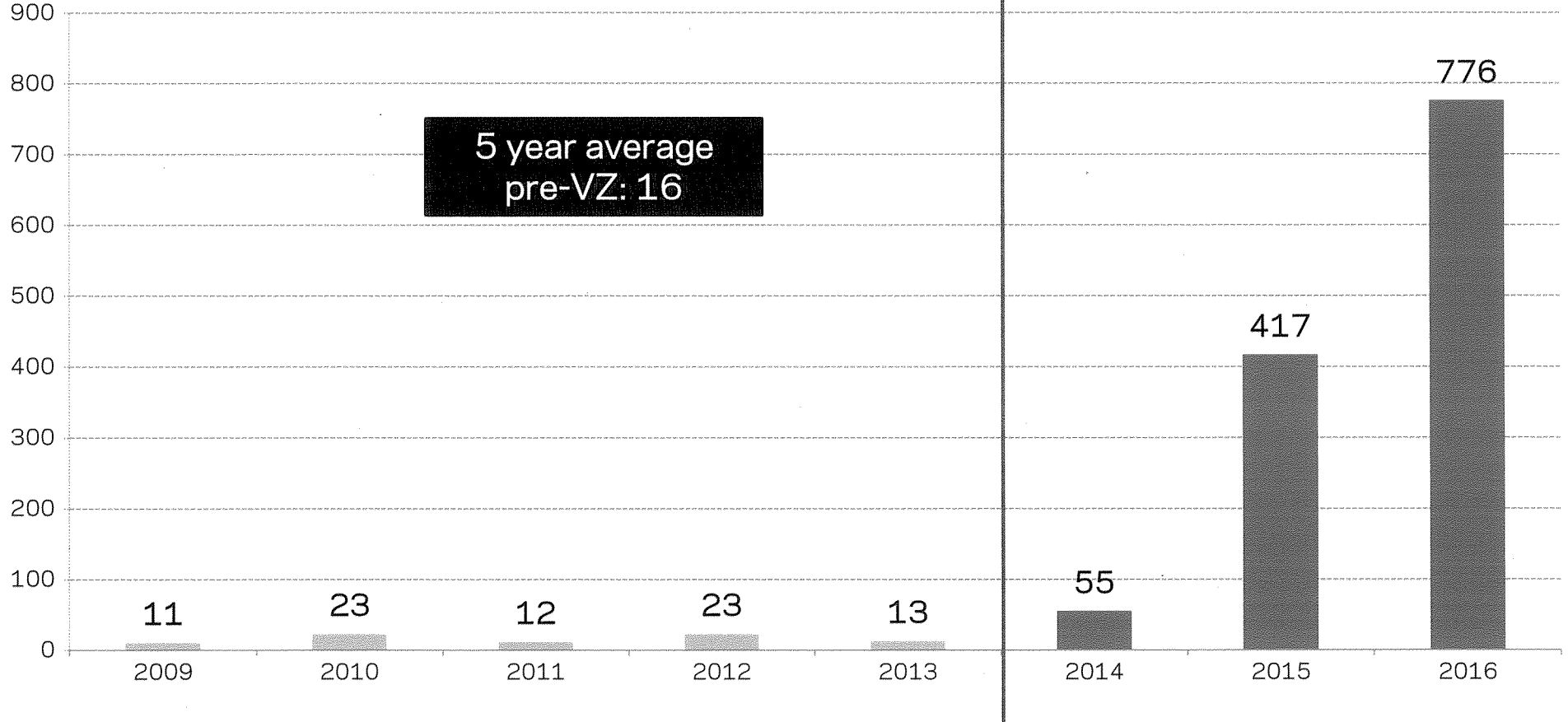
- Treatments installed at 107 intersections
- 86 installations at Priority Locations
- Median left-turn speeds at installations decreased 24.4% (11.5 to 8.7 MPH)



# Leading Pedestrian Intervals

## Installs Before & After Vision Zero

- Over 1,200 new LPIs since the start of Vision Zero vs 254 citywide prior to Vision Zero (LPIs began in late 1970s)
- 776 new LPIs in 2016 vs. pre-VZ annual average of 16
- 1005 LPIs on Priority Corridors & 116 LPIs at Priority Intersections since the start of Vision Zero



# Corridor Safety Retiming

Includes 24/7, overnight and off-peak 25 MPH retiming and pre-Vision Zero signal calming

- **100 (65%)** Priority Corridors retimed, covering **317 miles** (72% of Priority Corridor mileage)
- 65 Priority Corridors (165 miles) retimed in 2016
- 33 other corridors (108 miles) retimed for safety

Borough	Priority Corridors	# Retimed	% Retimed
Bronx	25 corridors (65 miles)	19 corridors (54 miles)	76% of corridors (83% of miles)
Brooklyn	49 corridors (142 miles)	33 corridors (101 miles)	67% of corridors (71% of miles)
Manhattan	17 corridors (56 miles)	12 corridors (46 miles)	71% of corridors (81% of miles)
Queens	47 corridors (127 miles)	27 corridors (85 miles)	57% of corridors (67% of miles)
Staten Island	16 corridors (53 miles)	9 corridors (31 miles)	56% of corridors (58% of miles)
TOTAL	154 corridors (443 miles)	100 corridors (317 miles)	65% of corridors (72% of miles)

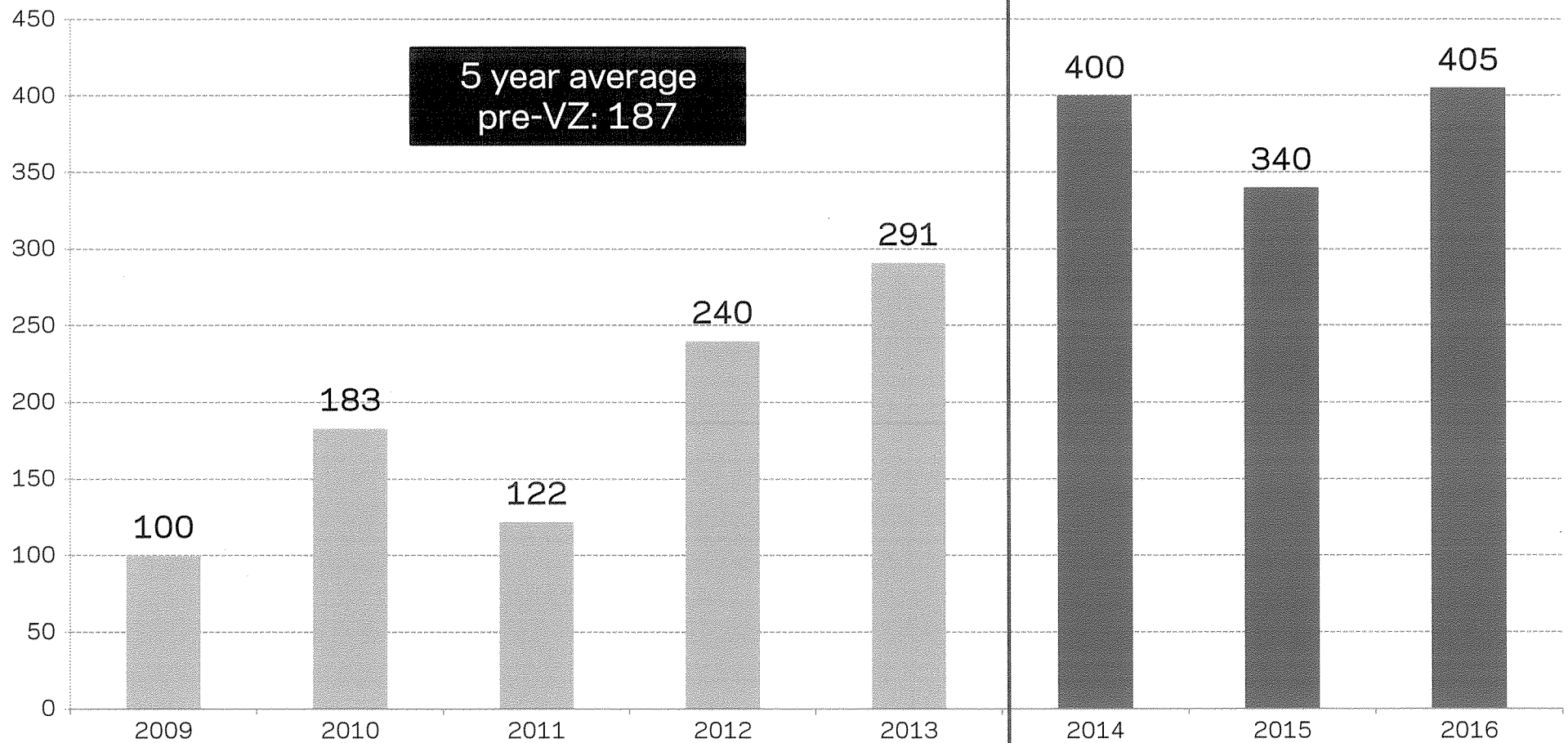


# Speed Bumps

## Installs Before & After Vision Zero

- Over 1,100 new speed bumps since the start of Vision Zero
- More than 400 new in 2016, more than **double** the pre-VZ annual average
- Nearly 350 new speed bumps installed in Priority Areas since start of Vision Zero

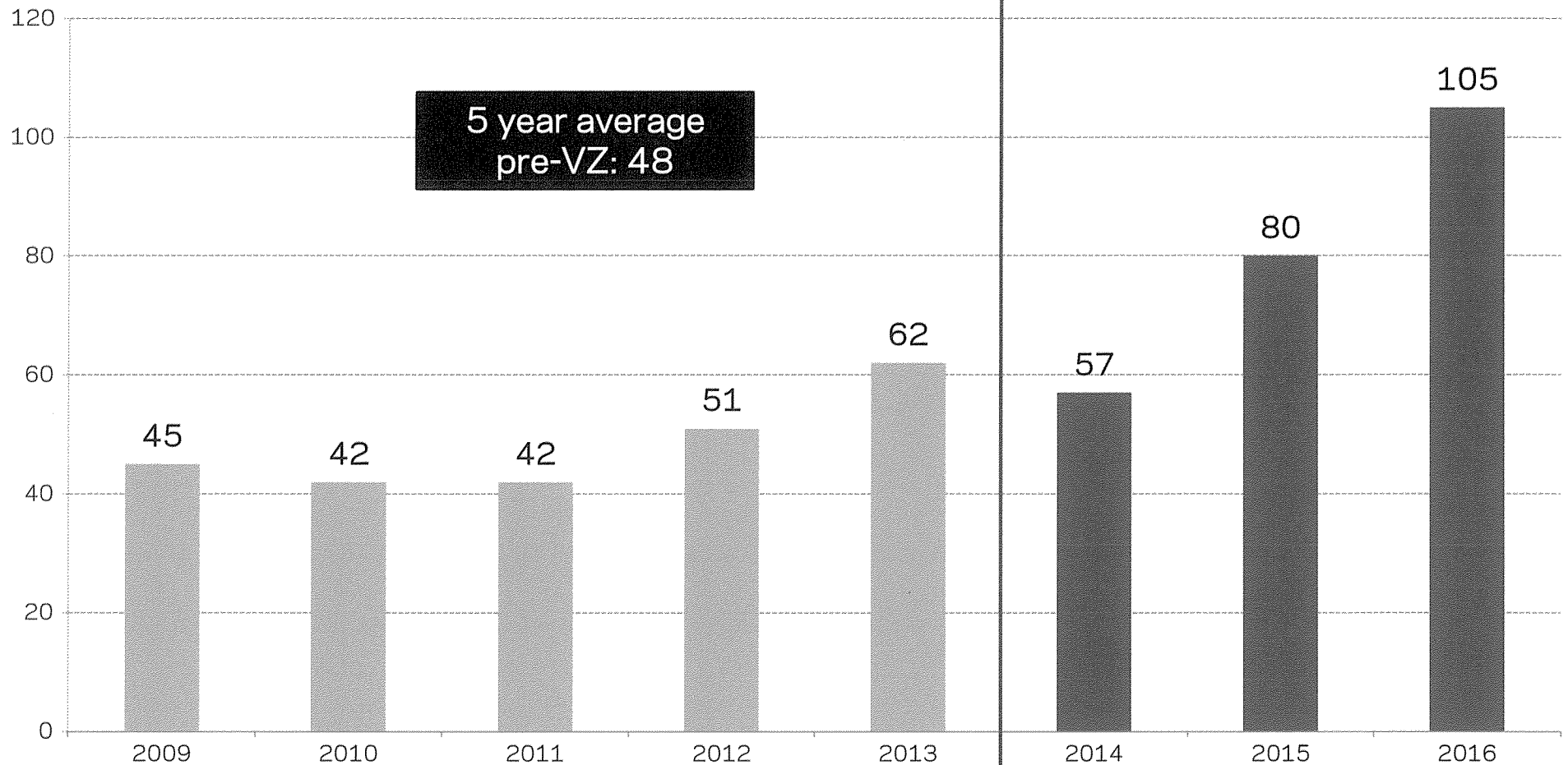
2016 vs pre VZ  
**+117%**



# Total Safety Projects Before & After Vision Zero

- 242 total safety engineering projects completed since the start of Vision Zero
- In 2016, 105 projects completed, more than double the pre-VZ annual average

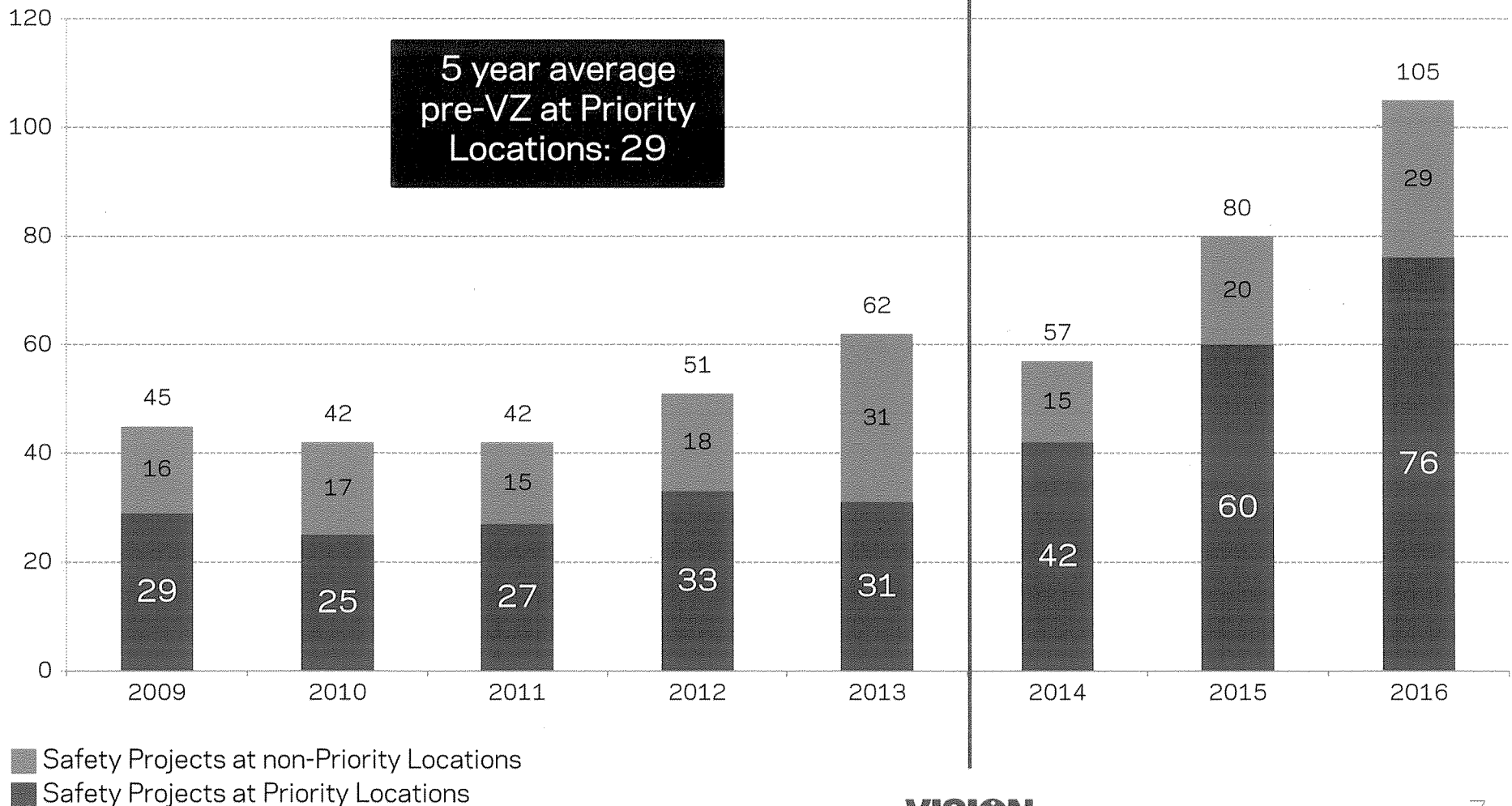
2016 vs pre VZ  
**+119%**



# Total Safety Projects Before & After Vision Zero

- 178 safety engineering projects completed at Priority Locations since start of Vision Zero
- In 2016, 76 projects at Priority Locations, more than double the pre-VZ annual average (72% of total safety projects)

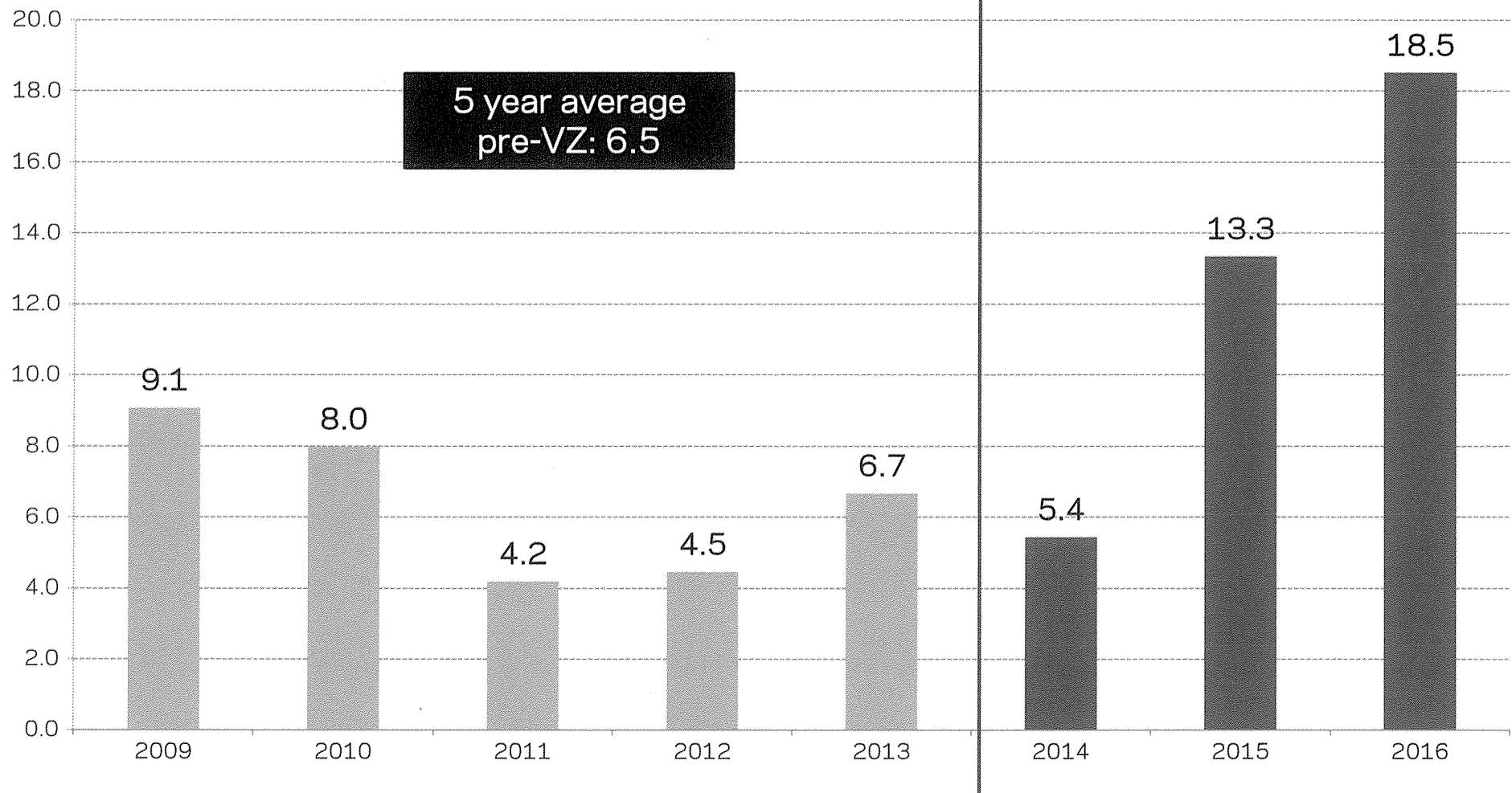
2016 vs pre VZ at  
Priority Locations  
**+162%**



# Protected Bike Lane Miles Before & After Vision Zero

- More than 37 miles of Protected Bike Lanes installed since start of Vision Zero
- 18.5 miles installed in 2016, the most of any year and nearly triple the pre-VZ annual average

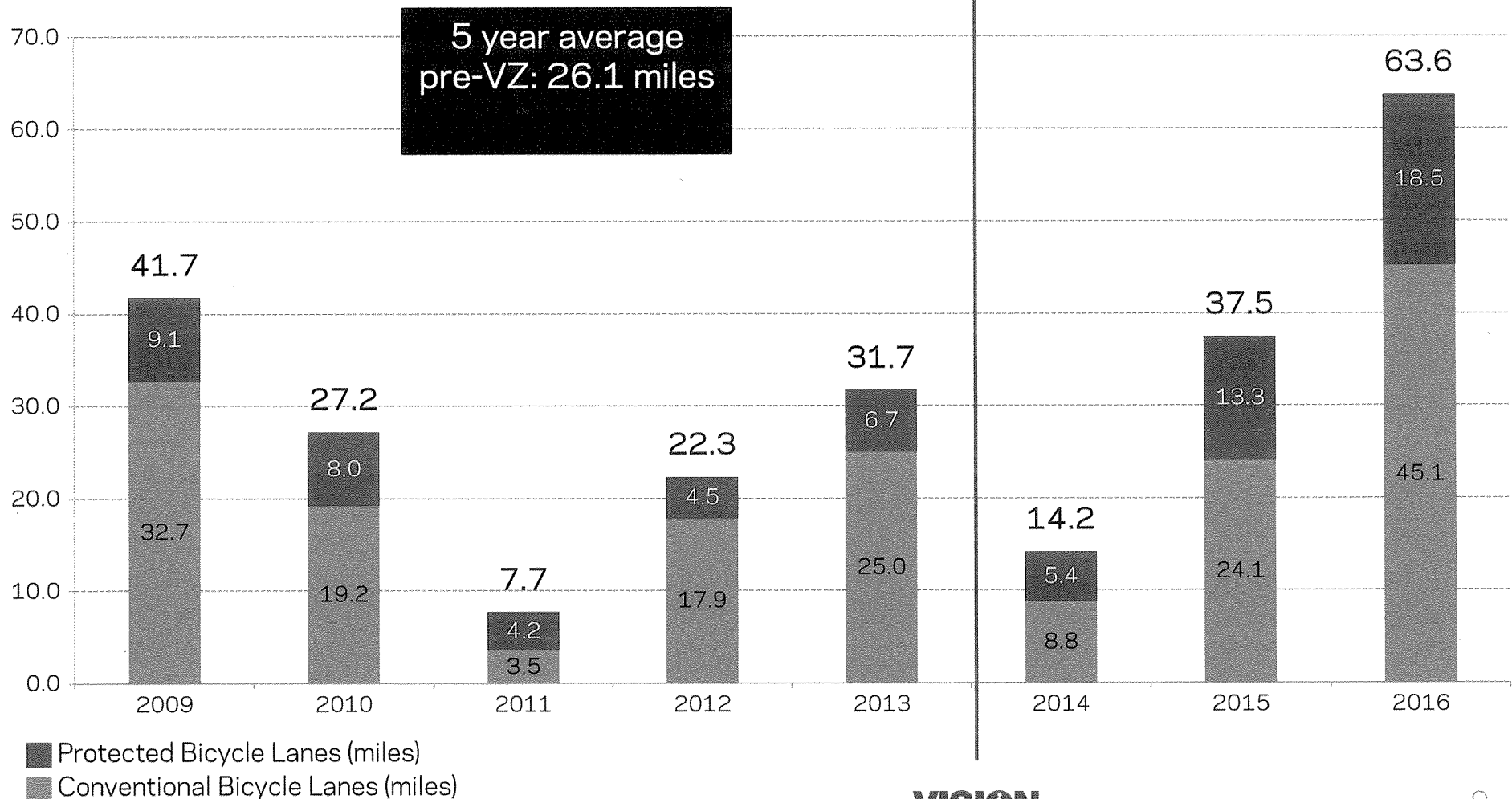
2016 vs pre VZ  
**+185%**



# Dedicated Cycling Space Before & After Vision Zero

- **115.3 miles** of dedicated cycling space (conventional and protected bicycle lanes) installed since start of Vision Zero
- In 2016, **63.6 miles** of dedicated cycling space (conventional and protected bicycle lanes) installed, more than **double** the pre-VZ annual average

