

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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November 30, 2020

Start: 1:01 P.M.

Recess: 2:46 P.M.

HELD AT: REMOTE HEARING

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

COUNCIL MEMBERS: Fernando Cabrera
Andrew Cohen
Chaim M. Deutsch
Ruben Diaz, Sr.
Robert F. Holden
Peter A. Koo
Stephen T. Levin
Mark Levine
Carlos Menchaca
Daneek Miller

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

Leo Hayward, Deputy Commissioner for Sidewalk
Inspection Management or SIM, New York City
Department of Transportation

Sean Quinn, Assistant Commissioner of Street
Improvement Programs, Department of Transportation

Rebecca Zack, Assistant Commissioner for
Intergovernmental and Community Affairs
Department of Transportation

Eman Rimawi, New York Lawyers for the Public Interest
and double amputee with Lupus

Kathleen Collins

Jean Ryan

2 (TECHNICAL)

3 SERGEANT-AT-ARMS: Thank you. Good afternoon
4 everyone and welcome to today's remote hearing New
5 York City Council hearing on the Committee of
6 Transportation. At this time would all panelists
7 please turn on their video for verification. Once
8 again, we ask for all panelists to please turn on
9 their video for verification. To minimize
10 disruption we ask that everyone please place
11 electron devices on silent or vibrate. If you wish
12 to submit testimony you may do so at testimony at
13 council.nyc.gov. Again, that is testimony at
14 council.nyc.g-o-v. Thank you for your cooperation.
15 Chair Rodriguez we are ready to begin.

16 CHAIRPERSON RODRIGUEZ: Thank you Sergeant.
17 Thank you all for joining our, for joining our base
18 hearing today on accessibility of the streets.
19 First, I'm going to turn it over to our Committee
20 Counsel to go over some procedure items. Thank you,
21 Elliott.

22 COMMITTEE COUNSEL LYNN: Thank you. I'm
23 Elliott Lynn Counsel to this Transportation
24 Committee at the New York City Council. Before you
25 begin I want to remind everyone that you will be on

2 mute until you are called on to testify at which
3 point you will be unmuted by the host. Please listen
4 for your name to be called. I will be periodically
5 announcing who the next panelist will be. The first
6 panelist will be from the Department of
7 Transportation, Deputy Commissioner for Sidewalks
8 and Inspection Management Leon Hayward Assistant
9 Commissioner for Street Improvement Programs Sean
10 Quinn and Assistant Commissioner for
11 Intergovernmental and Community Affairs Rebecca
12 Zack. During the hearing if Council members would
13 like to ask a question please use the Zoom Raise
14 Hand function and the Chair or I will call on you in
15 order. We will be limiting Council Member questions
16 to five minutes. Please also note that freeze of the
17 special hearing we will not be allowing a second
18 round of questioning. Thank you. Before I turn the
19 hearing back over to the Chair, I'd like to
20 acknowledge that we have been joined by Council
21 Members Diaz, Holden, Koo and Rose. (bell) Chair
22 Rodriguez.

23 CHAIRPERSON RODRIGUEZ: Thank you. First
24 of all, I would like to hope that everyone had a
25 great Thanksgiving. I know that this is, this

2 holiday was completely different from the previous
3 one, but I know it was it was good because we did
4 what we had to do to celebrate our Thanksgiving
5 keeping the distance and limiting the numbers of
6 family members that we got together with. So,
7 hopefully everyone were able to contribute to deal
8 with this epidemic, but still can bring a second
9 wave to our city, and we as New Yorkers have to be
10 ready to work together and fight against this
11 epidemic and come out stronger than before. Good
12 afternoon everyone. Today the Committee on
13 Transportation convenes remotely to call the hearing
14 on the following of this side topic as the civility
15 as disability of the streets. As we know, in the
16 past month our lives have dramatically changed. The
17 pandemic has changed the way in which we interact in
18 our streets. Notably, the city is reimaging public
19 space and how the public interacts with this space
20 including innovative and creative ways to expanding
21 new sidewalk and outside space has been increasingly
22 seen. As this space are being reconstructed, and
23 utilized in a different manner, it is important to
24 remember to ensure that that accessibility of this
25 street is maintained for all New Yorkers and

2 visitors particularly for those New Yorkers or
3 visitors that are living with physical challenges.
4 In New York City there are more than 920,000 New
5 Yorkers who self-identifies as individuals with
6 disability or individuals with physical challenges,
7 and it is estimated that there are about six million
8 annual visitors to the city who also have to deal
9 with physical challenges. To ensure that this
10 individual living with physical challenges have the
11 same rights and ability to leave as those without
12 disabilities and the Mayor's Office for People With
13 Disabilities was established in 1973. The office
14 makes sure that all city initiatives, programs and
15 policies are adequately addressing the need of those
16 individuals who contribute the same as those
17 available not to deal with physical challenges.
18 Today, we are here and ready to listen from DOT its
19 goal, which goal is supervised for safe, efficient
20 and environmentally responsible movement of people
21 and good in New York City. Although DOT's main goal
22 is to ensure safely, safety for all, DOT also
23 implements problems to help make New York City's
24 streets more accessible. DOT has taken specific
25 measures to ensure that individuals with low

2 visions, hearing, connective disabilities or limited
3 mobility are able to access our streets. All DOT's
4 policies comply with applicable laws of which
5 include but not limited to the Americans
6 Disabilities Act and the Rehabilitation Act. To
7 ensure compliance and inclusion of all individuals
8 with physical challenges DOT has committed to making
9 all streets accessible by implementing pedestrian
10 runs to get all in our streets and sidewalks, ensure
11 those who are blind or low vision are aware of the
12 location of bike lanes throughout the city, create
13 the campaign called the Cyclist Campaign, which
14 looks for streets, awareness of

15 COMMITTEE COUNSEL: Sir, I'm sorry, but you
16 have to think we're having some technical issues in
17 the background. So, if we could just apologize for
18 one moment. Thank you.

19 CHAIRPERSON RODRIGUEZ? It is my background
20 or anybody else.

21 COMMITTEE COUNSEL: No, no, I think we're
22 having some issues with live streaming of the
23 hearing.

24 CHAIRPERSON RODRIGUEZ: Okay.

2 SERGEANT-AT-ARMS: So, just give us a minute
3 to figure that out in the background. Thank you.

4 CHAIRPERSON RODRIGUEZ: Okay. I'll do that.
5 (pause) Can you hear me there?

6 SERGEANT-AT-ARMS: Yes, sir. We're just
7 waiting on the stream to be corrected. Just give us
8 a couple of moments.

9 CHAIRPERSON RODRIGUEZ: Okay.

10 FEMALE SPEAKER: Chairperson Rodriguez, I'm
11 going to remute you. As soon as we're ready to
12 begin, I'll come back on the line.

13 CHAIRPERSON RODRIGUEZ: Okay. (pause) Okay,
14 first I am sorry for the technical issues and as
15 I...I was saying, DOT has committed to making all
16 the streets accessible by implementing pedestrian
17 routes to get end of streets and sidewalks, ensure
18 those, ensure those who are mind and low vision
19 aware of the location that that makes throughout the
20 city, create a campaign called the Cycle as
21 Campaign, which looks like there's awareness of
22 vulnerable road users especially low vision or blind
23 pedestrians throughout the city. There's implemented
24 accessibility measures within DOT's pedestrian
25 process covers, which looks to create more public

2 office space by utilizing under-utilized street
3 space and convert them into process where New
4 Yorkers can sit, rest, socialize and enjoy public
5 life. The DOT ensures pedestrian signals have
6 accessibility features to protect pedestrians who
7 are blind or who have low vision by assisting them
8 in crossing the street with short recorder messages
9 and sounds ensuring pedestrians intervals are
10 accessible to all pedestrians providing visual
11 signals for pedestrians to walk and cars to go
12 implementing safer streets for seniors and major
13 pedestrian safety initiatives for older New Yorkers,
14 and implementing Citibanks and a program that
15 installs branches throughout the city that make
16 streets more comfortable for transit drivers and
17 pedestrians especially for those who are older and
18 disabled. During today's hearing I would also like
19 to hear more of how the DOT is working with the MTA
20 to ensure that all train stations are accessible.
21 Again, this is something that is important for all
22 New Yorkers and especially around this time where we
23 hear the reality of the MTA dealing with financial
24 crisis, it is important that we hear from DOT how
25 does the agency continue conversation with the MTA?

2 It is my goal to ensure that all stations become
3 accessible by 2030. We cannot forget about the
4 older New Yorkers and more than 5 million visitors
5 with physical challenges who also deserve our
6 support. At today's hearing we hope to hear
7 testimony from the MOC, the MOC and DOT regarding
8 how they are expanding in two ways as accessibility
9 related programs, initiatives and policies
10 throughout our city. We want to look at how the city
11 is managing its streets and ensuring that they have
12 all the safety criteria and ensuring accessibility.
13 I will now ask our moderator and committee counsel
14 to call on the Administration to testify and to
15 administer the oath.

16 LEGAL COUNSEL: Thank you. Before I do
17 that, I would like to acknowledge that we have also
18 been joined by Council Members Cohen, Levine,
19 Deutsch, Menchaca, Cabrera and Miller. I will now
20 call on the following Members of the Administration
21 to testify: Leon Hayward, Sean Quinn, and Rebecca
22 Zach. I will now read the affirmation, and then I
23 will call on each individual to confirm their
24 response on the record. Please raise your right
25 hands. Do you affirm to tell the truth, the whole

2 truth and nothing but the truth in your testimony
3 before this committee and to respond honestly to
4 Council Member questions? Deputy Commissioner
5 Hayward?

