

COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE 1
CITY COUNCIL
CITY OF NEW YORK

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TRANSCRIPT OF THE MINUTES

Of the

COMMITTEE ON TRANSPORTATION AND
INFRASTRUCTURE

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December 4, 2023
Start: 1:19 p.m.
Recess: 3:21 p.m.

HELD AT: COUNCIL CHAMBERS - CITY HALL

B E F O R E: Selvena Brooks-Powers, Chairperson

COUNCIL MEMBERS:

Joann Ariola
David M. Carr
Amanda Farías
Ari Kagan
Linda Lee
Farrah N. Louis
Mercedes Narcisse
Lincoln Restler
Carlina Rivera
Nantasha M. Williams

OTHER COUNCIL MEMBERS ATTENDING:

Erik D. Bottcher

A P P E A R A N C E S

Eric Beaton, Deputy Commissioner for
Transportation Planning and Management at New
York City Department of Transportation

Rick Rodriguez, Assistant Commissioner for
Intergovernmental and Community Affairs at New
York City Department of Transportation

Corey Ortega, Assembly District Leader in Harlem

Christopher Leon Johnson

Raul Rivera, TLC driver and a TLC driver advocate

Elizabeth Adams, Deputy Executive Director for
Public Affairs at Transportation Alternatives

Eric McClure, Executive Director at StreetsPAC

Sara Lind

Carlo Steinman, Times Square Alliance

Gerald Scupp, Garment District Alliance

Daniel Scorse, Vice President of Operations for
the Hudson Yards/Hell's Kitchen Alliance

Glen Bolofsky

2 SERGEANT-AT-ARMS: Sound check for the
3 Committee on Transportation and Infrastructure.
4 Today's date is December 4, 2023. Being recorded by
5 Danny Huang in the Chambers.

6 SERGEANT-AT-ARMS: Good afternoon and
7 welcome to the New York City Council hearing of the
8 Committee on Transportation.

9 At this time, could everybody please
10 silence your cell phones.

11 If you wish to testify, please go up to
12 the Sergeant-at-Arms desk to fill out a testimony
13 slip even if you registered online.

14 At this time and going forward, no one is
15 to approach the dais. I repeat, no one is to approach
16 the dais.

17 Thank you for your cooperation.

18 Chair, we are ready to begin.

19 CHAIRPERSON BROOKS-POWERS: [GAVEL] Good
20 afternoon and thank you for joining today's hearing
21 of the Committee on Transportation and
22 Infrastructure.

23 Today's hearing will focus on DOT
24 transparency and notice requirements. In addition,
25 the Committee will discuss several pieces of

2 legislation that are being introduced today. The
3 Department of Transportation plays a critical role in
4 ensuring the safe, efficient, and environmentally
5 responsible movement of people and goods in New York
6 City. The agency currently oversees 6,300 miles of
7 streets and highways, over 12,000 miles of sidewalks,
8 and approximately 800 bridges and tunnels throughout
9 the city. Among its many roles, the DOT is
10 responsible for ensuring street safety, administering
11 programs, planning projects, overseeing news racks,
12 regulating parking, and managing the city
13 transportation infrastructure.

14 This is done with the expectation that
15 the DOT remains transparent and accountable to the
16 public while also ensuring that stakeholders
17 understand specific notices and requirements related
18 to DOT projects. Given the DOT's vast portfolio and
19 range of responsibilities, it can be difficult for
20 New Yorkers to navigate the City's complex systems of
21 rules and notifications. It is my hope today that
22 this hearing sheds light on and demystifies DOT
23 processes and regulations.

24 In addition to our oversight topic, we
25 will be hearing important legislation today covering

2 an array of topics, notice and requirements, speed
3 reducers, open streets, parking, and news racks.

4 Two bills, Intro. number 172 sponsored by
5 Council Member Hudson and Intro. number 1033
6 sponsored by Council Member Ariola involve
7 notifications regarding the Open Streets program.
8 Intro. number 172 is in relation to notification and
9 community input regarding designation, removal of,
10 and changes to Open Streets, and Intro. number 1033
11 is in relation to requiring the DOT to consult with
12 the Fire Department prior to approving Open Streets
13 applications and certain bicycle lane projects and to
14 notify affected firehouses prior to approving Open
15 Streets applications, bicycle lane projects, and
16 major transportation projects.

17 Intro. number 810 sponsored by Council
18 Member Bottcher would establish standards regarding
19 the placement and maintenance of news racks. News
20 racks can be found throughout our city, and this bill
21 would give DOT the flexibility to regulate news rack
22 size and shape and will ensure they are properly
23 situated.

24 Intro. number 922 sponsored by Council
25 Member Ariola would require the DOT to notify

2 affected Community Boards and Council Members 15 days
3 before removing a parking space.

4 Lastly, Intro. number 1030 sponsored by
5 Council Member Williams would require DOT to post
6 certain information regarding the status of traffic
7 control devices and speed reducer requests on its
8 websites.

9 Intro. number 1120 sponsored by council
10 Member Carr would require a raised speed reducer
11 feasibility assessment at speed camera locations.
12 Both these bills are related to street safety and how
13 to improve the systems we have in place. Traffic
14 control and speed reducer improvements are necessary
15 aspects of DOT street design. As Chair of this
16 Committee, I have advocated for street-calming
17 measures hard infrastructure at speed camera
18 locations in the past. It is imperative that DOT
19 equitably invest in and improves neighborhoods that
20 are suffering from high rates of traffic fatalities
21 and crashes rather than simply punishing and fining
22 individuals.

23 Overall, I look forward to hearing from
24 DOT, advocates, and members of the public regarding
25 the oversight and legislation at this hearing.

2 Before we begin, I would like to thank my
3 Staff and Committee Staff for their hard work, Mark
4 Chen, Senior Counsel to the Committee; Connor Mealey,
5 Counsel to the Committee; Kevin Kotowski, Senior
6 Policy Analyst; John Basile, Senior Policy Analyst;
7 Jack Seigenthaler, my Policy and Budget Director; and
8 Renee Taylor, my Chief-of-Staff.

9 I now invite Council Member Carr to make
10 an opening statement.

11 COUNCIL MEMBER CARR: Thank you so much,
12 Madam Chair. I so appreciate this important hearing
13 and an opportunity to speak on my bill, Introduction
14 1120.

15 I think that street safety and traffic
16 safety is among the foremost responsibilities of
17 municipal government, and certainly in New York City
18 it's no exception, and one of the things that I think
19 many of us have come to support are speed reducers,
20 whether it's speed humps in certain areas and speed
21 cushions in areas where speed humps are just
22 appropriate. One such location was in front of PS26
23 in the neighborhood of Travis in my District where we
24 had a speed cushion request that was approved but
25 could not be placed closer to the school which was

2 the whole point of the request because it was within
3 1,000 feet of an existing speed camera, and agency
4 rules prohibited or precluded that from happening. I
5 believe that no camera could ever be as effective at
6 controlling speed on a corridor as an actual physical
7 impediment like a speed hump or a speed cushion or a
8 raised crosswalk, and that's why this bill was
9 introduced because I think it's important that we
10 prioritize street safety measures that are the most
11 effective, and certainly there's a spectrum of
12 opinion with respect to the speed camera program, but
13 no matter how you feel about it, speed humps, speed
14 cushions, and raised crosswalks clearly are going to
15 be more effective at slowing vehicles down as they
16 approach some of our most sensitive locations like
17 the front of a school, and so that's why this bill is
18 here and why I'm so grateful that it's being heard
19 today, and I hope that the Administration can find
20 its way to support it and work with us to make our
21 streets even safer.

22 Thank you, Chair.

23 CHAIRPERSON BROOKS-POWERS: Thank you.

24 Next, we will hear from Council Member Bottcher.

2 COUNCIL MEMBER BOTTCHEER: Thank you so
3 much, Chair.

4 Every New Yorker is familiar with those
5 sidewalk newspaper boxes that seem to be everywhere,
6 especially in Manhattan in the District I represent,
7 and in true New York City fashion we have a love/hate
8 relationship with them. We love when they give us
9 convenient access to the papers that we love, but we
10 don't love when they're frequently neglected,
11 vandalized, broken, filled with garbage, tipped over,
12 causing sidewalk congestion, or just plain eyesores.
13 Many of these boxes aren't even for newspapers but
14 for promotions for commercial enterprises. Until now,
15 the City hasn't been able to do a whole lot to
16 address this issue because the current regulations
17 don't empower them to. That's why today we're having
18 a hearing on City Council legislation that I
19 introduced that will clarify and strengthen the
20 regulations regarding the siting, design, and
21 maintenance of sidewalk news racks. Intro. 810
22 directs the Department of Transportation to develop
23 standards regarding the manner in which news racks
24 and boxes can be placed or installed. It gives the
25 Department of Transportation the ability to create

2 design standards regarding the size, shape, and
3 appearance of news racks. It also clarifies that news
4 racks shouldn't be used for just promotional and
5 advertising purposes other than announcing the name
6 and/or website of the publication offered for
7 distribution. The legislation will require news rack
8 owners to affix their name, address, telephone
9 number, and email address in a readily visible
10 location on the front or sides of the news rack. That
11 way, we all know who's responsible for it, we know
12 who to contact if there's a problem with it.

13 I want to thank the co-sponsor of this
14 legislation, Council Member Sandra Ung, and all the
15 community organizations and residents who've already
16 gotten behind this bill. I want to thank Majority
17 Whip Selvena Brooks-Powers for your leadership on so
18 many of these important issues. Together, we'll keep
19 working to improve life for New Yorkers in ways large
20 and small.

21 CHAIRPERSON BROOKS-POWERS: Thank you.

22 Next, we will hear from Council Member Ariola.

23 COUNCIL MEMBER ARIOLA: Thank you, Chair.

24 This afternoon, we'll be hearing about Intro. 0922
25 and Intro. 1033, two bills which will help improve

2 the quality of life of New Yorkers across the five
3 boroughs.

4 Intro. 0922 would require the Department
5 of Transportation to notify affected Community Boards
6 and Council Members 15 days before removing a parking
7 space. That would allow local residents, leaders to
8 weigh in on the decision to remove these spaces
9 during that 15-day period. This would grant greater
10 power to our communities and let those most directly
11 impacted decide for themselves whether or not they
12 would like these spaces removed rather than leaving
13 the choices solely up to planners somewhere behind a
14 desk who will never be affected by the changes that
15 they seek to implement.

16 Intron. 1033 would greatly improve the
17 safety in our city by requiring the Department of
18 Transportation to notify area firehouses prior to
19 approving any major transportation projects that
20 might impede the ability of the Fire Department to
21 respond to an emergency in a timely manner. This bill
22 would also require DOT to consult with the Fire
23 Department prior to approving Open Streets
24 applications and prior to the construction or removal
25 of any bicycle lane that would result in the removal

2 of a vehicular travel lane or a parking lane. DOT
3 would also be required to provide certification of
4 such consultation. In situations where every second
5 counts to save a life, these consultations would
6 guarantee that the FDNY is not delayed in their
7 responses to any emergencies, thus safeguarding our
8 residents in the event of a tragedy.

9 Thank you for the time for listening.
10 Thank you, Chair.

11 CHAIRPERSON BROOKS-POWERS: Thank you.
12 Next, we will hear from Council Member Williams.

13 COUNCIL MEMBER WILLIAMS: Thank you. I
14 appreciate the opportunity to discuss the
15 significance of bill, Intro. 1030. This proposal
16 seeks to enhance transparency within the Department
17 of Transportation by establishing a user-friendly
18 website, offering the public real-time access to
19 information on traffic control device and speed
20 reducer requests. The website will feature crucial
21 details such as case numbers, general topics, issue
22 status, resolutions, and reasons for approvals or
23 denials. If approved, timelines for device completion
24 will also be available. The inspiration for this bill
25 comes from many constituents putting in speed

2 mitigation requests and getting denied and not having
3 a reason why. This initiative aims to clear up the
4 opaque criteria and empower the public as well as
5 foster a safer and more collaborative relationship
6 between communities and DOT.

7 I extend my gratitude to Chair Brooks-
8 Powers for acknowledging the importance of this bill.
9 Thank you.

10 CHAIRPERSON BROOKS-POWERS: Thank you. I
11 first would like to also acknowledge the Members that
12 have joined this Committee hearing today, Council
13 Members Carr, Kagan, Ariola, Farías, Louis, Restler,
14 Rivera, Williams, Narcisse.

15 Next, I'm going to read testimony on
16 behalf of Council Member Kevin Riley who could not be
17 here today. I am not going to read it in its
18 entirety, but it will be put in for the record.

