



**Assessing the Economic Impact of New York's Failing Infrastructure - Hearing 2:  
Transportation before the New York City Council Committees on Transportation and  
Economic Development  
November 3, 2014**

Good morning Chair Rodriguez, Chair Garodnick, and members of the City Council Committees on Transportation and Economic Development. My name is Jeffrey Dugan, AIA, and I am the co-chair of the American Institute of Architects New York Chapter (AIANY) Transportation and Infrastructure Committee.

AIANY is the largest AIA component in the country with more than 5,000 members and the voice of the architectural profession in New York City. Architecture and design play a role in the everyday life of all New Yorkers. It influences where and how we live and work, the way we enjoy free time, and get around town. The Transportation and Infrastructure Committee's mission is to examine the architecture of, and to advocate for design quality in, transportation and infrastructure projects. The AIANY Transportation and Infrastructure Committee strongly supports the efforts of the NYC Council in assessing the impacts of New York City's failing transportation infrastructure and working towards solutions to restore, improve and expand it.

Transportation infrastructure, in conjunction with a set of long term planning goals form the basis for resolving many of the problems that the city faces today. We must make no small plans to:

- accommodate projected population growth
- provide for the continued economic development of the city
- reinforce New York City's status as a creative cultural capital
- emphasize common responsibility for social equity and opportunity
- improve quality of life for residents, workers and visitors
- and, require environmental stewardship.

While the past decade has seen a remarkable collaboration among city agencies a good part of New York City's transportation infrastructure is planned, maintained, and built by entities outside city government. The City must continue to focus on City agency collaboration and reach out to our State, regional, and federal friends to forge alliances that will be beneficial to all.

The interconnectedness of our five-borough city relies on its transportation system. As the storms Irene and Sandy proved, shutting down those transportation systems paralyzed the city. Paralysis is not good for you and I, not good for the region, not good for the country, and ultimately not good for the world as our economy touches those beyond our borders. With our enlightened awareness of climate change and the economic connectedness that we live in today we must build upon our prior success to:

- expand the bikeways and the bike share program for a greener more healthy transportation alternatives,



- continue a state of good repair of New York City’s infrastructure of subways, roadways, bridges and tunnels,
- maintain momentum to complete partially-funded infrastructure expansion projects such as the 2<sup>nd</sup> Avenue Subway and East Side Access,
- continue to roll out Select Bus Service along heavily trafficked corridors,
- and expand public mass transit options reaching neighborhoods that lack adequate subway and bus access connecting all the boroughs with each other.

Our future challenges us to identify and initiate new planning goals. Clearly we need to improve integration of land-use and zoning revision with transportation planning. When working to increase the availability of affordable housing we must also work to improve and expand public transportation options simultaneously. If you build it they will come but only if they can get there.

The Mayor is committed to achieving zero pedestrian deaths through changes in the design and monitoring of our streets. Better designed streets provide all road users with more safe, equitable, efficient communities. When reconstructing and building new streets, we should improve storm-water management, increase pedestrian resources, expand and refine bicycle paths, and improve signage along with state of the art traffic enforcement and management technologies.

New York City is one of the most highly respected and admired urban centers in the world. We must upgrade and maintain transit systems to keep pace with “world class” service by adding high speed rail, increasing intermodal connectivity at all airports, and improve national and international gateways such as Penn Station.

Where will the funding come from to achieve all of these goals? We must consider all options available to us: federal and state government initiatives, assessments on private developments for public transportation improvements, public private partnerships, and the investment of public funds in projects that will not only improve transportation and achieve Vision Zero but also plant the seeds for the continued economic development of the city.

By developing and building with transportation in mind, improving the design of our streets for public safety, and increasing access to underserved areas, we will create more opportunities for city residents, workers, and visitors. Architects understand the challenges and will be part of the solutions. AIANY is enthusiastic about working with the Council to accomplish the goals discussed today.

Respectfully submitted,

Jeffrey Dugan, AIA  
Co-Chair, AIANY Transportation and Infrastructure Committee