6 DEPUTY COMMISSIONER HAYWARD. I DO.

7 LEGAL COUNSEL: Assistant Commissioner Quin.

8 ASSISTANT COMMISSIONER QUINN: I do. (bell)

9 LEGAL COUNSEL: Assistant Commissioner Zach.

10 ASSISTANT COMMISSIONER ZACH: I do.

11 LEGAL COUNSEL: Thank you. You may begin
12 your testimony when you're ready.

13 CHAIRPERSON RODRIGUEZ: And before they
14 begin I would like to express our thank you to the
15 former Commissioner and places like the first
16 hearing that we had former Commissioner Paul
17 Sandoval and I know that the whole team that was,
18 who are here today they were representing the agency
19 well, but we will always miss our great DOT
20 Commissioner and as we express to her we hope the
21 best luck for her on whatever plans she has, she has
22 for the future. She came with the stream at the
23 national level, and I know that as we will be making
24 at the city level, I know, I hope that she will help

2 us at some level if she would decide to go to D.C.

3 Thank you.

4 LEO HAYWARD: Okay. Good afternoon Chair
5 Rodriguez and members of the Transportation
6 Committees. I am Leo Hayward, Deputy Commissioner
7 for Sidewalk Inspection Management or SIM at the New
8 York City Department of Transportation and I am
9 joined by Sean Quinn, Assistant Commissioner of
10 Street improvement Programs, and Rebecca Zack,
11 Assistant Commissioner for Intergovernmental and
12 Community Affairs. Thank you for the opportunity to
13 testify today on behalf of Commissioner Trottenberg
14 on street accessibility. Under Mayor de Blasio's
15 leadership, DOT and this administration are
16 committed to creating a more accessible city for all
17 New Yorkers. One of DOT's core focuses is
18 maintaining and enhancing our pedestrian
19 infrastructure free of defects and accessible to
20 all. Last year SIM performed over 22,500 inspections
21 and reconstructed over 2.1 million square feet of
22 defective sidewalks citywide. Now, turning to
23 pedestrian ramps. Pedestrian ramps provide access on
24 and off over 12,700 miles of sidewalks at
25 approximately 185,000 street corners, mid-block

2 crossings, and medians and are essential to all
3 pedestrians, people with disabilities and older
4 adults. Currently, DOT upgrades pedestrian ramps
5 primarily by following the Agency Resurfacing
6 Operation. In addition, pedestrian ramps are
7 addressed when responding 311 complaints, sidewalk
8 improvement programs and sidewalk repairs. But
9 recently you may have seen more about in-house crews
10 and DDC managed contractors around as we take on the
11 task of assessing and upgrading every pedestrian
12 ramp throughout the city. DOT has added a team of
13 hundreds of permanent and seasonal employees
14 including planners, engineers, in-house construction
15 crews and inspectors and in partnership with our
16 sister agency DDC is awarding billions of dollars in
17 contracts. In October of last year DOT completed a
18 citywide survey using innovative technology to
19 collect data on pedestrian ramp elements. We
20 contracted a technology company who surveyed a total
21 of 217,778 ramps using high definition street level
22 imagery and new software to extract each ramp's
23 measurements. We also trained other agencies,
24 developers, and utility companies on ADA
25 requirements for the pedestrian ramps included in

2 their projects. Finally, we have a dedicated
3 outreach team for community engagement and are
4 collecting and tracking data through a comprehensive
5 asset management system. This long-term undertaking
6 presents tremendous challenges at great scale. We
7 must design and construct around numerous righ-of-
8 way infrastructure including utility lines, text
9 facings, hydrants, street lights, trees, elevators
10 and below ground transit structures, vaults under
11 the sidewalks, the same type material in landmarked
12 historic districts and now sidewalks among others
13 and to make it even more challenging, the city
14 streetscape is ever changing with private
15 developers, utilities, and other agencies working on
16 our streets and sidewalks every day. This
17 administration believes in providing safe and
18 accessible means of travel to all New Yorkers and is
19 proud to be dedicating very robust resources to that
20 goal under the Mayor's leadership. Since July 2017,
21 we have installed 1,185 missing ramps, and upgraded
22 21,000 existing ramps. The public has seen the most
23 recent survey data, assessment and construction
24 progress at [www.nyc](http://www.nyc.gov/headramps.info) head ramps.info. Now, Assistant
25 Commissioner Quinn will discuss our work to create

2 new pedestrian enhancements, our engagement with the
3 disability community for project design, use of the
4 curb and finally how involving street use in the
5 face of the COVID 19 impacts accessibility.

6 SEAN QUINN: Thank you Leo. Good afternoon.
7 I am Sean Quinn, Assistant Commissioner for Street
8 Improvement Programs. Thank you for the opportunity
9 to testify. Pedestrian enhancements are a major
10 focus for DOT and Vision Zero efforts. With any
11 agency the pedestrian unit works with other
12 operational and planning units to implement new and
13 expanded pedestrian facilities and to create new
14 pedestrian connections. One recent example is that
15 the complex intersection Bronx Park East and
16 Bronxville Avenue where we installed 12,500 square
17 feet of sidewalk to create new pedestrian
18 connections where there was only once a parking
19 field. Another is at the historic intersection of
20 York Street and Pearl Street in Brooklyn where we
21 installed new crossings of smooth accessible pavers
22 in the cobblestone street as well as an expanded
23 sidewalk to create an improved intersection layout,
24 ensured they are more direct crossings. In addition
25 to the safety enhancements our Plaza Program has

2 turned underused, underused road beds into vibrant
3 and accessible pedestrian spaces with 65 locations
4 currently open to the public. Making these upgrades
5 and all of our projects accessible, safe and
6 successful cannot be done without input and guidance
7 from accessibility experts. DOT works closely with
8 the disability community and advocates to understand
9 issues that people with disabilities face while
10 navigating city streets. We host workshops, run
11 online surveys and speak directly to experts in the
12 field to best design ideas and test new treatments,
13 materials and technologies. To give an example,
14 DOT's Mobility Management Team co-organizes mobility
15 clinics and evaluation of events with community
16 partners in which people with disabilities learn new
17 travel skills while DOT tests and surveys
18 participants about potential street treatments. In
19 the face of the many challenges posed by COVID-19,
20 DOT continues to partner with community
21 organizations to engage the public through virtual
22 and teleconference platforms. During the summer we
23 have an informational outreach session with high
24 school students who are blind or have no vision.
25 Help via Zoon, the virtual session enables an

2 engaging conversation with students who learned
3 about the physical design approaches DOT applies to
4 enhance travel for people with vision disabilities,
5 and to engage other adults with disabilities DOT
6 held a conference via phone to learn about the
7 mobility challenges older adults are experiencing du
8 to the pandemic, and to share information about our
9 accessibility work. DOT also produces the Mobility
10 Management Resource Guide, which includes
11 information about our street improvement projects,
12 transit services and other DOT initiatives to
13 enhance mobility and accessibility, and last week
14 DOT was pleased to welcome Edmund Asiedu to backfill
15 our Accessibility Coordinator position. This
16 critical advisor to the Commissioner is the agency's
17 representative for Accessibility Initiatives, and
18 lead ADA Policy and Compliance internally and
19 externally. Another core part of the agency's
20 mission is to balance many different uses for our
21 streets while maintaining access for all
22 particularly on busy commercial corridors we manage
23 curb use to facilitate loading and unloading of
24 goods and passengers, access to transit and
25 temporary parking for shoppers and visitors among

2 other uses while all while maintaining emergency
3 access. As an important part of this mission our
4 Parking Permit Unit administers approximately 27,000
5 parking permits for people with disabilities. These
6 permits provide motorists with a documented
7 disability, create a flexibility by allowing parking
8 in metered zones free as charge as well as the use
9 of no parking areas, authorized parking only areas
10 and truck loading areas. Now I'll speak about DOT's
11 work under...now I will speak about DOT's work under
12 Mayor de Blasio's leadership to transform our
13 streets in the face of COVID-19, and to promote safe
14 recreation, sustainable transportation and support
15 the city's beloved restaurant and retail industries.
16 First, as Commissioner Trottenberg recently
17 testified in detail, this administration has
18 implemented over 83 miles of open streets citywide,
19 citywide nearly 50% of which are in zip codes with
20 the highest rates of COVID in the city, mostly
21 communities of color, and nearly 60% of which are in
22 census tracts that are low to moderate income. When
23 it comes to accessibility, DOT understands that a
24 significant concern for some people with
25 disabilities rely on vehicles, its continued local

2 access for parking and promoting and unloading
3 passengers in taxis, for-hire vehicles, Access-a-
4 ride and private cars. This is one of several
5 important reasons that our open street programming
6 gains local access, but we are also keenly aware of
7 the program's operational challenges including the
8 need to maintain appropriate set-ups and are mindful
9 of this issue as we plan for the program's future.
10 Building on our Open Streets Program, DOT in
11 partnership with the Council and restaurant industry
12 established the Open Restaurants Program. This has
13 been one of our most far reaching and successful
14 COVID related industry, and we think the largest
15 such program in the world. To date over 10,700
16 restaurants have applied to participate in the
17 program, supporting an estimated 90,000 jobs for a
18 diverse group of employees. New Yorkers have
19 embraced the program in neighborhoods throughout the
20 city, in Motthaven in the Bronx, Washington Heights
21 in Manhattan and Jackson Heights in Queens, Sunset
22 Park in Brooklyn, Thompkinsville in Staten Island,
23 and dozens more. And now, and now through the Open
24 Storefronts Program, which the Mayor announced on
25 October 28, retail establishments can use sidewalk