19 I am here today to emphasize the crucial
20 importance of Intro. 1033, a fundamental step towards
21 strengthening agency partnership, calling on the
22 Department of Transportation to collaborate
23 effectively with the FDNY to guarantee that our
24 city's transportation projects align with the safety
25 needs of our communities. Every District is unique

2 with its own set of dynamics and challenges, making
3 it imperative to approach projects on a case-by-case
4 basis. This is precisely where Intro. 1033 become
5 indispensable. I am proud to be a co-sponsor of this
6 legislation mandating that DOT consult with the Fire
7 Department before approving Open Streets applications
8 and certain bicycle lane projects. By requiring
9 notifications to affected firehouses before
10 greenlighting these projects, we are placing a
11 critical check on the decision-making process. While
12 the intention of street design projects is to strike
13 a balance among the needs of pedestrians, riders, and
14 drivers alike, they can sometimes omit critical
15 functionalities that vary from one community to
16 another. In my District, the White Plains Road
17 Protected Bicycle Lanes have elicited ongoing concern
18 from numerous residents, business owners, and
19 municipal workers including our local Fire
20 Department. With the lanes altering parking and
21 conflicting with our elevated train network,
22 inevitable congestion has hindered the flow of
23 traffic in one of our community's busiest business
24 markets. This poses a potential challenge to the
25 ability of firefighters and EMT professionals to

2 promptly act in emergency situations where response
3 times can be decisive to optimizing the life-saving
4 interventions. I urge my Colleagues to endorse this
5 bill as it signifies a dedication to the well-being
6 and safety of our constituents. Thank you.

7 I will now ask the Committee Counsel to
8 go over some procedural items and swear in the
9 representatives from DOT.

10 I will take point of privilege to say
11 that we received the testimony from DOT 15 minutes
12 ago, and that is unacceptable. I have asked on
13 numerous occasions for testimony to come to us at
14 least 24 hours in advance so that the Committee Staff
15 is able to better prepare myself and the Members of
16 this Committee to ask meaningful questions so that
17 there is limited redundancy because some of the
18 questions we have may be addressed in your testimony
19 or we may need to delve deeper so in the future we
20 ask that the testimony be sent in advance at least a
21 day before. Thank you.

22 COMMITTEE COUNSEL CHEN: Thank you. I'm
23 Mark Chen, Counsel to the Transportation and
24 Infrastructure Committee of the New York City
25 Council.

2 Our first witnesses will be from the
3 Department of Transportation, Eric Beaton, Deputy
4 Commissioner for Transportation Planning and
5 Management; and Rick Rodriguez, Assistance
6 Commissioner for Intergovernmental and Community
7 Affairs.

8 I will now administer the oath. Please
9 raise your right hands.

10 Do you affirm to tell the truth, the
11 whole truth, and nothing but the truth before this
12 Committee and to respond honestly to Council Member
13 questions?

14 DEPUTY COMMISSIONER BEATON: Yes.

15 ASSISTANT COMMISSIONER RODRIGUEZ: Yes.

16 COMMITTEE COUNSEL CHEN: Thank you. You
17 may begin when ready.

18 DEPUTY COMMISSIONER BEATON: Thank you.

19 Good afternoon, Chair Brooks-Powers and Members of
20 the Committee on Transportation and Infrastructure. I
21 am Eric Beaton, Deputy Commissioner for
22 Transportation Planning and Management. With me today
23 is Rick Rodriguez, Assistant Commissioner for
24 Intergovernmental and Community Affairs. Thank you
25 for the opportunity to testify on behalf of Mayor

2 Eric Adams and Commissioner Ydanis Rodriguez on DOT
3 transparency and notice requirements.

4 DOT feels strongly that high quality
5 public input makes our projects better so it is worth
6 taking the time to do it well. We have been working
7 to strengthen our relationships across the city,
8 including with faith communities and immigrant
9 communities, to ensure we are able to broaden the
10 feedback that helps to shape our projects. We are
11 always happy to take any feedback that you have about
12 critical stakeholders and strategies as we develop
13 projects in your communities.

14 At the same time, we want to acknowledge
15 that there is a balance that we need to strike
16 between depth of community engagement and getting
17 stuff done for New Yorkers. We need to make our
18 streets safer, create a better public realm, and help
19 people get where they need to go quickly and
20 efficiently. It is important to do this while working
21 closely with communities, but we also want to make
22 sure that we right-size engagement processes to make
23 sure we are delivering our work equitably around the
24 city and moving aggressively. As the Mayor announced
25 last week, we are doubling our intersection safety

2 commitment to 2,000 intersections per year, including
3 1,000 with daylighting, which I know has been long
4 pushed for by our partners in the Council, and we are
5 grateful for your partnership in making sure that we
6 can get these needed safety enhancements in quickly.

7 I know that there has been concern about
8 how DOT engages with communities, and I want to take
9 a moment to talk about some of the ways that we have
10 been working to expand how we do this and make sure
11 we are connecting with people and reflecting local
12 concerns in our work.

13 When DOT develops a project, our Borough
14 Commissioners develop outreach plans that reflect
15 each unique community. This includes formal
16 engagements with Community Boards and briefings for
17 Council Members and other elected officials but also
18 ways to reach out directly to the public including
19 workshops, surveys, onsite walkthroughs, and flyers
20 posted through the project area and often handed
21 directly to business and homeowners. We work directly
22 with local stakeholders, such as Business Improvement
23 Districts, faith organizations, older adult centers,
24 and other locally important institutions. We also
25 work closely with our peer agencies, including the

2 Police Department, Fire Department, Sanitation,
3 Parks, Small Business Services, and other agencies
4 where relevant.

5 One focus of this Administration is
6 making sure we are hearing directly from New Yorkers,
7 many of whom may not have the ability to attend
8 formal meetings in the evening. Our Street
9 Ambassadors meet New Yorkers where they live, work,
10 and socialize. They engage people in conversations
11 about DOT projects at locations and times that are
12 convenient for them. They often do outreach in active
13 neighborhood spaces during the morning rush, in the
14 evenings, or over the weekend. The Street Ambassadors
15 also do merchant surveys where they walk business to
16 business along a corridor to speak directly with
17 business owners and get feedback about DOT proposals.
18 The Street Ambassador team is comprised of multi-
19 lingual...

20 CHAIRPERSON BROOKS-POWERS: Sorry. You
21 cannot be on your phone here. You have to step out if
22 you need to be on the phone. Sorry about that.

23 DEPUTY COMMISSIONER BEATON: Thank you.
24 The Street Ambassador team is comprised of multi-
25

2 lingual Public engagement specialists who speak 10
3 languages.

4 This model has been successful in getting
5 feedback from community members and for sharing
6 information about DOT's Street Improvement Projects.
7 For many projects, we get thousands of responses, far
8 more than we could get at any individual meeting, and
9 particularly focused on local residents and
10 stakeholders. Going forward, we want to continue to
11 find innovative ways to make sure we are getting
12 important community feedback and make sure we are
13 communicating clearly about what is happening on our
14 streets.

15 I also want to acknowledge that we often
16 get many more requests than we are able to fulfill, a
17 situation that will continue to be a challenge
18 through the current budget crisis. We do our best to
19 prioritize work so that we are addressing both the
20 most critical locations and also performing work
21 equitably citywide. We appreciate your partnership in
22 helping to prioritize requests and your understanding
23 when our resources are limited.

24 Turning to the legislation before the
25 Council today. First, Intro. 172 sponsored by Council

2 Member Hudson. This bill would require DOT to provide
3 60 days advance notice to affected Council Members,
4 Community Boards, and community organizations prior
5 to the designation, permanent change to, or removal
6 of an Open Street.

7 DOT is proud to run the largest and most
8 successful Open Streets program in the country. The
9 program transforms streets into public space open to
10 all. These transformations allow for a range of
11 activities that promote economic development, support
12 schools, facilitate pedestrian and bike mobility, and
13 provide new ways for New Yorkers to enjoy cultural
14 programming and build community.

15 DOT shares the Council's interest in
16 providing sufficient notice and opportunity for
17 community feedback for Open Streets. We recently
18 proposed rules for the program that would achieve a
19 lot of these same goals, and we would be happy to
20 discuss the best way forward with the Council.

21 Next, Intro. 810 sponsored by Council
22 Member Bottcher. This bill lays out requirements for
23 news racks' maintenance and placement. DOT has
24 previously supported news rack reforms and would be
25 happy to discuss this bill further with the Council.

2 Next, Intro. 922 sponsored by Council
3 Member Ariola. This bill would require DOT to notify
4 the local Community Board and Council Member 15 days
5 before removing a parking space. DOT has serious
6 concerns with this bill as it would slow the pace of
7 operations and be extremely burdensome. Streets are
8 fluid spaces where parking spaces are added and
9 removed every day. Providing and receiving such
10 notice would be overwhelming for both the agency and
11 the recipients. For permanent removals, DOT already
12 gives notice before implementing major transportation
13 projects that involve the full-time removal of a
14 parking lane based on laws passed by the Council.
15 This bill creates a much wider universe of notice by
16 including both permanent and temporary parking space
17 removals that could include temporary removals for
18 construction or resurfacing. Overall, this would slow
19 down a significant portion of DOT's work.

20 Next, Intro. 1030 sponsored by Council
21 Member Williams. This bill would require DOT to make
22 available and searchable on its website information
23 on speed reducer and traffic control device requests.
24 I'm happy to say that DOT already has such a page on
25 our website. If you go to the Contact the

2 Commissioner page on our website, you can find the
3 link to the Check Case Status Map. You can enter the
4 case number or search an address to check on the
5 status of a request. If a 3-1-1 service request was
6 submitted, there is also a link on the page that
7 takes you to the 3-1-1 page to look up your
8 previously submitted request. We would be happy to
9 discuss this page further with the Council and how we
10 could make this information more accessible.

11 Next, Intro. 1033 sponsored by Council
12 Member Ariola. This bill would require DOT to consult
13 with the Fire Department before approving an Open
14 Street applications and certain bicycle lane
15 projects. Further, this bill would require DOT to
16 notify affected firehouses before approving an Open
17 Street application, a bicycle lane project, and a
18 major transportation project.

19 DOT works closely with our sister
20 agencies and believes that such coordination is
21 important. We already consult with FDNY on these
22 projects, including meeting regularly with the FDNY
23 Bureau of Operations Planning Division and each FDNY
24 Borough Commander to discuss our projects and solicit
25 their feedback on potential issues that may arise,

2 including concerns raised by local firehouses. These
3 are important conversations that we will continue to
4 have, but such communication must continue to happen
5 in a centralized manner. We defer to our sister
6 agency on how best to disseminate information between
7 the Borough Commanders, FDNY Operations, and local
8 firehouses.

9 Next, Intro. 1120 sponsored by Council
10 Member Carr. This bill would require DOT to assess at
11 least 100 speed camera locations each year to
12 determine the feasibility of installing a raised
13 speed reducer and, where feasible, installing such
14 device within one year. Additionally, DOT would be
15 required to annually report on each assessed
16 location, and in locations where both a speed reducer
17 and camera are present, provide a recommendation for
18 whether a camera is still necessary.

19 DOT has concerns with this bill as it
20 would slow down speed hump installations and reduce
21 the reach of our safety interventions. With this
22 bill, instead of installing speed humps in new
23 locations based on the many requests we get, we would
24 need to install them where a safety treatment already
25

2 exists. Moreover, the two tools are best used in
3 different types of locations.

4 Speed humps and speed cameras are two
5 tools in our toolbox that address speeding, but we
6 have many others that may be more appropriate for a
7 particular location such as a larger street redesign
8 or signal timing changes. As always, please send us
9 locations where you have safety concerns, and we can
10 evaluate them for the best treatment.

11 In conclusion, I would like to thank the
12 Council for the opportunity to testify before you
13 today on DOT's efforts to engage and notify the
14 public about our projects. We now welcome your
15 questions.

16 CHAIRPERSON BROOKS-POWERS: Thank you.
17 Let's start with pothole repairs and repair requests.
18 In Fiscal 2023, DOT repaired 176,853 potholes, 4
19 percent fewer than in the same period last year.
20 According to DOT, this was due to a mild winter and
21 an increase in street resurfacing work, which reduced
22 the formation of potholes. In Fiscal Year 2023, how
23 many requests did DOT receive through 3-1-1 from
24 individuals reporting a pothole or a cave-in on a
25 street including on bike lanes?

2 ASSISTANT COMMISSIONER RODRIGUEZ: I don't
3 have the 3-1-1 data giving the number of requests,
4 but I can tell you the number of potholes that we've
5 filled are 156,218 locations throughout the city.

6 CHAIRPERSON BROOKS-POWERS: While we're
7 here, can someone check back and get that number for
8 us, please?

9 ASSISTANT COMMISSIONER RODRIGUEZ: Let me
10 see if I can get that.

11 CHAIRPERSON BROOKS-POWERS: Of the 176,853
12 potholes repaired in Fiscal '23, let me take that one
13 back because you're going to get the 3-1-1 requests
14 because I have a second followup question to that.

15 Pothole repair locations are listed on
16 Open Data. Are pothole repair requests also included
17 on Open Data? The repair locations are listed, but
18 are the repair requests also included there?

