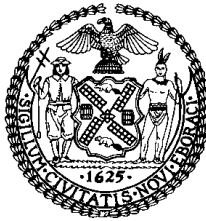


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THE COUNCIL OF THE CITY OF NEW YORK

COMMITTEE REPORT AND BRIEFING PAPER
OF THE HUMAN SERVICES AND GOVERNMENTAL AFFAIRS DIVISIONS
Matthew Gewolb, Legislative Director

COMMITTEE ON TRANSPORTATION

Hon. Ydanis Rodriguez, Chair

COMMITTEE ON PUBLIC SAFETY

Hon. Vanessa Gibson, Chair

January 26, 2017

Oversight - Vision Zero: Progress and Needs

INT. NO. 542:

By Council Members Rodriguez, Constantinides, Dromm, Gibson, Johnson, Koo, Levine, Mendez, Rose, Vallone, Barron, Rosenthal and Menchaca

TITLE:

A Local Law to amend the administrative code of the city of New York, in relation to requiring the installation of traffic calming

devices adjacent to senior centers and naturally occurring retirement communities.

ADMINISTRATIVE CODE:

Amends subchapter three of chapter 1 of title 19 by adding a new section 19-183.1.

INT. NO. 671:

By Council Members Vallone, Eugene, Wills, Van Bramer, Richards, Ferreras-Copeland, Dromm, Gibson, Williams, Koslowitz, Crowley, Cumbo, Cabrera, Vacca, Constantinides, Torres, Cohen, Deutsch, Rose, Gentile, Mendez, Menchaca and Ulrich

TITLE:

A Local Law to amend the administrative code of the city of New York, in relation to requiring countdown pedestrian signals at intersections adjacent to schools and parks.

ADMINISTRATIVE CODE:

Amends subchapter 3 of title 19 by adding a new section 19-188.1.

INT. NO. 911:

By Council Members Rodriguez, Lander, Crowley, Chin, Koo, Rose and Menchaca

TITLE:

A Local Law in relation to improving safety along bus routes.

INT. NO. 975:

By Council Members Maisel and Rose

TITLE:

A Local Law to amend the administrative code of the city of New York, in relation to fines and civil penalties for failure to remove abandoned poles.

ADMINISTRATIVE CODE:

Amends subdivision c of section 24-411 of title 24.

INT. NO. 1040:

By Council Members Wills, Williams, Johnson, Mendez, Cabrera, Mealy, Cumbo, Barron, Palma, Koslowitz, Koo, Miller, Richards, Reynoso, Chin, Cornegy, Gentile, Lander, Rodriguez, Rose, Rosenthal, Vallone, Lancman, Treyger, Torres, Levine, Kallos, Menchaca, Espinal, Levin, Grodenchik, King and Ulrich

TITLE: A Local Law to amend the administrative code of the city of New York, in relation to establishing a commission to study and make recommendations regarding the root causes of violence in the city.

ADMINISTRATIVE CODE: Amends chapter 1 of title 17 by adding a new section 17-199.1.

INT. NO. 1071: By Council Members Maisel, Espinal and Ulrich

TITLE: A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to create a task force to study private streets.

ADMINISTRATIVE CODE: Amends title 19 by adding a new section 19-175.5.

INT. NO. 1116: By Council Members Van Bramer, Rodriguez, Constantinides, Cohen, Chin, Menchaca and Borelli

TITLE: A Local Law to amend the administrative code of the city of New York, in relation to reporting on motor vehicle related injuries and fatalities

ADMINISTRATIVE CODE: Amends subchapter 3 of chapter 1 of title 19 by adding a new section 19-195.

INT. NO. 1257: By Council Members Van Bramer, Cohen, Richards, Chin, Vallone, Menchaca, Salamanca, Gibson, Deutsch, Koo, Mealy, Koslowitz, Ulrich and Borelli

TITLE: A Local Law to amend the administrative code of the city of New York, in relation to creating a Safe Routes to School Action Plan

ADMINISTRATIVE CODE: Amends subchapter 3 of chapter 1 of title 19 by adding a new section 19-195.

PROPOSED INT. NO. 1280-A:

By Council Members Deutsch, Vacca, Cabrera, Cohen, Constantinides, Crowley, Espinal, Koo, Koslowitz, Lancman, Levine, Maisel, Mealy, Palma, Treyger, Grodenchik, Salamanca, Chin, Kallos, Gibson, Cumbo, Borelli, Ulrich, Reynoso, Cornegy, Ferreras-Copeland, Gentile, Miller, Dromm, Wills, Torres, Richards, Williams, Johnson and Menchaca

TITLE:

A Local Law to amend the administrative code of the city of New York, in relation to requiring the police department to share collision reports digitally

ADMINISTRATIVE CODE:

Amends chapter 1 of title 14 by adding a new section 14-166.

INT. NO. 1311:

By Council Members Deutsch, Salamanca, Johnson, Palma, Maisel, Cohen and Grodenchik

TITLE:

A Local Law to amend the administrative code of the city of New York, in relation to requiring the Department of Transportation to notify emergency service providers about resurfacing, including paving and milling

ADMINISTRATIVE CODE:

Amends subchapter 1 of chapter 1 of title 19 by adding a new section 19-101.6.

INTRODUCTION

On January 26, 2017, the Committee on Transportation, chaired by Council Member Ydanis Rodriguez, and the Committee on Public Safety, chaired by Council Member Vanessa Gibson, will hold a hearing on the oversight topic “Vision Zero: Progress and Needs” and on Int. No. 542, a Local Law in relation to requiring the installation of traffic calming devices adjacent to senior centers and naturally occurring retirement communities; Int. No. 671, a Local Law in relation to requiring countdown pedestrian signals at intersections adjacent to schools and parks; Int. No. 911, a Local Law in relation to improving safety along bus routes; Int. No. 975, a Local Law in relation to fines and civil penalties for failure to remove abandoned poles; Int. No. 1040, a Local Law in relation to establishing a commission to study and make recommendations regarding the root causes of violence in the city; Int. No. 1071, a Local Law in relation to requiring the department of transportation to create a task force to study private streets; Int. No. 1116, a Local Law in relation to reporting on motor vehicle related injuries and fatalities; Int. No. 1257, a Local Law in relation to creating a Safe Routes to School Action Plan; Proposed Int. No. 1280-A, a Local Law in relation to requiring the police department to share collision reports digitally; and Int. No. 1311, a Local Law in relation to requiring the Department of Transportation to notify emergency service providers about resurfacing, including paving and milling. This is the first hearing on these items. The Committee expects to hear testimony from the New York City Department of Transportation (“DOT”), the New York City Police Department (“NYPD”) and other interested stakeholders.

BACKGROUND

In January 2014, Mayor Bill de Blasio announced that his Administration would commit to a “Vision Zero” initiative aimed at eliminating traffic fatalities by 2024, especially those

involving pedestrians and cyclists, from the City's streets.¹ Vision Zero seeks to achieve its goals in a number of ways, including street redesigns and roadway enhancements, more effective enforcement strategies, regulatory and legislative changes, robust public education and awareness, and safety improvements to the City's vehicle fleet.² The purpose of this hearing is to assess the progress City agencies have made toward reducing traffic fatalities and what further steps need to be taken to reach the Vision Zero goal.

