



THE CITY OF NEW YORK
OFFICE OF THE PRESIDENT
BOROUGH OF MANHATTAN

**BOROUGH PRESIDENT GALE A. BREWER
TESTIMONY ON INTRO 216-2014, GIVE TO THE NEW YORK
CITY COUNCIL COMMITTEE ON TRANSPORTATION
OCTOBER 29, 2014**

Thank you, Chair Rodriguez, for the opportunity to testify today in support of Intro 216 of 2014, a bill I introduced along with City Council Member Levin to expand the City's Accessible Pedestrian Signals (APS) program. The APS program provides an extremely important safety feature for pedestrians who are blind or have limited vision. Installed at street intersections and designed to work in concert with pedestrian walk signals, an APS device operates at the push of button and emits vibrations and audible signals designed to inform a blind or vision-impaired person that the "walk" signal has turned green. Research has shown that APS technology improves the ability of the blind to assess whether they can cross a street safely.

Previous legislation, Local Law 21 of 2012, which I sponsored and helped to pass, requires the New York City Department of Transportation (DOT) to install 25 APS signals each year. So far, DOT has been meeting this goal. The agency installed 28 APS devices in 2012, and 26 in 2013 throughout the city; of these, 26 are in Manhattan. However, given the proven effectiveness of APS, we should take the next step and expand the program. In Manhattan, we now have a total of 26 intersections with APS.

Intro 216 calls for an increase in annual APS installations from the current minimum of 25 to 50 per year, but I recommend that DOT be mandated to use this as a baseline, and to install APS technology as quickly as possible until every intersection that poses a hazard to the vision impaired has been equipped.

In addition to increasing the minimum yearly installation requirement, this bill would also require the installation of APS at particular intersections that pose greater than average difficulty for people with vision impairment. These intersections include those that feature:

1. Exclusive Pedestrian Signals (EPS), which briefly stops all traffic at an intersection to allow pedestrians to cross the street in any direction;
2. Leading Pedestrian Intervals (LPI), which gives a "walk" signal to pedestrians before drivers get a green light to provide more crossing times; and



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3. Protected bicycle lanes, which are separated from motor traffic by a parking lane or concrete barriers.

EPS and LPI both provide pedestrians with lead time to cross the street more safely. However, they can also be confusing for someone with impaired vision. Similarly, protected bike lanes improve bike safety but alter the layout of many intersections and make them unfamiliar to those whose vision is impaired. Paradoxically, they can imperil people with vision impairments if they are installed without APS technology.

Currently, very few intersections with EPS, LPI, and protected bike lanes include an APS device. According to the DOT website, there are 163 EPS signals operating in Manhattan, but none of these currently include an APS. Similarly, 145 LPI signals are currently operating in Manhattan, but only two sites have an APS; both are on 23rd street, one at 6th Avenue and the other at 1st Avenue. Only two APS sites have been installed at intersections with protected bike lanes, including 1st, 2nd, 8th and 9th Avenues. Intro 216 would require that APS devices be installed at every intersection with EPS, LPI, and/or a protected bike lane.

Installing APS wherever EPS, LPI, and protected bike lanes exist would also help ensure a more uniform distribution of APS devices. To date, most of them are being installed at Manhattan's busiest intersections, and even in Manhattan only one has been installed above West 65th street. The blind and visually challenged travel all of our streets, after all, not just the most crowded intersections.

This bill has the support of many transportation advocates, including Transportation Alternatives, as well as advocates for those with vision impairments, such as the Lighthouse Guild. In fact, this bill originated from a Vision Zero Task Force Legislative Breakfast hosted by our office. It is a commonsense piece of legislation that will ensure our city's Vision Zero initiative is designed to benefit everyone who uses our streets.

Thank you for the opportunity to testify today, and I look forward to working closely with the Committee and the Council leadership to help ensure the passage of Intro 216.

**NEW YORK CITY DEPARTMENT OF TRANSPORTATION TESTIMONY
HEARING BEFORE THE CITY COUNCIL
COMMITTEE ON TRANSPORTATION
October 29, 2014**

Good morning, Chairman Rodriguez and members of the Transportation Committee. My name is Polly Trottenberg and I am the Commissioner of the New York City Department of Transportation (DOT). Today, I am joined by Commissioner Victor Calise from the Mayor's Office for People with Disabilities (MOPD), Michael Marsico, Assistant Commissioner from DOT's Bureau of Parking and Alan Borock, DOT's Director of the Office of Signals, Street Lighting, and Systems Engineering. Thank you for having us here today to testify on Intro 216-A and Intro 383.

