

**NYC DEPARTMENT OF TRANSPORTATION TESTIMONY
OVERSIGHT HEARING ON IMPROVING STREET AND VEHICLE SAFETY
BEFORE THE CITY COUNCIL COMMITTEE ON TRANSPORTATION**

January 29, 2020

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 Rebecca Zack, Assistant Commissioner for Intergovernmental and Community Affairs, and Julia Kite-Laidlaw, Director of Strategic Initiatives in our policy division, who serves as DOT's lead on Vision Zero. We are happy to be here together with our colleagues from the NYPD, on behalf of the de Blasio Administration, to testify on enhancing street and vehicle safety. We are also joined by Commissioner and Chair of the Business Integrity Commission Noah Genel and DCAS Deputy Commissioner Keith Kerman.

I. Vision Zero Progress Report

As we enter the seventh year of Vision Zero, it is useful to take stock of the progress the City has made and the challenges we still face. We saw five straight years of declining fatalities on our roadways, dramatically bucking the national trend of rising roadway fatalities. And New York City's streets have seen six of their seven safest years under the de Blasio Administration.

Overall, fatalities are down 26 percent compared to 2013, the year before Vision Zero started, and 19 percent compared to the pre-Vision Zero five year average. Pedestrian fatalities are down 33 percent compared to the year before Vision Zero and 25 percent compared to pre-Vision Zero averages.

And last year, where tragically we saw roadway fatalities rise for the first time since Vision Zero began in 2014, was still New York City's **second** safest year in ever — and significantly safer overall than even a few years ago. The Bronx saw the safest year in its recorded history, with 27 fatalities borough wide, compared to 38 last year. Its previous record low was 32 in 2007. Staten Island, which had its safest-ever year in 2018, with seven fatalities, saw its second-safest year in 2019 with eight fatalities.

But, sadly, fatalities did increase in 2019, driven by a dramatic spike in Brooklyn cyclist deaths, up from two in 2018 to 17 in 2019. And the City grieved all those we lost last year — they are not just numbers, but our friends, family, co-workers, neighbors and fellow New Yorkers. So we start 2020 ready and eager to do even more to make our streets safer, working with our sister agencies and with the leadership of NYPD's new Transportation Chief William Morris.

II. Brooklyn

This year we are going to first focus on Brooklyn, building 10 of our 30 miles of protected bike lanes there. This morning I joined advocates and colleagues to announce that DOT will build new protected bike lanes this year along Flatbush Avenue, Fort Hamilton Parkway, Franklin Street, Remsen Avenue, Mecker Street, Navy Street, and Smith Street. As you can see from the map behind me, many of these new lanes will fill major gaps in the Green Wave's plan for City-wide comprehensive coverage by 2030.

While we are discussing the work ahead in Brooklyn, we thought it worthwhile to look back at one of DOT's most successful recent safety project in Gerritsen Beach (also on a board behind us). Gerritsen Avenue had long been known as a speedway and had seen a fatality each year from 2014 through 2016, the year Sean Ryan, a young cyclist, was tragically struck and killed by a motorist going over 80 mph.

In 2017, DOT brought our full safety toolkit to this street, including new traffic signals, crossings, pedestrian refuge islands, and protected bike lanes. We worked with the local community, who wanted a safer neighborhood, but were certainly concerned about the project, which was bringing big changes to a quiet residential corner of the City. And that was our challenge—Gerritsen Avenue had the same fatality rate as the very wide, busy Grand Concourse in the Bronx, but was in a much less dense neighborhood.

But we are pleased to report that since we began our work in 2017, the street has not seen a single traffic death and crashes are down more than 50 percent, with only a single serious injury in that time. And we certainly appreciate the recognition Speaker Johnson gave us on social media for our work there.

Also in Brooklyn, last week we lowered the speed limit on 3rd Avenue, one of the streets that accounted for the highest share of 2019 fatalities, as well as along Hamilton Avenue.

And we are grateful to the Mayor for including an additional \$98 million in his preliminary budget to fully fund additional improvements on our 4th Avenue Great Streets capital project, building out pedestrian and bike improvements along the corridor.

And while I am focusing on Brooklyn bike infrastructure today, of course DOT will be busy with bike lanes throughout the rest of the City and we will have more to announce in the coming months.

III. Other NYC Vision Zero Work

I am often asked why we faced setbacks this past year. We believe that some of what we have been seeing in New York and across the country is attributable to the increased share of SUVs and light trucks on the road. This year, we released new data showing that the share of deadly crashes involving light trucks rose from 40 percent between 2013 and 2017 to 46 percent since the start of 2018.

And we are seeing more and more collisions between trucks and pedestrians and cyclists in neighborhoods that were formerly more industrial, but are now seeing the construction of new housing, schools and retail—3rd Avenue in Brooklyn being a perfect example.

We have also seen that most of the deadly crashes last year happened at intersections, a big area of focus for you, Chairman Rodriguez. Over the last four years DOT installed left-turn calming treatments at over 400 intersections. And we of course have aggressively added more bike lanes,

new pedestrian space, and enhanced signal timings, including over 150 separate street improvement projects last year, the bulk of which include one or more intersections.

We know that the safest turns at intersections happen at no more than five miles per hour, which we know you want to make the mandated speed limit. For our part, we have already worked hard to communicate slower turns to drivers as part of our recent Vision Zero marketing with our “Turn Slowly” campaign.

As far as individual streets are concerned, we have seen great progress on so many of our deadliest stretches. At one time Queens Boulevard was known as the “boulevard of death,” with double digit fatality levels year after year, including over 20 in two separate years in the 1990s and eight as recently as 2013. Under Vision Zero, Queens Boulevard had zero fatalities for the first time in memory, for two years in a row.

Now, while we have largely eliminated double-digit and consistently high annual death totals, we do nevertheless sometimes see spikes on roads—typically major arteries throughout the City—that are hard to predict.

For example, Hylan Boulevard saw two fatalities each year from 2011-2014 and then, tragically, eight in 2015. In the wake of that terrible year, DOT made street engineering changes and conducted a high profile education campaign, and NYPD stepped up local enforcement. Hylan then saw four fatalities—again, still four too many—the following year, and then no more than one each of the three succeeding years.

In 2017, Northern Boulevard in Queens, which had averaged a little over two fatalities per year for seven years, saw that number jump to seven. We brought that total down to four in 2018 and one last year. And as I mentioned earlier, 3rd Avenue in Brooklyn, which never saw more than two annual fatalities in each of the nine preceding years, and none at all in 2016 or 2017 followed by two in 2018, jumped to six last year.

We were already targeting our work on these challenging corridors, and we will continue to do more. As part of data-driven work on Vision Zero, we focus not just on a single spike in fatalities or a single year, but try to go deeper, committing to long-term strategies. We have increased our output of street improvement projects by nearly 250 percent above pre-Vision Zero levels, protected bike lane miles by over 200 percent, leading pedestrian interval installations by nearly 6000 percent, corridor re-timings by over 800 percent and speed reducers by nearly double.

DOT is also ramping up to the largest speed camera network in North America and one of the largest of its kind in the world at an extremely ambitious pace—with 750 school zones outfitted with cameras by this summer. And in the coming weeks we will be laying out a comprehensive plan for managing freight on our streets that will enhance safety, sustainability, and livability for our neighborhoods.

And as the Council knows, we have even more ambitious targets ahead under *Green Wave*, *Better Buses*, and the Master Plan legislation the Mayor signed into law in November. And we

now have six years of data under our belt and experience with what can be accomplished through aggressive street engineering changes, enforcement, and education. And of course, we look forward to working with all of you as we bring new safety projects to your districts in the years to come.

As we have said around Vision Zero, and as last year sadly proved, progress will not always be linear, but the amazing team at DOT will continue to relentlessly focus on proven strategies and new approaches to roadway safety. And for that I want to express my gratitude for all their remarkable work over the last six years.

IV. Larger Picture

We are also looking to new areas where we can broaden Vision Zero's reach. For example, we will be assisting the Sanitation Department in implementing the commercial waste reform bill passed last year, thanks to the leadership Council Member Reynoso. Private sanitation vehicles killed a staggering nine people last year and we all look forward to seeing that reckless industry improve its safety record on our streets and for its own workers as well.

And the de Blasio Administration strongly agrees with you, Chairman Rodriguez, that we need to use New York City's bully pulpit to encourage safer vehicle designs and make more proven safety equipment standard on trucks and other vehicles. The City should require what we are able to at the local level and advocate at the state level where possible. But there is no question that to make the greatest impact, we will need Federal leadership as well.

DCAS has been a leader in this area, as has my colleague, New York City's Chief Fleet Officer, Keith Kerman. Under New York City's Safe Fleet Transition Plan, developed alongside experts at USDOT's Volpe Center, DCAS is purchasing vehicles with improved safety features, including automatic braking, back-up cameras, driver alerts, improved driver visibility, heated mirrors, and other technologies that monitor speeding and reckless driving. DCAS also leads the country in installing side-guards on city vehicles.

The Administration also looks forward to working with the Council on the bills to expand the use of truck side-guards and require concrete spillage prevention equipment, and we welcome a conversation about what other designs and equipment we should pursue as the safety standard for New York City, New York State, and the nation.

