

CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION

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HELD AT: 250 Broadway - Committee Rm,
14th Fl.

B E F O R E:
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Chairperson

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Daniel R. Garodnick
James Vacca
Margaret S. Chin
Stephen T. Levin
Deborah L. Rose
James G. Van Bramer
Mark S. Weprin
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A P P E A R A N C E S (CONTINUED)

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Small Business Owner

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Business Agent
Teamsters Local 812

[gavel]

CHAIRPERSON RODRIGUEZ: Good afternoon everyone and welcome to today's hearing of the New York City Council Transportation Committee. I'm Ydanis Rodriguez, Chair of the Committee and I am joined by my colleagues, Council Member Constantinides, James Vacca... sorry.

Today's hearing will focus on the impact of trucks on the safety of pedestrians and cyclists in New York City. Though trucks are involved in a small number of crashes each year, they are three times more likely to be involved in a crash resulting in pedestrian death than any other vehicle.

In response to this fact, my colleagues, Council Members Johnson, Ferreras and I introduced legislation to require side guards on trucks in our city. Earlier this year, after the first cyclist death in Queens, we called for side guards on City trucks and were pleased when Mayor de Blasio announced that side guards will be installed on all trucks larger than 10,000 pounds. While the City's Department of Transportation has increased their focus on this area over the past decade, looking for ways to manage truck damage, it remains a fact that

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2 trucks continue to present a danger to pedestrians
3 and cyclists on our city streets.

4 Part of this issue stems from trucks
5 unnecessarily entering Manhattan via untolled East
6 bridges and using the densely populated city streets
7 even when their destination and starting point lie
8 elsewhere. This bridge shopping creates an
9 unnecessary burden for designated through [sic]
10 corridors, such as Canal Street in Council Member
11 Chin's district and increases the chances of
12 collision-related deaths.

13 Further, issues arise when truck drivers
14 fail to stay in designated truck routes and instead
15 encroach on residential streets. To help examine
16 this issue and develop a strategy for avoiding undo
17 truck traffic in pedestrian- and cyclist-heavy areas,
18 today we will be hearing two bills with a potential
19 to help solve these problems.

20 The first, Int. 0641 introduced by
21 Council Member Chin, Van Bramer and myself will
22 require DOT to study the impact of bridge shopping on
23 truck routes, the number of pedestrians and cyclists
24 killed by trucks desegregated by truck routes, the
25 number of traffic violations committed by truck

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2 drivers desegregated by truck routes, the impact of
3 traffic calming measures and pedestrian safety
4 features on the number of collisions resulting in
5 death or serious injury to cyclists and pedestrians
6 as well as where these measures are implemented and
7 why and why not based on collision data. As New York
8 City has thankfully begun the process of looking
9 critically at how, where and why pedestrians and
10 cyclists are killed or seriously injured on our
11 streets, today we are seeking to determine where
12 trucks fall into this serious issue and how we can
13 improve the conditions for both truck drivers and the
14 many others who use our streets daily.

15 The second, Int. 0315, introduced by
16 Council Member Vallone, will require DOT to study
17 truck drivers' compliance with City rules governing
18 truck routes every three years. The bill will
19 require this study to include the top 10
20 intersections where truck drivers deviate from the
21 designated route and have signs placed stating no
22 trucks except local deliveries. This bill will allow
23 communities to ensure that trucks abide by route
24 designations and our smaller side streets aren't
25 clogged with potentially unsafe truck traffic.

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2 Later this year our committee will be
3 examining the moving of cargo in New York City,
4 understanding that trucks play a major role in this
5 vital transportation network, moving 99 percent of
6 our city's goods. We ultimately hope that through
7 the discussion regarding both the safety and
8 efficiency of trucking New York City we will be able
9 to identify the best methods of moving goods across
10 and through the five boroughs to the benefit of all.

11 Both I and the Committee look forward to
12 hearing the concerns of transit advocates, industry
13 leaders and the New York City DOT regarding not only
14 the proposed legislation, but on other ideas and
15 solutions for managing truck traffic in a safe and
16 efficient way.

17 I now invite Council Member Chin to
18 please read her opening statement.

19 COUNCIL MEMBER CHIN: Thank you, Chair.
20 Good afternoon. I'm Council Member Margaret and I
21 represent Lower Manhattan, which includes some of the
22 most congested truck routes in the city; most
23 notably, Canal Street, which lies in the middle of
24 the neighborhoods with high pedestrian volume.

1
2 I wanted to thank Chair Rodriguez and
3 Council Member Van Bramer for joining me in
4 introducing Int. 0641 last month.

5 Int. 0641 would require the Department of
6 Transportation to conduct reoccurring studies every
7 five years on the City's policy of designating truck
8 routes through local streets and how that impacts
9 pedestrian and cyclist safety. Notably, in these
10 studies, DOT would also be required to review the
11 impact of tolling policy on our city's truck routes
12 and how they contribute to the overall level of
13 safety for pedestrians and cyclists.

14 The last time DOT completed and released
15 a truck route study was under the previous
16 administration in 2007, but that prior study did not
17 take into account the broader perspective of the
18 impact of tolling policies. I believe that by
19 requiring these more comprehensive truck route
20 studies every five years Int. 0641 would become a
21 powerful new tool in our city's Vision Zero efforts.
22 Reoccurring studies will allow DOT to analyze and
23 report on the most current information, putting DOT
24 in a better position to develop short- and long-term
25 strategies to keep pedestrians and cyclists safer

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2 along these busy corridors. This kind of proactive
3 approach will help us to do more to prevent traffic
4 crashes along truck routes and avoid injuries and
5 save lives.

6 I want to thank, again, Chair Rodriguez
7 for holding today's important hearing, which is yet
8 another major step towards achieving Vision Zero.
9 Thank you.

10 CHAIRPERSON RODRIGUEZ: Thank you,
11 Council Member Chin and now let's hear from Council
12 Member Vallone.

13 COUNCIL MEMBER VALLONE: Thank you, Chair
14 Rodriguez. Good afternoon everyone and it's my hope
15 by the end of this hearing that you're gonna say,
16 Councilman Vallone, you don't need your bill; we're
17 gonna do this anything, 'cause it's the cry that I've
18 heard in my district and probably throughout the
19 city. And simply put, we're just saying that certain
20 places we know it's the city; we know we're gonna
21 have truck impact, but there's certain places they
22 shouldn't be unless they're having a delivery route
23 and the local streets as the city is growing is just
24 having more and more truck traffic where it shouldn't
25 be and probably the number one complaint I get in my

1 council office from the community boards and the
2 civic associations and the homeowners and the folks
3 that make up the city is that the quality of life is
4 being impeded by trucks just aimlessly going down the
5 streets as a shortcut. So then what do we do as the
6 council members; it's our job to follow up, speak to
7 the agencies and we ask; can you help us and I go to
8 the Police Department and I say, can you do some
9 local enforcement, remind the truck drivers, without
10 ticketing them, that this is not the right place and
11 then if need be, do the tickets and they'll say, well
12 we need the truck signs, the no through commercial
13 truck local signs to be placed before we can enforce.
14 And then I go to the DOT to ask to put up the local
15 truck signs and they say they have a no negative
16 truck signage policy, signage policy in general, just
17 to keep the streets looking better, and I said that's
18 just not what we wanna hear; it's giving me, you
19 know, it's his fault; his fault and we're just asking
20 for basic things, not on every street, 'cause it's
21 clearly certain streets, you know and everybody and
22 everybody's district has certain streets, so what
23 this bill's doing is just simply saying, identify the
24 top 10 most heavily used residential streets and on a
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2 bi-yearly and three-yearly basis and then those are
3 the streets would be to put the no through commercial
4 truck; not to haphazardly put them all over the
5 place, we don't want that. But there's certain
6 commonsense places and so since we put this bill in,
7 every community board, every civic has said please,
8 let this go through so that we can have the DOT and
9 the Police Department work together and work with our
10 hard-working commercial truck drivers to find the
11 right places to make their deliveries, so we're
12 hoping we can get your support on this. Thank you,
13 Mr. Chair.

14 CHAIRPERSON RODRIGUEZ: Thank you. I
15 would like to acknowledge Council Member Weprin,
16 Council Member Dan Garodnick.

17 And before we begin I would like to thank
18 my Committee Staff Counsel Kelly Taylor, Policy
19 Analysts Jonathan Masserano, Gafar Zaaloff and
20 Russell Murphy, as well as my Chief of Staff, Carmen
21 de la Rosa and Lucas Acosta, my Communication
22 Legislation Director.

23 And right now I would like to ask our
24 Committee Counsel to administer the affirmation to
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2 the representatives of DOT who are here and then
3 invite them to deliver their opening testimony.

4 COMMITTEE COUNSEL: Kelly Taylor,
5 Committee Counsel. Will you please raise your right
6 hands? Do you affirm to tell the truth, the whole
7 truth and nothing but the truth in your testimony
8 before the Committee today and to respond honestly to
9 Council Member questions? Thank you.

10 RYAN RUSSO: 'Kay. Good afternoon. Good
11 afternoon, Chairman Rodriguez and members of the
12 Transportation Committee. My name is Ryan Russo and
13 I am the Deputy Commissioner for Transportation
14 Planning and Management at the New York City
15 Department of Transportation; I'm very glad to be
16 here representing Commissioner Polly Trottenberg.

17 Joining me today are Keith Kerman, the
18 Chief Fleet Officer for the Department of Citywide
19 Administrative Services; Stacey Hodge, Director of
20 Freight Mobility and our colleague, Ed Thinkhar
21 [sp?]. Thank you for inviting us to discuss your
22 concerns about the impact of truck traffic on
23 pedestrian and bicyclist safety.

24 Since day one, the de Blasio
25 Administration has focused relentlessly on

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2 eliminating traffic fatalities in New York City
3 through Vision Zero. The Mayor's leadership and all
4 of our combined efforts has begun to change the way
5 New Yorkers think and act on our streets. Support
6 for this program continues to grow across the city
7 and our partnership with the Council in pursuing this
8 bold vision is a key piece in furthering our
9 progress.

10 Vision Zero's year one results are
11 encouraging; between 2011 and 2013 collisions with
12 trucks killed an average of 20 pedestrians and
13 cyclists each year; this constituted 13 percent of
14 such fatalities. Last year, while we ramped up our
15 Vision Zero program, the whole number in total share
16 of pedestrian/bicyclist fatalities caused by trucks
17 decreased to 17 people and 11 percent respectively.
18 This decline, while modest, is a step in the right
19 direction. The City's economy depends in large
20 measure on trucks delivering goods to residents and
21 businesses, yet considering our estimate that trucks
22 make up approximately 7 percent of vehicular traffic
23 in the city, we must recognize their disproportionate
24 impact on pedestrian and bicyclist safety. Today's

1 hearing is timely and important and we share the
2 Council's passion on this issue.

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4 Two weeks ago, along with our partners at
5 the New York City Police Department and many Council
6 Members, we released Borough Pedestrian Safety Action
7 Plans. Each plan thoroughly analyzes the unique
8 conditions of one New York City borough and pinpoints
9 the conditions and characteristics of pedestrian
10 fatalities and severe injuries on that borough's
11 streets. We then lay out a comprehensive and data-
12 driven approach for addressing the most challenging
13 corridors, intersections and areas in all five
14 boroughs that disproportionately account for
15 pedestrian fatalities and severe injuries. These
16 plans recommend a series of actions, including safety
17 engineering improvements, targeted enforcement and
18 expanded education efforts to make New York City
19 streets even safer.

20 The core premise of the borough plans is
21 that a strong focus on pedestrians will enhance
22 safety for all roadway users. We have already begun
23 to add critical upgrades to these locations,
24 including the expanded use of leading pedestrian
25 intervals, the modification of signal timing to

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2 reduce off-peak speeding and the implementation of at
3 least 50 safety engineering improvement projects this
4 year and every year until we reach our goal.

5 We are confident these improvements will
6 help address some of the dangers trucks pose to
7 pedestrians and bicyclists; this belief in part
8 reflects the fact that nearly half of all truck
9 routes in the city streets fall within Vision Zero
10 priority corridors and areas and more importantly, we
11 know that 71 percent of pedestrian and bicyclist
12 injuries caused by trucks occurred within such areas.

13 The map behind me overlays the truck
14 route network with the priority areas in Manhattan.
15 As you can see, there is considerable overlap in the
16 borough with the highest percent of pedestrian
17 fatalities due to truck crashes. I can share similar
18 maps for the other boroughs with the Committee, all
19 of which tell a similar story. We are already
20 targeting the streets with the greatest need to
21 address the unique dangers trucks present to New
22 Yorkers.

23 Now of course, the Administration and DOT
24 are also committed to furthering last year's decrease
25 in truck-related fatalities and have already started

1 focusing on truck safety as a key Vision Zero goal.
2 The initial Vision Zero Action Plan identified that
3 large vehicle crashes are nearly three times more
4 likely to result in a pedestrian fatality than
5 crashes involving passenger vehicles.
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7 Last year DOT and DCAS convened a Truck
8 Safety Task Force to discuss with key stakeholder in
9 government and the trucking industry on how to
10 identify practical balance and effective truck safety
11 solutions. The task force is working on several
12 fronts, including a thorough assessment of truck
13 crash data, an evaluation of truck driver training
14 and improved enforcement of existing laws and
15 regulations. In fact last month DOT, NYPD and the
16 New York State Department of Transportation teamed up
17 to conduct three truck enforcement blitzes focused in
18 Brooklyn. Additional events in Brooklyn and Queens
19 will continue this month, including one in Jamaica
20 Hills this week and we welcome your input on other
21 priority areas to target. But these are not just
22 one-time blitzes; they are events where different
23 government agencies share best practices and
24 knowledge so that capacity for sustained enforcement
25 grows.

