

Testimony of Meera Joshi, NYC Taxi & Limousine Commissioner/Chair

INTRO 171-A, in relation to traffic violations and serious crashes

INTRO 174-A, in relation to the Taxi and Limousine Commission review of crashes

INTRO 272, in relation to the Taxi and Limousine Commission's critical drivers and persistent violators programs

INTRO 276, in relation to a pilot program involving black box or telemetric technology in taxis and street hail liveries

INTRO 277, in relation to the reporting of crash data involving Taxi and Limousine commission licensed vehicles

City Council Transportation Committee

April 30, 2014

Good afternoon, Speaker Mark-Viverito, Chair Rodriguez and members of the City Council. My name is Meera Joshi, and I am Chair of the New York City Taxi and Limousine Commission (TLC). Thank you for inviting me to participate in today's Transportation Committee hearing. I would especially like to thank Families for Safe Streets and all the family members here today. I cannot imagine the pain of losing a loved one to a tragic and preventable traffic crash. Having the courage to participate in today's hearing, to work toward enacting laws that may spare lives, takes a seemingly impossible level of commitment. As a parent, I am in awe of your fortitude and persistence.

Today, I am here to speak in support of legislation that would increase the TLC's ability to make our streets safer, starting with the drivers and vehicles we license. The legislation before us would amend the City's Administrative Code to strengthen penalties for unsafe driving, require the TLC to review crashes and report crash data to the public, and test new in-vehicles technologies.

Last week I had the opportunity to participate in two Vision Zero town hall events where I heard directly from residents living in Brooklyn and Queens. I would like to thank Speaker Mark-Viverito, Chair Rodriguez, and Council Members who have been

organizing town hall meetings in their districts. We cannot make policy in a vacuum. We need to hear from the community. A real cross-section of residents has participated in the town halls, and their level of engagement is truly impressive and invaluable. We are not done yet. There are many more town halls planned and we will continue to gather input from local experts as we shape our Vision Zero policy agenda.

As you may know, the TLC is the smallest of the three Vision Zero lead agencies, but its role is critical. TLC-licensed drivers cover over two billion miles each year, so in many ways, they set the tone on New York City streets. Although the majority of TLC drivers are safe, there are outliers who are not. My goal is to raise the standards for all TLC-licensed drivers so that the TLC license is synonymous with safety. As an agency, we will do this by instituting effective safe driving education programs, developing pilot programs with an eye toward incorporating in-vehicle technologies that deter unsafe driving patterns, and by incentivizing safe driving, such as creating a driver honor roll. And we are very thankful for our partners in the City Council who are working to pass legislation that will strengthen laws, which will give us more tools to make our streets safer.

Work on many of the initiatives identified in Mayor de Blasio's Vision Zero Action Plan has begun. As Council Member Vacca has recognized with Intro 276, the TLC has a unique opportunity to test in-vehicle technology that could elevate the quality of driving, provide accountability, and ultimately save lives. These technologies may also be attractive to the industry because incorporating them could result in reductions to the high insurance premiums and expenses associated with collisions. We recently released two Requests for Information (RFI) to learn more about black box and anti-speeding technologies. We are currently reviewing responses, and based on this review, will develop the framework for a pilot program.

We are also developing tools that would help make TLC licensees safer drivers. We are finalizing the design of an eye-catching left turn sticker, which will be placed in taxis and for-hire vehicles to remind TLC-licensed drivers to be alert to pedestrians in the crosswalk while making left turns. In addition, we regularly send safety reminders to drivers of yellow and boro taxis while their vehicles are stationary. These include

messages telling drivers to go slow, to be alert for pedestrians at all times and in all places, and in essence, to drive as if their kids lived there.

We recognize the important role education has in changing poor driving habits, and so we are working with DOT and CUNY to add to our curriculum a classroom presentation on dangerous intersections and newly-designed streets. In addition, we intend to require drivers who get in frequent crashes to take behind-the-wheel training courses.

Enforcement is also a key part of TLC's Vision Zero strategy. In recent years, the TLC has significantly increased enforcement against illegal operators. In this calendar year, the TLC has seized over 3,600 cars and over 190 vans operating illegally. In addition, with tremendous assistance from the NYPD, we are forming a safety squad dedicated to catching TLC licensees who speed. This is the first time the TLC has embarked on targeted speed enforcement and we are confident it will go a long way in helping us achieve our safety goals.

Now I would like to talk about five pending bills that support the goals of the Vision Zero Action Plan.

The first item of legislation, Intro 272, amends the TLC Critical Driver and Persistent Violator programs. The Persistent Violator program adds points to a TLC license and the Critical Driver program adds points to a DMV license. Under the current structure, the type of points issued is determined by who is writing the ticket at the time of the violation. Drivers receive DMV points if found guilty for a summons issued by police officers, and they receive TLC points if found guilty for a summons issued by TLC officers. These programs require the TLC to remove drivers from the road who have received either six or ten points on their DMV or TLC license within a 15-month period.

The proposed legislation would do three things. First, it will allow the TLC to weigh DMV points differently than the values issued by the DMV. For example, if a driver is issued a summons by a police officer for reckless driving and is found guilty, the driver would receive five points on his DMV license. We seek to increase this infraction to six TLC points, which would result in driver suspension.

Second, the legislation would give the TLC the ability to restructure how TLC points and DMV points are assessed. Regardless of the type of points a driver receives, we could suspend or revoke the license when the requisite point threshold is met. This would accelerate the process under which the TLC could remove unsafe drivers from the road.

Third, the legislation gives the TLC greater flexibility to suspend. Today, the Administrative Code requires a 30-day suspension at six points. The bill would allow the TLC to seek suspensions of varying lengths, such as a ten-day suspension, with the rationale that not all violations warrant the same penalty. We urge the Council to support this bill and look forward to a continued dialogue with you about the appropriate penalties for safety-related violations.

The next item of legislation, Intro 171-A, is a bill that would make our streets safer. We are pleased that Council has expanded the scope of this legislation. The legislation requires the TLC to quickly suspend a driver involved in a crash in which a person is critically injured or dies, and where the driver receives a summons for any related traffic violation. The legislation further requires revocation of the driver's TLC license if he is convicted of the traffic violation. This is powerful legislation and we thank Council Member Rosenthal for her leadership.

The third item of legislation, Intro 276, calls on the Commission to start a pilot program that tests black box or telemetric technologies for use in a taxi or a street hail livery, and to report on findings from the program. We support the intent of this bill and we have already started the process. We look forward to partnering with City Council and Council Member Vacca as the pilot program progresses.

The fourth item of legislation, Intro 277, requires the TLC to provide information about all crashes involving TLC licensees to the Council and to the public, in particular those involving critical injury or fatality. This bill will improve transparency among city agencies and for the public. We look forward to making this data more readily available.

The last item of legislation, Intro 174-A, would require the TLC to review the results of the police department's investigation of a crash involving a TLC-licensed

driver that resulted in death or critical injury. The purpose of the review is to determine whether the licensee is still fit to hold a TLC license and/or whether enforcement action is warranted. The bill also requires public reporting on this process. We support this bill as it leverages interagency cooperation to get unsafe drivers off the streets and provides the public a clear view into this process.

In closing, I would like to thank everybody who has come out today to move Vision Zero forward: victims' families, passengers, drivers, pedestrians, and members of the taxi and for-hire vehicle industries. Despite our differences, we have united in our common goal of reducing for-hire vehicle related traffic injuries and fatalities.

Thank you for the opportunity to testify on these five important items of legislation. We look forward to continuing our discussions with the Council on these lifesaving initiatives as the Vision Zero action plan progresses. At this time, I would be happy to answer any questions you may have.



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FOR THE RECORD

**New York City Council Committee on Transportation Hearing Regarding Proposed
Intros: No. 272, 276, 277, 238-A, 171-A, 140 and Resolutions No. 61, 111**

**David Pollack, Executive Director of the Committee For Taxi Safety Testimony
April 30, 2014**

Good afternoon Chairman Rodriguez and members of the Transportation Committee,

My name is David Pollack and I am the Executive Director for the Committee for Taxi Safety. On behalf of the Committee, we want to congratulate Chairman Rodriguez to his new position on the Committee. We look forward to working with you and the Committee's members. The Committee for Taxi Safety is an association of operators that represents 20 percent of taxi industry in New York City. We at the Committee are dedicated to the safety and well being of our drivers and passengers throughout the City of New York.

We are in support of regulations and policy initiatives that protect our drivers, passengers and pedestrians ensuring that the streets of New York are safe. We believe that working with you and sharing our suggestions and comments on the proposed bills can help us all achieve the goal of safer streets.

Int. 272: NYC taxi and limousine commission's critical drivers and persistent violators programs.

Provisions outlined in §1.f and §1.g create a retroactive designation of assessing points to taxicab and for-hire vehicle drivers, which will inevitably lead to a significant loss of drivers industry-wide. If added, provisions for the designation of assessing points should only be forward-looking, and perhaps provide for the allowance of either a greater number of points, or a decreased window of time to assess the points.

Substance aside, the vague language that regarding "violations that threaten the safety of passengers or other persons," could benefit from a clarification, which cites specific instances that can be violating or threatening.

Int. 276: Pilot program involving black box or telematics technology in taxis and street hail liveries.

Before the Committee for Taxi Safety can further comment on the proposed pilot program, we would be interested in understanding more details of the program including cost of implementation, maintenance and operation of the technology.

Int. 277: Reporting of crash data involving taxi and limousine commission licensed vehicles.

The Committee believes further refinement of data and definitions is needed. For example, we would like to understand the specific reason for using the word "crash," rather than the word "accident," it would be helpful to make that distinction to the public for the purposes of reporting.



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Further, defining critical injury as a determinant of on-site emergency medical personnel is problematic. People in "crashes," may express of all sorts of conditions, which are then noted for the record. This opens the door for any number of retroactive claims to be vulnerable to be raised to the level of "critical" at a later point. Because of the inherent uncertainty that is, by nature, an aspect of any injury, a standard must be utilized in the definition of "critical injury."

Int. 238-A: The right of way of pedestrians and bicyclists.

We would like further clarification as to why fines would go through the Environmental Control Board.

Int. 171-A: Failure to yield and serious crashes.

We would like clarification as to why the word "crash," rather than the word "accident" is used.

Int. 174-A: Taxi and limousine commission review of crashes.

Our concerns for Int. 174-A run parallel to those of 171-A. The vague definition of "critical injury," has transitive ramifications for a problematic reasoning for a summarily suspended license, and thus, the livelihood of drivers. This provision creates an added responsibility for the TLC to review the entire "fitness" of a driver, based on a single, unintended accident. We hope that the Council takes into account the thousands of trips that are accident free.

Res. No. 61: NYS Legislature to pass, and the Governor to sign, legislation that would lower NYC's speed limit.

Interrupting the basic flow of traffic will cause nightmares in terms of getting from point A to point B in New York City. There is more potential for people to be confused by, and then caught in, these proposed slow zones, than for a substantive decrease in the amount of accidents avoided. Essentially, these would serve as speed traps, which are known to cause congestion, frustration, and unrest with drivers.

Res. No. 111: Lower NYC's speed limit to 25 miles per hour.

Please refer to comments on Res. No. 61.

Int. 140: Reducing speed limits and establishing slow zones.

Please refer to comments on Res. No. 61.

April 30, 2014

Good afternoon to the committee. My name is Dana Lerner. My son, Cooper Stock, was killed by a taxi driver on the evening of January 10, 2014. This date is now forever embedded in my mind as the worst day of my life.

My husband Dr. Richard Stock held the hand of my 9 year-old son as they walked legally within the crosswalk on West End Avenue and 97th Street with the light and the walk sign. A taxi struck them both and my son was hit, and knocked unconscious. I was called by my doorman to come down stairs. When I went outside, I saw a sight that is every parent's biggest nightmare. My husband was lying on the ground screaming to me: "Cooper was hit, it's bad, it's really bad." I looked over to see my beloved son lying in the middle of the street completely inert. There was blood coming out of his ears. I knew it was very serious. He looked so little to me, not like the "big boy" I had said I love you to as he walked out the door of my apartment with his dad, going for a bite to eat only a few hours earlier.

But as an optimistic person, I said to my husband, don't worry. He will be ok. I am sure he will. We were not permitted to go in the ambulance, so we were driven by the police to the ER in a police car. Cooper was taken into a room as the trauma team worked on him. Every time someone would come out of the room, I would ask if he was breathing. No one would answer me. My optimism slowly began to turn into the fear and desperation only a parent of a child could truly understand. Then the doctor came out to say they were sorry, they tried everything. Cooper's body was taken into a room for us to be alone with him. By this time, family members and friends began to arrive, as did my 13 year-old daughter, Gianna, who screamed and cried "No, no, no!" as the rest of us screamed and cried. IT WAS ABSOLUTELY NOT POSSIBLE that our precious son was gone. He was the happy, funny, silly one of the 4 of us. He was the light. Now I saw his body. I kissed him and held him until his body started to get cold and I could bear it no more. I licked blood off of his face, just wanting to drink in one more little bit off him. He was forever silenced.

I am here now as I WILL NOT BE SILENCED about something that should have never happened to my son. The taxi driver who hit my son and

husband claimed he didn't see them. My husband is 6 foot 3 inches tall. It's not possible that he could not have seen him. He clearly was not looking. He was not paying attention.

At this point, almost 4 months after the incident, the taxi driver's license has not been revoked and the TLC has not investigated the incident. This driver, who killed my son due to his negligence, is still allowed to drive a taxi. As a matter of fact, anyone here—including me—could hail a cab right now and it could be him. Although the DA's office is investigating, no charges have been brought up against this driver and they most likely never will be. When I found this out a day or two after Cooper died, it hit me like a ton of bricks. NY State law doesn't make killing someone with a car a crime except in limited circumstances. But professional drivers who are on the street more than anyone must be held accountable.

Mayor deBlasio has said about taxis that they "set the tone for our streets." A witness that night who was in another taxi which had been diverted due to an earlier the crash of a bus, told me that there were a number of taxis lining up on 97st. The witness said there was an air of impatience among the taxi drivers. People were honking and wanted to go quickly. I can't help but wonder how this impatience affected this incident.

There are 40,000 taxi and livery drivers in our city. Professional drivers should be held to the highest standards. They need to be the safest drivers in the city. They need to understand that a car can be a weapon. Cooper's Law would simply and temporarily suspend the taxi licenses of drivers who kill or seriously maim pedestrians. And a mandatory investigation into the incident would be required.

As a way to keep me going since Cooper was killed, I have been doing research. I learned that the TLC used to automatically suspend licenses and do investigations on their own. This was carried out as recently as the late 1990s. My question to the TLC and to this committee is "How could such a hugely important rule not be enforced?" So now, on top of all of our suffering, I have learned that the TLC was doing this before, and, for some

reason which I do not understand, they stopped enforcing it. Would my son still be alive had the TLC not shirked its responsibility? That is something that will haunt me for the rest of my life.

I would like to close by saying a bit about Cooper. I knew that my son was loved, but the out pouring from people, many of whom I had never even met—such as counselors from camps and various after school activities—only affirmed what I knew. He was a kind, fair person wise beyond his years. He was known for his laughter, which was contagious. A friend commented, “he was the life of the party even when there was no party.” He worshipped the New York Knicks and went to games with his dad. He and I listened to music and he had very sophisticated tastes. I loved introducing him to classic rock and he was learning to play the guitar. The first song he memorized was “Ode to Joy.”

I moved to NYC to pursue my dreams in 1985. Now I have been betrayed and I want there to be justice. No one should have to go through losing a child this way. Pedestrians of New York City need to take back the streets. Cooper’s Law is something that could make a big impact. Plus, it is utterly logical. This law would require only that a driver who kills or maims stay off the road until an investigation reveals whether that driver poses a continuing threat to safety. How can the TLC not do the morally decent thing of trying to prevent future harm when one of its drivers has KILLED someone who was obeying the law? If this is not a no-brainer, nothing is. Can you think of any other form of manslaughter that is tolerated like this—with a wink and a nod? Of course not. There is none.

I ask you for myself and my family: Please do not let Cooper’s death be in vain.

Thank you for listening to my testimony.

Dana Lerner

City Council Testimony – April 30 2014 hearing – By Avik Kabessa (Carmel and LRT)

Good afternoon,

My name is Avik Kabessa. I am the CEO of Carmel and a board member of the Livery Roundtable. Thank you for allowing me to speak today.

Vision zero is a noble cause that we whole heartedly support but it should not be a synonym for posing unnecessary harm on the livery industry. There is simply no data that could support the need for promulgating or amending laws to increase punitive measures against the livery.

On the contrary, the only two reports that currently exist indicate in a very clear way that using the livery is the safest way to travel in NYC, safer than any other type of drivers out there.

First, the Bruce Schaller “Taxicab and Livery Crashes in New York City 2004” report indicates, and I quote “taxi and livery passengers are less likely to be injured while riding in a taxi/livery than are occupants of other vehicles.” If you look at the table provided you see that the livery is the safest.

(Table created by writer. Source for Vehicle Type and Crash Rate – Schaller Consulting)

Vehicle Type	Crash Rate (Per Million Miles Traveled)	Safety Indicator
Livery	3.7	Safest
Taxi	4.6	Safe
All Other	6.7	Least Safe

Next, there is the UTRC study done for the DOT on 2010 which looked at 7,000 crashes where people were killed or severely injured. The report found, and I quote again “Private passenger cars dominate pedestrian KSI crashes, accounting for 79% of the total (KSI = Killed or Severely Injured). Even in taxi-saturated Manhattan, only 13% of pedestrian KSI crashes involved a taxi or livery car”

(Source- UTRC.org)

Vehicle Type	Fatal Crashes	Severe Injury Crashes	Total KSI Crashes	% of Total (minus unknown)
Bus	44	133	177	3%
Truck	74	172	246	4%
Taxi/Livery	44	727	771	13%
Passenger	439	4,091	4,530	79%

With this data in our arsenal, I am calling on the committee to hold off any and all punitive measures against the livery in specific, and the for-hire in general – there is simply no justification for it.

Instead, we should all focus on three things

1. Positive reinforcement such as a discount on licensing fees for safer drivers same as what the insurance companies are doing that has proven to be very successful.
2. Education – the right education and treating drivers with respect will go a long way.
3. Continuing to collect and analyze crash data so we can better identify the causes for crashes and look for ways to prevent them.

If there was ever a reason to take a new and different approach to things, livery and vision zero is the perfect opportunity. I hope the committee will use this opportunity to do right by our industry.

**City Council Committee Green Sheet – Committee on Transportation with Regard to Vision Zero
Wednesday April 30, 2014**

Good afternoon members of the Council,

My name is Carolyn Castro and I serve as the Executive Director of the Livery Roundtable, known as LRT. LRT is a non-profit organization that represents the interests of livery industry in New York City.

We work with livery associations spanning all 5 boroughs, agencies like the TLC, and elected officials to ensure that what we contribute to the community is more than providing door-to-door service. That it is also engaging community concerns.

For example, last year when Councilwoman Ferreras introduced legislation to help prevent sex trafficking in car service around the City, LRT created an online course to educate drivers on the ills of sex trafficking and what to look for when transporting passengers. That initial project sparked a light bulb moment where we felt compelled to do more. With an additional 40+ thousand set of eyes in assisted enforcement, we created the LRT online university. The online university provides courses specializing in Transportation on Patrol, Amber Alerts and Sex Trafficking.

Earlier this year, when Mayor DiBlasio announced his Vision Zero plan, we jumped at the opportunity to partner and spread the message to our constituents. Our contribution this time came in a 3 point system that we announced at the Manhattan Town Hall meeting. The message this time was to partner with the initiative and promote good driving by taking 20% off applicants reapplying for their license if they showed no infractions during the last licensure, engage drivers in encouraging them to report unsafe driving, and engage the public with a see something, say something initiative. We wanted members of the public to feel comfortable in reporting anonymous information online that is quick and discreet for them to input. So with so many of us proactively seeking solutions we have a few asks of the council:

We would like Council to:

1. **Take a moment and think over what we have said her today.** We want to work together with the Mayor, City Council, and relevant agencies.. But we want to do so without the presumption of guilt on the for-hire service. On the whole, the proposed legislation and Vision Zero initiatives are aimed at increased penalties and fines, without rewards or incentives to the driver
2. **Take a moment to look at the data that already exists.** UTRC conducted a study for the Department of Transportation in 2010 that provided an action plan for the agency to follow. While we have no knowledge if this action plan was indeed carried out, we can note that in this same report Liveries are noted to be a very safe option when considering transportation.
3. **Consider or improve the action plan that already exists.** UTRC provided the following recommendations to DOT in 2010:
 - a. Install countdown pedestrian signals at 1,500 intersections.
 - b. Re-engineer 60 miles of streets for greater pedestrian safety, according to corridor crash data.

- c. Re-engineer 20 intersections for pedestrian safety on major Manhattan two-way streets.
 - d. Launch a pilot program to test the safety performance of neighborhood 20 mph zone.
 - e. Implement pilot program to improve visibility at left turns along avenues in Manhattan.
4. **Conduct new studies on vehicle safety.** The two studies conducted from UTRC & Schaller consulting are out dated by over 4 years and do not reflect the current state of the industry. We believe in this new administration, new studies should be conducted to include the technology and accessibility updates to the fleets.

With regard to the bills that are up this afternoon by the Council we provide the following:

Intro. 277 (Vacca) - Crash Data: We support this legislation, which would require the Taxi & Limousine Commission (TLC) to provide data on the number of crashes by TLC licensed vehicles. As the Mayor and City Council continue to discuss Vision Zero, we recognize that this data is important to demonstrate the safety of the livery and for-hire industry.

Intro 153 (Lander) – Interactive website detailing traffic crash data:

We also support Intro 153 as we feel it's imperative to have a source where we can access crash data. This will help the industry understand if accident patters, if there are any.

We share the following comments on the following bills:

Intro. 171 (Rosenthal) - Failure to Yield and Serious Crashes: Intro. 171 would suspend the license of a TLC driver that is issued a summons for failure to yield when a critical injury or death occurs and revoke a license upon a conviction for failure to yield. We share the goal of preventing critical injuries or deaths, yet believe this bill unfairly targets TLC licensed vehicles. The 2006 report from Schaller Consulting provided data that the for-hire industry has always known: professional, experienced, and for-hire licensed drivers are some of the safest vehicles on the road. When pursuing penalties for critical injuries or deaths, LRT recommends expanding penalties to include all drivers, rather than targeting TLC licensed drivers. Additionally, the suspension of a license based on a summons for failure to yield, before the driver is found guilty, presumes guilt upon the driver.

Intro. 272 (Rodriguez) - Combining Critical Driver and Persistent Driver Violator Points: This legislation combines DMV and TLC points with regard to the suspension or revocation of a TLC license. The Livery Roundtable recommends increasing the proposed penalties from 6 points for suspension to 8 points for suspension and from 10 points for revocation to 12 points for revocation. Under all scenarios, the LRT expresses concern with efforts that might increase the amount of illegal, unlicensed vehicles on the road. At a minimum, we recommend increasing the points for suspension and revocation before moving this bill forward.

