

Next Stop:

Making Transportation Safe and More Efficient



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10th District
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Safety

Overview

With Vision Zero came a renewed commitment from our Mayor and City Council, to saving the lives of those who use our transportation system. However, Vision Zero can be more than just our streets. Over the course of the next year, we will expand our goals to save the lives of straphangers and transportation workers alike. With this plan, our city will broaden our vision to develop the **most comprehensive transportation-oriented safety plan in the nation**.

Street Safety

Snapshot

In 2014, under the leadership of Mayor De Blasio, Speaker Mark-Viverito and the NYC Council Transportation Committee, our city dedicated itself to improving the safety of our roadways by adopting the Vision Zero plan. After the Mayor announced his dedication to this plan, the Council swiftly responded – passing 11 pieces of legislation dealing with everything from left turns to motorcycle exhibitionism within months. Later that fall, our city made the most systemic change related to Vision Zero, lowering the speed limit to 25 miles per hour. As 2014 came to a close, our efforts showed positive results: a 26% reduction in the number of pedestrian fatalities lowering their number to the lowest in recorded history. Pedestrian deaths went from the highest numbers in decades, to the lowest in history in less than a year all due to the start of Vision Zero.

Since then, city agencies and the Council have further expanded the program by creating 27 new arterial slow zones, creating training programs for TLC licensed drivers and passing 6 pieces of legislation to make trucks safer for pedestrians and cyclists alike.

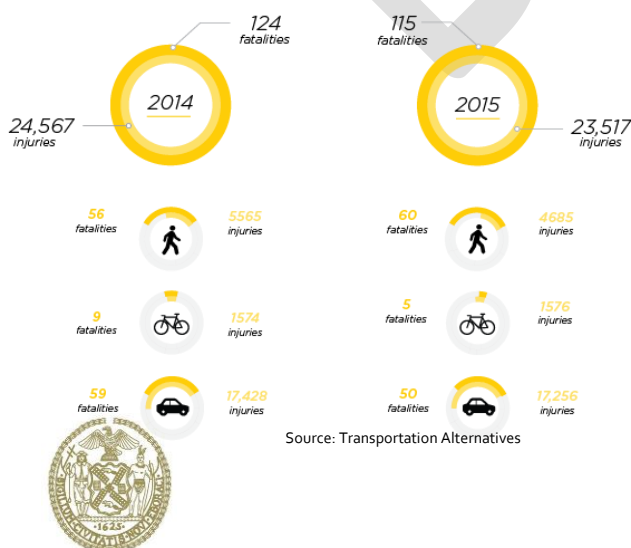
VISION

In order to truly achieve our goals and reduce street violence to zero we need to combat the issue with set markers on our performance and phased goals. The Council set for itself the goal of **reducing pedestrian fatalities by 50% from their high point in 2013 of 168 by 2019**. Further, we are committed to transferring that decline towards our cyclists and **reduce the number of cyclist deaths to less than 10 in 2019** from their high point of 20 in 2014. **The goal is to install 2,000 miles of bike lanes by 2030 and ensure that 20% of those lanes are protected**. In order to achieve Vision Zero by 2024, we need to increase our pace to fund, legislate and implement policies to further reduce street violence.

Thus far in 2015 we have seen mixed results. In the first 6 months of 2015 compared to 2014 we have seen an uptick in pedestrian deaths and cyclist injuries and decreases in cyclist deaths and pedestrian injuries. In order to combat these trends we must first focus on where crashes are mostly occurring: our intersections. According to the NYC Department of Transportation, crashes at intersections account for 74% of pedestrian deaths and 89% of cyclist deaths.

Solutions:

Intersection Improvement and Safe Crossings – Studies show New York City's intersections are hotbeds for street violence. Though our city is making great progress improving intersections by redesigning full corridors, we must also focus on redesigning intersections whether they are on a dangerous corridor or not. Our city must evaluate and determine the best methods for intersections and redesign as many as possible for us to achieve our goals. Intersection violence has been highlighted this year due to



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the higher proportion of crashes along bus routes. The city and state must also focus in on these corridors for improvement and buses themselves for improvement to combat high risk areas and practices. Only when every agency of our state and city join together with a common mindset can we truly achieve Vision Zero.