First, I want to stress that the de Blasio Administration and DOT share the Council's goals of improving both the safety and mobility of the blind and low vision community on our city streets. And DOT has been making continued progress with our Accessible Pedestrian Signal (APS) program that was codified by the Council with Local Law 21 of 2012.

Currently, there are APS units installed at 99 intersections citywide, and we are adding at least 25 more intersections each year. The list is posted on our website. DOT works closely with MOPD and the blind and low vision community, including groups like Pedestrians for Accessible and Safe Streets (PASS), to identify key intersections which present crossing difficulties.

DOT has established a successful process of ranking intersections for the installation of APS units. The ranking is based on criteria like the off-peak traffic presence, current traffic-signal patterns including the use of leading pedestrian intervals, and the complexity of the intersection's geometry, as set forth in Federal guidelines.

But we recognize that we also need input from advocates and our expert traffic engineers to maximize the safety benefit from every dollar spent. That is why we have tailored our criteria from conversations between the blind and low vision community and our traffic experts, and improved upon the Federal guidelines to account for mid-block crossings, left-turn phases, t-intersections, pedestrian painted sidewalks, painted or delineated bulb-outs, and protected bike lanes. This all gets tallied up in our ranking system so we make the best decisions on where to install new APS units.

Now, I would like to discuss Intro 216-A, which requires DOT to install additional APS units:

- At a minimum of 100 intersections per year where we plan to install an exclusive pedestrian phase, leading pedestrian interval, or a protected bike lane; and
- At a minimum of 50 intersections per year out of the approximately 1250 intersections where we have already installed an exclusive pedestrian phase (EPP), leading pedestrian interval (LPI), or a protected bike lane.

While supporting Intro 216-A's overall goal, our main concern with the legislation is that it does not build upon our already successful process to site new APS units. The criteria we have developed with advocates worked well in many locations, including at:

- 23rd Street and 7th Avenue near VISIONS at Selis Manor
- Flatbush Avenue and Fulton Street, in Brooklyn, which has heavy pedestrian activity, unusual geometry and skewed crosswalks
- Queens Boulevard and Woodhaven Boulevard, which is a complex intersection near the Queens Center Mall
- Morris Park Avenue near Albert Einstein College of Medicine
- Castleton and Brighton Avenues near the Staten Island Center for Independent Living
- Church and McDonald Avenues near New York Industries for the Blind

By linking the APS program with the installation of EPP, LPI and protected bike lanes, we are concerned that this bill creates a one-size-fits-all policy that removes DOT's engineering judgment and the opportunity for community engagement. Intro 216-A could require us to invest at intersections that provide fewer safety and mobility benefits than our current process does.

Second, Mayor de Blasio's bold Vision Zero commitments are designed to make our streets safer for everyone, but Intro 216-A may have the unintended consequence of potentially slowing down some of our most effective pedestrian and cyclist safety measures.

I commend the Council for focusing on the danger of drivers failing to yield to pedestrians in a crosswalk, which is one of the leading factors in fatalities on our streets. Signal timing strategies like LPI and EPP, effectively combat this threat by giving pedestrians more time to cross before drivers can start making turns.

Many of you here have advocated for an expansion of the bike network, and I know there is a growing bike caucus here at the Council. A big component of that expansion is through the use of protected bike lanes, which are the best way to make streets safer for bicyclists, and also help calm streets for all road users.

That's why DOT is installing approximately 150 LPis and 5 miles of new protected bike lanes each year. These tools save lives on our streets. We recently installed an LPI at West End Ave and West 95th Street, after the tragic crash that took the life of Jean Chambers, and at Northern Blvd and 61st street where Noshat Nahian was tragically killed in Queens.

By requiring APS units every time we install an LPI or protected bike lane, Intro 216-A could substantially delay the roll out of all these safety measures. Right now, once we have completed a traffic study and determined where we should put in an EPP or LPI, we can reprogram the crossing intervals almost immediately. However, installing APS at an intersection requires a survey, design and construction which take at least four months to complete.