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2 In addition to working collaboratively
3 with the trucking industry, the City also recognizes
4 that it must lead the charge in adopting new
5 practices. To that end, last month the Mayor
6 announced that in 2015 DCAS will begin retrofitting
7 240 City trucks with side guards, which are rails
8 between the front and rear tires of a truck that can
9 protect pedestrians and bicyclists from being caught
10 under the vehicle in case of a crash. Widespread
11 adoption of side guards in the United Kingdom is
12 credited with reducing fatalities and severe injuries
13 in side impacts by 61 percent for cyclists and 20
14 percent for pedestrians. If the initial rollout goes
15 as expected, every new City truck will be designed to
16 include a side guard moving forward.

17 DOT has also implemented a number of
18 initiatives to improve truck safety and we are
19 pursuing more. Our Office of Freight Mobility works
20 to identify potential enhancements to the City's
21 truck route network and regulatory framework.

22 A recent signature success was in 2011.
23 the New York State Law requiring all trucks
24 registered in the state to be equipped with crossover
25 mirrors. These mirrors help eliminate a truck

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2 driver's blind spot and allow the driver to see any
3 person at least 3 feet tall and passing 1 foot in
4 front of the vehicle. Crossover mirrors provide an
5 excellent model on how multiple stakeholders in and
6 outside of government can work together to bring
7 significant change to our streets.

8 Along with regulation, enforcement of
9 dangerous truck behavior is essential. DOT works
10 with the NYPD to improve the efficiency and
11 effectiveness of their enforcement of truck routes
12 and rules. DOT developed an insert for officers'
13 memo books for every precinct in the city that detail
14 truck route rules and regulations. Our agencies also
15 share and analyze traffic crash and summons data to
16 inform what areas need additional enforcement efforts
17 for engineering redesign. This ongoing coordination
18 has expanded and improved under Vision Zero and it
19 will lead to more and smarter enforcement and
20 hopefully fewer crashes.

21 Another way DOT is seeking to reduce the
22 impact of trucks both in terms of crashes and
23 congestion is working with some businesses in
24 Manhattan to shift their delivery windows to between
25 the hours of 7 p.m. and 6 a.m. This change can make

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2 sense for businesses because it allows staff to focus
3 more on customer service and less on daytime
4 deliveries during business hours; carriers can
5 benefit from a savings in fuel and labor costs
6 because deliveries occur when there is less traffic
7 congestion. Ultimately, pedestrians in the area
8 could win because less daytime delivery trucks
9 results in less conflicts with trucks.

10 We are also educating those pedestrians
11 and bicyclists about the challenges of operating a
12 truck on the city streets. Our truck blind spot
13 training program, Truck's Eye View, literally puts
14 pedestrians and bicyclists in the driver seat and
15 from there they can better understand what truck
16 drivers see and better protect themselves when using
17 the streets in the vicinity of large trucks. We have
18 educated over 4,000 New Yorkers so far at Summer
19 Streets and other public events and 97 percent of
20 participants said they would change their behavior
21 when walking or cycling around trucks due to the
22 training.

23 As you can see, the City takes very
24 seriously the potential threat trucks pose to
25 pedestrians and cyclists. Our strong approach

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2 combines engineering, enforcement and education in
3 smart, innovative ways that will continue to help
4 make our streets safer for all users. We wanna work
5 with you to deliver the most effective program
6 possible.

7 The first bill under consideration today,
8 Int. 0641, would require the Department to conduct a
9 comprehensive study every five years regarding
10 pedestrian and bicyclist safety on truck routes. We
11 share Council Member Chin's concern on this issue and
12 we hope after today's testimony the Committee
13 recognizes that DOT is already studying the problem
14 in a comprehensive fashion through our Vision Zero
15 efforts and specifically, with the release of our
16 borough plans. Although we have some concerns, we
17 look forward to working with the City Council on this
18 bill.

19 The second issue on the agenda today
20 concerns the City's truck route network. This
21 system, which was implemented in the 1980s, is one
22 part of a regulatory framework for trucks and
23 commercial vehicles that includes a variety of other
24 city, state and federal guidelines. The collection
25 of routes which can be through or local routes

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2 accounts for approximately 10 percent of the city
3 streets. Educating truck drivers about proper routes
4 is one of DOT's top priorities and we pursue this
5 objective in numerous ways. Each year the Agency
6 distributes approximately 80,000 copies of the Truck
7 Route Map and we are currently working to improve the
8 map, including translating it into other languages
9 for the first time and expect the redesign will be
10 complete this spring.

11 Our focus also includes leveraging
12 technology, to spread key information to as many
13 stakeholders as possible. The truck route data is
14 available in electronic form for any company or
15 driver to download and use. We are also working with
16 companies with online mapping tools, including
17 Google, to determine what opportunities exist to
18 incorporate these routes into their systems.
19 Successful collaboration will only improve
20 understanding of the truck route network, especially
21 for drivers coming from out of state. It is
22 important to note that though trucks are primarily
23 required to stay on truck routes, they are able to
24 travel on any city street when their destination
25 requires it.

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2 A vital and visible element of the truck
3 route system is DOT's truck route signage. New York
4 City is one of only a handful of cities in the nation
5 with a comprehensive network of truck route streets
6 and the signage we use is unique. Considering that
7 the truck route system consists of approximately 10
8 percent of the city streets, DOT focuses on placing
9 positive signage; we sign where trucks should be and
10 how to get to truck routes; not where they should not
11 be. This policy reflects resource limitations as
12 well as sound traffic engineering. From a practical
13 standpoint, the City cannot place negative signage on
14 90 percent of our streets that are not truck routes.
15 Moreover, as noted earlier, trucks comprise only a
16 small percentage of vehicles in the city; our signage
17 program focuses on the drivers of passenger vehicles,
18 which are far more prevalent. Their attention to
19 essential directions, such as a stop sign; do not
20 enter can be diminished when too many signs that are
21 not relevant to them are posted.

22 Int. 0315 would require the Department to
23 study and rank truck route compliance on every route
24 in the city and in certain instances mandate the
25 installation of negative signage. While we

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2 understand and agree with Council Member Vallone's
3 desire to combat illegal truck traffic, this bill
4 would establish impractical requirements.
5 Identifying the streets that experience the most
6 amount of illegal truck activity would require the
7 Department somehow to observe every street in the
8 city and then to determine whether a truck is located
9 there properly. This seems to require staff to
10 physically stop and assess the destination documents
11 of every truck. In addition, trucks compliance
12 issues by definition concern enforcement and there is
13 no indication that negative signage ensures
14 compliance. For these reasons, we have significant
15 concerns about Int. 0315 in its current form. We
16 nevertheless welcome the opportunity to discuss with
17 the Council, the NYPD and other stakeholders how to
18 improve compliance with the City's truck route
19 network.

20 Through Vision Zero's pedestrian focus,
21 increased enforcement and DOT's truck-specific
22 programs, the City is taking smart steps to enhance
23 safety for all roadway users throughout the five
24 boroughs on and off truck routes.

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2 Commissioner Trottenberg appreciates the
3 Council's focus and interest on this matter and we
4 look forward to continuing to work closely with you
5 to make our streets even safer.

6 Than you again for inviting us to testify
7 and we're of course happy to answer any questions
8 that you may have.

9 CHAIRPERSON RODRIGUEZ: Thank you. And
10 before we get into questions, I'd like to acknowledge
11 Council Member -- we've been joined by Council
12 Members Menchaca, Miller and Reynoso. I have a few
13 questions and my other colleagues, they also have
14 other questions, but before getting into the
15 questions, you know, we always like to thank the
16 great job that you're doing with the leadership of
17 the Commissioner and the Administration, especially
18 when it comes to Vision Zero and I know that
19 especially when it comes to improving safety related
20 to trucks we will be working very close.

21 RYAN RUSSO: Great.

22 CHAIRPERSON RODRIGUEZ: My first question
23 is; what is the scope of current DOT regulation when
24 it comes to trucks?

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2 RYAN RUSSO: What do you mean by the
3 scope; I'm sorry...? [interpose]

4 CHAIRPERSON RODRIGUEZ: Do you see a need
5 for more or less regulation on how trucks are
6 regulated in our city?

7 RYAN RUSSO: Well I think for the most
8 part truck regulations take place on the state and
9 federal level, but what we're doing with the Vision
10 Zero Truck Task Force, and hopefully we'll get a
11 little bit more into it, is by collaborating and
12 creating interagency and industry communication, both
13 on the federal, state and local level making sure the
14 regulations that are out there are followed and
15 there's awareness of them and then as part of that
16 process, identifying potential new regulations,
17 working with the City Council and with our partners
18 in the state, that we could ultimately develop.

19 CHAIRPERSON RODRIGUEZ: How many trucks
20 -- what is the estimate of how many trucks we already
21 are dealing with in the city every day?

22 RYAN RUSSO: Well we are estimating that
23 the vehicle registrations are a little fewer than 4
24 percent of all vehicle registrations; there are about
25 2 million vehicle registrations in the City of New

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2 York and then in terms of circulating traffic, we're
3 talking about 7 percent of our circulating traffic
4 roughly.

5 CHAIRPERSON RODRIGUEZ: And those 2
6 million are trucks that are registered in the city
7 or?

8 RYAN RUSSO: No, 2 million are all
9 vehicles, so under 4 percent of 2 million.

10 CHAIRPERSON RODRIGUEZ: Do you see like
11 an increase or decrease or more trucks in our city in
12 the last 10 years?

13 RYAN RUSSO: Yeah. So on the whole,
14 traffic and truck traffic has been relatively flat,
15 though you know, I think as you noted in your opening
16 and as we note, this is the primary way in which
17 goods are delivered both to homes and to businesses
18 and basically this activity will inherently track
19 with the economy. So the more economic activity, the
20 more jobs we have, you're generally gonna see, you
21 know, trucking needs to up. You know the nature of
22 that trucking will sort of change; you know,
23 obviously manufacturing is an industry more heavily
24 relying on trucks, so then if you have more knowledge
25 economies, jobs, that'd be less. But even those

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2 jobs, they you know use printer and all these things
3 that need to be delivered by trucks, so it's not
4 growing substantially, but it's sort of here and sort
5 of I think tracking our economy broadly.

6 CHAIRPERSON RODRIGUEZ: Great. So I have
7 other questions, but first I would like to give the
8 opportunity to my colleague, Council Member Chin,
9 followed by Council Member Vallone.

10 COUNCIL MEMBER CHIN: Thank you, Chair.

11 Thank you for your testimony. Has DOT
12 ever considered taking Canal Street off the through
13 truck route? I mean oftentimes what we see going on
14 on Canal Street is that the trucks are not delivering
15 to the local neighborhood; they're just passing
16 through from the Manhattan Bridge, which there is no
17 toll, right, so it's a free ride for them and they
18 just zoom down Canal Street, all the way to Holland
19 Tunnel, which is also free, to go into Jersey. And
20 this has been -- I mean a lot of trucks have been,
21 you know, avoiding the tolls, our other bridges, like
22 the Verrazano Bridge, and that happened since I think
23 1986, when the two-way toll was changed and we've
24 seen a growth of truck traffic along Canal Street.

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2 RYAN RUSSO: Well you know it's important
3 to note that the Port Authority, which runs the
4 Holland Tunnel -- it doesn't carry trucks at this
5 point, so Canal Street is sort of a cut-through for
6 trucks between the Manhattan Bridge and New Jersey;
7 we'd have to then go through Midtown to the Lincoln
8 Tunnel.

9 COUNCIL MEMBER CHIN: But it's still that
10 a lot of trucks go through Canal Street and they
11 don't... [crosstalk]

12 RYAN RUSSO: Oh absolutely.

13 COUNCIL MEMBER CHIN: and they don't... you
14 know, I mean they don't go into the local street to
15 do delivery, they just kinda like -- I mean the study
16 that we've seen in the community from different
17 neighborhoods, 'cause it cuts across Chinatown, SoHo,
18 Tribeca and from all the neighborhoods the complaint
19 has been that these trucks just pass through; they're
20 not like serving the local neighborhood, they are
21 just using it as a throughway. And so has DOT ever
22 thought about changing that?

23 RYAN RUSSO: Do you have a street that
24 would serve as the alternative to Canal Street as the
25 truck route in the area?

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2 COUNCIL MEMBER CHIN: Well you, right; do
3 you have... do you have altern... isn't that your job to
4 look at another alternative?