2016 vs pre VZ  
**+144%**



# Bus Safety & Operations

- 23 projects implemented in 2016 that enhance bus safety & operations (16 in 2015)
- 157 Leading Pedestrian Intervals (LPIs) installed at bus turn locations (119 since start of Vision Zero, 77 in 2016)

## Completed 2016 Projects

1. 20th Av, Queens
2. 23rd St SBS, Manhattan
3. Adams St & Fulton St, Brooklyn
4. Bay St & Victory Blvd, Staten Island
5. Broadway & 225th, 228th St, Bronx
6. Flatbush Av & 5th Av, Brooklyn
7. Forest Av, Staten Island
8. Grand Concourse, 138th St to 158th St, Bronx
9. Guider Ave & Coney Island Ave, Brooklyn
10. Hillside Av & Metropolitan Av, Queens
11. Jamaica Av, Alabama Av to Jackie Robinson Pkwy, Brooklyn
12. Lincoln Center Bow Tie (cont'd from 2015), Manhattan
13. Madison Av & 96th St, Manhattan
14. Meeker Av, Brooklyn
15. Myrtle Av & Wyckoff Ave, Brooklyn/Queens
16. Northern Blvd & 48th / 49th St, Queens
17. Queens Blvd, 74th St to Eliot Av
18. Richmond Terrace, Staten Island
19. Sheepshead Bay Rd, Brooklyn
20. Tremont Av, Cedar Ave to Southern Blvd, Bronx
21. Utica Av SBS, Brooklyn
22. White Plains Rd & 225th St, Bronx
23. Woodhaven Blvd / Cross Bay Blvd SBS, Queens

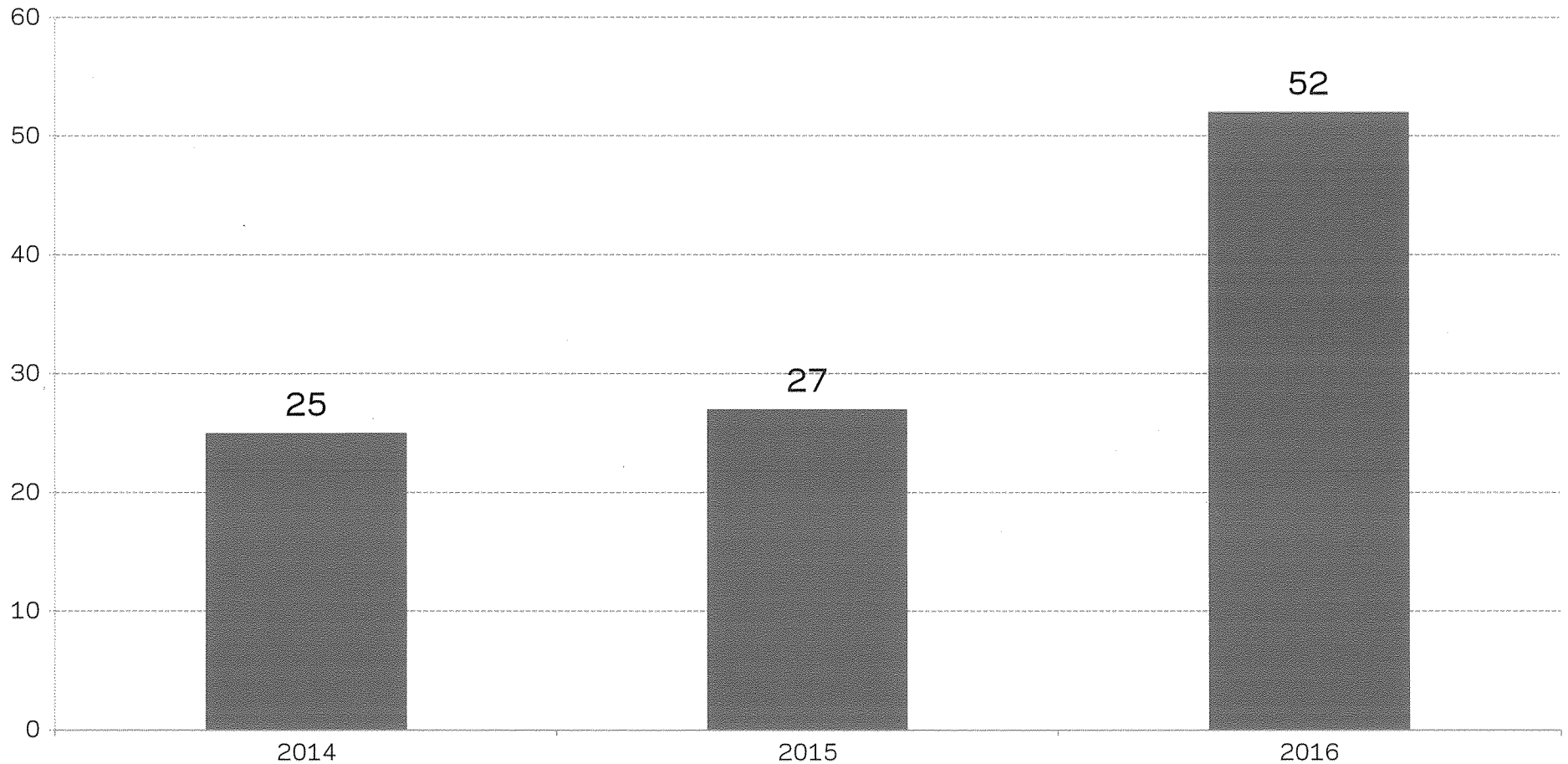


# Traffic Signals at Priority Locations

## Since Vision Zero

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- More than **100** new traffic signals installed at Priority Locations since start of Vision Zero
- In 2016, over **50** new traffic signals installed at Priority Locations



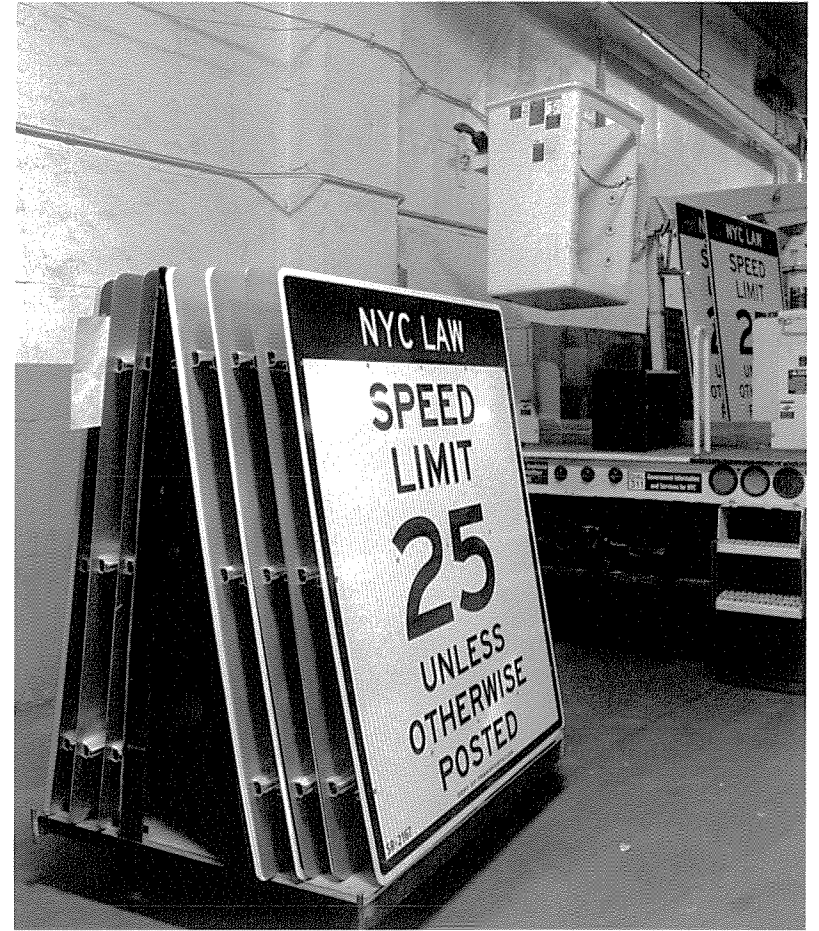


# 25 MPH Speed Limit Signage

Since Vision Zero

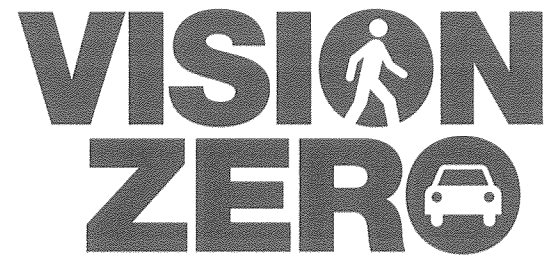


NYC streets signed for 25 MPH



- More than 400 Miles of Priority Corridors were signed for 25 MPH since the start of Vision Zero
- More than 2,400 25 MPH speed limit signs installed on Priority Corridors



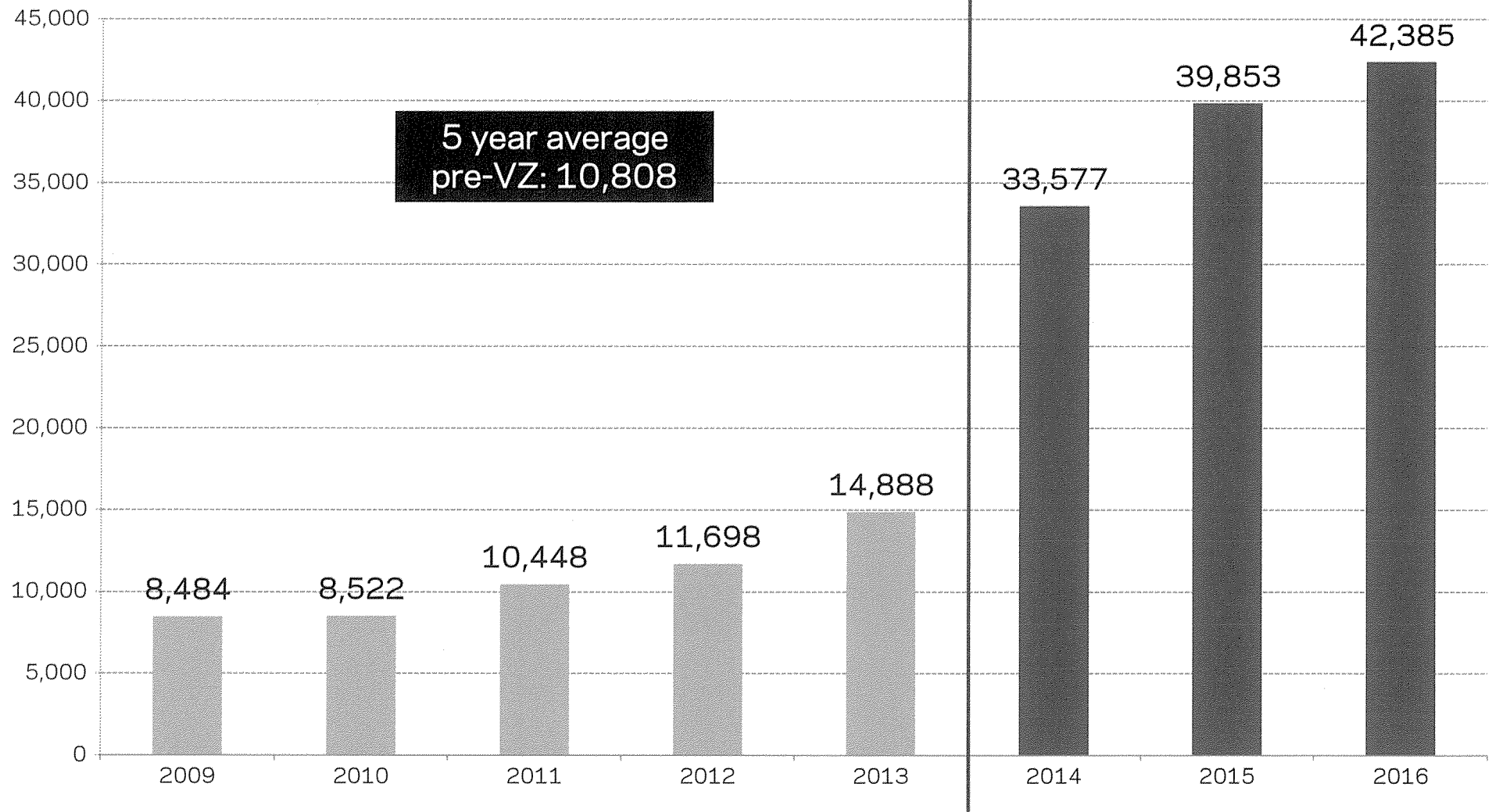


**Enforcement**

# Failure to Yield

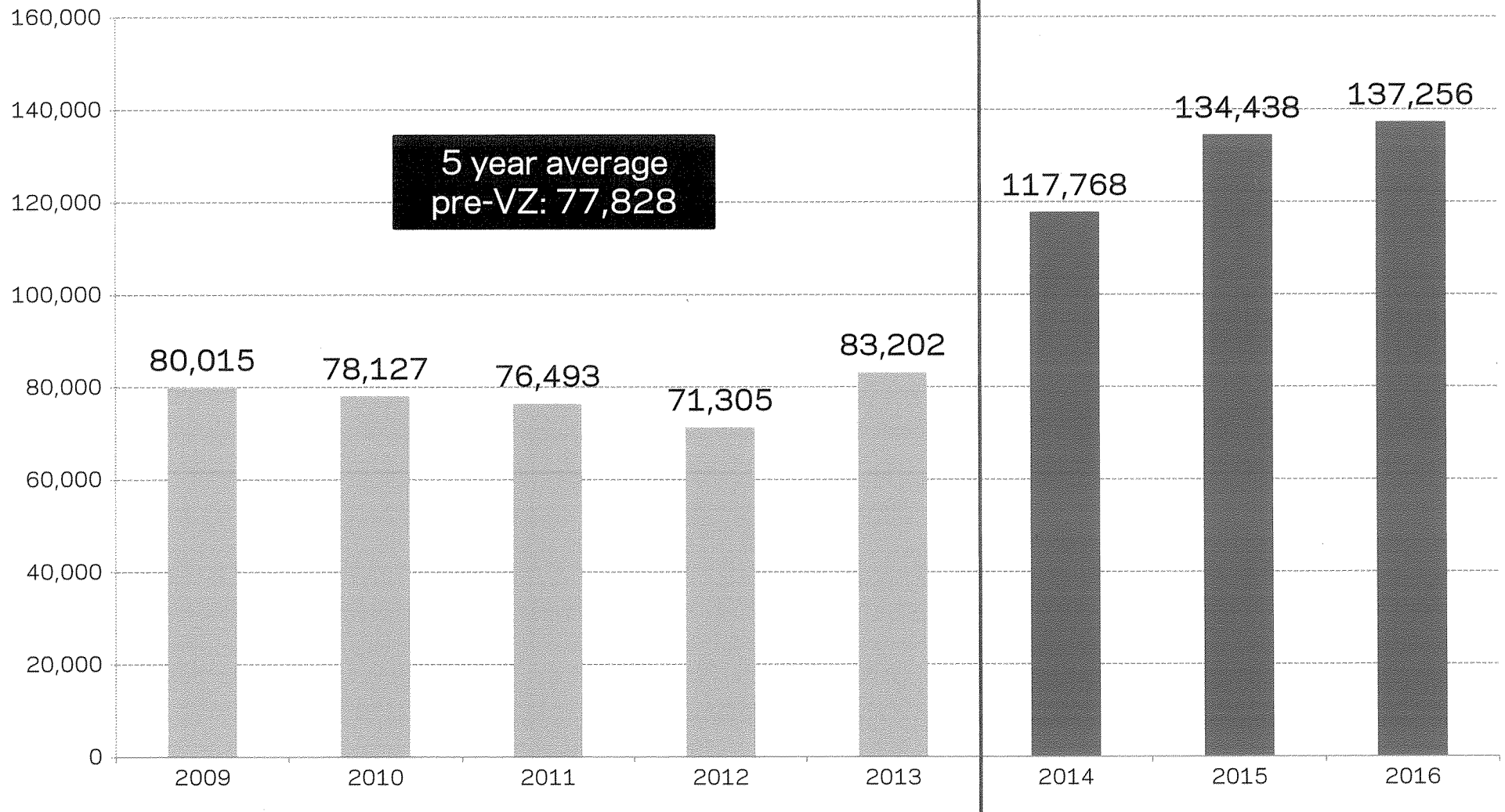
## Summons Before & After Vision Zero

- Greater than 115,000 summonses since the start of Vision Zero
- Greater than 40,000 summonses in 2016. Nearly 4 times the pre-VZ annual average



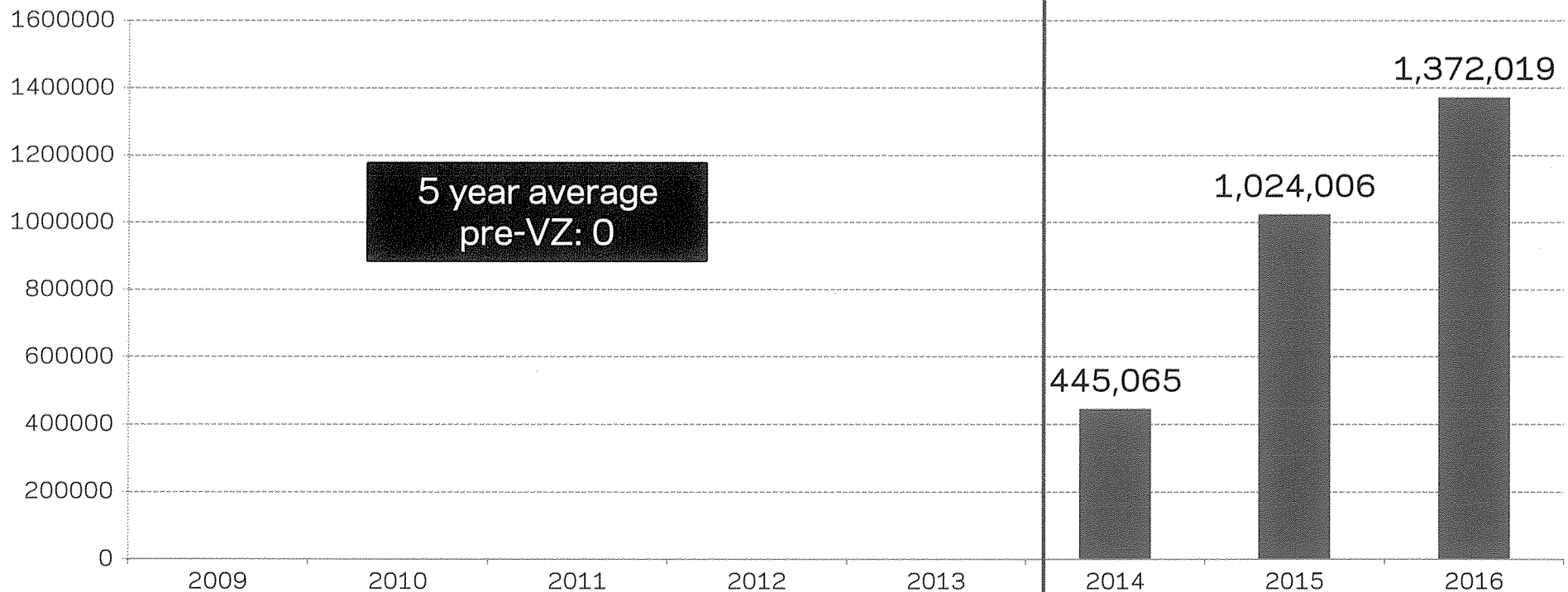
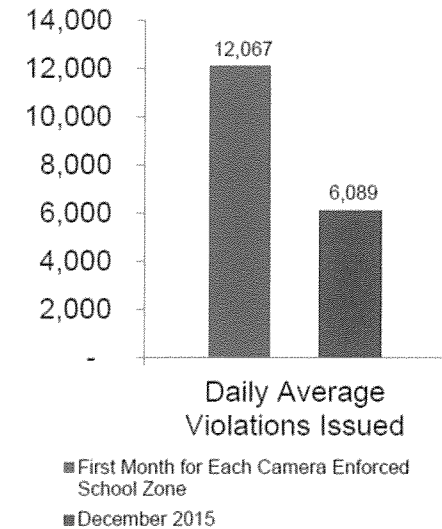
# Speeding Manual Summons Before & After Vision Zero

- Greater than 385,000 summonses since the start of Vision Zero
- More than 135,000 in 2016. Up more than 75% from the pre-VZ annual average



# Speeding Automated Violations Before & After Vision Zero

- More than **2.8 million** Notices of Liability issued since start of Vision Zero
- More than **1.3 million** Notices of Liability issued in 2016
- More than **50%** of Notices of Liability issued at Priority Locations in 2016
- The consistent and predictable enforcement provided by speed cameras leads to fewer violations over time. The typical speed camera reduces speeding violations by **50%** within its first year



# Operation Safe Passage Bicycle Safety Enforcement

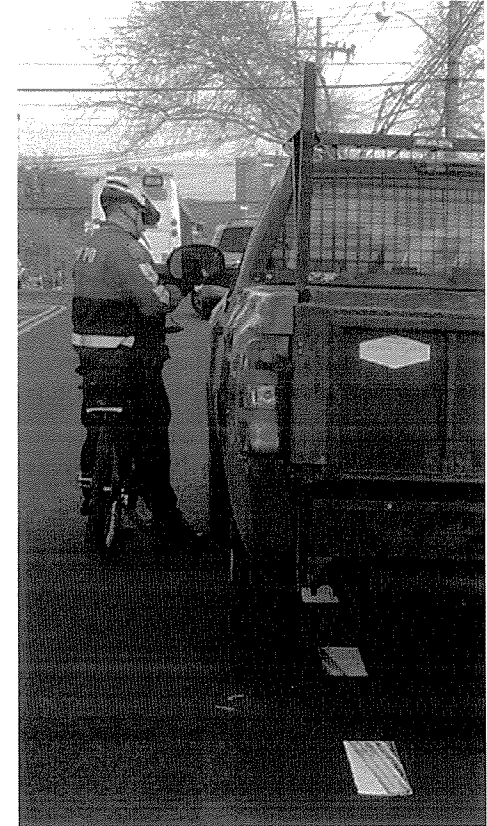
## New for 2016

- More than 7,000 Parking in Bicycle Lane summons issued
- More than 50,000 Vision Zero moving violations issued

In an effort to provide safe passage for cyclists and reduce bicycle-involved injuries, NYPD coordinated a citywide traffic initiative focused on averting hazardous parking and moving infractions which interfere with the safe passage of cyclists.

