

CITY COUNCIL  
CITY OF NEW YORK

----- X

TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

----- X

October 10, 2013  
Start: 10:00 p.m.  
Recess: 11:40 p.m.

HELD AT: Council Chambers  
City Hall

B E F O R E: JAMES VACCA  
Chairperson

COUNCIL MEMBERS:

Vincent M. Ignizio  
Peter A. Koo  
James S. Oddo  
Daniel R. Garodnick  
Ydanis Rodriguez  
Gale A. Brewer  
Jimmy Van Bramer  
G. Oliver Koppell

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

Kate Slevin  
Assistant Commissioner of  
Intergovernmental Affairs  
New York City Department of Transportation

Sue Petito  
Assistant Commissioner of  
Intergovernmental Affairs  
New York City Police Department

Dennis Fulton  
Executive Officer  
NYPD Office of Management  
Analysis and Planning

Juan Martinez  
General Counsel  
Transportation Alternatives

Jeffrey Frediani  
Legislative Analyst  
AAA New York

Christine Berthet  
Co-founder  
Coalition for Pedestrian Safety

Noel Hidalgo  
A Code for America Brigade

Nathan Storey  
Product Manager  
PediaCities

John Crouse  
Freelance Web Developer

A. Scott Falk  
Co-Chair  
Transportation Committee of Manhattan  
Community Board 8

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

CHAIRPERSON VACCA: Good morning. Good morning, everyone. My name is James Vacca and I'm chair of the Committee on Transportation, and we are here today to hear testimony on three bills designed to make our streets safer. First, Council Member Rose has introduced Intro 732, which would require the installation of speed bumps on streets adjacent to public schools. Also, we will hear Intro 1155, sponsored by Council Members Ignizio and Oddo. This legislation would clarify where and when it is permissible to make right turns into... from bus lanes, and finally, we will hear testimony on Intro 1163, sponsored by Council Member Lappin. This bill would require the Department of Information Technology and Telecommunications to create an interactive website detailing traffic crash data. I want to thank my colleagues for introducing these bills and I look forward to hearing today's testimony.

Last week, I held a joint hearing with the Committee on Public Safety regarding police investigation protocols in cases where a collision occurs. While this committee is pleased that the NYPD has made efforts to investigate collisions,

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

there is a need that we do more to prevent them in the first place. We have previously taken great strides toward this goal, particularly in passing a resolution earlier this year to install speed cameras near schools, which was passed by the state legislature.

Council Member Rose's bill targets safety near schools. It deeply upsets me when I hear stories in the news about children being injured in accidents near our schools or on their way to school. Safety in the immediate areas around our schools has got to be a priority, and this bill seeks to do that, and another important tool we can use to prevent crashes is complete and accessible information. Currently the NYPD has made accessible to the public a wealth of information regarding moving violations, collisions, those involved in collisions and the reasons for the collisions. However, this information is simply listed. Recently the council passed a law requiring DoItt to create and maintain an interactive comprehensive and searchable crime map on the city's website. Intro 1163, by Council Member Lappin, would require DoItt to create and

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

maintain a similar map built with traffic crash data.

Council Members Ignizio and Oddo's Intro 1155 addresses a different concern crafted in reaction to instances in which drivers were unfairly ticketed, and I'll stop there. I'm going to let Council Ignizio speak. So I want to thank all of you for coming. I want to mention we're joined by Council Member Koo to my right, and I'd now like to introduce Council Member Ignizio to speak on his Intro.

COUNCIL MEMBER IGNIZIO: Thank you, Mr. Chairman and thank you all for being here. You know, the... I think the understanding of the bill is... the reason why I wrote it because we had several people on Staten Island who were, in my view, subject to what I call the entrapment camera, which was if those were seeking to make the next right at the next intersection, which is what we all educated the public to do, they were still getting a ticket because there was a private driveway in between that next intersection and the light, and I don't think that was the purpose of the bill; the purpose of the rule originally and

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

for whatever reason if you believe in bus lanes or don't and I don't know that it's relevant, it's the equitable ticketing of people in a manner where they have been educated and that are understanding of the rule. The rule that we were led to believe... good morning, Council Member Viverito.

COUNCIL MEMBER VIVERITO: Good morning.

COUNCIL MEMBER IGNIZIO: Is that you would be ticketed if you were driving with reckless abandonment in the bus lane, and rightfully so, but you can make the next right turn. To only find out that the DOT allowed for a driveway to be the next right turn I thought was unfair and many people were ticketed and many people were let off thankfully because of the... having to take the matter to the courts. I want to thank Commissioner Sadik-Kahn 'cause when I spoke to her she immediately recognized there was an issue, she looked into it and took corrective measures, and I am appreciative to her for that and we had a good conversation about this. The question now it seems like if you know, she would do this though a rule change or should we codify it. I'm a legislator. What we do is we codify things for future

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

generations and not just allow rules. There was probably 50 laws that we passed, Mr. Chairman, in the past couple of years that the administration said no, we should codify this for future generations to ensure that the mayor's position on something was done, and here is the council speaking in the same vein and I hope it's treated as such. Thank you very much for the time to speak and I look forward to the testimony and thank you for hosting the hearing, Mr. Chairman.

CHAIRPERSON VACCA: Thank you.

Councilman Oddo, do you wish to speak?

COUNCIL MEMBER ODDO: Just very

briefly, Mr. Chairman, I just want to say that I think each of us, whether we're elected or appointed, each of us in government on any level should acknowledge the fact that there's a credibility gap that we have with the public. The stuff that's happening in Washington sort of underlines that in Technicolor. Nothing, [laughter] a whole lot of nothing, and I think that when there are... I believe that there are true believers who believe in bus lanes, who believe in red light cameras, who believe in speed cameras. I

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

believe that there are a corps of people who propose these things because they believe good things will happen from them or they will prevent bad things, but I also believe that when you put these tools in the hands of an administration that is constantly looking for revenue, you know, other perhaps unintended consequences happen, and when you have situations like this where people feel it's a three-card Monte game; a scheme by government design to separate them from their money, it just underscores and exacerbates the credibility gap that we have. So when Council Member Ignizio brought this to everyone's attention we appreciate the fact that the commissioner reacted quickly, but I don't blame and I support Council Member Ignizio for enacting this change through a local law and I hope the council in fact does that. Thank you, Mr. Chairman.

CHAIRPERSON VACCA: I thank you, Councilman Oddo, and we have a panel. Our first panel: Kate Levin, assistant commissioner of New York City Department of Transportation. Kate Slevin. What'd I say? Oh, I said Levin? I was thinking of culture. No, I was thinking of you,



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

9

Kate. All the emails, how could I miss you? Kate Slevin, okay, of course. Assistant Commissioner Sue Petito of New York PD Intergovernmental Affairs and Inspector Dennis Fulton from One PP. so we'd like... well, do you want to start, Commissioner Slevin?

COMMISSIONER SLEVIN: Sure.

CHAIRPERSON VACCA: Commissioner Slevin first, please. Welcome. Oh, please turn off your electronic devices and all those things because they're distracting. Thank you.

ASSISTANT COMMISSIONER SLEVIN: Good morning, Chairman Vacca and members of the Transportation Committee. My name is Kate Slevin and I am Assistant Commissioner of Intergovernmental Affairs for the New York City Department of Transportation. Thank you for the opportunity to testify on Intro 732 in relation to speed bumps near schools and on Intro 1155 in relation to bus lanes. We wholeheartedly agree with the spirit of both bills and look forward to working with you to enhance mobility and safety on our streets.

1  
2 Intro 732 would mandate DOT to install  
3 speed bumps at new and existing public schools  
4 within two years. DOT shares the council's goal to  
5 enhance safety on the city streets, especially near  
6 schools. Over the past six years we have  
7 dramatically increased the number and quality of  
8 our safety initiatives and developed the most  
9 comprehensive and effective School Safety Program  
10 in the United States. This includes work to lower  
11 speed limits in school zones, new traffic calming  
12 treatments near schools and in high crash  
13 corridors, speed enforcement cameras and a new  
14 residential Slow Zone Program. Our That's Why It's  
15 30 campaign reminds New Yorkers of the standard  
16 speed limit, and that a pedestrian struck at 40  
17 miles per hour is 3.5 times more likely to be  
18 killed than one struck at 30 miles per hour. As a  
19 result of these efforts, traffic fatalities over  
20 the past decade have declined by over 30 percent.

21 Speed bumps are among the most  
22 effective of all traffic calming devices at  
23 reducing vehicle speeds. DOT before and after  
24 studies found an average of 19 percent reduction in  
25 speeds where speed bumps are in place. They have

1  
2 been shown to reduce crashes as well. DOT analysis  
3 has found that speed bumps reduce injury crashes by  
4 approximately 40 percent. Speed bumps are a key  
5 component of DOT's School Safety and neighborhood  
6 Slow Zone Programs. They are also available upon  
7 request by citizens, community boards and elected  
8 officials. New Yorkers' demand for speed bumps is  
9 on the rise and DOT has prioritized its Speed Hump  
10 Program in response. As a result, the number of  
11 speed bumps in the city has nearly doubled in the  
12 last six years. DOT has installed over 2,000 speed  
13 bumps citywide with 51 percent of these in the  
14 vicinity of schools. As reported in The Daily News  
15 earlier this week, we have installed 248 speed  
16 bumps since January, surpassing the 240 installed  
17 in all of 2012. If the speed bump is installed  
18 immediately adjacent to a school, the area will  
19 also receive a reduced speed zone treatment and be  
20 accompanied by signs posting a 15 or 20 mile per  
21 hour speed limit. Even if the speed bump proves to  
22 be infeasible, DOT would still lower the speed  
23 limit during the school hours with signs, flashing  
24 signals and high visibility street markings. DOT  
25 has installed such speed zones around 156 schools

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

with 88 more schools awaiting installation. DOT's Safe Routes to Schools Program also uses speed bumps to enhance safety. Safe Routes to Schools is DOT's initiative to enhance safety at middle and elementary schools, both public and private, with the highest crash and injury rates. Short-term measures have been installed at 135 priority schools, including new traffic and pedestrian signals, exclusive pedestrian crossing time, speed bumps, high visibility crosswalks and new parking regulations. In fact, all priority schools studied are considered for speed bumps regardless of the presence of speeding. We began capital construction on long-term improvements at many of the first round of 135, including treatments such as curb extensions, pedestrian islands, raised medians and sidewalk windings. DOT is currently pursuing short-term improvements at the next round of 135 priority schools. In addition, DOT has enhanced the street marking and signage around nearly 1,500 primary and secondary schools.

Our focus on safety through the use of speed bumps is not limited to school zones. The Neighborhood Slow Zone Program reduces the posted

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

speed limit from 30 to 20 miles per hour in select residential areas and adds safety measures in order to change driver behavior. There are currently 14 Slow Zones in the city that include a total of 149 speed bumps along with other treatments. The program has transformed more than 65 miles of streets.