5 RYAN RUSSO: Well I guess -- let me step
6 back a second [background comment] and broadly talk
7 about the truck route system. At the end of the day
8 it is a truck route system and it is limited in
9 nature, it really -- obviously, to get to
10 destinations where there are industry and sort of
11 origins and destinations, many of our origins and
12 destinations aren't even on truck routes. So trucks
13 have to travel on streets that aren't designated
14 truck routes and this hearing, which we're very
15 excited about, which is concerned with the safety of
16 that operation, we have to be concerned about the
17 safety of that operation both on truck routes and off
18 truck routes. So the designation of the truck route
19 is not necessarily the thing that makes one thing
20 safer or not; we can go straight to the data and look
21 at where the crashes are and [background comment]
22 develop improvements, and that's what, in the
23 testimony, that's the strategy we outlined; we don't
24 think designation or de-designation is really a
25 pedestrian or bicyclist safety strategy, 'cause

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2 ultimately there are obviously many, many origins and
3 destinations on the island of Manhattan and trucks
4 are needing to go to and from there, so they will be
5 on our streets, both on and off truck routes.

6 COUNCIL MEMBER CHIN: I mean when you're
7 looking at your data; I mean that's one of the
8 reasons for the legislation, is to do regular study
9 and see how -- to make recommendations to make
10 changes or how you make it safer. I mean Canal
11 Street, I mean there hasn't been really -- it got
12 designated as a slow zone, but we're still seeing
13 pedestrians getting hit crossing Canal Street in
14 different intersections and it just... I mean we've
15 gotta really seriously look how do we prevent these
16 kind of crashes.

17 RYAN RUSSO: So we 100 percent agree with
18 the goal of improving Canal Street and all our
19 streets for safety and you did touch on some of the
20 things we did in the first year of Vision Zero;
21 posting lower speed limit signs, we posted 25 mile-
22 an-hour speed limit signs, we've made adjustments to
23 signal timing, for example; we wanna do things that
24 help solve the problem for each individual street, so
25 for Canal Street in particular, sometimes we have a

1 lot of senior citizens and the street is relatively
2 wide, so adjusting the signal timing so that there's
3 more time to cross Canal Street itself, that's
4 something we would wanna do; the designation of it as
5 a truck route or not wouldn't necessarily change the
6 inherent operation of Canal Street the same way a
7 speed limit or an engineering change, adding a turn
8 signal or restricting a turn or those types of things
9 and what we wanna do and we wanna work with you is,
10 as part of the borough plans, we've put out the data
11 as to where the problem spots are and we want local
12 communities to help us develop the interventions to
13 make each street safer.

14
15 COUNCIL MEMBER CHIN: But have you
16 thought about; have you looked at tolling policies?
17 Because in Lower Manhattan it's because of all these
18 bridges, the Williamsburg Bridge, the Manhattan
19 Bridge, they all don't have to pay a toll, so a lot
20 of traffic comes through bridges and especially
21 Manhattan Bridge, you see trucks just running off,
22 you know, the bridge, speeding and so far; I mean
23 it's just very scary to cross Canal and Bowery;
24 you've gotta make sure you like not just look at the
25 light; even though you might have a green light -- I

1
2 was there one time ready to cross, [background
3 comment] and I was very glad that I didn't step off
4 the curb even when the light changed because
5 [background comment] three trucks just ran by me,
6 [background comment] I mean it's like, it's very,
7 very dangerous [background comment] in that. So...
8 [crosstalk]

9 RYAN RUSSO: So... yeah.

10 COUNCIL MEMBER CHIN: what are some of
11 the safety measures that you guys have looked at to
12 sort of minimize... [crosstalk]

13 RYAN RUSSO: So...

14 COUNCIL MEMBER CHIN: all these vehicles,
15 especially trucks that come down off the bridge?

16 RYAN RUSSO: What I would say is that the
17 island of Manhattan has over, you know 3 million jobs
18 on it on a daily basis and there are going to be
19 trucks circulating on the island of Manhattan,
20 including coming over the Manhattan Bridge no matter
21 what our toll policies are; what our designation of
22 the truck routes are, so what our job is, is to make
23 sure that happens as safe as possible. We have been
24 studying the intersection of Canal Street and the
25 Bowery and we're eager to develop improvements there

1
2 and work with your office; I think that was
3 highlighted in our Borough Pedestrian Safety Plans,
4 so we wanna develop improvements there; I think
5 that's obvious, but I think we'd rather go directly
6 to the problem that you're talking about, which I
7 think is very real; not feeling safe walking near the
8 mouth of a bridge. We have a very good track record
9 actually in other similar situations of improving
10 both the comfort and the safety of operations if you
11 will where bridges touch down. These are challenging
12 locations; if you go to where the Queensboro Bridge
13 touches down at 2nd Avenue, this is not the best
14 place in New York City, but we have done things, like
15 the Palaski Bridge in Queens, we used to not have a
16 crosswalk because it was a bridge where a lot of
17 traffic was turning to go from Queens to Brooklyn and
18 we re-engineered that intersection -- add crosswalks,
19 shortened crosswalks, provided exclusive pedestrian
20 time for pedestrians to cross -- we have a toolkit
21 that we'd like to apply and we'd be very happy to
22 apply that at the Manhattan Bridge as well.

23 COUNCIL MEMBER CHIN: But have you
24 already increased the crossing signal time along
25 Canal Street? Because end of last year we had a

1
2 senior who got killed on there because she didn't
3 have enough time to finish crossing.

4 RYAN RUSSO: Well the changes we made
5 that I referenced regarding the arterials; we did
6 make changes to the signal timing along Canal Street;
7 I don't wanna talk to any specific incident and what
8 the specific facts were for that, but we have made
9 those changes and what the goal is and what the hope
10 is, is that these changes that are happening street
11 by street, neighborhood by neighborhood will have a
12 cumulative impact of decreasing crashes and serious
13 injuries.

14 COUNCIL MEMBER CHIN: Yes. And last
15 question is that; I mean part of the legislation we
16 do ask for looking at the tolling policy, because I
17 think we do believe that because, you know, trucks
18 are trying to avoid tolls they do end up in certain
19 neighborhoods, so I think looking at the tolling
20 policy and how that affects pedestrian safety and
21 bicycle safety is important and that's what we
22 requested in part of the bill.

23 STACEY HODGE: Okay. If I could respond;
24 my name is Stacey Hodge; I'm the Director of the
25

1
2 Office of Freight Mobility. Thank you to the Chair
3 and to Council Member Chin.

4 City DOT coordinates well with all of the
5 other agencies. If you look at our network, our
6 highway network, our infrastructure network in the
7 city, no one agency owns all the infrastructure, so
8 what we have been doing since 2007, when they created
9 the office of which I'm the director, we have been
10 working closely with the Port Authority who has
11 jurisdiction over the Holland Tunnel, the Lincoln
12 Tunnel; we work with the MTA Bridges and Tunnel
13 because they have several other key bridges that
14 bring trucks into the city and City DOT has
15 jurisdiction over several bridges. So we could talk
16 to them about your concern about tolling policy; we
17 don't control their tolling policy, but they do share
18 with us data about origin and destinations of trucks
19 that they survey that come through their tolls,
20 because we need the information to help inform what
21 we are doing in managing the truck route system. So
22 as Deputy Commission Russo has said, they have a
23 Pedestrian Action Plan; they will look at what is the
24 cause of the crash so that we can address the cause,
25 and then we would have to defer to our partner

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2 agencies in the region about how are trucks moving
3 regionally and which structures they choose to cross
4 based on origin and destination patterns and whether
5 their current tolling policies could effect a change
6 in that choice. But we at City DOT could not really
7 control that; we could just inform our regional
8 partners of that concern and see if they think that's
9 influencing the route choices made. But just be
10 assured, we are in very close contact with all of the
11 other agencies who have regulations on trucks that
12 govern their infrastructure.

13 COUNCIL MEMBER CHIN: So you're saying
14 that you're working with the other agencies, your
15 partner agencies, so you will be able to gather the
16 data and also make recommendations... [interpose]

17 STACEY HODGE: We can gather the data to
18 inform what trucks are doing, based on that
19 information and then be able to look into your
20 question, to see if that's influencing route choices.

21 COUNCIL MEMBER CHIN: Okay. And then
22 based on that, we could also make some recommendation
23 for changes.

24 STACEY HODGE: Right. But we can only
25 make suggestions to them, because that's their

1
2 infrastructure. But we will make them aware of this
3 concern of the City Council.

4 COUNCIL MEMBER CHIN: Okay. Thank you.

5 CHAIRPERSON RODRIGUEZ: How dangerous is
6 Canal at this moment; when you look at your data on
7 the Borough Pedestrian Safety Plan, [background
8 comment] like we compare Canal last year to today, so
9 far today, but how are we doing on accidents and...

10 RYAN RUSSO: Yeah, well one of the things
11 we're quite proud of is; in the Borough Pedestrian
12 Safety Plans is putting out the information about
13 individual corridors and that information is from
14 2011-2013, so in the back of each plan is the
15 priority corridor information; for three years there
16 were five pedestrian fatalities on Canal Street,
17 between East Broadway and West Street, and 32 --
18 sorry, in five years; not three years, 2009-2013,
19 five pedestrian fatalities and 32 pedestrians killed
20 or severe injuries along a 1.5 mile corridor and for
21 us that's a 21.9 killed or severely injured per mile,
22 which qualified it as a priority corridor.

23 [background comments]

24 COUNCIL MEMBER VALLONE: Thank you,
25 Chair. I'm not really quite sure where to begin,

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2 'cause basically you said you are not going to take
3 the recommendations of what we are bringing on behalf
4 of our constituents to you, saying there are problems
5 and you're telling us there are not. So we could
6 spend all day on this or we could not have to. I
7 mean you basically said that if you are gonna follow
8 the tenets of my suggested bill, which is to come up
9 with the top 10, not every 90 percent of the streets
10 that you put in your testimony that you think you're
11 gonna put a DOT agent on to look at 90 percent of the
12 streets; to determine the top 10 most abused or
13 concerned streets, avenues in each of the districts
14 or the areas; that that would be a problem to put
15 this truck signage on?

16 RYAN RUSSO: Well I think we actually had
17 a lot more... [crosstalk]

18 COUNCIL MEMBER VALLONE: I mean I don't
19 wanna... [crosstalk]

20 RYAN RUSSO: Sure.

21 COUNCIL MEMBER VALLONE: have your agency
22 stuck with checking every city; I mean we know -- our
23 combined efforts; I mean your agency, our offices,
24 the community boards, the civic associations, 311
25

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2 complaints, police summonses; we have a way to figure
3 out those streets that have... [crosstalk]

4 RYAN RUSSO: Yeah, absolutely.

5 COUNCIL MEMBER VALLONE: problems, so it
6 shouldn't be reinventing the wheel. What we're
7 saying is -- I'm happy with the things you put in the
8 testimony... [crosstalk]

9 RYAN RUSSO: Yeah.

10 COUNCIL MEMBER VALLONE: about the new
11 plans... [crosstalk]

12 RYAN RUSSO: Yeah.

13 COUNCIL MEMBER VALLONE: increased truck
14 enforcement, but if I were to tell you that in
15 Northeast Queens we haven't seen that, and I'm
16 hearing from other Council Members they really
17 haven't really seen it either; we have to take
18 additional steps with this new office that was
19 created to outreach to the communities where there is
20 a concern. Now I'll give you an example; in our neck
21 of the woods where there's huge growth and huge
22 development from Willets Point, College Point
23 Corporate Park, Citi Field and all of those trucks
24 have to -- and the truck map that you provided to our
25 constituents, there's one designated truck route in

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2 all of Northeast Queens, Northern Boulevard, and if
3 you were to tell me that the commercial trucks are
4 staying on Northern Boulevard, we don't need to spend
5 a dollar on any survey to tell you that's not
6 happening... [interpose]

7 RYAN RUSSO: Right.

8 COUNCIL MEMBER VALLONE: I mean I feel
9 for the truck drivers who wanna get the quickest way
10 to get where they have to go, but we deal with so
11 much that we have to deal with as residents of the
12 city; that's really not our problem; that's their
13 problem... [interpose]

14 RYAN RUSSO: Right.

15 COUNCIL MEMBER VALLONE: you know, where
16 I choose to live is not where I wanna a shortcut for
17 trucks coming down unless they're making a delivery.
18 So how can we help; what would be your vision to...
19 [crosstalk]

20 RYAN RUSSO: Yeah.

21 COUNCIL MEMBER VALLONE: help those areas
22 that are under siege but with this plan that you've
23 outlined hasn't seen any of this, so what would be
24 the steps to get to those communities that have been
25

1
2 pleading for your help, saying please help us deal
3 with this problem?