During the summer and fall of 2016, NYPD conducted four of these citywide bicycle safety initiatives: May 16-20, June 20-24, July 25-31 and September 12-16.

These initiatives resulted in a total of 530,025 hazardous parking summonses and 54,486 hazardous moving summonses being issued during these specific dates.



### OPERATION SAFE PASSAGE

Vision Zero / Hazardous Parkers							Vision Zero / Hazardous Movers								
Date	Boro	Double Park	Parking Bike Lane	No Standing	Other A*	Total A	Speeding	Red Light	Disobey Traffic Control Device	FTY to Ped/Bike	Cellphone	Texting	Improper Turn	Other B	Total B
05/16 to 05/20	CW Total	8,815	1,730	14,741	123,940	149,226	916	879	2,871	605	1,499	803	1,454	5,237	14,264
06/20 to 06/24	CW Total	8,704	1,757	14,133	117,862	142,456	689	1,086	2,747	810	1,319	657	1,329	4,898	13,535
07/25 to 07/31	CW Total	8,346	1,827	11,106	81,267	102,546	761	913	2,666	435	1,137	559	1,394	5,123	12,988
09/12 to 09/16	CW Total	12,692	2,044	1,029	120,032	135,797	779	969	2,606	759	1,374	719	1,622	4,871	13,699
<b>Total</b>	<b>Total</b>	<b>38,557</b>	<b>7,358</b>	<b>41,009</b>	<b>443,101</b>	<b>530,025</b>	<b>3,145</b>	<b>3,847</b>	<b>10,890</b>	<b>2,609</b>	<b>5,329</b>	<b>2,738</b>	<b>5,799</b>	<b>20,129</b>	<b>54,486</b>

\*Other A\* refers to other parking violations such as bus stop, fire hydrant, parking meter, handicap, etc.

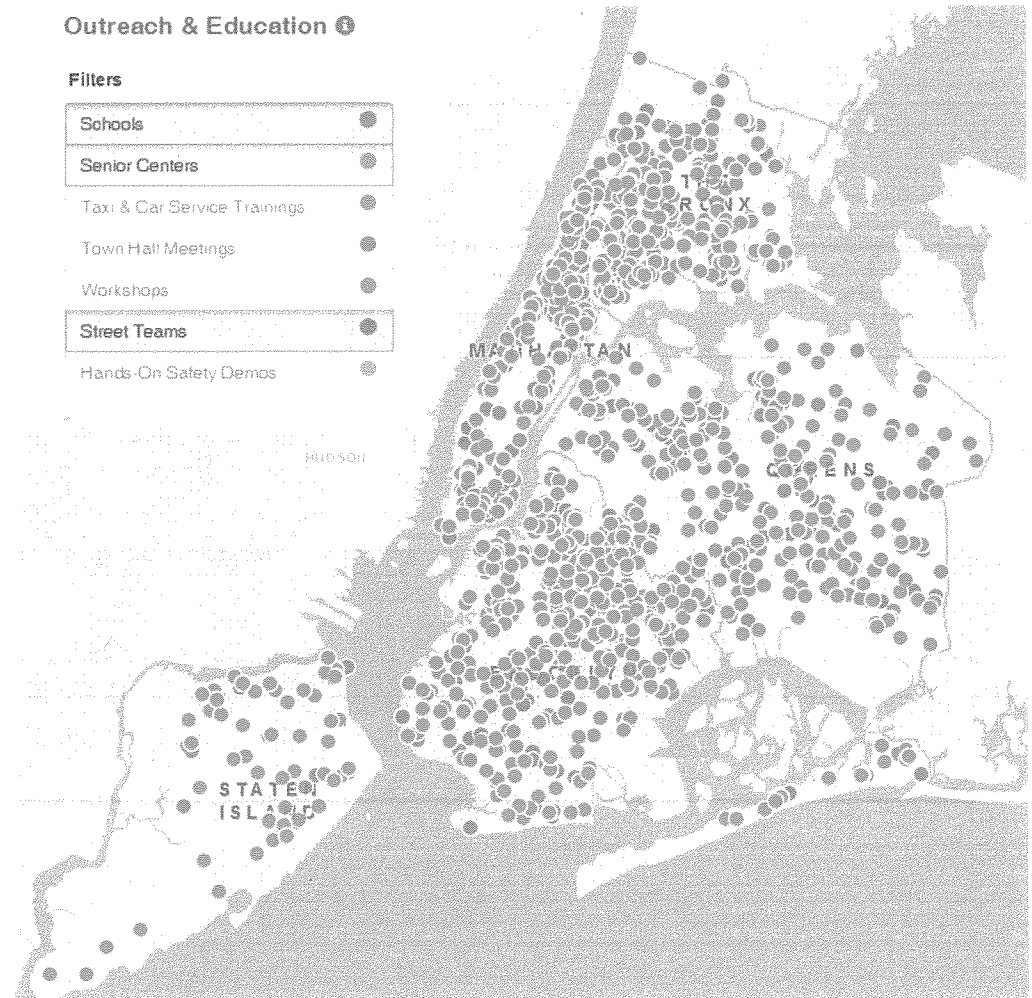


**Safety Education**

# Safety Education

## Since Vision Zero

- NYPD & DOT Street Teams visited over **350** Priority Locations since start of Vision Zero (more than **1.7 million** flyers distributed)
- More than **100** Priority Locations visited in 2016 (over **500,000** flyers distributed)
- DOT Safety Education visited nearly **1,000** schools at Priority Locations since start of Vision Zero
- More than **300** schools in Priority Locations visited in 2016
- DOT Safety Education visited nearly **200** senior centers at Priority Locations since start of Vision Zero
- More than **50** senior centers in Priority Locations visited in 2016

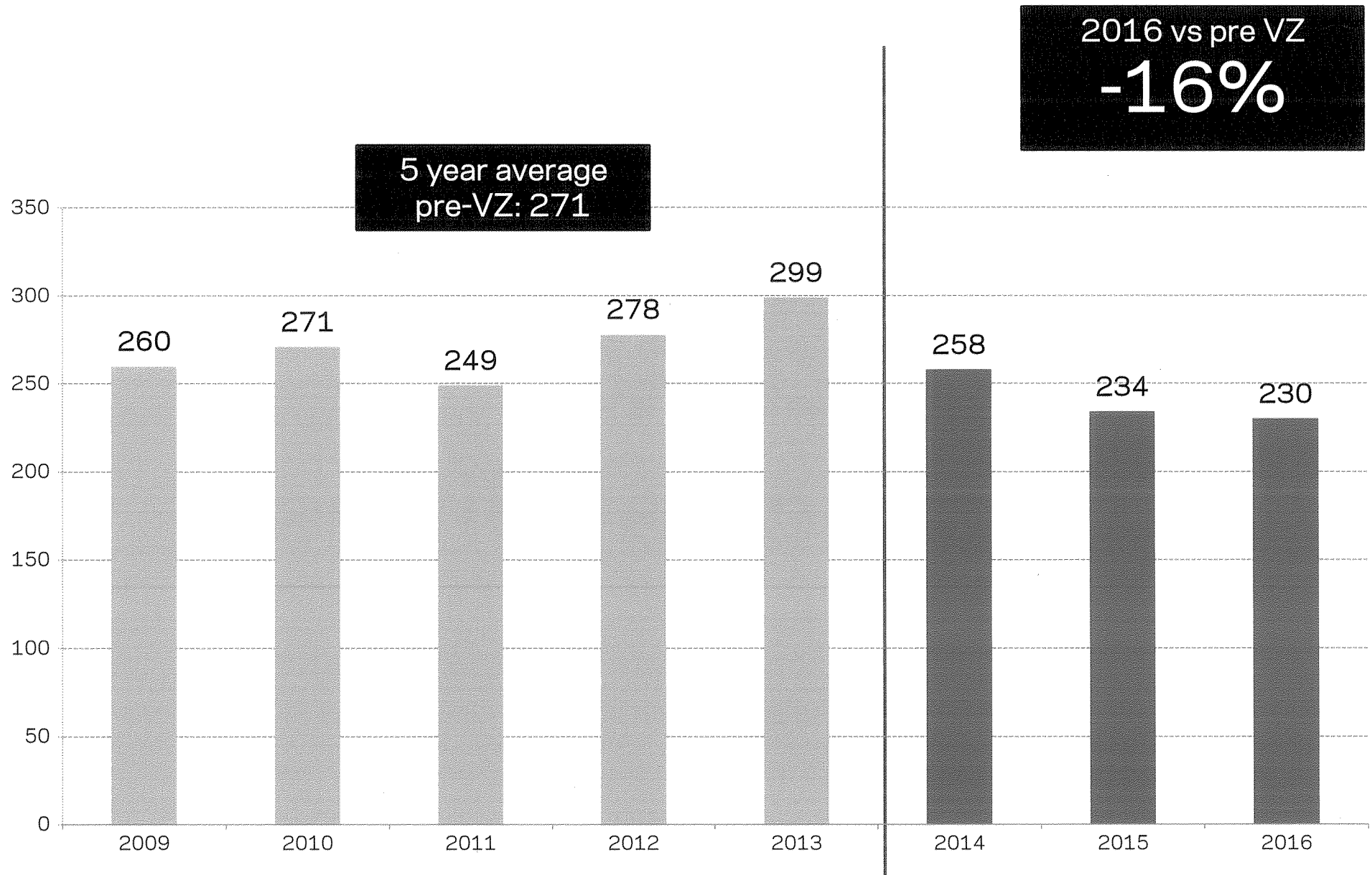




**Traffic Fatalities**



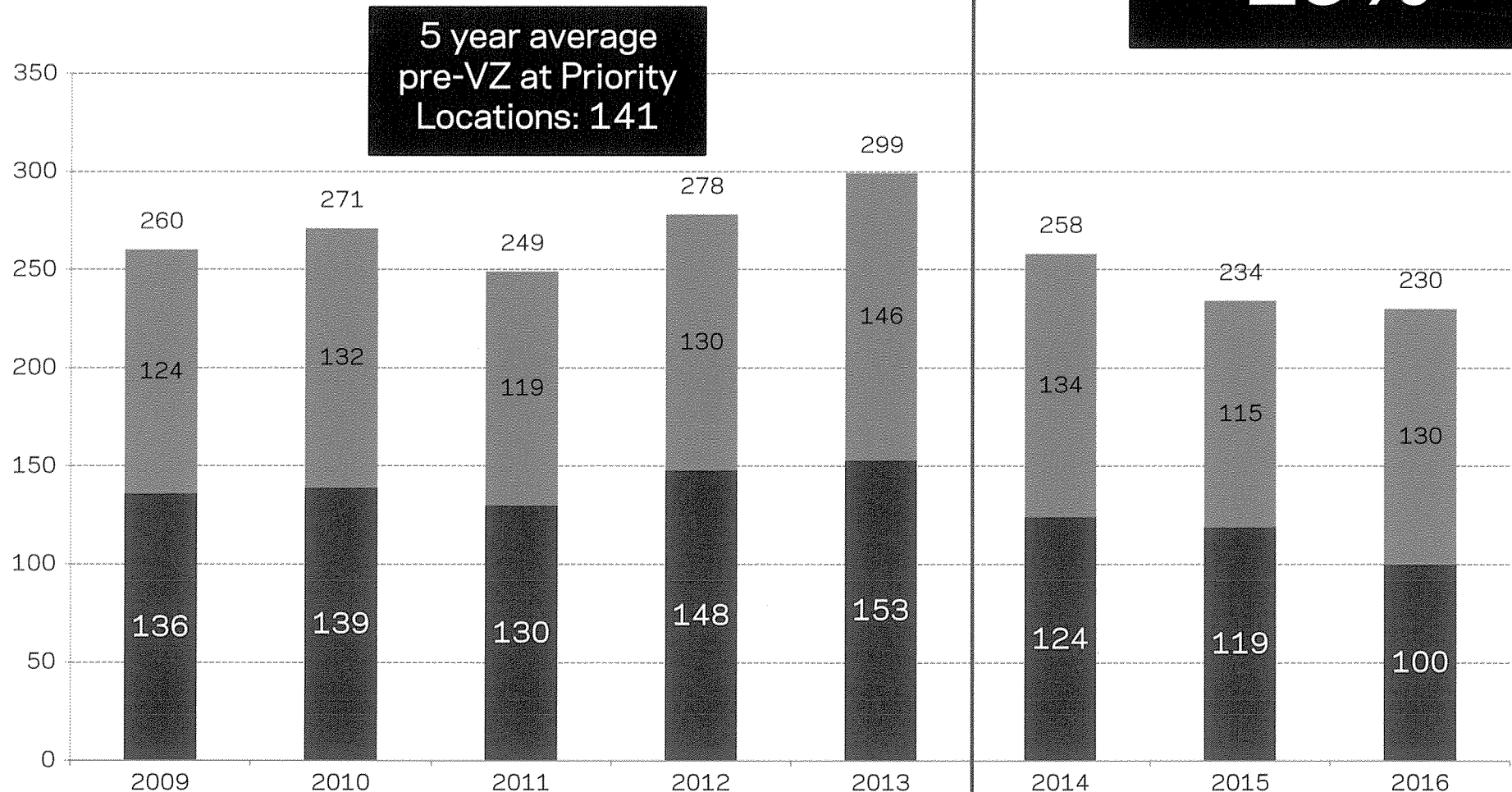
# All Traffic Fatalities Before & After Vision Zero



# All Traffic Fatalities Before & After Vision Zero

- Fatalities at Priority Locations have fallen 29%, from 141 to 100. Not at Priority Locations, fatalities were flat in 2016 versus the pre-Vision Zero average (130 vs. 130)

2016 vs pre VZ  
At Priority Locations:  
**-29%**

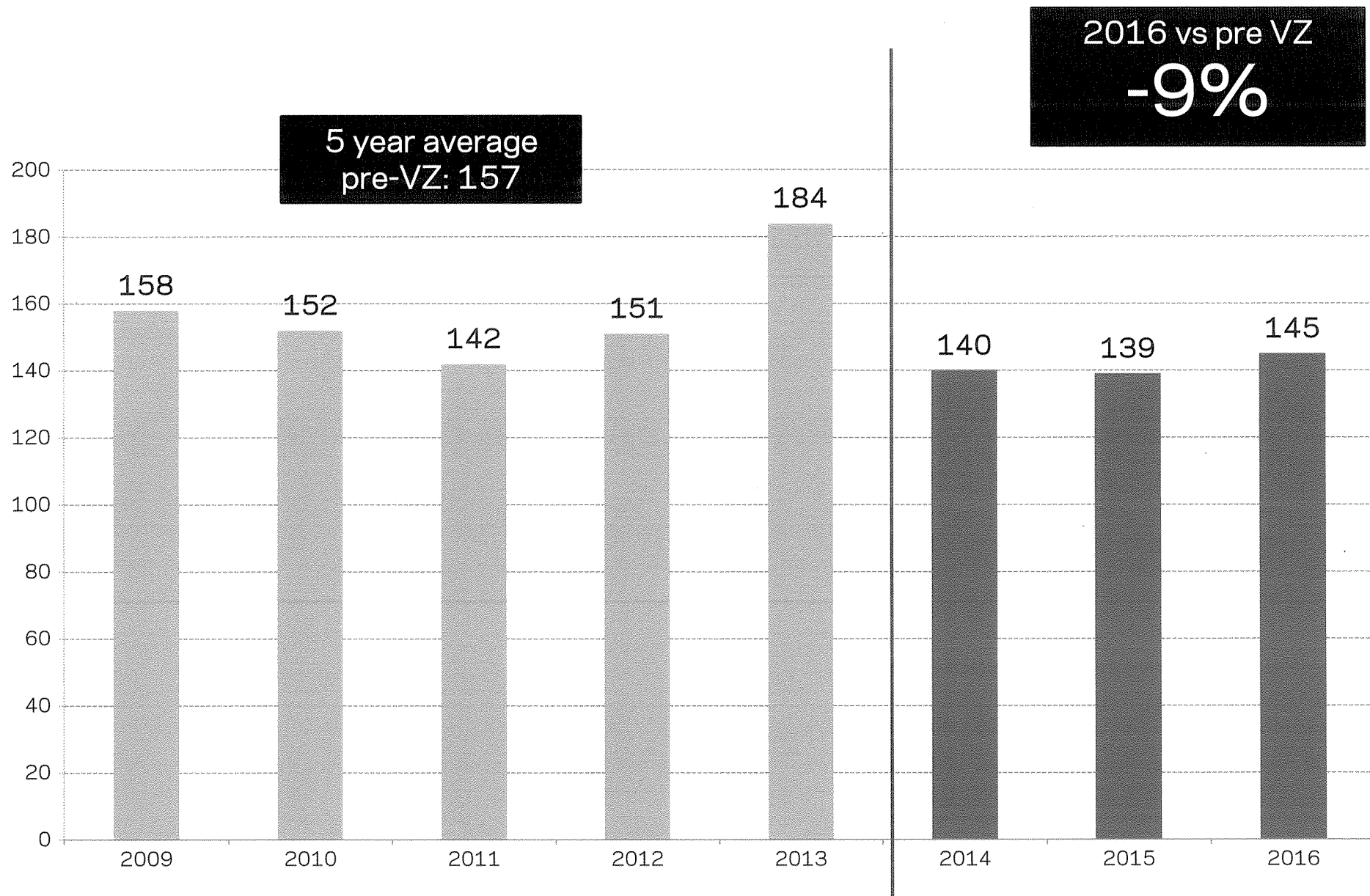


■ Fatalities at non-Priority Locations  
■ Fatalities at Priority Locations



Data as of 1/20/17

# Pedestrian Fatalities Before & After Vision Zero

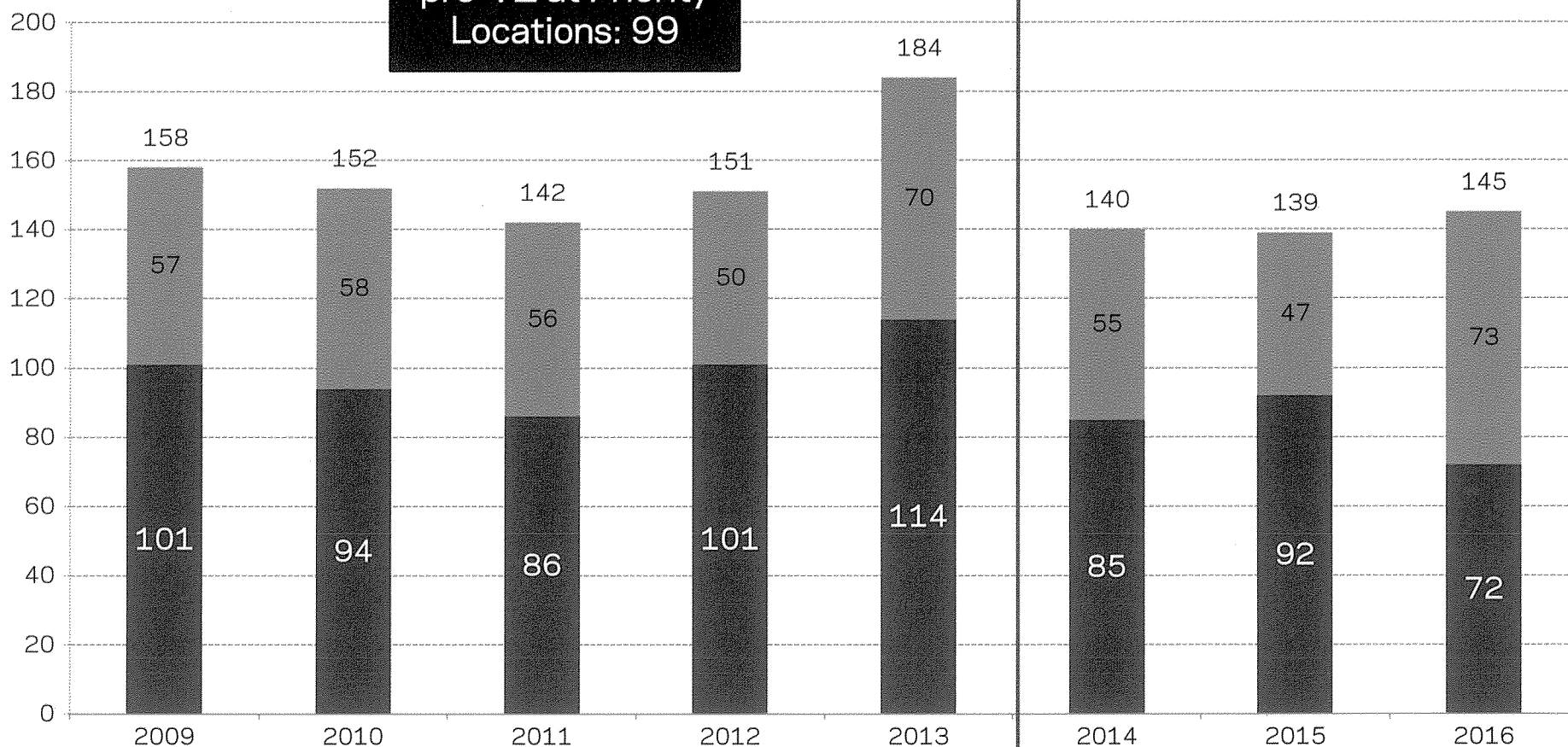


# Pedestrian Fatalities Before & After Vision Zero

- Pedestrian fatalities at Priority Locations have fallen 27%, from 99 to 72. Not at Priority Locations, pedestrian fatalities were up 26% in 2016 versus the pre-Vision Zero average (58 vs. 73)