Committee On transportation
City Council testimony

Good afternoon Chair, and members of the Transportation committee.

Thank you for hearing our testimony on Intro 80 A the work zone safety on bridges bill sponsored by council members Lanceman, Koo, Rose, Rosenthal, and Menchaca.

According to the federal highway administration driving at unsafe speeds is the most common contributing factor to 1200 fatalities a year in work zones. Every 8.2 hours one of these tragic accidents occur.

This bill is needed to keep all workers on these bridges safe. I see this passing this bill as a no brainer.

Labor and government need to partner on legislation like this to ensure all jobs become safer.

Every working family should never have to endure the pain of losing someone they love.

Our goal together should be zero fatalities in the work place. We try to achieve this goal at local 46 in concert with our international leadership.

Nothing less than that is acceptable.

Please support bill intro 80 as we do,so moving forward together we know we are doing evrything we can to make ny a safer place to work.

Thank you
John Skinner
President Local 46



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April 30, 2014

New York City Council - Transportation Committee Hearings Intro 43-A & Intro 153

Dear Chair Rodriguez and Committee members,

CHEKPEDS a coalition for pedestrian safety on the West side of Manhattan applauds your introduction of the various safety bills and in particular 43-A to study Exclusive Pedestrian Signals.

In Hells Kitchen on a half mile of 9th Avenue there have been 7 deaths of pedestrians and countless injuries all caused by turning cars or trucks that failed to yield to pedestrian who had the walk sign. One of them was a seven-month pregnant woman at the corner of my street. As you probably know the New York Times published a study showing that 44 % of pedestrian injuries occurred at intersections with the pedestrian in the crossing with the walk sign.

Resolving this problem once and for all is one of our highest priorities. The good news is that the exclusive pedestrian signal - which has been successfully installed at many intersections in midtown where the traffic is extreme - is the proven solution, illustrated in DOT manuals.

Intro 43-A calls for a study on improving the safety of pedestrians and bicyclists where motor vehicles make left turns...the designation of lanes exclusively for left turns, and the installation of exclusive pedestrian signals. It calls for the DOT to establish a process to consider the annual requests of community boards and communicate their findings. In the context of Sections 19-182 this would happen every five years.

We have a few suggestions for this introduction:

- 1- If there is a crash, can we really wait 5 years to respond to the families and study the intersection for appropriate corrective action? Section 19-181 of the administrative code provides for safety inspection and corrective action much sooner and right after a crash. We recommend that this intro be added to both sections of the code.
- 2- There were 3 fatalities on 9th Avenue on right turns by trucks, so why left turns only. We know for a fact that many crashes related to trucks and buses happen on right turns. Should not those be eligible for study and exclusive signals as well?
- 3- At 41st street and 9th Avenue, after a first fatality, DOT installed a Lead Pedestrian Interval. The community board challenged that decision and requested an exclusive pedestrian signal. Last year a second pedestrian was killed and DOT has now accepted to install an exclusive pedestrian signal. Who wants

CHEKPEDS is a coalition of over 1,500 businesses, individuals, and institutions dedicated to pedestrian safety in Clinton and Hell's Kitchen, on the West side of Manhattan and the sponsor of the 9th Avenue Renaissance project. excom@chekpeds.com

Clinton/Hell's Kitchen Coalition for Pedestrian Safety | 348 west 38th Street, New York, NY 10018 | (646) 623 2689 |

to be the family of the second fatality? Why the highest safety measure was not provided to our community the first time around?

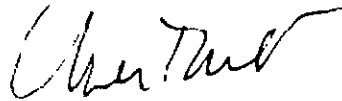
For each instance where the DOT elects to not install an exclusive pedestrian signal, the DOT should be asked to demonstrate why they are electing to provide a solution less safe than the recognized standard of safety, at locations with high pedestrian/bicyclists crashes.

These decisions have fatal consequences and we should not play Russian roulette with the life of our citizens for the sake of saving 5 seconds of traffic flow.

Intro 153, requests an interactive map of crime and crashes. We recommend that all the information currently reported by the NYPD in tabular format be included in the maps (including injuries, breakdown of persons and vehicles involved as well as which person was injured or killed and contributing factor). All of the summations and filtering should be feasible on any segment of information, not just location based.

In our analysis of the data the NYPD provides, we have noted that contributing factors are often missing when pedestrians are involved, while they are even present for vehicular collisions without pedestrian injuries. Contributing factors should always be captured and provided in case of pedestrians injuries or fatalities

We applaud your efforts to make the streets of New York City less dangerous for pedestrians and in particular Resolution 144 long overdue and intro 238-A.



C. Berthet, co-founder,

Intro 80A Testimony – April 30, 2014

Chairman Rodriguez and Committee members

My name is Jack Kittle and I am representing the 10,000 men and women of District Council 9 of the International Union of Painters and Allied Trades.

On behalf of our membership, I first want to thank you for considering Intro 80A. Secondly, I want to express our support for this legislation.

Many of our members work on the bridges and highways of this city. Most people understand the dangers to workers when the job involves working at height. What is not as obvious, is the dangers of working in close proximity to traffic.

A disproportionate number of our bridge painters are killed or injured while working on the ground. The scope of our work typically does not allow us to erect Jersey Barriers or some other more permanent method of traffic control. We usually work in a lane that is closed to traffic by nothing more than rubber cones. Human nature being what it is, we too often see drivers enter our protected zone in an effort to get ahead of everyone else.

Any system that discourages this behavior or that makes drivers want to slow down, will ultimately save lives. I have worked on bridges in other states and cities that require the presence of a police detail in a closed lane on bridge and highway work. You would be surprised at how drivers slow down when they see a police car in our work zone.

We commend the Council and the Mayor for the Vision Zero initiative and especially appreciate the attention to the hazards to workers that work in and around traffic.

Thank you for your time.

Testimony of
Professor Matthew W. Daus, Esq.
Former *Commissioner/Chair*,
New York City Taxi and Limousine Commission

Before the
New York City Council Committee on Transportation

April 30, 2014

Good Afternoon Chairman Rodriguez and members of the Committee on Transportation. Thank you for holding this important hearing on bills and resolutions related to Vision Zero. Due to a prior commitment to testify on behalf of a government regulator in another state, I am unable to appear in person today, but ask that this written testimony be submitted and read into the legislative record. My name is Matthew W. Daus and I am the former Commissioner and Chair of the New York City Taxi and Limousine Commission (TLC). I currently serve as a Distinguished Lecturer at the University Transportation Research Center at The City College, of the City University of New York. I am also the President of the International Association of Transportation Regulators, a non-profit educational and advocacy group comprised of members of governments from around the world that regulate for-hire ground transportation vehicles, businesses and drivers.

I support Mayor Bill de Blasio's and the New York City Council's commitment to "Vision Zero" — and the goal of preventing all taxicab and for-hire vehicle-related fatalities. I hereby submit this testimony in support of the general efforts of the de Blasio administration and the City Council, as well as specifically in support of Intro No. 171-A, known as "Cooper's Law."

The tragedy of 9-year-old Cooper Stock, who was killed by a taxi in January on the Upper West Side, presents a call to action. Together with last year's high-profile taxicab crash involving British tourist Sian Green, who had her leg amputated, an urgent challenge confronts the New York City Taxi and Limousine Commission and the New York City Council. While it is hard to say whether both of these horrible crashes could have been prevented, certainly more incidents may be avoided if drivers are held fully accountable for their dangerous driving.

The TLC's point system itself does not allow the agency to act quickly enough to prevent dangerous drivers from harming others. If the TLC itself concludes (even without an NYPD investigation) that any TLC licensed driver is a threat to public safety — even for a single reckless-driving violation — their license should be suspended and/or revoked. The point system should be bypassed, where necessary, to protect the public.

Taxicab driver groups and their lawyers continue to try to hinder the TLC from carrying out its mission by claiming the TLC's rules are not clear or present other legal issues. One such lawsuit seeks to prevent the TLC from suspending licenses for TLC drivers who are arrested for serious crimes, such as vehicular manslaughter, driving while intoxicated and other serious felonies.

We need to enact Cooper's Law, Intro. 171-A — which would create the unquestioned legal authority to immediately suspend and revoke licenses for reckless driving and Int. 174, which would require TLC to review the results of the Police Department's investigation in every crash involving a fatality or severe injury, review the

fitness of the TLC licensed driver, and take appropriate enforcement action. This will ensure government accountability and transparency, enhance passenger and pedestrian confidence in the system and force drivers to think twice before violating traffic laws — knowing there are real consequences for their actions.

While the vast majority of drivers are safe and responsible, the TLC must be able to swiftly remove those few irresponsible drivers from the road. Yes, drivers do need to be afforded due process and the ability to defend themselves, but passengers and pedestrians also need justice.

I support Mayor de Blasio's "Vision Zero" goal for the City of New York, as well as the NYC Council's efforts with the TLC to establish a pilot program to test technology that will enhance driver safety. In addition to alerting passengers to speeding taxicabs, technology also exists to monitor and record driver speed and behavior. This reliable data may be used to retrain and/or prevent reckless drivers from endangering the public. An added benefit of this new technology is that it can do most of the work, without requiring many additional staff resources.

Thank you for giving me the opportunity to testify on behalf of "Vision Zero" and "Cooper's Law." We must do so in memory of Cooper Stock and all the families who have suffered painful and preventable losses of loved ones.



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

New York, NY – April 30, 2014

Good afternoon. My name is Alec Slatky and I am a Legislative Analyst for AAA New York, which serves a membership of over 1.6 million drivers in 22 counties of New York State, and over 570,000 drivers in the 5 boroughs of New York City. I am here to testify in support of Introduction 153, which would require the NYPD to create an interactive traffic crash map, and in opposition to Resolutions 117 and 118, which would grant New York City control over its speed camera and red light camera programs.

We are delighted that the Transportation Committee, the Council, and the Mayor have made safe roads a priority. AAA has a long history of dedication to traffic safety: our counselors teach courses on defensive driving, senior mobility, and safe teen driving; install car seats; run a safety patrol program; and visit schools to discuss pedestrian, bicycle, and car safety. In recent years, AAA has supported legislation to create the graduated licensing program, curb distracted driving and driving under the influence, and yes, to implement red light cameras.

This raises an obvious question: if we support red light cameras, why are we opposing the resolution before the council today? The answer is because New York City's red light camera program has been less than transparent and failed to follow state reporting requirements. Eliminating state oversight would condone and codify such behavior and remove any sense of accountability. AAA supports granting an extension of the pilot program to give New York City another chance to produce a comprehensive assessment.

A review of the literature surrounding red light cameras leaves room for four main conclusions.

- 1) The preponderance of the evidence reveals that red light cameras can enhance traffic safety.**

This is why AAA supported and continues to support properly managed red light camera programs.

- 2) The success of red light cameras varies significantly by jurisdiction.**

After implementing red light camera programs, some locations reported a drop in crashes, some reported no change, and a few reported an increase in crashes. Such variation means that a thorough evaluation is essential – otherwise it will be impossible to know whether the cameras are making streets safer. The Federal Highway Administration's Operational Guidelines agree, and state that:

“Red light running camera enforcement efforts should be monitored, with adequate pre- and post-installation study periods, in order to measure the program's effectiveness. Timely collection and reporting of crash data is an important part of the monitoring process, as are control sites with no

photo enforcement so the effects of camera enforcement can be distinguished from other external effects.”¹ (emphasis added)

The state legislature recognized this need, and in 2006, required that reports be submitted to Albany every June 1, and that those reports include crash data. A new AAA report shows that New York City has flouted these regulations. Among the categories that are required by state law but not included in New York City’s 2012 report:

- A list of the intersections where automated enforcement is installed
- A breakdown of the number of violations by intersection
- Crash data

That last omission is truly glaring and, frankly, unbelievable. How can the City expect us to evaluate the programs without crash data? The report would point us to the reduction in violations from 1993 to 2011, and the fact that injuries for some intersections decreased from 2007-2008. These are good signs – and why we continue to support the program. But they are certainly not proof that the program works. There is absolutely no crash data, and the injury data – which is not a true proxy for crash statistics but likewise attempts to measure the traffic safety effects – was last given for 2008. To put that in perspective, in 2012, we were given data from a time when Barack Obama was a Senator from Illinois, David Paterson was Governor, Lehman Brothers was still intact, and my beloved Mets were in playoff contention. How is that possible? How can we explain that gap in the data – and an utter lack of crash data? There are a few possibilities: the City thinks it’s not important, doesn’t have the capacity to analyze it, or is hiding something. We don’t believe the motives are nefarious, but there’s something wrong.

Let’s use the Mets for an analogy. Imagine you own a baseball team, and you’re thinking about resigning a pitcher whose contract is expiring. You ask the manager for a report on his progress. The report states that the pitcher has decreased his walk totals and that he gave up fewer hits in 2008 than in 2007. You would say that the report was unacceptable. If the whole point of pitching is to prevent runs, and you specifically requested to see run statistics, how can you make a full evaluation without them? A reduction in walks is a good sign, but maybe the pitcher is just grooving it into the strike zone and getting pounded. You need to see the full story. Where are the strikeouts and errors? Where are the hits for the past few years?

We should respond similarly to these reports. The point of red light cameras is to prevent crashes, and we haven’t received crash data. The citizens are the ultimate owners of these programs and the City’s lack of transparency is depriving them of important information. New York City has disregarded state law, legislative intent, federal guidelines, and logic. How can we reward that behavior by granting full control? If we do so, the City will never have to justify the red light cameras, and citizens will likely never be able to hold their government accountable.

- 3) Red light cameras best enhance traffic safety when accompanied with education (such as the posting of signs by photo-enforced intersections) and engineering (such as increased amber times).**

¹ <http://safety.fhwa.dot.gov/intersection/redlight/cameras/fhwas05002/fhwas05002.pdf>

The Federal Highway Administration's research shows that:

"The presence of warning signs at both RLC intersections and city limits and the application of high publicity levels will enhance the benefits of RLC systems."²

Not only does New York City not place signs at intersections, but its lack of transparency clearly conflicts with the high publicity recommendation. In fact, AAA had to FOIL the report. Why? What possible motivation could the City have for restricting access to the report in any way? If there's nothing confidential, reports should be disclosed not only to advocates like AAA but to the general citizenry.

4) Red light cameras are subject to abuse.

If it seems like we're being nitpicky, you're right. But let's be clear why:

- Since the program's inception, the City has raked in over \$400 million, and has paid out over \$150 million in contracts. Red light cameras are big business.
- Allegations of insufficient amber times have been substantiated around the country, including in Rochester, NY.

We have no reason to believe that New York City has engaged in wrongdoing. But the huge sums of money involved and the *potential* for abuse necessitate periodic assessment. Clearly, no thorough assessment has been undertaken.

We oppose the speed camera legislation for the same reason. AAA supports speed cameras in school zones, but cannot endorse handing full control to the City given its lack of transparency with red light cameras. Moreover, the state legislation authorizing the speed cameras has an enormous loophole: a report is required, but there is no due date. Does anyone really think that, without a due date, the reports will get done? Albany needs to fix this loophole and continue to give the City authorization to operate its demonstration program – with the key word being demonstration.

Given these patterns, we emphatically support the legislation requiring NYPD to publicize interactive crash maps. Doing so would help remove the barrier between citizens and their government with regards to traffic safety.

The 2014 session is a critical juncture for red light camera programs. If the State relinquishes oversight, New York City will have no incentive to release all of the statistics and the public will never again have a chance to see a thorough analysis – and may never be convinced that the cameras actually improve safety, not just finances. These problems are fixable, however. The Transportation Committee, the Transportation Commissioner, the Speaker, and the Mayor are all new. You didn't create these issues with transparency and accountability, but you have a chance to rectify them by making the reporting of crash data for red light cameras, speed cameras, and throughout the City a priority. The cameras work if they reduce crashes. AAA wants them to work. Our members want them to work. The public wants them to work. All we ask is that you show us.

² <http://www.fhwa.dot.gov/publications/research/safety/05049/05049.pdf>

Appendix A – State Law regarding Red Light Cameras

Section 1111-a of the Vehicle and Traffic Law authorized New York City's red light camera program. *Italicized* are the requirements that New York City 2012 report has failed to fulfill.

“(m): In any city which adopts a demonstration program pursuant to subdivision (a) of this section, such city shall submit an annual report on the results of the use of a traffic-control signal photo violation-monitoring system to the governor, the temporary president of the senate and the speaker of the assembly on or before June first, two thousand seven and on the same date in each succeeding year in which the demonstration program is operable. Such report shall include, but not be limited to:

1. *a description of the locations where traffic-control signal photo violation-monitoring systems were used;*
2. *(within each borough of such city,) the aggregate number, type and severity of accidents reported at intersections where a traffic-control signal photo violation-monitoring system is used for the year preceding the installation of such system, to the extent the information is maintained by the department of motor vehicles of this state.*
3. *(within each borough of such city,) the aggregate number, type, and severity of accidents reported at intersections where a traffic-control signal photo violation-monitoring system is used, to the extent the information is maintained by the department of motor vehicles of this state.*
4. *The number of violations recorded at each intersection where a traffic-control signal photo violation-monitoring system is used and in the aggregate on a daily, weekly and monthly basis;*
5. the total number of notices of liability issued for violations recorded by such systems;
6. the number of fines and total amount of fines paid after first notice of liability issued for violations recorded by such systems;
7. the number of violations adjudicated and results of such adjudications including breakdowns of dispositions made for violations recorded by such systems;
8. the total amount of revenue realized by such city from such adjudications;
9. expenses incurred by such city in connection with the program; and
10. quality of the adjudication process and its results.”

Appendix B – Loophole in the Speed Camera Legislation

The speed camera legislation gives no due date for a required report. Albany should include one, but in the meantime, the new City administration can restore accountability by releasing a report anyway:

“(n) If the city adopts a demonstration program pursuant to subdivision one of this section it shall conduct a study and submit a report on the results of the use of photo devices to the governor, the temporary president of the senate, and the speaker of the assembly. Such report shall include:”

Appendix C – Reports from Dallas, Texas

Texas municipalities are required to report crash data, just as in New York, except they have actually done so. They even included data from 2013 by intersection. An example of the report on one intersection in Dallas (Abrams & Forest) follows, and can serve as a model for future City reports.

**Red Light Camera: Post-Activation
Annual Report**

CRASH AND INJURY DATA – REPORTING PERIOD JULY 1, 2012 THROUGH JUNE 30, 2013

ALL INTERSECTION CRASHES - This section is for data concerning crashes that occurred within the intersection or were related to the intersection. Click here for the definition of an intersection crash.

TOTAL - all crashes at this intersection that meet the definition of an intersection crash:

TOTAL NUMBER OF INTERSECTION CRASHES	TOTAL NUMBER OF RIGHT ANGLE INTERSECTION CRASHES	TOTAL NUMBER OF REAR-END INTERSECTION CRASHES	TOTAL NUMBER OF OTHER INTERSECTION CRASHES
23	4	4	15

RED LIGHT RELATED - all crashes at this intersection that meet the definition of a Red Light Related intersection crash:

TOTAL NUMBER OF RED LIGHT RELATED INTERSECTION CRASHES	TOTAL NUMBER OF RED LIGHT RELATED RIGHT ANGLE INTERSECTION CRASHES	TOTAL NUMBER OF RED LIGHT RELATED REAR-END INTERSECTION CRASHES	TOTAL NUMBER OF RED LIGHT RELATED OTHER INTERSECTION CRASHES
4	4	0	0

NON-RED LIGHT RELATED - all crashes at this intersection that meet the definition of a Non - Red Light Related intersection crash:

TOTAL NUMBER OF NON-RED LIGHT RELATED INTERSECTION CRASHES	TOTAL NUMBER OF NON-RED LIGHT RELATED RIGHT ANGLE INTERSECTION CRASHES	TOTAL NUMBER OF NON-RED LIGHT RELATED REAR-END INTERSECTION CRASHES	TOTAL NUMBER OF NON-RED LIGHT RELATED OTHER INTERSECTION CRASHES
19	0	4	15



League of Mutual Taxi Owners, Inc.

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April 30, 2014

Good Afternoon Chairman Rodriguez, Councilmembers of the Transportation Committee. My name is Erhan Tuncel, Managing Director of the League of Mutual Taxi Owners.

About ten years ago, I got a phone call from my wife. She told me that our teenaged daughter was hit by a car and taken to the emergency room at Roosevelt Hospital on the UWS. She spent a painful couple of months, recuperating from a fractured hip bone and a gash on her head but she was otherwise fine. The hour I spent getting to the hospital that day was the worst hour of my life. I don't ever want to live through anything like that again and I wouldn't wish it on my enemy. I know the pain felt when a loved one is injured yet I cannot imagine how one feels after losing a loved one in an accident. I wish a speedy recovery to all injured and extend my deepest sympathy and condolences to everyone who lost a loved one in an accident.

We have every right to feel safe in our streets. We have every right to expect others to behave in a manner that doesn't threaten our safety. Yet, safety is a certain mindset. We are not born with it. We need to learn it. That's why I am disappointed that there is not a single resolution in any of the Intros introduced today asking to increase the amount of education on traffic safety. We need to start educating our kids from a very early age in order to vaccinate them against the disease of reckless driving, against the disease of lawless biking and against the disease of jaywalking. We need to teach our children that using our streets while distracted by the latest technological advances is extremely dangerous. Basically, we need to teach them how to be responsible citizens while interacting with the rest of the traffic.

Now, I like to comment on Intro 272. The newly added subdivision (d) to the section 2 of the chapter 19-507, as it is written is arbitrary, capricious and without guidelines. The drivers can lose their licenses for minor offenses. The very license they need to support their families. I don't believe that's the intention of this Council. Taxi drivers are held to much higher standards than other drivers in the city, as they should be, and it's proven in more than one study that they live up to those higher standards. They are the safest drivers in the city. I ask that you reconsider this section of the amendment, as it is written.

On Intro 238 – When an incident occurs where a vehicle comes into contact with another vehicle or a bicycle or a pedestrian, it is referred to as an accident. The reason is that it is accidental not intentional. I hope that it is not the intention of this Council to declare someone a criminal and imprison them for being involved in a traffic accident. I ask that you reconsider this section of the amendment, as it is written.

We believe that education coupled with incentives for good behavior will always get better results than punishment for bad behavior.

Thank you for your time.

The Jackpot YOU don't want to win

My name is Clara. I was born with Larsen's syndrome, which is a genetic mutation and, it can occur 1 in a million births. My priority is not to tell you about Larsen's. I am here to tell you about the NYC lottery jackpot YOU DO NOT want to win. That lottery is getting hit by a car in NYC, either you die a quick death or survive with terribly permanent disabling consequences. On 2002, I was hit by a yellow cab licensed by the TL&C. I survived and was left with severe physically and cognitive impairments.

My brother teases me that I have more lives than a cat. Many think I am lucky I survived, others believe it's a miracle. One of my best friends believes in re-incarnation and believes I have a mission to accomplish like mother Theresa. Of all the reasons to believe why I survived – I like the re-incarnation belief the best. I believe I was spared for a life mission: to speak for the unfortunate ones that have been killed or are unable to speak on their behalf. I am here to bring their voices I am here to tell you about PLEASE GIVE ME THE RIGHT OF WAY campaign.

