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**THE COUNCIL OF THE CITY OF NEW YORK**

**COMMITTEE REPORT OF THE INFRASTRUCTURE DIVISION**

Jeffrey T. Baker, Director, Legislative Division

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**COMMITTEE ON TRANSPORTATON**

Hon. Ydanis A. Rodriguez, Chair

**December 9, 2021**

**INT. NO. 9-A:** By Council Members Barron, Brannan, Holden, Van Bramer, D. Diaz, Yeger, Kallos and Borelli

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to requiring the installation of traffic control devices at intersections adjacent to schools

**ADMINISTRATIVE CODE:** Adds section 19-188.2 to title 19

**INT. NO. 1724-A:** By Council Members Kallos, Rodriguez, Treyger, Holden, Ayala, Rivera, Branna, Cornegy, Jr., Powers, Rosenthal, Van Bramer, Gennaro and Dinowitz

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to creating a demonstration program to use photographic evidence to impose liability on vehicle owners for passing a stopped school bus and providing for the repeal of such provision upon the expiration thereof

**ADMINISTRATIVE CODE:** Adds a new section 19-610

**INT. NO. 2201-A:** By Council Members Rivera, Louis, D. Diaz and Kallos

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to allowing motorcyclists to challenge parking violations electronically with photographic evidence

**ADMINISTRATIVE CODE:** Amends subdivision c of section 19-213

**INT. NO. 2417-A:** By Council Members Holden, Grodenchik, Vallone, Yeger, Adams, Kallos, Dinowitz, Miller, Brannan, Ayala, Rose, Lander, D. Diaz, Koo, Koslowitz, Moya, Powers, Gjonaj, Chin, Cumbo, Levin, Cabrera, Maisel, Salamanca, Feliz, Ulrich and Borelli

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to prohibiting the sale or distribution of materials that obscure license plates or distort images of license plates

**ADMINISTRATIVE CODE:** Adds section 10-182 to title 10

**INTRODUCTION**

 On December 8, 2021, the Committee on Transportation, chaired by Council Member Ydanis A. Rodriguez, held a hearing to vote on: Int. No. 9-A, sponsored by Council Member Inez Barron, in relation to requiring the installation of a traffic control device at each intersection adjacent to a school; Int. No. 1724-A, sponsored by Council Member Ben Kallo, in relation to creating a demonstration program to use photographic evidence to impose liability on vehicle owners for passing a stopped school bus and providing for the repeal of such provision upon the expiration thereof; Int. No. 2201-A, sponsored by Council Member Carlina Rivera, in relation to allowing motorcyclists to challenge parking violations electronically with photographic evidence; and Int. No. 2417-A, sponsored by Council Member Robert Holden, in relation to prohibiting the sale or distribution of materials that obscure license plates or distort images of license plates. This was the second hearing that the Committee has had on these legislative items. The first hearing on the original versions of Int. No. 9, Int. No. 2201, and Int. No. 2417 was held on October 26, 2021, with testimony received from the New York City (NYC or the City) Department of Transportation (DOT), the NYC Police Department (NYPD), transportation advocates, bike advocates, cyclists and other interested parties. The first hearing on the original version of Int. No. 1724 was held on September 25, 2019, with testimony from DOT, transportation advocates, school bus safety advocates, and others.

 On December 8, 2021, the Committee on Transportation passed: Int. No. 9-A by a vote of 12 in the affirmative, zero in the negative, with zero abstentions; Int. No. 1724-A by a vote of 11 in the affirmative, zero in the negative, with one abstention; Int. No. 2201-A by a vote of 12 in the affirmative, zero in the negative, with zero abstentions; and Int. No. 2417-A by a vote of 12 in the affirmative, zero in the negative, with zero abstentions.