2016 vs pre VZ  
at Priority Locations:  
**-27%**

5 year average  
pre-VZ at Priority  
Locations: 99



■ Fatalities at non-Priority Locations  
■ Fatalities at Priority Locations



Data as of 1/20/17



# Amsterdam Ave



Manhattan



Parking Protected  
Bicycle Lane



Street  
Improvement  
Project



# Bay St



Staten Island



Pedestrian Safety  
Improvements



VISION  
ZERO

Street  
Improvement  
Project



Before



After



# Broadway

W 139 St-W 155 St



Manhattan



Corridor Safety Improvements



VISION  
ZERO

Street  
Improvement  
Project

Before

After



# Guider Ave at Coney Island Ave



Brooklyn



Corridor  
Improvements



VISION  
ZERO

Street  
Improvement  
Project



Before

After



# Jay St



Brooklyn



Protected  
Bicycle  
Lanes



VISION  
ZERO

Street  
Improvement  
Project

Before After



# Linden Blvd

Kings Hwy to Ave D



Brooklyn



Corridor Safety  
Improvements



VISION  
ZERO

Street  
Improvement  
Project



Before



After



# Queens Blvd



Queens



Bicycle Lanes,  
Bus Lanes, &  
Corridor Safety  
Improvements



Street  
Improvement  
Project



Before



After



After



Before

Rockland Ave,  
Travis Ave, &  
Nome Ave



Staten Island



Bicycle Lanes



VISION  
ZERO

Street  
Improvement  
Project



# 138th St & 31st Rd



Queens



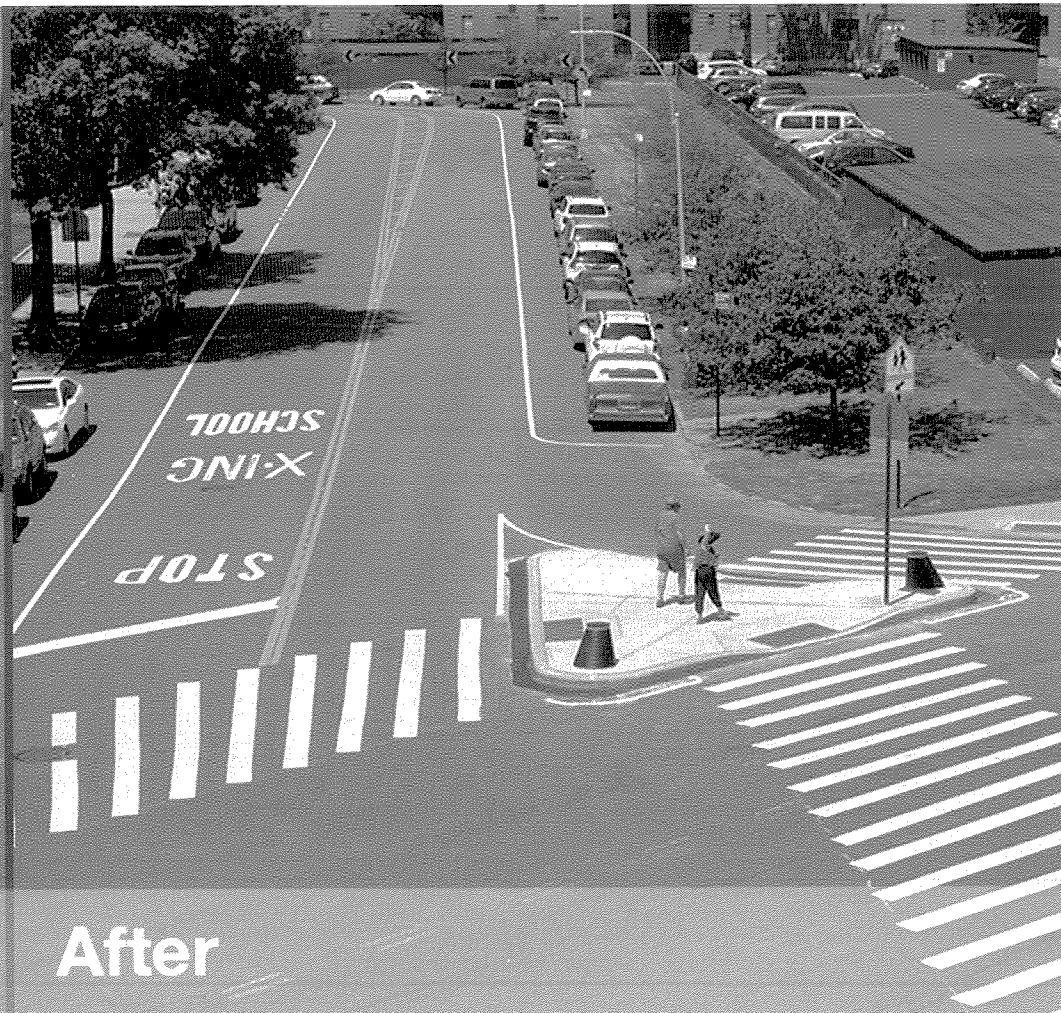
Pedestrian Safety  
Improvements



Street  
Improvement  
Project



Before



After

# Bruckner Blvd



Bronx



Pedestrian &  
Bicycle Safety  
Improvements



Street  
Improvement  
Project



Before



After



# Tremont Ave



Bronx



Pedestrian Safety  
Enhancements &  
Bicycle Lanes



Street  
Improvement  
Project



Before



After

## **Introduction**

Good morning Chair Rodriguez and Chair Gibson, members of the Committees on Transportation and Public Safety, and other members of the City Council. I am Keith Kerman, Deputy Commissioner at the Department of Citywide Administrative Services (DCAS) and the Chief Fleet Officer for New York City.

New York City operates nearly 30,000 owned and leased vehicles, the largest municipal fleet in the United States. NYC maintains fleet units at 37 dedicated fleet repair facilities and has over 400 in-house fueling locations. We utilize approximately 841 distinct locations throughout the City to park our fleet. More than 2,000 City employees work full time in fleet repair and garage operations across the ten largest fleet operating agencies. In total, over \$800 million is spent annually on fleet related costs including acquisitions, repair, fueling, parts and collision claims.

DCAS leads efforts to share and improve services and safety across the ten major fleet operations involving the following City agencies: NYPD, FDNY, Correction, Sanitation, Environmental Protection, Parks, Transportation, Education, Health, and DCAS. In addition to these large agencies, over 40 other agencies with smaller fleets are managed and serviced through DCAS.

## **Vision Zero**

One of the current focuses of DCAS's efforts is a series of safety and risk management projects that are part of the Mayor's "Vision Zero" initiative. DCAS works closely with the Mayor's Office, DOT, NYPD, Health, TLC and others on these efforts.

In 2017, DCAS began our fourth year in a major effort to train and reinforce safety among all authorized fleet operators. As part of Vision Zero, we have now trained 34,097 City staff in safe driving, including 8,606 alone at the Department of Sanitation. These day long classes focus on specific collision, fatality or injury



events that the fleet has been involved with and emphasize safe driving practices to avoid these types of events.

DCAS utilizes data from our new collision tracking system called CRASH and our vehicle tracking units to inform and focus this training. DCAS has also conducted surveys on fleet operations and safety with over 12,000 fleet operators so far to incorporate driver priorities and insights. In 2016, DCAS rolled out a poster campaign for City facilities emphasizing safety.

The emphasis on safety also included a ban on the use of phones, hands-free or hand-held, by City fleet drivers. The ban is based on research which demonstrates that the distraction caused by driving with a hand free set is just as dangerous as the distraction caused by texting or using a hand held phone. The new rule barring hands-free phone use will be a focus of the training moving forward, especially as we begin to bring in all drivers for a second day of training starting this year.

In January 2015, DCAS launched the nation's largest truck side guard rollout. Since 2015, DCAS has installed 663 sideguards on City fleet units from all major agencies to protect pedestrians and bicyclists. We will continue to install retrofit side guards on fleet units in FY17. In addition, all new trucks that the City procures will now come outfitted with side guards as standard safety equipment. DCAS currently has 28 vehicle contracts in place covering 652 new trucks so far that will come with sideguards in the next year. Side guards have been shown to reduce the likelihood of death by 61% for bicyclists and 20% for pedestrians colliding with the side of a truck. Side impact collision types account for approximately half of all bicyclists and one fourth of all pedestrians killed by trucks. About 32% of bicyclist fatalities and 12% of pedestrian fatalities in NYC involve trucks.

I would like to take a moment to acknowledge the City Council's leadership in this area. Local Law 56 of 2015 now requires sideguards on eligible City trucks and

also on commercial waste trucks. This implementation must be complete by 2024 and DCAS, along with BIC and DOT, have been working with private companies on both the fleet and side-guard supplier level to make this a reality.

Working with over 40 agencies, DCAS has also installed speed tracking devices on City vehicles. The City, for the first time, can report on speed, hard-braking and accelerating, as well as other vehicle indicators and is using this data to improve driving behaviors with City staff.

As the nation's largest municipal fleet, New York City is continuously working to make it one of the most sustainable and efficient fleets in the country. Equally important are these efforts to make it the safest fleet. To that end, I am happy to report that we have achieved reductions in fatalities, injuries and preventable collisions with City fleet vehicles from FY15 to FY16. In calendar year 2014, the City fleet was involved with 8 fatal vehicle events. In over two years since, there have been 3 fatalities, with two involving ambulances and one City pickup truck. Our Vision Zero efforts are having an impact and show that City Fleet agencies are working diligently to improve the safety of our streets for both pedestrians and drivers.

DCAS is also working to develop the first "Safe Fleet Transition Plan" governing how we prepare specifications for the 154 types of fleet units that the City operates. We want to ensure that we procure the safest fleet units that are viable in the market and that a regular process exists to evaluate developments in safety technology and to revise specifications as needed. DCAS is partnering with the US DOT Volpe National Transportation Systems Center on this effort, and as a result the City will, among other things, expand use of safety technologies including driver alert, automatic braking, telematics, and backup cameras. DCAS expects to receive its first fleet units with automatic braking technology this spring.

Finally, in November 2016, DCAS hosted its third annual Vision Zero Fleets Forum. This forum offers an opportunity for private and public fleets to share ideas and partner with safety advocates and vehicle manufacturers to advance safety. Through the Forum, over 60 private fleets and fleet suppliers have endorsed Vision Zero and companies like Fresh Direct and Coca Cola have begun their own side-guard initiatives.

### **Conclusion**

DCAS will continue to work with our partners in City government and in the private sector to expand and strengthen these efforts. Thank you to the City Council for your support and leadership as well as the opportunity to discuss these initiatives today.



**Mayor's Office of Criminal Justice + Department of Health and Mental Hygiene  
New York City Council  
Committees on Public Safety and Transportation  
January 26, 2016**

Good morning, Chairs Gibson and Rodriguez and members of the Committees on Public Safety and Transportation. On behalf of the Mayor's Office of Criminal Justice and Department of Health and Mental Hygiene, we are pleased to submit this statement regarding Intro. 1040.

The Mayor's Office of Criminal Justice advises the Mayor on public safety strategy and, together with partners inside and outside of government, develops and implements policies aimed at reducing crime, reducing unnecessary arrests and incarceration, promoting fairness, and building strong and safe neighborhoods.

The mission of the Department of Health and Mental Hygiene is to improve the health of all New Yorkers and to eliminate health inequities, which are rooted in historical and contemporary injustices and discrimination, including racism. We applaud the Council for recognizing violence as a public health issue. At the Department we have a long-standing history of approaching violence as a public health concern through data collection, surveillance methods, connection to supportive services, and providing the historical context of why violence occurs more frequently in certain neighborhoods.

The topic of today's hearing – addressing the root causes of violence in New York City – can be seen in a larger context. New York City's jail population has fallen to the lowest in decades alongside record crime lows: 2016 was the safest year in Compstat history, with homicides down 5%, shootings down 12%, and burglaries down 15% from 2015. Both crime and use of jail have been falling steadily in New York City for twenty years: major crime has declined by 76% and the average daily jail population has been reduced by 47% since 1993. Low-level enforcement has also reduced dramatically – the number of summonses issued citywide has dropped 38% since 2012, for example. This is unique proof that jurisdictions can have more safety and smaller jails.

Every New Yorker should live in a neighborhood where he or she feels safe. This City has made extraordinary progress in driving down violent crime over the last two decades, and over the last year and a half we have begun to build a scalable model to promote safety in the few neighborhoods where violence persists. To prevent crime, we need to focus comprehensively on strengthening neighborhoods and supporting the people who live in them.

There is no single strategy that will defeat violence in this city. Instead the City is pursuing multiple strategies using approaches that include law enforcement, neighborhood cohesion, public health, education and workforce development, and the built environment. We believe that fighting violent crime is a responsibility shared across many city agencies beyond traditional law enforcement. The Mayor's Action Plan for Neighborhood Safety and the NYC Crisis Management System are key examples

of such multi-agency initiatives led by our office. Both efforts focus on coordinating the resources and expertise of city agencies with community engagement in order to reduce violence citywide.

#### The Mayor's Action Plan for Neighborhood Safety

Through the Mayor's Action Plan for Neighborhood Safety, the de Blasio administration is working to comprehensively strengthen neighborhoods in and around 15 New York City Housing Authority developments that have experienced some of the highest crime rates in the City. The MAP strategy recognizes the key importance of good policing – which calls for increases in patrol when appropriate, while simultaneously changing the way the police interact with the neighborhoods with wellness visits and positive roles in community centers – and the importance of programming and physical improvements. These include keeping the community centers open late, employing thousands of young people, and installing lights and other security infrastructure.

#### NYC Crisis Management System, Cure Violence, and Thrive NYC

The Mayor's Office of Criminal Justice also oversees the NYC Crisis Management System, which includes a series of violence intervention and support systems operating across 17 communities citywide. Supports include job training/employment, conflict mediation in schools, mental health services, legal services, and art.

Cure Violence, which is a powerful public health model that considers the epidemic of gun violence and its intersection with other forms of violence. This program has expanded from 3 initial sites in 2011 to 18 in 2016. The highly qualified and specialized Cure Violence workforce identifies youth who are the most at risk of committing violent acts due to environmental and social factors and finding ways to interrupt the violence before it occurs. Violence also leads to trauma and trauma can impact entire communities. The cumulative emotional and psychological wounding, as a result of violence can also be transmitted across generations within a neighborhood or specific community. Unresolved grief and anger often accompany this trauma and can contribute towards certain neighborhoods experiencing a mental health crisis. With the advancement of Thrive NYC, the Administration has dedicated resources across the city to address trauma impacted communities via individual, family, and group therapy to promote community-level healing from the social and emotional impacts of all forms violence.

#### Intro. 1040 Commission on Root Causes of Violence

We believe the intention behind Intro. 1040 is laudable but the City sees significant overlap between this bill, other legislation recently passed by City Council, and the City's existing multi-agency efforts to reduce violence. Therefore, at a minimum, the City would like this proposal folded into existing work so that the legislation does not interfere with or duplicate our existing efforts.

Thank you for the opportunity to submit this statement today.



Thursday, January 26, 2017

**STATEMENT OF CHIEF THOMAS CHAN  
TRANSPORTATION BUREAU  
NEW YORK CITY POLICE DEPARTMENT**

**BEFORE THE NEW YORK CITY COUNCIL  
COMMITTEE ON TRANSPORTATION AND COMMITTEE ON PUBLIC SAFETY  
COUNCIL CHAMBERS, CITY HALL  
JANUARY 26, 2017**

Good morning Chair Rodriguez, Chair Gibson and Members of the Council. I am Chief Thomas Chan, the Chief of the Transportation Bureau of the New York City Police Department (NYPD). On behalf of Police Commissioner James P. O'Neill, I wish to thank the City Council for the opportunity to speak with you today about the progress and needs of the City's Vision Zero Initiative.

Since its launch in 2014, the Police Department, in collaboration with the Department of Transportation (DOT), other City agencies and the Council, has been steadfastly committed to Vision Zero and the goal of reducing fatalities on our City's streets. After three years, the City has made significant progress: 2016 was the safest year in New York City's history with the fewest traffic fatalities ever recorded, 230, improving on the record of 234 set in 2015. It is the third consecutive year in which traffic fatalities in our City have declined, in sharp contrast to increasing traffic fatalities nationwide.

At year three, we can take stock of what has been achieved under Vision Zero, but the Police Department is not resting on its laurels. We remain committed to driving down fatalities and injuries because each life lost on our streets is also an occasion to reflect on the urgency of the Vision Zero goal.

What is perhaps one of the most significant accomplishments under the Vision Zero Initiative is the change in the public's attitude towards dangerous and reckless behavior that can occur on our streets. The NYPD has targeted its efforts towards reducing traffic fatalities and serious injuries by directing enforcement at the most dangerous driving behaviors. Our data-driven approaches to enforcing the traffic laws have led us to focus on six Vision Zero-designated moving violations that are known to contribute to traffic and pedestrian fatalities: speeding, failure to yield to pedestrians, signal violations, improper turns, phoning or texting while driving, and disobeying signage. Each year since 2014, there have been steady increases in the issuance of these specific summonses. In 2016, the NYPD issued over 638,000 summonses for these six Vision Zero-focused violations – which now total more than 60% of all moving summonses issued by the NYPD each year. Of note, the NYPD issued over 137,000 speeding summonses, an approximate 65% increase from 2013, and over 42,000 failure to yield to

pedestrian summonses, an approximate 185% increase from 2013. It has been our experience under Vision Zero that consistent and regular enforcement of these violations deters dangerous behavior, prevents crashes, and saves lives.

The increased safety on our streets is no coincidence. Under Vision Zero, the NYPD has intensely focused on enhancing traffic safety for everyone. Since 2014, the NYPD has devoted more resources to improving traffic safety by purchasing advanced speed detection equipment (LIDAR guns) as well as upgrading speed detection technology available to our precincts. We have also trained more of our personnel on this equipment. The Department has also enlarged the staffing in our Highway District as well as modified our precinct-level traffic plans to increase focus on pedestrian safety.

Under Vision Zero, the Department has launched an enforcement and education campaign to deter dangerous motorcycle riding. Only two percent of registered vehicles in New York City are motorcycles, but motorcyclists account for approximately 14 percent of traffic fatalities. While the Department has increased the number of summonses for speeding and unlicensed operation of a motorcycle, it can be particularly hazardous for an officer to initiate a traffic stop with a speeding or reckless motorcyclist because unskilled motorcyclists are likely to cause harm to themselves or others during the interaction. This has led the Department to focus on registration and equipment violations against parked motorcyclists, resulting in more ticketing and towing of these vehicles. In addition, the Department has developed and distributed motorcycle safety materials warning motorcyclists of increased enforcement and providing safety education.

The Department has welcomed the expansion and installation of speed cameras under Vision Zero because they expand our enforcement net and hold dangerous drivers accountable. This critical law enforcement tool, however, has also led to the development of technologies that attempt to defeat their purpose, most notably license plate covers which seek to evade speeding penalties and tolls. The use of a license plate cover while operating a motor vehicle is illegal under the State's Vehicle and Traffic Law and can result in the issuance of a moving summons. In order to combat illegal plate covers and supplement the enforcement by our officers, the Department has directed its traffic enforcement agents (TEA) to pay attention to parked vehicles that have illegal license plate covers and issue parking violations accordingly. As a result of our increased enforcement, there has been a significant reduction in the use of illegal license plate covers.

In 2016, the Department instituted Operation Safe Passage, a safety project that directed all 77 precincts to focus on drivers who are committing traffic violations that endanger bicyclists. In addition, NYPD TEAs were instructed to pay close attention to parking violations most associated with bicycle collisions, such as parking in a bicycle lane, double parking, or parking in

a No Standing zone. In conjunction with DOT and the Department of Education, we expanded this initiative to concentrate enforcement on hazardous parking and moving violations near schools, with a particular emphasis on speeding and vehicles that disobey stop signs attached to school buses.

Both intra-agency and inter-agency partnerships have also been crucial to Vision Zero's continued success. Each week, patrol borough TrafficStat meetings are held by my office at Police Headquarters to outline, review, and manage the NYPD's traffic program. Typically, several police precincts appear at TrafficStat to present pedestrian, bicyclist and motor vehicle crash data as well as issues and strategies for comment and review. TrafficStat, however, focuses not just on enforcement but also on engineering and education as keys to traffic safety. It is a collaborative process, involving representatives from NYC DOT and NY State DOT, the Taxi and Limousine Commission, and the Triborough Bridge and Tunnel Authority. I should also note that in 2016, the NYPD made its TrafficStat database available to the public on our website.

We regularly partner with our colleagues in DOT to conduct outreach and educational information related to Vision Zero. During the last quarter of 2016, we partnered with DOT on the Dusk and Darkness Initiative, an enforcement and education campaign dedicated to the fall and winter evening hours that are most dangerous for pedestrians. When the initiative began, the number of people who had been killed in New York City traffic crashes was above 2015 levels, but instead the year ended with a record-low number of fatalities.

Notably, the City Council has been a critical Vision Zero partner by expanding our enforcement toolbox. In 2014, the Council passed the "Right of Way" law, Administrative Code Section 19-190, which creates criminal and civil penalties for careless motorists who injure or kill pedestrians or bicyclists. Since its effective date in 2014, the NYPD has issued approximately 1,900 summonses and arrested 74 motorists under this law. Last year, the Council bolstered pedestrian protections by passing Local Law 115, which requires traffic to yield the right of way to pedestrians when a steady walking person, flashing upraised hand, or flashing upraised hand with a countdown clock is displayed on a pedestrian control signal.

We are grateful for the Council's partnership. Our local elected officials are often some of our best resources for identifying areas that require more focus and attention. We look forward to further collaboration as we continue to make progress under Vision Zero.

New York City's streets are the safest they have ever been. They are, however, used more than ever by pedestrians, cyclists, motor vehicles and motorcyclists alike. This is why, as Mayor de Blasio and Commissioner O'Neill have noted, we must remain dedicated to these efforts because pedestrians and cyclists remain at risk. We can always improve and we are committed





Thursday, January 26, 2017

to further reducing crime and making our streets even safer in this new year, especially as the City continues to buck national trends.

Before concluding my remarks, I want to turn my attention to one bill under consideration today.

Intro. 1280-A would require the Department to share collision reports digitally. As you may know, in collaboration with Councilmember Deutsch, the Department recently launched an online web portal that allows interested parties in a collision to obtain the collision report, free of charge. Prior to the launch of this portal, those who were involved in collisions had to obtain the report at the precinct where the collision occurred. The new portal will certainly save people time. We support Intro. 1280-A and we thank Councilmember Deutsch for his partnership on this issue.

Thank you for the opportunity to speak with you today, I am pleased to answer any questions you may have.

**NEW YORK CITY DEPARTMENT OF TRANSPORTATION TESTIMONY  
JOINT HEARING BEFORE HEARING THE CITY COUNCIL  
COMMITTEE ON TRANSPORTATION AND  
COMMITTEE ON PUBLIC SAFETY  
JANUARY 26, 2017**

Good morning Chairman Rodriguez, Chairwoman Gibson, and members of the Transportation and Public Safety Committees. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation (DOT). On behalf of Mayor Bill de Blasio, I am honored to testify before you today on the City's progress towards achieving the Vision Zero goal of eliminating traffic fatalities and serious injuries.

The first three years of Vision Zero have been the safest three-year period on New York City's streets since record keeping began in 1910. We are proud of the work the de Blasio Administration has done to save lives - our friends, family members, neighbors, and fellow New Yorkers.

I want to commend Mayor de Blasio for his leadership on Vision Zero and for giving us the resources necessary to take on this urgent challenge. Thank you as well to the City Council, including Speaker Mark Viverito, Chairman Rodriguez and Chairwoman Gibson for their unwavering support over the last three years.

**Vision Zero: Status Report**

In 2016, New York City had 230 fatalities on our streets, down from 299 fatalities in 2013 - a decline of 23 percent. Pedestrian deaths declined 21 percent, from 184 fatalities in 2013 to 145 in 2016. And the declines we saw in New York City bucked the national trends. Traffic fatalities increased by seven percent nationwide in 2015, the biggest single-year increase since 1966, and through September of 2016 are up an additional eight percent. Tragically, some of our sister cities are seeing even greater increases.

In 2016, New York saw some promising trends we hope to build on. There were 48 motorist fatalities in 2016, the lowest year on record. The average U.S. resident is now 13 times more likely to be killed in a motor vehicle than a New York City resident. Nineteen motorcyclists lost their lives in 2016, approximately half of the pre-Vision Zero average. I particularly want to commend Chief Chan for his extraordinary efforts on motorcycle safety.

In a year when we continued to expand the use of speed cameras and worked with DOE to bring a traffic-safety curriculum into our schools, we also saw a steep decline in fatalities among school-aged pedestrians, ages 5-17. In 2016, three school-aged children lost their lives while walking on New York City streets. That is still unacceptable, but it was the fewest-ever annual traffic fatalities of school children from a previous record low of seven. The pre-Vision Zero average was about eight per year and as recently as 2004, 17 school children were killed while walking on our streets.

Additionally, in a sign of our ability to truly transform our streets, Queens Boulevard, formerly known as the "Boulevard of Death," passed a second straight year without a traffic fatality - after the implementation of two comprehensive street redesigns in the last two years. As recently as 2013, there were eight traffic fatalities on Queens Boulevard, and back in 1993, there were 24.

