

**NYC Department of Transportation Testimony Before the  
City Council Committees on Transportation and Infrastructure and  
Oversight and Investigations  
September 12, 2023**

Good afternoon Chair Brooks-Powers and Chair Brewer and members of the Committees on Transportation and Infrastructure and Oversight and Investigations. I am Ydanis Rodriguez, Commissioner of the New York City Department of Transportation. With me today are Eric Beaton, Deputy Commissioner for Transportation Planning and Management, and Rick Rodriguez, Assistant Commissioner for Intergovernmental and Community Affairs. We are also joined by Agnes Rusin, Assistant Commissioner for Payments, Billing, and Refunds from the Department of Finance. Thank you for the opportunity to testify on behalf of Mayor Eric Adams on the New York City Streets Plan.

DOT continues to work hard and creatively with available resources to deliver high-quality, high-impact projects that advance the goals laid out in the NYC Streets Plan. We have a number of transformational projects underway or recently completed that will help people, goods, and services move around this city in a safe, efficient, and environmentally responsible way.

This morning, DOT released a Curb Management Action Plan that lays out strategies to better design and manage the curb lane to reflect the increasingly wide range of needs of residents, workers, visitors, business owners, and all New Yorkers. The plan includes actions DOT will be taking at the curb to improve deliveries, pickups and drop-offs, bike parking, public space, and more. The priorities in this plan will help reduce congestion, enhance safety, and create a more livable city.

Turning to buses, DOT is undertaking a number of bus priority and accessibility projects that will improve commutes for more than 225,000 daily bus riders. These include projects on:

- Northern Boulevard in Queens;
- Gun Hill Road and University Avenue in the Bronx;
- Livingston Street in Brooklyn;
- Third Avenue in Manhattan; and
- Washington Bridge connecting Manhattan and the Bronx.

We are also undertaking a number of transformative bike and public space projects. To share some highlights, in Manhattan, we recently completed a phase of our Broadway Vision, which added new plazas, shared streets, and two-way bike connections on Broadway between 25<sup>th</sup> and 32<sup>nd</sup> Streets, with the next phase from 21<sup>st</sup> Street to Union Square now in development. We also recently announced the start of construction on a 10-foot-wide protected bike lane on 10<sup>th</sup> Avenue in Hell's Kitchen along with new pedestrian islands and redesigned intersections.



Wider Bike Lane at 9<sup>th</sup> Avenue, Manhattan

In the Bronx, we are making bicycle improvements in Soundview, including installing protected bike lanes on Soundview Avenue.

In Brooklyn, we will install the longest protected bike lanes ever installed in East New York, along with pedestrian safety improvements, on Cozine, Wortman, and Louisiana Avenues. We are also transforming the popular Open Street on Berry Street into a bike boulevard, with two-way cycling, loading zones, pedestrian enhancements, and a plaza.

And in Staten Island, work is underway on a safety project on Lincoln Avenue through which we will install improved markings, signs, and curb extensions.

Thank you to all the Council Members who supported, gave feedback, and helped promote productive conversations on these projects.

We also continue our nation-leading programs to install Accessible Pedestrian Signals to help New Yorkers who are blind or low vision navigate the city and Transit Signal Priority to speed up buses.

We are so proud of this work that is transforming New York City Streets. But we need the Council's support to go further. We have faced challenges identifying bus and bike lane projects that have robust local support. For this reason, following this hearing, we will be reaching out to each Council office with a survey asking you for suggestions of locations where you would like to see bus and bike projects in your districts. We look forward to receiving your feedback and working together to advance the goals of the Streets Plan.

In addition to the above projects, DOT is reimagining public space across New York City in ways that are not quantified in the Streets Plan and which were prioritized and fast-tracked as a result of the pandemic.

Now in its fourth year, Open Streets continues to be the nation's largest and most successful car-free program. DOT remains focused on expanding and improving the program, with now 200 locations across the five boroughs. We are also committed to formally redesigning successful Open Streets corridors as bike boulevards, pedestrian plazas, and shared streets.



