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

**BRIEFING PAPER OF THE INFRASTRUCTURE DIVISION**

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**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

Hon. Selvena N. Brooks-Powers, Chair

February 14, 2023

Oversight: Street Safety Infrastructure

**INT. NO. 369:** By Council Members Velázquez, Hanif, Joseph, Avilés, and Restler

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to requiring the installation of reflective material on bollards, curbs, posts, and roundabouts

**ADMINISTRATIVE CODE:** Amends subchapter 1 of chapter 1 of title 19 of the ad. code of the city of New York by adding a new section 19-148.1

**INT. NO. 415:** By Council Members Powers, Brooks-Powers, Brewer, Joseph, Nurse, Krishnan, Restler and Sanchez (in conjunction with the Brooklyn and Manhattan Borough Presidents)

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to requiring a study of dangerous driving

**ADMINISTRATIVE CODE:** Amends subchapter 3 of chapter 1 of title 19 of the ad. code of the city of New York by adding a new section 19-199.8

**INT. NO. 555:** By Council Members Rivera, Cabán, Hanif, Abreu, Louis, Ung, Gutiérrez, Joseph, Restler, Won and Sanchez

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to installing safety signs near schools

**ADMINISTRATIVE CODE:** Amends subchapter 3 of chapter 1 of title 19 of the ad. code by adding section 19-189.2

**INT. NO. 679:** By Council Members Joseph, Mealy, Louis, Restler, Hanif, Hudson, Sanchez, Won, Gutiérrez and Brannan

**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 3 of chapter 1 of title 19 of the ad. code by adding a new section 19-13.1

**INT. NO. 805:** By the Public Advocate (Mr. Williams) and Council Members Avilés, Restler and Louis

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to pedestrian safety reporting

**ADMINISTRATIVE CODE:** Amends subdivision d of section 19-181 and section 19-182 of the ad. code

**INT. NO. 854:** By Council Members Brooks-Powers, Louis, Joseph, Hanif, Restler and Abreu

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to annually implement new daylighting measures

**ADMINISTRATIVE CODE:** Amends subchapter 2 of chapter 1 of title 19 of the ad. code

**INT. NO. 879:** By Council Members Brooks-Powers, Krishnan, Stevens, Hanif and Hudson

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to the installation of bollards at reconstructed sidewalks, curb extensions and pedestrian ramps

**ADMINISTRATIVE CODE:** Amends Section 19-189.1 of the ad. code

**PROPOSED RES. NO. 441-A:** By Council Members Farías, Hanif, Restler and Louis

**TITLE:** Resolution calling on the New York State Legislature to pass, and the New York State Governor to sign, S.315/A.1416, which would authorize New York City to set a five mile per hour speed limit on streets participating in the Open Streets program

**INTRODUCTION**

On February 14, 2023, the Committee on Transportation and Infrastructure, chaired by Majority Whip Selvena N. Brooks-Powers, will conduct a hearing on street safety in New York City (NYC). In addition, the Committee will hear the following bills and resolution: Int. No. 369, sponsored by Council Member Marjorie Velázquez, in relation to requiring the installation of reflective material on bollards, curbs, posts, and roundabouts; Int. No. 415, sponsored by Council Member Keith Powers, in relation to requiring a study of dangerous driving; Int. No. 555, sponsored by Council Member Carlina Rivera, in relation to installing safety signs near schools; Int. No. 679, sponsored by Council Member Rita C. Joseph, in relation to requiring the installation of traffic calming devices adjacent to senior centers and naturally occurring retirement communities; Int. No. 805, sponsored by Public Advocate Jumaane Williams, in relation to pedestrian safety reporting; Int. No. 854, sponsored by Chair Brooks-Powers, in relation to requiring the department of transportation to annually implement new daylighting measures; Int. No. 879, sponsored by Chair Brooks-Powers, in relation to the installation of bollards at reconstructed sidewalks, curb extensions and pedestrian ramps; and Proposed Res. No. 441-A, sponsored by Council Member Amanda Farías, calling on the New York State Legislature to pass, and the New York State Governor to sign, S.315/A.1416, which would authorize New York City to set a five mile per hour speed limit on streets participating in the Open Streets program. Those invited to testify include representatives from the NYC Department of Transportation (DOT), transportation and street safety advocates, and other interested stakeholders.