19 ASSISTANT COMMISSIONER RODRIGUEZ: We'll
20 try and find that at the same time.

21 CHAIRPERSON BROOKS-POWERS: Okay. What is
22 the process for addressing a pothole 3-1-1 complaint
23 and, if the pothole or cave-in is due to a third-
24 party construction, what is the process for repair?

2 ASSISTANT COMMISSIONER RODRIGUEZ: If, I'm
3 making up, some subcontractor is out doing...

4 CHAIRPERSON BROOKS-POWERS: I'll just give
5 you a factual example. On Merrick Boulevard near
6 222nd Street, there have been several instances where
7 there is a cave-in. Oftentimes, someone will put a
8 cone there, but there is work being done and when 3-
9 1-1 calls are made, they're told that there is a
10 third party project that is happening there, but
11 there has been no permanent fixture to that.

12 ASSISTANT COMMISSIONER RODRIGUEZ: Just as
13 a bit of background, cave-ins are often due to
14 erosion due to often burst water mains and things
15 like that so I know that our sister agency, DEP,
16 would have a role to play within that. I would want
17 to be checking in with them. You said it was Merrick
18 Boulevard?

19 CHAIRPERSON BROOKS-POWERS: Yes, between
20 221st and 222nd. There's also another location in Far
21 Rockaway that's on the same block as St. John's
22 Hospital on Beach 19th Street, and we've called that
23 in a few times to DOT and DEP, and I know there have
24 been temporary fixes done, but it's still caving in
25 so, if you're saying that there's something

2 underground that could be contributing to it, what's
3 the process for fixing it?

4 ASSISTANT COMMISSIONER RODRIGUEZ: I'm not
5 sure at the specific locations, but, given that we
6 have a relationship and given that we often attribute
7 cave-ins to erosion and burst water mains, we should
8 check in with our sister agency, DEP. I can follow up
9 with your Staff after this so that we can send out
10 inspectors.

11 CHAIRPERSON BROOKS-POWERS: But generally
12 speaking, what is the coordination between DOT and
13 DEP? If a 3-1-1 comes in for a cave-in or a pothole,
14 is it going to DOT or is it going to DEP and, once it
15 goes there, are the two sister agencies working
16 together to address it?

17 ASSISTANT COMMISSIONER RODRIGUEZ:
18 Exactly. We often have coordination meetings, and we
19 used to have City Hall coordinated restructure agency
20 coordination meeting to go through things like this.
21 On a staff level, I know the engineers in both
22 Departments work daily with each other.

23 CHAIRPERSON BROOKS-POWERS: But you said
24 used to so what happens now?

2 ASSISTANT COMMISSIONER RODRIGUEZ: I can't
3 speak to it now because I'm no longer in my role at
4 City Hall. I'm sure that our engineers are still
5 working together.

6 DEPUTY COMMISSIONER BEATON: Just on
7 procedure, if someone puts a 3-1-1 request in as a
8 pothole, we will send an inspector out to go look at
9 it because our intention is to fill that pothole
10 within two days. If it turns out that it's not what
11 we would think of as a pothole but is this cave-in or
12 other type of request, we refer it to DEP, and we
13 work closely with them. We often do a make safe, we
14 will put some asphalt or something there just to make
15 the location safe, acknowledging that that doesn't
16 fix the underlying problem, but we don't want to just
17 keep putting asphalt into the hole forever. It is at
18 that point on DEP to send their inspector to see if
19 they figure out why the cave-in is happening.
20 Certainly, if they need our help in the repair, we
21 will work with them on that.

22 CHAIRPERSON BROOKS-POWERS: Thank you for
23 the response. Next, resurfacing streets. DOT
24 previously had a goal to repave 1,300 lane miles
25 annually, which was reduced to 1,100 lane miles per

2 year. Last year in our budget response, the Council
3 urged the Administration to increase baseline funding
4 for street resurfacing, allowing DOT to repave 1,300
5 annually. This funding was not added at adoption. New
6 Yorkers can request resurfacing of a street that is
7 rough, pitted, or cracked beyond repair. Please walk
8 us through how DOT handles those street resurfacing
9 requests.

10 DEPUTY COMMISSIONER BEATON: Thank you,
11 and it's a good question. First, with respect to the
12 1,300 versus 1,100, I think we're very happy with how
13 many miles of streets we've repaved over the past few
14 years, but one of the things that we really want to
15 do is get into a sustainable cycle of resurfacing
16 where over the years we've had times where we've
17 resurfaced a lot of streets and then many fewer. Our
18 analysis shows that 1,100 is actually a very
19 sustainable level where if we can maintain that over
20 time, we think it does keep our streets in a state of
21 good repair.

22 In terms of how we select streets for
23 resurfacing, we certainly take 3-1-1 and
24 notifications about potholes and street conditions
25 into account, but we also have a team that inspects

2 our streets throughout the year to make sure that
3 we're providing real observations because we don't
4 only want to be responsive to where people might call
5 more often so the goal is to inspect all of our
6 streets at least once every two years. In reality, we
7 get to them much more frequently than that, and we do
8 what we call a street assessment where we look at
9 things like cracks and street cuts to determine
10 whether a street is in good, fair, or poor condition.

11 CHAIRPERSON BROOKS-POWERS: You do that on
12 all streets in New York City?

13 DEPUTY COMMISSIONER BEATON: Yes.

14 CHAIRPERSON BROOKS-POWERS: Is there like
15 a map available that tracks when you do these?

16 DEPUTY COMMISSIONER BEATON: It doesn't
17 track when, but we have a map that shows what the
18 most recent assessment was, and we can get you the
19 link but it's publicly available.

20 CHAIRPERSON BROOKS-POWERS: Okay, thank
21 you. How many of those requests did DOT receive in
22 Fiscal Year 2023, and, out of the ones requested, how
23 many were addressed?

24 ASSISTANT COMMISSIONER RODRIGUEZ: I'll
25 see if we can get that while we're here.

2 CHAIRPERSON BROOKS-POWERS: Okay, and
3 while you're at it, I don't know if you have the
4 answer to this, if not, if you could get it, does DOT
5 have a list by District and Borough that tracks the
6 resurfacing so pretty much what I was trying to get
7 to, wanting to see that, so you're saying you have a
8 link that's on Open Data that will break it down?

9 DEPUTY COMMISSIONER BEATON: Yes, and we
10 typically do it by Community District so that's a
11 number that we would have readily available. If
12 you're interested by any other geography, we could
13 put that together, but it's not how we track it
14 regularly.

15 CHAIRPERSON BROOKS-POWERS: Okay. While
16 we're talking about road safety, if you've noticed,
17 there are two photos blown up here. This is alongside
18 Robert Couche Senior Center in my District, and I've
19 received a number of complaints from the senior
20 constituents about dangerous conditions on the
21 streets that I've witnessed firsthand myself. What
22 kind of senior outreach does DOT conduct?

23 DEPUTY COMMISSIONER BEATON: We have a
24 Safety Education team that what they do is they work
25 both with schools but also with older adult centers,

2 and they regularly visit older adult centers around
3 the city to both inform, we do a lot of trying to
4 work with seniors about what they should be looking
5 for and helping them navigate our streets safely but
6 also taking feedback that we can then bring back
7 about issues that they see in their communities. One
8 of the things that we've been working very closely,
9 both with individual senior centers but also the
10 Department for the Aging, is about providing clear
11 space in front of senior centers for pick-up and
12 drop-off where some senior centers have these spaces
13 where an Access-A-Ride vehicle or a private car or a
14 taxi could pick up and drop someone off right at the
15 curb but some don't, and we know that some of those
16 places can have a lot of double parking or, if you're
17 in an Access-A-Ride vehicle, you may not be able to
18 get out in a safe way at all so we've been working
19 with DFTA to prioritize locations and add these pick-
20 up and drop-off locations. We also have Senior Safety
21 Priority Districts around the city which were done
22 based on an analysis of where senior injuries are
23 most likely to happen and where they have been
24 happening, and we use that as a guide to help make

2 sure that we're doing enough projects in those
3 locations.

4 CHAIRPERSON BROOKS-POWERS: I want to ask
5 about how the decisions are made when to put in
6 crosswalks. For example, the Robert Couche Senior
7 Center, again that are the photos to my right,
8 believe that there should be a mid-block crosswalk, a
9 pedestrian island, or even a basic crosswalk on the
10 corner, and we feel it's necessary to enable seniors
11 and really pedestrians in general to cross this two-
12 way street that has a lot of traffic. What goes into
13 making those determinations because I will say my
14 Office has been working with DOT for a while trying
15 to get some safety measures there, and there are a
16 lot of near-fatal crashes that take place there. I
17 don't know if you can fully see, but where you see
18 the back of those vehicles is along the side of where
19 the entry point for that senior center is. It's in
20 the middle of the block. It's not to any of the
21 extreme corners, and the corners are actually very
22 far from that point so there is no crosswalk anywhere
23 nearby there. Also, because there are merchants
24 across the street, there's also open dining across
25 the street so there's a shed there. There is limited

2 visibility so there needs to be something done there
3 so these seniors who cross there every single day can
4 cross there safely so I hear you about having
5 education sessions. I would argue that a senior has
6 enough experience to know how to cross a street, but
7 it's incumbent upon the City agency, DOT
8 specifically, to ensure that our streets are safe for
9 pedestrians, and so I just wanted to bring that to
10 the attention in terms of wanting to make sure that
11 DOT is taking these types of requests seriously
12 because I know my senior center is not the only one.
13 I'm just using it as an example. Where does the local
14 elected official's input or the impacted community's
15 input, like as in this case, factor into the
16 decisions that are made by DOT because, for example
17 again with this, the Community Board is in support of
18 DOT coming and putting pedestrian infrastructure in
19 place there, obviously I'm supportive of it, and
20 other local community-based organizations as well so
21 how does DOT factor those into the decision making?

22 DEPUTY COMMISSIONER BEATON: We absolutely
23 agree. We go and do education because we think that
24 that's an important part of the process, but
25 education alone doesn't substitute. We do want to

2 make sure we're making physical changes to our
3 streets to make sure that they are safe. Safety is
4 really the guiding light for everything that we do on
5 the street. When we want to do a new crosswalk or do
6 a new traffic signal, we don't want to do it or not
7 do it just based on the loudest voice in the room or
8 who asks most frequently. We want to make sure that
9 we're doing that change in a way that really promotes
10 the safety of the street, and we've had issues over
11 the years where perhaps something has been installed
12 because it was desired but since we didn't get that
13 study in, it didn't have the effect that we wanted so
14 what we do when we get a request, I'll talk first
15 about the new traffic signal because I know we're
16 studying that at the corner here and then I can talk
17 about the mid-block crossing. When we get a request
18 for a new traffic signal or a new always stop, we go
19 out and observe the location and collect a lot of
20 data. We collect traffic data, both at the peak hour
21 but across the whole day, often on a weekend. We
22 collect pedestrian data. We look at how many people
23 are crossing the street, in what directions, and are
24 they able to find space to cross the street in
25 between traffic. We also look at the crash data, and

2 we look at the crash data very carefully because we
3 look at crashes in different ways. If there was a
4 crash that was caused by a drunk driver at 3 a.m.,
5 that's not the type of crash that a new traffic
6 signal necessarily would've affected, but, if there
7 are a lot of say right-angle crashes where vehicles
8 are running into their sides or failure to yield type
9 crashes, then that's an indication that there might
10 be something that a better traffic control would
11 help, and so we look at what we call the number of
12 preventable crashes, and I say that word carefully
13 because we hope that all crashes are preventable
14 through various means, but meaning crashes that will
15 be specifically prevented by the new signal, and we
16 look at all of that. There's a set of guidelines put
17 out by the federal government that we use to guide
18 us, but, at the end of the day, we also know that
19 those are guidelines and if we see an issue that
20 doesn't exactly conform to those guidelines, we are
21 willing to use our professional engineering judgement
22 to do what we think is safest.

23 When we get a request for a mid-block
24 crossing, we look at many of those same items, but
25 one of the key things is how many people are

2 attempting to cross the street mid-block. Is it
3 something where there's demand on both sides of the
4 street and we see people out there? We know that's
5 never a full representation of people who might want
6 to cross at that, but we at least try to see if
7 there's some activity going on there. Again, based on
8 these federal requirements, we use those as a
9 guideline to help us evaluate the location, but
10 ultimately the most important thing is that we are
11 doing a serious engineering study at each of these
12 locations. We're not just putting something in or not
13 putting something in based on our whims. We are
14 trying to be very thoughtful and careful about how we
15 control the street.

16 CHAIRPERSON BROOKS-POWERS: Thank you for
17 that, and when you say that you look at the number of
18 people that cross mid-block, do you look at the type
19 pf people that cross mid-block?

20 DEPUTY COMMISSIONER BEATON: Absolutely.
21 One of the things we look at is the speed of people
22 crossing the street, and that's especially important
23 in a location like this because older adults tend to
24 walk slower, and this is actually something we talk
25 about on the education side as well is you may be

2 used to crossing the street and not having a problem
3 but as you might walk more slowly or might have
4 vision issues, you might experience the street in a
5 different way. When we look at people crossing, we
6 look at their speed, we look at their age as well, we
7 look at schoolchildren different from an adult
8 different from an elderly person, and we take that
9 all into account.