Seatbelts are among the greatest safety successes of the last century and DOT and the Mayor commend the State legislature for acting to require their use by rear-seat adult passengers in for-hire vehicles. We also strongly encourage the Council to act on legislation with amendments in light of the State action, that would require rear seat belts be used in *all* vehicles within New York City.

And, finally, we strongly support District Attorney Vance's proposed Vehicular Violence Accountability Act, which would create new penalties for injuring or killing somebody while committing a moving violation, and added penalties for committing multiple violations at once, harming multiple people, or a history of DWI.

V. Conclusion

As we look ahead we remain grateful for the Council's partnership and leadership in all our work on every element of Vision Zero. Thank you for the opportunity to testify and we will be happy to answer any questions after you hear from our colleagues.

**STATEMENT OF CHIEF WILLIAM T. MORRIS
CHIEF OF TRANSPORTATION
NEW YORK CITY POLICE DEPARTMENT**

**BEFORE THE NEW YORK CITY COUNCIL
COMMITTEE ON TRANSPORTATION
COMMITTEE ROOM, CITY HALL
JANUARY 29, 2020**

Good morning Chair Rodriguez and Members of the Council. I am William Morris, Chief of the New York City Police Department's (NYPD) Transportation Bureau. In addition to my colleagues from the Department of Transportation (DOT), I am joined here today by Captain Erik Worobey of the Transportation Bureau and Michael Clarke, the Managing Attorney of the NYPD's Legislative Affairs Unit. On behalf of Police Commissioner Dermot Shea, I wish to thank the Council for the opportunity to speak about the Department's efforts to ensure the safety of the pedestrians, cyclists, and drivers on New York City's crowded streets.

As the Chief of Transportation, I am responsible for ensuring the safety of all New Yorkers as they travel within New York City, this is a topic that is deeply personal to me. Each fatality on our streets is one fatality too many. Each family that must grieve for their loved one is one family too many. The Department is committed to keeping our streets safe for all those who wish to share them, especially those who are the most vulnerable, our pedestrians and cyclists.

Last year the city recorded the second fewest traffic fatalities since we began tracking traffic deaths in 1910, topped only by the previous year, 2018. Prior to this administration we routinely saw more than 300 people lose their lives on our streets each year but because of the vision of this administration, and the combined efforts of, and collaboration between, DOT and the NYPD we have reduced the number of lives lost annually by approximately 100. Unfortunately, we saw a rise in cyclist fatalities last year. We redoubled our efforts in every conceivable manner to fight it head on and so far in 2020 we have not had a single cyclist die on our streets. We are always analyzing what works and what is less effective, and we take these lessons into future enforcement initiatives to further hone their effectiveness. The standards and goals for safety have evolved for the better and we will not rest until the day when Vision Zero is not just a vision, but a reality.

Commissioner Trottenberg already spoke eloquently about the various creative initiatives DOT is spearheading, so I would like to highlight the NYPD's vital role on the enforcement side. We are continuing to target enforcement on the seven most dangerous moving violations, the violations which are the drivers of collisions on our streets. Appropriately, we refer to these as Vision Zero violations, and we wrote nearly 200,000 more summonses for these categories of violations last year than we did in 2013 (682,490 vs. 485,178). We also saw a 50% increase in summonses last year over 2018 for failure to yield to a pedestrian or cyclist (81,609 vs. 54,482). We have continued to prioritize blocked bike and bus lanes leading to a 34.8% increase in summonses for parking in bus lanes last year over 2018 (51,782 vs. 38,419), and a 15.8% increase for parking in bike lanes (91,443 vs. 78,969). As for trucks and other large commercial vehicles, last year we issued 34,593 moving violation summonses, and 2,671,825 parking summonses.

In recent years, truck collisions have been responsible a disproportionate number of pedestrian and cyclist fatalities, 43 of the 220 deaths last year. While trucks represent approximately 10% of the traffic on our streets, they were involved in approximately 20% of traffic fatalities last year. Our truck enforcement has always been robust, but as part of our overall strategy to reduce truck-involved collisions, the Department has designed a plan to address what we have found to be the main driver of these collisions: reckless driving behavior by truck operators. This year the NYPD will continue its focus on truck safety through targeted safety initiatives.

The most important of these are our Vision Zero High Visibility Corridor Enforcement initiatives. We have identified corridors in each patrol borough, most of which are along truck routes, that are particularly prone to pedestrian and cyclist collisions. During each two-week initiative we deploy increased resources in these corridors in a highly visible manner to deter unsafe driving, and we are constantly reassessing the data to ensure the corridors with the most need receive these resources. Last year, along these corridors we saw a 32% decrease in overall collisions and a 48% decrease in collisions involving pedestrians.

We also conduct monthly weeklong Safe Passage initiatives which involve personnel from every precinct, along with members of the Transportation Bureau, focusing enforcement efforts specifically on drivers committing hazardous driving violations, with particular attention being paid to large trucks. While addressing unsafe driving remains our highest priority, it is important to mention the work being done by our Motor Carrier Safety Unit, which focuses on equipment and dimensional violations, as well as mechanical defects that directly impact a truck's ability to operate safely. These units also conduct joint overnight safety initiatives with the Business Integrity Commission (BIC) which focus enforcement on private sanitation trucks during the hours when they operate.

We also target areas with particularly high incidents of collisions with outreach campaigns, and our collaboration with DOT is integral to these efforts. This includes our work with DOT's Freight Mobility Unit to maintain a dialogue with the trucking industry to address safety concerns, continued joint outreach efforts to the truckers themselves, the efforts of DOT's Outreach Unit along the High Visibility Corridors I spoke of, and the everyday work done by the NYPD and DOT to promote safe driving, biking and pedestrian traffic. We aim to effect change at every step of the process, together.

Lastly, I would like to take a moment to speak about an issue that received a lot of coverage last week when it was included in the Governor's budget proposal, the NYPD's Manhattan tow pound at Pier 76. The Governor's budget would have the NYPD off of the pier by the end of the year, an unrealistic deadline. It is impossible to understate how important the use of this location is to maintaining a functioning towing capacity in Manhattan. Leaving Pier 76 without a functioning alternative will essentially cease all tow operations on the Island of Manhattan. The solution cannot be to just tow the cars to the outer boroughs. Every hour a tow truck spends on the road traveling to and from a distant pound is an hour that a car blocks a fire hydrant, a bike lane, or a bus lane. Every space taken in the Brooklyn, Queens and the Bronx tow pounds for cars towed from Manhattan is one more car that cannot be removed in the outer-boroughs.

Last year, we towed 50,000 vehicles of all kinds to Pier 76. There simply is no other viable surface-level alternative location in Manhattan that can handle this volume of vehicles. Even if a suitable location could be found, the procurement and construction process would take far longer than the one year proposed in the Governor's budget. To that end, the NYPD commissioned a study through the Department of Design and Construction to review and identify new and novel ways of decreasing the footprint of the program, including customized, multi-tier parking garages as well as vertical automated parking structures – all in an effort to go "up" rather than "out". We have been working diligently to get off of Pier 76 and the conclusion of this study, due at the end of February, will provide a roadmap for the Department to bring our tow operations into the 21st century. The study will provide a variety of options that can be tailored to any site that may become available. The Department is committed to finding an alternative to our use of Pier 76, and we must all work together to find a realistic alternative.

Everybody, regardless of their methods of transportation, owes a duty to each other to share our streets as safely as possible and we are committed to helping ensure responsible use of our streets.

Thank you for the opportunity to speak about this critical issue and we look forward to answering any questions you may have.

