

**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
June 25, 2024**

Good afternoon, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am First Deputy Commissioner Margaret Forgione. I am joined by Deputy Commissioner of Sidewalks and Inspection Management Leon Heyward, Assistant Commissioner of Intergovernmental and Community Affairs Rick Rodriguez, and Director of Operations Monty Dean. We are also joined by Deputy Chief Thomas Alps from the New York City Police Department (NYPD)'s Transportation Bureau. Thank you for the opportunity to testify on behalf of Mayor Adams and Commissioner Rodriguez about the Administration's work to enhance intersections, sidewalks, and pedestrian safety on New York City streets.

DOT is responsible for operating and maintaining 6,300 miles of streets and highways. This includes maintaining roadways, curbs, and pedestrian ramps, and jurisdiction over 12,000 miles of sidewalk as well as maintaining nearly 400,000 streetlights. All New Yorkers use roadways and sidewalks to get around—whether by foot, bike, wheelchair, bus, car, or other mode – and all of our goods travel to their final destinations on our streets. Our goal as always is to make sure that can happen in a safe, efficient, and environmentally responsible way.

To that end, DOT continues to work hard and creatively with available resources to deliver high-quality, high-impact safety projects for New York City's streets and sidewalks. And our interventions are working. Last year, while pedestrian fatalities across the country reached the highest number since 1987, New York City had the lowest number of pedestrian fatalities since we started collecting data 113 years ago, other than 2020's year of pandemic lockdowns. These local trends are encouraging and show that the steps we are taking as a city to make our streets safer are working.

Legislation

Turning to the legislation before the Council today.

Introduction 79

First, Intro. 79 sponsored by Council Member Restler. This bill would require DOT to study lighting levels and install pedestrian lighting fixtures at 500 commercial corridors each year until every commercial corridor has sufficient lighting, as defined in the bill.

DOT recognizes the importance of street lighting in enhancing both street safety and accessibility, as well as the feeling of security, and we are committed to ensuring streets are well lit for vehicle traffic as well as pedestrians in both the roadway and on the sidewalk. In many cases, DOT's streetlights provide sufficient lighting for both roadways and sidewalks, and separate lighting for each is not necessary. But DOT evaluates street lighting levels throughout the city on a regular basis. In locations that need more light on the sidewalks, we often install additional lights on the back of existing poles over the sidewalk at a lower height, or even new standalone poles. We are also continuously enhancing lighting levels in intersections. Since the

start of Vision Zero, we have installed 3,000 additional lights to illuminate sidewalk corners and crosswalks at over 2,200 intersections across the city.

Enhancing lighting to improve the pedestrian experience is a core part of the agency's work. We conduct lighting studies based on DOT standards, including recommended practices and guidelines published by the Illuminating Engineering Society (IES), the internationally recognized entity that sets recommended practices for lighting levels in various applications. If a study finds that lighting is needed in the location, DOT will install it, which requires extensive coordination with contractors and utilities. To install it, we often reduce the distance in between streetlights or add secondary lighting to streetlight poles. We routinely make these types of upgrades in any street reconstruction project in addition to locations where we receive lighting requests from the public. In 2023 alone, we enhanced lighting at over 150 locations in Brooklyn, over 130 locations in both Staten Island and Queens, and over 100 locations in both Manhattan and the Bronx.

DOT has concerns about this bill as written. The bill proposes an extremely high and uncomfortable sidewalk lighting standard that would be too bright even for an expressway. The bill also mandates a significant number of lighting installations without considering the challenges to installing new lighting. Installing new light poles requires working around obstructions caused by trees or hydrants and existing below-ground infrastructure such as gas mains and electric ducts, which requires extensive survey and design work. Installations also often require time-consuming and disruptive street excavations to lay new electrical conduits and cables.

We would be happy to discuss with the Council how we can enhance lighting in your districts and welcome feedback if there are particular locations of concern.

Introduction 95

Next, Intro. 95 sponsored by Council Member Schulman. This bill would require DOT to study the feasibility of installing raised crosswalks, raised intersections, and speed reducers at intersections and roadways adjacent to schools. DOT works to enhance safety at many intersections throughout the city including those adjacent to schools and also implements a wide range of safety treatments near schools. This work includes installing speed reducers and raised crosswalks, as well as other treatments such as school slow zones, school loading zones, turn calming treatments, new signals, all-way stops, and leading pedestrian intervals. We also implement a number of projects in the vicinity of schools; in 2023 alone, DOT completed 242 projects within a quarter mile of a school, including 124 turn calming projects, 106 street improvement projects, 7 bike lane hardenings, and 5 capital projects.

For speed reducers, DOT has prioritized installing speed reducers near schools, and has exceeded the legal mandate of installing speed humps on 50 blocks adjacent to schools, with annual installations adjacent to schools ranging from 60-100 a year.

For raised crosswalks, in the first two years of this Administration, DOT installed over 80 raised crosswalks in-house and through capital contracts, with 45 percent installed near schools. To identify raised crosswalk locations, DOT primarily works from a citywide list of intersections that meet certain criteria for the treatment based on engineering judgment. For example, raised crosswalks cannot be installed on a bus or truck route, or on streets with more than one lane in each direction. This list of intersections is then ranked by pedestrian injuries and killed or seriously injured (KSI), as well as the treatment's other siting criteria, which includes proximity to schools, parks, playgrounds, senior centers, and transit. This ensures we are targeting the treatment where it is most needed. We then review locations to ensure that existing drainage patterns will not be impacted, and there are no conflicts with existing underground utilities.

For raised intersections, DOT is exploring including raised intersections in some upcoming capital projects. The same drainage and utility conflict challenges that apply to raised crosswalks also apply to raised intersections, but it is even more difficult to find entire intersections that meet the criteria previously discussed. These types of projects may involve relocating or adding new catch basins for drainage and relocating utilities to make the treatment feasible.

Each of these safety treatments is an important tool in our toolbox that we continue to plan and install. Given our ongoing work to implement these treatments near schools and other locations that would benefit most, we do not think a larger study is necessary nor valuable at this time. We would be happy to discuss this work further with the Council and as always, we welcome your partnership in identifying locations of concern and implementing critical safety projects in your districts.

Introduction 103

Next, Intro. 103 sponsored by Council Member Ariola. This bill would require DOT to notify Community Boards and Council Members 15 days before removing a parking space. DOT has serious concerns with this bill as it would slow the pace of operations and be extremely burdensome. Streets are fluid spaces and parking spaces are added and removed every day. Providing such notice would be overly burdensome for DOT, and the volume of such notices would undermine their usefulness for recipients. On average, DOT issues 2,800 construction permits each business day, 900 of which affect parking. With this bill, DOT would be required to send out 900 notices a day or 4,500 notices a week to Community Boards and Council Members.