10 CHAIRPERSON BROOKS-POWERS: With the
11 Robert Couche Senior Center, I can only hope that DOT
12 is going to come and put a crosswalk and some
13 infrastructure there because the senior center is in
14 the middle of the block. Sounds about right?

15 DEPUTY COMMISSIONER BEATON: We definitely
16 have the request and we're looking at it.

17 CHAIRPERSON BROOKS-POWERS: Okay, and how
18 long does a request take?

19 DEPUTY COMMISSIONER BEATON: It typically
20 takes a few months just because we need to go out and
21 actually collect the data. We do get a tremendous
22 number of requests. We do try to prioritize based on
23 locations that are brought to us by community
24 leaders.

2 CHAIRPERSON BROOKS-POWERS: Would you say
3 that you wait until unfortunate incidents happen to
4 like speed up some of these requests, and I ask this
5 because thankfully recently DOT installed an all-way
6 stop sign in Rockaway but it was following a crash.
7 On North Conduit, DOT thankfully came and re-milled
8 the road and repainted a sign. This morning at 8
9 a.m., there was another crash. I got another alert
10 from a constituent that lives along that corridor.
11 I'm just trying to understand like how do we ensure
12 safety for all and not have to wait to prioritize
13 because of unfortunate circumstances?

14 DEPUTY COMMISSIONER BEATON: Sure. No, and
15 that's really the right question. We try to be as
16 proactive as we can. We look at things like traffic
17 speeds, we look at community requests and where they
18 come in, and we would always rather do something
19 before something bad happens. At the same time, if
20 there is a serious crash, if there is a fatality or a
21 serious injury, we also want to make sure we are
22 going to those locations and seeing if there's
23 something we ought to be fixing. At the end of the
24 day, we need to do both. We would rather have been
25 proactive and prevented it, but, if something does

2 happen, we want to make sure that we are going and
3 addressing any conditions that we have at that
4 location.

5 CHAIRPERSON BROOKS-POWERS: Thank you. I'm
6 going to yield and come back and ask questions so
7 that my Colleagues can ask some questions. We'll
8 start with Council Member Williams followed by
9 Narcisse.

10 COUNCIL MEMBER WILLIAMS: Thank you. Thank
11 you for your testimony. I just had a question. A part
12 of the bill, and I know you all do share status of
13 speed mitigator requests. A lot of times when we get
14 denials, which is often and I force my office to
15 email Commissioner Garcia each time and ask for a
16 more detailed explanation, the explanation is really
17 not detailed. You often quote the federal criteria,
18 and so I wanted to know where in the Charter does it
19 say that we have to utilize the federal criteria to
20 site speed mitigators on New York City streets?

21 DEPUTY COMMISSIONER BEATON: As you know,
22 it's not in the City Charter that we have to use
23 federal requirements, and we try to use the federal
24 requirements as a guideline. There's a lot of
25 research that has gone into them. We try to make sure

2 that we're putting our resources into the places
3 where they deliver safety the best, and we want to do
4 that based on this depth of research as to where it's
5 best used. At the same time, I wouldn't want to say
6 that we follow requirements blindly. We use it as a
7 baseline, and we use it to guide our work, but if
8 there's a place where we feel like for whatever
9 reason the federal requirements are really not
10 appropriate, we can look at that too. We don't want
11 to evaluate each location just sort of on a whim. We
12 want to make sure we are basing it on data and basing
13 it on guidelines and starting the conversation there.

14 COUNCIL MEMBER WILLIAMS: Okay, I lockdown
15 love to have a further conversation on that because
16 for an applicant, it's really hard to know whether or
17 not you're solely basing it off of the federal
18 criteria or if you're using some other type of
19 mechanism and so yeah, that sounds good for you to
20 say that but often every denial oftentimes cites the
21 fact that for whatever reason it is it meets some
22 type of federal criteria, and my problem with a lot
23 of sort of macro criteria that, I'm done, and DOT in
24 general is that oftentimes it is not unique to
25 particular communities and the unique needs that they

2 have, and so I know it's great, it's based off of
3 lots of research and all those wonderful things, but
4 it doesn't necessarily always meet the mark,
5 especially around speed reduction, so would love to
6 talk more about that because I do have a lot of
7 issues around the response that's always like oh, it
8 doesn't fit the federal criteria.

9 The other thing, which is sort of similar
10 to this, is I learned in a hearing that if a person
11 puts in an application that says I want a speed bump,
12 you all will do a study for a speed bump, but maybe
13 they're eligible for a speed hump or maybe they are
14 eligible for a stop sign, but you only do the study
15 based off of what the person writes in their
16 application, and so another question is how come
17 there's no proactive trigger or once you've done the
18 due diligence of a study, so like you're actually
19 utilizing your resources to conduct a study, how come
20 in that same very instance do you not maybe offer
21 suggestions for other types of speed mitigators that
22 might be eligible at a particular site?

23 DEPUTY COMMISSIONER BEATON: Yeah. First,
24 just to your first point. I think we hear you that
25 we're not communicating clearly enough about this,

2 and that's a very reasonable conversation to have
3 because the goal is really to help people understand
4 why we do or don't make a decision so point well
5 taken.

6 In terms of the second question,
7 obviously, we're a large agency and there's a
8 workflow where something gets assigned to look at a
9 particular subject, and we have inspectors trained in
10 particular areas, but what I would say is if we get a
11 request and it's a high-crash location or we look at
12 it and there's high speeds, but for whatever reason
13 physically there's too many driveways or something
14 and we can't place the speed hump, if we really see a
15 crash history, we do look for more things. I think we
16 often get a lot of requests at locations that don't
17 have a lot of crashes or don't have evidence of
18 speeding, and so at those location we sort of say it
19 didn't meet the criteria.

20 COUNCIL MEMBER WILLIAMS: Yeah, like I
21 know, I'm a pretty rational, thank you so much,
22 Chair, for allowing me additional time, I'm a pretty
23 rational person and so I understand that, but there
24 are areas where legitimately we've even spoken to the
25 Police Department where there have been many crashes

2 and still to this day, as I'm sitting here right now
3 December 4th at 2:13, there has been no sort of
4 suggestions for one particular area I have in my
5 mind, but there are a few of those locations and then
6 some of these locations are actually next to
7 sensitive areas so schools, daycare centers, and I
8 feel like my office proactively is suggesting things
9 to DOT, but I am of the mindset that you guys are
10 supposed to be the experts and so I feel like the
11 different types of suggestions should come from the
12 agency, not the Council Member's office, and then I
13 shouldn't have to like, literally myself, I should
14 not have to get on the phone to push the agency to
15 try to find creative solutions to reduce speed in
16 particular areas. I don't want to take up too much
17 time. I would love to hear your feedback, but I want
18 to follow up on this. I have followed up many times.
19 I've spoken to the unit that does speed safety around
20 schools. You've come to my District a few times, but
21 still so many areas really need to have some type of
22 reduction in speed, and I just don't feel like you
23 all are proactive and transparent in your
24 communication and genuinely trying to find ways to

2 reduce speeding in areas that have the data that
3 shows that multiple crashes are happening.

4 ASSISTANT COMMISSIONER RODRIGUEZ: Yeah, I
5 definitely appreciate the advocacy you have around
6 these high-crash areas. You don't have to reach out
7 to us. We'll reach out to you, and we'll follow up
8 and we can go through a list and speak intelligently
9 about those locations and move forward.

10 CHAIRPERSON BROOKS-POWERS: Next we'll
11 hear from Council Member Narcisse, but before we go
12 to her, just piggybacking on that recent comment by
13 Council Member Williams in terms of sensitive spaces
14 and DOT notifying us and reaching out, I will say
15 that there are two elementary schools that have had
16 crashes more recently, and they have long requested
17 speed humps in those spaces, so there were two
18 kindergarteners in particular that were struck by
19 vehicles, and they had, again, long requested speed
20 bumps which takes entirely too long to get one
21 approved or denied, and most times they are denied
22 and we have to come back and really challenge DOT, so
23 that is a concern in terms of how those are
24 approached so maybe there's an opportunity for us to
25 work more closely with DOT to understand the metrics

2 that are being used, and I know this was something I
3 brought up in one of the earlier hearings after I had
4 recently been appointed Chair for this Committee so
5 it's something that we should definitely follow up
6 on.

7 DEPUTY COMMISSIONER BEATON: Absolutely, I
8 think we all have a better conversation is we can
9 help each other understand what we look at and what
10 you look at. The goal isn't to be adversarial. I
11 think we all want the same thing of getting to safe
12 streets and using our resources as well as we can. I
13 think we're well aware of the backlog in terms of
14 speed humps and we all are aware of the budget issues
15 and our ability to do more. We want to make sure that
16 we are prioritizing our work as well as we can.

17 COUNCIL MEMBER NARCISSE: Thank you,
18 Chair, and thank you, good afternoon, for being here.

19 When you do community engagement, do you
20 rely solely on the Community Board? I'm not saying
21 Community Boards are not great, I've been part of
22 Community Boards, but they reach out to a small
23 segment of the community because this is the same
24 people you see over and over. Do you do outreach
25 yourself?

2 ASSISTANT COMMISSIONER RODRIGUEZ: Just to
3 be clear, the Community Board outreach process is one
4 piece of many of the strategies that we employ. We
5 have Street Ambassadors that we mentioned in the
6 testimony that speak over 10 languages, and we have
7 pop-up tents and weekend events, and we proactively
8 go to senior centers and schools to make sure that
9 we're reaching people where they are. Community
10 Boards, as we mentioned, are an important
11 organizational venue for us to do a public
12 presentation, and it's a place to have on record the
13 things that we're proposing, but it is just one piece
14 of how we attempt to reach communities.

15 COUNCIL MEMBER NARCISSE: Let's be clear.
16 I'm supporting the fact you're coming to Community
17 Boards. I'm just saying the segment that they're
18 reaching out, being part of the Community Board, is
19 just like the same people over and over, but you have
20 a large segment of people that you want to reach out
21 to.

22 Having said that, Zipcars, I see you
23 laughing, because people are always shocked when they
24 kind of pop up in their communities, especially 17
25 and 18, so how do you reach out to the communities to

2 let them know they're going to lose their parking
3 space?

4 ASSISTANT COMMISSIONER RODRIGUEZ:

5 Certainly, the Community Boards are, again, one of
6 those pieces. If there is a specific process on
7 Zipcars and the car-share program...

8 DEPUTY COMMISSIONER BEATON: On those, we
9 do work largely through the Community Board. We send
10 the Community Board a list. We require the companies
11 to go to the Board and make a presentation and have a
12 conversation so that we can get that feedback so we
13 do try to be very public and open about where these
14 are. We don't want it to be a surprise.

15 COUNCIL MEMBER NARCISSE: I appreciate
16 that. The rating, when I'm scrolling down your
17 website, everything is green, and I was looking for
18 some part of my District that has a lot of issues,
19 but I don't see that because everything is green,
20 what does green stand for?

21 DEPUTY COMMISSIONER BEATON: This is the
22 Street Assessment Rating?

23 COUNCIL MEMBER NARCISSE: Yes.

24 DEPUTY COMMISSIONER BEATON: I don't have
25 it in front of me so I don't want to read it..

2 COUNCIL MEMBER NARCISSE: No, green is
3 supposed to be rated good, but, then again, I'm
4 seeing a lot of streets are buckling on me, and you
5 have Rockaway Parkway in Canarsie, you have by the
6 Bay View Houses, which I always tell people by Bay
7 View Houses, there's public housing, that's the place
8 that we should have nice smooth streets. You know
9 why? Because I want those children when they get out
10 at least they see something beautiful, they don't see
11 all the streets because 102nd, I've been talking
12 about it, so I would like to see that.

13 DEPUTY COMMISSIONER BEATON: If you could
14 let us know, we...

15 COUNCIL MEMBER NARCISSE: Some of the
16 streets are horrible.

17 DEPUTY COMMISSIONER BEATON: If there's
18 others that we need to take another look at, we're
19 happy to do that.

20 COUNCIL MEMBER NARCISSE: Yeah. Garrison
21 Beach and Garrison Avenue, East 80th Street is
22 buckled in, people are going like rough ride, there's
23 a lot of bad streets, but they're all green in my
24 area.

2 ASSISTANT COMMISSIONER RODRIGUEZ: Our
3 team is going to follow up with you, and we'll get a
4 list of those locations.

5 COUNCIL MEMBER NARCISSE: Thank you.
6 Intersection of Ralph Avenue and Flatlands. This
7 intersection has been a problem for decades. People
8 are coming in all the time next to the schools so can
9 we look into that because I don't know what to do
10 anymore? I've wrote letters, I did everything, and
11 I'm talking about a long time, so what's going on?

12 DEPUTY COMMISSIONER BEATON: I'm familiar
13 with that intersection. I know there's a lot of
14 turning movements there because people come up..

