

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY**  
**HEARING BEFORE THE CITY COUNCIL**  
**COMMITTEE ON TRANSPORTATION**  
**March 28, 2017**

Good morning Chairman Rodriguez and members of the Transportation Committee. I am Polly Trottenberg, Commissioner of the New York City Department of Transportation. With me today are Joseph Jarrin, Executive Deputy Commissioner for Strategic and Agency Services, and Rebecca Zack, Acting Assistant Commissioner of Intergovernmental and Community Affairs. I am pleased to be here on behalf of Mayor Bill de Blasio testifying on DOT's Fiscal Year 2018 Preliminary Budget and Ten-Year Capital Strategy.

The Mayor's FY18 Preliminary Budget allocates resources for critical needs such as protecting public safety, improving schools, increasing housing affordability, and investing in infrastructure. While maintaining unprecedented reserves, this budget makes targeted investments, some of which I will be talking about today. At the same time, the Mayor's Preliminary Budget also identifies \$1.1 billion in savings with a goal of \$500 million more in additional savings for the Executive Budget.

For DOT, this budget builds on our agency's accomplishments over the last three years. It will enable us to continue executing our core goals of pursuing Vision Zero, enhancing mobility, and maintaining and investing in our infrastructure.

While I walk through DOT's proposed budget this morning, I want to highlight our growing list of accomplishments over the past few years, as well as acknowledge the challenges we face as we grow. I will also discuss our continuing efforts to find efficiencies and make the most out of every taxpayer dollar, whether we are rolling out neighborhood safety improvements or executing major infrastructure projects.

DOT's workload is being expanded by two major forces. First, as our city continues to grow we are making historic investments in infrastructure, with a focus on Vision Zero and state of good repair. To do that, we are upping our game, both in the sheer volume of capital projects we are delivering and the pace of all our work.

For the first time ever we committed over \$1.1 billion from our capital plan for two consecutive years. And the City has proposed a 10 year capital plan of \$17.2 billion for DOT, for a total increase of \$7.2 billion under this Mayor.

This almost doubles the size of our plan for street reconstruction from \$1.7 billion to \$3.1 billion, allowing DOT to build out more street safety projects, and increases our plan for bridge reconstruction and rehabilitation by 88 percent from \$4.9 billion to \$9.2 billion.

And this past year we completed 105 street improvement projects, double the pre-Vision Zero annual average, and installed a record 18.5 miles of protected bike lanes, nearly triple the pre-Vision Zero average.

Second, in this age of social media, with easy to use tools like webforms and increased public engagement, we have seen exponential growth in the number of incoming requests of all kinds from the public and elected officials.

As an example: After typically receiving about 1,000 to 1,200 signal requests annually in pre-Vision Zero years, DOT now receives over 2,300 requests annually, a figure that continues to grow by about 5 percent year over year. Each request necessitates labor-intensive surveys and assessments by our engineering staff. At the same time, other public requests, whether they come by 311 or through our correspondence unit, have all grown dramatically as well.

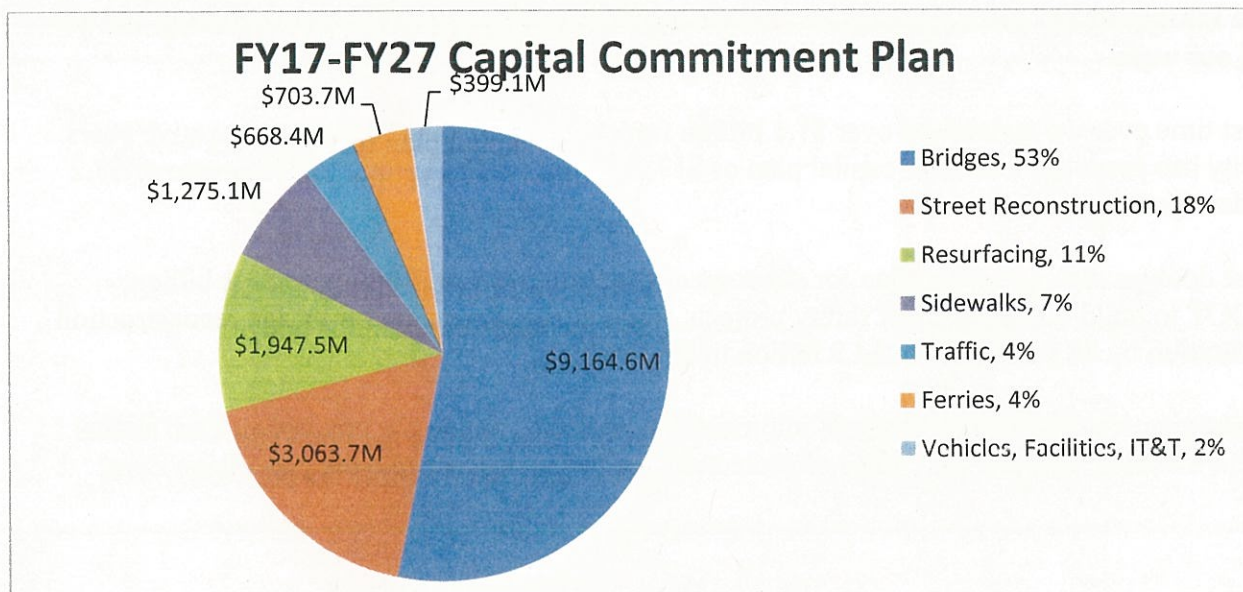
And when it comes to Participatory Budgeting, in 2011, when the program began, just four Council Members participated. This year, that number had grown to 31. The chance to educate and engage delegates about DOT's process is valuable, and of course we appreciate the public support and funding that projects receive.

But here again, while the Participatory Budgeting process has improved every year, the sheer number of projects DOT must scope and coordinate with delegates and Council Members to place on the ballots has skyrocketed. This year DOT conducted approximately 190 proposed project reviews.

### **BUDGET OVERVIEW**

DOT operates and manages a transportation network that New Yorkers and visitors use each day: roads, sidewalks, bridges, bike lanes, street signs, signals, streetlighting, and the Staten Island Ferry. As the City's third largest capital agency, DOT's proposed \$17.2 billion Capital Plan for FY17-27 includes:

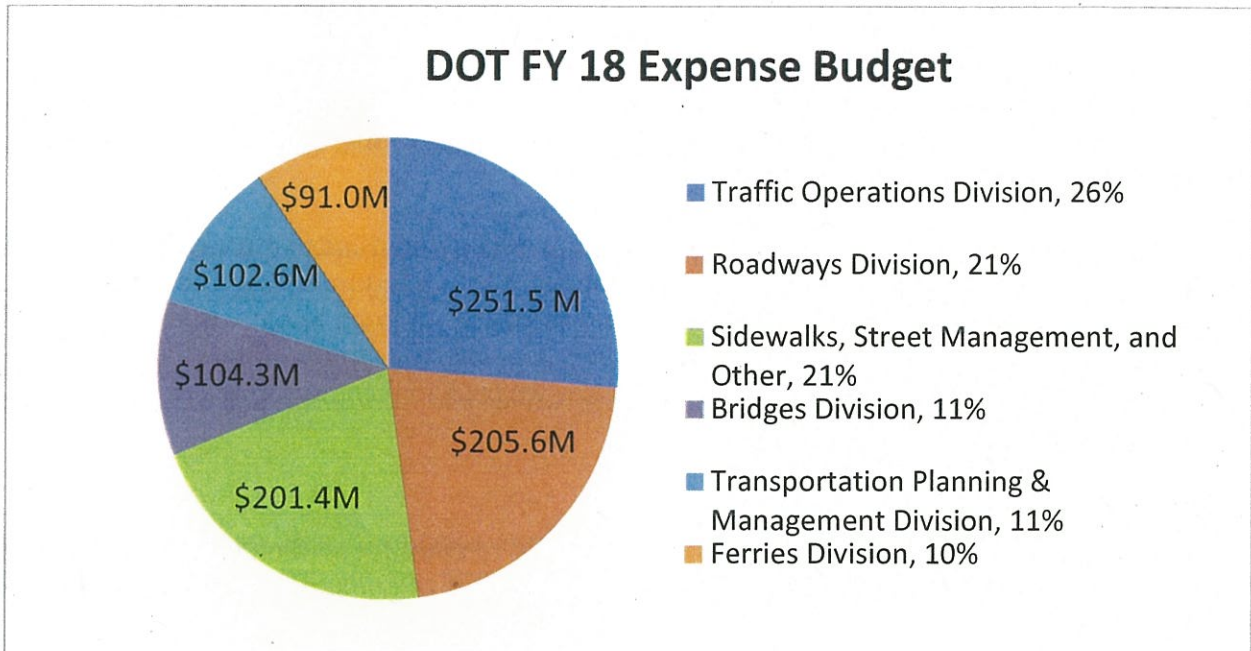
- \$9.2 billion for bridge reconstruction and rehabilitation;
- \$5.0 billion for street reconstruction and resurfacing;
- \$1.3 billion for sidewalk and pedestrian ramp repair and reconstruction;
- \$704 million for the Staten Island Ferry;
- \$668 million for streetlights and signals; and
- \$399 million for the facilities and equipment needed to support DOT operations.





Additionally, in DOT's FY18 Expense Budget, the Mayor is proposing \$957 million for operations, including some critical new funding:

- \$252 million for traffic operations, including signals, streetlights, and parking;
- \$206 million for roadway maintenance;
- \$201 million for DOT operations, including sidewalk management and inspection;
- \$104 million for bridge maintenance and inspection;
- \$103 million for transportation planning and management, including installation of street signs and roadway markings; and
- \$91 million for ferry operations and maintenance.



### **VISION ZERO**

Thank you, Chairman Rodriguez and members of the Committee, for your leadership on Vision Zero. I was so proud to stand with you and the Mayor at the foot of the Brooklyn Bridge last week as we kicked off the spring construction season. It is hard to believe that three years ago this week, we were hosting the first Vision Zero Town Halls across the City, hearing from our constituents and setting ambitious goals.

In the last three years we have seen a 23 percent decline in traffic fatalities on our City streets. And we are bucking the national trend, where fatalities tragically climbed 14 percent in the same period. New York's progress is a strong indication that our strategy is making a real difference and I am grateful for our partnership. It has saved lives.

DOT's proposed Expense and Capital budgets include an unprecedented ten-year \$2.4 billion commitment to Vision Zero. This includes \$495 million in new capital funds and \$7.2 million in new expense funds in the current fiscal year, rising to \$21.1 million by FY21.

This funding will enable us to better maintain our street markings, continue our left turn traffic calming initiative, upgrade key intersections in the bike network, and install streetlight enhancements.

We are particularly enthusiastic about our funding for street markings growing from the current level of \$28 million all the way to \$43 million in FY21. With this funding DOT will implement a new high visibility crosswalk standard city-wide and refresh our markings an average of every four and a half years, up from six, while continuing our ambitious pace of safety projects.

We will also continue crucial street reconstructions this year including two new phases of our Vision Zero Great Streets Program: Phase Three of the Grand Concourse, from East 171<sup>st</sup> Street to East 175<sup>th</sup> Street; and Phase One of Atlantic Avenue, from Georgia Avenue to Conduit Boulevard.

And of course, the transformation of Queens Boulevard continues—the next phase of this Great Streets project will be implemented using temporary materials this year. Thanks to the Mayor for contributing the needed funds, and we will be initiating capital construction along this corridor soon. The first phase of this work is currently in design at DDC.

As I have told this committee, our speed-camera program has demonstrated clear results and has proven to be an important way to consistently change driver behavior. Mayor de Blasio and DOT strongly support legislation that will allow us to expand our data-driven program to more school zones and ensure that we are able to enforce speed limits at the most dangerous times of the day and in the highest crash locations. The Council's support is invaluable as we push to reauthorize and expand the program this session in Albany.

## **MOBILITY**

As the City grows, so do the demands on our streets. DOT remains focused on balancing the needs of all street users, while at the same time maximizing the efficiency of our streets to carry the most people and goods possible.

So when it comes to keeping New Yorkers moving and expanding mobility for all, whether they are walking, biking, driving, taking transit, or ferries, we have an exciting year ahead.

The Mayor continues his remarkable record of investment in roadway repair in this budget. We are on track to pave 1,300 lane miles in FY17 and we plan to continue that pace by paving another 1,300 lane miles in FY18. Under Mayor de Blasio's leadership, in FY16-FY19 we will pave over 5,000 lane miles of our most poorly rated streets, more than a quarter of all the City's nearly 20,000 lane miles.

And I am happy to report that all these newly paved streets contributed to a dramatic decrease in the number of potholes DOT has had to fill. Pothole complaints have declined by 40 percent from 2014 to 2016 and year-to-date DOT has had to fill 72 percent fewer potholes compared to 2014.

When it comes to transit, Mayor de Blasio has made a historic commitment of \$2.5 billion to the MTA's capital plan. And working with our partners at the MTA, we have more than doubled the pace of rolling out new Select Bus Service routes. This year we plan to add three more SBS routes, along 79<sup>th</sup> Street, across the South Bronx, and along Woodhaven Boulevard to increase bus speed, reliability, and



pedestrian safety. By the end of 2017, we expect that SBS will carry over 380,000 daily riders or more than 15 percent of New York's 2.5 million average weekday ridership.

We are also committed to working with the MTA to improve bus service throughout the system through additional bus lanes, queue jumps, traffic signal priority, contactless payment, and all-door boarding.

And DOT has engaged over the last couple of months with New Yorkers to plan for future transit investments. Through our Citywide Transit Plan, which we were required to undertake in part by legislation championed by Council Member Lander, we hope to identify underserved corridors and places where ridership is expected to grow and evaluate potential modes that might work best to meet those needs. At the same time we will be looking at how improvements to our pedestrian and bicycle infrastructure can broaden transit markets.

We are collecting public input online through the first week of April, so please, encourage your constituents to take our survey to give us the clearest picture of transportation needs in your district. And we would also be happy to host Town Halls with interested Council Members in the coming weeks.

Turning to our bike network, after a year in which we installed a record 18.5 miles of protected bike lanes and 45 miles of additional bike lanes, New Yorkers now enjoy a bike network of 1125 miles in total. With the completion of the Chrystie Street bike lane last fall, cyclists can now ride from downtown Brooklyn to the Bronx on nine miles of continuous protected bike lanes.

We have exciting plans for this year including a new protected bike lane on 4th Avenue in Brooklyn. In the coming weeks we will embark on a series of community discussions about making changes to our original design for 4<sup>th</sup> Avenue with the addition of protected bike lanes for four miles—all the way from Boerum Hill to Bay Ridge. And we will be bringing a much overdue bike lane to Park Row to provide a safe connection to the Brooklyn Bridge.