Open Street at Vanderbilt Avenue, Brooklyn

The agency is also working to set up the largest outdoor dining program in the country—Dining Out NYC.





Dining Out NYC at 78<sup>th</sup> St. & Amsterdam Ave, Manhattan

And this year, we also had the most ambitious Summer Streets program ever, more than doubling its size and bringing the program to all five boroughs for the first time, and the largest Car-Free Earth Day.



Summer Streets, Eastern Parkway, Brooklyn





Summer Streets, Richmond Terrace, Staten Island



Summer Streets, Park Avenue, Manhattan





Summer Streets, Vernon Blvd, Queens

We also continue to harden bike lanes, including on Borinquen Place in Brooklyn and Goethals Road North in Staten Island, which do not count towards the Streets Plan benchmarks.



Bike lane hardening at Clinton Street, Manhattan

## Legislation

Turning to the legislation before the Council today.

### Preconsidered bill T4007

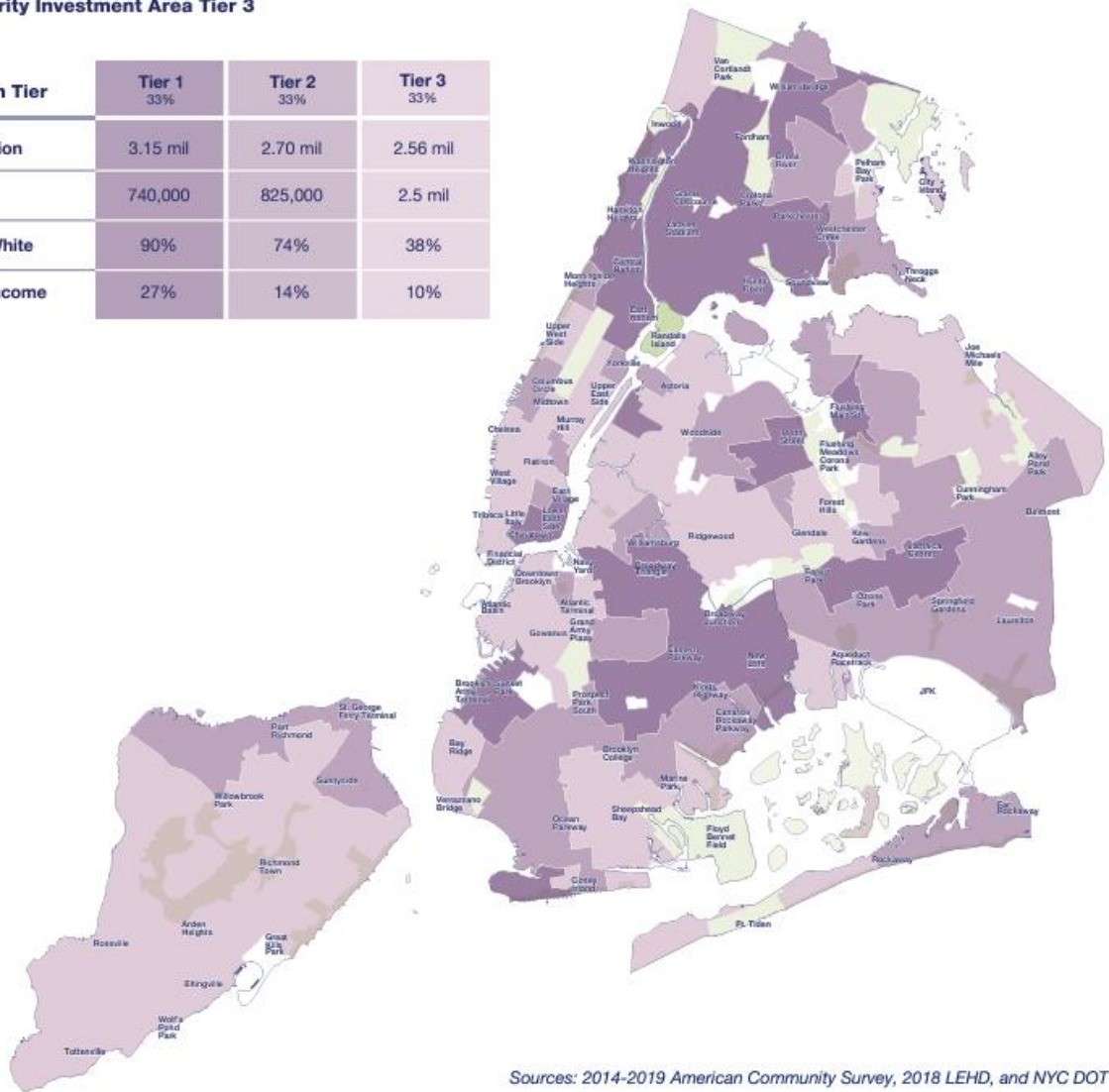
First, the Preconsidered bill sponsored by Chair Brooks-Powers. This bill would require DOT to include an investment roadmap in the New York City Streets Plan that includes investment by community district. DOT shares the Council's commitment to ensuring we are making investments equitably, and we are working towards a city where demographics such as race, income, or language will no longer be able to be used to predict transportation access and mobility outcomes.

