

NYC Department of Transportation Testimony
Before the City Council Committee on Transportation and Infrastructure
April 21, 2025

Good morning, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am Eric Beaton, Deputy Commissioner of Transportation Planning and Management. With me today is Deputy Commissioner of Traffic Operations Joshua Benson and Assistant Commissioner of Intergovernmental and Community Affairs Rick Rodriguez. We are also joined by Agnes Rusin, Assistant Commissioner for Payments, Billing, and Refunds from the Department of Finance. Thank you for the opportunity to testify on behalf of Mayor Adams and Commissioner Rodriguez on the Department of Transportation's efforts to improve and modernize the City's parking infrastructure.

New York City is undergoing one of the most transformative and substantial changes to parking management since the advent of the parking meter: the transition to a license plate-based management system. Last spring, we began to retrofit the City's over 14,000 parking meters, converting the meters from pay-and-display operation to a pay-by-plate system. With this new system, parking rights are tied to the license plate number and are sent electronically to NYPD's database, eliminating the need to display a receipt on the windshield as proof of payment, along with other benefits. The system also integrates seamlessly with mobile payment on the ParkNYC app, providing a single structure for metered parking and allowing us to usher in new approaches to curb management. To date, nearly 2,000 meters have been retrofitted.

The City has also advanced substantially in how we manage our curbside as we implement our Curb Management Action Plan, recognizing that in busy parts of the city we need to prioritize active uses over long term private vehicle storage. We use our curbs to provide pickup and drop-off access for people and for goods, to support roadway safety and public service delivery, to support the movement of vehicles and pedestrians, and to be part of the public realm. New York City DOT has been leading the way in both innovating and scaling curbside uses, such as with our forthcoming Micro-hubs within the Upper West Side Smart Curbs area.

Legislation

Now, turning to the legislation before the Council today.

Introduction 99

First, Intro. 99, sponsored by Council Member Williams. This bill would require DOT to establish overnight parking areas for commercial vehicles in each of the City's industrial business zones, or IBZs. The Administration shares the Council's goals in addressing the need for truck parking in a responsible way, so we support this legislation, and look forward to discussing some meaningful details. Truck movement is critical to urban logistics and city life, ensuring the smooth flow of goods and services that sustain daily operations and economic vitality in our city. Trucks are on our streets to deliver the goods we all need and use, but we also agree that trucks being left overnight improperly can cause safety and quality of life issues. We work closely with NYPD to enforce against this behavior, but realistically without legal options for overnight truck parking we will only be shifting the problem to different locations. Allowing

truck operators to have safe and convenient places to take mandatory rest breaks supports the safety of the truck-based deliveries we all rely on.

Last month, DOT launched a new on-street Overnight Truck Parking Pilot. The one-year pilot introduced a new metered parking option in three IBZs for commercial vehicles, including tractor trailers, in an effort to improve parking compliance, provide a reliable parking option in industrial areas, and minimize overnight truck parking in residential areas. The three pilot IBZs are Flatlands/Fairfield in Brooklyn, Hunts Point in the Bronx, and Maspeth in Queens – all industrial locations that are near residential areas plagued with illegal overnight truck parking. The locations were chosen for proximity to highways and truck routes and for where the width of streets allows for truck parking. We are currently reviewing additional locations for this pilot suggested by you, Chair, and Council Member Williams, and support further expansion as outlined in this legislation.

Introduction 1138

Next, Intro. 1138, sponsored by Council Member Won. This bill would prohibit standing or parking a vehicle within 20 feet of a crosswalk at an intersection—or require daylighting at all intersections across the city—and require DOT to implement hardened daylighting, or daylighting with physical infrastructure installed, at a minimum of 1,000 intersections each year.

DOT shares the Council's commitment to enhancing safety for all road users, particularly our most vulnerable road users: pedestrians. We also share the Council's interest in enhancing safety at intersections: last year, we redesigned 2,688 intersections with a wide range of treatments. We publish Vision Zero Borough Safety Action Plans using a data driven approach which show us where our safety interventions will have the greatest effect and help us determine where to implement projects. The plans identify Priority Corridors and Priority Intersections based on locations where the most pedestrians were killed or severely injured using multiple years of data. We then use our robust toolkit to implement targeted treatments that produce the greatest safety benefits at these locations, which includes hardened daylighting and other treatments. This approach is working – traffic fatalities in 2024 were 15 percent lower than the year before Vision Zero began, despite the pandemic-era rise in dangerous driving. But let me be clear: one death is too many, and we have more work to do.

While widely discussed, daylighting is surprisingly poorly studied in terms of its actual effect on safety. As promising as daylighting is in concept, the Chair was right to require an in-depth study of the benefits of this treatment in Local Law 66 of 2023. Pursuant to that law, DOT recently released the first-of-its-kind study of daylighting's safety performance. The study found that while daylighting is a useful tool when used properly, it is not a one-size-fits-all solution, and that indiscriminate daylighting could actually have negative effects on safety. The study also found that hardened daylighting – with physical infrastructure installed to prevent vehicles from occupying that space – does enhance safety, but that other safety interventions can also have equal or greater safety improvements.

The results of our study were surprising, even to us, but speak to the importance of doing good analysis and then being willing to update our beliefs based on what we find.

As part of this study, we did a few things. First, we reached out to cities across the country, large and small, to see if there had ever been a real analysis of daylighting effects, and we found no study that had ever looked at the effects on injuries. Second, we looked at the effects before and after daylighting implementation at 756 locations from 2019-2021, comparing against other similar intersections to account for the effects of the pandemic; this effort found that hardened daylighting contributed to statistically significant injury reductions, but that sign-only daylighting had no statistically discernable effect. Finally, we looked at nearly 8,000 locations that were daylighted historically for non-traffic safety reasons, such as fire hydrants and bus stops, and compared again to other nearby intersections; this comparison found that locations with this restricted parking were correlated with statistically significant higher rates of injuries, which held even as we looked across different geographies and different types of intersections.

Given these findings, DOT does not support the mandate for daylighting universally as that could have negative effects on safety. We do not take this position casually; if this unhardened daylighting were implemented citywide, we think we could expect an increase of up to 15,000 injuries in a year. In theory we would support hardened daylighting at all corners, but that would cost in the neighborhood of \$3 billion dollars, and would cover large numbers of locations without a history of injuries. We will continue to expand the number of locations with hardened daylighting, and are happy to report that funds have been added to our budget to do more, but we must retain the discretion to determine where this treatment or others are most appropriate based on our engineering judgment.

At the same time, we very much welcome the Council's interest in such a big step. Hardened daylighting is one of many safety treatments in our toolbox, along other things with similar or stronger benefits, such as road diets, new medians, traffic signal treatments, and turn calming. Knowing that the sponsors of this bill are willing to repurpose so much vehicle parking – as much as 300,000 spaces citywide, or an average of 6,500 parking spaces per Council District – we would like to work with you on how we can best use this space to maximize street safety. We would also want to keep a strong focus on the most dangerous locations, a practice which has been very effective at reducing injuries and fatalities over the past decade.

Introduction 340

Lastly, Intro. 340, sponsored by Council Member Narcisse. This bill would allow the late fees associated with unpaid parking violations to be waived when vehicle owners respond between 45 and 90 days of issuance. While the Administration appreciates the Council's intent to protect New Yorkers from overly punitive measures, we are concerned that the legislation would have unintended consequences. Specifically, this legislation would disrupt a carefully constructed escalating penalty scale that incentivizes 70 percent of violations to be resolved within 90 days of issuance. The City has gone a long way to ensure that customers have options to resolve their parking violations and debt, including the Pay or Dispute app that allows motorists to get a

hearing and upload evidence using their cell phones, and the rollout of self-serve parking payment plans in 2023.

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. We would now be happy to answer any questions.



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

ANTONIO REYNOSO

Brooklyn Borough President

City Council Committee on Transportation and Infrastructure Oversight Hearing – Parking Infrastructure and DOT (Intros 1138 and 99) April 21, 2025

Good morning Chair Brooks-Powers and thank you for holding this hearing today. I am here representing Brooklyn Borough President Antonio Reynoso.

Our office (has just released/is about to release) the 2025 Comprehensive Plan for Brooklyn, which examines how to improve conditions, manage growth, and advance health in the borough. One of the Plan's main elements focuses on a topic relevant to today's hearing: the public realm, including curb management. Curb space is a valuable, but often overlooked, component of the public realm. If not managed and designed responsibly, curb space can be overrun by private parking. But when viewed holistically, it is an opportunity for public goods such as trash containerization, parklets, rain gardens, sidewalks, bike parking, expanded bus stops, or dedicated space for local vendors.

Today I want to share a few of the Plan's recommendations related to curb management and parking infrastructure:

1. **Daylight all Brooklyn intersections with hardscaped improvements.** Borough President Reynoso strongly supports Intro 1138, which will make the city safer for all road users – pedestrians, older adults and people with disabilities, cyclists, and drivers – in other words, all New Yorkers. The National Association of City Transportation Officials (NACTO) recommends this practice to facilitate eye contact between road users and improve safety.¹ Doing this while making space for other needs such as on-street trash containers, bike parking, Citi Bike docks, and planters is a win-win for our communities.

Daylighting should be considered a basic design standard for every intersection in the city; every time a work crew touches a street corner is an opportunity to rebuild it with daylighting. Borough President Reynoso encourages the administration to increase DOT's in-house capacity to daylight intersections, including filling existing vacancies and approving new headcount.

¹ [Link](#)

2. **Adopt a Residential Parking Permit (RPP) system.** Currently, the vast majority of the borough's on-street parking spaces are offered to private users free of charge. RPPs are a common tool used around the country where local residents with vehicles and driving records in good standing pay a yearly fee to secure parking within a given area. This helps make it easier for residents who need parking to find it, and alleviates congestion on local streets. However, there is a wrong way and a right way to implement RPPs. It is crucial that RPPs are introduced alongside other essential curb uses, such as trash containerization and deliveries.
3. **Reserve space for deliveries in every community.** This would include expanding DOT's Local Delivery Hub program, Neighborhood Loading Zones, Truck Loading Zones, and Commercial Metered Parking. This will help alleviate congestion along commercial corridors and prioritizes the needs of our small businesses over car owners.
3. **Create a dynamic pricing pilot for on-street parking in commercial corridors.** Borough President Reynoso encourages the Council to hear Intro 0474-2024, which would require DOT to create at least one dynamic parking zone per borough where the parking rates would rise or fall depending on real-time demand. This will allow more people to access commercial corridors, also supporting local businesses.
4. **Integrate curb electrification into DOT's Smart Curbs Pilot Program.** The City should pilot a curb electrification program that prioritizes regular vending locations and incentivizes and/or reimburses vendors who switch from gas generators to electric power.
5. **Better enforce alternate-side parking rules** by creating an escalating fine structure for persistent non-compliance.

Regarding the other bills being heard today, I want to share brief comments on Intro 99, which would require DOT to establish overnight parking areas in Industrial Business Zones (IBZs). In March, DOT announced a similar pilot program that would allow paid truck parking 24 hours per day in three IBZs, priced at \$10 for eight hours. The goal of both is smart – to get illegally parked trucks off residential streets and allow drivers a safe place to park and sleep, discouraging dangerous driving.

However, questions remain for both the bill and the pilot remain about how enforcement will work. BP Reynoso supports local Industrial Business Service Providers (IBSPs), who are asking that whichever strategy the City ultimately pursues, it should come with more enforcement resources to discourage illegal vehicle storage and support removal of abandoned vehicles. Additionally, the City should consult with the IBSPs (in addition to the community boards) about the location of these parking areas, given that the IBSPs are the ones doing work on the ground in the IBZs.

Thank you again for holding this hearing today. Please check out the Comprehensive Plan for Brooklyn for more detailed recommendations about parking, curb management, street design, and freight movement. We look forward to working with you on implementation.



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Mark Levine, Borough President

April 21, 2025

Testimony of Manhattan Borough President Mark Levine

NYC Council Committee on Transportation and Infrastructure Hearing on Int 1138

Thank you, Chair Brooks-Powers and members of the City Council Committee on Transportation and Infrastructure, for the opportunity to testify in support of Int 1138. Implementing universal daylighting at intersections across our city is a common-sense measure that will make our streets safer for everyone, whether they are walking, biking, or driving.

Universal daylighting will increase visibility and help reduce injuries and save lives. This is especially important for protecting pedestrians, who accounted for 6,917 injuries and 88 deaths in traffic collisions in 2024. The vast majority of these injuries and deaths happened at intersections. When curb space near crosswalks is free of parked vehicles, pedestrians are safer; they can see oncoming traffic more easily, and drivers and bicyclists approaching intersections are able to see pedestrians entering the roadway and avoid crashes that can result in serious injuries and deaths.

My office has seen significant community-driven momentum behind universal daylighting in Manhattan and beyond. Ten out of Manhattan's 12 community boards have passed resolutions calling for citywide universal daylighting, and community boards across the Bronx, Queens, and Brooklyn have done the same. I urge the Council to pass this important bill.

Daylighting all of New York City's more than 40,000 intersections will require smart planning, prioritization, and communication in order to be implemented effectively and equitably. I urge the Department of Transportation (DOT) to develop a clear system to prioritize hardened daylighting at the most dangerous intersections and in the neighborhoods where they are needed most, and to communicate their strategy to the public.

Additionally, I look forward to DOT taking advantage of the opportunity to make our intersections safer using hardened infrastructure. Daylighting treatments that harden intersections -- for example, by adding planters, new street trees, or bike storage -- go further to improve safety than paint or removing parking spots alone. These hardened intersections can also come with benefits like flood mitigation and all of the health and climate resilience benefits we know come from planting street trees. I am pleased that this bill will require implementing hardened daylighting treatments at least 1,000 intersections each year, and I hope that daylighting treatments that both make intersections safer and provide other benefits will be prioritized.

I also support the funding for daylighting proposed in the FY2026 city budget and I urge the City Council to work with the Administration and DOT to ensure that there is sufficient ongoing funding for implementing daylighting citywide.

Thank you for your careful consideration of this important legislation. I am proud to be a co-sponsor of this bill and look forward to seeing it deliver safer streets for Manhattanites and New Yorkers across the city.

April 21, 2024

**Comments of Zach Miller
Vice President of Government Affairs
Trucking Association of New York**

before the

New York City Council Committee on Transportation & Infrastructure

Good morning, Chair Brooks-Powers and members of the Transportation and Infrastructure Committee. My name is Zach Miller, I am the Vice President of Government Affairs for the Trucking Association of New York. Since 1932, TANY has advocated on behalf of the trucking industry at all levels of government, providing compliance assistance, safety programs, and educational opportunities to our members, and in the process, creating jobs, supporting the economy, driving safety, and delivering a sustainable future.

I testify today in strong support of Intro-99, a groundbreaking piece of legislation that will help address the chronic overnight truck parking shortage in New York City.

Nationally, there is only one safe parking spot for every eleven trucks on the road. In New York City, the problem is even more severe—with an estimated one spot for every twenty-five trucks. This shortage forces drivers into risky and disruptive behavior, such as parking on highway shoulders or, more commonly, in residential neighborhoods. These outcomes pose safety risks for drivers and create real quality-of-life issues for the communities they serve.

Commercial truck drivers are required to follow strict federal Hours-of-Service (HOS) regulations, mandating 10 hours of off-duty time after 14 hours on-duty, which includes up to 11 hours of driving. The advent of Electronic Logging Devices (ELDs) has improved HOS compliance but has created new challenges. Unlike paper logs, which allowed for minor flexibility, ELDs track every second. If a driver hits their limit at 10:00 p.m., they are in violation at 10:00:01 if they haven't parked—leaving zero margin for delay. Compounding this issue is the rise in e-commerce:

- Post-COVID, approximately 80% of deliveries now go to residential customers, and
- 45% of New Yorkers receive a delivery at home at least once a week.

The result is a truck parking crisis.

Currently, only three official truck parking facilities exist in New York City, although this number will double thanks to legislation passed by this council in 2023. Capacity at JFK and Hunts Point is also set to increase as well. However, more infrastructure is urgently needed. With 21 Industrial

Business Zones (IBZs) and a modernized Truck Route Network on the horizon, now is the time to act.

New York City relies on trucks to deliver 90% of all freight, compared to the national average of 73%. And freight volume is expected to grow by 68% over the next 20 years. Expanding truck parking capacity is essential to support this growth and to enable key initiatives, such as:

- EV charging infrastructure
- Microhub distribution centers
- Expanded maritime freight options
- Staging areas for off-hour deliveries (OHD)

Allowing curbside overnight parking in IBZs will:

- Provide relief for residential communities
- Place parking within high-demand freight zones
- Reduce noise, emissions, and traffic impacts
- Improve enforcement by distinguishing compliant operators from violators

Importantly, all proposed parking locations will first be presented to community boards, ensuring a transparent and collaborative process.

This is a common-sense solution: it connects drivers with on-route, safe, and legal parking options—keeping them out of neighborhoods where they shouldn't be, while supporting the broader needs of the freight network.

On behalf of our members and the industry at large, we thank the bill sponsors for their leadership on this issue.

We also express our support for Intro-340 and general support for Intro-1138. Regarding daylighting, our membership is split. Fleets operating larger or specialty vehicles view daylighting as a critical safety measure, improving visibility and maneuverability. Meanwhile, fleets using smaller vehicles for curbside delivery are concerned about the loss of parking and loading space. We trust DOT's Office of Freight Mobility to balance these needs and design streets that prioritize both safety and freight efficiency.

As always, the Trucking Association of New York looks forward to continued collaboration with the City Council and the Department of Transportation.



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Thank you for your time and consideration.

A Philip Randolph Square Neighborhood Alliance
in partnership with Open Plans and Transportation Alternatives

Public Hearing
Committee on Transportation and Infrastructure
New York City Council
21 April 2025

Testimony in Support of Intro 1138-2024 Daylighting Intersections

The A. Philip Randolph Square Neighborhood Alliance, a community planning organization in Central Harlem strongly supports expanding and enhancing the city's public realm, specifically through the implementation of Daylighting Intersections throughout the City.

The Value of Public Spaces

The City's public spaces serve as the backbone of community life. Streets, sidewalks, parks, and plazas are where we connect, interact, and build the social fabric of thriving neighborhoods. When thoughtfully designed centered around the needs of people, these spaces foster belonging, fairness, and civic engagement.

Daylighting Intersections: A Critical Safety Measure

The practice of "daylighting" intersections—removing parking spaces near corners to improve visibility—is a proven, cost-effective strategy to dramatically enhance safety for ALL road users. By clearing sightlines at these critical decision points:

- Drivers can better see pedestrians waiting to cross
- Pedestrians, especially children and those with mobility challenges, can see oncoming vehicles
- Cyclists become more visible to turning vehicles
- Large emergency vehicles gain crucial access and maneuverability

Real-World Example: West 118th Street in Central Harlem

In my own neighborhood of Central Harlem, the intersection at West 118th Street exemplifies the problems that daylighting can solve. When cars are parked on both sides of the intersection, the roadway effectively narrows, forcing drivers making left turns to navigate through a constricted space, creating a dangerous pinch point where vehicles, cyclists, and pedestrians converge.

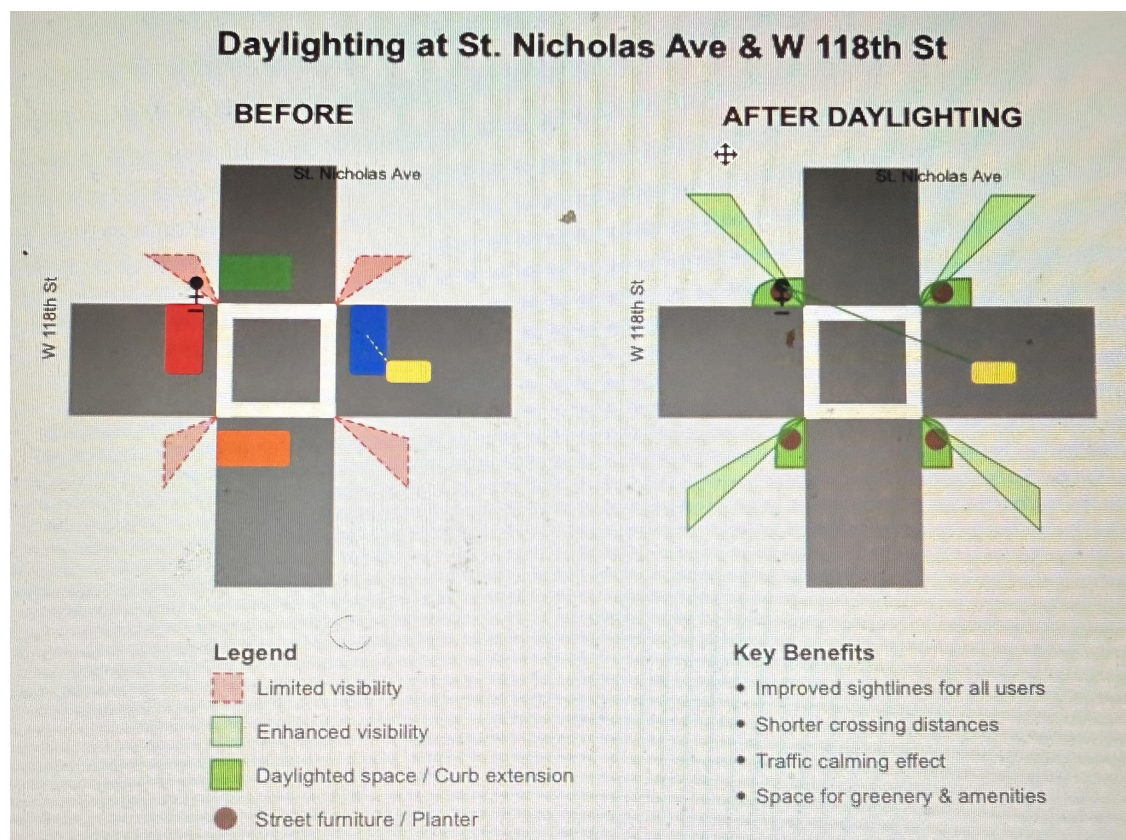
Personally, I have observed many pedestrians (seniors and children) choosing to cross mid-block rather than at this intersection, specifically to avoid the unpredictable left-turning traffic. This dangerous adaptive behavior—crossing where drivers don't expect

pedestrians—actually increases risk to both parties. Meanwhile, cyclists approaching or passing through the intersection have virtually no visibility to drivers focused on making tight turns.

Daylighting this and similar intersections in Community District 10 would resolve these hazards by:

- Creating clear sightlines for pedestrians and drivers to see each other
- Providing adequate turning space for vehicles, reducing sudden maneuvers
- Creating a buffer zone that protects cyclists from turning vehicles
- Encouraging pedestrians to cross at intersections as designed, rather than mid-block
- Reducing the "multiple threat" scenario where one vehicle obscures another

These simple changes would transform what is currently a daily source of risk and anxiety into a predictable, navigable space for everyone—regardless of how they travel through our neighborhood.



Community Benefits Beyond Safety

While safety is paramount, daylighted intersections deliver numerous additional benefits:

1. **Enhanced Walkability:** When people feel safe crossing streets, they're more likely to walk for transportation and recreation.

2. **Economic Vitality:** Walkable neighborhoods support local businesses by increasing foot traffic and creating spaces where people want to linger.
3. **Environmental Improvements:** Intersections freed by daylighting can be transformed into parklets, bioswales, or bike parking, adding green infrastructure to neighborhoods.
4. **Accessibility:** Cleared corners particularly benefit seniors, children, and people with disabilities who may have difficulty seeing over or around parked vehicles.

A Modest Investment with Significant Returns

Implementing daylighting requires minimal resources compared to its substantial benefits. Simple measures like paint, flexible posts, plants, street furniture, and planters can transform these spaces while more permanent infrastructure is developed.

We urge City Council to prioritize this critical tactical urbanism initiative as part of a comprehensive vision for vibrant, accessible, and safe public spaces that serve all residents. By reclaiming and transforming the city's intersections through daylighting, we take a meaningful step toward streets designed where pedestrians, cyclists, and motorists can safely coexist.

The A. Philip Randolph Square Neighborhood Alliance thanks you for your consideration of this important community enhancement.

A. Philip Randolph Square Neighborhood Alliance

Daylighting at the Intersection of Saint Nicholas Avenue and West 118th Streets in Central Harlem

Submitted to:
Honorable Sevena Brooks-Powers, Chairperson
Committee on Transportation and Infrastructure
New York City Council

21 April 2025

Concise Summary: Case Study St. Nicholas Ave & W 118th St

The report presents a case study on implementing daylighting at the intersection of Saint Nicholas Avenue and West 118th Street in Harlem. Daylighting would remove 1-2 parking spaces near each corner to improve visibility and safety.

Key Benefits:

- Improved sightlines for all road users, especially for drivers on W 118th St viewing traffic on St. Nicholas Ave
- Enhanced pedestrian safety through shorter crossing distances and reduced vehicle turning speeds
- Traffic calming through visual narrowing of the roadway
- Community benefits including space for furniture, planters, and public art

Implementation Considerations:

- St. Nicholas Avenue's width and diagonal orientation create visibility challenges
- Phased approach starting with flexible delineators before permanent curb extensions
- Community engagement for designing and maintaining the reclaimed spaces
- Data collection to measure effectiveness, including vehicle speeds and pedestrian safety

This cost-effective intervention could significantly improve safety while creating opportunities for community placemaking and environmental enhancements.

Case Study: Saint Nicholas Avenue and West 118th Street

Daylighting is a street design technique that improves visibility and safety by removing obstacles (usually parking spaces) near intersections. Here's how it would enhance this specific Harlem intersection:

Benefits of Daylighting at St. Nicholas Ave & W 118th St

Improved Visibility

- Removing 1-2 parking spaces near each corner would dramatically improve sightlines for all road users
- Drivers on W 118th would have a clearer view of traffic on St. Nicholas Ave before entering the intersection
- Pedestrians would be more visible to turning vehicles

Enhanced Pedestrian Safety

- Shorter crossing distances when curb extensions are included
- Reduced vehicle turning speeds
- Clearer sight lines between pedestrians and drivers

Traffic Calming Effects

- Physical and visual narrowing of the roadway would naturally slow vehicle speeds
- Better defined turning paths for vehicles
- Potential for added greenery in reclaimed spaces

Community Benefits

- Opportunity to add street furniture, planters, or public art in daylighted spaces
- More pedestrian gathering space
- Improved neighborhood aesthetics

Implementation Considerations for St. Nicholas Ave & W 118th St

For this specific intersection, daylighting could be especially valuable because:

1. **Current challenges:** St. Nicholas Avenue is a wide, diagonal avenue with higher traffic speeds than surrounding streets. The intersection with W 118th St creates unusual angles that can limit visibility.
2. **Implementation approach:**
 - Remove 1-2 parking spaces at each corner (approximately 20-40 feet from the intersection)
 - Install flexible delineators or temporary curb extensions initially to test the concept

- Eventually build permanent curb extensions with bioswales for stormwater management
- 3. **Community engagement opportunities:**
 - Involve local residents in designing and maintaining planters in the daylighted spaces
 - Consider integrating public art that reflects Harlem's cultural heritage
 - Partner with nearby schools or community centers for stewardship programs
- 4. **Measured outcomes:**
 - Track before/after data on vehicle speeds, pedestrian crossing times, and near-misses
 - Monitor any changes in traffic patterns or double-parking behavior
 - Survey local residents about perceived safety improvements

This relatively simple and cost-effective intervention could significantly enhance safety at this Harlem intersection while creating opportunities for community placemaking and environmental improvements.

**Testimony of AARP New York
Before the New York City Council Committee on Transportation and Infrastructure
April 21, 2025**

Good morning, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. My name is Kevin Jones, and I am the AARP New York Associate State Director for Advocacy. I am here today on behalf of our 750,000 members in New York City and the more than 3.5 million older adults living in the five boroughs.

AARP New York is proud to support legislation Intro 1138, a bill that would implement universal daylighting by prohibiting standing or parking within 20 feet of crosswalks at intersections. This legislation is a commonsense, life-saving measure that will make our streets safer for New Yorkers of all ages, especially older adults.

Daylighting is not a new concept, but it is a proven one. By increasing visibility between drivers and pedestrians at intersections, daylighting can reduce pedestrian injuries by up to 70%. Just look at Hoboken, New Jersey, where daylighting is implemented at nearly every intersection—and the city has not had a traffic-related death in eight years. New Yorkers deserve the same level of safety and care.

Older adults are particularly vulnerable to traffic violence. In 2023 alone, 94 pedestrians were killed and over 9,400 were injured in crashes with motor vehicles in New York City. One-third of all pedestrian deaths were people over age 60—the highest fatality rate of any age group.

We must do better. Older adults are the fastest-growing population in New York City—the 65-and-over population grew by 34 percent between 2012 and 2022. It's time our streets reflected that reality. Let's build a city where people of all ages and abilities can move safely, confidently, and with dignity.

Walkability is essential to aging in place. Older adults want to stay in the communities they know and love, but they can't do that if crossing the street is dangerous. Cracked sidewalks, blocked sightlines, and speeding vehicles pose real threats to New Yorkers with mobility or vision challenges. And when intersections are designed for cars instead of people, those most at risk—older adults, people of color, and low-income residents—suffer the most.

In addition to improving visibility, this legislation would require the City to upgrade 1,000 intersections each year with critical pedestrian infrastructure, such as benches, sidewalk extensions, greenery, and bike parking. These enhancements will create safer, more welcoming public spaces across all five boroughs.

AARP New York has long partnered with the Council to advocate for safer, more walkable streets, and we thank Transportation Alternatives for their continued leadership on this issue. Older New Yorkers helped build our city and make it great, and they deserve to age in place in the communities they love.

Thank you for the opportunity to testify today.



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**Testimony of Evan Yankey, Advocacy Director,
before the New York City Council Transportation Committee hearing
concerning daylighting legislation (Intro. 1138)**

April 21, 2025

I'm Evan Yankey, Advocacy Director for the Brooklyn Center for Independence of the Disabled, a disability-led not-for-profit that has provided services to the disability community and advocated for the independence of people with disabilities since 1956.

We strongly support daylighting as a practice to make the streetscape safe for pedestrians, including disabled New Yorkers and visitors. While the increased use of daylighting will make the streets safer for everyone, it is a particularly valuable way of reducing the risk to wheelchair users who now are obscured by parked vehicles. Daylighting will increase their ability to see vehicles on the road, and for drivers to see them.

We do have some concerns with the implementation of daylighting in New York City as it has occurred so far, and urge that the Council amend Intro. 1138 to take them into account.

Concrete barriers have been known to be installed in locations that block access to curb cuts, ramps, and public plazas for people with disabilities. Implementation of daylighting without considering street accessibility is an impediment to safety.

For example, our offices on 25 Elm Place in Downtown Brooklyn have concrete blocks installed in a small daylighting space on a single lane one-way street, and the implementation has meant not only that Access-A-Ride vehicles are unable to drop off passengers with disabilities at the curb cut, but that a person with a disability dropped off in the middle of the block will be forced to travel into the single stream of traffic to get to a curb cut. Our office building includes several organizations serving people with disabilities and can have between 40 to 60 people who use Access-A-Ride in the office on a given day. The barriers to access and dangerous choices that people with disabilities are forced to make because of this single damaging implementation of daylighting would be more widespread if protections for accessibility are not written into this bill.

Before moving forward with Intro. 1138, we urge that sections "d", "e", and "f" be amended to specifically include consideration of "people with disabilities" and "Access-A-Ride users".

We also urge the bill be revised to recognize that Access-A-Ride vehicles and other vehicles transporting passengers with disabilities to drop off and pick up passenger must be accommodated.

These vehicles are required to provide “door-to-door” service to people with disabilities, and many people with disabilities are unable to travel to alternate locations on a block to “chase” a vehicle. Daylighting implementation that blocks off safe and proper spots for these vehicles to do pick-ups and drop-offs will make New York City’s streets safety significantly worse for everyone.

Finally, we urge that the bill require the Department of Transportation both respond promptly to complaints of access caused by daylighting implementation, and to track accessibility issues with implementation.

Because daylighting offers such significant benefits for pedestrian safety, including the safety of people with disabilities, we would not want our concerns about this bill to be used to prevent daylighting from being pursued. We merely ask that accessibility considerations be moved to the forefront of implementation considerations, and we believe this change will improve safety for all on the street.

Thank you for the opportunity to testify today, and we look forward to working with you on many of these issues.



April 21, 2025

The New York City Council
Committee on Transportation and Infrastructure

Dear members of the Committee on Transportation and Infrastructure,

My name is Anna Humphrey, and I am the Transportation Community Organizer at the Center for Independence of the Disabled, New York (CIDNY). Thank you for the opportunity to testify in support of Int. 1138-2024, which would prohibit standing or parking a vehicle within 20 feet of a crosswalk at an intersection and require the Department of Transportation to implement daylighting barriers at a minimum of 1,000 intersections per year.

This legislation is critical to making our streets safer for all New Yorkers, and especially pedestrians with disabilities, who have increased vulnerability in unsafe street conditions. Daylighting—removing parked cars near intersections—significantly improves visibility for both pedestrians and drivers, reducing the likelihood of crashes and thereby saving lives. Vehicles parked too close to crosswalks create dangerous blind spots, making it harder for drivers to see pedestrians. For people who are blind or have low vision, daylighting is a necessary safety measure as they rely on drivers to spot them when they are crossing the street. Additionally, with the use of hybrid and electric vehicles, it makes it more arduous for a person who is blind or have low vision to hear a car when it approaches an intersection. Individuals who are deaf or hard of hearing rely heavily on sight to navigate intersections safely, and obstructions from parked cars impedes their ability to do so. People with mobility disabilities, including wheelchair users, often need more time to cross the street and depend on clear sightlines to assess approaching traffic. A 2015 study from Georgetown University found that crashes are 36% more likely to kill a pedestrian using a wheelchair than a pedestrian on foot.

New York City has a responsibility to ensure its streets are accessible and safe for everyone, including people with disabilities. Implementing daylighting at 1,000 intersections annually is an essential step toward this goal. CIDNY urges the City Council to pass and fully fund Int. 1138-2024, ensuring that the DOT prioritizes high-risk intersections and engages the disability community in the implementation process.

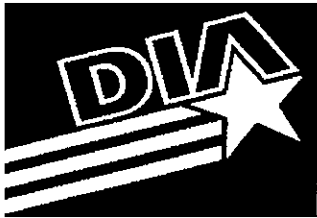
Thank you for your time and consideration. This testimony is supported by Sharon McLennon Wier, Ph.D., MEd., CRC, LMHC, Executive Director for CIDNY.