We must also ensure our intersections are as accessible as all individuals including those with disabilities. This past year the City Council increased the number of Accessible Pedestrian Signals installed by the Department of Transportation each year, and while this was a start, we need to go further. This Council is dedicated to accessibility installation even further and will fight to increase the pace of APS to the highest levels ever. Additionally, we must expand the use of leading pedestrian signals, so we can give pedestrians exclusive crossing time. If pedestrians have additional time to cross the streets we can put New Yorkers at ease while crossing our often chaotic streets.

Bike Safety—In order to continue the current trends of reducing cyclist deaths we must increase funding for the Department of Transportation to speed the pace of installing protected bike lanes. Previous Administrations have set the goal of doubling the number of commuting cyclists by 2020. However, to do this we must invest in expanding bike lanes and making them safer. Only when cycling is viewed by New Yorkers as a safe means of travel will they be more likely to use it. Expanding protected bike lanes not only increases safety for cyclists but also pedestrians.



Source: Brian Christie Designs

Budget Priorities

Though we achieved much, we must still carve out our path forward. This budget season I will be continuing to work with advocate groups and the Mayor's office to **further expand the Vision Zero Great Street program and the DOT itself to increase its operational capacity.** The office currently handles about 50 major projects annually. As the burden on the Department has increased with the city's dedication to Vision Zero, its funding has not followed suit extending project timelines and delaying vital components like street repainting after a resurfacing has been completed. In order to achieve a more rapid implementation of the Vision Zero Action plans, and any further projects called for by the Council we need to ensure that the funding is there.

At locations where protected bike lanes were installed pedestrian injury has decreased by 12-52%. By shortening the distance that pedestrians must cross, the risk of crashes is minimized.

MTA/NYCT Safety

Snapshot

In order to truly achieve Vision Zero, we must look beyond our roadways and expand our thinking to our entire transportation network. Violence in our subways occurs mainly at two locations: at stations and on trains. The station violence that is most familiar to most New Yorkers are individuals falling into the subway rail beds and being struck by an oncoming train. These issues are unique in our safety agenda in that many individuals commit this action intentionally. Thus, it's incumbent upon us to not only prevent accidental injury and death but also intentional. According to an MTA report issued in 2013 an average of 134 people are injured and 41 people lose their lives in our subway network from 2001-2012 with an average of 35% of deaths ruled as suicides. This picture has worsened in recent times. According to calculations done by my office an average of 52 people lost their lives to suicide in stations between 2010 and 2014. Further,

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Source: NY Post

according to data collected between 2010 and 2012, the issue of suicide is on the rise with a total of 51% of deaths.

Solutions

In 2013, the MTA announced that it would study various intrusion detection models including lasers, and thermal

VISION

With the focus of city and state agencies we can reduce the subway related deaths to zero over 25 years.

imaging to better protect straphangers who fall into the tracks. In order to put a significant dent in the rate of death in our subways we need to develop and implementation plan for the most effective method determined by the study. By installing this technology we can put a significant dent in the number of lives lost in our subways.

Last winter, we saw yet again the failure of one of the city's largest contractors. CEMUSA, the operator of one of the largest contracts ever negotiated by the city, failed disabled New Yorkers, seniors, and all straphangers by not keeping the city's bus shelters clean during the many snow storms. This failure has become common place, however, the city can and must do better. The city must set strict standards in any contract they negotiate moving forward about the quality of service. The city must renegotiate or find a new vendor should they fail to be meet basic standards of service. Intersection violence has been highlighted this year due to the higher proportion of crashes along bus routes. The city and state must also focus in on these corridors for improvement and buses



themselves for improvement to combat high risk areas and practices. Only when every agency of our state and city join together with a common mindset can we truly achieve Vision Zero.