In the NYC Streets Plan, DOT laid out Priority Investment Areas (PIAs) that will help focus our investments to where they can have the greatest impact. The PIAs are based on three inputs: demographics, density, and previous levels of DOT investment, and are measured at the neighborhood level using the city's 195 Neighborhood Tabulation Areas. You can see a map of the PIAs included in my testimony. We would be happy to discuss this bill further with the Council and work with you to implement projects in areas that have had less investment previously.

Map of Priority Investment Area Tiers included in the NYC Streets Plan Update, released February 2023

- Priority Investment Area Tier 1
- Priority Investment Area Tier 2
- Priority Investment Area Tier 3

Prioritization Tier	Tier 1 33%	Tier 2 33%	Tier 3 33%
Total Population	3.15 mil	2.70 mil	2.56 mil
Total Jobs	740,000	825,000	2.5 mil
Avg % Non-White	90%	74%	38%
Avg % Low Income	27%	14%	10%



Sources: 2014-2019 American Community Survey, 2018 LEHD, and NYC DOT



DOT is continuing to invest in communities across the entire city. But the agency is now prioritizing street design investments in higher-need neighborhoods based on the PIA tiers—while still being guided by data such as crash histories and slow bus speeds. You can see an example of how we will overlay the Vision Zero Priority Corridors, Intersections, and Areas as well as transit and bike priority projects with the PIAs in the maps included in my testimony.

This Administration is committed to creating a more equitable city and we are doing better at investing in underserved communities. But we also recognize that there is so much more to do. We look forward to continuing to partner with the Council to advance projects in districts with less investment previously.

# Example of Safety & Vision Zero Priorities Overlaid with Priority Investment Areas

## SAFETY & VISION ZERO PRIORITIZATION AND FUTURE INVESTMENT

-  Vision Zero Priority Corridors And Intersections
-  Vision Zero Priority Zones
-  2022 Completed Projects
-  Potential Upcoming Projects

Maps serve as a vision for potential projects and improvements to be implemented during the five year plan. All geographies are approximate; projects will be developed through detailed design and community feedback.

### Completed Projects

- 1 Riverdale Ave.
- 2 Greystone Ave. and W 242th St.
- 3 White Plains Rd.
- 4 Mt Hope Pl. and Walton Ave.
- 5 E 163th St. and Grant Ave.
- 6 E 158 St. and Cauldwell Ave.
- 7 Boone Ave.
- 8 Schemerhorn St.
- 9 Columbus Pl. and Atlantic Ave.
- 10 Williams Ave. and Hinsdale St.
- 11 Linden Blvd. and Snediker Ave.
- 12 Dumont Ave.
- 13 Linden Blvd. at Atkins Ave.
- 14 54th St. and Hamilton Pkwy.
- 15 Elmwood Ave. and Ocean Pkwy.
- 16 Elm Ave. and Coney Island Ave.
- 17 181th St. and Fl. Washington Ave.
- 18 117th St. and Lenox Ave.
- 19 W 40th St.
- 20 11th Ave.
- 21 Hudson St. and King St.
- 22 Canal St.
- 23 90th St. and 31st Ave.
- 24 Northern Blvd.
- 25 149th St. Willets Point Blvd.
- 26 76th Ave. and Main St.
- 27 Grand Central Pkwy and 164th St.
- 28 Baskley Blvd.
- 29 Victory Blvd.
- 30 Hill St. and Warren St.
- 31 Martha St. and Howard Ave.
- 32 Elson Ct. and Jules Dr.