I'm pleased to share with you good news about our Neighborhood Slow Zone Program today. This morning we announced the latest expansion of the program to 15 new communities across the city. These areas were selected from among 74 applications for implementation over the next three years and will include three new zones in Manhattan, three in the Bronx, five in Brooklyn, three in Queens and one in Staten Island. Each location was requested by local applicants and evaluated based on crash history, community support, proximity of schools and senior and daycare centers, among other criteria. Prior to the completion of these new zones, DOT plans to reopen the application process and invites neighborhoods across the city to apply for the next round of this ground-breaking program.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

DOT is proud of our efforts to enhance safety throughout the city, especially in areas adjacent to schools. We would be delighted to work with Chairman Vacca and the Transportation Committee members to support additional funding for current DOT programs to install speed bumps. Requiring a speed bump program as proposed in Intro 732, however, would cost an additional \$54 million in labor, equipment and materials and redirect resources from areas we know deserve attention. Intro 732 would mandate the installation of approximately 4,500 speed humps in two years, more than double what DOT has installed citywide since 1996, and while we are working diligently to install speed bumps near schools, we don't have the operational resources to meet this mandate anytime in the near future. We focus our limited resources on installing speed humps where they are most needed, and already face a backlog in our speed bump program. We also believe it is more appropriate to rely on engineering judgment rather than legislative mandate to make decisions about whether speed bumps or other traffic calming

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

treatments are appropriate to enhance safety in a particular location.

Now moving on to Intro 1155, which would codify an existing DOT rule that allows vehicles to enter a bus lane in order to make the next available right: there are 66 miles of bus lanes in New York City and a portion of which serve the five current select bus service routes. A six SBS route will launch next month on Nostrand and Rogers Avenue in Brooklyn, which will add an additional eight miles of bus lanes. The SBS Program is highly effective at cutting daily travel times by as much as 20 percent for over 200,000 trips. Enforcement of these bus lanes with cameras or NYPD officers is necessary to keep the buses moving. The state has authorized the use of bus lane enforcement cameras on six SBS routes, supplementing existing NYPD enforcement.

DOT is currently in the process of updating our bus rules to make them straightforward so that drivers are not ticketed for behavior that is safe and reasonable. As part of this, we want to make sure that drivers always have enough space to safely enter the bus lane to make the next

1 right, even when there are several locations for  
2 legal turns spaced closely together, such as when  
3 there is a driveway just past a street where a  
4 right turn can be made. To do this, we are in the  
5 process of adding language to the Bus Lane Rules  
6 specifying that a person may enter the bus lane 200  
7 feet prior to making any right turn, even if it's  
8 not the next right turn. These changes reflect  
9 public comments, including those from Council  
10 Members Ignizio and Oddo. The new changes to the  
11 Bus Lane Rules will go into effect by the end of  
12 the year; however, DOT has already adjusted bus  
13 lane cameras so that we do not issue violations to  
14 vehicles that are in compliance of this new rule.  
15 We will continue to monitor our bus lanes and their  
16 associated violations to learn how the new rules  
17 are working, and are happy to continue to  
18 conversation with local elected officials and  
19 community members to learn if other aspects of the  
20 Bus Lane Rule would need to be adjusted through the  
21 rule making process. Addressing concerns like this  
22 through agency rules rather than legislation allows  
23 us the flexibility to respond to these concerns.  
24 Thank you for the opportunity to testify today. I



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

would be happy to answer any questions at the conclusion of testimonies given.

ASSISTANT COMMISSIONER PETITO: Good morning, Chairman Vacca and members of the council. I'm Susan Petito, Assistant Commissioner of Intergovernmental Affairs with the New York City Police Department. I'm joined by Inspector Dennis Fulton, Executive Officer of the NYPD's Office of Management Analysis and Planning. On behalf of Police Commissioner Raymond W. Kelly, we are pleased to be here today to offer the administration's comments on Intro 1163, which would amend the city charter to require the Department of Information Technology and Telecommunications to add the mapping of traffic crashes to the interactive crime map established by Local Law 39 of 2013.

As we recently discussed during a hearing of this committee, which was held last week, there is an intense and comprehensive focus within the police department on the issue of traffic safety and the prevention of vehicle collisions. The council's interest and concern regarding this subject is also intense, and since

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

August of 2011 pursuant to Local Law 12 of 2011, the department has posted on its website traffic related data reflecting the number of moving summonses issued, as well as data on all reported vehicle collisions. The data is posted on a monthly basis in both PDF and Excel spreadsheet formats and is fully searchable so that it may be accessed or organized according to any user's needs and preferences. The data is also available through the city's open data portal at [nyc.gov/data](http://nyc.gov/data).

Intro 1163 does not define the term traffic crash, which would seem to include both reported and unreported collisions. However, because the department would not be aware of unreported collisions, we will assume for purposes of this discussion that the intent of the bill is to direct DoItt to add to the crime map it is currently developing an additional layer reflecting the vehicle collision data that's already posted on the police department's website pursuant to Local Law 12.

The police department and DoItt are working closely together to design and implement

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

the interactive crime map contemplated by Local Law 39 of this year. However, the bill before you would add to that map, which has yet to be established, a new layer of unrelated data drawn from different sources and reflecting different categories of information. If the bill were to continue to direct that all of the data be captured in one map, we respectfully suggest that before additional unrelated elements be mandated for inclusion, the underlying interactive crime map should be able to be established, reviewed and modified as needed when actually up and running so that any problems or glitches may be addressed before adding new and potentially complicating elements.

Intro 1163 raises an additional question, however, regarding the manner in which the vehicle collision data itself would be represented on a map. 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

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

York State Department of Motor Vehicle 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. Where this data to be mapped is envisioned by Intro 1163, and especially because of the visual nature of the information conveyed, a map would be inherently misleading, since all collisions in the vicinity of an intersection would appear as having happened at the intersection itself, even if the collisions took place well the block. We suggest that a map would in fact exacerbate this inherent limitation of the data.

In addition to the substantive issues presented by the bill, we are concerned that this specific Legislative Directive would go beyond the traditional purposes of the city charter and would more appropriately be located within the Administrative Code. Because the bill seeks in

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

essence, to create a new type of map drawn from a different set of data than the data utilized to create the interactive crime map mandated by Charter Section 1072, the bill lacks the parameters and definitions contained in Administrative Code Section 14-153 entitled Traffic Data, which would clarify the data set contemplated.

In conclusion, we are unable to support enactment of Intro 1163, and suggest that anyone who wishes to map the vehicle collision data already posted by the police department may do so without requiring the city to expend the police and technological resources necessary to design and implement such a map. Thank you for the opportunity to offer our thoughts on Intro 1163, and we'll be pleased to answer any questions you may have.

CHAIRPERSON VACCA: I thank you. I did want to take this opportunity to publicly state for the record that we did have a hearing last week where the police department testified before my committee and Councilman Vallone's committee concerning safety and speeding, and since that time the police department sent me an email clarifying

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

some of their testimony. The police department had indicated at that hearing that every police precinct had four speed guns per precinct, and I had questioned Inspector Mulligan; Deputy Inspector Mulligan about that and I was not aware of it, but I do want you to know that we received an email since then from the police department correcting that and saying that every precinct has at least one speed gun and four officers are trained in its use. So the clarification is that instead of the public statement that there were four, every precinct has one with four officers trained. You know, I did want to come back, Miss Petito, and indicate that that's... I know you clarified it, but it's not adequate. We would like more speed guns and I thought we did have more than that and...

ASSISTANT COMMISSIONER PETITO:

[interposing] Understood.

CHAIRPERSON VACCA: It's important to us that the police department has a commitment to speeding and that commitment means resources, so four was okay, but not one.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

ASSISTANT COMMISSIONER PETITO: And we apologize. Chief Cassidy just transposed the numbers one and four in his mind, so we apologize for that.

CHAIRPERSON VACCA: Oh, no, no, I...

[crosstalk]

ASSISTANT COMMISSIONER PETITO: And we send... and what I did was send your staff a listing of the number of speed cameras... oh, not speed cameras; speed guns assigned to each precinct and it varies from one to three. I think one of them had four, but yeah, absolutely we are committed in the same way that you are to the enforcement against speeding.

CHAIRPERSON VACCA: And getting more guns is... speed guns is important.

ASSISTANT COMMISSIONER PETITO: It is very important.

CHAIRPERSON VACCA: Okay.

ASSISTANT COMMISSIONER PETITO: I can't make a commitment as to a particular number of course, but yes, we are...

CHAIRPERSON VACCA: [interposing] 'Kay.

1 COMMITTEE ON TRANSPORTATION 24

2 ASSISTANT COMMISSIONER PETITO: In  
3 agreement.

4 CHAIRPERSON VACCA: Commissioner  
5 Slevin, I've seen your testimony. Your  
6 announcement today about additional zones;  
7 Neighborhood Slow Zones; this is a significant  
8 announcement I see.

9 ASSISTANT COMMISSIONER SLEVIN: Mm-hm.

10 CHAIRPERSON VACCA: Have you advised  
11 local council members in those districts?

12 ASSISTANT COMMISSIONER SLEVIN: Yeah,  
13 we've started to, yes. We advised Council Member  
14 Van Bramer and we'll be advising everyone else this  
15 morning and do you want me to run through the list  
16 of communities?

17 CHAIRPERSON VACCA: Well, you know, my  
18 only question is when did you intend to advise me?  
19 [laughter]

20 ASSISTANT COMMISSIONER SLEVIN: At this  
21 morning's meeting...

22 [crosstalk]

23 CHAIRPERSON VACCA: I'm chairman...  
24 I'm chairman of this committee and...

25



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

ASSISTANT COMMISSIONER SLEVIN:

[interposing] Yeah.

CHAIRPERSON VACCA: I should've

received this even yesterday or the day before, so you know.

ASSISTANT COMMISSIONER SLEVIN: I

apologize for the late notice. We only realized we could do this announcement late yesterday afternoon, so it is late notice and I apologize.

CHAIRPERSON VACCA: Alright, can you go

through the list?

ASSISTANT COMMISSIONER SLEVIN: Sure.

Alphabet City, Norwood, Clinton Hill, Bedford-Stuyvesant, Brownsville, Jackson Heights and those will be installed in 2014. Sunnyside Gardens, Woodside, Sunnyside, Crown Heights, Parkchester and the West Village will be installed in 2015. Midland Beach, Brooklyn Heights, Prospect Heights, Westchester Square and Hudson Heights in 2016.

CHAIRPERSON VACCA: Just for the

record, not only am I chair of the committee, but Westchester Square is in my council district. Now I take exception to this. I know today is October 9th and we are counting down the days to January

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

1st, but believe me, I'm going to be joining the  
countdown today. October 10th? Okay, I'm counting  
down because as chairman of a committee, I take  
exception to how this agency has worked with me for  
some time now and... but that's okay. I'll be  
back. I have four more years. Okay, any  
questions? Councilman Ignizio.

COUNCIL MEMBER IGNIZIO: Thank you very  
much, Mr. Chairman. Thank you, Kate, for your  
testimony. I appreciate it. So when did you guys  
realize you had a problem with the Staten Island  
light situation, red light?

ASSISTANT COMMISSIONER SLEVIN: Well,  
you alerted us to the situation and we responded  
you know, as quickly...

[crosstalk]

COUNCIL MEMBER IGNIZIO: Okay.

ASSISTANT COMMISSIONER SLEVIN: As we  
could.

COUNCIL MEMBER IGNIZIO: is there any  
matrix where you guys recognize you have a problem  
initially or is it you know, when... when you  
have... when you at the end of the day if you batch  
this is how many tickets went out that day at the

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

end of the week or the end of the month, at what point would DOT realize look, we have a problem here. This is not... I mean the intent, as we all know, was to ensure that people are not just driving in the bus lane and that was not the case here. We had people who thought...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: Mm-hm.