***DOT***

DOT’s mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in NYC.[[1]](#footnote-1) To meet this mission, DOT’s goals include: providing safe, efficient and environmentally responsible movement of pedestrians, goods and vehicular traffic on streets, highways, bridges and waterways in NYC; improving traffic mobility throughout NYC; maintaining NYC’s infrastructure; encouraging mass transit use and other modes of transportation; and holding traffic safety educational programs.[[2]](#footnote-2) DOT’s over 5,000 employees manage an annual operating budget of $1.1 billion and a ten-year $19.7 billion capital program, while also overseeing 6,300 miles of streets and highways, over 12,000 miles of sidewalks, and 794 bridges and tunnels.[[3]](#footnote-3) In addition, DOT staff maintains over one million street signs, 13,250 signalized intersections, over 315,000 streetlights, and over 350 million linear feet of markings.[[4]](#footnote-4)

***Vision Zero***

 In 2014, Mayor Bill de Blasio’s Administration instituted Vision Zero, a citywide initiative with the goal of reducing and eventually eliminating traffic fatalities.[[5]](#footnote-5) Strategies involved in implementing Vision Zero in the City have included: expanded enforcement against dangerous moving violations, such as speeding and failing to yield to pedestrians; new street designs and configurations; broad public outreach and communication; and a sweeping legislative agenda to increase penalties for dangerous drivers.[[6]](#footnote-6) The main premise behind Vision Zero is that deaths and serious injuries in traffic are not inevitable “accidents,” but preventable crashes that can be reduced through engineering, enforcement and education.[[7]](#footnote-7)

Traffic fatalities in NYC have fallen significantly over recent decades, from 701 in 1991, to 381 in 2000, to an all-time low of 202 in 2018.[[8]](#footnote-8) The year 2020 marked the first year on record with fewer than 100 pedestrian deaths.[[9]](#footnote-9) When looking at the five-year averages from before Vision Zero became City policy, total fatalities are now 10% lower, and pedestrian fatalities are 37% lower.[[10]](#footnote-10) Although the data is encouraging when looking at the reduction in fatalities from 1991 to now, the citywide initiative has received a number of criticisms, mainly with the rapid increase in deaths occurring on City streets in recent years.

During a media availability on December 22, 2020, the Mayor stated that 2020 had been one of the safest years for pedestrians, however, this was not the case for motorists and cyclists.[[11]](#footnote-11) According to DOT, there were 243 traffic fatalities in 2020,[[12]](#footnote-12) making it the deadliest year on record since Mayor de Blasio introduced Vision Zero, and the second straight year of increased road fatalities.[[13]](#footnote-13) Notably, for a nearly two month period during the novel coronavirus (COVID-19) pandemic in 2020 there were zero pedestrian fatalities in NYC, largely attributed to the reduction in vehicle miles travelled in the City at this time.[[14]](#footnote-14) However, there were subsequent increases in overnight motorist and motorcyclist deaths, and a nationwide increase in speeding that began when streets emptied due to the pandemic and subsequent lockdowns.[[15]](#footnote-15) Although 2020 was the deadliest year on record for street fatalities since the first year of the City’s Vision Zero initiative, 2021 is on track to be even deadlier. According to analysis released by Transportation Alternatives and Families for Safe Streets, at the pace of traffic deaths in the first six months of 2021, 2021 is projected to surpass 2020 in the number of total traffic fatalities.[[16]](#footnote-16) From January 2021 through September 2021, crashes killed at least 199 New Yorkers, the most deaths for the first three quarters of any year during the de Blasio Administration.[[17]](#footnote-17) Citywide, through October 31, 2021, 227 people have been killed by vehicles this year.[[18]](#footnote-18)

***DOT Traffic Signs and Signals***

DOT is tasked with maintaining and enhancing the transportation infrastructure that is important to ensuring their users maintain their economic vitality and quality of life.[[19]](#footnote-19) As part of the transportation infrastructure, DOT installs and maintains traffic signs, which have a direct impact on safety, and include: stop signs and traffic calming signs, which are used to control traffic flow and tell drivers and pedestrians who has the right of way; parkway signs, which are created, installed and maintained to provide signage on NYC’s parkways; custom signs, which range from replica street signs to personalized parking signs that can be ordered and bought; and special signs, which are at the request of elected officials, community groups, and other local organizations, and generally identify the community in some way.[[20]](#footnote-20) Stop and traffic calming signs make a large impact on the safety of pedestrians, cyclists and motorists within the City.[[21]](#footnote-21) The term “traffic calming” is applied to design interventions that reduce illegal speeding and aggressive driving, enhance pedestrians’ comfort and flow, and ultimately, enhance safety for pedestrians and increase efficiency in movement.[[22]](#footnote-22)