Improving Street and Vehicle Safety Testimony, Katherine Willis

Wednesday, January 29, 2020

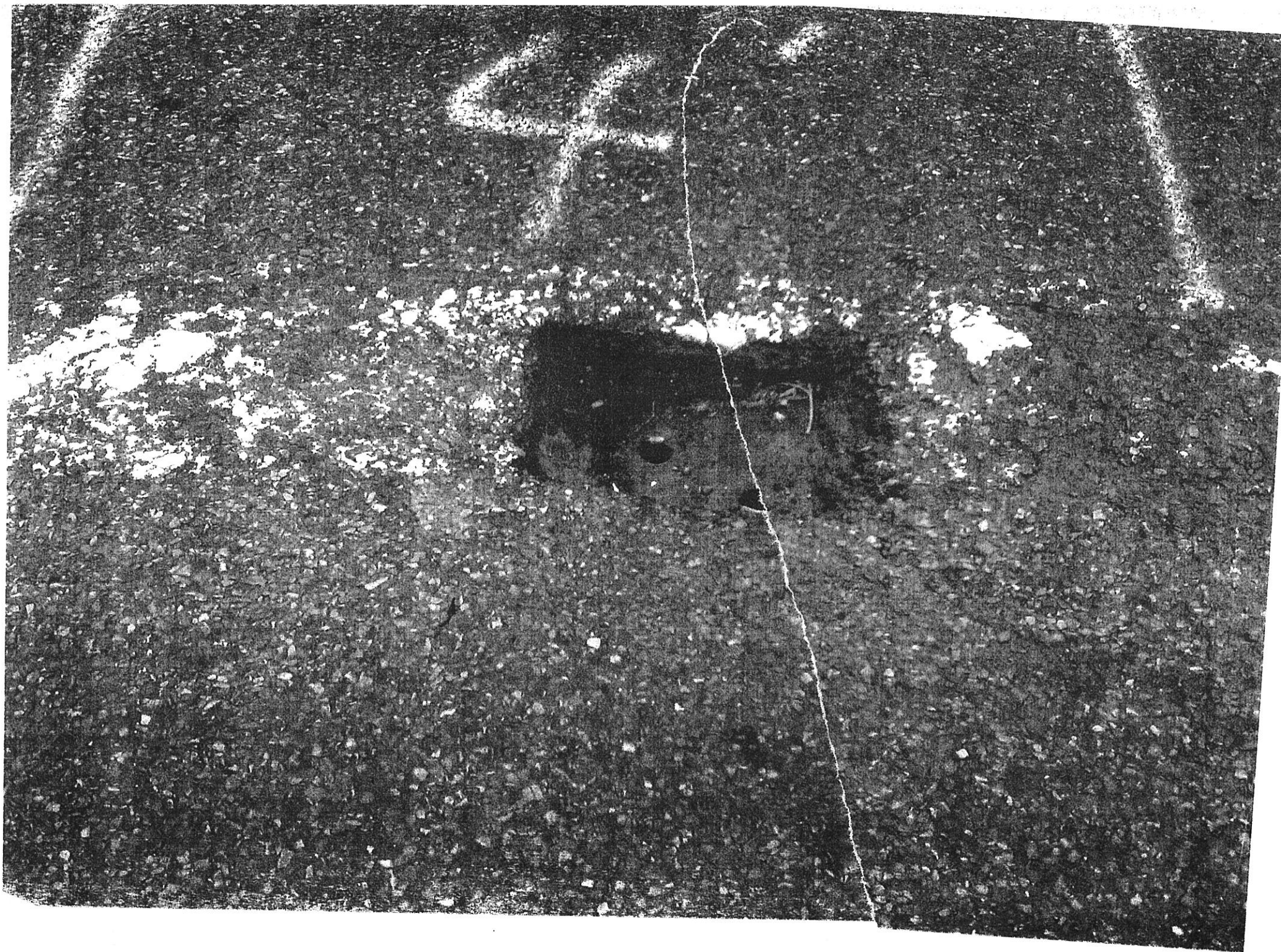
My name is Katherine Willis, and I am a co-chair of the Brooklyn Activist Committee for Transportation Alternatives. As a volunteer for TA, one of my goals is to get as many people biking in New York City as possible, especially in Brooklyn. This is the 21st century, our climate is in peril, and we need to make biking not only very accessible but attractive as a way for different folks to get around.

However, this goal of mine is increasingly difficult to achieve. So many people were killed on bikes in 2019—nearly two-thirds of whom were in Brooklyn—that several long-time bicyclists I know are afraid to ride as they used to. But even before 29 people died due to unsafe street design and conditions, rampant reckless drivers, and a lack of urgency from city government, people whom I know and love from *outside* of TA had already expressed a justified fear of biking in our streets. We owe it to not only those who currently or used to bike to improve street and vehicle safety, but to those who would newly bike if it were safer to do so.

One example of this is one of my former colleagues at LaGuardia Community College. When I found out that Citibike was offering a free 30-day trial for Bike Month in May, I eagerly told everyone I work with to take advantage of the deal. Sadly, my coworker with whom I was closest, a fellow Brooklynite, told me that she would love to bike, but she knew that drivers are able to drive dangerously close to you, and that one person's error could easily end your life. She did not try out Citibike then, nor has she since.

Another example is my own younger brother, who moved to Sunset Park last July. In the days leading up to his move, he called me excitedly to say that he was thinking of getting a bike to ride to work. On the phone in that moment, I wanted to encourage and celebrate his resolution. But I had to tell him that, despite my commitment to biking, I was afraid for his safety. Then, two days after he moved, Em Samolewicz, who was the same age my brother, was killed on July 29th when someone opened their door and ~~caused her to be hit with another driver's tractor-trailer on 3rd Avenue and 36th Street in Sunset Park, nine blocks from my brother's apartment.~~ ^{forced her into the path of}

The success of Vision Zero can be judged by looking backwards, but it can only be accomplished by planning forwards. As we look back on the past year, we can see that our city did not do enough to move towards zero traffic fatalities. To say that we are in crisis is an understatement; currently, we have not only failed the past and present folks who bike, walk, and take cars in NYC, but we are failing those who will in the future. Without protected bike lanes—out of the door zone—and effective traffic-calming infrastructure, Em Samolewicz was killed, tragically and preventably. Unless the City escalates the pace and funding for safe streets and vehicles, we will continue to sacrifice people in every borough to unmitigated traffic violence.



Should a disabled person
with 2 broken feet
be told the following
by D.O.T. (NYC)

Since you are the first one
hurt in this pothole we are
not legally liable" (Even if it was
their fault)



New York City Council Committee on Transportation Hearing
January 29, 2020
Testimony of Eric McClure, Executive Director, StreetsPAC

Heavy vehicles accounted for a disproportionate share of pedestrian and cyclist deaths on New York City streets in 2019, and have been involved in a handful of deaths already this year, including the cement mixer whose driver struck and killed Judith Wieder on January 7th, and the DSNY truck whose driver ran over Shree Panthee and his mother earlier that day, killing the 10-year-old boy.

While Mayor de Blasio signed legislation in 2015 mandating the installation of side guards on all city vehicles exceeding five tons, with some exceptions, as well as requiring them on private carting trucks, that law granted nine years for implementation. Only a small fraction of private waste trucks have side guards today. The city has done better, but the need to accelerate implementation is clear. Lives hang in the balance.

Of course, side guards won't save someone if they're struck head on, which happens often. European and Asian cities are well ahead of New York in implementing life-saving technologies, including warning sensors that alert truck drivers to the presence of people on foot or on bikes, distraction and drowsiness monitors, and even intelligent speed assistance systems that limit engine power to ensure speed-limit compliance.

European and Asian trucks and buses are better designed, as well, with the cabs sitting over the engines to allow for much better visibility. We should be mandating such cab designs for city-owned and operated vehicles. We also need Albany and Washington to do their part to mandate better vehicle design and safety equipment, and we especially need the state legislature and the Governor to make licensing more rigorous, and to pass laws that hold reckless drivers accountable.

But heavy commercial vehicles are far from the only problem. More than 6,000 pedestrians were killed in crashes across the U.S. in 2019, the most since 1990. The culprits, in many cases, were increasingly large and more powerful SUVs, equipped with big touchscreens and other distractions. NYCDOT has recognized that drivers of SUVs are responsible for an increasing share of deaths in New York, but we need more than awareness efforts and appeals to drivers' better natures to deal with these deadly machines.

We're at a point now that it's time to begin regulating the types of vehicles that can be driven in densely populated areas of New York City. Manhattan streets are overrun with Suburbans, Yukons, and Expeditions, whose very names underscore their inappropriateness for urban streets. We must give serious thought to restricting the weight and size of the private vehicles that can be operated legally in the city, and we need to look to the EU's requirement that all new vehicles sold beginning in two years have speed-limiting systems.

The technology exists to make city streets safer. We need the political will to require it. The future of Vision Zero lies in reducing the number and size of vehicles in New York City, and in interventions that will prevent drivers from speeding or operating those vehicles in dangerous and irresponsible ways.

FOR THE RECORD

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January 29, 2020

Hon. Ydanis Rodriguez, Chairman
Committee on Transportation
New York City Council

Re: Testimony of Arthur L. Miller
New York City Council – Committee on Transportation
Oversight – Improving Street and Vehicle Safety
January 29, 2020

Dear Chairman Rodriguez and Members of the Committee:

Thank you for the opportunity to speak today.

I appear today as an ordinary citizen. I am a Queens homeowner and I have my office in Queens. I am a driver, a cyclist and a pedestrian. I am not a lobbyist, I am not selling a product or service. I have no investment in any particular technology. While I represent individuals and companies when they receive traffic tickets and violations of all sorts, I am here simply to share my experience and advocate for smarter safety initiatives.

The pillars of traffic safety are enforcement, infrastructure and education. Yet education is painfully lacking in this City. No matter how many tickets are given or bike lanes are created, so long as motor vehicles, pedestrians, cyclists and now throttle bikes, e-scooters and other forms of transportation cross paths, unless each user is respectful of the limitations and the vulnerabilities of the other, tragedies will continue to occur.

We need public service announcements covering topics like watching out for blind spots, targeting both drivers and users, the importance of making eye contact, being visible, proper signaling, slowing down, following traffic rules, getting off the phone and simply watching out for each other.

The details of accidents should be analyzed and reviewed by the City equivalent of an NTSB (National Transportation Safety Board) and the results reported and available in a non-judgmental way. Could either or both of the parties have acted differently to avoid the incident? What was the role of 3rd parties? Road design? The public should know.

Some would consider any mention of the role of a pedestrian's or cyclist's actions before an accident to be "victim blaming". But if we are ever to get to zero pedestrian and cyclist deaths we need to talk about how we ... all of us... avoid becoming statistics.

We need more and better data collection. The NYS Police Data Report (MV-104AN) should be updated to encourage the listing of all contributing factors. Most of the data input is dependent on the individual officer who completes the report just finding an appropriate key number and filling in a box. "Apparent Human Contributing Factors" for example lists 33 possible entries, but the box on the form only allows for one number. The form does not mention bike lanes or new transportation modes like e-scooters or throttle bikes.