And our bikeshare network continues to grow. With expansions planned this year into Harlem, Astoria, Prospect Heights and Crown Heights, Citi Bike will reach 12,000 bikes and approximately 750 stations by the end of 2017, making our network the largest in North America and on par with leading systems around the globe.

When it comes to ferries, we are working with our partners at EDC on the rollout of new citywide ferry service this summer while continuing to invest in the Staten Island Ferry, where ridership continues to grow.

In February, we registered a \$251 million contract for three new Ollis class vessels. We are designing these state-of-the-art 4,500 passenger ferries with resiliency in mind—they will be able to operate in varying weather conditions and dock at a broader range of locations during emergencies. And they will be environmentally friendly, meeting US EPA Tier IV emissions standards.

And finally along with our plaza program, our crosswalk enhancements, and our many safety improvement projects, we are increasing our resources to upgrade important parts of our pedestrian infrastructure such as pedestrian ramps and sidewalks.

The Mayor's Preliminary Capital Plan proposes to add \$480 million to DOT's pedestrian ramps program over seven additional years. This includes an ongoing \$20 million annual commitment to installing new ramps and baselines a new program to upgrade existing ramps throughout the city.

And we have increased sidewalk repairs for NYCHA developments. Since 2014 we have done \$7.3 million in sidewalk work at 42 developments, as compared to \$4.4 million at 20 developments in the last term of the prior Mayor.

And as you know we are looking forward to launching our carshare pilot this year. We appreciate the legislation the Council passed codifying this effort, now known as Local Laws 47 and 50 of 2017, which the Mayor signed just last week. We will encourage New Yorkers to have an open mind. We have seen in other cities that car share has resulted in people giving up their cars, making it easier, not harder, to find a spot for those who still need or choose to own cars and park on the street.

Finally, the City is continuing with its own new rapid transit project, the BQX. Working with our partners at EDC we continue to plan for the route which will run along the Brooklyn-Queens waterfront. We will be releasing our next study this spring, which will present further details on alignment and project features, incorporating public outreach that DOT and EDC have undertaken over the past year.

#### **PROJECT DELIVERY AND STATE OF GOOD REPAIR**

Now, I want to discuss state of good repair for our transportation infrastructure and our efforts to improve project delivery. From the four East River crossings to over 780 other bridges, large and small, across the city, these important links require ongoing capital investment. A key highlight of Mayor de Blasio's budget is a commitment of \$621 million in additional capital funds to ensure a state of good repair on our bridges through FY25.

And as I have said, DOT is doing more capital projects than ever before. This level of increased investment can only be achieved through our focused efforts and ability to manage our growth. So far, we have risen to the challenge, though there is always room to improve.

Last year, we committed an impressive 83 percent of our FY16 Capital Plan, and a record amount in contract dollars. We are working with our partners in the administration and retooling our own internal procedures to streamline procurements and register contracts on time.

As we strive to manage a substantial increase in both the pace and scale of capital project delivery, we are committed to pursuing the City's goals for awarding contracts to minority- and women-owned business enterprises. We are working closely with Deputy Mayor Richard Buery and Jonnel Doris, the Senior Advisor for the City's M/WBE program, as well as our colleagues at SBS and MOCS.

As you know, the Mayor set an ambitious goal in OneNYC to award a minimum of \$16 billion in City contract dollars over the next ten years to M/WBEs and recently set a new goal of awarding 30 percent of all City contracts to M/WBEs. To contribute to that goal, DOT awarded nearly \$43 million to MWBEs in 2015 and nearly \$82 million in 2016.

As you can see we have nearly doubled our contract awards because we are using a three-pronged approach to increasing M/WBE contracts: taking steps to increase access for M/WBEs, enhancing training and internal procedures, and increasing our outreach efforts.

Turning to several large bridge projects that will be getting underway in the upcoming year, in the next few months we will register a contract to reconstruct Unionport Bridge in the Bronx, which carries an average of 63,000 vehicles daily on the Bruckner Expressway over Westchester Creek. The new Unionport Bridge will have a long life span and a widened structure, and include a 5-foot sidewalk and for the first time a 10-foot bike lane.

And we will continue work on our iconic East River bridges with two contracts scheduled for FY18 registration. The next contract for the Queensboro Bridge is focused on replacement of the Upper Deck roadway. And for the Manhattan Bridge we will be painting the south side of the bridge and the towers, and rehabilitating or replacing numerous components of the bridge structure and anchorage as well as the south upper roadway.

This discussion of bridges brings us to design-build, which would be a much needed project delivery innovation, saving time and potentially millions of taxpayer dollars. For the last several years the City has worked closely with a coalition of stakeholders including the business community, organized labor, and industry, to advocate for state authorization to use design-build. I was up in Albany just last week discussing our design-build legislation and I hope that the Council will lend their voice to our effort.

### **EFFICIENCIES**

The Mayor and the Council have challenged City agencies to identify ways to reduce expenses and build recurring savings as a safeguard against a future economic downturn. As we know this is even more important at a time of uncertainty about Federal funding. Here at DOT, we found significant savings in this expense budget from changes in our operations.

New York's drivers have surely taken note of our new ParkNYC program that allows motorists to pay by cell. As you know, rollout of this new program began in December in Manhattan. I am happy to report that over 50,000 drivers have already downloaded the smartphone app and the number is continuing to grow.

As we speak, ParkNYC is coming to the Bronx, and we plan to complete rollout to the rest of the city by this summer. We expect to save about \$1.7 million in personnel costs and credit-card processing payments through the efficiencies of this program.

And the replacement of a movable bridge with a fixed bridge to carry the Belt Parkway over Mill Basin will produce operational savings and eliminate traffic delays caused by bridge openings, while still maintaining maritime access. The 75-year-old bridge has outlived its useful life and we are nearing completion on the new structure one year ahead of schedule. By eliminating the need for bridge operators at this location, DOT will realize \$315,000 in savings annually.



While we pursue these savings and efficiencies in our expense budget, we will continue to find other ways to be the most effective stewards of taxpayer dollars, including better project delivery of our capital program.

### **CONCLUSION**

I want to once again thank you, Chairman Rodriguez, and this entire committee for your unwavering support. As you have heard, we are very excited to move ahead with our important work in the year ahead. I look forward to partnering with you, the Members of the Council, and other stakeholders with all of these efforts and many more, as we endeavor to keep New York City moving. Now, I would be happy to take your questions.

**Testimony of Meera Joshi**  
**NYC Taxi & Limousine Commission Commissioner/Chair**  
**PRELIMINARY BUDGET for FISCAL YEAR 2018**  
**City Council Committees on Finance & Transportation**  
**March 28, 2017**

**Introduction**

Good afternoon, Chairs Ferreras-Copeland and Rodriguez, and members of the Finance and Transportation Committees. I am Meera Joshi, Commissioner and Chair of the New York City Taxi and Limousine Commission. Thank you for the opportunity to preview the TLC's Fiscal Year 2018 Preliminary Budget with you today.

**Current Licensed Vehicles and Drivers.** To update you on the continued growth of the industry we regulate, let me begin with the numbers. In five years, the number of TLC-licensed vehicles has gone from 41,000 to 107,000, and the number of TLC-licensed drivers has increased from 110,000 to 160,000. As the Council is aware, the largest increase in licensed vehicles is in the Black Car sector, more specifically in app-based dispatch companies.

**USB/Enforcement**

This increase in licensed drivers and vehicles has made our enforcement team more important than ever. Our uniformed personnel protect passengers, drivers and the general public by enforcement against bad actors in the for-hire industry, including unlicensed drivers who operate unsafely or pick up passengers illegally, depriving customers of their right to a safe ride, and professional drivers of their income.

Now I'd like to update you on our efforts against illegal pick-ups. As you know, only yellow taxis are authorized to pick up street hails throughout the City, while Green Boro Taxis can pick

up street hails only in defined areas. There are other drivers, however, who do not have this right and pick up street hails illegally. Unfortunately, some of the individuals picking up street hails are licensed by TLC, but there also many unlicensed, or so called "straight plate," operators.

Unlicensed operators in particular present a serious safety threat to New Yorkers. Their vehicles have not been inspected for safety, they do not carry the proper commercial insurance, and the drivers have not been subject to background checks, including criminal and DMV record checks, as well as ongoing drug testing.

**Seizure update.** As I testified last year, the TLC lost its best enforcement tool – the ability under section 19-506 of the Administrative Code to seize vehicles used for illegal pick-ups -- in October 2015, when a federal judge ruled that seizing the vehicles was unconstitutional in certain circumstances. To illustrate the importance of TLC seizures, in Calendar Year 2015, before the court decision, we had seized over 6100 cars and vans involved in illegal operations.

The court's decision was limited in scope, focusing only on first-time offenders. In accordance with local law, the TLC has developed a new program to identify and seize unlicensed vehicles of repeat offenders. Specifically, we will be able to seek forfeiture of these vehicles if the owner has two or more violations in 36 months. We have begun to seize forfeitable vehicles, and we are also working with the DMV to ensure that the driver licenses and vehicle registrations of illegal operators are suspended or revoked. Both of these efforts can be effective but are undermined by the easily employed delay tactics allowed by current law. An illegal operator can undo a suspension or revocation by simply asking for a new hearing without any requirement that he or she show proof of why they failed to appear for the first hearing. Moreover, OATH judges do not demand an explanation, and they do not make any finding as to



the adequacy of any explanation. This is made worse by the extremely long period of time that drivers have – two years – to re-open default judgments against them. Both the lack of a “cause” requirement, and the two year re-open period are unique to TLC administrative cases, and deprive the public of the finality needed to get dangerous repeat offenders off the streets. We urge the Council to amend the Administrative Code and require drivers and owners to make a credible showing of legitimate cause for their failure to appear at a prior proceeding and shorten the time period for reopening defaults to six months or less.

### **Safety/Vision Zero**

TLC’s Enforcement personnel play a vital role in Mayor de Blasio’s Vision Zero program, as do External Affairs staff who do education and outreach on key safety initiatives. Since 2015, both taxi and FHV drivers are required to take a 24-hour pre-licensure course, including instruction on Vision Zero, which we developed with the Department of Transportation. The Vision Zero curriculum provides instruction on road features 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. In 2016 alone, over 37,000 TLC-licensed drivers took this course – an average of almost 3,000 drivers each month.

**Traffic Safety Enforcement.** TLC’s enforcement officers, including a dedicated safety squad, place a high priority on traffic violations among TLC-licensed vehicles, such as traffic sign and speeding violations. In 2016, TLC doubled the number of the agency’s enforcement officers trained by NYPD to use LIDAR guns—a decisive tool for enforcing our City’s speed limits. TLC has also focused on ensuring commuter van safety for both passengers and other street users. In 2016, TLC squads paired with NYPD for 195 joint enforcement operations to

combat unlicensed and unsafe commuter vans throughout the city, which resulted in 1138 summonses for illegal operation.

Our Vision Zero outreach to drivers continues, and as of this month we have held over 450 meetings with drivers to discuss traffic safety rules and safer driving practices. In addition, the TLC provided enhanced support and materials to business owners to improve their drivers' safety records. In September 2016, we recognized 378 TLC-licensed drivers at our third annual TLC Safety Honor Roll ceremony for their strong driving history of no crashes involving fatality or injury, no traffic violations, and no violations of TLC safety related rules for four or more years. We were grateful to be joined by Councilmembers Rodriguez, Gibson and Dromm, and we welcome all of you to join us at our next Honor Roll event celebrating our safest drivers in September.

**Driver Fatigue.** Before moving on from safety, I want to address the topic of driver fatigue. Most people are aware of the dangers of drinking and driving but don't realize that drowsy driving can be just as dangerous. Last month the Commission approved new rules to combat fatigued driving across all sectors. TLC developed the rules based on a review of scientific research on fatigued driving, best practices in other transportation industries, and analysis of data on TLC's own driver licensees. The new rules will reduce the serious safety risks of both acute and chronic fatigue through daily and weekly hour limits on driving. This spring TLC is doing extensive outreach and education on the new rules, and our goal is to reduce risky driving behavior and give all drivers and bases adequate time and information to stay within the limits and keep all street users safe.

## **Licensing**

One of the TLC's core functions is processing licensing applications for drivers, vehicles and bases, so that drivers can get on the road and start earning money. As I said at the beginning, our numbers tell us that we have more drivers and vehicles than ever, and demand continues to be steady. For example, in the last five Calendar Years, the annual amount of driver license applications went from as 71,000 to 114,000, while over the same period, the annual amount of vehicle license applications grew from almost 23,000 to over 53,000.

**Licensing Improvements.** To address this high demand, the TLC continues to prioritize licensing efficiencies and customer service. After legislation sponsored by Councilman Rodriguez, the TLC now offers one universal license for taxi and FHV drivers, which we began issuing at the beginning of this fiscal year.

We have moved even more of the application process online, including new and renewal applications renewals for drivers and vehicles, which allow applicants to submit more documents on line from a computer or phone, saving them a trip to one of our facilities. As you know, we have extended our driver license terms from two years to three years. This has reduced the amount of driver time spent on license renewals, and the overall volume of renewal applications staff must process. We also moved fingerprinting from one TLC office to 12 sites spread throughout the five boroughs.

Looking forward, the TLC is currently developing a program to allow the self-scheduling of vehicle inspections, allowing vehicle licensees who have met all other requirements for licensure to select a date and time that best fits within their business schedule.



**Driver Outreach and Communications.** In addition to the changes that Licensing has made to personalize our communications for individual applicants and drivers, our External Affairs unit has launched several large scale Driver and base related campaigns this fiscal year, including sharing information about the new TLC Driver License, the Taxi School redesign, off-site fingerprinting and online application services. External Affairs communicates with the driver and base communities in the languages that most reflect the taxi industry, and through the expansion of our translation services and internal review protocol, drivers and bases received important information in their preferred languages: Spanish, Russian, Mandarin Chinese, Urdu, Bengali and Arabic. The agency continues to refine the ways we communicate with drivers by assessing the communication channels that work best for them.

**WAV and Income.** Before discussing the Preliminary Budget, there are two additional issues I would like to address: industry-wide accessibility, and the economic health of our licensed drivers.

