



**Elizabeth Adams  
Transportation Alternatives  
NYS Joint Legislative Public Hearing  
on 2026 Executive Budget Proposal: Transportation  
February 3, 2026**

Good afternoon Chairs Krueger, Pretlow, Braunstein, Sepulveda, and committee members. Thank you for the opportunity to testify today.

My name is Elizabeth Adams, and I am here on behalf of Transportation Alternatives. For over 50 years, Transportation Alternatives has been a leader in the fight to make our streets safer and better for all New Yorkers – whether they walk, bike, take transit, or drive.

Today, I am testifying to urge the New York State legislature to prioritize street safety for all New Yorkers through passing Stop Super Speeders, expanding Complete Streets design in projects, ending highway expansions, and supporting public transportation and funding for the MTA.

**Support for Stop Super Seeders**

We are pleased that Governor Hochul has included Stop Super Speeders in her Executive budget proposal, and Transportation Alternatives urges the state legislature to include the bill in both the Senate and Assembly budget bills.

Too often, dangerous, excessive speeds are the difference between a traffic crash and a traffic death. Approximately one in three traffic deaths statewide involves speeding, and those numbers are only climbing – traffic fatalities have climbed by more than 30 percent in just a few years.

For most drivers, the current enforcement systems are working. In New York City, most motorists who receive one or two speed camera tickets never receive another. Unfortunately, for a small number of drivers, tickets and fines are not a deterrent. For these drivers, our super speeders, a single car can rack up hundreds of tickets and thousands of dollars in fines, and they're still breaking the law. Reckless super speeders are dangerous for everyone on the roads, and a super speeder with dozens of tickets hit and killed a mother and her two children crossing the street in Brooklyn last year. The Stop Super Speeders bill would install a speed limiter in the vehicle of the worst-of-the-worst reckless drivers, preventing them from speeding and preventing crashes and death.

This technology is already successful in New York State. The NYC Department of Citywide Administrative Services (DCAS) already uses speed limiters in the city fleet and has had major success and reduced speeding behaviors in equipped vehicles by 64%.



If we had passed the Stop Super Speeders bill last year, it's possible a mother and her two young daughters would still be alive. We don't know who a Super Speeder will kill next — but we know that they will, and we must pass this legislation now to protect New Yorkers. Super Speeders are a danger to everyone walking, biking, or driving, and we can't allow them to continue to use their vehicle as a weapon.

### **Invest in Complete Streets**

TA also supports the Complete Streets maintenance and application bills (S915/A1077 and S131/A324), which strengthen New York's Complete Streets law by ensuring that safe streets design is considered during road resurfacing and maintenance in addition to major rebuilds. Too often, when roads are repaved, opportunities to add proven safe streets or accessibility improvements are missed, setting the streetscape for years. S915 closes that loophole, ensuring routine maintenance dollars are used to improve safety, reduce crashes, and better serve people of all ages and abilities. It's a commonsense way to make everyday transportation spending work harder for street safety.

### **End Highway Expansions**

We urge the Legislature to reduce funding for highway widening and expansion, which runs counter to the goals of street safety, sustainability, and crash reduction.

Highway widening has been proven to increase vehicle speeds, traffic, and crashes. Widening our state's highways worsens air pollution and climate emissions while diverting limited resources away from proven safety interventions, transit investments, and infrastructure that supports safer, healthier travel.

This is particularly urgent in New York City, where legacy highways have caused long-standing harm to surrounding communities, like the Brooklyn-Queens, Cross-Bronx and Van Wyck Expressways: these highways have divided communities, polluted neighborhoods, and created longstanding traffic safety risks. Communities living alongside them have paid the price for too long. We oppose any and all efforts to widen or expand highways in the five boroughs.

### **Public transportation funding, automated enforcement, & fair fares**

Expanding the authority of DSNY and NYC to install automated cameras on Department of Sanitation (DSNY) street sweepers (Senate Bill S1891 / Assembly Bill A4523) will help our streets be cleaner, and reduce traffic and blocked streets, making it easier and more efficient for people to get around.



TA also supports the McMahon/Gounardes bill ([S4044](#) / [A4230](#)) which follows the lead of Colorado and Minnesota to reduce vehicle miles traveled and give New Yorkers more and better transportation options.

Thank you for the opportunity to testify here today in support of a street and transportation system that can truly serve all of us. We have the opportunity to save lives and reshape our cities and our state to meet the needs of the future — and we're ready to work with each of you to make that reality possible.