Sincerely,

Anna Humphrey

Transportation Community Organizer

Center for Independence of the Disabled, New York (CIDNY)



DISABLED IN ACTION OF METROPOLITAN NEW YORK
POST OFFICE BOX 1550
NEW YORK, NY 10159 TEL 646-504-4342
www.disabledinaction.org

Testimony in favor of Intro 1138 for daylighting at NYC intersections April 21, 2025

Hello. I am Jean Ryan, president of Disabled In Action of Metropolitan NY, DIA for short. I use a wheelchair out of the house and have for 30 years. Street safety is of particular importance to people with disabilities, especially blind people, people with mobility disabilities, and children.

We want and need daylighting at every intersection where cars can turn into or out of the space, and we want hardened daylighting in a variety of ways so that cars cannot park in the space or drive through it!

At one point, every wheelchair user I knew had been hit by a car while crossing the street! It is very common because drivers do not see us or they are not paying attention. I have had many close calls of coming close to being hit by a car or truck by mere inches. It is scary.

I have grandchildren who live near me in Bay Ridge, Brooklyn, but they live on a street where, because of parked cars right up to the cross street, none of us can see an oncoming car turning right from 7th Avenue until it is already turning into the crosswalk very near the curb ramp. Drivers don't see us and we can't see them! We need daylighting there on 7th Avenue so we can see oncoming turning cars. Since we do not have daylighting, we have taught our children to cross in the middle of the street where it is relatively safer. On my block, because it runs in the opposite direction, it is safe to cross in the crosswalk, but drivers have to pull way out into traffic to see if it is safe to turn!

I mentioned this problem which occurs all over and the solution of daylighting way back before 2014 when I was on Community Board 10 in Bay Ridge. Sadly, there was some opposition because of lost parking spaces and I remember a board member who was over 6 feet tall saying he had no problem crossing the street. Is there a height requirement for safely crossing the street? I hope not!

DIA is in favor of Intro 1138. It is the right thing to do. Thank you.

Jean Ryan
pansies007@gmail.com
917-658-0760

**Council Member Selvena N. Brooks-Powers Chair New York City Council
Committee On Transportation And Infrastructure**

Testimony in Support of Intro 1138 Daylighting Bill

Good ^{Morning} ~~afternoon~~, my name is Monica Bartley, a board member of Disabled In Action. Thank you, Chair Brooks -Powers, and committee members for convening this hearing.

I am here today to voice my support for the proposed bill -Intro 1138 to prohibit parking or standing within twenty feet of a crosswalk and to require daylighting barriers.

I am a wheelchair user and frequently travel around NY city and Brooklyn where I live. I am always fearful that a driver may hit me when I enter the crosswalk, because I am in their blind spot, especially buses and trucks.

For people with disabilities, especially those with visual impairments, mobility challenges, or who use assistive devices like walkers or wheelchairs—crossing the street can be one of the most dangerous parts of our day. When vehicles are parked too close to intersections, they block sightlines for both pedestrians and drivers, creating a deadly blind spot. This is even more dangerous for someone who moves more slowly or who cannot easily see or be seen.

Daylighting, that is, clearing the area around a crosswalk—would improve visibility. It gives drivers the chance to see someone stepping into the street before it is too late. It gives people with disabilities more time and space to navigate safely. And importantly, it sends a message that our city values inclusive and accessible infrastructure.

This legislation is not just about traffic rules, it is about equity, accessibility, and saving lives. By prioritizing visibility and safety, this bill helps build a city where people with disabilities can move around with dignity and confidence. I urge you to pass it.

Thank you.

Monica Bartley
Disabled In Action
Tel. 347-697-3466

Kathleen Collins
Telephone No.: [REDACTED]
Email Address: [REDACTED]

April 20, 2025

Council Member Selvena N. Brooks-Powers
Chair
New York City Council Committee On Transportation
And Infrastructure
Sent Online at <https://council.nyc.gov/testify/>
Emailed to: testimony@council.nyc.gov

Copy emailed to: Julian Martin, Policy Director at
jmartin@council.nyc.gov

Re: New York City Council Committee On Transportation
and Infrastructure-Int 1138-2024

Dear Chair Brooks-Powers;

My name is Kathleen Collins. I am a native New Yorker who is a congenital quadruple amputee who uses a wheelchair. I am on the board of Disabled In Action of Metropolitan New York, Inc. (also known as Disabled In Action or DIA). Disabled In Action is a 501(c)(3) grassroots civil rights organization run by and for people with disabilities. Disabled In Action's mission is to eliminate discrimination for people with all kinds of disabilities.

We support daylighting, provided that it is done correctly and does not hamper or obstruct New Yorkers with disabilities ability to easily and safely cross streets and intersections in New York City as well as our ability to board and disembark from vehicles such as taxis, For-Hire-Vehicles and Access-A-Ride.

Unfortunately, in the past, when the New York City Department of Transportation (DOT) has chosen daylighting barriers, such as concrete barrier blocks, sometimes the DOT has placed them in areas where they obstruct pedestrian ramps, sidewalk curbs, and the ability of New Yorkers with disabilities to safely board and disembark from vehicles. Thus, the proposed legislation, Int. 1138-2024, needs to require the DOT to create and implement a plan that not only prevents this mistake from being made in the future, but also provides that these barriers are placed in optimum locations, that is, places that both promote safety and provide all pedestrians the ability to easily cross streets as well as safely board and disembark from vehicles.

Further, when the public complains to DOT about the fact that one or more of these daylighting barriers have been improperly placed and are obstructing New Yorkers with disabilities ability to cross safely a street or intersection, or to use the pedestrian ramp, or to board or disembark a vehicle, there needs to be a stated deadline by which the problem must be corrected.

The deadline to correct these unsafe conditions should be short, just a few months, especially because such conditions prevent New Yorkers with disabilities from exercising their right to travel safely. Any proposed legislation, including this proposed legislation, should require a reasonable period of time within which DOT needs not only to respond to complaints regarding safety and access to our streets, but also, to correct unsafe conditions.

We request that Int. 1138-2024 be amended to require that the report the DOT would be statutorily required to submit annually, referred to in the new subdivision e., provide how many complaints were made with respect to daylighting as well as a copy of such complaints, excluding personal identifying information. This report should be required to include the date the complaint was filed/made and any photographs or documentation included with these complaints, as well as what DOT specifically did in response to such complaints and when such actions were taken. Additionally, the DOT should be required to state in this report the reason daylighting barriers were chosen for each location daylighting barriers were installed and the reason as to why another manner of daylighting was not used. Further, this report should state whether the number of pedestrian accidents have decreased/increased and the actual numbers of pedestrian accidents, broken down by location. Finally, this report should state what other forms of daylighting have been installed each year as well as the same information concerning these other forms of daylighting that is required for daylighting barriers installed, discontinued, or removed.

In sum, it seems that daylighting can improve the safety of the public provided it is done in a manner that considers all the different ways it can be implemented and provided it takes into consideration the needs of all, including people with disabilities.

Thank you for this opportunity to speak. I reserve my right to submit additional comments within seventy-two (72) hours after the hearing has been closed.

Sincerely,
Kathleen Collins
Board Member of Disabled In Action
of Metropolitan New York, Inc.

Dulcie Canton

████████████████████
Brooklyn, NY 11221

April 21 2025

Hi, my name is Dulcie Canton and I live in Bedford Stuyvesant, Brooklyn. I'm writing to you today to testify in support of Intro 1138 because universal daylighting needs to be the law in New York City.

Universal daylighting is a common sense street safety measure that significantly increases visibility at intersections. This increased visibility reduces conflicts and crashes at intersections and increases safety for all everyone, whether they are walking, bicycling, or driving. The vast majority of crashes in New York City happen at intersections without daylighting, and universal daylighting is urgently needed to significantly reduce traffic deaths and injuries throughout the entire city as soon as possible. No New Yorker should be killed just for trying to cross the street.

I mostly bike commute throughout NYC. As a cyclist, without daylighting it is hard to see what traffic awaits me as I encounter or exit an intersection left or right. Many times when I have the right of way and I take a left or a right turn a vehicle is double parked. I then have to signal to people who are driving that I may need to take the lane in order to be safe. Daylighting would make biking and crossing the street better for pedestrians and cyclists.

Universal daylighting will also allow us to repurpose curb space to create new amenities for our communities through new opportunities for benches, additional greenspaces, bus shelters, secure bike parking, and rain gardens that help manage flooding throughout the city.

I would love to see more bioswales installed in BedStuy to help with additional runoff water after it rains. Bioswales can also contain flowers and plants that are important to pollinators such as bees and butterflies.

Again, I urge Council to pass Intro 1138 without delay. New Yorkers can't afford to wait on lifesaving infrastructure like universal daylighting.

Thanks,

Dulcie Canton

East Village Community Coalition

143 Avenue B – Simplex

New York, NY 10009

(212) 979-2344

www.evccnyc.org



April 24, 2025

The East Village Community Coalition fully supports Int 1138, requiring universal daylighting across New York City. By prohibiting vehicles to “stop, stand or park a vehicle within twenty feet of a crosswalk at an intersection”, we can improve visibility and reduce crashes by keeping intersection corners clear from obstructions.

At least 21 community boards, including Community Board 3, have passed resolutions demanding the Department of Transportation implement daylighting at intersections. Out of 145 votes cast amongst these four boards, 98 percent were in favor of universal daylighting.

In order for daylighting to be most effective, daylit spots need to have hardened infrastructure, to prevent drivers from illegally parking or standing in them. These physical treatments can include bollards, boulders, bike corrals, and other elements. Int 1138-2024 includes a requirement for such barriers, and we will remain vigilant to ensure they are designed and installed properly.

We support ongoing efforts to secure safer, more livable neighborhoods across NYC and urge the City Council to pass this legislation.

Best,

A handwritten signature in cursive script that reads "Laura Sewell". The signature is written in dark ink on a light-colored background.

Laura Sewell | Executive Director
East Village Community Coalition

April 17, 2025

New York City Council
City Hall
New York, NY 10007

Re: Support for Intro 1138 – Daylighting 1,000 Intersections per Year

Dear Speaker Adams and Members of the New York City Council,

On behalf of the [Equitable Commute Project](#), I am writing to express our strong support for Intro 1138, which would require the daylighting of 1,000 intersections per year across New York City. As a nonprofit committed to improving mobility for all, we believe this legislation is an essential step toward protecting the most vulnerable New Yorkers on our streets.

Daylighting—removing parked vehicles and other obstructions near intersections—saves lives. It improves visibility for drivers and ensures that pedestrians, especially children, seniors, and people with disabilities, can safely cross the street. Further, daylighting makes it so that spaces formerly occupied by cars can be put to better use, for example, bike parking.

This bill is not just a technical improvement—it's a statement of values. Intro 1138 affirms that New York City prioritizes people over parking, and that safe access to our streets is a right, not a privilege. It's a cost-effective, proven intervention that should be standard practice—not an exception.

We urge the Council to swiftly pass Intro 1138 and make daylighting a core part of New York City's street safety strategy. As an organization dedicated to expanding micromobility access, we stand ready to support this effort and help ensure its implementation citywide.

Thank you for your leadership and commitment to creating a safer, more livable city for all.

Sincerely,

Melinda Hanson, ECP Co-Founder



NYC Council Testimony - Committee on Transportation and Infrastructure
March 19, 2025

Leisa Moseley-Sayles
Director, State & Local Advocacy

Dylan Hayre, National Campaigns Director
Fines and Fees Justice Center
185 West Broadway,
New York, NY 10013

Greetings Committee Chair and esteemed members. Thank you for the opportunity to submit written testimony in support of Int. 0340.

My name is Leisa Moseley-Sayles, and I am the Director of State and Local Advocacy for the Fines and Fees Justice Center (FFJC), a national organization that seeks to minimize punitive fines and end the criminal legal system fees that harm communities and distort justice. In addition to our national work, FFJC works in four focus states, including New York, building replicable models for comprehensive reform; that is, for eliminating all criminal legal fees, ensuring that fines are equitable, and ending draconian collection practices that punish and criminalize poverty.

In each of the states where we work, FFJC aims to build broad coalitions to reform fines and fees practices, starting with those that are most harmful to impacted communities. I'm honored to submit this testimony to urge the immediate passage of Intro 0340-2024, sponsored by Council Member Mercedes Narcisse, which would automatically waive certain additional penalties for a parking violation if a vehicle owner responds to a notice of violation between forty-five and ninety days of its issuance. This reform is a good first step, but it is not enough. The Council's goal should be to eliminate all justice fees, to ensure that any fine imposed is proportionate to both the offense and an individual's ability to pay, and ultimately to end the system of taxation

by citation that has a disparate impact on low-income and working-class New Yorkers, particularly communities of color.

Historically, in New York, people who can not afford to immediately pay a parking ticket rack up late fees on top of the original parking fines. With limited means, these late fees continue to accumulate, making it impossible to pay the underlying fine, which can lead to their vehicle registration being revoked or suspended, their car being booted or towed, or even repossessed. Even though NYC has public transportation, many people need to drive to access work and meet other basic needs. For many, losing the ability to drive can mean losing your livelihood.

New York's most egregious fee, the mandatory surcharge, is assessed on every conviction, including traffic tickets. As its name suggests, it cannot be waived or reduced, often leaving New Yorkers trapped in an unending cycle of debt. The fees we are discussing today are, in some respects, even worse. These aren't imposed on every conviction but on tickets that are answered but unpaid. These fees are a poverty penalty that makes paying fines most expensive only for people who can't afford to pay quickly. They are similar to the mandatory surcharge and other fees our coalition is working to eliminate at the state level, as they serve explicitly to raise revenue on the backs of New Yorkers least able to afford them and are often uncollectible. With rising unemployment and inflation rates, increased housing, healthcare, and other living expenses, and no increase to minimum wage, many New Yorkers are struggling to meet their basic needs and have little to no discretionary income left to pay fines and fees. Compounding public health and economic crises have become commonplace, and New Yorkers need their money to meet their basic needs. We must abolish predatory fees.

Currently, the system traps hundreds of thousands of New Yorkers in debt by imposing exorbitant fees in addition to fines with no regard for a person's economic circumstances or ability to pay them. The reality is, we have two tiers of justice, one where people with means can pay out of the system with little to no impact on their livelihood and another, where those with lesser means get trapped in a cycle of crippling debt. This has grave consequences on their ability to drive, take care of their families, put food on the table and meet other basic needs like childcare and health care. Poverty is not a crime. But if you can't afford to pay fines and fees, you quickly become criminalized.

Additionally, these fees are not in the interest of justice. Parking violations are the only violation adjudicated by the Department of Finance; all other administrative violations, such as sanitation, municipal, etc., are adjudicated by the Environmental Control Board or the Office of Administrative Trials and Hearings (OATH). This creates perverse incentives for both the judge and the Department of Finance to collect and decline to waive fees, even in the most justifiable cases.

The New York City Council should continue to establish best practices around fines and fees. This includes assessing a person's socioeconomic circumstances through an ability-to-pay assessment before issuing a fine and eliminating fees altogether. In 2023, the United States Department of Justice released a revised *Dear Colleague* letter which fully and clearly articulated the legal precedents underlying fine-and-fee reform and the considerations that jurisdictions must take into account. In that letter, the DOJ states: , "As a best practice, jurisdictions should consider collecting fines and fees by, for instance, adopting penalty-free payment plans, offering amnesty periods during which individuals can have warrants canceled and fees waived, or connecting individuals who cannot afford to pay fines and fees with workforce development and financial counseling programs. Jurisdictions may also consider waiving or reducing the debt of a person unable to pay the debt .. [or not] imposing punitive financial obligations in the first place."

In regards to the fees addressed in Int. 0340-2024, the Department of Finance established that it has not waived any of the penalties in more than ten years, when prior to 2009, judges exercised that option, extracting wealth from communities hardest hit by the economic turmoil resulting from Covid-19. In turn, fees like these are unlikely to yield significant revenue as they are disproportionately imposed on people who cannot afford to pay. Thank you for the opportunity to submit this testimony today and for the overwhelming support of this legislation. We urge the council to quickly pass Int 0340-2024 to make steps towards eliminating predatory fees in our courts and criminal legal systems.



**Testimony of Alia Soomro, Deputy Director for New York City Policy
New York League of Conservation Voters
City Council Committee on Transportation and Infrastructure
Oversight Hearing on Parking Infrastructure and DOT
April 21, 2025**

My name is Alia Soomro and I am the Deputy Director for New York City Policy at the New York League of Conservation Voters (NYLCV). NYLCV is a statewide environmental advocacy organization representing over 30,000 members in New York City. Thank you, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure for the opportunity to comment.

In order to effectively fight climate change and protect public health, we need to reimagine how people live and move in our City. According to the [New York City Comptroller's Climate Dashboard](#), New York City's transportation sector is the second highest source of NYC's greenhouse gas emissions (GHG). Moreover, [private vehicles account for 90% of transportation-based energy use in NYC](#) and are the largest contributors to transportation-related emissions and air pollution, which disproportionately impacts environmental justice communities.

NYLCV has long-advocated that everyone should have access to reliable, affordable, and clean transportation in addition to safe streets and open spaces. We need to decrease the amount of private vehicles on our streets in transit-rich areas since they contribute a significant percentage of our carbon emissions and result in public health issues such as air pollution and asthma, vehicle crashes, congestion, and noise pollution.

Along with improving mass transit and rolling out more bike and bus lanes, we need to prioritize Vision Zero policies to improve safety for pedestrians, cyclists, and motorists. More specifically, NYLCV supports the efforts to daylight more street intersections throughout the city. Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. There is growing recognition that the removal of parking spaces immediately adjacent to a crosswalk is a common sense and effective way of reducing conflicts between different road users. For instance, [many advocates have called for universal daylighting](#) and, at the end of 2023, Mayor Eric Adams pledged to [daylight 1,000 intersections](#) as part of an effort to reduce traffic deaths.

Daylighting can give us an [opportunity to think holistically about reclaiming public space](#). The space that is recovered around crosswalks can be repurposed for a number of environmentally-friendly public realm enhancements, including amenities like planters, benches, bike racks, CitiBike stations, trash/recycling containers, and stormwater retention green infrastructure. Taken together, these initiatives help to beautify the neighborhood while managing flooding and physically blocking drivers from parking their cars dangerously close to crosswalks.

This is why NYLCV supports Intro 1138, sponsored by Council Member Won, which would prohibit standing or parking a vehicle within 20 feet of a crosswalk at an intersection, and require citywide community education and outreach efforts with regard to the change. This bill would also amend section 19-175.8 of the administrative code to set a requirement for DOT to implement daylighting barriers at a minimum of 1000 intersections per year. This proven, life-saving measure will make our streets safer for all New Yorkers.

Ultimately, we need comprehensive measures to improve driver, pedestrian, and cyclist safety. Enhancing safety and quality of life is key to achieving our climate goals. We look forward to working with the City Council, Administration, and advocates to move towards universal daylighting and prioritize Vision Zero policies.

Thank you for the opportunity to comment.



New York Lawyers for the Public Interest, Inc.

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**Testimony of
William Juhn, Senior Staff Attorney
on behalf of the Disability Justice Program
at New York Lawyers for the Public Interest
before the Council of the City of New York
Committee on Transportation and Infrastructure
April 21, 2025**

My name is William Juhn and I am a Senior Staff Attorney with the Disability Justice Program at New York Lawyers for the Public Interest (“NYLPI”). Thank you for the opportunity to present my testimony today.

We write in support of Int. 1138 that would prohibit standing or parking a vehicle within 20 feet of a crosswalk at an intersection and require the Department of Transportation (“DOT”) to implement daylighting barriers at a minimum of 1000 intersections per year. Improving visibility at intersections is an important step toward making our streets safer for pedestrians.

While we support this bill, any daylighting barriers must not compromise accessibility for people with disabilities. As the City expands the daylighting initiatives, we urge the Council to consider the serious accessibility issues that have already emerged. On the streets, we have seen daylighting infrastructure such as concrete blocks and planters in ways that obstruct or narrow access to pedestrian ramps. These barriers make it dangerous, and some cases impossible, for people with disabilities to safely navigate our streets.

Unfortunately, our attempts to address these hazards have revealed deeper issues with the DOT’s responsiveness and accountability. For example, two years ago, we reported one such obstruction to the DOT: a large concrete block was placed directly in the middle of a curb cut at the busy intersection of West 34th Street and 7th Avenue in Manhattan, right in front of Penn

Station. But it took the DOT almost **six months** to successfully relocate that single concrete block.

The picture of the concrete block is shown below.



For those months, the DOT consistently failed to properly relocate the concrete block. As a result, as shown in the picture below, people who use wheelchairs were forced into the roadway to cross the street, often directly alongside moving traffic. The concrete block made the crosswalk inaccessible and exposed thousands of people with disabilities to extreme danger every day.



After addressing these issues, NYLPI became concerned about similar problems in other areas of the city. We submitted a Freedom of Information Law request to the DOT seeking the locations of these concrete blocks across the city. The DOT denied that request claiming that no responsive documents existed. Yet just a few months later, in January 2025, the DOT released a report outlining their citywide daylighting efforts and describing their installation of concrete blocks at intersections throughout the city. These experiences raise serious concerns about whether the DOT can be relied upon to ensure full and equal access to pedestrian walkways and streets for disabled New Yorkers.

This is why Int. 1103 should include clear mechanisms for oversight and accountability. We strongly urge the Council to require the DOT to ensure that all daylighting barriers are installed in compliance with the Americans with Disabilities Act and other applicable accessibility laws. At a minimum, the DOT's annual daylighting report must include a description of whether the daylighting barriers provide full access to pedestrian ramps for people with disabilities. Without such safeguards, the DOT may continue to place barriers in the middle of pedestrian ramps and impede people with disabilities from full and equal access to our streets.

Moreover, any complaint regarding daylighting barriers should be addressed urgently. It should never take six months to remove a barrier that blocks access to streets and sidewalks. If a member of the public reports that a daylighting barrier is obstructing access, the DOT must respond promptly. These issues are not minor inconveniences—they are immediate threats to public safety and violations of disabled New Yorkers' right to accessible streets and sidewalks.

Thank you for the opportunity to testify. I can be reached at (212) 244-4664 or wjuhn@nylpi.org if you have any question or would like to discuss these issues further.

###

About New York Lawyers for the Public Interest

For nearly 50 years, New York Lawyers for the Public Interest (NYLPI) has been a leading civil rights advocate for New Yorkers marginalized by race, poverty, disability, and immigration status. Through our community lawyering model, we bridge the gap between traditional civil legal

services and civil rights, building strength and capacity for both individual solutions and long-term impact. Our work integrates the power of individual representation, impact litigation, and comprehensive organizing and policy campaigns. Guided by the priorities of our communities, we strive to achieve equality of opportunity and self-determination for people with disabilities, create equal access to health care, ensure immigrant opportunity, strengthen local nonprofits, and secure environmental justice for low-income communities of color.

NYLPI's Disability Justice Program works to advance the civil rights of New Yorkers with disabilities. In the past five years alone, NYLPI disability advocates have represented thousands of individuals and won campaigns improving the lives of hundreds of thousands of New Yorkers. Our landmark victories include integration into the community for people with mental illness, access to medical care and government services, and increased accessibility of New York City's public hospitals. Working together with NYLPI's Health Justice Program, we prioritize the reform of New York City's response to individuals experiencing mental health crises. We have successfully litigated to obtain the body-worn camera footage from the NYPD officers who shot and killed individuals experiencing mental health crises. In late 2021, NYLPI and co-counsel filed a class action lawsuit which seeks to halt New York's practice of dispatching police to respond to mental health crises, and in the context of that lawsuit, seeks relief on behalf of individuals affected by the Mayor's Involuntary Removal Policy.

Testimony on 4/21/25 Transportation & Infrastructure Committee Hearing

Open Plans writes today in regard to the Committee's hearing on 4/21/25. Open Plans has been advocating for universal daylighting in New York City for years, and we have worked with numerous community organizations, including 22 Community Boards that have passed resolutions in support of universal daylighting, to advance this important safety technique. We strongly support Int. 1138, and believe that every day this bill is not passed into law is a day where a crash could happen that would have been prevented by daylighting. More detailed comments on these points and others are below:

- **Daylighting works for all road users — drivers, pedestrians, and cyclists alike.** The added visibility that daylighting provides benefits all road users. Instead of a driver creeping forward for visibility at an intersection, they can see without obstructions blocking the sidewalk and roadway. Instead of pedestrians needing to almost step into oncoming traffic for visibility crossing with a stop sign, no obstructions means more visibility on foot. Daylighting provides a safety benefit for everyone on our streets. And when the daylighting is hardened — which we believe all daylit spots should be — the boulder, bike rack, or other use prevents cars from parking in that space anyway.
- **Communities support universal daylighting.** Over 100 community organizations have signed on to a letter to the Department of Transportation in support of universal daylighting, which we are attaching to this testimony. In addition to this, 22 Community Boards representing over three million New Yorkers have passed resolutions in support of universal daylighting. It's clear that communities support the safety benefits of universal daylighting. In our conversations with Community Boards, many drivers expressed that they are happy to give up a few parking spaces to make intersections safer for everyone; this is a popular reform.
- **Hardened daylighting allows community uses to be placed in the curb lane.** When a space is daylit, we can place any number of uses in that space. We could plant bioswales to increase neighborhoods' climate resilience, or place Citi Bike racks or safe bike parking to increase mobility access. Instead of that

space being relegated to just one use by one person, a community can benefit from a daylight space.

- **We also support Int. 99-A, which would help keep polluting, dangerous trucks out of residential neighborhoods.** Far too often, neighborhoods of color and working class neighborhoods bear the brunt of the pollution created by commercial trucks, and at times have limited access to the curb due to these trucks. Int. 99-A would require designated space for these vehicles in IBZs, and we support the bill.

Respectfully,
Open Plans

Sara Lind
Co-Executive Director
sara@openplans.org

Jackson Chabot
Director of Advocacy and Organizing
jacksonchabot@openplans.org

Michael Sutherland
Senior Policy & Legislative Analyst
michael@openplans.org

April 2025

Dear New York City Department of Transportation,

We, the undersigned 120 organizations, are writing in support of the implementation of universal daylighting in our communities. We ask the City of New York to:

1. Opt back in to New York State law prohibiting parking within 20 feet of an intersection, and
2. Implement daylighting with physical barriers at every intersection in the city

On June 20th 2023, Queens Community Board 1's full board passed a resolution calling for universal daylighting of intersections with physical barriers. Similar resolutions have since been passed by Manhattan Community Boards 1, 2, 3, 4, 5, 6, 7, 8, 9, and 11; Brooklyn Community Boards 1, 2, 4, 6, 7, and 8; Queens Community Boards 2, 6, and 13; and Bronx Community Boards 5 and 11. 82 elected officials have publicly stated their support.

New York State law already prohibits parking within twenty feet of a crosswalk at an intersection per Vehicle & Traffic (VAT) Chapter 71, Title 7, Article 32, Section 1202. However New York City has exempted itself from adhering to this law.

There is growing recognition that the removal of parking spaces immediately adjacent to a crosswalk is a common sense and effective way of reducing conflicts between different road users. Where obstructions have been removed, motorists are better able to see crossing pedestrians as well as other motorists. The benefits for pedestrians and bicyclists are equally noteworthy. The increased visibility helps them see oncoming traffic and makes for a much safer environment.

The space that is recovered around crosswalks can be repurposed for a number of public realm enhancements including amenities like planters, benches, bike racks, granite blocks and stormwater retention green infrastructure. Taken together, these initiatives help to beautify the neighborhood while managing flooding and physically blocking drivers from parking their cars dangerously close to crosswalks.

We wholeheartedly endorse this practical, straightforward, and proven measure that will make our streets safer for all users. Therefore, we support CM Won's Int. 1138

and ask the NYC Council to pass this bill and provide intersection safety to all New Yorkers.

Sincerely,

31st Ave Open Streets Collective
34 Ave Open Streets Coalition
350 Brooklyn
5BORO Institute
Atlantic Ave BID
Banker's Anchor Community Organizers
Bedford Slip Community Organizers
Bergen Bike Bus
Berry Open Street Community Organizers
BetaNYC
Bike & Brew
Bike New York
Bike South Brooklyn
Bronx River Alliance
Bronx River Alliance Greenway Team
Brooklyn Community Kitchen
Brooklyn Greenway Initiative
Brooklyn Harm Reduction Outreach Cooperative
Brooklyn Heights Association
Caldwell Enrichment Program Inc
Center for Independence of the Disabled, New York
Central Harlem CLT
CHEKPEDS
Ciclistas Latinoamericanos de New York
City Island Rising
CIVITAS NYC
Clean Bushwick Initiative
Climate Reality Project NYC
Community CSOC Food Bank
Community Education Council District 14
Cooper Park Resident Council
Crown Heights Running Club

Disabled in Action
Domino Park
DriveRehab
East Brooklyn Biking
El Barrio Bikes
El Puente
EVCC
Families for Safe Streets
Flatbush Development Corporation
Flatbush Streets for People
Fort Greene Open Streets Coalition
Four Freedoms Democratic Club
Friends of Bushwick Inlet Park
Friends of Cooper Park
Friends of McGolrick Park
Friends of the Harriet Tubman Memorial
Greater Flushing Chamber of Commerce
Greenpoint Art Circle
Grokkist
Hall Street Block Association
Harlem Lane, Inc.
Harlem Neighborhood Block Association
Jackson Heights Bike Bus
Jackson Heights Immigration Center
Jackson Street Neighbors
Jennings Open Street
Kids over Cars
Loisaida Open Streets Community Coalition
Make McGuinness Safe Coalition
Manhattan East Community Association
McCarren Dog Run Alliance
McCarren Park Demonstration Garden
McCarren Park Handball Community
McCarren Park Tennis Association
McGolrick Bird Club
McGolrick Dog Run
MicromobilityNYC

Micromobility Central Queens
Neighbors for a Greener Harlem
Neighbors for a Safer Austin St.
New York Communities for Change
Northside Senior Center
North Brooklyn Community Boathouse
North Brooklyn Compost Project
North Brooklyn Democratic Socialists of America
North Brooklyn Joy Rides
North Brooklyn Mutual Aid
North Brooklyn Neighbors
North Brooklyn Open Streets Community Coalition
North Brooklyn Parks Alliance
North Brooklyn Transportation Alternatives Volunteer Activist Committee
New York League of Conservation Voters
Olive Street Garden
Open Plans
Open Streets Network
Out Rockaway
Park Slope 5th Ave BID
Park Slope Play Street
Park to Park 103
Permanent Citizens Advisory Committee to the MTA
Powers Street Garden
Principles Coffee Shop
Project for Public Spaces
Prospect Heights Neighborhood Development Council
PS 84 PTA
PS 110 PTA
PS 110 Street Safety Committee
PS 125 PTA
Red Shed Community Garden
Regional Plan Association
Riders Alliance
Ridgewood Rides
Rosedale Civic Association
Sane Energy Project

Sharon Open Street Organizers
Southside CSA
The St. Johns Community
St. Nicks Alliance
Streetopia Upper West Side
The Lot Radio
Transportation Alternatives
TriState Transportation Campaign
Troutman Open Streets
Trucking Association of New York (TANY)
Union Square Partnership
Upper East Side Mutual Aid
UPSTAND
Vanderbilt Open Street and Underhill Public Plaza
W. 111th St. Block Association Morningside Heights
W.124th St Block Association Central Harlem
West Village BID
Williamsburg Pickleball
Workers Justice Project



April 21, 2025

My name is Carl Mahaney. I direct StreetopiaUWS, a livable streets advocacy initiative working to create people-centered streets on the Upper West Side of Manhattan.

I want to register my strong support for Int 1138 to implement universal daylighting across New York City.

On the Upper West Side, we have perhaps the city's oldest example of daylighting as an intentional street safety treatment. It can be found along West 94th Street, from Amsterdam Avenue to Central Park West.

Like too many pedestrian-prioritized street improvements, the changes to West 94th Street were tragically reactive and came about thanks to a few determined residents organizing in response to a preventable tragedy—the death of one young child, and the injury of another, at the hands of a reckless driver.

Since its installation in the late 1960s, this design has been quietly working as intended, preventing injuries and saving lives.

Looking at available crash data, going back 14 years, the daylighted intersection at West 94th Street and Columbus Avenue has seen just one crash resulting in one injury over that time period, making it the safest intersection along the entire stretch of Columbus Avenue.

The treatment at West 94th Street incorporates curb extensions, also called "neckdowns," which narrow the street near the intersection giving pedestrians more space, improving visibility for everyone, and signaling to drivers to slow down. DOT recently published data that suggests daylighting combined with neckdowns is one of the most effective treatments in their toolkit to improve street safety.

We have known for six decades how to proactively keep pedestrians safe and prevent needless death and injuries on our streets. Yet DOT still relies on ghoulish data like KSI to selectively choose which intersections to make safe after a crash has caused harm. Enough.

I urge the Council to save lives by bringing Int 1138 to a vote and passing it without delay.

Thank you.



New York City Council Committee on Transportation and Infrastructure
Oversight Hearing: Parking Infrastructure and DOT
April 21, 2025
Testimony of Eric McClure, Executive Director, StreetsPAC

Int. 1138-2024: Strongly Support

StreetsPAC strongly supports Int. 1138-2024, which would prohibit standing or parking a motor vehicle within 20 feet of a crosswalk at an intersection, as well as require the New York City Department of Transportation to implement daylighting barriers at a minimum of 1,000 intersections per year.

Daylighting is a proven and common-sense engineering measure that undoubtedly saves lives and reduces injuries caused by vehicle-on-pedestrian crashes. Daylighting refers to the process of creating “daylight” at intersections by improving sightlines and ensuring that drivers can see pedestrians at corners, and vice versa. It usually involves removing parking spaces at the corners nearest where traffic enters an intersection, and ideally replaces those parking spaces with physical barriers that prevent parking, such as curb extensions, bike racks, planters, or boulders. Daylighting is, in fact, the law throughout New York State, but New York City has inexcusably exempted itself from this statute.

We need only look across the Hudson River to see how effective daylighting can be. Hoboken, which began an effort to daylight all its intersections in 2009, has not had a pedestrian fatality in eight years, a remarkable safety record. Hoboken started daylighting its intersections with flex posts and paint, subsequently building out physical curb extensions as budget and time has allowed.