TLC Licensed Driver Safety

Snapshot

In order to time that we expand Vision Zero to those who use our transit system, so too must we expand the program to include those who run it. Our taxi and livery drivers are constantly under attack. According to studies, a taxi driver is 20 times more likely to be murdered on the job than the average worker. Recently, Barry Mamadou, a 39 year old father of 3 and longtime cab driver was murdered on the job. We must reverse these trends and take a strong step forward. Every day drivers, usually immigrant workers like Mr. Mamadou, put their lives at risk to make a dollar. As we call upon licensed drivers to drive more safely, so too must we act to make them safer. This Council term, we have passed 2 pieces of legislation intended to better protect drivers, one requiring signage informing the penalties for assault and the other updating the outdated trouble light system, but there is more to be done.

VISION

Though reducing licensed driver related violence is difficult, we have the opportunity to prevent incidents from starting in the first place, and also improve our response time to those incidents. By 2024 we must install the necessary mechanisms to have 0 deaths of licensed drivers annually. The New Yorkers who move our city deserve to be protected.

Solutions

With the legislation passed by the Council earlier this year, the TLC is now able to use a broader assortment of technology for trouble lights. Now, we need to start thinking about what those improvements will actually look like. A modern trouble light must serve as both an alert to passing police and also as a driver panic button in order to best serve our licensed drivers. Much ink has been spilled over the idea to create a passenger panic button, why can't we require one for drivers as well. Under this system, the driver will be able to hit a button and automatically notify the local police that they are under distress, as well as

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prompt the current signal for passing police officers. This system will increase police response time, and possibly save lives.

Additionally, we must reopen the conversation around the idea of requiring police to create a system to modernize the connection between NYPD computers and For-Hire Vehicle camera systems by allowing the Department to instantaneously upload any photos. In order to rapidly combat assault, the Department must attain this ability. Further, the city must better track assaults on our drivers. With increased knowledge regarding the number and severity of attacks we can better tailor future legislation to combat trends.



Efficiency

Overview

Making transportation more efficient can refer to four things: public transportation, technology, streets and our environment. This report seeks to outline the path forward reduce commute times, streamline transit related services with technology, increase efficiency of our street, thus reducing congestion, and finally decrease our transit systems environmental impact on our city. We must make every sector of transit system easy to use for the 8 million residents, 4 million commuters and 57 million tourists that navigate our city each year.

Efficient Public Transportation

Snapshot

When you look at a subway map its clear to see our city isn't fully connected. Entire regions of our city are placed behind legends and completely ignored. Outer boroughs are reshaped to make train lines seem closer together. But what we know is true is this: the inefficiency of our transit system and its inability to truly serve certain communities that use it most, with low-income communities bearing the worst of it. According to study conducted by the NYU Rudin Center for Transportation Policy and Management the average income for the top 59 transit rich neighborhoods is just south of \$80,000. This directly contrasts with the next 60 neighborhoods whose average income is just \$46,000 with an unemployment rate of 11.7%. Further, 879,000 New Yorkers commute more than 1 hour each way to work to jobs that make less than \$35,000 a year. Transportation is a public good and should be enjoyed as equitably as possible. In order to truly combat income inequality in our city we must evaluate the various factors, like transit access, that are creating it.

Since 2009 ridership has increased by over 384 million people, more than the entire ridership of Chicago's public transit system, our nation's second largest. This increase in ridership leads to capacity issues on a system already bursting at the seams and built for a different era. A heavy majority of the New York City subway system was built before 1950 for a city dependent on its city center. Almost every corporate job, and city agency for that matter, was centered in south of 59th street. That's why they created a system that moved people from every corner of our city

to Manhattans southern half. However, as our city has grown, so have the opportunities outside of downtown. From 1993-2013 job growth outside of Manhattan was 774,000 compared to 538,000 on the island. This growth has led to a drastic change in course for commutes that hasn't translated to an updated system. 242,000 commutes from 2000-2010 were within the outside boroughs compared to 105,000 from the outer borough to Manhattan.

VISION

Reducing commute times and increasing the effectiveness of our public transit system must be approached from multiple angles and over the next year we will be formulating a plan to determine the best and most effective path forward. **By 2025 we will reduce commute times for lower income New Yorkers and reduce the number of New Yorkers with long commutes to fewer than 600,000.**

Evaluating our current network

In order to prioritize this fight for our city and state agencies we must require them to first evaluate the existing system, its inefficiencies, and potential methods of improvement. We need to evaluate the areas of our city being left behind as we improve our transit system to equalize our city's access to transportation and reach our isolated communities.