Vision Zero is made possible by the coordination of multiple City agencies who meet regularly as part of the Vision Zero Task Force to implement the goals set forth in the Vision Zero Action Plan and other initiatives as they develop. The Task Force includes DOT, NYPD, the Taxi and Limousine Commission (TLC), the Department of Citywide Administrative Services (DCAS), the Department of Health and Mental Hygiene (DOHMH), the Law Department, the Department for the Aging (DFTA), and the Office of Management and Budget (OMB).³ The Vision Zero Action Plan lays out goals for each agency; notably DOT is responsible for street design and the NYPD is responsible for enforcement.

Pedestrians account for 56 percent of all traffic fatalities, with children and seniors being the most vulnerable populations.⁴ New Yorkers over 65 years of age make up 13 percent of the population and account for 33 percent of traffic fatalities.⁵ Children under the age of 14 are most likely to die from an injury sustained after being struck by a vehicle.⁶ In fact, 53 percent of collisions are the result of driver error, including inattention, failure to yield, and speeding, and 30 percent are the result of pedestrian error. The City has focused on reducing excessive

¹ N.Y.C. Vision Zero Action Plan of 2014, *available at*:
<http://www.nyc.gov/html/visionzero/assets/downloads/pdf/nyc-vision-zero-action-plan.pdf>

² *Id.*

³ N.Y.C. Mayor's Management Report 2016 *available at*:
http://www1.nyc.gov/assets/operations/downloads/pdf/mmr2016/2016_mmr.pdf

⁴ Action Plan, *supra* note 1.

⁵ *Id.*

⁶ *Id.*

speeding, specifically related to drunk and reckless driving. Nearly 40 percent of motor vehicle drivers killed in recent years were tested for a blood alcohol content of .08 or higher.⁷

Traffic fatalities include pedestrian, bicyclists, motor vehicle operators and passengers. The chart below was released by Mayor de Blasio’s office in a press release in January 2017. While overall traffic fatalities are decreasing from year to year, the number of pedestrian fatalities increased from 139 in 2015 to 144 in 2016. The number of cyclist deaths increased from 14 in 2015 to 18 in 2016.

NYC TRAFFIC FATALITIES (2013-16)

	Peds	Cyclists	Motorcyclists	Motor Vehicle Occupants	Total
2016	144	18	19	48	229
2015	139	14	22	59	234
2014	140	20	37	61	258
2013	184	12	42	61	299

Mayor’s Press Office 2016 Press Release⁸

⁷ N.Y.C Vision Zero Year Two Report *available at:*

<http://www.nyc.gov/html/visionzero/assets/downloads/pdf/vision-zero-year-two-report.pdf>

⁸ Mayor de Blasio Announces 2016 Saw Fewest Fatalities Ever on New York City Streets. January 11, 2017

Available at: <http://www1.nyc.gov/office-of-the-mayor/news/013-17/vision-zero-mayor-de-blasio-2016-saw-fewest-fatalities-ever-new-york-city-streets#/0>

Although injury statistics can better reveal trends because they provide a larger sample size that is less prone to randomness, according to the City, reliable injury figures take more than a year to process due to coordination with State agencies. However, preliminary data shows that that nearly 14,000 pedestrians and cyclists were injured in 2016, a decrease from the 14,800 pedestrian and cyclist injuries in 2015.⁹ The number of pedestrian and cyclist injuries has decreased over the years, as there were 15,000 pedestrians and cyclists injured in crashes in 2014, and over 16,000 pedestrians and cyclists injured in 2013.¹⁰ In 2016, approximately 40,000 motorists were injured in traffic crashes, compared to 38,000 in 2015, and 36,000 in 2014. Since 2013, motorist injuries have been on the rise, but they are lower than they were through 2010-2012.¹¹ (During these years motorist injuries ranged from 54,000-58,000.)

The Mayor's Management Report from Fiscal Year 2016 discusses the various improvements DOT has made in an effort to make streets safer. The report mentions the focus the agency has on implementing designs that simplify complex intersections, discourage speeding, provide bicycle lanes, make pedestrians and cyclists more visible, and shorten pedestrian crossing distances at high-crash Vision Zero priority locations.¹²

DOT:

- Completed 57 street improvement projects at high crash locations;¹³
- Completed the construction of 395 speed humps;
- Activated 648 leading pedestrian signals; and
- Installed 47 accessible pedestrian signals (APS)

⁹ Vision Zero View Pedestrian and Cyclist Injury Data, last accessed January 20, 2017.

¹⁰ Vision Zero View, Pedestrian and Cyclist Injuries, accessed on January 20, 2017

¹¹ Vision Zero View, Motor Vehicle Traffic Injuries, accessed on January 20, 2017

¹² N.Y.C 2016 Mayor's Management Report, supra note 3 at 20

¹³ Id at 20

The Administration’s Vision Zero Two Year Report examined the progress the City made toward achieving its street safety goals during the second year of the initiative. The report summarizes data from 2015.¹⁴ The report discusses the Administration’s continued efforts in street redesign; the City built 58 miles of bike network improvements and enhancements, including 12.4 miles of protected bike lanes. Bike lanes encourage new bike riders and when there are more cyclists on the road it can enhance their safety.

In 2015, DOT and NYPD released five Borough Pedestrian Safety Action Plans that analyzed data about pedestrian fatalities and serious injuries within each borough in order to identify dangerous intersections and areas. These plans identify “priority corridors” and “priority intersections” in each borough—intersections and corridors with the highest rates of severe pedestrian injuries and fatalities.¹⁵ To compile the Action Plans, DOT and NYPD conducted 28 town hall meetings and workshops and took suggestions through the online Vision Zero Public Input Map.¹⁶ This accelerated the process by which DOT was able to implement street redesigns, because they could target their projects according to data in the Borough Action Plans.

In 2015, DOT completed 60 corridor and intersection safety projects and priority locations and 80 safety projects citywide, which was a 67% increase in the pace of project completion over the five years prior to Vision Zero. DOT completed the first phase of one of its largest projects in the shortest amount of time when it added protected bike lanes to calm traffic along Queens Boulevard.¹⁷

The report discusses further street safety improvements including the use of Leading Pedestrian Intervals (LPIs), which was one of the key initiatives identified in the Borough

¹⁴ Vision Zero Year Two Report, *supra* note 7

¹⁵ *Id.*

¹⁶ *Id.*

¹⁷ *Id.*

Pedestrian Safety Action Plans.¹⁸ LPIs give the pedestrian a head start while crossing the street before vehicles are able to make turns across the crosswalk. DOT set a goal of installing LPIs at every feasible school crosswalk on a priority corridor and at every feasible Priority Intersection by the end of 2017. In 2015, DOT installed 417 LPIs for a citywide total of 700.¹⁹

Reporting and Enforcement

On the enforcement side, NYPD reports an increased focus on traffic violations such as speeding and failure to yield, which contribute to pedestrian fatalities. In 2015, the NYPD's specialized Collision Investigation Squad (CIS), which is responsible for investigating collisions that result in a fatality or critical injury, responded to 430 crash scenes, leading to 96 findings of criminality.²⁰

In fiscal year 2016, the NYPD issued 139,043 speeding summonses and 40,657 failure to yield to pedestrian summonses.²¹ This is an increase in 10 percent and 12 percent respectively.²² In August 2014, the NYPD began enforcing the Right of Way Law, which creates criminal and civil penalties for careless motorists who fail to yield to pedestrians and cyclists with the right-of-way, including making it a misdemeanor in cases of physical injury.²³ In fiscal year 2016, the NYPD issued 927 violations to drivers who struck a pedestrian or cyclist who had the right of way, and made 45 arrests for these violations.²⁴ The NYPD purchased 90 additional LIDAR speed detection guns, bringing the total to 481, to enforce speeding violations.²⁵ As of December 31, 2016, DOT should have competed its target of purchasing all 505 LIDR guns. DOT also completed the installation and activation of speed cameras in the maximum number of school

¹⁸ Id.