Many people get hurt and killed by reckless, dangerous and aggressive drivers that have little or no respect for traffic laws, much less for life. In a study released by the Transportation Alternatives ("TA") held at City Hall, on July 15, 2009, reveals that there is no "real enforcement of traffic laws in New York City. NYC seems to be a haven for reckless, dangerous and aggressive drivers. "You could drive a car straight through the gaps in NYPD enforcement, and as it turns out, many New Yorkers do," says Paul Steely White, Executive Director of TA. "Our study shows what most New York City drivers have already figured out: no one is watching." "Fair weather tolerance of reckless drivers will only get more innocent pedestrians killed," says John Adler, President of the Federal Law Enforcement Officers Association. "Both the Mayor and our State Legislature need to support the enactment of stronger laws that will allow law enforcement to target reckless motor vehicle operators."

These are some highlights of these studies:

- *Driver could speed every day in NYC and get ticketed only once every 35 years.*
- *A driver could fail to yield (which is the number two cause of crashes in NYC) every single day and get ticketed only once every 1,589 years.*
- *While the number of traffic fatalities caused by speeding rose 11 percent between 2001 and 2006, the number of summons issued for speeding dropped 22 percent during that period.*
- *While the number of traffic fatalities caused by drivers failing to yield rose 26 percent between 2005 and 2007, the number of summons issued for failing to yield decreased 12 percent during that period.*

I want to take a moment today, at the NYC marathon, and implore all New Yorkers to contact Mayor Bloomberg, our State/City legislature, NYPD, DOT, DMV, Taxi & Limousine Commission ("TLC"), and our court systems, that it is time for enforcement of all traffic rules. A car in the wrong hands is a killing machine! NYS law only requires minimum liability insurance coverage for regular motorist \$50K. It's incomprehensible to me that taxi drivers are only required a minimum of \$200K, when the huge medical costs are in the hundreds of thousands. **Do you know that TLC only requires minimum liability insurance from its taxi industry, yet sells its medallions for as high as \$700K each? And the courts only give a slap in the wrist, and NYPD officers stand on the corners giving a blind eye to those motorist that have a race with traffic lights that fail to yield to pedestrians while making left or right turns.**

Going back to winning the jackpot: it seems to me, that the odds of getting hit, being killed, or becoming disabled by a reckless motorist are higher than winning the New York State lottery. I don't need statistics or numbers to convince me of this. I am living proof of all the terrible consequences that can and will befall you if such a tragedy should occur to you. Getting hit by a car in New York City is the lottery you do not want to win.

**"Please Give Me the Right Of Way" Campaign
For Safer NYC streets for Pedestrians**

Goals: To bring awareness through education, legislation, law and judicial enforcement for motorists to drive in a safe and responsible manner. Its an inalienable right for pedestrians to safely cross a city street.

email: batmobile1979@yahoo.com

Hello,

My name is John Krauss. I'm a freelance web developer and the creator of two websites that work with the existing NYPD collision releases, the first being the "NYPD Crash Data Band-Aid" (<http://nypd.openscrape.com>), the second being "NYC Crashmapper" (<http://crashmapper.com>). I programmed both of these sites in my spare time without compensation. I receive no personal benefit from the operation and maintenance of these sites; their continued existence depends on my volition. I came before the council last year to comment on this legislation, which has not been modified.

The Crash Data Band-Aid website takes the existing monthly Excel spreadsheet releases assembled from MV-104 forms and reprocesses them into a format that a computer can automatically process. The Crashmapper website uses this processed data to show an interactive map of collisions from the city-wide to the intersection level. Essentially, the Band-Aid opens up the data, and Crashmapper maps it much as this legislation's amendments would require.

These two websites have already been used by researchers, community board members, and other interested citizens to understand dangers on the streets. Their valuable feedback has exposed numerous problems with the underlying data.

I welcome a sustainable, city-sponsored approach to opening up the crash data. However, this approach should take into account the lessons learned from this experience. Some very simple amendments to this legislation would take into account these lessons, and maximize the value of our crash data:

- All MV-104 data should be visible on the map. The MV-104 form is the source for crash data, but many of its fields (vehicle type, contributing factors to collision) have not been included in this legislation, and thus would be missing from the map.
- The existing MV-104 data should be published in a machine-readable format, instead of as Excel spreadsheets and PDFs. This legislation could conceivably free me from maintaining Crashmapper, but since it would not open the underlying data, people would still depend on the Crash Band-Aid to have access to the raw information.

The above changes would be definite improvements, but they wouldn't solve some of the basic quality issues arising from the way the MV-104 form, and how it is filled out.

- Reporting locations by intersection, as the NYPD does on the MV-104, severely reduces the data's usefulness. All crashes appear to happen at intersections. The form could instead be filled out with foot-distances from the intersection, ideally supplemented by

GPS.

- Aggregating the MV-104s by month, as is currently done, obscures extremely valuable information about what time of day crashes occur, as well as the pairings (car injury/car death, car involved/ped death, etc.) involved in collisions. While identifying fields should be stripped, the MV-104s should be otherwise reported as simply and faithfully as possible.
- By releasing a feed of MV-104s, it would be possible to do checks on poorly coded locations to obtain a correction and improve data quality.

If we want to promote new, innovative work by creative entrepreneurs interested in harnessing the informative and insightful power of this data, we have to establish a high-quality original source. Anything less is not good enough for major new investment or work based on this valuable dataset.

Thank you for your time,
-John Krauss

NEW YORK CITY DEPARTMENT OF TRANSPORTATION
TESTIMONY
HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION
April 30, 2014

Good afternoon Chairman Rodriguez and members of the Transportation Committee. My name is Polly Trottenberg and I am the Commissioner of the New York City Department of Transportation (DOT). I am honored to testify before you today on legislation related to Vision Zero on behalf of Mayor Bill de Blasio.

First, I want to thank the members of Families for Safer Streets for testifying today. Their stories remind us that Vision Zero is not about numbers -- it is about our families, friends, neighbors and co-workers, and about how we can create a city where promise and opportunity are not needlessly cut short.

The City Council has been a tremendous partner in raising the profile of Vision Zero. The time and energy the Council has devoted to the issue, through the leadership of Speaker Mark-Viverito, Chairman Rodriguez and Chairwoman Gibson, has been invaluable to the work of DOT, the NYPD, the TLC and other City agencies. From all of us at New York City DOT, and on behalf of Mayor de Blasio, we thank you.

The Council can help continue the great momentum on Vision Zero in several ways. First, maintain a high-profile discussion of street safety and help build support for DOT safety projects with constituents, community boards, local businesses and other stakeholders.

Next, continue to help us lobby Albany for State legislation to give the City lower citywide speed limits, a more robust speed camera program and other life-saving measures. And of course, we will work together on local legislation that will help forge safer streets.

Many of you have organized Vision Zero town halls throughout the City, where the input and feedback we have all received has been extraordinary. The way Vision Zero resonates with New Yorkers in every type of neighborhood has been truly inspiring. The message has been clear, New Yorkers want safer streets and they have great ideas about how to achieve them.

DOT will take the input from town halls, the Vision Zero workshops that began last week and other channels, and translate them into tangible safety improvements. This week, we launched our interactive Vision Zero map to gather feedback on safety conditions. We hope that you will promote this tool among your constituents.

We are already hard at work delivering the 50 intersection and corridor safety projects promised in the Vision Zero Action Plan, including the new Arterial Slow Zone projects that will reduce speeding on some of our most dangerous streets.

Not every project is universally embraced at the outset, and in these cases leadership is a critical ingredient. The streets of East Harlem are safer today because of the vocal support and consensus-building efforts of Speaker Mark-Viverito during the debate over pedestrian safety islands and bicycle lanes on First and Second Avenues. I look forward to working with all of you on the projects slated for your districts.

We need similar leadership as Albany considers our proposals for lower citywide speed limits, for expanded camera programs and for other needed legislation. As we all know, the State Assembly approved an expanded speed camera program on Monday night. The de Blasio Administration is grateful to Speaker Silver and his colleagues for this important step. I also want to extend our gratitude to the Council for your work to raise the profile of this critical issue, particularly Council Members Vacca and Van Bramer.

Our camera enforcement program will save lives. New York City does not view cameras as revenue raisers, we view them as safety devices. As I have said before, if the City collects no more revenue from speed cameras because motorists have stopped speeding, then I will declare victory.

Let me now turn to the bills being heard today. In particular, I am eager to work with the Council and NYPD on Intro 238 to address the issue of vehicles failing to yield to a pedestrian or a cyclist in the right of way. As we state in the Vision Zero Action Plan, those who operate vehicles in a dense, pedestrian-filled city like New York have a special responsibility to take care when driving.

In addition, we are strongly in favor of safer designs for trucks and tractor-trailers in New York City. While we support the safety goals of Intro 198, there are implementation, enforcement and legal issues that must be addressed before such safety equipment can be required. DOT is currently working with the Department of Citywide Administrative Services (DCAS) on a study of truck side guards. This study will develop best-practices for evaluating the implementation of side guards, and include ideas for City fleet vehicles, especially those that must operate in snow during wintertime.

DOT is also updating the New York City Pedestrian Safety Study and Action Plan. This study, as required by Local Law 11 of 2008 and first released in 2010, identifies the causes, common factors, and geographic distribution of pedestrian crashes in New York City. We support adding the studies of left turning vehicles and arterial roadways, as proposed by Intros 43A and 168A, into DOT's 2015 Pedestrian Safety Study and Action Plan. We look forward to working with Council Members Wills and Rodriguez, respectively, on the specific language of the bills.

Another bill before us today, Intro 80, would require DOT to develop guidelines for work zones on bridges. DOT considers protecting the men and women in our work zones to be one of our highest priorities and I am personally committed to this mission. We presently follow a robust set of Federal, State and internal work zone safety guidelines that apply to work sites on all roadways, including bridges. However we are always looking for ways to improve and update our guidelines, and would like to work with the Council on that.

Next, Intro 46A would require DOT to repair or replace missing or damaged traffic control signals within 24 hours. I want to make it clear that DOT places a high priority on repairing safety-critical devices. In fact, safety-critical signal repairs are addressed within two hours. However, we are concerned that Intro 46 could require a drastic increase in resources by requiring the same repair period for safety-critical devices as for devices that do not pose an immediate safety risk or where there is redundancy.

Also, the bill does not account for repairs that require longer than 24 hours, or for extreme weather conditions, like severe snow or hurricanes. In addition, this law could create a legal standard that is not feasible and could open the City up to costly litigation. DOT would like to learn more about the Council's interest in our signal repair operations before amending local law.

Lastly, I want to extend my gratitude to Council Member Greenfield for Resolution 111 calling on the State to lower the citywide speed limit to 25 mph. Achieving this goal is a centerpiece of Vision Zero. However, we are concerned about Intro 140, which would require the City to implement a 25 mph speed limit on one-way, one-lane streets.

One-way, one-lane streets are among the least risky streets in the City from a traffic safety standpoint. These streets represent 35 percent of roadways but are where 16 percent of pedestrian fatalities occur. This stands in stark contrast to the City's arterial roadways, which account for 15 percent of total mileage and approximately 60 percent of pedestrian fatalities.

Our experts believe there are significant and complex legal, operational and enforcement issues to consider regarding traffic signs when speed limits change on a given street or within a given area. We want to ensure that drivers have adequate notice and that police officers are able to enforce varying speed limits within the City.

I know Council Member Greenfield has been patient on this issue, but I ask for more time to discuss these issues with NYPD and the City Law Department, and to consult directly with the Council in the process, so that we can fashion the most effective path for reducing speeding on our streets. Again, this is a goal we all feel passionately about.

Intro 140 also requires DOT to establish seven neighborhood slow zones and 50 school slow zones annually. As highlighted in the Vision Zero Action Plan, the de Blasio Administration will implement a total of 16 neighborhood slow zones in the next two years. We are also committed to slowing speeds around 50 schools a year with speed humps and other school slow zone elements.

However, we are concerned that codifying such targets in perpetuity will not account for future traffic safety needs or resource priorities, so while we thank you for your support of these programs, we would recommend the Council hold off on codifying them.

I want to state again on behalf of Mayor de Blasio how very grateful this Administration is for the Council's powerful embrace of Vision Zero. I look forward to our continuing partnership as we work together to make New York the safest large city in the world. Thank you, and I welcome your questions and comments.



April 2014

Dear New York State Legislators:

We write to urge you to support the NYS Assembly Bill 8478 and Senate Bill 6496-A that will set the default speed limit in New York City to 20 MPH, while allowing for higher speed limits to be posted on larger streets and arterial roads.

Speeding is the number one cause of traffic fatalities in New York City. This year, more people will die in traffic in New York City than will be murdered by guns. This must stop. The proposed bill will enhance safety and make our neighborhood streets more inviting places to live, work and shop.

We, the undersigned, are a broad coalition led by Families for Safe Streets, an advocacy group composed of family members whose loved ones have been killed or injured in traffic crashes in New York City. As a coalition representing communities across the five boroughs, we support a 20 MPH default speed limit in New York City because it is an immediate and effective way to end the epidemic of traffic violence.

Currently, the speed limit in New York City is 30 MPH, unless otherwise posted. The 30 MPH speed limit is too fast for our pedestrian-dense communities, the streets where our senior citizens stroll and children play.

The facts are clear: a pedestrian hit by a vehicle traveling at 40 mph has a 30% chance of survival; at 30 mph, 70% survive; and at 20 mph the survival rate is 95%. In addition, at slower speeds many crashes can be avoided. The current 30 mph speed limit is particularly dangerous to the city's most vulnerable populations. Traffic crashes are the number one cause of injury-related death for children. Only 12 percent of City residents are senior citizens, yet 36 percent of pedestrians killed in traffic collisions are senior citizens.

Do your part – protect our children, our senior citizens and make the streets safer for all New Yorkers.

Please act with urgency and pass NYS Assembly Bill 8478 and Senate Bill 6496-A into law.

Sincerely,

Families for Safe Streets

(See reverse side for full coalition)



Supporting Organizations

Ackerman Institute for the Family
Agger Fish
Antioch Baptist Church of Corona
Bradley and Monson Physical Therapy
B.R.A.K.E.S., Bay Ridge Brooklyn
The Broadway Mall Maintenance Fund
Bronx Council for the Arts
Brooklyn Community Foundation
Brooklyn Historical Society
Brooklyn Heights Association
Brownsville Partnership
Calhoun School
Chekped
Coalition for a Livable Westside
Coalition for Safer Streets
Columbus Medical Group
Congregation Beth Elohim
Cyprus Hill Local Development Corp.
East 79th Street Neighborhood Assoc.
Ecostation: NY
Emily Dickenson School PS 75
Family Health Center of Harlem
Fordham Bedford Community Services
Fordham Bedford Housing Corporation
Forest Hills Senior Center
Goddard Riverside Community Center
Good Shepherd Services
Green Earth Urban Gardeners
Groundswell Community Mural Project
Hastings
Hands on Nursery Preschool
Healthpoint
Henry's Restaurant
The IDEAL School of Manhattan
The Institute for Family Health
Institute for Rational Mobility
J Liff and Co.
JASA (Jewish Association Serving the Aging)
Jewish Child Care Association
Kew Gardens Community Center
Kolot Chayeinu
Lela Rose Stitch and Couture
Lincoln Square Neighborhood Center
Majora Carter Group

Make Brooklyn Safer
Make Queens Safer
Metro NY Health Care For All
Metropolitan Montessori School
Montefiore Hospital
Montefiore School Based Health
Mothers on the Move
Mount Sinai Hospital Center
New Settlement Houses
New York Chapter, NY State Academy of
Family Physicians
The Nightingale-Bamford School
Nos Quedamos
NYU Langone Medical Center
One Flushing
Open Space Alliance for North Brooklyn
Park Slope Neighbors
Park Slope Street Safety Partnership
The Point CDC
Pomonok Senior Center
Pratt Center for Community Development
Queens Center for Gay Seniors
Queens Childcare Network
Queens Community House
Queensboro Hill Flushing Civic Association
Rego Park Senior Center
Right of Way
Riverdale Country Day School
SABA Soccer Academy
SC GjØa Youth Soccer
Serviam Gardens
South Bronx Watershed Alliance
St. Hilda's & St. Hugh's School
Sustainable South Bronx
Temple Beth Shalom
TJH Medical Services, PC
Theater for a New Audience
Transportation Alternatives
Trinity School
Tri-State Transportation Campaign
UJA-Federation of New York
University Neighborhood Housing Program
West End Synagogue, New York
Westerman Construction Company



Youth Ministries for Peace and Justice
78th Precinct Youth Council
8th Street Block Association, Brooklyn
102-103rd Street Block Association, Manhattan

Supporting Dignitaries

NYC Public Advocate Letitia James
Brooklyn Borough President Eric Adams
Manhattan Borough President Gale A.
Brewer
Judge Karen S. Burstein
NYC Council Member Brad Lander

NYC Council Member Steven Levin
NYC Council Member Ydanis Rodriguez
Hon. Trudy L. Mason
Hon. Debra Cooper
Tom Farley, MD, MPH, former NYC
Commissioner Department of Health

Families for Safe Streets
Testimony to the New York City Council Transportation Committee
April 30, 2014

Good morning, I want to thank Chairman Ydanis Rodriguez and the New York City Council Transportation Committee for giving us an opportunity to speak first at this important hearing. My name is Amy Cohen and I am here on behalf of Families for Safe Streets, an organization created only two months ago whose members have lost loved ones in traffic crashes. We have suffered unspeakable tragedies, the fabric of our lives has been irreparably torn and we struggle each day to move forward. We have come today to remind you of the urgency of this work. Please do everything you can to prevent other families from having to suffer as we have suffered.

There are a large number of bills before the committee today worthy of consideration that will move the Vision Zero agenda forward. In order to eliminate fatalities from traffic collisions, New York City will need to take a comprehensive approach and each and every bill being considered today is a critical, life-saving measure. You will hear from several of our members later in the hearing about some of these measures.

However, we ask that you not lose sight of a few key issues and prioritize these when making requests of the New York State legislature. Speed is the top cause of death in traffic crashes. Reducing the default speed limit to 20 miles an hour could insure that 95% of pedestrians hit by motor vehicles survive. In addition, at slower speeds, drivers and pedestrians have a much greater opportunity to observe their surroundings and avoid collisions. Moreover, slower speeds are likely to limit other forms of aggressive driving, such as failure to yield. If a 20

mile per hour speed limit was in effect on October 8th, my son Sammy would likely still be alive today.

In addition, for a reduced speed limit to be effective, New York City will need active enforcement, including the use of speed cameras to supplement police enforcement. There are bills pending in Albany to substantially increase the number of speed cameras the City is authorized to use. That is a good first step. However, the authorization would limit the operation of speed cameras to school zones and school hours. While enforcing the speed limit while children travel to and from school is obviously important, if we really want to protect our children as well as other pedestrians, the City must be free to use speed cameras at other times and locations. Most fatal crashes occur at night and on the weekend. My son Sammy was hit in a school zone, but it was at about 5:15 in the evening when camera enforcement would not be permitted under the current legislation.

We ask you to send a strong message to Albany and pass unanimously resolutions 61 and 116 lowering the New York City default speed limit to 20 miles per hour and giving New York City control over its speed camera program. These actions would insure appropriate safe speed limits in our residential neighborhoods and other areas with large numbers of pedestrians, while allowing the City to post higher speed limits on major roads, where appropriate.

Vision Zero is based upon the idea that no death in traffic is acceptable. As family members whose loved ones have died in traffic crashes, we could not agree more. We urge the transportation committee and the full Council to take bold action to bring that vision to fruition.

We will close today with a few words from our newest Families for Safe Streets member, Evelyn Cancel, whose six-year-old son Dante was killed by a speeding driver in the South Bronx on October 2, 1997. If more changes had been made in the intervening years, we would not be continuously adding members to the Families for Safe Streets' ranks - members such as Rochelle Charles, whose five-year-old son Rashard was killed only last month less than a mile from where Sammy was killed.

I am the mother of Dante Curry. Dante, my first-born, my son, was 6 years old when he died. Since that day, my life has been a torment like you can't believe. You probably never heard of Dante, or me, because his life was taken and my life with his, 16 years ago. Since then, I have waited for justice and change. I don't have either.

All I have from Dante's death is a speed bump on Wales Avenue, the street where he was killed in 1997. That's not enough. We need more than a speed bump here or there. We need to make sure that other children don't lose their lives. We should have the safest streets in the world.

We shouldn't have any more children like Dante who never get to grow up. You can't bring Dante back, but at least don't let his death be in vain. We shouldn't have any more destroyed families like mine. The time for talking is done. It's time for action. Please, for us and our children - Dante, Sammy, Cooper, Rashard, Allie and Ella - don't allow another family to be destroyed or the life of another child to be lost.

**Statement of Steve Vaccaro, Law Office of Vaccaro & White to
City Council Transportation Committee, April 30, 2014**

Members of the Transportation Committee, thank you for the opportunity to speak. As a lawyer representing crash victims, I can tell you that while the graphic quality of that video is unusual, the events depicted are all too common. Just like Allie Liao, about half of the 150 pedestrians killed in New York City each year are killed in the crosswalk with the right of way.

This is not an anomaly. This is not an outlier. This is not an 'accident.' This is the predictable result of how we design and manage our streets. This is the traffic violence that we have somehow have come to accept as part of our daily lives.

All of the legislation before the committee deserves your support. But like the Liao family I will emphasize the critical importance of Intro 238-a. That bill creates a misdemeanor for striking a pedestrian in the crosswalk with the right of way, or on the sidewalk. Why is this so important?

Because in this wonderful, bustling city we live in, we treat lives like Allie Liao's as if they were cheap. That may sound harsh but it's the truth.

Driving in a dense, pedestrian-rich city like New York is so very dangerous. At every moment, there is an imminent risk of killing with just one second of inattention. With just one flick of the hand.

But when a driver looks away from the road, or has a couple of drinks, and kills, we accept his claim that he "didn't see" his victim. That the bicyclist "came out of nowhere." That the child "broke free" from her parents. And usually, the victim is not there to tell their side of the story.

So we take the driver's story on face value and call it an "accident" — an unexpected, unavoidable death for which there will be little or no consequence. We accept the driver's claim that he or she had no awareness that their actions carried a grave risk that would justify a criminal penalty.

This City Council has the authority, and the mandate, and the duty to say we are all on notice of the enormous risks of driving in the city. Cars kill as many people as guns each year. The risks of driving are even greater, because a driver is usually less able to control the circumstances that can lead to death on the road, than a person aiming a gun can control the circumstances before him or her.

Traffic deaths and the risks that cause them are not unpredictable. They are routine and ubiquitous. Lives are not cheap. They are precious. If you agree, then you must create meaningful consequences — criminal penalties — for drivers who strike pedestrians and cyclists with the right of way. It's a necessary step to achieving Vision Zero.

The misdemeanor charge in Intro 238-a takes that necessary step, but it should be strengthened in two ways:

- First, \$250 is simply too cheap for the loss of life, or a life-changing permanent injury. It has to be at least \$1,000.
- Second, the original version of Intro 238-a included a misdemeanor for striking a cyclist in a bike lane that is missing from the current version. That provision should be restored. We want cyclists to use bike lanes. We want motorists to use utmost care when crossing over a bike lane. The only way to get there is with a misdemeanor for striking a cyclist in the bike lane.

