

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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October 1, 2014
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HELD AT: Committee Room-City Hall

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

COUNCIL MEMBERS:
David G. Greenfield
James G. Van Bramer
Carlos Menchaca
Margaret S. Chin
Stephen T. Levin
Mark S. Weprin
I. Daneek Miller

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

Polly Trottenberg
Commissioner
NYC Department of Transportation

Ryan Russo
Deputy Commissioner
Traffic Planning and Management
NYC Department of Transportation

Mary Beth Kelly
Member
Families for Safe Streets

Paul Steely White
Executive Director
Transportation Alternatives

Patrick Killackey
Board Member
Brooklyn Heights Association

Vincent Pellecchia
General Counsel
Tri-State Transportation Campaign

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2 CHAIRPERSON RODRIGUEZ: That is really as
3 impactful as it is straightforward. The concept is
4 simple. We all need to slow down when driving on our
5 city streets. Only then will we be able to achieve
6 safer streets and eliminate traffic fatalities
7 entirely under Mayor de Blasio's Vision Zero
8 initiative. This committee has spent a great deal of
9 time this year examining issues related to street
10 safety and looking for ways in which we, as a Council
11 and as a city can come together to achieve Vision
12 Zero. The elimination of traffic fatalities on our
13 city streets under the leadership and support of the
14 Speaker, Melissa Mark-Viverito, we've gone to every
15 borough and Town Halls, where we listened to
16 countless individuals with different perspectives on
17 how to make our streets safer. We also heard from
18 Families for Safe Streets and others who had the
19 courage to speak up and recount their emotional
20 experience with the knowledge that their stories will
21 prevent further tragedies in the future.

22 We, as a committee, have already passed
23 legislation strengthening previous and creating new
24 penalties on dangerous drivers and requiring city
25 agencies to share information and to study and

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2 implement traffic calming street designs and call on
3 Albany to act, where the city alone cannot. One of
4 the ways that Albany did act was by passing
5 legislation allowing the city to lower its official
6 speed limit, which applies when no other speed limit
7 is posted, from 30 to 25 miles per hour.

8 Proposed Intro Number 466-A, introduced
9 by Council Member Greenfield and myself, would do
10 just that; that the basics [sic] speak for
11 themselves. Unsafe speed is cited as a contributing
12 factor in thousands of collisions that result in
13 injuries or fatalities every year and a reduction in
14 speed of even just five miles per hour significantly
15 increase the likelihood of a pedestrian surviving a
16 collision. A reduction in speed also reduces
17 stopping distance, giving drivers a better chance of
18 being able to stop before hitting someone. However,
19 the most important things this legislation does is
20 that it begins a cultural change in New York City.
21 In order to achieve Vision Zero, we need drivers and
22 pedestrians alike to change the way they approach our
23 roadways so that we can all go home safer to our
24 families each day.

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2 Thus far, the agenda of the committee has
3 focused on Vision Zero and making our streets safer
4 as we move one step closer towards achieving Vision
5 Zero. I would like to thank Mayor de Blasio for
6 putting this vision into action, Speaker Melissa
7 Mark-Viverito for her leadership in this process and
8 most especially to the advocates, such as
9 Transportation Alternatives and Families for Safe
10 Streets, who have dedicated their time to ensuring
11 that we have a safer city.

12 I am very proud to have co-prime
13 sponsored Intro 466 with Council Member David
14 Greenfield, who for a long time has been a leading
15 advocate here on the Council for lower speed limits
16 designed to make our streets safer. I now invite
17 Council Member Greenfield to deliver his opening
18 statement too.

19 COUNCIL MEMBER GREENFIELD: Thank you,
20 Mr. Chairman and I want to thank you for your Vision
21 Zero leadership. I think the work that you've done,
22 especially going up to Albany, and I had the
23 privilege of going up with you, to lobby on behalf of
24 this piece of legislation. I think you've really
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1
2 shown immense leadership in this area, so I
3 appreciate your work, Chair.

4 I do just want to say that today is
5 actually an exciting day. You know, when I first
6 introduced this legislation in 2011, people actually
7 laughed at me and said, "You know, that's ridiculous.
8 This is New York City. We're never going to slow
9 down." And I actually am sad to say I couldn't even
10 get a hearing on the legislation until the change of
11 leadership here in the Council, so I want to thank
12 the Speaker, Melissa Mark-Viverito for her leadership
13 and for being a big proponent of Vision Zero. I'm
14 very excited that even before he was sworn into
15 office, Mayor de Blasio and his team reached out to
16 me to talk about this and other pieces of legislation
17 that we can work on and they followed it up, not just
18 by their words, but by their actions by appointing
19 Commission Trottenberg, who is a leader of Vision
20 Zero, not just in the city, but throughout the United
21 States of America and I think what we're doing over
22 here today is very significant. It's not often that
23 we pass legislation that literally saves lives and
24 that's what we're doing here today. A pedestrian
25 that gets struck at 25 miles an hour versus 30 miles

1 an hour is twice as likely to survive that, which
2 literally means that you have 100 percent better
3 chance of living if you get hit by a car at 25 miles
4 an hour versus 30 miles an hour. Unfortunately, the
5 leading cause of pedestrian death in New York City
6 per the Department of Transportation is, in fact,
7 speeding. It's not just going to save lives, but
8 quite frankly, I think a lot of folks don't realize
9 it's actually going to prevent the accidents in the
10 first place because speeding is actually one of the
11 biggest contributors that causes the accidents and of
12 course, once you're in the accident people die, but
13 if you slow down, you have a situation where you're
14 going to have less accidents. This is especially
15 good news for children, who are most vulnerable and
16 seniors, who make up 12 percent of the population,
17 but 33 percent of pedestrian deaths and that's
18 actually very significant because as we know, when a
19 senior gets hit by a car, even if it doesn't seem
20 like a serious injury at first, in many cases that
21 ends up being the first things that spirals out of
22 control and causes them later to lose their lives.

24 So I'm very excited about this
25 legislation and I want to thank all of my colleagues

1 for supporting it. I thank Council Members Weprin
2 and Levin for their support as well. I certainly
3 appreciate the leadership of the Speaker; the Chair.
4 I want to thank the advocates, the formal advocates
5 in terms of Transportation Alternatives and the
6 informal advocates, the parents who have gone out
7 there and the brothers and the sisters and the
8 relatives who have experienced this loss and in most
9 of these cases, the loss that someone experiences
10 when a person they knew or loved or were related to
11 passes away and gets killed because of a traffic
12 crash, 'cause they're not accidents when people are
13 speeding, it's really incomprehensible. It's one of
14 those things where someone's walking down the street
15 on their way to school or on their way to work and
16 you never see them again and you can't understand why
17 it happened, and it's very difficult for these folks
18 to wrap their heads around it and to mourn and for
19 them to go out there and to advocate to try to make
20 the streets safer is something that's amazing and I
21 really tip my hat to them as well.

22
23 And finally, I would just point out that
24 New York City is not some backwater town. We've got
25 eight and a half million people living in a very

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2 cramped city. Try walking down the streets during
3 rush hour. I want to repeat that. Try walking down
4 the streets; the sidewalks during rush hours and see
5 how congested it is, much less the traffic that you
6 get. There's no reason why people should be going
7 that fast in New York City and I think this is a
8 common sense piece of legislation that literally is
9 going to save lives. Thank you, Mr. Chairman.

10 CHAIRPERSON RODRIGUEZ: Thank you. I
11 also would like to recognize Council Member Jimmy Van
12 Bramer, with whom I also have the opportunity
13 yesterday to be a prime sponsor with a bill that
14 Mayor de Blasio signed, which for the first time
15 created a civil penalty of a maximum of \$10,000 for
16 those irresponsible drivers who leave the scene when
17 they hit someone. So now let's hear the first part
18 of the administration, the great commissioner of DOT,
19 Polly Trottenberg and also Ryan Russo, the deputy
20 commissioner.

21 COMMISSIONER TROTTEBERG: Good morning.
22 Good morning, Chairman Rodriguez, members of the
23 Tran...

24 [crosstalk]
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COMMITTEE ON TRANSPORTATION

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CHAIPERSON RODRIGUEZ: Sorry,
Commissioner. Could we please do the swearing in
first?

COMMITTEE COUNSEL: Sure. I'm Kelly
Taylor, the Committee Counsel. Can you please raise
your right hand? Okay, thank you. Do you affirm to
tell the truth, the whole truth and nothing but the
truth in your testimony before the committee today
and to respond honestly to council member questions?

COMMISSIONER TROTTEBERG: I do.

DEPUTY COMMISSIONER RUSSO: [off mic] I
do.

COMMITTEE COUNSEL: Thank you.

COUNCIL MEMBER GREENFIELD: We'll be much
nicer than Congress was to the Secret Service
yesterday...

[crosstalk]

COMMISSIONER TROTTEBERG: I was going to
say...

[crosstalk]

COUNCIL MEMBER GREENFIELD: So don't
worry.

[crosstalk]

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COMMITTEE ON TRANSPORTATION

COMMISSIONER TROTTEBERG: I feel like I'm back in Washington now. Alright, we all set? Alright, good morning, Chairman Rodriguez and members of the Transportation Committee. My name is Polly Trottenberg and I'm the Commissioner of the New York City Department of Transportation and as the Chairman mentioned, today I am joined by our new Deputy Commissioner for Traffic Planning and Management, Ryan Russo and Ryan will be one of the people that the agency tasked with the implementation of the new 25 mile an hour speed limit.

I'm honored to testify today on behalf of Mayor de Blasio in support of Intro 466, which lowers New York City's default speed limit to 25 miles an hour. Today is actually very historic. Exactly 50 years ago, on October 1st, 1964, the 35 mile an hour default speed limit took effect throughout New York State. Earlier in the year, the New York State legislature had actually raised that speed limit from 25 to 30 and it was done over the objections of my predecessor 50 years ago, who was then the New York City DOT Traffic Commissioner, Henry Barnes. So for 50 years New York has actually endured excessive speeding on our dense residential streets. So with

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2 this history in mind, today I am especially glad to
3 be here to help right really this historical wrong
4 and to lower the speed limit in New York back down to
5 25 miles an hour.