15 COUNCIL MEMBER NARCISSE: Buses, people,
16 so can we have a signal? What's the problem that we
17 cannot get a signal for that street?

18 DEPUTY COMMISSIONER BEATON: A turn
19 signal?

20 COUNCIL MEMBER NARCISSE: Yes, a turning
21 signal.

22 DEPUTY COMMISSIONER BEATON: We'll take
23 another look. I know we looked at this a few years
24 ago. We made some improvements, and there's some
25

2 capital work happening, but we will take another
3 look.

4 COUNCIL MEMBER NARCISSE: People got hit
5 many times.

6 DEPUTY COMMISSIONER BEATON: We know that
7 that's a tough one and we know that there's the
8 school right there, there's also the City yard right
9 there. That's a tough intersection. We've looked at
10 it over the years, but we can look some more.

11 COUNCIL MEMBER NARCISSE: But what's the
12 problem, because since 1995, 1996 I'm talking about,
13 those things have been talked about, how many kids,
14 now the population increased, the buses are
15 increased, everything is increasing, yet we cannot
16 have a turning signal.

17 DEPUTY COMMISSIONER BEATON: We'll take a
18 look.

19 COUNCIL MEMBER NARCISSE: Okay. I hope
20 it's more than look. It actually should be happening.
21 People are getting hit left and right on that corner.

22 I thank you for your time. I don't want
23 to keep on pushing, but I would like to see some of
24 my 46th District and throughout the City of New York
25 so thank you for putting your time in. I know the

2 Commissioner is doing amazing work, and I know we
3 cannot just bombard him with everything, but I'm
4 looking forward to see the green mean the green so
5 thank you.

6 ASSISTANT COMMISSIONER RODRIGUEZ: We'll
7 followup. Thank you.

8 CHAIRPERSON BROOKS-POWERS: Thank you.
9 We've been joined by Council Member Lee.

10 Next, we'll hear from Council Member
11 Farías.

12 COUNCIL MEMBER FARÍAS: Thank you, Chair
13 Brooks-Powers.

14 I'd like to ask some questions around
15 parking space removal. How often does a DOT project
16 remove a parking space? Do we track that? Do we know?

17 DEPUTY COMMISSIONER BEATON: We track when
18 one of our street improvement projects change
19 parking. I think part of the challenge is that there
20 are many different types of things that may add or
21 remove parking on the street, whether it's
22 daylighting, whether it's changing a parking space to
23 a loading zone, whether it's temporary uses like
24 movie shoots or construction, there's a tremendous
25 amount that happens. We always know where there's

2 construction. We don't always know exactly how many
3 spots...

4 COUNCIL MEMBER FARIÁS: Yeah. I'm more so
5 interested in like the permanent removal of a parking
6 spot? Do we track that and how frequently are we
7 reviewing when we're removing spots from a given
8 community or how large of a removal of spots from a
9 given community?

10 DEPUTY COMMISSIONER BEATON: Yes, when
11 it's part of our projects or when it's part of
12 something that we do, we have an extensive sign
13 management system that tracks when we change signs.

14 COUNCIL MEMBER FARIÁS: Is the agency
15 mandated to report back frequently or annually to the
16 Council on the removal of spots and its numeration?

17 ASSISTANT COMMISSIONER RODRIGUEZ: It
18 seems not yet.

19 COUNCIL MEMBER FARIÁS: Okay. When the
20 removal of a parking space is temporary, how quickly
21 is the space typically restored, and is this
22 communicated to the community in any way?

23 DEPUTY COMMISSIONER BEATON: It's quite
24 variable depending on the reason that it was taken.
25 You can imagine street work, we would all like it to

2 be done quickly, but it often takes a while. The
3 permit has a length to it, and the information on
4 that permit is available.

5 ASSISTANT COMMISSIONER RODRIGUEZ: For a
6 sense of scale, there were 600,000 construction
7 permits last year and 3,000 business permits so it's
8 every day there's, many, many thousands...

9 COUNCIL MEMBER FARIÁS: Right, and
10 typically that's referred to the Community Boards and
11 the Council Members. I think sometimes we get
12 construction projects and we know where they are
13 going to be, and that's usually how we hope the
14 constituency finds out, correct?

15 Okay, great. Chair, I have one more
16 question. Does the construction of a protected bike
17 lane also include spatial needs for EMS vehicles and
18 fire trucks like it does for Sanitation trucks?

19 DEPUTY COMMISSIONER BEATON: Yes. We
20 actually work very closely with the Fire Department.
21 We have a special model of not just the generic fire
22 truck but the model of fire truck that is used in the
23 city. They bought a new fire truck a few years ago
24 that was a little bit bigger. We updated all of our
25 standards to make sure it accommodates that truck.

2 COUNCIL MEMBER FARIÁS: Great. I noticed
3 in the protected bike lanes around my office that
4 it's quite a big gap. I know that Sanitation trucks
5 are huge but these bills made me think are all the
6 spatial truck needs that we use as a municipality
7 included so that's great to hear.

8 The last thing I just want to say is I
9 do, and I don't know if we have this, and feel free
10 to answer after my statement, what the level of
11 enforcement and review looks like for the Zipcar
12 spots. My Colleague brought up some of the issues
13 with the parking spots. I've brought it up to the
14 companies that I like to randomly drive around to see
15 the Zipcar spots in my District and if they're
16 actually filled with a Zipcar so I've brought to the
17 attention the many areas that they need to re-review
18 to consider whether or not they remain Zipcar spots
19 because my community, as a transit desert and isn't
20 necessarily multimodal in terms of connectedness of
21 our transit options, still is a car-reliant community
22 as I drive, my mom drives, with intergenerational
23 households, and so any of those spots that we can
24 gain back would also be helpful. I just want to know
25 do we have any enforcement or are we solely relying

2 on the companies to do some of that review and
3 enforcement?

4 ASSISTANT COMMISSIONER RODRIGUEZ: First
5 off, those are signed, and the NYPD traffic
6 enforcement agents would be a part of that.
7 Definitely understand the existence of transit
8 deserts throughout the city, and there are a bunch of
9 different ways that people have different commutation
10 patterns. One of the things that I think is really
11 powerful about our car-share program is that there's
12 some percentage of car owners that choose to make a
13 different choice rather than to not purchase a car in
14 the first place, and we've seen that in the data that
15 people made choices to maybe not have a car purchase,
16 and so understanding that there is, New York City,
17 it's a game of inches, everybody understands the
18 needs and desires to have access to the curb, but, as
19 an eye towards the future, one of the benefits is
20 that some number of folks are able to avoid a big
21 purchase.

22 COUNCIL MEMBER FARIÁS: 100 percent. I
23 mean I have been somewhat supportive of its expansion
24 in my District because I do understand with the
25 numbers and the data that I've seen, even just in my

2 four-by-four block radius, I know several families
3 that use the four spots where I reside currently, and
4 that alleviates a huge 10, 20, 30, 40,000-dollar car
5 burden that is a depreciating asset for a family.

6 ASSISTANT COMMISSIONER RODRIGUEZ: Just to
7 underscore your point, if there's an issue in the
8 neighborhood, you're the local expert. By all means,
9 let us take a look...

10 DEPUTY COMMISSIONER BEATON: And we do get
11 data on how much it's used, and we are giving these
12 companies a very valuable resource, and we're doing
13 it because we think it's providing value to the
14 community, but, if they're not using it or the
15 community is not using it then we can take those
16 spaces back so we can base it on real usage.

17 COUNCIL MEMBER FARIÁS: Yeah, that is my
18 plan of review this upcoming year is to kind of look
19 at where the spots are, especially with some of the
20 expansion that we've seen in my Community Boards, but
21 I appreciate the extra time, Chair, and your
22 additional...

23 CHAIRPERSON BROOKS-POWERS: Thank you.
24 Next, I want to touch on federal funding
25 transparency. During this Fiscal Year, how much, if

2 any, federal funding has DOT secured and under which
3 programs?

4 ASSISTANT COMMISSIONER RODRIGUEZ: It's a
5 little bit of a mouthful, but let me read it out. To
6 date, New York City Department of Transportation has
7 been awarded 46.3 million dollars in funding for
8 projects including a 7.25-million-dollar planning
9 grant to expand New York City's greenways and over 18
10 million dollars in capital funding to reconstruct
11 Delancey Street, 6 million..

12 CHAIRPERSON BROOKS-POWERS: Sorry, repeat
13 the 18 million.

14 ASSISTANT COMMISSIONER RODRIGUEZ: Of
15 course. 18 million dollars in capital to reconstruct
16 Delancey Street, 6 million to rehabilitate bus stops
17 and improve bus transportation on Jerome Avenue in
18 the Bronx, 3 million dollars to reconstruct an off-
19 site storage facility for large parts for our ferry
20 operations, and 7 million dollars to the Trust for
21 Governors Island for a shore-side electric ferry
22 infrastructure.

23 CHAIRPERSON BROOKS-POWERS: For Staten
24 Island ferry infrastructure you said?

2 ASSISTANT COMMISSIONER RODRIGUEZ: Yes.

3 Just some high-level numbers, we've submitted over 24
4 grants for over a billion dollars in federal funds.

5 CHAIRPERSON BROOKS-POWERS: Are the rest
6 of them still pending decisions?

7 ASSISTANT COMMISSIONER RODRIGUEZ: Of
8 course, you may hear from us for letters of support
9 and know everybody here has been super generous with
10 their letters of support on our behalf.

11 CHAIRPERSON BROOKS-POWERS: Yeah, I'm just
12 waiting for some of the money to start flowing for
13 some of these other much-needed infrastructure
14 repairs, but I hear you on the Governors Island ferry
15 piece. I know that both Council Member Farías and
16 myself have held a few hearings around ferry
17 expansion and wanting to see that in parts of
18 Brooklyn, parts of the Bronx as well as the eastern
19 portion of the Rockaways. Has anything been done by
20 DOT to explore grant fundings in any of those
21 communities?

22 ASSISTANT COMMISSIONER RODRIGUEZ: To be
23 clear, the Department of Transportation only operates
24 the Staten Island..

2 CHAIRPERSON BROOKS-POWERS: Staten Island.

3 I understand, but in terms of when we think about
4 expansion, is it only going to be done through EDC or
5 is DOT able to apply for these grants to be able to
6 help New York City expand access?

7 DEPUTY COMMISSIONER BEATON: The planning
8 and the operation of those routes is done by EDC, but
9 we would be a partner if they're applying for federal
10 funds because we're sort of the official arm of the
11 City..

12 CHAIRPERSON BROOKS-POWERS: So I should
13 change the question. Have you worked with EDC to
14 apply for any grants to explore expansions beyond
15 Governors Island in any of the neighborhoods I just
16 mentioned?

17 DEPUTY COMMISSIONER BEATON: We do work
18 with them. I think there are some challenges around
19 federal funding and the ferry program in terms of the
20 federal requirements that don't necessarily always
21 work well with how EDC operates the program. I think
22 if the right circumstance comes up, we're happy to
23 work with them, but..

24 CHAIRPERSON BROOKS-POWERS: So what worked
25 for Governors Island?

2 DEPUTY COMMISSIONER BEATON: We do that on
3 Governors Island. What we try to do is put as much of
4 the ferry money as possible into the City-operated
5 assets like Staten Island Ferry and Governors Island
6 because we find that that's a very efficient use of
7 the federal grant money.

8 CHAIRPERSON BROOKS-POWERS: What I'm not
9 clear about is with Governors Island, something
10 worked in that application that DOT as able to secure
11 7 million dollars so what aspect of it?

12 DEPUTY COMMISSIONER BEATON: Sure. We
13 worked with Governors Island Corporation in that
14 case. They had an application, we worked with them,
15 they came to us with the proposal, we were a little
16 bit of a pass-through in that case. In the right
17 circumstance, we defer to EDC on the program planning
18 and operation if there was a place where they wanted
19 to...

20 CHAIRPERSON BROOKS-POWERS: So EDC was a
21 part of that as well?

22 DEPUTY COMMISSIONER BEATON: For the New
23 York City Ferry, if EDC comes to us and wants to work
24 with us, we'd be happy to...

2 CHAIRPERSON BROOKS-POWERS: Did EDC play
3 any role in this application for Governors Island?

4 DEPUTY COMMISSIONER BEATON: I don't
5 believe so, but we can doublecheck.

6 CHAIRPERSON BROOKS-POWERS: Yeah, I'd be
7 interested in knowing.

8 Does DOT publish federal funding grants
9 in a manner easily accessible to the public similar
10 to the Hurricane Sandy funding tracking?

11 ASSISTANT COMMISSIONER RODRIGUEZ: We can
12 check and find out.

13 DEPUTY COMMISSIONER BEATON: It all gets
14 published through NYMTC, which is the regional
15 metropolitan planning organization. It is available,
16 but I don't know that I would necessarily say easy to
17 access.