### Brooklyn

- 1 Myrtle Ave. and Ryerson St.
- 2 Broadway
- 3 Chauncey St. and Malcolm X Blvd.
- 4 Eastern Pkwy.
- 5 Liberty Ave. and Junius St.
- 6 Linden Blvd.
- 7 East New York
- 8 Williams Ave.
- 9 Kings Hwy. Markings
- 10 Coney Island Ave.
- 11 Midwood
- 12 New Utrecht Ave.
- 13 8th Ave.
- 14 7th Ave.
- 15 Crossbay Ave. and Bay 53th St.

### Manhattan

- 1 Amsterdam Ave.
- 2 St Nicholas Pl. and 150th St.
- 3 Lenox Ave. and W 145th St.

### Queens

- 1 31st St.
- 2 100th St. and Mcintosh St.
- 3 43rd Ave. and 108th St.
- 4 108th St. and Otis Ave.
- 5 Queens Blvd. and Eliot Ave.
- 6 69th Fl.
- 7 Cooper Ave.
- 8 Queens Blvd. and 71st Ave.
- 9 Queens Blvd., Union Turnpike
- 10 Northern Blvd. and Crocheron Ave.
- 11 Hillside Ave.
- 12 Jamaica Ave.
- 13 Wren Pl.
- 14 Springfield Blvd.
- 15 Rockaway Blvd.
- 16 225th St. and 147th Ave.