COUNCIL MEMBER IGNIZIO: They were doing the right thing that we, the city, taught them how you can use it to go to the next intersection only after digging further to find out that was not the case; it was the next intersection. So when would you have noticed or when would DOT have noticed we got a problem or there's definitely an issue where we have you know, 50 tickets every given out every week in Jimmy's district and all of a sudden there's a couple of hundred in mine and we got to... something's not right.

ASSISTANT KATE SLEVIN: We carefully review all the violations numbers and if there was one that's excessive we might go and look and make

2 sure that everything's okay, but again, we thank  
3 you for bringing the situation to our attention.

4 COUNCIL MEMBER IGNIZIO: Sure and I  
5 think corrective measures were taken and I'm  
6 appreciative of that as well. The new rule that  
7 you guys are... you've written it already; it's  
8 already...

9 [crosstalk]

10 ASSISTANT COMMISSIONER SLEVIN: Yeah.

11 COUNCIL MEMBER IGNIZIO: Ready to go  
12 through your rule making process?

13 ASSISTANT COMMISSIONER SLEVIN: Yes,  
14 there was a public hearing on the rule.

15 [crosstalk]

16 COUNCIL MEMBER IGNIZIO: Yeah, I saw  
17 that.

18 [crosstalk]

19 ASSISTANT COMMISSIONER SLEVIN: I know  
20 you...

21 [crosstalk]

22 COUNCIL MEMBER IGNIZIO: I saw  
23 something posted.

24 ASSISTANT COMMISSIONER SLEVIN:  
25 Submitted comments in...

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

[crosstalk]

COUNCIL MEMBER IGNIZIO: Yeah.

ASSISTANT COMMISSIONER SLEVIN:

September and we hope to get it in effect by the end of the year.

COUNCIL MEMBER IGNIZIO: Okay, and for those that received the tickets, we have asked; Council Member Otto and I have asked for those to be reimbursed. I know that's not something that you can do. It's the Department of Finance has to do it...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: Right.

COUNCIL MEMBER IGNIZIO: But have you all taken a position? Has the agency taken any position on that?

ASSISTANT COMMISSIONER SLEVIN: We have just indicated that we thought that the camera was in an adequate position, but in response to your concerns, we had moved it and then you know, if people have concerns going forward, they can obviously fight the tickets and go through the adjudication process.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER IGNIZIO: Okay, which many people have and fortunately, the judges in large measure have agreed. Finally, with the addition of new cameras that are coming on, if you... I guess you have to appeal to the State Legislature for any additional, but you can move the current amount you're allowed to have now?

ASSISTANT COMMISSIONER SLEVIN: It's based on routes, so we're allowed to have them in six routes; on six routes throughout the city.

COUNCIL MEMBER IGNIZIO: And as many as you want or is there a fixed number per route?

ASSISTANT COMMISSIONER SLEVIN: As many as we want.

COUNCIL MEMBER IGNIZIO: Okay and it has to be posted that you know, yeah, there has to be signage to articulate that there's a camera on the route in accordance with state law.

ASSISTANT COMMISSIONER SLEVIN: Yes, there's signage, yes.

COUNCIL MEMBER IGNIZIO: Unlike some of my colleagues I actually read it. I won't speak to...

CHAIRPERSON VACCA: You read the rules?

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

[crosstalk]

COUNCIL MEMBER IGNIZIO: Who I'm talking about. [laughter]

CHAIRPERSON VACCA: Show off.

COUNCIL MEMBER IGNIZIO: Thank you. So why don't you want to codify it? Why doesn't DOT want to codify it? They want a lot of things codified. The administration likes a lot of things codified in that particularly the fact that we are...

ASSISTANT COMMISSIONER SLEVIN:

[interposing] Right.

COUNCIL MEMBER IGNIZIO: x amount of months out from this administration ending and they want to codify of things a lot of things that are coming our way to different chairmen and your legislative... not you, the DOT, but I mean your legislative affairs people are coming to us consistently over the last three months and saying, "We want to codify this because we want to ensure that the mayor's legacy for x, y or z continues on." Why wouldn't you want to codify this?

ASSISTANT COMMISSIONER SLEVIN: Well, we want to have flexibility to be able to respond

2 to any concerns and this would be a new rule so you  
3 know, if the 200 foot is inadequate and we need to  
4 change it again, if it's in the rules we can do  
5 that easier than if something's in legislation.

6 COUNCIL MEMBER IGNIZIO: Well, you  
7 could just come back to us.

8 ASSISTANT COMMISSIONER SLEVIN: And...

9 [crosstalk]

10 COUNCIL MEMBER IGNIZIO: You know,  
11 Jimmy Vacca's ready...

12 [crosstalk]

13 ASSISTANT COMMISSIONER SLEVIN: And  
14 also...

15 [crosstalk]

16 COUNCIL MEMBER IGNIZIO: For the next  
17 four years.

18 [crosstalk]

19 ASSISTANT COMMISSIONER SLEVIN: This  
20 specific legislation you know, wouldn't actually  
21 codify our new rule. It'd be more similar to our  
22 old rule.

23 COUNCIL MEMBER IGNIZIO: Mm-hm.

24 ASSISTANT COMMISSIONER SLEVIN: So that  
25 might be confusing from an enforcement angle and



2 also there's no section in the Administrative Code  
3 about this right now, so if possible we'd like to  
4 keep it to one area, which would be our agency  
5 rules.

6 COUNCIL MEMBER IGNIZIO: Alright, okay,  
7 I mean obviously I disagree; otherwise I wouldn't  
8 have wrote the law. Look, I just want to reiterate  
9 that I appreciate the role of the commissioner  
10 getting personally involved here. The initial  
11 response I got; I don't know if you've seen it; was  
12 from Commissioner Ardito, which said you know, too  
13 bad, so sad, love, Ethel, basically.

14 COUNCIL MEMBER ODDO: What was that?

15 COUNCIL MEMBER IGNIZIO: Too bad, so  
16 sad, love, Ethel. You never hear that? No?

17 COUNCIL MEMBER ODDO: No, I never heard  
18 of that.

19 COUNCIL MEMBER IGNIZIO: Oh, it's a  
20 very old saying. I'm an old man. But was then  
21 subsequently reviewed by the commissioner when she  
22 returned from vacation and I appreciate that  
23 activity, but people weren't... and I want to  
24 stress to you and I want to stress to the DOT folks  
25 that believe in this program, people weren't just

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

flouting along. They thought they were doing the right thing and if you check the videos, I mean some people were caught going through where it was broken white lines or where there was no paint on the ground, and these weren't you know, speed demons who were just trying to get and beat the rest of... or queue jumpers as the commissioner told me about the lane which was southbound; that it was utilized by queue jumpers. So I think the law ought to be passed. I think we ought to vote on it, but I really do appreciate the fact that you guys... look, we recognized we have a problem and we're going change it through our rules. I'm hoping we can codify that. Thank you.

CHAIRPERSON VACCA: Council Member

Oddo?

COUNCIL MEMBER ODDO: Thank you, Mr.

Chairman. Kate, in your testimony on page four, you talk about the SBS Program as being highly effective at cutting daily travel times as much as 20 percent for a good 200,000 trips. In October of last year, October 19th actually, Council Member Ignizio and I wrote a letter to the commissioner

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

and to Tom Prendergast asking for specific  
breakdown of data.

ASSISTANT COMMISSIONER SLEVIN: Right.

COUNCIL MEMBER ODDO: And I'll just  
read real quickly. Such analysis should include at  
minimum the following: an objective assessment of  
the ridership levels of the S79, 78 and S59; the  
effect of SBS, excuse me, the effect SBS has on  
travel time including travel times for folks who  
have their S79 stops removed; traffic counts at the  
SBS route; accident data along the route and the  
number of SBS related violation issued  
interestingly enough, Vinnie. And then obviously  
Sandy hit and...

ASSISTANT COMMISSIONER SLEVIN:

[interposing] Right.

COUNCIL MEMBER ODDO: We communicated  
in April and then...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: Right.

COUNCIL MEMBER ODDO: In May saying you  
know, obviously things were backed up. I don't  
believe that we ever received that data.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

ASSISTANT COMMISSIONER SLEVIN: We'll have it for you this month.

COUNCIL MEMBER ODDO: Okay.

ASSISTANT COMMISSIONER SLEVIN: We collected some of the data this spring, but we didn't finish collecting the data until pretty recently so...

COUNCIL MEMBER ODDO: [interposing]

ASSISTANT COMMISSIONER SLEVIN: We should have something for you later this month.

COUNCIL MEMBER ODDO: Okay, alright, that's fair enough, but please, because we're going to get into the spring and now it's the fall, so this month would be good because that... I mean that speaks to the efficacy of this initiative on Staten Island because there are many people who are no longer believers of this; maybe they never were, but including Senator Lanza, who is... you know, sits in an interesting position up in Albany you know, in terms of the authorizing panel for it, so that's one thing, alright. So hopefully we'll get the data in this month.

The second item, and I just want to follow up on what Council Member Ignizio asked, and

1 recognizing again that that I guess the Department  
2 of Finance has to reconcile. We sent a letter...  
3 Council Member Ignizio, Senator Lanza and I to  
4 former Commissioner Frankel specifically asking for  
5 help for people who paid those tickets already.  
6 Council Member Ignizio and his staff did a fabulous  
7 of educating people who hadn't paid the tickets and  
8 I think there was at one point a 90 percent or  
9 higher than 90 percent rate of people getting the  
10 tickets dismissed and we... I read on his Facebook  
11 page and my Facebook page people who went through  
12 it and the tickets dismissed, but there are a lot  
13 of people who you know, they get a ticket; they're  
14 initial reaction is to pay it. I guess the point  
15 is we would appreciate if the commissioner would  
16 weigh in with whoever's running the DOF these days  
17 to offer some of those Staten Islanders some  
18 relief, and as Vinnie said, if you look at who it  
19 is... you have senior citizens who travel that  
20 route; people who walk in the mornings in the mall  
21 who got multiple tickets. No one knows better than  
22 Vinnie and me that Staten Island has more than our  
23 fair share of knuckleheads behind the wheel and  
24

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

they should all the tickets you know, they have coming to them.

ASSISTANT COMMISSIONER SLEVIN: Mm-hm.

COUNCIL MEMBER ODDO: But a lot of the people who are violated and fined in this instance aren't, as Vinnie said, and a lot of them are senior citizens whose instinct, once they get some sort of notification from government, is to pay and \$115, right; multiple times for a senior citizen is not fair, so I would just ask if you would ask Commissioner Sadik-Khan to kind of weigh in with DOF and let's figure out a way of not giving a blank check, but to help those seniors who were unfortunately ticketed.

ASSISTANT COMMISSIONER SLEVIN: Of course I will.

CHAIRPERSON VACCA: Thank you, Council Member Oddo. We've been joined by Council Member Garodnick, Rodriguez, Brewer and Council Member Van Bramer. Let me ask, you speak about a backlog in speed bumps; your agency has a backlog. What is the backlog? How many are backlogged? How many are waiting?

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

ASSISTANT COMMISSIONER SLEVIN: We have 200 approved that are awaiting installation.

CHAIRPERSON VACCA: Okay and what is the time period it takes to install a speed bump?