For permanent removals, DOT is already required to give notice before implementing major transportation projects that involve the full-time removal of a parking lane. This bill creates a much wider universe of notice by including both permanent and temporary parking space removals that could include temporary removals for maintenance, construction, or resurfacing. Overall, this would slow down a significant portion of DOT's work, including implementing daylighting in 1,000 locations, which the Council has advocated for us to do.

Introduction 104

Next, Intro. 104 also sponsored by Council Member Ariola. This bill would require DOT to consult with the Fire Department (FDNY) before approving an Open Street application and certain bicycle lane projects. Further, this bill would require DOT to notify affected firehouses before approving an Open Street application, a bicycle lane project, and a major transportation project.

DOT works closely with our sister agencies and believes that such coordination is important. We already consult with FDNY on these projects, including meeting regularly with FDNY's Bureau of Operations Planning Division and quarterly meetings between DOT's Borough Commissioners and each FDNY Borough Commander to discuss our projects and solicit their feedback on potential issues that may arise—including concerns raised by local firehouses. Typical changes we make after FDNY review involve adding daylighting or changing geometry of neckdowns and islands to ensure fire trucks are able to make necessary turns, modifying locations of new pedestrian space and clear paths to ensure hydrant and building access is maintained, and modifying signal timing to reduce congestion along a desired response route. These are important conversations that we will continue to have, but such communication must continue to happen in a centralized manner. We defer to our sister agency on how best to disseminate information between the Borough Commanders, FDNY Operations, and the firehouses.

Introduction 144

Next, Intro. 144 sponsored by Chair Brooks-Powers. This bill would require DOT to install bollards at sidewalks, curb extensions, and pedestrian ramps being reconstructed to make them accessible and to study the efficacy of bollards in high pedestrian traffic areas throughout the city.

Bollards are an important tool in the City's toolbox. In partnership with NYPD, DOT previously installed over 800 security-rated bollards at locations chosen by security experts including in Times Square, Rockefeller Center, the Empire State Building, and St. Patrick's Cathedral. These locations were chosen after careful analysis by security experts, which is critical because installing security bollards is often complicated and expensive, potentially costing millions of dollars at each location. It may involve moving or accommodating underground infrastructure—water, sewer, power and telecommunications, subway tunnels, and building vaults. It can also interfere with pedestrian ramps and block curb access for loading and unloading of both goods and passengers.

DOT understands and supports the intent of wanting to use additional tools to keep pedestrians safe. However, crashes that take place on sidewalks are horrific and shocking but are responsible for a very small percentage of pedestrian fatalities and serious injuries. They are also hard to predict. Given this and that DOT already considers this tool where appropriate, we do not think a larger study is necessary nor valuable at this time. Moreover, we have concerns with this bill as drafted because it would tie critical safety and accessibility work to one specific treatment that is costly and complicated to install.

Introduction 301

Next, Intro. 301 sponsored by Council Member Menin. This bill would require DOT to install at least 100 illuminated, solar-powered traffic control devices at crosswalks annually over the next five years and to study the efficacy of these devices compared to regular crosswalks.

DOT frequently tests new materials to enhance safety on our streets and would be happy to do additional tests for promising technology. However, we have done some preliminary studies of the types of technologies envisioned in the bill and have some concerns about their efficacy. The agency previously tested a small number of illuminated stop signs and found no notable difference in compliance compared to regular stop signs, and also tested rectangular flashing beacons to supplement warning signs and did not find significant improvement in yielding rates. Moreover, according to the Manual on Uniform Traffic Control Devices, in-roadway warning lights cannot be used at intersections controlled by traffic signals, stop signs, or yield signs, meaning only a limited universe of intersections would be eligible for that type of treatment. In addition, analysis from other jurisdictions across the country identifies greater benefits in higher speed, lower traffic streets, which are typically in non-urban settings. Research also indicates a flashing light fatigue effect in which the more widespread the treatment, the less effective it is. Finally, this bill would require DOT to install a large number of devices—significantly more than is needed to determine efficacy. That said, we would be happy to discuss possible new technologies and small-scale pilots with the Council.

Introduction 346

Next, Intro. 346 sponsored by Council Member Narcisse. This bill would permit pedestrians to legally cross a roadway at any point, including outside of a marked or unmarked crosswalk, and allow for crossing against traffic signals. It would legalize the activity commonly referred to as “jaywalking” and specify that no penalties can be imposed for jaywalking.

DOT continuously works to enhance the pedestrian experience throughout New York City. In the first two years of this Administration, DOT delivered one million square feet of new plazas, sidewalk extensions, pedestrian islands, and more. We have implemented a record number of safety initiatives in intersections, including adding leading pedestrian intervals at 6,000 intersections to give pedestrians a head start, and this year we will be adding daylighting to 1,000 intersections to improve visibility among all road users. We also look to add mid-block crossings where needed to shorten walking distances.

Although jaywalking is a common practice in New York City, it can have deadly consequences. Over the last five years, 200 people lost their lives while crossing the street midblock or against the signal, making up about 34 percent of all pedestrian fatalities. Our laws require that all road users, including pedestrians, share the responsibility of abiding by the traffic rules designed to keep us safe. Therefore, we have concerns with fully legalizing this practice. However, we do support reducing the penalty for such behavior and removing the criminal summons and replacing it with a civil summons. We look forward to discussing this further with the Council.

Introduction 468

Next, Intro. 468 sponsored by Council Member Williams. This bill would require DOT to make available and searchable on its website information on speed reducer and traffic control device requests. I am happy to say that DOT already has such a page on our website. If you go to the [Contact the Commissioner](#) page on our website, you can find the link to the [Check Case Status Map](#). You can enter the case number or search an address to check on the status of a request. If a 311 service request was submitted, there is also a link on the page that takes you to the [311 page](#) to look up your previously submitted request. We would be happy to discuss this page further with the Council and how we could make this information more accessible.

Introduction 504

Next, Intro. 504 sponsored by Council Member Abreu. This bill would require DOT to prioritize sidewalk repairs at senior-only New York City Housing Authority (NYCHA) housing developments, then non-senior NYCHA housing developments, and report to the Council which sidewalks have been repaired and a timeline of sidewalk repairs for NYCHA developments.

The goal of DOT's Sidewalk Program is to ensure the safety of all pedestrians who travel on the city's over 12,700 miles of sidewalk. DOT budgets \$4M for NYCHA repairs. While NYCHA is responsible for sidewalks within their developments, DOT is generally responsible for sidewalks on the outside perimeter of NYCHA developments. We coordinate with NYCHA to prioritize locations for our sidewalk repairs and consider factors including the presence of older adults and people with disabilities as well as complaints.

But DOT also repairs sidewalks in front of schools and parks, in addition to certain privately owned property, which are also important locations that attract high numbers of pedestrians. DOT has concerns with this bill as drafted because it could slow down emergency sidewalk repairs, interfere with our ability to prioritize locations for repairs based on numerous factors, and be difficult programmatically. We would be happy to continue conversations with the Council about our Sidewalk program, our prioritization process, and how this can improve.