While we always want to do more to improve safety and mobility on our streets, we have to make choices given our limited resources. The average cost of adding APS to an intersection is about \$35,000. To meet the requirements of this legislation, we estimate that DOT would need approximately \$5.25 million in capital funding every year, as well as nearly half a million dollars in ongoing annual operational costs.

These costs are not ones that DOT can handle with in-house resources, and without additional funding, we would need to redirect a portion of the funding that was recently made available for Vision Zero traffic safety initiatives, or our needed road and bridges capital program.

Finally, technology marches on and Wi-Fi and smartphone apps may eventually make it possible to develop a simpler and more cost effective alternative to APS. We do not want to tie our hands investing in perpetuity in what may become an obsolete technology in a few years.

Next, I would like to discuss Intro 383. While I sympathize with motorists who may be overpaying at our meters, this bill raises serious financial and technical challenges for us. Currently, when a motorist parks at 6:09 PM at a parking spot where the meter regulations end at 7 PM, the motorist must purchase an hour of time for \$1.00 to receive a receipt that shows the 7 PM shut off time. With Intro 383, motorists would only be required to purchase 45 minutes of time for \$0.75, which would provide payment until 6:54 PM and the machine would round up the time to 7 PM.

Given the limitations of our meters' software, the only method for compliance would be to absolve all motorists of payment for the last unit of metered time at every meter in the city. For most motorists, the impacts range from as little as \$0.25, to potentially \$6.00 for the third hour of truck loading.

However, the cumulative impacts of all these transactions on a daily basis at every meter citywide would result in a very large giveaway of free metered parking just to prevent a small amount of overpayment. DOT's parking experts have been going through our data, and our best estimates right now show the overpayment to be under half a million dollars per year, while the City could potentially lose as much as \$8 million in annual metered parking revenue.

In addition, there is also an up-front muni-meter reprogramming cost of as much as \$2 million to the City, and this process may take up to two years to complete.

DOT is currently pursuing a better option that could allow for drivers to pay for the exact amount of time left on their meters. The Pay-By-Cell program, which many cities across the country already successfully use, would allow for credit card payment directly from smartphones and potentially eliminate the need for a muni-meter receipt.

The good news is that Pay-By-Cell could greatly reduce overpayments, but as long as quarters are used, we will not be able to prorate all types of payments. DOT and the NYPD are working together to implement this program, which could allow us to achieve most of the goals of Intro 383.

In conclusion, we are eager to continue working with the Council and other stakeholders on the issues raised in Intro 216-A and Intro 383. We do share the goal of making our streets safe and accessible for all. Thank you, Chairman Rodriguez and members of the Committee. We will be happy to answer your questions at this time.



Disabled In Action of Metropolitan New York, Inc.

Speaking In Support of:

Proposed Intro No. 216-A: A Local Law to amend the administrative code of the city of New York, in relation to increasing the number of accessible pedestrian signals.

My name is Edith Prentiss; I am President of the 504 Democratic Club, Vice President for Legislative Affairs of Disabled In Action of Metropolitan New York (DIA) which is a member of the PASS Coalition; Chair of the Taxis For All Campaign (TFAC), a Board member of the Disabilities Network NYC (DNNYC), a member of the Permanent Citizen Advisory Council to the MTA Transit Riders' Council (PCAC/TRC).

An Accessible Pedestrian Signal (APS) is a special signal which sound and vibrate when pedestrians who a button installed at the crosswalk is pushed to assist pedestrians who are blind or who have low vision cross a St safely. Local Law 21 requires DoT to annually install APS at each corner of 25 intersections. To identify which of NYC signaled 12,460 intersections should have APS, DoT works with MOPD, the Vision community and local politicians. A number of years ago then Council Member Brewer a leading proponent of APS reach out to the Disability Community asking us to attend a Community Board meeting in support for APS on Amsterdam Ave. DOT ranks the intersections on established criteria, including but not limited to off-peak traffic presence, current traffic-signal patterns and the complexity of the intersection's geometry, including crossing distance.

As of 11/01/13, there were 71 intersections with APS (22 in Man, 7 in Q, 4 in SI, 8 in the Bx and 29 in Bklyn). That was up from 11/01/12 when there were there were 48 intersections with APS (15 in Man, 7 in Q, 4 in SI, 5 in the Bx, and 17 in Bklyn). In 2012, the cost per new APS intersection averaged \$36,500 with 28 intersections costing \$1,022,000. In 2013, the cost per intersection averaged \$34,000 with a total cost of \$895,200.