**BACKGROUND**

**Vision Zero**

 In 2014, the administration of Mayor Bill de Blasio instituted Vision Zero, a citywide initiative with the goal of reducing and eventually eliminating traffic fatalities.[[1]](#footnote-1) The initiative is built on the premise that deaths and serious traffic injuries are not inevitable “accidents,” but preventable events that can be reduced through engineering, enforcement and education.[[2]](#footnote-2) Strategies involved in implementing Vision Zero in the City have included: expanding enforcement against dangerous moving violations, such as speeding and failing to yield to pedestrians; implementing new street designs and configurations; conducting broad public outreach and communication around street safety; and advancing legislation to increase penalties for dangerous drivers.[[3]](#footnote-3) The City Council has supported these efforts through numerous laws, including: the streets master plan legislation, which requires DOT to issue and implement a transportation master plan every five years, with included benchmarks prioritizing the safety of all street users, the use of mass transit, the reduction of vehicle emissions, and accessibility within transit systems; [[4]](#footnote-4) the street design checklist legislation, which allows the City to better plan street space; [[5]](#footnote-5) the truck side guard legislation, which accelerated deadlines for side guard implementation in the City fleet and for trade waste hauling vehicles by a year, and requires that a side guard be equipped on any large vehicle used to fulfill a contract with the City of at least $2 million, beginning with contracts registered on or after 2023; [[6]](#footnote-6) and the citywide speed limit legislation, lowering New York City’s default speed limit to twenty-five miles per hour.[[7]](#footnote-7)

**Traffic Violence in New York City**

Traffic fatalities in NYC have fallen significantly over recent decades, from 701 in 1990, 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) Comparing the five-year averages from before Vision Zero was instituted in 2014 with the same numbers in 2020, total fatalities were 10% lower and pedestrian fatalities were 37% lower.[[10]](#footnote-10) As part of Vision Zero, from 2014 to 2020, the City installed 1,259 speed cameras; created 135 miles of protected bike lanes, with a total of 1,375 miles of protected and conventional bike lanes; provided 130,103 Taxi and Limousine Commission (TLC)-licensed drivers with updated Vision Zero training; issued 84,414 Vision Zero summonses through TLC enforcement; installed 11,327 telematics systems for City Fleet-Non Emergency Vehicles; and implemented turn-calming treatments at 468 intersections.[[11]](#footnote-11)

While the long-term results of these traffic violence reduction efforts have shown up in the data, as seen in the reduction in fatalities from 1990 to now, the Vision Zero initiative remains the target of criticism by advocates, who have raised concerns about the rapid increase in deaths occurring on City streets in recent years despite Vision Zero efforts. In 2019, 220 people died in traffic violence in the City.[[12]](#footnote-12) That number increased in 2020 to 243 traffic fatalities, making that year, at the time, the deadliest one 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 the City, largely attributed to the reduction in vehicle miles travelled in the City at the 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)

In 2021, these trends continued, with 273 people killed due to traffic violence in the City, representing a 33% increase from 2018.[[16]](#footnote-16) There were 93 hit-and-runs with critical injuries in 2021, twice as many as there had been in 2018.[[17]](#footnote-17) Furthermore, the share of pedestrian fatalities caused by drivers of SUVs during Mayor de Blasio’s second term, which concluded in 2021, was up 42% compared to his first term.[[18]](#footnote-18)

In 2022, the number of traffic fatalities in the City dropped for the first time in three years.[[19]](#footnote-19) Recently, DOT Commissioner Ydanis Rodriguez announced that in 2022 the City experienced 255 total traffic fatalities, an overall decline of 6.6% in traffic fatalities from 2021, and the first decline in annual fatalities since 2019.[[20]](#footnote-20) Last year also saw a 6.3% decrease in annual pedestrian deaths as compared to 2021, making it among the years with the fewest annual pedestrian deaths recorded in New York City.[[21]](#footnote-21) However, there were also some concerning trends as well: 2022 marked the deadliest year since 2014 for child fatalities, with 16 children killed in traffic collisions.[[22]](#footnote-22)

**DOT’s Role in Street Safety**

 Safety is a stated priority of DOT’s in designing the City’s streets and public spaces.[[23]](#footnote-23) Reducing opportunities for illegal speeding and aggressive driving, while enhancing pedestrian comfort and flow, are goals of DOT’s safety initiatives.[[24]](#footnote-24) Towards that purpose, DOT has a number of programs designed to enhance Vision Zero.