6 Before I talk about this bill, I also
7 want to take a moment to thank the many partners we
8 have had in our Vision Zero efforts, as you
9 mentioned, Mr. Chairman, the advocates, the families,
10 every day New Yorkers, as well as the elected
11 officials at the city, state and federal level.

12 We would not be here today, first,
13 without Mayor de Blasio's commitment to achieving
14 Vision Zero's objective of eliminating traffic
15 fatalities and serious injuries. The Mayor's
16 leadership has started a conversation to change the
17 way New Yorkers think about and act on our city
18 streets. I want to thank the members of Families for
19 Safer Streets and from Transportation Alternatives
20 also for being here today. Their stories remind us
21 that the speed limit is more than just numbers on a
22 sign. It's about how we can create a city where
23 promise and opportunity are not needlessly cut short.

24 I also want to thank Governor Cuomo,
25 Speaker Silver and Senate Majority co-Leader Klein

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2 for their support up in Albany in lowering the city
3 speed limit to 25 miles an hour. And I want to thank
4 all of you here at the City Council. The time and
5 energy the Council has devoted to Vision Zero through
6 the leadership of Speaker Mark-Viverito and Chairman
7 Rodriguez has been invaluable to our work at DOT.

8 Over the past eight months, it's been an
9 exciting and challenging time at DOT as we pursue our
10 Vision Zero agenda. The core mission of Vision Zero
11 is more than just changing the speed limit,
12 redesigning streets or simply increasing enforcement.
13 It's also about changing the culture of excessive
14 speeding and reckless driving in the city and DOT is
15 trying to do all this while still keeping the city
16 moving.

17 We're in it for the long haul with Vision
18 Zero and we know there are going to be ups and down
19 and we have a lot of work ahead of us. There have
20 already been some successes this year. For example,
21 the overall traffic fatality rate is lower at this
22 point this year than it was last year because
23 pedestrian deaths are down significantly. However,
24 our progress is not linear, as shown by the fact that
25 unfortunately, bicycle and vehicle occupant

1 fatalities are up in the same time period. And for
2 us, these are not just statistics at DOT. They are
3 about our friends, our neighbors, our fellow New
4 Yorkers.

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6 This year, we will have implemented 18
7 Arterial Slow Zones and 10 more will be completed by
8 the end of the year. This program reduces the speed
9 limit and calms traffic on some of the city's most
10 high crash corridors, like Broadway, Atlantic Avenue
11 and the Grand Concourse. These arterial streets make
12 up 15 percent of our roadways, but account for over
13 60 percent of pedestrian fatalities.

14 DOT is also targeting challenging corners
15 and intersections like Northern Boulevard and 6th Ave
16 and Houston in Manhattan, making those spaces safer
17 for pedestrians. We're continuing to create more
18 neighborhood slow zones and install more speed humps
19 to calm traffic on our residential streets. Earlier
20 this week, we kicked off the new Jackson Heights Slow
21 Zone with Council Member Dromm and Senator Stavisky.

22 We're also moving aggressively with our
23 partners at NYPD to collaborate on education and
24 enforcement. Later this week, we'll be launching our
25 "Your Choices Matter" public awareness campaign.

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2 We've already started targeted outreach to 300
3 schools since January, educating students about their
4 roles as pedestrians and we'll get to 500 schools by
5 June.

6 By passing Intro 466, sponsored with the
7 leadership of Council Member Greenfield and Chairman
8 Rodriguez, the Council can now put the finishing
9 touches on one of the centerpieces of Vision Zero.
10 This bill will lower New York City's default speed
11 limit to 25 miles an hour, except where otherwise
12 posted, effective on November 7th. As the chairman
13 and Council Member have mentioned, speeding is the
14 leading cause of traffic fatalities and serious
15 injuries and actually kills more New Yorkers than
16 drunk driving and drivers distracted by cell phones
17 combined. Speeding also takes its heaviest toll on
18 our most vulnerable pedestrians: children and
19 seniors.

20 Once the Council acts, DOT will roll out
21 our implementation plan. First, we will start
22 installing new 25 mile per hour gateway signs at the
23 entrances to the city and off of major highways and
24 bridges. We also plan to install nearly 3,000 signs
25 at all limited access highway exits, arterial slow

1 zones and at all priority corridors with high crash
2 rates. DOT will also work with our partners at NYPD
3 to continue to identify priority locations for new
4 signage. Once we put the signs up though, one of our
5 biggest challenges is going to be to educate drivers
6 that they do need to slow down and actually obey the
7 25 mile an hour speed limit. To make sure drivers
8 know the new speed limit, DOT will kick off our "25
9 Days to 25 Mile per Hour" public education and
10 outreach campaign on October 13th. We will be going
11 to all five boroughs telling drivers about the 25
12 mile an hour speed limit and the joint NYPD-DOT
13 Vision Zero Street Teams will distribute hundreds of
14 thousands of flyers to drivers at high crash
15 locations. DOT is also organizing a 25 Mile per Hour
16 Public Awareness Day, where we will target 25 driver
17 heavy locations throughout the city to try and get
18 the message out. DOT will also spread the message
19 about the 25 mile an hour speed limit by using the
20 many ways we already interact with city drivers. We
21 will post messages about the new speed limit at our
22 municipal parking lots, on our alternate side of the
23 street parking calendars, on the backs of muni-meter
24 receipts and at the Staten Island Ferry terminal.
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2 But in addition to our plans, we ask for
3 the Council's leadership and partnership in helping
4 us spread the word about the new speed limit. We're
5 hoping we can work with you to get to some of your
6 organizations, merchants associations and houses of
7 worship so we can tap into your network to distribute
8 the message to even wider audiences.

9 We have provided you all with a copy of
10 our new 25 mile per hour flyer, we have a copy up
11 there on the board and we hope we can work with your
12 offices to distribute these throughout the city. And
13 we welcome any additional ideas you have about how we
14 can get the word out.

15 I want to just state in conclusion, I
16 want to thank you again on behalf of Mayor de Blasio.
17 We are so grateful for this Council's partnership and
18 for your embrace of the 25 mile an hour speed limit
19 and all that we're trying to do with Vision Zero. We
20 look forward to continuing our work with you to make
21 New York City the safest large city in the country.
22 I thank you and look forward to your questions.

23 CHAIRPERSON RODRIGUEZ: Before asking a
24 question, I'd like to recognize Council Member
25 Menchaca and Council Member Chin. Well, you answered

1 most of the questions that I could ask, but I have
2 two questions. One is... and I will... my
3 colleagues, I know that they also have other
4 questions. One is do you have like any... have any
5 studies been done where there's any projection on how
6 many lives that you expect will be saved as a result
7 of reduction the citywide speed limit to 25 miles per
8 hour?
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10 COMMISSIONER TROTTENBERG: Yeah, I think
11 we haven't had a study where we've been able to
12 predict a firm number. One thing we are doing though
13 is we are actually out in the field right now doing
14 an opinion study where we're polling New Yorkers on
15 how aware they are of the current speed limit and how
16 aware they are of what's upcoming with the new speed
17 limit and also just some general questions about
18 transportation safety and I think one thing we are
19 hoping we can measure is when we've done our outreach
20 campaign, hopefully with you all, and gotten the word
21 out we're going to go back and see if we've
22 penetrated and at least gotten some public awareness
23 that they need to slow down and obviously we will be
24 closely with NYPD to do enforcement and to track
25 those numbers and you know, we're hoping this will be

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2 one of the pieces of the puzzle to drive those
3 fatality numbers down.

4 CHAIRPERSON RODRIGUEZ: And my second one
5 is about on the administrative code section 19-177c,
6 currently requires that signs regarding the official
7 speed limit be posted on bridges and tunnels that
8 expand the city border. Can you explain exactly
9 where those signs are located and do you feel that
10 they are enough signs, notification of the official
11 citywide speed limit or if we need to update?

12 COMMISSIONER TROTTENBERG: Yeah, I'm
13 actually going to have Deputy Commissioner Russo, who
14 is in charge of the sign installation talk about our
15 plans, and I think they're pretty robust, but I'll
16 let him give you the numbers and the plan.

17 DEPUTY COMMISSIONER RUSSO: Sure. Thank
18 you, Commissioner. So there'll be two types of signs
19 for the 25 mile an hour speed limit. You would see
20 the first kind currently at some major entrances
21 where the sign reads New York City law speed limit 25
22 unless otherwise posted. That's what we call the
23 gateway sign, which will be placed at three types of
24 locations and in compliance with the law here.
25 Border crossings on entrances into the city we're

1 going to put them at the major East River Bridge and
2 Tunnel entrances/exits and then we're also going to
3 have them at airport rental facilities for people who
4 fly into JFK and LaGuardia and you know, rent
5 vehicles and might be driving in New York City
6 streets for the first time. On total, that's going
7 to be around 90 signs in 90 locations so you know, we
8 can give you sort of the details of that, but you
9 know, as you can imagine, major arteries, major
10 crossings. We're coordinating with you know the
11 owners, the Port Authority, who owns the George
12 Washington Bridge and et cetera on all of those
13 facilities. We'll also have the 25 mile an hour
14 speed limit signs whenever we want to sign an
15 individual corridor like our arterial slow zones at
16 25 miles per hour. The signs will read city speed
17 limit, so when we sign that individual corridor, it
18 will also be a reminder that when they're on streets
19 that are unsigned that that's the speed limit that
20 applies. We have via our Arterial Slow Zone program
21 posted over 400 of those signs to date and by the end
22 of the year, we'll have 700 signs along these
23 corridors that are reminders of the sort of... the
24 default speed limit, as well as telling people of the
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1 specific corridor. We'll have 17 highway exit signs
2 within the first week after November 7th and then we
3 expect to go over 250 highway exits 'cause
4 highways... limited access highways are where we
5 obviously have sign speed limits above 25. For
6 example, the FDR Drive is signed at 40 miles an hour.
7 When you exit the FDR Drive, we'll have the city
8 speed limit 25 mile an hour sign and then as the
9 Commissioner mentioned in the testimony, we'll be
10 rolling out throughout 2015 signing again on the
11 larger corridors with high crash rates the city speed
12 limit sign at 25 and in total we expect to get by the
13 end of 2015 3,000 signs.