18 CHAIRPERSON BROOKS-POWERS: Going to speed
19 reducer installation and speed bumps, DOT has a
20 target to install 250 speed reducers annually. In
21 Fiscal 2023, DOT installed 231 speed reducers, a 12
22 percent decrease from Fiscal 2022 and a 27 percent
23 decrease from Fiscal 2019. Why did DOT miss its
24 target of 250 speed reducers in 2023?

2 DEPUTY COMMISSIONER BEATON: One of the
3 challenges that we've had is that as we've resurfaced
4 more and more streets around the city, we're
5 increasingly encountering streets that already have a
6 speed hump, and, after we resurface that street, we
7 have to go back and put the speed hump so the same
8 crews that would install a new speed hump also have
9 to go back and do these re-installations of currently
10 existing ones. As our inventory on the street has
11 grown and grown, we have to do more and more of these
12 re-installations. We actually did over 500
13 installations of speed humps, but a large number of
14 them were these re-installations so to the extent
15 that we have a fixed budget of a couple crews that
16 can do this, as the inventory grows and grows, we
17 have to continue to do those re-installations so we
18 would like to do more, I don't mean to say that we
19 wouldn't, just that is what has caused that slowdown
20 a little bit.

21 CHAIRPERSON BROOKS-POWERS: It sounds like
22 you pretty much need more staff?

23 DEPUTY COMMISSIONER BEATON: As an agency,
24 we do a tremendous amount I think when you look at
25

2 our output both in terms of what we do and in terms
3 of the safety results on the street.

4 CHAIRPERSON BROOKS-POWERS: I understand
5 you're not going to want to say it on record. Let me
6 phrase it differently. With the current crew that you
7 have right now, it is not sufficient to meet the
8 demand that is required of DOT currently? Yes or no?

9 DEPUTY COMMISSIONER BEATON: We certainly
10 get more requests than we're able to accommodate.

11 CHAIRPERSON BROOKS-POWERS: So with the
12 current crew that you have right now and the mandates
13 before DOT, it is not sufficient to meet these goals?

14 DEPUTY COMMISSIONER BEATON: We do the
15 best we can with what we have.

16 CHAIRPERSON BROOKS-POWERS: Got it. When
17 New Yorkers submit requests for a speed bump
18 installation, repairs, removals, or report on illegal
19 speed reducers, how long on average does it take DOT
20 to respond to these requests?

21 While you're looking for that, another
22 question. Can you differentiate between installing
23 new speed humps and re-installing speed humps in
24 future MMRs as well?

2 DEPUTY COMMISSIONER BEATON: Within the
3 MMR, we currently talk about new speed humps so we
4 can certainly take that back about whether we can
5 include the re-installs as well.

6 In terms of the notifications, it's sort
7 of a multi-step process. We get a request. We try to
8 send an acknowledgement right away so that people
9 know that we have it and that it's in the queue. In
10 terms of when we can actually do the inspection, I
11 think as you know we have quite a long queue for that
12 and it's not a specific we always get back within
13 this many months. We respond as we're able to
14 evaluate the request.

15 CHAIRPERSON BROOKS-POWERS: So I'm not
16 sure how long.

17 DEPUTY COMMISSIONER BEATON: It varies
18 based on when we're able to...

19 CHAIRPERSON BROOKS-POWERS: What's the
20 average?

21 DEPUTY COMMISSIONER BEATON: We'll have to
22 check.

23 ASSISTANT COMMISSIONER RODRIGUEZ: We'll
24 follow up and find the average.

2 CHAIRPERSON BROOKS-POWERS: Okay. I hope
3 you're keeping track of all the things that you're
4 working on getting back to me before you guys leave
5 this desk.

6 Really quickly going back to the
7 potholes, I just want to put on the record at Murdoch
8 Avenue and 204th Street, there are two potholes there
9 with cones that have been there for at least a week.
10 I know earlier you were within I think two days you
11 guys try to fill these potholes, that's another
12 example in Southeast Queens where that's not
13 necessarily the case.

14 Capital plan transparency. Can DOT walk
15 through its public reporting processes on capital
16 projects undertaken by the Department? Does DOT list
17 publicly information about ongoing projects like
18 location, estimated start and completion date,
19 current project phase, estimated costs, and any cost
20 overruns or delays?

21 DEPUTY COMMISSIONER BEATON: This
22 information is typically public through CAPstat so a
23 lot of it in terms of street reconstruction projects
24 comes from our partners at the Department of Design
25 and Construction so I would defer to them on those

2 specific projects, but there is public information
3 about all of this.

4 CHAIRPERSON BROOKS-POWERS: The Parks
5 Department features a capital project tracker on its
6 website that provides information about each ongoing
7 project. Is this something DOT has explored doing as
8 well?

9 DEPUTY COMMISSIONER BEATON: I can't speak
10 to what we might've explored in the past. I think
11 we've used the sort of centralized City system.
12 Again, a lot of it is run through our partners at
13 DDC. Their website has quite a lot of information
14 about ongoing capital projects including a map of
15 projects that let you learn more about them, but, if
16 it's something you're interested, I think we could
17 help facilitate a conversation between us and DDC
18 about whether it's communicating well or whether
19 other tools would be better.

20 CHAIRPERSON BROOKS-POWERS: We've come
21 across an issue in how traffic fatalities and
22 injuries are reported. Can you provide data on
23 traffic fatalities and injuries for both Fiscal and
24 Calendar Years for 2021, 2022, and 2023? We were
25 trying to really look to see if there has been an

2 increase or a decline and what that it is. It was
3 hard to really get a true number because between DOT,
4 the advocates, there's always a back and forth in
5 terms of Fiscal Year versus Calendar Year so it would
6 be good to just have an idea of both.

7 ASSISTANT COMMISSIONER RODRIGUEZ: To
8 spend one more moment, I think that there is also a
9 difference in the data sets between what the NYPD
10 will put out because there are investigations that
11 happen and the difference between those numbers is
12 often the results of what those investigations yield
13 so you'll often see a discrepancy between those
14 numbers. We're happy to share the litany of data with
15 you and they can even present this fatality sheet
16 that's broken up quite robustly.

17 DEPUTY COMMISSIONER BEATON: We do
18 reconcile fatality data with NYPD on a weekly basis.
19 Sometimes there's old information that is out, but we
20 do work very hard to make sure we have the same
21 numbers. One of the reasons it's complicated is, this
22 sounds funny, but the numbers change a little bit
23 over time. We might have an instance where someone
24 was struck by a vehicle in 2020. They are severely
25 injured but sometimes they don't die until a couple

2 years later. We go back and add that fatality to the
3 2020 numbers because their death was a result of that
4 fatality, so the number might be one higher than it
5 was at the end of 2020. We try to be very open about
6 that, but the process is if someone dies as the
7 result of their car crash then that needs to be
8 counted in the numbers even if it happens well after
9 the actual incident. It's a little bit rarer, but you
10 sometimes have one that goes the other way. There
11 might be a fatality that, after investigation, turns
12 out to have been on private property or some other
13 way where it's not an on-street traffic fatality, and
14 those get removed from the numbers, not because we
15 don't care but because it's tracking a slightly
16 different thing.

17 CHAIRPERSON BROOKS-POWERS: With that in
18 mind, is there a way to append the report to have
19 context or, I'm not sure, like where it provides both
20 Calendar versus Fiscal just so that there are some
21 datasets that will line up a bit cleaner?

22 DEPUTY COMMISSIONER BEATON: Yeah, I think
23 we're happy to work with you and provide it in
24 whatever way you would want. My only caution will
25 just be that any time we send a PDF, they may be

2 updated at a later time because of those reasons I
3 mentioned.

4 CHAIRPERSON BROOKS-POWERS: Has DOT ever
5 audited the process to identify any potential gaps in
6 its data collection? Is it possible DOT is missing or
7 failing to count any traffic fatalities as a result?

8 DEPUTY COMMISSIONER BEATON: I'm very
9 confident that we are not missing any traffic
10 fatalities. We spend a lot of effort to look into
11 every single one. What we do spend some more time on
12 is things like injuries, of which there are many more
13 and are recorded by NYPD, often by individual
14 officers, and we have spent a lot of time with NYPD
15 on this because we sometimes see anomalies in that
16 data. For example, if one precinct sees their
17 injuries cut in half year to year and then double
18 again the next year, that's usually a sign to us that
19 there might have been an issue somewhere in the
20 reporting process, which might have happened at NYPD,
21 it might have happened at State DMV that actually
22 compiles all of the data, so we spend a lot of effort
23 looking for anomalies like that so that we can go
24 back. In some cases, we've gone back to NYPD and sat
25 at the precinct and gone through the paper records

2 just to make sure that we do have correct
3 information. We have a data team that spends a lot of
4 effort on this. I'm very confident about the
5 fatalities. I'm very confident about the injuries but
6 maybe not to the one, that there may be one or two
7 that are missed in there, but a lot of effort both on
8 our part, PD's part, and State DMV to make sure that
9 we have correct numbers.

10 CHAIRPERSON BROOKS-POWERS: Thank you.

11 Street Plan transparency. In September, this
12 Committee held an oversight hearing to get
13 information from DOT about the progress the
14 Department has made in meeting its Street Plan
15 mandates. Unfortunately, the Department was not
16 prepared at the time to provide the Council with any
17 insight into its ability to meet those requirements
18 set out in law. Now, with the close of the year soon
19 upon us, is the Department prepared to let us know
20 how many miles of protected bus and bike lanes have
21 been installed to date?

22 DEPUTY COMMISSIONER BEATON: We are
23 prepared to follow the law and issue that report by
24 early February. It is near the end of the year. Our
25 teams are working very hard to finish up any projects

2 that are out there. We've completed about 70 street
3 improvement projects this year. There's another 40 or
4 so that are ongoing, and we are working to complete
5 by the end of the year. It is still an ongoing
6 process, and...

7 CHAIRPERSON BROOKS-POWERS: I'm sorry. You
8 said you completed 70 what?

9 DEPUTY COMMISSIONER BEATON: We've
10 completed approximately 70, and there's approximately
11 40 more that are still ongoing?

12 CHAIRPERSON BROOKS-POWERS: 70?

13 DEPUTY COMMISSIONER BEATON: Street
14 improvement projects. Those are things like protected
15 bike lanes or intersection improvements, things that
16 are physical changes to the streets.

17 CHAIRPERSON BROOKS-POWERS: Do you feel
18 that you're on target to meet the deadlines at the
19 end of the reporting year?

20 DEPUTY COMMISSIONER BEATON: Knowing that
21 there's a lot of review that goes into it, we feel
22 confident about meeting the legal deadline for that
23 report.

24

25

2 CHAIRPERSON BROOKS-POWERS: For the
3 report, but in terms of for what is expected to
4 happen by then, will you meet that goal?

5 DEPUTY COMMISSIONER BEATON: I mean we
6 will compile all the numbers for that report.

7 CHAIRPERSON BROOKS-POWERS: So you're
8 unsure still?

9 DEPUTY COMMISSIONER BEATON: We haven't
10 compiled those numbers yet because the team is very
11 focused on implementing what we have. The reason we
12 agreed on the February time in the legislation was
13 really because that gives us a chance at the end of
14 the year to fully take stock of what has been
15 completed or has not been completed and let us turn
16 around that report pretty quickly at that point.

17 CHAIRPERSON BROOKS-POWERS: Is it taken
18 into account the mismatch from before, like is it
19 going to be all-encompassing of it?

20 ASSISTANT COMMISSIONER RODRIGUEZ: Just as
21 a reminder, on the legislation, it's an average over
22 the set period of years so it's not just 50 miles per
23 year, it's the average.

24 CHAIRPERSON BROOKS-POWERS: but the law
25 also specifies how many should be done in each year.

2 ASSISTANT COMMISSIONER RODRIGUEZ: Right,
3 there's a floor for sure.

4 CHAIRPERSON BROOKS-POWERS: Right, so
5 that's what I'm talking about, the floor. Obviously,
6 we see that you've succeeded but wanted to make sure
7 the floor is being met, and it has not been so I
8 wanted to have a better understanding as to whether
9 or not DOT projects that at the minimum the floor
10 will be met.

11 DEPUTY COMMISSIONER BEATON: I mean, in
12 this past year, we published in our report where we
13 met and where we didn't, and I think we will do that
14 again.

15 CHAIRPERSON BROOKS-POWERS: Just on the
16 record so that you understand, the question is not a
17 matter of to be like I got you, it's really to
18 understand what DOT needs in order to achieve the
19 goals that are set forth in the law, and so when we
20 get these type of answers, it's not helpful because
21 it's hard to have line of sight as to does DOT have
22 enough funding, does DOT have enough staffing, are
23 these metrics realistic. We don't know any of that
24 because you're not really answering the questions.

2 DEPUTY COMMISSIONER BEATON: I understand.
3 I think we feel like it's well-provided on an annual
4 basis which allows those types of conversations, and
5 we feel like that's really when we're able to provide
6 the most accurate information.

7 CHAIRPERSON BROOKS-POWERS: What about bus
8 stop upgrades, accessible pedestrian signals, and
9 other requirements pursuant to the Streets Plan law?
10 Is this something you can provide to us now or
11 shortly after the hearing at least?