Integrating our segmented transportation network to best serve New Yorkers

This Administration and Council have a deep commitment to using our waterways to move New Yorkers and creating the structure to do so. Now it's our city's responsibility to



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Neighborhood Transit Deserts in New York City



Note: Neighborhood transit deserts are defined as neighborhoods that do not have subway stations located near their centroid. The 0.25 mile buffer zone demonstrates the distance an average person is willing to walk to a transit stop.



Sources:
Metropolitan Transportation Authority
New York City Department of City Planning
New York City Department of Information Technology & Telecommunications

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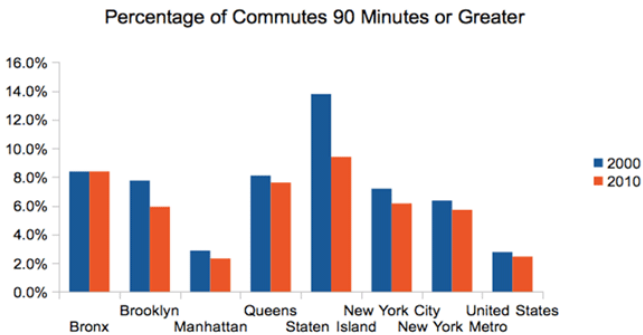
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ensure that the program is implemented in the most efficient manner. This new mode of transportation, however, creates a new one: how do we fully integrate it into the city's existing transit? How do we solve the last mile problem? In order to do so we must install CitiBike stations at all ferry locations, and the subway stations nearby, to save time and energy of New Yorkers trying to use our new ferry system. Though the city has said it is exploring the idea and dedicated to full integration we must work to ensure that our ferry platforms are fully prepared to sustain bike share.

Some have called the commuter van system, New York City's shadow transit network. These "dollar" vans have long served as an efficient means of getting from major points in isolated communities to other sections, or direct routes between connected communities that aren't directly connected like the Sunset Park to Chinatown to Flushing. Along the route of this line, the average income of local residents never gets higher than \$48,858 in Chinatown, Manhattan. It's fair to say that high income New Yorkers are not the typical passengers of commuter vans. All too often, these vans operate illegally and thus do not follow city regulation. This network is vital to low income New Yorkers and must come out of the shadows and operate jointly with, not in competition with, our existing transportation network.

Commuter van operators, like all players in our transportation industry, need to abide by the rules and follow the law. Its time our city better regulate this network to give New Yorkers yet another travel option.

Another overlooked sector of our public transit industry is our commuter rail. For decades this system has been



disjointed, and of little use to New York City residents. However, we can change that.

Currently it can cost at minimum \$5.75 to use commuter rail to travel within New York City. This astronomical price has made the system cost prohibitive for residents causing the lines to be almost exclusively used by out of city residents. Residents in the areas of these commuter rail stops like Jamaica Queens or Fordham in the Bronx already struggle to pay for a city subway let alone a commuter rail. However, there is an opportunity to integrate this system into our city's transit resources if fares are reduced to the same rate as a MetroCard. A resolution introduced by Councilman Daneek Miller calls for just that. This common sense idea will drastically cut commute times for city-border neighborhoods and allow our isolated communities to become that much closer. For example, according to a study by the Rudin Center for Transportation Policy and Management, the CityTicket would reduce commutes from Norwood to Midtown-Manhattan from almost 50 minutes to about 33 minutes giving increased access to over 527,819 jobs. These are the policies that our city must embrace to lift our outer regions and increase equity.

Further, the City must demand greater cooperation between commuter rail providers. Rather than continuing to have a segmented system, the city must advocate for our commuter

agencies to work together to streamline service and allow for trains to run through the city rather than to it. Through-running trains have been proposed before, but we know why they have been rejected, not resources, politics. Capabilities for this already exists, MetroNorth runs on NJ Transit lines on game days. The consumer must come first, the system must be integrated.