4 RYAN RUSSO: Well I think that's a great
5 way you've asked the question and I think actually
6 your introductory statement -- I think we're more on
7 the same page than not; we were more responding to
8 the bill, you know as we're making... [crosstalk]

9 COUNCIL MEMBER VALLONE: That bill was
10 kind of like, hey, I don't know what to do anymore; I
11 don't know what -- you know every time I've asked for
12 help and I'm not getting the help, so I just put in a
13 bill and let's talk about it, but... [interpose]

14 RYAN RUSSO: You know, I... I do...

15 COUNCIL MEMBER VALLONE: I'd rather deal
16 with it this way and say... [interpose]

17 RYAN RUSSO: Right.

18 COUNCIL MEMBER VALLONE: what's the best
19 way to... [interpose]

20 RYAN RUSSO: Yeah and I think that's
21 really our intent is to work together. We do believe
22 that -- this has been a long-standing issue and a hot
23 issue; I do believe that with the community impact
24 and truck study we did, with the creation of our
25 Office of Freight Mobility, with the development of

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2 policies, you know we have made progress on this
3 issue; I think with the education we've done, the
4 overall, the coordination around the enforcement and
5 our ear to the ground and we're always listening to
6 you and we have 311 and you know we think Vision
7 Zero, we think -- there's been a lot of other sort of
8 issues other than trucks, it's always there; this
9 hasn't been -- we think we're doing a good job with
10 the signage policy that we have, and I just wanna
11 clarify, we don't have zero negative signs, we just
12 wanna do what is effective and the law is enforceable
13 without a sign; the sign assists... [crosstalk]

14 COUNCIL MEMBER VALLONE: I know, but then
15 we... we get... and we know that; you and I know that,
16 but unfortunately if someone calls 311 [background
17 comment] or a local resident and the NYPD says we're
18 not gonna enforce unless there's a sign, it puts us
19 in a very tough spot to then give an answer back to a
20 constituent that says hey, I've got great precincts,
21 but they're not gonna put this extra burden on the
22 truck drivers unless there's negative truck signage
23 and then I go to DOT and they say we're not gonna do
24 negative truck signage; you wind up saying, come one,
25 we can do better than that.

1
2 Now you also said like you had a couple
3 of truck blitzes, [background comment] they were in
4 Brooklyn; I mean we'd all love to give you possible
5 scenarios... [crosstalk]

6 RYAN RUSSO: Yeah, absolutely.

7 COUNCIL MEMBER VALLONE: where... 'cause I
8 don't want... I'm not a summons person, I'm not a big
9 van of all the summonses that are happening now with
10 the 25 mile per hour and I don't want our truck
11 drivers to get summonsed out of business either,
12 everybody's gotta make a living, but I think there
13 should be an outreach program, I think there should
14 be an educational program for our truck drivers;
15 there should be a warning set up, you know the police
16 the first time would say hey guys, this is your
17 first-time warning; don't come down this street
18 anymore, we're getting tons of complaints and then a
19 summons; I think that would be a fair way to approach
20 it, but I also crime in the city -- I don't want all
21 my cops ticketing trucks; that's not [background
22 comment] the plan either, but I think it wouldn't
23 take too much to get the truck drivers to know stay
24 off these... [interpose]

25 RYAN RUSSO: Right.

1
2 COUNCIL MEMBER VALLONE: overburdened
3 streets; stick to where you have to go, unless
4 there's an emergency or a local delivery; we
5 understand that.

6 RYAN RUSSO: Yeah and I think we're
7 getting more and more on the same page in that the
8 off-route problem needs to be substantiated, we think
9 a sign is not the only answer; ultimately we do
10 believe enforcement is a great incentive to follow
11 the rules, it's just sort of the nature of the beast.
12 And if signs proliferate too much, they will lose
13 their meaning and... [crosstalk]

14 COUNCIL MEMBER VALLONE: No, we wouldn't
15 want that either. I mean I don't want... 'cause we're
16 all tired of signs on every street, but that's why I
17 kinda picked the top 10, just for that reason; I
18 didn't want -- you know, that would be the next call
19 our offices will be getting; I'm getting signs all
20 over the place. But I would think at the beginning
21 and the end of the abused streets to... I can give you
22 the ones by us, 'cause it's 32nd Avenue, Baseline
23 Avenue, 35th Avenue; they all go from one end of
24 Queens to the other; it's a beautiful way to get from
25 the Clearview Expressway, which is a truck route,

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2 down to College Point Boulevard, where they're all
3 going; [background comment] I mean if I was a truck
4 driver, I'd do the same thing; I'd rather do that
5 than spend an extra hour on Northern Boulevard. So
6 there's clear reason that it's set up for these
7 failures on residential streets, 'cause it's the only
8 way the trucks can go.. [crosstalk]

9 RYAN RUSSO: Yeah.

10 COUNCIL MEMBER VALLONE: but I'm sure
11 there's other areas like that. So in those defined
12 areas where there's issues we should come up with a
13 plan that if the signs aren't gonna work -- well I'm
14 saying I'm not gonna give up on it.. [crosstalk]

15 RYAN RUSSO: Yeah.

16 COUNCIL MEMBER VALLONE: I think the
17 signs on the most abused streets, but what else can
18 we do to involve -- like you said, involve the
19 community -- I mean the community boards are right on
20 top of this; I mean I have letters from Community
21 Board 11 and 7 that are loving this bill and would
22 love to be heard on these -- 'cause they get the
23 complaints also.. [interpose]

24 RYAN RUSSO: Right.

1
2 COUNCIL MEMBER VALLONE: and I think
3 that's a great way to involved, you know our
4 community boards also.

5 RYAN RUSSO: Yeah. No, I think we should
6 continue to work together with NYPD to address your
7 concerns; we do -- you know, we should talk about
8 some of the other tools we have in our toolbox around
9 sometimes street direction changes have helped for
10 us, in terms of discouraging a cut-through route and
11 can protect a community's livability; we've put speed
12 bumps on local neighborhood streets, which have just
13 a broader traffic calming and safety effect; I think
14 -- you know, what we would like to do is to make sure
15 we're always giving effective solutions and we don't
16 want to sort of usurp sort of judgment and analysis
17 with sort of a blanket, a blunt instrument, so that's
18 why we wanna just sort of work together on the issue
19 and make sure we're bringing the right tool to each
20 problem.

21 COUNCIL MEMBER VALLONE: Would there be a
22 separate tool -- sorry, Chair for taking the time --
23 but would there be a separate tool for commercial
24 traffic that would be different for residential
25 traffic; meaning, I know when we have school zones;

1
2 slow zones, we'll put down reduced speed signs;
3 [background comment] speed bumps, we'll change
4 things, but is there a different parameter or set of
5 tools that are used if we were gonna try to deter
6 commercial traffic; 'cause sometimes a speed bump,
7 because there's a school bus, [background comment]
8 wouldn't be used, but maybe a speed bump maybe used
9 on a route that's being used by trucks; is it all
10 governed by the same regulations or are there
11 separate standards?

12 RYAN RUSSO: Specifically for...
13 [crosstalk]

14 COUNCIL MEMBER VALLONE: For like a speed
15 bump, use of a speed bump.

16 RYAN RUSSO: Yeah, we have a specific
17 criteria, you know a truck route or a bus route we
18 wouldn't put them on there and... [crosstalk]

19 COUNCIL MEMBER VALLONE: But see that
20 goes to the problem; if we're trying to stop a truck
21 route. [background comment] 'Kay, no, jump in; I
22 would rather put questions at the same time.
23 [background comments]

24 COUNCIL MEMBER MILLER: So non-truck
25 route, I think -- are we talking about that too,

1
2 which happens to be my problem; that they [background
3 comment] travel down streets -- would that be an
4 appropriate place to have a speed bump?

5 RYAN RUSSO: A non-truck route, correct.

6 COUNCIL MEMBER MILLER: Correct.

7 RYAN RUSSO: Exactly. So... [interpose]

8 COUNCIL MEMBER VALLONE: So that... that...

9 RYAN RUSSO: so the idea is, off the
10 truck route, on the streets that people might be
11 cutting through, if they think they're saving time on
12 a residential street that's not a truck route, street
13 direction changes; speed bumps, these sorts of things
14 could potentially, you know, both improve quality of
15 life and basically take away the benefits of the cut-
16 through traffic.

17 COUNCIL MEMBER VALLONE: Then maybe it'd
18 just be a policy change way, 'cause if working with
19 your office, 'cause I know you were put in charge of
20 this, there isn't tons of streets we're talking about
21 and I think each one [background comment] of the
22 council members and the community boards could give
23 you like 10-20 in the entire district that you guys
24 could take an extra look at and it would make your
25 job easier to say here's the ones that everyone's

1
2 complaining about; let's take an action here and then
3 it's a quick way to address long-standing issues that
4 -- quality of life, especially in my neck of the
5 woods, is the number one problem and this is one of
6 those where there's plane traffic, truck traffic that
7 get people infuriated.. [crosstalk]

8 RYAN RUSSO: Absolutely.

9 COUNCIL MEMBER VALLONE: so anything you
10 could do to help. And the last thing I wanna say is,
11 please add us on the list; you said you started some
12 of these truck blitz areas, [background comment] you
13 tried it in Brooklyn; maybe we could try some in some
14 of these areas.

15 RYAN RUSSO: Great.

16 COUNCIL MEMBER VALLONE: Thank you, sir.

17 CHAIRPERSON RODRIGUEZ: Council Member
18 Menchaca, followed by Council Member [background
19 comments].

20 COUNCIL MEMBER WEPRIN: Alright. Thank
21 you, Mr. Chair; thank you, Mr. Menchaca.

22 So just on Council Member Vallone's
23 issue, 'cause obviously those of us who represent
24 Eastern Queens, and Daneek, Paul and I are in a row
25 up there, this is a big issue that we hear and as

1 Paul is pointing out, it isn't every street, it's
2 certain streets and really is a pretty small list, so
3 it would be nice -- I know you say you're on the same
4 page, but you seem really reluctant to do any signage
5 and you talk about other solutions; could we have a
6 group of people or task force go to each of these
7 districts and go through, 'cause I think in one
8 afternoon you can do them to see what solutions can
9 be offered, because it is a problem we do get a lot
10 of complaints about, is the truck traffic using these
11 alternate streets and they tend to go right through
12 residential neighborhoods?
13

14 RYAN RUSSO: Yeah no, I think absolutely
15 we can work together, we're... go on site, [background
16 comment] do investigations, we're [background
17 comment] definitely sort of open for business on the
18 issue; it's just... [crosstalk]

19 COUNCIL MEMBER WEPRIN: Right. Well it
20 would be nice after this hearing if you could call
21 our office and try to set up site visits, because you
22 know there are solutions; we just wanna know what
23 they are, you know we're not... I don't think Council
24 Member Vallone's married to this idea of signage,
25 just trying to stop a problem.

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RYAN RUSSO: Got it.

COUNCIL MEMBER WEPRIN: Correct, Paul?

COUNCIL MEMBER VALLONE: Yeah,
absolutely.

COUNCIL MEMBER WEPRIN: Okay. Alright.
Couple other questions I had; on Council Member
Chin's bill and the problem that she has with the
Canal Street issue, there's no doubt that a large
amount of that traffic that she's experiencing is
this bridge shopping problem and a lot of us are
advocating for a change in the toll policy; I was
just wondering whether you've analyzed that problem
lately, because the Verrazano Bridge being a one-way
toll of \$15 -- going up, by the way, later this month
-- has caused an enormous amount of people to get off
the highways and get onto those local streets where
guys like Carlos Menchaca are riding their bicycles
to work and it's causing a big problem; I mean
pedestrians are getting killed, the traffic is
enormous, the asthma rates are going up, pollution's
going up, so there is a solution here that I know the
Chair and a lot of us are working on; I'm just
curious if it's an issue that you have focused on, on

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2 how to change those tolls; maybe it won't solve all
3 the problems... [interpose]

4 RYAN RUSSO: Right.

5 COUNCIL MEMBER WEPRIN: but it certainly
6 will be a big help to that Canal Street problem.

7 RYAN RUSSO: Yeah, I mean I think we're
8 focused on where the crashes happen and what caused
9 them and how we can improve overall safety and
10 operations and everything from enforcement, truck
11 design, etc. You know I think what we can do is look
12 back at the crashes a little more closely, especially
13 the fatal ones and look more closely at sort of, you
14 know origin and destination issues and where they
15 were geographically and talk more about -- you know,
16 I think if we looked at the fatalities, you know
17 whether there was some sort of market incentive to be
18 somewhere they wouldn't normally be, that would be
19 interesting to look at.

20 COUNCIL MEMBER WEPRIN: Yeah, I don't
21 there's any doubt there's a market incentive for them
22 to be there; there is definitely; I mean they could
23 save a lot of money every day and they do it often,
24 so I think that would go a long way to solving this
25 problem or helping this problem, alleviating it at

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2 least; not solving it, 'cause you know, getting rid
3 of trucks. Another thing that's out there and I
4 haven't heard you talk about and I don't know... I know
5 it's a ways off, but Congressman Nadler has been a
6 very big proponent of the Cross Harbor Rail Tunnel to
7 try to get some trucks off the street; having them
8 use rail through Manhattan; has that been something
9 you guys have talked about or analyzed or have come
10 out in favor of or come out with a position on?

11 RYAN RUSSO: Well our partners at EDC are
12 really looking at sort of goods movement across the
13 harbor comprehensively, so we really should follow up
14 with them and talk to them about that they're looking
15 at; I think all of the options.

16 COUNCIL MEMBER WEPRIN: The Cross Harbor
17 Tunnel though has not been something that has been
18 ruled on or had a decision made on by the Department
19 of Transportation...

20 RYAN RUSSO: No.

21 COUNCIL MEMBER WEPRIN: that you know of?
22 Okay. I know that there's a lot of hearings going on
23 currently in a lot of the boroughs and I know
24 Congressman Nadler has been very adamant about this,
25 trying to get this done; I think it's a good idea;

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2 anything that gets more truck traffic off the streets
3 I think is a good idea, especially off our local
4 streets. Thank you, Mr. Chair.