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15 CHAIRPERSON RODRIGUEZ: I'd also like to
16 make a recommendation that first of all, I think it's
17 going to be a great campaign and I just hope that the
18 human part also should be included in that campaign.
19 I think that the fact that the New York City now the
20 first cause of death for children under 14 is by
21 accident related to a car crash I think is something
22 that we have to remind all New Yorkers you know, that
23 this is not just about the data; it's not only about
24 the law enforcement, but this is also about tackling
25 a crisis where the first cause of death is not

1 violence; it's not guns; it's not drugs for children
2 under 14, but it's by being hit by a car, so I think
3 that part is important also. It is the image of a
4 child. You know, as a former driver that I was, if
5 you would talk to me as a driver it's a different
6 perspective at the time; if you talk to me oh, I see
7 the image now that I have two children you know, so
8 you put the data aside when you see the children part
9 and I think that as a city, the anti-smoking campaign
10 where there was a lot... the use of the human part
11 was there in different image. I think that in the
12 Vision Zero, the children, the human, the fact that
13 it's the first cause of death is something that I...
14 you know, I hope that we continue like educating our
15 city in that direction.

16 [Pause]

17 COUNCIL MEMBER GREENFIELD: Yes, thank
18 you. I certainly concur with the Chair. I think
19 that a lot of folks are resistant to lowering the
20 speed limit 'cause they just don't simply understand
21 the impact that it's going to have and when you
22 explain to people that it is, in fact, the leading
23 cause of death for children and it's double the rate
24 of the population for seniors, I think people begin
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1 to have a better understanding that if you slow down
2 you save a life and so to the extent that we can
3 actually connect that, right, as opposed to sort of
4 the more generic for a safer NYC, to sort of let
5 people know and attach that message, I think that
6 would be something that would be incredibly helpful.
7 Let me ask you this question. So obviously, we're
8 doing something a little bit unusual and you know, to
9 be fair for those who are watching or are wondering,
10 this is pretty well coordinated. We work very
11 closely together. We're introducing legislation. We
12 expect the legislation will pass, so the rollout is
13 actually happening while we're working on it
14 together, which speaks to the close relationship that
15 the Council has together with the administration on
16 Vision Zero and certainly on this lifesaving measure.
17 Has there been any discussion in terms of some sort
18 of grace period or sort of an opportunity where folks
19 who... I guess the question is: are we sure we're
20 going to get the message in time by November 7th?
21 'Cause the last think I don't want to happen is that
22 people don't know and then they feel like we were in
23 a "gotcha" mode, right, because certainly what we
24 want people to do is to actually slow down. So has
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2 there been any thought on the administration side in
3 terms of some possibility of a grace period or
4 perhaps considering it as we get closer to that date
5 to see what it looks like in terms of whether we've
6 saturated the message for New Yorkers?

7 COMMISSIONER TROTTENBERG: It's a good
8 question and as I've said before, I'm very sensitive
9 to the question of "gotcha" and we really... we want
10 to roll out measures like this as safety measures.
11 We're not trying to do "gotcha" or raise revenue for
12 the city. That's not our goal here and we actually
13 have been talking in depth with NYPD about how we
14 might do enforcement and whether there might be
15 periods where we're doing education and warning
16 people before we start actually giving them summons
17 and so we are sensitive to that question and working
18 through it, and I think one thing we've realized as
19 we've been putting our strategy together for this,
20 there is something a little inherently difficult for
21 people to understand about a default speed limit.
22 You know, in general, it's the parts of the city that
23 aren't signed, so you know, it's not surprising that
24 a lot of people actually don't know what it is and we
25 recognize we have to do a robust education effort so

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2 that people will be aware and they'll feel that it's
3 fair when we roll out enforcement.

4 COUNCIL MEMBER GREENFIELD: Great and
5 that was actually... thank you. You half answered my
6 next question, which is that in 2010 there was a
7 report by the DOT that actually said that most New
8 Yorkers didn't even know that there was a default
9 speed limit in New York City, so we actually have two
10 challenges, right? Challenge one is hey, guess what?
11 Here's this thing called a default speed limit. I
12 think honestly the word default's a little bit
13 confusing for folks, so I just like to call it a
14 speed limit you know, with exceptions where you can
15 go higher, but there is a] a default speed limit and
16 b] that default speed limit as of November 7th is
17 going to be 25 miles an hour. So I want to encourage
18 you when you're doing that to try to sort of keep
19 track of that as well and I'm not sure whether there
20 would be a way, for example, maybe you know, a poll
21 you know, post November 5th or 6th or 7th to try to
22 see, in fact, whether we have actually gotten that
23 message across and saturated it so people actually do
24 know because like I said, for two reasons. It's not
25 just about the "gotcha," which of course, we want to

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2 avoid, but it's also legitimately I think if people
3 knew and they understood it, they would actually
4 follow the law. In my experience, the overwhelmingly
5 majority of New Yorkers are law abiding citizens, so
6 I think that would be helpful.

7 COMMISSIONER TROTTEBERG: Well, we are
8 actually conducting a poll. We are surveying people
9 now...

10 COUNCIL MEMBER GREENFIELD: [interposing]
11 Great.

12 COMMISSIONER TROTTEBERG: Before our
13 public awareness campaign and we will survey them
14 afterwards and look, we agree there is something, as
15 we realize a default speed limit is a bit of a
16 mysterious concept and that's why you've heard from
17 Deputy Commissioner Russo. We're going to be putting
18 a lot of signs up. I mean we're not going to...
19 really particularly in high crash areas. We're going
20 to work closely with the NYPD in places where they
21 want to do enforcement. So we're really going to try
22 and not make this a mystery for the public and we're
23 hoping in the areas where we really think this is
24 going to have a good safety impact, there will be
25 public awareness; there'll be signs; there'll be a

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2 good campaign. I mean we share your goal to make
3 this something people are aware of and they
4 understand the importance of and they don't feel like
5 it's just the city trying to get them and raise
6 revenue. That is not our goal here.

7 COUNCIL MEMBER GREENFIELD: Thank you,
8 Commissioner and my final question is related to that
9 point, which is when we talk about the speed limit, I
10 like to call it the speed limit with exceptions. So
11 what are the exceptions? Can you tell us the
12 thoroughfares that will have a different speed limit
13 than 25 miles per hour?

14 COMMISSIONER TROTTEBERG: Yeah and I'm
15 actually going to again, turn this over to Deputy
16 Commissioner Russo. I know one thing I have just
17 said, and I'll repeat, we are also trying to be very
18 thoughtful about this very question you know, and one
19 thing I've always tried to make clear is don't worry,
20 every street in New York City is not going to 25
21 miles an hour on November 7th. There are certainly
22 more limited access highways and other roadways where
23 we're going to have higher speeds and I think Ryan
24 can talk a bit about the system we're using to do
25 that evaluation.

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COMMITTEE ON TRANSPORTATION

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COUNCIL MEMBER GREENFIELD: Great. Thank you.

DEPUTY COMMISSIONER RUSSO: Right. Thank you, Commissioner. Yeah and just to build on that, I mean it's not really appropriate to go through a large list of all the streets, but what's important to realize is that we have over 3,000 posted 30 mile an hour signs up presently, so there is the large street system, both the limited access highway system and many of our arterials already have posted speed limits. So examples of places where we have posted speed limits of 30 or above include Highland Boulevard in Staten Island; West Street in Manhattan; the FDR Drive, of course; our East River Bridges; Pelham Parkway, Linden Boulevard; Cross Bay Boulevard in Queens and these are places where you know the post... we need to post the appropriate speed limit for the corridor. So you know, when we start with day one, the system that has posted of 30 or above will sort of be up there and what we're doing... we'll be doing is evaluating you know, corridors, taking input from yourselves, you know. A lot of people haven't noticed our posted speed limit signs, so you know take a look as you travel around and if

2 there's something that you think is posted at 30 and
3 shouldn't be we'd be happy to take that input. We're
4 going to be focusing on the 25 signing on the
5 corridors with high crash rates, but you know, it'll
6 be tailored to conditions as appropriate.

7 COUNCIL MEMBER GREENFIELD: Got it. So
8 just to be clear for the folks who are not experts
9 like us, the speed limit is going to be 25 miles an
10 hour unless you see a sign saying that you can go
11 faster than 25 miles an hour. That's the...

12 [crosstalk]

13 COMMISSIONER TROTTEBERG: Or slower...

14 [crosstalk]

15 COUNCIL MEMBER GREENFIELD: Shorter
16 version.

17 COMMISSIONER TROTTEBERG: In the case of
18 a...

19 [crosstalk]

20 COUNCIL MEMBER GREENFIELD: Or...

21 [crosstalk]

22 COMMISSIONER TROTTEBERG: Of a school
23 zone...

24 [crosstalk]

25 COUNCIL MEMBER GREENFIELD: Yes.

2 [crosstalk]

3 COMMISSIONER TROTTEBERG: It could be
4 slower.

5 DEPUTY COMMISSIONER RUSSO: Yeah.

6 COUNCIL MEMBER GREENFIELD: Okay.

7 DEPUTY COMMISSIONER RUSSO: Correct.

8 COUNCIL MEMBER GREENFIELD: That's a fair
9 point, so unless the sign says you can go faster or
10 slower, if there is no sign it's going to be 25 miles
11 per hour. Could you share with us a list?

12 Obviously, I don't want to run through it right now,
13 but could you send us... the committee a list just so
14 that we're able to review what stretches will still
15 have the higher speed limits just so that we're all
16 aware of that in case we have suggestions, we can get
17 back to you on that as well.

18 DEPUTY COMMISSIONER RUSSO: Yeah.

19 COUNCIL MEMBER GREENFIELD: And as far as
20 the... the final question as far as the sign
21 turnover. So the places that the signs say 30 miles
22 an hour, right, that you actually want to lower to
23 25, is that going to happen right away or is that
24 going to be sort of a process until you get around to
25 changing those signs? So like can we expect to see

1
2 like mostly new signs in New York City over the next
3 five weeks or is it sort of going to be more of a
4 transition as the streets are going to turn over from
5 30 to 25?