DOT also installs and maintains traffic signals, including: accessible pedestrian signals, which are special signals installed at crosswalks that make sounds and vibrate to assist blind or low vision pedestrians; exclusive pedestrian signals, which are installed at some intersections to stop traffic in all directions at specific intervals for pedestrians to cross the street; leading pedestrian interval signals, which are traffic signals that give pedestrians a head start to cross the street before car traffic; and flashing yellow arrow turn signals, which are signals that flash and improve safety, comfort and mobility for motorists, while also reducing injuries to pedestrians and cyclists.[[23]](#footnote-23) DOT uses an intersection control study to determine if traffic signals or multi-way stops signs are appropriate for certain locations, including: DOT inspectors conducting a field investigation to create a Condition Diagram of the location, which details street and sidewalk widths, location geometry, street directions, and more; DOT installing Automatic Traffic Recorders to collect hourly vehicle volumes over a period of several weekdays or weekends; and DOT looking at designated school crossings to determine the number of safe crossing opportunities for schoolchildren by recording the frequency and adequacy of gaps between vehicles.[[24]](#footnote-24)

***NYC’s Parking Regulations***

 DOT is the main agency that has jurisdiction over NYC’s parking regulations,[[25]](#footnote-25) which govern where vehicles can stop, stand and park in the city.[[26]](#footnote-26) DOT has specific rules in place regarding alternate side parking; stopping, standing and parking; “T” intersections (areas without traffic signals, at all-way stop signs or crosswalk markings); curb cuts (an area of a sidewalk that has been lowered, or cut down, to facilitate access to the street); and parking in school zones.[[27]](#footnote-27) Ultimately, DOT’s parking regulations are aimed at ensuring the safe and responsible travel of pedestrians, cyclists and drivers. Illegal parking in the City, which includes vehicles that are double-parked or blocking bike lanes,[[28]](#footnote-28) poses a safety hazard for all New Yorkers, especially pedestrians and cyclists. Double-parked cars often force cyclists to dart into traffic.[[29]](#footnote-29) Similarly, vehicles illegally parked in unprotected bike lanes cause cyclists to use the main part of the street. Illegal parking and resulting reactions from people have been the cause of a number of traffic fatalities in recent years, including fatalities related to cyclists.

Although DOT governs NYC’s parking regulations, the NYPD is the sole agency responsible for parking enforcement.[[30]](#footnote-30) NYPD personnel issue parking tickets, however, the NYC Department of Finance is responsible for collecting and processing payments for all parking tickets and camera violations, which occur when a vehicle is photographed going through a red light or when a vehicle drives, parks or stands in a bus lane.[[31]](#footnote-31) Parking tickets or camera violations must be answered within 30 days of the issue date or Notice of Liability date, regardless of liability.[[32]](#footnote-32) A parking ticket or camera violation must either be paid or challenged, with the possibility of an appeal, to avoid any additional penalties, interest or future towing.[[33]](#footnote-33) City law allows a motorist to submit a copy of a parking meter receipt as evidence, but not a photo of a receipt. Without a copy of the receipt, motorists would not be able to demonstrate that they paid for parking or challenge a parking violation.

***License Plate Obstructions***

 Under NYS law, numbered license plates are required to be kept clean and in a condition to be easily readable, not covered by glass or any plastic material or covered with any material or substance that conceals or obscures the plates from being recorded by a photographic camera, toll or enforcement agent.[[34]](#footnote-34) In addition, state law restricts any person or entity from selling, offering for sale or distributing any materials to distort or obstruct the reading of a license plate on a vehicle.[[35]](#footnote-35) Although illegal, in recent years, there have been increasing incidences of the use and sale or distribution of materials or substances to block or distort license plates. According to officials from the NYPD, obscuring and distorting licenses plates undermines Vision Zero by reducing the effectiveness of speed and red light cameras.[[36]](#footnote-36)