We need to have better training. I have been driving since 1973. I have never been required to undergo any sort of refresher class. The current NYS driver training manual has a scant paragraph or two about rights of way for cyclists and pedestrians. Cyclists, e-bikers and throttle-bike users, if riding for a commercial purpose, must have training, follow safety rules and use equipment that has basic, uniform safety components such as visible lighting, audible horns, and two working brakes.

Some have said that more technology would help reduce accidents. While that may help over time, it is largely untested, especially in busy urban areas. If a blind spot sensor keeps going off, a driver may ultimately become oblivious to repeated beeping. The cost of new technology will keep it from being quickly adopted by a majority of road users.

Some have argued that more enforcement would help reduce accidents. Law enforcement cannot be everywhere and a ticket given does little to educate the person who has not yet received a ticket. Besides, we already have plenty of traffic rules. Helping all road users learn the traffic rules and the reasons we have them would go a lot further than stopping and ticketing individual violators.

As Super Bowl Sunday approaches, the two top football teams in the nation are training and watching videos of themselves and their opponents to prepare for the big game. If we want to win the game of traffic safety, just like the pro teams, we need training and the ability to review and learn from past experiences.

Arthur Miller

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Arthur Miller is an attorney in private practice. He represents individuals and fleet owners with respect to traffic and municipal violations and safety issues. He is the co-publisher of www.newyorktruckstop.com, the on-line community for commercial vehicle operators and co-hosts New York Truck Stop Radio on AM970 and AM570 radio in the NYC metropolitan region.

The views stated herein are his alone.

Testimony Submission to the Committee on Transportation

New York City Council Oversight Hearing

Improving Street and Vehicle Safety

January 29, 2020

FOR THE RECORD

Good morning, my name is Axel Carrión and I am the Director of State Public Affairs at UPS, the world's largest package delivery company and leading provider of logistics services. Thank you, Chair Rodriguez and members of the Committee on Transportation, for the opportunity to submit testimony on the Council's Transportation Committee's Oversight Hearing on Improving Street and Vehicle Safety.

UPS operates in 220 countries and territories, delivering 5.2 billion packages annually. Here in New York, UPS operates out of eleven facilities and employs over 6,000 New Yorkers. UPS is proud to be the largest single employer of Teamsters in the nation. We serve over 8.5 million customers in all corners of New York City, including over 70,000 small businesses.

As a logistics company, UPS deploys various tools to support our world class safety culture. In addition to our federally regulated OSHA requirements, our firm utilizes joint employee/employer safety committees, various delivery driver training facilities located throughout the United States called Integrat and virtual reality training just to name a few. These efforts resulted in an additional 1,436 drivers recently inducted into our Circle of Honor Hall of fame which now includes 10,364 drivers who have not had an avoidable accident for 25 years or more. Collectively, these drivers have achieved more than 298,957 years of safe driving throughout their careers which is enough time behind the wheel to drive non-stop from Miami to San Diego – 68 million times, all while helping to deliver three percent of the world's GDP – 20 million packages a day. The company's 125,000 small-package drivers worldwide are among the safest on the roads, logging close to 4 billion miles per year and delivering 5.2 billion packages annually with periodic training throughout their careers.

UPS invested more than \$209 million in safety training programs in one year alone. Before ever making a delivery, all UPS drivers are taught safe-driving methods through the company's defensive driving platform with extensive training continuing throughout their careers. Working with the Massachusetts Institute of Technology, Virginia Tech and the Institute for the Future to study the way young people learn in an increasingly computerized culture, UPS developed UPS Integrat training facilities across the United States and Europe with over 9,000 drivers successfully graduating from the schools.

The company's UPS Integrat training school for delivery drivers and Driver Trainer School (DTS) for tractor-trailer instructors boast some of the industry's most rigorous safety training. Integrat teaches students the fundamentals of driving delivery vehicles and delivering packages using a hands-on approach. Students practice driving UPS trucks in a replica outdoor town which has real streets and sidewalks with simulated delivery and pickup sites. Integrat uses a mixture of 3-D computer simulations, webcast learning modules and traditional classroom instruction to compliment hands-on safety, delivery and customer service training in a controlled environment. UPS Integrat also provides driver supervisors with an experiential "train-the-trainer" education. Since the first UPS Integrat site opened in Landover, Md., in 2007, UPS has seen dramatic improvement in safety, production and service indices, as well as workforce retention.

UPS utilizes additional safety tools including use of virtual reality. The VR headsets vividly simulate the experience of driving on city streets while teaching a more memorable classroom lesson. Virtual Reality offers a technological leap in the realm of driver safety training and creates a realistic streetscape that will impress even the youngest of our drivers, whose previous exposure to the

technology may have been through video games. Students using the modules must verbally identify potential road hazards such as pedestrians, parked cars and oncoming traffic. The 360-degree view inside the headset is realistic down to fine details. For now, the VR training is used for those who drive package delivery trucks, but the company is exploring VR and even Augmented Reality (AR) for training tractor trailer drivers and other operations employees.

UPS also extends its safe driving expertise to the communities it serves through UPS Road Code training, a teen safe driving program available in the United States and internationally. Taught by UPS volunteers, based on the company's safe-driving methods, the program is available to teens between the ages of 13 and 18 and other novice drivers. To date, well over 58,000 new drivers have participated. UPS Road Code training is offered in the U.S. in conjunction with the Boys & Girls Clubs of America and overseas in six countries with various youth development organizations. The UPS Foundation has contributed over \$22 million to the UPS Road Code program since its inception.

Our NYC operations maximize efficiency with a consolidated range of 300-450 packages per day and a minimum of 8 hours of dispatch, well over the three hours of current curbside time allowance per vehicle. Although UPS has deployed a number of alternative delivery solutions including tools such as UPS MyChoice; over 1,300 Access Points and lockers, we encourage curbside parking policy enhancements to further reduce vehicle miles traveled (VMT) and driver on road time resulting in an overall decrease in opportunities for on-road incidents.

As we consider safety policy in NYC, we should be mindful that the curbside is part of the greater roadway impacting on road conditions and driver behavior. Improving curbside utilization and efficiency can reduce the likelihood of a truck related incident. Our own delivery model operates as a transportation "shared mobility for packages," similar in the way we think of mass transit for passengers utilizing one driver and one vehicle to make all package deliveries and pick-ups on a route, including critical overnight and "Next Day Air" packages. This model however, loses its efficiency when operating under existing NYC regulations and misguided curbside enforcement. UPS is supportive of improvements in management of curbside space allotment, for example the 3-hour standing limit rule which discourages consolidation of pick-up and deliveries due to the limited time allowed on the curb for vehicles with maximized loads. Furthermore, according to recent NYC Dept. of Transportation figures, freight loading and unloading zones are occupied 36% of the time by TLC-licensed vehicles, placard vehicles and other non-freight performing service-related vehicles. This problem is magnified by the ongoing repurposing of freight loading/unloading zones, not to mention the lack of available parking spaces throughout the city in an ever-growing ecommerce market. Ensuring maximum efficiency of the curbside to meet consumer demand will lead to less truck vehicle miles traveled and less trucks operating in the city. Preventing more trucks in motion will lead to less opportunities for a traffic incident to arise.

UPS is proud of our employees whose efforts make our industry leading safety committees truly world class. We look forward toward the opportunity to partner with the City and the Council to address vehicular related safety concerns throughout New York City.

Thank you for your time.

A handwritten signature in black ink, appearing to read "Axel Carrión". The signature is fluid and cursive, with the first name "Axel" and last name "Carrión" clearly distinguishable.

Axel Carrión
Director, State Public Affairs - UPS



New York City Council Hearing
Transportation Committee Hearing on
Improving Street and Vehicle Safety
January 29, 2020
Testimony of Liza Martinez, Families For Safe Streets

Thank you for allowing me and other members of Families for Safe Streets to speak first today. It is so important that everyone in this room, and beyond, hear what I have to say. That you know the torture, pain and heartache this epidemic of traffic crashes is causing.

My name is Liza Martinez and on September 27th, my dear, sweet, beautiful, healthy mother, Ada Martinez, became the 177th New Yorker to be killed in a traffic crash in 2019. She was the 27th cyclist killed last year.

Ada was an amazing, devoted mother to three of us, a proud grandmother to our seven kids, a loving wife, and a dear dear friend to too many people to count. She was our family matriarch and our family was so secure with her at the helm. She was a connector -- and brought everyone together. She loved to spend time on the boardwalk near my parents' home in the Rockaways -- and she danced. She loved to dance. She was the love of my father's life and the two of them had a marriage that was the envy and admiration of all who knew them.

My mother was 66-years-old but had the vibrancy of someone 26. She brought life and positivity to everyone around her. She was a community leader and a force.

She was two steps away from completing the American dream. She moved to New York City from Puerto Rico and together with my dad, started a family business - a hardware store in Bed Stuy -- and put me and my siblings through college. They were getting ready to retire and spend more time in the sunshine of Puerto Rico, basking in all they've accomplished.

But on the evening of September 27, after she and my Dad biked to the Rockaway pier to enjoy the sunset, only ten blocks from their home -- she was struck by a vehicle and stolen from us.