While the Department of Transportation has expressed reservations about universally daylighting the city’s intersections, citing data that shows higher rates of injury at some corners where the only measure is signage prohibiting parking, the remedy to that is physical infrastructure that prevents parking or standing at corners. Given that NYCDOT’s data also indicates that more than half of pedestrian fatalities and nearly 80% of pedestrian injuries occur at intersections, it’s clear that we need to change the way our intersections are designed.

While hardened barriers obviously come with added costs, it’s incumbent on the City Council and the administration to fund those measures. We know that a universal daylighting requirement would take significant time to phase in, which would allow for funding for hardening measures to be budgeted over multiple fiscal years.

We would support allowing NYCDOT some leeway in using professional judgment in making determinations about intersections that it believes would be made more unsafe with daylighting measures, but we're confident that the number of locations that will not be made safer by daylighting will be a small fraction of the city's 40,000-plus intersections.

We urge the Committee on Transportation and Infrastructure to support Intro 1138, and the full Council to vote it into law as soon as possible.



Third Avenue Business Improvement District
2825 Third Avenue, 3rd Fl.
Bronx, NY 10455
(718) 218 -5430
info@thirdavenuebid.org
www.thirdavenuebid.org

NYC COUNCIL-COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE

Hearing on 4/21/25 at 10AM

- [Selvena N. Brooks-Powers](#) (Chair)
- [Carlina Rivera](#)
- [Carmen De La Rosa](#)
- [Amanda Farías](#)
- [Julie Won](#)
- [Joann Ariola](#)
- [Chris Banks](#)
- [Farah N. Louis](#)
- [Mercedes Narcisse](#)

Dear Committee Chair and Members,

I am the Executive Director of the Third Avenue Business Improvement District located in the Melrose and Mott Haven neighborhoods of the South Bronx. The Third Avenue BID, also known as "The Hub," is the oldest and one of the most heavily trafficked commercial districts in the Bronx. I am testifying today regarding the shuttered DOT municipal lot located at 307-319 E 149th Street near Lincoln Hospital. It is my understanding that the municipal lot has been closed for several years due to structural issues with the building. Since its closure, unsightly scaffolding has also been installed around the building, which has attracted encampments, illegal dumping and unlicensed street vending. It has become a quality-of-life concern. I would like to ask that DOT give an update and timeline on what is happening with this facility, especially since this community is in desperate need of parking options. If the facility will not continue as a parking facility, then I also ask that DOT be transparent about its plans for the facility as there are many potential positive uses for the space to meet local needs, such as a community center, educational institution, recreation facility, and/or permanent housing for Bronxites. It has become too common that vacant spaces languish in the South Bronx and this should especially not be tolerated when it comes to a municipally owned facility. I view the city as a partner in helping address such issues and look forward to additional conversations around this DOT facility. Thank you for your attention to this important matter.

Respectfully,

Pedro Suarez

Executive Director

Third Avenue Business Improvement District

(718) 218-5430

psuarez@thirdavenuebid.org



**Testimony of Transportation Alternatives to the Committee on
Transportation and Infrastructure:
Oversight Hearing - Parking Infrastructure and DOT
Ben Furnas, Executive Director**

April 21, 2024

Thank you to Chair Brooks-Powers and members of the Transportation and Infrastructure Committee for holding today's hearing. My name is Ben Furnas, and I am the Executive Director of Transportation Alternatives, an organization that fights for safe, liveable, and accessible streets across the five boroughs.

We're here to testify in support of Intro 1138 and in support of universal daylighting in New York City.

Let's imagine you're driving down a street and you come to an intersection. Can you see whether a pedestrian is about to step out in front of you? Or is your view blocked by cars parked right next to the crosswalk? Usually it's the latter.

In a city of over 45,000 intersections, this lack of visibility can quickly turn deadly. It's especially dangerous for children because the smallest pedestrians are even more difficult to see behind parked cars.

There's a solution: universal daylighting. Repurposing the parking spots closest to an intersection makes it easier to see for *everyone* – regardless of if you're driving a car, riding a bike, or crossing the street. [Universal daylighting can reduce pedestrian injuries by up to 70%](#). This bill will save lives in every council district.

DOT says this bill will make our city more unsafe – but this goes against both experts in the field and other cities who are already doing it. [The National Association of City Transportation Officials](#), the [Manual on Uniform Traffic Control Devices](#), the [National Cooperative Highway Research Program](#), and the [Federal Highway Administration](#) officially recommend daylighting. Just across the Hudson River in Hoboken, every intersection has daylighting. That's a big reason why Hoboken has gone more than eight years without a single traffic fatality. In San Francisco, [daylighting has led to a 14% reduction in crashes](#). DOT might say this doesn't work – but real-world conditions and experts agree: daylighting works and it saves lives.

No city has improved pedestrian infrastructure or street safety by blocking visibility at intersections.



Universal daylighting will do the impossible, and make our neighborhoods bigger overnight. With newfound space, your street can have more shade, cleaner air, or more seating. Your constituents can enjoy a place to wait for the bus or greenery to absorb rainwater and prevent flooding.

New York City can and should be a leader on street design and Vision Zero. We know what works and have the tools to do so – so let's commit to real, common-sense solutions like universal daylighting.

Universal daylighting can make our city better, safer, more accessible, and greener. Physical daylighting opens up an entire world of possibilities with brand-new public space. Absorbent daylighting, like bioswales, depaving, and other permeable surfaces will reduce flooding. Adding on-street bike racks and secure bike parking will make it easier to bike in neighborhoods with limited bike parking and high numbers of riders. Replacing the parking closest to the intersection with a bus stop will make waiting for the bus pleasant – and protect bus commuters from the elements. Adding trees or other greenery can make our air cleaner and cooler. Curb extensions will make it even safer to cross the street – especially for the youngest New Yorkers, disabled New Yorkers, and anyone pushing a stroller. You can see all of these types of daylighting here [on our website](#).

Of course, signage alone will not necessarily improve safety – but paired with a physical intervention like expanded curbs, flex posts, and turn calming, daylighting will save lives – especially if we prioritize the most hazardous intersections first. It's a common-sense solution to myriad problems, supported by pedestrians and drivers alike, and proven to work. We urge you to support Intro 1138.

Transportation Alternatives also supports Intro 99 to reduce overnight truck parking in residential neighborhoods and improve safety and air quality by creating dedicated overnight parking spaces in Industrial Business Zones.

Thank you for the opportunity to share this testimony.

W X Y architecture + urban design

25 Park Place, 3th Floor, New York, NY 10007
Tel 212.219.1953 Fax 212.274.1953 Web wxystudio.com

Principals

Claire Weisz
Mark Yoes
Layng Pew
Adam Lubinsky

April 21, 2025

New York City Council Transportation Committee Hearing Testimony in Favor of Intro 1138

Good morning, my name is Bahij Chancey, and I'm an urban planner at WXY Studio, an architecture, urban design, and planning practice based in NYC that works extensively with city agencies including DOT.

I'm here to express strong support for intro 1138 requiring intersection daylighting at 1,000 intersections per year. As planners and designers, we know that safety is just the beginning. Clearing the 20 feet in front of crosswalks doesn't just save lives—it creates the foundation for a better public realm.

Daylighting improves visibility at intersections, which dramatically reduces crashes involving pedestrians, especially children and seniors. But the benefits go much further: these reclaimed spaces can be designed as high-impact micro-infrastructure—green buffers, seating, planters, bike corrals, or rain gardens—that make our streets not just safer, but more welcoming and more beautiful. Daylighting is also complementary to a host of other curbside priorities, like loading zones, trash containerization, open streets, and outdoor dining.


Every corner with daylighting is an opportunity to expand walkability, slow traffic, and carve out public space in the densest cities in the country. When implemented thoughtfully with hard barriers, these zones become natural extensions of the sidewalk—mini plazas that offer refuge, greenery, and clarity in our complex streetscape.

I have worked closely with the bill's sponsor Council Member Won on the OneLIC neighborhood plan, and this measure would be a critical first step in realizing the plan's safety and public realm benefits.

This bill is a powerful, scalable tool to advance Vision Zero, equity, and climate resilience. It aligns with what we already know: small changes to street geometry can have outsized impacts on how people move, interact, and feel in their neighborhoods.

I thank the council for your leadership on this. I urge you to pass this bill and help make every intersection in New York City safer and more livable.

Bahij Chancey, MCP, AICP,
Managing Director, WXY Studio
bahij@wxystudio.com





Committee on Transportation and Infrastructure
April 21, 2025 (10:00 AM)

Subject: Universal Daylighting

To Whom It May Concern,

I currently live in Greenpoint, Brooklyn and have been a resident of New York City for 25 years. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138. I am testifying today in support of CM Won's bill Int. 1138.

Street safety – especially for pedestrians and cyclists – has always been a concern, but as the father of an energetic five-year-old it has taken on new urgency. Too often, simply crossing a street – even at a crosswalk – can be dangerous and feel much too stressful. While there are many issues at play, visibility at intersections is one of the most critical factors. When cars are parked all the way to the corners, pedestrians (especially small children) are much harder for drivers to see. This reduces drivers' reaction times and significantly increases the risk of a collision. Without universal daylighting, pedestrians are simply much more vulnerable to be hit by a vehicle – even when crossing in a cross walk.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Sincerely,
Aaron Kreiswirth

Subject: Strong support of Intro 1138 – Universal Daylighting
Date: April 21, 2025

Dear Council Members,

I live in Flatbush, Brooklyn and strongly support Intro 1138 to create universal daylighting across the city. In my daily travels as a pedestrian, bus rider, subway rider, and bicycle rider, I am perpetually in fear for my safety when crossing the street, especially at intersections. Most intersections in the city have very limited visibility for pedestrians approaching the crossing and for drivers who can't see people emerging from the sidewalk into the street.

In locations where daylighting has been added in my neighborhood, especially with infrastructure and planters, it is MUCH easier and more comfortable to cross the street, and it feels much safer.

We need daylighting to increase visibility to reduce the danger of intersections and increase safety for all road users. Too many people have died crossing the street and this should be unacceptable for all of us. Please take this common sense step to increase the safety of intersections, where most crashes happen, and continue working towards Vision Zero in other ways as well, to end the epidemic of traffic fatalities and serious injuries.

Thank you for this and further efforts to save lives,
Alana W.
Flatbush, Brooklyn

To the lovely people reading,

My name is Alexander Kumar and I live in East Village. Shout out to Chair Brooks Powers and CM Won, both, for holding the hearing earlier and introducing the bill, respectively.

I am writing to testify my support for CM Won's bill Int. 1138. Universal Daylighting is an issue close to my heart, one that I will fiercely advocate for. Two years ago, my girlfriend was hit by a car in a NYC intersection, fracturing her knee and changing the trajectory of her life forever. It was at a crosswalk on a rainy day with limited visibility. It didn't matter that she had the right of way, the driver messed up, and she paid and continues to pay the consequences. However, this act of unintended brutality should not be attributed to one actor, the mistake of an individual. It needs to be attributed to structural issues, one that points to numerous flaws in design. Luck has it that she was the one to be struck that day. But each day that we continue to turn a blind eye to these flawed designs, we are rolling a die with people's wholeness and wellbeing. I sincerely hope that no one close to you wins this twisted lottery.

It is a well known and studied conclusion that pedestrians are regularly injured and killed at NYC intersections. In fact, pedestrian fatalities are on the rise as of last year. We know that these deaths are caused by multi-ton metal vehicles, trying to move as fast as independently possible, inhabiting the same space a vulnerable bodies of flesh. Taking the former for granted, we know that this is further induced by failures in traffic design. There is an alarming absence of traffic calming measures, such as raised crosswalks or physical barriers that induce drivers to slow down. There is an alarming absence of visibility measures, such as neckdowns or other daylighting methods.

Daylighting is a great beginning in changing how we view transit and what we value. Right now it is clear, we value parking over the bodily safety of our residents. We can start the change we need right now.

All the best,
Alexander Kumar

As a young family, one of our biggest concerns is walking around safely in Astoria and around the city. On Broadway in Astoria, DOT implemented daylighting with simple paint and large concrete blocks. Crossing the street has become less stressful and safer. With this bill, the city council has the opportunity to reduce the risk of car violence and save lives. Daylighting is a straight forward and proven way to improve our existing infrastructure.

Please don't listen to the proponents of a status quo where more New Yorkers are killed by cars than by guns. This can be done cheaply and in a few years.

Alexander Schaefer

Queens Resident

Good morning. My name is Alexandra, and I live in Long Island City. I'm here today to voice my strong support for implementing daylighting at intersections across New York City.

As a person who walks through our city everyday, I can tell you firsthand how unsafe some of our intersections feel. Even when just crossing the small street in front of my apartment, visibility is often completely blocked by parked cars, some as big as pickup trucks or delivery vans, that make it impossible for me to see what's coming. Even more importantly, drivers equally cannot see me.

I've had more than one moment where I've stepped into a crosswalk with the right of way, and a car turns so suddenly or almost runs a stop sign that I have to jump back to avoid being killed. I'm a relatively tall adult woman, imagine how much more disastrous the situation would be if it were a child. It shouldn't be this dangerous to simply cross the street in your own neighborhood.

Daylighting is such a simple, common-sense fix. Just clear the space near crosswalks so people can see and be seen. It's low-cost, it's proven, and it's already saving lives in other cities. We don't need to wait for a tragedy on every corner before we take action.

Long Island City is growing fast: more people, more traffic, more families walking these streets. We need our infrastructure to keep up. Please, prioritize safety over a few parking spots. Give us streets where everyone, whether they be walking, biking, or driving, can all feel safe.

Thank you.

Hello, I am submitting my testimony in support of universal daylighting infrastructure on NYC public streets. As a frequent cyclist & friend of many daily cyclists, I urge our representatives to improve the design of intersections to make them safer for cyclists. Making NYC more bike friendly would not only save cyclists' lives, but also encourage more New Yorkers to cycle; thus cutting down on pollution & improving the lives of citizens. This would make the city more livable for everyone, a pleasant place to shop, learn, work, raise families, and live. Thank you for considering this sensible approach to designing a city with highly preventable collisions in mind.

Sincerely,
Alie Stumpf
Public School Teacher

[REDACTED]

[REDACTED]

Brooklyn, NY 11233

From: [Alina Larson](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony for daylighting
Date: Wednesday, April 16, 2025 5:20:16 PM

[REDACTED]

Every weekday, 9 months of each year, from pre-K thru 5th grade, I or my husband would walk our son to school, like thousands of parents in NYC. Though we live in a relatively quiet UWS neighborhood, about every third day, an incident would occur while crossing the street during that 20 minute walk which would feel unsafe. Daylighting would protect families trying to get to school and work.

Thank you,
Alina Larson
10025

To the Honorable Members of the New York City Council,

My name is Alison Sant-Johnson, and I am a resident of Brooklyn, where I live with my husband and teenage child. I strongly advocate for the widespread implementation of daylighting at intersections throughout New York City.

As a parent, pedestrian, cyclist, urbanist (*board member of Transportation Alternatives*), I have personally experienced the dangers posed by obstructed visibility at street corners. Parked vehicles, especially larger ones, often block the line of sight between pedestrians, cyclists, and drivers. This creates a hazardous situation where collisions are far more likely.

Daylighting -*the removal of parking spaces near intersections*- is a proven safety measure and will increase safety for all road users by improving visibility and allowing everyone to see oncoming traffic and pedestrians before the intersection. It is a very simple change that would prevent accidents and save lives. It is also a relatively low-cost intervention with significant safety benefits - a practical and efficient way to make our streets safer for everyone.

Daylighting would provide protection for especially vulnerable road users including children, seniors and people with disabilities. Daylighting intersections provides these at-risk groups with crucial extra seconds to react and avoid potential collisions.

My family has chosen not to own a car in the city so we rely heavily on walking, biking and public transit. As daily pedestrians we would like to feel safer on the streets that we all walk on without having to be fearful every time we cross a road.

New York City has committed to Vision Zero, the goal of eliminating traffic fatalities and serious injuries and daylighting is a critical tool in achieving this goal. It is a proactive measure that addresses a root cause of accidents, rather than reacting to them.

I urge the Council to support initiatives that promote and expand daylighting across the city. This is an essential step towards creating safer, more livable streets for all New Yorkers.

Thank you for your time and consideration.

Alison Sant

Allyson Lynch, freelancer, Access-A-Ride user and Brooklynite

Testimonial Letter to the New York City Council Committee on Transportation and
Infrastructure

Hearing date and time: 4/21/2025 at 10am

Being a Brooklyn resident, volunteer at Transportation Alternatives, and a pedestrian and disabled individual, I am passionate about clearing curbs adjacent to intersections so that drivers can see me in the crosswalk and I can make eye contact with drivers while I wait to cross the street.

New York State law requires daylighting statewide by banning parking within 20 feet of intersections – [as recommended by NACTO](#) – but the City of New York has long overridden the law and allowed parking right up to its crosswalks.

Pedestrians and disabled people need to be protected by daylighting. Not only does parking at intersections need to stop, but it will not be enough to simply paint the curb yellow: if the space isn't reallocated to another use, it will quickly be used to accommodate wide, fast turns or illegally parked cars, making the problem worse.

We need safer intersections for children, disabled people and pedestrians in general. Our infrastructure needs to be fitted with safe daylighting as soon as possible in accordance with state law as well as upgrade these spaces for public benefit.

I'm a Brooklyn resident who strongly supports Intro 1138. Universal daylighting will make our city safer and more livable.

Cars, SUVs, and trucks have gotten bigger and taller, with higher front grills that are harder for drivers to see over when behind the wheel, and harder for pedestrians and cyclists to see around. It seems like more and more SUVs are flooding our streets. When I'm walking or biking, I struggle for visibility at intersections, especially because of illegal parking that partially blocks crosswalks. When I'm driving, I worry about missing someone popping out from behind a car or SUV and hitting them.

I urge the Council to support Intro 1138 and move our city forward!

Sincerely,
Amelia Josephson
Brooklyn, NY

From: [A Abel-Bey](#)
To: [Testimony](#)
Subject: [EXTERNAL] April 21st Transportation Hearing - Submitting Written Testimony
Date: Monday, April 21, 2025 6:59:40 PM

Honorable City Councilmembers,

My name is Amparo, I am a Queens-born lifelong New Yorker who is a proud mom of a toddler who is currently learning how to navigate this world safely. It would mean so much to me and other parents in my neighborhood and in NYC overall if Intro 1138 was passed. Any measure to protect our smallest pedestrians by the DOT is much appreciated and needed. Universal daylighting makes sense and is a relatively inexpensive design to implement.

Thank you.

Amparo Abel-Bey,
Sunnyside Resident.

Amparo Abel-Bey, MPH

From: [Andon Keller](#)
To: [Testimony](#)
Subject: [EXTERNAL] April 21st Committee on Transportation and Infrastructure Testimony - Intro 1138 Support
Date: Friday, April 11, 2025 4:15:31 PM
Attachments: [image.png](#)



I am writing to express emphatic support for Intro **1138** on **universal daylighting**.

1. "Am I about to die?" is a question I experience when I'm peering around a vehicle that blocks my view of oncoming traffic. No one should have to think that as they walk block-to-block.
2. Hoboken is showing us up with zero traffic-related death for seven consecutive years after eliminating parking at intersections and installing blockades, even if it's just a flimsy plastic.
3. This is statewide law. What does it say about our representatives when we prioritize car storage at intersections over LIVES? Get our laws in line with the priorities of NYC residents. All of us want to walk across crosswalks without the fear of death.

Daylighting intersections



By removing the parking spots closest to an intersection to increase visibility — a practice known as daylighting — the City of New York can make intersections safe.

State law requires this, but the City of New York overrides this life-saving requirement to prioritize parking over safety.



Warmly,

Andon Keller



Brooklyn, NY 11217

I'm Andrew Fine, a resident of the Upper East Side in Manhattan. I am writing to oppose the nonsensical "Universal Daylighting" bill that NYC's own DOT has said will make the city's Streets LESS SAFE and cause 15,000 more pedestrian injuries. Need I say more? There are 47,000 intersections in NYC, universal daylighting would cause the loss of as many as 200,000 of NYC's 2.9 Million parking spaces. An exhaustive study by the NYC DOT showed that corners naturally "daylit" by hydrants increase accidents by 30%, and those with 2 corners daylit this way, accidents climbed 100%. The far-left still pushes this as a safety measure, this is insincere. Apps like Uber and Lyft are heavily funding so called "safety" organizations like Open Plans and Transportation Alternatives to push this legislation. Why? Because they benefit from any measure that makes private car ownership less convenient. 1138 would be an incredible waste of resources. Granted, problematic, accident-prone intersections should be a priority for "hardened" daylighting. This requires a scalpel, not a sledge hammer. Please oppose 1138.

Dear NYC Councilmembers,

My name is Andrew Hollis and I am an 17 year resident of Greenpoint, Brooklyn. I am also a car owner that *really* supports daylighting.

As a driver, I want to see all road users clearly before I reach the stop. This makes getting around easier and less stressful on all of us. It just doesn't make sense to not see at an intersection, and with the height of vehicles these days, every approach is a roll of the dice.

I am including a photo of a curb jump crash on the intersection where I live. Fortunately, no one was seriously hurt, but you can see, they would have been. Rolling the daylighting dice is life or death.

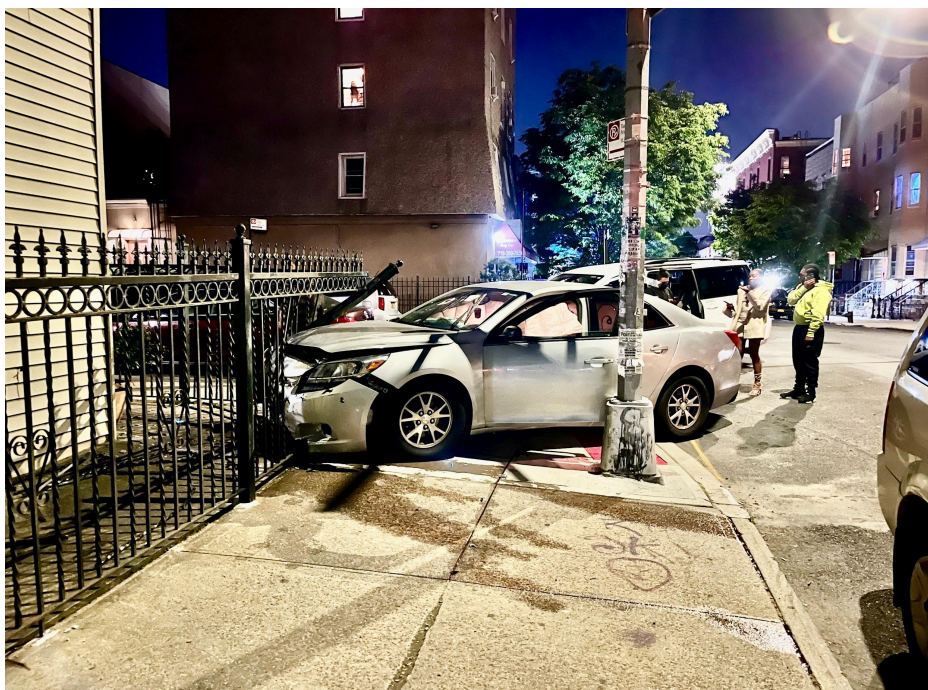
As a car owner I have skin in the game of lost parking, but this is more important, and drivers will grow to like the visibility. Daylighting can be creative: daylight with Citi Bike corrals, and feel free to save the opposite corner from daylighting, it doesn't have to be all or nothing.

There is no question to me that daylighting is easily the lowest cost and biggest impact action NYC could take to the improve safety, comfort, and reduce stress of all road users. Even Miami Beach, a place with not much parking, has daylighting, and aren't we better than Florida?

Thank you for the opportunity to testify, I would have loved to do this in person, but it was my grandmother's 102nd birthday.

Sincerely,

Andrew Hollis



Greenpoint, Brooklyn, June 5, 2022

Hello, my name is Anil Singh and I am a lifelong resident of South Ozone Park, New York. I am writing in support of Intro 1138, which would prohibit standing or parking of a vehicle within 20 feet of an intersection. This legislation is crucial to protect New Yorkers like myself from traffic injuries and fatalities. In the summer of last year, I was struck by a moped at the Rockaway Boulevard and 116 Street intersection while crossing the street. This was a signaled intersection and I had the right of way. Due to a large van parked close to the intersection, I did not see the speeding bikes. After being struck, I was physically assaulted by the rider of the moped, resulting in a broken nose. I cannot control the behavior of these people, and the NYPD were unable or unwilling to take action to bring the perpetrators to justice. However, a simple design solution like universal daylighting could have prevented this incident by increasing visibility. It can prevent many more injuries and deaths.

I am also a driver, and universal daylighting is also beneficial to drivers as it increases our visibility as well. Daylighting would also free up public space for beneficial uses such as stormwater diversion, sanitation, or recreation

I strongly urge the Council to pass Intro 1138 and enact universal daylighting in New York City. Parking spaces should not be more important than human lives.

Good afternoon, esteemed members of the New York City Council. My name is Anna Sathe and I'm here today to advocate for the implementation of universal daylighting across NYC. I want to specifically highlight the profound benefits this initiative would have on the safety and well-being of our children and individuals who use wheelchairs.

For our children, increased daylighting translates directly to enhanced safety. Studies have consistently shown that well-lit areas experience lower rates of crime and fewer accidents. With more natural light, drivers have better visibility of children playing or walking to school. Playgrounds and parks bathed in sunlight become more inviting and safer spaces for recreation. The simple act of increasing natural light can deter potential hazards and provide a greater sense of security for our youngest citizens and their families.

Similarly, universal daylighting offers significant advantages for people who use wheelchairs. Navigating our city can be challenging, and poor lighting can exacerbate these difficulties. Shadows and dimly lit pathways can obscure obstacles, uneven surfaces, and potential hazards, increasing the risk of accidents and injuries. Natural light enhances visibility, allowing wheelchair users to navigate sidewalks, ramps, and public spaces with greater confidence and safety. Clearer visibility also makes it easier for others to see and be aware of wheelchair users, fostering a more considerate and safer environment for everyone.

Beyond these crucial safety benefits, universal daylighting offers a wealth of additional advantages for all New Yorkers:

- **Improved Public Health:** Natural light is essential for regulating our circadian rhythms, leading to better sleep, improved mood, and increased vitamin D production.
- **Reduced Energy Consumption:** By maximizing natural light, we can decrease our reliance on artificial lighting during the day, leading to significant energy savings and a smaller carbon footprint.
- **Enhanced Community Spaces:** Daylit public spaces feel more welcoming, vibrant, and connected, encouraging greater social interaction and community engagement.
- **Economic Benefits:** Studies have shown that access to natural light can increase productivity in workplaces and attract more visitors to commercial areas.

Implementing universal daylighting requires a comprehensive and thoughtful approach. This includes:

- **Strategic Urban Planning:** Designing new developments and retrofitting existing infrastructure to maximize natural light penetration.
- **Optimizing Street Design:** Considering building heights, street widths, and landscaping to ensure ample sunlight reaches pedestrian areas.
- **Promoting Light-Reflecting Surfaces:** Utilizing materials that help to diffuse and distribute natural light.

Investing in universal daylighting is an investment in the safety, health, and well-being of all New Yorkers, particularly our children and those using wheelchairs. It's an opportunity to build a more

inclusive, sustainable, and vibrant city for generations to come. I urge the City Council to prioritize this vital initiative and take concrete steps towards making universal daylighting a reality in every neighborhood.

Thank you for your time and consideration.

Anna Sathe

My name is Annie Weinstock, I am the Director of Programs for People-Oriented Cities, a non-profit organization based in Brooklyn, New York. People-Oriented Cities is a group of technical experts in the field of transportation, using our technical know-how to advocate for safer streets and better public transportation.

I am testifying today because I support Intro 1138 on universal daylighting. New York is a city of walkers. Yet every time we cross a street, we take our lives into our hands. Creating daylight at every intersection in the city is imperative to ensuring that all walkers are visible when they cross the street. Doing so at only select intersections sends a message that in some places, a single space for parking is more important than the lives of our citizens.

Not only do I work as a sustainable transportation expert, but I am also raising two boys in New York City. My oldest is getting to the age at which he can walk in the neighborhood alone. I want him to be able to enjoy his budding independence without fear. Yet because of his small size, he and I fear that he can't be seen by the driver of a turning vehicle, if there is a car blocking the view of him crossing.

There are also so many more possible people-oriented uses for our public street space than a parking spot for one car: a set of bicycle racks, a parklet, a small art exhibit. Replacing a parked car at every intersection with one of these uses would not only vastly improve public safety, but it would also spark joy on every block.

I would like to thank the city council for reading this and I am counting on you to support Intro 1138 for universal daylighting.

Dear Chair Brooks-Powers and Council Members,

My name is and I am a resident of Greenpoint. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,
Austin Pferd

From: [Ayo Shanti](#)
To: [Testimony](#)
Cc: [Ayo Shanti](#)
Subject: [EXTERNAL] In support of Universal Daylighting
Date: Thursday, April 17, 2025 2:36:26 PM

[REDACTED]

To the NYC Council

I have been blessed by having the universal daylighting crossroads design installed on my street (35th Avenue in Jackson Heights). I feel safer crossing the street because the drivers can see me and I can see them. With cars parked right up to the corner I can't see cars about to turn the corner and have had some close calls before the changes were made. All too often cars just zip around the corner when making turns and either slam on their brakes (not good for them or their car) or hit or come close to hitting people crossing on a green light.

Cars still rule in a city known around the world as a place where people can walk and take public transportation. We need to find a better, more harmonious balance between cars and people.

Please pass the universal daylighting law. It will save many lives, prevent injuries, and help drivers not have to have their brakes re-aligned so often.

Thank you
Ayo Oum Shanti

[REDACTED]
Jackson Heights, NY 11372
[REDACTED]

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Remember the glass is always full - 1/2 air, 1/2 water - and we need both to live life. ~ AOS

Ayo Oum Shanti
[REDACTED]

I am submitting a written testimony today in support of Intro 1138. Thank you Councilmember Julie Won for writing this bill and to the many other council members that are sponsoring it.

Universal daylighting will save many lives. It has in Hoboken and it will here.

New Yorkers are unfortunately too familiar with the feeling of having to slowly walk across an intersection and precipitously peer over the hoods of parked cars to see cross traffic. Stop signs are little solace, as drivers routinely treat them as suggestions. Just yesterday, as I was walking home from lunch in Williamsburg, an inattentive driver cruised through a stop sign as I was readying to cross the street. Had I not slowly inched forward and leaned around a parked car into an intersection, I would have been struck. Daylighting would make these incidents rarer as clear sightlines would remove the need to dangerously inch into an intersection. Unfortunately, many children are too short to see over the hood of a car (or too short to be seen by a driver pulling up to the stop sign) and are struck and killed or face life altering injuries as a result. It is therefore no surprise that in New York City cars are the leading cause of death for children under 14.

Benefits extend far beyond the need for pedestrians to inch and peer. Drivers at non-daylit intersections in this city are forced to move into the intersection in order to see cross traffic. Too often drivers cannot see cross traffic until it is too late--until another car slams into them at the intersection.

Space is New York City's most expensive commodity. In freeing up space once used by parked cars, the city can add greenery to combat flooding that is all too routine in our city, provide seating for seniors on warm summer days, or add bright murals to showcase a local artist's talent.

Please pass Intro 1138 to make our streets safer. Thank you for the opportunity to testify.

Bailey Schweitzer
Proud resident of Brooklyn

To Whom It May Concern:

My name is Ben Milam, and I am a resident of Midwood, Brooklyn, zip code 11230. I would like to thank Chair Brooks Powers for holding this meeting, as well as C.M. Won for introducing Int. 1138.

I write this testimonial in support of C.M. Won's bill, Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to the DOT, 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. After moving to my current neighborhood from a different location in Brooklyn 3 years ago, I quickly learned a fear response with regards to crossing the street in any capacity, be it when walking home from the station, walking my dog in the morning, or walking to any nearby grocery store. Because cars park so close to the curb, drivers hoping to turn onto larger streets are completely unable to see from the location indicated by stop signs. As a result, the overwhelming majority of drivers **do not stop at stop signs** in my surrounding area. In my estimate, more than 90% of cars jettison past stop signs until their car is perhaps 25-50% into the nearest perpendicular lane of traffic. I personally have been nearly hit by a car no fewer than three times.

Especially at a time when traffic laws seem largely unenforced, I feel we must resort to "clever" measures to make streets safer in a number of ways. Universal Daylighting is one such way. I implore you to pass Int. 1138 to make our crosswalks visible and safe for people driving, biking, and especially walking. I do not want to die because New York City officials did not see the worth in improving pedestrian safety.

Regards,
Ben Milam

April 21, 2025

1138 On Universal Daylighting

Hi,

I live in Brooklyn, NY and this is written testimony in support of Universal Daylighting. When I leave my house to cross the street to the deil, cars often park all the way tot he crosswalk and often over the crosswalk. Then, I have to scoot all the way to the edge of the car to look for oncoming cars. Cars have been getting bigger, and at %ft 8, I can still see over the hoods of large SUVs, but my neighbor who uses a wheelchair to walk her 8 year old to school can not see over the hood. So, everyday on the 5 block walk to school, she takes ten risks of being run over and being unable to raise her child. In my area, only 27% of neighbors own cars. This is not equitable. In Hoboken, the mayor instituted daylighting for \$1100 an intersection, but NYC DOT claims it will cost anywhere between \$10 K and \$40K (their numbers keep going up). Why? Let's fix this.

Thank you,

Birgit Rathsmann

City Council Members,

My name is Carl Wojciechowski, I live in Riverdale, Bronx with my wife and two kids aged 2 and 6. I am writing in support of Intro 1138, the daylighting law. Like most New Yorkers, our primary form of transportation is walking. We walk to school, work and to do daily chores and for leisure on the weekends. Unfortunately, simply walking has grown steadily more chaotic and unpredictable, especially when we need to cross the street and interact with vehicles. Daylighting would greatly improve visibility at intersections to the benefit of both motorists and pedestrians. Far too many times I have seen and experienced close calls, and this simple measure will undoubtedly save lives. We should not feel we are risking our lives just to walk around our neighborhoods. Please pass this common sense safety measure.

Thank you,

Carl Wojciechowski
Riverdale, Bronx

I am a resident of Astoria, Queens and I want to express my full support of Intro 1138. Universal daylighting will make our city safer for all road users. Years ago, while walking at night in Astoria, I was hit by a car making a left-hand turn, while I was in the crosswalk. A parked car at the intersection obstructed the driver's view of me. Thankfully, the driver hit the brakes and slowed down enough that the impact didn't hurt me. But I often think about that night and how it might have gone differently if the driver's view wasn't blocked by a parked car. New York City needs universal daylighting as a proven measure to reduce traffic violence.