*Traffic-Calming Measures*

 The term “traffic-calming” refers to making streets safer by reducing illegal speeding and aggressive driving, and can include the installation of traffic-calming devices such as speed bumps, curb extensions, and raised crosswalks.[[25]](#footnote-25) It also includes daylighting, a safety measure whereby parking spaces adjacent to curbs around an intersection are removed.[[26]](#footnote-26) The purpose of daylighting is to increase visibility for pedestrians and drivers to oncoming traffic and to reduce injuries or deaths as a result of obstructed visibility.[[27]](#footnote-27) DOT has stated that it seeks to address reported dangerous conditions at specific intersections and streets through the analysis and consideration of traffic calming measures.[[28]](#footnote-28)

*School Safety*

 As more children have died in traffic violence in 2022 than any other year since 2014, it is important that pedestrian safety in school zones is prioritized.[[29]](#footnote-29) DOT’s School Safety Unit implements the City’s Vision Zero initiative by developing and expanding street improvement projects near schools.[[30]](#footnote-30) The unit prioritizes street redesigns; runs the City’s School Slow Zone program, under which speed limits are reduced to 20 miles per hour during school days; implements concrete, markings, signals and signage-based safety treatments; and installs signage near schools to alert drivers of the presence of students.[[31]](#footnote-31) DOT’s School Safety initiatives are capital projects and may include realignment of the curbs and sidewalks, curb extensions, the installation of medians and pedestrian refuge islands, and other infrastructure or utility work.[[32]](#footnote-32)

*Safe Streets for Seniors*

 According to DOT’s 2022 report titled “Pedestrian Safety and Older New Yorkers,” older adults represent just less than 15% of the City’s population but over 45% of pedestrian fatalities.[[33]](#footnote-33) As older adults are generally more vulnerable than younger people, when they are involved in a crash, they are more likely to suffer worse outcomes.[[34]](#footnote-34) DOT’s Safe Streets for Seniors initiative studies crash data, conducts outreach, and develops and implements mitigation measures to improve the safety of older adults and other road users.[[35]](#footnote-35) DOT evaluates pedestrian conditions for older adults in specific areas in order to better increase street safety and implement improvements, such as by extending pedestrian crossing times at crosswalks to accommodate slower walking speeds, constructing pedestrian safety islands, widening curbs and medians, and installing stop controls and signals.[[36]](#footnote-36)

**Mayor Adams’ Agenda for Street Safety**

*2022 Traffic Fatalities*

As noted, in 2022, the number of traffic fatalities in the City declined for the first time in three years.[[37]](#footnote-37) DOT states that a cause of the overall decline in total fatalities is due to its special focus on pedestrian safety at intersections, where a majority of pedestrian fatalities and injuries occur.[[38]](#footnote-38) The Adams’ administration has completed more than 1,400 intersection improvements and expanded the school zone speed camera enforcement program to 24-hours a day, seven days a week.[[39]](#footnote-39) Since the launch of the expanded program on August 1, 2022, DOT has experienced a 25% reduction in speeding violations, with month-over-month declines, down from 755,000 speeding violations in August to 565,000 in November.[[40]](#footnote-40)

*NYC Streets Plan*

In April of 2022, Mayor Adams announced an investment of more than $900 million to tackle the City’s traffic violence crisis and ensure that NYC is safer, healthier, and greener.[[41]](#footnote-41) The investment amounted to nearly $580 million in capital funding, and more than $65 million annually in expense funding, or $327 million over five years, in an effort to advance the goals laid out in the NYC Streets Plan, while also building out critical street safety and public transportation infrastructure.[[42]](#footnote-42)

The NYC Streets Plan was developed by the DOT, in compliance with Local Law 195 which was passed by the NYC Council and enacted in 2019, as a five-tear transportation plan to improve the safety, accessibility and quality of the City’s streets.[[43]](#footnote-43) The fist NYC Streets Plan was published on December 1, 2021, and outlined the next five years of street improvements in the City. The Plan provided history, context, and trends related to NYC transportation; defined the vision and goals for planning and designing of NYC’s streets; made recommendations across 11 program areas, including new programs, reimagined programs, and transformative ideas; and identified opportunities for process improvements to help deliver the recommendations of the Streets Plan.[[44]](#footnote-44) The focuses of the Plan included:

* better safety redesign projects to meet Vision Zero goals;
* expanded infrastructure for transit, cycling and pedestrians;
* solving bottlenecks in the project implementation process;
* reducing dangerous vehicles and drivers on streets;
* increasing automated enforcement;
* reforming on-street parking;
* improving connectivity around highways;
* focusing investment in areas that need it most;
* engaging communities proactively about transportation in their neighborhoods; and
* making the City accessible to all.[[45]](#footnote-45)