ASSISTANT COMMISSIONER SLEVIN: It varies greatly. Usually after approval it takes a few months depending on the season to install.

CHAIRPERSON VACCA: But there have been ones that have waited more than a year.

ASSISTANT COMMISSIONER SLEVIN: Well, we have to do the initial investigation and that can take some time, so it can be up to nine months or a year depending on the time of the request and the borough.

CHAIRPERSON VACCA: 'Kay, Council Member Van Bramer.

COUNCIL MEMBER VAN BRAMER: Thank you very much, Mr. Chair and I appreciate your work on all of these important bills. I want to first say to DOT we were thrilled to get the call today that we'll be getting some of the Slow Zones in Queens. My team has worked long and hard on that and I know our neighborhoods that supported it will be very

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

thrilled to get that, and I appreciate that very much.

I wanted to talk a little bit about speed bumps though, particularly around schools, and do you have a sense of how many requests are in for speed bumps in and around schools that are outstanding perhaps in the queue? What's the breadth of that?

ASSISTANT COMMISSIONER SLEVIN: Well, I can tell you that about half of the speed humps that we've installed have been around schools. We have a slightly more lenient policy for installing speed humps near schools, so I would think that that percentage would continue or increase.

COUNCIL MEMBER VAN BRAMER: So you just saying that just caused me to think about that. I thought the policy was that if it's on a block of a school that they're fast tracked immediately. Is that not an official policy of DOT?

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: No, that's what I'm saying essentially, is that it's more lenient of a policy. We don't have to... it's



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

more likely to get approved and it's... the approval is faster.

COUNCIL MEMBER VAN BRAMER: Right. But more lenient is less affirmative than if a school exists and there's a request either from the school leadership or the council member or the community that those folks would get a speed bump. Is that... is that... I mean...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: We still have...

[crosstalk]

COUNCIL MEMBER VAN BRAMER: Is that the affirmative...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: We'd still have to go out and do site evaluation, so that can take a little bit of time, but in terms of actually approving and the analysis we have to do, it's likely to go through the process faster.

COUNCIL MEMBER VAN BRAMER: Right. Do you... have you rejected speed bumps on school... on blocks where schools are at?

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

ASSISTANT COMMISSIONER SLEVIN: Yeah, in some cases the roadway geometry isn't appropriate for speed bumps and they're frankly not safe to install, so we'll look at other measures we can do; traffic calming. We've done a number of reduced speed zones where we put blinking lights and signage and reduced the speed to 15 or 20 miles per hour instead.

COUNCIL MEMBER VAN BRAMER: But they'll always get something.

ASSISTANT COMMISSIONER SLEVIN: Yes, something will happen if there's a speeding problem near the school.

COUNCIL MEMBER VAN BRAMER: So that just that leads me to my next question of how we define schools because we have a street in Woodside, 58th Street where there's a UPK and K Program and I know they'd like a speed bump on that block and how do you define schools? Would they qualify as a school under your policy?

ASSISTANT COMMISSIONER SLEVIN: Yeah, I mean our Safe Routes to Schools Program focuses on schools with 250 or more students, so...

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER VAN BRAMER:

[interposing] Now, that's interesting 'cause they have 130.

ASSISTANT COMMISSIONER SLEVIN: But

that's... right.

COUNCIL MEMBER VAN BRAMER: So.

ASSISTANT COMMISSIONER SLEVIN: So.

COUNCIL MEMBER VAN BRAMER: So... so...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: But

that's separate. That's separate. We do look at all kinds of schools and one problem we actually are... with the bill is that it would only mandate speed humps near public schools, and we actually look at a range of schools, whether private or parochial or...

COUNCIL MEMBER VAN BRAMER: Right,

right, right. So as you know, and I'm not saying they're related 'cause the fatality that happened at 58th Street and Broadway was not in any way related to 58th Street we believe, right? And so I'm not linking the fatality to the lack of a speed bump on that block at all, but have you since that

2 taken another look at that speed bump and that  
3 intersection? I believe you are reviewing...

4 ASSISTANT COMMISSIONER SLEVIN:  
5 [interposing] We are.

6 COUNCIL MEMBER VAN BRAMER: The whole  
7 corridor.

8 ASSISTANT COMMISSIONER SLEVIN: We are.

9 COUNCIL MEMBER VAN BRAMER: Including  
10 58th Street.

11 ASSISTANT COMMISSIONER SLEVIN: Yes.

12 COUNCIL MEMBER VAN BRAMER: Okay,  
13 Pastor Hardiman would very much appreciate a speed  
14 bump on...

15 ASSISTANT COMMISSIONER SLEVIN:  
16 [interposing] Okay.

17 COUNCIL MEMBER VAN BRAMER: 58th Street  
18 and I think DOT has heard from him. So I just  
19 want...

20 ASSISTANT COMMISSIONER SLEVIN:  
21 [interposing] I'll check in with the borough  
22 commissioner to make sure.

23 COUNCIL MEMBER BRAMER: Sure, I would  
24 appreciate that and I just think the legislation is  
25 there I think because so many of us are frustrated

2 and... but it takes a lot in terms of effort and  
3 then time sometimes to get these traffic calming  
4 measures and neighborhoods pushing for stop signs  
5 and stop lights and it's years in the making, and  
6 it's too long and I think people scratch their  
7 heads about why it would take two years to get a  
8 stop sign or a speed bump and they're right and  
9 particularly with a DOT that is rightly focused on  
10 livable streets, and it is deeply frustrating on  
11 58th Street and 51st Street and Skillman and so  
12 many other places in my district and I think just  
13 about every council member has similar stories to  
14 tell. So I see your reasoning for not supporting  
15 the legislation, but the reason I support the  
16 legislation is because it simply takes too long for  
17 what I think are simple common sense measures to  
18 slowing traffic and potentially saving lives, which  
19 I believe you are interested in as well.

20 ASSISTANT COMMISSIONER SLEVIN: Mm-hm.

21 Yes.

22 COUNCIL MEMBER VAN BRAMER: And I know  
23 you're interested in that, so I just wanted to say  
24 that our... my neighborhoods are deeply supportive  
25 of this because there are so many blocks that are

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

waiting and in... I don't know if they're in the 200 queue, but they're somewhere in a queue in DOT and in many cases have been rejected, and that's problem, so I thank you for the Slow Zones and I look forward to getting into more of those details, but I do want to say that you know, I support this for those reasons. Thank you.

[crosstalk]

CHAIRPERSON VACCA: Thank you, Council Member. My concern too is that you say that Council Member Rose's bill, which would require speed bumps around schools would result in 4,500 new speed bumps?

ASSISTANT COMMISSIONER SLEVIN: That's correct.

CHAIRPERSON VACCA: 4,500 new ones would be required if we had speed bumps next to every school or...

ASSISTANT COMMISSIONER SLEVIN:  
[interposing] Every public school.

CHAIRPERSON VACCA: Every public school, 4,500.

[crosstalk]

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

ASSISTANT COMMISSIONER SLEVIN: That's to fulfill the mandate. Yeah, and you know, the bills says streets adjacent to public schools, so that would mean not one per school. There would be multiple in some cases, and then there would be other... you know, other schools where we couldn't do it, so that's an estimate.

CHAIRPERSON VACCA: But Debbie Rose's bill I think talks about a three-year period. It would not happen in one...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: Two-year period.

CHAIRPERSON VACCA: Two-year period, so it would not be in one Fiscal Year. It would be in two.

ASSISTANT COMMISSIONER SLEVIN: Well, you know, since 1996 we've installed over 2,000 and we're going as fast as we can. We've greatly... 50 percent of those have been in the past few years, but you know, we just don't have the resources to meet the mandates in the bill.

CHAIRPERSON VACCA: When you install speed bumps is that capital money or does... is

2 there expense money that pays for part of it or  
3 what...

4 [crosstalk]

5 ASSISTANT COMMISSIONER SLEVIN: It's  
6 mainly city funds that pay for it, so we don't get  
7 a lot of state or federal aid for that.

8 CHAIRPERSON VACCA: Okay, now how many  
9 speed bumps have been installed? We have 4,500 to  
10 install under Debbie Rose's bill, but how many have  
11 been installed around schools at this point?

12 ASSISTANT COMMISSIONER SLEVIN: Over  
13 1,000. Let me get the exact number for you. 1,095  
14 around schools.

15 CHAIRPERSON VACCA: 1095 have been...

16 [crosstalk]

17 ASSISTANT COMMISSIONER SLEVIN: Yes.

18 CHAIRPERSON VACCA: Installed and her  
19 bill would require 4,500 you say.

20 ASSISTANT COMMISSIONER SLEVIN: Around  
21 schools, so that would take away you know, a 50  
22 percent of those that we've installed of that 2,000  
23 or 2,100 have been installed in areas not around  
24 schools, so if we're mandating just around schools,  
25



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

we would take resources from areas that we know have speeding problems and deserve attention.

CHAIRPERSON VACCA: 'Kay. Council Member Garodnick?

COUNCIL MEMBER GARODNICK: Thank you, Mr. Chairman. I had questions for you all. Thank you, by the way, for being here. I had questions for you specifically about the bus lanes and then also about Intro 1163. Let me start with the bus lanes 'cause I think that's a simpler issue. The bill as proposed seems like it came to be as a result of specific issues of private intervening roads that could have been used as a right turn that was highlighted to you all by Council Members Ignizio and Oddo, and I think that they're wise to highlight that issue that's clearly a flaw in the system. I want to just highlight a similar but related issue of the fact that in the area that I represent, which would include you know, Select Bus Service on 1st and...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: Mm-hm.

COUNCIL MEMBER GARODNICK: 2nd Avenue. There are not many private intervening roads, but

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

there are endless numbers of right turns that can be made on 1st and 2nd Avenue and interacting with that bus lane. We want to keep the cars out of the bus lane, but there is some concern from my constituents and from me that perhaps it is not that clear for drivers as to what they may or may not do in this context. People believe that they can make a right turn and they can. The markings on the road fade. The signage is not particularly clear. So the idea that somebody would go quicker into the bus lane than they are allowed by a 200 foot rule is not only plausible but it is likely. My question for you is for an average New Yorker or visitor who is driving, how are they supposed to discern what the specific rule about making right turns relative to bus lanes?

ASSISTANT COMMISSIONER SLEVIN: Well, it's roughly a city block, so that helps explain it in a way that people can understand, 200 feet, a short city block, and you know, we have... there has been... and we can... we'll do outreach and education once the rule has passed.

COUNCIL MEMBER GARODNICK: It's roughly a city block, but I guess the question is if

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

someone were driving today, how would they know that it is the rule that you cannot go into that bus lane before a particular point in the process? I happen to know it's where the dotted line starts, but that's because we've had many conversations about it.

ASSISTANT COMMISSIONER SLEVIN: Yeah.

COUNCIL MEMBER GARODNICK: I think most drivers would think well, look, if it's backed up in front of me all the way up to the intersection well, maybe I should save everybody the trouble; there's no buses coming; maybe I should save everybody the trouble, go around them and tee myself up to be able to make that right turn.

ASSISTANT COMMISSIONER SLEVIN:

[interposing] Mm-hm.

COUNCIL MEMBER GARODNICK: And just get out of the way here. There are signs which indicate that this is a bus lane; buses only.

ASSISTANT COMMISSIONER SLEVIN: Right.