For the first time in history, New York City's pedestrian fatality rate per capita has fallen below the average for the U.S. as a whole. This is despite New York City's dramatically higher share of pedestrians as compared to the rest of the U.S. Our traffic fatality rate per capita is now on par with Sweden, the birthplace of Vision Zero. Sweden enjoys broad power to mandate new auto technologies, has a far lower legal limit for alcohol, and issues \$500 speeding tickets, and has reduced traffic deaths by over 50 percent in 20 years. In our third year of Vision Zero, we have reduced fatalities by 23 percent. And, for the record, in the first three years of Sweden's Vision Zero program traffic fatalities *climbed* nine percent.

However, we still face real challenges and too much loss of life and serious injuries on our roadways. In 2016, 145 pedestrians were fatally struck in traffic crashes, up from 139 in 2015. And the 18 cyclist fatalities in 2016 were roughly equal to the pre-Vision Zero average of 17, and four more than 2015. The pedestrian and cyclist fatalities are up despite the fact that DOT installed a record number of pedestrian and bike safety projects last year. As I have said in the past, unfortunately progress is not always linear every year, but the de Blasio Administration remains focused on Vision Zero for the long run.

### **Focus on Priority Locations**

We are working to eliminate traffic deaths the same way we approach other complex, multi-dimensional public policy problems like crime, homelessness, or the spread of infectious disease. We are using the data to target the causes of the problem, utilizing scalable and proven solutions, measuring our progress, and revising our approach accordingly. And like reducing crime or homelessness or combatting disease, this work does not always produce a straight line from inputs to outcomes. This is why we continue to focus on the data-driven strategies outlined in NYPD and DOT's Borough Pedestrian Safety Action Plans.

In the Borough Plans, we analyzed five years of crash data and identified priority corridors, intersections and areas that were the most crash-prone. For example, the priority corridors represent just eight percent of streets, but account for half of locations where pedestrian fatalities and severe injuries occur. The City committed to concentrate our engineering, enforcement, and education resources in these priority locations, so our efforts would have the most impact. This data-driven approach is working: fatalities at these locations have dropped steadily from 153 in 2013 to 100 in 2016. Pedestrian fatalities at these locations dropped from 114 to 72.

For example on the Grand Concourse, we had seven fatalities in 2013, all of them pedestrians. We lowered the speed limit, added speed cameras, changed signal timing, deployed Street Teams with NYPD, and implemented a project to calm traffic and shorten pedestrian crossings. In 2016, there were zero traffic fatalities on this corridor. Another benefit of a data-driven approach is that it ensures we pursue safety interventions in communities with the most crash-prone locations, guided by our expertise and analysis, rather than just those communities with the loudest voices.

### **Accomplishments**

Next, I invite the members of the committees to review the attached summary of many of our Vision Zero accomplishments. I want to touch on some of the most notable highlights of our work in 2016. With 105 safety projects completed last year in all five boroughs, DOT is now working at more than double the pre-Vision Zero pace.

The Canal Street entrance to the Manhattan Bridge was one of the largest safety projects we completed last year and had previously been among the City's most crash-prone intersections for pedestrians. Between 2011

and 2015, over 120 people were injured at the intersection, with seven people seriously injured. The \$1.5 million project improves safety at the intersection with new signals, expanded pedestrian space, and more consistent and predictable traffic patterns.

On the border between Bushwick and Ridgewood, we implemented safety improvements, including a new pedestrian plaza, at the complicated six-leg intersection of Myrtle Avenue, Wyckoff Avenue, and Palmetto Street - a busy transportation hub with two subway lines and a bus terminal. Since 2009, there have been three pedestrian fatalities and numerous injuries at this intersection. The changes reduced vehicle and pedestrian conflicts and improved safety for pedestrians and drivers.

In Brooklyn, we tackled the busy, five-leg intersection where the Jackie Robinson Parkway meets Jamaica, Pennsylvania and Bushwick Avenues. At this one intersection, there were over 357 injuries from 2011 to 2015. Prior to the project, hundreds of pedestrians a day were also crossing the parkway side of the intersection with no crosswalks or pedestrian signals. So we reconfigured the intersection with new crossing and signal timing changes to make it safer for pedestrians.

DOT has also dramatically increased the installation of leading pedestrian intervals (LPIs), which provide a head start to pedestrians when crossing the street. This proven treatment reduces the number of turning crashes that result in serious injuries to pedestrians and cyclists by more than 60 percent. When Vision Zero launched, there were 254 LPIs in all of New York City. Last year we installed three times that number, 776. And since the start of Vision Zero, we have implemented over 1,000 LPIs along our priority corridors.

In 2016, I am proud that we installed a record-breaking 18 miles of protected bike lanes and over 63 total miles of dedicated cycling lanes. DOT had a banner year, including protected network expansions on Bruckner Boulevard, Queens Boulevard, Amsterdam Avenue, the Pulaski Bridge, and 6th Avenue to name just a few. As someone who commutes to work by bike when she can, I can tell you firsthand that these new lanes are extremely popular and are bringing new cyclists to our streets. I have gotten great feedback from fellow cyclists about a couple of very key protected bike lanes we installed in 2016 - Jay Street and Chrystie Street. A cyclist can now ride from Downtown Brooklyn to the Bronx on nine miles of protected bike lanes.

I also want to take the opportunity to commend NYPD for a new 2016 cyclist safety initiative - Operation Safe Passage - which involves stronger enforcement against hazardous parking and moving infractions that put cyclists at risk. Additionally, DOT has been productive on many other fronts: re-timing signals to discourage speeding on over 300 miles or 72 percent of all priority corridors, signing priority corridors with more than 2,400 new 25 mph speed limit signs, improving lighting at nearly 1,000 locations, installing over 400 speed bumps, and much more.

### **Expanding the Vision Zero frontier**

DOT is also embarking on some new, cutting-edge initiatives. A year ago, the Mayor announced DOT's new focus on left turns, which are more dangerous due to the sweep of the turn, and the driver's higher speed and obstructed view. In response, DOT released "Don't Cut Corners," our study of left turn crashes, which we prepared at the direction of the Council to support Vision Zero. As part of this study, we announced a left-turn calming pilot, in which we developed and installed left-turn treatments at 107 intersections, including at 86 priority locations. The early results are promising, as the treatments have reduced vehicle turning speeds by 24 percent. We look forward to sharing the full evaluation in the coming months.

DOT is also working with DOHMH to deepen our understanding of how serious crashes occur, and the impact on those involved in crashes. DOHMH led the City's first Research on the Road conference, which connected over 40 external researchers with the agencies on the Vision Zero Task Force to discuss shared research interests. DOHMH also advanced the Data Linkage project, which will provide a new way to analyze injury patterns, severity, and demographic information and their associations with crash characteristics. This project could provide fresh insight into key priorities as we pursue Vision Zero.

In our analysis of 2015 data, DOT observed that the earlier onset of darkness in the fall and winter is highly correlated to an increase in traffic injuries and fatalities and a higher incidence of crashes involving turns. In the last quarter of 2015, we saw over 40 percent of the year's pedestrian fatalities. In response, the Mayor announced in October the City's Dusk and Darkness Safety Initiative, a new multi-agency seasonal approach targeting the evening rush hours of the fall and winter.

NYPD concentrated enforcement during these hours, and officers were instructed to focus on the most hazardous violations. DOT and NYPD Street Teams engaged drivers and other New Yorkers in 16 Vision Zero priority areas in all five boroughs during a "day of awareness," making tens of thousands of contacts regarding the challenge of driving safely at dusk.

We expanded the "Your Choices Matter" campaign with fresh content, including new radio advertisements timed to air specifically around those drive-time sunset hours. In this new campaign, listeners were educated about the correlation between darkness and crashes - and reminded to lower their speeds and to turn slowly. TLC staff handed out over 20,000 palm cards to drivers at LaGuardia and JFK Airports and TLC facilities, sent text messages to all TLC-licensed drivers, promoted messages on TLC social media and radio shows popular with drivers, and worked with fleet managers and industry organizations to get out the message.

The Dusk and Darkness Safety Initiative was one of our most promising new efforts in 2016, and we believe it contributed to a 25 percent reduction in pedestrian fatalities from its launch in October to the end of the year. This decline during the most high-crash months of the year is encouraging, and we intend to continue the initiative this year. With the Dusk and Darkness and Left Turn initiatives, we have expanded beyond our focus on geographic data and are now tackling Vision Zero based on driver behavior, and temporal and seasonal factors. And soon, we hope to utilize DOHMH data to better inform our safety efforts.

### **Looking Forward**

In our Borough Plans, DOT committed to achieving engineering and planning milestones by the end of 2017 – and we are on track to reach those goals. I was proud yesterday to stand with the Mayor yet again to announce an extraordinary level of new funding for our Vision Zero work. In FY17-21, the Mayor committed an increase of \$400 million in capital and expense funding, which amounts to over \$1.6 billion in total Vision Zero funding. That includes \$323 million in capital and \$77 million in expense funds to support street reconstruction, better maintenance of our markings, left turn traffic calming, bike network intersection upgrades, and streetlight enhancements.

We are particularly excited about the new funding the Mayor has provided for street markings. This substantial increase will take our funding for this work from \$27 million to \$33 million in the current year, with progressive increases all the way up to \$42 million by FY21. This funding will allow us to set a new

city-wide high visibility crosswalk standard and continue our ambitious pace of new safety projects, while better maintaining our other markings.

At the State level, we hope to expand our speed camera program - our top Vision Zero priority. As you know here in New York City, nearly 85 percent of traffic fatalities and serious injuries occur during hours or in places where State law prohibits our use of speed cameras. The City supports legislation to increase the scope of the program, which reduces speeding by over 50 percent. I would ask the Council to lend your support on this effort in Albany this year.

### **Legislation**

I would now like to briefly comment on legislation before the Committee today. Before getting to the individual bills, I want to speak about the importance of DOT's professional and engineering judgment when it comes to selecting particular locations for study or safety interventions. If there are particular areas of concern, we always want to work with local communities and elected officials. However, we oppose rigid quotas imposed by legislation for locations or treatments not guided by DOT's engineering and professional analysis and expertise. When we deviate from where the data leads, we risk diverting resources and attention from the most crash-prone locations.

Now, I would like to turn to the specific bills. On Intro 542 by Chair Rodriguez, we share your concerns about protecting seniors and I would like to discuss how we pursue this goal. DOT's Safe Streets for Seniors Program brings traffic calming treatments to 37 multi-block focus areas determined by crash data. DOT has implemented 165 safety projects in these key areas since the program launched in 2008. Additionally, in 2017, we will be prioritizing the installation of LPIs in these focus areas. We would be happy to further discuss our approach with you.

Regarding Intro 671 by Council Member Vallone, I am happy to report that DOT has been diligently working to accomplish many of the goals of the bill. In three rounds of large-scale countdown signal installations, we prioritized schools, senior centers, and community requests, as well as other locations. DOT engineers have now evaluated nearly every intersection and we have installed countdown signals at over 7,500 of our 12,800 signalized intersections city-wide. DOT will continue evaluation and installations on an as needed basis, and we are open to considering additional locations.

Intro 911 by Chair Rodriguez would require DOT to complete a study of pedestrian and bicyclist safety along bus routes and execute an action plan based the study. DOT and MTA work together to study bus crashes throughout the city. We completed 23 separate safety projects this year in partnership with the MTA, and installed 77 LPIs on bus routes to enhance safety. Our work has led to significant improvements, and this past year saw only three people fatally struck by buses, a decline from seven in 2015 and ten in 2014. We are open to further discussion on this bill.

Regarding Intro 1116 by Council Member Van Bramer, DOT supports the concept of codifying the Vision Zero portal. Some of the data required by the bill is already provided to the public in the Open Data portal through the NYPD. We would look to work with the Council and NYPD to further discuss the details of the legislation.

Intro 1257, also by Council Member Van Bramer, would require us to update and continue our Safe Routes to School Action Plans. Of course, we share the Council's interest in school safety. But as you know, the Safe Routes to School program dates back to before the beginning of Vision Zero. Now, all of our school safety work is driven by our Borough Pedestrian Safety Action Plans, and this year's data on school children fatalities shows our data-driven approach is working. We would welcome the opportunity to discuss our approach further with you, as well as safety concerns at any particular school.

Intro 975 by Council Member Maisel would increase the penalties for failure to remove abandoned utility poles. DOT shares the bill sponsor's concern about damaged or abandoned poles and we have had ongoing conversations with the utilities about addressing removals expeditiously. We are happy to work with the sponsor on this topic.

Intro 1071, also by Council Member Maisel, would create a task force to study private streets including an evaluation of possible City acquisition. Because private streets are typically not built or maintained to City standards, each one can present unique challenges, and acquisition can create enormous expense and complexity for the City, costing tens or even hundreds of millions of dollars. Therefore, DOT has serious concerns about this bill, and believes the time and attention to complete a study, and certainly any acquisition, would take substantial resources away from other key priorities. Again, we are always willing to discuss specific street concerns with Council Members.

Intro 1311 by Council Member Deutsch would require DOT to provide five days' notice to NYPD and FDNY of any non-emergency re-surfacing work. DOT currently publishes our milling and paving schedule for the upcoming week on our website and distributes it to a large email list, which already includes police precincts, community boards and local newspapers. We would be happy to discuss any gaps we might be missing with the bill sponsor.

### **Conclusion**

In closing, in the three years since Mayor de Blasio and family members who lost loved ones in traffic crashes stood in Woodside, Queens to announce the Vision Zero initiative, we have relied on the dedicated, creative, and hardworking team at DOT to turn that vision into reality. I want to thank everyone at DOT for their efforts, as well as all of the agencies that are part of the Vision Zero Task Force.

Finally, I want to express deep gratitude on behalf of New Yorkers to Transportation Alternatives and particularly Families for Safe Streets, whose forceful advocacy has been essential to advancing our street-safety work. As I have said many times, these groups keep us honest and remind us of the human impact of our work.

Thank you again to the Committee for inviting me today. After you hear from the rest of my colleagues, I would be happy to answer questions.



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## Statement of AAA Northeast, Inc. before the New York City Council Committee on Transportation

New York, NY – January 26, 2017

Good afternoon. AAA Northeast, which serves over 570,000 members in the five boroughs of New York City and over 5.2 million drivers in the metropolitan area, is pleased to submit this testimony, and we would like to thank the Committee on Transportation for holding this hearing.

We would be remiss if we began this testimony without acknowledging the incredible results witnessed in New York City. From 2013-16, traffic fatalities in New York City have decreased by 23%, while the latest estimates from NHTSA show a 14% *increase* nationally over the same time period. The Mayor's Office, the Council, the DOT and the NYPD all deserve praise for their efforts.

AAA supports Intros 1116 and 1280, which would codify and expand the Vision Zero View portal and codify the NYPD's recent change to allow interested parties to obtain collision reports online. We want to comment on four other areas: use of police enforcement resources, open data for moving violations, hit-and-run crashes, and dedication of automated enforcement revenue.

**Police Enforcement:** Tinted window tickets make up a large proportion of moving violations given out across the city. Over 75,000 tinted windows tickets were issued in 2016. In nine precincts, tinted windows was the most common moving violation; the 67<sup>th</sup> Precinct issued 23% of its traffic summonses for tinted windows. It was the second most common summons in both the Brooklyn South and Bronx patrol boroughs.

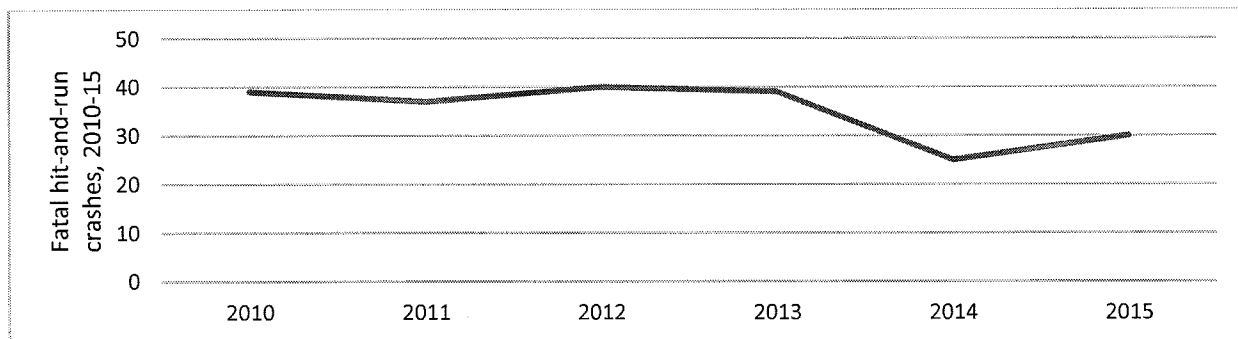
With the passage of a bill that incorporates tinted window checks into motor vehicle safety inspections, the NYPD should rededicate those enforcement resources to combating dangerous driving behaviors and not simply fold those man-hours into other police responsibilities.

The NYPD has done a commendable job focusing on dangerous driving infractions, particularly failure-to-yield to pedestrians (262% more summonses in 2016 than in 2012). However, AAA is concerned by the 41% decrease in the number of safety belt summonses over the same period. Preliminary DMV estimates suggest that 42 unrestrained vehicle occupants were killed in New York City between 2015-16, up from 31 between 2013-14. Last year, 51% of the motor vehicle occupants killed in crashes were not properly restrained (excluding unknown restraint use).

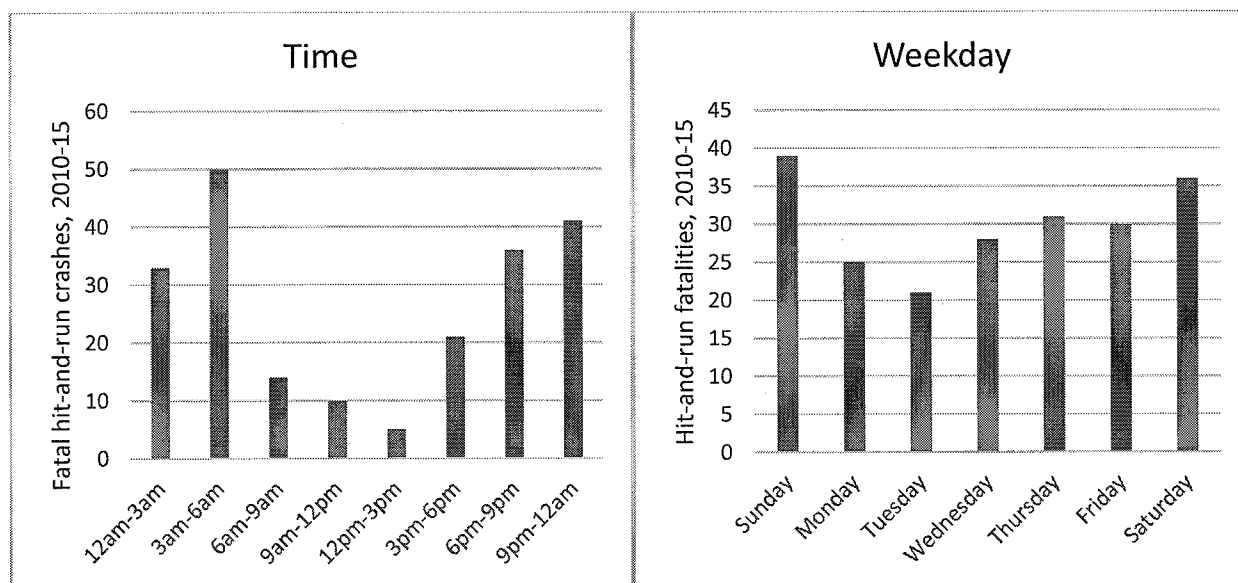
**Open Data for Moving Violations:** The preceding data was obtained from the NYPD website, which includes ticket breakdowns by precinct but not by location. However, precinct-level data raises questions. For example, the 90<sup>th</sup> Precinct gave out 951 tickets for driving the wrong way on a one-way street last year – nearly a quarter of all such tickets in the City (the next closest precinct was the 62<sup>nd</sup>, which issued 194 such summonses). Where are those tickets being given out, and can DOT make street design changes to prevent such violations from occurring in the first place? Are crackdowns on speeding improper turns at particular corridors and intersections working to reduce crashes? These are questions that more granular open data can answer.



**Hit-and-runs:** Fatal hit-and-run crashes in New York City have broadly declined in the last few years, aligning with the overall decline in fatalities (all data from NHTSA's Fatality Analysis Reporting System):



Hit-and-run crashes are more likely to occur at night and on the weekend. Half of all fatal hit-and-run crashes in New York City occur between 9pm-5am and half occur on Friday, Saturday, and Sunday.



NHTSA reports that a driver was charged with fleeing the scene after only 16% of the 210 fatal hit-and-run crashes in New York City between 2010 and 2015, compared with 31% of the 214 such crashes elsewhere in the Empire State. The City and the NYPD should explore innovative efforts to increase the arrest rate after hit-and-run crashes, while respecting due process and the judicial process.

AAA continues to support state efforts to increase hit-and-run penalties to match drunk driving penalties and to crack down on impaired driving, which accounts for a disproportionate number of hit-and-run deaths.

**Dedicated Safety Funds:** The January 2017 Financial Plan estimates that over the next four years, the City will earn more than \$300 million from red light and speed cameras alone. AAA has supported the red light camera program since its inception and most recently backed the 2014 state legislation expanding the speed camera program, but continues to believe that the City should dedicate fine revenue from automated enforcement to dedicated safety funds. Doing so would redouble DOT's commitment to safety and help convince skeptical state legislators that the program is designed completely for safety.



## New York City Council Committee on Transportation Hearing

January 26, 2017

Testimony of Eric McClure, Executive Director, StreetsPAC

On behalf of StreetsPAC, I'd like to thank you for holding this oversight hearing today on Vision Zero progress and needs.

We were heartened by the news this week that Mayor de Blasio plans to budget an additional \$400 million for Vision Zero. The City Council's call last year for more funding for Vision Zero no doubt played a role in the Mayor's decision; thank you for your continued advocacy for increased investment in safe streets.

This additional funding is critical, because our ability to achieve Vision Zero lies first and foremost in redesigning our streets. Vision Zero is predicated on the fact that people make mistakes, but that those mistakes should not cost someone a limb, or worse, his or her life. A margin for human error must be part of the equation, whether that error is on the part of people using our streets, or those whose job it is to enforce the laws governing them.

People on foot and on bikes and behind steering wheels are fallible, and police can't be everywhere all the time. Street design must mitigate human fallibility, and this planned budget increase will help do that. It's not enough to accomplish all that we need to do, but it moves us in the right direction. And we count on the City Council to continue to push the Mayor to invest in life-saving street redesign.

I recently had the privilege to speak with a group of 11<sup>th</sup> graders at the York Early College Academy in Jamaica, an incredibly diverse school whose students are deeply concerned about the safety of the streets around their school.

One of the first questions they asked me was about automated enforcement, and they were frankly incredulous – with good reason – that the deployment of speed and red-light cameras was tightly controlled by Albany. They were further dumbstruck that the city only has the right to deploy 140 speed cameras and 150 red-light cameras, in total, throughout the five boroughs.

They quickly realized that these paltry numbers make it highly unlikely that they could get even one camera placed near their school on dangerous Merrick Boulevard, which we could see a literal stone's throw away from the classroom window. I certainly didn't relish playing the part of Debbie Downer when they had invited me there to help them tackle their safety concerns.

I share this anecdote to underscore how important it is to move forward quickly with those things that the city can control – especially the redesign of unsafe streets. And if the Governor, Assembly Speaker and Senate Leader are listening, we urge them in the strongest possible terms to heed those kids' voices and empower New York City to deploy automated enforcement technology in whatever way it deems appropriate.