In December of 2022, DOT informed the Mayor’s Office and the MTA that it was behind schedule in building 30 miles of new bus lanes for 2023, as required by the Streets Plan law.[[46]](#footnote-46) DOT has also missed reporting deadlines required under the Streets Plan law.[[47]](#footnote-47) This has raised concerns as to whether the Adams’ administration will be able to meet the goals set forth in the NYC Streets Plan.[[48]](#footnote-48) In addition, DOT also indicated that it would expect to be unable to build 150 miles of new bus lanes over four years, as promised by the Mayor when running for office.[[49]](#footnote-49) DOT has blamed staff shortages for both planners and construction crews, as well as budgetary shortfalls, stating that the more than $900 million devoted to the NYC Streets Plan is still less than the estimated several billion dollars that it believes would be needed for full implementation.[[50]](#footnote-50) However, a spokesperson for DOT noted that DOT intends to meet its 2023 goals under the NYC Streets Plan.[[51]](#footnote-51)

*Mayor Adams’ 2023 State of the City Address*

More recently, Mayor Adams, in his 2023 State of the City address, called for a campaign to end traffic violence.[[52]](#footnote-52) In his address, the Mayor called for:

* holding dangerous and reckless drivers accountable for their actions before they harm others;
* working with the State to advance new legislation called “Removing Offenders and Aggressive Drivers from our Street” (aka ROADS), which would increase penalties for serious crashes, running red lights, and impaired driving, while also revoking licenses of repeat offenders;
* expanding protected bike lanes;
* cracking down on illegal placards and placard abuse;
* ensuring swift and serious consequences for those who drive with a suspended or revoked license; and
* deploying more NYC Police Department tow trucks on streets in an effort to ticket and tow abandoned or illegally parked cars that block traffic and visibility, while enabling more effective use of delivery zones, bus lanes, and bike lanes for others.[[53]](#footnote-53)

**LEGISLATIVE ANALYSIS**

***Analysis of Int. No. 369***

Int. No. 369, sponsored by Council Member Marjorie Velázquez, would require DOT to install reflective material—defined as material that is capable of reflecting light and that is in compliance with the manual on uniform traffic control devices and the New York supplement to the manual on uniform traffic control devices—on bollards, curbs, posts, and roundabouts. DOT would be required to annually install the material on at least 250 bollards, curbs, posts, and roundabouts in each borough.

If enacted, the provisions found in Int. No. 369 would take effect 90 days after they become law.

***Analysis of Int. No. 415***

 Int. No. 415, sponsored by Council Member Keith Powers, would require DOT, in collaboration with the Police Department and other appropriate agencies, to conduct an annual study of driving behavior to determine what behaviors are associated with traffic crashes, injuries and fatalities. DOT would be required to post a report on its website describing the conclusions of the study and its recommendations regarding dangerous driving, and report on any interventions undertaken by any agency and any increases or decreases in dangerous driving.

 If enacted, the provisions found in Int. No. 415 would take effect immediately.

***Analysis of Int. No. 555***

Int. No. 555, sponsored by Council Member Carlina Rivera, would require DOT to paint school safety signs and install overhead school safety signs on each street where a school entrance is located to alert drivers to the presence of school-aged children and pedestrians.

If enacted, the provisions found in Int. No. 555 would take effect one year after they become law.

***Analysis of Int. No. 679***

Int. No. 679, sponsored by Council Member Rita C. Joseph, would require the DOT to annually install at least one traffic-calming device on no less than fifty blocks that are adjacent to senior centers or naturally occurring retirement communities (NORCs). Int. No. 679 would allow the Commissioner of DOT, after evaluating all of these locations, the ability to determine to stop further installation (consistent with the Commissioner’s right to decline to install a device if they determine that doing so would endanger the safety of motorists or pedestrians, or would be noncompliant with the Department’s traffic control device guidelines), but only upon informing the Speaker of the City Council of the reasons for their determination. Any senior center or NORC created after such a determination must be evaluated for placement of a traffic calming device. DOT is further required to report to the Council by August 1, 2023 and annually thereafter on the locations where traffic calming devices have been installed.

If enacted, the provisions found in Int. No. 679 would take effect 90 days after they become law.

***Analysis of Int. No. 805***

Int. No. 805, sponsored by the Public Advocate Jumaane Williams, would require DOT to accelerate the schedule in which the agency conducts the study of traffic crashes involving a pedestrian fatality or serious injury required by local law from every five years to every three years. DOT would also be required to submit reports concerning inspections of locations with four or more crashes involving the death or serious injury of a pedestrian or cyclist to relevant Council Members and Community Boards.