COUNCIL MEMBER GARODNICK: But are there markers that indicate clearly where and under what circumstances you may make the right turn? Do you think it's satisfactory?

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

ASSISTANT COMMISSIONER SLEVIN:

There...

[crosstalk]

COUNCIL MEMBER GARODNICK: So that

people...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: There

are markings that... now that say bus lanes and right turns where it is appropriate where we know there's a heavy volume traffic making the right, so after the rule is changed we'll be able to you know, additional education outreach as well to let people know that... clearly that they are able to enter the right turn lane 200 feet before their right turn.

COUNCIL MEMBER GARODNICK: And 200 feet

is... you said is roughly a...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: Yes.

COUNCIL MEMBER GARODNICK: A city

block.

ASSISTANT COMMISSIONER SLEVIN:

Correct.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER GARODNICK: So that is a... that's a change. So I'm just thinking about the blocks that I would most ordinarily encounter, so that is a rule change relative to all blocks in the city?

ASSISTANT COMMISSIONER SLEVIN:

Correct.

COUNCIL MEMBER GARODNICK: So does that...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: Public, private.

COUNCIL MEMBER GARODNICK: Does that mean that you'll be changing the markings on 1st and 2nd Avenue where you're only allowed to say get into that bus lane. I don't know how far... how far back those... you know, the broken marks go today.

ASSISTANT COMMISSIONER SLEVIN:

[interposing] Mm-hm.

COUNCIL MEMBER GARODNICK: But will you be changing those in Manhattan?

ASSISTANT COMMISSIONER SLEVIN: Well, the markings will certainly reflect the rule.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER GARODNICK: Okay, so  
you're going to be...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: So  
we'll evaluate them and if there's any that don't  
match the rule, then we would have to go back and  
change them, yes.

[crosstalk]

COUNCIL MEMBER GARODNICK: Yeah, I  
think... I think... I suspect that there probably  
are a lot along that corridor, but you know, that's  
a conversation we can have.

My next questions are for Miss Petito  
on the subject of 1163 on the crash map. It sounds  
like that NYPD has some concerns about this bill,  
and I just wanted to just go through them quickly  
with you.

ASSISTANT COMMISSIONER PETITO: Sure.

COUNCIL MEMBER GARODNICK: One of the  
concerns was that the term traffic crash was not  
defined so that it could include both reported and  
unreported collisions. Does your concern about the  
definition change if the rule were to be defined  
as just reported collisions?

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

ASSISTANT COMMISSIONER PETITO: Well, that would certainly help. I think what I suggested also is that I'd be more closely related to Administrative Code Section 14-153, which give the parameters of the vehicle collision data that we already post and that way it would be married to data that is already collected and made available to the public. That...

[crosstalk]

COUNCIL MEMBER GARODNICK: So...

ASSISTANT COMMISSIONER PETITO: and I think that is the intent of the bill.

COUNCIL MEMBER GARODNICK:

[interposing] What's different... what's different between what has been proposed and what the NYPD collects subject to 14-153?

ASSISTANT COMMISSIONER PETITO: I think segment of the street is different because in 14-153 the vehicle collision data is collected and reported according to the nearest cross street or intersection, so that that's a big... that's a difference, also again, the reported issue. The parameters of 14-153 would inform properly what goes on the map I think.

2 COUNCIL MEMBER GARODNICK: Well, okay,  
3 well, that's an Ad Code Provision.

4 ASSISTANT COMMISSIONER PETITO: Right.

5 COUNCIL MEMBER GARODNICK: Something  
6 which is amendable by us.

7 ASSISTANT COMMISSIONER PETITO: Right.

8 COUNCIL MEMBER GARODNICK: So I guess  
9 then the question becomes does the NYPD have any  
10 objection to changing in policy or practice or rule  
11 or by Local Law the provisions here that would  
12 allow you to do this? Do you have any objection to  
13 this I guess is what I'm saying as a...

14 [crosstalk]

15 ASSISTANT COMMISSIONER PETITO: To the  
16 bill it...

17 [crosstalk]

18 COUNCIL MEMBER GARODNICK:

19 Philosophic...

20 [crosstalk]

21 ASSISTANT COMMISSIONER PETITO: To  
22 the...

23 [crosstalk]

24 COUNCIL MEMBER GARODNICK: As a  
25 philosophic matter...



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

[crosstalk]

ASSISTANT COMMISSIONER PETITO: Yeah.

[crosstalk]

COUNCIL MEMBER GARODNICK: To actually putting on a map the data that would reveal where the crashes are taking place with specificity and not as to intersections?

ASSISTANT COMMISSIONER PETITO: Well, we do... the substantive concern that we have about it is that the data itself that's already posted and would be kind of translated onto a map; putting it on a map is inherently somewhat misleading because the vehicle collisions will look like they all occurred at an intersection, where in fact they may have occurred down the block and so...

[crosstalk]

COUNCIL MEMBER GARODNICK: Yes, I... I...

[crosstalk]

ASSISTANT COMMISSIONER PETITO: That's the...

[crosstalk]

COUNCIL MEMBER GARODNICK: I under...

[crosstalk]

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

ASSISTANT COMMISSIONER PETITO:

Graphic...

COUNCIL MEMBER GARODNICK: I understand

the technical challenges that you're describing.

What I'm asking is your testimony ends with you

know, anybody can go ahead and map all the

information that we put out there and you should

not saddle us with this burden; I'm paraphrasing,

and my question for you is is there actually a

philosophical objection by the police department to

posting this sort of crash reported crash data on a

site, or is this just a matter of you feel like it

needs to fit into the appropriate check boxes of

allowing it to happen sensibly and appropriately?

ASSISTANT COMMISSIONER PETITO: No, I

think it is not... for us it's not a technical

issue. It is a substantive issue that the dot on

the map will make people think when they look at a

map, that the crash; the collision occurred at the

intersection and that can have a real consequence

if folks are using the map to suggest policy

changes because of collisions that they think

happened at an intersection, but might have nothing

to do with the intersection.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER GARODNICK: Would the...

[crosstalk]

ASSISTANT COMMISSIONER PETITO: So

that's the substance of...

COUNCIL MEMBER GARODNICK:

[interposing] Would the police department object to changing its reporting procedures to put an address on the form as opposed to an intersection?

ASSISTANT COMMISSIONER PETITO: Well,

we don't govern the form. We would object in a sense because what we are mandated to do is fill out the form according to the way the DMV promulgates it and instructs police officers to prepare it.

COUNCIL MEMBER GARODNICK: Would the

NYPD...

[crosstalk]

ASSISTANT COMMISSIONER PETITO: And

there is no street address...

COUNCIL MEMBER GARODNICK: Would the

NYPD join us in advocating for changing the form to give you the flexibility to allow for the reporting of addresses next to which crashes take place?

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

60

ASSISTANT COMMISSIONER PETITIO: I don't know. Sitting here right now I don't think so because I think that the way that the police accident form reports it is what we actually use... the accident forms are a jumping off point for analysis for the police department and I would have to take back a suggestion or a request that it be changed; that we lobby the DMV to change it to put in a street address.

COUNCIL MEMBER GARODNICK: Does the NYPD ever add additional information to forms than what is prescribed by any state agency or do you always just simply say that this is the four corners of what our form needs to look like. We cannot add additional information that makes our work easier in this process or what? How...

[crosstalk]

ASSISTANT COMMISSIONER PETITO: Well, we would...

[crosstalk]

COUNCIL MEMBER GARODNICK: How do you deal with that easily?

[crosstalk]

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

ASSISTANT COMMISSIONER PETITO: Put

notes... well, we would not change anything that is a coded field, let's say, that the DMV would use in order to input that information into their systems, but we would certainly add notes or comments in you know, the miscellaneous box or a physical literal you know, description of something can certainly be added to the form. I think that the utility of a street address is something that I don't... I can't sit here and tell you if that would add anything to the analysis of these forms that the police department does because they are looking at the forms. There is distance there. There is... we know whether it was east or west of the intersection, but the most important thing is that you have police officers on the ground in the precincts looking at the forms and they will know whether or not there's a problem at an intersection. It's a very localized analysis and it doesn't necessarily lend itself to the kind of macro reporting that we do of the traffic data. That's a big picture look at vehicle collisions, but what the precinct personnel do and what Chief Tuller does in Traffic Stat is drill down into the

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

actual forms themselves; see what happened in the accidents; talk to the officers and so it's kind of a different... we look at it a little differently from the way that a member of the public would be looking at the collision data as it's posted because we have access to so much more information including everything on the police accident report.

COUNCIL MEMBER GARODNICK: Well, I... with respect, and I understand your point, it seems that you have described to us though what the utility is of having more nuance information to be reported because it would allow for the public, the council and even the police department if it wished to know precisely where crashes were taking place. However you choose to interpret that on the, you know, the micro level as to what that means for a block or a community, I cannot say, but it seems that it does not inhibit the police department's ability to analyze the information by having more of it or have it in a more granular form, specifically a street address. Am I missing something?

ASSISTANT COMMISSIONER PETITO: I think that the difference is that we would have to expend

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

more resources, effort, energy collecting something that we, as the police department, don't really need as opposed... and it would be collected for the purpose of reporting it to the public and that's something that we generally would rather have to do if there's a police department need to collect that type of information, so...

COUNCIL MEMBER GARODNICK: Okay, I got it.

[crosstalk]

ASSISTANT COMMISSIONER PETITO: But it's a suggestion. I mean...

COUNCIL MEMBER GARODNICK:  
[interposing] I hear you. Well, I know. I think that we would like to view the police department as a partner with the public here and saying if you're collecting you know, information and writing down it was Lexington Avenue and 53rd Street, that you could give you know, the closest street address with not that much more difficulty and that would, I think, aid all of us in trying to sort out exactly what is going on out there. So you know, we would like to ask the NYPD's openness to these concepts because they are important and they will

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

allow us to sort out where we have some very, very complicated issues going on out on our streetscape today and a lot of different interests and entities competing for space, and we want to make sure that we're getting it right and the police department is in this context equipped to aid us in that. Even though that is not necessarily your particular goal or mission; to gather data for public purposes, in this context you have an opportunity to do that and we would like you to work with us to make that happen.

ASSISTANT COMMISSIONER PETITO: Well, Council Member, I... the partnership that we have with the community is very strong. If there is a particular traffic related issue that a council member has; the community has that's brought up in a Precinct Community Council meeting for example, the executive officer of every precinct is the head of the precinct's Traffic Safety Team. What we would rather do is engage on the actual fact that the police officers on the ground know what the condition is, what might be a contributing cause of a spike in accidents in that location and so that's how we see the partnership, as very dynamic and



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

local rather than being driven by you know, kind of  
macro look at data.

COUNCIL MEMBER GARODNICK: I think...

by the way, I think you just... you hit the issue  
on the head. We want you to keep doing that and  
looking at those issues on the micro level, but we  
feel a responsibility to take the opportunity,  
particularly where the NYPD is gathering almost all  
of that data to being with, to use it to help us  
assess what is going on in a more complete picture  
on the streets and so I think you hit... I think  
you hit it right. We do want you to continue to  
have that local engagement to be able to sort out  
those issues on a block by block basis with the  
executive officer, but we think with slight changes  
here we have the opportunity to really get a  
holistic picture, so we'd like to continue that  
conversation with you.