¹⁹ Id.

²⁰ Id.

²¹ N.Y.C Mayor's Management Report (MMR) 2016, *supra note 3 at 20*

²² Id.

²³ Local Law 29 of 2014

²⁴ N.Y.C MMR, *supra note 3 at 20*

²⁵ Id.

zones allowed by state law in September 2015; speeding violations at locations with fixed speed cameras have tended to decline by about 50 percent.²⁶

In November 2016, the NYPD made its collision-tracking program known as TrafficStat available to the public.²⁷ A user can search traffic data by patrol borough or precinct by comparing the current week, month and year to last year's traffic data. Users can search for collisions, injuries, fatalities and can also narrow their search by filtering for time of day, hour or even collision type that provides the user with statistics on the cause of the collision, such as "following too closely" or "failing to yield". Prior to TrafficStat, the online Vision Zero View was primary source of public crash data, but it has limitations related to specific data and recent figures. NYC Open Data includes certain specific data, but it does not include a map function.²⁸

Vision Zero Legislation

In May 2014, the Council passed a package of bills and resolutions aimed at furthering the City's Vision Zero street safety priorities. Among many provisions, the bills required the City to study factors found to be related to serious crashes, imposed penalties for certain dangerous behaviors, increased penalties related to failing to yield to pedestrians and cyclists who have the right of way. The legislation regulated DOT's actions concerning work zones and traffic signal replacement, required the installation of "slow zones," mandated more publicly available crash data (particularly with regard to crashes involving TLC-licensed vehicles), and strengthened penalties against TLC-licensed drivers involved in serious collisions and who exhibit dangerous driving behaviors.²⁹ In October 2014, after the State enacted legislation allowing the City to lower its official speed limit (which applies unless otherwise posted), the Council passed

²⁶ Id.

²⁷ "City Hall Puts NYPD's TrafficStat Crash Mapping Tool Online" Streetsblog NYC, November 29, 2016, available at: <http://nyc.streetsblog.org/2016/11/29/city-hall-puts-nypds-trafficstat-crash-mapping-tool-online/>

²⁸ Id.

²⁹ Local Law 21-31 of 2014

legislation lowering it from 30 to 25 miles per hour.³⁰ And, in May 2015, the Council passed legislation requiring side guards, which help prevent pedestrians and cyclists from falling into the exposed space between a vehicle's axels, on most trucks in the City fleet and on City-licensed trade waste hauling vehicles by 2024.³¹

Furthermore, the Council passed and the Mayor signed into law significant legislation to increase transparency and increase civil penalties for leaving the scene of a collision. Local Law 15 of 2014 requires the NYPD to release quarterly data on the number of hit and runs. Local Law 50 of 2014 increased the civil penalties for leaving the scene of a collision and Local Law 4 of 2016 further increased civil penalties for leaving a scene. Local Law 5 of 2016 requires the NYPD to issue an annual hit-and-run report.

2016 Left Turn and Pedestrian Bicycle Crash Study

In August 2016, DOT released its Left Turn Pedestrian and Bicycle Crash Study.³² The study looked at the effect left turns have on the number of pedestrian and bicyclists killed or severely injured (KSI).³³ Left turns have a 19 percent rate of pedestrian and cyclist KSI as opposed to right turns which have about a 6 percent KSI for pedestrian and cyclists.³⁴ The study found that vehicle operators drive faster while making a left turn due to the distance they have to travel and to avoid oncoming traffic. In addition to the driver accelerating, the vehicle frame obstructs a driver's ability to see pedestrians and cyclists.³⁵ The report also found that the areas

³⁰ Local Law 54 of 2014

³¹ Local Law 56 of 2015

³² Required by Local Law 21 of 2014

³³ N.Y.C Department of Transportation. Don't Cut Corners: Left Turn Pedestrian & Bicyclist Crash Study. August 2016. Available at: <http://www.nyc.gov/html/dot/downloads/pdf/left-turn-pedestrian-and-bicycle-crash-study.pdf>

³⁴ Id.

³⁵ Id.

in which left turn KSI was the highest were highly concentrated, only occurring on 18% of the NYC's over 39,000 intersections.³⁶

The report recommended a number of ways to mitigate pedestrian and cyclist fatalities caused by left turns. They include restricting left turns, creating turning lanes, protected bike lanes, and pedestrian islands, and signal adjustments including left turn only signals and LPIs.³⁷

Street Safety Near Schools

Safe Routes to School is a federal, state, and local campaign designed to encourage children to walk and bicycle to school. SRTS seeks to develop and implement “projects and activities that will improve safety and reduce traffic, fuel consumption and air pollution in the vicinity (approximately two miles) of primary and middle schools (Grades K-8).³⁸ NYC's Safe Routes to School initiative focuses on improving traffic safety at city schools with the highest accident rates.³⁹ DOT, through its School Safety Engineering Program (SSEP),⁴⁰ studied the accident history of areas surrounding 1,471 elementary and middle schools in the city. Of the 1,471 schools, DOT selected 135 to receive priority short-term traffic safety improvements such as new vehicle and pedestrian traffic signals, speed bumps, speed boards (speed detecting radar device attached to an LED sign that tells motorists how fast they are currently driving), new parking regulations, and high visibility crosswalks.⁴¹

Upon the completion of the short-term improvements, DOT identified a second round of 135 priority schools and began working with the New York City Department of Design and

³⁶ *Id.*

³⁷ *Id.*

³⁸ New York State Department of Transportation's Safe Route to Schools Program (April 1, 2016), <https://www.dot.ny.gov/divisions/operating/opdm/local-programs-bureau/srts/programs>

³⁹ *See* New York City Department of Transportation Safe Routes to School (April 1, 2016), <http://www.nyc.gov/html/dot/html/pedestrians/saferoutes.shtml>

⁴⁰ *See id.* (The School Safety Engineering Program was the name NYC DOT used prior to adopting Safe Routes to School. The two programs are substantially similar.).