If enacted, the provisions found in Int. No. 805 would take effect immediately after they become law.

***Analysis of Int. No. 854***

Int. No. 854, sponsored by Chair Selvena N. Brooks-Powers, would require that DOT implement daylighting or install daylighting features at a minimum of 100 intersections a year, and that it must implement daylighting at high priority intersections (i.e. those with a significantly larger number of serious vehicular crashes) whenever feasible. Int. No. 854 also tasks DOT with publishing information on high priority intersections including their location, whether DOT intends to implement daylighting at the intersection, and if not, what if any steps DOT intends to take to reduce the incidence of serious vehicular crashes at the intersection.

If enacted, the provisions found in Int. No. 854 would take effect 90 days after they become law.

***Analysis of Int. No. 879***

Int. No. 879, sponsored by Chair Selvena N. Brooks-Powers, would require DOT to install bollards, where necessary, throughout NYC, including on sidewalks, curb extensions and pedestrian ramps being reconstructed to make them accessible for pedestrians with a disability. The bill would also require DOT to conduct a study on the effectiveness of bollards in high pedestrian traffic areas throughout the City and develop guidelines, no later than six months after the effective date of this local law, to determine whether bollards should be installed during the repair or reconstruction of sidewalks, curb extensions and pedestrian ramps to make them more accessible to pedestrians with a disability, especially in high traffic areas.

If enacted, the provisions found in Int. No. 879 would take effect immediately after they become law.

***Analysis of Proposed Res. No. 441-A***

Proposed Res. No. 441-A, sponsored by Council Member Amanda Farías, would call on the New York State (NYS) Legislature to pass, and the NYS Governor to sign, A.10647/S.9569, which would authorize New York City to set a five mile per hour speed limit on streets participating in the Open Streets program. A.10647, sponsored by NYS Assemblymember Harvey Epstein, and S.9569, sponsored by NYS Senator Julia Salazar, relate to authorizing a five mile per hour speed limit for Open Streets in NYC.

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Int. No. 369

By Council Members Velázquez, Hanif, Joseph, Avilés and Restler

..Title

A Local Law to amend the administrative code of the city of New York, in relation to requiring the installation of reflective material on bollards, curbs, posts, and roundabouts

..Body

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 is amended by adding a new section 19-148.1 to read as follows:

 § 19-148.1 Reflective material on bollards, curbs, posts, and roundabouts.

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

 Bollard. The term “bollard” has the same meaning as is ascribed to such term in section 18-155 of the administrative code of the city of New York.

 Curb. The term “curb” has the same meaning as is ascribed to such term in section 111 of the vehicle and traffic law.

 Post. The term “post” means a piece of wood, metal or other material set upright in the ground and used as a marker or to support a sign.

 Reflective Material. The term “reflective material” means material that is capable of reflecting light and that is in compliance with the manual on uniform traffic control devices and the New York supplement to the manual on uniform traffic control devices.

 Roundabout. The term “roundabout” has the same meaning as is ascribed to such term in either section 140-d of the vehicle and traffic law or in the manual on uniform traffic control devices.

 b. The department shall install reflective material on bollards, curbs, posts, and roundabouts situated in streets in the city. The department shall complete such installation at a rate of no fewer than 250 new installations per year in each borough of the city until all such bollards, curbs, posts, and roundabouts bear such reflective material. Such reflective material shall be installed and maintained to the satisfaction of the department.

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

Session 12

AV

LS 8688

4/9/22

Session 11

NLB

LS #7469

4/9/22

Int. No. 415

By Council Members Powers, Brooks-Powers, Brewer, Joseph, Nurse, Krishnan, Restler and Sanchez (in conjunction with the Brooklyn and Manhattan Borough Presidents)

..Title

A Local Law to amend the administrative code of the city of New York, in relation to requiring a study of dangerous driving

..Body

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 19-199.8 to read as follows:

§ 19-199.8 Study of dangerous driving. The department, in collaboration with the police department and any other appropriate agencies identified by the mayor, shall conduct a study of driving behavior to identify specific behaviors indicating a pattern of dangerous driving associated with traffic crashes, injuries and fatalities. As part of such study the department shall analyze data including, but not limited to: hit-and-run police reports; convictions for traffic-related violations or crimes, including convictions pursuant to section 1212 of the vehicle and traffic law and section 19-190; MV104AN crash reports attributing dangerous conduct to the driver; driving activity of vehicles registered to people with suspended or revoked licenses; and, to the extent feasible, motor vehicle insurance information. Within one year of the submission of the report required by subdivision d of section 19-199.7, and on an annual basis thereafter, the department shall submit to the council and post on its official website a report on the indicators of dangerous driving identified by such study and the department’s recommendations for reducing dangerous driving, and any interventions undertaken by any agency with respect to dangerous driving and any increases or decreases in patterns of dangerous driving in the prior year.