2 space in front of their business as well provided
3 that they maintain a clear path of travel for
4 pedestrians. In the face of COVID 19 we deployed and
5 expanded the Open Restaurant Program quickly by
6 allowing restaurant self-certification and then
7 relying on New York City employees to inspect each
8 location and require modifications where we
9 discovered issues. While we understand there were
10 challenges with this approach, we worked diligently
11 with business owners to ensure ADA compliance
12 requiring streets to either be flush with the curb
13 or provide a temporary ramps, and ensuring
14 compliance paths of travel, table height and
15 clearance requirements. Note Pad has created
16 helpful fact sheets on the accessibility
17 requirements for both open restaurants and open
18 store fronts including detailed diagrams and
19 instructions, which are available on their website.
20 As the Mayor announced, and the Council codified in
21 Local Law 114 of 2020 sponsored by Council Member
22 Reynoso, work is underway to design and, to design a
23 legal and operational structure for a permanent open
24 restaurants program with the goal of having it in
25 place before the end of next year. Now, as we turn

2 to making the popular program, which was created
3 under emergency mayoral executive order to a
4 permanent part of our city we look forward to
5 discussing with the Council the longer term
6 operational, fiscal and legal issues to be resolved,
7 and of the importance to ensure that steps and
8 guidelines under the permanent program meet ADA
9 standards while maintaining appropriate clear paths
10 for all pedestrians. Finally, in developing a
11 permanent program we must remember that DOT's Core
12 mission remains moving people and goods through the
13 city safely, efficiently and in an environmentally
14 sustainable manner that...in an environmentally
15 sustainable manner that is accessible to all.
16 Therefore, the future program must also prioritize
17 bike lanes, bus lanes, pedestrian space, loading,
18 unloading as well as parking for people with
19 disabilities among other competing uses while
20 leaving room for future innovation. In conclusion,
21 as you said the city streets continues to evolve,
22 DOT is committed to creating a more accessible city
23 for all. In the midst of these challenging times we
24 thank the Council for your ongoing partnership and
25 look forward to continuing this critical work. Thank

2 you for the opportunity to testify and we now
3 welcome any questions.

4 CHAIRPERSON RODRIGUEZ: Thank you. I have a
5 few questions, and then my colleagues they also have
6 the questions. Since we are doing after the
7 pandemic, you know, we've been able to work with
8 the, with the Open City Restaurant Program. It is
9 something that we share at the concept, but also, I
10 will understand that you guys will be every day
11 thinking about challenges. At the time we have
12 programs we should continue with the program that we
13 need to address, things that are related to
14 improvements. How does DOT work with a business to
15 ensures that sidewalk and the streets around those
16 establishments are participating and then remains,
17 are participating and remain accessible to
18 pedestrians especially for people living with
19 physical challenges?

20 SEAN QUINN: So, our inspectors they go out
21 and while they are inspecting the businesses and the
22 restaurants they talk with the managers and owners
23 and we provide them with advice on how to make sure
24 that their facility as well as well as the rest of
25 the sidewalk is accessible. We answer all their

2 questions, and we do our best to provide them with
3 guidelines so that they can adhere to those
4 requirements.

5 CHAIRPERSON RODRIGUEZ: Do you see any
6 challenges in the near future that can be, where we
7 can get some pushback from some business owner when
8 it comes to responsibility when they have to make
9 those areas, seating areas accessible or do you see
10 a level, can you describe a general level of
11 cooperation from our local business community
12 especially restaurant owners?

13 SEAN QUINN: Yeah, we do have a general
14 understanding of compliance. When we go out, you
15 know, we have, we have not had a lot of resistance
16 and people have been very eager to have guidance
17 from us when we've gone out, and they wanted to get
18 it right. Even if, you know, they call us and ask us
19 to come back a second or third time, we've been able
20 to do that. So, the important part is that they
21 reach out to us, and we do get the impression that
22 they want to adhere to the guidelines. They want to
23 be doing all the right things, and they work toward
24 doing that.

2 CHAIRPERSON RODRIGUEZ: Great. Thanks and
3 what...how can you describe our streets right now
4 when it comes to area where we have intersections
5 where we have not been able to put some pedestrian
6 island or to advise that you know make, force the
7 drivers to slow down, but instead we still have many
8 intersections where drivers are turning in more than
9 20 or 25 miles per hour. Have you been, do you have
10 a team of people? Are you doing assessment or
11 challenges that we have in some intersections where
12 there are still drivers there turning in high speed
13 limit?

14 SEAN QUINN: So, we continue to roll our
15 the, our Left Turn Traffic Calming Program
16 throughout the city. We do many do many
17 intersections a year. We tackle that where we've
18 seen specifically crashes related to turning
19 vehicles. So, we continue to target those
20 intersections with calming engineering, and with
21 even in the past year as we're announcing our Green
22 Wave Plan, we've modified some of our designs for
23 bike lane intersections to also ensure that vehicles
24 are turning slowly. We continued to roll out that
25 program over the coming years. We do as you know see

2 the turning vehicles in the intersection as critical
3 to address Vision Zero and we continue to do that.

4 CHAIRPERSON RODRIGUEZ: When you look at
5 other cities in our country and I know you're just
6 looking at and are comparing the other places, but
7 just here in our country. Which other state that you
8 just feel, the you can compare that they are doing
9 this better thing that we are doing here or in which
10 area do you think that the city, our neat city of
11 New York can say we are a role model, and where do
12 you still see area that we have to improve to be the
13 city with the best, the most friendly one for
14 individuals with physical challenges?

15 SEAN QUINN: Thank you for that question.
16 I know here in New York we are at the forefront of a
17 lot of different initiatives from one of the largest
18 open streets programs from the installation of
19 larger numbers of protective bike lanes. The work we
20 do with our technology and signal infrastructure for
21 accessibility, the accessibility to the disability
22 community. So, we're always looking at other cities
23 and ways that we can improve on how we operate, but
24 we do feel that we, we have sort of a head start and
25 we're doing a lot of great work when it comes to

2 changing the city and turning into a place for all
3 street users.

4 CHAIRPERSON RODRIGUEZ: Okay. Do you feel
5 comfortable to say that we're proud to know that
6 allowing the DOT to use the Vision Zero really
7 silent, the silent program so that we follow all the
8 design and align with our goal of Vision Zero that
9 we are making progress in there or you feel that
10 because of the COVID-19 they have been so, you know,
11 slowed down on that load that we work together, you
12 know to be sure that any work to be done or any
13 intersections, redesign an intersection will be part
14 of our Vision Zero goal?

15 SEAN QUINN: So, just to clarify, are you
16 speaking of the checklist?

17 CHAIRPERSON RODRIGUEZ: Yes.

18 SEAN QUINN: Okay. Yeah, so we, even though
19 we did have a slow start to this, our project season
20 because of our challenges around COVID-19, in the
21 summer we were able to pick back up on our
22 implementation of projects throughout the city. We
23 ensure, we always try to ensure that all of our
24 projects have the best and best number of elements
25 to provide safety for all street users. We have been

2 updating the checklists online as per the law where
3 you can refer back to each project to see how we
4 did. Every checklist, every project that requires a
5 checklist will have that checklist listed along with
6 the project, and you can, anyone can reference to
7 see how we're doing with including all the safety
8 elements in our projects.

9 CHAIRPERSON RODRIGUEZ: Okay and my last
10 question in this round and then we're going to be
11 calling our colleagues to also ask questions, is
12 about our sidewalks. As you know, we've been having
13 conversations. I have a bill that we drafted, and
14 that also to work together with you guys that will
15 make DOT the leading agency to address anything
16 related to sidewalks, and, and our goal is something
17 similar to what's happening in Vision Zero. Like
18 right everyone knows that if we had to culminate
19 anything on Vision Zero it's our DOT as it is in
20 this case Commissioner Polly Trottenberg as the
21 leading one and coordinating anything they want it
22 to be, and with DOC and then or any agency that play
23 any role related to Vision Zero. When it comes to
24 sidewalks, there's some red tapes that we have with
25 that because lacking goals is in our favor. There is

2 no business that get involved. A lot of other things
3 is involved every department or building. So, my
4 experience in this here is not the lack of your will
5 from you guys and other guys about we as a city have
6 not established. We see the city agency that sure
7 coordinated the other one, and I don't know if we
8 continue repeating and have an example of cases of
9 Nicholas Avenue, 180 and other places here that, you
10 know, there's a limited space of population to walk,
11 but it's not that the DOT would not like to, you
12 know, be sure that if we observer the public advise
13 about a lot of things involve the final building,
14 other things involve most of an affair, how do you
15 feel for DOT to be the agency that should be leading
16 the coordination of anything related to make
17 sidewalks accessible to everyone, especially to
18 individuals with physical challenges?

19 SEAN QUINN: So, I know that we...I hear
20 what you're saying with the variety of different
21 agencies that are involved in issues related to the
22 sidewalks so we're definitely interested in hearing
23 more on this bill and have those conversations going
24 forward.

2 CHAIRPERSON RODRIGUEZ: Okay. Thank you.

3 Now, let's move to the Council if they have
4 questions. Elliott, I'm going to put it back to you.
5 So, the other thing always controlling the order of
6 the categories. You have to raise your hand to ask
7 questions.

8 ELLIOTT LYNN: Thank you Chair. We will now
9 call on Council Members in the order that they have
10 used the Zoom Raise Hand function. Council Members,
11 please keep your questions to five minutes. The
12 Sergeant-at-Arms will keep a timer and will let you
13 know when your time is up. We'll start first with
14 Council Member Rose who will be followed by Council
15 Member Cohen. Council Member Rose.