Improving and expanding our Transportation network

This Administration has also succeeded in creating more transit equity by its dedication to the expansion of Bus Rapid Transit. This alternative allows for a drastic reduction in commute times for local residents by using new technology and policies like dedicated bike lanes, signal integration, off-board charging, and center-median drop offs. Though incredibly impactful, this program needs to be expanded and improved to allow for *true* BRT service in our city. Step one is expanding bus lanes, however that is also where we hit our first roadblock. Currently, the city is limited by state law on the number of bus lane enforcement cameras –which are integral to SBS – that we can install. What policy reason could the state have to limit implementation of a successful program? Why should the City have to go back to Albany every few years for an increase in bus lane camera enforcement when it's the city that operates and manages those cameras? Albany must remove this unnecessary cap and give the city ownership to plan for our own future and determine the right steps forward for our residents.

Though BRT is a great short-term solution to our transit equity problem, we need to explore and determine the feasibility for long term solutions. Those long term solutions lie in 2 paths: light rail or subway expansion. Both are expensive, but both are vaccines to current problem rather than band-aids. Eventually, new BRT lines will reach capacity and begin to slow again, at that point we need to have a plan ready and waiting for how to increase capacity along those lines, and more buses is not one of them: again a band-aid on top of a band-aid. Now Light Rail service has more benefits than just capacity concerns. Right now the fastest bus in New York operates at 12 miles per hour, with the slowest at 5.5 miles per

hour. In Dallas a city with a healthy light rail network the slowest line operates at 20 miles per hour with the fastest operating more than 3 times faster than the fastest bus at 38 miles per hour. This speed will reduce commute times, give greater access to more jobs, and improve the economic prospects of the isolated communities of our city. Further, light rail is better for the environment. According to estimates energy efficient buses move 2.28 miles per gallon. Light rail however, operates at 2,000 miles per gallon, reducing emissions, increasing air quality and better enabling our city to achieve our goal of reducing greenhouse gases by 80% by 2050.

Modernizing Our Transportation System

Snapshot

New York has long been the center of innovation; a place where new ideas can thrive and grow. But we've fallen behind in integrating that thinking in the public sector. While other cities have embraced digital muni meters and online payment for transportation, we have lagged behind. According to a Siena College Study over 2/3 of New Yorkers have smart phones. In response to this, other leading national cities like Washington DC have already begun the process of modernizing their city's approach to transportation. Its time New York catch up.



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Solutions - Streets

In order to enter the modern era, the city must embrace and incentivize the development of technology. The potential for digitizing our transportation system is endless. Imagine an app where you can pay for muni meters, parking tickets, or even exchange parking with other residents. A smartphone is a powerful tool and must be utilized to make the system as user friendly as possible. By putting the services in the palm of your hand our city can embrace the future, save costs and reduce the annoyance of perpetually broken meters.

VISION

With a concerted effort by the our city's leadership and our colleagues in Albany we will create applications, and online modes to pay for everything from your traffic ticket to your muni meter parking by 2025. By then, our entire city will be equipped with wi-fi and will be able to better support an entirely digital approach to transportation from city and state agencies.

Solutions - MTA/NYCT

Making our transportation system more efficient isn't just about making it easier to access, but should also work to make the system easier to use. It's no secret that the subway system can sometimes be confusing, especially for the 57 million tourists that come to our city each year. However, there are easy fixes to make using our system more enjoyable for all.

This past summer the city passed legislation changing the name of two nearby similarly named streets to avoid confusion. We need to apply that same type of thinking to our subways. Right now the system has numerous stations, some even on the same subway line, with similar names: like the R Lines 36th street in Long Island City and 36th street in Sunset Park. By adding simple moniker at the end of the station name, like 36th street-LIC we make the system that much easier to use for non-residents. Other locations for improved name changes are located