Introduction 542

Next, Intro. 542 sponsored by Council Member Brannan. This bill would require DOT to issue traffic study determinations no later than 60 days from the date that a traffic control device is requested by a City Council member or Community Board.

DOT understands the importance of and shares the Council's intent to increase efficiency in traffic studies and communicating such studies' determinations. However, we have serious concerns about this bill as it is too restrictive and does not consider the many requests for traffic studies we receive. Last year, DOT received over 3,000 intersection study requests and completed about 2,000. Studies take time and resources, and in order to get the most representative data, they are often scheduled so locations can be studied at the most appropriate times. For example, intersections adjacent to schools should be studied when schools are in session. While being selective in this way increases the average completion time,

it allows us to get a more appropriate and accurate representation of the activity at a given intersection, which this bill could limit.

Of the over 3,000 traffic study requests DOT received last year, 350 were from Council Members and Community Boards. By requiring that DOT complete requests from the Council and Community Boards within 60 days, this bill would necessitate prioritizing such requests over those received from the general public, which could also lead more people to submit their request through their local Council Member or Community Board. We would be happy to discuss our intersection studies further with the Council and welcome suggestions to improve our processes.

Introduction 663

Next, Intro. 663 sponsored by Council Member Bottcher. This bill would repeal the current newsrack requirements and replace them with new requirements for newsracks' maintenance and placement. DOT has previously supported newsrack reforms and would be happy to discuss this bill further with the Council.

Introduction 745

Next, Intro. 745 sponsored by Council Member Farias. This bill would require DOT to conduct and make public an annual study on cycling activity in the city for the previous year. The study would include which streets and bridges are most frequently biked on and recommendations for enhancing bike safety in these areas.

Cycling is one of the best ways for New Yorkers to get around and more New Yorkers are taking advantage than ever before. Bike ridership in New York City has reached a new all-time high. On a typical day, there are 610,000 cycling trips made in New York City, with cyclists biking 220 million trips annually. DOT already posts cycling ridership and activity data on our Cycling in the City webpage and this information is also available through Open Data. DOT updates the website throughout the year as data becomes available, rather than annually.

DOT uses data from local and national sources to determine cyclist trends, how frequently New Yorkers ride bicycles, and how that frequency changes over time. While we do not have counts for each city street, we have other metrics to determine where we install new bike lanes and where we implement safety improvements to the existing network. This includes NYPD crash data, DOT's Green Wave plan which outlines a full network of local and connector bike facilities, community input, land use, bridge access, Streets Plan Priority Investment Areas, and count data. We would be happy to discuss this data further with the Council.

Introduction 746

Next, Intro. 746 sponsored by Council Member Feliz. This bill would require DOT, in collaboration with Parks and the Department of Environmental Protection (DEP), to modify vacant paved medians by planting vegetation or adding stormwater management infrastructure at a minimum of three miles of paved medians per borough per year until all paved medians have been improved.

This Administration shares the Council's goal of enhancing resiliency throughout New York City and we support the bill's intent. With an increase in the intensity and frequency of storms, the Administration has increased its focus on stormwater management infrastructure. DOT works closely with our sister agencies including DEP and Parks to make infrastructure more resilient and to coordinate our response to extreme weather events, including adding stormwater management infrastructure.

DEP regularly studies and identifies areas that need interventions and DOT and the Department of Design and Construction (DDC) then incorporate stormwater infrastructure into our capital projects. Furthermore, since the Unified Stormwater Rule (USWR) came into effect in 2022, DOT has also embraced installing Precast Porous Concrete Panels (PPCP) in Capital projects. Roadway reconstruction projects that disturb over an acre of the subbase of the roadway or any project that adds 5,000 square feet of impervious surface are required to include stormwater management practices to reduce impervious space. DOT and DEP have either completed or plan to complete in the relative near-term approximately 92 linear miles of Porous Pavement that will result in approximately 450 million gallons of stormwater managed per year, the vast majority of which has been installed as part of DEP projects.

Beyond DEP's focus on stormwater management, DOT and DDC also implement planted medians through our capital program along Vision Zero Great Streets corridors, priority bus corridors, and greenways, among others for community beautification and greening. In total, we have installed approximately seven acres of planted space along these corridors which will grow to more than 14 acres in the coming years.

While we support the bill's intent for furthering resiliency and green space, we have concerns about its blanket mandate. It is important that we are able to target our efforts to the locations most in need of stormwater infrastructure. We also have concerns about the resources such a mandate would require and the ongoing maintenance needs. We welcome feedback regarding particular locations of concerns in your districts and would be happy to work with our sister agencies to respond. We look forward to discussing this bill further with the Council.

Introduction 773

Finally, Intro. 773 sponsored by Council Member Lee. This bill would require DOT, prior to issuing a notice of violation for a sidewalk defect, to determine if DOT or Parks already have plans to repair the same section of sidewalk. If so, DOT's notice of violation would need to notify the property owner of the planned work, and not issue a notice of violation if such work would begin within 90 days.

DOT coordinates closely with Parks and other agencies on sidewalk repairs. Prior to construction, DOT performs a conflict check comparing the sidewalk repair plan with DOT and Parks scheduled projects and coordinates with the appropriate staff if there are any overlapping projects. DOT and Parks also have quarterly coordination meetings.

It is important to note that a notice of violation for a sidewalk defect is a non-monetary lien and there is no fine associated with the notice. In addition, DOT does not issue notices of violations for sidewalk defects caused solely by tree roots. Finally, in the last five construction seasons,

less than one percent of sidewalk repairs by the City have been made within 90 days of issuing a notice of violation.

While DOT supports the bill's intent to avoid redundant work, we believe this bill may have the opposite effect from what is intended. This bill would create confusion about who is responsible for making sidewalk repairs, delay such repairs, and thus potentially undermine sidewalk safety. We would be happy to discuss our current coordination efforts and how they can be improved with the Council.

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today on the work DOT is doing to enhance intersections, sidewalks, and pedestrian safety on New York City streets. We would now be happy to answer any questions.



Testimony of Transportation Alternatives to the Committee on Transportation and Infrastructure

Jun 25, 2024

Good afternoon and thank you to Chair Brooks-Powers and members of the Transportation and Infrastructure Committee for holding today's hearing on intersections, sidewalks, and pedestrian safety. My name is Elizabeth Adams and I am the Interim co-Executive Director of Transportation Alternatives.

Almost every New Yorker is a pedestrian, and everyone deserves safe, sustainable, and healthy streets. Investing in pedestrian infrastructure makes our streetspace a safer and more pleasant place to spend time, whether someone is commuting to work, walking to their doctor's appointment, or wants to enjoy an afternoon in a pedestrian plaza. That means daylighting every intersection, hardening infrastructure, more space overall for pedestrians. More pedestrian space means more safety, and currently only 29.8% of street space is given to pedestrians. It's also good for business. For example, converting [car parking into public seating](#) on Pearl Street in Manhattan added 100 customers a day per parking spot and produced a 14 percent increase in sales.