16 SERGEANT-AT-ARMS: The time starts now.

17 (pause)

18 ELLIOTT LYNN: Um, you can...(pause)

19 COUNCIL MEMBER ROSE: Can you hear me now?

20 ELLIOTT LYNN: Yes, we can.

21 COUNCIL MEMBER ROSE: Oh, thank you. I'm
22 sorry. I was having trouble unmuting. Thank you,
23 Chair, and Deputy Commissioner, the Safe Streets for
24 Seniors Program is a pedestrian safety initiative
25 for older New Yorkers in which DOT evaluates

2 pedestrian conditions in targeted senior pedestrian
3 focused areas, and they make safety improvements.
4 Could you tell me how many senior pedestrian focused
5 areas are on Staten Island and where they're located
6 and what criteria was used to evaluate pedestrian
7 safety and accessibility, and what specific
8 litigation measures have been implemented as a
9 result of this program? Thank you.

10 ELLIOTT LYNN: okay. So, I'm actually going
11 to pass that onto Sean. He has more information on
12 that one.

13 COUNCIL MEMBER ROSE: Okay. thank you.

14 SEAN QUINN: Thank you Council Member for
15 the question and I don't have the exact number of
16 locations senior pedestrian focused areas on Staten
17 Island. I can absolutely get that back to you. I
18 know these areas have been determined and they are
19 in all five boroughs. They have been determined by
20 looking at our Senior Safety, Injury and Fatality
21 date as well as senior population to focus our
22 attention and efforts on street safety projects in
23 those areas. The typical project... I'm just looking
24 to see if I have the answer here. Okay. The
25 typical projects range from changing signal timing

2 to allow for a longer crossing time for seniors who
3 may have a...may require a little bit longer to
4 cross the street, and then a lot of the other things
5 that you've seen DOT do or cross a city pedestrian
6 refuge island so seniors can... People who need a
7 longer time they can wait in the middle of the
8 street while they're crossing, short in crossings,
9 more direct crossings. So, a lot of work with our
10 signal timing and geometry changes to aid those
11 seniors who are walking and getting around their
12 neighborhoods.

13 COUNCIL MEMBER ROSE: Are these measures
14 also targeted where senior centers are? I understand
15 that there are some neighborhoods that are targeted,
16 but like there are clearly identified senior centers
17 where these measures should be applied. Is that also
18 a part of the criteria in determining where they,
19 where these districts are, these areas are?

20 SEAN QUINN: Yeah, and so just to go back
21 to your earlier question, we have two areas within
22 Staten Island. Then you go up Highland Boulevard
23 area and South Beach. You can find the maps of what
24 was included in those areas on our website under
25 pedestrians and safe streets for seniors. I do know

2 that population is a... Senior population is a
3 factor in determining these areas, which would also
4 indicate that there are senior centers within those
5 zones. I don't know if we're looking specifically at
6 senior centers when determining where the zones are.

7 COUNCIL MEMBER ROSE: What, what type of
8 volume would trigger a location being considered a,
9 you know applicable for this initiative?

10 SEAN QUINN: That, again I also don't have
11 the exact answer for that, but that's something that
12 we can look into and I can get you all the
13 requirements for how neighborhoods are chosen for
14 the program.

15 COUNCIL MEMBER ROSE: Okay. Alright, thank
16 you.

17 SEAN QUINN: Yes.

18 COUNCIL MEMBER ROSE: Thank you.

19 CHAIRPERSON RODRIGUEZ: Thank you Council
20 Member.

21 SEAN QUINN: Thank you Council Member Rose.
22 Next is we will hear from Council Member Cohen who
23 will be followed by Council Member Holden. Council
24 Member Cohen.

25 SERGEANT-AT-ARMS: The time starts now.

2 COUNCIL MEMBER COHEN: Thank you very much.
3 Thank you Chair. Really, I think I have sort of the
4 same question I had when Commissioner Trottenberg
5 testified last time, which, you know, I wish her all
6 the success in the world. I'm not sure that we're
7 articulating, you know, a sort of macro vision for
8 what the streets are going to look like and that
9 we're using them in a way that makes the most sense
10 for the most New Yorkers, and even the fact that,
11 you know, we're responding to the COVID crisis like
12 at this stage of the game it is so reactionary
13 really I think it's disappointing. I think that the
14 allegation of, you know, of valuable street
15 resources I'm just not sure that we're really
16 articulating a vision for these resources in a way
17 that works for us now, and that's certainly going to
18 work for us in the future. You know, and we're
19 introducing more and more users to the street, you
20 know, electric scooters and all these various
21 electric individual mobility devices. Like things
22 are changing rapidly, and I feel like you know the
23 streets, you know we don't have...we have a finite
24 number of streets, but how we use them I just, again
25 I'm not convinced that we're articulating a vision

2 for how this is, you know, sustainable. Having all
3 of these, the vast amount of streets that's devoted
4 to residential parking. I've talked to the
5 Commissioner about residential parking permits and
6 there seems to be a low level of enthusiasm for
7 that, but I mean that's a lot of space that's
8 allocated to parking cars many of which may not even
9 be registered to people who live in the city. Can
10 you talk a little bit about the agency's just, you
11 know, long-term vision and how you think that we
12 could better allocate, you know limited street
13 resources?

14 SEAN QUINN: Sure. So, I think there's a
15 couple of different answers to that question. Namely
16 as it comes to Open Streets and Open Restaurants
17 programs and our Open Street Restaurant Programs, we
18 did learn a lot of how to design the city streets. I
19 think we were able to by launching those programs
20 help other people in the city re-envision how New
21 York City streets can be used. We definitely learned
22 a lot of lessons with that program, but the program
23 is also built off of a lot of work that the agency
24 already did. So, we're going to take the work that
25 we've been doing, the work that we did over the

2 summer and fall the lessons that we've learned and
3 develop longer term future programs to build out of
4 this and take all the lessons that we learned
5 especially when it comes to how we can make sure
6 those streets accommodate people with disabilities
7 and intro count as we develop those programs. I
8 think there has been some visions laid out in our
9 Green Wave Plan as well as the Better Buses Plan to
10 show how and where we intend on transforming some of
11 those streets and how we hope to layer in these
12 pedestrian elements and these pedestrian streets
13 into those planning processes.

14 COUNCIL MEMBER COHEN: Thank you, Mr. Chair. I
15 appreciate your time.

16 CHAIRPERSON RODRIGUEZ: Thank you.

17 SEAN QUINN: Thank you Council Member. Next,
18 we will hear from Council Member Holden who will be
19 followed by Council Member Miller. Council Member
20 Holden.

21 COUNCIL MEMBER HOLDEN: Yes, so thank you,
22 thank you everyone and thank you Chair for this
23 hearing. I think it's very important to talk about
24 just basic needs of some communities that are not
25 getting the improvements that we heard today. For

2 instance, I have for three years waited for speed
3 bumps on W Sixth Street in Woodhaven. I've also had
4 a crosswalk, many crosswalks in my community that
5 are really anyone walking would take their lives in
6 their hands because of for instance Jamaica Avenue
7 and Woodhaven Boulevard, which is not really my
8 district. It's a little out of my district, but it's
9 like walking on the moon, and I've, I've approached
10 DOT many times about fixing that. Not touched. We
11 even see heavily traveled streets not only in my
12 district, but throughout the city that are rippled.
13 You have this ripple on the roadbed that's not
14 fixed. Walking, normal walking people with
15 disabilities can't walk on those kind of ripples and
16 that's no fixed, and then we see people walking
17 around precincts where police vehicles their own
18 personal vehicles parked on the sidewalk blocking
19 crosswalks, doing everything, parking everywhere and
20 how can we even fix that? How can we prevent them
21 from doing that other than just enforcement? Can we
22 do improvements on these corners especially around
23 precincts that will stop them from parking except
24 the police and they're not going to enforce their
25 own laws obviously. We're not, we're not seeing the

2 enforcement around precincts especially some of mine
3 where the police vehicles are parked everywhere
4 blocking crosswalks. So, forget about... You know, I
5 think we have to get back to some kind of the basics
6 of clearing our crosswalks, prevent people from
7 crossing on the sidewalks, but I'd like to address
8 these things, and I'm not getting from Queens DOT.
9 I'm not getting the answers. I'm getting a very,
10 very slow response, and I don't want to get a COVID,
11 This is pretty basic to COVID. You know, I'm hearing
12 that. I heard at this hearing that COVID slowed
13 things up. Yeah, we understand that, but we weren't
14 getting service before the COVID for the last three
15 years. So, I would just like the DOT and the
16 officials here try to address some of these. What is
17 the procedure on damage cross-walks? I'm talking
18 about the road bed, the ripple that I mentioned.
19 What is the procedure on that? Does that get like
20 sort of putting it on the back burner here.

21 REBECCA ZACK: Are you speaking...I think
22 over... Hi, Council Member. Thanks for all
23 your...I'm not sure if you're done. I can wait until
24 you're done.

2 COUNCIL MEMBER HOLDEN: No, no I'm...I have
3 more, but (laughs)

4 I felt so

5 REBECCA ZACK: I'm sorry?

6 MALE SPEAKER: Yeah. So, Rebecca, I was
7 going to drop in on the road bed issue.

8 REBECCA ZACK: Okay.

9 COUNCIL MEMBER HOLDEN: So, you know, as you
10 know the Mayor and the Commissioner have increased
11 our ability to resurface our roadways tremendously.
12 Over the past couple of years we've been having
13 1,300 and 1,100 miles resurfaced over the years and
14 in deciding where we go to resurface and to fixing
15 those problems that you talked about, we do go to
16 the community. We do go to elected officials, and we
17 do use that to set our schedule at every community
18 Board. So, as

19 COUNCIL MEMBER COHEN: Is that a question
20 for all?

21 COUNCIL MEMBER HOLDEN: One second. Can I
22 just... because I'm on the clock here. On that kind
23 of thing I asked for just the milling and they don't
24 really do this or if I could have the crosswalk
25 milled because I wait for years and then to have the

2 whole street milled. Let's say the whole block, and
3 I don't need the crosswalk really because it's
4 dangerous, and I'm not... Do you have a program that
5 when you see dangerous crosswalks because you can't
6 maneuver in them. You can't walk over them even much
7 less a person with disabilities or the ripples
8 that...we're not, we're not seeing that. Do you have
9 that program? I mean maybe Rebecca Zack can answer
10 that. Do you have that?