Some may say this bill is too harsh because it turns every accident into a crime. That's untrue. Drivers are given a full opportunity to show that any collision with a pedestrian or cyclist was not their fault, it's written right into the legislation. But it will be their burden to disprove fault. We will not simply accept the claim, "I didn't see them." We will insist that the driver explain why it was not his or her fault that they didn't see them.

This is a simple fairness and accountability. A misdemeanor is not a draconian penalty. If I go out a drink a beer on my stoop this weekend, I can be charged with a misdemeanor. Shouldn't I get a misdemeanor charge if I drive you over while you're sitting on yours?

Please enact Intro 238-a, and please extend its protection to cyclists. Thank you.

**Statement of Amy Tam Liao and Hsi-Pei Liao to
City Council Transportation Committee, April 30, 2014**

My name is Amy Tam-Liao and this is my husband, Hsi-Pei Liao.

Our daughter Allison Hope was killed by a reckless driver last October.

We are founding members and supporters of Families for Safe Streets. We have been asked to speak on a separate panel to emphasize the importance of one of the many bills you are considering, Intro 238-A. Thank you for the opportunity to speak.

Intro 238-A creates a criminal misdemeanor charge for reckless drivers who do not meet the test for driving while intoxicated. The single most important thing this City Council can do is to create meaningful criminal penalties for reckless drivers who injure or kill.

Our precious daughter Ally was taken from us by a reckless driver who struck her and her grandmother in the crosswalk while they walked hand-in-hand with the right of way.

The driver was found by police on the scene to have a blood alcohol content of about zero point zero four percent—approximately half the amount that would justify charging him with the felony of vehicular assault. The test was performed approximately one hour after the crash, so he probably had more alcohol in his system at the time of the crash.

Like so many reckless drivers who kill, the driver who killed Ally told police that he did not see anybody before turning but clearly he did not look. To our disbelief the driver was allowed to drive away from the scene, and was later given two traffic tickets. The Queens County District Attorney would not prosecute the driver because in their opinion his blood alcohol content was too low. The police actually certified in writing to the Department of Motor Vehicles that they did not suspect that alcohol played any role in the crash.

Our lives have been shattered by the loss of Ally, but the only consequence the driver faces is a couple of traffic tickets. It is no wonder that hundreds of New Yorkers are killed every year by reckless drivers.

We have obtained a videotape showing the crash. It is not easy for us to show this, but it is important to see the truth behind the stories that drivers and sometimes even police sometimes tell about traffic violence. As you watch this video, please remember that this driver said he looked before turning. And also remember that on the day she died, an unnamed police source told the Daily News that Ally had, “broken free,” from her grandmother before she was killed. Look at this videotape and make up your own mind. Did the driver look before turning? Did Ally “break free” and go running about in the street?

[videotape]

We must no longer trivialize reckless driving by calling these deaths "accidents." It is obvious to see from the videotape that the driver did not look before turning into the crosswalk. It was an act of recklessness that we as a City must declare to be a crime. That is what intro 238-A does.

If Intro 238-A had been in effect last year, the reckless act of this driver would have been treated, at least presumptively, as a crime. Police would have investigated it like a crime, instead of telling stories about her "breaking free" from her grandmother. The police and the DA would have more carefully investigated the role of the driver's intoxication in causing the crash, rather than just dismissing it without any explanation. Most importantly, if this was defined as a crime, the driver might have stopped, looked and taken care before turning, instead of doing whatever it was he was doing.

Intro 238-A must be enacted, and it should be strengthened. \$250 is not a fair penalty for killing or seriously injuring a person. The penalty should be in the thousands, not the hundreds, of dollars.

Thank you Councilmembers Weprin, Rodriguez and Levine for sponsoring this important legislation.

**STATEMENT OF
SUSAN PETITO
ASSISTANT COMMISSIONER, INTERGOVERNMENTAL AFFAIRS
NEW YORK CITY POLICE DEPARTMENT**

**BEFORE THE NEW YORK CITY COUNCIL
TRANSPORTATION COMMITTEE**

APRIL 30, 2014

Good afternoon. I am Susan Petito, the NYPD's Assistant Commissioner of Intergovernmental Affairs, and I am joined by Inspector Dennis Fulton of the Office of the Chief of Transportation. We are pleased to be here on behalf of Police Commissioner William J. Bratton to offer the Department's comments regarding three of the bills before you today.

Intro. 153 would amend City Charter Section 1072 to require the Department of Information Technology and Telecommunications to add a new layer to the interactive crime map located on the Police Department's website. The revised map would show vehicle collisions and fatalities for each blockface in the City on a monthly basis.

As you know, since August of 2011, pursuant to Local Law 12 of 2011, the Department has posted on its website traffic-related data on reported vehicle collisions. We are in the process of changing the way we post this vehicle collision data, so that it may more easily be used by the public. We will be posting data reflecting individual collisions, rather than grouping them by intersection. We will also be posting the data in Excel spreadsheet format, which will enable interested members of the public to more easily utilize the data for analysis and mapping purposes.

We should note that there are some inherent limitations in this data which need to be considered. First, although the bill would apply to all "traffic crashes," it would only include collisions which the Department is aware of, for which a Police Accident Report was prepared.

Second, although the bill would require that collisions be mapped according to "each segment of a street," collision information is not compiled in that manner. The Police Department's vehicle collision data is gathered from information contained in Police Accident Reports, which are New York State Department of Motor Vehicles-mandated forms, prepared by police officers in accordance with DMV guidelines. These reports do not require or contain street addresses for collisions. Rather, locations are captured in relation to the nearest intersection. Therefore, the location of a collision occurring in the middle of a block is reflected in the data posted on the Department's website as occurring at the cross street closest to the actual event. Were this data to be mapped as envisioned by Intro. 153, and especially because of the visual nature of the information conveyed, the viewers of a map would need to keep in mind that all collisions in the vicinity of an

intersection would appear as having happened at the intersection itself, even if the collisions took place well down the block.

The already-existing crime map is based on a different type of data, crime reports, which are captured according to street address. Therefore, putting both types of data on one map as envisioned by the bill may be confusing. We suggest that it might be better to allow some time for the newly-available collision data to be used by the public before determining how best to map it.

With respect to Intro. 167-A, the bill clarifies the current prohibition contained in Administrative Code Section 10-163 prohibiting speed contests, and expands the reach of the law to include equally dangerous stunt behavior by motor vehicle operators. We greatly appreciate the Council's attention to this persistent problem, and are especially gratified by the inclusion of a new violation, particularly relevant to motorcycles, which prohibits mounting a license plate in a manner which obscures the plate. This will help address situations in which motorcyclists mount their license plates in a manner which allows the plate to show when no one is sitting on it, but hides the plate while the motorcycle is being driven.

Finally, Intro. 238-A is consistent with our mutual goal of holding drivers accountable for failure to yield to pedestrians and bicyclists, and to create higher penalties when the failure to yield results in physical injury. We look forward to further discussions with the Council to clarify provisions of the bill, especially in regard to enforcement, so that it may provide a new level of protection against failure to yield by motorists.

Thank you for the opportunity to provide our comments on Intros. 153, 167-A and 238-A, and we will be pleased to answer your questions.



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Transportation Committee Vision Zero Hearing

Testimony by Paul Steely White, Executive Director, Transportation Alternatives

Wednesday, April 30, 2014

Thank you Chair Rodriguez and the members of the Transportation Committee for convening this important hearing.

I am Paul Steely White, Executive Director of Transportation Alternatives. We are a 40-year old non-profit, with more than 100,000 activists in our network, dedicated to improving the safety of New York City's streets. We appreciate the breadth of bills presented today, which tackle a wide range of important public safety issues on our streets. The remarkable array of bills and resolutions before the committee today demonstrate that we have a lot of work to do, but also demonstrate an impressive commitment from the Council for achieving Vision Zero.

New York needs Vision Zero, and we will not achieve it without participation from all levels of government. Some initiatives New York City can undertake on its own, while others require action from Albany. The Council must continue pressuring state lawmakers to give New York City the authority to make life-saving improvements on our streets.

The Council and Mayor must also commit to funding Vision Zero improvements. The City cannot implement the plans articulated in the Vision Zero Action Plan without new funding. As this Council has pointed out, the NYPD needs more officers in order to scale up enforcement to deter reckless driving. Also, the NYC DOT needs an infusion of new capital funding in order to overhaul our deadliest arterial roadways, as well as the money to hire additional engineers to design projects, and additional personnel to perform high quality community outreach.

Transportation Alternatives supports the full slate of bills being considered today, and urges the Council to pass them with all deliberate urgency.

Secure Local Control Over NYC Streets:

- **Intro. 140-2014: Reducing Speed Limits and Establishing Slow Zones**
- **Resolution 61: Allow New York City to Set a Safe Speed Limit**
- **Resolution 111: Lower New York City's Speed Limit to 25 miles per hour**

Speeding is the number one cause of fatal crashes in New York City – worse than drunk drivers and drivers on cell phones *combined*. A 1-mile-per-hour drop in average speed on urban, pedestrian-heavy streets leads to a 6 percent decrease in traffic fatalities and serious injuries. In the City of London, the rate of crash-related deaths and serious injuries within 20-mile-per-hour residential areas dropped by 46 percent. Drivers who maintain a 20 mph speed are far less likely to get into a crash, and the crashes which do occur are far less likely to be fatal. The Mayor and this Council are committed to eliminating dangerous vehicle speeds, but cannot because they are limited by State Law which requires that the citywide speed limit be set between 30 and 55 mph.

State law in Utah, South Dakota, Washington, Washington D.C., and Montana set urban speed limits at 25 mph. No city in any of these states matches our pedestrian density – indeed, no city in the country comes close. We must look abroad, to cities like London, Tokyo, Paris and Berlin, all of which have 20 mph speed limits, and not coincidentally, fatality rates that are half of ours.

Albany must act by allowing the Mayor and this Council to reduce the citywide speed limit as low as 20 mph – the speed limit “unless otherwise posted.” The majority of our City's streets are narrow, one-way and one-lane residential streets which are incompatible with a 30-mph speed limit. If our request for an amendment to the State Law is denied by Albany, we must exploit the fullest extent of our local authority, which is why we support Council Member Greenfield's bill (Intro. 140).

- **Resolution 117: Give New York City its own Speed Camera program**

New York City is currently only authorized to use speed cameras in twenty school zones, or in about 1% of our schools. Earlier this week, the Assembly passed legislation allowing the City to install speed cameras in as many as 120 more school zones, meaning that we'll be able to cover approximately 6% of our schools. We urge the Senate and the Governor to enact this bill immediately, while also urging the Legislature to go even farther and allow for local control of this life-saving program.

State law prohibits us from using the speed cameras at night and on weekends, which is when 77% of speeding fatalities occur. In addition, our City is unduly limited within the State law about where the camera can be placed – only within a school zone. And again, State Law prevents us from providing protection to 94% of our school zones. It is unconscionable that legislators New York City voters do not elect would prevent us from using technology that has been proven, for decades, to be effective at saving lives.

- **Res. No. 118 - Resolution calling upon the New York State Legislature to pass, and the Governor to sign, legislation that would give New York City control over its own red light camera program**

The City first won the authorization to test Red Light Cameras when Ed Koch was Mayor (1988). It's been a "pilot" ever since and is reauthorized every year for a tiny number of intersections. A consequence of this system is that the cameras are sporadically placed around the city – only 1%, or 150 of New York City's 12,500 intersections with traffic lights have red light cameras. These cameras have been shown to reduce serious injury crashes by 56%. The technology has been proven for over a generation, and has become an essential part of the City's traffic safety toolbox, so Albany should end the red light camera "pilot" and allow our Mayor to deploy the cameras wherever a risk to drivers, pedestrians and cyclists persists.

Increase Transparency and Data Driven Improvements:

- **Proposed Int. No. 43-A - In relation to a study on left turns**

Left turns are three times as likely to lead to a serious or fatal pedestrian crash as right turn crashes. When turning left, drivers must take care to visually scan around the A-Pillar, the support between the windshield and side window. Drivers, in addition, must be aware of oncoming traffic.

Studies conducted in NYC show that left turn phases, leading pedestrian intervals, and other measures which keep pedestrians out of the careless turning driver's blind spot can reduce pedestrian crashes by 45%.¹ This legislation is an important step for making these interventions standard across the City.

However, the biggest obstacle to their widespread adoption isn't a lack of data; it's a lack of money. These treatments can become very expensive, very quickly. As part of the budget process, the Council and Mayor must allocate funding to bring these improvements to our City's most dangerous intersections.

- **Proposed Int. No. 168-A - In relation to safer arterial streets**

A recent poll asked New Yorkers which streets are the most dangerous in their borough. New York's voters overwhelmingly cited major arterial streets like Atlantic Avenue, Queens Boulevard, Grand Concourse, Hylan Boulevard and 5th and 6th avenues in Manhattan. Each Council District is home to similar high-traffic volume, high-speed, suburban-style streets with highway-width travel lanes. This is especially concerning because they are especially dangerous - only 15% of New York's streets are arterials, but they are the site of 60% of pedestrian fatalities and serious injuries.

The Mayor's Action Plan, thankfully, proposes ambitious solutions for arterial streets. Previous administrations have avoided redesigning these corridors because it is expensive, complicated and politically vexing. But Vision Zero, and the plan called for by this legislation, gives us the opportunity to make needed safety improvements on these streets once and for all.

¹ Chen, L., C. Chen and R. Ewing. The Relative Effectiveness of Pedestrian Safety Countermeasures at Urban Intersections: Lessons from a New York City Experience. Presented at 91st Annual Meeting of the Transportation Research Board, Washington, D.C., 2012.

The biggest challenge, of course, is funding. In order to implement this plan, the Council and Mayor must:

- Allocate New Capital Funding: Increasing safety on these long, wide streets will require significantly more concrete, paint, signs, and equipment than we currently buy. It is also more complicated to perform the work when contending with high-traffic volumes, meaning it will take longer to get the work done. To advance Vision Zero, the City's capital budget will require a boost of hundreds of millions of dollars.
- Allocate New Funding to Hire Additional Engineering Personnel: Smart engineering choices can help us eliminate deaths and serious injuries on these major streets without sharply reducing traffic volumes. Indeed, the City DOT has proven that they know how to make enormous safety gains while improving traffic flow: consider their work on 1st and 2nd avenues, and 8th and 9th avenues in Manhattan. However, this work is complex and requires careful study by very highly qualified staff. In order to achieve the scale of the change that is necessary, the City must hire scores more engineers, designers, and planners.
- Allocate New Funding to Hire Outreach and Engagement Staff: The City must invest in continued conversations with residents, small businesses, and other stakeholders to identify safety goals, inform the selection of solutions, and fine tune designs after they launch. This is New York, and we thrive on disagreement. Candidly speaking, only a small fraction of New Yorkers are more concerned about preserving their parking spots than they are about advancing Vision Zero - but reliably, those few people can create so much noise that straightforward engineering solutions become transformed into vexing political problems. The overwhelming majority of New Yorkers support these projects, so bringing more of them to the table will always lead to more support. But the intensive community outreach and sustained and sincere public engagement that is necessary can't be done unless the City hires the dozens of new staffers.

- **Int. No. 153 - Create and maintain an interactive website detailing traffic crash data**

In 2011, the Council passed and the Mayor signed landmark legislation which aimed to allow New Yorkers the opportunity to assess the relative safety of their street, the route their child walks to school, or their neighborhood at large. Despite the overwhelming support from this body, and the scrutiny from this Committee on the implementation of that law, New Yorkers still are unable to tap into this enormous resource. The demand, however, is very high for a solution to this problem, and today the Council has identified a solution which we wholeheartedly embrace.

Int. 153 represents an important step forward in terms of presenting this information in a fashion that New Yorkers can view, understand and use. This legislation has the potential to be more powerful if the sponsor and the Committee require that DoITT make the map's data available for download in a format that researchers, programmers, entrepreneurs and advocates can utilize to make our city safer.

- **Proposed Int. No. 80-A - In relation to work zone safety on bridges**

New Yorkers who work on our bridges are especially vulnerable to the danger posed by reckless or careless drivers. Mandating the adoption of new safety guidelines for bridge work zones would lead to safer working conditions for these thousands of workers.

- **Proposed Int. No. 46-A - In relation to traffic control signals**

Stop lights and crosswalk signals provide pedestrians, drivers and cyclists with orderly and organized streets. A defective or broken signal is potentially worse than having no signal at all. The expense to the city in complying with this law will be high, and cannot be allowed to drain resources intended for other safety programs. Accordingly we call on the Council and Mayor to fully fund this mandate.

Insure Safety of Taxis and For Hire Vehicles:

- **Proposed Int. No. 171-A - In relation to traffic violations and serious crashes**
- **Proposed Int. No. 174-A - In relation to taxi and limousine commission review of crashes**
- **Int. No. 272 - In relation to the TLC's critical drivers and persistent violators programs**
- **Int. No. 276 - In relation to a pilot program involving black box or telematics technology in taxis and street hail liveries**
- **Int. No. 277 - In relation to the reporting of crash data involving taxi and limousine commission licensed vehicles**

The Taxi and Limousine Commission (TLC) has a critical role to play as part of Mayor de Blasio's interagency Vision Zero working group. Though taxis and liveries account for just 2% of vehicle registrations in New York City, they account for 13% of fatal and serious injury crashes.²

The TLC has enormous regulatory authority over drivers and businesses that spend a large amount of time driving in NYC and, thus, set the pace of traffic on city streets. The TLC licenses 110,600 drivers, 57,300 vehicles and 1,200 for hire vehicle-related businesses in the city. The drivers and businesses must be held to the highest possible safety standards because they lead by example on our roads.

The TLC can at once acknowledge that the overwhelming majority of taxi drivers are safe, responsible drivers while also admitting that there are thousands of licensed taxi drivers who are too careless, too reckless, or too dangerous to stay behind the wheel. It is imperative to identify those drivers immediately, and remove them from the road before a tragedy occurs.

Institute Adequate Penalties for Dangerous Driving:

- **Res. No. 6 - Resolution calling upon the New York State Legislature to amend the New York State Vehicle and Traffic Law to increase the criminal penalty for reckless driving when serious physical injury or death of a person results from the reckless driving**

As we all know, driving is a privilege and not a right. Those drivers who demonstrate that they do not have the judgment to use that privilege responsibly must be deterred from committing the offense again. A \$300 fine simply does not deter reckless drivers.

² "The New York City Pedestrian Safety Study and Action Plan," New York City Department of Transportation, August 2010

- **Res. No. 51 - Resolution calling on the New York State Legislature to remedy several deficiencies in the law regarding leaving the scene of an accident**

Drivers that cause serious injuries or kill, and then leave the scene, commit a callous crime. Their decision to flee leaves their victim lying exposed, in the street, and delays life-saving help. These criminals also cause families tremendous pain, as they are denied justice.

As horrific as hit-and-run crashes are, the Legislature's penalties actually create a perverse incentive for drivers to leave the scene. If a driver remains at the scene of an accident where injury occurs and is intoxicated or impaired by drugs or a combination of drugs and alcohol, he or she can be charged with a "D" felony. A conviction on such a charge carries a maximum penalty of up to 7 years of imprisonment. This legislation proposes that all penalties for leaving the scene of an incident without reporting be increased. By doing so, the first-time offender causing injury faces charges of a "D" felony. This will be commensurate with charges faced by a drunk driver who causes serious physical injury and remains at the scene. Likewise, an offender who kills someone and then leaves the scene will face a penalty commensurate with that of a drunk driver who kills someone and remains at the scene - a class "C" felony resulting in a sentence of up to 15 years of imprisonment.

Increasing all penalties for leaving the scene under VTL section 600(2)(c) will deter drivers from leaving injured victims on the road, by eliminating the incentive to flee the scene of serious crashes.

- **Proposed Res. No. 68-A - Resolution calling upon the New York State Legislature to pass, and the Governor to sign, legislation increasing the penalty for driving on the sidewalk**

Sidewalks are intended to be safe havens for pedestrians, but the fact that at least 15 people were killed last year while walking or standing on the sidewalk proves that they are not. These cases involve unconscionable behavior, whether it be Denim McLean, 2, Muang Lin, 41, Man Chit Cheng, 59, or Elizabeth Brody, 28; or Yulia Hermanska, 27, killed a month before her wedding by a red light running driver. Yet the penalty for striking a pedestrian with a 2,000 pound vehicle is a traffic offense- which means that an officer who appears on the scene is unable to charge the driver. In contrast, the penalty for striking a pedestrian on the sidewalk while riding a 25 pound bicycle is a misdemeanor. By increasing the penalty for those drivers who are reckless or careless enough to strike a pedestrian on the sidewalk, we will go a long way to making sidewalks the safe haven that they are intended to be.

- **Proposed Int. No. 167-A - In relation to prohibiting certain stunt behavior with vehicles**

Every summer, the complaints pour in from communities around the city- motorcyclists who disregard traffic rules, and place themselves and their neighbors at risk by "popping wheelies" and performing other stunts. Though the Vision Zero Action Plan does not address motorcyclists in depth, they are in fact a target population because they are disproportionately killed in traffic crashes. In 2012, 37 people, about one in seven, were killed while riding a motorcycle. Reckless motorcyclists must be deterred from performing stunts that put themselves and others at risk. Last year, three pedestrians were killed in crashes with motorcyclists, including one woman, Marion Kurshuk, 78, who was killed by a motorcyclist who had been popping wheelies shortly before. Those motorcyclists who are riding lawfully must be protected, and deserve special attention from the Vision Zero Task force.

- **Intro 198: Life-Saving Side Guards on Trucks**

Side guards prevent vulnerable people—pedestrians, bike riders, road workers and others—from being swept underneath and crushed by large trucks. The equipment is required by the European Union, contributing to a 20% reduction in pedestrian fatalities and 61% reduction in bicyclist fatalities in truck crashes. In New York City, commercial trucks are twice as deadly for pedestrians and bicyclists than private cars and trucks (including SUVs).

- **Intro 238A: Reforming Penalties for Violating Pedestrian Right of Way**

44% of pedestrians who are struck and injured on our streets –more than 4,500 people each year - are walking in the crosswalk, with the light. Many of these crashes result in permanent injuries, such as loss of limb or brain damage. None of the reckless drivers involved in these injury crashes are charged, even in the most egregious cases, because State Law only considers failure to yield to a pedestrian to be a violation, and NYPD policy requires officers to directly witness all summonses issued for any violation. By simply changing the penalty to a misdemeanor, the Council empowers an officer to cite drivers who are obviously reckless. Closing this loophole would help provide justice for pedestrians who are struck by drivers who violate their right of way. In addition, it will ensure that the driver's DMV record reflects that their dangerous choice was the cause of the crash.