### **Accessibility**

**WAVs.** The TLC continues to advance Mayor de Blasio's vision that every passenger in New York City have meaningful choice when seeking an accessible ride. Because yellow and green fares are set by the TLC, these operators have less flexibility to absorb costs related to providing accessible service. So to achieve the City's goal of a 50 percent accessible yellow taxi fleet, the costs of conversion for vehicle owners and drivers are defrayed in part by a 30-cent per ride taxi improvement surcharge on all yellow and green taxi street hail trips. The surcharge is used for two financial incentive programs for drivers and owners of yellow wheelchair accessible taxis. Similarly, the City is in the process of making the green taxi fleet more wheelchair-accessible. We have sold over 7500 green taxi permits, of which over 1900 were wheelchair-

accessible permits. In January, the TLC expanded its Green Taxi grant program to bring the financial incentives offered to green permit/vehicle owners in line with the incentives offered to yellow taxis. Under the revised Green Grant program, owners can now receive up to \$30,000 over four years to defray the costs of their accessible vehicles. These efforts are crucial to our Accessible Dispatch Program citywide, and we are happy that we have the new rules and a in place, which will allow us to expand the Accessible Dispatch program from Manhattan to the entire City later this year.

While there are accessibility mandates in the yellow and green taxi sectors, there is still work to be done bring true accessibility to the FHV sector. Passengers with disabilities cannot patronize this sector and are thus denied the full range of choice available in the for-hire industry. We believe that the best approach is a requirement that each base dispatch a set percentage of trips to accessible vehicles, and we look forward to continued discussions with the Council on the best way to ensure that all passengers have an equal opportunity to get an accessible ride, whether by street hail, telephone or mobile application.

#### **April 6 Hearing**

The rapid and sustained growth of for-hire industry has uncertain implications for drivers and other industry stakeholders, and the TLC has begun reviewing how industry economics have shifted in the past few years to better understand those impacts. We will be giving the public an opportunity to address changing industry economics at our next commission meeting on April 6. We are required to hold a hearing every two years on medallion lease costs and fares, which includes a review of several factors affecting driver income and expenses. Because we now have just one license type for medallion and FHV drivers, and because of the demonstrably large growth in the number of FHV drivers, we are going to open up the hearing to the entire industry,

including yellow and greens, but also traditional black cars and liveries and also app-based drivers. We hope to learn even more about industry economics, but this is just one phase of a longer process, and we would welcome testimony and insight from Councilmembers.

### **The Preliminary FY 18 Budget for TLC**

Now I'd like to preview the TLC's Preliminary Budget for Fiscal Year 2018, which is \$58.2 million, broken down into \$40.4 million in personal services (PS), and \$17.8 million in other than personal services (OTPS).

Our Preliminary Budget for Fiscal Year 2018 represents a \$12.4 million difference from Fiscal Year 2017. The budget includes \$7.2 million in grant issuance for Green Boro taxi permit holders to bring more wheelchair accessible vehicles into service. The grant amount is a decrease of \$13.8 million from Fiscal Year 2017, and is partly offset by an increase for our new cadets. As I mentioned, we swore in 36 new cadets for Field Enforcement this January, but the need for more enforcement personnel continues, so the Preliminary Budget restores the TLC's personnel spending to prior levels, which will enable us to start recruiting another Cadet Class dedicated to field enforcement in our Uniformed Services Bureau.

**Expenses.** In November, as part of the Fiscal Year 2017 budget, we received funding to improve our enforcement operations, by participating in Mayor de Blasio's initiative to make administrative summoning more efficient and consistent through a uniform summons. To support this initiative, the TLC will be upgrading our officers' electronic handheld devices to streamline our summoning process. The upgraded electronic summoning system allows for enhanced features and greater mobility, which is critical to our Officers who conduct almost all of their enforcement activities in the field.



We continue to prioritize ongoing projects such as Vision Zero, dedicating funds to enforce safe driving for our licensee population, including through TLC's Safety Squads, who use LIDAR equipment to reduce speeding in critical areas across the five boroughs. Finally, the Preliminary Budget reflects efficiencies that the TLC has made to support the City's overall savings plan, primarily by efficiencies attributable to improving the automation of our inspection system at the Woodside Safety & Emissions facility.

**Revenue.** The TLC's projected Fiscal Year 2018 revenue budget is \$55.7 million. This decrease from FY 17 revenues is largely attributable to the recent extension of the license period from two years to three, and the related increase in the license fee to cover this longer period. This Preliminary Budget does not include revenue from any medallion sales, which have been deferred into Fiscal Year 2019. I note that new legislation sponsored by Chair Rodriguez and signed into law last week will address potential barriers in the medallion market by reducing the medallion transfer tax and eliminating the distinction between Individual and Corporate medallions.

**Conclusion.** In the midst of a greatly transformed for-hire vehicle industry, the TLC continues to advance our key goals: safety, consumer protection, driver welfare and accessibility. I am grateful for our partnership with the Council, which helps achieve these goals for New Yorkers. Thank you for the opportunity to speak with you today, and I would be happy to answer any questions you may have.

**Statement by Michael Chubak, Chief Financial Officer – MTA New York City Transit  
Mayor's Fiscal Year 2018 Preliminary Budget, New York City Council  
Committees on Transportation and Finance  
Tuesday, March 28, 2017 – 11:30 a.m.**

Good morning Chairman Rodriguez, Chairwoman Ferreras-Copeland and members of the City Council. I am Michael Chubak, Chief Financial Officer for New York City Transit. Joining me today are David Keller, Senior Deputy Director for MTA Budget, and Stephanie DeLisle, the Director of MTA Capital Funding.

We are here today at the Council's invitation to discuss the Mayor's Fiscal Year 2018 Preliminary Budget, particularly as it relates to the City's contribution to the operating and capital budgets of the Metropolitan Transportation Authority.

The MTA is pleased to have a fully-funded \$29.5 billion 2015-2019 capital program which includes \$2.5 billion in funding support from the City of New York and \$8.3 billion from the State of New York. This is the single largest capital program in MTA history and a major accomplishment towards our efforts to transform, renew, enhance and expand the system.

Overall, the MTA's current five-year Capital Program, approved last spring, allocates more than \$16 billion in Capital Funding for NYC Transit initiatives to improve and expand the system.

The City has also contributed \$1 billion, or nearly 7 percent, of our annual \$15.6 billion budget to support day-to-day operations of New York City Transit, MTA Bus, and Staten Island Railway, as well as the maintenance of the commuter rail stations within New York City.

The MTA is working hard to be a prudent steward of the funds targeted for mass transit. In our February financial plan, MTA increased its savings targets by \$50 million per year and expects to achieve annual recurring savings of \$2 billion per year by 2020. This cost-cutting effort is the most aggressive in the MTA's history and the savings we are realizing are benefitting our operations and our customers in countless ways. Most notably, it has allowed us to keep fare and toll increases at an average of 2 percent a year — below inflation. In fact, this year's increase is the smallest increase since 2009.

NYC Transit is also committed to continually identifying innovative, cost-effective solutions for long-standing operating challenges, and addressing concerns created by the very high ridership and capacity constraints our system is experiencing. As many of you know, we are seeing record-high ridership — the heaviest ridership we have experienced since the years following World War II. On the subway system alone we serve close to 6 million riders on

8,000 daily trips across 472 stations. Our capital program seeks to renew and enhance the system to accommodate this growing ridership.

We took a big step toward that goal with completion of the first phase of the Second Avenue Subway earlier this year, marking New York City's first new subway line in over 60 years. With three brand-new fully accessible stations at 72nd Street, 86th Street and 96th Street, **C** train service now links the Upper East Side to Midtown and the West Side. Second Avenue Subway ridership is continuing to grow and is already alleviating crowding at Upper East Side stations along the Lexington Avenue line during morning rush hour by an average of 46 percent.

We are also making substantial investments to modernize the signal system. Much of the subway's signal system was built in the 1930s, and roughly 30 percent of the signal system was installed before 1965 and has never been rehabilitated. Signal failures are a major cause of subway delays. This is why we are spending \$2.75 billion to modernize our signal system, including more than \$1 billion to install Communications-Based Train Control (CBTC), which will allow trains to run more closely together and more reliably. We are working to install it on the **E F M R** lines in Queens, the **A C E** lines in Manhattan, and the **F** line in Brooklyn. CBTC is already fully in place on the **L** line and is nearing completion on the **7** line. We are spending \$774 million to complete this work on the Flushing line by the end of the year.

We are also spending \$1.8 billion to replace 72 miles of track and 127 switches. This work will improve reliability on line segments, reduce defects and failures, and reduce impacts to service. And, we are investing billions on new subway cars, including new open-ended connecting cars, with wider doors and more space near the doors to add capacity. This configuration will allow customers to distribute more evenly in the train, thereby helping to reduce dwell time and delays.

The MTA is also investing heavily to improve the passenger station environment. The MTA has accelerated cellular connectivity in underground stations, as well as Wi-Fi capability to meet the demand of our customers for underground communications and connectivity. As of January, cell phone coverage and WiFi connectivity are available in all underground subway stations a full two years ahead of schedule.

Our "Enhanced Station Initiative" is revamping the design guidelines for more than 30 stations system-wide to completely overhaul these stations in the most efficient way possible. In order to fast track the renovations, the stations will be temporarily closed, enabling the contractor to get in, get the work done, and get out quickly. Contractors are incentivized to keep closures as short as possible. When they are reopened, stations will have improved signage for easier navigation, including digital, real-time service updates at subway entrances

before customers even enter the station, as well as countdown clocks, and new art that considers the architectural legacy of each station.

NYC Transit is fully committed to making the subway system increasingly accessible to customers with disabilities.

We have completed 86 of the 100 Americans with Disabilities (ADA) Key Stations designated via our agreements with the Federal Transit Administration and New York State. All of the remaining 14 key stations are scheduled to be complete by July 2020, consistent with these agreements. Elevators are installed in an additional 31 non-key stations.

We are also accelerating the implementation of countdown clocks to the entire system on a line-by-line basis. The exact timeframes will be announced for each line – with the goal of having all lines done by the end of the year.

This effort will provide real-time train arrival information to customers awaiting trains on station platforms. The new clocks rely on technology that is straightforward, cost-effective to deploy, and does not require major construction; it utilizes the existing wireless network in the stations in conjunction with cloud computing and Bluetooth devices located along the platforms of each station to communicate with Bluetooth devices installed in the first and last cars of every train operating on the line.

We are also expanding and renewing our bus operation. The first of 83 new buses equipped with Wi-Fi service and USB ports have arrived in the Bronx. The first 43 new SBS buses have also arrived in the Bronx and Queens. The new arrivals are part of the Governor's initiative to revitalize the MTA's bus operations with over 2,000 state-of-the-art buses joining the fleet over the course of five years. The new buses will replace nearly 40 percent of the MTA's current fleet and represent a \$1.3 billion investment of Capital Program resources. The MTA is also working closely with the NYC Department of Transportation to cut bus travel times by converting additional routes to Select Bus Service.

In addition, the MTA has installed digital information screens on 131 buses as a pilot on the M15 SBS, B46 SBS and S79 SBS routes, with the aim of rolling out digital screens to 3,600 buses. The digital screens will offer audio and visual route and next-stop information, including transfer points. Beginning this year, all new buses delivered to the MTA will come with digital information screens and all buses that are not earmarked to be replaced over the next five years will be retrofitted with the screens.

These are just a few highlights from a diverse and robust program that invests in nearly every aspect of our operations and infrastructure, modernizing, enhancing, replacing and bringing essential system components to a state of good repair for the record ridership we expect to experience for the foreseeable future.

The City's investment in the MTA yields tremendous dividends, as subway, bus and commuter rail operations are critical to the day-to-day functioning of New York City and provide the foundation for the economic well-being of the City and the region. Our capital program is creating hundreds of thousands of jobs — in New York City and the region — and will continue to fuel our region's thriving economy for decades to come. We thank the City for partnering with us financially and otherwise to deliver safe, reliable service to New Yorkers. My colleagues and I will now respond to any questions you may have with respect to our testimony.

**Testimony of the Committee for Taxi Safety**  
Joint Hearing on the Mayor's Preliminary Budget for FY2018  
Committee on Transportation  
Tuesday, March 28, 2017 at 10 a.m.  
Council Chambers at City Hall

My name is David Beier and I am the President of the Committee for Taxi Safety which is comprised of licensed lease agents which manage approximately 20% of NYC taxi medallions and the men and women who drive the taxi vehicles. Together we work to provide transportation to 400,000 people every day. We thank you for this opportunity to testify concerning the proposed budget, and in particular, the Taxi and Limousine Commission's proposed budget, and New York City's revenue assumptions regarding taxi medallion sales.

The City of New York last held a taxi medallion sale in 2014. In February of 2015, the City announced there would be no medallion sales until 2017. However, City Hall's preliminary budget for FY2018 delays the medallion auction until 2019. We would like to remind the Council as you review the budget that in February 2015, City Hall initially released figures showing that it expected to collect 1.266 billion dollars by auctioning off taxi medallions between fiscal years 2015 and 2019, but, three months later, the mayor's 2016 fiscal year executive budget revised the revenue projection, setting forth the City should only anticipate realizing \$731 million dollars from the sales, a reduction of five hundred million dollars, an almost forty percent reduction from expected revenue.

It is commonly assumed that it was solely the introduction of app-based technology such as Uber that is the primary reason that created a diminished marketplace for taxi medallions. But contrary to that belief, today, we would like to address the real contributing factors as to why the taxi medallion prices are falling and both medallion owners and drivers are suffering.

The taxi industry has been the only private transportation provider required to pay the bulk of all City and State transportation related taxes and fees as well as comply with all regulations, including a 50% accessibility vehicle requirement. Many of these fees and regulations were put in place without regard to the impact of running a business to provide transportation prior to the advent of e-hail apps which created a newly competitive marketplace.

When the Uber taxi app initially launched in New York City, drivers did not initially switch to drive for Uber. However, Uber heavily recruited drivers, through

various methods of bold advertising, with the promise of high wages-many of which proved to be false as evidenced by the \$20 million dollar settlement Uber recently agreed to in San Francisco based on claims of misleading drivers about wages. This driver recruitment coincided with the introduction of the Taxi of Tomorrow program, which took away the Camry Hybrid as an option for taxi drivers which vehicle had been the vehicle of choice for taxi drivers in NYC and mandated use of the Nissan Taxi of Tomorrow. While the Camry Hybrid is no longer on the approved list of vehicles for taxis, 65% of Uber vehicles are Camry Hybrids, and neighborhood cars are almost exclusively Camry Hybrids. Until such time as the Taxi of Tomorrow program became effective, and the medallion industry's 50% accessibility mandate was implemented, taxi's and Uber operated and coexisted and taxis were able to regularly compete for drivers and passengers in the marketplace.

However, both the accessible taxi and the Taxi of Tomorrow vehicles proved to be wildly unpopular with drivers because neither of the vehicles were fuel efficient nor economical in other ways. More expenditures on gas and maintenance resulted in less income. Drivers have rejected these vehicles -- you can look on-line at taxi graveyard videos to see Taxi of Tomorrow after Taxi of Tomorrow after accessible car parked idly in our neighborhood streets or check with the Taxi & Limousine Commission as to the number of medallions mandated to utilize accessible vehicles that have been placed in storage.