Thank you for the opportunity to submit this testimony.

Caroline Praderio

To Whom It May Concern,

My name is Charles Todd, and I am a resident of Hell's Kitchen in Manhattan. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing this bill, int. 1138.

I am the father of two elementary age children, and we walk to and from school every day.

I am writing to testify in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Thank you,

Charles Todd
Hell's Kitchen Resident

Dear Council Member Brooks-Powers,

I'm writing to urge you to support the implementation of **universal daylighting** at intersections across New York City — a simple, cost-effective change that would save lives and make our streets safer for everyone.

Daylighting refers to the removal of parking spots directly in front of crosswalks to ensure clear visibility between drivers and pedestrians. As you may know, this is a proven street safety measure supported by city data, traffic safety research, and organizations like the National Transportation Safety Board.

In New York City, over **half of pedestrian fatalities occur at intersections**, with many of these involving turning vehicles that fail to see someone crossing until it's too late. Vehicles parked at corners often obstruct the line of sight — especially dangerous for children, elderly pedestrians, and those in wheelchairs who are less visible to drivers. By removing the first 20–30 feet of parking at corners and replacing it with painted curb extensions, bike corrals, or planters, we can greatly reduce that risk.

The NYC Department of Transportation has already piloted daylighting at several intersections, with **crash reductions of up to 15%** at treated locations. This is a low-cost, high-impact intervention that does not require major construction — just enforcement and prioritization. And as Vision Zero reminds us, **no loss of life is acceptable** when it's preventable.

I understand that parking is always a sensitive topic, but the trade-off here is small: just one or two spaces per corner can be converted for daylighting. What we gain in return is priceless — improved safety for the most vulnerable members of our community, including seniors, parents with strollers, and school-aged children.

As a resident of your district and a frequent pedestrian myself, I urge you to support legislation or budget priorities that would bring **universal daylighting to every intersection** in our city. Every corner should be a safe place to cross — regardless of the neighborhood.

Thank you for your leadership and commitment to making New York City safer and more livable for all.

Sincerely,

Charlie Guthrie

Dear Transportation and Infrastructure Committee,

My name is Chelsea Dowell and I am a resident of Sunset Park.

I am testifying today in support of CM Won's bill Int. 1138 because New Yorkers of all kinds need universal daylighting. Over half of crashes happen at our intersections, and that's no surprise to anyone who has had to lean, or inch, into a crosswalk just to see if a car is coming. It's dangerous and also just annoying to have to do constantly. It's a terrible experience of our streets.

We know that daylighting reduces crashes, keeps New Yorkers safe, and makes it more pleasant for everyone to use our streets. These are all reasons why we need to act now to prioritize this street redesign. Especially because daylighting is state law! Our city must begin to comply with this crucial law and I support Intro 1138 because it will get us to do that.

Thank you very much for hearing this important bill and receiving my testimony.

Sincerely,
Chelsea Dowell

Dear City Council,

My name is Chong Bretillon and I am a longtime resident of Dutch Kills, Queens. I support Intro 1138, the “Daylighting Bill,” and I urge you to pass this critically needed legislation.

My primary reason for supporting universal daylighting is my concern for the children in my community. I’m a mom and I live down the block from two public schools, one of which serves newly arrived immigrant children, and I live around the corner from a daycare that serves low-income families.

Day after day I witness students as well as caregivers with young children in strollers standing in the middle of the street just to be able to see around the corners whether vehicles are blasting down so they may cross safely. In addition, the drivers of these vehicles pull straight into the intersections so they too can see both sides of the street. This is because drivers are permitted to park their cars right up until the corners and edge into the crosswalks. SUVs comprise about 60% of ALL vehicles in New York City, and when these massive dark metal boxes are parked close to the corner, they obstruct visibility and impede safe crossing.

We tell our children to “look both ways **before** you cross the street.” You can’t do that if you can’t see. We need to design streets and curbs with the most vulnerable road users in mind, and that is always pedestrians. Kids are smaller & shorter and oftentimes they’re being cared for by a grandparent who might not be so fast on their feet.

I urge the council, therefore, pass Intro 1138 and that DOT use hardened materials. Paint is fairly useless. The DOT must install barriers at corners-- make it impossible for drivers to park there. Because we all know if drivers CAN park there, they WILL.

There’s nothing more important than saving lives. Please do not let us down and stop making excuses. “People have nowhere to park” Oh well! That is not a reason to force children into the middle of the street.

My best regards,
Chong Bretillon

Hello. My name is Chris Roberti. I live in Greenpoint. Thank you for your time, and thank you to all the Councilmembers in support of Intro 1138 - especially our Councilmember: Lincoln Restler, and thank you, fellow New Yorkers who have come to support Universal Daylighting.

I'm here because I'm a dad. I have two young kids. Becoming a parent opened my eyes to the many dangerous conditions for pedestrians that this city allows to persist. There is a constant background dread as my children walk, or ride alongside or ahead of me on the sidewalks: That, amongst increasingly large vehicles, driven by drivers who are increasingly distracted by any number of screens, my children will not be seen, or will not be able to see approaching vehicles when they arrive at an intersection and they will be run over. It's my nightmare, but as we all are painfully aware, it's many parents' hellish reality.

I have nearly been hit while pushing my son in a stroller. I have seen my wife and two children jump back because a driver sped through an intersection while they were in the crosswalk. When I pursued his car and confronted him he told me, he didn't see them. I've seen my neighbor struck by a car in the middle of that same crosswalk - only two blocks from our neighborhood's elementary school. Thankfully his injuries were minor. A neighbor was killed at the intersection in front of our school two years ago. Another neighbor was killed two blocks from the school a little more than a year ago. The carnage is staggering. And that's just from our small neighborhood.

If you asked them, every person in this room would be able to name several intersections near their homes that are dangerous and deadly. The problems are universal, because the danger is universal. One easy, obvious solution is universal daylighting. Please, for my children, the children (of all ages) of this city, and the children we have lost - please pass Intro 1138 and design safer streets. Thank you.

To Whom It May Concern,

My name is Christian Cioe and I am a resident of Astoria, 11102. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

I am inserting an image of the intersection of our home and the crossing avenue (23rd Street and 24th Avenue) This fall, in the middle of the day (approximately 1pm) a car was unable to see oncoming traffic and was struck by a car driving through the intersection. The car that was struck, was pushed up onto the sidewalk and into the fence of the home at the corner. This was MOMENTS after I turned this corner pushing my newborn in a stroller and holding my toddler by the hand. Had my daughter stopped to pick ONE MORE FLOWER - we would all be dead. We were saved by a matter of moments only. This crash happened in a split second, there would have been no time to run out of the way of impact. I am pleading with you to please do everything in your power to make this city safer for pedestrians and cyclists - Please pass Int. 1138.





Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,

Christian Cioe - Concerned mother of 2 small humans

From: [New York City Council](#)
To: [Testimony](#)
Subject: [EXTERNAL] Mon, Apr 21 2025 @ 10:00 AM - Committee on Transportation and Infrastructure
Date: Wednesday, April 16, 2025 4:25:39 PM
Attachments: [inbound5744204630166481485.pdf](#)

[REDACTED]

Attendee will be: Submitting written testimony

[REDACTED]

Attendee name (Zoom name): Christopher D Greif

Attendee email (Zoom account): [REDACTED]

Attendee phone number: [REDACTED]

Hearing: Mon, Apr 21 2025 @ 10:00 AM - Committee on Transportation and Infrastructure

Subject of testimony: Accessibility

Organization: Self

Organization if "Other":

Accommodations: None

Language Translation:

Language Translation, if "Other":

Country of origin, if "Creole":

If a testimony was uploaded, it will be in the attachments.

Accessibility status of subway stations in Brooklyn

Statuses are shown as of the release of the MTA's 2025-2029 Capital Plan



My name is Christopher. I am a resident of NYC who is advocating in favor of Intro 1138 for Universal Daylighting.

I've lived in various neighborhoods since 2017. I have been struck by inattentive drivers. I know many people who have also been struck by inattentive drivers. I have personally witnessed strangers who have been struck by inattentive drivers at NYC intersections.

I challenge the members of the council and the staff from the DOT to take a look at the streets outside your home. Look at the streets in your neighborhood, between work and home, outside your local grocery store. I guarantee you will see what I see.

Every day, I see cars parked on crosswalks, lines-of-sight blocked by pedestrians trying to cross the street. Mothers with strollers putting themselves in harm's way to determine if the coast is clear. Families peeking out from behind the cars obstructing their view to see if it is safe to cross. Individuals using wheelchairs or other mobility devices unable to assess their own safety before attempting to cross. The other day, I saw a father and his two young daughters who started to walk out onto the street, but had to pull back to avoid a speeding driver.

People are being injured and killed because our streets are not safe. With daylighting, we reduce that risk and make the streets safer for pedestrians; safer for people.

Car parking & storage is not an adequate reason to forego the safety of our streets.

We can make a choice to prioritize the safety and livability of our built environment over parking spaces. Vote yes on Intro 1138.

Dear City Council members,

Pedestrian and cyclist deaths and injuries continue to be chronic sources of danger and stress in NYC — for all citizens but particularly for parents. Today, we have an opportunity to do something about it.

Universal daylighting of intersections is one of many small steps forward we can make to improve pedestrian, cyclist, and driver safety in NYC. It also helps create the space we need in our public realm for recreation, beautification, cooling, and revenue-generating activities beyond the storage of private cars.

Please vote for universal daylighting of our intersections in line with NYS law.

Thank you!

Cindy

Co-chair, Urban Land Institute's NYC Climate and Sustainability Council

To Whom It May Concern,

My name is Colin Macdonald and I am a resident of the Upper West Side. I am writing in strong support of CM Won's bill, Int. 1138, Universal Daylighting. Daylighting intersections improves visibility for pedestrian, cyclists, and motorists, and is an essential street-safety tool. Thanks to daylighting, the city of Hoboken hasn't had a pedestrian fatality in over seven years.

Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection (though many crosswalks in my neighborhood have cars not only parked next to but encroaching into the crosswalk). It is illogical to exempt New York City; we deserve safe streets too. Please prioritize people and safety over free car storage for the few. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Sincerely,
Colin Macdonald

Hello, my name is Dan Elstien and I am a resident of Crown Heights, Brooklyn.

I would like to take this opportunity to enthusiastically voice my support for universal daylighting as proposed in councilmember Won's bill. The safety benefits are self evident and can already be seen across the river in Hoboken – and this will not only improve safety for all road users, but give the city the opportunity to use public streets for more varieties of public use than personal vehicle storage. With this bill it would be easier to install bike racks, bike share, trash containerization, actual physical daylighting infrastructure, and much more that will dramatically better the streetscape and provide positive benefits for all New Yorkers.

Thank you for reading, I hope that this bill gets passed.

-Dan Elstien

To whom it may concern, I am in support of daylighting street corners with the goal of decreasing pedestrian and cyclist injury and increasing perceived safety from cars on the streets of New York. As a New Yorker, your constituent, and a pedestrian, I know my life is at risk every day because drivers cannot see me in the crosswalk. This is the most pedestrian-dense city in the U.S. and safe intersections are crucial to everyday life.

In New York City, a pedestrian is killed or has a life-altering serious injury every nine hours. It is also known that the intersections with the highest rates of injury are along avenues of disinvestment that already fight for recourses like street tree pits, open street pedestrian-only days, and sheltered bus stops. City Council Member Julie Won has introduced Intro 1138-2024, a bill to eliminate New York City's universal daylighting exemption by prohibiting parking within 20 feet of intersections. Currently, NYC opts out of a state law that mandates daylighting at every intersection. This exemption must be repealed, and daylighting must be implemented at every intersection in the five boroughs. This bill is our chance to accomplish that, regardless of socioeconomic status within neighborhood boundaries. Clearing the curb adjacent to intersections ensures that drivers can see people in the crosswalk and that people waiting to cross the street can make eye contact with drivers.

I ask for your support for Intro 1138-2024 to daylight every intersection in New York City and work with community members to prioritize the safety and vibrancy of our shared streets.

Sincerely, Dana Moore

To Whom It May Concern,

My name is Daniel Allalemdjian and I am a resident of Washington Heights. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,

Daniel Allalemdjian

Testimonial in Support of Intro 1138 – Universal Daylighting

My name is **Daniel Drobnis**, and I serve as a **Senior Planning Aide for the Department of Transportation with the City of Hoboken**, where I oversee our **daylighting program**. I am submitting this testimony in strong support of Intro **1138**, which would daylight 1,000 intersections per year across New York City.

Daylighting is a **proven safety measure** that improves visibility at intersections by **ensuring clear sightlines between road users**. In Hoboken, this is standard practice—not by removing parking spaces, but by reinforcing existing laws that prohibit parking within 25 feet of a crosswalk. This straightforward approach has **helped us achieve zero roadway fatalities for eight consecutive years**, demonstrating that **small adjustments can lead to major safety improvements**.

New York City and Hoboken share a deep connection—not just as neighbors across the Hudson, but as urban centers committed to making streets safer. As NYC advances its **Vision Zero goals**, daylighting must be a key component. We've seen it work in Hoboken, and there's no reason it can't work on a larger scale.

I urge the City Council to **pass Intro 1138** and implement daylighting universally, ensuring safer streets for all New Yorkers.

Thank you for your time and consideration.

Daniel Drobnis

Senior Planning Aide, City of Hoboken

To Whom It May Concern,

My name is Danielle Dorchester and I'm a Brooklyn Resident. I'm writing in support of 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections. As someone who frequently rents vehicles to travel for work throughout the five boroughs, I think it's important to note that these measures are better for drivers, too. Whenever I come upon a blind intersection, I'm immediately frustrated that daylighting hasn't already been implemented throughout NYC.

It is much easier to see a pedestrian coming over a granite block than an enormous SUV. Whatever qualms drivers may have with a minor reduction in parking space pale in comparison to the pressing concerns pedestrians have with their basic safety. Free street parking is effectively governmentally subsidized parking. It doesn't make sense for free parking to come the expense of safe streets. If the city is highly concerned with maintaining free parking for residents, legislators are welcome to consider the plethora of alternatives including preferential parking zones for residents and workers or municipal garages. As our city becomes increasingly dense, we must evolve to ensure safety and accessibility for pedestrians while also developing smarter, more equitable solutions for working-class car commuters.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. New York City needs to follow suit and begin passing and enforcing laws that will enhance infrastructure and move our city into a safer future. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,

Danielle Dorchester

Testimonial Letter to the New York City Council Committee on Transportation and Infrastructure,
Hon. Selvena N. Brooks-Powers, Chair

April 21, 2025

Intro 1138 - *Prohibiting standing or parking a vehicle within 20 feet of a crosswalk at an intersection.*

To: The Honorable City Council member Selvena N. Brooks-Powers, Chair
From: David Brabyn
Date: April 20, 2025

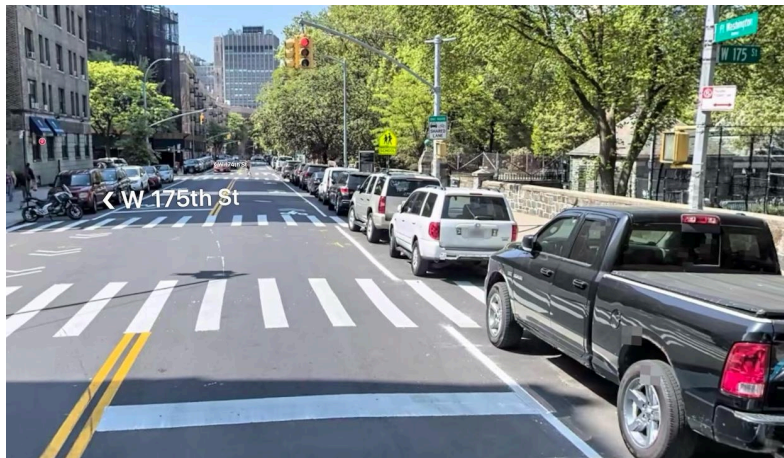
Dear Councilmember Brooks-Powers,

As a frequent and experienced cyclist in New York City, I am writing in strong support of Intro 1138 and the universal daylighting of intersections — a measure that will significantly improve the safety of walking and cycling across the five boroughs.

Travelling by bike in NYC requires near-constant vigilance. We must anticipate vehicles ahead, behind, and pulling out from the side; read traffic lights and signs; avoid potholes and patchwork repairs; maneuver around vehicles blocking bike lanes; and remain alert for suddenly opening car doors.

We should not also have to fear pedestrians appearing without warning from behind a parked vehicle. When this happens, a cyclist's only evasive option is often to swerve—putting us at immediate risk of being struck by a motor vehicle. It's a dangerous no-win situation.

We know all too well how vulnerable the human body is when it collides with a heavier, faster-moving machine. We don't want to be the cause of such a tragedy any more than we want to fall victim to one.



For example, riding down Fort Washington Ave from the GWB is consistently nerve-racking for several reasons, including a series of poorly visible pedestrian crossings. As the following image shows, vehicles parked legally right up to the crosswalks block all sight lines (keep in mind, the camera is far higher than any cyclist's or car driver's viewpoint). The recent explosion in car sizes only increases the danger.

We know from the hierarchy of risk control that the most effective safety measure is to eliminate the source of danger altogether. That principle applies here — it really is that simple.

The city of Paris is showing us the way when it comes to implementing modern road usage policies. There is no reason NYC should remain a backwater in this matter.

Thank you for your attention to this issue, and for your leadership in making our streets safer.

Sincerely,

David Brabyn

Re: Written Testimony:

Universal Daylighting Saves Lives

Dear Councilmembers,

I am an architect and have been a resident of Greenpoint, Brooklyn, for 16 years. I have volunteered extensively with open streets projects in my neighborhood, and am one of the creators / volunteers of North Brooklyn's newest public pedestrian plaza, Banker's Anchor.

I have seen firsthand the benefits of Universal Daylighting in my neighborhood, particularly the recent daylighting projects along McGuinness Blvd.. This boulevard, previously one of the deadliest and most dangerous in North Brooklyn, has seen accidents and fatalities decreased by a huge amount recently, thanks to the road diet implemented by the Department of Transportation. DOT's efforts along this boulevard have included removing of visual obstructions closest to intersections, providing more visibility for the many pedestrians who cross McGuinness Blvd. daily – particularly children - as well as increased visibility for motorists and cyclists. It has been a 'win-win' for all neighborhood residents, and I have seen firsthand how these daylighting measures have made this street statistically safer. I offer my full support to any efforts to further implement Universal Daylighting efforts on other streets throughout our city.

Thank you,

David Clark Smith



Brooklyn, NY 11222

[REDACTED]

From: [REDACTED]
Sent: Monday, April 21, 2025 4:05 PM
To: Testimony
Subject: FW: [EXTERNAL] COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE-4/21/25 at 10AM

From: David Pecoraro [REDACTED]
Sent: Monday, April 21, 2025 2:51 PM
To: [REDACTED] Brooks-Powers, Selvena <SBrooks-Powers@council.nyc.gov>; Jerrie Grantham <jerrie.grantham@queenslibrary.org>; Jerrie Grantham <jgrantham@queenslibrary.org>
Subject: [EXTERNAL] COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE-4/21/25 at 10AM

[REDACTED]

I don't have my speech in a document format to submit on the web site.

Good afternoon to Transportation Committee Chair, my Councilmember, Selvena Brooks-Powers, and the rest of her Committee.

I am here to testify in favor of Intro 1138, which creates Universal Daylighting.

For identification purposes only I am the Secretary of the Rosedale Civic Association and a member of both Community Board 13Q and its Transportation Committee. Both organizations have passed resolutions in favor of daylighting that I have strongly supported. However, I, am testifying today as a 65 year old lifelong New Yorker and a 59 year resident of Rosedale. I am over 6 feet tall and an SUV driver and I have issues safely crossing intersections that lack proper visibility. I am also a retiree and I am an unpaid volunteer in Rosedale.

Specifically, I am testifying for REAL daylighting, not the daylighting in name only that was installed at the corner of 243rd Street & 145th Avenue in Rosedale. This sensitive intersection includes BOTH the Rosedale Library AND Post Office.

As most of you know, there are actually 8 points of intersection when two two-way streets meet. The Department of Transportation somehow believes that adding ONE No Parking sign at ONE corner would successfully daylight the intersection. What they fail to understand is that without some hardening- perhaps a bollard- the sign is routinely ignored, especially by trucks delivering to the bodega at that corner.

The DOT needs to look at intersections like this where they took an inadequate simplistic approach and harden all eight points to protect the children and senior citizens using our Library & Post Office.

Please include a look-back in the legislation to correct inadequate daylighting as we move forward to a city where daylighting is the rule, NOT the exception to protect pedestrians and other drivers.

[Sent from AOL on Android](#)

Dear Chair and Members of the City Council,

I strongly support universal daylighting—clearing obstructions near crosswalks—to make the city’s streets safer. Blocked sightlines at intersections put pedestrians, cyclists, and drivers at risk, contributing to preventable crashes and deaths. Daylighting is a proven, low-cost solution that improves visibility and saves lives, especially for children, seniors, and people with disabilities.

In 2023, over 100 pedestrians were killed in NYC traffic crashes, and in 2024 that went up to 121. Many of which at intersections where visibility was compromised,

Looking at Hoboken as an example, which hasn’t had a vehicle death in 7 years, we see that it works to save lives. I urge the Council to pass the legislation mandating daylighting at all intersections. Let’s prioritize safety over parking and build a city where no one has to fear crossing the street.

Thank you.

David Soerensen

Dear Honorable Members of the City Council,

Thank you for the opportunity to submit testimony regarding Intro 1138, misleadingly nicknamed “daylighting.” As a concerned resident of New York City, I strongly urge you to oppose this bill, which threatens to undermine the city’s economic vitality, disenfranchise everyday New Yorkers, and erode the functionality of our public spaces. Far from enhancing safety, Intro 1138—perhaps more aptly called “dark spotting” for its shadowy motives and potential to obscure practical solutions—risks creating more problems than it claims to solve. Below, I outline the critical reasons why this legislation must be rejected.

1. Curb Space is a Vital Public Resource

Curb space is not just pavement; it is a lifeline for New York City’s residents, businesses, and visitors. Every inch is utilized daily for parking, deliveries, and accessibility. Intro 1138 would eliminate tens of thousands of parking spots citywide, with devastating consequences:

- **Economic Harm:** Local businesses, particularly small shops and restaurants on the Upper West Side, rely on customer access to curbside parking. Removing these spaces could deter patrons, reduce foot traffic, and threaten livelihoods.
- **Resident Hardship:** Families, seniors, and individuals with mobility challenges depend on parking for daily needs, from grocery runs to medical appointments. My own three-year-old is already aware enough to stop and look both ways before crossing a sidewalk—a testament to the fact that basic pedestrian safety can be taught and maintained without sacrificing public space.
- **Revenue Loss:** The city’s meter fare revenue, a significant funding source for public services, would take a substantial hit, further straining municipal budgets.

2. No Evidence Supports Citywide Daylighting

The proponents of Intro 1138 claim it will enhance pedestrian safety, yet there are no definitive studies demonstrating that citywide daylighting is necessary or effective. While targeted daylighting may be warranted in high-risk intersections, the Upper West Side’s slow, residential blocks are already equipped with robust safety measures:

- Traffic lights, no-turn-on-red signs, and delayed green lights prioritize pedestrian safety.
- Low-speed residential streets reduce the likelihood of accidents.
- Existing crosswalk signage and infrastructure address visibility concerns.

Even the New York City Department of Transportation (DOT) has expressed concerns about Intro 1138, warning that blanket daylighting could have negative safety repercussions. For example, removing parking near intersections might push vehicles to park illegally or double-park, creating new hazards for pedestrians and cyclists. The DOT's skepticism underscores the need for a more nuanced, evidence-based approach rather than a one-size-fits-all mandate.

3. Hypocrisy of “Daylighting” and TransAlt’s Agenda

The nickname “daylighting” is a misnomer, cloaking the bill’s true intent in a veneer of safety. In reality, this legislation could be dubbed “dark spotting” for its opaque motives and potential to obscure practical solutions. Intro 1138 is not about illuminating intersections but about advancing Transportation Alternatives’ (TransAlt) long-term agenda to eliminate cars from New York City. This well-funded group, backed by corporate interests like Uber, has a history of prioritizing ideological goals over the needs of everyday New Yorkers. If Intro 1138 passes, it could set the stage for even more disruptive proposals, such as converting residential blocks into “dumpster alleyways” with permanent, unsightly waste containers outside apartment buildings. I urge the Council to reject this bill and scrutinize future TransAlt-backed initiatives that threaten our city’s livability.

4. Disproportionate Representation at the Hearing

Tomorrow’s hearing is likely to be dominated by a vocal minority of anti-car activists mobilized by TransAlt’s well-funded outreach efforts. These groups have the resources to rally supporters, creating the illusion of broad public support for Intro 1138. However, this does not reflect the sentiments of the average New Yorker, many of whom are unaware that their public curb space is at risk of being taken away. The silent majority—residents who rely on vehicles for work, caregiving, or medical needs; small business owners; and families—risk being disenfranchised simply because they haven’t been informed of this critical issue in time to attend. I implore the Council to consider the broader constituency whose voices may not be as loudly represented but whose lives will be profoundly impacted.

5. Economic and Social Consequences

Beyond parking loss, Intro 1138 would have far-reaching repercussions:

- **Tourism and Visitors:** New York City thrives on its accessibility to tourists and visitors, many of whom rely on vehicles. Reducing parking could deter these vital contributors to our economy.
- **Delivery Services:** Restaurants, grocery stores, and e-commerce businesses depend on curb access for deliveries. Intro 1138 could disrupt supply chains,

increase costs, and exacerbate traffic congestion as drivers circle for scarce parking.

- **Equity Concerns:** The bill disproportionately harms those who cannot afford private parking or alternative transportation—seniors, low-income families, and individuals with disabilities. These communities deserve policies that enhance, not restrict, their access to public resources.

6. Alternatives to Intro 1138

Safety is a shared priority, but Intro 1138 is not the answer. Targeted, evidence-based solutions can address visibility concerns without sacrificing curb space or economic vitality:

- Enhance crosswalk signage and pavement markings at high-risk intersections.
- Install better lighting to improve visibility at night.
- Increase enforcement of existing traffic laws to deter reckless driving.
- Pilot daylighting in specific areas with documented safety issues, evaluating outcomes before implementing citywide mandates.

These alternatives would balance pedestrian safety with the needs of all New Yorkers, avoiding the blanket approach that Intro 1138 imposes.

Conclusion

Intro 1138, far from being a safety measure, is a poorly conceived bill that threatens to erode New York City's economic and social fabric. Its lack of evidence, potential for negative safety outcomes (as noted by the DOT), and alignment with an anti-car agenda make it a disservice to your constituents. I respectfully urge you to vote against Intro 1138 and advocate for practical, equitable solutions that serve the entire city. Do not let the overwhelming presence of well-funded activists at tomorrow's hearing overshadow the needs of everyday New Yorkers who rely on our public spaces to thrive.

Thank you for your time, consideration, and commitment to representing all residents of New York City.

Sincerely,

David Southorn

My name is David Vassar and I am a resident of Morningside Heights. I want to thank Chair Brooks Powers you for holding Monday's hearing and CM Won for introducing Int. 1138, which I strongly support.

Especially with ever-larger, heavier vehicles increasingly clogging our streetscapes – from delivery and sanitation trucks to privately owned SUVs -- New York City critically needs a strongly implemented Universal Daylighting plan, a street design intervention which will rid intersections of the dangerous visual obstructions closest to them.

As a cyclist (NOT an e-biker) and pedestrian in my senior years, I like many aging New Yorkers will especially enjoy UD's great safety benefit of enhanced visibility in this critical zone. In the context of street safety, UD makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. DOT informs us that 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections and also recommends curb extensions ("neckdowns") as a key measure to enhance visibility at intersections.

As a huge secondary benefit, UD will make that valuable swath of public space available for far better purposes than for parking (storage, in effect) of privately owned motor vehicles: permeable, floodwater mitigating bioswales/greenery; bicycle racks; even bus passenger shelters are possible and desirable candidates for use of the recovered area – a win-win for New Yorkers and even for our deteriorating Climate.

Outrageously, as it currently stands, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection, whereas City law merely prohibits parking directly within a crosswalk or intersection. It is worse than merely illogical to exempt New York City from the State regulation; we truly deserve safe streets too, and the tragedy of the many lives which have been lost or shattered over the years for the lack of safe streets testifies to this dearly.

I urge you: Please pass Int. 1138 to make our crosswalks visible and safe for ALL of us.

Sincerely,

David Vassar

**The New York City Council Committee on Transportation and Infrastructure
Intro 1138 Hearing**

RE: Testimony in support of Intro 1138 and hardened daylighting
April 21, 2025

Dear Chair Brooks-Powers and the Committee Members,

My name is Devin Friedrich. I live in Yorkville. I support Intro 1138 and urge Council Members to mandate **hardened daylighting at all intersections**. I want to thank my Council Member Julie Menin for sponsoring this bill and for her leadership on improving street safety in Council District 5.

I walk across York Avenue every day to leave and return home. Every time I cross, I think of Blanca Pagan, a senior citizen who a motorist killed in the crosswalk at my corner—two blocks from her home—while taking a wide, fast right turn off York Avenue.

Intersections on York Avenue have poor visibility and wide radii. Motorists take these corners at high speeds. Instead of driving perpendicularly through the crosswalk, drivers often cut the corner, enter the crosswalk at an angle, and turn too fast to yield to pedestrians on time.

The DOT's daylighting report shows that **without physical barriers, daylighting is less effective at improving pedestrian safety and preventing deaths like Blanca Pagan's**. Merely removing parked cars would give turning vehicles more space to take wide, fast turns at intersections. Intro 1138 would immediately improve visibility and reclaim space for pedestrians, but we must double down with hardened treatments at every corner.

Curb extensions at crosswalks will meaningfully improve safety by reducing turn radii, slowing turning speeds, and cutting pedestrians' exposure to traffic. Shortening crossing distances and giving pedestrians shelter from traffic are key on a wide, bidirectional artery like York Avenue.

Physical daylighting would also give us opportunities to beautify our neighborhoods and improve quality of life. New tree pits and benches would put more eyes on our streets and give seniors a shaded place to rest. The bench in front of my corner bodega is always full. Yorkville's bench sitters need more benches.

Installing bike corrals in these spaces would give people who bike reliable access to secure parking wherever they go in the city. I and others would bike more regularly if we had peace-of-mind that we could park securely, and more people locking up at these corrals would deter theft.

I thank the Transportation and Infrastructure Committee for hearing my testimony. Universal hardened daylighting would significantly improve safety and quality of life for me, my neighbors on York Avenue, and all New Yorkers who share our streets.

Sincerely,
Devin Friedrich

Written Testimony in Support of Universal Daylighting (Intro 1138)

Hello, my name is Donald Rasmussen. I live in Bushwick and have been a proud resident of New York City for the past 15 years.

I'm writing to express my strong support for Intro 1138. As someone who frequently navigates the city on foot, street safety is not just a concern—it's a daily reality. I've lost count of how many times I've approached an intersection only to find it partially or fully blocked by parked vehicles. Even when the crosswalk isn't completely obstructed, parked cars can significantly reduce visibility and force pedestrians, including myself, to step into active traffic lanes just to cross the street.

In many cases, these vehicles also block pedestrian signals, making an already dangerous situation even worse. These everyday occurrences are not just inconvenient—they're hazardous.

Passing Intro 1138, which would prohibit parking or standing within 20 feet of an intersection, is a common-sense step toward making our streets safer for everyone. Daylighting intersections will not only provide pedestrians with a clear and accessible crossing path, but will also improve visibility for drivers and cyclists, reducing the likelihood of collisions.

Pedestrians are the most vulnerable users of our streets, and it's time we designed our city with their safety as a top priority. Universal daylighting is a smart, simple way to protect lives and make our public spaces more navigable for all.

I urge the City Council to pass Intro 1138 and take a meaningful step toward safer, more walkable neighborhoods.

Thank you for your time and attention.

Sincerely,
Donald Rasmussen

To Whom It May Concern,

My name is Dong Yan and I am a resident of Greenpoint. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,

Testimony in Support of Bill 1138

Dorothee Pierrard

Orientation and Mobility Specialist, VISIONS/Services for the Blind and Visually Impaired

My name is Dorothee Pierrard, and I'm an Orientation and Mobility specialist working with blind and visually impaired individuals across New York City. I've been teaching street navigation for over 15 years, and I'm here to strongly support Bill 1138.

Cars parked too close to crosswalks pose a real danger to people with vision loss. They block the view for those with limited sight and muffle critical sounds needed to detect oncoming traffic. This forces some pedestrians to step into the street just to hear if it's safe to cross—which is both dangerous and terrifying.

Bill 1138 would not only help blind pedestrians by clearing the space near corners—it would also help drivers by making it easier to spot someone using a white cane.

For the safety and independence of the people I serve every day, I respectfully urge the City Council to pass this important bill. Thank you for your time and consideration.

Dulcie Canton

████████████████████
Brooklyn, NY 11221

April 21 2025

Hi, my name is Dulcie Canton and I live in Bedford Stuyvesant, Brooklyn. I'm writing to you today to testify in support of Intro 1138 because universal daylighting needs to be the law in New York City.

Universal daylighting is a common sense street safety measure that significantly increases visibility at intersections. This increased visibility reduces conflicts and crashes at intersections and increases safety for all everyone, whether they are walking, bicycling, or driving. The vast majority of crashes in New York City happen at intersections without daylighting, and universal daylighting is urgently needed to significantly reduce traffic deaths and injuries throughout the entire city as soon as possible. No New Yorker should be killed just for trying to cross the street.

I mostly bike commute throughout NYC. As a cyclist, without daylighting it is hard to see what traffic awaits me as I encounter or exit an intersection left or right. Many times when I have the right of way and I take a left or a right turn a vehicle is double parked. I then have to signal to people who are driving that I may need to take the lane in order to be safe. Daylighting would make biking and crossing the street better for pedestrians and cyclists.

Universal daylighting will also allow us to repurpose curb space to create new amenities for our communities through new opportunities for benches, additional greenspaces, bus shelters, secure bike parking, and rain gardens that help manage flooding throughout the city.

I would love to see more bioswales installed in BedStuy to help with additional runoff water after it rains. Bioswales can also contain flowers and plants that are important to pollinators such as bees and butterflies.