§ 2. This local law takes effect immediately.

Session 12

EJL

LS #7774/8173

4/13/22

Session 11

NB

LS #7115

Int. 972-2018

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| Int. No. 555 By Council Members Rivera, Cabán, Hanif, Abreu, Louis, Ung, Gutiérrez, Joseph, Restler, Won and Sanchez A Local Law to amend the administrative code of the city of New York, in relation to installing safety signs near schools 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 19-189.2 to read as follows:§ 19-189.2 Installation of school safety signs. a. Definitions. For the purposes of this section, the following terms have the following meanings:Overhead school safety sign.  The term “overhead school safety sign” means a sign supported on posts over a part of the street that allows vehicles to pass underneath and that alerts vehicle traffic to the presence of pedestrians and school-aged children.Painted school safety sign.  The term “painted school safety sign” means a sign that is painted on a street to alert vehicle traffic to the presence of pedestrians and school-aged children.School.  The term “school” has the same meaning as such term is defined in section 19-189.b. The department shall install a painted school safety sign on each street where a school is present.  Such painted school safety sign shall be located no greater than 50 feet from the school entrance, unless the department determines another distance is appropriate.  Such painted school safety sign shall be inspected every 5 years, and repainted if necessary.c. The department shall install one or more overhead school safety signs on each street where a school entrance is present.§ 2. This local law takes effect one year after it becomes law.  Session 12EJLLS #77804/29/2022 Session 11JSALS #17674/18047Int. 2375-2021

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| Int. No. 679 By Council Members Joseph, Mealy, Louis, Restler, Hanif, Hudson, Sanchez, Won, Gutiérrez and Brannan 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:Senior center. The term “senior center” has the same meaning as in section 21-201 of this code.Naturally occurring retirement community. The term “naturally occurring retirement community” means 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 August 1, 2023, 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 90 days after it becomes law.Session 12EJLLS #92578/9/2022 Session 11ENBLS#799Int. 331-2018 |

Int. No. 805 By the Public Advocate (Mr. Williams) and Council Members Avilés, Restler and Louis A Local Law to amend the administrative code of the city of New York, in relation to pedestrian safety reporting  Be it enacted by the Council as follows:      Section 1. Subdivision d of section 19-181 of the administrative code of the city of New York section is amended to read as follows:d. [The department] Within 30 days of completing the inspection required under subdivisions a and b or any actions required by subdivision c of this section, the department shall send a report concerning such inspection and any recommendations to the council member and community board in whose district the traffic crash location is located and shall make [the] such results [of the inspections required under subdivisions a and b or any actions required by subdivision c of this section] available upon request to the public.§ 2. Section 19-182 of the administrative code of the city of New York is amended to read as follows:                            a. Every [five] three years, the department shall conduct a comprehensive study of all traffic crashes involving a pedestrian fatality or serious injury for the most recent [five] three years where traffic crash data is available. In each such study, the department shall analyze the conditions and factors associated with each such traffic crash and identify common factors among the crashes, if any. The department shall use such studies to develop strategies to improve pedestrian safety, which may include modifying citywide traffic operations policy, developing pedestrian safety strategies geared towards specific users, including, but not limited to, installation of audible pedestrian signals and other devices to assist those with sight, hearing and mobility impairments, prioritizing locations and/or types of roadways or intersections for safety improvements and making recommendations for improving safety at such locations.                     b. The first comprehensive traffic study and plans, including a schedule for implementing strategies for improving pedestrian safety generated by such study, shall be submitted to the mayor and speaker of the council and posted on the department's official website by the thirtieth day of november, two thousand and fifteen. Subsequent studies and plans shall be submitted to the mayor, [and] speaker of the council, and community boards and posted on the department's official website every [five] three years thereafter by the thirtieth of november [in such years].                                          § 3. This local law takes effect immediately.   Session 12EJLLS #918/3/2022  Session 11KETLS #392Int. #597-2018 |