- **Res. No. 144 - Resolution calling upon the New York State Legislature to pass, and the Governor to sign, legislation that would make a violation of Hayley and Diego's Law a misdemeanor**

In 2010, the State legislature passed a law making it a traffic violation to strike and injure or kill a pedestrian or cyclist. Because the offense is a mere traffic violation, NYPD policy requires a CIS investigation, which only happens in critical injury or fatal cases, or an officer's eye witness testimony to support the charge of careless driving. Accordingly, only 100 violations are issued each year, although statistically we should expect thousands. By amending the law to make it a misdemeanor to carelessly strike and injure or kill a pedestrian or cyclist the police will be empowered to use the violation, thereby providing some justice to survivors, as well as allowing the DMV to add points to the driver's license.

NICHOLE HOWARD BLACK CAR FUND & BLACK CAR ASSISTANCE CORP. TESTIMONY –

TRANSPORTATION COMMITTEE CITY COUNCIL - April 30, 2014

Good afternoon. Chairman Rodriguez and other Council Members of the Transportation Committee. Thank you for giving me the opportunity to speak today. My name is Nichole Howard and I am the Director of Communications & Social Media for The Black Car Fund and the Black Car Assistance Corp. (BCAC). The Black Car Fund provides full workers compensation benefits to over 12,000 drivers at no cost to the drivers or the bases but rather through a nominal surcharge to the passenger on every trip. The BCAC is a trade organization which represents approximately 25 bases and 6,000 drivers.

As we all work together to achieve the Mayor's goal of zero traffic fatalities, I would like to point out the results of one significant study.

This independent study found that the reported accident rate for all vehicles in New York City was 6.7 vehicles per million miles traveled. Now if I told you there is an industry where the reported accident rate was 4.6 vehicles per million miles traveled and another industry that was 3.7 vehicles per million miles traveled, I would think that we might want to examine these industries and see what they are doing better.

You may surprised to learn that these safer industries are the taxi and for hire vehicle drivers of New York City!

Yet the most punitive measures of the Mayor's Vision Zero Plan and harshest new bills being considered by the City Council are reserved for the hardworking black car, livery and taxi drivers of our City.

The study I believe correctly points out that our drivers are more experienced drivers, spending more time behind the wheel every year. TLC licensed drivers already face a lower ceiling, or threshold, of DMV points for when their license is suspended or revoked. Yet a new bill would make this even more extreme.

These punitive measures will increase an already existing driver shortage. It will force experienced drivers out of driving as a career and bring more inexperienced drivers into the taxi and for hire vehicle industries thus actually making the roads and transporting the public LESS safe. It will also have a chilling effect on individuals even entering these industries as a career at all and encourage more drivers to go underground and operate as unlicensed or what are known as "gypsy" cabs.

The Black Car Fund has always been a strong supporter of driver safety. Since 2007, we have funded a Black Car Driver Safety Institute. The course curriculum at the Driver Safety Institute not only satisfies the Defensive Driving Course Curriculum required by the TLC but also includes additional safe driving material. Additionally we pay drivers \$300 to take the course.

However we know that there is always room for improvement. The Black Car Fund wants to assist in reaching the Mayor's goal of zero fatalities. We are prepared to further enhance our driver safety courses with any materials that the De Blasio Administration or the City Council may produce or would like to see included in our classes. Our Chairman and Executive Director

are currently attending the largest risk management conference in the country and are speaking to many different vendors on how to improve our current driver safety curriculum, to better understand new black box technology & how to expand our safety initiatives.

At the TLC's meeting with stakeholders prior to the issuance of the Vision Zero Report we also raised the idea of the TLC rewarding safe drivers with a lower priced license while drivers with more concerning driving records pay more for their licenses but it was not included in the TLC's proposals. So long as the gross licensing revenue is revenue neutral it should be legal and we support this measure as an incentive for safe driving.

I would be happy to answer any questions that you may have now.

TRI-STATE TRANSPORTATION CAMPAIGN



Mobilizing the Region

Committee on Transportation and Public Safety
April 30, 2014 Hearing

My name is Vincent Pellecchia and I am the general counsel for the Tri-State Transportation Campaign a regional policy watchdog organization working for better transit and transportation policy in New York, New Jersey, and Connecticut.

Millions of pedestrians use NYC's streets daily yet many of our streets remain among the most deadly for walkers, bikers, and drivers. Regardless of one's primary mode of transportation, every NYC resident, transit user, or visitor is a pedestrian at some point in the day.

Since 2005, 1,185 pedestrians have been killed by vehicles in the five boroughs, despite the 34% reduction in pedestrian fatalities resulting from significant changes made by NYCDOT over the past seven years. These are preventable deaths. The knowledge and tools to prevent these deaths already exists. What has not existed before this year is a coordinated, multi-agency plan to apply this knowledge and use the tools to increase pedestrian safety; this is what the Mayor de Blasio's Vision Zero Action Plan does.

But Vision Zero is only as effective as its implementation and the NYC Council has a leading role in this plan's implementation. The bills under consideration during this hearing are the embodiment of the Council doing just that and we applaud your effort.

We support many of the bills, and would like to highlight some points regarding the following.

Resolution 61 combined with Introduction 140 is the preferable approach for changing the speed limit than incorporating Resolution 111. While we strongly support reducing the City-wide 30MPH speed limit, we believe that a minimum 20MPH speed limit is the preferred minimum considering, as noted in Res. 61, a the chance of death for a pedestrian drops to 5 percent if hit by a vehicle traveling at 20MPH whereas it is 10 percent if hit by a vehicle traveling at 25MPH. For the same reason, we believe Introduction 140 is unnecessary because a minimum speed limit to 20MPH obviates the need for 25MPH slow zones.

Tri-State also strongly supports Resolutions 117 and 118 because red light and speed cameras not only help our police officers but also make streets safer. Red light and speed cameras help police uphold the law by focusing limited resources available to law enforcement on NYC's roads for maximum efficiency as police cannot monitor all roads at all times. These cameras can also serve as a deterrent to excessive speeds while driving. More importantly, red light and speed cameras can save lives. According to the Vision Zero Action Plan, dangerous driver choices are the primary or contributing factor in 70% of pedestrian fatalities. NYC should not have to request reauthorization from the state legislature every five years nor permission to expand such enforcement for red light or speed cameras.

Data collection and dissemination is very important for truly understanding what policies are working and the location of problem areas. Although aimed at this goal, Introduction 153 would require only vehicular crash data be reported. We believe it should be expanded to cover all bike/pedestrian/vehicle crashes. This is a valuable policy/data tool that Tri-State has compiled and made available in other parts of the region.

Introductions 43, 168 and 238 are important laws for increasing pedestrian safety and protecting vulnerable users. Introduction 43's requirement that DOT study and make recommendations as to how streets and sidewalks may be designed to minimize the risk of left turn traffic crashes can go a long way toward protecting pedestrians while decreasing crashes of all types. Several studies have found that these types of signal changes can reduce crashes and fatalities involving all roadway users.

The increased penalties for drivers not obeying pedestrian right of way in Introduction 238 will not only protect pedestrians but also act as a reminder that pedestrians and their rights on the roadway must be protected.

Int. 168 would address a serious problem that Tri-State's Most Dangerous Roads report has continually highlighted – arterial roads in New York City pose the greatest threat to pedestrians. Roads like Woodhaven Boulevard in Queens are not designed to accommodate the realities of non-car traffic. Changing the way these roads are designed is of utmost importance for achieving the goals of Vision Zero. We would like to see these arterials with the highest crash rates be studied first.

Finally, we support the general aim of increasing the safe practices of taxi drivers.

Making roads safer for all users is in everyone's best interest. We strongly support the Council's effort to make streets safer embodied in these bills and resolutions. Thank you.

Robert HuDock, R.A.
Bay Ridge, Brooklyn
04/30/2014

I have always found it intuitively obvious that cities are made for people. The cities we admire most down through history are the cities that put human needs above all other needs: the needs of real estate developers, of the finance industry, the oil companies, the auto industry, the need for parking lots and highways and flat fix joints and auto glass and car stereo installers and muffler shops and junkyards. These things are all necessary but it's important to keep in mind that all these things should only be supported to the extent that they serve genuine human needs.

Streets are for people. Streets are one of the main public spaces in any city where people stroll, shop, meet, walk, talk and conduct their daily lives. When the speed limit for cars is too high or is ignored and violated with impunity, all of these fundamental human activities are suppressed. What is the need for speed? Motorists who claim that our economy depends on maximizing traffic volume have it completely backwards. They see traffic flow as an end in itself, something to be pursued for its own sake, utterly divorced from any valid human need. If our economic prosperity depends on maximizing traffic flow, then what is the economy for? Isn't the whole purpose of the economic market to bring prosperity to people and make the average citizen's life better? The argument fails right there because you can't make people's lives better by running over them with cars. It's an absurd argument, that in order to make people's lives better, we have to accept that some people's lives are expendable. Random human sacrifice in the name of progress. As an army officer in Vietnam once said, "We had to destroy the village in order to save it." Ironic hypocrisy. Let's slow down the traffic. It will improve the quality of life on our streets.

Did I say random human sacrifice? Actually the victims are not random at all. Pedestrian fatalities are inflicted far more heavily on young children, on the elderly, on the poor and minorities, because these are the people who drive less. It makes sense that these groups make up a disproportionately high number of pedestrians and therefore of pedestrian fatalities. What will future generations say of us if we do so little to protect our most vulnerable citizens? It's just another facet of the dire inequality that divides us. Let's slow down the traffic. It will restore a sense justice to our streets.

Finally, as a parent leader in the public schools, I have seen firsthand how treacherous the walk to school can be for our most precious citizens, our school children. Let's make sure all of our children survive to adulthood. Let's slow down the traffic. Thank you.

Robert HuDock is a practicing architect and urban planner and a member of Community Board 10 where he chairs the Environmental Committee and sits on the Transportation Committee. He also serves on Community Education Council in School District 20.

JOINT COUNCIL No.16

INTERNATIONAL BROTHERHOOD OF TEAMSTERS



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April 30, 2014

I am George Miranda, President of Teamsters Joint Council 16.

We represent 120,000 workers in the New York area, including many of the city's commercial drivers. Our members drive freight, deliver packages for UPS, deliver soda, beer, fruit, bread, and other food, drive public and private garbage trucks, and drive school buses.

It is from that perspective that we have approached Vision Zero, but also from our perspective as parents, neighbors, pedestrians, cyclists, and above all, New Yorkers.

We debated the pieces of Vision Zero. I am not going to tell you that we all agreed, but in the end our union decided to give our support.

Vision Zero is an ambitious plan. Eliminating deaths and serious injuries from our streets will be difficult, but I commend Mayor de Blasio for calling on our city to get there.

As many have pointed out today, traffic safety is a huge challenge facing New York. In 2012, 73 people were killed in speeding-relating crashes and nearly 50,000 were injured. We have no choice but to address this.

Two weeks ago, the Teamsters wrote to lawmakers in Albany, calling for an expansion of New York City's speed camera program.

In other cities across the country, speed cameras have greatly reduced speeding. Washington, DC reduced dangerous speeding by 88% through a comprehensive speed camera program. DC drivers know that if they speed, they will get caught and they will be ticketed. Unfortunately, the same cannot be said of New York and that needs to change.

Will this mean that our members get more speeding tickets? In the long term, I don't think it will. The goal of speed cameras is not to write more tickets. The goal is to communicate to drivers that the speed limit will be enforced. If done right the result will be an elimination or near elimination of dangerous speeding.

We have expertise in the delivery and freight industries and want to be part of the discussion to make sure that every piece of Vision Zero is well thought out and advances the program's goals without unintended consequences.

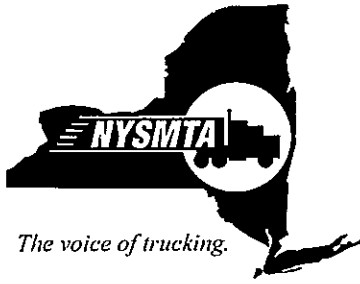
In particular, I look forward to continuing the conversation about Intro 198, concerning side guards for trucks. The Teamsters are working with advocates like Transportation Alternatives to answer open questions about the proposal. Before moving forward, the City Council and administration should determine how many pedestrian deaths are caused by collisions with trucks registered in New York City versus how many are caused by trucks from outside the city, which would not be covered by the law.

We also need analysis to confirm that truck companies would not move registrations and jobs out of the city to avoid the regulation.

We share the goal of the proposal – and support Vision Zero overall – but want to make sure it is done right.

Our members and their families walk the streets of this city. We all know someone who has been hit by a car or truck. It happens every day.

Now is the time to act. I hope the City Council and State Legislature move forward with the Vision Zero proposal. You have the support of New York City's Teamsters in making it a reality.



FOR THE RECORD

Testimony of the New York State Motor Truck Association

Before the

**New York City Council
Committee on Transportation**

Regarding

Int. 0198-2014

Good Afternoon. Thank you for the invitation to speak before you today. My name is Kendra Hems and I am the President of the New York State Motor Truck Association. Our association represents the interests of the nearly 35,000 trucking companies located in New York.

Let me start by stating that safety is a top priority for the association. We understand the concerns the Council has regarding truck safety and we support initiatives aimed at preventing truck-related incidents. Since 2011 the association has partnered with the NYC Department of Transportation to present a "Trucks Eye View" program to pedestrian and bicycle groups throughout New York City. This program allows participants to sit in the cab of a commercial vehicle to better understand the vast blind areas of the vehicle. It educates them on how to safely ride a bike and cross a street in areas where large vehicles operate. The program has been incredibly effective and, according to the NYC DOT, has reached nearly 50,000 people since its inception.

Additionally, we are currently working on developing a series of radio ads to continue to educate pedestrians and bicyclists about the unique operating characteristics of large trucks, particularly as it pertains to the need to make wide turns in narrow streets. The ads will also be geared toward commercial truck drivers to remind them to exercise extreme caution, slow down, continually scan surroundings, and to give pedestrian and bicycle traffic the right of way at all times.

While we understand the intent of Introduction 0198, which would require side guards on vehicles operating in New York City, we have serious concerns with the proposal.

First, because of the way the bill is worded the applicability of the law would be far greater than what we believe the intent is. The bill defines truck as "every motor vehicle designed, used, or maintained primarily for the transportation of property." This broad definition would include everything from pick-up trucks and cargo vans to large commercial vehicles.

Second, side guards are not used or required in the United States. There are no specifications or standards regarding the manufacture or installation of side guards on vehicles. When rear underride guards were mandated it was done at the federal level only after studies and testing of the guards had been conducted. This was to ensure the guards met the need they were designed for and manufacturing specifications ensured that the guards were not so rigid that they did more harm than good. We feel that it is premature to impose a side guard mandate absent studies and testing to ensure the guards are designed to withstand certain impacts and meet the perceived benefit of preventing fatalities.

Finally, the proposed law would require "all tractors and trucks loading and unloading items within the city" to be equipped with side guards. Federal law prohibits states from mandating equipment requirements on vehicles registered in other states. As such, this law could only be enforced upon vehicles that are registered in the state of New York.

Imposing equipment requirements that can only be enforced upon a small portion of trucks operating in New York City will not solve the problem of truck-related pedestrian accidents. In fact, three recent incidents that have been cited by supporters of the side guard requirement involved trucks from outside New York. Two were from New Jersey and one was from Texas. Those vehicles would not have been subject to the side guard requirement, just as they were not subject to the convex mirror law that was enacted in 2011.

The trucking industry wants to be a partner in the effort to prevent fatalities on New York City streets. Focus needs to be on expanding the education and outreach campaign for pedestrians and bicyclists, as well as commercial drivers, designed to change behavior and promote safe commuting practices, not on subjecting a small population of vehicles to burdensome and expensive equipment requirements.

Thank you for your time and I am happy to answer any questions you may have.



Date: Wednesday, 30 April 2014
From: Noel Hidalgo, Executive Director of BetaNYC
To: NY City Council's Committee on Transportation.

Subject: In support of Int 0153-2014.

Dear Chair and Committee Members,

It is a great honor to address you and represent New York City's technology community. Particularly, a rather active group of technologists - the civic hacker.

I am Noel Hidalgo, the Executive Director and co-founded of BetaNYC¹. This is our fourth time appearing before you about this subject.²³⁴

BetaNYC is a member driven good government organization. We are over 1,700 members, and our mission is to build a city powered by the people, for the people, for the 21st Century. Last fall, we published a "People's Roadmap to a Digital New York City" where we outline a digital roadmap for the people⁵.

BetaNYC is a member of the New York City Transparency Working Group⁶, a coalition of good government groups that supported the City's transformative Open Data Law.

Previously, our testimony influenced the Vision Zero Action Plan's data and technology recommendations. Additionally, we were the ones who requested the newly launched Vision Zero community suggestion online map.⁷

We want to go on record and state that we admire DoITT's GIS department.⁸ They produce magnificent work. In this administration and with your leadership, we hope that this innovative department is expanded and its best practices are shared with other agencies.

BetaNYC is an advocate for is for "human centered design." This is when you place the needs of the community in the forefront of product design. When we look at the law and pending legislation it is hard to see the citizen at the center.

While we get more transparency, this proposed legislation needs to beyond transparency. We need a crime and crash map that will increase public awareness of safety issues, provide communities information to advocate for safer intersections, and allow communities to hold precincts accountable.

¹ BetaNYC, <http://BetaNYC.us>

² <http://www.streetsblog.org/2013/10/10/nypd-public-too-stupid-to-understand-a-citywide-crash-map/>

³ <http://blog.noneck.org/post/63647492805>

⁴ <http://blog.betanyc.org/post/77711408650/betanycs-statement-of-support-for-the-mayors-vision>

⁵ People's Roadmap to the Digital City, <http://NYCroadmap.us>

⁶ Transparency Working Group, <http://NYCtwg.org>

⁷ <http://visionzero.herokuapp.com>

⁸ <http://gis.nyc.gov/gis/data/tiles/examples/>

Both, the current law and this proposed legislation, mandates a user interface that is limited. Additionally, it mandates the aggregation of data that is uncommon among other public safety maps.

The language within this proposed legislation prevents New York city from having the best of breed public safety map.⁹ To maximize the fiduciary oversight over the NYPD and DoITT, we ask the Council to amend this proposed law and grant us the citizens the maximum flexibility in understanding the city's crime and crash incidents.

We support the reintroduction of this legislation but have significant reservations. In general, we want to see this law amended to provide the following:

- **community insight on NYPD's enforcement practices,**
- **ensure citizens have access to the underlying data, and**
- **ensure that location and incident data is as accurate as possible.**

Attached, you will find signatories of a petition calling for the following these reforms.

Include Moving Summons Data

Currently, the NYPD publishes moving summons data in monthly city-wide aggregates. This method of publication, like current crash data, is insufficient.

In light of Vision Zero, moving summons data is as important as crash data. Currently, communities are not empowered to see where enforcement is occurring. Yet, community boards and citizens are demanding to see traffic laws enforced.

We all do not want crashes and deaths to be the leading indicator of unsafe intersections. Yet, we have no way of knowing if motor vehicle laws are equally enforced. If we have a crime map and we have crash map, why can't we have a moving summons map?

We ask the Council to improve this bill and include moving summons data to be as detailed as crash data.

Bulk Data Access

We ask the Council to amend the law so the data contained on this map is open, downloadable, and machine readable. Ideally, this data should have an application programmable interface (API) for integration into software tools and advocate analysis.

Also, update the city's open data law to apply to mapped data.

⁹ <http://opensourceplanning.org/post/63596980372/dont-make-laws-to-make-maps>

Improve Location Data

We recommend improving the bill's language to ensure accuracy of location data. We have met with several community boards whose jurisdiction spans several precincts. They in turn have us to hack the map and produce localized data and represented at a community board level.

When one looks at the published data, you get different results. The Daily News¹⁰ reported that the city has a severe crime problem in our public housing developments. In 2013, the Castle Hill development in the Bronx had 43 felony assaults. According to the Daily News, this is the most of any NYCHA development. Yet, when I looked at the NYPD's crime map, I could only browse January to March and found 39 felony assaults in the one block radius of the Castle Hill development.

The same problem occurs when you are looking at crimes in parks. There is no crime in a parks. For example, all crime in Central Park is tied to the transverses. On Ward's and Randall's Island, seven felony assaults and two grand larcenies happened on the RFK bridge.

The map's data is locked to intersection and mid-block points. Because of the map's poor location data, the public can only approximate where incidents is happening.

Crashes like crimes have specific locations. Additionally, not all crashes happen on the road. Unfortunately crashes between pedestrians and cyclists happen in parks and on bridges. Unsafe road conditions are in parks and on bridges. If we pass this legislation as is, the map would make you think that the most vulnerable location or dangerous location is at an intersection or mid-block.

The United Kingdom Police department has clear guidelines on how to provide as accurate of data a possible while ensuring the privacy and security of data.¹¹

We recommend the Council improve the bill's language ensuring accuracy of location data.

Improve Data Collection Practices

Previously, the NYPD stated that they do not collect specific location crash data. Yet, when they report their collected crash data, one-fifth it is inaccurate.¹²

¹⁰ <http://nydn.us/1hhhXVA>

¹¹ <http://data.police.uk/about/#anonymisation>

¹² <http://blog.johnkrauss.com/geoclient-for-crashmapper/>

The state's MV-104 form clearly provides the opportunity for more detailed location data. We do not need to wait for the NYPD to outfit their officers with tablets before we improve data collection.

We ask the Council to ensure that the NYPD's data entry practice is as complete as possible. We ask for the NYPD's data entry system to have an address validator, and if possible use the city's own geocoder to collectively increase data accuracy.

Disaggregate the Data

Having the date and time of an incident is a critical component. Most cities who publish crime data *do not aggregate* their incident data.¹³ It is odd that this city would go through the effort to map and aggregate incidents and not conform to internationally recognized best practices.¹⁴

The fact that New York city does not publish date and time crime data leaves it open to be seen as an "open washed" city.¹⁵ This is like greenwashing but for transparency -- where governments intentionally publish data that they are claiming to open, when in practice it is not.

We ask the Council to improve the legislation by allowing the public to see specific incident's date and time.

Ensure that the city has adequate technology leadership

We are four month's into this administration and the city does not have a Chief Information Officer, Commissioner at DoITT, a Chief Analytics Officer, a Chief Digital Officer, and an Executive Director at the NYC Technology Development Corporation.

This city has the resources and knowhow to make this technology work in the service of all New Yorkers. We need technical leadership that can take us there.

We ask the Council to ensure that this city has the proper government technology and design leadership. We need technology advocates inside of City Hall who can ensure that the City's technology implementation best serve the people of the city.