6 COMMISSIONER TROTTEBERG: It will be a
7 transition. I mean you know, we don't have the
8 ability to put up 700 signs overnight. It takes a
9 fair amount of time and labor to fabricate the signs
10 and then install them, so again, I think our focus is
11 going to be going to areas where the crash data and
12 working where the NYPD tells us are good areas to get
13 the speed limit down to start making sure the public
14 is aware they need to slow down.

15 COUNCIL MEMBER GREENFIELD: Great.

16 COMMISSIONER TROTTEBERG: And obviously
17 starting with the gateways as well. Those we will
18 get up right away.

19 COUNCIL MEMBER GREENFIELD: Terrific.
20 Thank you very much.

21 CHAIRPERSON RODRIGUEZ: Council Member
22 Jimmy Van Bramer followed by Council Member Levin.

23 COUNCIL MEMBER VAN BRAMER: Thank you
24 very much, Mr. Chair and to my colleague, Council
25 Member Greenfield for his great work on this.

1
2 Needless to say, I support this legislation and I
3 want to thank you, Commissioner, for your real
4 amazing work on all things; transportation and so
5 cooperative with our office and it's been a pleasure
6 working with you and your team. I did have some
7 questions. You know, education obviously is
8 important and no one wants to play a game of
9 "gotcha," but the truth is enforcement is needed and
10 we've said it before: if you're speeding and going
11 above the speed limit in the city of New York you're
12 breaking the law, you're putting lives at risk and
13 you should get a ticket. So education incredibly
14 important, but the enforcement piece is what
15 ultimately will change the culture and the behavior
16 of drivers, so I just wanted to ask you about your
17 cooperation with the police department and others who
18 are going to have a partnership clearly with DOT in
19 making sure that this law is enforced.

20 COMMISSIONER TROTTEBERG: We are working
21 very closely with the NYPD and in fact, actually just
22 had a meeting I think two days ago with Chief Chan to
23 talk through in more detail exactly how we're going
24 to handle enforcement and one of the issues again,
25 that came up is you know, they said it would really

1
2 be helpful, even though this is a default speed limit
3 in areas where they're high crash areas where our
4 precincts want to do enforcement, to have signs
5 because as you all may know, when these cases go to
6 administrative law judges it's often helpful if the
7 officer can testify that there was a sign and
8 therefore the driver should have known what the speed
9 limit was, so we are going to work hand in glove with
10 them to pick the right areas of the city and really
11 work together closely on enforcement at the precinct
12 level and you know, one thing about Chief Chan, he's
13 very data driven, so we will really be looking at the
14 numbers and I think it's going to be a great
15 partnership. They are very enthusiastic about
16 helping us roll this out throughout the city.

17 COUNCIL MEMBER VAN BRAMER: Thank you and
18 I'm excited about the fact that all of this work is
19 going to save lives and appreciate everyone's work on
20 this. Speaking of that, you mentioned that
21 pedestrian deaths are down significantly, but bicycle
22 and vehicle fatalities are up. I was wondering if
23 you could speak to those numbers in a little bit more
24 detail and what that actually looks like.

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2 COMMISSIONER TROTTEBERG: Yeah,
3 pedestrian fatal... and unfortunately, sometimes the
4 numbers lag a little bit. As you know, we get the
5 reports from NYPD. Sometimes when they do their
6 investigation they may determine there were other
7 factors at work. So at the moment, my latest numbers
8 I think as of yesterday were pedestrian fatalities
9 are down 22 percent, all traffic related fatalities
10 are down 7.3 percent, but that said, cyclists
11 fatal... as you probably know, Council Member Van
12 Bramer, cyclist fatalities are up and it's something
13 we're taking a close look at and one thing you know,
14 admittedly, when we look at the cyclist numbers over
15 the years, the number is so low that it has
16 fluctuated; you know, over a 10-year period has
17 fluctuated a fair amount and you know, one thing we
18 know in general about these numbers they fluctuate
19 over a period of years, so you know, on the one hand
20 the overall trends are good, but again, as I said,
21 it's not perfectly linear.

22 COUNCIL MEMBER VAN BRAMER: And these are
23 year-to-date.

24 COMMISSIONER TROTTEBERG: These are...
25 yeah, these are year-to-date, yeah.

1 COMMITTEE ON TRANSPORTATION 35

2 COUNCIL MEMBER VAN BRAMER: So as someone
3 whose husband rides his bike from Sunnyside to Wall
4 Street a couple times a week; I wish I rode my bike
5 as much as he did, but what is the real number in
6 terms of bicycle fatalities?

7 COMMISSIONER TROTTEBERG: Yeah, right
8 now we have seven... year-to-date 17 cyclist
9 fatalities.

10 COUNCIL MEMBER VAN BRAMER: And that's...
11 how is that, year-to-date in terms of raw numbers?

12 COMMISSIONER TROTTEBERG: I'm sorry?

13 COUNCIL MEMBER VAN BRAMER: So it's 17...

14 [crosstalk]

15 COMMISSIONER TROTTEBERG: Uh...

16 [crosstalk]

17 COUNCIL MEMBER VAN BRAMER: Pedestrian

18 or...

19 [crosstalk]

20 COMMISSIONER TROTTEBERG: It's 17...

21 [crosstalk]

22 COUNCIL MEMBER VAN BRAMER: Cyclists.

23 COMMISSIONER TROTTEBERG: Out of a total
24 of 190.

25

1 COMMITTEE ON TRANSPORTATION 36
2 COUNCIL MEMBER VAN BRAMER: Sure, but if
3 17...
4 [crosstalk]
5 COMMISSIONER TROTTENBERG: Traffic
6 related fatalities.
7 [crosstalk]
8 COUNCIL MEMBER VAN BRAMER: Cyclists have
9 died?
10 DEPUTY COMMISSIONER RUSSO: [interposing]
11 [off mic] Correct.
12 COUNCIL MEMBER VAN BRAMER: What kind of
13 increase is that?
14 COMMISSIONER TROTTENBERG: Hm? I'm
15 sorry.
16 COUNCIL MEMBER VAN BRAMER: That's an
17 increase from what?
18 COMMISSIONER TROTTENBERG: Oh, yeah, it's
19 basically an increase of 100 percent over last year,
20 yeah, it's double.
21 COUNCIL MEMBER VAN BRAMER: And are we
22 attributing that mostly to speeding or...
23 COMMISSIONER TROTTENBERG: Yeah, I mean
24 you know it's funny, we've been poring over the
25 numbers and trying to see if we can find some thread;

1
2 some commonality, but I don't know that we've... the
3 number, even though it's way too high, it's still in
4 sort of a statistical way low and each case seemed to
5 have... each case seems to have its own particular
6 circumstances. You know, but we're continuing to
7 work with NYPD as they do their investigations to see
8 if we can find some threads here and look, for us it
9 just underscores the urgency of the work that we're
10 trying to do, particularly to create bike lanes and
11 other ways to make sure that cyclists have safe
12 routes to get around the city and again, to continue
13 our education efforts to make sure that drivers are
14 aware and looking out for cyclists.

15 COUNCIL MEMBER VAN BRAMER: Right. I
16 know few people care about all New Yorkers on the
17 roads, such as yourself and I thank you for that, but
18 I have to say every time Dan goes out with the bike
19 in the morning you know, I do worry about his safety,
20 as safe as we have helped to make the city of New
21 York, so we'll just have to make it a little bit
22 safer 'cause we want him to ride five days a week,
23 and so I just want to say thank you again for
24 everything that you've done and I look forward to
25 helping you implement this in our neck of the woods

1
2 and continuing the great work of this committee, this
3 Council and this administration and particularly your
4 Department of Transportation, so thank you.

5 COMMISSIONER TROTTENBERG: Thank you.

6 CHAIRPERSON RODRIGUEZ: Council Member
7 Weprin.

8 COUNCIL MEMBER WEPRIN: Yeah, thank you,
9 Mr. Chair. Commissioner, good to see you. I want to
10 congratulate you on all the great work you're doing
11 and I'm proud to have been an early supporter of the
12 concepts of Vision Zero and the things we're trying
13 to do to make this a safer city. That being said, I
14 do have some concerns because it's a big city and not
15 all neighborhoods are the same and I love the slow
16 zones in high traffic areas; I think that's great.
17 The problem is is that I have a lot of low traffic
18 areas in a district like mine and we get a lot of
19 people complaining. I have been inundated with
20 complaints about the speed cameras, which I endorsed;
21 which I support, but when you get 15 or 20 a week
22 complaining that they got the ticket and I say,
23 "Listen, consider it a \$50 lesson." I've defended
24 that and I think that's great, but once we lower the
25 speed limit to 25 on some of those roads, at that

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COMMITTEE ON TRANSPORTATION

point the speed cameras will then kick in at 36 miles
an hour, correct? Yeah, so those number of
complaints...

[crosstalk]

COMMISSIONER TROTTEBERG: If...

[crosstalk]

COUNCIL MEMBER WEPRIN: Will increase.

COMMISSIONER TROTTEBERG: If the
stretches meets the requirements of the state law,
which is it's within a quarter of mile of a school on
the roadway that is abutting...

[crosstalk]

CONCIL MEMBER WEPRIN: Right.

[crosstalk]

COMMISSIONER TROTTEBERG: The school
during school hours.

COUNCIL MEMBER WEPRIN: Was that... in a
roadway that's what?

COMMISSIONER TROTTEBERG: Abutting a
entrance...

[crosstalk]

COUNCIL MEMBER WEPRIN: Right.