11 REBECCA ZACK: I'm not, I'm not...

12 SEAN QUINN: We have a, we have a
13 maintenance program that addresses a number of
14 different conditions on the roadway. Specifically
15 I'm familiar with what you're talking about and
16 usually the roadways by bus stops we do take those
17 requests and in the off season we have had our
18 maintenance crews go out address those bus locations
19 that have those ripple effects that we talk about.
20 So, we do do it, and I guess, I guess we just need
21 to make sure we get the locations that you're
22 talking about...

23 REBECCA ZACK: Alright.

24 SEAN QUINN: ...and we will do our best to
25 try to address those.

2 COUNCIL MEMBER HOLDEN: Thank you. I just
3 have one other question but if I may Chair, I just
4 had a pedestrian a senior who was killed crossing
5 the street, and this was an hour that just before
6 dawn when it's hard to see. I understand that.
7 They're still investigating it. Could you tell me
8 DOT's role in an investigation? DO you guys work
9 hand-in-hand with the Police and talk about what
10 improvements could be made or what happened in that
11 particular case where a pedestrian was killed or
12 struck by a motor vehicle? Do you work with the
13 NYPD after that happens?

14 SEAN QUINN: The NYPD is the primary
15 investigator of the incident and however we do send
16 a team, a street team out to these locations to
17 assess the safety elements at the location to see
18 if there is anything we can do immediately to
19 improve the condition or over time. So, we make an
20 initial set of recommendations. The Street Team
21 will make an initial set of recommendations for
22 anything they find immediately, and then those,
23 that location there if it's felt to need more work
24 we'll go into our Street Improvement Program list
25 and we'll be informed by some other of the

2 information that NYPD eventually determines to be
3 the... part of the crash.

4 COUNCIL MEMBER HOLDEN: Yes, I would like to
5 be involved in that, at least get the results of
6 the investigations of your working with NYPD, and
7 I'd like to know what DOT has in mind because I'm
8 little, you know, I'm very concerned about right
9 now people like Commissioner Trottenberg said in
10 the previous hearing during the COVID we're seeing
11 many more people speeding. I'm not saying that the
12 speeding was a result of this current accident that
13 I had in my district. I'm concerned about
14 throughout the city that we see people speeding,
15 and I'm not sure we're getting the enforcement
16 either, but I think we need to--to--to talk about
17 this as to what we can do. I'm having a difficult
18 time getting speeding addressed in my district
19 throughout the area. I think most people are
20 concerned about this. So, we need, you know, we
21 need to come up with solutions, but anyway, thank
22 you, Chair. Thank you for your indulgence.

23 CHAIRPERSON RODRIGUEZ: Okay.

24 SERGEANT-AT-ARMS: Thank you Council Member.
25 Next we will hear from Council Member Miller.

2 Council Member Miller. SERGEANT-AT-ARMS: The time
3 starts now.

4 COUNCIL MEMBER MILLER: Good afternoon. Good
5 afternoon Chair. It is good to see you and my
6 colleagues. I don't even know where to begin. I
7 really don't and I will begin as I begun for the
8 last seven years when we had hearings, which
9 involved the agency the DOT and, and that is
10 whether or not the lack of diversity is a
11 manifestation of the, the lack of equity and
12 services and how they get delivered throughout
13 communities throughout the City of New York. I can
14 agree wholeheartedly, kind of whole heartedly with
15 my colleague Holden that these are things that pre-
16 date COVID, and I would also submit that what we
17 have seen and we have put forth viable plans
18 whether it was busways, programs and projects to,
19 to combat the illegal and unaccessible and unsafe
20 commuter vans and many more, (chime) and nothing
21 has been done over the past seven years. What
22 happens when we talk about Vision Zero here in
23 Southeast Queens and other communities of color
24 throughout the city we don't get the investment and
25 capital improvement, which includes mediums and

2 other capital investment to keep people safe. We
3 get punitive speed cameras, and they're like
4 cameras, which is fine, but we want more. We also
5 want to be engaged as a community. I'm glad to see
6 you Deputy Commissioner Haywood. That's a face I
7 have not seen for the past seven years. I'm very
8 interested to hear about sidewalks and plans
9 to...Obviously homeowners are deeply impacted. I
10 want to talk about accessibility, and how that's
11 important. So, we have a DOT project that is
12 occurring right now here on Merrick (sic) Boulevard
13 in Southeast Queens. It is not a project that was
14 engaged that the community was engaging in part of
15 this cost or any other form of engagement. They
16 were at Community Board meeting last week and, and
17 they were made well aware that they were being
18 disingenuous at best in saying that. We went to
19 them and we asked them to be able to mitigate the
20 problem that which the community had known about
21 forever. During rush hour and certain times of the
22 day it will take you 20 minutes to go three blocks,
23 and there was a study, a study which that was done
24 by DOT proposed by the Jamaica Now, which was
25 finished some time in April or May. It has yet to

2 be released. I think that it's going to demonstrate
3 what we already know that there are areas of
4 congestion that we have put forth some solutions
5 and nothing has happened. So, I...I look forward
6 to seeing that report sooner than later. My office
7 went to DOT with this problem of congestion, and
8 asked for a meeting to discuss how we mitigate.
9 Part of that was a suggestion of a no standing
10 depending on the—obviously the time of day. The
11 traffic flow everyone goes to the subway in the
12 morning. Everyone comes back in the afternoon. The
13 buses will take 20 minutes to go three miles and
14 then 20 minutes to go three blocks. Everyone knows
15 what this is. DOT came out, met with my office, the
16 precinct and made an announcement that they had
17 already begun on the bus lanes. That we were
18 supposed to be touring to discuss. They also
19 painted the bus lanes everywhere along this two-
20 mile corridor except for the locations where the
21 problem began. I have some pictures here where the
22 side from 107 and Merrick, 108 and Merrick and then
23 other places. The commonality amongst these hot
24 spots they are body shops, and on these body shops
25 where those lanes are away they park in the bus

2 stops. They park on the street. We have at least
3 over 100 cars that are parked on the street that
4 never move belonging to these body shops. We have,
5 at this location we have three senior buildings and
6 they cannot walk on the sidewalk because there are
7 cars parked on the sidewalk. Now, DOT was out there
8 with us the 103rd Precinct was out there with us,
9 and we've been having this conversation for more
10 than a year. None of it's been mitigated. Now DOT
11 has moved forward with a plan to put a bus lane not
12 on the curb but taking away one of the driving
13 lanes. Now, we're down to one lane and now when
14 these cars double park and these things happen at
15 these same locations, we were worse off than we
16 were to begin with. That was no community
17 engagement but it was indicative of DOT what they
18 do. They decide that they want to implement a
19 certain program and they're going to fit a square
20 peg into a round hole, and that's just not working.
21 There's been no engagement and it is just
22 consistent with what you're doing. Now, this is
23 the latest project. The busway that we were greatly
24 anticipating on Archer Avenue what we've been
25 working with for nearly ten, two decades when there

2 was administrative allocated money, DOT decided
3 they were going to Jamaica Avenue instead, and when
4 there was community pushback and merchants'
5 pushback and there were no allies to go along with
6 that, that project just went away even though
7 Archer Avenue is the busiest bus corridor in
8 America. Nearly a quarter of a million people take
9 the trains and buses daily and we can't get
10 anything to address that. So, how do we move
11 forward here? How do we move forward when you talk
12 about, we're talking engaging elected and engaging
13 communities, how would...? Again, I would submit
14 that that is disingenuous at best. It has not
15 happened. The program that has happened is what
16 DOT has felt necessary or mayoral, but at the end
17 of the day we still have a busy congested
18 commercial and bus corridor on Jamaica Avenue and
19 Archer Avenue. That is, it is we still have
20 illegal and inaccessible commuter vans that block
21 buses and all traffic on Archer Avenue. These are
22 problems that we've been dealing with for the last
23 six years. We've written legislation. No
24 enforcements. We've spoken through hearings. We
25 didn't do the hearing out there. Commissioner

2 Trottenberg came out there three or four times. In
3 fact, nearly got run over by a commuter van one who
4 jumped the curb. Nothing has happened. So, this
5 all sounds good, but the practical application of
6 it and the impact on mitigating congestion and
7 creating accessibility, and I have see these. You
8 cannot walk out of the building. Near 300 seniors
9 and for two blocks cars are parked on the sidewalk.
10 Derelict cars are parked on the street, and there
11 is no accessibility. Now, the plan was put a bus
12 lane there on the curb to move those cars to get
13 the off the curb. Instead, what do we do, and then
14 the kicker of all kickers is DOT announces last
15 week that we put down the bike bus lane. They also
16 said that they were going to talk with us about
17 signs. And now there are signs going up suggesting
18 cameras, fines, but no times. So now it's a 24/7
19 bus lane, which makes absolutely no sense. So, they
20 did not talk with us about that. But going back to
21 the problem, which we initiated with them, which
22 was these 7 or 8 body shops that exist and block
23 the streets and block the sidewalkS, everywhere
24 along these two miles stretch has a bus lane except
25 for in front of the body shop because they want to,