Thank you for your time,
Noel Hidalgo

¹³ <http://www.govtech.com/data/New-York-City-Crime-Map-Adds-to-Interactive-Data-Trend.html>

¹⁴ http://sunlightfoundation.com/policy/municipal_crime/

¹⁵ <http://bit.ly/1hPIUzL>

Signed supporters of Vision Zero data petition¹⁶

Name	City	State	Zip Code
@AtTheNGOs On Twitter	Lindenhurst	New York	11757
Aaron Williamson	Brooklyn	New York	11217
Adam Weber	Hood River	Oregon	97031
Aileen Smith	New York	New York	10038
Andrew Greene	New York	New York	10031
Andrew RASIEJ	NEW YORK	New York	10003
Angus Grieve-Smith	Woodside	New York	11377
Anna Mumford	Brooklyn	New York	11231
arlene novich	larchmont	New York	10538
Ben Huff	Brooklyn	New York	11211
Bicycle Utopia	Brooklyn	New York	11217
Brian Howald	Long Island City	New York	11109
Brian Quinn	Brooklyn	New York	11206
Carol Crump	Long Island City	New York	11101-4733
Cheryl Tse	Brooklyn	New York	11249
Chris Castillo	New York	New York	10002
Chris Whong	New York	New York	10025
Concerned Citizen	New City	New York	10956-2406
Craig Barowsky	Brooklyn	New York	11216
Dan Compitello	Brooklyn	New York	11205
Daniel Garwood	Brooklyn	New York	11225
dean collins	new york	New York	11201
Desmond Morris	Long Island City	New York	11109
Dmitry Gudkov	Brooklyn	New York	11222
Douglas Watters	New York	New York	10013
Edward Casabian	Bridgewater	Massachusetts	2324
Eric McClure	Brooklyn	New York	11215
Ernest Hershey	brooklyn	New York	11238
Fei Xu	Brooklyn	New York	11238
Flavio morocho	new york	New York	10031
Frank Wu	New York	New York	10065

¹⁶ <http://chn.ge/19HXRAT>

Frederic de Sibert	New York	New York	10014
Gabe Hopkins	Albany	New York	12203
Gunnar Aasen	Brooklyn	New York	11237
hanna edwards	brooklyn	New York	11218
Helen Ho	Astoria	New York	11106
Jake Brewer	Alexandria	Virginia	22314
James Beveridge	Brooklyn	New York	11215
james powderly			
James Sedlock	New York	New York	10003
Jason Hoekstra	Brooklyn	New York	11230
Jeff Ng	New York	New York	10010
jeff novich	New York	New York	10026
Jeffrey Namnum	New York	New York	10013
Jennifer Baek	College Point	New York	11354
Jennifer Lopez	New York	New York	10038
Jeremy Barth	New York	New York	10027
Jerri Chou	New York	New York	10014
Jessame Hannus	Rego Park	New York	11374-3843
Joanna Smith	Brooklyn	New York	11215
Joanne Moroney	Mt Vernon	New York	10550
Jochen Albrecht	New York	New York	10065
Joe Jansen	Brooklyn	New York	11238
Joel Natividad	New York	New York	10013
John Craver	Brooklyn	New York	11215
John Randall	Montclair	New Jersey	7042
Jon Hill	New York	New York	10019
juliette powell	NY	New York	10007
Kara Chesal	Brooklyn	New York	11201
Kathrine Russell	Brooklyn	New York	11222
Kerry Constabile	Brooklyn	New York	11215
Kim Carroll	New York	New York	11249
kirby bukowski	brooklyn	New York	11206
krista Bre	astoria	New York	11105
L Feiger	New York	New York	10025
Laura Solis	Bronx	New York	10469
Liz Barry	Brooklyn	New York	

Liz Patek	NYC	New York	10023
Lyzi Diamond	Oakland	California	94606
Mario Vellandi	Brooklyn	New York	
Mica Scalin	Brooklyn	New York	11206
Michael Mandiberg	Brooklyn	New York	11215
Nathan Storey	New York	New York	11238
Naura Keiser	Brooklyn	New York	11238
Nick Gulotta	Sunnyside	New York	11104
Noel Hidalgo	Brooklyn	New York	11222
Pam Boland	Grovetown	Georgia	30813
Paul Schreiber	Brooklyn	New York	11201
Peter Frishauf	New York	New York	10025
Peter Gault	New York	New York	10021
Peter W. Beadle	New York	New York	10022
Phil Gordon	Brooklyn	New York	11218
R. Fureigh	Brooklyn	New York	11216
Richard Knipel	Brooklyn	New York	11230
Rosa Morán	Brooklyn	New York	11217
Ryan Brack	New York	New York	11101
Sean DeNigris	New Rochelle	New York	10804
Sky Sunday	Lancaster	Pennsylvania	17603
Stephen Melnick	Forest Hills	New York	11375
Thomas Ngo	New York	New York	10031
Tomo Yamano	New York	New York	10017
Veronica Ludwig	New York	New York	10013
Wendy Brawer	New York	New York	10002
will glass	New York	New York	10032
William Gray	Brooklyn	New York	11222
William Phillips	Brooklyn	New York	11225



**Testimony of Michael Fleischhauer, Regional Vice President,
Greyhound Lines, Inc.**

**Before New York City Council Transportation Committee
Vision Zero
April 30, 2014**

Good afternoon. My name is Michael Fleischhauer and I am the Regional Vice President for Greyhound Lines, Inc. Greyhound provides New York City residents and visitors service from the Port Authority Bus Terminal as well permitted on-street intercity bus service to New York through the popular brands BoltBus and YO! Bus.

We would like to thank the City Council and especially Chairman Rodriguez for holding such an important hearing and for providing us with this opportunity to comment on the Vision Zero plan. We testify today in strong support of New York City's Vision Zero plan and applaud its underlying philosophy to no longer regard traffic crashes as mere "accidents," but rather as preventable incidents that can be systematically addressed.

For Greyhound, safety is our core value, especially for our passengers, employees and the communities we serve. We are committed to safety at every level, from our high-

quality, environmentally friendly fleet, to the daily maintenance and review of all of our buses, and the hiring and intensive training and monitoring of certified professional union drivers. Every day we operate almost 400 buses among all our brands in New York City.

Last year, under the leadership of NYS Speaker of the Assembly Sheldon Silver, Senator Daniel Squadron and NYC Councilwoman Margaret Chin, the state passed legislation that allowed the city to establish and implement the Intercity Bus Permit System. This important legislation was meant to bring some order to a system that many believed was out of control with unidentified buses overloaded with passengers while dangerously filling the sidewalks with customers and luggage. The new legislation requires that all intercity buses obtain permits for their stops, notice to and input from the community board, clear delineation of carrier and contact information and placing enforcement power to the NYPD to insure compliance.

We have had a very positive experience working with the NYC Department of Transportation in obtaining our initial permits for YO! Bus and BoltBus. Working with the Department and the affected Community Boards, we have mutually arrived at sites that achieve our business goals as well as minimizing the operational effect on neighborhoods.

We believe that the long-term success of the Permitting System is effective enforcement. It is our understanding, that the initial grace period has ended and the NYPD is in the initial process of enforcement. We are delighted that enforcement has

begun since, over the last year, our own personnel have noted that many operators are still functioning without permits. We have witnessed many of these companies committing multiple traffic violations. Our hope is that enforcement will go beyond the simple identification of carriers without permits. The NYPD should ensure that the carriers are complying with the ADA, federal laws and regulations regarding operations such as weight capacity limits. Overloaded vehicles destroy our streets and place passengers and pedestrians at risk.

I want to again thank the City Council for holding this important hearing and welcome any questions you might have regarding our operations in New York City. Thank you.

**TESTIMONY OF PETER MAZER,
GENERAL COUNSEL, METROPOLITAN TAXICAB BOARD OF TRADE,
CITY COUNCIL TRANSPORTATION COMMITTEE**

April 30, 2014

Good afternoon Chairman Rodriguez and Members of the City Council. My name is Peter Mazer, and I am General Counsel to the Metropolitan Taxicab Board of Trade (MTBOT), a 60-year old trade association representing the owners of more than 5,000 taxicab medallions, the agents that operate these medallions, and the brokers and taximeter businesses that service the industry. Each year, more than 20,000 drivers lease taxicabs owned or operated by MTBOT members.

First and foremost, MTBOT has been among the earliest supporters of the Mayor's Vision Zero initiative and has always remained unequivocally committed to public safety. Many of the proposals in this package of bills are simply long overdue, will make our streets safer and we will stand with the Council to support them. Others simply go too far, are redundant or worse, will actually make it harder to improve safety on the road. In the limited time I have today, I would like to strongly recommend changes to certain bills before you and urge you to take great caution with these initiatives, as lives and livelihoods depend on their smart implementation. We would like to work with the Council on all these bills to improve them so that they will be most effective in achieving the goals of dramatically reducing pedestrian fatalities without unfairly targeting hard working taxi and livery drivers or damaging the workforce in the yellow, green and livery industries.

Int. No. 272

Since the 1980's, the TLC has had some form of a persistent violator program, under which the TLC can impose refresher school attendance, suspensions or license revocations against drivers who are convicted of any number of TLC offenses. These penalties are in addition to the penalties that may be imposed by a Judge at an administrative hearing. In 1999, the TLC enacted the critical driver program which authorized the TLC to suspend or revoke the licenses of drivers who accumulated points on their state-issued driver's licenses, even when driving their own passenger cars on personal time. At the time these two parallel systems were enacted, it was envisioned that the critical driver program would target drivers who had relatively poor driving records, while the TLC's persistent violator program would target drivers who violated the non-driving rules and regulations of the TLC, such as rules prohibiting discourtesy or failing to

comply with a TLC directive. Indeed, at the time the TLC enacted the critical driver program, it agreed to discontinue its long-standing practice of issuing drivers both DMV and TLC violations for the same offense. This system worked reasonably well for many years, although thousands of drivers had their licenses suspended, and undoubtedly, many hundreds had their licenses revoked, many for non-safety related offenses. Under recently passed TLC rules, a driver who is revoked is barred from reapplying for a minimum of three years. Amendments to the critical driver program and recent TLC and OATH appeals decisions have made it virtually impossible for drivers to circumvent punishment by, for example, taking point-reduction courses or adjourning traffic court summonses.

The two systems were enacted for different reasons, have different purposes, and should be kept separate. Rarely are drivers only issued TLC summonses for safety-related offenses. Most points under the persistent violator program are assessed for technical violations of TLC rules. While some of the rules that carry points are serious violations (e.g., discourtesy, failure to comply with a routing request, or failure to comply with a passenger's instruction which may be a request to commit a traffic offense) in most cases these rules already allow Administrative Law Judges to impose suspensions. Furthermore, the TLC has the authority to seek discretionary revocation of a license before OATH for any rule violation whatsoever.

This Intro would combine TLC and DMV points for the purpose of imposing penalties that will ultimately destroy livelihoods. But will there be a measure of public safety achieved? Will the city be safer when a driver who changed lanes once without signaling, and a year later did not follow a single passenger's directions to take a certain bridge, is suspended and unable to work? If the same driver gets another couple of minor violations in the course of his hundreds of hours on the road and has his license permanently revoked and his livelihood stripped - is that really the result we are looking for? If you really want to keep bad drivers off the road but allow hard-working New York City taxi drivers to support their families, then I suggest a few common-sense changes:

- Ideally, I recommend keeping the persistent violator and critical driver programs separate.
- If you believe the programs should be partially merged, I recommend that only the following TLC violations relating to safety be merged into the critical driver program:
 - Leaving the scene of an accident
 - Reckless driving
 - Cellphone violations
 - Speeding or red light violations where no DMV violation was issued at the same time.
- Allow the TLC or OATH Judges to impose a fine in lieu of a mandatory suspension, and a fine and suspension in lieu of a mandatory revocation, where the facts warrant.

- Limit the review period for suspensions and revocations to the fifteen month period immediately preceding the date of the last violation.
- Limit points to activities incurred while driving a licensed TLC vehicle.
- Delete section 19-507.2(d) which would authorize the TLC to establish a different or higher number of points than the DMV for equivalent violations.
- Allow licensees whose licenses have been revoked to reapply after one year, instead of three, subject to fitness review by the TLC.

Proposed Intro. 171-A

An accident occurs, and EMS personnel are called to the scene. They interview the injured party and make a determination that the injury is “critical” based on the injured party’s statement. They probably did not witness the accident, nor have they made anything beyond an initial assessment of the injury. The police also respond, and the driver is issued a summons; again, not based on the officer’s visual observation of the accident, but on the basis of interviews. The driver is issued a summons, maybe for an unsafe lane change, maybe for blocking a crosswalk, maybe for speeding, maybe for not having a first aid kit in the cab¹, or possibly, for nothing he is at fault for. It does not matter. Under this Intro, the taxicab driver’s license will be suspended on the spot, and will remain suspended for many months in all likelihood, until the summonses are dismissed. And if the driver is convicted of anything at all, his license is revoked. This is the mandated result under this Intro.

No hearing will be afforded the driver—none whatsoever. No due process. If the injured party really had no injury—is that irrelevant? What other licensee faces suspension or revocation of a license without a hearing?

This is a draconian measure that is not even needed. Why? The TLC can already summarily suspend any licensee, at any time, for any reason whatsoever. Any licensee can be issued charges and specifications and revoked at OATH. A police officer responding at the scene of a serious accident can assess the situation, interview witnesses and make a determination regarding the seriousness of the injury and the action to be taken against the driver which could include anything from an arrest to a determination that no action is warranted. Those powers reside with the TLC now. But in each case, the licensee does have some due process rights: the right to a hearing—the right to refute the charges. This bill does not even provide a mechanism to prove one’s innocence. Public safety is not accomplished by trampling upon due process rights. Proposed Intro 171-A should be rejected.

I will be happy to answer any questions you may have.

¹ Although taxicabs are not required to have first aid kits, fire extinguishers or flares, drivers are frequently issued traffic court or criminal court summonses because their cabs lack such equipment.

Testimony to New York City Council Committee on Transportation
April 30, 2014
Eric McClure
Park Slope Neighbors/Park Slope Street Safety Partnership
eric@parkslopeighbors.org
(718) 369-9771

My name is Eric McClure, and I'm here on behalf, and as a co-founder, of Park Slope Neighbors, a grassroots community-advocacy organization active in the Park Slope neighborhood of Brooklyn, as well as the Park Slope Street Safety Partnership – which I chair – a coalition of community groups working alongside our local precinct, Councilmember Lander and other stakeholders to advocate for the types of life-saving traffic-safety measures outlined in the Mayor's Vision Zero Action Plan.

Having spent the past decade working on a number of safe-streets initiatives, I'm deeply gratified to see that the City Council, in partnership with City Hall, has fully embraced the critical push for Vision Zero. We clearly have a long metaphorical road to travel to get there, but I'm confident that we will make great strides and save many lives in the years ahead. The 22 initiatives on the table here today make it clear that traffic safety is something this Committee, and the Council at large, takes very, very seriously.

I would like to focus on just a few items, since 22 seem a bit much to cover in three minutes. First off, I urge you to pass, unanimously and without delay, Resolutions 61, 117 and 118, calling upon Albany to grant New York City the right to set local speed limits and deploy speed and red-light cameras as it sees fit. The right of self-determination on life-saving speed limits and automated enforcement is critical to the city's ability to eliminate traffic deaths. It's just flat wrong that city officials can't make those decisions independently, and we need Albany to fix that.

Speaking of Albany, I urge any of you who can to join me and Families for Safe Streets and many others in Albany next Tuesday to rally support for the 20-mile-per-hour bills that have been introduced by Assemblyman O'Donnell and Senator Dilan. I know Chairman Rodriguez plans to be there, and the moral suasion that the presence of multiple Councilmembers would bring to bear would be of immeasurable help.

On the topic of speed limits, I urge this Committee and the Council to push for a base of 20 miles per hour, rather than 25. If we're truly committed to achieving Vision Zero, we need to lower the city's default speed limit to 20. Rather than legislate the creation of seven slow zones per year – as admirable as that is – let's make our residential neighborhoods ALL slow zones. 20 really IS plenty.

I would also like to urge you to move Intro 238 out of committee and bring it to a full vote immediately. Strengthening the law on failure to yield is another critical step toward achieving Vision Zero. Too many drivers seem to believe that might makes right, and this legislation will help greatly in disabusing them of that wrong and very dangerous notion.

Lastly, I urge the speedy passage of Intro 198, requiring side guards on trucks and tractors that operate in New York City. Far too many people die or are critically injured by the rear wheels of large vehicles, and side guards are a relatively easy fix that will save countless lives. I hope, too, that side guards could be made mandatory and installed post-haste on all buses that operate within New York City.

Thank you, again, for your dedication to improving the safety of our streets, and for the opportunity to speak here today. As I said at February's Vision Zero hearing, we know *how* to achieve Vision Zero; what we need is the *will* to achieve Vision Zero.

Remarks In Favor Of Intro 61

by Stephen Bauman, sbauman@abt.net

Res. No. 61

Resolution calling upon the New York State Legislature to pass, and the Governor to sign, legislation that would lower New York City's speed limit. (20 mph)

By Council Members Levin, Rodriguez, Chin, Constantinides, Johnson, Levine, Mendez, Rosenthal and Reynoso

Res. No. 111

Resolution calling upon the New York State Legislature to pass, and the Governor to sign, legislation that would lower New York City's speed limit to 25 miles per hour.

By Council Members Greenfield, Chin, Constantinides, Espinal, Gentile, Koo, Levine, Reynoso, Torres, Van Bramer, Mendez and Rosenthal

The language in VTL §1643 that prohibits local authorities from setting local speed limits at 30 mph dates from 1964¹. At that time local authorities could set local roads speed limits no lower than 20 mph. Many did.

The rationale given at that time was to make all traffic regulations "uniform" throughout the state. The law's proponents never stated that pedestrian-vehicle collisions at 30 mph were as safe as those at 20 or 25 mph. They could not because the first studies linking fatality/injury rates with impact speed did not appear until 15 years later in 1979.

There have been about 20 studies since then. They all reached the same conclusion: "Speed is dangerous. By decreasing speed where pedestrians are at risk injuries will be prevented and lives will be saved." That's the final slide in a 2011 presentation by Erik Rosen based on the work of Sander and Stigson².

The intervening studies have tried to quantify the relation between fatality/injury rates and impact speed. The studies have used several different statistical methods to derive this relation. They all agree on the essential point: between 5 and 95% of fatalities/injuries are compressed into an impact speed range from 20 to 40 mph.

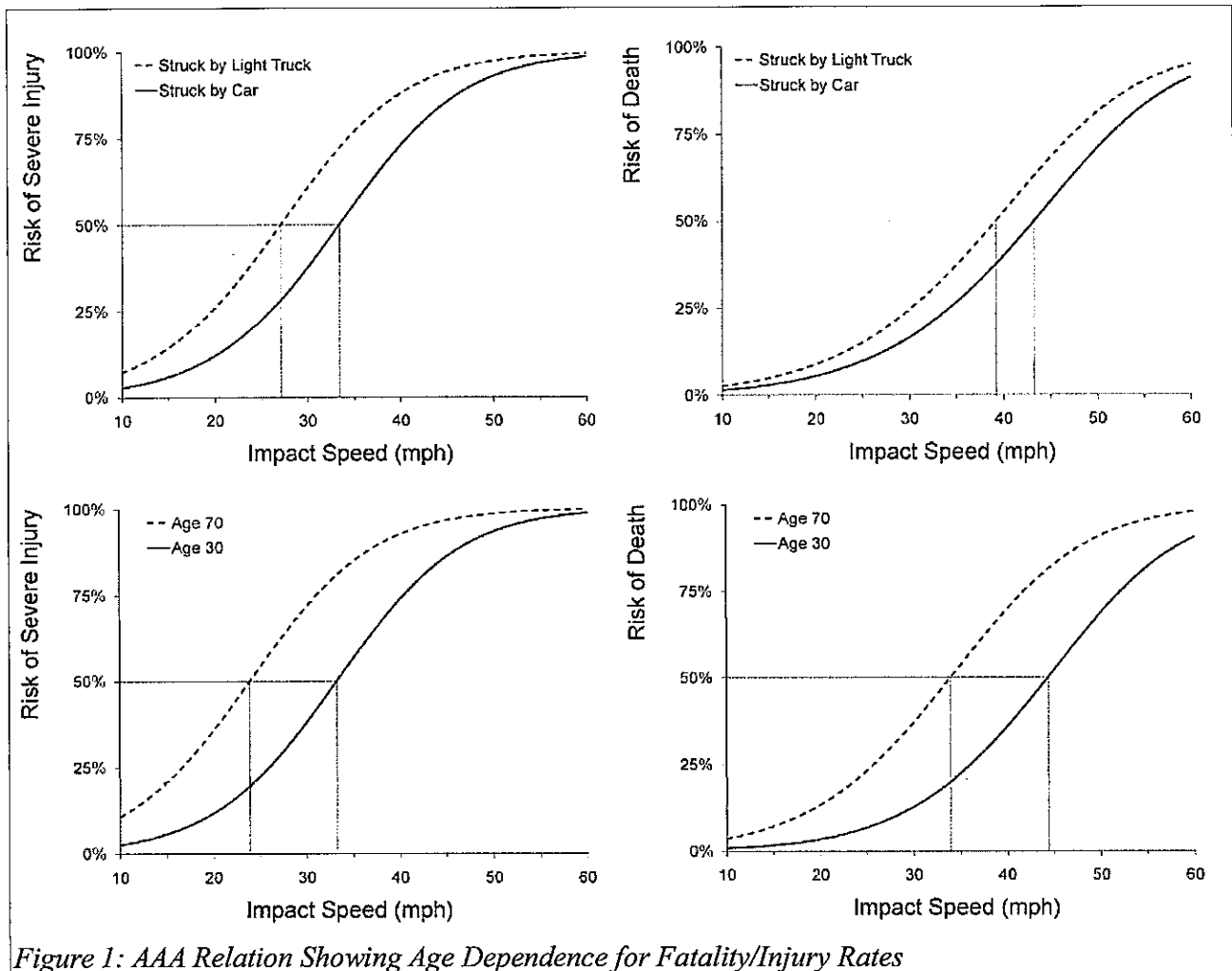
The question to decide is how safe should pedestrian-vehicle collisions be. I would argue for a 20 mph collision. I have a very selfish motive. I'm a senior citizen. These intervening studies discovered that pedestrians over age 60 suffer significantly higher fatality/injury rates than younger pedestrians for impacts at the same impact speed.

This relation was noted in the abstract of the AAA Foundation For Safety report cited in Res. 111³.

1 "New Law Raises Limits On Speed Local Maximum May Not Be Below 30, Lefkowitz Rules," New York Times, September 26, 1964.