We are all adrift without her. My mom was a healthy woman who took care of her body. She had many more years to go, but she was stolen from us that night. We feel like she was murdered. By a weapon. By a dangerous road. By our public servants who have let my family down. Whoever is responsible for making sure our systems work is failing us. How can our city be so unsafe?

I will not let my mother's name go down in vain. Everything she did was from a place of love and understanding and that's why I'm here today.

We should not have to live in the most beautiful city and fear for our lives each day. There should be a way for us to safely co-exist – cars, people, children, getting to work, getting to school. People say the best part of NYC is it's people – and my mother was one of the best. Shouldn't the main responsibility of our Mayor and our public servants be to keep people alive? Please, I plead with you, protect us. I don't understand what could possibly be more important than keeping us safe. I am sure you want to protect your mother, your family. Sadly, no one was able to protect mine and this is why I am here.

Our mother and grandmother is gone. She's not here to help me through life's challenges and she's not here to play with and help care for her seven grandchildren. A piece of our father has died also. His heartbreak is immeasurable. Biking alongside her, can you imagine how distraught he is to have not been able to save the love of his life? For our whole lives, we watched how much he loved her, and now watching his sadness is unbearable. There is nothing we can do to make him feel better.

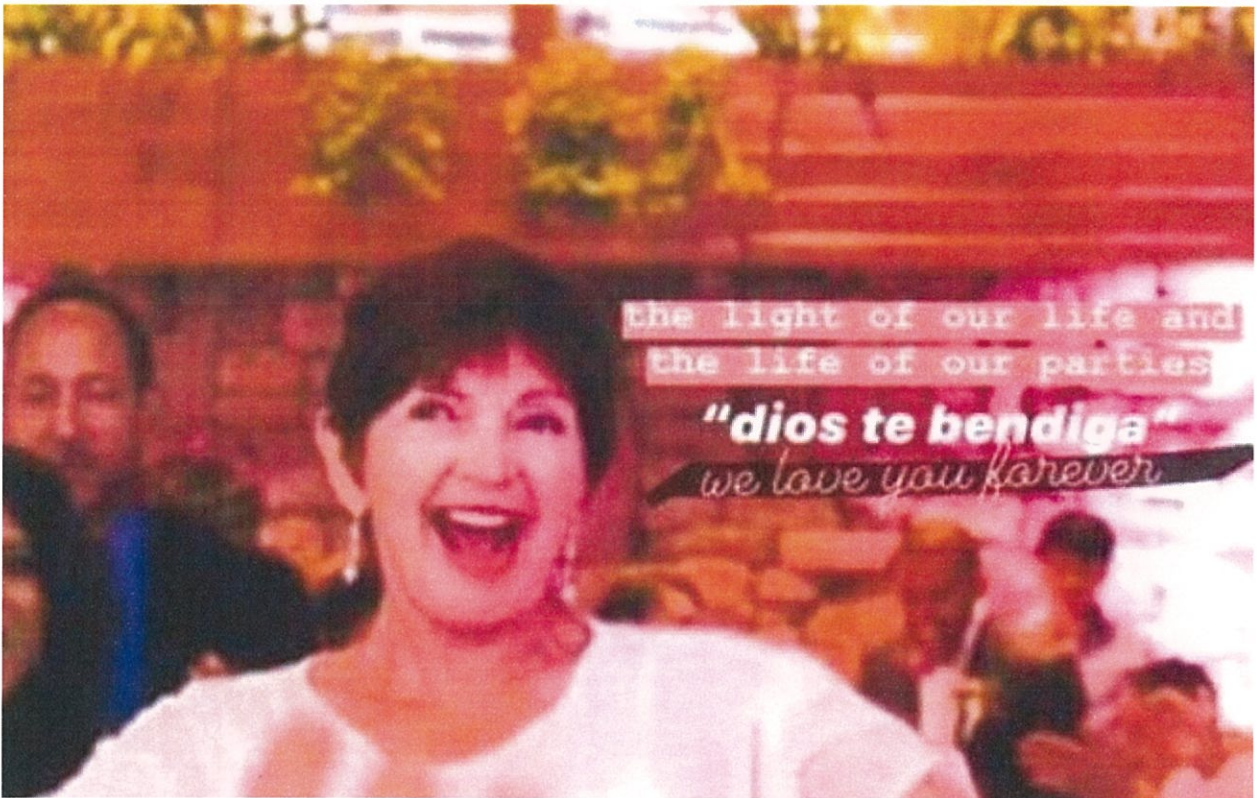
How can our city be letting this happen?

My beautiful mother, Ada Martinez, inspires me and gives me the courage to be here today. But I am here today for you and your family – that you'll never have to stand here to speak about your own mother, spouse, child, friend. This is a nightmare my family lives with.

I beg of you. Please be a leader and take action now. I urge you to implement, without delay, the known measures it will take to keep New Yorkers safe. NYC trucks and large vehicles like the ambulance that killed my mom should not be allowed to speed down

our streets. NYC should be a leader in car and truck safety standards. There are so many proven solutions, like speed governors that others will talk about. Everyone deserves that. My mother would do it for your family, for your cousin, your friend.

Thank you.





New York City Council Hearing
Transportation Committee Hearing on
Improving Street and Vehicle Safety
January 29, 2020

Testimony of Melodie Bryant, Families For Safe Streets

Thank you for the opportunity to testify here today. My name is Melodie Bryant. I am a lifelong New Yorker, a bike rider, a member of Families For Safe Streets, and a videographer. As someone whose father was killed in a car crash when I was 7, my mission has been to tell the stories of some of our Families For Safe Streets members, whose activism and heroism in the face of unspeakable tragedy have made such a difference in saving the lives of ordinary New Yorkers. But this year, I haven't been able to get a single story out, because I've found myself racing from vigil to vigil to show up for - and mourn - victims of traffic violence.

Cyclist Robyn Hightman was killed around the corner from me. I found out about it thru texts from friends who heard a cyclist had been killed in my neighborhood, checking that I was OK. I raced to the site, grabbing my Families For Safe Streets t-shirt, a bouquet of memorial flowers and zip ties to put them up. I found Robyn's roommate and good friend sobbing in each other's arms in shock and disbelief with Robyn's bike still on the street. Robyn, 20-years-old, was a gifted cyclist who had just

been accepted into a program to mentor troubled kids, whose name was whispered as a potential Olympic competitor. They were killed by a box truck driver who claimed he didn't know he'd hit them. I rode with the messenger community from Williamsburg to Robyn's vigil and spoke to messengers on the ride who said they were getting out of the business because it was just too dangerous to ride a bike in NYC.

But Robyn's wasn't the only vigil I attended. I also went to the vigil for Chaim Joseph on 8th Avenue, killed by an oil truck. In Long Island City, I went to the vigil of Robert Spencer whose favorite motto I learned, was "Safety First." I attended the vigil of talented cyclist and messenger Aurilla Lawrence in Brooklyn, Artist Devra Freeland in Bushwick, yoga instructor Em Somolowicz in Sunset Park, and recently pediatrician Daniel Cammerman in the 96th Street Transverse – and this was just ¼ of the cyclists killed last year. I also went to vigils for pedestrians, one of them for a 3-year-old boy killed in the crosswalk accompanied by his mother while on his scooter. I got to the point where I was too emotionally drained to attend them all. Most were hit by trucks and most of the cyclists, like my friend Jamie killed in Washington Heights in the 80s, had no bike infrastructure at all to protect them.

When I look at what is happening in Madrid or Barcelona, Paris, Amsterdam, Stockholm, Copenhagen or Oslo – which this year nearly reached the goal of zero deaths from traffic violence – I am embarrassed for my city. Our street fatalities are at a

20-year high; the climate crisis is bearing down on our coastal city. Why are we not in panic mode?

The time is now to take Vision Zero seriously. Most cyclist deaths last year were from trucks, and in areas with no bike infrastructure. We need strong vehicle fleet safety measures, implementation of speed governors in the City fleet, and requiring the same from companies that do business with the city. To do this, and to address our dangerous and inequitable streets, true commitment to Vision Zero requires funding above and beyond what has been allocated for the Green Wave. And the Mayor and the DOT must be held accountable for swift implementation. We are also asking you, the City Council, to step up and fund the Streets Master Plan quickly, so that it can be ready to go on day one.

There have been such great victories this year – the passing of the Streets Master Plan, the Waste Zone Reform Act – both of which hold such promise; and for these, we can thank all of you at the NY City Council for making them happen. But this year, there have already been nine fatalities on our streets – and it's still January. If we don't want to continue this trend, we must do better. Let's make Vision Zero a real vision for New York.

Thank you.



New York City Council Hearing
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January 29, 2020

Testimony of Lynda Hansen, Families For Safe Streets

My name is Lynda Hansen and I am a member of Families for Safe Streets. My life has been forever altered because of a preventable traffic crash. I share my story now, in detail, so you can begin to understand the impact this crash has had on my life. Yes, I know I may look fine. But I am not fine. And I am one of thousands severely injured on our NYC streets every single year. This is an epidemic. No one should suffer life altering injuries like I have. No one should be killed. We need urgent action and we need it now.

Shortly before 4 pm, on May 23, 2018, a peaceful spring day, as I crossed 82nd Street between First and Second Avenues, a reckless driver, backing up quickly on a one- way street to snag a spot, crashed straight into me. I went unconscious.