2 they want us they want to have a conversation with
3 the owners to figure out how to help them move
4 along. So, the rest of the world is being
5 inconvenienced with this bus lane, but the people
6 who caused the problem who necessitated the need
7 for a bus lane they don't have it. In fact, I was
8 told last week that they are no longer painting
9 lines and that they are going to paint lines in
10 front of the body shops in the spring. So, for the
11 next six months they are to continue to be
12 inconvenienced as a community on this main
13 thoroughfare and the people who have created this
14 problem continue to operate just as business as
15 usual. I hop that, listen and I heard all the
16 praise that was being heaped. You know, I just
17 don't share those sentiments in theory, but in
18 practical application it never happened in this
19 community and, and as I driver throughout the City
20 there are communities of color that don't get the
21 same investment and there is absolutely no
22 enforcement. I remember talking four year ago about
23 Atlantic Avenue. There is a no standing that runs
24 from the Brooklyn Bridge to Queens, and it's been
25 and it's occupied all the time. That trip will take

2 you an hour and a half leaving City Hall, and, and
3 nobody does anything about it. So, we're doing all
4 these studies. I don't know what we're studying,
5 but the people that's on the ground the people that
6 need to access these streets and sidewalks are not
7 being impacted and they are particularly not being
8 impacted of the outer boroughs. They are
9 particularly not being impacted in communities of
10 color and we are not seeing the investment that we
11 are seeing in other places in the city. We want to
12 be safe. If Vision Zero is applicable but we want
13 something other than speed cameras to keep us safe.
14 We want, we don't want punitive dollar investments
15 or (chime) or that's going to keep us safe. We are
16 now seeing speed cameras in the middle of sidewalks
17 or residential streets in Southeast Queens here
18 now. No engagement on that. That is pretty
19 ridiculous. So, I think DOT needs to be a lot more
20 transparent in their actions and, I know we're a
21 little late in the game. It needs to be a lot more
22 diverse, and so that we have ideas that really
23 reflect the needs and the values of these
24 communities that we serve.

2 CHAIRPERSON RODRIGUEZ: Council Member I
3 think that you know a lot of specific things that
4 is very important to follow up, and one of the
5 things of promotion I know in the past you have
6 focused your attention on the need to walk that
7 area and there is somewhat what DOT can say, but I
8 can say that let's follow and let's see how we can,
9 you know, put some effort together, and do the
10 walk. So, we don't give up, but let's bring in DOT
11 to put that thing together so that we can do a walk
12 in that area so that we can look at a specific
13 thing that we should do that is the need of your
14 community.

15 COUNCIL MEMBER MILLER: I appreciate that,
16 but it has to be at senior level because over the
17 last month they meet every Wednesday with my
18 office, and nothing has happened, and again, they
19 went to the Community Board. The community is
20 totally upset. They have this two miles that they
21 are the busiest stuff in the community that they
22 can't use, and the problem people, you know, why
23 would you put a bus lane in the midst of people
24 that caused the problem. Just an answer for that.
25 Where are the answers? We need answers, and the

2 answers I'm not getting at the local level. So, I'm
3 talking to the Deputy Commissioners to see who's
4 accountable? You know what was the plan?

5 CHAIRPERSON RODRIGUEZ: So, I know you
6 personally. In my, when I first tried to raise that
7 and we were giving up on DOT. So, but before we
8 hear from them what they are going to say, let's
9 see how you and I can follow up on any way that we
10 can be helpful to you.

11 COUNCIL MEMBER MILLER: Thank you.

12 CHAIRPERSON RODRIGUEZ: Thanks. Anyone from
13 DOT would like to address?

14 SEAN QUINN: I can just... I will say one
15 thing and that's specific to the Merrick Boulevard.
16 I'll say I know you've been working with our Queens
17 Office on those conversations, and I think Chair
18 Rodriguez has some advice on how we can move
19 forward on that. Generally, we just as our
20 Commissioner testified at the Preliminary Budget
21 Hearing a little while ago, we have in relation to
22 our projects our citywide safety projects. We
23 analyzed a number of those projects implemented in
24 New York City's highest poverty and highest non-
25 white neighborhoods based on census tract

2 demographics and we found that these neighborhoods
3 not only received a proportional share of projects,
4 but also some, also realized some of the largest
5 drops in pedestrian fatalities. So, while we
6 certainly do have more work to do in terms of
7 reaching all corners of the city, our data driven
8 approach so far has taken us to the neighborhoods
9 all over the city, and we're really working to
10 address bringing down our fatalities and injuries
11 everywhere we possibly can.

12 COUNCIL MEMBER MILLER: And do you want to
13 share that data? Can you share that data?

14 SEAN QUINN: Yeah, I believe it's in the,
15 um...

16 COUNCIL MEMBER MILLER: Yes?

17 SEAN QUINN: Sure.

18 COUNCIL MEMBER MILLER: I would like to see
19 it. I would suspect that it's probably in poor
20 gentrified communities that, that, that are getting
21 these investments. I haven't seen them. I haven't
22 seen them in Southeast Queens. I have not see them
23 at all. I'd love to see those.

24 SEAN QUINN: Okay.

2 CHAIRPERSON RODRIGUEZ: Okay, just share
3 the data, and then we will follow up with your
4 plan. Okay? If I have taking something let's say
5 that you got from DOT, then we can work together to
6 organize and work with someone from your team, and
7 they commence it and they, and then Council Member
8 Miller and myself will be there, too so that we can
9 work together and see what are the challenges.

10 COUNCIL MEMBER MILLER: And are we not doing
11 the Bus way plan? Is that not happening? I see
12 somebody waving their hand. That was the big
13 announcement by the Administration. Are we not
14 doing the Busway?

15 SEAN QUINN: Can you, Rebecca?

16 REBECCA ZACK: Hi, Council Member. In
17 regards to Merrick I know there was five blocks
18 that you had concerns about. So that part has not
19 been done, and you want to put in the engagement on
20 that, which we have committed to. You also wanted
21 Archer to be a busway and we...

22 COUNCIL MEMBER MILLER: What does that mean?

23 REBECCA ZACK: I'm sorry?

24 COUNCIL MEMBER MILLER: What does that mean
25 that, that, that I wanted further community

2 engagement, and we committed to that. Because I've
3 been told that that won't be addressed until the
4 spring, which means that we are going to continue
5 to have that problem until next spring.

6 REBECCA ZACK: You know, I think one of the
7 challenges that we have right now is, you know, the
8 season ran out. The project started when they
9 started, and that... My understanding is that you
10 had very specific concerns with those areas, and my
11 understanding is that you wanted that held for now
12 so we could have more community engagement, which I
13 believe it's in our interest.

14 COUNCIL MEMBER MILLER: Absolutely not,
15 absolutely not. That's misinformation. That is the
16 problem area. We went to them and asked them to put
17 a no-standing and they came up with the bus lane,
18 but that is certainly misinformation that would,
19 like no absolutely not. Those people caused the
20 problem. Those people are the reason why 300
21 seniors cannot even walk on the sidewalk out of
22 their building because they're parking on the
23 street. They're the reason why they can't cross the
24 streets to even get a bus because they're parked in
25 the lane, and they just leave that. (sic) We want

2 that done now. We don't want it done in the
3 spring. Miscommunication.

4 CHAIRPERSON RODRIGUEZ: Okay, let's follow
5 up, Council Member right?

6 COUNCIL MEMBER MILLER: Yeah.

7 CHAIRPERSON RODRIGUEZ: Thank you. That's?

8 COUNCIL MEMBER MILLER: That's the bus lane?

9 REBECCA ZACK: Are you talking about Archer
10 or Merrick?

11 COUNCIL MEMBER MILLER: Archer.

12 REBECCA ZACK: Archer is, you... I'm sorry.
13 We want to put, um, we're currently trying to put
14 together a project and to, and we will be following
15 up with you for potential next spring.

16 COUNCIL MEMBER MILLER: And that is...?

17 REBECCA ZACK: That is the same as it was. I
18 know that's your desire there and we are completely
19 clear with that and we are working on what that
20 would look like.

21 COUNCIL MEMBER MILLER: You could, yeah.
22 Thank you. Mr. Chair. I would love for you to be a
23 part of this conversation.

24 CHAIRPERSON RODRIGUEZ: Okay, thank you for
25 that.

2 SERGEANT-AT-ARMS: Thank you, Council
3 Member. Are there any other Council Members with
4 questions for DOT? Chair, do you have any other
5 questions for DOT?

6 CHAIRPERSON RODRIGUEZ: Yes, two and my
7 question is which other city are doing things
8 related to adverse challenges, important to
9 individuals especially the kind of challenges that
10 we can't look at right now. Did you, are you
11 looking at any other, and again, I'm proud of the
12 work that we have been able to do together and with
13 DOT, with the Speaker with our colleagues and stuff
14 that we hear from others and from colleagues,
15 specific things that have to be addressed and the
16 attention to be giving on some level in the under-
17 severed communities in the whole city of New York
18 is something that, you know, we've been addressing
19 and just hope again that the fact that we have
20 areas to still deal with and challenges, it doesn't
21 take credit for a lot of other things that we have
22 been able to do together. So, with that experience,
23 is there anything that you have seen in other
24 cities that as we have been to be proud of being a
25 role model as they say other places in L.A. or

2 other cities they are doing things that we should
3 look at it to improve accessibility to our New
4 Yorkers and visitors for fiscal challenges?