Pedestrian safety solutions require a Safe System approach, blending infrastructure with proactive policy changes. It's time for the City to make serious, urgent investments in pedestrian safety and make New York the most walkable city in the world.

The number one factor in safety is speed. Now that Sammy's Law has passed, the City must prioritize the implementation of its new authority to lower speed limits to 20 mph where it makes sense to do so. Lowering speed limits works. Researchers found that the crash rate decreases by four to six percent for every one mph reduction in speed, and the fatal crash rate decreases by 17%.

Schools and Youth

TA appreciates the Council's support for raised crosswalks and intersections highlighted in Intro 0095, which would require a study on raised crosswalks, raised intersections, and speed reducers at intersections and roadways adjacent to schools. We know these solutions work: they're already in DOT's toolkit, and Mayor Adams has previously

highlighted the benefits of raised crosswalks and even promised to build 100 per year. TA calls for the City Council to hold DOT accountable for proactive and aggressive implementation of previous promises.

Open Streets for Schools, also called School Streets, create a safe space on the street for students to congregate at select times (by closing the street to traffic), whether it's all day or just during pick-up and drop-off. School Streets also activate the space outside of schools for safe play and learning. Car-free Open Streets in New York City have reduced crashes by as much as 77%, improving safety on streets near schools, which have been shown to be much more dangerous than an average street, especially during pick-up and drop-off hours and especially in areas that are majority people of color.

Traffic violence

New York City's Vision Zero program is working towards a city where traffic violence kills zero people every year, and also seriously injures zero people every year. However, nearly 2,000 New Yorkers have been killed or seriously injured -- meaning they lost a limb, organ, or were hospitalized for over 90 days -- while walking in the last 2 years alone. These serious injuries are devastating, life-altering events, including organ and limb loss, loss of a fetus, and temporary and permanent disabilities.

New Yorkers with disabilities and who use mobility devices to get around are also uniquely at risk. Research shows that people using wheelchairs are more than a third more likely to be killed in a crash than pedestrians who do not use them. Our streets must be designed in accordance with universal design principles so that everyone can be safe, no matter how they get around or what their personal needs are.

Daylighting is a proven way to improve visibility for all road users at intersections. Late last year, Mayor Adams committed to daylighting 1000 intersections. This work must be accelerated to ensure maximum safety benefits where they're most needed.

Jaywalking

Jaywalking has no business being criminalized in New York City in 2024. Most every New Yorker jaywalks regularly, but enforcement disproportionately, overwhelmingly, and unfairly targets Black and brown New Yorkers. TA wholeheartedly supports Intro 0346, which would decriminalize jaywalking and take this outdated policy off the books.

Bills

With respect to the bills under consideration at today's hearing, TA supports Intro 0144, which would require bollards at sidewalks, curb extensions, and pedestrian ramps. Bollards protect people from cars and New York City should have far more of them. We

support Intro 0079, which requires DOT to install lighting fixtures for pedestrians, making it safer and more pleasant for pedestrians to move through sidewalks.

TA wholeheartedly supports Intro 0746, which requires the City to improve paved medians by planting vegetation for the purpose of stormwater management. As we call for in our Spatial Equity report, converting asphalt into planted medians can [reduce runoff by 80%](#) and also reduce pedestrian fatalities and injuries by 30%.

TA also supports Intro 0504, which prioritizes sidewalk repairs near NYCHA developments, Intro 0468, which would require DOT to post information on speed reducer requests, and Intro 0301, which requires DOT to install solar-powered crosswalks.

TA opposes Intros 0103 and 0104. As this administration looks to daylight thousands of intersections around New York City, City Council should be looking to make this process easier, not harder. These bills would add bureaucratic processes to stall projects at the expense of critical safety measures.

Thank you for your time.



New York City Council Committee on Transportation and Infrastructure

June 25, 2024

Testimony of Eric McClure, Executive Director, StreetsPAC

Pedestrian safety, especially at intersections and on sidewalks, is a critical issue, as even in 2023, a relatively “safe” year, more than 100 New Yorkers were killed by drivers while walking, with many of those fatalities occurring in or near crosswalks. And while last year saw some of the lowest totals for pedestrian deaths on record, it was an unusually deadly year for people on bikes, with many of those fatalities happening in or near intersections.

The bottom line is that we need to do better as a city in protecting vulnerable street users. We need to continue slowing and calming vehicular traffic, which the passage of Sammy’s Law earlier this year should help. We need to continue investing in street designs that improve safety, including getting the city on track to meet the benchmarks set by the Streets Plan, adhering to state law that mandates daylighting at intersections, and making additional investments in lifesaving infrastructure like curb extensions, bollards, concrete pedestrian refuges, and hardened protected bike lanes.

All these steps, and many more, are necessary if Vision Zero is ever going to be more than a slogan. As the North American city with the best public transit system and one of the most robust cycling networks, we must continue to get people out of cars, make walking and biking safe, and put preserving lives above all else.

Int. 0746-2024 – Support

We support Int. 0746, which would require the city to improve paved medians by planting vegetation or adding stormwater management infrastructure. The city should certainly do more to increase greenery, reduce heat-island effects, and minimize runoff, but we also need to make sure that we’re providing the Parks Department with sufficient resources to install and maintain plantings.

Int. 0663-2024 – Support

While we support free speech and understand its implications regarding news, there’s no reason that in 2024, New York City can’t better regulate newsracks. With sidewalk space at a premium in the city, newsracks should be orderly and well maintained.

Int. 0346-2024 – Support with Qualification

We support Int. 0346, which would decriminalize “jaywalking,” a construct of the advent of the motoring age that was intended to promote the hegemony of the automobile, with qualification. It’s often safer for pedestrians to cross streets mid-block, away from the turning movements that so often are the cause of injury and death, and the existing prohibition on crossing outside of crosswalks is not applied remotely equitably, with the vast majority of “jaywalking” tickets issued to people of color. However, we have concern with the language in the bill that “advises” pedestrians to yield when crossing midblock, rather than a requirement to yield, which would likely reduce unsafe conflict.

Int. 0079-2024 – Support in Concept

We support the motivation behind Int. 0079, which would require installation of pedestrian lighting fixtures to better illuminate sidewalks in commercial corridors. Subpar lighting is a safety hazard, and the city should be taking steps to ensure that heavily traveled commercial streets are well lit, but we’re unsure of the lighting levels required by the legislation, or the extent of the need.

Int. 0095-2024 – Support in Concept

As with some of the other bills being heard today, we certainly support the motivation behind Int. 0095, which would require NYCDOT to study the feasibility of installing raised crosswalks, raised intersections, and other speed-reducers adjacent to schools. Rather than require a study, however, we believe this is something that the city should just do, and we would encourage Council Members to submit to DOT prioritized locations for this type of traffic-calming infrastructure.