As told to me by one of my witnesses: the center of the car's bumper forcibly struck my left side, lacerating my elbow and hitting my fibula. My head smacked against the pavement as I fell to the ground.

Bleeding from my head and nauseated, I was taken by ambulance to the emergency department at NY Presbyterian Hospital. The hemorrhaging was staunched, and the skull lacerations stapled. After a series of X-rays and CTs, I was moved to the ICU where I remained overnight. I was discharged late the next day with contusions. I was diagnosed with a concussion and traumatic subarachnoid hemorrhage (SAH). I was later diagnosed with a fractured fibula and loss of ROM in my neck.

One month later, on June 22, after spending considerable time locating a neurologist who took no-fault medical insurance, not an easy feat, I was examined by a neurologist at NYU Langone, who said that functional deficits caused by the concussion were considerable. Among the myriad of issues, he noted the following: dizziness, imbalance, nausea, lack of focus, partial loss of short term memory, and binocular vision defect.

And a week later, after a brain MRI, I was diagnosed with a subdural hematoma. Aphasia and a pronounced stammer subsequently developed.

The neurologist assured me that my distressing short-term memory issues would resolve with treatment. He referred me for out-patient assessments and subsequent treatments at Rusk's Concussion Center. The treatments included vision therapy, vestibular therapy, physical therapy, and eventually, speech and cognitive therapy.

However, two months later, just after I began vestibular therapy, one of the symptoms of my concussion (imbalance and dizziness) caused me to fall on my street. I fractured both arms and my right metatarsal. My arms were placed in braces and my foot in a boot by my doctors at HSS. I was close to housebound for months. My therapy at Rusk was at a halt.

Not only could I not work, but I also could not think, I could not plan, I could barely look at my emails. I could not hold a piece of paper. Calls went unanswered. I was in a fog with pain permeating my being. Stammering made it difficult to speak. Finally, after my bones healed enough for me to return to Rusk, I did. I diligently performed my exercises seven days a week. But after months of treatment, I was cautioned that my brain might never return to baseline. A series of external factors may have intruded.

I was stunned. Yet, I had no reason to doubt the prognosis. My processing speed was slow. My aphasia, although somewhat remedied, continued to haunt me. This gregarious human had been transformed into a quiet violet.

I ask myself every day if I will ever fully retrieve my brain. Will I ever remember yesterday? Will my broken brain ever be fixed?

To make matters worse, getting treatment was particularly challenging, given the limited number of neurological medical providers available through no-fault insurance in New York City. And receiving fair compensation has been another challenge. Our system is broken. These are challenges many people cannot take on. They give up.

No one should give up because obstacles such as these have been placed in their paths. No one's life should be forever changed -- or ended -- because of traffic crashes.

Vision Zero is in crisis. The Mayor and Council need to act now and give this epidemic the urgency it requires. We need to be designing our streets for people -- fund and expedite the Master Plan, put in "daylighting" at intersections to make it safer for

pedestrians to cross the street, adopt speed governors, and so much more. Others will share the details on these solutions. But I am here today to urge you to take these actions now.

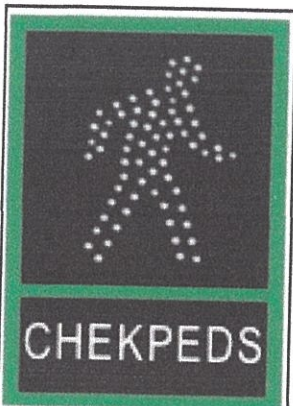
Norway nearly achieved Vision Zero this year, but they vowed to double down to prevent the suffering of people like me. They did not give up but are fighting harder. Please fight harder too.

Thank you.

January 29, 2020 Testimony of Lynda Hansen, Families For Safe Streets

Insert A

My work requires a great deal of writing. I am known in my field for being highly knowledgeable, well-connected, and quick on my feet. My opinion is valued. Clients hire me for these assets. However, today, my processing speed is slow. For example, it took me three times longer to write this brief testimony than it would have prior to the accident. It can take me days to mentally access information that previously took me seconds. I continue to relearn what was basic to me, such as grammar, math and street signs.



January 30, 2020

CHEKPEDS testimony to the City Council Transportation Committee
Oversight Hearing on Pedestrian Safety

Dear Committee Chair and Honorable Council Members

As one of the City's leading voices for street safety, CHEKPEDS looks forward to partnering with you, in whatever way we can, to ensure the safety and wellbeing of our most vulnerable street users. We must do so NOW, before anymore senseless deaths and injuries occur.

In the last 15 years we have been innovators for pedestrian safety. CHEKPEDS worked closely with the DOT, the Port Authority, NYPD and your office to effect change. And yet the results are disappointing and we know why.

The Department of Transportation is still insufficiently funded to undertake the vast transformation we are asking them to do. But at the same time, DOT continues to operate as if it were custom tailor shop where every request must be studied and designed. Such artisanal processes are inadequate to affect rapid, high volume changes. DOT must operate on a much larger scale: properly prioritize the City's most dangerous intersections and systematically deploy all the SAFEST street features without endless studies and return visits.

A major component of Vision Zero is drivers' education. Not *advertising*, but *education*. Where is this element? It seems to be forgotten.

While the DOT at least has good intentions, the NYPD is a no-show in traffic safety. CHEKPEDS is a proponent of law and order, but NYPD behaves as an occupation force, overwhelming pedestrians with their squad cars, trucks and SUVs dangerously parked, obstructing bike and bus lanes and conjuring images of tanks. They appear to loathe leaving their cars, and prefer speaking on loud speakers as if the local residents were the enemy. If they intervene in a crash, their bias in favor of drivers is evident even if the pedestrian or cyclist is dead. For traffic safety to improve, we need a profound change in the NYPD mentality.

With two-third of the program missing, and the third one not operating at full efficiency, it is no wonder progress is so slow.

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

CHEKPEDS is a coalition of over 1,500 businesses, individuals, and institutions dedicated to pedestrian safety in Clinton and Hell's Kitchen, on the West side of Manhattan and the sponsor of the 9th Avenue Renaissance project. excom@chekped.com
Clinton/Hell's Kitchen Coalition for Pedestrian Safety | 348 west 38th Street, New York, NY 10018 | (646) 623 2689 |

OUR MEMBERS •

9th Avenue Association • 43rd Street Block Association • 44SW • 44th Street Block Association • 45th Street Block Association • 46th Street Block Association • 47/48th Street Block Association • 55th Street Block Association • 344-348 West 38th Street Tenants Corp. • Actors Temple Theater • American Home Hardware & More • Baryshnikov Arts Center • Basilica • Brazil Brazil • Central Fish Market • Chimichurri Grill • Clinton Housing Development Corp • Costa del Sol • Cupcake Café • Delphinium Home • Domus • Econolodge • Empire Tailors & Cleaners • Times Square • Galaxy Diner • Hartley House • Hell's Kitchen Neighborhood Association • Housing Conservation Coordinators • Hudson Crossing Tenants Association • International Foods • Jezebel • J. Seffens Studio • L'Allegria • Larissa Designs • Le Madeleine • Manganaro's • Food • Manhattan Plaza • Metro Bicycle Stores • New Dramatists • Nice N Natural • Orion Condominium • OsteriaGelsi • PetsNYC.com • Poseidon Bakery • Project FIND • R/GA • Revolution Rickshaws • Rockrose Development • Sea Breeze • Saint Vincent Midtown Hospital • Sunnyside Records • Smiley's • Sonja Wagner Gallery • Costa del Sol • St. Lukes Theater • Studio LLC • Tagine • Tartare • The Ritz • The Door Lounge • The Piano Factory • Thrift & New Shoppe • Trattoria Pesce Pasta • Urban Affiliates • Vintner Wine Market • Zipper Theater

www.chekped.com



January 29, 2020

Oversight Hearing - Improving Street and Vehicle Safety

Testimony before the New York City Council Committee on Transportation

Testimony by Marco Conner, Co-Deputy Director, Transportation Alternatives

##

Thank you Chair Ydanis Rodriguez for convening this important hearing. We applaud your leadership and that of your committee staff and Council Member colleagues to make New York City's streets equitable, inclusive and safe for people.

For 46 years Transportation Alternatives (TA) has advocated on behalf of New Yorkers for safe and equitable streets. With more than 150,000 people in our network and over 1,000 activists throughout the five boroughs we fight to promote biking, walking, and public transportation as sustainable alternatives to the car for all New Yorkers.

New York City's (NYC) streets should prioritize living people over cars -- they should provide opportunities to celebrate, to connect neighborhoods and interact with your neighbors without fear of crossing the street. Most importantly they should be safe and foster progress and opportunity for the next generation. Instead our streets do the exact opposite.

After five years of annual reductions in traffic fatalities under the City's life-saving Vision Zero program, last year, in 2019, we had the first year of increasing fatalities -- at least 220 people lost their lives in traffic crashes last year. Now is the time to double down on what is proven to work. We can not continue on the trajectory set last year -- we must drastically alter course and without delay apply all measures necessary to do so.