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| Int. No. 854 By Council Members Brooks-Powers, Louis, Joseph, Hanif, Restler and Abreu A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to annually implement new daylighting measures Be it enacted by the Council as follows: Section 1. Subchapter 2 of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-175.8 to read as follows:§ 19-175.8 Daylighting program. a. Definitions. For the purposes of this section, the following terms have the following meanings:Daylighting. The term “daylighting” means the prohibition of parking within a minimum of 15 feet of an intersection of city streets.Daylighting feature. The term “daylighting feature” means a physical object or installation that prevent vehicles from occupying the space within 15 feet of an intersection of a city street, but does not obstruct visibility, including but not limited to planters or bicycle corrals.High priority intersection. The term “high priority intersection” means an intersection determined by the department to have a significantly higher rate of serious vehicular crashes, or significantly higher number of serious vehicular crashes, than the average intersection.Serious vehicular crash. The term “serious vehicular crash” means any collision between a motor vehicle and a pedestrian, cyclist, motorist or any other person that results in significant injury to or the death of any person.Significant injury. The term “significant injury” means any injury categorized as an “A” injury by the New York state department of motor vehicles, or any injury which requires hospitalization, or any other injury as determined by the department.b. Each year, the department shall implement daylighting at a minimum of 100 intersections that do not already have daylighting or daylighting features. If the department eliminates daylighting from any intersection, or removes daylighting features from any intersection, the department shall implement daylighting at an intersection as a replacement for each such intersection from which daylighting or daylighting features were removed.c. The department shall implement daylighting at high priority intersections prior to implementing daylighting at other intersections unless the commissioner determines it is not feasible to do so.d. Whenever the commissioner determines it is feasible, in addition to daylighting an intersection, the department shall install daylighting features within 15 feet of such intersection in order to prevent vehicles from occupying the space.e. The department shall identify all high priority intersections in the city, and shall establish and maintain on its website information regarding such high priority intersections. This information shall include the criteria or threshold used to identify high priority intersections, the location of all high priority intersections, whether the department intends to implement daylighting or install daylighting features at each such intersection, and if not, any changes or features the department intends to implement to reduce the incidence of serious vehicular crashes at such intersection.f. No later than December 1, 2023, and annually thereafter, the commissioner shall submit to the mayor and the speaker of the council a report on its implementation of daylighting and installation of daylighting features, including but not limited to:1. Every intersection, disaggregated by borough, at which the department implemented daylighting or installed daylighting features during the prior year.2. For every intersection at which the department implemented daylighting but did not install daylighting features due to lack of feasibility, an explanation describing why it was not feasible to install such daylighting features.3. Every intersection, disaggregated by borough, at which the department discontinued daylighting or removed daylighting features, and an explanation describing the reason for such discontinuance of daylighting or removal of daylighting features.4. A description of the criteria or threshold used by the department to identify high priority intersections.5. Every high priority intersection, disaggregated by borough, at which the commissioner determined it was not feasible to implement daylighting or install daylighting features and an explanation describing why it was not feasible to do so. For each such intersection, the department shall identify feasible alternative measures that may be implemented in order to reduce the incidence of serious vehicular crashes.§ 2. This local law takes effect 90 days after it becomes law.  Session 12XCLS #789012/14/2022  |

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Int. No. 879

By Council Members Brooks-Powers, Krishnan, Stevens, Hanif and Hudson

..Title

A Local Law to amend the administrative code of the city of New York, in relation to the installation of bollards at reconstructed sidewalks, curb extensions and pedestrian ramps

..Body

Be it enacted by the Council as follows:

Section 1. Section 19-189.1 of the administrative code of the city of New York, as added by local law number 80 for the year 2018, is amended to read as follows:

§ 19-189.1 Installation of bollards. a. [Definition. As used in this section the term “bollard” means any raised concrete and/or metal post that is designed to stop or slow motor vehicles.] Definitions. For purposes of this section, the following terms have the following meanings:

Bollard. The term “bollard” means any raised concrete and/or metal post that is designed to stop or slow motor vehicles.

Curb extension. The term “curb extension” means an expansion of the curb line into the lane of the roadway adjacent to the curb for a portion of a block either at a corner or mid-block.

Pedestrian ramp. The term “pedestrian ramp” means a curb area which has been cut down, lowered or otherwise constructed or altered to provide access to persons with disabilities at a marked or unmarked crosswalk.