Taxis are also not allowed to experiment with any new or improved technology. Taxis are limited to 2 TPEP providers for the processing of credit cards. The TPEP system, along with the Taxi TV, are the sum-total of the technologies that taxis are allowed to offer. The TLC has allowed those two companies to control any and all technology, and taxis are given adhesion contracts, not allowing them to experiment or to enhance the experience for the passenger or the driver. The TLC will say that they are open and will experiment but no new technology ever goes further than a pilot program. Taxis are not allowed to do anything but accept the contract which controls everything from the TPEP to GPS to taxi apps. In contrast to the rest of the country, and in fact, the rest of the world, the TLC requires e-hail apps for taxi vehicles to be integrated with the meter rather than allowing for two separate charges, one for the metered fare and one for the e-hail fee. This requirement has prevented app makers from being able to come into the NYC marketplace and allow taxis to offer the public use of competitive e-hail applications. This requirement, besides being illogical, prevents the taxi industry from being able to meaningfully compete with other e-hail app providers such as Uber.

If the city is serious about the open taxi market, about allowing the taxi industry to remain viable, it needs to change the regulatory practices that prevents it from competing. We need to discuss and address the barriers to true competition, as currently we have all the burden and responsibility while app-based companies are free to pursue their own business model without regard to additional responsibility to the City or our passengers. This regulatory imbalance has not only caused a drastic fall in medallion value, but the failure of two credit unions, Montauk Credit Union and Melrose Credit Union.

In conclusion, the City of New York will be able to hold auctions at its new scheduled dates in 2019 only if this imbalance in regulation is addressed. Many medallion owners came into this industry because it was the American dream, owning your own business and making a good living - its history has been a career path of its own, where drivers become medallion owners and had the ability to create a middle class living where they could finance the purchase of a home and finance their children's education. We cannot compete unless we have an even playing field.

Thank you.





## Testimony to the Committee on Transportation Preliminary Budget – Fiscal Year 2018

Julia Kite, Policy and Research Manager, Transportation Alternatives  
March 28<sup>th</sup>, 2017

Council Member Rodriguez and members of the Committee on Transportation, thank you for calling this hearing on the Fiscal Year 2018 Preliminary Budget. My name is Julia Kite, and I am the Policy and Research Manager for Transportation Alternatives, New York City's 44-year-old membership organization dedicated to walking, biking, and safer streets. Our 10,000 members, and the nearly 150,000 people in our network, rely on your leadership to help protect their right to the streets. We would also like to express our gratitude to the Department of Transportation for their record-breaking 18.5 miles of protected bike lanes and 105 safety engineering projects implemented in 2016. We would also like to thank the New York City Police Department for their renewed emphasis on enforcing laws against the dangerous driving behaviors that kill and injure pedestrians and cyclists. Together, we move New York City towards our Vision Zero goals.

We would like to offer our profound gratitude to Mayor de Blasio for the increase in funding for Vision Zero projects set forth in the Fiscal Year 2018 Preliminary Budget. **This \$400 million investment over five years is essential** to moving New York City closer to zero deaths and injuries because it will allow for the redesign and reconstruction of some of New York City's most dangerous streets. As we have observed through the success of Queens Boulevard's Vision Zero Great Streets transformation, this funding is not only the difference between life and death, but it also changes arterial roads from barriers into opportunities to reclaim public space for New Yorkers to live their fullest lives.

We are mindful that **Vision Zero projects will only save lives if they create high-quality complete streets that put pedestrian and cyclist safety above driver convenience.** We have been critical of certain street redesigns in the past because we felt that, without the inclusion of protected bike lanes, widened sidewalks, signal-protected pedestrian crossings, dedicated transit facilities, and public amenities - which have **more than halved injuries** on some streets where they have been implemented - their redesigns are missed opportunities rather than blueprints for great streets. Vision Zero is too important to be done by half-measures, or to be just "good enough."

- As demonstrated in Transportation Alternatives' *Vision Zero Street Design Standard*, published in December 2016 and available at [visionzerostreets.org](http://visionzerostreets.org), New York City has the opportunity to create world-class safe streets using tools already available in the DOT's Street Design Manual.
- The opportunity we have now, with this investment, is too great to not do the job properly. To reach Vision Zero, a new approach is needed - not business as usual.
- Twenty-one City Council Members have signed our letter to the Mayor urging that **this funding must be used for comprehensive, best-practice street redesign.**

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Capital projects, though absolutely essential, can take several years to complete and realize their ability to reduce injuries and deaths. Fortunately, there are steps the City can take to **integrate street safety improvements through its routine resurfacing program.**

- The budget for street resurfacing has been increased to allow for a historic high of 1300 lane-miles. It would be a missed opportunity to not incorporate the kind of street safety fixes that can be made with paint and bollards into the process of repaving.
- At all Priority Intersections, and along all Priority Corridors that undergo resurfacing, the City must add curb extensions, hardened centerlines, high-visibility crosswalks, or other tools for traffic calming that do not require the drawn-out processes of the Capital Program.

The **December 2016 Court of Appeals ruling in *Tuturro v. City of New York***, which found the City partially liable for nearly \$10 million for a crash on a dangerous street that did not receive traffic calming, adds urgency and a fiscal responsibility argument to the need to redesign streets sooner, not later. Through our advocacy work across the five boroughs, we have seen that the DOT is willing and able to create safer streets, but **we urge the Department to swiftly overrule the objections of obstructionist community boards that prioritize parking and maintaining the status quo over safety improvements.**

- The City has a Vision Zero mandate to do whatever it takes to redesign blatantly dangerous streets.
- Small bodies of unelected representatives must not be able to derail or delay that process for their own self-interest.
- The City should always be pro-active when it comes to safety. It should not take a tragedy to spur improvement.
- New Yorkers overwhelmingly support street safety measures, even at the expense of a few car parking spots.

The first quarter of calendar year 2017 has been an auspicious one: **road fatalities in New York City are down approximately 15 percent year to date compared to the same period in 2016.** We have no doubt that the City of New York is willing to rise to the Vision Zero challenge. The injection of additional funding in the FY18 budget is essential for saving lives and reducing injuries, but the street redesigns this money funds must be bold, forward-looking, and complete.

We would also like to lend our support for **direct funding of Citi Bike.** Bike share has been an undeniable success in the neighborhoods where stations are located, encouraging New Yorkers to pursue active transportation.

- New York City's bike share program is the only one in the country without direct investment from the city government, and of course, we are impressed by how much success Citi Bike has achieved without public funding. But our concern now turns to equity in cycling opportunities.

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- **We need a five-borough bike share**, and without public funding, it will be difficult for residents of many parts of New York, including the Bronx, Eastern Queens, and Staten Island, to ever take advantage of this transportation option.
- **This cost-effective option is crucial to helping the City achieve its 80 x 50 emissions goals**, specifically a 10% cycling mode share.
- New Yorkers overwhelmingly support this. A recent poll commissioned by TransAlt and conducted by Penn Schoen Berland shows that about 7 in 10 New Yorkers support expanding Citi Bike to all five boroughs.

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# INVEST IN VISION ZERO

Dear Mayor de Blasio,

We, the undersigned, are proud of the progress New York City has made towards Vision Zero under your strong leadership. We know Vision Zero works, but we are concerned it is not working fast enough. The new funding you have allocated to the program is greatly appreciated, and we thank you for your continued commitment to saving lives and preventing injuries. In the interests of putting this money to best use and making Vision Zero as effective as possible, we request that the \$317 million allocated for street redesign be used only for projects that meet a Vision Zero street design standard – the type of complete street that is safe for all road users. These designs must go beyond what we have seen so far in the “Vision Zero Great Streets” to be truly centered on traffic calming for pedestrian and cyclist safety over driver convenience. We also recognize that while capital projects take several years to complete, there are great opportunities to improve street safety through operational projects such as the expanded street resurfacing program. The December 2016 Court of Appeals ruling in *Tuturro v. City of New York*, which found the City partially liable for a crash on a dangerous street that did not receive traffic calming, highlights the urgency of making these changes. Streets that are not up to the Vision Zero standard not only risk lives, but they threaten the City’s financial security.

## **Reconstruct Streets to a Vision Zero Standard**

Ensure that all street designs achieve the following core functions, as elaborated in Transportation Alternatives’ *Vision Zero Street Design Standard*:

- ◆ Discouraging speeding by design
- ◆ Encouraging walking, biking, and/or public transit use
- ◆ Providing accessibility to all, regardless of age or physical ability

Unless there is a publicly documented justification, new Vision Zero street redesigns should include:

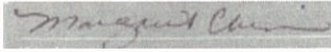
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| ◆ ADA Accessibility    | ◆ Wide Sidewalks                        |
| ◆ Public Amenities     | ◆ Dedicated Mass Transit Facilities     |
| ◆ Protected Bike Lanes | ◆ Signal-Protected Pedestrian Crossings |
| ◆ Narrow Vehicle Lanes | ◆ Dedicated Unloading Zones             |
| ◆ Pedestrian Islands   | ◆ Signal Retiming                       |

## **Effective Operational Fixes, Fast**

As part of the street resurfacing program, which has been expanded to historic highs, require the integration of street safety improvements at all affected Priority Intersections and on Priority Corridors when they undergo repaving.



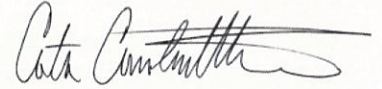
# COUNCIL MEMBERS IN SUPPORT



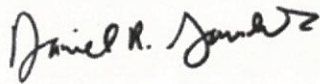
Margaret Chin  
District 1



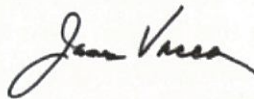
Andrew Cohen  
District 11



Costa Constantinides  
District 22



Daniel R. Garodnick  
District 4



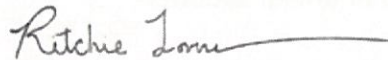
James Vacca  
District 13



Daniel Dromm  
District 25



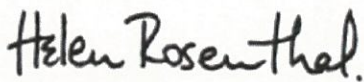
Ben Kallos  
District 5



Ritchie Torres  
District 15



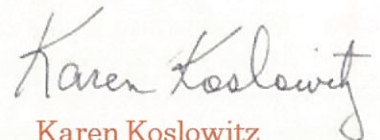
Jimmy Van Bramer  
District 26



Helen Rosenthal  
District 6



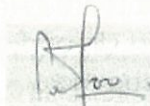
Paul Vallone  
District 19



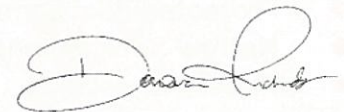
Karen Koslowitz  
District 29



Ydanis Rodriguez  
District 10



Peter Koo  
District 20



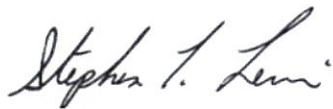
Donovan Richards  
District 31



TRANSPORTATION  
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# COUNCIL MEMBERS IN SUPPORT



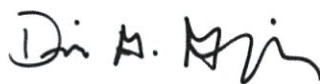
Stephen Levin  
District 33



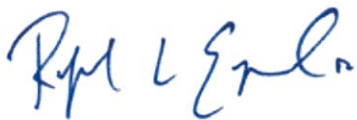
Brad Lander  
District 39



Antonio Reynoso  
District 34



David Greenfield  
District 44



Rafael Espinal  
District 37



Carlos Menchaca  
District 38



TRANSPORTATION  
ALTERNATIVES





New York City Council Committee on Transportation Hearing  
March 28, 2017

Testimony of Eric McClure, Executive Director, StreetsPAC

On behalf of StreetsPAC, I'd like to thank you for the opportunity to weigh in on the Mayor's preliminary transportation budget for fiscal year 2018.

The additional \$400 million for Vision Zero that Mayor de Blasio announced in January provides a major boost for safety on city streets. While those funds will be spent over several years, they'll begin to have an effect right away, especially on critical initiatives like the replacement and refurbishment of street markings. The major capital commitment to shortening the replacement cycle for crosswalks and bike lanes, and the Department of Transportation's improved ability to handle restriping, is vital to better street safety.

Likewise, more spending on crossing guards, additional funding for implementation of hardened center lines for left turns, enhanced street lighting, and upgrades to intersections along the bike network will similarly have an immediate effect in improving safety for vulnerable street users. We applaud this commitment to Vision Zero spending.

This commitment is especially important in light of a brand new Health Department report that reveals that pedestrian fatality rates in poor neighborhoods are triple those in wealthy communities. It should be a moral imperative that we prioritize Vision Zero spending in high-poverty areas, which would be very much in keeping with the Mayor's goals of addressing inequality.

It's also critical that we get life-saving infrastructure upgrades in the ground quickly, and unfortunately, that's not frequently the case with the Department of Design and Construction. The Department of Transportation is nimble with paint and plastic, but those things can't stop a speeding car. We need to make sure that DDC implements Vision Zero work in a much more timely manner.

While this increased spending on Vision Zero initiatives is laudable, there are some areas in which we believe the proposed budget is deficient.

Citi Bike will complete its planned Phase II expansion by the end of this year, and at this juncture, no concrete plans exist for further growth of the bike share system. Will we top out at 12,000 bikes? Or will Citi Bike continue to grow to serve even more New Yorkers, delivering the convenience and efficiency of bike share to neighborhoods hungry for this reliable, low-cost transit option?

The original white paper drafted by the Department of City Planning eight years ago, which laid out the potential for bike share in New York City, envisioned a 49,000-bike system serving significant portions of four boroughs. Such a robust system would cover all high- and mid-density neighborhoods, with a projected capital cost of \$200 million and an annual operating cost of \$100 million, the latter fully offset by membership and user fees, and sponsorship.

Widespread support exists in the Council for public funding of the capital costs necessary to expand Citi Bike, and we strongly urge the Administration to commit to working with the Council to earmark the funds necessary for the full Phase III expansion outlined by City Planning in 2009.

We also support the Fair Fares initiative proposed by our friends at Riders Alliance. According to their calculations, full funding of half-priced Metro Cards for the approximately 800,000 New Yorkers who live below the federal poverty line would require \$212 million annually. This is not an insignificant commitment, to be sure, but few things would address economic inequality in New York City like the improved access to jobs and services that more affordable transit fares would provide those who need it most. Let's get this done.