[crosstalk]

1 COMMITTEE ON TRANSPORTATION 40

2 COMMISSIONER TROTTEBERG: To a school
3 during...

4 [crosstalk]

5 COUNCIL MEMBER WEPRIN: Right.

6 [crosstalk]

7 COMMISSIONER TROTTEBERG: School hours,
8 so it's...

9 [crosstalk]

10 COUNCIL MEMBER WEPRIN: Right.

11 [crosstalk]

12 COMMISSIONER TROTTEBERG: Not those
13 cases...

14 [crosstalk]

15 COUNCIL MEMBER WEPRIN: No, I know there
16 are some...

17 [crosstalk]

18 COMMISSIONER TROTTEBERG: Where they're
19 not on at all times.

20 COUNCIL MEMBER WEPRIN: Right and I just
21 do... there have been two in my district that have
22 gotten an enormous amount of complaints just 'cause
23 they're on what are major roads near schools, but
24 major roads. One's the service road of the LIE and
25 one is Union Turnpike, both areas where I actually

1 have tried to drive 25 and it's hard, it really is.
2
3 People will come up to you and I mean we want to slow
4 people down, but there are areas that it's tough and
5 the area I represent and one of the reasons I've been
6 so supportive of some of the Transportation
7 Alternative agenda and other things is I represent a
8 district that's a bit of a transportation desert. I
9 don't have a subway; I don't have a railroad in my
10 district. They cut my buses so I have less buses
11 than I had a couple years ago, so people drive and
12 you know, we could eliminate all fatalities by having
13 nobody drive if we could and I wish there was a way
14 to get more public transportation options so less
15 people would drive, but people drive and I don't want
16 to be unrealistic about the fact that you know, they
17 drive a lot and they... you know, we want to make
18 sure people are law abiding citizens. Councilman
19 Greenfield mentioned this. You know, we want to...
20 most New Yorkers are law abiding citizens. One law
21 abiding citizen who complained to me was my 80-year
22 old father-in-law, who has never gotten a ticket in
23 his life, but he got a 41 mile in a 30 mile an hour
24 speed camera violation, although I don't know why it
25 would've been during a school day, but he got a 41

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2 and he was very upset he got a \$50 ticket, first
3 ticket of his life. So the only reason I have my
4 back up a little bit is sometimes we do this in the
5 City Council and it's not necessarily tailored to
6 areas like mine or Staten Island and other places and
7 I am all for like trying to slow people down, but
8 there's definitely in my district that people are
9 going to go crazy when they hear this 25 miles an
10 hour. If you make... like Northern Boulevard's a
11 good example. Northern Boulevard in Western Queens
12 is a heavily trafficked area. It has a lot of
13 pedestrian crossings. I got some parts of Northern
14 Boulevard there are no pedestrians crossing just
15 about; just about and I just think there should be a
16 distinction there and I don't know how detailed this
17 list is. I don't know if streets like... this Cross
18 Bay Boulevard's a huge street and Northern
19 Boulevard's smaller, but there are areas that it
20 should be a little different. So I just know that my
21 neighbors... I was going to a little... and I may
22 still do like a survey on this; one of these survey
23 monkey things; get people's opinion on it. I was a
24 little afraid to get the answer 'cause I have a
25 feeling most people in my neighborhood would not like

1
2 the idea of lowering the speed limit to 25 in their
3 mind 'cause they... you know if you're driving and
4 you just... it's all like reasonable here I mean and
5 you know, I just don't want to be too pie in the sky
6 about this and I do think there's going to be
7 neighborhoods where people are just going to feel...
8 we're going to take law abiding citizens and turn
9 them into law breakers and I know we want to slow
10 them down, but there are parts where it's really
11 difficult to do that. So I know you talked about the
12 police. Have you discussed at what point police will
13 give tickets for violation of 25; like what... at
14 what speed is that?

15 COMMISSIONER TROTTEBERG: Well, yeah and
16 let me jump in and say one of the parts I love about
17 this job is that I do get to every corner of the
18 city. I've been to your district...

19 COUNCIL MEMBER WEPRIN: And you've been
20 to our...

21 [crosstalk]

22 COMMISSIONER TROTTEBERG: And all over.

23 [crosstalk]

24 COUNCIL MEMBER WEPRIN: Area.

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COMMITTEE ON TRANSPORTATION

COMMISSIONER TROTTEBERG: And believe me, we very much appreciate what you say. Of course, different parts of the city are very different. Some are much more autocentric; some are much more densely congested. Some streets have high crash rates and some don't, so...

COUNCIL MEMBER WEPRIN: [interposing] Mm-hm.

COMMISSIONER TROTTEBERG: You know, as I've said here, we are trying to do this very thoughtfully. We are not trying to be one size fits all and I think some of the roadways that you're referencing actually are signed at 30 or 35 and they won't be changing on day one. Again, roadways that are signed at those speeds... our default is going to be for now we're going to leave them be. We're going to as we unroll this...

COUNCIL MEMBER WEPRIN: [interposing] Mm-hm.

COMMISSIONER TROTTEBERG: See how this works. Now, I will say going 41 miles an hour in front of a school I think that is something we want to discourage, so I'm sorry your...

[crosstalk]

1 COMMITTEE ON TRANSPORTATION 45

2 COUNCIL MEMBER WEPRIN: Right.

3 [crosstalk]

4 COMMISSIONER TROTTEBERG: Father-in-law
5 got the ticket, but I think...

6 COUNCIL MEMBER WEPRIN: [interposing]
7 Right.

8 COMMISSIONER TROTTEBERG: You know, I
9 think one thing we're all in agreement on,
10 particularly in front of schools we're trying to slow
11 folks down.

12 COUNCIL MEMBER WEPRIN: Some schools are
13 more perilous than others, for the record. I mean
14 yes, there is a school campus in front of that
15 particular light. You know, certain places are
16 different than others and even that one I've been
17 getting a lot of complaints from people. I've been
18 fighting them, but they do...

19 [crosstalk]

20 COMMISSIONER TROTTEBERG: No and...

21 [crosstalk]

22 COUNCIL MEMBER WEPRIN: Complain the fact
23 that literally the schools are thousands of feet
24 away. The campus...

25 [crosstalk]

1 COMMITTEE ON TRANSPORTATION 46

2 COMMISSIONER TROTTEBERG: And... and...

3 [crosstalk]

4 COUNCIL MEMBER WEPRIN: Starts there at
5 Union Turnpike...

6 [crosstalk]

7 COMMISSIONER TROTTEBERG: But you...

8 [crosstalk]

9 COUNCIL MEMBER WEPRIN: But people
10 don't... there's no pedestrian traffic walking into
11 that school there.

12 COMMISSIONER TROTTEBERG: And just so
13 you know, we are happy to... if you're getting
14 feedback from your constituents and you think we're
15 doing something that's really an error then please
16 reach out. Your colleagues frequently do, both your
17 Council colleagues and frankly, your colleagues up in
18 the state assembly and Senate, so you know, if you
19 think we're really in error somewhere, please let us
20 know...

21 [crosstalk]

22 COUNCIL MEMBER WEPRIN: Mm-hm.

23 [crosstalk]

24 COMMISSIONER TROTTEBERG: And we'll work
25 with you on it and one...

2 [crosstalk]

3 COUNCIL MEMBER WEPRIN: I'd like that.

4 [crosstalk]

5 COMMISSIONER TROTTEBERG: Thing... one
6 thing...

7 [crosstalk]

8 COUNCIL MEMBER WEPRIN: Yeah.

9 [crosstalk]

10 COMMISSIONER TROTTEBERG: We've often
11 done is we look at the data and we see what the crash
12 data is in the location and what the speeding data is
13 and some... you know in a lot of cases when we find
14 that data it turns out that it's a good placement,
15 but we're always open to talking to you about that.
16 In terms of enforcement, I think as I've said, our
17 focus is, 'cause you know, NYPD resources aren't
18 infinite either, to focus in high crash areas. So
19 we're not trying to get everybody everywhere. We're
20 trying to get bang for the buck out of the
21 enforcement that we do. So you know and again, I
22 think that's a process where we're happy to work with
23 you all. We're looking to enforce in places where
24 crashes are happening. We're not looking to just
25 nail people with tickets. That's not the goal here.

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COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER WEPRIN: Alright well, I look forward you know, to continuing this conversation and just as we move forward I'm anticipating the reaction I'm going to get from a lot of my people. Some will think it's great. I have a feeling I'm going to hear the most loudest ones from the people who don't like it and it's okay. I think in a way... and I've dealt with them before, but you know, I just... at one point there I just... well, I do feel for them where I literally tried to drive down Union Turnpike at 25 miles an hour and every car honked at me; every car... so I know you say we want to slow them down; teach them a lesson; slow them down. It's just I literally could stand in front of that thing and there was not a single car that isn't going at least 30 miles an hour, many more than that and they're learning 'cause they're getting tickets, but it just... it's a little pie in the sky to think oh, this is... you know, everyone should follow the law. It's so easy to do. It's not all that easy when we're lowering it to 25 in certain areas of the city where traffic does move well; that it isn't a pedestrian area necessarily.

COMMISSIONER TROTTEBERG: Right. No.

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COMMITTEE ON TRANSPORTATION

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COUNCIL MEMBER WEPRIN: [interposing] So.

COMMISSIONER TROTTEBERG: We... here and again, I think some of the roadways you're referring to they will not be going to 25 on November 7th, so...

COUNCIL MEMBER WEPRIN: [interposing] 'Kay.

COMMISSIONER TROTTEBERG: And look, I think we recognize this is big culture change, as I said in my testimony and we understand some people are so happy and embracing it; some people you know, maybe less so and we want to work closely with you all. The goal here is, right, to make the streets safer.

COUNCIL MEMBER WEPRIN: Right.

COMMISSIONER TROTTEBERG: The goal is not to make all your constituents furious and have them paying thousands of tickets. That really isn't the goal. The goal...

[crosstalk]

COUNCIL MEMBER WEPRIN: Yeah.

[crosstalk]

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COMMITTEE ON TRANSPORTATION

COMMISSIONER TROTTEBERG: Is

collectively to take our resources and try and make
this city...

[crosstalk]

COUNCIL MEMBER WEPRIN: Right.

[crosstalk]

COMMISSIONER TROTTEBERG: A safer place.

COUNCIL MEMBER WEPRIN: And just as a

last comment so I don't get vilified by some of my
friends in the room on Twitter, [laughter] I
absolutely believe in the goals here. I'm just...
you know, I'm a pragmatic guy and I see how people
operate by me and I've lived there my whole life and
it's just... it isn't fair to treat everyone and
every neighborhood exactly the same and so that is
why I make these statements here today before I hear
about it later.

COMMISSIONER TROTTEBERG: I... I...

COUNCIL MEMBER WEPRIN: [interposing]

Thank you.