Most of the APS intersections are near residences / services for individuals who are blind or who have low vision. Such planning assumes that people who are blind or have low vision only live, work or utilize such

services. The DoT lists identifies intersections as being near Visions, Lighthouse International, Helen Keller, Albert Einstein, Lehman College HS, Wagner HS, New York Industries for the Blind, Jewish Manor, NYS Commission For the Blind, SI ILC, Goodwill Industries, Jewish Guild for the Blind, Andrew Heiskell Library for the Blind and Visually Impaired, Computer Center for Visually Impaired People (Baruch College). People who are blind or who have low visions do not live in a "Blind Ghetto". They find wherever they can find housing and services that suit them.

Annually the DoT's website lists only the top 50 intersection for installing APS. In the 11/13 list the top intersection was St. Nicholas Place, W 155 St / Edgecombe Ave / Harlem River Drive. This is a major project covering 2 NYPD Precincts, 3 Community Boards and lots of politicians. Is APS included? Number 15 is St. Nicholas Ave and West 125th St where HILC is located. Let's contrast the list which DoT rolled out Bikes Lanes and installed Countdown Clocks. 25 APS per year from a list capped at 50 is a joke!

Therefore we strongly support 216A which would require DoT to "install an accessible pedestrian signal at all corners of any intersection where a protected bicycle lane, an exclusive pedestrian signal or a pedestrian signal was installed prior to the local law that amended this section, at a minimum of 25 intersections per year until such time as all such intersections have such signals". In addition, the list will be expanded to include all recommended intersections that meet the criteria. Will 50 will be reduced to the 25 from the list that was capped at 50? How about including APS in Slow Zones and on streets under reconstruction of intersections?

These are major steps to eliminating the Blind/Low vision ghetto! 216A will also remove the classification of APS as a disability project and instead would properly identify them as pedestrian or public safety projects. By including PS with other projects it will eliminate the problem where defective projects were not upgraded along with the installation of a protected bike lane like on Eighth Ave.

Thank you, Chairman Rodriguez, for the opportunity to testify.

New York City Council
Transportation Committee Hearing

October 29, 2014

My name is Karen Gourgey and the following testimony is on behalf of the Pedestrians for Accessible and Safe Streets Coalition. The Pedestrians for Accessible and Safe Streets (PASS) Coalition was founded by eleven organizations that represent people from across the disability spectrum - most of which focus on the needs of blind and visually impaired people in New York City. This coalition was established in order to ensure that *ALL* of New York City's streets are fully accessible to people who are blind or visually impaired, whether they are residents or visitors to the city. PASS currently is allied with over two dozen organizations.

I want to commend this committee for its concern with respect to the specific needs of New York City's blind, visually impaired, and deaf-blind residents regarding travel within the five boroughs. We are grateful for the strong working relationship we have created and thank you, Chair Rodriguez, CM Levine, and MBP Brewer for leading the fight to increase pedestrian safety.

This bill represents a critical milestone in New York City's efforts to catch up on its installation of Accessible Pedestrian Signals. For the first time, it will be a matter of law that when certain conditions occur in the environment, an APS will result. This begins to move toward the kind of universal access to services and facilities that was envisioned by the Americans with Disabilities Act back in 1990. PASS is pleased to express our full support for Intro 216A at the level of 175 new installations per year as a minimum.

We know that challenges will come in its implementation. We suspect that at least in the next two or three years, APS's will not be automatically installed at every single intersection that has a bike lane. There will be critical intersections where a bike lane is accompanied by a Lead Pedestrian Interval or a Protected Turn Lane, when the APS will be absolutely crucial for safe travel. This is just one example of the decisions and choices that will need to be made as this bill takes effect in 2015. The bill already requires that members of the visually impaired community be consulted as installation decisions are made. PASS would like to propose that an advisory body be established to work regularly with the relevant divisions of DOT, so that the community can have timely and meaningful input into decisions that affect accessibility. Thanks to the good offices of Commissioners Trottenberg and Calise, we already have begun an excellent working relationship. We simply would like to see the relationship regularized and strengthened, so that, for example, when DOT is considering a corridor project or is making difficult choices regarding APS installations, it becomes

automatic that our community, including those with expertise in orientation and mobility, have input before decisions are made.