Speaking of improved access, given the large budget allocated to bridges, we urge the Council and the Mayor to find the funds needed to expand access to the Brooklyn Bridge for people on foot and on bikes. This New York City icon is such a popular tourist destination that the footpath often overflows with tourists, leaving little room for the city's rapidly growing contingent of bicycle commuters. Council Members Chin and Levin and Lander floated a proposal to expand the bike and pedestrian ramps several years ago, and it high time to make it a reality.

Lastly, we implore the Council and Administration to take a very hard look at parking policy. The underpricing of curbside space in New York City contributes greatly to congestion, which in turn harms productivity and constrains economic activity. Given the negative externalities of private automobile use, our failure to properly price parking has societal consequences beyond the legitimate revenue we're leaving on the table. That foregone revenue could put a sizeable dent in the additional spending for which we're advocating today.



**Testimony of Clayton Brooks  
Director of Advocacy, Covenant House New York**

**before**

**The Committee on Transportation**

**for the:**

**Preliminary Budget Hearing for the  
Department of Transportation.**

**(March 28, 2017)**

Covenant House New York commends Chair Rodriguez, the other members of the Committee on Transportation, as well as the New York City Council more broadly, for championing the needs of homeless youth and young adults. Through the strong leadership of Mayor Bill de Blasio, an additional 500 beds for homeless youth will have been brought online within the Department of Youth and Community Development system from the beginning of his tenure through June 2019. These are unprecedented commitments from the City of New York and the New York City Council.

There remain, however, many needs facing the homeless youth and young adults of New York City beyond simply providing a bed and warm meal. Among these are robust education, job training, and employment resources dedicated to youth and young adults. Additionally, funding for legal, medical, and mental health services tailored to the needs of homeless youth. However, the primary purpose for my addressing the Committee on Transportation today is to highlight the unmet transportation needs of homeless youth, a strong majority of whom have accrued tickets for illegally accessing the subway and face escalating consequences because of it.

Covenant House regularly attempts to address each of these needs, in addition to the basic need of shelter, and has served the homeless youth of New York City since our formation in 1972. Since that time, Covenant House has grown to serve 50,000 youth entering homelessness per year in 30 cities throughout the world. The continuum of services created at Covenant House New York has served tens of thousands of young people over the last four decades. Specifically, within this last year, our crisis shelter has provided housing to 1,744 unduplicated young people and our transitional housing program has housed 265 unduplicated young people for up to an 18-month stay, with 29 of those individuals being mothers with children.

As mentioned earlier, a significant barrier many youth have to gaining employment, attending school, or securing stable housing is transportation. For homeless youth in New York City, having access to the subway is crucial for survival and also for transitioning out of homelessness. Without access to MetroCards, homeless youth are often forced to make a choice between illegally accessing the subway

(i.e. “hopping the turnstile”) or simply being limited in their travel options. Choosing the first option often leads to a circular trap of collecting citation after citation and facing escalating consequences. Often, young people are cited before they even come to Covenant House and occasionally are cited while on their way to a shelter in the first place. Some of our residents have even received citations on their way to work or to a job interview. With an initial fine of \$100, subsequent late fees if unpaid, and ultimately the possibility of criminal summonses or desk appearance tickets, homeless youth often make a crucial choice between breaking the law or having limited mobility.

Thankfully, Runaway and Homeless Youth (RHY) programs generally provide access to MetroCards for those youth currently residing in or accessing the services of the program. For youth with minimal or no income, access to free MetroCards enables them to explore job opportunities anywhere in New York City, access services available to them through City agencies, and pursue housing opportunities to exit homelessness entirely. Because of this, RHY programs gladly cover the costs of MetroCards on behalf of homeless youth. However, the money to fund this often comes out of existing government contracts for direct programmatic care or from money raised from private sources.

This is, quite simply, unsustainable for the majority of providers in the City, as fare for MetroCards continues to rise and the amount allocated in city contracts remains stagnant. While any number of solutions could and should be explored by the New York City Council over the coming months, the immediate need among the providers serving this population is additional funding, outside of the current amount allocated in contracts, to cover this crucial cost required to meet the needs of homeless youth. This last year, Covenant House provided its residents and program participants 22,515 MetroCards to our youth at a cost of \$61,916.25. Despite this, Covenant House still does not have enough MetroCards to meet the total need of the young people who enter our doors.

This is, of course, just one example from one agency, but many partner providers would echo this need and its centrality to serving the homeless youth population. Covenant House encourages the Council to also consider the particular needs of homeless youth currently sheltered with an RHY provider as the “Fair Fares” proposal for half-priced MetroCards for impoverished New Yorkers is being debated. We are confident that the New York City Council will remain champions for homeless youth and will address this pressing issue for the youth we serve.

Melissa del Valle Ortiz  
558 50<sup>th</sup> Street  
Brooklyn, NY 11220

Good morning:

My name is Melissa del Valle Ortiz and I am tenant leader and 25 year resident of Sunset Parks Project Based Section 8 Housing for 411 low income families; spanning 40 buildings from 43<sup>rd</sup> Street and 4<sup>th</sup> Avenue to 55<sup>th</sup> and 2<sup>nd</sup>, up to 56<sup>th</sup> and 6<sup>th</sup> and across 6<sup>th</sup> avenue to 43<sup>rd</sup> street.

My development is comprised of families including seniors, the disabled and youth; many who got to school and work outside of Sunset Park.

While walking a few extra blocks may not prove to be a hardship most, it is a hardship for some and that's who I am here speaking on behalf of. During our press conference organized by Council Member Carlos Menchaca, I mentioned how not having a 4<sup>th</sup> Avenue shuttle bus would impact persons with physical disabilities, breathing conditions and who walk with assistance such as canes and walkers; only to receive a call from a couple that you will hear from in a recording. These extra 8 blocks can take them up to an extra 4-8 minutes to walk EACH and I can only imagine what they will experience in the sweltering Summer, Slippery rain and snow filled Winter. I also failed to mention persons with mental disabilities including autism whose commute becomes confusing when given extra instructions or being re-routed away from their routine commute. I also feel very strongly that is a direct violation of the Americans with Disabilities Act, by not providing them with uninterrupted service of their routine commute along 4<sup>th</sup> avenue.

Additionally, we have many staff at NYU Lutheran, Brooklyn Army Terminal and hundreds of businesses on 4<sup>th</sup>, third and 2<sup>nd</sup> avenues. Their work time will now be significantly impacted by having to accommodate the extra walk on top of potential and routine delays.

To be without a subway station is one thing, to be without direct access to the nearest one is something else.

I would like to again take this moment to remind the MTA while we are a low income community many of the families in these communities work as do many of the families in subsidized housing and we all pay our fares to get there ON TIME. Our bosses don't want to hear the excuses as to why there are delays and would sooner fire you, if it happens one too many times.

As a tenant leader in HUD subsidized low income housing, I would also like to remind the MTA of their commitment to commuters from NYCHA developments in the outskirts of Brooklyn such as Canarsie and Red Hook.

Residents of Canarsie's Bayview Houses where I grew up, whether seniors or disabled will be hugely impacted at the Broadway Junction transfer point from the L train, during the Canarsie tunnel repair. They deserve an express bus to the next nearest handicapped accessible station at Utica Avenue; without having to be forced to make the 8 -10 minute non accessible walking transfer at Broadway Junction ENY. In addition the NYCHA residents of Red Hook Houses need increased or dedicated shuttle to subway station bus service.

While it may not be the case, it seems that the MTA is not giving any consideration for the working poor whose jobs become expendable, when we are experiencing repeated, routine, and extended MTA delays. The working poor cannot afford to lose their jobs while the MTA is under construction. Low income families pay the same fares as upper middle class residents and we rely on our employment like everyone else does.

The extended lack of consideration for accommodation to the, senior and disabled as part of the fabric of New York is clear and obvious and needs to be rectified.

Sincerely,

Melissa del Valle Ortiz  
347 423 5818

## **City Council Budget Hearing Testimony**

**March 28, 2017**

I'd like to thank the New York City Council for the opportunity to speak at its Budget Hearing today on behalf of Bedford Stuyvesant Restoration Corporation. My name is Tracey Capers and I am Executive Vice President for Programs at Restoration. As you consider the 2018 budget, I want to urge you to support Citi Bike with city funding as a 5-borough affordable transportation option in the face of the current transportation affordability crisis impacting low income New Yorkers.

As you may know, Restoration is the nation's first community development corporation, partnering with residents and businesses to improve the quality of life in Central Brooklyn. With a track record that spans half a century, our programs foster economic self-sufficiency, enhance family stability, promote the arts and culture, and transform the neighborhood into a safe, vibrant place to live, work and visit. Some 50,000 are served annually with a focus on Bedford Stuyvesant and surrounding Central Brooklyn neighborhoods where, despite rapidly changing demographics and an influx of more affluent renters and homebuyers, roughly a third of residents live in poverty, crime and unemployment rates remain higher than city/state averages, and health disparities disproportionately impact low income and communities of color.

As a community development organization, we know that transportation is key to economic mobility. Residents need to be able to get to work, look for employment, go to school, and travel for essential services. The average client we serve spends \$200 a month on transportation. For a community where the median income of our poorest catchment areas is just 24k a year, this monthly expense is an outlay that is unaffordable. The price of a 30 day metro card amounts to 10% of average household income for residents below the poverty level. This leaves many low income New Yorkers forced to choose between necessities like food and medical care and transportation costs. Many resort to begging for swipes or avoiding the fare altogether, which has led 120,000 summonses issued last year for fare evasion and about 30,000 arrests. Most disturbingly, of those arrests, 92 percent were people of color, according to the organization which analyzed the data.



Affordable transportation options like Citi Bike are particularly needed in transportation deserts - where there are no near subway connections and only one bus line. In our community, Northern Bed Stuy is not only a transportation desert, but also has the most pronounced economic, educational, and health disparities Brooklyn-wide in the midst of our rapidly changing borough. Citi Bike presents a practical and affordable solution for residents living here. Membership options are affordable at \$163 or as low as \$60 for public housing residents, select credit unions. Also, employers like Restoration, Interfaith, Woodhull have chosen to either fully or partially subsidize the membership of their employees treating it an important wellness benefit. In 10 months, I have used my Citi Bike member 125 times equating to just 56 cents a ride given that Restoration partially subsidized it. My friend Shaquana of MARP and a public housing resident used her bike even more for about 9 cents a ride.

With this in mind, we have been working very closely with Citi Bike, the Department of Transportation and the Department of Health and Mental Hygiene to increase Citi Bike membership and ridership and promote it as an alternative and affordable transportation, especially among low income and riders of color. As a result of our partnership, Citi Bike membership has increased over 56% in the past year in Bed Stuy with 5,500 active members. We have been actively sharing our work with other communities and neighborhood based organizations in hope that they might similarly take up the charge.

Also under the auspices of the Collaborative for Neighborhood Financial Health funded by the Department of Consumer Affairs' Office of Financial Empowerment, we recently launched a two month pilot campaign to promote Citi Bike as well as reduce the costs of transportation for families in Northern Bed Stuy through a new community van ride share program. The goal of this shuttle service is to provide an affordable hop-on/hop-off alternative for our residents along a route that ferries people to Bed Stuy's central business corridor where they can engage in daily activities such as food shopping, conduct business or to receive services and support from a host of neighborhood organizations. The cost of the van is just \$1 per ride. We are also actively integrating discussions on saving money on transportation within financial counselling, job training efforts.

When reviewing the 2018 budget, I strongly urge the City Council to ensure programs such as these are sustained. Indeed, the economic future of low income Brooklynites depends upon it.



**ALL FOR ONE**  
EMPOWERING NEIGHBORS

# TRAVEL BED-STUY

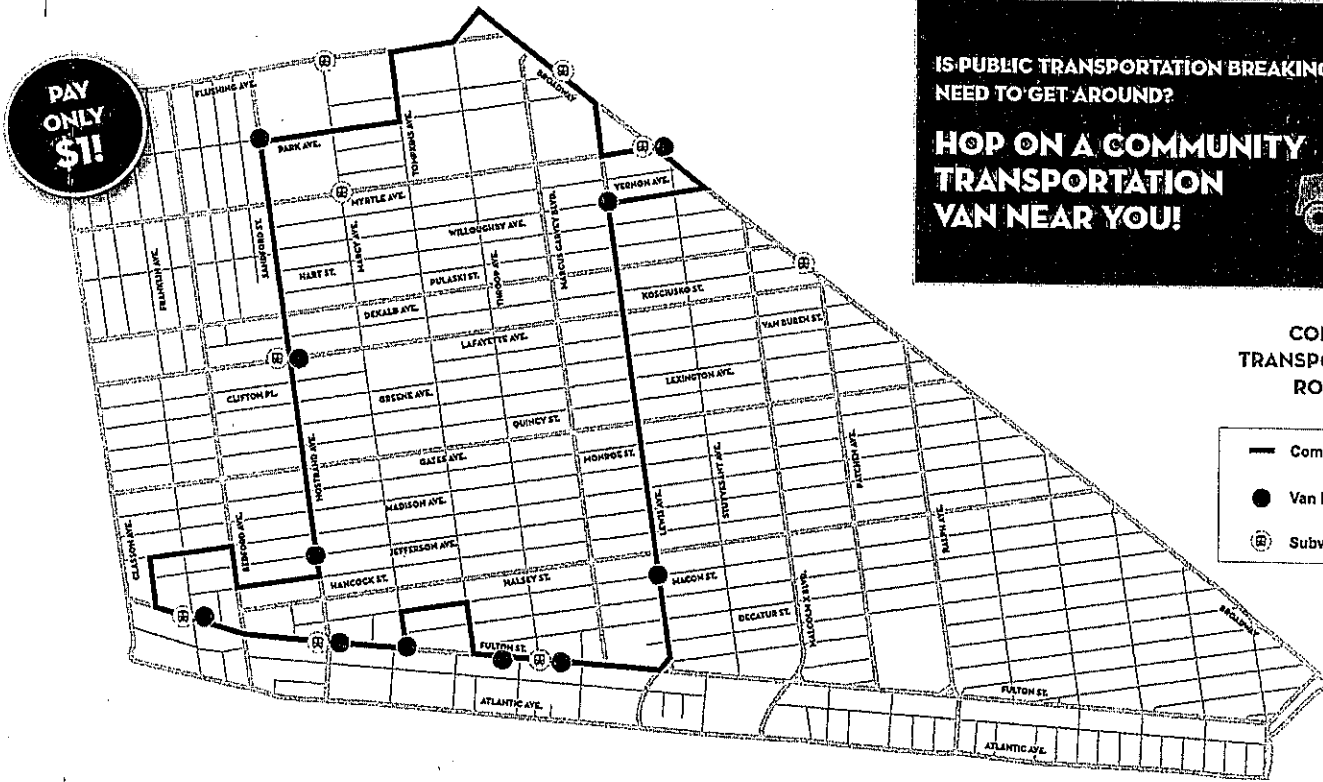
IS PUBLIC TRANSPORTATION BREAKING YOUR BANK?  
NEED TO GET AROUND?