2 "Pedestrian Fatality Risk," Erik Rosen, Presented in Abo 13 May 2011, http://nacto.org/docs/usdg/pedestrian_fatality_risk_rosen.pdf

3 "Impact Speed And A Pedestrian's Risk Of Severe Injury Or Death," Brian C. Teft, AAA Foundation For Traffic Safety, September 2011, <https://www.aaafoundation.org/sites/default/files/2011PedestrianRiskVsSpeed.pdf>

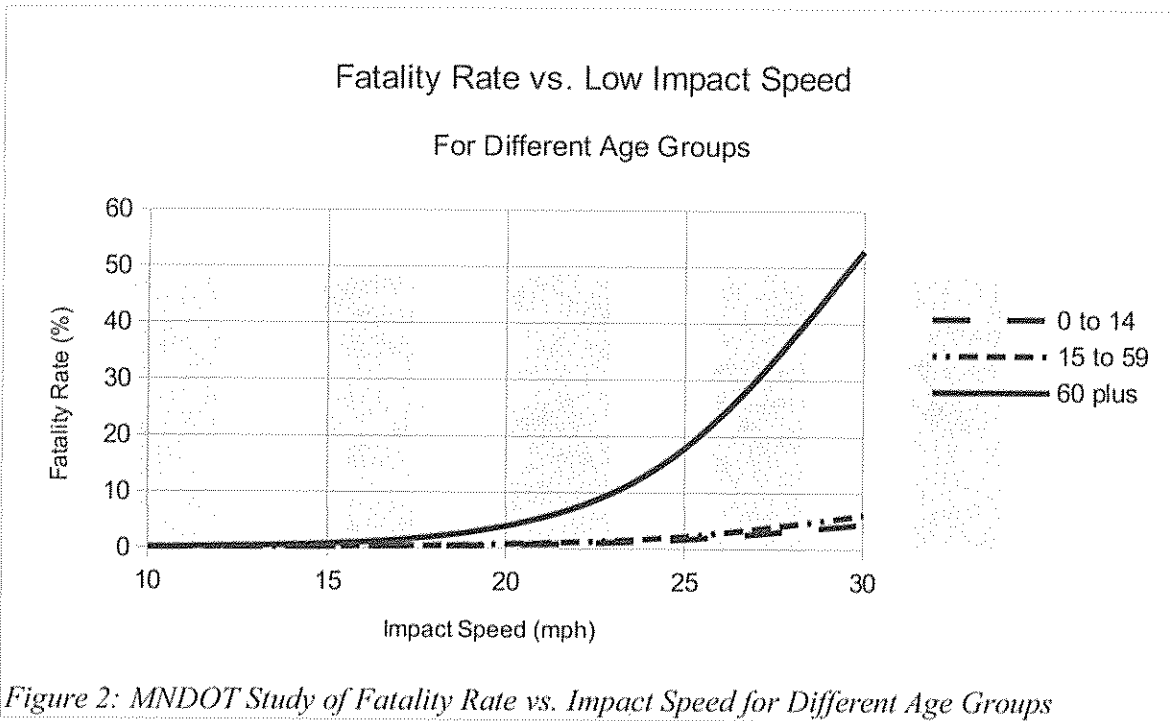


This relation is shown in Figure 1. Note that risk of death for a 30 year old at 30 mph is approximately equivalent to one at 20 mph for a 70 year old.

An earlier and more academic report, sponsored by MNDOT, compared fatality/injury rates vs. impact speed for entire age groups⁴. Two other differences were that the AAA report did not include collisions involving minors from 0 to 14 and the MNDOT report gave the explicit functional relationship between fatality/injury rates and impact speed. The former difference means that the AAA general population rate figures are biased higher because the 0-14 age group is slightly less likely to suffer injury or death for equivalent impact speeds. The explicit functional relationship means that the fatality/injury rate can be explicitly determined for a specific speed without need for graphical interpolation.

The fatality rate vs impact speed graph is shown in Figure 2. Note that the fatality rate for pedestrians 0 to 59 years old at 30 mph is roughly the same as for those over 60 at 20 mph.

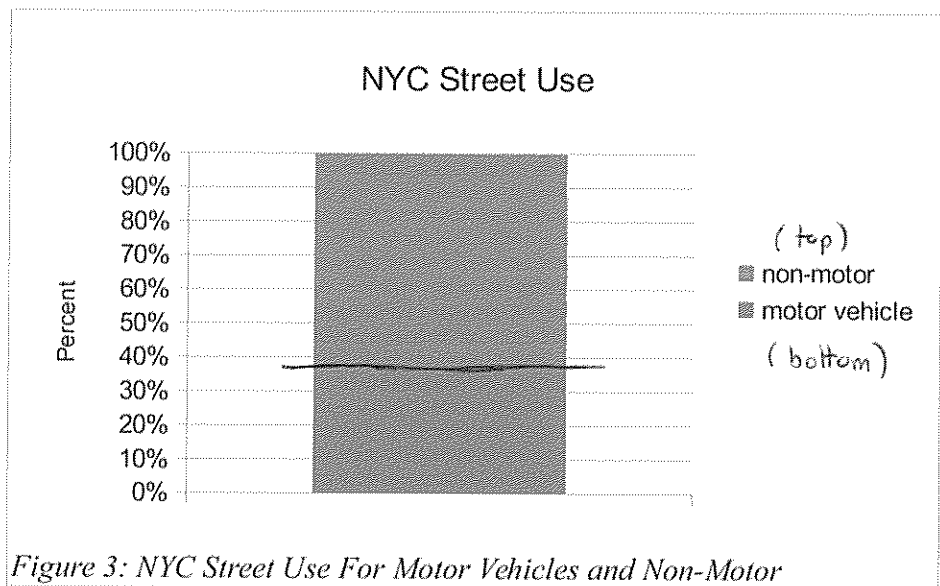
4 "Development and Testing of a Vehicle/Pedestrian Collision Model for Neighborhood Traffic Control," Gary A. Davis, Kate Sanderson and Sujay Davuluri, Minnesota Local Road Research Board, Report no. Mn/DOT 2002-23, February 2002, <http://www.its.umn.edu/Publications/ResearchReports/pdfdownload.pl?id=1780>



This data was not available in 1964 when the current VTL statute was enacted. It's also clear that the 5% fatality rate enjoyed by those under 60 does not extend to those over 60. It's blatant age discrimination. I would hope to be accorded the same survival chances in a vehicle collision where "no criminal intent" is found. I've got less than a 50% survival rate in a pedestrian-vehicle collision at 30 mph vs. 95% for the rest of the population. If the impact speed were reduced to 25 mph, my fatality rate drops to 18%. A 5% fatality rate at 20 mph is a lot better. That's why I'm for Res. 61's 20 mph limit rather than Res. 111's 25mph limit.

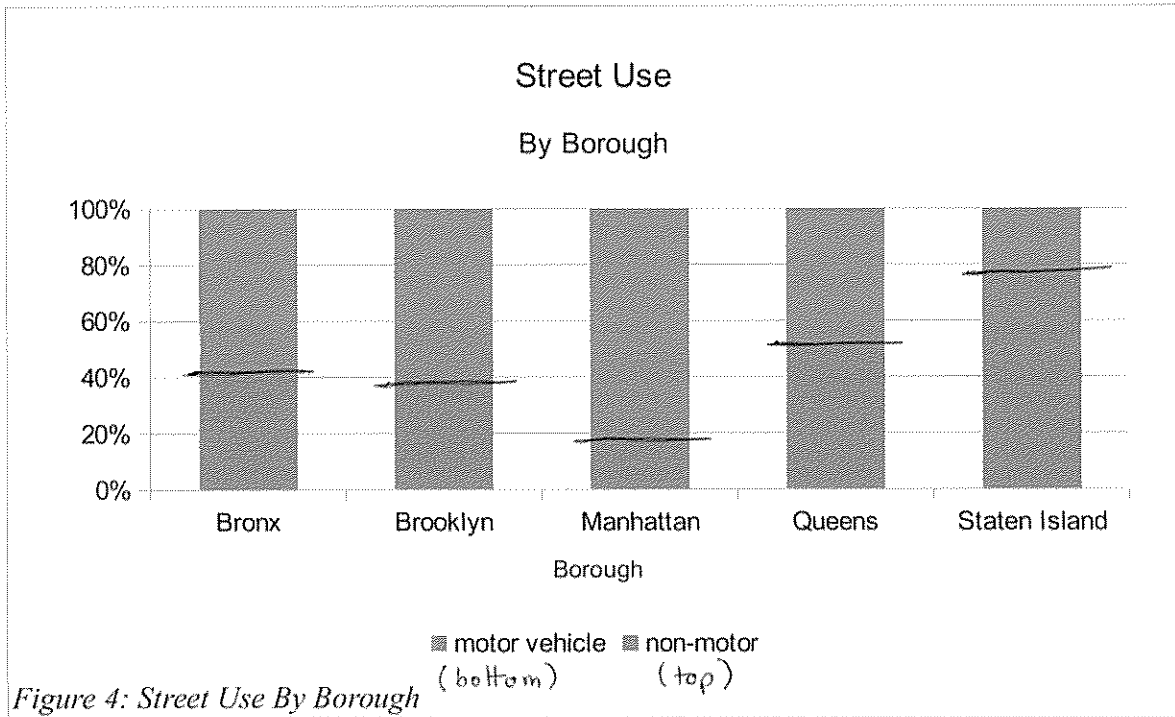
People will claim they are harmed by any change. I've attempted to discover how many people will be impacted and by how much. I've used NYMTC's 2010-2011 Household Travel Survey⁵ to answer these questions.

Figure 3 shows the relative percentage of motor vehicle and non-motor vehicle use on New York City streets. These are unlinked trips.



5 "The 2010/2011 Regional Household Travel Survey (RHTS)," New York Metropolitan Transportation Council (NYMTC) and the North Jersey Transportation Planning Authority (NJTPA)
http://www.nymtc.org/project/surveys/survey2010_2011RTHS.html

Figure 4 breaks down street use by borough. Note non-motorized street users constitute the majority of



unlinked trips in 3 boroughs: the Bronx; Brooklyn and Manhattan. Motor vehicle and non-motorized unlinked trips are roughly equal in Queens. Motor vehicles constitute a clear majority of street users on Staten Island.

Figure 5 breaks down the number of motorized/non-motor unlinked trips by council district. The non-motorized trips are shown in red which is the predominant color. These are unlinked trips that start or end within the council district and stay entirely within the City. These conditions were chosen because trips that cross the City Line most likely do so on limited access highways. These highways would not be affected by either resolution. These resolutions would affect only street traffic.

Street Use By Council District

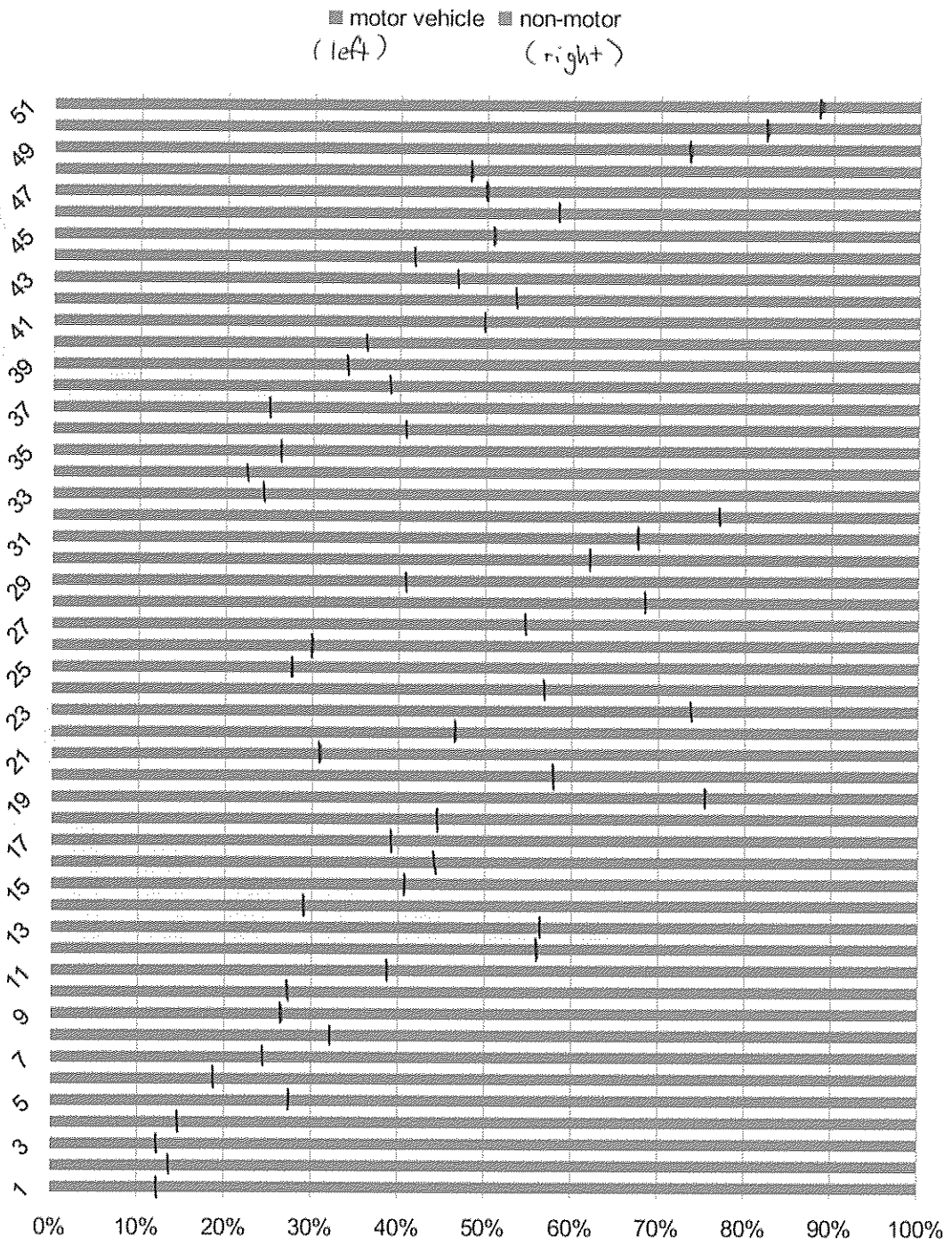


Figure 5: Street Use By Council District

NYC has a vibrant street life. This street life is mostly due to non-motorized unlinked trips. Any reduction in the speed limit would improve the majority of street users through increased life expectancy.

How much will motor vehicle users be inconvenienced? That depends on how long each unlinked trip is.

Figure 6 shows the motor vehicle trip length distribution by decile. It shows that 80% of all unlinked motor vehicle trips within NYC are under 5 miles. It's most likely that the longer trips took highways for part of most of their journey.

Figure 7 expands the scale for the lower 80% of unlinked motor vehicle trips. It shows that 70% of such trips are under 3 miles.

Trip length is important in evaluating the "cost" of lower speed limits. The time difference is 1 minute per mile between 30 mph and 20 mph.

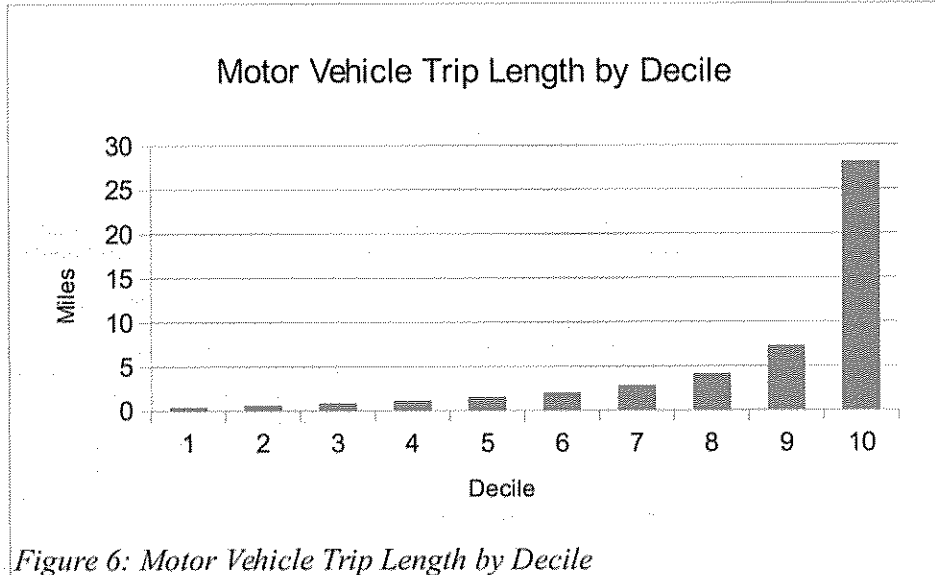


Figure 6: Motor Vehicle Trip Length by Decile

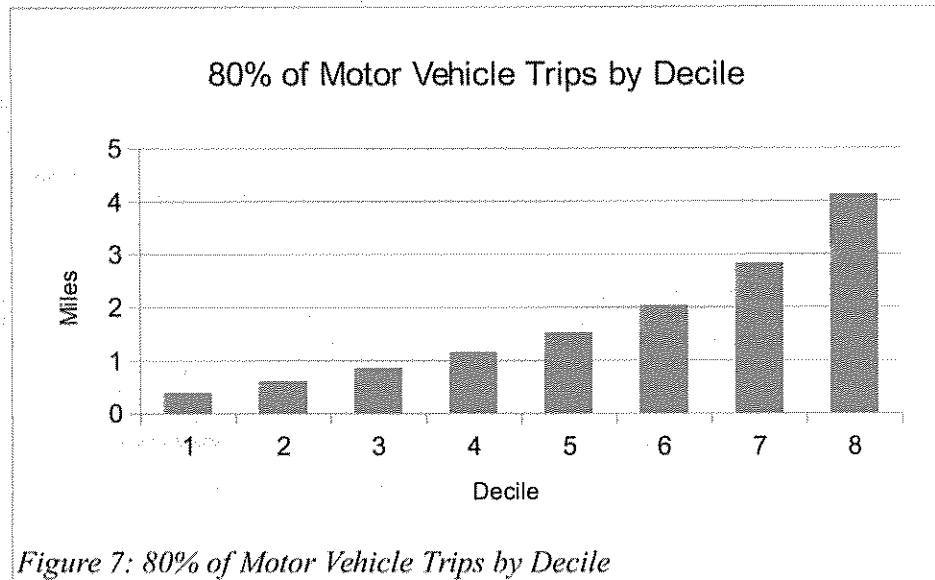


Figure 7: 80% of Motor Vehicle Trips by Decile

Figures 8 and 9 show motor vehicle trip length distribution by borough.

These figures show there is much less difference between boroughs for 80% of all unlinked motor vehicle trips. 70% of all unlinked motor vehicle trips are under 4 miles - even on Staten Island.

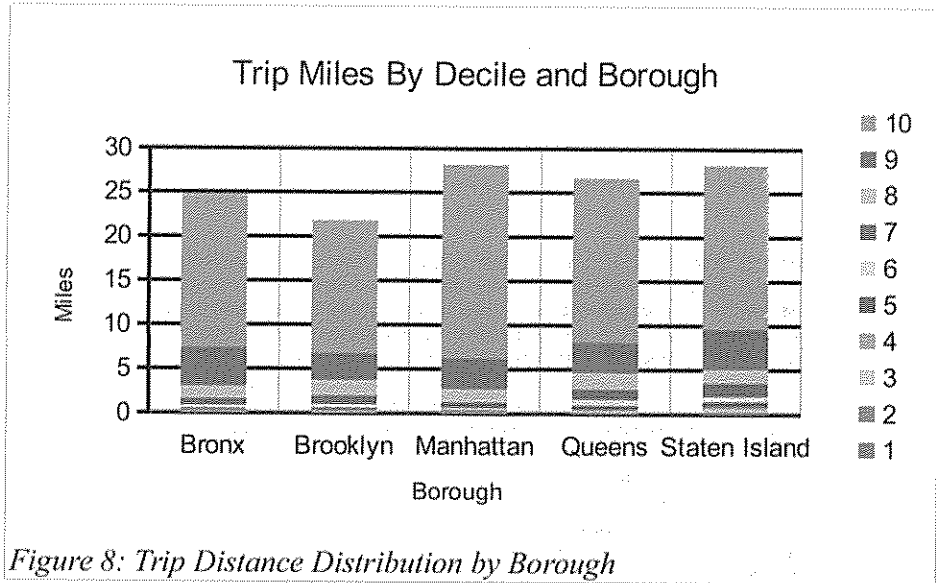


Figure 8: Trip Distance Distribution by Borough

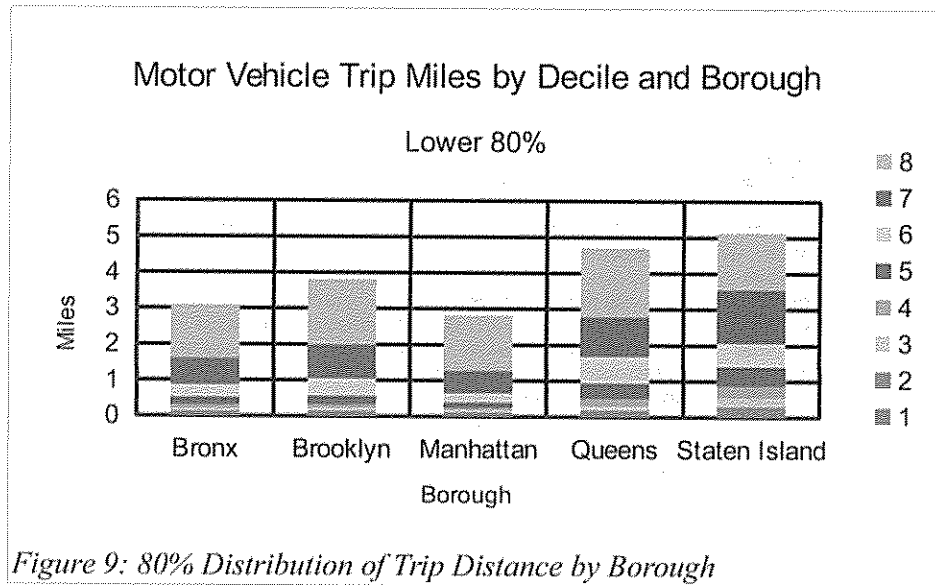


Figure 9: 80% Distribution of Trip Distance by Borough

Figures 10 and 11 show the distribution by council district. I leave it for the Council Members to notice how relatively few people will be inconvenienced by how little within their own districts by reducing the speed limit to 20 mph.