5 CHAIRPERSON RODRIGUEZ: Thank you.

6 COUNCIL MEMBER MENCHACA: Thank you,
7 Chair and thank you, DOT for bringing us some
8 beautiful maps and information, and really where I'll
9 begin the conversation is to kinda share -- and I'm
10 glad Council Member Weprin from Queens outed me as a
11 proud and safe pedestrian and bike rider in the city
12 -- thank you, Council Member Weprin, and really I'm
13 thinking about Sunset Park right now, in my district
14 in Red Hook where we have a healthy industrial
15 manufacturing area and we are experiencing some acute
16 issues with some changes in DOT's parking regulations
17 on 17th Street; what I don't wanna do is get into the
18 weeds on this, but what I wanna share with you is
19 that what we're seeing is that when you move a
20 problem from... when you solve a street problem on say
21 17th, all we do is move it to another street and so
22 my big question for the task force is to kinda tell
23 me a little bit more about this task force; who's
24 involved and are you looking at that kind of micro
25 ecosystem change in this task force; are you going

1
2 down that deep into neighborhoods and evaluating the
3 changes and the potential moving from problem from
4 one street to another?

5 RYAN RUSSO: Right. The task force is
6 focused on the broader regulatory and operational
7 sort of concerns around sort of the trucking industry
8 as a whole, sharing knowledge, innovation, whether
9 it's sort of side bars, regulatory enforcement
10 practices, making sure the City knows what the
11 State's doing, that sort of thing. The local
12 neighborhood issue, that's our bread and butter at
13 DOT and we can always look at that, and that's why we
14 have at times disappointed the residents of one
15 street because we have to work on having sort of a
16 neighborhood, citywide, boroughwide perspective and
17 we don't wanna push -- the last thing we wanna do is
18 sort of push problems around; you know that said --
19 and you know I'm not familiar with your specific
20 issue, but that's what we have to do every day in our
21 business and like I said, sometimes we let people
22 down because we don't want to say de-designate one
23 thing and put it somewhere else and then we just move
24 the problem around.

1
2 COUNCIL MEMBER MENCHACA: I guess for
3 later, and my main point and I wanna move to some
4 other questions, is that we really look at a
5 neighborhood in specific and I think there's some
6 really great ideas that I'm already hearing in
7 kitchens; I'm going into people's homes to think
8 about one street and another and there's some really
9 great ideas that I'm hoping to integrate and compare
10 notes on your data, because some of these incidents
11 from the NYPD that are kinda getting captured as
12 vehicular incident are not capturing the essence of
13 what's actually happening when there's a near injury,
14 and so I'm just hoping that we can talk a little bit
15 more about how we engage the community in that way to
16 bring some of that information. [background comment]
17 Second, I'm kinda curious about how you're engaging
18 truck drivers in this conversation, so one of the
19 things that, as a proud biker, bicyclist in the city
20 is that we're bringing pedestrians, bicycle riders,
21 car drivers and are we bringing truck drivers to this
22 conversation; are you engaging them as industry; are
23 they in your roundtable; are they telling you a
24 little about their frustration, if they can't turn
25 left at this street or that things change and they

1
2 don't get a sense of what's happening and what you're
3 seeing right now is -- and I've seen it, I've kinda
4 taken photos of it, where a truck driver's arguing
5 with a neighbor, a resident in Sunset Park and that
6 level of frustration never gives you -- or
7 immediately gives you the situation, that the truck
8 driver's already starting with a frustration level
9 and then they end up doing whatever they want, and so
10 are they really being engaged in this conversation?

11 RYAN RUSSO: Yeah and I'm gonna throw it
12 over to Stacey, whose sort of primary job is the
13 engagement in that conversation and short answer is
14 yes and we're doing a lot around that and so the
15 reality of trucking industry is very important that
16 we sort of work together and collaborate with. So
17 Stacey, why don't you... [crosstalk]

18 COUNCIL MEMBER MENCHACA: I'd like to
19 learn how.

20 STACEY HODGE: Alright. Thank you so
21 much for that question.

22 COUNCIL MEMBER MENCHACA: Yeah.

23 STACEY HODGE: In 2008 we had a truck
24 summit, which we led with the Teamsters and the State
25 and the Port Authority and others and since 2008 we

1
2 have kept that cluster of truckers engaged with us as
3 we look at other projects. So they have been parts
4 of focus groups, they've allowed me to go in with my
5 consultant team and show them pictures of different
6 things that we're considering and say well what do
7 you think of this; what will work for you; what do
8 you need as far as routing. The Deputy Commissioner
9 mentioned that we're updating the truck route map
10 right now; we had a focus group with some of those
11 stakeholders to say what would help you stay on
12 route; what's gonna help you plan your route better
13 so we can improve the truck route and incorporate
14 those ideas. So we always include the industry, ever
15 since 2008, since that first truck summit; the topic
16 of that summit was; what are the barriers to you
17 operating in New York City. So they got to share
18 their barriers and then we as regulators got to say
19 well here are our problems with how you operate and
20 how do we come together. So that's been going on;
21 it's been going very well and actually, three of the
22 blitzes that happened in Brooklyn were on McDonald
23 Avenue; that may be near where you are, [background
24 comment] and that's a through truck route, because we
25 wanted to hear from the drivers where are you going,

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2 where are you coming from and also be cognizant of
3 the fact that people in that neighborhood are
4 concerned about off-route trucks. So we tend to do
5 that anywhere we have a project; we've done a project
6 in Maspeth, Queens; they were concerned about trucks
7 cutting through; we did a lot of enforcement blitzes;
8 our blitzes are not just about enforcement; it's also
9 about -- do you have this truck route map; where are
10 you going and where are you coming from and was this
11 the best route for you, so we have been engaging the
12 industry and we have a very good relationship with
13 the Motor Truck Association for New York, New Jersey
14 and the Teamsters.

15 COUNCIL MEMBER MENCHACA: Great, and I do
16 see the Teamsters here in the crowd. Hello. And I
17 wanna make sure that that is being felt, not just on
18 you all, but with the community, because I think
19 there's an opportunity here to increase relationships
20 with the truck drivers and right now we're just
21 seeing a kind of contentious, frustrated relationship
22 and for Sunset Park, it's in the middle of its boom
23 right now with manufacturing, and you mentioned
24 manufacturing as an indicator for more trucks; we
25 wanna make sure that we're thinking about that and

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2 bringing all members to the table to have that
3 conversation. And as a last note, I know we're
4 looking and focusing on injuries, but air quality is
5 such a big issue and I just wanna throw that out
6 there, since I have you here, that Sunset Park in a
7 big way is thinking about how that's also injuring
8 our local neighbors and I'll pause there and I'll
9 wait for the next round of questions, for the next
10 round. Thank you.

11 COUNCIL MEMBER REYNOSO: Thank you. I
12 dropped some coffee here, so my notes are a little --
13 but I just wanna thank Department of Transportation
14 for being here, Mr. Russo for your comments; I do
15 wanna say I had an issue with a specific street; I
16 have many streets that are of concern in
17 Williamsburg, given that it's a large IBZ and most of
18 the waste transfer stations are in my district, so we
19 see that regularly; they added a speed bump to one
20 street and I think the residents said that they went
21 from seeing about 60 trucks on that street -- that is
22 not a through truck route -- to about 1 or 2 a day
23 and that when they do go through it, their trucks get
24 destroyed by the speed bump, so they love it, they
25 like to see when the trucks go through, they go out

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2 to their door, it's like an event for them now,
3 because they love to see the driver wobbling around
4 in his seat as he tries to go over the speed bump, so
5 it worked, it worked; we asked the DOT to do that for
6 us. Well we asked them to change it to a one-way,
7 against where they want to go, change it; it's a two-
8 way street; make it a one-way that would work counter
9 to them cutting through and they said that they
10 thought this would be a better idea and it actually
11 did work; it was a great recommendation, so I do
12 wanna commend DOT, that they absolutely listened to
13 the folks in our district, and we're far from where
14 we need to be, but they are making progress, they
15 listened to us in Brooklyn, specifically, just wanna
16 say; I don't know how it is in every district, but
17 they are trying to make progress.

18 So your study is amazing, the Pedestrian
19 Safety Study that you guys did in Brooklyn is second
20 to none. Every single area that I wanted to address
21 is a priority point in your document; all the
22 dangerous intersections, all the dangerous lanes are
23 -- so you guys know where the problems are and now
24 you guys are gonna come up with solutions. I do
25 think that the speed bumps are one way to go, but

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2 even then, they need to be inputted by the Council
3 Members, right, so the Council Member need to make
4 requests on behalf of members of the community that
5 are complaining about a street; I mean there seems to
6 be a little difficult, I think is what you're saying,
7 to proactively be able to go out there, go through 90
8 percent of the streets to find the 10 worst ones to
9 be able to apply this to. But in the streets where
10 they're identified by the community and by the
11 Council Members, can those be studied independently
12 and see if there is a trend in those streets that is
13 at a higher rate than your other streets or is a
14 higher concern than your other streets? Maybe it's
15 not the 10 percent worst, but it's definitely a
16 street issue and that we wanna address it that way.
17 I think that you guys should look into that process,
18 letting it be Council Member or community-driven.

19 The next thing I wanna say is, getting
20 rid of all trucks is the only solution, but we can't
21 do that right now, so I do think that enforcement
22 needs to step up; this is an NYPD issue as well;
23 these trucks that are going through the through
24 routes in some areas, yes, they're going because the
25 businesses are in those routes, but in most cases

1
2 they're just trying to go through shortcuts and we
3 need to start going after those guys aggressively.

4 When we do truck blitzes in my district,
5 I think the last time we did it we were able to in
6 two hours get like 78 tickets posed and that could
7 pay for two people on the streets giving out tickets,
8 so I don't understand exactly why NYPD wouldn't wanna
9 continue to do that, given how much funding it could
10 generate or money it could generate until they fix
11 the problem, but enforcement I think is a huge issue.
12 And I just wanna know; what is your relationship with
13 NYPD in regards to enforcement of a lot of these
14 truck traffic issues?

15 RYAN RUSSO: Sure. Well thank you for
16 the success stories; hopefully that inspires some
17 more; we appreciate it.

18 In terms of the NYPD specifically, I had
19 mentioned in my testimony the collaboration with
20 NYPD, we really built a strong foundation in the
21 years leading up to Vision Zero and that really has
22 sort of taken off in a much better way, stronger way
23 since. We coordinate with them on multiple levels,
24 meet with them, both sort of on local on-sites with
25 precincts and our borough commissioner's office, at a

1 leadership level from the commissioner, sort of
2 through the way down, and what we're really doing is
3 building a collaborative partnership; you know, a lot
4 of times there might be a real problematic location
5 that they see that they've been addressing with
6 enforcement and then they'll tell us that this is a
7 problem and they'll ask us to take a look at it from
8 a sort of street design perspective and we'll make a
9 change that allows them to then free up that
10 enforcement for another problematic location, and
11 we'll see things in the data where we believe that
12 there's an enforcement issue and it's not necessarily
13 a street design issue and they'll go and do
14 enforcement, that sort of thing. So there's a real
15 cooperation and sharing and I think that's gonna
16 really extend as we go forward to the issues around
17 trucks and I think what Keith and Stacey have been
18 doing on the task force with the enforcement work,
19 just talking, the sharing of data, I think you know,
20 we're focused on what the problem and being most
21 effective and they're just tremendously engaged under
22 Vision Zero, so we really have a great partner with
23 them.
24
25

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2 COUNCIL MEMBER REYNOSO: Well thank you,
3 and I just wanna say from North Brooklyn, the folks
4 out there, we're trying to do as much as possible to
5 get rid of many of these trucks off the streets, but
6 until we get that done, we think enforcement is
7 extremely important and again, it wasn't only on one
8 street, they did the speed bump on one street, but
9 they looked at, I wanna say like a four-block radius
10 in and around that area to really do the enforcement,
11 so I would encourage you guys to definitely work with
12 them one on one to try to handle a lot of these
13 situations, but I am supportive actually of both
14 bills; I think they're both great and I can't wait to
15 be a partner [sic]. Thank you.

16 CHAIRPERSON RODRIGUEZ: Council Member
17 Greenfield.

18 COUNCIL MEMBER GREENFIELD: Thank you,
19 Mr. Chairman; thank you for leading another very
20 important hearing in the City of New York on traffic
21 and truck safety.

22 I wanna thank all of you at the DOT for
23 the work that you're doing on this issue, we're
24 certainly grateful and we know that we are making
25 slow but steady progress, but we think that's the

1
2 right direction to go in, so we are very pleased by
3 that.