Sidewalk. The term “sidewalk” has the same meaning as provided in section 19-176.

b. By July 30, 2019, and every year thereafter, the commissioner shall submit to the council an annual report on the installation of bollards in the city. [Such report] The applicable time period for such report shall be the 12-month period beginning on June 30 of the prior year and ending on June 30 of such year and shall include:

1. The total number of locations under the jurisdiction of the department where bollards have been installed by the department and the total number of such bollards installed [in the 12-month period ending on June 30 of such year; and];

2. The total number of authorizations for bollard installation by third parties at locations under the jurisdiction of the department issued [during the 12-month period ending on June 30 of such year.];

3. The total number of requests submitted to the department for bollard installation and the determinations reached on those requests; and

4. The total number of bollard installations performed in response to approved installation requests.

c. No later than 6 months after the effective date of the local law that added this subdivision, the commissioner shall conduct a study on the effectiveness of bollards in high pedestrian traffic areas throughout the city and establish guidelines governing the installation of bollards at sidewalks, curb extensions, and pedestrian ramps throughout the city, during the repair or reconstruction of such a sidewalk, curb extension, or pedestrian ramp to make it accessible for pedestrians with a disability. Such guidelines shall consider pedestrian safety, risk of vehicular collision, feasibility of installation, and any other criteria necessary to determine whether bollards should be installed at sidewalks, curb extensions and pedestrian ramps in the interest of pedestrian safety. Such guidelines shall list the conditions under which installation of bollards is appropriate.

d. Upon determination that the installation of bollards at a sidewalk, curb extension or pedestrian ramp is necessary pursuant to the guidelines issued under subdivision c, the commissioner shall install bollards whenever the department or its agent makes accessibility-related repairs to or reconstruction of such sidewalk, curb extension or pedestrian ramp. Such bollards shall be installed and maintained to the satisfaction of the department.

§ 2. This local law takes effect immediately.

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| Proposed Res. No. 441-A Resolution calling on the New York State Legislature to pass, and the New York State Governor to sign, S.315/A.1416, which would authorize New York City to set a five mile per hour speed limit on streets participating in the Open Streets program By Council Members Farías, Hanif, Restler and Louis Whereas, New York City’s (NYC) Open Streets program began during the Spring of 2020 in the face of the COVID-19 pandemic, and is an effort to transform streets into public space open to all; and                     Whereas, NYC’s Open Streets program allows for a range of activities that promote economic development, support schools, and encourage cultural programming and community-building; and                     Whereas, The Open Streets program is overseen by the NYC Department of Transportation (DOT), and works with community-based organizations, public, private and charter schools, and groups of businesses citywide; and                     Whereas, In 2021, the NYC Council voted to make the Open Streets program permanent; and Whereas, In April of 2022, DOT announced that a total of 156 locations covering 300 blocks were slated to participate in the Open Streets program in 2022; and                      Whereas, The Open Streets program has provided noticeable positive economic, social and cultural benefits to the City; andWhereas, For example, according to a recently-released report by DOT entitled: “Streets for Recovery: The Economic Benefits of the NYC Open Streets Program,” when comparing restaurants and bars in Open Streets corridors and those in the same borough but not in an Open Street corridor, restaurants and bars in an Open Street corridor saw: an increase in sales growth; a higher percentage of staying in business during the pandemic; and faster growth in the number of new restaurants and bars that opened during the pandemic; andWhereas, As the popularity in the use of Open Streets has increased, it is important to ensure that these streets are safe for pedestrians, cyclists, drivers and businesses; and                     Whereas, In recent years, NYC has experienced higher traffic fatalities, with 255 people dying due to traffic violence in 2022, 273 people dying in 2021, 243 people dying in 2020 and 220 people dying in 2019; and                     Whereas, In an effort to ensure Open Streets are safe for New Yorkers and to reduce speed limits in these areas, S.315 and A.1416 were introduced in the New York State (NYS) Legislature; andWhereas, S.315, introduced by NYS Senator Julia Salazar, and A.1416, introduced by NYS Assemblymember Harvey Epstein, relate to authorizing a five mile per hour speed limit for Open Streets in NYC, and would work towards ensuring that Open Streets are safer, particularly for pedestrians and cyclists; now, therefore, be itResolved, That the Council of the City of New York calls upon the New York State Legislature to pass, and the New York State Governor to sign, S.315/A.1416, which would authorize New York City to set a five mile per hour speed limit on streets participating in the Open Streets program.KKLS 110762/10/23 |

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3. *Id.* [↑](#footnote-ref-3)
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6. *See* Local Law 108 of 2021. [↑](#footnote-ref-6)
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11. *Id.* [↑](#footnote-ref-11)
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22. Ben Brachfield, “2022 was deadliest year for children on city streets in Vision Zero era: report,” *AMNY* (Jan. 23, 2023), available at: <https://www.amny.com/transit/record-children-killed-traffic-collisions-2022-nyc-streets/>. [↑](#footnote-ref-22)
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