ASSISTANT COMMISSIONER PETITO:

Absolutely.

COUNCIL MEMBER GARODNICK: Thank you.

CHAIRPERSON VACCA: Any more questions

of our panel? Oh, Council Member Rodriguez. We've  
been joined by Council Member Koppell.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

COUNCIL MEMBER RODRIGUEZ: So and the 4,500 speed bumps that you say that is the number that will be required, right; in order to comply with this bill.

ASSISTANT COMMISSIONER SLEVIN: That's an estimate, yes.

COUNCIL MEMBER RODRIGUEZ: Are you looking at per school even though let's say that there's like two schools in the same blocks?

ASSISTANT COMMISSIONER SLEVIN: Well, the bill would mandate speed bumps around schools at streets adjacent to schools, meaning that a number of places it'd be likely that we'd have to install more than one speed hump and it just would be around public schools. I believe there's what, 1,800 New York City public schools.

COUNCIL MEMBER RODRIGUEZ: But I see you know, there's a ground to compromise because I believe that... let's say there is a school; I can say like in my district, say 168 and there's like three schools in the same block, so if we are counting like either 45 is a result of looking at a speed bump for a school, we can have cases such as those three schools in one block that they would

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

not require three, but it's like the three are in the same location or 219 or 220 where there's just two schools in the same block where they are located, so I believe that the number can be reduced if we look at those particular cases.

ASSISTANT COMMISSIONER SLEVIN: Okay, thanks for... thanks for your comment.

COUNCIL MEMBER RODRIGUEZ: Okay and I have some concern when you say that... in your testimony that from the number of people there has been installed like 51 percent. Were these have been installed in the area of schools?

ASSISTANT COMMISSIONER SLEVIN: Correct.

COUNCIL MEMBER RODRIGUEZ: I have not seen those 51 percent in my community.

ASSISTANT COMMISSIONER SLEVIN: Well, if you have specific locations that you'd like us to evaluate, please let me know and we'll get them in the pipeline.

COUNCIL MEMBER RODRIGUEZ: Yes and we have and I... and...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: Right.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

[crosstalk]

COUNCIL MEMBER RODRIGUEZ: And I can tell you that I... my neighborhood, some of my constituents they're very active and for...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: Mm-hm.

COUNCIL MEMBER RODRIGUEZ: And for months I guess and for more than three years they've been advocating for speed bumps, so I hope that you can look at that particular need in the local area, but my concern is like how... do we have a breakdown where those 51 percent has been... which of those schools where the 51 percent of those speed bumps have been installed?

ASSISTANT COMMISSIONER SLEVIN: I don't have that information...

COUNCIL MEMBER RODRIGUEZ:  
[interposing] But you can share that...

[crosstalk]

ASSISTANT COMMISSIONER SLEVIN: Right now...

[crosstalk]

COUNCIL MEMBER RODRIGUEZ: With us.

[crosstalk]

2 ASSISTANT COMMISSIONER SLEVIN: But I  
3 can look in your district...

4 [crosstalk]

5 COUNCIL MEMBER RODRIGUEZ: Okay.

6 [crosstalk]

7 ASSISTANT COMMISSIONER SLEVIN: And...

8 [crosstalk]

9 COUNCIL MEMBER RODRIGUEZ: If you don't  
10 mind doing that.

11 [crosstalk]

12 ASSISTANT COMMISSIONER SLEVIN: See  
13 where we have put them in.

14 COUNCIL MEMBER RODRIGUEZ: Okay, thank  
15 you.

16 ASSISTANT COMMISSIONER SLEVIN: You're  
17 welcome.

18 COUNCIL MEMBER RODRIGUEZ: Thanks,  
19 'bye.

20 CHAIRPERSON VACCA: There being no  
21 further questions, I thank the panel. We'll go  
22 onto our next panel. Juan Martinez, Transportation  
23 Alternatives; Christine Berthet, and Jeffrey  
24 Frediani of AAA. Each speaker will be limited to  
25 three minutes.

[Pause]

3 JUAN MARTINEZ: Hi, there. My name is  
4 Juan Martinez, general counsel at Transportation  
5 Alternatives. Thank you so much for the  
6 opportunity to testify. I am going to try and be  
7 very brief in order to give as much time as  
8 possible to folks like Christine and also we have  
9 some of the brightest minds in the city when it  
10 comes to data in this room, and I want to make sure  
11 that they have a bunch of time. So specifically on  
12 Bill 732, Transportation Alternatives we you know,  
13 we love street safety; it's what we live for.  
14 Street safety in your schools obviously has to be  
15 the highest priority because children are so  
16 vulnerable. We've asked the council to go even  
17 further than mandating speed humps because speed  
18 humps are an important tool, but they're not the  
19 only tool that DOT can use and the real room for  
20 opportunity we think is the Safe Routes to School  
21 Program. It's a program that we're particularly  
22 fond of, in part because we piloted it 20 years  
23 ago; Hunts Point in the Bronx, five schools there.  
24 It's since become a national program, which offers  
25 hundreds of millions of dollars for things like...

1 nationally across country, for things like speed  
2 bumps, but also pedestrian signals, highly visible  
3 crosswalks, speed boards, all these other tools  
4 that help keep kids safe. The program's been  
5 evaluated by Columbia University; very recently  
6 found that it has reduced injuries to children by a  
7 third in the city of New York. The trouble is that  
8 the program has only been utilized, as DOT  
9 testified to earlier, at 135 of the city's nearly  
10 1,500 elementary and middle schools. They have  
11 identified another 135 priority schools, but  
12 haven't gotten to those yet because the program is  
13 just underfunded. There's just not enough money,  
14 and the good news is that because of the federal  
15 match it does not take a huge contribution from the  
16 city to really ramp up this program. It's a five  
17 to one match, or at least it has been. The newest  
18 federal rules may have changed it, but they should  
19 be carefully examined because if that five to one  
20 match remains intact, the city's contribution,  
21 which is only \$360,000 a year, could easily be  
22 doubled, tripled, quadrupled, so on and we'd see  
23 the program really expand. We've got 1,000 schools  
24 where we haven't even identified interventions yet.  
25

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

That same Columbia study says if we implemented those interventions we would prevent hundreds of injuries to children every year. That's clearly your aim. We love your aim and our recommendation is that you look at funding the Safe Routes to School Program at a highly... investing in the Safe Routes to School Program.

And then on 1163, a huge, huge opportunity's been presented by the council to the City of New York to organizations like my own, to community boards, to elected officials by unlocking data that had been previously contained only within the police department. Local Law 12 of 2011 is a landmark though and really one of those accomplishments that I think everybody here is very proud of. The... and despite that overwhelming support and the scrutiny from this committee on the implementation of that bill, there are... the data isn't truly open and not even... and in the sense that also the council passed the Open Data Law recently and folks here are very familiar with that bill and can go into the details of how this falls short of that promise, right? But the great news is that even though we're not there yet, from what



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

the NYPD testimony was earlier, they also want to see us get to see us get to the point where anybody can access the data, map it, use it for research purposes, that kind of thing. That is one of the goals. That's the goal that is contained within 1163. To put it on a map is a very important objective in order to make sure that anybody can take a look at their neighborhood and see how dangerous it is; where the crash hot spots are. We are strongly recommending that in addition to making a map, which is one way to present the data, you also make the data available to some of these bright minds and the tens of thousands of other bright minds we have around the city who can then research it, analyze it, sift through it and provide applications which are even beyond what we can contemplate with a simple map. We also think that when DoItt does take a look at this that it should align with 14-153. But again, the best... the best surest step in order to making it so that you could receive, for instance, a daily report in your email about crashed that have happened in your district is to let these guys have a hack at it and

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

that's what I hope that you take away from my testimony. Thank you very much.

CHAIRMAN VACCA: Thank you. Jeffrey?

JEFFERY FREDIANI: My name is Jeffrey Frediani. I'm a legislative analyst with Triple A New York and we serve more than 1.6 million members residing in the City of New York and adjacent counties in New York State. We support Intro 1163, which would require the city to provide a traffic crash map at no charge on the city's website.

While some of this data is already available online currently, one must try and navigate through various city websites and publications or worse, file a Freedom of Information request to try and compile traffic crash data. Compiling it in one easily searchable website no more than one month after the date of a crash that occurred will greatly increase data transparency of motor vehicle crashes in the city. For example, Triple A has been a supporter of the city's Red Light Camera Program since its inception in 1994.

Unfortunately, we have been unable to evaluate crash data to assess the safety benefits of this program. In fact, our staff was asked by city

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

officials to foil the annual report, so mandating crash data be publicly available would go a long way towards assessing these types of safety programs.

We also support Intro 1155, which permits drivers to enter a bus lane for the exclusive reason of making the next right turn. In our opinion, this legislation will help clarify the law and present... excuse me, prevent unjustified automated enforcement tickets for bus lane violations.

And finally, we also appreciate the goals of Intro 732, legislation intended to enhance safety in school zones. We all share a commitment to enhancing pedestrian safety, especially when those pedestrians are school children. In fact, Triple A's Traffic Safety staff interacts with the city schools by installing school safety patrols and conducting pedestrian safety programs to tens of thousands of school children. However, we respectfully suggest that the council consider amending Section E of this legislation to encompass an exception for public safety as well. This would help address potential impacts of speed humps on

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

emergency services including fire, police and EMS.  
Thank you.

CHAIRPERSON VACCA: Thank you.

Christine?

CHRISTINE BERTHET: Thank you. Thank  
you to the council. For Chekped, Coalition for  
Pedestrian Safety, information about crashes is  
critical. In fact, at the inception of our  
organization we foiled the information for 9th  
Avenue to discover that we had 500 injuries on this  
corridor and that's the way our organization got  
started, so information is really at the heart of  
our organization and we spend all our time trying  
to get information out of our local precinct about  
crashes. That involves one of us going to the  
police precinct; one of us going to then follow up  
with them because they don't have the information  
and sitting down with them, and at the end of the  
day it seems that the local precinct doesn't have  
the information we need to make a judgment. So  
it's an enormous effort to gather the data. On  
41st Street we discovered we just had a fatality.  
It took us an enormous amount of work to discover  
there was two fatalities... and 56th, and then you

1 know, petition the DOT to do a change to this  
2 intersection. What NYPD told us essentially this  
3 morning is that the data they publish today on  
4 crashes is really not accurate because what they  
5 are publishing is data which says this is at such  
6 and such intersection. Now the fact that you ask  
7 for a map amplifies this information, but in fact,  
8 they are telling us what is up there is really not  
9 accurate, and the solution to that for summons as  
10 well as crashes is to ask for geo-tagging of the  
11 information. The information and the report should  
12 be done electronically and it should be geo-tagged  
13 at the location and therefore, picking up the  
14 address or whatever would not be a burden on them  
15 and it would make a huge difference of all of us,  
16 especially for the summons where 40 percent of the  
17 summons are given by the traffic highway and we  
18 don't know where it is. It should be also  
19 respectfully brought up by community boards. It  
20 would make a huge difference at the community board  
21 level to understand what's happening and we think  
22 it will be a win-win because based on what we heard  
23 this morning, I mean the police are still very much  
24 in the weeds trying to figure what's happening on  
25

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

the ground, but they are not elevating to the number of statistics, which crash stat is meant to be, and statistics is a collection of large numbers to make decision on a large level, and I don't think their mind is at that level right now. They are really on the ground looking at what they are doing; what they need to resolve one thing when they should be looking at how do I resolve 20 things which are happening in the same intersection. So we really, really appreciate your efforts and your suggestions on this legislation 1163. Thank you.

