



OFFICE OF THE BROOKLYN BOROUGH PRESIDENT

**Testimony of Brooklyn Borough President Eric L. Adams
New York City Council Committee on Transportation
October 7, 2015**

Good morning, Chair Rodriguez, and members of the New York City Council's Committee on Transportation. My name is Eric L. Adams, and I am the Brooklyn Borough President, representing the 2.6 million residents that call Brooklyn home. Thank you for the opportunity to testify on Int 912 - *A Local Law to amend the administrative code of the city of New York, in relation to requiring curb extensions at certain dangerous intersections.*

I applaud the City Council for advancing this initiative and would like to proffer a model that I recently launched in Brooklyn using my Office's Capital Budget. In 2015, I launched Connecting Residents on Safer Streets, or CROSS Brooklyn. This program supports the creation of curb extensions or bulb-outs at dangerous intersections in Brooklyn. During the program's first year, I allocated one million dollars to fund five dangerous intersections in Brooklyn.

The sites were selected in consultation with the Borough Office of the New York City Department of Transportation. This consultation determined feasibility of implementation, as well as need, by utilizing the DOT's Pedestrian Safety Vision Zero Action Plan for Brooklyn released earlier this year.

As a result, we funded the implementation of curb extensions at:

- Nostrand Avenue and Avenue Z
- Utica Avenue and Church Avenue
- 12th Avenue/New Utrecht Avenue/50th Street
- Flatbush Avenue/Washington Avenue/Lincoln Road
- Utica Avenue and Winthrop Street

In total, from 2011-2013, there were nearly 650 crashes at these five intersections that lead to at least seven fatalities.

I am an ardent supporter of the Mayor's Vision Zero strategy, of which this legislation seeks to more fully implement. These bulbouts will make drivers more aware of pedestrian crossings, open lines of sight for pedestrians and drivers alike, and encourage drivers to slow down at intersections where pedestrians are present. My efforts were strategic not only in their location at dangerous intersections, but we strove to locate bulbouts in areas with high populations of seniors and young people as a way to support NYCDOT's Safe Routes for Seniors/to School programs. By installing more bulb-outs or neck-downs, seniors and children will benefit because more of their commute will be spent on sidewalks,

especially near dangerous intersections. At the same time, all users of the roadway will benefit from a safer street.

This legislation should follow a similar strategy: coordination with DOT to first locate improvements at high crash locations and around schools and senior centers. In addition, coordinating these improvements with the expansion of slow zones and the further installation of countdown clocks at signalized intersections will go a long way towards making our roadways safer for all who use them.

Thank you for the opportunity to submit testimony in support of Int 912. I hope Brooklyn's CROSS model can be duplicated across New York City to make a safer city for all.