In NYS, if a vehicle does not have an EZ Pass, tolls are assigned to the license plate associated with the registered vehicle, whose owner is then sent a bill. However, covering or obstructing a vehicle’s plate, thereby making them unreadable, can lead to toll evasion.[[37]](#footnote-37) In September 2021, a report from the MTA Inspector General was released that found an MTA bus division maintenance superintendent did not pay $104,270 in tolls and fines for years because he used a plastic cover to obstruct his license plate, while also changing the license plates to thwart DMV suspicions.[[38]](#footnote-38) Also, in a 2019 investigation done by a national newsmagazine, more than 100 cars with police placards were found to have their license plates covered.[[39]](#footnote-39) The issue of license plate obstructions is large enough to warrant attention, as a FOIL request showed that the Tunnel and Bridge Transit Authority Police and NYS Police gave out 7,572 summonses for having defaced, damaged or unreadable license plates around MTA bridges and tunnels in 2018, with the MTA noting that from March 1, 2018 to September 30, 2018, there were 9,286,640 license plate toll transactions, of which 101,349 license plates were unintentionally obscured and 17,115 license plates were unreadable due to intentional obstruction.[[40]](#footnote-40) Recently, a bill to increase the maximum penalty of license obstruction to a $300 fine was unanimously passed by the NYS Legislature and signed into law by the Governor on October 8, 2021.[[41]](#footnote-41)

***School Bus Safety***

According to the NYS Traffic Safety Committee created by former NYS Governor Andrew Cuomo, an estimated 50,000 vehicles illegally pass school buses with red lights flashing in NYS every school day.[[42]](#footnote-42) Despite the fact that State law prohibits passing a stopped school bus with flashing red lights,[[43]](#footnote-43) enforcement of this law remains limited because police officers cannot practically follow every school bus, and school bus drivers cannot document every instance of illegal passing. In response, the NYS Traffic Safety Committee convened Operation Safe Stop, a combined effort of law enforcement agencies, school personnel, school bus contractors, traffic safety organizations, local traffic safety boards and the media aimed at educating motorists that passing a stopped school bus is illegal and dangerous.[[44]](#footnote-44) To help increase enforcement, technology is currently in use in at least 23 states that utilizes stop-arm cameras affixed to the exterior of school buses to identify offenders.[[45]](#footnote-45) Images from those cameras are then used to issue tickets to the owners of the vehicles. Now that this technology is available, NYS has enacted legislation authorizing municipalities to establish demonstration programs under which the respective municipality may enact legislation to use photographic monitoring technologies to impose liability on a vehicle owner if the operator of the vehicle passes a stopped school bus displaying a red visual signal.[[46]](#footnote-46) Under the program, a municipality may install and operate school bus photo violation monitoring systems, which may be installed at stationary locations, or on school buses pursuant to an agreement with the school district. The costs of installing and operating the school bus photo monitoring systems are borne by the municipality.

The use of photographic monitoring technologies to impose liability on motorists has increased in NYC. Cameras are currently used to catch traffic violations with respect to bus lanes, traffic lights, speeding, and license plate obstructions.

**ANALYSIS OF INT. NO. 9-A**

Int. No. 9-A would require that by September 30, 2022, DOT identify each intersection immediately adjacent to a school that does not have a traffic control device, such as a stop sign or traffic control signal. No later than September 30, 2024, DOT would have to install a traffic control device at each such intersection. The type of traffic control device installed would be in accordance with the federal Manual on Uniform Traffic Control Devices and based upon DOT’s engineering expertise and judgment. This bill would take effect immediately after it becomes law.

**ANALYSIS OF INT. NO. 1724-A**

 Int. No. 1724-A would authorize an agency chosen by the mayor to implement a school bus stop arm camera enforcement program. The program would impose monetary liability on motorists that fail to comply with State law regarding overtaking and passing stopped school buses. The program would be subject to the State Vehicle and Traffic Law’s requirements for fines, adjudication, privacy and reporting regarding the program. This bill would take effect 90 days after it becomes law and would be deemed repealed on December 1, 2024, to coincide with the current sunset date for the State’s authorizing legislation.

**ANALYSIS OF INT. NO. 2201-A**

Int. No. 2201-A would permit owners and operators of motorcycles to digitally provide photographic evidence that parking was paid for at the time of an alleged parking violation. Such photographic evidence would be submitted to the NYC Department of Finance through their website and serve as an affirmative defense to the alleged violation. This bill would take effect on the same date as a local law for the year 2021 amending the administrative code of the city of New York, relating to parking meters, as proposed in introduction number 2422-A for the year 2021, takes effect.