Again, I urge Council to pass Intro 1138 without delay. New Yorkers can't afford to wait on lifesaving infrastructure like universal daylighting.

Thanks,

Dulcie Canton

From: [Dustin Goldman](#)
To: [Testimony](#)
Subject: [EXTERNAL] Please Pass Intro 1138: Universal Daylighting
Date: Monday, April 21, 2025 10:08:27 AM

[REDACTED]

Hello,

I am writing in support of Universal Daylighting.

I have a kindergartener in New York City Public Schools in Brooklyn. We walk our bike to school every morning, and crossing streets during rush-hour traffic can be a harrowing experience.

Universal Daylighting would make us safer everyday. Just across the river, in Hoboken, they have seen zero traffic deaths since they implemented universal daylighting in 2017.

Universal Daylighting is supported by all road users. Universal Daylighting makes all road users safer. Drivers, pedestrians, cyclists, and everyone in between benefit from being able to see what is happening when they cross an intersection.

68% of all traffic deaths happen at intersections. We can eliminate these tragedies with Universal Daylighting.

Please pass Intro 1138, and remove the exemption for our city from this law that saves lives in all of New York State.

Thank you for your consideration,

Dustin Goldman

[REDACTED]

Brooklyn, NY

[REDACTED]

To Whom It May Concern,

My name is Dylan Brown, and I am a resident of Astoria, zip code 11106. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

As a resident of Astoria, and a person very involved in the world of Urban Planning, City Council should wholeheartedly support this bill meant to make the streetscape safer for all users across the city. Too often am I walking or biking in the city and the viewshed is blocked by a car too close to the corner. I have been in countless close calls where I could have been injured or killed by those cutting corners. Streets should be for all people, but for the people of the city first. When most of the residents in the inner city do not drive, and streets are designed for those who do, who are you serving?

As we have seen with other progress across the city, calming streets and encouraging pedestrian activity has seen a decline in death and injury.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,

Dylan Brown

Testimony in Support of Daylighting All Pedestrian Crosswalks in NYC

Submitted by Edward Thompson, Resident of Flatbush, Brooklyn - Urbanist, Cyclist, and Parent

Thank you for the opportunity to testify.

I'm here today not just as a New Yorker (for the last 13 years), but as a parent, a daily cyclist, and someone deeply invested in the safety and livability of our streets.

I strongly urge the City Council to mandate daylighting—clearing parked vehicles from at least 20 feet of space at all crosswalk approaches—across the five boroughs. The evidence is clear: daylighting saves lives.

According to the National Association of City Transportation Officials (NACTO), daylighting significantly improves visibility for both drivers and pedestrians, reducing the risk of collisions.

New York City's own Department of Transportation has found that 25% of pedestrian deaths and serious injuries occur at intersections, often due to limited visibility caused by parked cars.

A recent analysis by Transportation Alternatives shows that daylighting can reduce pedestrian crashes by up to **30%**. This is a low-cost, high-impact safety measure. In many cases, all that's required is a few feet of paint and a policy change.

In a city that claims to prioritize Vision Zero, the fact that we still allow cars to park right up to crosswalks—creating blind spots that endanger the most vulnerable—undermines our stated commitments.

Children, seniors, and people with disabilities are disproportionately at risk.

Daylighting is not just a technical fix—it's a moral obligation. Our streets should protect life, not obscure it.

Let's be clear: no parking spot is worth a life. Clear the corners. Pass daylighting citywide.

Thank you.

Intro 1138 Testimony - Zeke Dunn - 4/21/25 - Committee on Transportation and Infrastructure

Hello,

I'm speaking today as the father of a race car-obsessed 4-year-old boy named Emile who thirsts for speed and can run as fast as lighting. As a supporter of all my son's enthusiasms I can admit it; Cars are cool and going fast is fun.

But as a grown-up I understand that our streets are not a playground. Nonetheless, poor design and lax enforcement let scofflaws treat our streets like my son treats his Hot Wheels tracks. I can't tell you the number of times I've seen cars and SUVs with tinted windows cruise fast through red lights and stop signs as I walk my son to school, the playground or the library. And because we design our streets and sidewalks to serve the minority of New Yorkers who own cars, I can't clearly see down the street as I push him in his stroller through the crosswalks. Even if I'm as careful as possible, I can't keep him safe from what I can't see.

Daylighting, along with rational street design that protects all the users of our public spaces, is nothing less than our duty to all the future generations of little New Yorkers growing up healthy and fast.

Thank you,
Zeke Dunn

4.23.2025

To Whom It May Concern:

My name is Elizabeth Friedman and I am a resident of Jackson Heights. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am writing to testify in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closet to intersections are removed to improve visibility for pedestrians, cyclists and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

As a senior citizen, I am very concerned about my safety as a pedestrian. While congestion pricing has gone a long way to help calm the traffic in Manhattan below 60th Street, traffic in most of the rest of New York City is still congested and crazy. Cars have little regard for pedestrians. In the rush to beat the light, drivers frequently run through red lights and creep up at intersections blocking pedestrians' visibility and limiting their time to safely cross the street.

Best,
Elizabeth Friedman

To Whom It May Concern,

My name is Elizabeth Keane and I am a resident of Stuyvesant Town/ East Village. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

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Best,
Elizabeth

Written Testimony in support of Universal Daylighting:

My name is Emily, and I'm a Astoria resident writing in strong support of Universal Daylighting. Intersections in New York City are chaotic and dangerous for everyone—drivers, cyclists, and especially pedestrians. We know that daylighting works. It improves visibility, reduces crashes, and helps protect our most vulnerable road users, including children and seniors.

There have been far too many tragic, preventable fatalities in recent years due to unsafe street design. In my own neighborhood, daylight intersections have already made a noticeable difference—navigating the streets feels safer and more comfortable for everyone.

I appreciate the support this initiative has received from my elected officials so far, but I urge that implementation be done equitably, not just in neighborhoods where people have the time and resources to advocate for it. Safety should not depend on who asks for it.

22 Community Boards across the city have already passed resolutions supporting Daylighting—some even calling for enhanced infrastructure like rain gardens and greenery. It's clear that New Yorkers want this. Universal Daylighting would make our streets safer for everyone – drivers, cyclists, and pedestrians alike.

Attn: NYC City Council Committee on Transportation & Infrastructure

My name is Eric Olson and I'm a resident of Park Slope. I am writing to express my strong opposition to Intro 1138, the universal daylighting bill currently before the Council.

Intro 1138 will do little to improve pedestrian safety and is nothing more than a cynical attempt by anti-car lobbyists and activists to eliminate parking spaces and interfere with private car ownership. It can be lumped together with other anti-car initiatives like street closures, open streets, underutilized bike lanes, dining sheds etc, etc.

While I believe the city should support more efficient modes of transportation like walking, biking, and public transit—cars provide a tremendous amount of value to certain groups of city residents. For example, families, seniors, disabled people, and workers who need to transport gear as a part of their job. This is especially true in the winter, when inclement weather makes activities like biking dangerous and unpleasant. In order to accomodate these groups, they/we need places to park!

As far improvements to safety, the Council should take its cue from NYC's own Department of Transportation which wrote in its study on daylighting that:

"...universal daylighting, as evidenced in DOT's hydrant zone analysis, does not have the widespread safety benefits anticipated and may have negative effects on safety."

And recommends the following:

"-Use daylighting situationally as part of NYC DOT's standard safety toolkit

-In locations with substantial crash histories, harden daylighting and/or pair daylighting with other effective techniques to maximize safety benefits."

-Daylighting treatments are best pursued in site-specific situations and are not recommended to be deployed universally."

<https://www.nyc.gov/html/dot/downloads/pdf/daylighting-and-street-safety.pdf>

The Council would do well to listen to the NYC DOT in this situation and not to anti-car lobbyists and activists. Please reject Intro 1138 in favor of more reasonable safety measures that preserve on-street parking for those who need it.

Sincerely,

Eric Olson

, Brooklyn

To Whom It May Concern,

My name is Eric, I'm a resident of Flatbush. Thank you for holding Monday's hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I'm submitting testimony in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Despite this very real need for New Yorkers and daylighting's proven life-saving results, I've witnessed many near-misses in my neighborhood and come up to a number of preventable pedestrian collisions at intersections. I've been endangered while on a bike and on foot, by drivers who simply didn't see me and decided to race through the light as it turned red. In Flatbush solely in these first few months of the year, there have already been over 130 injuries from crashes, 10 of which have been at intersections that are no more than 4 blocks from my apartment. My neighborhood deserves streets that prioritize walkability, safety, and life.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,
Eric Parker

April 22, 2025

Dear Chair Brooks-Powers:

Thank you for taking my testimony. My name is Eric Radezky. I previously worked for Assemblyman Joe Lentol for 14 years and have worked in city and state government for a total of 19 years. I have a Ph.D. in political science, I have been a driver in New York City since 1998 and a long-distance cyclist in the city since 1996.

I am writing to oppose Intro 1138. Though the bill is well-intentioned, I believe universal daylighting will actually make most intersections less safe than they are at present. I say this based on a lifetime of being a pedestrian, driver and cyclist in New York City.

To illustrate my point, I'm not going to tell you what I think will happen. I'm going to tell you what is already happening in my part of Greenpoint, Brooklyn, at seven daylighted corners within a block of my apartment:

1. Cars are parked at daylighted corners all the time
2. Sometimes all day, sometimes all night, sometimes the same car for over 24 hours
3. Parking placard abuse, both NYPD and FDNY
4. During work hours, every day I see vans and trucks parked at these corners
5. Reporting these vehicles to 311 does nothing
6. Vehicles are only sometimes ticketed and they are never towed
7. We also have blocked fire hydrants, bus stops and driveways due to lack of parking and no other options

These are the actual results of daylighting, and universal daylighting would expand these problems on a citywide scale. I know that some people say that hardened daylighting is the answer, but even if Intro 1138 passes with the provision for DOT to harden daylighting at 1,000 locations per year, it would still take many years to cover the entire city. And we also know from experience that this is the type of thing that DOT falls behind on very quickly and easily because of the costs and logistics involved, which would extend the time for hardened daylighting even further.

In the meantime, daylighted street corners become open and permanent parking for large vehicles. That is the opposite of safety.

Do you know how hard it is to see around a Verizon truck, or a UPS truck or any other large vehicle parked at a daylighted corner? It's not safe as a driver or a cyclist. I know because I'm both. As a driver in that situation, I have to inch out hoping I don't get slammed by another vehicle that can't see me. And as a cyclist, the stakes are even higher and the danger greater because a truck in a daylighted space means that I can't see oncoming traffic and they can't see me.

What I am describing is not a rare occurrence. These things happen every day.

That is why daylighting should only be implemented at intersections with a demonstrated history of safety problems. If a particular intersection has a history of car accidents and injuries, then by all means DOT should put that corner on the daylighting list because the existing risk is greater

than the risk posed by daylighting. But for anywhere else, daylighting introduces all of the unintended consequences I described and creates new dangers that did not exist before.

I am also concerned that there is no plan for dealing with the thousands, perhaps tens of thousands of vehicles that would be displaced by daylighting. I do not say this as a value judgement on whether curb space should be used for cars or street amenities but rather as a practical question, because those cars are going to go somewhere. That's just human nature. People aren't going to give up their cars, they're just going to find new and illegal ways around the problem. And some of the solutions people come up with for parking are going to end up endangering public safety whether it's by blocking a daylighted space or blocking a fire hydrant, and we all saw what happened in Bay Ridge a few months ago when that happened.

Again, everyone wants public safety, but universal daylighting is not a panacea and the questions I pose here are also matters of public safety. They should be taken seriously, considered and answered before implementing such a dramatic change that comes with obvious negatives.

Thank you, again, for the chance to testify.

Eric Radezky

To Whom It May Concern,

My name is Felix Stetsenko and I am a resident of the Upper West Side.

I am testifying in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,

Felix Stetsenko

Intro 1138

As a Brooklyn resident, I am writing to express my enthusiastic support for Intro 1138, which would implement daylighting at all intersections throughout the five boroughs. This initiative would remove parking spots near crosswalks to improve visibility for all street users.

From my dual perspective as both a driver and pedestrian, I've experienced firsthand how blocked sightlines at intersections create dangerous situations. As a pedestrian, I've often had to step partially into the street just to see if cars are approaching. As a driver, I've experienced the anxiety of inching forward at intersections, worried about pedestrians suddenly appearing from behind parked vehicles.

Daylighting would significantly enhance safety by ensuring clear visibility between drivers and pedestrians before anyone enters the intersection. This simple change would make our neighborhoods more walkable, reduce close calls, and potentially save lives.

I strongly urge you to support Intro 1138 and make Brooklyn's streets safer for everyone who uses them.

Fotios Hatzis

My name is Gabriel Turzo and I am a resident of Murray Hill in Manhattan.

I am testifying today in support of CM Won's bill Int. 1138

We've all been there. You approach an intersection on foot. You have the light to cross the street but you've learned not to trust it, so you look down the street for oncoming traffic. Of course you can't see it, because an SUV is parked right behind the crosswalk and it blocks your vision. So what do we New Yorkers do? We inch out slowly, giraffing our neck until we can get a clear view of the approaching traffic, hoping not to get grazed by an oncoming car when we break the plane and look down the street.

I've been fortunate enough not to have been hit by a car, but many of our neighbors have not been so lucky. Obstructed sight lines at intersections have killed and injured far too many New Yorkers, and for too long we've just accepted this as a fact of life. But it doesn't have to be this difficult and dangerous to walk around our neighborhoods on foot.

The solution is simple: Daylighting.

It should be easy to see oncoming traffic when you approach an intersection on foot. More importantly, it should be easy for drivers to see pedestrians when they are approaching an intersection.

I urge you all to pass Int. 1138 so we no longer have to take our lives in our hands just to cross the street.

From: [Georges Jacquemart](#)
To: [Testimony](#)
Subject: [EXTERNAL] Daylighting at April 21 Transportation Hearing
Date: Thursday, April 17, 2025 1:59:53 PM

[REDACTED]

Daylighting at intersections is an important safety feature for pedestrians. However, I want to point out that daylighting is important only as you approach the intersection and the pedestrian crossing, i.e. upstream of the pedestrian crossing. It is not needed as you move away from the pedestrian crossing, i.e. downstream of the crossing.

Sincerely

Georges Jacquemart, FAICP, P.E., PP
Principal

BFJ Planning

T. +1 212 353 7477

C. [REDACTED]

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**Intro 99 – Overnight Truck Parking
Testimony
Submitted by Gloria Boyce-Charles
April 24, 2025**

My name is Gloria Boyce-Charles, and my family members and I are a longtime residents of the Brookville/Springfield Gardens community in Southeast Queens. Many thanks to the Transportation and Infrastructure Committee and to Council Member Nantasha Williams for her lead sponsorship of Intro 99. Your innovative and thoughtful solutions to the illegal truck parking issues in our New York City communities are most welcome.

Southeast Queens is ground zero for the JFK airport and air cargo industries; so this legislation means a lot to us for many reasons. While some may think of the location of a legal truck parking lot as a land-use matter; I'd like to focus in on the ways that the decisions around location of such a lot must also consider critical health, safety and quality of life issues for the people in our community.

Creating parking spaces for trucks within our communities implies that more trucks will be passing through them in order to access those parking spaces. This means more truck traffic and for far too long, the issue of truck traffic in our communities has taken a back seat to the illegal parking concerns they create. These trucks travel many of the residential streets within our communities before they find a parking space. Our streets are not built to accommodate their weight, so they shake our homes, sideswipe our cars, tear down utility lines, create potholes in our streets and cause traffic congestion.

We know that illegally parked trucks are a safety hazard to pedestrians and other drivers. Children cannot see past these trucks to cross the streets to get to school or to go to the park. But we must give equal consideration to the fact that these trucks pose a big air quality and therefore, a big health hazard. The black carbon and other particulate matter that is emitted by their diesel fumes is significant. And in communities like Springfield Gardens and Brookville, those impacts are profound.

This is especially true for people who live within and around the Springfield Gardens IBZ, also known as [Gateway JFK](#). There are over 150 homes within the IBZ, and there are also small businesses in that community which is located just north of the JFK Airport and its runways. This community, and the surrounding Brookville/Springfield Gardens area, are all exposed to levels of Black Carbon emissions that are at the 61st percentile for black carbon levels citywide. This does not even take into account the presence of ultrafine particulate matter that is present in the air because of the **ultrafine** particulate matter emitted by the jet fuels that power the frequent low-flying airplanes that fly above these communities' homes. These pollutants exacerbate chronic illness such as diabetes, high blood pressure and asthma; and they are contributors to high instances of preterm birth within our

**Intro 99 – Overnight Truck Parking
Testimony
Submitted by Gloria Boyce-Charles
April 24, 2025**

community. See the [Environmental Justice NYC Mapping Tool](#) for some statistics for these communities.

So now, when you want to add parking lots to those IBZ's, and/or the surrounding communities, you attract additional truck traffic. And how does that truck traffic get to the IBZ? Well if traffic is able to come directly to and from the IBZ from the JFK Airport that limits exposure to the larger community; but who's to say *where* the trucks are coming from? Many trucks within our communities are there because they are already traveling off-route. They are likely often not in compliance with the weight and size requirements that are already on the books (judging by the prevalence of the 53 foot trucks we see). They travel through our communities' streets illegally and with impunity; because sadly, there is very little being done to monitor this activity, or to hold truckers accountable for non-compliance. These are factors that absolutely must be considered, addressed and accounted for in your solution.

There are those who would suggest that these truck traffic issues are separate from the truck parking issues and that they should be addressed at another time and through other legislation. **I think that we have to do both things.** We have to consider these issues now and build contingencies, monitoring and enforcement for them into the Intro 99. And we must do this while also considering the intersectionality and impacts of adjacent legislation, such as truck route mapping (Intro 708) and Indirect Source Rule (Intro 1130) legislation. It makes for a lot of moving parts, I know; and it is a challenging task. But that does not mean that it should not be done.

As for Southeast Queens, I think that our burdens are long-standing, far too many and compounded by the burdens of low-flying airplanes. Given the burdens created by our proximity to JFK Airport, I think that in the case of our community, the parking solution should not be sought within the IBZ or our surrounding communities. Instead, **there should be a dedicated on-airport lot for Southeast Queens.** [Earlier this year, the air cargo facility expanded its footprint so that now they have access to 1million plus square feet across eight facilities.](#) I understand that the Port Authority will make some parking spaces available. I would go so far as to suggest that Southeast Queens truck parking spaces should be a dedicated on-airport priority.

Universal daylighting costs less than DOT alleges

Dear council members,

DOT claims that daylighting costs \$37k per intersection, which is unrealistically high. Hoboken has managed to do it for around \$1100 per intersection!

Please support universal daylighting. It is not a miracle cure, but will help make our streets much safer at a relatively good return on investment.

Respectfully,

Guillaume Rischard, Bed-Stuy

Hello, my name is Haley Lindsley. I live in SoHo.

I am writing in support of Intro 1138 and specifically to urge Council Members to mandate **hardened daylighting at all intersections**. I want to thank the Council Members who are already sponsoring this bill and urge those who have not to add their support to this important street safety measure.

With this bill, we are given an opportunity to reorient how we allocate space in our city and prioritize safety. We can choose to increase visibility for drivers and pedestrians and reduce pedestrian injuries by up to 70%.

Thank you for considering this important safety measure.

My name is Harrison and I've lived in Williamsburg for 7 years now. As a frequent cyclist, I have to first say how much I appreciate the existing infrastructure in north Brooklyn! However, it could be better which I believe is why we're here.

Universal daylighting is something we sorely need. The difference between daylit intersections and non-daylit intersections is stark. I feel significantly more confident crossing when I have a clear line of sight, which daylighting provides. To me, it feels like a no brainer and would represent a significant improvement over the existing situation.

I want to be on record providing a full throated support for this incredibly important measure.

Please do the right thing. Our streets should be safe for all road users, and the prioritization of cars at the expense of everyone else is a net negative on our city.

Thank you for taking the time to hear my testimony.

To Whom It May Concern,

My name is Heidi Vanderlee and I am a resident of Greenpoint, Brooklyn, in City Council district 33. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

I myself was in a car crash in 2014 attempting to pass through an intersection with very little visibility - South 2nd and Kent in Williamsburg. A speeding taxi T-boned my car, and while no one was seriously hurt, the driver of the taxi was arrested on the scene for driving with a suspended license. He shouldn't have been driving in the first place, but there is also no reason cars should have been allowed to park in a way that made it almost impossible to see if there was any oncoming traffic.

There is an intersection near my apartment now at Sutton St. and Driggs Ave. with very little visibility due to lack of daylighting and DOT has refused to turn it into a 4 way stop or do anything to improve this intersection's safety when they could so easily add daylighting. The danger we experience every day as drivers, pedestrians, cyclists, etc. is nonsensical.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,
Heidi Vanderlee

My name is Hindy Schachter and I have been walking and cycling as a Manhattan resident for over fifty years. Now as a senior citizen cyclist safe streets are very important for me and I know that universal daylighting is one of the tried-and-true tested design improvement to end crashes. As city council members you should have the good of the city as your guide. Now you are legislating in a high crash city with all too many preventable deaths. Evidence shows that daylighting reduces crashes. Please make it a universal reality in New York.

New York City Council Committee on Transportation and Infrastructure
Intro 1138 Hearing

RE: Testimony in support of Intro 1138 and hardened daylighting

April 21, 2025

Good afternoon, Chair Brooks-Powers and the Committee Members,

My name is Ira Gershenhorn. I live at ### Riverside Drive on the Upper West Side. I am testifying in support of Intro 1138 and to urge Council Members to mandate **hardened daylighting at all intersections**.

The DOT's daylighting report shows that **without physical barriers, daylighting is less effective at improving pedestrian safety**. Merely removing parked cars would give turning vehicles more space to take wide, fast turns at intersections.

Curb extensions at crosswalks will meaningfully improve safety by reducing turn radii, slowing turning speeds, and cutting pedestrians' exposure to traffic. Shortening crossing distances and giving pedestrians shelter from traffic are key on a wide, bidirectional artery like Broadway.

Physical daylighting would also give us opportunities to beautify our neighborhoods and improve quality of life. New tree pits and benches would put more eyes on our streets and give seniors a shaded place to rest. The 103rd Shared Street is a great example of the benefits of daylighting. People lean against the planters. People sit on the safety stones. We need more infrastructure like that.

Installing bike corrals in these spaces would give people who bike reliable access to secure parking wherever they go in the city. More people would bike if they had peace-of-mind that they could park securely, and more people locking up at these corrals would deter theft.

I thank the Transportation and Infrastructure Committee for hearing my testimony. Universal hardened daylighting would significantly improve safety and quality of life for me, my neighbors on the Upper West Side, and all New Yorkers who share our streets.

Sincerely,
Ira Gershenhorn

My name is Isaac Clerencia and I live at [REDACTED], Brooklyn, NY 11222.

I'm writing to urge the city council to implement the 1138, Universal Daylighting bill.

Obstructed sightlines at intersections pose a major safety risk to pedestrians, cyclists, and drivers. In many neighborhoods across NYC, parked cars dangerously block visibility, increasing the likelihood of crashes. 1138 is a simple, cost-effective solution that would prevent these unnecessary dangers and make our streets safer for everyone.

This bill has broad support from transportation advocates and fellow council members.

Thank you for your time and consideration. I look forward to your response.

Best,

Isaac Clerencia

My name is Jacob Scott and I am a resident of Downtown Brooklyn. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,
Jacob Scott

I'm writing to strongly support citywide daylighting. I am the mom of a small child, and I'm tired of crossing the street with my baby without actually being able to see if there's a car coming. How am I supposed to tell my child to look both ways when crossing the street when looking both ways just shows the side of two parked trucks?

The issue is more than theoretical for me. My husband is a runner, and he was once hit by a car while crossing a crosswalk in which he had the right of way. The car sped away, and he was left with no recourse for his medical bills. Thankfully, he fully recovered from his injuries, but a child wouldn't be as lucky as a fully grown man.

Sometimes it feels like this city is just a playground for young, rich, single people. Citywide daylighting would be a welcome sign that it's more than that—that New York City cares about families, too.

UNIVERSAL DAYLIGHTING SAVES LIVES

As a parent to an 18 month year old, pushing a stroller through most NYC crosswalks is a nerve-racking experience, but especially so when a car is blocking my view of oncoming traffic! New Yorkers know you can't *only* trust the pedestrian signal – you *must* look both ways before crossing the street. But that is much harder to do when the front of a parked car brushes up against the crosswalk. Must I inch out with my stroller, putting both me and my child in harm's way, to make sure I can safely cross the street? The status quo is unacceptable. Remove home rule and pass universal daylighting now!

- James Jensen

From: [Jeff Schwane](#)
To: [Testimony](#)
Subject: [EXTERNAL] April 21st Committee on Transportation and Infrastructure Testimony - Intro 1138 Support
Date: Thursday, April 10, 2025 5:13:42 PM

[REDACTED]

I am writing to express full support for Intro 1138 on universal daylighting. This will save lives, and peoples' lives are much more important than offering free storage space to residents for their private property (parking for cars).

Thanks,
Jeff Schwane
[REDACTED], Brooklyn, NY 11217

14 April 2025

Dear Council Members and Mayor Adams,

I urge you to support and pass Intro 1138, to amend the city code prohibiting standing or parking vehicles within 20 feet of an intersection. As a person who drives, walks, bikes and takes public transportation, the passage of this bill would positively impact me in every mode of transportation.

It is a harrowing experience to be a driver, walker or cyclist who approaches an intersection with no visibility. When cars are parked all the way up to, or beyond, the intersection, I have to inch my car, body, or bike into traffic before I can see whether there are any cars, cyclists or pedestrians crossing in front of me. This means that as a driver, at zero visibility intersections I am taking a chance that another car could crash into the front end of my car just so I can move through the intersection. This is unacceptable. This creates more reckless driving conditions that make our streets more dangerous for everyone. As a pedestrian, it's terrifying to approach this kind of intersection, have no idea what's beyond the back of a huge van or truck and peek my head out only to have a car, bus or truck speed by, narrowly missing my body. Again, this is unacceptable. As a cyclist, inching my bike out into traffic means there is a chance that the front wheel could get hit by a passing car, causing myself and my bike to end up in the street which then puts me in danger of being hit by a different passing vehicle. Again, this is unacceptable.

It should be that in the "greatest city," people can traverse the streets in peace and safety, whether in a car, on foot, on a bike or a bus. Every intersection should have daylighting–visibility that allows all people to see where they are going and what is approaching them from other directions. At the very least, Intro 1138 begins the process of making our streets safer. No one should have to put their body, car, or bike into the middle of an intersection to see if it's safe to cross that intersection. Vehicles should not be allowed to park within 20 feet of an intersection so that everyone has enough visibility to cross the street.

Thank you,
Jenny Poole

To Whom It May Concern,

I am writing today to testify in support of CM Won's bill Int. 1138. I live near the intersection of Sutton St and Driggs Ave in Greenpoint, Brooklyn. I cross this intersection every day, and it is dangerous for cars, cyclists and pedestrians because there is poor visibility at the corner due to parked vehicles. I have seen several crashes at this intersection over the years, and many near misses. Universal daylighting would greatly increase safety at this intersection and many others in my community, including one block down at Morgan Ave, where a cyclist was killed last year in front of PS 110.

Universal daylighting makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Sincerely,

Jeremy Hinsdale
Greenpoint

To Whom It May Concern,

My name is Jesse Bekas and I am a resident of Flatbush, Brooklyn. Thank you for holding this hearing, Chair Brooks Powers, thank you, CM Won for introducing Int. 1138, and thanks to Rita Joseph for endorsing it. I am testifying today in support of CM Won's bill, Int. 1138.

Despite having excellent mass transportation options, Flatbush is a neighborhood flooded with drivers; both in cars, but also in large trucks passing through many of our residential blocks trying to cross the borough. On top of all of the traffic, many intersections in Flatbush can be especially hard to safely navigate due to the volume of cars parked here: cars frequently parked, and even double-parked, adjacent to, and directly in, our crosswalks. On many blocks here, you'll routinely even find cars parked *on the sidewalks* as well. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. When you navigate our neighborhood, on every block you'll find the types of parking violations that lead to those outcomes. Last year a woman was slowly crushed to death by a dump truck pulling through an intersection I frequently cross with my toddler. Why did it happen? Because the driver couldn't see her as she crossed. Her body ultimately just a couple of feet away from the sidewalk.

Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Pedestrians often blame drivers for barreling through intersections here, and while those drivers should slow down, often they can't even see the people crossing until they're just a couple of feet from the crosswalk due to cars parked right up against the intersection corners. According to DOT, 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections. Adding bollards to those curb extensions would further prevent drivers from turning too quickly and blocking illegal parkers from leaving their cars up on them as well.

Right now, New York State's existing Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection, but City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City, the most pedestrian dense area in the state, from the state's higher standard for safety.

Please pass Intro 1138 to make our crosswalks visible and safe for people driving, walking, and biking. The more laws on the city's books aiming to clean up our intersections, the easier it will be for enforcers to finally do something about the type of scofflaw parkers making it extra dangerous to navigate neighborhoods like Flatbush.

Regards,
Jesse Bekas

New York City Council
Committee on Transportation and Infrastructure

Jesse Morrow
[REDACTED], Brooklyn, NY 11237

April 21, 2025

Public Testimony: Intro 1138, Universal Daylighting

I am walking, biking, or driving my personal vehicle in New York City every day, and I support the City Council bill 1138 prohibiting vehicles from parking within 20 feet of an intersection.

Universal Daylighting is a common-sense safety measure for New York City which has a high volume of pedestrian foot traffic at intersections as well as jay-walking to get where they need to go. Daylighting makes traffic intersections safer for everyone, including pedestrians, cyclists, and drivers of vehicles.

As a car owner and driver, I believe that daylighting at intersections is an important safety feature that necessitates the removal of on-street parking spaces. There is enough space dedicated to parking vehicles in NYC, on-street and off-street, that I don't believe it's an effective argument against this common-sense safety measure.

As bicycle infrastructure in NYC continues to improve, along with safety measures like Universal Daylighting, more people living and working in our communities will start to feel safe using these facilities.

I hope that the City Council and the NYC Department of Transportation can work together to successfully enact the Universal Daylighting policy. This will make New York City a leader in designing and implementing safe streets, which will help to make our great city a place where people want to live and work in the long term.

Thank you for your consideration.

Regards,
Jesse Morrow

Hello,

My name is Joann and I am a lifelong Brooklyn resident. I am writing in support of Intro 1138. By the time I was in college, I already lost two peers to traffic violence. This isn't normal. Traffic deaths are highly preventable and universal daylighting will save lives. By increasing visibility for anyone crossing the street—whether by foot, bike, or car—our streets will be both safer and more accessible, especially for our vulnerable populations.

Sincerely,
Joann Lee

Good morning.

Daylighting should not be made law because it will not make intersections safer by making it easier for bad drivers to run stop signs if they see no cars or pedestrians coming

Daylighting will also be weaponized by the DOT to put citibike racks by even more curb space for the benefit of the lobbies (falsely presenting themselves as advocates) that took donor money from Lyft, the corporation that owns citibike which shows a brazen unethical and illegal conflict of interest.

Daylighting corners will also make easier access for bike and ebike riding scofflaws to hop the sidewalks and speed thru crosswalks

Daylighting is not really about safety. It's about more privatization of public spaces being ordered by Transportation Alternatives and Open plans

Joe Cianci

Hello,

My name is John Bartos and I'm for universal daylighting. I've been a resident of Greenpoint for nearly 5 years and a resident of NYC for twice as long; I'm a pedestrian, cyclist, as well as a driver. Lack of visibility around street corners is a safety issue for all of the ways I navigate our streets. As a pedestrian it's hard to see cars around corners, especially when the crossing doesn't have a crosswalk like the corner of Manhattan Ave and Huron st. Cars parked on the corner, especially when they're tall SUVs/trucks, force me to go into the street (and sometimes the bike lane) to understand if it's safe to cross. Double so if there's double parked cars which seem to be increasingly more common.

As a driver, I don't want to hurt or threaten pedestrians. However it's hard to see people standing and waiting to cross, and it's hard for them to see me. This leads to instances of short stopping and near misses. It's also hard for me to see oncoming cars, forcing me to inch and stop on the crosswalk to observe incoming traffic.

For these reasons and more I support universal daylighting.

- John Bartos

Implementing ‘Universal Daylighting’ Citywide (Int. 1138)

Testimony of John Heaney

Board Member, 31st Ave Open Street Collective, Inc.

Before the New York City Council

Committee on Transportation and Infrastructure

April 21st, 2025

My name is John Heaney; I’ve been a resident of Astoria for over 8 years, and currently serve as a board member of the [31st Ave Open Street Collective, Inc.](#), an all-volunteer organization that facilitates the New York City Department of Transportation (NYCDOT)’s Open Street program. Each weekend, from April to December, we see firsthand what safer streets can do for the community, when the roadway closes to traffic and opens to people, with free programming and seating, open to all.

I am testifying today in support of CM Won’s bill Int. 1138. ‘Daylighting’ hits particularly close to home for my district. In 2023, it was Queens Community Board 1, representing Astoria, Woodside, and East Elmhurst, that sparked a citywide movement when it [passed](#) the first-ever resolution calling for universal daylighting. It came after the tragic death of 7-year-old Dolma Naadhun, who died crossing Newtown Road at 45th Street when a driver failed to yield at a stop sign and didn’t see her. Since then, 21 community boards in three other boroughs have approved similar resolutions; meanwhile, a red light and curb extension have been installed at that corner, instantly making it safer for kids like Dolma to get to school each day.

That advocacy influenced the [Western Queens Street Safety Plan](#) from our elected officials, which includes universal daylighting. It also encouraged NYCDOT to implement daylighting along select commercial corridors in Astoria, like Broadway, which has instantly made the street-level experience there for walking, biking and driving safer.

Earlier this year, our organization led a robust outreach campaign via social media and flyering to gather suggestions from neighbors for where they’d like to see ‘daylighting’ in the community. It spurred almost 150 responses, with detailed descriptions of specific locations where residents of all backgrounds (parents, children, couples, older New Yorkers, and so many more) felt unsafe crossing the street due to a lack of visibility. Each submission tells a different story—and calls on the city *to do better*.

This is a slam-dunk-no-brainer bill that **will save lives all over our city**. Please pass Int. 1138 to make our crosswalks safer.

Please pass Intro 1138. **Daylighting saves lives.**

I know that daylighting corners is very important. Without it is often hard to see what traffic is coming. Often Stop signs are blocked from view by parked trucks and vans. I see these problems all the time as I travel around Queens.