⁴¹ *See id.*

Construction (DDC) to design and implement long-term traffic safety improvements.⁴² These improvements include new roadway construction, curb extensions, median construction, and sidewalk and curb realignment at an additional 61 elementary and middle schools.⁴³

Abandoned Poles on City Streets

When a utility company needs to replace a utility pole or moves upgraded services to another pole, they may leave the original pole in place, leading to the presence of “double” or “twin” poles.⁴⁴ City law requires old pole to be removed “forthwith” unless the owner demonstrates to DOT that there is “sufficient cause” for an extension; however, some poles are left in place due to the cost of removal and a lack of coordination between the multiple entities that may use the poles.⁴⁵ In addition to being an unsightly presence in local communities, abandoned poles can pose safety concerns if they are not removed in a reasonable period of time and become structurally unsound.⁴⁶

If the person or company owning or managing the double pole does not remove it, the City will do so at their expense.⁴⁷ Currently, the penalty for violation is a fine of \$250 to \$500 and/or imprisonment of up to 10 days.⁴⁸ Int. No. 975 would raise the fine for failure to remove a

⁴² *See id.*

⁴³ *See id.*; There may be some overlap between the 61 schools here and the 135 priority school discussed above

⁴⁴ Judy L. Randall, *Here's the lowdown on Staten Island's twinned utility poles*, Staten Island Advance, Feb. 18, 2014, available at http://www.silive.com/news/index.ssf/2014/02/heres_the_lowdown_on_staten_is.html.

⁴⁵ *Id.*; N.Y.C. Admin. Code § 24-411.

⁴⁶ Press Release, Senator Charles E. Schumer, *Schumer: Zombie Utility Poles, Weighing More Than 1000lbs, Are A Threat To Orange County Pedestrians & Are An Eyesore; Senator Says Companies Have Failed To Remove Old & Potentially Unstable Poles; Schumer Urges Companies Responsible To Remove Poles ASAP*, Feb. 16, 2016, available at <https://www.schumer.senate.gov/newsroom/press-releases/schumer-zombie-utility-poles-weighing-more-than-1000lbs-are-a-threat-to-orange-county-pedestrians-and-are-an-eyesore-senator-says-companies-have-failed-to-remove-old-potentially-unstable-poles-schumer-urges-companies-responsible-to-remove-poles-asap->; Press Release, N.Y. State Public Service Commission, *PSC Deals with Utility Pole Issues*, May 19, 2011, available at [https://www3.dps.ny.gov/pscweb/WebFileRoom.nsf/Web/7E55C5207EAC4CB9852578950051E71B/\\$File/pr11038.pdf?OpenElement](https://www3.dps.ny.gov/pscweb/WebFileRoom.nsf/Web/7E55C5207EAC4CB9852578950051E71B/$File/pr11038.pdf?OpenElement).

⁴⁷ *Id.* at § 24-411(b).

⁴⁸ *Id.* at § 24-411(c).

utility pole when required to \$350 to \$750 and provide that a person in violation may also be subject to civil penalties of \$100 per day that they are in violation of the Code.

Coordination of Transportation Projects with Emergency Services

In 2009, the Council enacted Local Law (“LL”) 90, which required that the Department of Transportation to provide notice to council members and community board’s about major transportation project in their districts. In 2012, the Council amended the Administrative Code to expand the notification requirement to include the New York City Police Department (“NYPD”), the Fire Department (“FDNY”), the Department of Small Business Services, and the Mayor’s Office for People with Disabilities.

However, concerns continue to be raised that lack prompt notification by the Department about street closure due to roadwork, may result in first responders being delayed in arriving at emergencies.⁴⁹

Private Streets

New York City has approximately 900 private streets.⁵⁰ Private streets offer several benefits to their residents, including resident-only parking. However, private streets do not receive any of the normal services provided by the City, including paving and snow clearing. Instead, residents and homeowners are responsible for the maintenance and repair of their streets. The increasing expense of maintaining these streets is not only creating financial problems for many homeowners, but it is leading many private streets to fall into disrepair.

⁴⁹ *Councilman Chaim Deutsch introduces bill to better inform emergency responders of street closures*, The Yeshiva World, Nov. 1, 2016, available at <http://www.theyeshivaworld.com/news/headlines-breaking-stories/481212/councilman-chaim-deutsch-introduces-bill-to-better-inform-emergency-responders-of-street-closures.html>.

⁵⁰ Kate Hinds, *Illegal Streets: Off the Map, Not off the Grid*, WNYC, Dec. 29, 2010, available at <http://www.wnyc.org/story/284058-illegal-streets-off-the-map-not-off-the-grid/>; see also Mike McLaughlin, *Parking Dream: Residents can set parking and traffic rules city’s more than 900 private streets*, N.Y. Daily News, Aug. 9, 2010, available at <http://www.nydailynews.com/new-york/parking-dream-residents-set-parking-traffic-rules-city-900-private-streets-article-1.203563>.

ANALYSIS OF INT. NO. 542

Section one of Int. No. 542 would amend subchapter three of chapter one of title 19 of the administrative code by adding the new section 19-183.1.

Subdivision a of such section would provide the definition of:

- “Senior center” as having the same meaning as in section 21-201 of the administrative code.
- “Naturally Occurring Retirement Community” as an apartment building, housing complex, or housing development,
 - i) not originally built for senior citizens,
 - ii) not restricted in admissions solely to the elderly, and
 - iii) with an occupant who is a senior in at least fifty percent of the units or with at least two thousand five hundred residents who are senior citizen.

The new subdivision b of section 19-183.1 would require DOT to install at least one traffic calming device no less than fifty blocks that are adjacent to a senior center or naturally occurring retirement community, as determined by DOT in consultation with the Department for the Aging.

Subdivision c of such section would allow DOT to determine that no more traffic calming devices should be installed near senior centers or naturally occurring retirement communities after evaluating every area adjacent to a senior center or naturally occurring retirement community. Furthermore, subdivision c would require DOT to write a letter to the Speaker of the Council that traffic-calming devices are necessary near senior center or naturally occurring retirement community if DOT had already deemed no more should be installed. Subdivision c would further add that DOT should provide to the Council on or before July 1, 2015 and every

year after a report detailing the locations of the traffic calming devices.

Subdivision d would allow DOT to decline to install any traffic calming devices if such traffic calming devices would endanger motorists' or pedestrians' safety and is not within the department's guidelines regarding the installation of traffic calming devices.

Section two provides that Int. No. 542 would take place 90 days after enactment.

ANALYSIS OF INT. NO. 671

Section one of Int. No. 671 would amend Subchapter 3 of Title 19 of the Administrative Code by adding a new section 19-188.1 relating to pedestrian signals near schools and parks

Subdivision a provides the definition of:

- "School" meaning any buildings, grounds, facilities, property, or portion in which educational instruction is provided to at least two hundred and fifty students at or below grade level.
- "Park" means any park under the jurisdiction of the department of parks and recreation.
- "Pedestrian Countdown Signal" would mean any automated digital reading that counts down seconds until a pedestrian may no longer cross the street.

Subdivision b would require DOT to install if needed no less than one hundred pedestrian countdown signals at intersections with traffic control signal indicators adjacent to a school or park.

Section two provides that Int. No. 671 would take effect on January 1, 2016.

ANALYSIS OF INT. NO. 911

Section one of Int. No. 911 would establish the following definitions for the proposed local law:

- "Bus route" would mean a route traveled upon by a bus operated or owned by the MTA.

- “Curb extension” would mean an expansion of the curb line into the lane of the roadway adjacent to the curb for at least 15 feet closest to a corner or mid-block where pedestrians are permitted to cross the roadway.
- "Leading pedestrian interval" would mean a pedestrian control signal that displays a walk indication before a green indication for the parallel direction of traffic.
- “Traffic calming device” means devices such as speed humps, curb extensions, traffic diverters, median barriers and raised walkways, installed on a street and intended to slow, reduce or alter motor vehicle traffic to improve safety for pedestrians and bicyclists.