4 I wanna ask you, you know as Council
5 Members we're very focused on our local
6 neighborhoods; I do wanna zoom into some of the local
7 issues that I have. First thing I just want to bring
8 up before I get into some of the truck safety issues
9 is that we have a significant issue in parts of my
10 community, especially on 20th Avenue, 21st Avenue and
11 Bay Parkway where it's become illegal truck parking
12 zones and so basically what happens is, because these
13 are quieter residential blocks; obviously it's
14 illegal for the trucks to do so, but we get trailers
15 and tractor trailers and trucks and they just sit
16 there and they pretty much take the view that in the
17 grand scheme of things, even if they're gonna get a
18 ticket it's cheaper than for them to pay for parking
19 and these blocks, specifically 20th, 21st and Bay
20 Parkway are flooded with trucks and for those who are
21 in the audience or are watching at home, the issue is
22 that as a result it's a public safety issue because
23 you don't have a clear line of sight and it blocks
24 those areas and there becomes an increase in crime
25 and other incidences in those areas. Are you focused

1
2 on that at all; is that something that's sort of on
3 your radar screen in terms of truck safety?

4 RYAN RUSSO: We often get the complaints
5 for this kind of activity and will work, again, with
6 the NYPD on routing to them for the appropriate
7 enforcement; sometimes we'll change a parking
8 regulation sign to make it clear, working with
9 Sanitation overnight curb regulations, but in terms
10 of like what -- as the non-enforcement entity, I'm
11 not sure that there's something in particular we can
12 do, but we're happy to coordinate with them on it.

13 COUNCIL MEMBER GREENFIELD: So to be
14 clear, trucks may not -- this is for folks watching
15 at home -- truck may not park on residential blocks
16 in New York City; is that correct?

17 RYAN RUSSO: Right. [background
18 comments]

19 COUNCIL MEMBER GREENFIELD: It is
20 correct; I was setting you up; that was a softball.
21 Okay. So... so trucks may not park on residential
22 blocks... [crosstalk]

23 RYAN RUSSO: Correct.

24 COUNCIL MEMBER GREENFIELD: one of the
25 things that you mentioned [background comment] was

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2 signage; and I'm happy to chat more about it offline,
3 but is it possible in areas where there is
4 significant abuse to actually have signage even
5 though that's the law to actually say no truck
6 parking; that's something that you guys would
7 consider doing?

8 RYAN RUSSO: You think that would work?

9 COUNCIL MEMBER GREENFIELD: Well yeah;
10 I'll tell you why, because one of the reasons is that
11 police officers are not as well aware as you and I
12 are about the regulation and especially those folks
13 who are traffic enforcement agents and so if they had
14 clear signage then that would be easier for them to
15 actually give tickets.

16 RYAN RUSSO: I think there are many... I
17 think the solution to that is, if there's any... the
18 Police Department's a big place; if there's any part
19 of the Police Department who doesn't understand the
20 rules, we need to make sure that they understand
21 them.

22 COUNCIL MEMBER GREENFIELD: No, I
23 understand, but it's difficult, as you understand
24 with all that the police has to deal with in New York
25 at keeping crime at record lows; truck parking

1 enforcement is not at the top of their list,
2 unfortunately and so while we do on occasion, we have
3 stings and we do go in and we do ticket on a regular
4 basis, we don't have police officers ticketing and so
5 you have this -- and I'm sure I'm not the only area
6 in New York City where people have this problem where
7 trucks find an empty space and they just illegally
8 park there. [background comment] So if you would
9 consider having some signage, by request for those
10 particular areas that says no truck parking any time
11 and that way any police officer can give a ticket; I
12 think that would actually probably improve the
13 situation.
14

15 RYAN RUSSO: We can take a look.

16 COUNCIL MEMBER GREENFIELD: Appreciate
17 that.

18 The other thing I wanna ask is, you know
19 also in my neighborhood I have some areas that are
20 particularly congested, two come to mind, three
21 actually come to mind; Avenue M is one example, 13th
22 Avenue and Avenue J, where the truck traffic causes
23 massive amounts of congestion in an already over-
24 populated neighborhood; do you have any thoughts or
25 ideas on this or have you studied, for example on one

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2 portion on Avenue J, I have one store where there is
3 restricted parking in the morning so that deliveries
4 can come at a certain time in the morning; have you
5 thought a little bit more about that, especially in
6 some of the denser urban neighborhoods in terms of
7 restricting truck traffic, whether it's at a certain
8 time or other machinations like that to reduce the
9 congestion in those communities?

10 RYAN RUSSO: I think for an individual
11 street you would wanna do a time of day truck
12 restriction. I mean I think what we'd have to do is
13 really think through the neighborhood level impacts
14 because you might introduce diversions, turns; you
15 know, we have an issue with safety in turns; that's
16 where a lot of our conflicts and crashes occur, so I
17 think we'd have to look closely, think harder about
18 that whether that's practical.

19 COUNCIL MEMBER GREENFIELD: I guess my
20 question is, for someone like myself who has a few
21 blocks; let's call it three or four blocks that are
22 very heavily truck congested, are there best
23 practices that you use from other parts of the city
24 that we could apply that to? For example, 13th
25 Avenue is already a one-way street, so it doesn't

1 really help us to make it one-way; right...?

2 [crosstalk]

3 RYAN RUSSO: Right. Right.

4 COUNCIL MEMBER GREENFIELD: But Avenue J
5 is two ways and literally happens to me every day of
6 the week where I'm driving past Avenue J or Avenue M
7 and a truck parks illegally, unload; right, they...

8 [crosstalk]

9 RYAN RUSSO: Yeah.

10 COUNCIL MEMBER GREENFIELD: they don't
11 mind the parking ticket in the grand scheme of
12 things; right, and now because it's two-way, one lane
13 you're backing up traffic by several blocks, so do
14 you guys... [crosstalk]

15 RYAN RUSSO: Yeah.

16 COUNCIL MEMBER GREENFIELD: my question
17 is; do you guys think about that; do you look at
18 that... [crosstalk]

19 RYAN RUSSO: Absolutely.

20 COUNCIL MEMBER GREENFIELD: and do you
21 study it and what recommendations do you generally
22 have for those kinds of scenarios?

23 RYAN RUSSO: What we would do typically
24 is really look at the curb regulations and the
25

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2 trucking activity and Stacey could even elaborate on
3 it; in studies of corridors about when people are
4 receiving their deliveries and we can provide loading
5 windows and delivery windows along the curb so that
6 -- and then study those and monitor those in making
7 sure that there's enough availability for truck
8 loading so that the double parking and the going
9 around doesn't occur. Do you wanna elaborate,
10 Stacy...? [crosstalk]

11 STACEY HODGE: Okay. Yeah. So this is
12 right in our area of the toolbox; we have two
13 programs that we use to try to reduce double parking
14 by trucks; one is called Delivery Windows and the
15 other is our Off-hour Delivery Program. Delivery
16 Windows, we tend to look for corridors where it's one
17 lane each direction and you have a commercial strip,
18 so if a truck was to double park, the street really
19 became one lane; we have done this on Church Avenue
20 in Brooklyn and several other places, and what we do
21 is we'll go out and talk, we'll work with the
22 Business Improvement District and the Community
23 Board, we'll collect data along the corridor; we'll
24 usually do several blocks, and we'll figure out what
25 time of day we can dedicate the curb to trucks or

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2 parts of that block so we could reduce the double
3 parking and then we would put up time lapse cameras
4 and actually watch how it works and then we could
5 tweak that, because we may not get it completely
6 right the first time; we do a lot of outreach with
7 the industry as well, so this has worked very well in
8 Church Avenue, Brooklyn where the Community Board
9 there, CB14 speaks very highly of the program because
10 it was a congested corridor, and no one wants to come
11 and shop on a congested corridor and we were able to
12 address that by putting in delivery windows for
13 several blocks on the corridor, we did our time lapse
14 study; found that some trucks weren't using some
15 windows that we had put in, so we took those out; at
16 other places they were over-using, so we put in a
17 little bit more there. So these are things we can
18 definitely do in coordination with a Community Board
19 and the business improvement district for that area
20 to develop a project such as that.

21 COUNCIL MEMBER GREENFIELD: Okay, we're
22 not so fancy; we don't have a business improvement
23 district, but I will definitely have our local
24 Community Board, Community Board 12, reach out to you
25 on these issues and I'll also flag one other place;

1
2 we actually have a very large bakery on 43rd and 15th
3 Avenue; it gets a lot of deliveries causes a lot of
4 traffic backup and so these are important quality-of-
5 life and environmental concerns and we're certainly
6 gonna reach out to you to try to see how we can use
7 some of those tools in your toolbox to improve our
8 local situation and I would appreciate it if you
9 would consider the signage for the illegal truck
10 parking, 'cause I think that would probably help us,
11 'cause once again, NYPD is great, but they have
12 limited resources and like I said, illegal truck
13 parking is not at the top of their infraction list in
14 the City of New York, unfortunately, but thank you.

15 STACEY HODGE: If I could add to that; we
16 briefed the Police Department a few months ago and we
17 told them this concern, because we're hearing it from
18 several communities, and what they asked us to do is
19 to get the Community Boards to write a letter to the
20 Police Department requesting a task force, because
21 they need to apply the resources for some of the
22 nighttime activity and then they will be better able
23 to put the resources for it. So that's what I've
24 been telling the communities... [interpose]

25 COUNCIL MEMBER GREENFIELD: Great.

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2 STACEY HODGE: who brought this to our
3 attention and our office is actually going to add to
4 the new truck map in bold that there's not parking of
5 trucks on residential streets, so it's going to...
6 [interpose, background comment] overnight, so we're
7 gonna make that prominent on the new map that we're
8 doing right now.

9 COUNCIL MEMBER GREENFIELD: Final
10 question related to trucks; someone actually just
11 tweeted the question at me; it's @nycgreenfield, and
12 for those of you following at home, the question is;
13 the [laughter] trucks in the city have much louder
14 horns obviously than is generally allowed; is there
15 sort of a regulation on local horns versus highway
16 horns and decibel levels, or is that something that's
17 pretty much unregulated; they get to use those very
18 loud horns?

19 RYAN RUSSO: We'll have to get back to
20 your constituent there on that one.

21 COUNCIL MEMBER GREENFIELD: Alright; I
22 appreciate it. Thank you very much.

23 CHAIRPERSON RODRIGUEZ: Very brief
24 follow-up question by Council Member Vallone and
25 Council Member Menchaca.

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2 COUNCIL MEMBER VALLONE: Yes, just real
3 quick and I will not shamelessly plug my Twitter like
4 my fellow council members. I thank you for the
5 possible use of a specific targeted task force; I
6 think they could be quick, very helpful; I think in
7 each of the districts and the communities we could
8 quickly outline some of those spots. And maybe this
9 thought, an individual request may have failed on its
10 own, but taken in the totality with other requests,
11 maybe then it would [background comment] warrant a
12 speed bump. I'll give you an example; sometimes we
13 put in a request from a constituent around a school
14 or park, but all of the criteria isn't met and it
15 doesn't, but if that same area is now on the same
16 street [background comment] of a commercial truck,
17 constant use, plus it needs slow down -- all of those
18 areas together maybe can be looked at to then put one
19 of the speed bumps or one of the additional ideas
20 that you came up with, [background comment] so that
21 might be a way to look at previous requests that the
22 communities really fought for but were unable to
23 succeed and maybe when you put them all together, now
24 this new site would warrant it, so that's a good
25 idea... [crosstalk]

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RYAN RUSSO: Yeah, that sounds good.

COUNCIL MEMBER VALLONE: Thank you.

COUNCIL MEMBER MENCHACA: And just one question, and I'm gonna follow up in a very big way with your interaction with the truck driver community, and the Teamsters is included in that; have you introduced any technological tools for your communication with the different truck driving -- so is there any technology that you've used and can you give us an example and how it's worked and how you measured that success?

STACEY HODGE: Okay. As part of the Vision Zero Truck Safety Task Force that we're doing with DCAS, DCAS just did a research project looking at various types of in-vehicle safety devices that could be pursued; they are ranking those and the companies who are a part of the Truck Safety Task Force, which includes some private companies, they are in agreement to test some of those, so that is an ongoing activity.. [crosstalk]

COUNCIL MEMBER MENCHACA: So you have some pilot programs going.

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2 STACEY HODGE: so we could pilot some of
3 these safety devices. So I think DCAS would be
4 better able to speak to that.

5 COUNCIL MEMBER MENCHACA: That would be
6 great.

7 KEITH KERMAN: Sure. Hi, Keith Kerman,
8 the Chief Fleet Officer for DCAS.

9 So there are a few things that we're
10 doing and we did in October form with a lot of
11 private fleets, about 400 companies and individuals
12 came in Flushing Meadows Park in October, including
13 most of the different industries -- the transport
14 industries, the utilities, the government, the public
15 sector -- two things; one, telematics, installing
16 tracking devices for location, speed.. [interpose]

17 COUNCIL MEMBER MENCHACA: Telematics;
18 what... is...

19 KEITH KERMAN: Getting downloads of where
20 trucks go in terms of, you know, vehicle location
21 data, hard braking and hard accelerating, basically
22 you know, from a training and preventive standpoint,
23 if you are flooring the accelerator or slamming the
24 brakes, that's a pretty good sign that there's unsafe
25 driving that's happening, as well as the ability to

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2 monitor speed. So you know the City is installing
3 fleet tracking devices in all City vehicles; we have
4 about 16,000 done, which are allowing us to start
5 with speed and safety reporting at that very
6 individual truck level and all day long. To give you
7 an example, Fresh Direct has done something similar
8 with their 300 vehicles in the city and they've
9 actually been presenting to us, so talk about the
10 partnership, and they really focus on things, they
11 have had tremendous success looking at the hard
12 braking habits of their employees, since that is a
13 signal, just for any driver, but it's truck drivers
14 as well, that if you are driving in a manner that
15 requires you to keep slamming your brakes and now we,
16 through modern technology, we can report that out
17 exactly where it happens when it happens; that's a
18 pretty good sign that we can do something.