COMMISSIONER TROTTEBERG: We would never

treat everyone in every neighborhood exactly the
same. The terrain, the culture, the vehicle usage,
the crash data, the schools, everything is different

1 all over the city. We recognize that. We will try
2 and work with you all to tailor the smartest
3 solutions we can, given you know, what the culture
4 and the terrain and the history is of each part of
5 the city.
6

7 COUNCIL MEMBER WEPRIN: Thank you,
8 Commissioner and thank you, Mr. Chair.

9 CHAIRPERSON RODRIGUEZ: Thank you.
10 Council Member Levin, Chin and Miller.

11 COUNCIL MEMBER LEVIN: Thank you, Mr.
12 Chairman and thank you, Commissioner. So I wanted to
13 kind of follow up on what Council Member Van Bramer
14 said before just about enforcement. I concur with
15 Council Member Van Bramer that you know, I think that
16 what's really going to... in addition to the
17 significant education outreach that DOT is going to
18 embark on and is embarking on already, that you know,
19 what changes behavior often is having a little bit of
20 enforcement and having that type of instructive...
21 instructs behavior. I think about when I was 17 and
22 nothing modified my behavior in terms of speeding
23 like getting a couple of speeding tickets and I think
24 that that's important to keep in mind that... and to
25 be totally frank, I mean you know, over previous...

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2 in the previous administration we would ask often for
3 increased enforcement of speed limit violations and
4 they really weren't enforced very frequently and you
5 know, some of the numbers per precinct that were
6 borne out were just dismal. You know, a handful at
7 most violations given out in a single... you know, in
8 a precinct in a month type of thing and one thing
9 that actually we heard back from precincts from
10 precinct commanders who you know, would tell us kind
11 of off the record was that they didn't... they
12 weren't... didn't have the equipment to do speed
13 enforcement. They didn't have enough speed guns to
14 do it. I heard two precincts; two adjacent precincts
15 they told me that they shared a speed gun; one speed
16 gun between the two precincts. They weren't properly
17 calibrated. Is that something that we're working
18 with NYPD on in terms of getting simply more hardware
19 so that we can increase this enforcement?

20 COMMISSIONER TROTTEBERG: Yeah, it was
21 one of... in Vision Zero action plan for the NYPD to
22 get more radar guns and they are in the process of
23 doing that and I think... I hope you would see that
24 they have really I think had a tremendous see change
25 there in the approach to enforcing on speeding and

1 failure to yield and if any of you have had the
2 opportunity to go see one of their traffic stat
3 meetings...
4

5 COUNCIL MEMBER LEVIN: [interposing] Mm-
6 hm.

7 COMMISSIONER TROTTENBERG: It's quite
8 fascinating and you can really I think see the new
9 priorities and the culture change that's happening
10 right there as you know, different commanders from
11 different precincts throughout the city are called up
12 and talk about what kind of... you know, what kind of
13 traffic and speeding enforcement they're doing in
14 their precinct and what do the numbers look like and
15 where are the crash locations and I think they're
16 taking now a very... pretty aggressive and data
17 driven approach to improving you know, their
18 enforcement on that, but I will say one thing also.
19 As you all know, we call on the NYPD to do a lot of
20 things and so I would say Chief Chan has been a
21 wonderful partner to work on this and this has really
22 been his relentless focus and I think you know,
23 you're seeing there's been enforcement efforts all
24 over the city and the numbers have really gone up,
25 particularly on speeding and failure to yield and

1
2 conversely, I think they are doing a lot less in
3 terms of giving people summonses over having tinted
4 windows. You know, they're changing their
5 enforcement priorities.

6 COUNCIL MEMBER LEVIN: Right and I've
7 seen that bear out. I wanted just to... I'm
8 concerned that without a, you know, significant you
9 know, uptick from even where it is now that we may
10 not see sort of the type of speed reductions that
11 we're hoping to see, so I'm hopeful honestly that as
12 Jimmy said, I mean I think some "gotcha" actually is
13 in order. I have a lot of... it does... it's a pet
14 peeve of mine just you know, if I'm walking down the
15 street or if I'm driving myself and then see somebody
16 you know, blow past me at 40 miles an hour you know,
17 they should be held accountable for that.

18 COMMISSIONER TROTTENBERG: Well, I think
19 again, we're going to work closely with the NYPD and
20 there is no question, this is not... we're not going
21 to make a miraculous change overnight, but I think
22 we've made great progress and you know, we're in the
23 de Blasio administration and we're all very committed
24 to keeping that progress going and obviously, I think
25 you all will be our partners in figuring out how we

1 do enforcement in the way that is the most smart. I
2 mean we want to do smart and effective enforcement.
3 I hear you and in some cases you might want to do
4 "gotcha;" in some case you might not. I mean we...

5 COUNCIL MEMBER LEVIN: [interposing] Mm-
6 hm.

7 COMMISSIONER TROTTENBERG: The goal is to
8 be effective however best we can do that in all the
9 different neighborhoods all over the city.

10 COUNCIL MEMBER LEVIN: Mm-hm. And one
11 other question, sorry, is that in regard to the
12 signs, the 30 mile an hour signs that are up now in
13 the non-exempted areas, are all those signs coming
14 down before the new 25 mile an hour signs go up or
15 they going...

16 [crosstalk]

17 COMMISSIONER TROTTENBERG: Yeah, most...

18 [crosstalk]

19 COUNCIL MEMBER LEVIN: Be switched out?

20 [crosstalk]

21 COMMISSIONER TROTTENBERG: Mostly we're
22 not taking those signs down. We're going to start
23 first of all, with signing in the gateways, the
24 bridges, the high crash areas. Over time, we're also
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1
2 going to be evaluating the 30 mile an hour roadways,
3 other roadways to see in cases where we want to
4 change out the speed limit, but this is... you know,
5 this a process that's going to take us I think a year
6 to get fully implemented in terms of analyzing all
7 the streets and changing all the signs.

8 COUNCIL MEMBER LEVIN: 'Cause then it
9 would be difficult to give a summons to somebody for
10 speeding if there you know, is a 30 mile an hour
11 speed limit sign that's still up on the road that
12 they're...

13 COMMISSIONER TROTTEBERG: [interposing]
14 Right. If the sign says 30 then the speed limit
15 there is 30.

16 COUNCIL MEMBER LEVIN: I see.

17 COMMISSIONER TROTTEBERG: I mean you
18 could only... you know, typically then the police
19 would ticket them if they were going 41.

20 COUNCIL MEMBER LEVIN: So then we're
21 phasing it. We're actually phasing in the speed
22 limit reduction as the signs are changed per street;
23 you know, essentially street by...

24 [crosstalk]

25 COMMISSIONER TROTTEBERG: Well...

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[crosstalk]

COUNCIL MEMBER LEVIN: Street, right?

[crosstalk]

COMMISSIONER TROTTEMBERG: I guess I would say on any street that isn't signed it would be in effect on November 7th.

COUNCIL MEMBER LEVIN: I see.

COMMISSIONER TROTTEMBERG: For streets that have signs we're going to have to do some analysis and decide you know, how we're taking the signs down, but for a big swath of the city come November 7th the speed limit's 25 miles an hour.

COUNCIL MEMBER LEVIN: Got it. Thank you. Alright, thank you, Chair.

COUNCIL MEMBER CHIN: Thank you, Chair and also to Council Member Greenfield for your leadership on this. Commissioner, thank you for your partnership. In your testimony you were talking about the city will start posting those signs. One of the streets that I would really love to have more signs on is South Street 'cause that's the street where a lot of people get on to get onto the FDR and a couple of weeks ago, we had three seniors, and we knew about the case, that were hit by a car and I

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2 assume that person was speeding. How could you hit
3 three people at the same time and one of them die?
4 So I think it's really important to slow people down
5 who are driving and especially I think on South
6 Street, so I hope that that is one of the streets
7 that you will start posting the 25 miles signs up
8 there. And also, part of the public education coming
9 off roadways or bridges I think it's also important
10 to let people know that the speed limit is going to
11 change. I remember you know, a couple years back,
12 the whole issue of speeding you know, on Manhattan
13 Bridge and the trucks or the car when they exit the
14 bridge they still speed down Canal Street. I mean
15 Canal Street is going to a slow zone, which is great,
16 but the cars coming off the bridge need to know that
17 the slow zone is happening so they cannot speed down
18 when they exit. So there should be some warning or
19 some sign to let them know that they've got to start
20 slowing down as they exit. I think it's also in my
21 district along West Street. I heard that you said
22 West Street is one of those thruways where the speed
23 limit might be 35 or more, but West Street also cut
24 across a lot of residential neighborhoods where kids
25 and seniors cross the street, especially when they

1 live in Battery Park City. They have to cross West
2 Street to go home, so I think it's important to
3 relook at you know, some stretch of West Street to
4 see how the 25 miles speed limit could be implemented
5 along those corridors. On West Street they are near
6 residential neighborhoods. I think that's also very
7 important. I think bottom line is that yes,
8 unfortunately we still have traffic accidents and
9 people dying from traffic you know, issues and
10 especially seniors, so cutting down the speed limit
11 is important and we look forward to working in
12 partnership with you to get the word out and I think
13 it's good that you know, some of the ideas you have
14 in terms of you know, even putting the information on
15 the back of the muni-parking ticket, but I think a
16 lot more signages needs to be up and a lot more
17 public service announcements and I think the whole
18 idea about saving lives that people need to know that
19 if you slow down you could save lives; that people do
20 die you know, from crashes if someone is driving even
21 at 30 miles per hour. So I look forward to working
22 with you and I hope you consider in terms of what I
23 raised about South Street and West Street.
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COMMITTEE ON TRANSPORTATION

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COMMISSIONER TROTTEBERG: Yeah and thank you and I would say certainly we agree on the bridges and coming off highway ramps we want to make sure we're giving people a visual reminder to slow down and look, on South Street we agree and you know, we were all so saddened by the tragedy there and you know, in addition to signs I think we're going to be doing a lot more work and I know my staff has been talking to your office. I think there's a lot more we can do there to improve the safety of that stretch; there's no question. It's you know, with more and more people now crossing over to the river and a speeding issue and we're going to work with you all closely to see what else we can do.

COUNCIL MEMBER CHIN: I think that it's the same along West Street 'cause a lot of people are crossing West Street you know, whether to work, to Battery Park City, to the waterfront, so there's a lot more pedestrian traffic and so I think it's important to really distinguish which area and not just see West Street as West Side Highway and that the speed limit should be higher. I think one last point I wanted to ask is that I know some area we do post those speed signs so when people are driving

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2 they know the speed they are driving. That might a
3 good way to... as part of the public education to
4 post some of those speed gauge so people know that
5 they're really speeding on some of these roadway and
6 they need to slow down. Thank you. Thank you,
7 Chair.