**ANALYSIS OF INT. NO. 2417-A**

Int. No. 2417-A would prohibit the sale or distribution of any materials or substances for the purpose of concealing or obscuring the numbers on license plates or distorting a recorded or photographic image of license plates. The penalty for violations would be at least $300 for the first violation and at least $500 for any subsequent violation and would be recoverable in a proceeding before the Office of Administrative Trials and Hearings. This bill would take effect 90 days after it becomes law.

**UPDATE**

On December 8, 2021, the Committee on Transportation passed: Int. No. 9-A by a vote of 12 in the affirmative, zero in the negative, with zero abstentions; Int. No. 1724-A by a vote of 11 in the affirmative, zero in the negative, with one abstention; Int. No. 2201-A by a vote of 12 in the affirmative, zero in the negative, with zero abstentions; and Int. No. 2417-A by a vote of 12 in the affirmative, zero in the negative, with zero abstentions.

Int. No. 9-A

By Council Members Barron, Brannan, Holden, Van Bramer, D. Diaz, Yeger, Kallos and Borelli

..Title

A Local Law to amend the administrative code of the city of New York, in relation to requiring the installation of traffic control devices at intersections adjacent to schools

..Body

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 is amended by adding a new section 19-188.2 to read as follows:

§ 19-188.2 Traffic control devices near schools. a. Definitions. For purposes of this section, the following terms have the following meanings:

Intersection. The term "intersection" has the same meaning as such term is defined in section 120 of the vehicle and traffic law.

School. The term "school" has the same meaning as such term is defined in section 19-189.

Traffic control device. The term “traffic control device” means a stop sign or traffic control signal, or other appropriate device consistent with the manual on uniform traffic control devices.

Traffic control signal. The term “traffic control signal” has the same meaning as such term is defined in section 19-199.

b. No later than September 30, 2022, the department shall identify each intersection immediately adjacent to a school where no traffic control device is located.

c. No later than September 30, 2024, the department shall install a traffic control device at each intersection identified pursuant to the requirement set forth in subdivision b of this section.  The department shall determine which type of traffic control device is appropriate at each such intersection, in accordance with the most recent version of the manual on uniform traffic control devices, and based upon the department’s engineering expertise and judgment.

                     § 2.  This local law takes effect immediately.

GZ/JSA

LS 404/Int. No. 1697/2017

12/1/2021 4:59PM

LS# 502

Int. No. 1724-A

By Council Members Kallos, Rodriguez, Treyger, Holden, Ayala, Rivera, Brannan, Cornegy, Powers, Rosenthal, Van Bramer, Gennaro and Dinowitz

A Local Law to amend the administrative code of the city of New York, in relation to creating a demonstration program to use photographic evidence to impose liability on vehicle owners for passing a stopped school bus and providing for the repeal of such provision upon the expiration thereof

Be it enacted by the Council as follows:

Section 1. Chapter 6 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-610 to read as follows:

§ 19-610 School bus photo violation monitoring system demonstration program.

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

Implementing agency. The term “implementing agency” means an agency designated by the mayor to carry out the provisions of subdivisions c, d and h of this section.

Owner.  The term "owner" has the same meaning as set forth in section 239 of the vehicle and traffic law.

School bus photo violation monitoring system. The term "school  bus  photo  violation  monitoring  system" has the same meaning as set forth in subdivision (c) of section 1174-a of the vehicle and traffic law.

b. Liability for passing a stopped school bus.  If the operator of a vehicle fails to comply with section 1174 of the vehicle and traffic law when meeting a school bus operated in the city and marked and equipped as provided in subdivisions 20 and 21-c of section 375 of the vehicle and traffic law, the owner of such vehicle shall be liable in accordance with section 1174-a of the vehicle and traffic law and shall be subject to the monetary penalties described in subdivision e of this section.

c. Installation and operation of photo violation monitoring systems. 1. Subject to paragraph 2 of this subdivision, a stationary or mobile school bus photo violation monitoring system may be installed and operated to carry out the provisions of this section by the implementing agency.

2. A mobile school bus photo violation monitoring system may be installed and operated on a school bus to carry out the provisions of this section only if:

(a) the city and the city school district enter into an agreement for such installation and operation; and

(b) such agreement is in effect.

d. Privacy measures. In carrying out this section, appropriate privacy measures, as described in paragraph 4 of subdivision (a) of section 1174-a of the vehicle and traffic law, shall be adopted and enforced by the implementing agency.

e. Adjudication; penalties.  1. The parking violations bureau shall adjudicate imposition of liability under this section in accordance with a schedule of monetary fines and penalties promulgated as authorized by section 1174-a of the vehicle and traffic law.