In the past two decades more than 6,000 people have been killed in traffic on New York City streets, including children every single year, hundreds of thousands have been injured, and generations have been denied the opportunity to walk, bike and access reliable, efficient transit to get to work, school and visit loved ones. This epidemic affects everyone, old and young. So far in 2020 the oldest person killed was 90 years old. The youngest was 10-year old Shrijan Panthi.

Our city is failing us. The New York City Department of Transportation (NYCDOT) has achieved a lot under Commissioner Trottenberg and her team -- they are national pioneers on Vision Zero and people are alive today because of their work and Mayor de Blasio's policies. But, we must recognize that people are also dead, and families forever incomplete, because of what hasn't been done, because proven life-saving measures have not been implemented by this administration and every administration before it. As a city we are still prioritizing parking and the expedient movement of lethal multi-ton cars and trucks over the safety and well-being of living, breathing New Yorkers. We have designed and built our streets and infrastructure to produce exactly the carnage and congestion that we experience every day.

Our streets should be so much more than they are. Our streets should be for people, not cars. We do



TRANSPORTATION ALTERNATIVES

however know how to address these inequities. What we need is the political will and courage to prioritize human life and opportunity over entrenched outdated ideas that are harming all of us.

Transportation Alternatives calls upon the administration of NYC Mayor de Blasio and the NYC Council to take the following critical steps:

Accelerate Implementation of the *Green Wave Plan*

In 2019 a total of 29 people biking were killed in traffic -- nearly three times more than were killed in 2018. Our city is failing NYers who want to bike. Bicycling is a sustainable, healthy and efficient mode of transportation that is vital if New York City is ever to successfully address our chronic traffic congestion and reach our critical goals related to sustainability, carbon emissions reductions, health outcomes, mobility and equitable access to jobs and education. As a city we must enact policy that promotes biking and makes it safe and accessible.

Bicyclist safety measures, like protected bike lanes, have the added benefit of substantially improving safety for pedestrians and motorists as well -- pedestrians injuries are reduced by 22% at the average protected bike lane in NYC. Since 2014, 90% of all cyclist fatalities occurred on streets with no bike lanes. Protected bike lanes save lives.

Starting this year the City must live up to all its commitment under its plan, the *Green Wave - A Plan for Cycling in New York City*, including building at least 30 miles of protected bike lanes annually, and starting in 2022, 50 miles annually (under the *Transportation Master Plan*), apply better design at intersections throughout NYC, apply targeted truck enforcement, and implement new automated enforcement technology, including bike lane enforcement cameras, blocking-the-box cameras and failure-to-yield cameras at intersections to protect pedestrians, wheelchair users and other vulnerable street users.

Fund and Prepare Implementation of the Transportation Master Plan - Local Law 195 (2019)

This Council, led by Speaker Johnson, showed the kind of political will and courage that New Yorkers need when, last year, you passed the Transportation Master Plan which will require the City to build out hundreds of miles of dedicated bus lanes and protected bike lanes, one million sq ft of pedestrian space, ADA-compliant intersections and more. In the coming months NYCDOT and the Council must lay the foundation, including hiring the necessary staff and building the infrastructure necessary, to allow for the timely implementation of this plan. The plan takes effect in 2022, but the work and funding must be dedicated now.

As part of the Master Plan's requirement of dedicated bus lanes, the City should start converting numerous bus routes with high ridership into busways similar to the remarkably successful bus and truck priority corridor on 14th street in Manhattan, which has seen increased ridership and reduced travel times since its implementation late in 2019. As congestion pricing will be a reality in 2021 and as we seek to reduce dependence on cars, our city must provide reliable efficient alternatives for commuting New Yorkers -- more busways must be a key component of this effort.

Establish NYC as a World Leader for Car and Truck Safety Standards

Truck Side Guards

TA strongly supports legislation by Chair Rodriguez to require all large vehicles operated pursuant to a contract with the City of New York to be equipped with side guards by January 1, 2021; and expedite



existing timelines for side guard implementation in the City fleet and for trade waste hauling vehicles from January 1, 2024 to January 1, 2021. Side guards on trucks save lives. The introduction of side guards in London, UK resulted in a 61% reduction of fatally injured bicyclists and a 20% reduction of fatally injured pedestrians. In London trucks weighing more than 3.5 tons must be equipped with them – that has been the law there for five years. This legislation will help bring common sense, low-cost and life-saving technology to trucks operating in New York City to the benefit of pedestrians and bicyclists as well as truck operators and their owners.

Adopt Speed Governors and Intelligent Speed Assistance (ISA) on City Vehicle Fleet - Limit Fleet Size

High speeds is the leading cause of traffic fatalities. As our city is limiting the physical ability of 40-lb e-bikes, that are responsible for no deaths, to travel no faster than 20 mph, we must question why we are blindly allowing multi-ton cars and trucks, that have caused more than 6,000 deaths since 2001, to be capable of exceeding 150 mph on dense urban streets with 25 mph speed limits. That is the definition of insanity and that insanity is killing hundreds of people year after year, and causing debilitating life-long injuries to thousands more.

The City must adopt so-called speed governors and ISA to limit the ability of multi-ton cars and trucks in its vehicle fleet to travel faster than the speed limit. These technologies use GPS and camera technology to prevent motor vehicles from traveling faster than the designated speed limit. ISA allows for an override of that limitation, which would apply to emergency vehicles. Simultaneously the City must start requiring that large private fleet operators and others licensed to do business with the City, adopt this common sense technology for motor vehicles when operating within City limits.

The City must also drastically limit its vehicle fleet size and adopt smaller transportation devices, including e-cargo bikes.

Implement Daylighted Intersections City-Wide

Intersections are where the majority of cyclist and pedestrians injuries and fatalities occur. Daylighting is a simple street design element that increases vital sightlines for all road users by prohibiting the parking of motor vehicles within 20-25 feet of an intersection or crosswalk. These daylighted road segments can be further equipped with bike corrals to create much needed residential neighborhood bike parking for New Yorkers, and designated parking for e-scooter-share and dockless bike share to keep these shared devices off crowded sidewalks.

Address Unacceptable Lack of Bike Parking Facilities

In surveys by NYCDOT the lack of accessible and safe parking for bicycles is a close second-ranked reason cited by New Yorkers as the reason they do not bike or do not bike as often as they would like to. For years there has been a backlog of requests for bike racks from property owners and managers, documenting a demand that inexplicably is not being met by the city. This creates bottlenecks for growing cycling in New York City and could be easily addressed. The City must provide adequate and simple bike parking near all subway stations and bus stops, and establish a mechanism for providing secure weather-protected bike parking facilities near all transit hubs. The Council should find this effort

Legalize E-Bikes, Change Council's Harmful 2004 Law.

To meet a long list of official goals for NYC, including meeting our environmental sustainability goals, reach Vision Zero, reduce congestion, improve bus transit and end harmful enforcement against immigrant



TRANSPORTATION ALTERNATIVES

New Yorkers, we must reduce our reliance on cars and change existing law. Ebikes replace car ownership and car trips at higher rates than traditional bikes, they produce no harmful exhaust, and to date not a single person has been killed by a person on an e-bike -- they are inherently safe according to NYPD's which in 2018 showed just 31 pedestrians injured from e-bikes compared to more than 11,000 injured from cars and trucks. The City must change existing law to remove obstacles for using these devices and to end draconian police enforcement against food delivery workers who feed NYers every day, including people living and working at Gracie Mansion and City Hall. The NYPD, or this Council if necessary, must enact a moratorium on enforcement against food delivery workers while awaiting likely state legalization.

Thank you.

##



Testimony of Zach Miller

On Behalf of

Trucking Association of New York

Before the

**New York City Council
Committees on Transportation
January 29, 2020**

Regarding

Improving Street and Vehicle Safety

Good Morning. My name is Zach Miller and I am testifying on behalf of Kendra Hems, President of the Trucking Association of New York (TANY). I would like to thank Chairman Rodriguez as well as the members of the committees for the opportunity to testify before you today. For over 85 years, TANY, a non-profit trade group, has represented the trucking industry in New York, advocating for the industry at the local, state and federal levels. We provide educational programs to our membership, which enhance their safety and maintenance efforts and offer numerous councils and committees to meet the diverse needs of our membership. TANY comprises over 600 member companies from New York, Canada, every border state, and other states across the country and is the exclusive New York affiliate of the American Trucking Associations (ATA).

Safety is our highest priority and we are committed to making roads in New York City safer for all road users. To that end, the trucking industry invests approximately \$9.5 billion annually in safety in four core areas: driver safety training, compliance with safety regulations, on-board safety technology, and safety incentive pay. As part of TANY's long-term strategic plan, a priority is the development of a Urban Driving Training Program, which will be comprised of video modules that focus on the unique challenges associated with operating large commercial vehicles in highly-congested urban environments like New York City. TANY will also produce a series of educational videos that will be distributed to the public, focusing on pedestrians and cyclists, on ways to safely share the roadway with large commercial vehicles.

In addition to the Urban Driving Program, TANY offers fleet training programs to our members through a combination of seminar and webinar-based programs. This training focuses on educating fleet owners on the rules, regulations, and best practices in implementing effective safety initiatives within their fleet. As part of our training programs, TANY also conducts a number of safety recognition events that include fleet safety awards, driver of the year, and the golden wrench award, which we award to the top technicians in the industry. These award programs highlight the "best of the best" in the trucking industry across New York State.