5 COUNCIL MEMBER HOLDEN: So, we have spoken
6 to both L.A. and still meet about things that they
7 are doing there in regards to ped ramps. I think, I
8 think another piece of as I mentioned in our
9 testimony is that we have our new Accessibility
10 Coordinator who started last week at DOT, and I
11 feel that this is something that he'll be able to
12 tackle or beat on, but we've already been doing it
13 and had those conversations not only internally
14 with the city, but externally with other cities as
15 well. I think his role here will be, you know,
16 greatly appreciated along with the work that we've
17 already been doing with our Mobility Management
18 Team which I also mentioned in the testimony. So,
19 we have new people, and people who have been in the
20 agency for a while thinking about this question and
21 having those conversations with other cities and I
22 think in our conversations with L.A. and Philly so
23 far we've found, in other cities we found that our
24 program is the most aggressive. We're way ahead of
25 these cities and we want to, we want to keep that

2 up and hope that the new Accessibility Coordinator
3 and the work that we're doing will help us keep
4 this pace.

5 CHAIRPERSON RODRIGUEZ: Right. Thank you
6 guys.

7 SEAN QUINN: Thank you.

8 CHAIRPERSON RODRIGUEZ: Yes.

9 SEAN QUINN: Thank you. If there are no
10 other...Oh, Chair Rodriguez, I think Council Member
11 Holden would like to ask another question, if the
12 answer could be.

13 CHAIRPERSON RODRIGUEZ: Alright. Just ask
14 it.

15 COUNCIL MEMBER HOLDEN: Thank you. I just
16 one other, one quick question. In a number of
17 locations throughout my district I've asked for
18 raised crosswalks to be implemented or to be
19 installed as a tool. I'm not seeing...well, I think
20 the day after and especially by a school I have a
21 very hazardous wide street with a curve, and you
22 really can't see the crosswalks when cars and
23 trucks are coming around the curve. So, I asked for
24 a raised crosswalk, which would act also as the
25 speed bumps, and I've seen that implemented very

2 well in Puerto Rico and many European countries.

3 I'm not seeing it in New York City

4 CHAIRPERSON RODRIGUEZ: Okay.

5 COUNCIL MEMBER HOLDEN: But if you install
6 any related crosswalks..

7 REBECCA ZACK: We do.

8 COUNCIL MEMBER HOLDEN: You do?

9 REBECCA ZACK: We do and let me...I can get
10 the location of where they are. It's pretty
11 limiting in terms of because of the corners and
12 drainage and making sure that we can still have
13 water and things drain into corners. It's
14 challenging, but we do have them. We don't have
15 many because of that, but, um, I pull that and find
16 out where they are.

17 COUNCIL MEMBER HOLDEN: Because of drainage
18 you could put a little, because of drainage you
19 could put a little pipe at the curb that would get
20 the water through. I mean there is no way to
21 engineer that?

22 REBECCA ZACK: I don't know if we would.
23 I'm not sure about our ability to install like at
24 the curb or what that would mean for Sanitation or
25 whatever, but you're saying yes we do have them,

2 and I'm not sure what the, what the challenges are
3 or if you ever got a response about the specific
4 location that you're asking about. If you were
5 denied, we can talk about it, but if you never got
6 a response, we can, we can go from there.

7 COUNCIL MEMBER HOLDEN: Most of the time I'm
8 denied and I would accept when somebody requests a
9 traffic light. We're seeing now a lot of money for
10 traffic lights, which I don't believe many work on
11 residential streets because people speed up at the
12 yellow. I would like traffic calming and I...I'm
13 not getting speed bumps, but I think this city does
14 not implement crosswalks, raised crosswalks enough.
15 I'm seeing that in European countries. I'm seeing
16 it all over the United States even.

17 REBECCA ZACK: Yes.

18 COUNCIL MEMBER HOLDEN: And we are slow to
19 do that, and drainage? Come on. Other cities have
20 figured it out. I think what we have to do is think
21 outside the box, but also implement raised
22 crosswalks that are more feasible in certain
23 locations. Sometimes they're made out of brick.
24 I've seen it in Puerto Rico out of brick, a
25 beautiful crossing, and it doesn't have to be on a

2 corner. Alright, it could be mid-block as long as
3 there's, they put some traffic signal or not, but
4 we need to start making our corners or our
5 crossings safer.

6 REBECCA ZACK: Thank you.

7 COUNCIL MEMBER HOLDEN: Thank you.

8 CHAIRPERSON RODRIGUEZ: Thank you, and, and
9 again, I feel that, you know, as you are residents
10 or all colleagues here the message is for DOT for
11 you guys that, you know the 51 Council Members
12 should be they meet up here that you should rely on
13 the Council, you know, being that we have to act
14 for our community, and, and again as I can that we
15 do a good job. I feel like we can do much better if
16 we are able to follow with specific things that we
17 have in and for our community, and, of course, they
18 have many local things from developers or the
19 island which I have for either running this section
20 that is going to be because, you know, rather than
21 turning and driving very fast when they make a
22 turn, I would follow you guys, but let's be sure
23 that we continue a residential suggestion on how we
24 can improve each Council Member. So, with that,
25 thank you to the panel, and they're waiting, too.

2 REBECCA ZACK: Thank you.

3 SEAN QUINN: Thank you.

4 LEO HAYWARD: Thank you.

5 COMMITTEE COUNSEL LYNN: Thank you. We will
6 now turn to public testimony. I'd like to remind
7 everyone that unlike our typical Council hearings
8 we will be calling individuals one by one to
9 testify. Each panelist will be given two minutes
10 to speak. Please begin once the Sergeant has
11 started the timer. Council members who have
12 questions for a particular panelist should use the
13 Raise Hand Function in Zoom, and I will call on you
14 after the panelist has completed their testimony.
15 For panelists, once your name is called, a member
16 or our staff will unmute you and the Sergeant-at-
17 Arms will give you the go-ahead to begin as soon as
18 they set the timer. Please wait until the Sergeant
19 announces that you may begin before delivering your
20 testimony. I would like to first welcome Imaam
21 Rimlowi to testify and I apologize for the
22 pronunciation of your name.

23 EMAN RIMAWI: That's totally fine. Thank
24 you so much. Hi, my name is Eman Rimawi. Oh, sorry.

25 SERGEANT-AT-ARMS: You may begin.

2 EMAN RIMAWI: Okay, great. My name is Eman
3 Rimawi. Thank you so much for including me. I work
4 for New York Lawyers for the Public Interest in the
5 Disability Justice Program. I am also a double
6 amputee with Lupus, and I just a walker. For almost
7 four years I have worked at New York Lawyers for
8 the Public Interest as the Access-A-Ride
9 coordinator and organizer to help people with
10 disabilities. We use New York City's park transit
11 service to obtain, to obtain better service.

12 Through this work and from my own personal
13 experience I have realized the paratransit isn't
14 the only access issue for people with disabilities
15 in the city. Accessible streets play an essential
16 role in the lives of all New Yorkers in many ways:
17 Going from the grocery store to using a taxi or
18 even getting to their jobs and yet there is so much
19 inaccessibility in our city. How can New York City
20 be the best city in the world and exclude one of
21 their most disenfranchised communities out there? I
22 can't hide who I am and I won't. If people don't
23 want to associate with me I'm not interested in
24 associating with them. Unfortunately, that doesn't
25 always work especially when we are talking about

2 access and the need to request accommodation from
3 the city. Property owners are expected to clear
4 snow and ice off the sidewalks to create a four-
5 foot wide path for pedestrians including pedestrian
6 walkways curb cuts. Property owners and businesses
7 must also keep sidewalks clean as well as clear of
8 objects that obstructs passage. Failure to comply
9 with local laws governing snow and obstruction
10 removal creates a fine. Packed snow and obstruction
11 removal is especially critical for seniors and
12 individuals with mobility impairments like me.
13 Unfortunately, I have some sidewalks obstructed by
14 trash and snow more times than I can count in all
15 five boroughs including in the very busy areas like
16 Grand Concourse in the Bronx or Downtown Brooklyn.
17 I've had to climb over such barriers, which isn't
18 easy for someone like me or hope that a stranger
19 can help me over as I had to go into the street
20 when I couldn't get past, and when I used the wheel
21 chair, sometimes I had to go all the way back to
22 the other side of the block just to cross at the
23 corner. No one should have to do that.

24 CHAIRPERSON RODRIGUEZ: OH, Miss.
25

2 EMAN RIMAWI: No one should have to do that. It
3 is unacceptable, and how is that fair to me? Am I
4 not an equal citizen of the law? Why does that
5 seem like the city...? Why does it seem like the
6 city puts the responsibility of watching out for
7 those, reporting but potentially arguing with
8 property owners or everyday citizens rather than
9 the officials and agencies who are paid to do it?
10 Additionally, fallen trees or branches are a huge
11 problem especially in Queens. You can report trees
12 and branches that have fallen in public property
13 but often times it takes a while to get it removed.
14 Pedestrian ramps and curb cuts are not up to time
15 in any borough. I've gotten, it's gotten better,
16 but it's not as it was or should be. It's as if no
17 one has asked a person with the physical disability
18 if these pedestrian ramps actually work. A few
19 ramps that I absolutely loathe are attached to
20 public libraries. One is from the main library at
21 42nd and 6th and the other is at Prospect Park. I
22 have not been to them in years because I am afraid
23 that I will fly off and go into the street. I know
24 I am not the only one because I have had these
25 talks with several people who have mobility issues

2 and they have the same complaint. Relatively new
3 concerns since the start of COVID are accessibility
4 issues with outdoor dining. I have seen a number of
5 outdoor dining set-ups that blocked an entire
6 sidewalk in Manhattan, and I've had to go into the
7 street to avoid that. I'm able to do that because I
8 use a walker, and my balance is improving, but
9 people who use wheelchairs have to go, have the
10 worst time to get around those blockages. I've had
11 other people tell me that they have to simply go
12 back around the block and go out the corner because
13 they can't get through, and that's exhausting. We
14 really need to break up this impact.