**HOP ON A COMMUNITY  
TRANSPORTATION  
VAN NEAR YOU!**



COMMUNITY  
TRANSPORTATION VAN  
ROUTE MAP

- Community Van Route
- Van Hop On/Hop Off Site
- Subway Stop



## COMMUNITY TRANSPORTATION VAN SCHEDULE

THURSDAYS - SATURDAYS | NOW THROUGH APRIL 30, 2017

**1ST WEEK  
FREE!**  
(3/16-3/18)

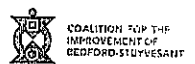
Hop On/Hop Off Site	Morning Schedule (7:AM - 11:AM)			
Marcy Houses	7:00 (15 mins)	8:24 (15 mins)	9:40 (15 mins)	10:56
Bedford/Nostrand Ave.	7:20	8:44	9:58	
460 Nostrand Ave.	7:25	8:47	10:01	
1124 Fulton St.	7:32	8:55	10:05	
1295 Fulton St.	7:35	8:59	10:09	
1368 Fulton St.	7:37 (15 mins)	9:01 (15 mins)	10:11 (15 mins)	
1465 Fulton St.	7:52	9:20	10:30	
1540 Fulton St.	7:54	9:22	10:32	
361 Lewis Ave.	7:58	9:26	10:35	
75 Lewis Ave.	8:06	9:31	10:40	
Myrtle Avenue/Broadway	8:12	9:34	10:43	

Hop On/Hop Off Site	Afternoon Schedule (4:PM - 8:PM)			
Marcy Houses	4:00 (15 mins)	5:31 (15 mins)	7:00 (15 mins)	8:00
Bedford/Nostrand Ave.	4:21	5:51	7:19	
460 Nostrand Ave.	4:24	5:55	7:21	
1124 Fulton St.	4:32	6:04	7:28	
1295 Fulton St.	4:38	6:08	7:33	
1368 Fulton St.	4:40 (15 mins)	6:10 (15 mins)	7:35	
1465 Fulton St.	5:00	6:30	7:40	
1540 Fulton St.	5:02	6:32	7:42	
361 Lewis Ave.	5:08	6:36	7:45	
75 Lewis Ave.	5:13	6:41	7:50	
Myrtle Avenue/Broadway	5:16	6:44	7:53	

A project of



Bridge Street  
REDEVELOPMENT CORPORATION





March 28, 2017

Turning Point  
5220 4<sup>th</sup> Avenue  
Brooklyn, NY 11220

Good day,

My name is Margaret Pemberton, I work at Turning Point, Inc. 5220 4<sup>TH</sup> Avenue, directly across the street from the 53<sup>rd</sup> Street Subway station.

I personally have already experienced a hardship inasmuch as I have a compromised right leg. I commute from the A train in Bedstuy and use the R train's 53rd Street station, to get to work. It is already a hardship and the only relief in my day to day commute is the escalator at Jay Street when I transfer to my next train. With no elevator at 53<sup>rd</sup> Street, I wonder if there might be escalators installed instead?

Many of our clients in our Scattered Site Housing units are also affected by physical and mental challenges. Said clients commute to our main site for medical and psychological treatment and they come from various neighborhoods throughout Brooklyn. This will be a particular challenge to them and will adversely impact continuity of care and treatment.

A bus service on 4<sup>th</sup> Avenue connecting passengers is a great necessity for our staff and clients.

Sincerely,

Margaret Pemberton  
mpemberton@turningpointbrooklyn.org  
(718) 640-1586  
(718) 360-1582

March 28, 2017

Sunset Park Redevelopment Committee, Inc.  
5101 4<sup>th</sup> Avenue  
Brooklyn, NY 11220

To whom it may concern,

As a frequent call traveler from the Utica Station to the 53<sup>rd</sup> Street Station. I feel the MTA should provide adequate shuttle bus services to its customers. I actually work on 4<sup>th</sup> Avenue so it wouldn't make sense for me to use the bus on 5<sup>th</sup> Avenue and I am therefore forced to walk 8 blocks to my job.

I deal with constant train delays and I don't think it's fair for me to walk an additional ten blocks to get to work because of your poor planning. I already start my day at 4:30am each weekday morning, to arrive to work at 7:45am.

This is unacceptable, if you cannot offer a better level of service you should definitely cut back on your constant fare hikes.

Very traumatized and irritated,

Ms. E. Crandon  
718 492 8580

**Testimony of  
The American Council of Engineering Companies of New York  
Regarding the Executive Budget – Committee on Transportation**

**March 28, 2017**

The American Council of Engineering Companies of New York (ACEC New York) is the voice of the professional engineering community, representing 280 member firms throughout New York State that collectively employ close to 24,000 people statewide, with a concentrated presence of firms located within the five boroughs of New York City. Of those 280 firms, 50 are MWBE firms registered with the Department of Small Business Services. Our members are involved in all aspects of engineering for the public sector. We plan and design the structural, mechanical, electrical, civil, environmental, plumbing, fire protection and technology systems for the city's infrastructure, including transportation, energy, and wastewater treatment facilities, as well as public buildings. Our members are also involved in a host of planning, resiliency and environmental issues.

**I. Continued Investment in New York City's Infrastructure**

Continued investment in New York City's infrastructure is essential to a sustainable future and economic growth. The Federal Highway Administration has estimated that for every billion dollars spent on infrastructure, 27,000 jobs are created. These jobs are critical for lower skilled workers and create opportunities for minority- and women-owned businesses. While improving the economy, robust capital spending will provide necessary rehabilitation and improvements to our deteriorating infrastructure, the decline of which negatively impacts public perception of the city, compromises the quality of life for New Yorkers and impairs our ability to compete nationally and globally. We applaud the Council and Mayor's commitment to infrastructure funding. We recognize the imperative to provide capital funding for affordable housing and for sustainability, particularly resiliency for waterfront communities and we support these priorities. But we urge consideration of continuing to improve other critical infrastructure, such as transportation.

In addition to direct infrastructure investments, there are a series of long-term initiatives that need to be made in order to invest in New York City's future: i) The MOVE NY proposal, which ACEC New York supports, would generate billions of dollars in funding that could be used to maintain, improve and build new transportation systems, and which in turn would increase transit ridership; and ii) we must ensure that all students have access to education in science, technology, engineering and math (STEM) to meet the needs of our 21<sup>st</sup> Century City.

As an association representing the firms that design the infrastructure systems in New York and throughout the world, we know that funding infrastructure is essential and that solutions require long term commitments. Implementing solutions to raise the revenues necessary to fund our infrastructure needs will take political will, collaboration and focus on the public good. ACEC New York and our member firms are ready and able to help New York accomplish this.

## **II. Doing Business with New York City**

The City's delays in processing change orders, processing payments and closing out projects creates potential cash flow, schedule and personnel issues, particularly for small-to-medium size firms doing business with the City. ACECNY is working closely with the Mayor's Office of Contract Services, the office of the Comptroller, and the chief contracting officers at the major capital agencies to identify best practices to lessen these burdens.

There are lessons to be learned from practices already demonstrated as both efficient and cost effective for government which would make doing business with the City easier. Organizations such as the Federal Department of Transportation, the State Department of Transportation and the Port Authority have addressed various aspects of these problems. We are confident that working with the City's procurement leadership we can also solve these issues, but only if the agency staffs are given the tools and resources they need to implement change. These positions and the technology they need will not get a lot of attention, but the benefits will be tremendous. Think of what interest savings there would be if a billion dollar public work was completed even a few months earlier.

We appreciate the work that you and all of the Members of the Council do to improve New York every day and look forward to continuing to work with you on these important issues.

Good Afternoon Chairman Rodriguez, distinguished Council Members

My name is Cesar Zuniga. I am a member of Community Board 7 in Brooklyn, New York. I am here to speak on behalf of the countless residents who are stranded due to the lack of shuttle bus service along 4<sup>th</sup> Avenue.

We've all known about the MTA projects since the Governor announced them last year. They were in the news as early as July of 2016. The MTA came and gave general project run-down of several R line projects to Community Board 7 last winter – when appeals for multi-language communication were raised by CB7 members, Council Member Menchaca and constituents. The exact dates of the six-month station closures were not revealed to the community during that briefing. It wasn't until recently that the closure dates came to be known.

Sunset Park is a diverse multi-lingual community. English only signs are not effective. MTA knows how to do multi-lingual outreach. The fare increase signs are in a dozen languages and have been up all over stations and buses with lots of lead time

At 53<sup>rd</sup> St station, the MTA communication was negligent and disrespectful of Sunset Park because they posted signs less than a week before the six-month closure. They did so on just a couple of English language signs in the station, but not where all riders would be able to see them.

The MTA is suggesting riders hike to another avenue, wait for and board a bus, exit the bus down the line, hike back to Fourth Avenue and enter another R station is unrealistic. B63s are severely crowded, B37s are too infrequent and B11 travels across the line of travel to the D Train line 1.5 miles away from the impacted station. That's unacceptable.

The 53<sup>rd</sup> Station is one of three stations closing till Fall 2017. It is unacceptable that my community has to suffer over the poor allocation of resources by the MTA to communicate well in advance, by various means and in the languages of the impacted community.

A shuttle service on Fourth Avenue for the duration of the station closures is the demand that our Sunset Park residents impacted by the station closures want the MTA to provide.

If MTA can raise our FARES so can they provide a shuttle bus.

Thank you,

Cesar Zuniga

Testimony before New York City Council Transportation Committee  
FY18 NYC Transportation Budget, March 28, 2017

I am a long-time safe streets advocate. Thank you for the opportunity to review the budgets that so directly effect our citizens everyday lives as we move around New York City.

- First, I would like to highlight that NYC DOT's entire budget is merely 1.1% of NYC's budget. Surely the agency charged with responsibility for our mobility, productivity, & basic well-being deserves so much more? The impact of this **overall underfunding** at the city level will only be felt more as our streets feel the strain of our new federal administration maliciously targeting urban transportation needs such as transit and TIGER grants.
- We all know active transportation infrastructure projects yield the largest return on investment: They are most inexpensive to implement while reducing health costs and environmental impacts, and increasing overall system efficiency and the safety for all street users. Why then is DOT reducing the total bike lane miles target from, for example, almost 70 in FY14 to only 50 in FY18? Why are we putting all our funding eggs in the federal basket? All \$8.1M of our bike lane expansion currently relies on funding from an administration that has already shown itself to be hostile. Our city-funded transportation vision must be bolder. For example, the focus on improving the design of crash-prone bike network intersections is excellent, but given that our city had over 225k traffic crashes last year, improving only 20 intersections a year will not have a meaningful effect. More city funding for street redesign is desperately needed.
- I am happy to see increases in the street markings division, both in staffing and linear marking lines. However, the current 4.5 year replacement cycle is entirely insufficient, especially in high-traffic central business areas where proper markings' traffic calming are most essential. Faded and missing crosswalks, stop lines, bike lanes, and lane dividers contribute to unnecessary chaos on our streets. For this reason, NYC DOT should condense the maintenance cycle and also add a new performance indicator so we can all properly assess street marking failure response time as we do other street conditions that affect safety. Similarly, four-month performance ratings on infrastructure that supports a walkable, bike-able city such as bike racks and pedestrian space installed are always useful and applicable, yet many are missing from this DOT report.
- Finally, the capital plan currently does not — and most certainly should — include specifically designated funding for proven pedestrian safety features like pedestrian countdown clocks, Leading Pedestrian Intervals, and curb extensions at intersections adjacent to every single New York City school and Senior Citizen facility. Only then can we say we are applying what we know to be best practices to protect our most vulnerable citizens.

## Testimony for City Council Hearing on March 28, 2017

By Omar Arias

I am here today to support the inclusion of public funding of Citi Bike into the City's Transportation Budget for 2018. My experience with New York City bike share has been one of social mobility, opportunity, and advocacy. I began my journey as one of over 100,000 Citi Bike users and coming from a historically black and Hispanic neighborhood in Harlem. Citi Bike was about 26 blocks away from my home when I first joined, using an affordable discount for public housing residents. Last summer, I joined the NYCHA community champions program, where I reached out to other NYCHA residents about the benefits of bike share. I was given the opportunity to address the New York City Council at a public hearing last November and again in January at a press conference. I gained employment from Bed-Stuy Restoration as an Active Living Coordinator, working alongside Better Bike Share partners, working to engage communities of low-income and color in bike share. I was interviewed for the city-wide NYCHA Journal about bike share and sat at the same table with the General Manager of Citi Bike to speak about jobs for local residents.

The reason I share this with you today is because it is the opinion by some that people like me from neighborhoods like mine, will be shut out of such a bike share system and it will harm more than benefit us. To the contrary, I've had my voice heard countless times and moved my way up. Not everyone will follow the same path I've had, but the takeaway is that there is a path for people to gain leadership positions and have a say in the process.

Citi Bike is for someone like me, but, like many, I'd like to see an increase in membership and ridership amongst communities of color and low income. In order to do so we need the system present in all neighborhoods, across all boroughs. Along with expansion, we need to have biking infrastructure in place, increase access to bike education and safety classes, and local residents like myself need to continue to have a say. This process has begun in Bed-Stuy, where in 2016 they saw an increase in memberships by 56%. Still, in order for all neighborhoods to experience the same transportation, physical activity, and economic benefits of bike share, it is necessary to publicly fund the expansion of Citi Bike into more neighborhoods beyond the current plan. Public funding will help close the gap between existing transportation deserts and allow for an alternative and convenient transportation option for many New Yorkers.





**Preliminary Budget Hearing – Transportation**

**Kiya Vega-Hutchens, UPROSE**

**March 28, 2017**

Good afternoon members of the committee. My name is Kiya Vega-Hutchens and I am Climate Justice Policy Organizer at UPROSE. We are an environmental and social justice organization based in Sunset Park. We have a long history of working for transportation justice in our community, from restoring cut mass transit to improving pedestrian infrastructure.

We had known for some time that the 53<sup>rd</sup> Street subway station would be affected by the Governor's MTA plans. However, the exact dates of this closure was not brought to the community's attention until very recently. Moreover, communications came in the form of limited signage in the station, all in English only. Sunset Park is a predominantly immigrant community, where over half of our residents are foreign-born and over half face linguistic isolation. Aside from English, prominent languages in our community also include Spanish, Chinese, and Arabic. It is not acceptable that communications target only half of the community and in limited scope at that.