CHAIRPERSON VACCA: Thank you. Our next panel: Noel [chime] Hidalgo, Nathan Storey, A. Scott Falk and John Crouse.

[Pause]

CHAIRPERSON VACCA: Okay, who would like to go first?

NOEL HIDALGO: Noel.

CHAIRPERSON VACCA: Noel, okay. Noel, identify yourself for the record.

NOEL HIDALGO: Hi, my name is Noel Hidalgo. I work for a Code for America, so it is a... let me start, sorry. Good morning, Chairman

1  
2 Vacca and the Transportation Committee. It's a  
3 great honor to address you and represent New York  
4 City's technology community, particularly a rather  
5 active group of technologists, the civic  
6 technologists. I work for a Code for America and  
7 co-founded an organization called betaNYC, and am  
8 on the city's .nyc Advisory Board, the top level  
9 domain for the city. At Code for America we  
10 envision a government that works by the people for  
11 the people in the 21st century and betaNYC is a  
12 Code for America Brigade here in New York City.  
13 Additionally, we are members of the New York City  
14 Transparency Working Group that got the best Open  
15 Data Law passed, which is our city's Open Data law.  
16 Every week my community gathers around tables and  
17 computers to build better interfaces for  
18 government. We are comprised of hackers, mappers  
19 and yakkers. We have a community programming  
20 night, a Hack Night. One of our Hack Nights is at  
21 NYU Rudin, where we explicitly explore bicycle  
22 related data, and generally we look at the city's  
23 open data and try to put it to good use. With our  
24 NYU Rudin event, we're concerned about safe streets  
25 for everyone; pedestrians, cyclists and vehicles,

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

but because of poor and inconsistent and non-existent crime and crash data, we are unable to make the streets safer. As community members we do not have the data to help citizens make smarter safety choices. As city council members, as you've heard, you do not have the data to know what is happening on the streets, but yet, we know that the data can exist.

In 2008, Washington D.C. challenged its civic technologists to start building apps on civic data. In the first year alone, 10 apps were created to build safer... build a safer D.C. In 2009, NYC implemented BigApps, a program challenging its civic technologists to build on civic data. BigApps has gone through four iterations and fostered New York City to be New Tech City, yet NYC's poor public safety data we do not... and we haven't had the opportunity to build tools to make safer and better decisions. I should point out that Untuk Dia sitting next to me is a winner of BigApps and New York needs your help. Because of NYC's poor safety data, we cannot build the tools for community boards to have insight into their own communities. Because of this, we do not



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

have the ability to make any insight into the crimes and crashes that are even going on into the city council districts that you have.

We call on the city council to amend this bill and to cover crime and crash data. Additionally, we need this bill to be amended to move away from legislating a user interface, which is the map itself, and focus on the raw and fundamental data. We need crime and crash data geo-located, as previously stated, published in a daily disaggregated basis and that raw data needs to be openly available [chime] and frequently updated. Thank you. [chime]

CHAIRPERSON VACCA: Thank you. Next, sir? And would you introduce yourself, please?

NATHAN STOREY: Good morning. It's really a pleasure to address the committee in support of Intro Number 1163. My name is Nathan Storey. I am the product manager for PediaCities, an encyclopedia of city data that makes it easy to find information about topics or places, whether you are tech savvy or not. PediaCities, now available for free in New York City, is made by Ontodia, a local made in New York start up and

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

recent NYC BigApps grand prize winner that depends on New York City open data. NYC really established itself as a leader in open data innovation when the city council passed a landmark municipal Open Data Law, Local Law of 2012. Just last month, Ontodia was honored to participate and host a press conference at NYU-Poly Varick Incubator with the latest data release, expanding the revamped data portal to more than 1100 datasets, making New York City the largest municipal open data portal in the U.S., if not the world. New York City Open Data, which has made many high value datasets freely accessible, has been absolutely essential to the success of PediaCities. Community groups use PediaCities to look up specific information about a neighborhood or a political district or a community district they work in. For example, we provided locations of vacant lots in a specific district along with ownership information of these lots and a demographic profile within a quarter mile radius of each of these lots. Many of our users would also like to access crime and traffic crash data aggregated for specific geographies, and an active website with this data would be a good resource for

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

many citizens, but we would like to also have the data in its raw form, ideally as API Feed. This data must be geographically identifiable for us to use it, ideally with specific longitude and latitude values, as some of the other members have mentioned.

We cannot predict all of the ways that our users will want to aggregate crime and traffic crash data, so we want to have the data in a format that will allow us to present it in ways not originally foreseen. The PediaCities platform takes the best data we can find and presents it in the context of other high quality data, providing data profiles for neighborhoods, zip codes, community districts and other geographies. We are currently unable to aggregate crime and traffic data except at the police precinct level. We are thrilled that the data's going to be made available on a more local level on a city run website, but we hope that it can also be provided in a manner so that private companies and civic hackers can fully utilize it. Thank you.

CHAIRPERSON VACCA: Thank you. Sir?

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

JOHN CROUSE: Good morning, Chairman...  
[off mic] Is this on? Good morning, Chairman Vacca and members of the Transportation Committee. It's a pleasure to present testimony on behalf of INT Number 1163 2013 this morning. My name is John Crouse. I'm a freelance web developer and the creator of two websites that work with the existing NYPD collision releases, the first being NYPD Crash Data Band-Aid and the second being NYC Crash Mapper. I program both of these sites in my spare time and without compensation. I receive no personal benefit from the operation and maintenance of these websites. Their continued existence depends upon my volition. The Crash Data Band-Aid website takes the existing monthly Excel spreadsheet releases, which you heard about, and reprocesses them into a format that a computer can read more easily. The Crash Mapper website used this processed data to show an interactive map of collisions from the citywide to the intersection level. I wrote the code to process the existing Excel and PDF releases because the data that is currently published is virtually unusable. The massive PDFs are difficult to search by

1 intersection, especially if you want to search  
2 across several months. The Excel sheets have  
3 significant formatting errors that seem to be an  
4 artifact of being copy pasted from the PDFs and  
5 also make looking through multiple months nearly  
6 impossible. Since individual cells in both formats  
7 contain multiple values, a total reorganization of  
8 the underlying format is necessary to do the most  
9 basic analysis, for example, finding out the number  
10 of collisions involving speeding for a set of  
11 intersections for one year. The currently  
12 published dataset, as you heard, also does not  
13 include GPS coordinates, the longitude and latitude  
14 for any intersections. I've received help  
15 obtaining these numbers and every month new  
16 intersections are run through a process that  
17 obtains their GPS coordinates; however, this  
18 process is error prone in up to 10 percent of new  
19 intersections. This introduces artificial error  
20 into the data, especially when aggregated. While  
21 the Crash Data Band-Aid and Crash Mapper allow for  
22 some insight into the existing crash data releases,  
23 for the reasons I've just outlined, they are an  
24 unsustainable and unreliable solution for the  
25

2 future. Having to totally reprocess the data to  
3 make it ready for analysis greatly decreases its  
4 integrity. Considerable and definite possibility  
5 for error is introduced during reprocessing,  
6 reformatting and attachment of GPS coordinates  
7 after the fact. Depending upon the volunteer time  
8 and abilities of a private citizen renders this  
9 entire supply of data and any further applications  
10 built upon it extremely vulnerable and unsure. I  
11 called it the Crash Data Band-Aid for a reason.  
12 It's just a band-aid for the existing releases. It  
13 is not a permanent solution. If we want to promote  
14 new, innovative work by creative entrepreneurs,  
15 like the people in this room, interested in  
16 harnessing the informative and insightful power of  
17 this data, we have to establish a high quality  
18 original source. Anything less is not good enough  
19 for a major new investment or work based upon this  
20 valuable dataset. Thank you.

21 CHAIRPERSON VACCA: Thank you, sir.

22 Next.

23 A. Scott Falk: Good morning. My name  
24 is A. Scott Falk. I am co-chair of the  
25 Transportation Committee of Manhattan Community

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

Board 8, the Upper East Side and Roosevelt Island.  
I must emphasize that CB 8 has not had an opportunity to discuss or take any position on Intro 1163, so I speak here as an individual, not on behalf of my board. To do my job properly on behalf of my community, I need timely access to usable data on crashes and injury within my district. Rather than relying merely on anecdotal and aggregated data, community complaints and press reports, I believe that my colleagues and I can better protect street users and improve safety throughout our district if we get access to good, open, timely data. I'm not one of these brilliant people who can drill down and make the crash data sing, but I can make sure that my community benefits from their analysis. Thank you.

CHAIRPERSON VACCA: I thank you all.

You know, I do the best I can with technology myself, so I appreciate all that you've said and we need people like you to come here, but also to give us your input on policy, as well as to tell us technically what is best for our city. So this is a learning process for many of us, so thank you for your expertise. Councilman Ignizio.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COUNCIL MEMBER IGNIZIO: Yes, thank you very much, and I too am very impressed with you guys' knowledge and I just see what you're able to do to be such a tool to engage democracy and democratic, small d, values of this country and draw it down to the city. When you empower the public to hold their government accountable, to learn what they're doing and what they're not doing, it empowers them to be able to petition their government in a better way. So and I thank you for that and then I hope that in the vein in which I espouse it. If you guys have a great idea for the city, who do you talk to? Who do you call? Outside of your local council member, right, is there a person in the city for lack of a better word, a chief of information officer that's accessible to you guys, not just you know, someone that sits in an ivory tower somewhere, but someone that's accessible to you all, because from any of you can be a great innovation to help all of us.

NOEL HIDALGO: So my name's Noel. Thanks. Thanks for your compliments. We're a community group of 1,200 developers; civic hackers who meet on a weekly basis and we've had a very



1  
2 open door policy with DoItt, NYC Digital and  
3 council members. Councilwoman Brewer and her staff  
4 have attended on a very regular basis. You know,  
5 through... we have multiple programs of engagement.  
6 One of them is the direct action and the direct  
7 engagement of saying call up your city council  
8 member; call up your elected officials; report as a  
9 citizen; engage with your community board, and then  
10 through... particularly through DoItt, which Laura  
11 told me was here earlier, has been... and formally  
12 Andrew Nicklin, who is now at the state... the  
13 State's Open Data Initiative through Open NY, like  
14 they have been open door advocates. They've said,  
15 "Come talk to us." We routinely have telephone  
16 calls and emails and we have meet ups on a weekly  
17 basis where they come and they engage directly with  
18 us.

19 COUNCIL MEMBER IGNIZIO: Good. I mean  
20 I'm really happy to hear that. I'm sure you are as  
21 well, Council Member Vacca. You know, I'll just  
22 give you a little example. A couple of weeks ago,  
23 we had the primary election and I hate our  
24 electoral system in terms of our lack of  
25 technology. I was going to call it technology, but

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

a lack of technology and I wanted to engage my own county to do a app that would get the results that we could ultimately you know, smartpone them and then we would have results in you know, 15 minutes juxtaposed to waiting three hours or whatnot. That's just a small microcosm of an example of... is that something that you all as an organization would... not that specific. I mean is that... is an idea like that, that you would harness and say you know what, wonder if we can spin our wheels on that and chew on that or if Jimmy has an idea that I want to map every speed bump in the city of New York and you know, we want to have an app for somebody to request a speed bump or... you know, I'm just trying to get what I would contact you guys for.