PASS urges quick passage of Intro 216A, and we applaud DOT and the Transportation Committee for their expanding commitment to full accessibility for all New Yorkers.



**LIGHTHOUSE
GUILD**
Vision+Health

Testimony on Intro 216-A
New York City Council Transportation Committee
October 29, 2014

Good morning members of the Transportation Committee. My name is Lester Marks, Director of Government Affairs at Lighthouse Guild. Thank you for holding this hearing and for your continued focus on pedestrian safety. I am here today in support of Intro 216-A. This bill expands the use of Accessible Pedestrian Signals (APS) and is a critical component to ensuring that people who are blind or visually impaired are not left out the Vision Zero Action Plan. APS are vital to the safety of people, who are blind or visually impaired, as well as seniors, and people in wheelchairs.

APS convey visual information contained in the "Walk" signal to pedestrians who are blind or visually impaired audibly and tactually. The PASS Coalition is specifically concerned with the increased use of Leading Pedestrian Intervals (LPI), Exclusive Pedestrian Phase (EPP) signaling, protected left/right turn lanes, and protected bicycle lanes, that do not have an APS installed. Widely hailed as engineering tools that reduce accidents and save lives, LPI and EPP signal phases have an adverse effect on the safety of pedestrians who are blind and visually impaired, when

Lighthouse Guild International, Inc.

15 West 65th Street, New York, NY 10023-6601 • 111 East 59 Street, New York, NY 10022-1202
CORPORATE HEADQUARTERS

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Formerly Jewish Guild Healthcare and Lighthouse International. Now twice as strong.



they are not accompanied by an APS.

Difficulty seeing was defined as experiencing blindness or having difficulty seeing words and letters in ordinary newsprint, even when wearing glasses or contact lenses.

Allocation of Resources

It is important to point out that the NYC Department of Transportation operating budget for Fiscal Year 2014-2015 is \$900 million and has a five year \$6.3 billion capital program budget. The investment needed to implement this bill represents less than 0.005% of the overall operating budget. Surely within a budget of this size, there are resources that can be identified to ensure full implementation of Intro 216. Should the DOT need additional resources, the New York City Council has the power and ability to allocate funding in the budget to ensure that APS are installed where LPI and EPP present hazards. We ask that in the upcoming budget, the City Council and Administration commit funding and ensure that the goals and intentions of this legislation are fully met.

Inaction due to cost, inaction due to installation time, inaction due to a perceived sporadic usage, inaction due to a lack of resources or any other factor cited, is simply not acceptable. The city is aware that LPI and EPP create hazardous situations for pedestrians who are blind. Should



an event occur in which a pedestrian who is blind or visually impaired is injured or killed at an intersection in which an LPI or EPP exists without the installation of APS, New York City will likely pay far more than that it would to install APS under this bill. We obviously want to avoid this scenario. We want to avoid the unnecessary injury of our clients, patients, and students. We want to work together to alleviate this growing concern. Intro 216 does this and we ask that you pass this bill as soon as possible.

Thank you for your time and consideration. Lighthouse Guild stands ready to work with the Council and the Department of Transportation to ensure all pedestrians are safe when traveling throughout the city,

Number of Blind in New York City

<u>Total Pop. in NYC</u>	<u>Difficulty Seeing in NYC</u>	<u>Difficulty Seeing in 2040</u>
8,242,624**	3.3%* or 272,006	3.3% or 297,829
<u>Pop. in NYC Over 65</u>	<u>Difficulty Seeing in NYC</u>	
1,002,208**	9.8%* or 98,216	9.8% or 138,151

*According to U.S Census Bureau, American with Disabilities: 2010

**New York City Population Projections by Age/Sex & Borough,2010–2040

Difficulty seeing was defined as experiencing blindness or having difficulty seeing words and letters in ordinary newspaper, even when wearing glasses or contact lenses.



**LIGHTHOUSE
GUILD**
Vision+Health

About Lighthouse Guild

Lighthouse Guild provides a full spectrum of integrated vision + healthcare services helping people who are blind or visually impaired as well as those with multiple disabilities or chronic medical conditions lead productive, dignified and fulfilling lives.