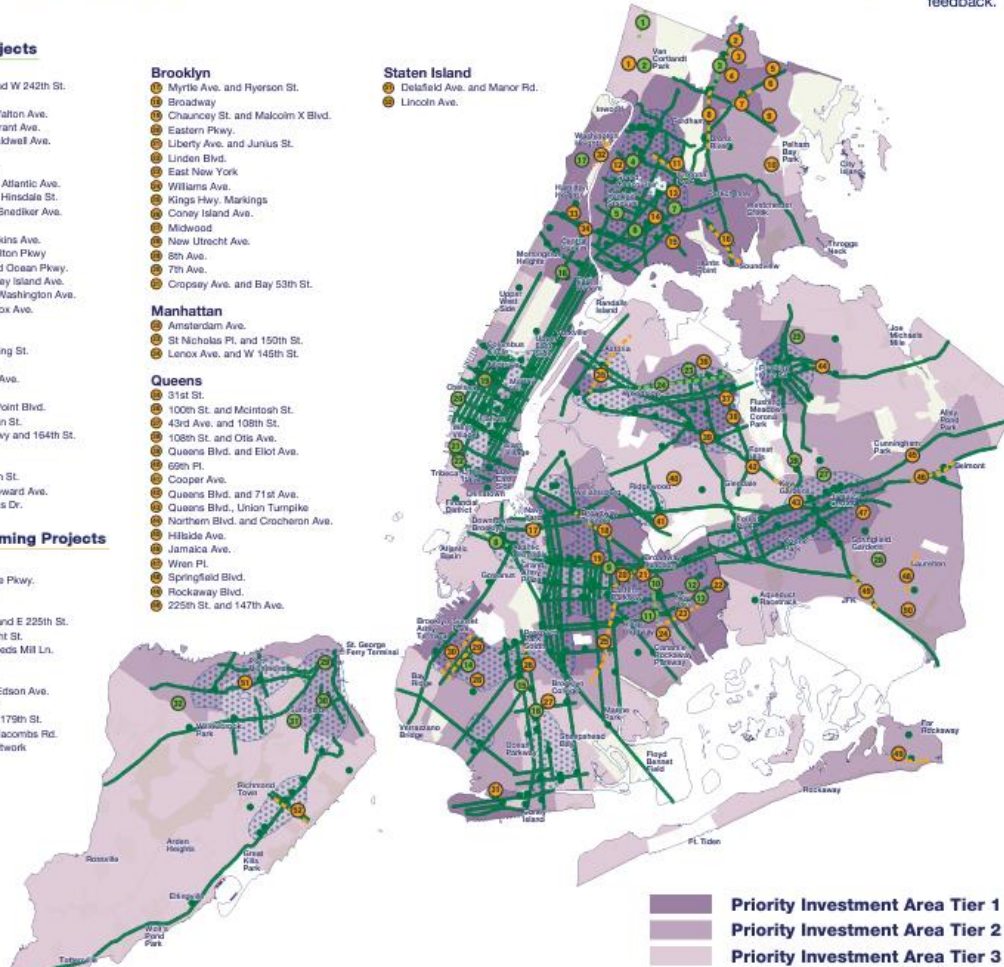
### Potential Upcoming Projects




#### Bronx

- 1 Manhattan College Pkwy.
- 2 White Plains Rd.
- 3 Barnes Ave.
- 4 Bronwood Ave. and E 225th St.
- 5 Dyre Ave. and Light St.
- 6 Elvora St. and Pleeds Mill Ln.
- 7 Boston Rd.
- 8 White Plains Rd.
- 9 Barlow Ave. and Edson Ave.
- 10 Westchester Ave.
- 11 E 180th St. and E 179th St.
- 12 Grand Ave. and Macombs Rd.
- 13 Sheridan Blvd. Network
- 14 165th St.
- 15 Spottford Ave.
- 16 Soundview Ave.

### Staten Island

- 1 Delafield Ave. and Manor Rd.
- 2 Lincoln Ave.



-  Priority Investment Area Tier 1
-  Priority Investment Area Tier 2
-  Priority Investment Area Tier 3

Sources: NYC DOT



### Introduction 261

Turning to Intro. 261 sponsored by Council Member Menin. This bill would require DOT to establish a curb extensions program and implement curb extensions at a minimum of five intersections in each borough.

Through the Vision Zero Borough Pedestrian Safety Action Plans, DOT uses crash data to determine the locations most in need of safety enhancements. We then implement targeted safety treatments that produce the greatest safety benefits at those locations. While curb extensions are an important tool in our toolbox, we urge the Council to allow our engineers to retain flexibility to determine where safety treatments are needed and which treatments are most effective in those locations. It is important to evaluate locations holistically, rather than needing to account for a certain number of a specific type of treatment. As always, we welcome your partnership in identifying locations of concern and implementing critical safety projects.

### Introduction 738

Next, Intro. 738 sponsored by Public Advocate Williams. This bill would require DOT as part of the interagency roadway safety plan to consider placing Traffic Enforcement Agents (TEAs) in certain areas. Traffic Enforcement Agents play an important role in street safety. Through the Vision Zero Task Force, DOT and NYPD coordinate closely on roadway safety and we welcome further discussions with the Council and NYPD about how TEAs can be deployed to enhance safety.

### Introduction 885

Next, Intro. 885 sponsored by Council Member Narcisse. While the Administration appreciates the Council's intent to protect New Yorkers from overly punitive measures, we are concerned that the legislation would have unintended consequences. Specifically, this legislation would disrupt a carefully constructed escalating penalty scale that incentivizes 70 percent of violations to be resolved within 90 days of issuance. The City has gone a long way to ensure that customers have options to resolve their parking violations and debt, including the Pay or Dispute app that allows motorists to get a hearing and upload evidence using their cell phones, and the rollout of self-serve parking payment plans earlier this year.

### Introduction 1026

Finally, Intro. 1026 sponsored by Council Member Ung, which would require the City to establish a task force to study options for potential locations for a bus depot in Flushing, Queens. We agree that a bus depot would benefit the neighborhood and look forward to discussing this further with the Council, the Department of City Planning, and the MTA.

### Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. We look forward to your partnership in getting critical projects in the ground in your districts. We now welcome your questions.