Int. 0144-2024 – Support in Concept

We certainly support the implementation of bollards as a measure to improve pedestrian safety, an area in which New York, which tends to use bollards to protect buildings more than humans, lags many peer cities around the globe. We do have questions about the extent of reporting requirements, however, since we believe it’s clear that bollards do effectively protect pedestrians, and in general, we’d like to see the Department of Transportation be able to focus resources on doing rather than reporting.

Int. 0301-2024 – Support in Concept

The Federal Highway Administration reports that flashing beacons have definitive safety benefits, reducing pedestrian crashes by up to 47% and yielding rates by up to 98%, so we don't believe that a study of their efficacy is especially necessary. If there are intersections at which NYCDOT feels the use of these devices is appropriate, they should install them, and Council Members should certainly identify and share priority locations with the department.

Int. 0745-2024 – Recommend Negotiation

While we support the motivation behind Int. 0745, which would require NYCDOT to produce an annual study of bicycling activity, we believe that much of the data the bill seeks is already produced and reported on by the department. In any instances in which the desired data is lacking, we would encourage the Council to consult and negotiate with NYCDOT to ensure that such information is included, rather than to do so through new legislation.

Ints. 0103-2024 and 0104-2024 – Oppose

We oppose both Int. 0103, which would require NYCDOT to notify Council Members and Community Boards 15 days before removing a parking space, even temporarily, and Int. 0104, which would require NYCDOT to notify individual firehouses in advance of approving Open Street applications or implementing bike lane projects. Both bills are nakedly intended to hamstring the use of the city's streets for anything other than free parking and driving. There is no good reason to require notification of the removal of parking spaces, and DOT already consults with the Fire Department regarding street changes. Individual firehouse personnel do not have the expertise to evaluate the effect that street changes might have on response times. We strongly urge the Committee to reject this legislation.



PUBLIC TESTIMONY OF WATERFRONT ALLIANCE

June 27, 2024

**New York City Council Committee on Transportation and Infrastructure
RE: Oversight-Intersections, Sidewalks and Pedestrian Safety**

Submitted by Benjamin McDonald, Climate Policy Intern, Waterfront Alliance

My name is Benjamin McDonald, climate policy intern at the Waterfront Alliance. Waterfront Alliance is the leader in waterfront revitalization, climate resilience, and advocacy for the New York-New Jersey Harbor region.

The Waterfront Alliance is committed to sustainability and to mitigating the effects of climate change across the region's hundreds of miles of waterfront. We spearhead the Rise to Resilience Coalition of 100+ groups advocating for policy related to climate resilience, we bring climate resilience education to students in NYC DOE schools through our Estuary Explorers program, and we developed and operate the Waterfront Edge Design Guidelines (WEDG®) program for promoting innovation in climate design. We thank the City Council Committee on Transportation and Infrastructure Chair, Brooks-Powers, for holding this hearing.

The Northeastern region of the United States faces the largest increase in average precipitation across the country, according to the most recent National Climate Assessment. Additionally, heavy precipitation events have increased in this region and likely will continue to do so. New York City is among the areas expected to suffer the direst consequences of precipitation changes, projected to see a 11% to 12% increase in annual precipitation by 2080 according to the New York State Climate Impacts Assessment, released earlier this year. New York is in a vulnerable position due to increasing precipitation yet is unprepared to face the accompanying challenges.

Waterfront Alliance supports laws that will assist in mitigating extreme rainfall risks. Especially crucial are laws that seek to address extreme rain events in the most flood-vulnerable communities. Legislation will be necessary both to mitigate and adapt to stormwater flooding in the near future. **Therefore, Waterfront Alliance supports the Introduction 0746 as it addresses excessive stormwater runoff, and we look forward to working with the City Council and our fellow advocates to solidify and pass this bill.**



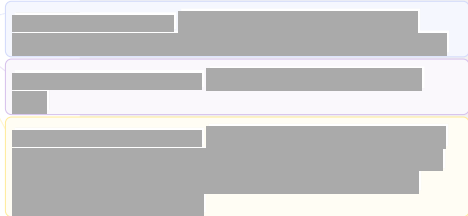
As Waterfront Alliance is deeply committed to resilience and the mitigation of climate change related risks, the bill raises a few questions for which we will seek answers moving forward.

First, we seek clarity on how “stormwater management infrastructure” is being defined in Intro 0747. A clear definition detailing the proper techniques and designs, such as the 2012 [Guidelines for the Design and Construction of Stormwater Management Systems](#), would help to ensure a quick and suitable rollout.

Next, we seek clarity regarding the 3-mile minimum for paved median replacement as outlined in the bill. We seek to better understand why a 3-mile distance was selected instead of a longer minimum requirement. We seek to better understand the considerations for selecting the 3-mile distance, and whether improving more is possible.

Lastly, and most crucially, Waterfront Alliance would like to better understand the criteria and consideration for deeming a particular stretch of median as “unfeasible”. Without a properly defined set of criteria for determining eligible paved medians, Waterfront Alliance is concerned about the possibility of fewer improvements being approved in the proposed system.

We are ready to work with the City Council to pass Intro 0746. We thank the City Council Committee on Transportation and Infrastructure for hosting this important hearing, and for considering climate impacts as part of pedestrian safety.





**Testimony of Deaunte Johnson, Policy Fellow
New York League of Conservation Voters
City Council Committee on Transportation and Infrastructure
Oversight - Intersections, Sidewalks, and Pedestrian Safety
June 25, 2024**

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

In order to effectively fight climate change and protect public health, we need to reimagine how people live and move in our city and champion legislation that allows us to reach those goals. NYLCV believes everyone should have access to multiple modes of transportation that are safe and practical. However, our frequent acceptance and perpetuation of car culture constantly undermines the safety of pedestrians and effectiveness of alternative forms of transportation. Compounding this, it is most often low income and communities of color that are most underserved by public transportation and infrastructure designed to protect pedestrians and families from cars. This is why we support Intros 745, 746, 301, and 95. Together, these bills should help the City streamline solar-powered traffic control devices, modify vacant paved medians, and require New York Department of Transportation (DOT) to conduct studies of cycling activity in the City and feasibility of pedestrian infrastructure near City schools.

Intro 745 would require the NYC Department of Transportation (DOT) to conduct an annual study on bicycle activity and make recommendations for improving bike safety. While this bill is a step in the right direction, it should work off of [DOT's existing *Cycling in the City* reports](#) and consider e-bike and e-scooter usage and factors that limit access to alternative modes of transportation, especially in areas considered transit deserts. This proposed legislation with our recommended adjustments would allow the City to continue to make our streets safer and more equitable. The Vision Zero program has already made substantial progress towards a future where alternative modes of transportation are prioritized and this bill will continue and improve on that work.