Working in conjunction with the Department of Transportation (DOT), TANY has conducted a number of "Trucks Eye View" events where we invite pedestrians and cyclists to sit in the cab of a large commercial vehicle to better understand the challenges and blind spots our drivers have to compete with on city streets. This program has been an incredibly effective public outreach tool and we look forward to working with DOT to expand the number of events in 2020. TANY also conducts numerous educational efforts through visits to our local member facilities and organizing ride-alongs with stakeholders to increase safety awareness.

TRUCKING ASSOCIATION OF NEW YORK

As I said before, TANY is committed to improving street safety in New York City and we have plans to hire a full-time person in 2020 who will be based downstate to liaise directly with the Council, City Agencies, and the advocates.

We look forward to working with the Council on this important issue.

Thank you for your time and I'm happy to answer any questions.

TRUCKING ASSOCIATION OF NEW YORK

7 Corporate Drive • Clifton Park, NY 12065 • (518) 458-9696 • (518) 458-2525 fax • www.nytrucks.org

The NYC Council Committee on Transportation Oversight hearing - January 29, 2020

Good Morning,

My name is Choresch Wald, President of the Parent Association at my children's public elementary school, The East Village Community School.

330 students in our school come from around 250 families. Most children arrive by foot and scooters, 35 are driven in a yellow school bus and about 40 are being dropped off by cars. There is a growing movement of families that are using bicycles in order to drop off and pick up their children. When I joined the school 5 years ago there were about 10 families. Today there are about 50: Bike seats to carry small children, cargo bikes to carry 2 and 3 children, tandem bikes, Electric scooters, Electric bikes. Families choose to use bicycles despite the fact that there is no safe bike infrastructure to use.

My children cannot ride their bicycles to school because there is no safe way for them to ride on. If I allow my children to ride in the street they will be hit by a car and die. The sidewalks are narrow and crowded with people. In 2 years my daughter will be 12, the age limit for riding on the sidewalk. I carry them in a cargo trike.

The city's Department of Transportation prioritizes private vehicle storage over safety of people using micro mobility. Bike lanes are not designated in order to preserve parking spots. Less than 25% of households in Manhattan own cars yet most curbed space is designated car storage. Free Parking is an impediment to safe streets.

DOT's policy of not designating loading zones results in bike lane blocking by delivery and utility vehicles.

Placard corruption by the NYPD is prevalent and consistent: placard holders are abusing their placards, parking vehicles illegally. The NYPD refuses to enforce the law and the members of the police force are the law breakers. The NYPD sabotages every street safety project by parking their vehicles on it.

Parents are endangering their lives and their children's life riding in the street with motor vehicle traffic although they choose a clean, sustainable, pollution and noise free mode of transportation. The city needs to prioritize these modes yet rejects them.

Choresch Wald
311 East 11 Street
New York
NY 10003
347-415-0083
papresident@evcsnyc.org

Richard Robbins Testimony
New York City Council - Transportation Committee
Improving Street and Vehicle Safety
January 29, 2020

My name is Richard Robbins. I serve on Manhattan CB7 and am on the Transportation Committee but am speaking for myself.

Vision Zero is a big idea. If we want to save lives, we can't stick with business as usual.

Crash Avoidance Technology - First, we should mandate crash avoidance technology such as automatic braking for all for-hire vehicles, MTA buses, NYC fleet vehicles, and heavy vehicles, and lobby Albany to require it for all new vehicles sold in the State.

Reckless Driver Accountability Act - We need to implement Brad Lander's Reckless Driver Accountability Act to impound vehicles with five or more red-light and speed camera violations.

Split NYPD between Crime / Streets - Street safety is an afterthought for NYPD. Few officers are trained on radar and traffic takes them away from other priorities. They don't like going to court and are not trained to do so. And segmenting enforcement into precincts doesn't necessarily make sense. We should split other crime from traffic enforcement.

Strict Enforcement / Your Speed Signs - We need to strictly enforce the 25 MPH speed limit. Drivers need to know that if they speed they will get a ticket. One way to create an environment where drivers respect the speed limit is "Your Speed" radar signs telling drivers their speed.

Educate Drivers - Many vehicles involved in crashes are from outside the City. My local precinct analyzed 187 vehicles in crashes at several of their worst intersections. Only 15% of the vehicles were from Manhattan and 63% from New York City. More cars were from NJ than Manhattan. We need to educate drivers about driving in the City, and need better signs and education such as about the speed limit and the need to yield to pedestrians.

Better Data / Analysis - And we need more sophisticated analysis of crashes like this to learn more about crashes. How many involve left turns? Should left turns be banned, at least from Broadway and other two way corridors?

This analysis is much harder because precincts don't have digital access to data in Police Accident Reports. And PAR data should be made available to general public with only sensitive personal data redacted. Currently publicly available NYPD crash data doesn't have essential information such as direction of travel or zip codes of vehicles.

Double Parking - Officers tell me that double parking contributes to increased crashes. This needs to be actively enforced. One extreme violator is Fresh Direct, whose trucks stay parked in the same location for 8 hours while they make scheduled deliveries, essentially using our

streets as distribution centers. In 2018, they received 28,000 tickets, yet paid a reduced rate of only \$1.8 million citywide -- this is a fraction of the \$6 million rent Fairway pays for just its Broadway location.

Alternate Side Parking - A study shows average New York City drivers spend 107 hours / year searching for parking. Alternate Side Parking not only creates congestion and crashes, it is horrible for the environment.

Bike Enforcement - People are terrified of bikes and call for greater enforcement. But enforcement is rarely of the activities that are most of concern -- riding the wrong way and riding on sidewalks. We also need to educate people about delivery cyclists -- too often the same people who complain about bikes riding unsafely expect food deliveries in 30 seconds and give small tips.

Don't Give Community Boards Veto on Public Safety -- Finally, we have a team of experts at DOT, yet DOT is the only NYC agency that has to defer to untrained, volunteer community board members on life/death issues. We don't make the Fire Department get Community Board approval for fire regulations. We shouldn't make DOT do so for street safety issues.

**THE COUNCIL
THE CITY OF NEW YORK**

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Name: Katherine Willis

Address: _____

I represent: myself

Address: _____

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TRAFFIC ☐ in favor ☐ in opposition
SAFETY OVERIGHT

Date: 1/29/20

(PLEASE PRINT)

Name: ARTHUR MILLER

Address: 6705 ALDERTON STREET REGO PK

I represent: SELF

Address: (AS ABOVE)

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Date: 1/29/20

(PLEASE PRINT)

Name: MARCO CONNER

Address: _____

I represent: Transportation Alternatives

Address: _____

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Name: E Ann Harvey (PLEASE PRINT)

Address: _____

I represent: Self

Address: _____

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Date: _____

Name: Daniel M. Zuck (PLEASE PRINT)

Address: 43 Park Drive North

I represent: Myself

Address: _____

**THE COUNCIL
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I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 1/29/50

Name: RICHARD ROBBINS (PLEASE PRINT)

Address: 317 W 103RD ST

I represent: _____

Address: _____

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Date: _____

(PLEASE PRINT)

Name: Julia K. Laidlaw

Address: Dir of Strategic Initiatives

I represent: NYC DOT

Address: 55 Water St. NYNY

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Appearance Card

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☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Billy Trottenberg

Address: DOT Commissioner

I represent: _____

Address: 55 Water St. NYNY

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THE CITY OF NEW YORK**

Appearance Card

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☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: CHRISTINE BEAUFRET

Address: _____

I represent: CHEKPCDS

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: 1/29/20

(PLEASE PRINT)

Name: Noah D. Genel

Address: _____

I represent: Commissioner & Chair of BIC

Address: 100 Church St. 20th Fl.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: 1/21/20

(PLEASE PRINT)

Name: Kenneth T. Kerman

Address: 1 Centre Street, Municipal Bldg

I represent: DIAS

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Chief William Morris

Address: NYPD

I represent: _____

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Captain Erik Worobey

Address: NYPD

I represent: _____

Address: _____

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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: Managing Attorney for the NYPD Legislative

Address: Affairs Unit Michael Clarke

I represent: _____

Address: _____

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Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 11/29/20

(PLEASE PRINT)

Name: CHORESH WALD

Address: 311 E11 ST New York NY 10003

I represent: East Village Community School Parent Association

Address: 610 E12 ST New York NY 10009

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☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Archie B. York

Address: 339 West 23rd St NYC 10011

I represent: Signature For Job Street

Address: 111 1st St NYC

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Appearance Card

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☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: LYNDA HANSEN

Address: 115 E. 92 St

I represent: FSS

Address: 115 E 92 St NY 10128

**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: January 29, 2020

(PLEASE PRINT)

Name: LIZA MARTINEZ

Address: 1000 Bedford Ave, #2, B.K, N.Y. 11205

I represent: Families For Safe Streets

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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☐ in favor ☐ in opposition

Date: 1/24/20

(PLEASE PRINT)

Name: Zack Miller

Address: _____

I represent: Trucking Association of New York

Address: _____

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Appearance Card

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Date: 1/29/20

(PLEASE PRINT)

Name: ERIC MCGURE

Address: 423 4TH ST. BROOKLYN 11215

I represent: STREETSPAC

Address: 17 BATTERY PLACE #204 NY NY 10004

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