Daylighting saves lives.

**Sincerely,
John Korber**

The New York City Council Committee on Transportation and Infrastructure
Intro 1138 Hearing

RE: Testimony in support of Intro 1138 and daylighting
April 24, 2025

My name is John Noble and I am a New York City resident.

I would like to voice support for Intro 1138, a measure to make intersections safer for all users - pedestrians, cyclists, and motor vehicles alike. This measure, typically referred to as “daylighting” in road design parlance, is a design measure that prevents vehicles from occupying space near the corner of intersections to make it easier for all road users to see each other and avoid dangerous collisions.

I am predominantly a pedestrian and cyclist in this city and have experienced first-hand the safety impact of an intersection that has “daylighting” features that include not only the vacancy of the space adjacent to the corner, but also includes road features such as bulb-outs or hardened infrastructure to prevent vehicles from using this vacant space to cut the corner more sharply while turning. When I encounter an intersection with such features, I have witnessed vehicles tend to slow down considerably before turning and drivers make more of an effort to make visual contact with me as a pedestrian or cyclist, making me feel much safer crossing the intersection.

Daylighting features are also spaces which make the distance crossing an intersection shorter, thereby reducing the time it takes to cross an intersection, which is a huge safety feature for those people with limited mobility, a population whose safety that we, as a moral and just society, should be prioritizing.

Therefore, I would ask the members of the City Council to support and pass this measure to make this city a safer place for all road users.

Thank you for your time and consideration of my testimony.

Sincerely,

John Noble

April 21, 2025 - Testimony of Joly MacFie to Committee on Transportation and Infrastructure – regarding Int 1138-2024 (Daylighting)

I wish to register my personal opposition to this bill.

I work as a self-employed videographer and require a car to carry my equipment to and from jobs. I live in a residential neighborhood where parking spaces are already in short supply. This part of South Midwood has a mix of single-family homes and multi-unit buildings, meaning many residents rely on street parking. Already parking in the area is a 'musical chairs' activity, evocative of that famous Seinfeld episode of April 22 1992, which put the phrase 'Costanza Parking' into the popular lexicon.

In this area, nearly all cross streets are one way, and intersections already have either traffic lights or stop signs. I believe that implementing 'daylighting', rather than increasing safety, may well have the opposite effect, as it will inevitably result in many more circling drivers, plus increased double parking, hydrant and driveway blocking, and other hazards. These bottlenecks, in turn, will assuredly cause Emergency vehicles to face additional difficulties in navigating streets.

At the same time, a [DOT report](#) found no clear benefit to daylighting. The DOT theorized that drivers use empty space at some corners (e.g. corners with fire hydrants or bus stops) to cut corners faster and more closely than they would if parked vehicles occupied that space.

They say the road to hell is paved with good intentions. Removing our parking spaces will make that a freeway.

From: [Jon Reiss](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 1138 - Testimony in Favor
Date: Thursday, April 10, 2025 9:44:55 PM

Dear Council,

I am writing to express my desire to see Intro 1138 passed into law. Universal Daylighting near intersections has the ability to make a safer, more pleasant city. We have all experienced the fear of stepping around a parked car into an intersection, hoping that someone doesn't come zooming down the lane just as we stick our head out. Universal Daylighting would reduce this, and make it easier for everyone to cross the street safely, especially children, the elderly, and the disabled. NYC is great in part because of how walkable it is, and anything we can do to further this is a positive step for the city.

Jon Reiss
Prospect Heights, Brooklyn

HONORABLE COUNCIL MEMBERS

MY NAME IS JOSEPH FAMA AND I AM A FORMER ASSISTANT COMMISSIONER AND DIRECTOR OF FISCAL AFFAIRS OF THE NYC PARKING VIOLATIONS BUREAU.

THANK YOU FOR THE OPPORTUNITY TO ADDRESS YOU CONCERNING INTRO 0340-2024. LET ME FIRST STATE THAT I AM STRONGLY IN FAVOR OF THIS PROPOSED LEGISLATION AND I APPRECIATE THIS COMMITTEE'S WORK ON THIS BILL. I ALSO WISH TO RECOGNIZE THE EFFORTS OF COUNCIL MEMBER NARCISSE AND COMMITTEE CHAIR BROOKS – POWERS IN OBTAINING 34 COUNCIL MEMBER SPONSORS OF THIS BILL.

THE FUNCTION OF THE BILL IS TO REQUIRE AT HEARING THE DISMISSAL OF PENALTIES ACCRUED FOR PARKING VIOLATIONS WHEN A DECISION OF GUILTY IS RENDERED BY THE ADMINISTRATIVE JUDGE. THE INTENT OF THIS BILL IS TO PROVIDE RELIEF AND EQUITY FOR THE CITIZENS OF THE CITY.

THE BILL IS INTENDED TO PROVIDE FINANCIAL RELIEF TO THE CITIZENS OF THIS CITY BY ELIMINATING AN UNNECESSARY FINANCIAL PENALTY. PENALTIES ARE INTENDED TO COERCE COMPLIANCE WITH PARKING VIOLATION FINES NOT TO EXTRACT ADDITIONAL DOLLARS FROM PEOPLE'S POCKETS. INDIVIDUALS APPEARING BEFORE A JUDGE FOR HEARING, IN PERSON, BY MAIL OR THROUGH THE WEB ARE MAKING EFFORTS TO COMPLY AND RESOLVE NYC PARKING VIOLATIONS AND DO NOT NEED TO BE COERCED. THE VAST MAJORITY OF NEW YORKERS ARE GOOD, HARD-WORKING, CITIZENS TRYING TO DO THE RIGHT THING AND THAT SHOULD BE RECOGNIZED BY THE CITY WITH THE DISMISSAL OF ANY ACCRUED PENALTIES.

INDIVIDUALS WHO ADJUDICATE PARKING VIOLATIONS AT HEARING HAVE A VERY HIGH RATE OF PAYMENT AFTER HEARING. PENALTY RELIEF IS A WAY TO ENCOURAGE CITIZENS TO ADDRESS THEIR PARKING VIOLATIONS AT HEARING. THE CITY SHOULD BE MAKING EVERY EFFORT TO ASSIST INDIVIDUALS WISHING TO RESOLVE THEIR TICKETS. THIS BILL WILL FOSTER AN ATMOSPHERE OF COOPERATION AND GOOD GOVERNMENT WHICH WILL RESULT IN MORE VIOLATIONS BEING SATISFIED AND BRING REVENUE TO THE CITY WITHOUT EXPENSIVE COLLECTION EFFORTS.

THIS BILL ALSO ADDRESSES ISSUES OF EQUITY. THE CITY OFFERS PARKING TICKET RELIEF TO COMMERCIAL ENTITIES THROUGH VARIOUS COMMERCIAL PROGRAMS, THE STIPULATED FINE PROGRAM AND THE FLEET PROGRAM. THE STIPULATED FINE PROGRAM ENABLES

COMMERCIAL ENTITIES TO PAY PARKING VIOLATIONS WITH AN AUTOMATIC REDUCTION BELOW THE FINE AMOUNT. THE COMMERCIAL FLEET PROGRAM PROVIDES AN ADDITIONAL PENALTY FREE PERIOD FOR COMMERCIAL ENTITIES TO RESOLVE THEIR TICKETS. CURRENTLY, THERE IS NO PROGRAM TO PROVIDE ANY RELIEF FOR THE AVERAGE NEW YORKER TO ASSIST WITH THE COST OF PARKING VIOLATIONS. THIS BILL WILL PROVIDE A MEASURE OF EQUITABLE RELIEF FOR CITIZENS IN LINE WITH RELIEF PROVIDED FOR COMMERCIAL ENTITIES.

FINALLY, THE MAYOR HAS ESTABLISHED A PRIORITY FOR HIS ADMINISTRATION TO REMOVE OR REDUCE WHAT HE CALLED NUCIENCE BUSINESS FEES. THIS BILL WILL ELIMINATE ACCRUED PENALTIES AT HEARING FOR PARKING VIOLATIONS, A MAJOR NUCIENCE FOR NEW YORKERS.

I STRONGLY URGE THIS COMMITTEE TO VOTE AFFIRMATIVELY FOR THIS BILL AND REQUEST THAT THE SPEAKER MOVE IT FOR A VOTE BY THE CITY COUNCIL.

I strongly support universal daylighting, as it drastically improves the safety of our streets for all road users, whether it be drivers, cyclists, or pedestrians. It also provides an opportunity to upgrade the street space by corners for things like rain gardens or bicycle parking, both of which are desperately needed and are vital for fighting climate change.

Thank you,

Joseph Frazier, 11238

I'm a Cobble Hill, Brooklyn resident of 24 years, cyclist and cycling activist. Cyclists and pedestrians in my neighborhood and everywhere I ride and walk in Brooklyn have become hostage to drivers and their enormous cars and trucks in the last few years. Drivers no longer respect parking laws or use common sense when using the public streets to store their vehicles for free or at nominal cost. In my neighborhood, drivers think nothing of overlapping the crosswalk or leaving their cars extending 3-4 feet into the street. Trucks especially double park at the corners and across crosswalks, leaving no visibility. Tell a driver that he's endangering people, and the answer ranges from "F-you" to a dismissive "have a nice day" to "I'm making a living." Crossing even quiet, between block streets like Tompkins Place, mothers with baby carriages, elderly and infirm individuals, and just regular folks place their hope in faith that no SUV is barreling around the corner at that moment. The police do nothing, even explain politely that they've been told not to ticket, for example.

As a cyclist, I feel that I take my life in danger every time I ride because of the obstructed visibility at corner after corner. One of the few places that feels safe is the 4th Avenue bike lane on the East side, because of the wide daylighting, which doesn't allow drivers to cut cyclists off as they turn. There is no way this city will be able to control the increasing violence of drivers without such physical barriers to maintain open sightlines and force drivers to slow as universal hard daylighting, along with enforcement.

I pay plenty of taxes in NYC and NYS. Under Mayor Adams, I feel that I'm forced to subsidize the increasingly violent, coercive minority in this city for whom driving is a private video game. Passing this bill is a matter of life and death.

Sincerely,

Julia Lichtblau

To Whom It May Concern,

My name is Julie Ember and I am a resident of Flatbush. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138. And thank you CM Rita Joseph for co-sponsoring.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. This design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians—36 deaths and 8000 injuries so far in the year 2025 alone! According to DOT, 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

I am a parent of a young child and have often felt that we were in danger while crossing the street—when my child was in a stroller, we'd have to push the stroller out in front of us so we could see if a car was coming—this put our child at higher risk than us, the adults. Many many times, I have been in close calls, narrowly avoiding getting hit while having the right of way, likely because we were not seen by drivers. An intersection we use every day, which is extremely busy, Church Ave. and East 18th Street in Brooklyn, feels dicey to cross almost every time, especially with our child. The crosswalk is often blocked by cars, even on both sides, and one corner is overflowing with garbage, forcing people to wait in the street. We often have to weave between cars to get across. And now that my child is older (but still short) and walking, biking, or scooting, every day on the way to and from school and activities, I know that she cannot be seen easily by cars, and any mistake of darting out too soon could result in tragedy. How could a car stop soon enough if they cannot see? Is this the kind of city we want to be, where it is so dangerous for anyone, especially kids and older people, to cross the street? Daylighting shortens crossings and makes *everybody* more visible: drivers, pedestrians, and bicyclists. It saves lives, as evidenced by Hoboken's universal daylighting they implemented in 2017.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Thank you,

Julie Ember

A handwritten signature in black ink, appearing to read "Julie Ember", with a stylized flourish at the end.

Universal Daylighting Saves Lives - A Written Testimony

April 24th 2025

Justin N Johnstone

Hello,

I am writing on behalf of my SUPPORT for universal daylighting. I am a Brooklyn resident residing in Bushwick.

I am one of the many NYC residents who chooses to get around the city via my bicycle. I do not own a car and feel that many of the city streets are overwhelmingly dedicated to single occupancy vehicles.

Like many of the other cyclists and pedestrians, we are trained to navigate the city with the utmost caution around the car. When crossing a street, riding past a parked car, walking on a sidewalk... we need to keep an eye out for cars out of fear of being struck or knocked into oncoming traffic. This is especially true when cycling through an intersection, even when one has the right of way.

While there has been some improvement towards implementing safe street design, the city clearly can do much much better.

I see universal daylighting as an excellent means to further bolster safer streets.

Thank you.

From: [Karen E. Lund](#)
To: [Testimony](#)
Cc: [Carr, David](#)
Subject: [EXTERNAL] April 21st Transportation Hearing: I support Intro. 1138 Daylighting Intersections
Date: Thursday, April 24, 2025 9:37:16 AM

I am writing in support of Introduction 1138 "Prohibiting standing or parking a vehicle within 20 feet of a crosswalk at an intersection," a traffic safety practice also known as "Daylighting."

As a native Staten Islander who has never owned an automobile or learned to drive—a decision I made 55 years ago—but is a frequent pedestrian and transit rider, I regularly encounter intersections that are dangerous, usually because poor visibility makes it difficult for me to see oncoming cars, and/or for them to see me, when crossing streets. There are some intersections I will go out of my way to avoid. Yet I realize that I am fortunate to have had a choice in the matter (and strong legs).

There are many New Yorkers who don't have a choice: they live, work, or attend school near streets that are unsafe to cross, but cannot walk around them. Children and persons in wheelchairs are especially at risk because they are not tall enough to be easily seen by drivers as they wait at intersections or begin to cross the street.

New York State bans parking within 20 feet of intersections, but New York City has overridden this law, allowing parking right up to the crosswalk. This dangerous exemption from state law limits visibility for everyone on our streets, especially drivers, preventing them from seeing people in the crosswalk.

Repurposing the parking spots closest to an intersection to improve visibility—a practice known as daylighting—is proven to make intersections safer for people walking, biking, and driving.

The National Association of City Transportation Officials (NACTO) recommends "Daylight intersections by removing parking within 20–25 feet of the intersection."
(<https://nacto.org/publication/urban-street-design-guide/intersection-design-elements/visibility-sight-distance/>)

In 2018 Hoboken, our neighbor across the Hudson, committed to a Vision Zero plan that included daylighting intersections and has not had a traffic fatality since
(<https://apnews.com/article/hoboken-zero-traffic-deaths-daylighting-pedestrian-safety-007dec67706c1c09129da1436a3d9762>) It has also seen a 30% reduction in pedestrian injuries.

In the US city with the most extensive 24-hour public transportation, we need to make a conscious effort to de-prioritize automobiles and make New York City safer for pedestrians,

bicyclists, transit riders, and all those who get around without an automobile.

Thank you for your attention.

Karen E. Lund

[REDACTED]

Staten Island NY

Dear City Council,

Thank you for considering the universal daylighting rule! As a pedestrian and a passenger, universal daylighting accommodates both. We know how much more pleasant it is to cross the street with plenty of vision. We also know how much easier it is to drive with this vision as well.

The loss of parking spots is greatly outweighed by the benefits of universal daylighting. I respect the desire for people to own cars in New York City. But, free street parking is the textbook definition of the tragedy of the commons. We should not prioritize this inherently flawed provision of “free” parking at the expense of safety. Quite plainly, the status quo is bad governance.

I look forward to the progress the city will make by passing this bill. I fully support universal daylighting and look forward to the changed city we will have!

Best,
Kaylie

Testimony of Ken Coughlin in support of Int. 1138

Committee on Transportation and Infrastructure

April 21, 2025

My name is Ken Coughlin. I live on the Upper West Side of Manhattan and am a member of Community Board 7 and its Transportation Committee, although the views expressed below are my own.

Thank you for holding this hearing Chair Brooks-Powers, and thank you, Council Member Won for introducing Intro 1138, which I am testifying in strong support of.

My community board is one of 22 boards across the city -- representing more than three million New Yorkers -- that have passed resolutions calling for universal daylighting.

According to the Federal Highway Administration, daylighting reduces pedestrian crashes [by 30%](#).

This is why New York State law requires daylighting statewide, except in New York City, which has chosen to override this law and allow parking right up to the crosswalk.

Daylighting is particularly critical given today's large SUVs, which are so massive that drivers cannot see pedestrians about to cross, and pedestrians must be well into the street to see oncoming traffic. This lack of visibility is a recipe for disaster, and there have already been too many such disasters at our intersections, where the vast majority of pedestrian injuries and deaths occur.

If we truly believe that safety is our first priority in street design, then daylighting is a simple, very low-cost way to save lives and prevent life-changing injuries.

From: [Kenneth Lay](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony for Intro 1138
Date: Friday, April 18, 2025 10:30:10 AM

NYC Council Members,

I am submitting this testimony in strong support of Intro 1138 and hope to see this bill to implement universal daylighting throughout NYC passed and become law.

I live in Brooklyn and every single day experience difficulty crossing our streets because large vehicles are parked right up to the crosswalk. As cars have grown larger it has become more and more difficult to see over them and whether there is any oncoming traffic. I now routinely have to just walk out into the street, praying that a fast-moving vehicle isn't barreling towards me. I also live next door to a public elementary school, where I see small children attempting to cross even the streets closest to the school who are rendered completely invisible to oncoming traffic because of parked cars right up at the crosswalks.

Furthermore, the rare times I have driven in NYC, I have observed how dangerous this situation is for drivers as well. NYC is a difficult place to drive because of all the various uses of our streets – anything that can be done to improve visibility would be welcome for anybody driving and would prevent tragedies.

NYS law requires daylighting statewide, yet NYC, the country's most walkable city and the only place in the US where the majority of residents do not drive, is bizarrely exempted from this requirement, and, even worse, refuses to voluntarily opt itself into it. The safety of pedestrians in our city is daily being sacrificed at crosswalks throughout the city solely so one extra private vehicle can park, usually for free.

The City Council must immediately pass Intro 1138, require daylighting throughout the city, and protect its residents. I am tired of feeling safer walking in nearly every other city in the US, which have almost entirely implemented sensible daylighting policies, than in my home, NYC.

Pass this sensible bill and save lives. There is no reason whatsoever to sacrifice the safety of hundreds or thousands of pedestrians daily at our city's crosswalks so a single individual can park their car.

Thank you, I look forward to this bill's implementation.

Kenneth Lay
[REDACTED]
Brooklyn NY 11231

Hello,

I've lived in the UES for 7 years, and in NYC even longer, and I'm lucky enough to reside in one of the most walkable neighborhoods in not just NYC, but the entire country. That being said, daylighting would drastically increase safety and quality of life for residents and drivers passing through. We are constantly dealing with cars parked in crosswalks. This is a mobility issue, with the sidewalk cuts blocked, a safety issue, with pedestrians before forced into the street/active bike lane, and a visibility issue, with these parked cars severely limiting line of sight for all parties. The last issue is still an issue when the cars are parked up to the crosswalk.

On top of limiting these negatives, universal daylighting will also add positives! These new daylighted areas can be public green spaces, bike parking, fire hydrants that cannot be blocked by illegally parked cars, bus stops, and will reduce length of crosswalk which lowers time of pedestrians are in the street!

Daylighting is a cheap, very effective measure that would benefit the whole community

Thank you,

Kevin Burns

From: [Kevin Burns](#)
To: [Testimony](#)
Subject: [EXTERNAL] April 21st Transportation Hearing - Intro 1138
Date: Thursday, April 17, 2025 2:08:56 PM

Hello,

I'm writing in support of universal daylighting (intro 1138). I already submitted a testimony, but wanted to share an incident that occurred recently.

I was driving, waiting on 75th street to cross 1st ave going west, the box was completely blocked with my green light, so I was waiting till it cleared up to go. An large SUV from behind me swerved around, drove completely INTO the crosswalk crossing 1st ave as if it was another lane. There was a mother pushing a stroller crossing at the time!! Even the bus driver at the corner was freaking out at how unbelievably dangerous this maneuver was. The driver of the SUV had to slam on the breaks and swerve aggressively to avoid striking them!! Incredibly dangerous.

Universal daylighting wouldve stopped this as the dangerous driver would not have the ability to swerve around me waiting for the box to no longer be blocked.

Thank you,
Kevin Burns

Hello,

My name is Kevin Costa and I am a resident of Greenpoint and a member of BK Community Board 1. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am writing in immense support of CM Won's bill Int. 1138. Universal Daylighting is a no brainer street design intervention with immense benefits for the community. It works by removing visual obstructions closest to intersections to improve visibility for pedestrians, cyclists, and motorists, and in the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. This law, exempting NYC is illogical and unsafe. NYC residents deserve safe streets. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,
Kevin Costa

From: [Kirby Kersels](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony in support of Intro 1138
Date: Monday, April 21, 2025 7:29:58 AM

Hi,

Here is a written copy of my testimony in support of Intro 1138:

Good afternoon, my name is Kirby Kersels and I am here today as a member of Families for Safe Streets to call on the Council to pass Intro 1138. Daylighting is incredibly personal to me. My partner Emilie was run over by a semi-truck while riding her bike to work. Her body was crushed and she was in a coma for six weeks. When she finally woke up, she was completely blind. It should go without saying that this changed her life forever.

The truck that ran her over was turning and the driver couldn't see her. If universal daylighting had been implemented in 2010, Emilie's crash would not have happened. She would still have her sight. But we don't live in a world of what-ifs.

We know that daylighting dramatically cuts down on crashes, crashes that cut lives short and leave survivors with life-altering injuries, crashes that we should absolutely not be tolerating. Today, when Emilie leaves our apartment and navigates the city independently, I am filled with dread that the next time a driver doesn't see her in time, she won't be coming home.

It is an egregious failure that in the 15 years since Emilie was run over, almost nothing has been done to make intersections in this city safer. Today, the Council has the chance to make up for all those years of inaction, please pass Intro 1138 and bring daylighting to every intersection in New York City. Our lives depend on it.

Best,

Kirby

New York City Council Committee on Transportation and Infrastructure Meeting
04/21/2025
Testimony for Int 0099-2024

To: Honorable Selvena Brooks-Powers, Chair
From: Kirstie Pendergrass, District 39 resident
Date: April 22, 2025

Dear Council Member Brooks-Powers,

My name is Kirstie Pendergrass and I have been a New York City resident for over 20 years. I reside in City Council District 39 in Windsor Terrace, Brooklyn. Thank you for the opportunity to submit my testimony in support of the establishment of commercial overnight parking areas within industrial business zones in the city.

I feel fortunate to live adjacent to the beautiful Green-Wood Cemetery. The stretch of McDonald Avenue along which I live gets a ton of commercial vehicle traffic day and night due to the fact it is located just off the 10th Avenue exit of I-27. Commercial vehicles, including many 53' tractor trailers, which are prohibited on city streets, exit I-27 and proceed through our residential neighborhood to the business districts further down McDonald Avenue.

Unfortunately, all manner of commercial vehicles park along McDonald Avenue 24 hours a day, seven days a week. Weekends tend to be the worst, when commercial drivers usually leave their vehicles for days at a time.

On numerous occasions I sit on my back patio overlooking McDonald Avenue trying to relax with the unacceptable eyesore of 53' tractor trailers and other commercial vehicles left for 2-3 days at a time. Many a night or early morning I have woken up to the sound of a commercial vehicle backing up to park or loudly idling its engine. The long periods of engine idling by commercial drivers who park here also create health issues for human residents and the incredibly diverse cemetery wildlife.

The cemetery side of McDonald Avenue is constantly littered with illegally-dumped trash such as takeout containers and shopping bags, much of which comes from commercial drivers who park overnight and sleep in their tractor trailers. On many occasions I have witnessed these drivers urinating outside their trucks along McDonald Avenue. The drivers are camping out.

Illegal commercial overnight parking creates safety issues. Most commercial drivers use the cemetery side of the street to park. Since there are no residences on that side, there is no visibility of pedestrians who are walking along the sidewalk behind the parked trucks. Lack of visibility encourages crime. Many illegally parked commercial drivers quickly remove their license plates (I have witnessed this happening and managed to document it) so they will not be ticketed by the NYPD. Vehicles without license plates must not be tolerated on our city streets.

Illegal overnight commercial parking makes an otherwise lovely neighborhood often feel intolerable. Our city desperately needs a solution to this problem. It is unfair to residents and places people in danger. The establishment of designated facilities for commercial overnight parking, along with consistent, meaningful enforcement of commercial overnight parking rules is an idea whose time has come.

Respectfully,

Kirstie Pendergrass

To the City Council,

My name is Lana Schwartz. I am a fourth-generation life-long New Yorker writing in strong support of universal daylighting.

As studies show, universal daylighting saves lives. We have the opportunity to prevent countless crashes and ensure a happier, healthier New York City, where no one has to live in fear of crossing the street. This will protect our able-bodied, but most importantly, vulnerable citizens like children, seniors, and disabled who are disproportionately likely to suffer from vehicular violence.

I appreciate the council taking up this matter and I hope each member of the council understands the serious responsibility they have to their constituents and not to cars.

Please know that every crash that paralyzes a constituent in your neighborhood, or claims one of their lives, is absolutely preventable. And universal daylighting is a strong step towards that.

Best,
Lana Schwartz

Testimony in Support of Intro 1138 – Daylighting Saves Lives

Submitted by Zlatko Dimitrioski

██████████, Astoria, NY 11106

As someone who walks and bikes daily through both Astoria and Manhattan, I know how vital visibility is for safety. Too many times, I've approached an intersection only to find my line of sight blocked by a parked car—unable to see oncoming traffic, and worse, unable to be seen. These are moments where lives are at risk, simply because the design of our streets hasn't caught up with our needs.

Daylighting is a common-sense, life-saving solution. By clearing the space near crosswalks, it restores critical visibility for everyone using the street. Drivers can see pedestrians. Cyclists can see vehicles. We all have a better chance to anticipate movement and avoid crashes. It's safer, smarter, and long overdue.

Passing **Intro 1138** would be a transformative step for our city. It would mean safer routes for the people who rely on walking and biking every day—not just in theory, but in practice, at every intersection. It's time we make safety the default, not the exception.

I strongly urge the City Council to pass Intro 1138 without delay.

Thank you for your time and consideration.

Sincerely,

Zlatko Dimitrioski

██████████
Astoria, NY 11106

From: [Lauren Newman](#)
To: [Testimony](#)
Subject: [EXTERNAL] Written Testimony in Support of Intro 1138
Date: Monday, April 21, 2025 3:53:18 PM

RE: Support for Intro 1138 – Universal Daylighting

Chair Brooks-Powers and members of the Transportation and Infrastructure Committee, thank you for the opportunity to submit testimony today. My name is Lauren Newman, and I serve as the Youth & Schools Organizer at Transportation Alternatives, an organization dedicated to reclaiming New York City's streets for people — and making them safer, more accessible, and more welcoming for all.

I am writing to express my strongest support for Intro 1138, which would bring universal daylighting to intersections across New York City.

As someone who works closely with students, parents, and educators, I hear the same story again and again: our streets are designed in ways that make the simple, everyday act of walking to school unnecessarily dangerous. More than 75% of New York City students commute to school by walking, biking, or public transportation. Yet the streets surrounding their schools are too often built for cars, not for children.

Blocked sightlines at intersections are a major and preventable cause of crashes. Parked vehicles at the corners create blind spots that make it difficult for drivers to see approaching pedestrians, especially shorter people like children and wheelchair users, until it's too late. Daylighting — the removal of parking near intersections to clear sightlines — is one of the simplest and most effective street design interventions we can make.

This is not a hypothetical solution. Cities across the country — including San Francisco and Hoboken — have already embraced daylighting and seen a significant reduction in crashes and pedestrian injuries. Hoboken, for example, has not recorded a single traffic fatality in over eight years since implementing this and other safety measures citywide.

But daylighting isn't only about visibility. When we reclaim space from cars at intersections, we open the door for transformational public infrastructure: street trees that improve air quality and cool our neighborhoods, bioswales that reduce flooding and filter pollution, benches that provide safe waiting spaces for students and older New Yorkers, bike racks that encourage safe cycling, and curb extensions that slow traffic.

At Transportation Alternatives, we've seen firsthand through our [Green Schools, Safe](#)

Streets initiative that when students are empowered to reimagine their streets — not as hazards, but as public spaces designed for connection, mobility, and environmental resilience — the possibilities are endless. Our students are not only navigating these dangerous conditions every day, they are also stepping up to advocate for solutions, and we must listen.

Intro 1138 is a vital step toward making New York City's streets safer, particularly for young people, but it should not stand alone. If we are serious about protecting the lives of our children and creating a more equitable city, we must pair the passage of this bill with deep investment in the infrastructure and public amenities that can transform these daylighted spaces into truly people-centered, climate-resilient public spaces.

Every child deserves to arrive at school safely. Every school community deserves streets that nurture — not endanger — their wellbeing.

I urge you to pass Intro 1138, and I urge the Council to continue investing in the future of New York City's children by fully supporting the rollout of initiatives like Green Schools, Safe Streets.

Thank you for your time and your commitment to making our streets safer for all.

Sincerely,

Lauren Newman

--

Lauren Newman (*she/her*)

Youth & Schools Organizer

Transportation Alternatives

o: 646-839-6480

[@TransAlt](#) | TransAlt.org

Our mission is to reclaim New York City's streets from the automobile and advocate for better walking, biking, and public transit for all New Yorkers.

Lauren Phillips

Testimony: Intro 1138

My name is Lauren Phillips and I live in the Bronx. I'm writing to urge you to advance [Intro 1138](#), and daylight every single intersection in this city.

Every day, I walk about a mile to take my toddler to preschool, crossing multiple busy streets. It's often terrifying. Earlier this year, we were almost hit by a car on 232nd street, where (like at almost every intersection in our district) there's no daylighting and so it's extremely hard for pedestrians and drivers to see one another. Walking to school is a stressful exercise in craning my neck, trying my best to keep me and my kid safe.

Cars have killed more than 120 kids in NYC since the launch of vision zero 10 years ago. That's unacceptable. Universal daylighting will save lives in this city, just like it has in others. Every day, I live with the terror that my toddler could be next. A few parking spots cannot be weighed against the life of the next person to be taken by senseless traffic violence that we could eliminate with daylighting. Please, do the right thing and advance this critical legislation. Ask what you would do if you thought your child's life was at stake.

Thank you.

Leslie Davol
280 Nevins St
Brooklyn NY 11217

April 21, 2025

To Whom It May Concern,

My name is Leslie Davol and I am a resident of Gowanus, Brooklyn. I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,

A handwritten signature in black ink, appearing to read 'Leslie Davol', with a stylized, flowing script.

Leslie Davol

Lewis Anderson - In Support of Intro 1138

April 20, 2025

My name is Lewis and I live in Bed-Stuy. I am testifying in full support of Intro 1138.

I walk and bike around my neighborhood daily. I have experienced near collisions at intersections too many times to count, simply because a parked vehicle has obstructed my view of oncoming traffic. I strongly support this bill for countless reasons — prioritizing accessibility, allocating street space fairly and proportionately, and encouraging sustainable modes of transportation, to name a few. But there is no greater example of nonsensical street space allocation than a parked car at an intersection obstructing views of oncoming traffic, forcing pedestrians and cyclists to leave their safety to fate.

To illustrate how nonsensical it is that we allow parking at intersections, I would like you to picture this situation in reverse: Imagine if every intersection in New York City was currently daylighted with a sidewalk extension, allowing pedestrians to safely stand part-way into the street with a clear view of oncoming traffic, wait for a safe moment to cross, and then cross with confidence. Some of these sidewalk extensions might even be equipped with seating, bike racks, or tree pits that provide vital stormwater absorption in neighborhoods prone to flooding. Now imagine that we're at a Council hearing to *remove* all of these sidewalk extensions and all their benefits, only to add one more parking spot per block to the city's stock of on-street parking spots, which already equals about 1.5x the total number of cars registered in the city.

In the first nine months of 2024, almost 200 New Yorkers were killed by traffic violence. 88 of these were pedestrians, 77 of whom were killed at intersections without daylighting. If you are considering not supporting this bill, I would like you to imagine these victims and their families in front of you when you announce to your constituents that you oppose these lifesaving streetscape improvements in favor of publicly funded private storage for just one car per city block.

Testimony in Favor of Intro 1138-2024 (Daylighting)
Lisa Orman

My name is Lisa Orman. I first learned about daylighting when I was a new mother, more than 22 years ago. While pushing my daughter in her stroller, I grew increasingly uncomfortable at intersections. I noticed that it was impossible to see around parked cars. Each time I crossed the street with my baby in front of me in her stroller, it felt like my baby's life was in jeopardy and that the intersections were hostile to our safety.

I used this fear (and hope that things could change) to activate my neighbors to fix some intersections near our home at the time, at 71st and Broadway on the Upper West Side. At the convergence of West 71st Street, Broadway and Amsterdam, this intersection was so dangerous that people referred to it as The Bowtie of Death. We worked with our elected officials and DOT to fix this intersection, adding in daylighting, shortening the crosswalks with pedestrian islands and creating more clarity for drivers on their lanes/turning lanes. The intersection was instantly safer. And neighbors felt cared for.

A few years later, I noticed that families didn't feel safe crossing the streets on the way to my kids' school. This was a pre-K to 6th grade neighborhood Montessori school. The vast majority of families arrived on foot, but crossing the streets wasn't safe. We worked with the students, teachers, parents, Community Board and DOT to daylight about 8 spots at various intersections leading to the school, making this commute much safer. In a follow-up with 5th and 6th grade students, we learned how much safer they felt and some were allowed to start commuting on their own, without an adult. Of note, for-hire vehicle drivers still occasionally parked in the daylight spots (and likely do today). Enforcement was non-existent, despite numerous 311 calls and requests to the Community Board. Hardened infrastructure would've solved this problem.

Though these two examples ended with successful daylighting, the vast majority of our intersections aren't daylighted, creating unsafe conditions on a daily basis. One particularly painful example of the lack of daylighting happened to my friend Dana Lerner. Dana's son, Cooper Stock, age 9, was walking home with his Dad on a rainy night in 2014. While making a left-turn, an impatient taxi driver ran them over in the crosswalk, killing Cooper and injuring Rich. The driver claimed that he didn't see Cooper or his Dad (who is over six feet tall). Months later, the DOT daylighted that intersection. It took the death of a child to fix what was obvious all along.

We need hardened daylighting at every intersection in the city. Opting out of the state law requiring daylighting is just lazy. Please pass Intro-1138 and show that NYC has a culture of caring for its residents and visitors. There's nothing more valuable than human life.