2. The provisions of sections 239, 240, 241 and 1174-a of the vehicle and traffic law shall apply with respect to the imposition and adjudication of any liability under this section and notice with respect to any such liability.

3. Any photographs, microphotographs, videotape or other recorded images evidencing a violation under this section shall be available for inspection in any proceeding to adjudicate the liability for such violation.

f. Payment to school district required. If the city does not make the payment to the school district required by paragraph 1-b of subdivision (a) of section 1174-a of the vehicle and traffic law, no liability may be imposed under this section until the city makes such required payment to the district.

g. Implementation of program. The mayor may designate any additional city agency or office or employees of any city agency to assist in implementing the provisions of this section.

h. Annual report.  The implementing agency shall submit an annual report on the results of the use of a school bus photo violation monitoring system to the mayor and the speaker of the council. Such report shall be submitted by June 1 of each year in which such system is operable. Such report shall include, but need not be limited to, the information described in subdivision (m) of section 1174-a of the vehicle and traffic law.

                     § 2. This local law takes effect 90 days after it becomes a law and expires and is deemed repealed on December 1, 2024.

JB

LS #10147

12/7/21

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Int. No. 2201-A

By Council Members Rivera, Louis and D. Diaz

..Title

A Local Law to amend the administrative code of the city of New York, in relation to allowing motorcyclists to challenge parking violations electronically with photographic evidence

..Body

Be it enacted by the Council as follows:

Section 1. Subdivision c of section 19-213 of the administrative code of the city of New York, as amended by a local law for the year 2021 amending the administrative code of the city of New York, relating to parking meters, as proposed in introduction number 2422-A, is amended to read as follows:

c. Failure to purchase parking time. Notwithstanding any rule or regulation to the contrary, and subject to the provisions of the vehicle and traffic law, where a notice of violation is issued to an owner or operator of a vehicle for the failure to purchase parking time, it shall be an affirmative defense to such violation that such owner or operator purchased parking time for the time such notice of violation was issued or up to five minutes thereafter from a parking meter at the location such notice of violation was issued. Evidence in support of the affirmative defense shall be the presentation, in person or by mail, of a valid payment receipt for the time such notice of violation was issued or for up to five minutes thereafter or other suitable evidence, as determined by the hearing officer, that such parking time was purchased. When in such instance the vehicle is a motorcycle, evidence may be a digital photograph, submitted through the bureau’s website, of a valid payment receipt for the time such notice of violation was issued or for up to five minutes thereafter.

§ 2. This local law takes effect on the same date as a local law for the year 2021 amending the administrative code of the city of New York, relating to parking meters, as proposed in introduction number 2422-A for the year 2021, takes effect.

AM/JSA

LS #12760

12/1/2021 12:40PM

Int. No. 2417-A

By Council Members Holden, Grodenchik, Vallone, Yeger, Adams, Kallos, Dinowitz, Miller, Brannan, Ayala, Rose, Lander, D. Diaz, Koo, Koslowitz, Moya, Powers, Gjonaj, Chin, Cumbo, Levin, Cabrera, Maisel, Salamanca, Feliz, Ulrich and Borelli

..Title

A Local Law to amend the administrative code of the city of New York, in relation to prohibiting the sale or distribution of materials that obscure license plates or distort images of license plates

..Body

Be it enacted by the Council as follows:

Section 1. Chapter 1 of title 10 of the administrative code of the city of New York is amended by adding a new section 10-182 to read as follows:

§ 10-182 Unlawful sale or distribution of materials that obscure license plates. a. It shall be unlawful for any person or entity to sell, offer for sale or distribute any artificial or synthetic material or substance for the purpose of concealing or obscuring the number on a license plate or distorting a recorded or photographic image of such license plate.

b. Authorized agents and employees of the police department, and of any other agency designated by the mayor, shall have the authority to enforce the provisions of subdivision a of this section.

c. Civil penalty. Any person who violates subdivision a of this section shall be liable for a civil penalty of not less than $300 for the first violation and not less than $500 for each subsequent violation, which may be recoverable in a proceeding before the office of administrative trials and hearings, pursuant to chapter 45-A of the charter.