Lastly, in regard to the specific pieces of legislation before the Committee today, StreetsPAC is broadly supportive of initiatives to implement traffic-calming devices in proximity to senior centers and naturally occurring retirement communities, install countdown clocks adjacent to schools and parks, improve safety along bus routes, create Safe Routes to Schools action plans, improve reporting on crash-related injuries and fatalities, and make crash reports more easily accessible.

We would urge the Council to use its power to monitor the operation and performance of the Department of Transportation and the NYPD in these matters to advance the initiatives outlined in these various Intros, which we believe are largely shared by the agencies. Implementing life-saving infrastructure and facilitating the sharing of information should be goals we can all agree on, and act upon, with or without legislation.

**New York City Council Transportation and Public Safety Committee Hearing  
January 26, 2017**

**Testimony of Hindy L. Schachter, Families for Safe Streets**

My name is Hindy Schachter. I am a lifelong New York City resident. As a senior citizen driver, cyclist, and pedestrian I see the need for safe streets from multiple perspectives, but from each vantage I perceive a requirement to stop traffic violence and achieve vision Zero. Reaching this goal will enhance travel for motorists, cyclists and walkers alike. But to achieve this aim New York needs extensive street redesign. Action is particularly necessary on large arterial streets labelled dangerous such as Atlantic Avenue in Brooklyn, Grand Concourse in the Bronx, Hylan Boulevard in Staten Island, Upper Amsterdam Avenue in Manhattan and so many more. But as I will show later, we also need action in many other locales including recreational spaces. What kind of action? We need streets designed to discourage speeding and encourage safe behavior which often means narrower corridors, protected bike lanes, extended curbs, better visibility, and pedestrian refuge islands.

I started riding a bicycle on the streets of Manhattan in the 1970s. My first cycling forays came well before the advent of bike lanes or share-the-road signs. Often as I pedaled with my husband, Irving Schachter, a driver would open his window and yell, "Get off the street. You belong on the sidewalk." As my husband could easily ride 25 mph, the drivers were not responding to our lack of speed; they simply refused to share the road. We became members of Transportation Alternatives because we wanted to educate motorists and change driving culture. From our first forays we both believed change was possible; I continue to believe that change can and will come today.

My husband was also a lifelong New York City resident. He was a driver, a cyclist and a pedestrian who felt comfortable in all three roles. He was a runner who won age group awards in New York Road Runner races. In 2013, he completed his first New York City marathon at the age of 74. In summer 2014, he set aside time each week for three Central Park runs as preparation for the upcoming November race.

On Sunday August 3, 2014, he and I set out to run in the park. We ran five miles together at my pace—his warm up. At E. 69<sup>th</sup> Street and East Drive I then left; my exercise time was over. He planned to complete 13 additional miles at a somewhat faster pace. He was almost finished with an 18 mile run when a 17 year old cyclist veered at speed into the runner's lane and collided with Irv. A moment was all it took to end a life still primed for athletic accomplishment.

One way to analyze this tragedy is to focus on the cyclist's individual flaws, particularly his lack of concern with the consequences of entering a pedestrian only lane. Such an approach has merit in that it reminds everyone that the cyclist's action was not an accident—entering the lane at speed was a deliberate (and wrongheaded) choice. But focusing on the individual alone will not solve the problem of traffic crashes. The underlying cause of our current traffic crash epidemic is faulty street/road design and a culture that minimizes the need to hold accountable people who kill and maim on the road. And let us not forget that although my husband died because of a cyclist's error, this type of crash is an extremely infrequent occurrence. Almost all traffic deaths come because of the actions of motorists and street redesign will be particularly effective at changing driver behavior.

I testify before you today to honor my husband's memory by tackling the problem of faulty street design. Such a campaign means working to create a city in which his death and the death

of so many other collision victims will be unthinkable. To this end I ask the City Council to allocate and disburse sufficient money to redesign streets to minimize fatal crashes. In particular, I ask that money go to redesign on dangerous streets, near senior centers and near parks and schools.

Two years ago the city designated 100s of streets as Vision Zero Priority Locations and yet no work has been done to improve most of these places. What are we waiting for? Every delay can only enable additional tragedies. A simple line separated the pedestrian's lane in Central Park and the lane used by the man whose action killed Irving. Better designed separation might well mean that I would not have to give testimony today. The only outcome of stretching the process of street redesign is the strong probability that more people will share my horrible experiences, the likelihood that additional people will lose a beloved partner. By designating Vision Zero Priority Locations the city identified a problem. By calling for work to improve these dangerous roads the city identified a solution. Now those of us who have lost loved ones call for swift action to redesign dangerous streets.

The time to act is now. We need streets that put the brakes on excessive speed. The only speed we want is from a City Council primed to end traffic violence in a speedy manner.



**Janie Ho, Thursday, January 26, 2017, Families for Safer Streets**

**New York City Council Transportation and Public Safety Committee Hearing**

There's very little that can prepare you for the first few minutes that your body gets hit by a speeding car.

But actually, a car didn't hit me.

It hit a large, heavy bag down the side of my body, covering my organs.

If it had hit those body parts, I may not be here today. I'd still be in the hospital, because maybe my three weeks in December weren't enough, or maybe I'd be somewhere underground, covered by dirt. My life would have been over that night.

My family would have planned my funeral. My friends would have come. But everyone would move on. Except for me. I would keep grieving, because I wouldn't have been ready to go.

On Wednesday, November 30<sup>th</sup>, 2016, just 8 weeks ago, I was hit by a car that sped away, leaving me in the middle of the street on Staten Island.

I still fell back though, when he hit my bag. Fifteen feet back, onto my head, my hips, leaving deep, five-inch bruises I'd never seen before, down the side of my head, throughout my body and both my legs. My shoes were missing, my socks were bloody.

I got onto my 3 broken bones, unable to crawl back to the sidewalk as traffic approached. Also, unable to get his license plate that stared me in the face for two seconds. And I couldn't get it.

If I'd died that night, this conversation would still be the same though. Because many people, thousands of people in New York, have died this way -- I've met their families.

But proven ways to deter these hits – life-altering hits via ... speeding, impaired or distracted driving, all choices people make – proven ways that have dropped speeding incidents by 50 percent where they're

installed, still need implementing in New York, to prevent nights like mine from happening again.

Most people know of hit-and-runs from 10-second voiceovers on the news. Because they're fatal.

But the pain lasts well beyond 10 seconds for many victims. Beyond your first week in the trauma unit where nurses roll you onto your broken bones on both sides at 3am. Beyond the teeth-chattering animalistic pain that lasts for hours after they put that hard bedpan beneath your shattered bones.

A bedpan, if you haven't used one, is a large plastic device you use in your 30s when you cannot go to the bathroom by yourself.

You can't sit up, you can't stand up, and you can't get into a wheelchair to go to the bathroom five feet away.

The pain lasts beyond the weeks in intensive rehab, where you learn to walk again, with tears on the floor, and are terrified of going outside or doing things you loved. When two months later, you're a shell of who you used to be. Or when you eat dinner, alone, in your hospital gown for the holiday season. Beyond your constant reliving of your hit and those first few hours in the ER – screaming, gasping, panting, crying – for hours, and hours.

"I saw you in the paper. I'm sorry for your accident." It was a hit-and-run.

Someone chose to be distracted, impaired, reckless or to speed, so it wasn't an accident.

When people think of speeding, they think of the dreadful drag-race screeches they hear in the distance from their bedrooms at night. And they just hope that nothing was in their way, because they would never survive.

What speeding really is ... is a car that just goes too fast. There's no engine revving, no Indy 500 acceleration – it just goes *too fast* to stop, *too hard* to prevent killing or injuring the person in their way.

It's a car that's trying to beat the red light. So it turns too fast to see the person in the crosswalk, carrying a huge bag down her left side, filled with heavy boots and magazines.

A basic rule of economics is that people will seek to make themselves better off -- that means making more money, saving time, but also not breaking the law, because they don't want fines and they don't like prison.

Avoiding breaking the law, even going just 15 miles above the speed limit, will only happen if a law is widely known to be enforced.

That statistically proven way that prevents nights like mine – nights that rob you of months, years of your life for some – is speeding cameras.

One thing we do in the tech industry is to scale what has the most impact, using as few, efficient resources as possible.

Speed cameras can do that. Save time, money and be effective. They are not a constant loop. They only capture a speeding car when it exceeds the known speed limit by least 10 miles per hour.

Each shot is evaluated before issuing a flat \$50 ticket, without touching the points on a driver's license.

Tickets are contentious, but so are thousands of statistically preventable injuries every month.

The aftermath is long and ugly. Entities that you thought should care don't, so you have to fight, from your hospital bed, from the funeral homes. But remind us, please, of those who can care.

Sometimes I wonder if my dad just missed me and wanted to see me again. I was rushed to the hospital where he passed away years ago. This hit was always his worst nightmare, even in his last days.

But as much I'd want to see him again, he knows I have so much unfulfilled. And that my family wouldn't deserve that. So he let me live.

I am asking you, with the power in your hands before me, to care, and do the same for the next person hit by a car in New York. To please let them live.

Thank you.

*NOT PRESENT*

Allen Sneed, Families for Safe Streets  
Testimony, New York City Council Vision Zero Oversight Hearing  
January 26, 2017

Thank you Council Members for hearing my story today. My name is Allen Sneed and I live in the Bronx, my daughter Tishira is a senior at Fordham University majoring in Business with a concentration in marketing.

The week before Christmas my daughter was hit by a reckless mini-van driver while walking across Fordham Road. The driver stopped very briefly, then fled the scene without providing assistance or leaving information. Luckily her sister and other witnesses attended to her and called 911. My daughter suffered seven fractures to her pelvis, had internal bleeding, and intestinal swelling. She was in the hospital for nearly a month and is facing many months more of rehabilitation.

But once she was stable, I started to seek answers from NYPD as to what happened. This is when our terrible experience with our local precinct began.

On Monday Dec. 19, I called the 52nd precinct to get the report number, the woman that answered the phone took my information, put me on hold, and then just hung up the phone. I called back and let the phone ring for five minutes before a male officer answered. I explained to him what happened and that I wanted to get the report number. He rudely told me that only the victim could get that information and he hung up on me. I immediately called back and explained to him that the victim was in the ICU at the hospital and wouldn't be able to pick up the report anytime soon. He repeated himself and hung up on me again. I had to call a friend of mine who is a judge in order to get the report number.

After getting the report, I noticed that the report was written as if the driver stayed on the scene, which I knew to be wrong. I immediately went to businesses near the crash site and obtained a video of the crash.

One of the hardest things I have ever had to do was watch a video of my daughter getting hit and dragged by a vehicle. For the police that we put our faith and trust in decide to lie about what happened is totally unacceptable.

The video speaks for itself, the NYPD put on the report that the driver stayed on the scene, so no charges will be filed. Instead of arresting the driver, they tried blaming my daughter for what happened. Just because you know a police officer doesn't mean you should have a get out of jail free card.

It was only after being contacted by the New York Times and being told about the video did the precinct change their story. Now they claim that the driver fled the scene because he feared for his life and he returned later to give a statement to the police. Who was he scared of???? The video shows no threat to the driver. I want justice!

This whole ordeal has been frustrating and heartbreaking.

Since this happened, I have learned that many other families have suffered as we have. Many also experienced this same terrible and inhumane treatment. And the NYPD has time after time misreported facts that help get reckless and fleeing drivers off the hook as they did to us, instead blaming the victims who often cannot speak for themselves. Family members shouldn't be verbally abused and have to go through so much red tape to get information when their loved ones can't. I had so much more to worry about when my daughter was lying in the hospital - the last thing I needed was to be fighting to get information from the police let alone making sure they did their job. I urge you, Council Members, to make sure that today's legislation (Intro 1280) is expanded to include family members and that it is passed quickly. I hope and pray you will do the right thing to help other families and continue to make our streets safer so that no other family suffers as ours has.

Thank you for the opportunity to speak today.



OFFICE OF THE PRESIDENT  
BOROUGH OF MANHATTAN  
THE CITY OF NEW YORK

1 Centre Street, 19th floor, New York, NY 10007  
(212) 669-8300 p (212) 669-4306 f  
163 West 125th Street, 5th floor, New York, NY 10027  
(212) 531-1609 p (212) 531-4615 f  
[www.manhattanbp.nyc.gov](http://www.manhattanbp.nyc.gov)

Gale A. Brewer, Borough President

**Testimony of Gale A. Brewer, Manhattan Borough President  
Given to the New York City Council Committees on Transportation and Public Safety on  
Vision Zero Progress and Needs  
January 26, 2017**

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My name is Gale Brewer and I am the Manhattan Borough President. Thank you to the Chairs of the Transportation Committee and Public Safety Committee for holding this hearing today on a collection of important bills related to the ongoing implementation of Vision Zero in our city.

In addition to debating the merits of the package of bills before the committees today, I also understand the purpose of this hearing is to report on both the progress and needs of the Vision Zero initiative overall. The successes, it seems to me, are clear; many traffic safety numbers have improved. In 2015, we recorded to lowest number of traffic deaths since 1910—more than one hundred years ago. Preliminary statistics show that number dropped even further in 2016. Our rate of traffic deaths is a quarter of the national rate. With Mayor de Blasio's impressive show of support for Vision Zero this year—funding now totals \$1.6 billion through 2021—this is sure to be just the beginning of improvements in street safety.

However, there is plenty of room for improvement. The bills before the committees today, if passed, will help. Intros 542 and 671—sponsored by Chair Rodriguez and Councilmember Paul Vallone respectively—will do so by creating new traffic calming measures in areas that badly need them, such as near senior centers, parks, and schools. Other measures, such as intro 1280 sponsored by Councilmember Deutsch, would call for more robust data collection with respect to motor vehicle injuries and fatalities helping ensure Vision Zero remains a data-driven initiative. These and similar commonsense measures will help continue to make the Vision Zero experiment a success.

Another area that needs additional focus is one Chair Rodriguez has helped highlight in recent weeks: hit-and-run collisions. We've all seen the news reports. 2017 has just begun, yet we have already witnessed multiple tragic hit-and-run crashes. This is not, unfortunately, a new phenomenon. While we have yet to see statistics reported for 2016—which in and of itself is a problem—the hit-and-run figure we have from 2015 is far from encouraging: apparently there were 38,000 hit-and-runs that year, just in New York City. Chair Rodriguez's proposal to create a reward fund could help us live up to the mayor's Vision Zero commitment to be proactive. Accompanying legislation requiring that hit-and-run crashes be reported regularly by NYPD would likewise keep such a program data-driven.

We must also work to increase the speed at which certain Vision Zero improvements are deployed around the city. Last year, for instance, the city committed to installing 10 miles of protected bike lanes per year, which seems insufficient in light of the \$1.6 billion Vision Zero investment. I'm greatly encouraged that the mayor has increased funding for bike lanes for the coming fiscal year from \$245,000 to \$690,000, and hope that the increase will result in protected bike lanes in areas of Manhattan that still sorely need them, such as along 5<sup>th</sup> and 7<sup>th</sup> Avenues and along 6<sup>th</sup> Avenue north of 33<sup>rd</sup> street.

Lastly, despite progress, Vision Zero is also lagging in accessibility upgrades for New Yorkers with disabilities. The city has been diligently installing curb cuts where they didn't exist before, thanks to a 2002 settlement that forced the Department of Transportation to bring the city's corners up to ADA standards. But still, 14 years later, we have yet to see 100% of the city's curb cuts fully installed—a canvass organized by my office several years ago located 142 missing curb cuts just along Broadway. ADA-compliant pedestrian ramps may not be as noticeable of an accomplishment to the average New Yorker as a sleek new separated bike path—but they are just as important for street safety, particularly for New Yorkers with disabilities.

Overall, we have much to be proud of; our streets are demonstrably safer thanks to Vision Zero initiatives. But we must continue proposing and implementing innovative ideas such as those being discussed today if we are to achieve a future with zero major traffic injuries or fatalities. Thank you again for the opportunity to testify today.



Testimony before New York City Council Transportation Committee, January 26, 2017

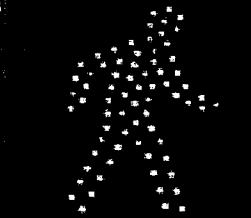
I am a long-time safe streets advocate. Thank you for this slate of proposed legislation that will do much to improve street safety in the City of New York. I would like to offer a few additional comments and suggestions:

**Int. 671** is intended to increase the number of pedestrian countdown clocks adjacent to schools and parks, but is woefully inadequate as currently proposed. New York City has over 1,700 parks, 1,800 public schools, and nearly a thousand private and religious schools. Adding only 100 pedestrian countdown signals — one of the most cost-effective and swift interventions DOT has in their toolbox — per year is simply not enough to protect our citizens. While we are codifying issues around pedestrian signals, we should also consider including language to mandate leading pedestrian intervals at these locations as well. LPI's are another affordable, easy-to-implement signal improvement that save lives.

**Int. 1257** will go a long way towards making DOT more accountable for providing safe routes to school for our children. However, if we are serious about improving this program, this reporting should happen on an **annual** basis, not every two years. All the current and upcoming DOT street design improvements and NYPD's increased enforcement will have major impacts that should be studied on a more regular basis to ensure that our limited resources are going to the locations that need them most.

**Int. 1311** could be expanded to include not only NYPD and FDNY notification, but also a requirement that DOT develop a push notification system for milling/paving locations to which any citizen and, importantly, private emergency responders could subscribe. This technology already exists. Everyone should have access to this information in a more geographically-customizable, timely, convenient, user-friendly format than the current DOT practice of merely posting on their Web site.

Even something as simple as **Int. 975** deserves a closer look. While removing abandoned poles might make sense in high vehicular traffic areas with low local populations, poles that remain in strategic curbside locations in areas with both high vehicular and pedestrian traffic may serve an unintentional but life-saving tool by providing a buffer between curb-jumping drivers and people walking on the sidewalk. In many parts of the city, the more hard infrastructure protecting pedestrians, the better. Until we redesign our streets to lower speeds and protect bike lanes and sidewalks, these existing poles should be studied on a case-by-case basis, not summarily removed.



**CHEKPEDS**

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**City Council Transportation Hearings — January 26, 2017  
IN SUPPORT**

**My name is Christine Berthet, I am the cofounder of CHEKPEDS, pedestrian safety coalition on the West Side of Manhattan.**

**We applaud the introduction of this batch of legislation to improve safety and reporting with the following comments:**

**Intro 911 – recommends the study of bus routes and installation of traffic calming features at the dangerous intersections**

No one wants to see a bus driver taken away in cuffs and no one wants to see injuries or fatalities. Based on our study of hundreds of bus routes, most of the priority intersections in the Vision Zero pedestrian action plans happen to be the same as those where buses make a turn. This bill will do double duty by addressing the most dangerous intersections for the public at large, and for the bus drivers.

While we are pleased that the language specifically highlights best practices for roadway design like allowing left turns to be made only on a green left arrow signal, we encourage the committee to strengthen this language and specifically recommend that a red arrow signal protect pedestrian crossings.

We request that only proven remedies and not experimental measures be relied upon for addressing such life and death situations. (See the pictures). And the last sentence could be amended to say that “ and if no measures or only experimental measures are implemented ... “

**Intro No. 1116 – recommends that NYPD improves its reporting of crashes.**

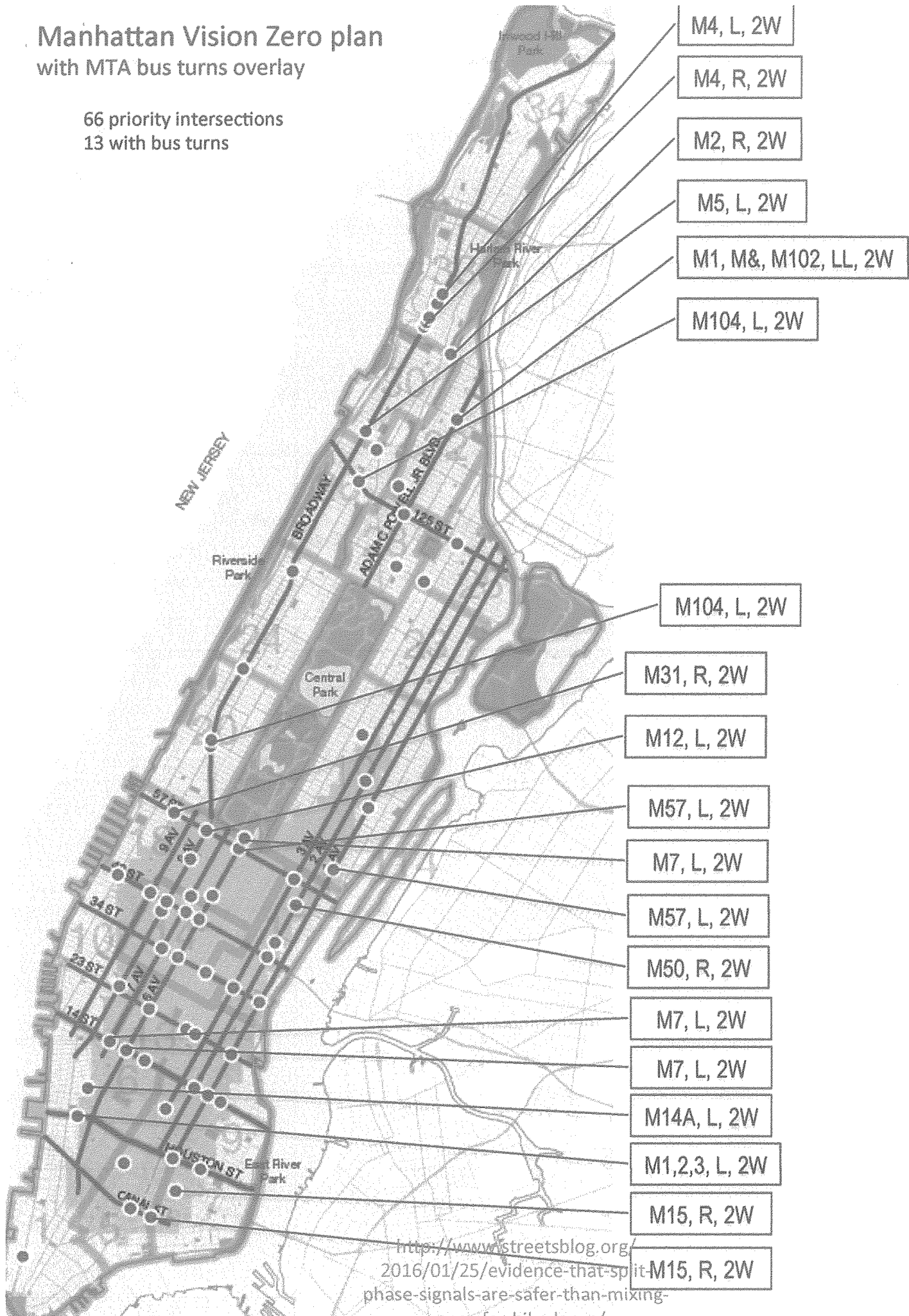
We are very much in favor of this measure and particularly of reporting of turning movements related to crashes. We wish the contributing factor were properly reported. Today only a very small percent of crashes are coded with contributing factors and thus this information is not meaningful. There needs to be a wholesale change in NYPD practices to bring this reporting over 50% .

**Int. No. 542 - recommends installation of traffic calming around senior centers.**

While seniors are involved in a disproportionate percentage of pedestrian crashes, we should verify that such crashes occur around senior centers. Nothing should distract the DOT from fixing first the priority intersections identified in the Vision zero pedestrian action plans. There is a good chance that these intersections are also used by seniors.