To Whom It May Concern:

I am a resident of the Bronx in Community Board 5. I am writing in support of Intro 1138, a lifesaving bill that will allow for daylighting intersections in NYC, a proven safety measure that reduces deaths and injuries. CB5 was the first community board in the Bronx to pass a resolution supporting universal daylighting to urge DOT to install hardened (with physical barriers) daylighting in every intersection, starting with those near schools. Intersections are the most common places where folks are injured in traffic collisions. These types of crashes are both devastating and preventable, and I know that if Intro 1138 is passed, it will prevent many injuries, deaths and heartbreak for family and loved ones. With daylighting, it will be easier for all road users to see when it's safe to cross.

Thank you for your time and consideration of this life-saving measure.

Sincerely,
Lucia Deng

April 21, 2025

New York City Council Committee on Transportation and Infrastructure

Int. No. 1138

I'm full time pedestrian, and have observed a marked increase in reckless driver behaviors, and among this, the blocking of crosswalks.

Many drivers consider blocking a crosswalk to be 'not a big deal'...that pedestrians can 'go around me'.

But it IS a big deal, as blocked crosswalks create deadly domino effects.

It means less visibility for peds, cyclists and other drivers alike.

Blocked crosswalks force peds to step further out into traffic and the intersection, in order to cross.

The only way to get certain scofflaw driver to obey law re blocked crosswalks is to Physically Prevent them from breaking the law in the first place. Hardened daylighting using cement and/or steel components is the only solution. Hydrant zone and/or sign-only daylighting will not work, at least, not in my Astoria neighborhood.

I want to give example of just how emboldened drivers have become in my neighborhood: on more than one occasion, I've observed two vehicles at a single corner blocking the two adjoining crosswalks, while a third driver has the audacity to insert their vehicle between the other two, parking at an angle, at the apex of that same corner. In other words, three drivers and their vehicles are blocking an entire corner, blocking pedestrians from crossing via either the street or the avenue crosswalk. This is the level of entitlement we are up against. And so long as NYPD continues to look the other way, and not enforce illegal parking/idling (which I have personally witnessed, time and again), then hardened daylighting is the only solution.

It's time to protect our most vulnerable citizens...peds and cyclists, who don't have the luxury of navigating our dangerous streets while ensconced inside 2-ton steel cages on wheels

I want to thank all those past, present and future, working on this initiative.

Signed,

Lynn Nevins

A solid black rectangular box used to redact the signature of Lynn Nevins.

Astoria, NY 11105

Support for Universal Daylighting

Apr 17, 2025

Dear Councilmembers,

My name is Maggie and I reside in Williamsburg. I am a born and raised New Yorker who has seen a spike in car-related deaths in my lifetime. While there are many contributing factors, such as reckless driving, cell phone distractions, and lack of enforcement on traffic violations by the NYPD, universal daylighting at intersections is a common sense solution that can offer some relief.

As someone who walks, cycles, and drives in this city, I am familiar with the dangerous and competitive situations at intersections. Increasing the visibility of incoming cars and bikes will save lives. Some pilot sites, such as the one at Olive St and Maspeth Avenue, have already made a positive impact in their neighborhood.

I am also in support of hardened daylighting, which adds barriers and physical infrastructure at the corners to prevent cars from illegally parking there. Physical infrastructure such as bike racks, trash cans, and planters give additional benefits to the community.

I hope we can come together to make the city safer and more livable for everyone.

Sincerely,
Maggie Lee

From: [Maggie Glass](#)
To: [Testimony](#)
Subject: [EXTERNAL] Written Testimony regarding NYC Council Introduction 1138
Date: Monday, April 21, 2025 10:16:50 AM
Attachments: [Screenshot 2025-04-20 at 10.57.43 PM.png](#)

To Whom It May Concern,

I write today in support of NYC Council Introduction 1138 and the movement to daylight the city's intersections. I've lived in New York City for almost 20 years and I've seen a dramatic increase in reckless and scary driving. Too many neighbors have been injured or even killed at dangerous intersections. Of all the problems NYC faces, I believe traffic violence is one of the most pressing. I have a one-year-old son who I am hoping to raise in NYC but the dangerous streets give me pause. Speeding cameras and tickets haven't done much to alleviate the issue; I believe changing our physical infrastructure (starting with daylighting) is the only thing that will help make our city safe and pedestrian-friendly.

Sincerely,

Margaret Glass



Marjorie Henning
[REDACTED]
Brooklyn, NY 11210

April 21, 2025

New York City Council
Selvena N. Brooks-Powers, Chair
Committee on Transportation
and Infrastructure

RE: Introduction No. 1138--**Support** for Universal Daylighting

Dear Chair Brooks-Powers:

I am writing to express my strong support for Introduction 1138, which was introduced in the New York City Council on December 5, 2024 by CM Julie Won. Intro 1138 would prohibit standing or parking a vehicle within 20 feet of a crosswalk at an intersection and amend section 19-175.8 of the administrative code to set a requirement for the Department of Transportation to implement daylighting barriers at a minimum of 1,000 intersections per year. It is crucial that physical barriers be installed to prevent parking and standing, since the NYPD's enforcement of parking violations (as well as moving violations) is practically non-existent.

As you know, State Vehicle and Traffic Law prohibits vehicular parking or standing within 20 feet of a pedestrian crosswalk at an intersection but permits New York City to exempt itself from that requirement, which the City has done. The parking and standing prohibition vastly improves visibility for drivers who are turning at an intersection and is an important step in reducing pedestrian injuries and fatalities caused by vehicles. The New York Times reported on January 2, 2025 that pedestrian deaths due to automobile crashes surged nearly 18% in 2024 from 2023 ('Walkable' New York City Became Deadlier for Pedestrians in 2024"); **119 New Yorkers lost their lives to traffic collisions in 2024, up from 101 during 2023**. According to the "Vision Zero View" website (<https://vzv.nyc/>), in the period between January 1, 2024 and November 30, 2024, there were **8,253 pedestrians and 4,623 cyclists injured by vehicles**. New York City can do better than this; traffic calming methods in the City of Hoboken, including daylighting with physical barriers, have resulted in dramatic improvements in street safety, with Hoboken experiencing no traffic-related fatalities since 2017.

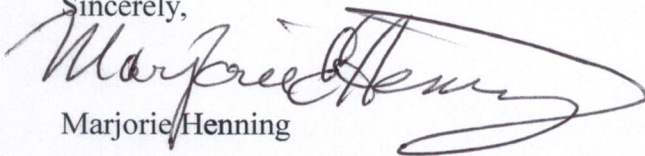
I feel strongly that the City should prioritize pedestrian safety over the storage of private vehicles on public streets (aka "parking"); daylighting has been shown to be an effective means of improving the safety of our streets. In 2024, the New York City Council unfortunately seemed to prioritize parking over other uses of public curbside space, by preserving some of the parking mandates in the City of Yes rezoning action, severely restricting restaurants' curbside dining structures, and requiring DOT to give notice prior to repurposing curbside space for Citibike

racks and other similar uses. I hope that in 2025 the City Council will put the lives and physical safety of pedestrians and cyclists in New York City over car-owning residents' desire to have a free place to store their vehicles in the most transit-rich region in the United States. Fewer than half of all New Yorkers own cars, and those who do are generally wealthier than people who rely on public transit. No one has a right to free parking on New York City streets.

We urge you to approve this crucial pedestrian safety legislation and submit it to the full Council for approval

Thank you for your consideration of this important issue.

Sincerely,

A handwritten signature in dark ink, appearing to read "Marjorie Henning", with a large, sweeping flourish extending to the right.

Marjorie Henning

Universal daylighting is a proven, life-saving street design intervention that improves visibility at intersections by removing visual obstructions near crosswalks. This simple change dramatically reduces the risk of collisions by making pedestrians and cyclists more visible to drivers—especially in a city where over half of traffic crashes, injuries, and fatalities occur at intersections.

The support for this measure is overwhelming. Since June 2023, 22 Community Boards representing over 3 million New Yorkers have voted in favor of universal daylighting—94% of all votes cast. In addition, 82 elected officials, including 24 City Councilmembers, the NYC Public Advocate, and dozens of state legislators, have endorsed legislation to make it law.

Universal daylighting is already state law in most of New York (under NYS Law 1202), and it's time NYC caught up. Curb extensions and other daylighting measures are recommended by DOT for their traffic calming, safety, and community benefits from reducing pedestrian exposure to creating flexible public space.

The city's commitment to daylighting 1,000 intersections is a great start. Now we need to go further and adopt universal daylighting citywide. It's time to make every intersection safer, for everyone!

Mary Whaling
Jackson Heights

To Whom It May Concern,

My name is Mason Gatewood and I am a resident of the Upper West Side. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

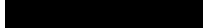
Best,

Mason Gatewood

Hello, I am submitting my testimony in support of universal daylighting infrastructure on NYC public streets. As a daily bicycle commuter of over ten years, I can tell you that every single day there is at least one scenario in which a car turning left cuts me off, and would collide into me and other cyclists, even though the bike line has the green to go forward. This is an infrastructure issue that can best be dealt with by designing intentional infrastructure that can prevent/minimize the risk of injury and death to bikers and pedestrians for simply existing and obeying traffic rules. This would make the city more livable for everyone, a pleasant place to shop, learn, work, raise families, and live. Thank you for considering this sensible approach to designing a city with highly preventable collisions in mind.

Sincerely,
Matt Steiniger
Public School Teacher




Queens, NY 11106

April 22, 2025

Selvena N. Brooks-Powers, Chair
Committee on Transportation and Infrastructure

CC: Committee on Transportation and Infrastructure

Dear Chair Brooks-Powers,

My name is Matthew Smith, and I am a resident of the Upper West Side. Thank you for offering written testimony on this hearing, Chair Brooks Powers, and thank you, CM Won, for introducing Int. 1138.

I am submitting testimony today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of the crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT, 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection, and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets, too.

In addition to added safety, daylighting improves our experiences in the public realm and makes New York City a more enjoyable place to commute, walk, and spend time. There are various examples of daylighting that significantly improve our streets and spaces, such as the recent addition in my neighborhood at 72nd St & Columbus Avenue. I would love to see this trend continue at a faster pace with the passage of CM Won's bill Int. 1138. Not only do we deserve safe streets, but we also deserve to enjoy our time spent navigating them.

Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Respectfully submitted,
Matthew Smith

To Whom It May Concern,

My name is Megan Taylor and I am a resident of Jackson Heights.

I am testifying today in strong support of CM Won's bill, Int. 1138. *Universal Daylighting* is a street design intervention that removes visual obstructions closest to intersections to improve visibility for pedestrians, cyclists, and motorists. This commonsense safety measure helps make pedestrians at crosswalks more visible to drivers, significantly reducing the risk of collisions at intersections.

Over half of all crashes in New York City happen at intersections, including the vast majority that injure or kill pedestrians. According to the Department of Transportation, 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions—also known as neckdowns—as a key measure to improve visibility and safety at these critical points.

There is broad and growing public support for this policy. In June of 2023, Queens Community Board 1 passed a resolution in support of universal daylighting. Since then, 22 Community Boards across the city—representing more than 3 million New Yorkers—have followed suit. Out of a total of 735 votes cast across these boards, 94.29% were in favor. The message from communities is clear: New Yorkers want safer, more visible intersections.

Currently, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection, but New York City law only prohibits parking directly in the crosswalk or intersection itself. It is both inconsistent and illogical to exempt our city from this basic safety measure. We deserve safe streets, too.

Please pass Int. 1138 to ensure our crosswalks are visible and our streets are safe for everyone—whether they are walking, biking, or driving.

Best regards,

Megan Taylor

[REDACTED]

Jackson Heights, NY 11372

Testimony in support of Intro 1138

I urge the City Council to vote in favor of Intro 1138. I am a single mother to a 6 year old. Today is her birthday and I want her to live to see many more birthdays ahead. What better way to honor her life than to ask you to support this measure that would protect and save the lives of so many New Yorkers and visitors to our city. Since the day she was born, I have navigated the streets with a newfound trepidation and fear every time we have to cross an intersection. Just last year my father, brother, and nephew were visiting. They came inches away from being run over by a pick-up truck making a right turn from Carroll St onto 6th Avenue. A car was parked on the corner, completely blocking everyone's view - both the driver's and my family's. If I had not yelled at my family to stop, who knows what would have happened. This is the corner on my block that I have to cross almost daily. WE DO NOT HAVE TO LIVE LIKE THIS. WE SHOULD NOT HAVE TO LIVE LIKE THIS. Please take up your leadership and power and help make this city safer for ALL.

Thank you,
Melissa Extein

To Whom It May Concern,

My name is Michelle Chai and I am a resident of Fort Greene, Brooklyn. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Thank you for helping make our dangerous streets safer,

Michelle Chai

From: [miriam.fisher](#)
To: [Testimony](#)
Cc: [miriam.fisher](#)
Subject: [EXTERNAL] City Council Transportation and Infrastructure 4/21/25, 10 a.m. Daylighting, proposed law 1138-20242024
Date: Monday, April 21, 2025 8:50:49 PM

[REDACTED]

Support Daylighting proposed law, 1138-2024

Vital need to clear public intersection parking spaces from parked cars which obscure vision for drivers , who cannot see pedestrians and bikers. There have been injuries and deaths as a consequence.

NYC is the only city in NYS that does not have daylighting. Daylighting can reduce pedestrian injuries significantly, with data indicating 30%. Children and people with disabilities in wheelchairs are most vulnerable, as the least visible at streetcorners. Curb extensions are also needed, give slowly moving walkers more safe time to cross the street. These public spaces can be replaced with amenities, seating, tables, greenery, permeable surfaces to absorb rainwater and reduce flooding.

Miriam Fisher

[REDACTED]

NY NY 10011

[REDACTED]

I am submitting this written testimony in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

My day job with the New York City Department of Parks and Recreation requires a detailed knowledge of NYC Park's guidelines for the placement of new street trees. (Please note I am submitting this testimony only on behalf of myself, and the opinions presented here are my own and not the Agency's.) One key requirement is that a new tree may not be planted within 40 feet of an intersection, in order to preserve visibility for drivers of pedestrians entering crosswalks. It is illogical to impose this important requirement on street tree placement and not correspondingly on vehicle parking. Likewise, it is illogical to exempt New York City from the statewide law (New York State Law 1202) that prohibits vehicles from parking with 20 feet of a crosswalk or intersection. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Mitchell Baron



To Whom It May Concern,

My name is Monica and I am a resident of Park Slope. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am submitting written testimony today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Please please pass this. We need safety!

Best,

Monica

I'm writing to highlight my support for the universal daylighting bill.

I lived in several cities before New York, which both had universal daylighting, and it felt much more comfortable crossing the street. It can be hard and scary to have to inch forward and peek out from around the parked car at NYC intersections when cars are parked up to the crosswalk.

Universal daylighting also makes driving much more comfortable. Driving in NY already requires having one's head on a swivel, due to the many pedestrians, vehicles and bicycles. When approaching an intersection, you have to check oncoming traffic, crossing traffic, and bicycles proceeding in the same direction. That's a lot of things to look out for, and anything that can be done to make intersections safer would make me feel more comfortable as a driver.

I know that the DOT did a study that found that universal daylighting would cause *more* injuries. I'm quite puzzled by that, as daylighting has been known to be a best practice for a long time across the country and world. The DOT methodology of studying intersections that were already daylight in the city via bus stops and fire hydrants seemed a little suspect. Buses are big and hard to see around, so it's not surprising that intersections with bus stops would be less safe. And FDNY has noted multiple times recently that fire hydrants have been blocked when they've been called out to fires. So I'm not sure they're good examples to study.

From my experience in other cities, the work the city has already done to daylight intersections, I really think that this bill could help make the city a safer place to be a pedestrian and be a motorist. Please pass it!

Nathan

Thursday, April 24th, 2025

To Whom It May Concern,

My name is Nathaniel Vidal and I am a resident of Greenpoint. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138 as both a car owner and a pedestrian in New York City. As someone who drives regularly, I find it extremely nerve-wracking to make turns at many intersections in my neighborhood because parked cars severely limit visibility. I often must inch forward dangerously just to see if oncoming traffic is coming, creating stressful and potentially hazardous situations.

Even more concerning are my experiences as a pedestrian. I have experienced numerous frightening close-calls when crossing streets due to turning vehicles whose drivers simply could not see me because of obstructed sightlines from parked cars. These near-misses are not only terrifying but highlight a serious safety issue that affects all New Yorkers daily.

Universal Daylighting would greatly alleviate these issues by removing visual obstructions closest to intersections, improving visibility for everyone - pedestrians, cyclists, and motorists alike. This practical intervention would make pedestrians at crosswalks more visible to drivers, significantly reducing the chance of collisions at intersections where, according to DOT, 51% of all traffic fatalities and 68% of all traffic injuries occur.

It is puzzling that while New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection, our city law only prohibits parking directly within a crosswalk or intersection. This inconsistency creates dangerous conditions that are entirely preventable. We deserve safe streets too.

I strongly urge you to pass Int. 1138 to make our crosswalks visible and safe for all New Yorkers whether they're driving, walking, or biking. This common-sense measure will save lives and prevent injuries throughout our city.

Sincerely,

Nathaniel Vidal

To Whom It May Concern,

My name is Paola Sanchez and I am a resident of Greenpoint, Brooklyn. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am writing today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention that will save the lives of pedestrians, cyclists, and drivers alike. Improving the visibility for pedestrians, cyclists, and motorists to create safer streets is an initiative that is imperative to the livability of our city. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections.

I plan to have children in this city, and dream of a neighborhood where crossing the street while pushing a stroller or walking my child to school doesn't feel like a risk. This is possible, and our government leaders have the ability to make it so for families across this city.

In addition to children being unable to see over cars parked at intersections, elderly and wheelchair bound New Yorkers are also unable to see over those obstructions. This is a disability justice issue; all people of all abilities deserve to navigate our streets without fear of a whizzing car running them down as they check to see if they can cross safely.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too, and even more so with the high density of pedestrians, bikers, and motorists in the city. I am a car owner in the city, and I still believe that this bill is crucial for our city. Losing parking is a non-issue if it means making a city that is safer to walk, bike, and drive in. It is a sacrifice that many drivers are willing to make for the sake of a safe community.

Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,
Paola Sanchez

Patrick Schnell, M.D., FAAP



Brooklyn, NY 11217

Date: April 14, 2025

Dear Committee on Transportation and Infrastructure,

We need daylighting at every single intersection in NYC. Too many people have been killed as a result of not just reckless driving and the unwillingness of NYPD to enforce traffic laws, but also as a result of inadequate road infrastructure facilitating the ongoing slaughter on our streets. Needless to say, children (or anyone of small stature) are disproportionately affected, since they are more likely to be 'hidden' behind parked cars.

The lack of daylighting is becoming a bigger problem as well, because of the ever-growing size of vehicles.

Another benefit of daylighting would be the reduction of parking space, which would discourage car ownership and thus, improve traffic flow.

Thank you,

Patrick Schnell, M.D., FAAP.

To Whom It May Concern,

My name is Paul Kelterborn and I live in East Williamsburg Brooklyn. I am thankful to CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. I serve as the co-chair for the Transportation Committee of Brooklyn Community Board One, we regularly experience the frustration of NYCDOT's reluctance to common sense street safety improvements. If daylighting were implemented citywide, every intersection would immediately be made safer. Our committee wouldn't have to hold hearings to dig into what went wrong in each instance of a traffic-related injury or fatality in our district.

I am also a co-founder of the Friends of Cooper Park. Our group of neighbors successfully advocated to the DOT for daylighting at intersections around Cooper Park and I can unequivocally attest to the safety benefits that these changes now provide. With clear visibility drivers and pedestrians can see each other and safely negotiate intersections where sight lines used to be shortened. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Thank you

Paul Kelterborn

Hello,

My name is Pedro Rodriguez, and I've lived in NYC for over two decades. I'm writing in full support of Intro 1138.

As a parent, I am constantly worried of my child being run over when trying to cross the street on crosswalks since the stroller goes in front of me. I often have to stop and look down the street to make sure someone isn't running the red light or the stop sign. Now I'm 5'10" so I can look over most cars, giving me a bit of an advantage. But my wife is 4'9", she can barely see over traditional cars but with the explosion of SUVs she's at a huge disadvantage. Several times, she almost got hit when crossing the street with my son due to the lack of visibility.

I understand that some councilmembers are worried about what car owners in their district will think about this since this may reduce parking; well, I'm a car owner, and this lack of visibility is also concerning as a driver. I live in Forest Hills and often drive into eastern queens, where non-all-way stops are more common. I constantly worry about getting T-boned since I can't see down the street as I approach an intersection from the stop-control street, and even on the main road, I slow down as I approach the intersection in case someone runs the stop. If all intersections were daylighted, I could see if someone was running the light, and I would know the driver stopped at the stop could see me.

And of course, once I park my car and take out the stroller from the trunk, I'm once again a pedestrian trying to protect my son.

This is public safety issue; we deserve a safe city where we can roam without danger. Pass intro 1138, for all of our sakes.

Thank you,
Pedro Rodriguez
Forest Hills resident

To Whom It May Concern,

My name is Peter Nigrini and I am a resident of Clinton Hill. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. A school age child was killed on the route I use to take my daughter to school in Fort Greene several years ago. The city's appropriate response was the install proven safety measures at that intersection, daylighting and a raised crosswalk. Unfortunately, this is one of the 20 intersections my daughter and I must cross to get to her school. To only address this single intersection is unacceptable. It is clearly a response to a tragedy that is self evidently insufficient. The "Universal" in Universal Daylighting is what is needed in our city. How can we pretend that changing one intersection after the death of a child is an acceptable response when there are so many other intersections that are unsafe.

Best,

Peter Nigrini

Testimony in Support of [Int 1138-2024](#) (Daylighting Bill)

Peter W. Beadle

Rego Park, Queens

Madam Chair and council members. Thank you for the opportunity to share my support for Int. 1138-2024. This measure would be one of the single most consequential improvements to street safety since the introduction of speed and red-light cameras. As you have heard today, there have been so many crashes and we have lost far too many New Yorkers, especially children, because drivers, pedestrians and cyclists too often have difficulty seeing each other as they approach an intersection as their views are blocked by vehicles parked all the way to, and sometimes beyond, the crosswalk.

It has always struck me as bizarre that in NYC where right turns on red are prohibited because they are so dangerous here, even though they are allowed in the rest of the state, we are still allowed to park right up to the intersection in the most densely populated City in the Country, a dangerous practice illegal in the rest of the State. The current policy is a prime example of how preserving the convenience of storing private property on our streets has for too long been deemed more important than people's lives. Though I am here only in my personal capacity, I am proud to report that the Community Board I serve on – Queens 6 – approved, almost unanimously, a resolution calling on the City to adopt Universal Daylighting and to harden those spaces, especially near schools, senior centers and other key community facilities, because my colleagues understood that the correct priority should be on saving lives and they were willing to make the sacrifice in lost parking to protect our neighbors. I hope you will agree that this legislation would make an immediate and significant improvement to the safety of our streets and I urge you to support it.

To the members of the City Council,

We should make it more difficult to shoot children. That's obvious, there's no debate.
We should make it more difficult to poison children. That's obvious, there's no debate.
But here today in the City Council, we are engaging in a debate about we should make it more difficult for people to run children over with their cars.

I'm Philip Leff, a lifelong New Yorker, currently a Queens dad. I'm testifying in support of Intro 1138 because I don't want my child, myself, or anyone else to get hit by a car while crossing the street.

Universal daylighting, as promoted in Intro 1138, is a proven life-saving measure. It's a matter of common sense that clearing intersections of parked cars will improve visibility for drivers and pedestrians alike. More time and space to see, especially little ones, more time to slow down and react. Just look at the City of Hoboken, where universal daylighting is a key part of a street safety plan that's led to zero (0) pedestrians killed by a car since 2017.

It's a New York State law (Law 1202) that you can't park within 20 feet of an intersection. But some people who made laws in New York City value a parking space more than the lives of their neighbors. With the passage of Intro 1138, we can undo this grave moral mistake and build a city that is safer for everyone who crosses the street. Let's resolve our debate with the obvious answer.

Thank you to Councilmember Won for introducing this legislation, Chair Brooks-Powers for holding this hearing, and to the Co-Sponsors of Intro 1138 for supporting a safer city.

Sincerely,
Philip Leff
Sunnyside, NY

I am in support of universal daylighting to make our streets safer.
Priya Patel

To the Committee on Transportation and Infrastructure,

I am writing to express my strong support for the implementation of secure bike parking in New York City. As a member of this community, I believe that increasing access to safe, reliable, and secure bike parking is crucial for promoting sustainable transportation and supporting the city's growing number of cyclists, including those using electric bikes and electric scooters.

New York City has made great strides in improving bike infrastructure, but securing bikes remains a critical barrier for many cyclists. Without secure parking, bikes are left vulnerable to theft and vandalism, dissuading many people from choosing biking as a daily mode of transportation. Secure bike parking provides peace of mind and encourages more residents to use bicycles and electric vehicles, reducing congestion, promoting cleaner air, and fostering healthier lifestyles.

The rise of electric bikes and electric scooters in particular highlights the need for infrastructure that supports these new modes of transportation. These vehicles offer a more sustainable alternative to traditional cars, but their adoption is limited by the availability of safe and secure parking options. Ensuring that secure parking is available for both traditional and electric bikes will further accelerate the shift toward cleaner, greener transportation in our city.

In addition to the environmental and health benefits, investing in secure bike parking solutions will further align with the city's commitment to creating safer streets and improving public transportation networks. Secure bike parking supports the expansion of bike-sharing programs, the growth of micromobility, and encourages a more sustainable future for New York City.

I urge the committee to move the NYC RFP forward for 500 secure bike parking stations across the city. It is a critical step toward building a more resilient and sustainable transportation network that benefits everyone.

Thank you for your time and consideration.

Sincerely,

Qing Li

Hello, my name is Quinlin Ferrante, I live on the Upper West Side in Manhattan and I would like to express my support for Daylighting and Intro 1138, as it would save lives, increase public spaces, and make our city more hospitable for pedestrians and bikers . Thank you Council Member for sponsoring the bill, Daylighting is proven to help reduce pedestrian injuries and deaths, in Hoboken there was a 30% decrease in pedestrian injuries and San Francisco saw a cut of crashes by 14% after implementing daylighting. New York City's intersections account for 50% of all traffic deaths and 70% of all injuries, and implementing Daylighting would significantly reduce those numbers. As we work to encourage more pedestrians and cyclists we need to ensure that individuals feel safe to travel around our beautiful city! As a New Yorker I don't own a car and frequently use city bikes to get around the city, and I always feel a lot safer when I can see into the side streets and my view isn't blocked by parked cars. I hope that the council passes this bill and continues to make our city a better place to live!

April 21, 2025

Dear New York City Council,

I am writing to express my strong support for universal daylighting and to urge you to prioritize bold, systemic changes that make our streets safer for everyone. As a parent of two children and a resident of Jackson Heights, a neighborhood that has witnessed far too many pedestrian injuries and fatalities, I know firsthand how urgent this issue is.

Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138. I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists.

What I fear most when my children step outside isn't crime or strangers—it's the streets themselves. Reckless driving, limited visibility at intersections, and outdated street design create dangerous conditions that threaten lives daily. I want my children to experience the same freedom many of us enjoyed growing up: the ability to walk, bike, or play near home without needing constant adult supervision. But that freedom is impossible when our infrastructure doesn't prioritize their safety.

Universal daylighting is a simple, proven, and effective step that can save lives. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Please act with the urgency this moment demands. Safer streets are not just a transportation issue—they are a public health, equity, and quality-of-life issue for every family in our city.

Sincerely,

Rachel Knopf Shey
Jackson Heights, 11372

2025 04 21 Rosamond Gianutsos testimony in support of Intro [1138](#)
(CM Won's daylighting)

I am old – just celebrated my 80th birthday 3 weeks ago.

I am exhausted. My back is killing me.

I just finished being the primary caregiver for my spinal cord injured son who celebrates his 50th birthday today – unable to move about 90% of his body. I did this to give his wife respite.

Why am I saying this? Because vehicular violence – which daylighting will reduce – not only kills, it also causes severe injuries like this – injuries that transform lives of survivors and those around them. As a specialist in long-term brain injury rehabilitation, I continue to treat 2 such persons for over 20 years, visiting them in their homes each week. They cannot get out of bed or toilet themselves. I see their parents – both older than me - care faithfully for them day in and day out.



While I visit and leave, they remain without vacation or respite. After my experience as a full time caregiver this week, I am profoundly impressed by these families' stamina and devotion.

We in the City of New York must do everything possible to prevent these tragedies. This is why Families for Safe Streets supports this daylighting bill. This is why my community board (Queens CB 2) and many other community boards support this bill. Daylighting is one of the best and least costly measures to make our streets safer. It realizes the motto: To err is human, to forgive DESIGN.

Please support daylighting: Intro 1138.

April 21, 2025

I was unable to be present at the hearing today but wanted to make a written submission in support of universal daylighting.

As a long time resident of Greenpoint (and now sunnyside Queens) I believe universal daylighting would be an important safety improvement.

Many intersections have poor visibility for pedestrians and bad driving is rampant. At intersections where there are stops, people speed towards the crossings and brake unpredictably, often ending up stopped within the crossing area. At intersections where there are not crossings, people accelerate pointlessly, and because cars are parked right up to the corner, you basically have to step into that traffic before you can see what's coming.

Most people in this neighborhood do not own cars and far too much space on the street is sacrificed for their use. Reclaiming some of this space, and discouraging car ownership by reducing parking would improve the neighborhood. At minimum, the safety of pedestrians, and other modes of transport should be the top priority.

Regards

Rowan Wernham

[REDACTED]

Sunnyside
NY 11104

[REDACTED]

Distinguished Council Members,

As a resident of Astoria Queens and worker at Laguardia Airport I strongly support Intro 1138, which would implement universal daylighting by prohibiting parking within 15 feet of crosswalks at all NYC intersections.

Universal daylighting removes visual obstructions near intersections, making pedestrians more visible to drivers and reducing collision risks. The evidence supporting this measure is overwhelming:

- 51% of all NYC traffic fatalities and 68% of injuries occur at intersections
- 22 Community Boards representing over 3 million New Yorkers have passed resolutions supporting universal daylighting, with 94.29% of votes in favor
- 82 elected officials explicitly support this measure, including 24 City Councilmembers, the Public Advocate, and 32 State Representatives
- 131 community organizations have declared their support

While NYS Law 1202 already prohibits parking within 20 feet of crosswalks, NYC currently only restricts parking directly within crosswalks. This disconnect creates dangerous conditions at our intersections every day.

DOT itself acknowledges the safety benefits of improved intersection visibility, recommending curb extensions that calm traffic, slow turning vehicles, shorten crossing distances, and make pedestrians more visible.

Implementation can be cost-effective, ranging from immediate solutions like flex posts, paint, and planters to longer-term investments like concrete extensions, bioswales, and public amenities.

The City's 2023 commitment to daylight 1,000 intersections acknowledges this as a "lifesaving visibility improvement," but we need a comprehensive policy to protect all New Yorkers at every intersection.

I urge you to vote for Intro 1138 and make our streets safer for everyone.

Thank you.

Ryan Quinn

Dear Members of New York City Council,

I am writing to voice my opposition to the ill-thought-out bill 1138. This bill was originally developed **with heavy influence** from lobbyists, Transportation Alternatives and Open Plans, under the name of Council member Julie Won.

As **resident and taxpayer in Manhattan for 20 years**, street parking is a **rare commodity for low- and middle-income New York taxpayers**, who cannot afford garage rates in NYC. I own an old and fully paid-off vehicle to travel to work outside of the city, to meet relatives, run errands, take care of aging parents and more. I also take the MTA subways and buses 7 days a week and must rely on my car to meet the above-mentioned obligations.

I have several family and friends from tristate who visit the city. A street parking spot offers them cash to spend on dining and shopping in NYC. Garage parking is unaffordable.

Taking away more parking spaces **limits movement of people** at will, especially to and from transit deserts or when the MTA is not a practical choice. In such instances we are **forced to rely on Uber, Lyft, and NYC Cabs** – which are expensive and added costs.

Separately, the study completed by NYC DOT clearly tells, **universal daylighting is an obstacle to safety**. It makes pedestrians less safe. In addition to Open streets, outdoor dining, shared street containers -- Universal daylighting is another tactic pushed by Transportation Alternatives and Open Plans to remove as many street parking spots as possible – **without clearly laying out transportation alternatives** that would support free movement in and around NYC.

I kindly request the council to reject Universal daylighting. The bill is written in bad faith, without clearly laying out alternative enhanced public transportation improvements.

Kind regards,

Ryan Thomas, Upper West Side, New York, New York

To Whom It May Concern,

My name is Sachi Takahashi-Rial and I am a resident of Crown Heights.

I am writing today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,
Sachi

Dear Honorable Members of the New York City Council,

As a mother raising a young child on the Upper West Side, I implore you to vote against Intro 1138 at today's hearing. Misleadingly branded as "daylighting," this bill threatens to disrupt the lives of families like mine who rely on street parking for daily necessities. It's not a safety solution—it's a poorly conceived policy that prioritizes ideology over New Yorkers' needs.

Parking is Essential for Families

With a three-year-old, I depend on parking to manage preschool runs, doctor visits, and errands. Intro 1138 would eliminate thousands of curb spaces, turning routine tasks into exhausting ordeals. My son already stops and looks both ways before crossing a sidewalk—clear evidence that safety stems from education, not banning parking. This bill will hurt parents, caregivers, and those with mobility needs, making our city less livable for families.

No Evidence, Only Risks

There's no data proving citywide daylighting improves safety. Our residential streets already feature stoplights, crosswalks, and no-turn-on-red signs. Alarming, the Department of Transportation has cautioned that removing parking could worsen safety. If the DOT sees these risks, why proceed? Targeted interventions at high-risk intersections are smarter than this blanket approach.

"Daylighting" is a False Promise

The term "daylighting" is deceptive—call it "dark spotting" for its hidden agenda. This bill advances Transportation Alternatives' anti-car crusade, fueled by corporate backers like Uber. Their vision ignores families, and if Intro 1138 passes, we could face more disruptions, like streets cluttered with permanent trash bins. We need policies that serve New Yorkers, not special interests.

A Biased Hearing

Today's hearing will likely be dominated by TransAlt's well-funded activists, creating a false impression of public support. Most New Yorkers—busy parents, workers, and caregivers—don't know their curb space is at stake. I can't attend due to childcare, but my voice represents countless families who'll suffer if this passes. Don't let a vocal minority silence us.

Broader Impacts

Intro 1138 will raise delivery costs, deter visitors, and burden families who rely on cars for work or medical needs. Instead, invest in better street lighting, stricter traffic enforcement, or pilot programs to test daylighting where necessary.