Section two would require DOT, in collaboration with the MTA, to conduct a study of incidents involving buses and pedestrians or bicyclists resulting in death or serious injury that occurred along bus routes within the previous three years. Based on the study, DOT would be required to institute measures designed to decrease crashes, including but not limited to, allowing left turns to be made only on a green left arrow signal indication and other restrictions on left turns, use of curb extensions, lane narrowing and/or removal, leading pedestrian intervals, and traffic calming devices. No later than May 1, 2016, DOT would be required to post the study online and submit a copy to the Council, including the locations of such measures, and if no measures are implemented at a location along a bus route where an incident has occurred within the past three years, the reasons why.

Section three provides that Int. No. 911 would take effect immediately.

ANALYSIS OF INT. NO. 975

Section one of Int. No. 975 would amend subdivision c of section 24-411 of the Administrative Code to increase the penalties for any person convicted of violations for the failure to remove abandoned poles such as telegraph, telephone and electric light poles, wires or conductors. Subdivision c would be amended to raise the fine for failure to remove a utility pole

when required from a range of \$250-\$500 to \$350-\$750 and provide that a person in violation may also be subject to civil penalties of \$100 per day that they are in violation of the Code.

Section two provides that Int. No. 975 would take effect in 120 days.

ANALYSIS OF INT. NO. 1040

Section 1 of the bill adds a new Administrative Code section 17-199.1 to Chapter 1 of Title 17 establishing a Community Violence Commission (“the Commission”). The Commission shall study the root causes of violence and make recommendations for addressing violence as a public health crisis. Every year, the Commission would identify the 10 neighborhoods in the city with the highest rates of assault, murder, rape and robbery in the preceding two years and would develop a one-year plan for addressing the root causes of violence in those neighborhoods, which the Commission would provide to the Mayor and Council. After the designated end date of each one-year plan, the Commission would issue a follow-up report to the Mayor and Council assessing the implementation of the plan. Additionally, the Commission would issue an annual report to the Mayor and Council summarizing its activities over the previous year. The Commissioner of Health and Mental Hygiene would post the one-year plans and annual summaries, as well as public comments on both, to the Department’s website.

Section 2 of the bill states the local law takes effect immediately after its enactment.

ANALYSIS OF INT. NO. 1071

Section one of Int. No. 1071 would amend the Administrative Code of the City of New York by adding a new section 19-175.5 to Title 19. Subdivision a of section one will create a 5 member taskforce. The members of the taskforce will serve a one-year term, without compensation.

Subdivision b of section one would state that the task force will issue a report to the Mayor and

the Speaker of the Council. The required report would include, but not be limited to, the following information: locations of private streets in the city and their current state of repair; steps that the city can take to ensure that private streets are maintained in a state of good repair, including the city's ability to acquire private streets; and steps that the city can take to assist in resolution of disputes among homeowners related to parking in community driveways.

Subdivision c of section one would state that 3 members of the task force would be appointed by the Mayor, including a community representative; the Commissioner of Transportation, or his or her designee; and the Commissioner of City Planning, or his or her designee. The Speaker of the Council shall appoint 2 members, with at least one member being a community representative.

Section two provides that Int. No. 1071 would take effect immediately, and be deemed repealed one year thereafter.

ANALYSIS OF INT. NO. 1116

Section one of Int. No. 1116 would amend subchapter 3 of chapter 1 of title 19 of the Code by adding a new section 19-195. The new section would define "fatality" to mean a personal injury categorized as a "K" fatality by the New York State Department of Motor Vehicles ("DMV"), the term "injury" to mean a personal injury categorized as a "B" or "C" injury by DMV, and the term "serious injury" to mean a personal injury categorized as an "A" injury by DMV. The new section would require DOT, in consultation with NYPD, to publish on its website, including in a non-proprietary format that permits automated processing, the following information for each motor vehicle related injury, serious injury or fatality in the city, based on the most current information available:

- The date, time and location of the crash that resulted in the injury, serious injury or fatality and the speed limit at such location
- A categorization of the vehicles involved in such crash using the following categories:
 - All-terrain vehicle

- Ambulance
- Bicycle
- Bus
- Fire truck
- Large commercial vehicle (six or more tires)
- Livery vehicle
- Motorcycle
- Passenger vehicle
- Pedicab
- Pick-up truck
- Scooter
- Small commercial vehicle (four tires)
- Sports utility vehicle/station wagon
- Taxi vehicle
- Van
- Other
- Unknown
- A categorization of such crash as one or more of the following:
 - a rear-end collision
 - a head-on collision
 - a turning-vehicle collision
 - a collision involving a bicycle
 - a collision involving a pedestrian
 - a collision with a stationary object or another category of collision as determined by DOT
- A list of crash contributing factors, including:
 - any applicable contributing factors as listed by DMV in its summary of New York City motor vehicle crashes
 - whether any of the vehicles involved in such crash was turning at the time of such crash
 - whether any cyclist or pedestrian who was injured, seriously injured or fatally injured in such crash had the right of way at the time of such crash, if known, and
 - any other applicable contributing factors as determined by DOT
- The following anonymous information about each person involved in such crash:
 - Whether such person was a motorist, passenger, cyclist or pedestrian
 - Such person's age
 - Whether such person was:
 - not injured
 - injured
 - seriously injured
 - fatally injured

The new section would also require DOT to publish on its website a map showing the approximate locations of motor vehicle related injuries, serious injuries and fatalities in the city.

The map would have to allow users to disaggregate crashes that resulted in an injury, serious injury or fatality by year, month and time of day of occurrence if known. Times of day would have to be aggregated into eight three-hour windows, commencing with a window from midnight to 3:00 a.m. and concluding with a window from 9:00 p.m. to midnight. The map would have to display the speed limit of each street in the city. The new sections would further require DOT to publish on its website summaries of recent design improvements that it has made to the streets of the city for the purpose of improving motorist, passenger, cyclist or pedestrian safety as well as a report on its recent outreach and education efforts. Finally, all information required by the new section would have to be updated at least once a month.

Section two of Int. No. 1116 states that this local law would take effect 120 days after it becomes law, except that DOT, in consultation with NYPD, would have to take any measures necessary for the implementation of the local law before its effective date.

ANALYSIS OF INT. NO. 1257

Section one of Int. No. 1257 would amend subchapter 3 of chapter 1 of title 19 of the Code by adding a new section 19-195. The new section would require that, beginning February 1, 2017 and every two years thereafter, DOT create a “safe routes to school” action plan that includes, but need not be limited to:

- A list of 135 elementary and intermediate schools with the highest number of traffic related crashes, injuries and fatalities on roadways within a half-mile radius of such schools
- A summary of DOT’s recommendations for improving traffic safety near such 135 schools and a schedule for implementation of safety improvements such as roadway construction and installation of traffic-calming devices
- An analysis of the effects of such improvements including but not limited to the impact on the number of crashes, injuries and fatalities.

DOT would be required to submit the “safe routes to school” action plan to the Council Member and community board in whose district each relevant school is located and would have

to publish the plan on its website.

Section two of Int. No. 1257 would state that an analysis of the safety improvements made to schools under the “safe routes to school” program prior to the adoption of the local law would be required to be included in the February 1, 2017 action plan only.