Thank you for your time and consideration. Lighthouse Guild stands ready to work with the Council

**Lester Marks, MPA
Lighthouse Guild
Director of Government Affairs and Administration
15 West 65th Street
NY, NY 10023
lmarks@lighthouseguild.org
212-769-6265**



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

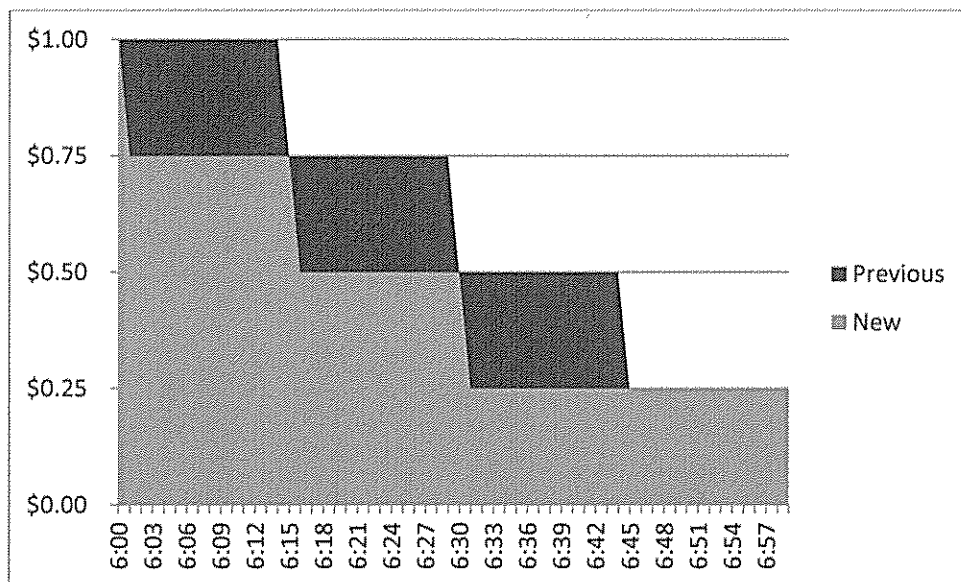
New York, NY – October 29, 2014

Good afternoon. AAA New York, which serves a membership of over 1.6 million drivers in 22 counties of New York State, and over 570,000 drivers in the 5 boroughs of New York City, is pleased to testify in support of the goals of Int. 383.

We are delighted that the Council and the Transportation Committee are evaluating the parking regulations for New York City streets. Anyone who has driven in New York City understands the difficulty of finding a parking space and understanding the applicable regulations.

This bill attempts to solve a limited problem: people are overpaying for parking meters because they can only pay in 15 minute increments. The solution would round up the time if the expiration time of the receipt is within 14 minutes of the end of the parking regulations. This would result in drivers underpaying the City, rather than overpaying the City.

Given the burden of owning a car in New York City, we're not going to object to this change. However, the alteration, while laudable, is limited in scope. First, the savings are small. Outside of Manhattan, the charge is \$1.00/hr. Thus, the most that would be saved if this law is passed is \$0.23. Even where parking is \$3.50/hr in Manhattan below 96th Street, the savings would be \$0.88. The revised rates can be seen below:



Second, this law won't result in a significant reduction in parking tickets: from the NYC Open Data Portal, from August 2013-June 2014, 602,018 tickets were issued for Violation Code 37 (Parking in Excess of the Allowed Time) when the parking regulations ended at 7:00 PM. This is an immense amount of tickets. But only 2115 tickets were issued from 6:46-6:59 – an average of about 6 per day.

If this bill is adopted, we are curious about how it will be displayed to drivers at the Muni-Meter, or whether the discount will be applied automatically – this shouldn't determine whether the bill passes or not, but should be scrupulously decided.

New Yorkers don't want to pay for a service they're not receiving. But they're not asking to underpay. They just want to pay for exactly what they want – nothing more, nothing less. In this case, the ideal situation would allow drivers to pay for exactly the time they wish to purchase.

There are two ways to achieve this goal. The first would be to reprogram the Muni-Meters to allow credit card users to select a time and pay the prorated amount for that time. We're curious to hear what the DOT would say about this proposal in terms of cost of implementation, since it certainly seems like the most reasonable option.