Intro 746 would require DOT, Department of Parks and Recreation, and the Department of Environmental Protection to modify vacant paved medians to accommodate the planting of vegetation or the use of median in stormwater management. NYLCV supports this idea, especially when it comes to planting vegetation to reduce stormwater flooding and mitigating the

urban heat island effect, and we look forward to working with CM Feliz, advocates, and Council staff on this bill.

Additionally, Intros 301 and 95 are important for improving pedestrian and bicycle safety across a wide range of communities. Many areas of the City, particularly low income and communities of color, lack reliable street infrastructure that fosters pedestrian and bicycle safety. Intro 301, which requires DOT to install at least 100 illuminated, solar-powered traffic control devices at crosswalks annually over the next 5 years resulting in at least 500 energy efficient traffic control devices and Intro 95, which would require DOT to conduct a study on the feasibility of installing raised crosswalks, intersections, and speed reducers and intersections and roadways adjacent to City schools are necessary to accomplish the safety goals outlined in Vision Zero. These bills have the potential to provide safety to children walking to and from school in the City while also making sure all crosswalk signs are effectively operated by clean energy.

All of these pathways forward will improve our City by helping to reduce vehicular injuries to pedestrians, achieve climate goals, and improve overall alternative transportation safety. NYLCV looks forward to working with the City Council, Administration, and fellow advocates so we can have an equitable and accessible City.

Thank you for the opportunity to testify.



49 Thomas Street, 10th Floor
New York, NY 10013
(212) 577-3300
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Alan Levine
President

Twyla Carter
Attorney-in-Chief
Chief Executive Officer

Dawne A. Mitchell
Chief Attorney
Juvenile Rights Practice

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Director of Youth Justice Policy & Training
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**New York City Council
Committee on Transportation and Infrastructure
June 25, 2024**

**Hearing on Oversight:
Intersections, Sidewalks and Pedestrian Safety**

Testimony of The Legal Aid Society

49 Thomas Street
New York, NY 10013
(212) 577-3300

Prepared by:
Danah Jones
Natalie Peeples

The Legal Aid Society thanks Chair Brooks-Powers and the members of the Committee on Transportation and Infrastructure for holding this oversight hearing on Intersections, Sidewalks, and Pedestrian safety. We welcome and encourage the City Council to continue to exercise its oversight powers to transform our streets into safe and equitable places to walk, gather, and thrive. We strongly support Int -346 as it would stop unnecessary contacts with law enforcement related to widespread and commonly accepted pedestrian behavior.

The Legal Aid Society

The Legal Aid Society is the nation's largest and oldest provider of legal services to low-income families and individuals. With offices in all five boroughs, the Society serves as the primary provider of indigent criminal defense services, represents most of the children and youth prosecuted in New York City's Family and Criminal courts, and advises clients on an array of civil legal issues including housing, benefits and immigration, among others. We have dedicated teams of lawyers, social workers, paralegals, and investigators devoted to serving the unique needs of our clients.

The Legal Aid Society is indispensable to the legal, social, and economic fabric of New York City – passionately advocating for low-income individuals and families across a variety of civil, criminal, and juvenile rights matters, while also fighting for legal reform. The Legal Aid Society takes on more cases for more clients than any other legal services organization in the United States. And it brings a depth and breadth of perspective that is unmatched in the legal profession.

In addition to providing direct representation in trial and appellate courts, the Legal Aid Society's law reform units pursue impact litigation and other law reform initiatives on behalf of our clients

Justice in Every Borough.

to reduce the harms of the criminal legal systems. Our perspective comes from our daily contacts with our clients, their families, and frequent interactions with the courts and city agencies.

Jaywalking Laws Criminalize Common Behavior

In a pedestrian-friendly city with more than 8 million residents, a select few experience unnecessary contact with police because of where they cross the street. In 2023, New York City issued over 500 tickets related to pedestrian crossing of roadways commonly referred to as “jaywalking.” In a city that relies heavily on public transportation, walking is a key component of using public transportation. Jaywalking is a reasonable adaptation to an environment that historically has prioritized vehicular traffic. Many blocks have long distances between available marked crosswalks or lack crossings in easily acceptable areas.

There is no data that jaywalking laws keep people safe. A targeted educational campaign coupled with thoughtful changes to our street design would be the most effective way to keep pedestrians safe. Criminalizing what is common behavior of New York City residents only provides an opportunity for discriminatory enforcement, placing an undue burden on those residing in over-policed, and over-surveilled communities.

Racial Disproportionality of Jaywalking Enforcement

NYC’s enforcement of its jaywalking laws patently discriminates against our communities of color. The statistics are deeply troubling.¹ In 2022, 85% of all jaywalking tickets were issued to people of color. In 2023, Black, Indigenous, or People of Color accounted for almost 70% of

¹ NYC Open Data Criminal Court Summons (Historic), available at, https://data.cityofnewyork.us/Public-Safety/NYPD-Criminal-Court-Summons-Historic/-sv2w-rv3k/about_data

jaywalking tickets issued.² And in the first three months of 2024, 96% of all jaywalking tickets (220/229) were issued to Black and Hispanic people.³ The communities in which jaywalking laws are enforced are quite limited. Jaywalking laws are enforced in only a small portion of our city. In 2023, most of the jaywalking tickets issued in Manhattan were issued in Harlem, Upper Manhattan, and Washington Heights. In contrast, less than 20 tickets were issued in Hell's Kitchen, Garment District, Midtown East, Murry Hill, Greenwich Village, Soho, Lower Manhattan, Tribeca, and Financial District combined.

Enforcement of jaywalking laws is also problematic because youth are disproportionately affected.⁵ Over 80% of youth under the age of 18 that were ticketed for jaywalking were Black youth.⁶ This statistic includes only those youth who were stopped by NYPD and issued a summons. It does not include all the youth who police stopped to question about alleged jaywalking. Because the NYPD is not required to report on Level 1 and Level 2 encounters which make up many investigative and enforcement encounters between the police and members of the public, there is no way for the public, or the Council, to know how many people experience such encounters for jaywalking.

² NYC Open Data Criminal Court Summons (Historic), see above, filtered for calendar year 2023 and Offense Description to include 'Jaywalking' 399 tickets were issued in total, 270 were issued to Black and Black Hispanic people.

Disproportionate jaywalking enforcement is not limited to 2022 and 2023. In 2019, for example, of the 397 tickets issued for jaywalking, almost 90 percent went to Black and Hispanic people.

³ NYC Open Data Criminal Court Summons Incident Level Data (Year To Date), available at, https://data.cityofnewyork.us/Public-Safety/NYPD-Criminal-Court-Summons-Incident-Level-Data-Year/mv4k-y93f/about_data

⁵ NYC Open Data Criminal Court Summons (Historic), https://data.cityofnewyork.us/Public-Safety/NYPD-Criminal-Court-Summons-Historic-sv2w-rv3k/about_data, filtered for calendar year 2023. A total of 39 tickets were issued to youth under age 18, 34 are identified as Black and Black Hispanic.