About 7,500 people use the 53<sup>rd</sup> Street subway during weekdays. This number is even higher on the weekend. The R train is a lifeline for our community, serving our small businesses, students, institutions, elders, and community-based organizations. Moreover, the R train is part of an economic hub that connects Sunset Park to similar communities in Queens. The abrupt shutdown of the 53<sup>rd</sup> Street station will disrupt thousands of community members daily. It is not feasible that MTA expects community members to walk to 3<sup>rd</sup> or 5<sup>th</sup> Avenue, take a bus parallel to the R line, then walk back to Fourth Avenue to the next subway station.

We need MTA to consider public shuttle service to fill this transit gap that now exists in our community. We honestly believe that were Sunset Park a more affluent community, this failure to communicate would not have occurred and that MTA would be open to exploring alternative transit options. We look forward to having a conversation with MTA and relevant agencies to determine how best to serve the community. And I thank you very much for your time and consideration.

**Testimony In Support of Fair Fares: Transportation Committee Hearing**

**Date:** March 28<sup>th</sup>, 2017

**Speaker:** Nick Sifuentes, Deputy Director, Riders Alliance

Thank you for the opportunity to speak today, and thank you to Chairman Rodriguez for leading the fight for Fair Fares in the City Council.

I'm Nick Sifuentes, the Deputy Director of the Riders Alliance. We're New York's grassroots organization of subway and bus riders fighting for better transit and more affordable fares.

As we all know, fares just increased yet again for public transit riders in the five boroughs. For many New Yorkers, the fare increases are merely an inconvenience—but for hundreds of thousands living in poverty, fare increases, which can eat up as much as 10% of a poor family's annual budget, can force a cascade of impossible decisions: pay rent or get to work, buy groceries or go to the doctor with your kid—and no one should have to make those kinds of decisions.

The end result, of course, is that we either limit economic and social mobility for many of our fellow residents, or people resort to fare-beating, risking arrest just to access opportunity.

Because the reality is that virtually no-one is jumping turnstiles for fun; they're doing it because the system has essentially locked them out. And while good jobs and affordable housing are key City priorities (and for good reason), it's just as important that the public transit that binds the two together is affordable as well. After all, if you and your family can't get from your affordable apartment to a good job, the whole edifice falls apart.

At this point, the City already provides discount fares for students and the elderly—and also passed the sweeping Commuter Benefits legislation that saves middle-class New Yorkers an average of \$450 a year. While we're proud supporters of Commuter Benefits, the reality is that the only folks left out of those benefits are low-income New Yorkers, who make too little to take advantage of the tax savings. In effect, the City subsidizes everyone *but* working-age, poverty-level New Yorkers.

Unfortunately, the current City administration is turning a blind eye to the needs of those New Yorkers, calling Fair Fares "a noble idea," but "the State's responsibility." I'd argue that creating a pathway for poor New Yorkers to access good jobs, to actually lift themselves up, to improve their lives, is very much the City's responsibility—and exactly what the Mayor stands for.

Public transit must remain available for every member of the public, not just those who are fortunate enough to never have to think about the cost of a MetroCard swipe.

So we look to you. I'm here today to thank City Council for your support—we're proud to have well over a majority of the Council supporting Fair Fares—and to ask you to ensure that Fair Fares is included in the Council budget response. Hundreds of thousands of New Yorkers are counting on you.

Thank you.



5220 4<sup>th</sup> Avenue, Brooklyn, NY 11220

Main Phone: 718.439.0077

[www.turningpointbrooklyn.org](http://www.turningpointbrooklyn.org)

March 27, 2017

Hello Ms. Delvalle Ortiz,

The closure of the 53rd Street Subway will greatly impact our clients who are enrolled in the Outpatient Chemical Dependence Program at Turning Point Brooklyn.

Our program is located at 5220 Fourth Avenue at 52nd Street. We are currently serving 100 clients, many of whom attend counseling sessions 1-2 times per week and now must travel to 59th Street and walk to 53rd Street. We are concerned that clients may not arrive for their scheduled group and individual sessions which will impact their recovery. In addition a number of clients have chronic illnesses and the need to travel further to the program will place a burden on their health.

We ask that the MTA accommodate these and other riders by implementing a shuttle bus.

Thank you for your attention to our concerns.

Sincerely,

Pamela Guigli, MPH  
Program Director.



March 28, 2017

Sunset Park Redevelopment Committee, Inc.  
5101 4<sup>th</sup> Avenue  
Brooklyn, NY 11220

To whom it may concern,

I am the Executive Director of Sunset Park Redevelopment Committee, Inc. Our offices are located directly on 4<sup>th</sup> Avenue and 51<sup>st</sup> Street. Our agency administers the NYS Weatherization Assistance Program to make energy conservation improvements for homeowners who among others, are disabled, sick and elderly.

While we are based in Sunset Park, our clients come from all parts of Brooklyn. To ask them to get off the subway which is already not accessible, walk up an avenue, take a bus and then down an avenue would be most inconvenient. A shuttle bus for our clients on 4<sup>th</sup> Avenue is a high necessity.

In addition, I have staff who will not be able to arrive to work on time and whom I cannot readily accommodate in order to ensure their regular pay. There are many other businesses, non profits and residential properties on 4<sup>th</sup> Avenue whose livelihood will be impacted for lack of simply not providing a shuttle bus.

As a community organization serving and employing Brooklyn residents I support a shuttle bus service on 4<sup>th</sup> Avenue from 36<sup>th</sup> Street to 59<sup>th</sup> Street.

Sincerely,

Gary Brown  
Executive Director

March 28, 2017

Turning Point  
5220 4<sup>th</sup> Avenue  
Brooklyn, NY 11220

To whom it may concern,

The closure of the 53rd Street Subway will greatly impact our clients who are enrolled in the Outpatient Chemical Dependence Program at Turning Point Brooklyn. Our program is located at 5220 Fourth Avenue at 52nd Street.

We are currently serving 100 clients, many of whom attend counseling sessions 1-2 times per week and now must travel to 59th street and walk to 53rd. We expect that clients may not arrive in time for their scheduled group and individual sessions which will impact their recovery. In addition a number of clients have chronic illnesses and the need to travel further to the program will place a burden on their health.

We ask that the MTA accommodate these and other riders by implementing a shuttle bus.

Thank you.

**Pam Guigli, MPH**  
Program Director  
Exodus Program

Turning Point Brooklyn  
5220 4th Avenue  
Brooklyn, NY 11220  
Ph-718.360.8146

March 28, 2017

Sunset Park Redevelopment Committee, Inc.  
5101 4<sup>th</sup> Avenue  
Brooklyn, NY 11220

To whom it may concern,

My name is Sharon Mckenzie and I commute to my job at 5101 4<sup>th</sup> Avenue from my home in South East Brooklyn. I begin my day, on the B41 from Bergen Beach/Veterans Avenue to the 2/5 at Brooklyn College/Nostrand Avenue. I must then transfer to the R train at Atlantic Avenue/Metro Tech Center. My total commute, after bringing my children to their bus stop before school, is one hour and 15 minutes.

The added inconvenience of having to walk from 45<sup>th</sup> or 59<sup>th</sup> Street, would only further my commute into work from between 20-40 minutes. My children and I will ultimately have to leave from home at least 20-30 minutes daily to ensure I arrive to my work between 7:45am-8:00am.

The convenience of a routine bus service on 4<sup>th</sup> Avenue where my office is located would be of great assistance.

Sincerely,

S. Mckenzie



March 28th, 2017

Dear City Council,

Thank you for your time today. My name is Mark Wiltshire and I am the Community Engagement Associate at Per Scholas. Per Scholas is a NY based nonprofit leading the charge by providing free technology training and job placement assistance for individuals from often-overlooked communities. We have two locations, one in the South Bronx, and one in Bedford Stuyvesant Brooklyn, and we train more than 500 adults every year. More than 90 percent of our students are people of color and all of them live in households under 200% of the federal poverty guidelines.

Our Brooklyn students enjoy having access to CitiBike, as it enables them to travel to class at a much lower cost than taking the bus or train. We have a CitiBike dock right outside of our location in Bed Stuy and it's actively used. We are also working on an effort led by Bedford Stuyvesant Restoration Corp to make CitiBike inclusive and accessible to everyone through community bike rides and bike safety education.

Our students in the Bronx don't have the access to bikes that our Brooklyn students do. There are significantly less bike lanes installed in the Bronx than other boroughs, according to the Department of Transportation. Many of the longest, easiest-to-ride lanes extend through parks and roads in the north Bronx, such as Mosholu and Pelham parkways. There are few dedicated lanes in the South Bronx, and riding in the South Bronx can feel dangerous. And there are no CitiBike docks in our borough.

By improving bike safety in the South Bronx, and expanding CitiBike to our home borough, you will enable more students to reach Per Scholas every day, which in turn will lead to life-changing jobs in tech. You will also improve health and reduce congestion on trains and buses. Finally, you will enable more residents of the Bronx to access recreation on Randall's Island and in Manhattan via the new Randall's Island connector.

At Per Scholas, we firmly believe that biking would benefit the Bronx. Please don't underestimate the interest you would find in the Bronx for more bike lanes and a program like CitiBike. We hope you will consider expansion to our home borough. Thank you.

Mark A. Wiltshire  
[Mwiltshire@perscholas.org](mailto:Mwiltshire@perscholas.org)  
(718)772-0671

# Podziba: It's time to put the 'City' in Citi Bike

By KEN PODZIBA April 23, 2014

It's been almost a year since the launch of the nation's largest bike-share system, and it couldn't have come at a better time.

The Big Apple is in the midst of a bicycling renaissance -- nearly 100,000 New Yorkers already have added the blue, annual Citi Bike membership fob to their key chains. But contrary to forecasts, daily and weekly subscriptions -- which Citi Bike hoped would appeal to tourists -- are dismal.

Turns out Big Apple visitors are eschewing the royal blue bikes and the 30-minute time limits in favor of more traditional bike rental options like Bike and Roll.

Nevertheless, the system has exceeded expectations. Citi Bike is economical and environmentally friendly. It's a practical form of exercise, and it's way more fun than the subway during rush hour. It's out there in the hustle and bustle, and now it's a part of the city's urban landscape.

In other words, it's public. That's why the city needs to step up and support this new public transportation system.

Citi Bike relies on sponsorships and membership fees, from which the city takes a cut. It's an unsustainable model.

To expand Citi Bike to all five boroughs, an additional source of funding is desperately needed. Increasing the price of an annual membership from \$95 to \$112 (the price of a monthly MetroCard) would help, but it's not enough. A subsidy of less than 0.0025 percent of the city's \$73.8-billion operating budget would infuse nearly \$18.5 million into Citi Bike -- that's more than enough to start rolling out bike-sharing into neighborhoods underserved by mass transportation.

Like existing public transit options, Citi Bike brings people together and bridges gaps; it has the added benefit of making the public healthier, happier and more connected to communities. That's something we should all get behind.

If subways, buses and ferries were private entities with no public assistance, as Citi Bike is, those systems would either be forced to charge more money than most New Yorkers could afford, or they would cease to exist.

It's time to put the "City" in Citi Bike.

*Ken Podziba is president and chief executive of Bike New York, a nonprofit organization that provides free bike education programs throughout New York City and produces the world's biggest charitable bike ride, the TD Five Boro Bike Tour.*



**FINANCIAL DISTRICT NEIGHBORHOOD ASSOCIATION**  
**[www.fidineewyork.org](http://www.fidineewyork.org)**

**New York City Council  
Committee on Finance  
and the  
Committee on Transportation  
Mayor's Preliminary FY18 Budget**

**Testimony by Paul Proulx, Board Member  
Financial District Neighborhood Association**

**New York City Hall  
City Council Chambers  
New York, New York  
Tuesday, March 28<sup>th</sup>, 2017 10:00 am**

Thank you Council Members, Chair Rodriguez and Chair Ferreras-Copeland for holding this important public hearing today and inviting our testimony. My name is Paul Proulx and I am a member of the Board of Directors of the Financial District Neighborhood Association, a not-for-profit, 501(c)(3) organization that seeks to improve the quality of life in the Financial District in Manhattan's Community Board 1 (CB1).

Vehicular and pedestrian congestion is a major quality of life and safety issue for those that live, work and visit our neighborhood.

Lower Manhattan has retained its historic colonial street plan, rather than the traditional New York City grid. The colonial grid was designed at a time of dramatically lower density, and was not built to be flooded with cars, trucks and buses as we see today. Combined with approximately 15 million tourists annually, hundreds of thousands of workers and over 65,000 permanent residents, this makes mobility an inherent problem.

A Streetscape Study of Lower Manhattan prepared by the CB1 Community Planning Fellow, in May of 2016, cataloged a total of 3,039 sidewalk features on Financial District sidewalks, including benches, bike racks, fire hydrants, etc. – almost as many features as the streets of Seaport, Tribeca, and Battery Park City combined.

A Pedestrian Survey conducted by Community Board 1 in 2015 in conjunction with Pace University and the City College of New York shows that a most respondents identified “overcrowded sidewalks” and “overcrowded streets” as the top two serious problems in our district.

But the City of New York, Department of Transportation has no idea how many cars, trucks, or people make trips within Lower Manhattan on a given day. We need a benchmark study!

Vehicular congestion in Lower Manhattan is compounded by the sheer number of double-decker tour buses, personal vehicles and commuter buses that fill our streets. This congestion leads to critical issues such as emergency vehicles being impeded by blocked streets, resulting in a dangerous increase in response times. We have a major problem with placard parking, both legal and illegal. The City of New York parks entire fleets of cars on our downtown streets.

These and a multitude of other factors impede pedestrian mobility in Lower Manhattan. High density buildings stack garbage onto narrow sidewalks, commercial vehicles park on the sidewalk, outdated and cumbersome security infrastructure is scattered through the district, commercial delivery trucks, service vehicles, construction and sidewalk sheds all obstruct the sidewalk. These factors often dangerously force pedestrians into the street, leaving vehicles, cyclists and pedestrians in conflict over the same narrow, shared space. Recently a senior citizen was killed near the Staten Island Ferry and a Millennium High School student was struck by a taxi driver.

CB1 has repeatedly requested that the City take a proactive, holistic approach to managing traffic and pedestrian flow on the streets and sidewalks of Lower Manhattan, and to implement a framework for managed streets in Lower Manhattan. These improvements cannot be made without a benchmark study.

We understand that the NYC Department of Transportation completed the framework for just such a benchmark study in 2011, but now needs funding to update their numbers and incorporate garbage pickup and commercial freight delivery metrics into their analysis. We understand that less than \$1MM is required to complete this benchmark analysis, so that we can begin working toward a better and safer future.