## Manhattan Vision Zero plan with MTA bus turns overlay

66 priority intersections  
13 with bus turns



with MTA bus turns overlay

46 Priority Intersections  
19 with Bus Turns (4L)







Leica

WEATHER ALL

WATER SHIELD

TECHART

PHOTO VILLAGE 2nd Floor

B&W DELI & PIZZERIA

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## **Transportation Alternatives' Testimony to the Committees on Transportation and Public Safety**

Paul Steely White, Executive Director

January 26<sup>th</sup>, 2017

Thank you, Committee Chairs Rodriguez and Gibson, for calling this hearing. My name is Paul Steely White, and I am the Executive Director of Transportation Alternatives, New York City's 44-year-old membership organization dedicated to walking, biking, and safer streets.

We would like to express our gratitude to the DOT, NYPD and TLC for their hard work in keeping Vision Zero visible. Your job is difficult, it is intensive, it is a balancing act among many parties, and it is often thankless. The bills presented today have a role to play in our ongoing progress towards a City in which no more people are injured or killed in traffic, but as we will explain, there is no substitute for drastically increased investment in comprehensive street redesign. We are greatly encouraged by the Mayor's announcement in his Preliminary Budget that \$317 million will be allocated for new street safety reconstruction projects, street lighting, and traffic signal improvements, \$12 million will go to improving pavement safety markings, and \$690,000 is designated for safety improvements for bike lanes. This is an investment in saving the lives of New Yorkers, and we look forward to working with City agencies on delivering safer streets.

### **INTRO 542-2014: Requiring the installation of traffic calming devices adjacent to senior centers and NORCs.**

We support Intro 543 and are very pleased to see traffic calming in areas with high concentrations of senior citizens being brought to the forefront, as this is an issue in need of greater attention.

- **The elderly are disproportionately victimized by dangerous drivers**, and when injured are more likely to suffer complications, like major fractures, that can lead to death.
- **In 2016, almost a quarter of New Yorkers who died in crashes were age 65 or older**, even though this age group is only 12% of the population.
- **So far this year, 5 seniors have been killed.**
- Safer streets enable seniors to remain active and autonomous, and empower them to maintain their social lives.

**In the legislation's proposed section 19-183.1(2)(d) we ask the Council to add "cyclists" to the list of road users whose safety the commissioner must evaluate.**

In addition to improving streets around senior centers, we remind the DOT that seniors live and walk all over our city, including the many priority locations yet to receive improvements, and therefore progress on Vision Zero redesigns for all Priority Corridors must proceed quickly as well.

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**INTRO 671-2015: Requiring countdown pedestrian signals at intersections adjacent to schools and parks.**

Following the enactment of Local Law 115 of 2016, it is now undeniable that pedestrians crossing the street have the right of way throughout the duration of the signal countdown phase. We support the mandate to install more countdown signals at crossings adjacent to school and parks to protect children and other pedestrians from reckless drivers. However, this legislation should outline actual criteria determining when countdown signals are “needed” under the proposed section 19-188.1(3)(b).

**We also urge this Council to quickly pass Resolution 1075-2016**, which calls upon our State government and legislature to allow New York City to place life-saving **speed enforcement cameras** near schools to protect more than the meager 7% of schools currently allowed under state law to have such cameras.

**INTRO 911-2015: Improving safety along bus routes**

We support the call for a study on the safety of pedestrians and cyclists along bus routes.

- While we were pleased to see the number of fatalities by MTA bus drivers decline in 2016, those deaths that did happen emphasize there are still significant issues to be solved.
- We hope that the safety study can be integrated into ongoing research to make MTA bus service more efficient, in order to improve performance and make bus travel a more convenient option for the approximately 2.5 million New Yorkers who rely upon it every weekday.
- We urge the Council to include “protected bike lanes” in the list of roadway designs that must be studied. Protected bike lanes have been proven to reduce crashes for motorists, pedestrians, and bicyclists by over 40%, saving lives and preventing injuries to all road users.

**INTRO 1040-2015: Establishing a commission to study and make recommendations regarding the root causes of violence in the City**

We continue to push for recognition that **traffic crashes caused by reckless driving are, in and of themselves, a form of violence**. Like carrying a loaded gun, driving tons of steel on city streets can turn deadly with just a moment's negligence. The actions that precede so many deadly crashes in New York City are borne of disregard for the health, safety, and lives of others. Should the Community Violence Commission be created, **we urge it to include different types of reckless driving outlined in the New York Penal Law and Vehicle and Traffic Law as types of violent acts**, and invite **representatives from the safe streets movement** onto the committee.

**INTRO 1116-2016: Reporting on motor vehicle related injuries and fatalities**

As advocates for evidence-based policy, we believe that Intro 1116 will strengthen Vision Zero View and make it a more useful tool for advocates and the general public. For public research and government decision-making, it is crucial to have accurate and timely data related to crashes, injuries, and fatalities, not only for monitoring progress towards Vision Zero, but for finding patterns where crashes occur, highlighting areas for potential intervention, and reaching out to communities and individuals affected by traffic violence.

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In addition to enhancing Vision Zero View, we believe changes are needed to the other primary public source of crash information, the NYPD Motor Vehicle Collision Database. While open data has come a long way in just a few years, we continue to encounter difficulties caused by lack of transparency and lack of one unified, accurate data set available to the public.

- The **NYPD Motor Vehicle Collision Database** is updated daily and contains detailed information, but unfortunately it suffers from lack of accuracy. It counts as fatalities cases which do not meet the City's own criteria for traffic deaths, such as those ruled to be suicides or the result of intentional criminal acts, and so its statistics are not in line with what is cited by the DOT.
- There is also inconsistency in reclassifying injuries as deaths when a victim dies after being removed from the scene of the crash.
- On the other hand, the data corresponding to the **Vision Zero View** website is more closely aligned with the City's official statistics, but the raw data downloads are not user-friendly, with numerous duplications and a lack of important details such as date and time of a crash, causal factors, and vehicles involved.
- There is also a **delay** of more than a month in updating Vision Zero View, and while crashes on highways may be included in counts, they are not mapped.
- Public-facing data sets are of little use if they fail to be a combination of accurate, up-to-date, and easy to use.
- With 21st century technology available, our agencies can do better than the status quo, and become models for transparency and public data to the benefit of all.
- Therefore, in order for the public to have a dataset that fits all three criteria, **we ask that the NYPD Motor Vehicle Collision Database be regularly updated and revised to reflect the data set reconciled by the DOT and NYPD, which is the source of the official fatality statistics cited by the City.**

#### **INTRO 1257-2016: Creating a Safe Routes to School action plan**

We support Intro 1257, which will inject new urgency into the Safe Routes to School program.

- In addition to our continuing efforts to gain State approval for **more speed cameras** around New York City's schools, there are other actions the City can take to calm traffic, and they should not be delayed as we wait for progress in Albany.
- Specifically, the City should **explore uses of automated enforcement technology that do not require State approval**, including:
  - Using non-intrusive cameras to collect data about the extent of the speeding problem near schools.
  - Issuing warnings to drivers, which can be effective even without fines.
  - Exposing dangerous driver behaviors to stigmatize speeding.
  - Deploying cameras that ticket drivers who fail to yield to pedestrians, which the City already has the power to do. We urge the Council to pass legislation authorizing the City to operate failure to yield enforcement technology.



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### **INTRO 1280-2016: Requiring the NYPD to email collision reports.**

It is simple and practical for the NYPD to offer copies of crash reports by e-mail, and we strongly support Intro 1280, although the legislation must be expanded to provide basic information to victims and their families.

- **The definition of an “interested person” must be expanded to include family members and domestic partners**, if the victim is either deceased or hospitalized. In such cases, vital deadlines for insurance compensation filings and legal actions can be missed when family members struggle with a system that does not recognize them. If concern about privacy or abuse of such access exists, the legislation can require the consent of the victim or a standardized statement from a physician.
- For the same reason, a timeline must be added within which the NYPD must provide the reports to an interested party.
- **For the sake of transparency, the NYPD should explore the feasibility of making its collision reports more accessible to the general public**, not just people directly impacted by the crash.
- The term “accident report” in this legislation must be amended to mean the *several* “reports” as prepared under VTL 603, because more than one type of report is typically prepared.
- We understand that collision reports often contain identifying or sensitive information; this could easily be redacted so that what remains are only the details of the crash itself, including causal factors and general severity of injury.

### **OVERSIGHT: Vision Zero: Progress and Needs**

Let us be clear: **Vision Zero is working**. New York City can be proud of another year in which traffic deaths declined to record lows. Those who say Vision Zero is a mere marketing slogan, or a cash grab, are ill-informed at best.

However, when it comes to the benefits of Vision Zero policies, it is not working fast *enough*, and it is not reaching every part of the city. It is not enough that New York City buck the national trend toward increasing traffic fatalities: our streets are different from the rest of the country, and our city is like nowhere else in the United States. Our goal is one adopted by only a handful of cities that have in common the will to embrace a goal that others think is impossible. With this bold goal comes the need for bold action. We are sure that the additional funding allocated for Vision Zero in the Preliminary Budget will help reduce deaths and injuries if **street redesigns are comprehensive, thorough, and pedestrian-focused**.

- Arguably the biggest factor in reducing road deaths since the start of Vision Zero has been the 25 mile per hour speed limit. This was a gutsy, far-reaching action, and we need more of those. The best place to focus a major investment in Vision Zero would be in infrastructure, making roads safer by design.
- **A recent poll conducted by Penn Schoen Berland on behalf of Transportation Alternatives shows 94% of New Yorkers support infrastructure investments to fix dangerous streets, consistent across the boroughs and all demographic groups.**

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- A few individual interventions, while undeniably helpful, lack the transformative power of a full redesign along complete streets principles. Transportation Alternatives published *The Vision Zero Street Design Standard* at the end of 2016 to show how **arterial roads across the city can be transformed using tools already in the DOT's Street Design Manual.**
- While it is still very early in the year, we have noticed clustering in fatalities: two pedestrians have been killed on Nostrand Avenue, within less than two blocks of each other. A pedestrian and a cyclist were killed in close proximity on Avenue X. Boston Road in the Bronx has also been the site of two deaths. These are Priority Corridors and their danger is already known - what they need are fixes, now.

The necessity to redesign streets quickly and effectively was made even more clear by the December ruling of the New York State Court of Appeals, the highest court in the state, in ***Tuturro v City of New York***. The Court found that the City could be held 40% liable for a 2004 in which a twelve-year-old boy was hit and severely injured by a speeding driver on a stretch of Gerritsen Avenue that was known to be dangerous, but which had not received a sufficient speeding study or intervention to calm traffic.

- **This case makes both a financial argument and a legal basis for redesigning streets to be safer,** and it should be done before there is a chance for any more New Yorkers to suffer lifelong disabilities due to preventable crashes.
- Last year, the City paid out over \$100 million in torts related to pedestrian and traffic injuries.
- Even if the obvious human suffering caused by crashes is set aside, clearly prevention is preferable to an attempt to fix the problem at a later date.

Likewise, we applaud the progress the DOT made in 2016 with regard to expanding the bike network. Unfortunately, 2016 was also a year in which cyclist fatalities increased.

- The first cyclist to die in 2017, Iosef Plazinskiy, was hit by a truck in Sheepshead Bay - a neighborhood notorious for deadly crashes, but with very little bike infrastructure.
- Likewise, the locations of last year's cycling fatalities included Elmhurst, Bayside, Gerritsen Beach, and Schuylerville, where the bike lanes now taken for granted in Manhattan have yet to arrive.
- **We saw no cyclist fatalities in protected bike lanes.** We know they work to encourage more cycling and make it safer, and we encourage the DOT to set even higher goals after such an impressive year.
- **Only when we have a greatly expanded and connected network, rather than just individual lanes, will cycling become safer.**

We understand that progress on street redesigns and bike lane build-out is often delayed by Community Boards registering concerns or objections to projects, especially with regard to changes in parking. It is admirable that City agencies take great measures to consider public input from communities where projects are proposed, but when community input turns into stall tactics, NIMBY-style obstruction, and the privileging of space for cars over space for people, **it is not only appropriate but also imperative that the DOT override objections.**



- Vision Zero gives the DOT a mandate to use its expertise to make streets safer.
- Delaying a redesign because of concerns over parking should not even be entertained.

The statistics of 2016 also laid bare how the problem of hit-and-runs has reached epidemic proportions: **at least 39 New Yorkers died in crashes where the driver fled the scene.** The first nine days of this year saw four New Yorkers killed in hit-and-runs.

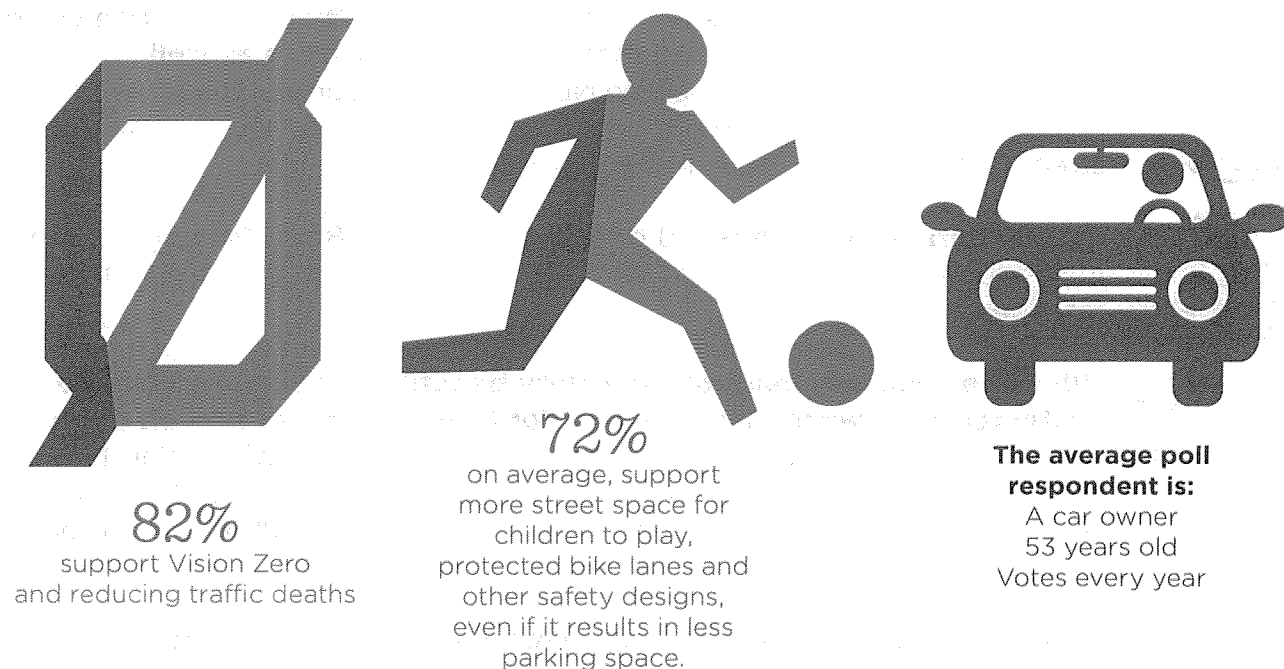
- We support Council Member Rodriguez's recent proposal for **cash rewards for information that leads to the arrest of hit-and-run drivers.**
- We also call upon the NYPD to **expand the Collision Investigation Squad so that all serious injury crashes can be properly investigated.**

Of course, as this is the season for finalizing the City Budget, we are aware that the capacity to fund more projects requires more revenues.

- The Independent Budget Office has calculated that **expanding PARK Smart would result in \$33 million additional revenue annually for the City.**  
([http://www.ibo.nyc.ny.us/iboreports/budget\\_options\\_2015.pdf](http://www.ibo.nyc.ny.us/iboreports/budget_options_2015.pdf))
- Increasing the cost of street parking, which is already far below what it should be, will promote greater parking turnover and reduce congestion.
- By requiring that drivers pay a fairer share of the social costs for their choice to use a car, the City can take advantage of an enhanced revenue stream that will fund safer streets for all.

Achieving our City's Vision Zero goals cannot be expected to happen overnight, and there is not one single solution to making streets safer. There are many, and they all require investment and a large-scale roll-out to be effective. The good news is that the City has the tools and the expertise to make Vision Zero happen, and the increase in Vision Zero funding announced this week is crucial. I know we agree that this is something we must achieve, and we can achieve.

# 2016-17 Transportation Issues Poll for New York City



## **New Yorkers overwhelmingly support Vision Zero and the City's efforts to reduce the number of people killed and seriously injured in traffic.**

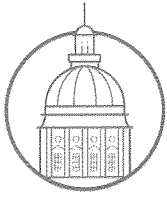
63% percent of respondents "strongly" support Vision Zero, a figure that rises to 73% among Black, Hispanic and lower-income New Yorkers – groups that are disproportionately affected by traffic crashes and poor transit service. A total of 82% of New Yorkers polled either "strongly" or "somewhat" support Vision Zero.

**New Yorkers strongly favor street safety changes and more space for children over parking.** On average, approximately 72% support protected bike lanes, dedicated bus lanes, safe pedestrian space, places for children to play, speed bumps and other street design measures to slow down traffic, even if they result in fewer parking spots and less space for vehicles. Such support remains strong even among car-owners.

**Car ownership.** 68% of poll respondent households own a car vs 46% among the general city population, and strongly support street safety measures and better transit – dispelling the notion that car owners oppose safety changes for pedestrians and bicyclists.

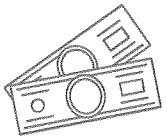


# 2016-17 Transportation Issues Poll for New York City

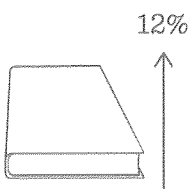


**Consistently, New Yorkers say they want to see officials prioritize street safety and better transit, and that's true of car owners as well.**

Black, Hispanic and lower-income New Yorkers in particular support these measures, and they're also the ones disproportionately affected by dangerous streets, speeding and poor transit service.

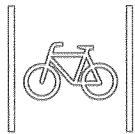


**Infrastructure investment.** 8 of 10 New Yorkers (80%) "strongly support" infrastructure investments to fix dangerous streets to reduce traffic fatalities and injuries.



**When New Yorkers learn of the safety benefits of street improvements and protected bike lanes, their support for those measures is even stronger.**

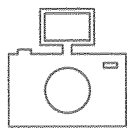
When learning that widened sidewalks and pedestrian safety islands have reduced traffic injuries and fatalities by over 40%, the level of "strong support" grew by 12%-points to 51%, with an additional 29% who support it "somewhat" - for a total support level of 68%.



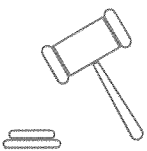
**Protected bike lanes are becoming more popular.** Support for bike lanes has increased significantly since 2013. 24% "strongly" supported protected bike lanes in 2013 vs 40% in 2016 -- a remarkable increase given that the growing support is taking place within a city with even more bike lanes every year. The more New Yorkers experience protected bike lanes, the more they support them. The total support (adding "strong" and "somewhat" support) was 53% in 2013 vs 68% in 2016.



**Bike share and protected bike lanes.** Nearly seven in ten New Yorkers (69%) believe expansion of Citi Bike (bike share) should include adding protected bike lanes in areas of Citi Bike expansion.



**Strong support for speed cameras.** New Yorkers overwhelmingly support more speed enforcement cameras near schools to reduce traffic fatalities and injuries. 84% of all respondents support placing speed enforcement cameras near more city schools than the 140 currently allowed under state law, with 64% of respondents expressing "strong" support.



**Traffic enforcement.** New Yorkers strongly support better enforcement against dangerous driving. 81% of respondents think penalties should occur more frequently and faster against drivers who negligently kill or injure others. And 82% think the Right of Way misdemeanor is either an "appropriate penalty" or is "not strong enough" (the law makes it a misdemeanor crime, punishable by a maximum of 30 days imprisonment, for failing to yield and injuring or killing a pedestrian or bicyclist with the right of way, while failing to use due care). Among lower-income New Yorkers, 97% believe this and only 1% of lower-income New Yorkers believe the Right of Way law misdemeanor penalty is too strong.

## Appendix: Detailed Results of Transportation Issues Poll for New York City

### Methodology

Penn Schoen Berland (PSB) conducted live telephone interviews from November 16-28, 2016 among n=880 New York City likely voters.

The margin of error for this study is +/- 3.30% at the 95% confidence level and larger for subgroups. Some percentages may add to more or less than 100% due to rounding.

### Definition of crosstabs

Crosstab		Definition	% total
% New York Likely Voters		New York City registered voters who say they will definitely or probably vote in the November 2017 elections for Mayor and City Council	100
Track	'13	Where applicable, tracked findings reflecting the 2013 Mayoral Survey	n/a
	'11	Where applicable, tracked findings reflecting the 2011 Election Survey	n/a
Gender	M	Male	48
	F	Female	52
Age	<35	Age 18-35	13
	35-49	Age 35-49	28
	50-64	Age 50-64	39
	65+	Age 65 and over	20
Considers Self	D	Considers self a Democrat	67
	R	Considers self a Republican	13
	I	Considers self an Independent, other, or doesn't know	12
Borough	Q	Lives in Queens	25
	BK	Lives in Brooklyn	30
	BX	Lives in the Bronx	13
	M	Lives in Manhattan	25
	SI	Lives in Staten Island	7
Race	W	White, non-Hispanic	54
	B	Black, non-Hispanic	23
	H	Hispanic or Latino	12
	O	Other, non-Hispanic	10
Income	<50k	Household income under \$50,000 per year	22
	50-99k	Household income between \$50,000-\$99,000 per year	26
	100k+	Household income above \$100,000 per year	34
Own car	Y	Owns a car	68
	N	Does not own a car	31
Rides bike	Y	Rides a bicycle at least once a month	23
	N	Does not ride a bicycle at least once a month	77

## Topics: Vision Zero, Investment in Street Safety Measures, Bus Lanes and Protected Bike Lanes

- How much have you heard, read, or seen regarding Mayor Bill de Blasio's Vision Zero plan to eliminate traffic fatalities and serious injuries in New York City?

(% ) NYC Likely Voters		Gender		Age				Consider self			Borough				Race				Income			Car		Bike		
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
A lot	38	42	33	31	40	42	30	35	46	40	36	41	35	35	45	43	31	30	32	30	35	43	41	31	45	35
Some	31	30	32	30	32	32	28	35	17	28	28	29	35	39	18	31	26	35	36	35	31	32	29	34	30	31
A little	16	15	16	16	14	15	18	16	16	15	17	15	15	14	21	14	21	14	16	15	16	16	15	16	13	16
Nothing at all	14	11	17	23	13	11	17	13	19	15	16	14	15	11	15	11	18	20	12	18	18	8	12	17	11	15
Don't Know (Vol.)	2	2	2	0	1	1	6	2	2	2	3	2	1	1	1	1	3	1	4	3	0	1	2	2	1	2

- Do you strongly support, somewhat support, somewhat oppose or strongly oppose **Vision Zero and reducing the number of people killed in traffic?**

(%) NYC Likely Voters	Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
	M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	63	56	68	67	64	61	70	37	55	60	65	67	68	37	56	73	73	62	73	60	59	58	73	61	63
Somewhat support	19	21	17	16	20	21	15	17	25	22	17	20	16	19	24	20	15	13	27	14	21	22	20	16	19
Somewhat oppose	5	8	3	6	5	6	5	4	11	5	7	5	2	5	7	7	3	5	2	3	7	7	2	5	5
Strongly oppose	6	9	4	5	5	8	6	3	20	9	8	5	7	2	22	9	4	2	6	4	6	8	2	10	5
Don't Know (Vol.)	7	6	7	6	6	4	13	6	7	9	8	4	7	7	10	8	5	6	3	7	6	7	6	5	7

**ALL HEARD THE FOLLOWING:** During the first two years of Mayor de Blasio's Vision Zero program, traffic fatalities fell by nearly 20%. This past year, however, traffic fatalities have held steady, with some types of traffic deaths rising by over 25%.