15 CHAIRPERSON RODRIGUEZ: Okay. Yes, summarize
16 and if you can sum up...

17 EMAN RIMAWI: Yes. I'm almost done.

18 CHAIRPERSON RODRIGUEZ: If you cannot get
19 through this you can save the testimony by Bill
20 (inaudible)

21 EMAN RIMAWI: That's fine. I'm almost done.

22 CHAIRPERSON RODRIGUEZ: Okay.

23 EMAN RIMAWI: We really need to think about
24 the negative impact blocking sidewalks has on the
25 disability communities, but we are not the only

2 one. What about people with strollers, luggage or
3 packages? The same ways that elevators work for
4 everyone so do accessible sidewalks. Again, thank
5 you for sharing my testimony. It is vitally
6 important for streets and sidewalks to be clear of
7 obstruction particularly for seniors and persons
8 with disabilities because we often have mobility
9 devices that need the space to get through. Please
10 contact me if you have any other questions. Thank
11 you so much.

12 CHAIRPERSON RODRIGUEZ: Yes. Thank you.

13 COMMITTEE COUNSEL LYNN: Thank you for your
14 testimony. Do any Council Members have questions
15 for this panelist? Okay, seeing no questions, we
16 will move onto the next panelist. Next, we will
17 have Kathleen Collins. Kathleen.

18 COMMITTEE COUNSEL LYNN: Kathleen Collins.

19 SERGEANT-AT-ARMS: The time starts now.

20 KATHLEEN COLLINS: Good afternoon. My name is
21 Kathleen Collins and I (inaudible) from birth. I am
22 also an attorney who is retired from the job that I
23 had for 30 years. Right now I'm speaking on behalf
24 of Downstate Yorker Doubt where I am a co-
25 coordinator and Downstate New Yorker D.A.P is a

2 grassroots non-hierarchical Community of people with
3 all types of disabilities advocating for the civil
4 rights of people with disabilities including, but
5 not limited to right to move in, no a right to live
6 in and fully participate in the larger community.

7 Due to the timing and communication throughout
8 today, I'm just going to mention the areas that I
9 will be submitting a written, written comments to
10 the, to record it. I just want to highlight the
11 five...right now we have five areas that we are
12 going to speak about in our proposed comments to
13 policies or add to that at this meeting here today.

14 Besides areas that we plan to address on our curb
15 ramps also know as head ramps I've heard here
16 today. The condition of sidewalks and roadways,
17 physical obstacles encountered on the sidewalks and
18 in the roadways, problems with traffic signals
19 including the fact that so many of the traffic
20 signals are not accessible to our sisters and
21 brothers who are hearing impaired, and finally list
22 of traffic designations. We ask that the committee
23 creating an advisory board consisting of New
24 Yorkers with many different types of disabilities
25 that an assist this committee and other City

2 Council committees in their work. So, do...so we
3 do not continually have to bring lawsuits against
4 the city. Further, finally we ask that this
5 committee continue to reach out to New Yorkers with
6 disabilities making a truly great and safe city for
7 all New Yorkers in our wonderful city. So, please
8 reach out to us. Don't be...(inaudible) And also we
9 ask...

10 CHAIRPERSON RODRIGUEZ: Alright.

11 KATHLEEN COLLINS: ...that D-N-Y adapt a
12 chief back hub. Please reach out to us. Thank you.

13 CHAIRPERSON RODRIGUEZ: Thank you.

14 COMMITTEE COUNSEL LYNN: Thank you for your
15 testimony. Were there any questions for this
16 panelist? Oh, okay seeing none...

17 FEMALE SPEAKER: Oh, I have a quick
18 question. I just have a quick question. Will we be
19 able to access this recording later? I mean it's so
20 rare and then also with our comments, do we just
21 send them to that link that we got in the email
22 that's says you just click on it and you send it to
23 the Transportation Committee?

24 COMMITTEE COUNSEL LYNN: Yes, you can submit
25 written testimony through that link, and we can

2 follow up with you if you continue to need
3 assistance with that.

4 FEMALE SPEAKER: Okay, great. Thank you so
5 much. When it's, it's only 12 with this so it's as
6 of Wednesday is the deadline.

7 COMMITTEE COUNSEL LYNN: Which ends.

8 FEMALE SPEAKER: 72 hours from the date from
9 today is the deadline for any comments. Thank you.

10 CHAIRPERSON RODRIGUEZ: Thank you.

11 COMMITTEE COUNSEL LYNN: Okay, next we will
12 hear from Jean Ryan.

13 CHAIRPERSON RODRIGUEZ: Yes, that's our...

14 JEAN RYAN: Hi. I'm Jean Ryan. I'm President
15 of Disabled in Action of Metropolitan New York. Can
16 you hear me.

17 CHAIRPERSON RODRIGUEZ: I think yes.

18 JEAN RYAN: Okay, thank you. We represent
19 people with all kinds of disabilities, and this is
20 our fiftieth year, 50, and we intend to be around
21 for at least 50 more years. I would like to address
22 five or six things whatever I have time for, and
23 then I will submit written testimony also. One
24 problem is the accessible street crossings for
25 blind people who live all over. They don't just

2 live on certain streets where you have them now.
3 They should be all over the city. Every single
4 light should have safe street crossings for people
5 who are blind, and people become...most people who
6 are blind become blind in later life. So, they're
7 not going to have a whole lot of travel skills for
8 being blind. So, that's why this is really
9 important to a huge number of people in our
10 community. All over the city curb cuts. We want
11 curb cuts and pedestrian ramps at all corners and
12 in good repair we don't want ponding. There are
13 some corners that perpetually have ponding so deep
14 that you just cannot go through it safely with a
15 wheel chair, and then only people who can manage
16 those are people with high boots or really good
17 jumping skills, and I would venture to say that
18 most people who are walking in New York City do not
19 have really good jumping skills. Also, the
20 crosswalks somebody mentioned that before, the
21 period of time that crosswalks are repaired is a
22 really long time, and it shouldn't be because so
23 many cross-walks are really marked up with potholes
24 and just are so bad you could hardly...

25 CHAIRPERSON RODRIGUEZ: Alright.

2 JEAN RYAN: Okay, let me just quickly cover
3 the other ones. E-Scooter regulation. There should
4 be none on the sidewalks. Regulated speeds on all
5 E-Scooters, rental or not. No parking scooters near
6 an intersection or on a sidewalk, and also we want
7 the DOT to eliminate their rule allowing parking of
8 head ramps at key...blocking head ramps at key
9 intersections. This is discriminatory to people
10 with disabilities and it's very ineffectual since
11 around 2007 and 2008, and it is totally
12 discriminatory to us because we cannot to mid-block
13 crossings, and we need to, and the last two things
14 I'll mention in my written testimony: Shore road
15 bus stops in Bayridge, in New York are totally
16 impossible, and unable to be used by wheelchair
17 users, and snow removals at intersections is a
18 perennial problem and a snow plow just keeps
19 plowing the snow there and leaving it and it
20 becomes to be a big huge ridge of ice that traps
21 wheelchair users in our homes. Thank you.

22 CHAIRPERSON RODRIGUEZ: Thank you. Thank you
23 for your leadership and...

24 JEAN RYAN: Can I just...

25 COMMITTEE COUNSEL LYNN: Oh, go ahead. Sorry.

2 CHAIRPERSON RODRIGUEZ: Sorry and just
3 thanks Kelly. So, thank you for your leadership
4 and, and also I believe that the leadership that
5 your institution and many other advocates are so
6 important. That's why even the level of the work
7 that has been done in our city to make our
8 intersection accessible is also the result of
9 advocate groups for the intersections and they say
10 this and also many also other results are lawsuit
11 (sic). So, I hope again that working with all the
12 advocates, all the counting, (inaudible) we can
13 begin to make our city a role model for the whole
14 nation. I think that there's a lot of work that we
15 have done, but there's many other that we have to.

16 FEMALE SPEAKER: And I wonder where are they
17 going to put the snow with all the outdoor
18 restaurants.

19 CHAIRPERSON RODRIGUEZ: This, this I know.

20 JEAN RYAN: Well, do you know what I mean?

21 CHAIRPERSON RODRIGUEZ: (LAUGHING)

22 JEAN RYAN: You may have to list...Okay,
23 well, I have an idea. Minneapolis melts the snow.
24 I'm from Minnesota originally, Minneapolis melts
25 the snow. There is no place to put a whole lot of

2 snow. We could have melters in every neighborhood
3 that, you know, melt the snow so it just turns to
4 water and goes down into the sewer and you don't
5 have to haul it away or shovel it to the curb
6 because there is not going to be space this year.

7 CHAIRPERSON RODRIGUEZ: And we take your
8 suggestion and we soon follow with you and there a
9 Sanitation, of course and DOT, too. Thank you.

10 JEAN RYAN: You're welcome.

11 CHAIRPERSON RODRIGUEZ: Thanks.

12 COMMITTEE COUNSEL LYNN: Thank you for your
13 testimony. Are there any questions for this
14 panelist? Okay. Before I turn it back over to the
15 Chair, I just wanted to check in if there was
16 anyone else that we missed as far as public
17 testimony? If you could use the Zoom Raise Hand
18 function. Okay, seeing none, Chair, I'll turn it
19 back over to you.

20 CHAIRPERSON RODRIGUEZ: Yes. Thank you
21 members and thank you all the staff of Committee on
22 Transportation. So, the vide to actually get
23 started so they can pour in legislation staff. Also
24 Eric Cordata from Honeybee Communication, and, you
25 know this is, this conversation is important to New

2 York and DOT, to the (inaudible) in any case. This
3 hearing is adjourned. Thank you

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C E R T I F I C A T E

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



Date December 11, 2020