We commend the Mayor and City Council for their funding commitments to Vision Zero. We thank our local delegation, including Council Member Chin, who have already requested that the Commissioner of the Department of Transportation complete such a study.

In connection with the Mayor's Preliminary FY18 Budget, we join Council Member Chin, and Borough President Brewer in requesting that this Council adopt a funding request for a **Lower Manhattan Pedestrian Traffic Safety & Mobility Study**.

We join with them and with CB1 and almost 840 of our Lower Manhattan neighbors who have signed our petition requesting a **Lower Manhattan Pedestrian Traffic Safety & Mobility Study**. The problems facing Lower Manhattan are unique, and should be managed uniquely, but we can't begin to offer solutions until we can measure the problem.

Thank you for your consideration.



February 14, 2017

Polly Trottenberg  
Commissioner  
New York City Department of Transportation  
55 Water Street, 9th Floor  
New York, NY 10041

Dear Commissioner Trottenberg,

We write regarding pedestrian and vehicle mobility in Lower Manhattan. Since 9/11 and Hurricane Sandy, Lower Manhattan has bounced back and grown to become a thriving commercial district and residential community. In order to maintain this success, we must think critically about how the streetscape can support future growth. For this reason, we join the Financial District Neighborhood Association and Community Board 1 in requesting a comprehensive mobility study for Lower Manhattan to better understand how people and goods move throughout Lower Manhattan.

Lower Manhattan has experienced tremendous growth in the past 15 years. The residential population has more than doubled, and thousands of apartments are scheduled to be built over the next several years. In addition, Lower Manhattan's commercial sector is experiencing tremendous success. Over the next five years, research from Downtown Alliance projects businesses creating over 2.3 million square feet of new retail space and constructing nearly 4,000 hotel rooms, as well as leasing millions of square feet of office space. In addition, New York City has more tourists than ever before, with many popular sightseeing locations in Lower Manhattan.

Lower Manhattan's popularity inevitably increases pressure on the area's streetscape, the design of which remains a vestige of the city's earliest days. As a result, broad thinking and innovative solutions are required to ensure this community's growth for businesses and retailers, public transportation, emergency and private vehicles, pedestrians, bicycles, and all who depend on this thriving community.

We hope you are able to support this study. Should you have any further questions, please contact our offices.

Sincerely,

Daniel Squadron  
State Senator

Yuh-Line Niou  
Assemblymember

Jerrold Nadler  
Congressmember

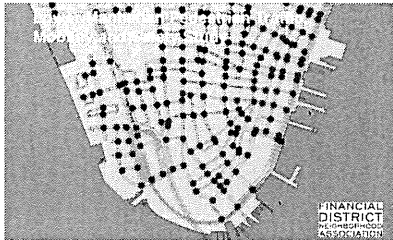
Gale Brewer  
Manhattan Borough President

Deborah Glick  
Assemblymember

Margaret Chin  
Councilmember

# Funding Request for Lower Manhattan Pedestrian Traffic Safety and Mobility Study

Manhattan Petition by Paul Proulx



With a street grid from the Dutch settlement and Colonial era, overlaid with modern residential high rises and a 24/7 live-work community, Lower Manhattan faces unique challenges from car, bus and truck traffic, garbage collection, and pedestrian and tourist flows. Manhattan's Community Board 1 has the fourth worst air quality of the City's 59 community boards and roughly 75 major construction projects currently taking place. Security infrastructure and enormous piles of trash bags and recycling crowd Lower Manhattan's narrow, congested sidewalks. We call on our elected officials to undertake a comprehensive survey and action plan to measure and mitigate these unique stressors on our neighborhood's quality of life and create a more livable, walkable Lower Manhattan.

Our request is consistent with the City's Vision Zero plan and is especially urgent after the recent tragic case of an MTA bus hitting and killing a woman near the Staten Island Ferry Terminal at State and Water streets in the Financial District on October 22, 2016. It is also consistent with the Manhattan Community Board 1 position: CB1 unanimously passed a resolution on June 28, 2016 requesting that the NYC Department of Transportation review the increased congestion due to the tripling of residential population since 9/11 and tripling of annual tourists to 15 million.

It is time for the City to take a proactive, holistic approach to managing traffic and pedestrian flow in the historic street grid of Lower Manhattan. We support CB1's request that the City dedicate funding for a modeling study to establish conditions on the street and sidewalk, and implement a framework

823 OF 1,000 NEEDED  
SIGNATURES

Title

First Name

Last Name

Address

City

State



ZIP Code

email@domain.com

Sign Petition →

Your letter will be emailed to: (see recipients)

LAST UPDATED 3/27/17

SHARE THIS PETITION   
([HTTP://WWW.FACEBOOK.COM/SHARER.PHP?U=HTTPS://CAMPAIGNS.TRANSALT.ORG/PETITION/LOWER-MANHATTAN-MOBILITY-STUDY&TITLE=SIGN THE PETITION FUNDING REQUEST FOR LOWER MANHATTAN PEDESTRIAN TRAFFIC SAFETY AND MOBILITY STUDY](http://www.facebook.com/sharer.php?u=https://campaigns.transalt.org/petition/lower-manhattan-mobility-study&title=sign%20the%20petition%20funding%20request%20for%20lower%20manhattan%20pedestrian%20traffic%20safety%20and%20mobility%20study))   
([HTTP://TWITTER.COM/INTENT/TWEET?STATUS=SIGN THE PETITION FUNDING REQUEST FOR LOWER MANHATTAN PEDESTRIAN TRAFFIC SAFETY AND MOBILITY STUDY+HTTPS://CAMPAIGNS.TRANSALT.ORG/PETITION/LOWER-MANHATTAN-MOBILITY-STUDY](http://twitter.com/intent/tweet?status=sign%20the%20petition%20funding%20request%20for%20lower%20manhattan%20pedestrian%20traffic%20safety%20and%20mobility%20study+https://campaigns.transalt.org/petition/lower-manhattan-mobility-study))

THIS PETITION RECENTLY SIGNED

- BY:
- LOES W. OF MANHATTAN
  - NATALIA V. OF MANHATTAN
  - ELLEN C. OF MANHATTAN
  - ANTHONY M. OF MANHATTAN
  - KERI B. OF MANHATTAN

for managed streets and traffic improvements in Lower Manhattan. The problems facing Lower Manhattan are unique, and require unique solutions.

Please join us in requesting public funding to develop solutions for these problems.

For background, please see these links:

Continued Call for Funding for a Comprehensive Traffic and Street Mobility Study in Lower Manhattan – Manhattan's Community Board 1, June 28, 2016 Resolution: <http://www.nyc.gov/html/mancb1/downloads/pdf/Resolutions/16-06-28.pdf> (<http://www.nyc.gov/html/mancb1/downloads/pdf/Resolutions/16-06-28.pdf>), pages 12-14/41

New York City Council Fiscal Year 2017 Executive Budget Hearing Transportation Testimony: [http://www.nyc.gov/html/mancb1/downloads/pdf/Testimonies/Exec%20Budget\\_T...](http://www.nyc.gov/html/mancb1/downloads/pdf/Testimonies/Exec%20Budget_T...) ([http://www.nyc.gov/html/mancb1/downloads/pdf/Testimonies/Exec%20Budget\\_Transportation\\_5%2024%202016.pdf](http://www.nyc.gov/html/mancb1/downloads/pdf/Testimonies/Exec%20Budget_Transportation_5%2024%202016.pdf))

CBS Coverage of Pedestrian Death: <http://newyork.cbslocal.com/2016/10/22/bus-driver-charged-after-dragging...> (<http://newyork.cbslocal.com/2016/10/22/bus-driver-charged-after-dragging-woman/>)

**This petition will be delivered to:**

Manhattan Community Board 1, Council Member  
Margaret Chin, Manhattan Borough President Gale  
Brewer, Public Advocate Letitia James, NYS Senator  
Squadron, Assembly Member Niou

▼ READ THE LETTER

**TransAlt Campaigns** is a project of Transportation Alternatives.  
(<http://transalt.org>)  
111 John Street (<https://www.transalt.org/about/map>), Suite 260  
New York, NY 10038  
212 629-8080  
Contact us » (<https://www.transalt.org/about/contact>)  
f (<https://www.facebook.com/TransportationAlternatives>)  
(<https://twitter.com/transalt>) (https://www.instagram.com/transportationalternatives)

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My name is Shaquana Boykin and I am a New York City Public Housing resident and Citi Bike member in favor of public funding for Citi Bike expansion.

I am a full-time Program Manager at Myrtle Avenue Brooklyn Partnership, full-time student at City Tech studying Law, and have an internship at the Legal Aid Society. Without my Citi Bike membership I could not get to work, school, and internship and back home. I am able to cut my travel time to 5-15 minutes per trip. I have lost three dress sizes, am no longer diabetic and am able to get to community meetings in Fort Greene and Clinton Hill quickly. Citi Bike can change New Yorkers' lives, saving money and travel time and regulating health. Fund Citi Bike. Bike share works!

THE COUNCIL  
THE CITY OF NEW YORK

37

Appearance Card

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

☐ in favor ☐ in opposition

Date: 3/28/17

(PLEASE PRINT)

Name: Jeff Orlick

Address: 35 73rd St

I represent: Queens Bicycle Advocacy

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: 3/28/17

(PLEASE PRINT)

Name: VERNA DUBERRY

Address: 90 T368 Fulton St 6471

I represent: Bedford Stuy Restoration

Address: 1368 Fulton St Brooklyn

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: 3/28/17

(PLEASE PRINT)

Name: Omar Arias

Address: 71 W 112th St Apt 4E

I represent: Bedford Stuyvesant Restoration

Address: 1368 Fulton St Brooklyn NY 11216

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: 3/28/2017

(PLEASE PRINT)

Name: Mark Wiltshire

Address: 228 W 147th St. New York, NY

I represent: Per Scholars

Address: 804 E 138th St. Bronx, NY 10454

**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: Richard Conroy

Address: ~~2135~~ 2630 Kingsbridge Terr Bronx

I represent: Bike New York

Address: 475 Riverside Dr Rm 1300 NY 10115

**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: 3-28-17

(PLEASE PRINT)

Name: ShaQuana Boykin

Address: 60 Carlton Ave 6th

I represent: myself

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: 3/18/17

(PLEASE PRINT)

Name: Kweli Campbell

Address: 83 Lefferts Pl.

I represent: Myself / Bed Stuy / Fort Greene Community

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: 3-28-17

(PLEASE PRINT)

Name: D. Afana Magno-H. Hochberg En Forest

Address: 33 Benson St

I represent: UPULSE - Sunset Park

Address: 1111 33rd Benson St 11232

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: Cesar Zuniga

Address: 708 44th St

I represent: CBT

Address: 4th Ave

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

Sunset Park  
Resident

**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: Kiya Vega - Hutchens, UPROSE

Address: 166A 22 Street, Brooklyn, NY 11232

I represent: UPROSE

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

Sunset  
Park  
Resident

**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: 3/28/2017

(PLEASE PRINT)

Name: Melissa del Valle ORT. 2

Address: 5601 41th Ave

I represent: Sunset Park 4111-Project Based

Address: Section 8 Housing

**THE COUNCIL  
THE CITY OF NEW YORK**

26

Appearance Card

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

☐ in favor ☐ in opposition

Date: 3.28.17

(PLEASE PRINT)

Name: M. de la Vallina (Deputy Commission)

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

I represent: Taxi & Limousine Commission

Address: 33 Beaver St



**THE COUNCIL  
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

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

(PLEASE PRINT)

Name: R. Meera Joshi (Commissioner)

Address: 33 Beach St

I represent: Tax. & License Commission

Address: 33 Beach 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: Kiya Vega Hutchens

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

I represent: UPROSE - Sunset Park

Address: 166a 22nd St BK 11232

**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: 3/28/2017

(PLEASE PRINT)

Name: David Kellor

Address: 20 Witten Rd. Pleasantville, NY 10576

I represent: MTA

Address: 2 Broadway 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. \_\_\_\_\_ Res. No. \_\_\_\_\_  
☐ in favor ☐ in opposition

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

**(PLEASE PRINT)**

Name: MICHAEL CHUBAK  
Address: 141-05 JENEPART AV, ROCKAWAY PARK NY 11694  
I represent: MTA - NYC TRANSIT  
Address: 128 BWAY, NYC 10004

**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: \_\_\_\_\_  
Address: \_\_\_\_\_  
I represent: \_\_\_\_\_  
Address: \_\_\_\_\_

**THE COUNCIL  
THE CITY OF NEW YORK**

20

*Appearance Card*

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

Date: 3/28/17

**(PLEASE PRINT)**

Name: Nick Sifuentes  
Address: 121 Sixth Ave 6th Flr  
I represent: Riders Alliance  
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: 3/28/17

(PLEASE PRINT)

Name: JOANNA OLTMAN SMITH

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

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: 3/28/17

(PLEASE PRINT)

Name: David Beier

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

I represent: Committee of Taxi Safety

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: CLAYTON BROOKS

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

I represent: COVENANT HOUSE NY

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: 3-28-17

(PLEASE PRINT)

Name: TOM MURPHY  
Address: 413 43 St. Brooklyn NY 11232  
I represent: myself  
Address: \_\_\_\_\_

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

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

☒ in favor ☐ in opposition

Date: 3/28/17

(PLEASE PRINT)

Name: ERIC McCORMACK  
Address: 423 4th St. Brooklyn 11215  
I represent: STREETSPAC  
Address: 17 BATTERY PL. #204, NY 10004

THE COUNCIL  
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: 3/28/17

(PLEASE PRINT)

Name: JULIA K GREENBERG  
Address: 390 South End Ave 10261  
I represent: Transportation Alternatives  
Address: 111 John St., NY, NY 10038

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: TOM GLENDENING

Address: 390 South End Ave 10261

I represent: NYC

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: Polly Trottenberg

Address: DOT

I represent: Commissioner

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: Rebecca Zack

Address: Acting Ass. Commissioner

I represent: Intergovernmental and Community

Address: Affairs

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: Joseph Jarrin

Address: NYC DOT

I represent: Exec. Dep. Comm. for Strategic and

Address: Agency Svcs.

**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: Kweli Campbell

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

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: Eric McClure

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

I represent: Streets PAC

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: Kate Slevin

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

I represent: RPA

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: Omar Arias

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

I represent: NYCHA community champion

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: Paul Stealy White

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

I represent: Transportation Alternatives

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: Rich Conroy

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

I represent: Bike New York

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: Shaquana Boykin

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

I represent: Myrtle Avenue BID

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: cris fulong

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

I represent: make queens safer

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: Tracey capers

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

I represent: Bed stuy Restoration corp

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

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