19 In addition, I also should mention, in
20 the testimony we did a report with U.S. DOT with the
21 Volpe Center about truck guards; we published that
22 report just a couple weeks ago as part of the mayoral
23 announcement and we have started the installation,
24 which really happens everyday now, we're gonna do at
25 least 250 this year of installing truck guards on our

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2 City vehicles and we have obviously some of the most
3 prominent and largest truck operations in the city.
4 But we've gotten tremendous response from fleets; I
5 won't announce them publicly, to let them do that
6 themselves, but a lot of utility fleets, university
7 fleets, other governmental fleets have become really
8 interested in whether they should be doing that and
9 to start that project with us, so we've been meeting
10 with a lot of other fleets that operate in the city
11 about putting truck guards on.

12 COUNCIL MEMBER MENCHACA: Thank you.

13 CHAIRPERSON RODRIGUEZ: Council Member
14 Reynoso.

15 COUNCIL MEMBER REYNOSO: Yes, I have to
16 go to an Education Hearing, but I had a question; the
17 truck guards came up and I just wanna again speak to
18 the progress that we're making in regards to doing
19 everything possible to protect pedestrians; when we
20 talk about even the Sanitation Department is now
21 putting truck guards on some of its vehicles as well,
22 and it speaks to our response to pedestrian deaths or
23 for our response in an effort to have pedestrian
24 safety be a priority, and it seems like there's other
25 agencies in the City of New York that haven't

1
2 necessarily responded with measures the same way the
3 Department of Transportation or hasn't encouraged
4 folks the way the Department of Transportation has,
5 to really come out and do more. For example, in the
6 MTA, where buses seem to be in truck traffic crashes,
7 or in -- when we talk about crashes and pedestrian
8 deaths, where do trucks rank and where do buses or
9 MTA rank; do you guys have that information?

10 RYAN RUSSO: Sure. Well statistically
11 the... what we look at is generally the three-year
12 average and for pedestrian-bicycle fatalities, buses,
13 and this is non-MTA, in the testimony I gave the
14 average pedestrian and bike per year from 2011-2013
15 was 20 truck crashes with pedestrians or bikes
16 resulted in their death; that was 13 percent; all
17 buses has averaged historically a little over 9
18 pedestrians and cyclists per years, which is around 6
19 percent of the total moan [sic] fatalities. In 2014,
20 the entire number of buses, it was 16 pedestrians and
21 cyclists together that were killed, so we did see an
22 increase in that first year and that's 11 percent of
23 all of the pedestrian-cyclist deaths combined.

24 COUNCIL MEMBER REYNOSO: Okay; just
25 wanted to make sure we're really doing everything we

1
2 can to put as much pressure on folks like truck
3 drivers to do more and holding them accountable for
4 it; I hope that we can do that across the board,
5 given that they're not the only people that are
6 killing folks on the streets when it comes to
7 accidents when it comes to crashes, so thank you very
8 much for your time.

9 CHAIRPERSON RODRIGUEZ: Thank you. And I
10 just would like to continue the conversation; I
11 believe Vallone's bill has its merits, [background
12 comment] I think it's, even though I have not signed
13 the bill, but I believe that, especially in those
14 dangerous intersections we know that for the benefit
15 of the truck drivers and everyone, I believe that to
16 put a sign saying no trucks except local deliveries
17 is something that I hope that we should be able to
18 work on, and so even though I know we heard your
19 position, but I just hope that we can continue the
20 conversation and probably have a walk through those
21 areas and see how we can work together.

22 RYAN RUSSO: Sounds good. Very good..
23 [crosstalk]

24 CHAIRPERSON RODRIGUEZ: Thank you.
25 Thanks.

1
2 RYAN RUSSO: Thank you.

3 CHAIRPERSON RODRIGUEZ: Now let's call
4 the next person, our Manhattan Borough President,
5 Gale Brewer.

6 [background comments]

7 GALE BREWER: So thank you Chair
8 Rodriguez and the members of the Transportation
9 committee and I'm here to be supportive of Intros
10 0315 and 0641 by Council Members Chin and Vallone;
11 safety is one really important issue regarding truck
12 routes and trucks in New York City and the testimony
13 talks about the two bills, but I know you've done
14 that, so I won't repeat it. But I do know and you've
15 heard just recently that New York has made notable
16 progress in making our streets safer; we have lowered
17 the speed limit, redesigned dangerous intersections
18 and passed laws to hold reckless drivers more
19 accountable and I think as a result pedestrian deaths
20 in our city fell to historic low last year; it's an
21 accomplishment of which we should all be proud, but I
22 think we all know there's much more that we can do to
23 ensure the safety of pedestrians and bicyclists and
24 everyone, starting with these two Intros. We know
25 that in 2014 truck collision resulted in the deaths

1
2 of 23 pedestrians and one bicyclist; these bills will
3 allow us to study the role trucks and truck routes
4 played in helping to create unsafe commuting
5 environments that led to these tragedies and we want
6 to create a more comprehensive plan to improve
7 safety, we all agree on that.

8 There's no denying the important role
9 trucks play in supporting our city's economy;
10 according to the Port Authority, 320 million tons of
11 freight move through New York City metropolitan
12 region each year and what's more, 80 percent of these
13 goods are carried by trucks, but clearly a vital
14 component to ensuring goods are transported
15 throughout our city this incredible volume of trucks
16 adds to Manhattan's notorious congestion problem -- I
17 know you have congestion in Brooklyn too, but there's
18 a lot in Manhattan -- and helps create dangerous
19 commuting environments for pedestrians and
20 bicyclists. Though trucks cause safety problems all
21 over the city, they are particularly a problem in
22 Manhattan; according to data cited by DOT, by their
23 recently released Manhattan Borough Safety Plan --
24 it's also a good plan -- trucks are involved in 25
25 percent of pedestrian in Manhattan and unfortunately

1
2 it's a far higher percentage than in the rest of the
3 city.

4 Unsafe commuting conditions are caused in
5 part when trucks illegally deviate from designated
6 truck routes in the city. According to data released
7 by the DOT in 2007, which was the last comprehensive
8 report on truck safety carried out by the Department,
9 we know that trucks are illegally deviating from
10 their routes all too frequently. In fact, of the
11 2,389 collision studied in that report, 35 percent
12 occurred while a truck driver was operating off of a
13 designated truck route. These are collisions that
14 could have been avoided had these trucks stuck to
15 designated routes. I urge the NYPD to step up
16 enforcement efforts against trucks that are illegally
17 deviating off designated routes, although I know from
18 personal experience you can be on a designated route;
19 you still have to do your local deliveries in the
20 areas. I know in many cases you have three or four
21 turns before you actually have to get off and will
22 get cited if you're on the non-designated route
23 because you have to make local deliveries and I think
24 it's a bit complicated for the Police Department, so
25 something to think about.

1
2 As anyone who crosses Canal Street on a
3 routine basis knows all too well, trucks contribute
4 to dangerous commuting environments even when they do
5 stick to designated truck routes. Crossing the
6 street along designed truck routes all too often
7 leads to the death or serious injury of pedestrians
8 or cyclists. On Canal alone, just this past fall,
9 large motor vehicles struck and killed four
10 pedestrians as they attempted to cross the street.
11 Many have had close encounters and including Council
12 Member Margaret Chin.

13 I appreciate the efforts taken by DOT and
14 NYPD to address safety in the Manhattan Borough
15 Safety Plan. There are several components of the
16 Safety Plan geared toward improving the safety of
17 pedestrians and cyclists regarding trucks, including:
18 encouraging overnight delivers, and I'll talk more
19 about that; cracking down on double parking, which
20 you just had a discussion of, and stepping up
21 enforcement on trucks that fail to yield to
22 pedestrians. Many of these actions will likely help
23 improve safety conditions for all commuters in the
24 Borough. There is concern, however, that increasing
25 off-hour deliveries could worsen the incidents of

1 collisions due to increased driver fatigue. I'd love
2 to hear more about that from the Teamsters and trying
3 to figure out how to actually implement off-hour
4 deliveries is a challenge, because who's going to be
5 in the bodega when the off-hour truck arrives? These
6 are real issues. For this reason, the University
7 Transportation Research Center has recently launched
8 a project to study the impact of nighttime deliveries
9 in New York City, and I hope that we will all pay
10 attention to the findings.
11

12 Additionally, more must be done to ensure
13 that the trucks that are entering Manhattan are
14 within the legal weigh limit and meet safety
15 standards. Based on my own experience, I know
16 commercial vehicles routinely ignore weight limits.
17 This is -- you can tell how old I am -- in the 1980s,
18 for instance, I conducted a survey of weight stations
19 for trucks entering Manhattan and I believe that not
20 one was complying with weight rules and regulations,
21 so the more things change, the more they stay the
22 same. I have little reason to believe much has
23 changed in the 35 years since I initially conducted
24 the survey. Overloaded trucks are therefore entering
25 Manhattan on a daily basis, contributing to unsafe

1 conditions and the degradation of our streets. Part
2 of this problem, I think, is due to New York State's
3 relatively lax weight station regulations. Our state
4 has several fixed inspection and weigh stations,
5 along with a system of random enforcement, many of
6 our neighboring states have much stricter standards,
7 however. In Connecticut, for instance, every single
8 commercial motor vehicle is required to stop at weigh
9 stations, while New Jersey requires any vehicle
10 weighing over 10,000 pounds or more to stop and be
11 weighed. We should consider employing a similar
12 strict standard in New York to crack down.

14 We should also be ensuring that trucks
15 entering Manhattan are meeting additional safety
16 standards, such as ensuring the proper quality and
17 functioning of truck tires, brakes and lights. We
18 should be ensuring these standards are being met by
19 providing DOT and NYPD with dedicated resources to
20 implement these stops.

21 The volume of trucks entering our city
22 each day is not only contributing to unsafe commuting
23 environments, but other problems. For instance, our
24 reliance on trucks worsens our city's terrible air
25 pollution, which was brought up by one of the Council

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2 Members, which in turn causes New York to have one of
3 the highest asthma rates in the country. Our
4 reliance on trucks is extremely inefficient and harms
5 our city's local economy. New York City is the only
6 major city in fact in the world that is not connected
7 to its country's national freight rail network; you
8 know where I'm going with this one. Lacking the
9 infrastructure, we instead move goods by truck, which
10 is more expensive. In fact, moving goods just two
11 miles from Manhattan to New Jersey can cost the same
12 as transporting goods 500 miles or more in areas of
13 the country that are supported by rail.

14 To reduce our reliance on trucks, we
15 should look towards alternative modes of transporting
16 goods. I am a supporter, for instance, of the Cross
17 Harbor Rail Freight Tunnel, championed by Congressman
18 Nadler, also called the Nadler Cross Harbor Rail
19 Freight Tunnel, which would connect Brooklyn, Queens,
20 Long Island, Westchester and Southern Connecticut to
21 the national freight rail grid. It is estimated that
22 creating this tunnel would remove roughly 500,000
23 trucks from our congested streets each year,
24 increasing safety and improving delivery. I join
25 others in advocating for long-term solutions such as

1 this tunnel to help reduce our reliance on trucks.

2 While we secure the funding, and the Congressman has

3 definitely started to get funding for studies and

4 political support to make this tunnel a reality, we

5 can also begin taking more trucks off our roads by

6 increasing freight delivery via float bridge systems.

7 Transporting more of our freight via our waterways is

8 something we can do immediately to help reduce trucks

9 in Manhattan.

10
11 Thank you again for the testimony here

12 today and for the hearing, for holding it, and I

13 certainly support the bills, they will bring much

14 attention to the safety concerns posed by trucks, and

15 they will bring much interest to the topic and to

16 solutions that are not quite with us as we speak here

17 today. Thank you very much, Mr. Chair.

18 CHAIRPERSON RODRIGUEZ: Thank you,

19 Borough President; great suggestions and we hope to

20 continue working with you on this.

21 GALE BREWER: Thank you.

22 CHAIRPERSON RODRIGUEZ: Thank you.

23 GALE BREWER: Thank you very much.

24 COUNCIL MEMBER GREENFIELD: Thank you,

25 Madame President.

[background comment]

CHAIRPERSON RODRIGUEZ: Paul Bader, Renee Schoonbeek and Angel Martinez.

[background comments]

RENEE SCHOONBEEK: Chair Rodriguez and members of the Committee, my name is Renee Schoonbeek; I'm the Vice President of Planning and Capital Projects of the Hudson Square Business Improvement District. Hudson Square is roughly bounded by Houston and Canal Streets, Route 9A and 6th Avenue and home to the Holland Tunnel; it is one of the priority areas identified in the Vision Zero Manhattan Pedestrian Safety Action Plan.