NOEL HIDALGO: I actually worked with the New York City Campaign Finance Board developing a prototype for an app that helps people find their poll location and...

[crosstalk]

COUNCIL MEMBER IGNIZIO: Okay.

NOEL HIDALGO: Find information about local candidates running. They have since

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

developed that app into a full-fledged really functional amazing application called NYC Votes and the success of NYC Votes was hindered in the beginning because we didn't have good access to the Board of Elections data, so we had to scrape their website, but the city has done... DoItt did a great job recently releasing something called geo-support, which helps us geo-code addresses and then finally, they got information about the specific locations of the poll sites, so then the Campaign Finance Board working with some other major technology companies in New York was able to develop this app that has provided information about local elections and they also have results for the information coming on in that same app. It's a smartphone app. Getting the results into that application is currently hindered by when the Board of...

[crosstalk]

COUNCIL MEMBER IGNIZIO: The police department...

[crosstalk]

NOEL HIDALGO: Elections...

[crosstalk]

2 COUNCIL MEMBER IGNIZIO: Is putting it  
3 in?

4 NOEL HIDALGO: Yeah, is giving it,  
5 so...

6 COUNCIL MEMBER IGNIZIO: [interposing]  
7 'Kay.

8 NOEL HIDALGO: This all comes down to  
9 departments releasing data in a timely manner and  
10 in a format that the developers can use, so that's  
11 the main thing that we're asking.

12 COUNCIL MEMBER IGNIZIO: Yeah. John,  
13 your testimony could be defined as garbage in  
14 garbage out, right? I mean help us...

15 JOHN CROUSE: Yeah, essentially. I  
16 think having brief conversations with the agencies  
17 you know, would go so far in terms of clarifying  
18 what is useful. I don't think we're really that far  
19 off in a lot of ways. It's just a matter of going  
20 a little bit further.

21 COUNCIL MEMBER IGNIZIO: Are you  
22 viewed... are you welcomed by agencies or do they  
23 see you as well, what do these guys want? They  
24 want too much informa... you know, like what is the  
25 posture of the agencies to you all?

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COMMITTEE ON TRANSPORTATION

NOEL HIDALGO: It really varies from agency to agency, so... and I think that's a thing... that's an issue that city council can help on. I mean we can have conversations with you and tell you which agencies we've had good experiences with and which agencies need improvement and you know, maybe that's an area for you to advocate and talk...

[crosstalk]

COUNCIL MEMBER IGNIZIO: Well, the dawn of a new administration brings opportunities, right, so that's why I'm acquiring this information from you.

NOEL HIDALGO: I will point out a specific example. The Transportation Committee actually does a great job of inquiring on the data and statistics for Department of Transportation. It puts Department of Transportation actually into this really difficult position to be not transparent about all of its data because the questions that you ask sometimes make them feel that they're providing inaccurate or incomplete, right, when they're starting to collect the data.

COUNCIL MEMBER IGNIZIO: Right.

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

NOEL HIDALGO: But we're then on the other side of it saying that we want equally open data, but we don't want it to be judgmental because we need time to understand the data, right? The questions that were being held by the bus service on Staten Island is very impactful of that, right? You need time to understand how these programs are deployed.

COUNCIL MEMBER IGNIZIO: Yeah.

NOEL HIDALGO: And how they're implemented and their effectiveness of that.

COUNCIL MEMBER IGNIZIO: But I thought...

[crosstalk]

NOEL HIDALGO: And...

[crosstalk]

COUNCIL MEMBER IGNIZIO: It was a little offensive that DOT was giving hundreds of tickets a day and despite what was testified to they didn't know. They had no idea.

NOEL HIDALGO: Sure and that actually...

[crosstalk]

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

COUNCIL MEMBER IGNIZIO: It took me three weeks later to say what's going on?

NOEL HIDALGO: And Council Member, you're absolutely correct. Then that turns around and it does a disservice to our digital community because we want them to be transparent, but they are scared to be transparent, so we can't actually work with them on innovative programs. Citi Bike; there have been a number of issues within Citi Bike. I hope to hear more committee meetings about Citi Bike, but the data transparency inside of Citi Bike, the accessibility of those bikes that are out there, we run this NYU Hack Night focuses on bike data in general; safety Citi Bike, and we want to understand the availability of the system. We want the usability of the system.

COUNCIL MEMBER IGNIZIO: Sure.

NOEL HIDALGO: But because of the current franchise agreement that Citi Bike has, we can't get all of the data because it's currently routed through DOT, and so DOT says we'll eventually release it; you know, you'll get it when you get it and we're sitting there kind of like well, you know, we're all Citi Bike... we're paid

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

members. We want to increase the usability of Citi Bike, but we can't get access to that data and so you know, that's just one agency that does a good job. They do a good job of releasing data. You know, we have great shape files for the bike routes that are across the city. We incorporate that into our applications to make the streets safer. That's one aspect. You know, we do collect kind of the... we do collect as many opportunities as we can, but we need advocacy from the council to demand that the data is released in a way; in a non-judgmental way that we can then play and hack with it and...

[crosstalk]

COUNCIL MEMBER IGNIZIO: Yeah.

NOEL HIDALGO: Develop this process, which it is a process, and develop it over time.

COUNCIL MEMBER IGNIZIO: Yeah, I'm sorry I've taken so much time. I mean I'm just very eager. You know, DEP is toying with... they're not toying with; they have deployed several catch basin readers that will tell you when the catch basin is filling up so that they need to react to it and basically what it means is your community's going to flood. This particular



1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

situation would be great is if that's coming up, we can take that data and we could alert people to hey, look, maybe you... you have... you might have a potential issue in your community in regards to flooding. Take whatever precautions you can. I have a French drain in my basement and I would know make sure the French drain is cleared out or something like that. So I just think it's something we need to continue to talk about in the next council and we need to keep spinning yarn on this one.

NOEL HIDALGO: And to that point, OEM

does a great job of using NYC Notify and they've started to incorporate those signals, so that way you can get a text message just...

[crosstalk]

COUNCIL MEMBER IGNIZIO: Yeah, it wakes

me up in the middle of the night; scares the heck out of me sometimes.

[crosstalk]

NOEL HIDALGO: Well, the Amber Alerts,

but just this past week you know, NYC Notify sent out a notification saying that the water way system because of increased drainage do not get close to

2 waterfront more or less because the waterfront's  
3 going to be toxic...

4 COUNCIL MEMBER IGNIZIO: [interposing]  
5 Sure.

6 NOEL HIDALGO: For 48 hours...  
7 [crosstalk]

8 COUNCIL MEMBER IGNIZIO: Right.

9 NOEL HIDALGO: Because of the rain, and  
10 that data that's coming out because of the DEP and  
11 so you know, and NYC Notify is a great system.  
12 That's an example of that real time data. We want  
13 to build that out throughout the whole  
14 infrastructure...

15 COUNCIL MEMBER IGNIZIO: [interposing]  
16 Yeah.

17 NOEL HIDALGO: So that way the city  
18 becomes...

19 [crosstalk]

20 COUNCIL MEMBER IGNIZIO: Little bit of  
21 a dummy system right now. We want to get it  
22 smarter, right, more locally based, more... you  
23 know, you just have to notify a message, not  
24 citywide, that there's going to be a helicopter  
25 show in... you know, somewhere in the Bronx and...

2 NOEL HIDALGO: [interposing] Mm-hm.

3 COUNCIL MEMBER IGNIZIO: You know, if  
4 there's going to be something in the local or...

5 [crosstalk]

6 NOEL HIDALGO: And... and...

7 [crosstalk]

8 COUNCIL MEMBER IGNIZIO: Or a local  
9 community.

10 NOEL HIDALGO: If you haven't taken a  
11 look at NYC Notify, you can actually...

12 [crosstalk]

13 COUNCIL MEMBER IGNIZIO: No offense to  
14 the Bronx, by the way. [laughter]

15 NOEL HIDALGO: You can pull it down to  
16 the zip code. You can actually pull NYC Notify to  
17 the zip code and you can register multiple zip  
18 codes, so you can register where your kid goes to  
19 school; your office; your home. You know, if you  
20 have a vacation house in New York City you can also  
21 add that through there.

22 COUNCIL MEMBER IGNIZIO: Just hold on  
23 one second. The camera systems that we employed...  
24 why is the name's escaping me? The cameras that we  
25 put all over the city... yeah, but not the ones...

2 the ones that we utilized... there was a whole  
3 program the city utilized. The name is escaping  
4 me. It was a camera system and a communications  
5 system that we deployed citywide with towers and  
6 everything. And if I can't explain it and you  
7 don't know what I'm talking about then I don't  
8 know. I was wondering if you guys could get the  
9 data of that or do you get the data of that, but  
10 I'm going to have the name. I can't...

11 NOEL HIDALGO: Well...

12 COUNCIL MEMBER IGNIZIO: The name is  
13 really escaping me, I'm sorry.

14 NOEL HIDALGO: I will have to say DoItt  
15 has a really great classification system on the  
16 different types of data for the sensitivity of the  
17 data. One of the key parts of Local Law 11 was  
18 implementing a constant feedback loop with the  
19 community so that way when datasets or when we know  
20 of new systems coming on board... right now the  
21 city's Chief Data Open Platforms Officer, Mike  
22 Flowers, actually gets to review that system to  
23 make sure that the data is avail... can be  
24 available for interagency use, and then with Local  
25 Law 11 there's another provision that says that if

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

that data is classified for public use or can be used for public use because of public safety concerns, let's figure out and have a dialogue around what's the format that that data should be published in. So right now Local Law 11 actually is very much encompassing all of the kind of a broad spectrum as well as the Executive Order... I think it's 36 created the Open Platforms Officer, and these are great things, but we still have deficiencies within different agencies where they're not living up to the letter of the law. NYPD and DOT are two agencies that are very much in that position. The city's Open Data Plan, which was released two weeks ago that Untuk Dia was at, you know, there are... the Department of Education isn't releasing anymore of their datasets until December 31st, 2018. NYPD was very restrictive of the types of datasets that they were going be releasing. They said that there are... currently there's six to eight datasets that... on the City's Data Mine. It appeared as of this morning there were more, but we're not sure exactly how those got there. I need to double check my numbers, but they're only going to be releasing a handful of

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

more datasets between now and 2018, which is kind of crazy. The Department of Transportation is also in the same position. They're not going to be releasing the datasets that they already have on their website until sometime between now and 2018 and this is just like unheard of in the 21st century. There are smaller cities than New York City that are doing a better job than this.

COUNCIL MEMBER IGNIZIO: Alright, well, we'll continue and I thank you very much. I have to go catch a ferry, but...

CHAIRPERSON VACCA: Thank you.

COUNCIL MEMBER IGNIZIO: Thank you. I appreciate it. Thank you, guys.

CHAIRPERSON VACCA: DOT sometimes does things that are unheard of so. Thank you though. Thank you, Councilman Ignizio. There are no further questions and no further witnesses, and it is now 20 to 12:00. I thank you all and everyone who was here today and this hearing is now adjourned.

[gavel]

C E R T I F I C A T E

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



Date 10/23/2013