Section three of Int. No. 1257 would state that the local law would take effect immediately.

ANALYSIS OF PROPOSED INT. NO. 1280-A

Section 1 of the bill adds a new Administrative Code section 14-166 requiring the NYPD to make collision reports accessible online to any interested party named on the report. Those deemed to “interested parties” for the purpose of requesting a collision report, include anyone who provides their driver’s license number, date of birth, license plate number, and license plate state to a member of the NYPD preparing a collision report.

Section 2 of the bill states the local law takes effect 30 days from its enactment.

ANALYSIS OF INT. NO. 1311

Section one of Int. No. 1311 would amend the Administrative Code of the City of New York by adding a new section 19-101.6. Subdivision a of the new section would provide that no later than 5 days prior to any street being resurfaced by DOT, DOT shall notify the NYPD and the Fire Department of such resurfacing work. Such notification shall include a description and location of such resurfacing work. Subdivision b of the new section would provide a public safety exception to subdivision a requirement.

Section two provides that Int. No. 1311 would take effect immediately.

Int. No. 542

By Council Members Rodriguez, Constantinides, Dromm, Gibson, Johnson, Koo, Levine, Mendez, Rose, Vallone, Barron, Rosenthal and Menchaca

A Local Law to amend the administrative code of the city of New York, in relation to requiring the installation of traffic calming devices adjacent to senior centers and naturally occurring retirement communities.

Be it enacted by the council as follows:

Section 1. Subchapter three of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-183.1 to read as follows:

§ 19-183.1 Installation of traffic calming devices on streets adjacent to senior centers and naturally occurring retirement communities. a. Definitions: For the purposes of this section, the following terms shall have the following meanings:

1. “Senior Center” shall have the same meaning as in section 21-201 of this code.

2. “Naturally Occurring Retirement Community” shall mean an apartment building, housing complex, or housing development (i) not originally built for senior citizens; (ii) not restricted in admissions solely to the elderly; and (iii) with an occupant who is a senior citizen in at least fifty percent of the units or with at least two thousand five hundred residents who are senior citizens.

b. The commissioner shall annually install at least one traffic calming device on not less than fifty block segments that are adjacent to a senior center or naturally occurring retirement community, as determined by the commissioner in consultation with the department for the aging.

c. After evaluating areas adjacent to every senior center and naturally occurring

retirement community in the city for the installation of traffic calming devices pursuant to subdivision b of this section, the commissioner may, consistent with subdivision d of this section, determine not to install any further traffic calming devices and shall inform the speaker of the council in writing of such determination and the reasons therefore; provided, however, that the commissioner shall evaluate the need to install one or more traffic calming devices on roadways adjacent to any senior center or naturally occurring retirement community created after such determination. The commissioner shall provide to the council, on or before July 1, 2015, and annually thereafter, a report detailing the locations at which such devices have been placed.

d. The commissioner may decline to install any traffic calming device that is otherwise required by this section if such installation would, in the commissioner's judgment, endanger the safety of motorists or pedestrians or not be consistent with the department's guidelines regarding the installation of traffic calming devices.

§2. This local law shall take effect ninety days after enactment into law.

ENB

10/20/2014 3:28 P.M.

LS #2955

Int. No. 671

By Council Members Vallone, Eugene, Wills, Van Bramer, Richards, Ferreras-Copeland, Dromm, Gibson, Williams, Koslowitz, Crowley, Cumbo, Cabrera, Vacca, Constantinides, Torres, Cohen, Deutsch, Rose, Gentile, Mendez, Menchaca and Ulrich

A Local Law to amend the administrative code of the city of New York, in relation to requiring countdown pedestrian signals at intersections adjacent to schools and parks.

Be it enacted by the Council as follows:

Section 1. Subchapter 3 of title 19 of the administrative code of the city of new york by adding a new section 19-188.1 to read as follows:

§ 19-188.1 Pedestrian signals near schools and parks. a. Definitions. For the purposes of this section, the following terms shall have the following meanings:

1. "School" means any buildings, grounds, facilities, property, or portion thereof in which educational instruction is provided to at least two hundred and fifty students at or below the twelfth grade level.

2 "Park" means any park under the jurisdiction of the department of parks and recreation.

3. "Pedestrian countdown signal" mean any automated digital reading that counts down seconds until a pedestrian may no longer safely cross the street.

b. If needed the department shall annually install not less than one hundred pedestrian countdown signals at intersections with traffic control signal indicators that are adjacent to a school or park.

§ 2. This local law shall take effect on January 1, 2016.

LS 3094
GZ-ket
February 5, 2015

Int. No. 911

By Council Members Rodriguez, Lander, Crowley, Chin, Koo, Rose and Menchaca

A Local Law in relation to improving safety along bus routes

Be it enacted by the Council as follows:

Section 1. For the purposes of this local law, the following terms have the following meanings:

Bus route. The term “bus route” means a route that is traveled upon by a bus that is operated or owned by the metropolitan transportation authority.

Curb extension. The term “curb extension” means an expansion of the curb line into the lane of the roadway adjacent to the curb for at least 15 feet closest to a corner or mid-block where pedestrians are permitted to cross the roadway.

Leading pedestrian interval. The term "leading pedestrian interval" means a pedestrian control signal that displays a walk indication before a green indication for the parallel direction of traffic.

Traffic calming device. The term “traffic calming device” means any device, not governed by the manual on uniform traffic control devices, including, but not limited to, speed humps, curb extensions, traffic diverters, median barriers and raised walkways, installed on a street and intended to slow, reduce or alter motor vehicle traffic to improve safety for pedestrians and bicyclists.

§ 2. The department of transportation, in collaboration with the metropolitan transportation authority, shall conduct a study of incidents involving buses and pedestrians or bicyclists resulting in death or serious injury to such pedestrian or bicyclist occurring along bus routes within the previous three years. Based on such study, the department shall institute

measures designed to decrease incidents involving pedestrians and bicyclists along such routes based on best practices for roadway design and operations, including but not limited to, allowing left turns to be made only on a green left arrow signal indication and other restrictions on left turns, use of curb extensions, lane narrowing and/or removal, leading pedestrian intervals, and traffic calming devices. No later than May 1, 2016, the department shall post online and submit to the speaker of the council such study, including the locations of such measures, and if no measures are implemented at a location along a bus route where an incident has occurred within the past three years, the reasons why.

§ 3. This local law takes effect immediately.

KET 9/14/15 3:57PM

LS 4454, 4553, 4952, 5092, 5093, 5097, 5337, 5370/2015

Int. No. 975

By Council Members Maisel and Rose

A Local Law to amend the administrative code of the city of New York, in relation to fines and civil penalties for failure to remove abandoned poles.

Be it enacted by the Council as follows:

Section 1. Subdivision c of section 24-411 of title 24 of the administrative code of the city of New York is amended to read as follows:

c. Any person convicted of a violation of any of the provisions of this section shall be punished by a fine of not less than [two hundred fifty] three hundred fifty nor more than [five hundred] seven hundred fifty dollars, imprisonment for not more than ten days, or both. In addition to or as an alternative to such penalty, such person shall also be subject to a civil penalty of no less than nor more than one hundred dollars per day such person is in violation of any provision of this section.