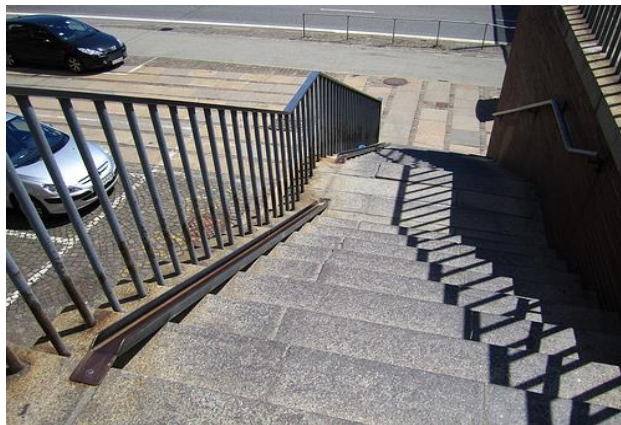
in the chart below.

Thirdly, users of our subway system should be able to transfer for free at nearby stations. Though this is largely the case with out-of-system transfer stations, there are still some in the isolated outer boroughs that need this vital service. The two my office has identified are Broadway on the G line and Hewes st JZ Line stations as well as the Junius street 3 station and Livonia Ave L train station. This simple, cheap change can make the lives of commuters in our outer boroughs that much easier.

Too often tourists and residents at an unfamiliar station jump on a train going in the opposite direction they intended to go. Though signage is already in place to help prevent that, it's located above the line of sight. Like Washington DC, the MTA must install station diagram signals to show straphangers the direction and future stations of the trains operating on that rail. It's time for New York to step it up to their level. These improvements will ensure New York City is commuter friendly.

Existing Station Name	Proposed Name Change
7 th Avenue (B,D,E)	7 th Avenue 53 rd Street
7 th Avenue (B,Q)	7 th Avenue Prospect Heights
7 th Avenue (F,G)	7 th Avenue 4 th Street
Chambers Street (J,Z)	Brooklyn Bridge City Hall
Chambers Street (A,C)	Chambers Street-World Trade Center
Gun Hill Road (2,5)	Gun Hill Road-White Plains Road
Park Place (2,3)	Park Place-World Trade Center
Gun Hill Road (5)	Gun Hill Road- Eastchester Road
Pelham Parkway (2,5)	Pelham Parkway-White Plains Road
Pelham Parkway (5)	Pelham Parkway- Williamsburg Road
36 th Street (M,R)	36 th Street Sunnyside Yards
36 th Street (D,N,R)	36 th Street 4 th Avenue

As bike ridership breaks records, the city must integrate usage into our existing system. Too often bikers block stairways or have tremendous difficulty moving their bike up and down staircases into our system. There is a simple solution: installing bike ramps underneath railings. Once



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Budget Priorities

Currently, though the system is running well, Citibike as it stands is isolated to only a small segment of our city far from our isolated neighborhoods, and our communities of color and can only expand to neighborhoods that have the infrastructure, ie. bike lanes, to support it. This Administration has done a great job of expanding our bike network to communities of color and isolated communities, we can do better. The City must find more funding to expand our bike network to these isolated communities to allow resources like bike share to expand to them. Now in addition to infrastructure we need buy in from the company itself. Why not use city dollars to incentivize CitiBike to expand into certain regions to increase racial and transit equity in the system. By approaching expansion from both angles, we will be able to truly expand our city's bike share network to the communities that have been left behind.



these rails are installed cyclists will have easy access and there will be yet another solution to the last mile problem. As technology updates with muni meter payment etcetera, so too must it with our transit system. By allowing residents to pay online the MTA can make the process that much easier for straphangers. In this model residents will pay online and load their new fare at the station of their choice with a simple dip, similar to the mechanisms to check your



balance. Though the current MetroCard is on its way out, this system can be easily transitioned to whatever future the system has in store.

Embracing Environmentalism

Snapshot

Under the leadership of Mayor Bloomberg and Mayor De Blasio our city has made a strong commitment to environmentalism. In fact just this past year, the Council, under the leadership of Speaker Mark-Viverito, made it its mission to reduce emissions in our city by 80% by 2050. Transportation has always been seen as the source, not the solution to these issues. According to the most recent City-wide Emission Inventory in 2014 our transportation sector contributes 18.4% or 11.4 million tons of carbon annually. Though we've reduced our contribution by 1.4% since 2005 we can do better. Not only can we reduce the emissions of our transportation system, we can and must actively use the resources we have to give back to our city's goal.