The second would be an expansion of the Parking Technology Pilot Program, where drivers can pay by phone and add time as necessary without returning to their car. We eagerly await the results of the trial and hope that the process could be citywide as soon as possible.

Thank you for the opportunity to comment and your interest in this issue.

**Transportation Committee Hearing 10-29-14
Intro 216A**

This past summer, when Mayor de Blasio signed 11 bills supporting the City's Vision Zero initiative he stated "We have promised the people of this city that we will use every tool we have to make streets safer." While many of the techniques used by DOT to calm traffic and increase pedestrian visibility and safety have proven effective for pedestrians who can see the WALK light, the streets have become more dangerous for those who cannot see the WALK light. By passing Intro 216A City Council will add Accessible Pedestrian Signals to the Vision Zero Toolbox, making the mayor's statement true and Vision Zero an inclusive safety program.

When discussing Accessible Pedestrian Signals with legislators or reporters I'm always asked, "How many blind people live in New York City?" These individuals are trying to determine the cost-benefit ratio of installing APS. Better questions to ask might be "How many people have difficulty seeing the WALK signal?" "How many people are oriented to auditory rather than visual cues?" "How many people walking the streets of New York City are distracted by a hand held electronic device?"

It is assumed only the blind and visually impaired will use APS just as it was assumed only wheelchair users would use ramps and curb cuts or only the deaf would use closed-captioning. As an orientation and mobility specialist teaching people who have vision impairment in addition to a cognitive impairment or brain injury, I have observed these individuals leave the curb faster and have more time to complete a crossing when using an APS.

In areas where there are pedestrian plazas, at intersections with complex shapes or areas where jaywalking needs to be discouraged, APS along with detectable warning surfaces can be used to highlight where all pedestrians should stand and wait to cross and when to begin crossing.

Until Intro 216A is passed, the Vision Zero Initiative does not include all New Yorkers however; an Accessible Pedestrian Signal is a tool for providing safety to all New Yorkers when crossing the street.

Annalyn Courtney Barbier
Certified Orientation and Mobility Specialist
Visions Services for the Blind
PASS Coalition

**THE COUNCIL
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Appearance Card

I intend to appear and speak on Int. No. 214 Res. No. _____

in favor in opposition

Date: 10/29/14

(PLEASE PRINT)

Name: KAREN Gougey

Address: _____

I represent: PASS Coalition

Address: _____

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in favor in opposition

Date: _____

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Name: Lester MARKS

Address: _____

I represent: Lighthouse Guild / PASS

Address: 15 W 65th St

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Name: MARIA HANSON

Address: _____

I represent: PASS Coalition

Address: _____

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(PLEASE PRINT)

Name: ALAN BORUCK

Address: 34-02 QNS BLVD LICNY

I represent: DOT 11101

Address: same

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Name: Michael Marsico

Address: 55 Water Street

I represent: NYC DOT

Address: 55 Water St, NY, NY

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in favor in opposition

Date: 10/29/14

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Name: Annalya Courtney Barbice

Address: _____

I represent: PASS Coalition

Address: _____

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Name: Charles Gurgey

Address: 55 W. 14 ST. #14A

I represent: PASS Coalition

Address: _____

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 in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Gale A. Brewer

Address: 1 Centre Street

I represent: Manhattan Borough President

Address: 1 Centre Street

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 in favor in opposition

Date: 10/29

(PLEASE PRINT)

Name: ELLEN RUBIN

Address: _____

I represent: PASS Coalition

Address: _____

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 in favor in opposition

Date: _____

(PLEASE PRINT)
Name: Edith Parentis

Address: 739 W 186 St NYC

I represent: DIA

Address: _____

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 in favor in opposition

Date: _____

(PLEASE PRINT)
Name: Joe De Fini

Address: _____

I represent: PASS Coalition

Address: _____

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I intend to appear and speak on Int. No. 383 Res. No. _____
 in favor in opposition

Date: 10-29-14

(PLEASE PRINT)
Name: Alec Slatky

Address: _____

I represent: AAA New York

Address: 1415 Kellum Place, Garden City, NY

11530

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in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Polly Trottenberg

Address: _____

I represent: DOT

Address: _____

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THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Victor Calise

Address: DOT

I represent: MOPD

Address: _____

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