§ 2. This local law shall take effect 120 days after its enactment into law.

KET 3/2/15 4:22PM
LS 3740/2014

Int. No. 1040

By Council Members Wills, Williams, Johnson, Mendez, Cabrera, Mealy, Cumbo, Barron, Palma, Koslowitz, Koo, Miller, Richards, Reynoso, Chin, Cornegy, Gentile, Lander, Rodriguez, Rose, Rosenthal, Vallone, Lancman, Treyger, Torres, Levine, Kallos, Menchaca, Espinal, Levin, Grodenchik, King and Ulrich

A Local Law to amend the administrative code of the city of New York, in relation to establishing a commission to study and make recommendations regarding the root causes of violence in the city

Be it enacted by the Council as follows:

Section 1. Chapter 1 of title 17 of the administrative code of the city of New York is amended by adding a new section 17-199.1 to read as follows:

§ 17-199.1 Community violence commission. a. Short title. This section shall be known as and may be cited as the “community violence prevention law”.

b. Definitions. For the purposes of this section, the following terms have the following meanings:

Assault. The term “assault” means the offenses of:

1. Assault in the first and second degree as such offenses are defined in article 120 of the penal law;

2. Gang assault in the first and second degree as such offenses are defined in article 120 of the penal law;

3. Assault on a peace officer, police officer, fireman or emergency medical services professional as such offense is defined in article 120 of the penal law;

4. Assault on a judge as such offense is defined in article 120 of the penal law;

5. Aggravated assault upon a police officer or a peace officer as such offense is defined in article 120 of the penal law;

6. Aggravated assault upon a person less than 11 years old as such offense is defined in article 120 of the penal law; and

7. Strangulation in the first and second degree as such offenses are defined in article 121 of the penal law.

Commission. The term “commission” means the community violence commission created by this section.

Murder. The term “murder” means the offenses of aggravated manslaughter in the first and second degree, manslaughter in the first and second degree, aggravated murder, and murder in the first and second degree as such offenses are defined in article 125 of the penal law.

Rape. The term “rape” means the offenses of rape in the first, second and third degree as such offenses are defined in article 130 of the penal law.

Robbery. The term “robbery” means the offenses of robbery in the first, second and third degree as such offenses are defined in article 160 of the penal law.

c. Commission; creation, composition, election of chair, removal of members and compensation. 1. A commission is hereby established to study the root causes of violence in city neighborhoods with high rates of violent crime and to make recommendations on how the city may address such violence from a public health perspective. This commission shall be known as the community violence commission.

2. The commission shall consist of the following members:

(a) The commissioner of health and mental hygiene or a deputy commissioner designated by such commissioner;

(b) The commissioner of children’s services or a deputy commissioner designated by such commissioner;

(c) The commissioner of social services/human resources administration or a deputy commissioner designated by such commissioner;

(d) The commissioner of youth and community development or a deputy commissioner designated by such commissioner;

(e) The chancellor of the city school district or a deputy chancellor designated by such chancellor;

(f) The director of probation or a deputy director designated by such director;

(g) The president of the New York city economic development corporation or a vice president designated by such president;

(h) Five persons, one residing in each borough and selected by a majority vote of the council delegation for each borough;

(i) One person, appointed by the mayor, who has a background in crime prevention, youth violence, victim support services, mental health or assisting the formerly incarcerated; and

(j) Two persons, appointed by the speaker of the council, who have a background in crime prevention, youth violence, victim support services, mental health or assisting the formerly incarcerated.

3. At its first meeting, the commission shall select a chair from among its members by majority vote.

4. No member of the commission may be removed except for cause and upon notice and hearing by the appropriate appointing or designating official or delegation. Any vacancy shall be filled in the same manner as the original appointment.

5. Members of the commission shall serve without compensation and shall meet no less than once a month during the period in which such commission is developing the one-year plans required by this section.

d. Commission objectives. 1. No later than March 1, 2016, and by each March 1 thereafter, the commission shall identify the 10 neighborhoods with the highest total number of complaints for assault, murder, rape and robbery during the two preceding calendar years.

2. For each neighborhood identified pursuant to paragraph 1 of this subdivision, the commission shall develop a specific one-year plan recommending measures the city should take to address violent crime in such neighborhood from a public-health perspective and other relevant perspectives. Each such plan shall include, but need not be limited to, (i) recommendations for health and mental health programs, anti-violence programs, education programs, job development and readiness programs, poverty reduction programs, and other similar programs, and (ii) an assessment of the effectiveness of any relevant programs overseen by the center for economic opportunity. No such plan shall require the allocation or reallocation of police department resources.

3. No later than 90 days after identifying neighborhoods with high rates of violent crime for each annual cycle pursuant to paragraph 1 of this subdivision, the commission shall issue to the mayor and the council a report outlining each one-year plan developed pursuant to paragraph 2 of this subdivision, and the commissioner of health and mental hygiene shall make those one-year plans available on the department's website.

4. No later than 90 days after the designated end date of each one-year plan, the commission shall issue to the mayor and the council a report that includes:

(a) An assessment of the extent to which each plan has been implemented; and

(b) The effect of each plan or parts thereof that have been implemented.

5. No later than January 31, 2017, and every January 31 thereafter, the commission shall issue to the mayor and the council a summary of its activities during the previous year. The commissioner of health and mental hygiene shall promptly make the commission's annual summary available on the department's website.

6. The commissioner of health and mental hygiene shall accept by e-mail and regular mail, and shall consider, public comments on the one-year plans and annual summaries created pursuant to this subdivision and shall promptly make all such comments publicly available on the department's website.

§ 2. This local law takes effect immediately.

ket/wcj
LS #0115
Int. 1012-2013
12/11/2015 10:10 AM

Int. No. 1071

By Council Members Maisel, Espinal and Ulrich

A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to create a task force to study private streets.

Be it enacted by the Council as follows:

Section 1. Title 19 of the administrative code of the city of New York is amended by adding a new section 19-175.5 to read as follows:

§ 19-175.5 Private streets task force. a. There shall be established a task force of five members who shall serve without compensation, each for a term of one year, provided that if a member holds other city employment or office, no additional compensation shall be received. Such term shall begin upon appointment of the last member.

b. The task force shall examine current conditions of private streets that are not within the jurisdiction of the department. The task force shall issue a report to the mayor and the speaker of the council no later than one year following the appointment of the last member. Such report shall include, but not be limited to, the following:

1. locations of private streets in the city and their current state of repair;
2. steps that the city can take to ensure that private streets are maintained in a state of good repair, including the city's ability to acquire private streets; and
3. steps that the city can take to assist in resolution of disputes among homeowners related to parking in community driveways.

c. Such task force shall consist of five members. Three members shall be appointed by the mayor, provided that such members include a community representative; the commissioner of transportation, or his or her designee; and the commissioner of city planning, or his or her

designee. The speaker of the council shall appoint two members, provided that at least one such member be a community representative.

§ 2. This local law takes effect immediately and will be deemed repealed one year thereafter.