Throughout this plan you've seen my commitment to public transportation and the democratic use of our streets. By incentivizing public transportation not only are we fighting for equal access to a public good but we can reduce emissions. Now in addition to gaining ridership and reducing vehicles, we must a look at our system more broadly and how we can use it for our environment. In order to truly achieve our climate goals, we must also target our worst actors: the taxi and for- hire industry. According to a Reuters report 1 yellow taxi on the road has the same environmental impact as 2,000 non-licensed cars. This disproportionate



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impact must be addressed.

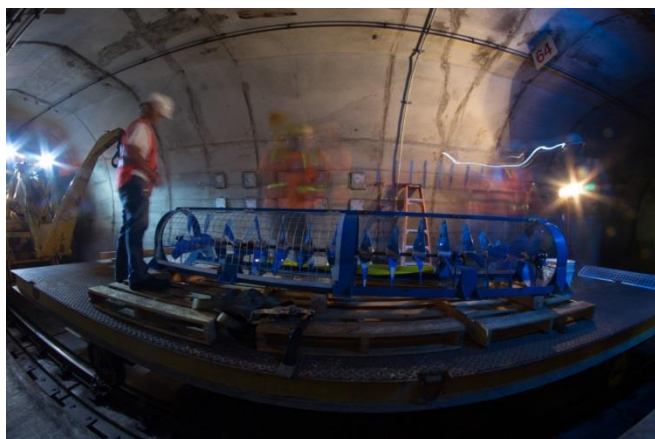
Solutions

In order to make cleaner streets, we must reduce the amount of cars on our road. As I've discussed, method one is to make our public transit system as efficient as possible, but we must also incentivize New Yorkers to partner up and carpool to work. We must work to incentivize this green mode of transit to take more cars off our roads.

The Move NY Plan has the potential to revolutionize the way our city moves and make our roads that much cleaner, safer, and more equitably used. Albany must give New York City the authority to more equitably toll our own city's bridges. Every year we as a city spend millions of dollars on the upkeep of these bridges, it only makes sense we have the authority to regulate their use.

We must also evaluate how we can limit the impact of trucks. By streamlining delivery to off-peak hours we will reduce the amount of vehicles on our roads at one time and speed all vehicles, reducing emissions.

We not only need to streamline freight trucks, we need to reduce their usage. There are multiple proposals on the table but none as substantive as the Cross Harbor Freight Tunnel. By building a rail tunnel under New York Harbor we have the opportunity to take 2,500 trucks off of our streets reducing both congestion and emissions.



The process has been long but soon the Port Authority will be releasing their recommendations. We need to come together to ensure that they know New Yorkers want freight rail.

In order to lessen our transit system's impact on our environment, we must evaluate how we can make the current system more eco-friendly in addition to embracing environmentalism in future improvements and expansions.

VISION

In order to achieve our goal of reducing our city's emission by 80% by 2050 we must take steps to make our system more efficient and reduce our contribution to our city's emission inventory by another 2% by 2022. The Council is committed to making 50% of our taxi fleet environmentally friendly by 2030. **The Council is committed to reducing car ownership to 1 million by 2030.**

In the outer boroughs, and in my own district, we have hundreds of above-ground stations with access to direct sunlight. The model has already been set by the MTA on bus depots and warehouses. The MTA should expand this project to a pilot program on newly constructed MetroNorth Stations. These panels would not only be able to power our stations, but could give any excess energy to the city's grid: another possible revenue source for the MTA.

Now during the summer for many straphangers, the subways wind is the only relief from the heat. But what about the wind generated in tunnels? Does it have any benefit to our city? As of now no, but this can change. Los Angeles has installed technology to capture and convert the energy from speeding trains into electricity. This energy once converted can be routed to rail lines, power stations or sold to the city. These are the innovative ideas our city needs to be grabbing hold of to both fund the MTA, and bring our transit system into the modern era.



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