12 ASSISTANT COMMISSIONER RODRIGUEZ: Again,
13 that would just be a part of that annualized report.

14 CHAIRPERSON BROOKS-POWERS: Okay. Those
15 are the questions that I have for DOT. Do you have
16 any of the responses to the questions outstanding?

17 ASSISTANT COMMISSIONER RODRIGUEZ: Let me
18 send a message really and I will check, but...

19 CHAIRPERSON BROOKS-POWERS: So we'll just
20 take a slight pause and you'll let me know.

21 Council Member Mercedes Narcisse has a
22 question.

23 COUNCIL MEMBER NARCISSE: How often do you
24 assess the sidewalks, the curbs especially?

2 DEPUTY COMMISSIONER BEATON: I don't have
3 the specific information. We do do it typically based
4 on request. We have inspectors that will go and
5 inspect either a sidewalk or a curb.

6 COUNCIL MEMBER NARCISSE: Because I was
7 blown away by finding out one of my streets, they
8 said they've been complaining for 14 years and never
9 fixed.

10 DEPUTY COMMISSIONER BEATON: We are very
11 aware that there are a lot of curb requests that are
12 out there. Again, we repair as many as we can, trying
13 to do it equitably around the city.

14 COUNCIL MEMBER NARCISSE: It's not on the
15 website? The curb is not on the website? It's only
16 the streets?

17 ASSISTANT COMMISSIONER RODRIGUEZ: I
18 apologize. I missed the start of the question.

19 DEPUTY COMMISSIONER BEATON: Curb repairs
20 that (INAUDIBLE) Do we do a report of that on the
21 website?

22 ASSISTANT COMMISSIONER RODRIGUEZ: I don't
23 know. That's the truth.

24 COUNCIL MEMBER NARCISSE: There's nowhere
25 to be found, no way to make the assessment?

2 ASSISTANT COMMISSIONER RODRIGUEZ: It may.
3 I just would need to check is the truth. I don't know
4 off the top of my head, and I'd have to follow up
5 with you.

6 COUNCIL MEMBER NARCISSE: All right. Thank
7 you.

8 ASSISTANT COMMISSIONER RODRIGUEZ: Many of
9 the outstanding questions are unresolved. I've wrote
10 them all down, but I do have the year-to-date numbers
11 for potholes. There are 30,000 3-1-1 referrals about
12 potholes. Some of them are..

13 CHAIRPERSON BROOKS-POWERS: Sorry. Say it
14 again.

15 ASSISTANT COMMISSIONER RODRIGUEZ: Year to
16 date, nearly 30,000 3-1-1 referrals about potholes.
17 Some of them are multiples so if I called for two
18 days in a row, that's two different requests about
19 the same one pothole.

20 CHAIRPERSON BROOKS-POWERS: Those are the
21 ones that came in, but how many of those have been
22 resolved?

23 ASSISTANT COMMISSIONER RODRIGUEZ: Right,
24 and I haven't been able to get that. Over 150,000
25 potholes were filled this year.

2 CHAIRPERSON BROOKS-POWERS: But it may not
3 necessarily be the 30,000 that are actually calling
4 in, right, so that 176,000 could be anywhere in New
5 York City but there's 30,000 that the constituency is
6 calling in and saying this is a problem so it's not
7 like a planned course of action.

8 ASSISTANT COMMISSIONER RODRIGUEZ: It's
9 just hard because the data doesn't necessarily tell
10 us is one person calling multiple times a day until
11 it gets filled. It's unknowable at this point, but I
12 hear the importance, and we have a whole division
13 that would love nothing more than to repave and fill
14 those potholes so I know that we have a home for
15 those requests.

16 CHAIRPERSON BROOKS-POWERS: Another
17 complaint that we receive around that is oftentimes
18 people will call it in and they'll get closed quickly
19 and it's not resolved, and that's 3-1-1 in general we
20 get those types of complaints so that's why I wanted
21 to understand what those steps are that happens
22 between DOT and/or DEP to make sure that these are
23 addressed and not necessarily just a band-aid because
24 I don't think it's good use of City resource dollars,
25 especially in the fiscal climate we're in now, to put

2 a band-aid knowing that a week later, i.e., Merrick
3 Boulevard and 222nd, that cave-in is coming back
4 because now you're sending a man crew there, you're
5 using more supplies as opposed to really
6 understanding what the situation is and fixing it
7 appropriately.

8 ASSISTANT COMMISSIONER RODRIGUEZ: I don't
9 want to comment specifically about this location. I
10 haven't had those conversations with DEP yet, but I
11 just know that the water infrastructure, those are
12 very expensive capital projects, and I wouldn't be
13 able to speak to what those price tags would be, but
14 that's in the background.

15 CHAIRPERSON BROOKS-POWERS:
16 Reacknowledging Council Member Restler.

17 Also wanting to know if at any point DOT
18 can provide us with a read-out in terms of the
19 potholes that have been reported, repaired, and if
20 it's happened again in the same location because I'm
21 curious to know how many times we're going back to
22 these same locations and what the dollar tag could
23 be, if you could even get as granular as that.

24 ASSISTANT COMMISSIONER RODRIGUEZ: We'll
25 follow up.

2 CHAIRPERSON BROOKS-POWERS: Can we expect
3 the rest of the answers to our questions by week end?

4 ASSISTANT COMMISSIONER RODRIGUEZ: I don't
5 want to promise something and have it make me a liar.
6 I promise that I will follow up as soon as I possibly
7 can. I know that you've requested a lot of
8 information on potholes. I need to check in the
9 office who's here.

10 CHAIRPERSON BROOKS-POWERS: Okay, thank
11 you.

12 COMMITTEE COUNSEL CHEN: We will now turn
13 to public testimony. Each panelist will be given two
14 minutes to speak.

15 For panelists testifying in person,
16 please come to the dais as your name is called and
17 wait for your turn to speak.

18 For panelists who are testifying
19 remotely, once your name is called, a Member of our
20 Staff will unmute you and the Sergeant-at-Arms will
21 give you the go-ahead to begin. Please wait for the
22 Sergeant to announce that you may begin before
23 delivering your testimony.

24 Our first panel will be Corey Ortega.
25 Please come up, and you may begin when ready.

2 Also, please come up Christopher Leon
3 Johnson and Raul Rivera.

4 Mr. Ortega.

5 COREY ORTEGA: How are you doing,
6 everyone, Council Members, Chair?

7 My name is Corey Ortega. I'm Assembly
8 District Leader in Harlem, and I was in the back and
9 I was listening. I came because the Intros spoke to
10 my District, and the notifications part stood out for
11 me, and not so because it's unfamiliar to me but more
12 so I have recently spent time overseas with my
13 mother, and the notification systems in other
14 countries, they're just not the same, and I wasn't
15 ready for that. One afternoon, the lights going out,
16 that's not a problem, the water went out for days,
17 and that was a new experience for me. I'm like all
18 right, how do I address this. Thank god like a day
19 later it started raining, and neighbors were pulling
20 out, how do you say it in English, (INAUDIBLE),
21 containers to collect the rainwater so they can heat
22 up the water, mop the floor, do everything you need
23 with water, and it made me think about, when I was
24 sitting in the back, if only we had a notification
25 that said hey, heads up, maybe two to five days no

2 water, you can prepare for it, you can go to their
3 equivalent of Home Depot or (INAUDIBLE) and buy water
4 and just save. I'm just here in favor of improving
5 the notification process because I know DOT is a
6 massive agency, but through these conversations, I
7 believe that we could do maybe a bit more besides the
8 Community Boards, maybe community leaders,
9 stakeholders, or even working with sister agencies
10 like OEM because when there's an emergency, trust me,
11 someone's getting notified most ricky-tick, and every
12 Council Member is going to be alerted, and every
13 Council Member is going to show up at 2 o'clock in
14 the morning in their District when they get that
15 notification so I'm in favor of the notification
16 Intros, and I hope we can just improve on it. Thank
17 you so much.

18 CHAIRPERSON BROOKS-POWERS: Thank you.

19 CHRISTOPHER LEON JOHNSON: Good afternoon,
20 Chair. Good afternoon, Miss Farías. My name is
21 Christopher Leon Johnson. I'm speaking on favor of
22 Intro. 172. I believe that this bill needs more
23 sponsors because we need to stop organizations like
24 Transportation Alternatives and Open Plans from
25 influencing these Community Boards, and the probably

2 is that organizations like Transportation
3 Alternatives including Kathy Park Price and Kevin
4 LaCherra are influencing the DOT and influencing the
5 Community Boards without real community input, and
6 the problem is, I say the good thing about this bill,
7 Intro. 172, is that it gives us enough time to say
8 our opinion about what's going on with the stupid
9 Open Streets. I'm not a big fan of Open Streets. I
10 think they're a big danger to the City of New York,
11 especially when it comes to police cars and fire
12 trucks and ambulances, that can be a different day,
13 but my opinion is that we have to make sure, I think
14 there should be more bills and provisions to prevent
15 lobbying organizations just as Transportation
16 Alternatives and Open Plans from influencing the DOT
17 and influencing the Community Boards because I don't
18 really believe that the DOT is really ran by the City
19 of New York. The DOT is ran by Transportation
20 Alternatives, Danny Harris, Open Plans, Sara Kay
21 Lind, Jackson Chabot, Kevin LaCherra, and Kathy Park
22 Price so we need to get this bill passed. We need
23 more sponsors for this bill, Intro. 172, and we need
24 to stop the regulatory capture of the City Council by
25 Transportation Alternatives, especially this

2 Committee right here who is captive to Trans Alt,
3 they're captive to Open Plans, and we have to stop
4 this captivity by these corrupt non-profits that
5 ruining our city so we need to get that bill passed,
6 Intro. 172. Crystal Hudson, let's go.

7 RAUL RIVERA: Good afternoon. My name is
8 Raul Rivera. I'm a TLC driver and a TLC driver
9 advocate.

10 I'm trying to find the words to say here,
11 but I'll keep it basic and simple. The DOT is not the
12 DOT. We asked for an investigation in the past, and
13 we continue to do so, an investigation of the DOT,
14 Transportation Alternatives, and all these not-for-
15 profits that are hijacking our streets. This
16 Committee is either ignorant, unaware, or complicit
17 of the hijacking of our streets. Zipcar, Truqit,
18 Getaround, Citibike. We are losing access to our
19 streets. We know that nine Council Members, including
20 yourself, Council Member, have given Trans Alt over
21 70,000 dollars in donations. This is questionable.
22 Why is that? Why are you selling out our city. The
23 history of this Committee will not be forgotten. You
24 know we advocate, and when we advocate, we don't do
25 it with personal attacks, but we have to be vocal and

2 we will continue to do so. We will not stop being
3 vocal. 77,000 dollars given to this Trans Alt,
4 this/DOT hijacking our streets. That's what they're
5 doing here in this city, and we are calling it out,
6 and we will not stay silent. We will continue to be
7 vocal, whether you want to keep looking at your
8 phones or hear my testimony. That's what you do when
9 we come here and testify. You ignore it, and we're
10 going to call it out, and we won't stop.

11 COMMITTEE COUNSEL CHEN: Thank you. We'll
12 now move on to remote testimony on Zoom.

13 We're going to begin with Manuel Kaufman
14 (phonetic) followed by Faran (phonetic).

15 SERGEANT-AT-ARMS: Starting time.

16 SERGEANT-AT-ARMS: Okay, we'll move on to
17 Faran followed by Elizabeth Adams.

18 SERGEANT-AT-ARMS: Time starts.

19 COMMITTEE COUNSEL CHEN: Faran's not on.
20 We'll continue with Elizabeth Adams followed by Eric
21 McClure.

22 SERGEANT-AT-ARMS: Time starts.

23 ELIZABETH ADAMS: Hi. Good afternoon.
24 Thank you to the Chair and the Committee for today's
25 hearing. My name is Elizabeth Adams, and I am the

2 Deputy Executive Director for Public Affairs at
3 Transportation Alternatives. Today is likely the
4 final transportation infrastructure hearing of 2023,
5 and we look back on a year marked by traffic violence
6 and (INAUDIBLE) projects. We also want to recognize
7 some of the recent tragedies from Fort Greene to
8 Flushing to Times Square and that we have lost so
9 many cherished members of our community to reckless
10 drivers in just the past few weeks.

11 DOT is well behind on the legal
12 requirements in the Streets Plan. As DOT continues to
13 fall short, we need to equip the agency with the
14 tools to treat traffic violence crisis with the
15 urgency it deserves and to get projects in the ground
16 now so that we can see real lasting improvements with
17 better intersections, sidewalks, bike lanes, bus
18 lanes, and more. With 2024 on the horizon, we need to
19 focus on identifying barriers to progress and
20 addressing them, not on legislation that will make it
21 unnecessarily difficult to build safe streets such as
22 Intro. 922 sponsored by Council Member Ariola. As our
23 city faces potential budget cuts, we cannot reduce
24 the ability of DOT to make impactful improvements to
25 street safety or add bureaucratic processes that

2 impact our needs. We instead urge the Council to pass
3 Intro. 417 which would remove unnecessary barriers to
4 building bike lanes and street safety infrastructure.