Please vote no on Intro 1138 and champion solutions that support all New Yorkers, especially families like mine. Thank you for considering our needs.

Sincerely,

Saerom Yoo

In the fall of 2017, I was hit by a car while biking. I was left unable to walk for several weeks, and have the medical bills to show for it. Thankfully, I've recovered with only minimal long-term issues, but the memory of the accident is all too present every time I cross the street or bike through an intersection. I learned about daylighting because of that crash, because it's one of the simplest and most effective ways that it could have been prevented. There are few things I think could be more impactful for the safety and liveability of my city than improving its streets. Universal daylighting is such a clear step in the right direction.

Salem Hilal

[REDACTED]

Brooklyn, NY
11206

[REDACTED]

From: [Sandra Voss](#)
To: [Testimony](#)
Subject: [EXTERNAL] Submitting written testimony for April 21st Transportation Hearing
Date: Monday, April 21, 2025 11:24:53 AM

[REDACTED]

To Whom It May Concern:

I have been an NYC resident for almost 14 years and currently live in Central Harlem. I am writing in support of Intro 1138, a lifesaving bill that will allow for daylighting intersections in NYC, a proven safety measure that reduces deaths and injuries. This issue is close to my heart because my 27-year-old brother-in-law was killed in 2020 when he was hit by a driver while riding his bike. These types of crashes are both devastating and preventable, and I know that if Intro 1138 is passed, it will prevent other families from going through the heartbreak that mine has. I'm also pregnant with my first child and do not look forward to having to cautiously peer around parked cars, checking for red light runners who might hit me and my child, in order to determine if it's safe to cross the street. With daylighting, it will be easier for all road users to see when it's safe to cross.

Thank you for your time and consideration of this life-saving measure.

Sincerely,
Sandra Voss

[REDACTED], New York, NY 10026

To Whom It May Concern,

My name is Sara, and I live in Fort Greene. Thank you to Chair Brooks Powers for holding this hearing, and to Council Member Won for introducing Intro 1138.

I'm writing to express my support for this important legislation. Universal Daylighting is a thoughtful, straightforward way to improve visibility at intersections—helping drivers, cyclists, and especially pedestrians stay safe as they navigate our streets.

Intersections are where most traffic injuries and fatalities in New York City occur. By improving sightlines and reducing visual obstructions near crosswalks, we can make a meaningful difference in how people experience safety in their neighborhoods. These are design changes that align with what the Department of Transportation already recommends—like curb extensions and other visibility enhancements—and they offer real, proven benefits.

State law already prohibits parking within 20 feet of intersections, and bringing New York City's policy in line with that standard would be a positive step forward. Intro 1138 presents an opportunity to create safer conditions citywide, while also giving communities the flexibility to imagine public space in ways that serve local needs.

Thank you for your time and consideration, and for your ongoing efforts to make our streets safer and more welcoming for everyone.

Sincerely,

Sara

Whom It May Concern,

My name is Savannah Carlin and I am a resident of The Upper East Side. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. I have had several close calls with vehicles at intersections, many where I narrowly missed being struck severely by a car. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,

Savannah Carlin

From: [Seth Caplan](#)
To: [Testimony](#)
Subject: [EXTERNAL] April 21st Committee on Transportation and Infrastructure Testimony - Intro 1138 Support
Date: Monday, April 14, 2025 9:53:28 AM
Attachments: [image.png](#)



I am writing to express enthusiastic support for Intro **1138** on **universal daylighting**.

1. "Am I about to get hit by a car?" is a question I experience when I'm peering around a vehicle that blocks my view of oncoming traffic. No one should have to think that as they walk block-to-block.
2. Hoboken has been successful in their use of daylighting with zero traffic-related death for seven consecutive years after eliminating parking at intersections and installing blockades.
3. This is statewide law. What does it say about our representatives when we prioritize car storage at intersections over LIVES? We need our NYC laws in line with the priorities of NYC residents. All of us want to walk across crosswalks without the fear of death.

Daylighting intersections

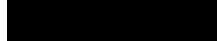


By removing the parking spots closest to an intersection to increase visibility — a practice known as daylighting — the City of New York can make intersections safe.

State law requires this, but the City of New York overrides this life-saving requirement to prioritize parking over safety.



Seth Caplan



Brooklyn, NY 11201

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Seth Caplan

Hello, my name is Sharon Romano. I live in Astoria.

I am scared for my life every day crossing the street at Astoria Park South, where a woman was killed by a car.

I am in support of Universal Daylighting. Drivers need to be able to see pedestrians and stop signs in order to drive safely.

I know for a fact that drivers driving north on 23rd Street crossing Newtown Avenue cannot see the stop sign and I have to be extra vigilant crossing this street.

Please consider enforcing Universal Daylighting and save lives.

Thank you,
Sharon Romano

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My name is Solveig Entwistle and I am a resident of Greenpoint. I support the passage of Intro 1138-2024 Universal Daylighting.

I have included a photo of the first intersection that I crossed this morning Monday, April 21, 2025. This photo outlines a clear point. We need better visibility at our intersections yesterday.



On the steps of City Hall this morning I attended a rally to ask New York City to pass Int 1138-2024. New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection. City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City. The city's FAILURE to daylight intersections has DIRECTLY caused the senseless deaths of over 200 people this past year.

Today, I personally met a family who traveled to City Hall to mourn the loss of their son, Will, who was tragically killed by a driver at an intersection in Bushwick. This intersection had already claimed the life of another individual not long before. Will's death was likely preventable. His city failed him and his family. A mourning family should not have to fight the city to make it safe to cross the street.

Pass Intro 1138-2024 Universal Daylighting to Save Lives Now.

Inside today's 10:00AM Committee on Transportation and Infrastructure hearing a spokesperson for New York City Department of Transportation was asked about financial costs. DOT stated that it costs \$10,000 to daylight one intersection. When pressed for more details the DOT stated this was a "round number, a rule of thumb" but gave no cost break down of what this estimate entailed beyond hiring staff and maintenance. Listening to the DOT publicly admit to making up numbers is troubling. Why can't DOT provide numbers when we have existing examples of daylighting across the river in Hoboken? If NYC (like Hoboken) had implemented daylighting 8 years ago how much money would the City have saved? How many people would still be with us today?

17 months ago, in November 2023, the City committed to daylighting 1,000 intersections. Let the record show that the measure was highlighted as a "lifesaving visibility improvement". DOT asked for \$2 million to daylight 1,000 intersections but provided timeline for implementation. This is another FAILURE. My Council Member, Lincoln Restler of District 33 submitted 107 dangerous intersections for daylighting. In 10 months, 2 intersections have received attention. New Yorkers continue to lose their lives due to the Department of Transportation's continued failures.

Pass Intro 1138-2024 Universal Daylighting to improve safety and share a public timeline to for installation.

To Members of the New York City Council:

I am an officer of the West 124th Block Association (between Lenox and 7th Avenues) and a constituent of CM Yusef Salaam.

I am writing in support of Int 1138 requiring NYC to abide by the NYS law requiring all intersections to be "daylit," or to not have automobiles parked within 20 feet of intersections to make them safer for both non-auto users and drivers. It has been proven that daylighting along with physical barriers protecting non-auto road users significantly reduces traffic violence and crashes.

My neighbors and I are strongly in favor of daylighting and making intersections in Harlem safer for several reasons. The two most important ones for me are my 11 year old daughter Yasmine and my 15 year old son Mazin. They both walk home from their school buses on their own; one crosses 7th Avenue and the other crosses Lenox Avenue. As you all know, drivers here are very aggressive about speeding, often making turns into pedestrians crossing with the light and frequently running through red lights. If cars are parked right next to intersections (meaning they are not daylit), it is more difficult for them to see pedestrians crossing with the light. My sister was run over by a driver in such a situation. Fortunately, she was not hurt badly, but I fear for my children's safety every day. Harlem streets should be safe for them and every pedestrian!

Sincerely,

Sproule Love

West 124th Street Block Association

From: [Stephen Graham](#)
To: [Testimony](#)
Subject: [EXTERNAL] April 21 hearing - Committee on Transportation and Infrastructure
Date: Thursday, April 17, 2025 3:17:05 PM

[REDACTED]

Dear council members,

I am writing to testify in support of universal daylighting of street corners in New York City. I was surprised when I first discovered that cars parked immediately adjacent to crosswalks in New York were not considered illegally parked, in a city so dense with people walking. It is standard practice in most cities to require drivers to park far enough away from a crosswalk that pedestrians can easily see approaching cars and drivers can easily see pedestrians preparing to cross. Children and seniors are particularly vulnerable in crosswalks, and we need universal daylighting rules to protect them in particular. Please vote in favor of this basic safety measure.

Thank you,
Stephen Graham
[REDACTED], Manhattan

04/23/2025

To Whom It May Concern,

My name is Talya Schwartz and I commute from Jersey City to the WTC and I work near Canal Street. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. This treatment has saved my life many times. I often ride a bike or walk to work, and visibility makes all the difference. Cars are rushing around and making turns often without looking, when they do look, it's imperative that they have a clear line of sight.

My feeling of danger at intersections is supported by the data, over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,

Talya Schwartz

My name is Theresa Behnen, I'm a 15-year Brooklyn resident, former public school teacher, and current healthcare educator. I'm testifying in support of intro 1138 universal daylighting because I don't want to be afraid to cross the street.

I follow the basic safety rules: crosswalks, walk signals, always look both ways, never text and walk, and always look where you're going. But that's not enough, I also have to look back over my shoulder for the cars rushing to take a left or right turn from the parallel street. And you know what, it's difficult to do that at the same time I'm looking where I'm going and both ways.

Still, I'm at the mercy of a driver's ability to see me and to stop for me. That's because of the fight or flight response. When faced with danger, your body reacts involuntarily in some pre-programmed way, usually fight or flight. I know which way I respond to danger because several times in New York City, while crossing the street, legally, in the crosswalk, while looking both ways, ahead, and even over my shoulder at the same time. I see a car coming at me too fast to be sure they see me and are going to stop. So when I've had 2 tons of metal hurtling towards me, it turns out my body does that the third thing that begins with F: I freeze.

I thought I'd be a fighter, and I'd just jump on to the hood like an action hero. Or dodging out of the way would be even better. I think of myself as brave and strong, but I am no match for a car.

So even following all my safety rules as I cross the street, my life is still in the hands of drivers. And I need to know the driver will be able to see me before the last second. That I won't be in a blind spot, and them in mine, while they're focused on the other cars on the road.

Crossing the street shouldn't feel like a daily gamble with my life. I shouldn't need the reflexes of an action hero to survive someone else's mistake. I support intro 1138 universal daylighting, to help drivers see us before it's too late. Thank you.

Hello, my name is Thomas Daniels. I live in Astoria, NY

I am scared for my life every day crossing the street at Astoria Park South, where a woman was killed by a car.

I am in support of Universal Daylighting. Drivers need to be able to see pedestrians and stop signs in order to drive safely.

I know for a fact that drivers driving north on 23rd Street crossing Newtown Avenue cannot see the stop sign and I have to be extra vigilant crossing this street.

Please consider enforcing Universal Daylighting and save lives.

Thank you,

Thomas Daniels

To Whom It May Concern,

My name is Timothy Kudo and I am a resident of Williamsburg/Greenpoint. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking.

Best,
Timothy Kudo

Hello city council. My name is Tracey, I live in South Slope Brooklyn, and I'm a bicycle courier. I'd like to speak in favour of intro 1138.

I use my bike to deliver packages throughout the city and get to everywhere I need to go. Every day my life is at risk when I bike around the city, but I continue doing it because I love it, it's efficient and zero emission, keeps me physically active, and is relatively low cost.

The city needs to do a better job at making safe infrastructure for all users. It's a chaotic mess, but it doesn't need to be this way. New York City claims to be a world leader, but I'm constantly frustrated and disappointed at how far this city is lagging behind other cities in North America and worldwide in terms of pedestrian and cyclist safety and usability.

I'm an experienced cyclist and ride defensively, often yelling loudly when I anticipate hazards like inattentive drivers - despite that, my life is at risk every time I ride in the city. Universal daylighting is near the top of the list of policies that could increase safety. A common scenario I encounter is drivers running stop signs or red lights without seeing me approaching the intersection, whether as a pedestrian or cyclist, due to large vehicles parked at the corner of an intersection or edge of crosswalk. In addition, it's sometimes hard for me as a cyclist to see pedestrians crossing the street for the same reason.

This city needs universal daylighting yesterday. Pedestrians and cyclists have died because of obstructed sight lines at intersections. Daylighting needs to be hardened by physical

structures that are short enough for pedestrians and cyclists can see over the top of - such as bollards, benches, planters, or bike parking - beyond safety, these are things that can make the streetscape more pleasant. In my neighbourhood on 4th Ave in Brooklyn, some daylighting is present but it's only paint, so large trucks and cars will illegally park on the corners, rendering the daylighting useless. Paint is not infrastructure. Yes, hardening costs money, but how much are people's lives worth?

Please, I implore you to do what is necessary to protect New Yorkers who are just trying to navigate the city streets, before more preventable deaths and life-altering injuries occur, before I become the next statistic. The data shows that universal daylighting works. Be bold, be visionary. Zero traffic deaths are completely attainable if you have the courage to make some changes that prioritize people over private vehicles.

From: [William Meehan](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support Universal Daylighting
Date: Thursday, April 24, 2025 9:32:56 AM

To the NYC Council:

I am writing in support of universal daylighting as a Brooklyn resident. Places with universal daylighting like Hoboken have greatly reduced pedestrian injuries by increasing visibility. I would personally feel much safer if I could see oncoming traffic at the corner instead of having to look around the hoods of SUVs parked right up to the crosswalk. I am heartened to see how much of the council supports the bill, and I hope it passes.

William Meehan

My name is Yefim Vedernikoff. I live, vote, and drive in Brooklyn, New York. Pass and enact Intro 1138 immediately.

3 and a half years ago a driver hit me with their car because someone had parked right up to the crosswalk. I was biking north on 4th Ave by Green-Wood Cemetery when a car turned right into me. I fell off my bike and my bike landed beneath the car's wheels. Even though I had the green light and was biking in a parking-protected bike lane, the driver could not see me. A parked car, illegally positioned in what should have been a pedestrian island, obstructed the driver's view of the bike lane—making it impossible to see me until it was too late.

I urge the City Council to pass Intro 1138 and enact it without delay. I implore you to go even further and pass legislation requiring every street resurfacing project in New York City include daylighting measures.

To Whom It May Concern,

My name is Zach Eisenstat, and I am a resident of Greenpoint, Brooklyn. Thank you for holding this hearing, Chair Brooks Powers, and thank you, CM Won for introducing Int. 1138.

This is a deeply important bill. I am writing in my testimony because I just had a child and am unable to attend in person or ensure I can be free to speak via a virtual option. But the reason for not attending is the same one that highlights this bill's importance. Driving or walking, intersections are one of the most dangerous places in all of NYC. This bill can dramatically improve the safety and quality of life for all New Yorkers.

I am testifying today in support of CM Won's bill Int. 1138. Universal Daylighting is a street design intervention whereby visual obstructions closest to intersections are removed to improve visibility for pedestrians, cyclists, and motorists. In the context of street safety, this design makes pedestrians at crosswalks more visible to drivers, reducing the chance of collisions at intersections. Over half of crashes in New York City occur at intersections, including the vast majority that injure or kill pedestrians. According to DOT 51% of all traffic fatalities and 68% of all traffic injuries occur at intersections. The DOT recommends curb extensions (also known as neckdowns) as a key measure to enhance visibility at intersections.

Right now, New York State Law 1202 prohibits vehicles from parking within 20 feet of a crosswalk or intersection and City law only prohibits parking directly within a crosswalk or intersection. It is illogical to exempt New York City; we deserve safe streets too. Please pass Int. 1138 to make our crosswalks visible and safe for people driving, walking, and biking. For some parking spots, we can improve the city for everyone and prevent countless casualties.

Best,
Zachary Eisenstat

I'm writing to express my strong support for intro 1138. Universal daylighting would make life better for all users of New York City streets.

Daylighting makes a huge difference in the safety of a street. When I'm a pedestrian, I constantly feel under threat because there isn't daylighting in hardly any New York City intersections, so I'm constantly peering out from behind the parked cars, and hoping that a driver won't appear out of nowhere. Adding more space around intersections would make them feel and actually be much safer.

As a driver, I would appreciate this too. Every time I'm driving on New York City streets no matter how carefully I drive, I simply can't see into the intersection until I'm really close, and I'm constantly afraid of hurting somebody. Adding more daylighting to every intersection would make the experience of driving so much less fraught, and would help all drivers protect pedestrians they're sharing streets with.

For both these regions, I urge the adoption of intro 1138.

I am a driver in Brooklyn, but I am also an avid walker and biker. Having cars parked up to the corner is objectively dangerous. I drive with an abundance of caution because I know what it's like to be a pedestrian or biker navigating a car filled city. Even in my relatively safe and quiet neighborhood of Greenpoint, I often feel concern when driving through intersections, because I cannot see oncoming traffic of any sort until I have rolled up into the crosswalk. This is an unsafe experience for all parties. I, as a driver, do not ever want to create an unsafe environment for pedestrians, and I also do not want to run the risk of a car accident because I could not see an oncoming car until it was too late. We need daylighting! It makes it safer for everyone!

April 21, 2025

Dear City Council members,

I write as a District 39 resident and a firm supporter of universal daylighting with hardened intersections. My children are ages six and two, and universal daylighting would protect them from the danger of vehicular accidents, which, according to DOHMH open data, are one of the top causes of accidental death and injury for children. Over half of all car crashes occur at intersections.

My kindergartner son and I were almost part of these statistics. While walking from his school (PS 130 in Windsor Terrace) to the library, we crossed the street at East 5th St. and Fort Hamilton Parkway. A driver raced through the intersection as the light turned red, and zoomed around the standstill traffic into a parking space at the corner so they could eventually cut off drivers behind them when traffic began moving again. This driver stopped within inches of us as we crossed the street in the crosswalk where we were legally permitted to walk. To shave a mere minute or two from their commute, this person risked crushing my son to death. If this intersection had physical daylighting (curb extensions, granite blocks, permanent plantings, etc.), then this never would have happened.

Other families have not been as fortunate as we were. Pedestrians, not car owners, are the majority in this city, and we deserve to go about our lives safely. I urge you to vote yes for Intro 1138, pass universal daylighting, and ensure that our city's children are protected.

Thank you,

Universal Daylighting Written Testimony

Universal daylighting, especially when done with hardened intersections, would be an obvious and dramatic win for pedestrian safety in New York City. I can't count the number of times I've had to cautiously step into the road to try and peer around a parked car, checking if it's safe to cross, only for a speeding driver to whip by me. It is clear that this policy would lead to safer, slower, cleaner, greener, and quieter streets all over the city, improving the quality of life not only for people on the sidewalks, but safety for drivers, too, as they'd be able to see more clearly. Please, please enact this important policy.

Daniel Solow

April 21 Submission of Written Testimony

I am writing in support of Intro 1138 Sponsored by CM Julie Won which seeks to expand the daylighting program in NYC as well as compel our city leadership to educate the public on what daylighting does to improve street safety. Tragically, NYC was exempted from state law which has led to worsening of deadly driving behavior and preventable pedestrian injury or death.

I am a regular driver in Forest Hills, Queens and I understand the concerns of my neighbors who rely on free curbside parking. However, as a pedestrian and cyclist, I witness reckless drivers on a daily basis who display little regard for others safety when making turns. Our streets were not intended to be Need for Speed racecourses.

108th street was a part of a citywide daylighting pilot to help improve visibility with concrete, plastic bollards and paint. Drivers were prohibited from parking right up to the crosswalk creating a buffer zone. After these measures were implemented, I noticed a change in driver psychology. Drivers who now see the child, the elderly person, the dog or granny cart reduce their speed when approaching turns because they do not have a truck or SUV obstructing their vision. These changes are working.

The benefits of 108th street daylighting are instructive: daylighting cuts down crossing distances, improves visibility and can even add attractive artwork. While the changes on 108th street are good, they are not fully daylighted as they require at least 20 feet. Unless we are serious about making our streets safer for all road users, we will continue to hear stories of preventable injury and death of New Yorkers simply crossing the street

We need to expand Daylighting because it is one of the most cost effective solutions for improving street safety. We only need to look west to our friends in Jersey City where daylighting implemented years ago has prevented thousands of injuries.

We now have 25 city council members in support. The best time to implement these changes was yesterday, the next best opportunity is now.

I, like so many New Yorkers, rely on my bike to get around the city—but I constantly worry about where I'll park it. I want to share a quick story that I think illustrates the urgency of this issue.

Last year, a good friend of mine—someone who had just started biking to work to save on subway fares and stay active—had their bike stolen in broad daylight outside a busy Brooklyn café. It was locked up with a decent U-lock on a city bike rack. They ran inside for 15 minutes to grab lunch, and when they came out, it was gone.

That bike wasn't just a means of transportation—it was freedom, savings, and peace of mind. My friend never replaced it. And honestly, I can't blame them.

We're told to bike more—for the environment, our health, for the city's future—but we're not given the infrastructure to do it safely. Protected bike lanes are critical, yes. But so is protected bike parking. It's not enough to have racks out on the sidewalk exposed to theft and the elements. We need secure, covered bike parking.

Right now, biking in NYC comes with the constant anxiety that your ride might not be there when you return. And for many, especially those with lower incomes who can't afford to lose a \$1,000+ bike, that's a dealbreaker.

Thank you for your time—and for considering investments that could transform the way New Yorkers move through their city.

Dear NYC City Council,

I am submitting written testimony in support of Universal Daylighting across New York City. This is a simple, common sense idea that will benefit all members of the New York City community in a variety of ways:

1. Pedestrians will have shorter crossing distances. This will put them in less danger whenever they cross NYC streets.
2. Pedestrians will be more visible to vehicles and vehicles will be more visible to pedestrians. This will allow for more slack in “bad behavior” from both parties. If a pedestrian is texting on their phone, for example, the driver of a vehicle can account for their inattention and react accordingly. Today, if there’s a van parked abutting the crosswalk and neither side can see each other, bad things will happen when one party is inattentive.
3. This space can be allocated to any number of uses needed by the community. Seating, bike parking, greenery, and simply more sidewalk space where it’s most needed are all possibilities for the communities themselves to decide on.
4. Vulnerable road users will have more confidence moving around NYC streets. The uniqueness of NYC is that vulnerable road users are free to move around due to the reduced need for driving and the ability to walk or take public transit to destinations. If walking is even slightly easier (on each and every intersection) they will be more empowered to move around their community.
5. Encouraging active transportation. The health benefits to shifting commutes to walking or biking benefit everyone in the community (both for the active road users physical activity and for the reduction in air and noise pollution for everyone). This is both a small step in promoting a healthier society and planet.
6. Businesses and the economy will benefit from a more amenable pedestrian environment around stores. If people are incentivized to spend time in public spaces stores will have a larger customer base that they can attract. In a small scale it’s similar to the benefits in foot traffic we are seeing with Congestion Pricing in Manhattan’s CBD.

For the above reasons, I am wholeheartedly in support of Universal Daylighting in New York City.

Thank you for your time.

I am writing in support of Int 1138-2024, "Prohibiting standing or parking a vehicle within 20 feet of a crosswalk at an intersection." I live in Bed Stuy in Brooklyn, I do not own a car, and I use the subway, bicycles and walking to get around. NYC desperately needs daylighting in our intersections – allowing more visibility will help keep everyone who uses the street much safer. If visual impediments (ie parked cars) are removed from intersections, then pedestrians, bicyclists, and drivers can see each other much more clearly. Accidents, injuries and even deaths will be avoided. We can look to our neighbors in Hoboken to see just how effective daylighting is – they have not had a traffic death in 7 years.

I am against universal daylighting. It would make life hell for those of us who drive. We already lost parking spaces to house city bikes. We already can't park in front of churches. We already can't park near a school for most of the day. We have limited spaces as is. Losing 4 spaces per block would result in chaos. People would literally die over parking spaces since there's so few left. Everyone would park in front of hydrants and peoples driveways cause we have no where else to go. Why would I even want to go anywhere when I know there's no parking at my destination and none when I get home

I am writing in support of Intro 1138. This is a common sense bill to make the streets safer for everyone. I live in the Northwest Bronx with my two small kids. Unfortunately, in my neighborhood, it is normal for cars to park right up to or even in the crosswalk. This means it's impossible to see if a car is approaching the intersection, or for an approaching car to see us about to cross. It is a dangerous situation for both drivers and pedestrians. This bill provides a simple, straightforward, low cost solution. I am eager to see Intro 1138 advance.

Hello, I'm a Mom and an active community member in Crown Heights Brooklyn. Our community was rocked when a 7 year old boy was killed by a turning tow-truck as he walked with his mom to school in October of 2023 in Fort Greene. I support Universal daylighting and Intro 1138. It will save lives. Period. End of story.

I have decades of experience with riding my bicycle in traffic for transportation as well as for recreation and fitness. Of course, I'm also a pedestrian. (I also drive a car, though not regularly.) I've read about the proven benefits of keeping intersections clear of visual obstructions, called daylighting. The evidence is pretty clear, and while I know it will cost us space to park vehicles, I firmly believe it's a price worth paying. To disagree is to say that we should let people get injured or killed so that we have convenient parking, and that is not a tradeoff we should make knowingly.

When I heard that Hoboken has not had a pedestrian or cyclist fatality in years since it implemented daylighting, it has increased my awareness in NYC. When I cross the street on foot, I notice the vehicles and other obstructions at the edge of the intersection, and I look more closely and slowly than I used to. And sometimes, I find that I see something I might not have seen if I walked at my old pace. It's fine that I'm taking the extra time, but let's take human nature into account and realize that not everyone will do this.

I'm strongly in favor of daylighting, and I'll be very disappointed if it does not pass. To me, it would show bad prioritization and low value on life.

Comment in Support of Intro 1138 - Universal Daylighting

I strongly support Intro 1138, which will bring universal daylighting to intersections across New York City. This simple, low-cost measure will improve visibility for drivers and protect pedestrians and cyclists, especially the most vulnerable—children, seniors, and people with disabilities.

By creating a clear buffer between crosswalks and parked vehicles, daylighting prevents dangerous blind spots and helps save lives. Every New Yorker deserves safe and accessible streets, and Intro 1138 is a crucial step toward achieving Vision Zero goals.

Please pass this bill without delay—street safety can't wait.

Thank you.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Eric Roafon

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: 4/21/2025

(PLEASE PRINT)

Name: Joshua Benson

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Ricardo Rodriguez

Address: _____

I represent: DOT

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: _____

(PLEASE PRINT)

Name: Agnes Rusin

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: EVAN YANIKY

Address: 25 Elm Pl., BROOKLYN, NY 11201

I represent: BROOKLYN CENTER FOR INDEPENDENCE DISABLE

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: 04/21/2025

(PLEASE PRINT)

Name: MAE FRANKET

Address: [REDACTED]

I represent: TRANSPORTATION ALTERNATIVES

Address: 111 JOHN ST. STE 260

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: David Vassal

Address: _____

I represent: Transportation Alternatives

Address: John St. NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Ben Furner

Address: _____

I represent: Transportation Alternatives (Executive Director)

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Jackson Chabot

Address: 377 Broadway

I represent: Open Plans

Address: 377 Broadway

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: ZACK MYLRO

Address: _____

I represent: TANY

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1137 Res. No. _____

☐ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: MONICA BARTLEY

Address: [REDACTED] BROOKLYN, NY

I represent: NY 11221 DISABLED IN ACTION

Address: NYC, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☐ in favor ☐ in opposition

Date: 4-21-25

(PLEASE PRINT)

Name: Jean RYAN

Address: _____

I represent: Disabled In Action

Address: 646 77th St Brooklyn, NY 11209

pansies007@gmail.com

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 04/21/25

(PLEASE PRINT)

Name: Michelle Deme

Address: _____

I represent: TA

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Michael Magazine

Address: 1st Brooklyn NY

I represent: Sunrise Movement NYC / Fridays for Future NYC

Address: New York NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: James Harrell

Address: NY 11205

I represent: Sunrise Movement Campaign

Address: NYC NY

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Cynthia McKnight

Address: [REDACTED] Brooklyn, NY 11238

I represent: Families for Safe Streets

Address: 111 John St, Ste 260, New York, NY 10038

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Shane O'Neal

Address: [REDACTED] Washington DC 20010

I represent: Families for Safe Streets

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☐ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Dahlia Goldenberg

Address: [REDACTED] Brooklyn 11238

I represent: Families for Safe Streets

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

67

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: April 21, 2025

(PLEASE PRINT)

Name: Lauren Newman

Address: [REDACTED] 11226

I represent: Transportation Alternatives

Address: 111 John St Suite 260 10038

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

66

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Christopher Rosario

Address: [REDACTED]

I represent: Transportation Alternatives

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Corey Hannon

Address: [REDACTED] Woodside, NY 11357

I represent: Tri-State Transportation Campaign

Address: 231 W 29th St #608 New York, NY 10001

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: 4/21

(PLEASE PRINT)

Name: Elizabeth Denny

Address: [REDACTED] St, Brooklyn, NY 11218

I represent: Transportation Alternatives Brooklyn Activist

Address: Committee

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Alex Marano

Address: [REDACTED]

I represent: Transportation Alternatives Brooklyn Activist

Address: NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: 4/21/2024

(PLEASE PRINT)

Name: Claudia Marano

Address: [REDACTED] NY 10307

I represent: Myself

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/2025

(PLEASE PRINT)

Name: Nina Sabaghir

Address: [REDACTED] St

I represent: Families for Safe Streets

Address: 982 110 5th St. NYC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/2025

(PLEASE PRINT)

Name: BH Bando

Address: [REDACTED] Jackson Heights

I represent: Myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☐ in favor ☐ in opposition

Date: 4/21/2025

(PLEASE PRINT)

Name: BH Bando

Address: [REDACTED]

I represent: Myself

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 9/21/25

(PLEASE PRINT)

Name: PHILIP LEFF

Address: _____

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Theresa Behnen

Address: _____ Brooklyn NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Kathy Park Price

Address: _____

I represent: Transportation

Address: 111 John St. Alternatives

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: SABINA SETHI VNNI

Address: 377 BROADWAY

I represent: OPEN PLANS

Address: 377 BROADWAY

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Stephen Black

Address: [REDACTED]

I represent: Myself

Address: N/A

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. 1138

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: RV Tracey Hinder

Address: [REDACTED] Brooklyn

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Pete Sikora New York Communities for Change

Address: [REDACTED] Brooklyn NY 11230

I represent: NYCC

Address: 470 Vanderbilt Ave Brooklyn 11238

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Jason Froimowitz

Address: _____

I represent: Manhattan Community Board 6

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/2025

(PLEASE PRINT)

Name: Sackia Haegeens

Address: [REDACTED] Brooklyn NY 11238

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: EMELINE LAKEOUT

Address: [REDACTED] 10028

I represent: MYSELF

Address: [REDACTED] 10028

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: CAROL KUMS

Address: [REDACTED] NY, NY

I represent: MYSELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____
☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Paul Benson

Address: [REDACTED] Brooklyn, NY

I represent: myself

Address: _____

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Kirby Kersels

Address: _____

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: ZEKE DUNN

Address: _____

I represent: KIDS OVER CARS

Address: N/A

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 04/21/2025

(PLEASE PRINT)

Name: Susan Lunn

Address: _____

I represent: myself

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Derin Foiedrich

Address: [REDACTED] New York, NY 10128

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Alan Muhammad

Address: [REDACTED] Brooklyn

I represent: myself and family

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: John Heaney

Address: [REDACTED]

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Jennifer Whitney

Address: _____

I represent: Myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Robert Feltault

Address: _____ Astoria, NY 11105

I represent: 31st Ave Open Street Collective

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☐ in favor ☐ in opposition

Date: 4/21/2025

(PLEASE PRINT)

Name: Faran A. Sharif

Address: _____

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

(Daylighting)

Appearance Card

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

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Lynan Nevins

Address: [Redacted] Astoria 11105

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: JUAN SERRA

Address: [Redacted] Brooklyn, NY

I represent: Myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Brent Bowenzi

Address: [Redacted]

I represent: myself

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Dorothea Pickard

Address: _____

I represent: Visions

Address: 500 Greenwich St

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21

(PLEASE PRINT)

Name: Michael Pugh

Address: _____ NY, NY 10011

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Ben Tweedy

Address: _____ Brooklyn NY 11242

I represent: myself

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: ALEX DUNCAN

Address: [REDACTED] Albany NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Jules Vin Varquez

Address: [REDACTED] 6

I represent: myself

Address: [REDACTED]

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Abu Nayeem

Address: [REDACTED] Jamaica, NY

I represent: Jamaica, District 27

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

63

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4-21-2025

(PLEASE PRINT)

Name: CARRIE HILL

Address: [REDACTED] Brooklyn 11222

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

64

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: NATASHA DUMAS

Address: [REDACTED]

I represent: Myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

65

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

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Justin Reimold

Address: [REDACTED] Brooklyn

I represent: _____

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Brian Howard

Address: [REDACTED] Brooklyn, NY 11201

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Andrew Rosenthal

Address: [REDACTED] NYC

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 99 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Gloria Boyce-Charles

Address: [REDACTED]

I represent: Self on behalf of the Brookville /

Address: Spraford Cols
Committee

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Mom LaBorde

Address: [REDACTED] 11222

I represent: myself

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Kevin LaCherry

Address: [REDACTED]

I represent: myself

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: CHRIS ROBERTI

Address: [REDACTED] Greenpoint 11222

I represent: myself

Address: _____

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

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 1138 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Nick Merson

Address: _____

I represent: My self

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Nicholas Otto

Address: _____

I represent: _____

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

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

☐ in favor ☐ in opposition

Date: 4/21/2025

(PLEASE PRINT)

Name: Sharon Brown

Address: _____

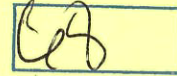
I represent: Rose of Sharon Enterprises

Address: _____

Brooklyn NY 11238
Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



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

☐ in favor ☐ in opposition

Date: 4/21/2025

(PLEASE PRINT)

Name: _____

Address: Paul Rivers

I represent: _____

Address: _____

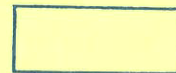


Please complete this card and return to the Sergeant-at-Arms



**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card



I intend to appear and speak on Int. No. 1138 Res. No. 1138

☒ in favor ☐ in opposition

Date: 4/21/25

(PLEASE PRINT)

Name: Christopher Lee Johnson

Address: [Redacted]

I represent: Self

Address: _____



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