§ 2. This local law takes effect 90 days after it becomes law.

NAB/JSA

LS #18048

11/29/21 4:38PM

1. NYC Department of Transportation, *About DOT*, available at

<https://www1.nyc.gov/html/dot/html/about/about.shtml>. [↑](#footnote-ref-1)
2. *Id.* [↑](#footnote-ref-2)
3. *Id.* [↑](#footnote-ref-3)
4. *Id.* [↑](#footnote-ref-4)
5. NYC, Vision Zero, available at <https://www1.nyc.gov/content/visionzero/pages/>. [↑](#footnote-ref-5)
6. *Id.* [↑](#footnote-ref-6)
7. *Id.* [↑](#footnote-ref-7)
8. NYC, Vision Zero, *Vision Zero-Year 7 Report* (April 2021), available at:

 <https://www1.nyc.gov/assets/visionzero/downloads/pdf/vision-zero-year-7-report.pdf> [↑](#footnote-ref-8)
9. *Id.* [↑](#footnote-ref-9)
10. *Id.* [↑](#footnote-ref-10)
11. NYC, Transcript: *Mayor de Blasio Holds Media Availability*, December 22, 2020, available at: <https://www1.nyc.gov/office-of-the-mayor/news/884-20/transcript-mayor-de-blasio-holds-media-availability>. [↑](#footnote-ref-11)
12. NYC, Department of Transportation, *Vision Zero View*, available at <https://vzv.nyc/>. [↑](#footnote-ref-12)
13. New York Times, Christina Goldbaum, *Why Emptier Streets Meant an Especially Deadly Year for Traffic Deaths*, Updated on January 1, 2021, available at <https://www.nytimes.com/2021/01/01/nyregion/nyc-traffic-deaths.html>. [↑](#footnote-ref-13)
14. The Gothamist, Jake Offenhartz, *Vision Zero Sputter as NYC Traffic Deaths Reach Highest Level of De Blasio Era*, Updated October 23, 2020, available at <https://gothamist.com/news/vision-zero-sputters-nyc-traffic-deaths-reach-highest-level-de-blasio-era>. [↑](#footnote-ref-14)
15. *Id.* [↑](#footnote-ref-15)
16. Transportation Alternatives, Press Release, *Vision Zero in Crisis: 2021 No on Track to be Deadliest Year in De Blasio Era*, July 21, 2021, available at <https://www.transalt.org/press-releases/vision-zero-in-crisis-2021-now-on-track-to-be-deadliest-year-in-de-blasio-era-new-york-city-nyc>. [↑](#footnote-ref-16)
17. Transportation Alternatives, Press Release, *Vision Zero in Crisis: 2021 Was Deadliest Summer Since Mayor De Blasio Took Office*, October 6, 2021, available at <https://www.transalt.org/press-releases/vision-zero-in-crisis-2021-was-deadliest-summer-since-mayor-de-blasio-took-office>.  [↑](#footnote-ref-17)
18. NYC, Department of Transportation, *Vision Zero View*, available at <https://vzv.nyc/>. [↑](#footnote-ref-18)
19. NYC, Department of Transportation, *About DOT*, available at <https://www1.nyc.gov/html/dot/html/about/about.shtml>. [↑](#footnote-ref-19)
20. NYC, Department of Transportation, *Infrastructure: Traffic Signs*, available at <https://www1.nyc.gov/html/dot/html/infrastructure/signs.shtml>. [↑](#footnote-ref-20)
21. *Id.*  [↑](#footnote-ref-21)
22. NYC, Department of Transportation, *Pedestrians: Traffic Calming Design Guidelines,* available at <https://www1.nyc.gov/html/dot/html/pedestrians/traffic-calming.shtml>. [↑](#footnote-ref-22)
23. NYC, Department of Transportation, *Infrastructure: Traffic Signals*, available at <https://www1.nyc.gov/html/dot/html/infrastructure/signals.shtml>. [↑](#footnote-ref-23)
24. *Id.* [↑](#footnote-ref-24)
25. NYC, Department of Transportation, *Motorists & Parking*, available at

<https://www1.nyc.gov/html/dot/html/motorist/parking-regulations.shtml>. [↑](#footnote-ref-25)
26. *Id.* [↑](#footnote-ref-26)
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