⁶ NYC Open Data Criminal Court Summons Incident Level Data (Year To Date), available at, https://data.cityofnewyork.us/Public-Safety/NYPD-Criminal-Court-Summons-Incident-Level-Data-Year/mv4k-y93f/about_data, Of jaywalking tickets issued in 2024, 34 were issued to youth under 18, 24 of those youth are Black and Black Hispanic.

Police contact has been shown to have a traumatizing effect on youth. One recent study on the impact of police stops on youth school disengagement concluded that adolescents who were stopped by the police reported enhanced next-day psychological distress, which in turn predicted increased school disengagement.⁸

As New Yorkers we must ensure that all New Yorkers, regardless of skin color or age, have open access to our streets.

Monetary Penalties For Jaywalking Do Not Remedy Public Safety Concerns

There is no evidence connecting the issuance of jaywalking fines and pedestrian safety or public safety on roadways. Tickets for jaywalking impose a monetary fine up to \$150 for the first infraction. Given the racially biased enforcement of the jaywalking laws, these fines perpetuate and exacerbate poverty. Further, the disproportional enforcement of jaywalking laws extracts dollars from the most vulnerable communities. Essentially, fines act as a tax, creating excessive fees on poor people for minor infractions and keeping them connected to the criminal justice system. Because of the demographics of poverty, and the over-policing in certain communities, these taxes fall disproportionately on communities of color.

Jaywalking Allows Individuals With Mobility to Access Our Street

New York City is a diverse community including people with various needs and abilities, including accessibility differences. The Mayor's Office for People with Disabilities estimates about one million people with disabilities live in New York City. New York City streets present difficulty

⁸ Juan Del Toro, Dylan B. Jackson, and Ming-Te Wang, The Policing Paradox: Police Stops Predict Youth's School Disengagement Via Elevated Psychological Distress, *Developmental Psychology* 1 (2022).

for individuals with mobility challenges. In neighborhoods where intersections are far apart, New Yorkers that are differently abled will often cross at the most accessible place while still being visible to vehicular traffic. To make the streets accessible for all New Yorkers, our roads must be made safer for all pedestrians. Criminalizing common, widespread behavior is not the way to increase safety.

Conclusion

Thank you for holding this hearing to address these important topics relating to the need for safer and more equitable streets. Decriminalizing jaywalking is smart policy that would advance true community safety, racial equity, and allow flexibility for members of the community with accessibility differences to cross the street. We urge the City Council to support Int -346 to stop unnecessary contacts with law enforcement related to widespread, commonly accepted pedestrian behavior. Int-346 is a step towards addressing the harms of racially biased stops and allows law enforcement to prioritize urgent issues that affect road safety. It is time for New York City to join Kansas City, Missouri, California, Nevada, Virginia, and Washington in decriminalizing jaywalking and prioritizing pedestrian accessibility.

Testimony on 6/25/24 Committee on Transportation and Infrastructure Hearing

Open Plans writes to testify regarding sidewalks and pedestrian safety at the June 25th, 2024 Oversight Hearing of the City Council Committee on Transportation and Infrastructure. At Open Plans our mission is to promote a people-first street culture that prioritizes community, joy, mobility, and empowerment. Safe public streets are critical to that mission.

In this spirit, we support Int. 95, 79, 346, 468, 144, 542, 301, 504, 773 and 745. We oppose Int. 103 and 104

Int. 95 in particular addresses critical areas of our work on intersection and school safety. Open Plans has been helping public schools across the city enroll in the School Streets program to foster outdoor learning and safer pickup and drop-offs. We consistently hear from our partners about struggles to hire crossing guards and dangerous traffic conditions around schools. Vision Zero data shows that the majority of traffic violence happens at intersections, and making sure our kids have safe crossings is quite literally a life-and-death issue. Apolline Mong Guillemin was tragically killed by a driver in 2021 across the street from a school. Last year, 7-year-old Kamari Hughes was killed by a tow truck in Fort Greene, one of nine children killed in 2023 by vehicles. Of the 70 children killed in the Vision Zero era while walking or biking, a third were killed on their way to or from school. These types of tragedies are absolutely preventable. The raised crosswalks and speed bumps that Int. 95 asks DOT to explore are essential tools in making streets safer for our children, though they are only one solution in a wide-ranging toolkit.

We would love a holistic approach to intersection safety, inclusive of raised crosswalks, bollards, curb bumps, daylighting, car-free school streets, lower speed limits and better lighting and signaling. Our neighbors in Jersey City and Hoboken have driven their traffic fatalities to historic lows on the back of common-sense solutions like city-wide daylighting ordinances and reduced speed limits. Many of these measures have been addressed piecemeal in other legislation and DOT efforts. If we are commandeering DOT resources for a feasibility study then we would encourage the Council to require a holistic study that goes beyond raised crosswalks and speed bumps and asks DOT to identify the best solutions from the full range of tools that help make crossings safe.

We are also keenly aware that a feasibility study is not the same as implementation. We are heartened by this administration's commitment to intersection safety, but we are concerned with the pace of improvements. The City's Open Data portal shows only 26 raised

intersections installed last year and only 3 installed this year. This is far short of the 100 crosswalk goal set by Commissioner Rodriguez in 2022. We urge the Council and Administration not just to consider the feasibility of common-sense improvements but also to streamline the process of actually getting them built. Every day without improvement is another day our kids go to school on dangerous streets.

In the spirit of helping DOT meet its commitments, we strongly oppose Int. 103 as we did in the December 4th, 2023 hearing; we are disappointed to see its inclusion on the agenda once more. This bill would be an incredible barrier to change on our streets that would cement parking as the default use of the curb when we should be transitioning into making our curb work for all users, not just those with cars. At a time when DOT is trying to implement its Curb Management Action Plan and is already struggling to meet the mandates in the Streets Plan, this requirement would serve as an impediment to making our streets more safe, efficient, and livable. Council Members regularly bemoan the lack of progress on the Streets Plan while simultaneously putting up barriers to its implementation — this is yet another example of that. Also for this reason, we also oppose Int.104, as it is our understanding that DOT already consults with FDNY and first responders on its projects. This unnecessary mandate would simply slow down improvements. The Council must empower DOT to make common sense changes in accordance with their own carefully considered plans, not pass legislation that impedes it.

We also support **Int. 301** and **Int. 79**, which beyond making the experience of our streets better for pedestrians will also improve visibility and safety. Int 301 would require DOT to install at least 100 illuminated, solar-powered traffic control devices at crosswalks annually for the next five years and produce a study on the efficacy of the devices used. The bill gives DOT the discretion to determine what specific devices would be used (illuminated signs, crosswalk lights); this technology has been used successfully in cities across the country to increase visibility and safety for pedestrians. In general, we encourage DOT to install more signalized crosswalks so that pedestrians are not dependent on striping alone to hope that cars will stop. Int 79 would also improve lighting by requiring DOT to illuminate sidewalks in commercial corridors (defined as commercially zoned areas or overlay) at a rate of 500 improvements per year, ideally in a contiguous chain. We know that lighting improves the pedestrian experience and also improves safety.