Hudson Square was once known as the printing district; the buildings were built in the 1930s for manufacturing; at that time, an estimated 12,000 people worked in the district; around the same time, the Holland Tunnel was built to accommodate 15 million vehicles per year. Today, the neighborhood is a hot hub of creative industries and with a daytime population of 60,000 and the tunnel now moves 35 million vehicles per year. The number of cars and trucks has doubled and our daytime population has tripled; however, our streets continue to be treated

1 as a staging area for the Holland Tunnel. The BID,
2 working closely with Community Board 2 and DOT, is
3 creating a more pedestrian-friendly environment. In
4 February 2012, we started our own Pedestrian Traffic
5 Management Program to keep traffic from blocking
6 crosswalks on Varick Street during rush hour. In
7 October 2012, we launched our Streetscape Improvement
8 Project, a five-year, \$27 million public-private
9 partnership between the BID and the City that
10 includes initiatives to improve pedestrian safety and
11 calm traffic. A year later we started implementation
12 and the project is now well underway.

14 One of our initiatives is the redesign of
15 Hudson Street between Canal and Houston Streets that
16 will reduce the overly-wide travel lanes to standard
17 width, leaving room to extend the western side of 3-6
18 feet and create a linear park and will include a
19 protected bike lane and planted pedestrian safety
20 islands at the intersections. However, the BID alone
21 cannot address the impacts of a regional
22 transportation facility on a neighborhood that is now
23 alive with people. We applaud the Committee's
24 commitment to making our street safer through better
25 street designs, regulations and enforcement and look

1 forward to working with you to expand these efforts.
2 Thank you for this opportunity to testify on behalf
3 of the Hudson Square community.
4

5 PAUL BADER: Good afternoon, Chair;
6 members of the Council. My name is Paul Bader; I'm a
7 small business owner; I'm a printing owner and this
8 issue of truck traffic in New York City is an issue
9 that I have dealt with for the last 30-40 years of my
10 life and first I'd like to give you a little
11 background of where that comes from and then address
12 the issues that we're dealing with today.

13 I grew up in this city, I grew up in
14 Queens; I spent my whole life here, I've been riding
15 a bike in this city for over 50 years, I've
16 participated in every major bike ride, I've ridden,
17 in all five boroughs in this city and I continue to
18 ride today. Became a driver as I grew up and I
19 became a taxi driver; after that I became a driving
20 instructor; once again in all five boroughs of the
21 City of New York.

22 Then I became a truck driver for a
23 company in the Bronx and again I drove a truck
24 throughout the five boroughs, as well as in the
25 metropolitan region. Then I started a printing

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2 business in the Hudson Square district; as a matter
3 of fact, was involved there with a number of issues,
4 including being the Chair of the Transportation
5 Committee on that Community Board and then when I was
6 in Brooklyn, I was on the transportation committee
7 there.

8 I am again in the printing industry; now
9 located, 'cause so many of us were forced to leave
10 the Hudson Square area, and many of us have relocated
11 now in Long Island City, which is again now a new
12 evolving neighborhood, it's very simple; if you wanna
13 follow -- anybody who wants to invest their money,
14 invest where the printers are, because that's always
15 the next emerging neighborhood historically in the
16 City of New York.

17 But the perspective that I bring is that
18 of understanding the need and the role that truck
19 drivers and trucking industry and businesses play in
20 the City of New York. It is so unfortunate that this
21 city, unlike most of the rest of the world, demonizes
22 truck drivers they way they do. There is a
23 historical priority relative to the movement of
24 vehicles, whether it's on the land or in the water;
25 happened to be a sailor also, and that has always

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2 been the same and continues to be the same most
3 places in the world except for New York City. The
4 first priority has always been large vehicles that
5 transport many people, be it a ferry or a bus or a
6 train; immediate below that are trucks, commercial
7 traffic that transport the services and the goods,
8 mostly the goods for multiple people; trucks are not
9 individual units, they are transport mechanisms for
10 goods that serve thousands, millions of people; that
11 is why historically they have always resumed the
12 number two priority in the list of what is important
13 and what should have rights relative to the modes of
14 transportation in the world. However, this city now
15 looks at these people as the bane of the existence,
16 they are only looked upon sometimes -- the only
17 vantage they're even looked upon is, is a revenue
18 resource for the city because they're the easiest
19 people to ticket, whether it's parking or anything
20 else and that needs to change, we need to change the
21 attitude that people have to these trucks. Too many
22 people want it both ways, they want all of this local
23 produce that's made in Upstate New York and Long
24 Island and New Jersey and they want all this
25 wonderful local cooking and all the restaurants that

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2 serve this, but they expect this stuff to just drop
3 into the sky and appear on the shelf.

4 Now, the problem is that in all of the
5 neighborhoods where people want this, many of these
6 neighborhoods which of course are areas that had once
7 industrial buildings, which are their conforming
8 uses, and some of these industrial buildings have now
9 become residential. Well, the conforming user is
10 still the manufacturing industrial tenant, but once
11 some of these buildings get changed, these industrial
12 uses, which are their conforming use, become second-
13 class citizens to the nonconforming user which is the
14 newer residential tenant; I think that that's
15 backwards, okay, I really, really think that that's
16 backwards.

17 Now one of the problems of course is, is
18 that there are so few people who come and appear
19 before Council or any other places and speak for
20 these people. Why? Because most trucks are not UPS,
21 but they're local individual truck drivers or they're
22 truck drivers that work for small individual
23 companies; almost every manufacturing business in the
24 City of New York has at least one truck that makes
25 deliveries of their products throughout.

1
2 Now we need to make, I believe...

3 [interpose]

4 CHAIRPERSON RODRIGUEZ: Well will you
5 mind... can you please summarize?

6 PAUL BADER: I will.

7 CHAIRPERSON RODRIGUEZ: Thanks.

8 PAUL BADER: We need to make a
9 readjustment in the mindset of traffic planners and
10 parking rules; I'm just gonna give you five
11 suggestions as to how we can do this to expedite it.
12 One is, and this deals to the local thing; we should
13 reserve the first and the last spot on every block
14 that's a local commercial strip and use that
15 exclusively for local deliveries. There should be
16 public service announcements relative to people being
17 aware of what they're doing when they're walking on a
18 street. There are many places where you are supposed
19 to only be able to make a right or a left turn, but
20 the pedestrians are the ones that walk against the
21 don't walk and create the dangerous situation. I
22 don't wanna blame victims who get hit, but people
23 must understand their rights. Now we must make an
24 adjustment in these no right turn, left turn

25

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2 restrictions; there should not be that restriction
3 for commercial use... [crosstalk]

4 CHAIRPERSON RODRIGUEZ: Sorry, Paul; you
5 have 30 more seconds.

6 PAUL BADER: Okay. So the enforcement of
7 double parking violations should be enforced strictly
8 much more for private cars and not for commercial
9 vehicles and we must understand that when you're
10 talking about space along the sidewalk, the first
11 parking lane, we should not allow that to be taken up
12 by all these private for-hire cars, but we must
13 understand, we must once again, give priority to what
14 should be, which is the commercial truck traffic
15 drivers in the City of New York... [interpose]

16 CHAIRPERSON RODRIGUEZ: Great.

17 PAUL BADER: Thank you.

18 [background comments]

19 PAUL BADER: No; be my pleasure. Thank
20 you.

21 ANGEL MARTINEZ: On behalf of... excuse me...
22 on behalf of the Teamsters Joint Council 16 and our
23 27 local unions which represent 120,000 working men
24 and women in New York, my name is Angel Martinez; I'm
25 a Business Agent from Teamsters Local 812.

1
2 I wanna thank the Council and the Chair
3 Committee Council Member Ydanis Rodriguez for the
4 opportunity to address the Committee today.

5 The Teamsters Joint Council 16 represents
6 members in a variety of industries that require the
7 uses of trucks -- sanitation trucks, heating oil
8 trucks, concrete, liquor, food, packaging -- and my
9 Local, beverage, soda and beer. The Teamsters are
10 responsible for operating a great deal of the trucks
11 that keep our city thriving and operating normally.
12 We take this responsibility very seriously. Our
13 members work in one of the busiest and most densely
14 populated cities in the world and thus they have to
15 be prepared for those conditions. We are always
16 working and will continue to work to ensure that our
17 members are aware of and follow truck routes.

18 In 2013, the New York City Department of
19 Transportation secretly placed tracking devices on
20 our trucks that service JFK to see whether they
21 stayed on designated truck routes as the law
22 requires, tracking over 4,000 trips in a three-month
23 period. DOT found that over 99 percent of the trucks
24 stayed on the freeways, out of the city and off local
25 streets. The drivers had no idea they were being

1 studied. Blaming the workers is the easy thing to do
2 and everyone expects, you know what, that's the easy
3 answer, but the truth is that we care about safety
4 too; we live in the city, we have children here and
5 the Teamsters are here to support Vision Zero and
6 whatever we can do to make this work. In order to be
7 sure that we are doing things and we can all ensure
8 safety on the roads for our public and our members,
9 the Teamsters have a number of programs centered on
10 driver safety, awareness and education. The Joint
11 Council 16 runs a Class A driver's license
12 preparedness program, which includes real life
13 experiences on trucks. Local 282 Trust Fund offers
14 defensive driving courses for our members and also
15 family members of the union in an effort to make the
16 roads safer as a whole. A number of employers, both
17 union and non-union, also offer courses and driver
18 safety for their truck drivers. At Local 812, which
19 is my local, we are in the beginning program of
20 educating our members, 'cause at the end we want our
21 drivers to come from within; some guys start as
22 merchandisers, some guys start as warehouse workers,
23 but we believe in educating and bringing our own up.

1
2 We applaud the Council for examining ways
3 to make the roads safer in New York City; we hope to
4 work together as one as we look forward for
5 additional ways to improve and change truck routes
6 with the public safety in mind. And on top of this I
7 wanted to just add my own few words on this --
8 [background comment] Okay. Alright. [background
9 comment] I will pledge to work with you guys,
10 whatever we can do hand in hand; I gave Carlos my
11 business card; anybody else who needs something,
12 please reach out to me; if there's a issue with a
13 beer or soda truck, reach out to me and we could take
14 care of issues before they become problems. Thank
15 you for your time.

16 COUNCIL MEMBER MENCHACA: And I just
17 wanna ask one quick question; really a suggestion, in
18 30 seconds, how can we increase a meaningful
19 engagement of the drivers so that we end the
20 demonization of drivers in our -- that's what I heard
21 today, on the panel -- how can we increase
22 engagement?

23 ANGEL MARTINEZ: On my part, I feel we
24 need to work on communication, 'cause at the end of
25

1
2 the day, no one jumps in a truck planning to hurt
3 somebody.

4 COUNCIL MEMBER MENCHACA: Is there an
5 example of how we could do that?

6 ANGEL MARTINEZ: Well maybe the Council
7 can reach out to some of our companies and see how
8 they can sit on it, 'case we have... as far as our
9 companies, Coke, Pepsi, Heineken, Budweiser, we do
10 apply to OSHA laws, DOT and we also have built-in
11 safety measures to work on this.

12 COUNCIL MEMBER MENCHACA: Consider that
13 done; we're gonna do that... [crosstalk]

14 ANGEL MARTINEZ: Thank you so much.

15 COUNCIL MEMBER VALLONE: Can I jump in on
16 the same exact thing?

17 CHAIRPERSON RODRIGUEZ: Fifteen seconds.

18 COUNCIL MEMBER VALLONE: Yeah, I think
19 that would be great because it's such a few amount of
20 streets that each one of us get the calls on. You
21 heard my testimony with DOT; I'm going after... they're
22 silly; we're not talking about 99 percent of the
23 streets, it's the same ones and I think if you guys
24 knew the same calls that we're getting, 'cause that's
25 our job is to relay the calls and you could probably

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2 easily find out, hey, there's a couple of streets
3 unless you've got a local delivery, let's get back
4 onto the Boulevard; we wouldn't need these things,
5 and these are just street signage of the top like 10
6 worst; this isn't enforce... you heard me; the last
7 thing I want are summons, 'cause I don't want to pay
8 'em and you don't wanna pay 'em; it's just a matter
9 of getting the quality life on some of the few
10 streets that each of the Council Members here on a
11 daily basis back to being residential. We're on the
12 same page. Thank you very much, gentlemen...

13 [crosstalk]

14 CHAIRPERSON RODRIGUEZ: Great and with...
15 and... and... and with that I... any recommendation, please
16 send it to us; we wanted to have the opportunity for
17 everyone to share with us your reaction, your input
18 on this important issue; what we're trying to do as a
19 city is not to go after any particular group, but
20 it's more to work on changing the culture of how our
21 drivers, trucks, liveries; any drivers, interact with
22 cyclists and pedestrians, but we believe and we know
23 that, as I said before, that our Committee, you know
24 we will be examining very soon, the moving of cargo
25 in New York City. Since we understand that trucks

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play a major role in this vital transportation; that we're moving 99 percent of our city goods, so we do understand the contribution of the truck drivers, but you know, you are part of unions, [background comment] you know that sometimes we have to sit down at the table, compromise, but at the end of the day this is about everyone coming together to make our city safe, but also respecting everyone that contributes to the city. [background comments] With that, this hearing is adjourned.

[background comment]

[gavel]

[background comments]

C E R T I F I C A T E

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



Date March 22, 2015