Unlinked Motor Vehicle Trip Distance Distribution

By Council District

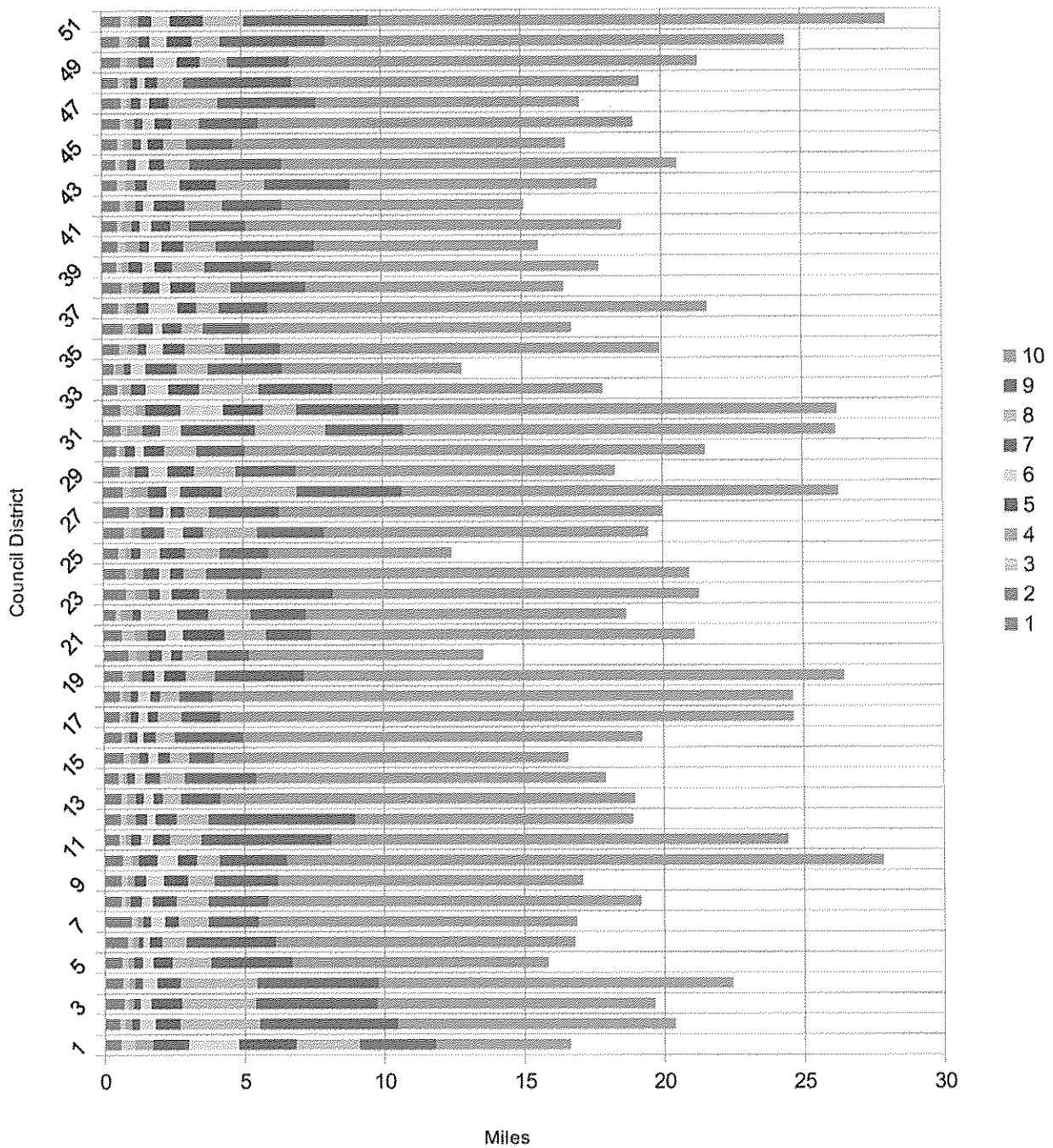


Figure 10: Unlinked Motor Vehicle Trip Distance Distribution by Council District

80% Distribution of Unlinked Motor Vehicle Trips

By Council District

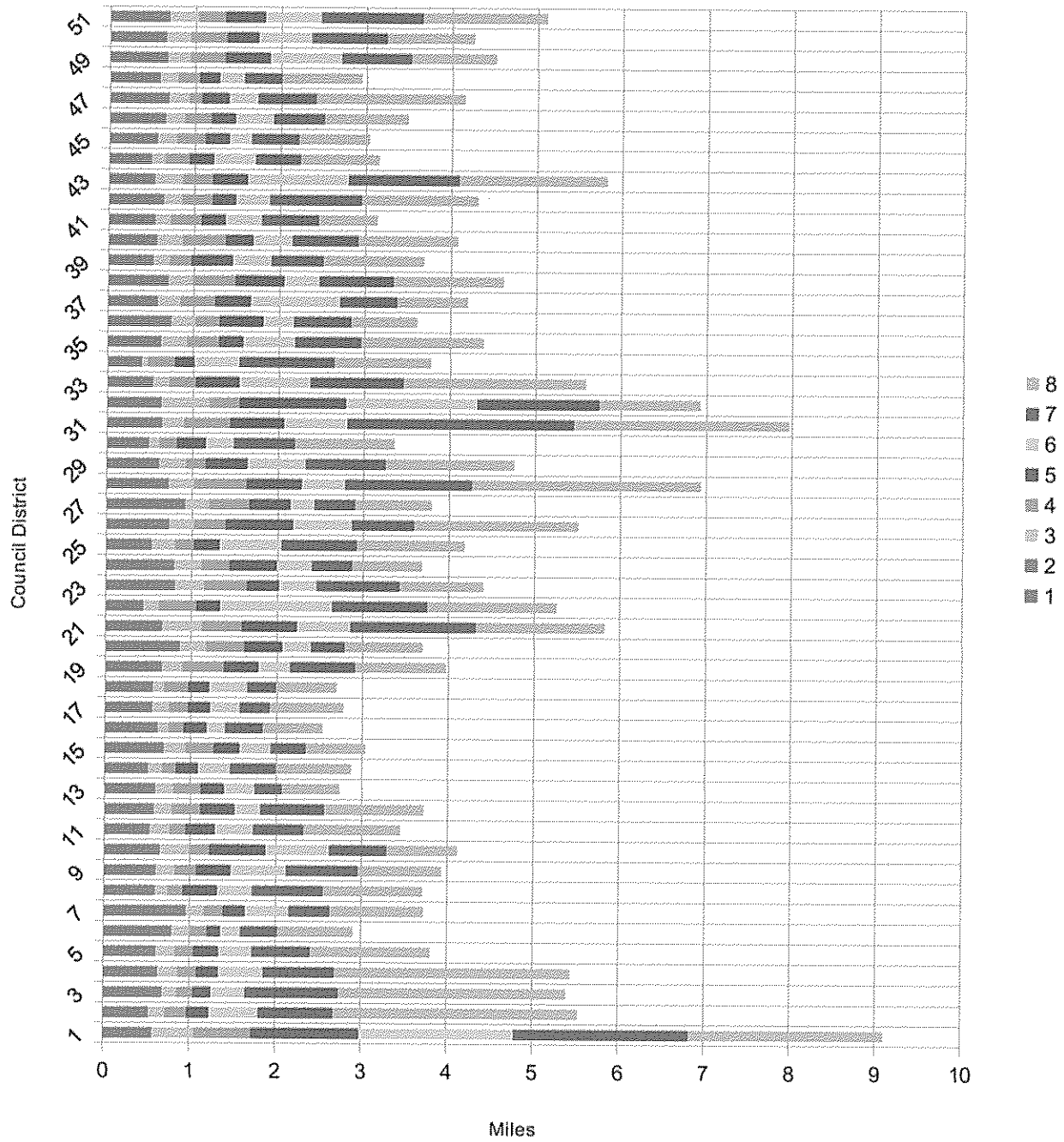


Figure 11: 80% Unlinked Motor Vehicle Trip Distance Distribution by Council District

For Intro. 192 In Principle

by Stephen Bauman, sbauman@abt.net

Int. No. 198

By Council Members Johnson, Rodriguez, Ferreras, Lander and Rose

A Local Law to amend the administrative code of the city of New York, in relation to side guards.

I'm for the concept. This is the wrong approach from an engineering perspective.

If you want some engineering done, you either specify the desired result or you specify the methodology. If you specify the result, you are relying on the vendor's ability to do the engineering. If you specify the methodology, you are taking the risk that the methodology will perform the desired result.

The intro specifies the methodology. It's limited to a "side guard." There's no evidence that such devices will save lives or exist. If they work, they will prevent people from falling under the vehicle from the side. They won't help anyone who gets there by other means once they are there.

I know of two wheel guards designed to prevent people from being run over by buses. The one for school buses is shown in Figure 1¹. It's not a side guard, so it would not qualify.

I'd rewrite the intro to require tractors, trucks, TRAILERS AND SCHOOL BUSES to be equipped with a device to protect people from being run over by the wheels or other protruding structure under the vehicle or trailer.

School buses are built on a truck chassis. I think devices of this design would work, if properly scaled.

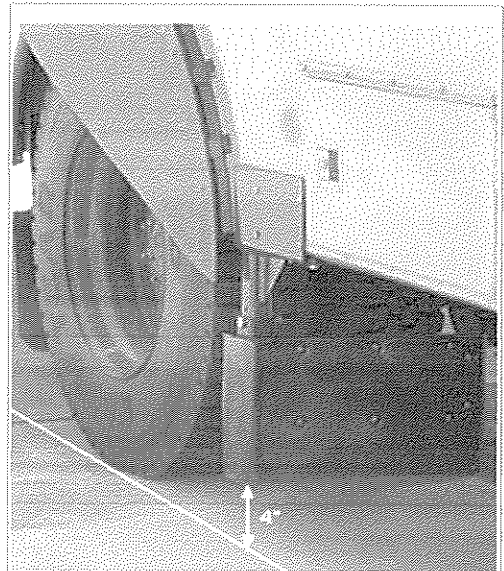
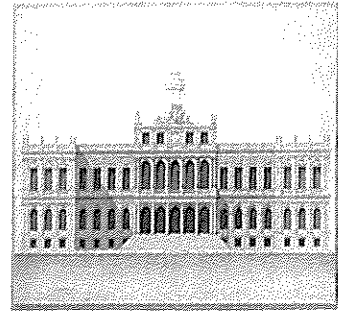


Figure 1: MDShield Mounted on School Bus

¹ <http://www.mdzshield.com/home.html>

CITY HALL

VISION ZERO



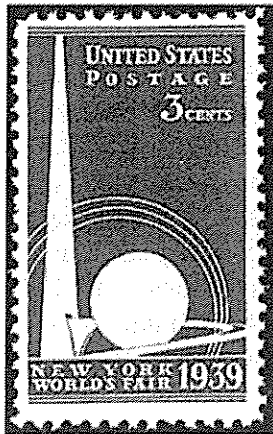
To lend civility and consideration to the daily life and rhythm on the streets of our city
and stop traffic fatalities

NYC Council Transportation Committee
Chair: Councilman Ydanis Rodriguez

WEDNESDAY 1 PM

A Hearing

The Public may speak



April 30, 2014

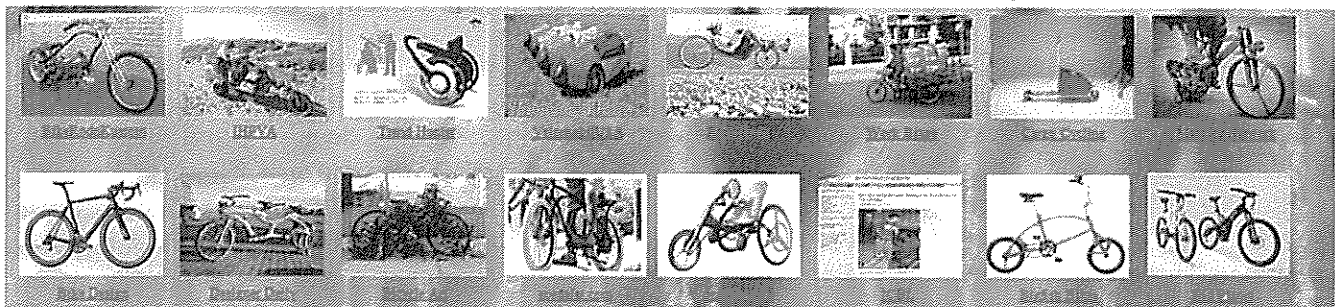
The 75th Anniversary of the
1939
New York World's Fair
"The World of Tomorrow"

April
22
Earth
Day

The 50th Anniversary of the
1964
New York World's Fair
"Peace through Understanding"

We'll celebrate the closing of the Fairs with creative designs
of Human-Powered Vehicles from all over the world
The best way to make safer streets is smaller, slower vehicles

www.SharingUmbrellas.org



October 16-27 2015

Contact: Steve Stollman

MeetMe@TheAutomat.com

212 431 0600

April 22nd was the 50th Anniversary of the 1964 NY World's Fair as well as this year's Earth Day. April 30th was the Opening Day of the 1939 Fair and is also the Public Hearing for Vision Zero, at City Hall, a new plan to save lives by taming traffic hazards and focusing on the human scale. Cars were the stars of these historical events but the world-wide celebration of their closings in October 2015 will feature the next generations of small, green, creature-comfortable and safe, human-powered/electric-assisted cycles.

2014-2015

The 50th and 75th Anniversary Celebrations of the 1939-40 & 1964-65 New York World's Fairs

As one way to take notice of these remarkable historical events, designers and builders, artists and engineers, mechanics and craftspeople, are being invited to help invent and make more real, the human-scale, human-powered transportation systems of the future. For the next two years, www.SharingUmbrellas.org is encouraging and helping to enable individuals and groups from everywhere, to submit and exchange their ideas and be part of a massive crowd-sourcing experiment, both online and in your neighborhood. We are suggesting that a small plot of public land, or volunteered parking lot or other private property, be provided locally, on a regular basis, to help expedite the development of the most beautiful, and highly-functional, cycles and wheelchairs, cargo and passenger-carrying vehicles, the futuristic new machines, best suited to serve the needs of the 21st Century and advance the goals of vision Zero.

The emphasis must be on safety, affordability, durability, accessibility and creativity, but each project is an independent entity and may set its own goals and "rules of the road". We know that 1HP electric-assist motors on bikes are legal by US Federal statute and important when needed to carry heavy weight or overcome wind or difficult terrain. We are choosing to abide by the 20MPH Federal speed limit on electric-assisted bikes. This project does not include ICE (Internal Combustion Engine)-Age motors, unless electric is not a viable option due to local conditions. All vehicles must be pedal-activated and thus classified as bicycles, wherever they may be, and welcomed on the road.

Multi-passenger, weather-protected, unusual and unique conveyances are among the most desirable ideas to be brought forward. It can be a drawing, a scale model or a working model. This endeavor should enable many connections to be made between ingenious individuals and others like themselves, who are able to work together, as well as investors and governments, eager to expand this activity for economic, environmental, health or humanitarian reasons. The World's Fairs of old were devoted to bringing forth technology that could benefit mankind, were inclusive of all Nations, and endeavored to bring pleasures along with their lessons and marvels. These features are worth preserving.

The end of the Anniversary Celebration for the 1939 and 1964 World's Fairs will be on October 16th and 27th 2015. Those 11 days will be used to commemorate the legacy of these historic events, through exhibits and demonstrations of the futuristic human-powered vehicles being designed and built over the next two years. We will congregate during those days, in Flushing Meadows Corona Park in New York City, the site of the original Fairs, and in all of the places around the world being used as demonstration sites and for regular gatherings over this time. We'll give the public a chance there, and all along, while it is happening, to see what is being done, take rides and experience this phenomenon directly.

In some ways this may be the first true World's Fair, open to everyone and devoted to our potential to learn and to dream. It is also a mechanism, to help coordinate the contributions that so many may be able to make, to the establishment of an easy to negotiate, peaceful, just and healthful place for ourselves and all others. Please consider beginning a local effort in your neighborhood. Ours is going to be at the Unisphere, behind the Queens Museum, the first Saturday and Sunday each month from 12-5.

Contact: Steve Stollman

MeetMe@TheAutomat.com

212 431 0600

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

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

Date: _____

(PLEASE PRINT)

Name: DARIN JEFFERS

Address: _____

I represent: George MIRANDA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

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

Date: 4/30/2014

(PLEASE PRINT)

Name: Michael Fleischauer

Address: 625 8th Ave

I represent: Greyhound Bus Company

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

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

Date: 4/30/14

(PLEASE PRINT)

Name: MEERA JOSHI

Address: CHAIR | COMMISSIONER

I represent: NYC TAXI + LIMOUSINE COMMISSION

Address: _____

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

TRANSPORTATION

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: AVIK KABESSA

Address: _____

I represent: CARMEL / LIVERY ROUNDTABLE

Address: _____

TRANSPORTATION

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JOSE JAER

Address: _____

I represent: LIVERY ROUNDTABLE

Address: _____

TRANSPORTATION

THE COUNCIL THE CITY OF NEW YORK

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: CAROLYN CASTRO

Address: _____

I represent: LIVERY ROUNDTABLE

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 61/11 Res. No. 198

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: STEPHEN BAUMAN

Address: 13810 FRANKLIN AV FLUSHING

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Transpo

Appearance Card

I intend to appear and speak on Int. No. 80 Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: JOHN SKINNER PRESIDENT

Address: 1322 3RD AVE

I represent: METALLIC LATHERS LOCAL 46

Address: SAME

**THE COUNCIL
THE CITY OF NEW YORK**

Transpo

Appearance Card

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

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: George Miranda

Address: 265 W 14th Street, Apt 1201

I represent: President, Teamsters Joint Council 16.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 272/171/74 Res. No. _____

in favor in opposition

Date: 4/30/2014

(PLEASE PRINT)

Name: PETER M. MAZER

Address: 24-16 Queens Plaza South - Rm 503, LIC NY

I represent: Metropolitan Taxicab Board of Trade

Address: Sana

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

VARIOUS BILLS Date: _____

(PLEASE PRINT)

Name: Ethan GORBER

Address: 26 COURT ST. BRKN

I represent: GREATER NEW YORK TAXI ASSOCIATION

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: Nichole Howard

Address: 30 Wall Street, 10th Fl, NY, NY 10005

I represent: Black Car Fund & Black Car Assistance Corp

Address: 30 Wall St.

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

**THE COUNCIL
THE CITY OF NEW YORK**

*Transp
N/Howard*

Appearance Card

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

in favor in opposition

Date: 4/30

Name: JACK KITTLE (PLEASE PRINT) (Political Director DC, No. 9)

Address: _____

I represent: DISTRICT COUNCIL No. 9

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

*94
DORPIS
with reference to*

Aranspo

Appearance Card

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

in favor in opposition

Date: _____

Name: OSMAN CHOWDHURY (PLEASE PRINT)

Address: 43-42-45 ST APT # 4G SUNNY SIDE NY 1104

I represent: UNITED TAX DRIVER ASSOCIATION

Address: OCDIAMOND07@gmail.com

**THE COUNCIL
THE CITY OF NEW YORK**

Transpo

Appearance Card

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

in favor in opposition

Date: _____

Name: Zakir Howlader (PLEASE PRINT)

Address: 61-07 WOODSIDE AVE. WOODSIDE, NY - 11377

I represent: WOODSIDE NEIGHBOURHOOD ASSOCIATION

Address: WOODSIDE, NY

THE COUNCIL
THE CITY OF NEW YORK

Transpo

Appearance Card

I intend to appear and speak on Int. No. 0153 Res. No. _____

in favor in opposition

Date: 4/30/2014

(PLEASE PRINT)

Name: JOHN KRAUSS

Address: 993 CARROLL ST APT C2

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Transpo

Appearance Card

I intend to appear and speak on Int. No. 0153 Res. No. _____

in favor in opposition

Date: 30 APRIL 14

(PLEASE PRINT)

Name: NOEL HIDALGO

Address: 85 DRIGGS AVE; 11222

I represent: BETA NYC; CODE FOR AMERICA

Address: 150 COURT ST; 11201

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

in favor in opposition

Date: 4/30/2014

(PLEASE PRINT)

Name: Evelyn Canel + Amy Cohen

Address: _____

I represent: Families for safe streets

Address: 449 East 116 St NYC 10029

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: STEVE STOLLMAN

Address: 20 PRINCE ST #31

I represent: SHARING UMBRELLAS

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Vincent Pellecchia

Address: _____

I represent: Fri. State Transportation Campaign

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: ERIC McClure

Address: 423 4TH ST, BROOKLYN 11215

I represent: PARK SLOPE NEIGHBARS/PARK SLOPE STREET SAFETY

Address: SAME PARTNERSHIP

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: 4/30/14

(PLEASE PRINT)
Name: Polly Trottenberg

Address: NYC DOT

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 153 (favor) Res. No. 118 (oppose)
 in favor in opposition

Date: 4-30-14

(PLEASE PRINT)
Name: Alec Slattery

Address: 72 Pacific St, Massapequa Pt, NY 11763

I represent: AAA New York

Address: 1415 Kellum Place, Garden City, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: _____

(PLEASE PRINT)
Name: Donald Gordon

Address: _____

I represent: Father of Kelly Gordon

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: David D'Ambrosio

Address: _____

I represent: American Transit Ins. Co.

Address: "Blackbox pilot information"

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: ROBERT HUTCH

Address: 9101 SHORE ROAD, BAY RIDGE

I represent: BRAKES BROOKLYN

Address: BAY RIDGE ADVOCATES FOR

KEEPING EVERYONE SAFE

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Christine Barthel

Address: _____

I represent: CHEK PEDS

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: Cristina Furlong

Address: _____

I represent: Make Queens Safer

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ~~Juanita~~ Kathleen Steady White

Address: _____

I represent: Transpiration Alternative

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 177 + 174 Res. No. _____

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: Phillip Horn & Pat Russo

Address: 156 W. 56th St

I represent: MATT DAUS / Windels Marx

Address: 156 W. 56th St.

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

THE COUNCIL
THE CITY OF NEW YORK

2

Appearance Card

I intend to appear and speak on Int. No. 238-9 Res. No. _____

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: Steve Vaccaro

Address: 225 Broadway, #1300 NY NY 10007

I represent: CASH VICTIMS

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 238-a Res. No. 2389

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: Amyand Hsi-Pei HAO

Address: FRESH MEADOWS NY

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

in favor in opposition

Date: 4-30-14

(PLEASE PRINT)

Name: BILL LINDAUER

Address: 250 5th Ave.

I represent: NY TAXI WORKERS ALLIANCE

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

MT. LEAH

I intend to appear and speak on Int. No. 171 Res. No. _____

in favor in opposition

Date: 4/30/2014

(PLEASE PRINT)

Name: Dana Lerner

Address: _____

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: Cira Angeles

Address: 1645 St Nicholas NY NY 10040

I represent: Luxury Base Owners

Address: 1642 St Nicholas

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 4/30/14

(PLEASE PRINT)

Name: Inspector Dennis Fulton

Address: Office of Chief of Transportation

I represent: NYPD

Address: Police Plaza

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 4/30/14

Name: Susan Petito (PLEASE PRINT)

Address: Asst. Comm, Intergovernmental Affairs

I represent: MPD

Address: 1 Police Plaza

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 238 Res. No. _____

in favor in opposition

Date: 4/30/2014

Name: ERHAN TUNCEL (PLEASE PRINT)

Address: 50-24 Queens Blvd, Woodside, NY 11377

I represent: League of Mutual Taxi Owners

Address: Same

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 238 Res. No. _____

in favor in opposition

Date: 4/30/2014

Name: ERHAN TUNCEL (PLEASE PRINT)

Address: 50-24 Queens Blvd Woodside, NY 11377

I represent: League of Mutual Taxi Owners

Address: Same

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0198-2014 Res. No. _____

in favor in opposition

Date: 4/30/2014

(PLEASE PRINT)

Name: Kendra Hims

Address: 828 Washington Ave., Albany, NY 12203

I represent: NYS Motor Truck Association

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 4/30/2014

(PLEASE PRINT)

Name: Clara Bailon

Address: 1980 Bathing Ape Bronx NY 10457

I represent: My Campaign "Please Give Me the Right of My

Address: Same as above

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Bhairavi Desai

Address: BRONX

I represent: NY Taxi Workers Alliance

Address: 250 Fifth Ave. # 310 NYC 10001

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

Name: Asim Akhtar (PLEASE PRINT)

Address: Brooklyn

I represent: NY Taxi Workers Alliance

Address: 250 5th Ave #310 NYC 10001

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

Name: Victor Salazar (PLEASE PRINT)

Address: Bronx

I represent: NY Taxi Workers Alliance

Address: 250 5th Ave #310 NYC 10001

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