GZ/KET 6/19/15 1:02PM
LS 1294, 1295 , 4669

Int. No. 1116

By Council Members Van Bramer, Rodriguez, Constantinides, Cohen, Chin, Menchaca and Borelli

A Local Law to amend the administrative code of the city of New York, in relation to reporting on motor vehicle related injuries and fatalities

Be it enacted by the Council as follows:

Section 1. Subchapter 3 of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-195 to read as follows:

§ 19-195 Reporting on motor vehicle related injuries and fatalities. a. For purposes of this section, the following terms have the following meanings:

Fatality. The term “fatality” means a personal injury categorized as a “K” fatality by the New York state department of motor vehicles.

Injury. The term “injury” means a personal injury categorized as a “B” or “C” injury by the New York state department of motor vehicles.

Serious injury. The term “serious injury” means a personal injury categorized as an “A” injury by the New York state department of motor vehicles.

b. The commissioner, in consultation with the police commissioner, shall publish on the department’s website the following information for each motor vehicle related injury, serious injury or fatality in the city, based on the most current information available to the department:

1. The date, time and location of the crash that resulted in the injury, serious injury or fatality and the speed limit at such location;

2. A categorization of the vehicles involved in such crash using the following categories:

(a) All-terrain vehicle;

(b) Ambulance;

- (c) Bicycle;
- (d) Bus;
- (e) Fire truck;
- (f) Large commercial vehicle (six or more tires);
- (g) Livery vehicle;
- (h) Motorcycle;
- (i) Passenger vehicle;
- (j) Pedicab;
- (k) Pick-up truck;
- (l) Scooter;
- (m) Small commercial vehicle (four tires);
- (n) Sports utility vehicle/station wagon;
- (o) Taxi vehicle;
- (p) Van;
- (q) Other; and
- (r) Unknown;

3. A categorization of such crash as one or more of the following: a rear-end collision, a head-on collision, a turning-vehicle collision, a collision involving a bicycle, a collision involving a pedestrian, a collision with a stationary object or another category of collision as determined by the commissioner;

4. A list of crash contributing factors, including (i) any applicable contributing factors as listed by the New York state department of motor vehicles in its summary of New York city motor vehicle crashes, (ii) whether any of the vehicles involved in such crash was turning at the

time of such crash, (iii) whether any cyclist or pedestrian who was injured, seriously injured or fatally injured in such crash had the right of way at the time of such crash, if known, and (iv) any other applicable contributing factors as determined by the commissioner; and

5. The following anonymous information about each person involved in such crash:

(a) Whether such person was a motorist, passenger, cyclist or pedestrian;

(b) Such person's age; and

(c) Whether such person was (i) not injured, (ii) injured, (iii) seriously injured or (iv) fatally injured.

c. The commissioner shall publish on the department's website a map showing the approximate locations of motor vehicle related injuries, serious injuries and fatalities in the city. Such map shall allow users to disaggregate crashes that resulted in an injury, serious injury or fatality by year, month and time of day of occurrence if known. Times of day shall be aggregated into eight three-hour windows, commencing with a window from midnight to 3:00 a.m. and concluding with a window from 9:00 p.m. to midnight. Such map shall display the speed limit of each street in the city.

d. The commissioner shall publish on the department's website summaries of recent design improvements that the department has made to the streets of the city for the purpose of improving motorist, passenger, cyclist or pedestrian safety.

e. The commissioner shall publish on the department's website a report on the department's recent outreach and education efforts.

e. The commissioner shall ensure that the information required by subdivision b of this section is also published on the city's website in a non-proprietary format that permits automated processing.

f. The commissioner shall update all information published pursuant to this section not less than once a month.

§ 2. This local law takes effect 120 days after it becomes law, except that the commissioner of transportation, in consultation with the police commissioner, shall take any measures necessary for the implementation of this local law before its effective date.

WCJ
LS #6770
2/25/2016 5:44 PM

By Council Members Van Bramer, Cohen, Richards, Chin, Vallone, Menchaca, Salamanca, Gibson, Deutsch, Koo, Mealy, Koslowitz, Ulrich and Borelli

A Local Law to amend the administrative code of the city of New York, in relation to creating a Safe Routes to School Action Plan

Be it enacted by the Council as follows:

Section 1. Subchapter 3 of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-195 to read as follows:

§ 19-195 Safe routes to school action plan. a. Beginning February 1, 2017 and every two years thereafter, the department shall create a “safe routes to school” action plan that includes, but need not be limited to:

1. A list of 135 elementary and intermediate schools with the highest number of traffic related crashes, injuries and fatalities on roadways within a half-mile radius of such schools;

2. A summary of the department’s recommendations for improving traffic safety near such 135 schools and a schedule for implementation of safety improvements such as roadway construction and installation of traffic-calming devices; and

3. An analysis of the effects of such improvements including but not limited to the impact on the number of crashes, injuries and fatalities.

b. The department shall submit the “safe routes to school” action plan to the council member and community board in whose district each relevant school is located and shall publish the plan on its website.

§ 2. An analysis of the safety improvements made to schools under the “safe routes to school” program prior to the adoption of this law shall be included in the February 1, 2017 action plan only.

§ 3. This local law takes effect immediately.

SSY
LS 7652
5/20/16 11:00pm

Proposed Int. No. 1280-A

By Council Members Deutsch, Vacca, Cabrera, Cohen, Constantinides, Crowley, Espinal, Koo, Koslowitz, Lancman, Levine, Maisel, Mealy, Palma, Treyger, Grodenchik, Salamanca, Chin, Kallos, Gibson, Cumbo, Borelli, Ulrich, Reynoso, Cornegy, Ferreras-Copeland, Gentile, Miller, Dromm, Wills, Torres, Richards, Williams, Johnson and Menchaca

A Local Law to amend the administrative code of the city of New York, in relation to requiring the police department to share collision reports digitally

Be it enacted by the Council as follows:

Section 1. Chapter 1 of title 14 of the administrative code of the city of New York is amended by adding a new section 14-166 to read as follows:

§14-166. Police Collision Reports.

a. Definitions. As used in this section, the following terms have the following meanings:

Collision report. The term “collision report” shall mean the report prepared by a member of the department relating to the facts of an automobile collision pursuant to Vehicle and Traffic Law section 603.

Interested party. The term “interested party” shall mean an individual named on the collision report that has provided their driver’s license number, date of birth, license plate number, and license plate state to a member of the department preparing a collision report.

b. Sharing Police Collision Reports. Access to an interested party’s collision report shall be made available online to an interested party via a single web portal located on the department’s website.

§2. This local law takes effect 30 days after it becomes law.

BG
LS 6634
1/10/17

Int. No. 1311

By Council Members Deutsch, Salamanca, Johnson, Palma, Maisel, Cohen and Grodenchik

A Local Law to amend the administrative code of the city of New York, in relation to requiring the Department of Transportation to notify emergency service providers about resurfacing, including paving and milling

Be it enacted by the Council as follows:

Section 1. Subchapter 1 of chapter 1 of title 19 of the administrative code of the city of New York section is amended by adding a new section 19-101.6 to read as follows:

§ 19-101.6 Resurfacing notification. a. No later than 5 days prior to any street being resurfaced by the department, the department shall notify the police department and the fire department of such resurfacing work. Such notification shall include a description and location of such resurfacing work.

b. Nothing in this section shall be construed to require the department to provide notification of resurfacing projects requiring immediate implementation to preserve public safety.

§ 2. This local law takes effect 120 days after it becomes law.

GZ
September 8, 2016
LS 8572