8 CHAIRPERSON RODRIGUEZ: Thank you and
9 Commissioner, I would like to work with you and
10 Council Member Chin on that situation because we've
11 been having some conversation about how critical it
12 is, the number of senior citizens being hit in her
13 district, so definitely would like to see how we can
14 have a follow up on that particular case.

15 COMMISSIONER TROTTEBERG: Be happy to do
16 that.

17 CHAIRPERSON RODRIGUEZ: Thank you.
18 Council Member Miller.

19 COUNCIL MEMBER MILLER: Thank you, Chair
20 Rodriguez and Member Greenfield for your leadership
21 on this and Commissioner, I really thank you for the
22 vision and insight that you have imparted as well.
23 But I would particularly like to say that I'm glad to
24 see that we are addressing this common sense issue
25 holistically and not unilaterally across the board

1 because communities are different certainly
2 throughout the city. One of the things that...
3 questions that I do have is that how have we prepared
4 for some of the unintended consequences, such as when
5 you have a community such as mine and Council Member
6 Weprin on the outskirts of South or Northeastern
7 Queens that does not have much public transportation
8 or relies almost solely exclusively on bus travel and
9 the New York City buses obviously are governed at a
10 particular speed. Now, when you have the longest
11 commute into Manhattan and certainly I have about the
12 longest commute as any member to get here today or
13 any other day, have we looked at you know, bus routes
14 specifically, bus lanes and are we going... you know,
15 'cause certainly reducing the speed would impede
16 further the travel time as we go into Manhattan, so
17 as we look at this holistically is that something
18 that we have addressed as we move forward or as we
19 look at the data is it something that you'll be
20 evaluating?
21

22 COMMISSIONER TROTTEBERG: Yeah, in
23 addition to coordinating with our partners at NYPD,
24 we are also now really I think doing a better job of
25 coordinating with the MTA and in particular, any of

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2 the operations we do on our city streets working
3 closely with them so they can help understand what
4 impacts that might have on their bus service. Now,
5 in a lot of cases the thing that actually slows buses
6 down is the signals and you know, one of the areas
7 we're trying to make some real progress is to give
8 more buses priority signals when they get to lights,
9 but we will certainly be working closely with them as
10 we roll this out and looking at key bus routes. It
11 is not our desire to make it... you know, to give
12 your constituents or any other travelers in New York
13 a longer trip on the bus, so we will try and do the
14 best we can to minimize the impacts on the bus
15 system.

16 COUNCIL MEMBER MILLER: Thank you and
17 could you be... I'm sorry to be redundant, but a
18 little more specific on the criteria for either not
19 requiring the streets that would not require... be
20 required to have the 25 miles an hour by either
21 lowering or highering [sic] the speed limits.

22 COMMISSIONER TROTTEBERG: Right. Well,
23 as I said on November 7th when the bill goes into
24 effect and the city Local Law goes into effect, in
25 any part of the city where the street is unsigned,

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2 and that tends in a lot of places to be more
3 residential streets the default speed limit goes from
4 30 to 25. On roadways where you have signs, at least
5 for the most part on day one, whatever the speed
6 limit is that sign will remain the speed limit. Over
7 time, we're going to work through an analysis of
8 where we might want to lower some of those speed
9 limits and obviously that's something we do want to
10 do in coordination with the local elected officials
11 and folks on the ground in the different communities,
12 but on day one if there's not a sign we're going from
13 30 to 25. In signed areas, that's going to be a
14 longer process where we're going to do some analysis
15 and in that analysis again, we particularly want to
16 be driven by crash data. We want to look at those
17 parts where dangerous speeding is happening and it's
18 causing crashes and injuries and in some case
19 fatality.

20 COUNCIL MEMBER MILLER: Okay, thank you
21 so much. Thank you for your testimony.

22 CHAIRPERSON RODRIGUEZ: Thank you,
23 Commissioner and again, this is not about data. This
24 is about saving lives and it is about adding another
25 tool to Vision Zero and as we know, our goal is to

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2 reduce by 2024 to zero the number of fatality; the
3 number of New Yorkers that lose their life in our
4 city, so just hope continuing working together and
5 this is going to be very important, the campaign,
6 that education and campaign that together we're going
7 to be... with your leadership we're going to be
8 putting in our street. I just hope that when we look
9 at the educational component we can... the city can
10 work with motor vehicle. As you know, the Governor
11 and we were there together like announcing the
12 decision to allow the city to reduce to 25 mile per
13 hour; therefore, I hope that the partnership with the
14 state also can translate into also allowing or
15 working with the city so that some information
16 provided at the motor vehicle main offices. Also,
17 the taxi industries, who also has signed in support
18 of this legislation and I believe that they also can
19 be a key player. When the driver go and renew their
20 license, TLC I know is going to be very important,
21 but the industry from yellow, black livery they also
22 can be very important also and I know that we will be
23 working with them. And the third one is insurance
24 companies. They are the one also where the drivers
25 go to to renew their insurance. I hope that... this

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2 has to be a comprehensive campaign where everyone
3 become part of this educational part and of course,
4 the enforcement has to be critical. You know, we
5 need to do our educational part, but everyone should
6 know that this is the new way of how drivers should
7 be driving their car in the streets. With that,
8 thank you and we're going to be calling the next
9 panel.

10 COMMISSIONER TROTTEBERG: Thank you.

11 CHAIRPERSON RODRIGUEZ: Thank you.

12 [background voice] So the next panel is Paul from
13 Transportation Alternatives, Paul White; Mary Beth
14 Kelly from Families for Safe Streets; Patrick
15 Killackey from Brooklyn Heights Association and
16 Vincent Pellecchia, Tri-State Transportation
17 Campaign. [background voices]

18 CHAIRPERSON RODRIGUEZ: Can we begin with
19 Mary from Families for Safe Streets, please?

20 MARY BETH KELLY: I'll use this stand
21 because I'm little. Yes, Families for Safe Streets
22 is in the house and first of all, Ydanis, I want to
23 thank you from the bottom of my heart and Council
24 Member Greenfield as well, thank you. You have stood
25 by us and I thought it was very fitting... and fought

1
2 with us and I thought it was very fitting when I got
3 on the subway today to come down here today, my
4 favorite a cappella group were singing that very
5 song.

6 So Families for Safe Streets, as you
7 know, we're comprised of people who have lost a loved
8 one to traffic violence. We, since February, have
9 been extremely effective and you know because you
10 have been with us up in Albany and making those trips
11 and doing the hard work of lobbying many, many days
12 and I'm smiling today and I have been coming here for
13 eight years, since my husband was killed, and this is
14 the only day that I've been smiling here in City Hall
15 and I sure hope that that smile's going to stay
16 because the reduction to 25 miles per hour, although
17 you know we wanted 20, we worked with DOT and we
18 worked with you and we really worked so hard in
19 Albany and we've helped really make that a reality,
20 so thank you very much for working with us on this
21 because we are the moral authorities on this. We are
22 the people who have sustained the loss, had to manage
23 the grief, handle our children, our loved ones who
24 have also grieved with us and when we have done our
25 presentations, we usually bring large pictures and I

1 thought about that today; should I bring a picture of
2 my husband, Dr. Carl Henry Nacht, my Jewish husband,
3 who taught me about the Talmud belief that if you
4 save one life you save the world and that's what
5 we're doing here today. So I didn't bring that
6 picture today because I think that maybe sometimes
7 even my face people get tired of and I thought well,
8 I don't want them to get tired of his face, but that
9 picture and pictures are all we get left with. And
10 we elect you to keep your citizens safe. That's part
11 of your job and you're serving on a Transportation
12 Committee where you're dealing with life and death,
13 so when people call to complain about getting tickets
14 for speeding you're not hearing from the thousands
15 who don't call and you're hearing from the people who
16 don't like being caught doing something that puts
17 other people in danger and hopefully revenues from
18 speed cameras will disappear, just like we'd like to
19 see the membership in our group disappear over time
20 because we really do want to bring this down to zero.
21 Your passage of this and other laws that conform with
22 the Vision Zero action plan are crucial in making our
23 city safe.

1
2 I was in Stockholm this summer. I spoke
3 to the man who originated the idea of zero and I
4 spent time in an extremely livable city. I love New
5 York. I've been living here since 1976 and my
6 husband rode bicycles all over the world, but New
7 York could be like this. We could have the
8 pedestrian plazas of Florence. We could have the
9 Copenhagen capacity for 40 percent of all commutes to
10 be done by bicycle. You don't see a fat person in
11 Copenhagen you know and people were doing it even in
12 the snow, and protected bike lanes are crucial for
13 that so they're crucial for the environment too. We
14 have to reduce our poisoning of the air.

15 So all of this is of a piece and I'd like
16 to thank you and support you and wanted to share that
17 those of us who belong to Families for Safe Streets
18 are coming from a very old tradition. We are
19 Bodhisattva's Warriors. That's from Buddhist
20 philosophy and those are compassionate warriors. We
21 don't use guns and knives and we don't intimidate; we
22 don't threaten. We have worked with our words and we
23 have worked with you to make something life saving
24 happen in our city. Please take it all the way to
25 the finish line. Thank you.

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CHAIRPERSON RODRIGUEZ: Thank you and I also want to let you know that one other hearing that we will have is going to be about bikes, including everything from bike lanes to bike share to new rules and how to protect the cyclists that we have in the city.

MARY BETH KELLY: Thank you so much and I think one of the things that you can also help your constituents realize is that when we put a protected bike lane on an avenue and we make it a complete street, what happens to the safety of all street users, people in their cars; people walking that the deaths come down. 8th and 9th Avenue they've come down by upwards of 50 percent in these places where we've had these in place for years, so we need to impress people with the facts, not their like gut feelings about these things always being the facts and so I thank you for that. That's going to be terrific.

CHAIRPERSON RODRIGUEZ: Thank you.