Finally, we support **Int. 773** which eliminates inefficiencies in our current system of sidewalk improvements. But, we can't help but ask if the entire system is worth changing. This is a city of pedestrians. The City maintains the roadbed while leaving the sidewalk to individual property owners. As a pedestrian city, the sidewalk deserves the same level of care and study as the roadway. This starts with a cohesive public space management framework that

builds on the momentum started by this administration's appointment of the first Chief Public Realm Officer and expands the city's capacity for cross-agency public space management.

We urge the council to consider the need for public space management, to empower not impede the DOT in its work, and we support the ongoing study of intersection safety and encourage the council to think even bigger on this life-and-death issue. Our organization stands ready to offer advice and help connect the dots between the various intersection and pedestrian safety tactics being proposed here and in Albany. We look forward to working with you to make our streets safer for children, and for everyone.

Respectfully,
Open Plans

Sara Lind
Co-Executive Director
sara@openplans.org

Jackson Chabot
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306 Atlantic Ave | Brooklyn NY 11201
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June 21, 2024

Statement of Support of Introduction 79
New York City Council Committee on Transportation and Infrastructure

The Atlantic Avenue Business Improvement District (BID) represents over 300 businesses along Atlantic Avenue and side streets in the Brooklyn neighborhoods of Brooklyn Heights, Cobble Hill, Boerum Hill, and Downtown Brooklyn. We urge the committee to approve and advance this bill to the full City Council, as it is a serious public safety and economic development issue.

Recently, DOT agreed to repair broken pedestrian lamps in our corridor after a decade of darkness thanks to advocacy from this bill's sponsor, Councilmember Lincoln Restler. This sidewalk lighting was the concern we heard the most from our businesses, their staff, and our residents.

Successful commercial corridors need to be walkable, visible, and safe—lighting plays a significant role in this. In the evenings, consumers will turn around and leave a shopping district after fifty feet of no visible lighting because they lose interest in the streetscape experience and/or feel unsafe. It is so dark on many City sidewalks that businesses attach their own string lights to trees or stakes in tree pits to elevate their visibility to consumers and create better perceptions of safety at nighttime.

It is common in commercial districts in New York City to have mixed uses of businesses, many of which are not open at night, such as doctors' offices and boutiques. These businesses share the same corridor as restaurants and bars, which tend to be closed during the day and open in the evening. Standardizing and implementing sidewalk lighting will ensure that all of these different businesses benefit from foot traffic no matter the hour of the day.

Atlantic Avenue is a DOT-designated Vision Zero priority corridor, which mandates the prioritization of pedestrian safety. Implementing sidewalk lighting is therefore an obvious public safety boon for commercial corridors in the evenings, when visibility for drivers is lowest and the risk of pedestrian fatalities is the highest.

We hope that New York City will join the canon of other world-class cities who already provide pedestrian lighting such as Paris and London, as well as other smaller New York State cities and towns that already illuminate the public way such as Buffalo and Sleepy Hollow.

Kelly Carroll
Executive Director

Alan Mooiman



Brooklyn NY 11238

United States



citycouncil@alanmoo.com

June 25, 2024

To the members of the city council,

I'm writing today in support of most of the intros proposed today during the city council committee on transportation and infrastructure. We are in a public health and safety crisis (as well as climate) and need to do everything we can to build a protected bicycle network, create streets that protect all users, and reduce private vehicle usage.

I'd like to specifically call out a few that I strongly support: Intro 346 to decriminalize jaywalking, Intro 144 to add bollards and curb extensions to intersections, and Intro 95 to add more raised crosswalks near schools.

I am **strongly** opposed to intros 103 and 104 as they would only make it harder for the city to make our streets safer, instead encouraging private vehicle ownership, not to mention a bureaucratic nightmare that would mean spending more money on communications rather than making our streets safer.

The other bills introduced today seem fine, but are not as important as 346, 144, and 95. I would like to see more trees on our streets though, so Operation Green NYC seems sensible.

Sincerely yours,

Alan Mooiman

April 15, 2024

Council Member Keith Powers
211 East 43rd Street, Suite 1205
New York, NY 10017

RE: Construction Code 19-159.3

Dear Council Member Powers,

My name is Dashiell Cain, and I am a senior at Special Music High School in New York City. I am also a resident of Stuyvesant Town and a passionate Citi Bike rider.

I feel the current state of some of the bike lanes in our city are in desperate need of repair. I am doing research for my AP Government class and I know that Administrative Code 19-159.3 was amended to create greater protection for cyclists and reduce crashes and accidents within bike lanes. Since you are also a resident of Stuyvesant Town, I want to focus your attention to a dangerous and hazardous bike lane pothole between First Avenue and Avenue C on 20th Street. Please see attached photos.

I know it's impossible to make extreme changes to the bike lanes in a short amount of time, but I would hope just by giving my testimony as a constituent could lead to an eventual solution to the dangerous bike lane on 20th Street between First Avenue and Avenue C.

I look forward to hearing from you, or perhaps we could take a look at the pothole in person?

Thank you for taking the time to read this letter.

Sincerely,

A handwritten signature in black ink that reads "Dashiell M. Cain". The signature is written in a cursive style with a large, sweeping initial "D".

Dashiell Cain

████████████████████
New York, N.Y. 10009

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Margaret Forgione, First Deputy Commissioner

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Leon Heyward, Deputy Commissioner

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Monty Dean, Director of Operations

Address: _____

I represent: DOT

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 346 Res. No. _____
 in favor in opposition

Date: 6/25/24

(PLEASE PRINT)

Name: Deputy Chief Thomas Alps

Address: 3 Police Plaza

I represent: New York City Police Dept.

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

Date: _____

(PLEASE PRINT)

Name: Rick Rodriguez, Assistant Commissioner

Address: _____

I represent: DUT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 346 Res. No. _____
 in favor in opposition

Date: 6/25/24

(PLEASE PRINT)

Name: Natalie Peoples

Address: _____

I represent: Legal Aid Society

Address: 199 Water St

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: ELIZABETH ADAMS

Address: 111 JOHN ST.

I represent: TRANSPORTATION ALTERNATIVES

Address: 111 JOHN ST.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Robin Felsher

Address: 33 GREENWICH AVE NY NY

I represent: Families for Safe Streets

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: 06-25-2024

(PLEASE PRINT)

Name: William Medina

Address: _____

I represent: Workers Justice Project

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 95 Res. No. _____

in favor in opposition

Date: 6/25/24

(PLEASE PRINT)

Name: Matthew Choi

Address: 195 Willoughby Ave

I represent: Open Plans

Address: _____

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

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

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

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Helen Skiper

Address: _____

I represent: _____

Address: _____

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