5 With regard to DOT transparency, we
6 believe New Yorkers deserve to know where projects
7 are and how DOT plans to improve street safety in
8 their neighborhoods. Without public, frequently
9 updated, and transparent tracking systems, the public
10 is left in the dark about where many of the Streets
11 Plan metrics stand. DOT should create a project
12 dashboard similar to the one used by the Parks
13 Department showing the design elements and current
14 phases of each project, public engagement
15 opportunities, timeline, status updates, and more.
16 Releasing reports and datasets at regular intervals
17 and in usable Open Data formats is important for
18 advancing our needed street safety infrastructure. As
19 we move into the new year, New Yorkers deserve a
20 proactive and responsive DOT...

21 SERGEANT-AT-ARMS: Time expired.

22 ELIZABETH ADAMS: That meets the urgency
23 of the traffic violence on our streets. Thank you.

24 COMMITTEE COUNSEL CHEN: Thank you. We'll
25 hear next from Eric McClure followed Sara Lind.

2 SERGEANT-AT-ARMS: Time starts.

3 ERIC MCCLURE: Good afternoon. Thank you,
4 Chair Brooks-Powers, for holding this hearing today.
5 My name is Eric McClure. I'm the Executive Director
6 of StreetsPAC.

7 As we near the end of 2023, we're faced
8 with the reality that New York City will finish the
9 year with roughly the same number of traffic deaths
10 as we experienced in 2022, a figure at plus or minus
11 250 fatalities. It's about 25 percent higher than in
12 2018, the safest year on record. At the same time, we
13 will again fail significantly to achieve many of the
14 mandates required by the Streets Plan. We remain
15 sadly a very long way from achieving Vision Zero. It
16 is that context that makes several of the bills being
17 heard this afternoon so disappointing. Rather than
18 furthering efforts to move us closer to Vision Zero
19 and advance the work of the Streets Plan, some of the
20 legislation on today's agenda seems intended to
21 hamstring the work of DOT. At a time when we're
22 losing on average five New Yorkers to traffic crashes
23 every week, the City Council should not be advancing
24 legislation that would hamper street safety and

2 public safety projects or take roundabout aim at the
3 City's life-saving speed camera program.

4 On to some of the specific bills today,
5 Intro. 172, we support in principle with some
6 reservations. We certainly support what we believe to
7 be the motivation behind Intro. 172 which is to
8 prevent the summary removal or modification of an
9 Open Street at the whim of someone with the power to
10 make that happen. As is too often the case, the
11 effort to make streets safer or more inviting to uses
12 other than driving and parking requires numerous
13 hurdles while undoing such changes can happen
14 quickly. On the other hand, many of the notification
15 steps for implementing Open Streets are already built
16 into the official process and, rather than
17 legislating additional steps, we believe that the
18 measures called for in this bill, especially those
19 that would prevent the rapid undoing of projects,
20 could be addressed in DOT's rulemaking process and we
21 urge that this be negotiated rather than legislated.

22 Intro. 810, we support in principle again
23 with reservations the effort to clean up the
24 placement and maintenance of news racks. We have some
25 additional thoughts on that that we will include in

2 our written testimony which we will submit following
3 the hearing. We also support in principle with
4 reservations Intro. 1030 intended to increase the
5 transparency...

6 SERGEANT-AT-ARMS: Time expired.

7 ERIC MCCLURE: Information about the
8 status of requests for traffic control devices.
9 Again, as has been outlined in this meeting, much of
10 that information exists, and we would urge a
11 negotiation between the bill sponsors and DOT to
12 arrive at a satisfactory outcome that improves
13 transparency and availability of data.

14 Finally, for Intro. 922, Intro. 1033, and
15 Intro. 1120, we oppose all three of those proposed
16 bills. We will go into detail in our written
17 testimony, but, needless to say, we don't think that
18 they really advance street safety in any meaningful
19 way and would actually do harm. Thank you very much.

20 COMMITTEE COUNSEL CHEN: Thank you. We'll
21 hear next from Sara Lind followed by Carlo Steinman.

22 SERGEANT-AT-ARMS: Time starts.

23 SARA LIND: Thank you, Chair Brooks-Powers
24 and Members of the Committee, for holding this
25 hearing. We support some of these bills, but we

2 believe many of the bills have provisions that would
3 put in place barriers to transforming our streets to
4 be more people-centered and livable. The City is
5 already behind on its Streets Plan mandates, and we
6 hear from Members of this Committee and Members of
7 the Council as a whole how much they want the City to
8 meet those mandates and how much they want the
9 Streets Plan to be put in place, and yet they're
10 considering bills today that would delay any movement
11 on the Streets Plan, and that's very disappointing to
12 see. I would echo some of what Eric McClure said
13 about some of the bills that we support with some
14 reservations. I want to though specifically say that
15 we strongly oppose Intro. 922. This bill would be an
16 incredible barrier to change on our streets, and it
17 would be a big mistake to pass it. It would cement
18 parking as the default use of our City's curb when we
19 should be transitioning into making our curb work for
20 all users, not just those with cars who are a
21 minority of New Yorkers. At a time when DOT is trying
22 to make transformational change at the curb with
23 their Curb Management Action Plan, again, part of the
24 mandates of the Streets Plan, and they're already
25 struggling to meet their mandates, this requirement

2 would serve as an impediment, and Council Members,
3 like I said, regularly bemoan the lack of progress
4 while simultaneously putting up barriers, both these
5 bills and barriers within their own communities,
6 delaying and denying projects that would help DOT
7 meet the goals of the Streets Plan. We need every
8 Council Member to do all they can to support the
9 plan, not pass legislation that would impede it. I
10 will leave it at that and again echo Eric McClure and
11 Elizabeth Adams' testimony as well.

12 COMMITTEE COUNSEL CHEN: Thank you. Just a
13 reminder, to submit any written testimony you have to
14 our Council email, testimony@council.nyc.gov.

15 Next, we'll hear from Carlo Steinman
16 followed by Gerald or Jerry Scupp.

17 SERGEANT-AT-ARMS: Time starts.

18 CARLO STEINMAN: Hello. Thank you. Thank
19 you to the Chair and the Committee for the
20 opportunity to speak today. I'm Carlo Steinman from
21 the Times Square Alliance here to speak in favor of
22 Council Member Bottcher's Intro. 810 on news racks.
23 Each day in Times Square, we welcome over 300,000
24 people with peak days approaching 450,000 people. The
25 streets and plazas in Times Square are always

2 bustling and full of crowds of people from all over
3 the world competing for limited amounts of pedestrian
4 space. Creating a system of orderly management of all
5 street furniture including news racks is key to
6 reducing clutter and helping beautify Times Square
7 and all of New York's neighborhoods. This is
8 particularly true when pedestrian space is being
9 given over to commercial uses as is the case with
10 news racks so we believe that allowing the Department
11 of Transportation to create rules to evaluate and
12 regulate the siting and design of sidewalk news racks
13 is a great step, and we are happy to support Intro.
14 810. Thank you very much.

15 COMMITTEE COUNSEL CHEN: Thank you. Next,
16 we'll hear from Gerald or Jerry Scupp followed by
17 Daniel Scorse.

18 SERGEANT-AT-ARMS: Time starts.

19 GERALD SCUPP: Good afternoon. My name is
20 Gerald Scupp, and I am testifying on behalf of the
21 Garment District Alliance.

22 The Alliance applauds Council Member
23 Bottcher and other proposers of Intro. 810, a Local
24 Law to amend the Administrative Code of the City of
25 New York in relation to news box requirements. News

2 boxes, in addition to being an all but obsolete
3 conveyance of news, are an unnecessary commercial
4 encumbrance on the cluttered sidewalks of midtown.

5 Being in proximity to the Port Authority bus terminal
6 in Penn Station among other transportation hubs, the
7 area has tremendous volumes of pedestrian traffic.

8 With all the traffic signs, light poles, (INAUDIBLE)

9 kiosks, hydrants, mailboxes, newsstands, news boxes,
10 and other sidewalk vendors, the sidewalks are overly

11 congested, and pedestrians often have to unsafely

12 walk in the streets. Although the Alliance would

13 prefer to see news boxes eliminated completely from

14 our public realm, we will gladly accept any efforts

15 to restrict or reduce the number of these nuisances

16 such as those proposed in Intro. 810. We also urge

17 the Council to consider penalties for news box

18 operators that do not keep the rack boxes in clean,

19 orderly condition and filled with their publications

20 so that they do not become trash receptacles as many

21 are now. Additionally, we encourage the Council to

22 consider an achievable enforcement mechanism. Many

23 legislative efforts to regulate the public realm such

24 as those relating to vendors, Open Restaurants, and

2 Pedicab parking are rendered meaningless without
3 enforcement.

4 Regardless of the above stated
5 challenges, we support and appreciate the Council
6 Members' efforts to address the current deplorable
7 condition of the news box program as a meaningful
8 step to regaining control over our public spaces. The
9 Garment District Alliance thanks the Committee for
10 this opportunity to express our support of Intro.
11 810. Thank you.

12 COMMITTEE COUNSEL CHEN: Thank you. We'll
13 hear next from Daniel Scorse followed by Glen
14 Bolofsky.

15 SERGEANT-AT-ARMS: Time starts.

16 DANIEL SCORSE: Thank you. My name is
17 Daniel Scorse. I'm the Vice President of Operations
18 for the Hudson Yards/Hell's Kitchen Alliance,
19 otherwise known as HYHK. It's a Business Improvement
20 District bounded roughly by 30th Street, 42nd Street,
21 9th Avenue, and 11th Avenue. I'm here to voice HYHK's
22 support for Intro. 810. The current situation with
23 news racks is similar to the tragedy of the commons,
24 a basic econ 101 theory which states that private
25 interests with access to a public resource will ruin

2 that public resource if allowed to. News racks are
3 inherently a private good which uses a public
4 resource, the sidewalk. Strong regulations are
5 essential to maintain the public resource for
6 everyone's benefit. Intro. 810 contains commonsense
7 regulations which are supported by HYHK. Thank you.

8 COMMITTEE COUNSEL CHEN: Thank you. We'll
9 hear next from Glen Bolofsky.

10 SERGEANT-AT-ARMS: Time starts.

11 GLEN BOLOFSKY: Can you hear me well?

12 COMMITTEE COUNSEL CHEN: Yes.

13 GLEN BOLOFSKY: Thank you so much. I'd
14 like to commend the Chair and the Members of the
15 Transportation Committee for having great hearings
16 this year and also for everybody's hard work in
17 getting things done. I've seen a lot of positive
18 changes this year. I'd like to also thank the Central
19 Staff for working very hard behind the scenes.

20 I would like to comment for the record
21 I'm highly disappointed in the Department of
22 Transportation's failure to communicate. We're
23 talking years and decades of issues on Flatlands
24 Avenue and Ralph Avenue in Brooklyn and decades of
25 noncompliance with street safety on the books in

2 Queens and all over the city. It's a great
3 disappointment as a born and bred New Yorker to hear
4 this. It's a great, grave disappointment. All of
5 these bills today I strongly support on behalf of
6 myself and all the members of parkingticket.com. We
7 have over 150,000 individual members as well as large
8 and small businesses. It's distasteful to me to hear
9 that they won't communicate with the Chair by the end
10 of the week or the next week or even by the end of
11 the year or how about the end of the decade. No
12 commitments to communicate. It's a joke, and it's a
13 sad joke, and I think there should be consideration
14 of a possible new bill with fines and payments
15 attached to their failure to communicate because if
16 it doesn't cost them money, they don't care. That's
17 my comment about the Department of Transportation of
18 the City of New York. I thank everyone for the
19 opportunity to speak.

20 COMMITTEE COUNSEL CHEN: Thank you. Just
21 to run through one more time to see if Manuel Kaufman
22 or Faran are on Zoom, please raise your hand you'll
23 be unmuted.

2 For in-person testimony, if we
3 inadvertently left out or missed anyone, please come
4 up to the dais.

5 For the remote portion, please hold on
6 for one moment.

7 It looks like we're done with the remote
8 portion. Seeing no one else, I turn it over to Chair
9 Brooks-Powers for closing remarks.

10 CHAIRPERSON BROOKS-POWERS: Thank you to
11 all of the Members who took part in today's oversight
12 hearing as well as the members of the public for
13 their testimony and contribution to the conversation.

14 I'd like to thank the Committee Staff for
15 all the work during this term on this Committee as we
16 centered equity in our conversations and our efforts
17 to hold City agencies and State agencies alike
18 accountable to New Yorkers, and we wish everyone a
19 happy holiday and look forward to our continued work
20 that continues. Thank you.

21 With that, this hearing is adjourned.

22

23

24

25

C E R T I F I C A T E

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



Date December 11, 2023