- Please indicate whether you would strongly support, somewhat support, somewhat oppose, or strongly oppose each of the following strategies designed to get Vision Zero back on track.

(%) NYC likely voters	Strongly support	Somewhat support	Somewhat oppose	Strongly oppose	Don't Know (Vol.)
Infrastructure investments to fix dangerous streets like Queens Boulevard	80	13	2	3	1
Police crackdowns on reckless drivers	74	19	3	3	1
Speed cameras around city schools	64	20	6	9	1
Traffic safety education programs	58	31	5	3	3

4. Does your household own a car?

(% NYC Likely Voters		Track		Gender		Age				Consider self			Borough					Race				Income			Car		Bike	
		13	11	M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Yes	68	61	57	69	67	70	71	69	61	63	80	77	82	70	68	47	92	69	64	68	77	48	74	78	100	-	66	69
No	31	38	42	30	33	29	29	31	38	36	20	23	18	30	32	52	8	31	36	32	23	52	26	22	-	100	34	31

5. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose **infrastructure investments to fix dangerous streets like Queens Boulevard** designed to get Vision Zero back on track.

(% NYC Likely Voters		Gender		Age				Consider self			Borough					Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	80	79	81	85	82	74	87	84	69	73	72	84	81	83	77	76	87	84	83	84	84	76	77	87	79	80
Somewhat support	13	14	13	12	13	17	8	11	19	18	18	11	13	13	13	15	10	12	13	10	12	16	15	10	13	14
Somewhat oppose	2	2	2	3	1	3	2	2	6	0	4	2	2	1	2	3	1	1	2	4	1	3	2	2	3	2
Strongly oppose	3	3	2	1	4	3	1	1	5	6	4	2	3	1	6	4	1	3	0	2	2	4	3	1	5	2

6. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose **police crackdowns on reckless drivers** designed to get Vision Zero back on track.

(% NYC Likely Voters		Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	74	71	78	63	70	75	87	76	70	70	72	73	81	77	67	76	76	71	67	82	72	70	72	80	71	76
Somewhat support	19	22	18	27	23	19	10	18	24	20	23	19	13	19	22	20	18	18	25	13	23	23	21	17	20	19
Somewhat oppose	3	3	3	3	5	2	1	3	2	4	2	4	1	4	1	2	2	8	2	1	2	4	3	2	4	2
Strongly oppose	3	4	2	3	3	3	1	2	3	4	2	2	5	1	9	2	4	3	2	2	1	3	3	1	4	2

7. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose **speed cameras around city schools** designed to get Vision Zero back on track.

(% NYC Likely Voters		Gender		Age				Consider self			Borough				Race				Income			Car		Bike		
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	64	55	72	63	62	62	70	70	41	57	66	62	75	64	44	56	78	79	54	80	63	56	60	73	53	67
Somewhat support	20	24	16	22	21	18	19	18	24	21	16	21	14	25	20	23	12	7	36	8	21	25	20	19	26	17
Somewhat oppose	6	7	4	6	7	6	2	4	12	6	6	6	4	6	7	7	3	7	4	3	3	9	7	4	6	5
Strongly oppose	9	13	6	8	8	12	7	5	22	15	11	10	5	4	28	12	6	6	4	6	12	9	13	1	12	9

8. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose **traffic safety education programs** designed to get Vision Zero back on track.

(% NYC Likely Voters		Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	58	50	64	58	46	61	66	61	51	51	64	63	69	43	42	46	80	75	50	69	61	48	57	59	49	60
Somewhat support	31	34	28	32	39	28	23	29	33	34	27	29	22	37	42	40	14	18	32	21	30	37	31	30	33	30
Somewhat oppose	5	5	5	4	6	5	4	5	7	4	3	3	3	12	4	7	2	3	6	3	5	6	5	6	5	5
Strongly oppose	3	5	2	2	5	3	1	2	6	7	3	2	3	4	7	4	2	3	3	2	1	5	4	2	9	2
Don't Know (Vol.)	3	5	2	4	3	2	5	3	2	4	3	3	2	4	5	3	3	2	7	4	3	3	3	4	5	3

9. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose adding more **places for children to play** to your neighborhood, even if it resulted in fewer car parking spots and less space for vehicles?

(% NYC Likely Voters		Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	63	53	71	83	61	55	69	68	45	55	60	62	69	61	74	55	76	79	61	81	63	57	57	76	57	65
Somewhat support	18	27	12	8	19	23	15	19	13	20	13	23	16	22	7	22	12	7	28	11	18	16	19	16	22	18
Somewhat oppose	4	4	4	2	3	4	7	4	6	4	6	3	5	4	0	6	2	1	4	1	6	6	5	3	7	3
Strongly oppose	13	15	12	7	16	16	8	8	30	21	18	10	8	13	19	16	10	12	7	6	9	21	17	4	13	12

10. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose adding more **safe walking space** to your neighborhood, even if it resulted in fewer car parking spots and less space for vehicles?

(% NYC Likely Voters		Gender		Age				Consider self			Borough				Race				Income			Car		Bike		
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	53	49	57	49	51	52	61	59	33	47	48	55	65	53	39	47	62	56	59	60	60	43	42	74	50	54
Somewhat support	20	24	15	21	20	19	21	20	20	21	21	21	15	21	22	21	20	8	28	21	20	22	16	19	20	
Somewhat oppose	8	9	8	2	15	8	3	7	13	10	13	7	6	7	5	10	5	10	4	7	2	16	11	2	7	9
Strongly oppose	15	12	17	22	13	17	8	10	30	18	17	13	11	12	27	17	11	23	4	10	13	17	20	4	23	12
Don't Know (Vol.)	4	5	3	6	1	4	6	4	4	3	2	3	4	7	8	5	2	3	4	2	5	4	5	3	1	5

11. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose adding more **speed bumps and other measures to slow down traffic** to your neighborhood, even if it resulted in fewer car parking spots and less space for vehicles?

(% NYC Likely Voters		Gender		Age				Consider self			Borough					Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	48	43	54	49	49	45	55	56	31	35	42	52	72	44	34	43	64	53	40	57	49	46	43	61	52	47
Somewhat support	25	27	23	16	22	31	23	25	27	22	33	20	14	25	36	23	19	31	40	25	30	25	24	26	22	26
Somewhat oppose	13	15	10	18	15	9	12	10	20	16	11	16	6	13	15	20	6	0	5	9	12	14	15	7	10	13
Strongly oppose	13	14	12	18	13	14	8	8	19	26	14	10	7	18	12	13	10	16	15	7	9	14	16	6	16	12

12. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose adding more **protected bike lanes** to your neighborhood, even if it resulted in fewer car parking spots and less space for vehicles?

(% NYC Likely Voters		Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	40	40	40	41	44	37	42	49	22	23	36	38	49	44	31	37	49	39	31	52	37	35	34	52	55	36
Somewhat support	28	27	29	37	29	27	22	29	22	29	34	27	24	26	25	28	24	36	28	23	29	28	26	31	26	28
Somewhat oppose	12	13	12	10	9	13	17	9	26	16	16	9	10	14	12	13	13	8	15	12	17	12	15	8	7	14
Strongly oppose	19	20	17	9	18	22	16	13	29	29	15	24	14	16	28	20	14	17	26	13	16	24	24	9	12	20

13. Would you strongly support, somewhat support, somewhat oppose, or strongly oppose adding more **dedicated bus lanes** to your neighborhood, even if it resulted in fewer car parking spots and less space for vehicles?

(% NYC Likely Voters		Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	38	37	39	35	35	38	43	43	25	30	36	35	49	42	23	35	48	32	34	51	34	35	30	59	35	38
Somewhat support	26	28	25	26	31	29	16	27	16	30	26	26	23	30	27	24	28	32	27	21	22	27	29	21	41	23
Somewhat oppose	14	15	14	25	15	13	10	14	21	13	13	17	11	13	19	18	11	7	17	16	18	13	17	9	10	16
Strongly oppose	16	16	16	14	18	16	16	11	32	23	16	16	16	13	27	16	10	27	16	9	19	20	20	6	9	18
Don't Know (Vol.)	5	5	6	0	2	4	15	5	6	5	8	7	1	2	4	7	3	2	7	4	6	5	5	6	5	5



## Topics: Street Safety Improvements – Impact on Car Flow and Parking Availability

14. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose **adding street safety improvements like widened sidewalks, protected bike lanes and landscaped pedestrian safety islands** to streets in your neighborhood?

(% ) NYC Likely Voters		Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	39	37	39	36	41	40	35	44	19	35	32	42	45	42	23	33	48	35	47	48	45	32	35	49	42	38
Somewhat support	29	28	30	36	27	25	34	30	29	22	31	31	35	20	27	33	24	28	18	25	25	31	28	29	26	30
Somewhat oppose	14	15	12	5	14	17	11	12	20	14	22	12	3	14	10	13	14	14	16	11	5	22	15	9	17	13
Strongly oppose	17	18	15	23	17	17	10	12	28	28	12	14	17	21	30	17	13	22	15	16	22	13	20	10	15	17
Don't Know (Vol.)	3	1	4	0	1	1	10	2	5	2	3	1	1	3	9	4	1	0	3	0	3	1	2	3	0	3

**ALL HEARD THE FOLLOWING:** Street safety improvements like widened sidewalks and enhanced crosswalks have been proven to reduce traffic injuries and fatalities by over 40%.

15. Given what you just heard, do you strongly support, somewhat support, somewhat oppose, or strongly oppose **adding street safety improvements like widened sidewalks and landscaped pedestrian safety islands** to streets in your neighborhood?

(% ) NYC Likely Voters		Gender		Age				Consider self			Borough					Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	51	51	50	43	54	50	53	57	30	45	51	48	53	56	37	45	61	53	55	61	52	48	46	64	52	51
Somewhat support	22	19	25	34	19	19	27	24	28	10	23	23	27	16	24	25	16	26	17	21	21	25	24	18	19	23
Somewhat oppose	10	11	9	5	15	9	5	8	12	16	11	9	7	11	9	11	7	7	13	0	6	16	12	5	12	9
Strongly oppose	14	15	13	18	11	17	9	8	25	28	12	15	13	14	20	14	15	13	12	17	16	10	15	11	13	14
Don't Know (Vol.)	3	4	3	0	1	5	6	3	5	2	3	4	0	3	9	5	1	0	3	2	5	1	3	2	3	3

16. **AMONG THE 73% THAT SUPPORT ADDING STREET SAFETY IMPROVEMENTS:** Would you still support such street safety improvements if they were shown to have a small negative impact on car flow and parking availability?

(% ) NYC Likely Voters						Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
						M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Yes	75	73	74	75	74	63	83	76	67	77	64	70	58	87	78	78	70	70	84	72	77	73	82	76	72	80	83	73		
No	22	24	23	21	22	37	12	23	24	19	34	25	39	13	19	13	30	24	14	28	20	25	15	22	25	15	16	23		
Don't Know (Vol.)	4	3	3	4	3	0	5	1	9	4	2	4	3	0	3	9	0	6	2	0	3	2	4	2	3	5	1	4		

17. **AMONG THE 24% THAT OPPOSE ADDING STREET SAFETY IMPROVEMENTS:** Would you support such street safety improvements if they were shown to have no impact on car flow and parking availability?

(%) NYC Likely Voters		Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Yes	56	56	56	78	68	42	56	58	62	48	45	61	64	60	50	50	64	59	72	61	78	49	56	61	53	58
No	39	38	39	22	28	55	25	37	27	52	55	34	36	31	39	42	36	41	28	39	17	51	41	32	47	35
Don't Know (Vol.)	5	5	5	0	4	3	19	5	10	0	0	5	0	10	11	9	0	0	0	0	5	0	3	7	0	7

## Topics: Protected Bike Lanes – Impact on Car Flow and Parking Availability

18. Protected bike lanes separate and protect bicyclists from vehicle traffic. Do you strongly support, somewhat support, somewhat oppose, or strongly oppose adding **protected bike lanes** to streets in your neighborhood?

(% ) NYC Likely Voters		Gender		Age				Consider self			Borough					Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	39	39	38	36	50	37	31	47	23	21	31	42	36	48	26	39	35	38	45	44	30	42	35	47	55	33
Somewhat support	30	28	31	49	22	31	27	29	34	28	36	29	35	21	32	27	39	31	24	36	30	26	31	26	25	31
Somewhat oppose	10	10	11	8	15	8	10	9	11	13	10	9	13	12	11	11	12	6	8	6	15	12	11	9	6	12
Strongly oppose	17	17	17	7	12	22	22	12	25	32	16	20	12	16	22	17	13	25	17	12	18	19	20	12	11	20
Don't Know (Vol.)	4	5	2	0	2	2	10	2	7	6	7	0	4	3	8	5	0	0	7	3	8	1	3	6	3	4

**ALL HEARD THE FOLLOWING:** Protected bike lanes have been proven to reduce the number of crash injuries to pedestrians, bicyclists and motorists by over 40%.

19. Given what you just heard, do you strongly support, somewhat support, somewhat oppose, or strongly oppose adding protected bike lanes to streets?

(% ) NYC Likely Voters		Gender		Age				Consider self			Borough					Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	46	45	48	53	56	43	37	55	31	25	41	53	40	52	27	45	43	53	51	56	36	49	42	57	62	40
Somewhat support	27	26	29	37	23	24	31	27	29	28	30	23	41	23	28	25	41	18	24	29	29	25	27	27	19	30
Somewhat oppose	10	9	10	8	10	7	13	7	12	16	12	7	4	11	16	11	7	11	6	4	13	8	12	5	7	10
Strongly oppose	14	16	12	3	10	21	15	9	21	28	14	16	9	12	21	16	7	17	17	10	17	16	17	9	8	16
Don't Know (Vol.)	3	4	1	0	0	4	5	2	7	3	3	1	6	1	8	3	2	1	2	2	5	2	3	3	3	2

20. **AMONG THE 73% THAT SUPPORT ADDING PROTECTED BIKE LANES:**  
Would you still support protected bike lanes if they were shown to have a small negative impact on car flow and parking availability?

(% ) NYC Likely Voters		Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	40	40	41	47	50	39	26	42	31	37	30	39	42	53	28	43	33	45	39	34	40	49	38	46	55	35
Somewhat support	41	44	38	40	37	41	46	39	47	43	49	39	40	33	50	40	44	36	43	51	41	34	42	38	29	45
Somewhat oppose	11	9	12	10	7	12	14	9	11	18	14	11	6	10	7	12	8	16	6	5	12	12	13	7	11	11
Strongly oppose	5	4	5	0	4	6	6	4	11	2	4	4	7	3	14	6	7	0	0	6	2	4	6	2	4	5
Don't Know (Vol.)	4	3	4	3	1	3	8	5	0	0	3	6	5	0	0	0	7	3	12	4	4	1	2	7	1	4

21. **AMONG THE 16% THAT OPPOSE ADDING PROTECTED BIKE LANES:**  
Would you support adding protected bike lanes if it could be shown to have a positive impact or no impact at all on car flow and parking availability.

(% ) NYC Likely Voters		Gender		Age				Consider self			Borough					Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Strongly support	11	12	11	0	5	16	10	14	6	11	9	4	0	25	17	9	19	25	0	25	6	14	13	6	19	10
Somewhat support	20	18	22	28	36	15	14	14	15	29	9	32	32	11	18	16	16	33	25	10	14	27	22	7	12	21
Somewhat oppose	22	18	27	47	21	12	34	29	22	13	27	15	23	29	17	18	51	10	28	33	30	13	24	17	30	20
Strongly oppose	41	41	41	25	38	46	38	37	51	40	54	45	45	25	30	51	5	31	38	25	46	36	40	45	26	44
Don't Know (Vol.)	6	11	0	0	0	11	4	5	6	6	0	4	0	10	18	6	10	0	10	8	4	10	1	25	12	4

## Topics: Traffic Enforcement and the Right of Way Law

22. In January 2014, a 9-year old boy was killed by a sober driver while crossing the street holding his father's hand. The driver failed to yield and failed to use due care to avoid hitting the boy and his father inside the crosswalk. After more than a year of legal procedures, the driver's license was suspended for six months and he was fined a total of \$880.

Do you believe penalties should occur more frequently and much faster against drivers who negligently kill or injure others?

(% ) NYC Likely Voters		Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Yes	81	73	88	84	79	77	89	83	75	77	80	82	88	81	68	79	85	86	74	86	87	78	79	86	71	84
No	10	14	6	11	12	11	4	7	18	15	9	10	5	9	24	12	6	8	13	6	8	11	11	8	17	8
Don't Know (Vol.)	9	12	6	6	9	12	6	10	7	8	11	8	7	10	8	9	9	6	13	7	5	11	11	6	12	8

23. In 2014, parents whose children were killed walking in crosswalks when drivers failed to yield helped pass New York City's "Right of Way" law. The law makes it a misdemeanor crime, punishable by a maximum of 30 days imprisonment, for a driver to injure or kill a pedestrian after failing to use due care and failing to yield to the pedestrian.

Do you support this "Right of Way" law?

(% ) NYC Likely Voters		Gender		Age				Consider self				Borough				Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N
Yes, it is an appropriate penalty	38	39	38	46	47	32	31	37	41	39	38	40	42	31	48	40	36	36	36	38	39	40	42	30	40	38
No, the misdemeanor penalty is too strong	11	14	8	14	8	14	6	7	28	9	13	9	10	7	21	13	11	3	7	1	15	13	13	4	12	10
No, the misdemeanor penalty is not strong enough, 30 days is insufficient	44	40	49	38	36	47	56	49	29	40	44	45	46	50	26	40	49	58	40	59	39	40	40	56	42	45
Don't Know (Vol.)	7	7	6	2	9	7	7	6	2	12	5	6	3	12	5	7	4	2	17	2	6	6	5	9	6	7

24. In the last year, how often have you seen the following traffic violations on New York City streets?

(%) NYC likely voters	Almost everyday	Very often	Often	Sometimes	Only occasionally or never
Talking on a handheld cell phone while driving	40	16	15	15	12
Speeding	38	16	17	17	9
Not yielding to other motor vehicles	31	21	19	20	9
Reckless driving	28	15	20	22	14
Red light running	23	12	16	19	27
Not yielding to pedestrians or bicyclists	22	18	18	17	23

## Topics: Citi Bike Expansion and Protected Bike Lanes

25. In 2016, New York City's bike share program (Citi Bike) will expand to more neighborhoods.

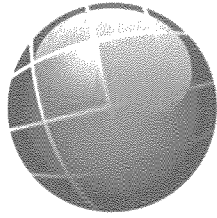
Do you strongly support, somewhat support, somewhat oppose, or strongly oppose expanding Citi Bike to more neighborhoods in all five boroughs?

(% ) NYC Likely Voters		Gender		Age				Consider self				Borough					Race				Income			Car		Bike	
		M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N	
Strongly support	42	38	46	46	47	43	29	47	23	39	31	38	41	62	21	45	36	39	40	39	32	48	40	46	60	36	
Somewhat support	29	32	25	29	28	26	34	31	20	24	31	34	30	19	28	26	35	25	31	34	26	29	27	31	17	32	
Somewhat oppose	9	11	7	21	6	7	10	7	19	8	13	9	8	5	11	11	5	7	7	4	13	9	11	5	9	9	
Strongly oppose	18	18	19	4	17	21	24	13	38	22	23	15	19	12	38	16	20	26	17	22	24	12	20	16	12	21	
Don't Know (Vol.)	2	1	3	0	2	3	4	1	0	8	2	3	2	2	3	2	3	2	5	1	5	2	2	3	2	3	

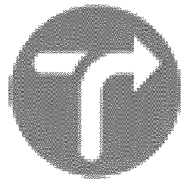
26. In certain neighborhoods where New York City's bike share program will expand in 2016, there are no existing bike lanes.

Do you think the expansion of the bike share program should include the addition of protected bike lanes?

(% ) NYC Likely Voters	Gender		Age				Consider self				Borough					Race				Income			Car		Bike	
	M	F	<35	35-49	50-64	65+	D	R	I	Q	BK	BX	M	SI	W	B	H	O	<50k	50-99k	100k+	Y	N	Y	N	
Yes	69	66	72	77	71	68	62	77	43	58	64	71	69	75	51	68	70	73	64	77	69	66	64	78	77	66
No	29	33	25	18	27	31	33	21	57	37	34	25	31	23	49	29	27	26	34	21	31	31	34	19	21	31
Don't Know (Vol.)	2	1	3	4	2	1	4	2	0	5	2	4	0	3	0	2	3	2	2	2	0	3	2	4	2	3



PENN  
SCHOEN  
BERLAND



TRANSPORTATION  
ALTERNATIVES



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Dawn Miller

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

I represent: TLC

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1040 Res. No. \_\_\_\_\_

☒ in favor ☐ in opposition

Date: 01-26-17

(PLEASE PRINT)

Name: Leroy Gadsden NAACP President

Address: 189-26 Linden Blvd.

I represent: St. Albans, N.Y. 11412 Jamaica Branch NAACP

Address: 189-26 Linden Blvd. St. Albans NY 11412

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☒ in favor ☐ in opposition

Date: 1/26/17

(PLEASE PRINT)

Name: ERIC McCURT

Address: 423 4th ST. BROOKLYN 11215

I represent: STREETSPAC

Address: 17 BATTERY PLACE, SUITE 204 NY NY 10004

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☒ in favor ☐ in opposition

Date: 1/26/17

(PLEASE PRINT)

Name: Julia Kite

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

I represent: Transportation Alternatives

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Polly Trottenberg

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

I represent: DOT

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☒ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Ryan Russo

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

I represent: DOT

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)  
Name: Kerth Kerman

Address: 1 Centre Street

I represent: DCAS Chief Floor Officer NYC Fed

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☒ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)  
Name: Manhattan Borough President Gale Brewer

Address: 1 Centre Street 19th Fl

I represent: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1116/1280 Res. No. \_\_\_\_\_

☒ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)  
Name: Alec Slatky

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

I represent: AAA Northeast

Address: 1415 Kellum Place, Garden City, NY 11530

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☒ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Barry Campbell

Address: 29-76 Northern blvd

I represent: Fortune Society

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Chief Thomas Chen

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

I represent: Chief of Transportation - NYPI

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Inspector Dennis Fultor

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

I represent: NYPD

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

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1040 Res. No. \_\_\_\_\_

☐ in favor ☐ in opposition

Date: 1/26/17

(PLEASE PRINT)

Name: Amy Sananman  
Address: Executive Director, Mayor's Action Plan  
I represent: Mayor's Office of Criminal Justice  
Address: 1 Centre Street

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Dr. Aletha' Maybank  
Address: Deputy Commissioner  
I represent: DOHMH  
Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: Anna Isabel Cuffarelli  
Address: DOHMH  
I represent: Special Projects Coordinator, Environmental  
Address: Health

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 671, 1257, 1311, 975 Res. No. 975

☒ in favor ☐ in opposition suggestions

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: JOANNA SMITH

Address: 829 PRESIDENT

I represent: \_\_\_\_\_

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: MARCO CONNER

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

I represent: TRANSPORTATION ALTERNATIVES

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: HINDY SCHACHTER

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

I represent: FAMILIES FOR SAFE STREETS

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

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



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: JULIA KITE

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

I represent: Transportation Alternatives

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

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 911 Res. No. \_\_\_\_\_

☐ in favor ☐ in opposition

Date: 1-26-17

(PLEASE PRINT)

Name: Janie Ho

Address: 258 ELVIN ST ST NY 10014

I represent: Families for Safe Streets/Transport

Address: ALF

**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 911 Res. No. \_\_\_\_\_

☒ in favor ☐ in opposition

Date: \_\_\_\_\_

(PLEASE PRINT)

Name: CHRISTINE BERTHE

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

I represent: CHECKPDS

Address: 348 W 38TH

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