[crosstalk]

COUNCIL MEMBER GREENFIELD: Mr. Chairman? Mr. Chairman, may I just interject one point? Thank you. I want to thank especially you and Families for

1 Safe Streets for the work that you've done. I want
2 to thank the entire panel. Unfortunately, the
3 Council has a penchant for scheduling hearings at the
4 exact same time, so I have to catch the tail end of
5 another hearing, but I'm taking the materials and I'm
6 going to read it and I'm going to watch the testimony
7 later on television. I just wanted to take the
8 opportunity to take the panel for your leadership and
9 for your advocacy. It certainly would not have
10 happened without the grassroots support that all of
11 you at this table cemented and we're very grateful
12 for that too. Thank you.

14 MARY BETH KELLY: Thank you very much.

15 PAUL STEELY WHITE: Thank you, Chair
16 Rodriguez and members of the Transportation
17 Committee. I am Paul Steely White, Executive
18 Director of Transportation Alternatives. We are a
19 40-year old non-profit with more than 100,000
20 activists in our network, all dedicated to improving
21 the safety of New York City streets. I'm also
22 testifying today on behalf of Pratt Center for
23 Community Development in support of a safer 25 mile
24 per hour default speed limit for New York City.

1
2 We applaud the work the Council has done
3 so far this year on traffic safety. The leadership
4 of this committee has led to impressive strides
5 working towards Vision Zero, of course, the Mayor's
6 plan; historic plan to prevent all deaths and serious
7 injuries in traffic in the next 10 years. This
8 change is supported by thousands and thousands of New
9 Yorkers who took action to contact their elected
10 representatives to support a safe speed limit,
11 including more than 7,000 petition signees. Attached
12 to my testimony you will find a letter that was
13 presented to elected officials this spring signed by
14 more than 150 civic organizations and leaders from
15 across the five boroughs expressing their support for
16 a safe citywide speed limit in New York.

17 Achieving Vision Zero requires safe
18 speeds. We urge the Council and Mayor to make 25
19 miles per hour the default limit for New York City
20 and to allow for even safer speeds on other streets,
21 particularly around schools and residential
22 neighborhoods and pedestrian-rich streets. The
23 rollout of the new limit presents an unparalleled
24 opportunity to raise public awareness around the
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1 dangers of speeding and the importance to comply with
2 the new limit.
3

4 To further ensure compliance, the Council
5 needs to ensure DOT liberally applies signal
6 progressions and traffic calming treatments so that
7 street design is consistent with the new 25 mile per
8 hour limit. In other words, signage is not enough.
9 Arterial streets, the big multi-lane roadways that
10 divide communities, these streets in particular
11 should be changed to include signal progressions to
12 set less than 25 miles per hour and complete street
13 transformations that increase protected space for
14 bicyclists and pedestrians, narrow travel lanes and
15 taper drivers' field of vision. Arterials make up 15
16 percent of New York City's roadway network and
17 account for over half of pedestrian bicyclist
18 injuries and deaths, as the Commissioner pointed out
19 earlier.

20 Finally, as this Council continues to
21 work to achieve Vision Zero, we urge you to see these
22 transformations through to completion. That means
23 ensuring that rebuilding arterials, the money to do
24 that is included in Mayor de Blasio's next 10-year
25 capital strategy and that there is enough funding to

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2 start planning or start construction on all thousand
3 miles of New York City's arterial streets by 2017.

4 We heard Councilman Weprin earlier
5 talking about the difficulty that some drivers have
6 in driving 25 miles per hour. Enforcement should
7 absolutely continue, as has been pointed out, and I
8 think the council member said it well in one part of
9 his testimony when he pushes back and he says to his
10 constituents, "Consider that a \$50 lesson." I think
11 we need more of that, but these arterial... these
12 physical changes to the streets ultimately is really
13 going to be the thing that's going to change our city
14 and save lives, so we can't forget that capital need
15 that we have moving forward. Thank you very much.

16 PATRICK KILLACKEY: Hi, I'm Patrick
17 Killackey with the Brooklyn Heights Association.
18 Thanks for having us here for this hearing and moving
19 forward on this issue. The Brooklyn Heights
20 Association is strongly in support of reducing the
21 citywide speed limit in line with the Mayor's Vision
22 Zero program. We would like everyone; pedestrians,
23 cyclists, driver to move cooperatively and feel safe
24 in their travels through the city.

1
2 With 178 pedestrian and cyclists killed
3 in traffic crashes last year, 25 miles per hour is
4 much better than 30 miles per hour. However, a speed
5 limit of 20 miles per hour would be even better, at
6 least in residential areas. Thanks to the support of
7 Steve Levin, our council member, and so many of our
8 other community leaders, Brooklyn Heights has been
9 designated a slow zone, so we wanted to remind you
10 about that program. So under that, the speed limit
11 will be... in fact, be reduced to 20 miles per hour
12 on our streets. There'll be some self-enforcing
13 speed humps in case the cameras don't ever make it or
14 the police are not there and with implementation in
15 this coming spring, you know, we've been in touch
16 with DOT, we'll be very happy to benefit from this
17 improved safety and really livability. You talked
18 about livability in our community. We want to be
19 able to walk the streets comfortably, not just get
20 killed, but also be comfortable, and with adequate
21 enforcement we expect this change to really shift
22 driver... the driver culture so that they're not
23 trying to make the light, but trying to be aware of
24 what's around them and to be civil toward other
25 people. And we also expect bikers to stay within

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2 that limit. That's important to us as well; many of
3 our residents.

4 So it is our wish... we're going to
5 benefit from this, although we will travel around the
6 rest of the city. For that reason and then for as a
7 general... the general benefit of it, we wish that
8 the city and state will find it within their capacity
9 to change the residential neighborhoods throughout
10 the city the speed limit for them and within the slow
11 zone construct or otherwise.

12 In addition to the support of Council
13 Member Levin, who is... for his support for safe
14 streets, we want to acknowledge the work that DOT has
15 done in community outreach and street redesign in our
16 neighborhood and throughout the city and we look
17 forward to DOT's continuing Vision Zero efforts,
18 including implementation ideas that we proposed and
19 that so many other communities have proposed and
20 their work on arterials, such as Atlantic Avenue.
21 And we don't want them to forget about and we don't
22 you to forget about slow zones or whatever the
23 construct to bring 20 miles per hour where it makes
24 sense.

1
2 And then finally, we all know that
3 traffic safety issues eventually become enforcement
4 issues. I'm on the Community Board. That's really
5 what we talk about is enforcement and that haphazard
6 enforcement has about the same impact as no
7 enforcement. I'm pleased that the camera sent those
8 tickets out for the reminders. Please ensure that
9 this effort does come with appropriate enforcement.
10 So thank you so much. [background voices]

11 VINCENT PELLECCCHIA: Good morning,
12 Chairman Rodriguez and the council members. Thank
13 you for having me today. My name is Vincent
14 Pelleccchia and I'm the General Counsel for the Tri-
15 State Transportation Campaign, a regional policy
16 watchdog organization working for better transit and
17 transportation policy in New York, New Jersey and
18 Connecticut.

19 Tri-State urges the committee to vote in
20 favor of Introduction 466 to change the official
21 speed limit in the city to 25 miles per hour. Nearly
22 70 percent of commuters walk or use public transit to
23 get to work, ensuring that millions of pedestrians
24 use New York City streets daily. Every New York City
25 resident, transit user or visitor is a pedestrian at

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2 some point in the day and deserves to move around the
3 city in an environment that is as safe as possible,
4 yet many of our streets remain among the most deadly
5 for walkers, bikers and drivers.

6 Pedestrians, in particular, are under
7 constant threat of injury and death if struck by a
8 motorist. Since 2005, over 1,000 pedestrians have
9 been killed in the five boroughs and although there
10 has been a 34 percent reduction in pedestrian
11 fatalities over the past seven years, 2013 saw 178
12 pedestrians and cyclists killed, another 16,000
13 injured, both increases over the previous year. And
14 what is the leading cause of these unacceptable
15 collisions? Speed. According to Vision Zero action
16 plan, dangerous driving choices, including speeding,
17 are the primary cause of 70 percent of all pedestrian
18 fatalities.

19 Reducing speed can have great benefit. A
20 person struck at the proposed 25 miles per hour speed
21 limit would be 50 percent less likely to die than a
22 person being hit at the current 30 mile per hour
23 speed limit. The reduced speed limit would also
24 greatly reduce stopping distance, thereby potentially
25 reducing collisions altogether. According to AASHTO

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2 and FHWA, the reduced speed limit could reduce the
3 stopping distances up to 45 feet. This will
4 obviously be of great benefit to pedestrians
5 streaming towards Penn Station at rush hour, heading
6 to Brooklyn Bridge Park along Atlantic Avenue or
7 shopping on Main Street in Flushing.

8 But Vision Zero's only as effective as
9 its implementation and we applaud the Council and
10 Mayor de Blasio for taking the steps they've taken so
11 far. Passing Introduction 466 would be a huge next
12 step towards implementation. Tri-State strongly
13 supports reducing the citywide speed limit to 25
14 miles per hour. The importance and value of benefits
15 to be attained and life saving possibilities cannot
16 be overstated.

17 CHAIRPERSON RODRIGUEZ: Thank you and
18 before we adjourn this hearing, I would like to thank
19 the contribution of Lyle Frank, who used to be our
20 committee counsel on these and other previous
21 legislation related to Vision Zero and also now I'd
22 like to recognize Kelly Taylor, our committee
23 counsel; Jonathan Masserano and Gafar Zaaloff, policy
24 analysts and also Lucas Acosta, my communicating
25 legislative director and Carmen de la Rosa, my chief

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of staff. We will continue working together. You, this panel, is very important, so any idea about any legislation of any program that you believe that we should work together, always feel free to come to the office and as I have said before, we will accomplish our goal of Vision Zero. Thank you. [background voices]

MARY BETH KELLY: Now it is, okay. After a full day in Albany, one gets to be on first name basis, so I just wanted to thank Polly Trottenberg for being the incredible Commissioner of DOT that she is and I am giving you some feedback. I do hope you and the DOT does an incredible blitz of education for New Yorkers and that people in the tri-state area that this speed limit will be changing. Thank you.

CHAIRPERSON RODRIGUEZ: Thank you. With that, this hearing is adjourned.

[gavel]

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 October 4, 2014