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

**COMMITTEE REPORT OF THE INFRASTRUCTURE DIVISION**

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**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

Hon. Selvena N. Brooks-Powers, Chair

April 27, 2023

**PROPOSED INT. NO. 679-A:** By Council Members Joseph, Mealy, Louis, Restler, Hanif, Hudson, Sanchez, Won, Gutiérrez, Brannan, Riley, Schulman, Cabán, and Farías

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to the installation of traffic calming devices in senior pedestrian zones

**ADMINISTRATIVE CODE:** Adds a new section 19-183.1

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

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

**ADMINISTRATIVE CODE:** Amends sections 19-182 and 19-182.3

**PROPOSED INT. NO. 854-A:** By Council Members Brooks-Powers, Louis, Joseph, Hanif, Restler, Abreu, Cabán, Richardson Jordan and Won (in conjunction with the Manhattan Borough President)

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

**ADMINISTRATIVE CODE:** Adds a new section 19-175.8

**RES. NO. 460:** By Council Members Farías, Louis, Menin, Hanif, Restler, Holden, Won, Cabán, Marte, Ung, Moya, Hudson, Nurse, Ayala, Krishnan, Sanchez, Abreu, Gutiérrez, Joseph, Ossé, Williams, Avilés, Riley, Steven, Narcisse, Richardson Jordan, Schulman, Brannan, Feliz, Velázquez, Salamanca, De La Rosa, Brooks-Powers, Bottcher, Lee, Powers, Dinowitz and Hanks

**TITLE:** Resolution calling on the New York State Legislature and Governor to fully fund the Metropolitan Transportation Authority (MTA) in the State's upcoming Fiscal Year 2024 Budget in an effort to ensure that: public transit riders have effective, affordable public transportation; the MTA maintains fiscal stability in the face of a looming fiscal cliff; and the MTA operate more frequent bus and train service statewide

**INTRODUCTION**

On April 27, 2023, the Committee on Transportation and Infrastructure, chaired by Majority Whip Selvena N. Brooks-Powers, will conduct a vote on the following legislation: Proposed Int. No. 679-A, sponsored by Council Member Rita C. Joseph, in relation to the installation of traffic calming devices in senior pedestrian zones; Proposed Int. No. 805-A, sponsored by the Public Advocate (Mr. Williams), in relation to pedestrian safety reporting; Proposed Int. No. 854-A, sponsored by Chair Brooks-Powers, in relation to new daylighting measures; and Res. No. 460, sponsored by Council Member Amanda Farías, calling on the New York State Legislature and Governor to fully fund the Metropolitan Transportation Authority (MTA) in the State's upcoming Fiscal Year 2024 Budget in an effort to ensure that: public transit riders have effective, affordable public transportation; the MTA maintains fiscal stability in the face of a looming fiscal cliff; and the MTA operate more frequent bus and train service statewide.

The Committee last heard a previous version of these bills on February 14, 2023 at an oversight hearing on street safety in New York City (NYC). Those that came to testify at that hearing included representatives from the NYC Department of Transportation (DOT), New York Police Department (NYPD), the Public Advocate (Mr. Williams), transportation and street safety advocates, and other interested stakeholders. The Committee also heard the same resolution at an April 10, 2023 hearing on Truck Routes. Those that came to testify at that hearing included representatives from the DOT, NYPD, trucking advocates, 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)

*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.[[29]](#footnote-29) 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.[[30]](#footnote-30) 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.[[31]](#footnote-31) 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.[[32]](#footnote-32)

**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.[[33]](#footnote-33) 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.[[34]](#footnote-34) 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.[[35]](#footnote-35) 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.[[36]](#footnote-36)

*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.[[37]](#footnote-37) 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.[[38]](#footnote-38)

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.[[39]](#footnote-39) 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.[[40]](#footnote-40) 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.[[41]](#footnote-41)

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.[[42]](#footnote-42) DOT has also missed reporting deadlines required under the Streets Plan law.[[43]](#footnote-43) This has raised concerns as to whether the Adams’ administration will be able to meet the goals set forth in the NYC Streets Plan.[[44]](#footnote-44) 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.[[45]](#footnote-45) 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.[[46]](#footnote-46) However, a spokesperson for DOT noted that DOT intends to meet its 2023 goals under the NYC Streets Plan.[[47]](#footnote-47)

*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.[[48]](#footnote-48) 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.[[49]](#footnote-49)

**LEGISLATIVE ANALYSIS**

***Analysis of Proposed Int. No. 679-A***

Proposed Int. No. 679-A, sponsored by Council Member Rita C. Joseph, requires the DOT, in consultation with the Department for the Aging, to designate certain senior pedestrian zones in the City. This proposed bill requires DOT to annually install at least one traffic calming device in each zone, and no less than 50 devices across all zones. This proposed bill allows the Commissioner, after installing at least fifty devices across all zones, to determine to stop further installation in any zone and notify the Speaker of such determination. When any new zone is established or existing zone expanded, this proposed bill requires DOT to evaluate the need for any new traffic calming devices in such zones. This proposed bill also requires that DOT report to the Council by February 1, 2024 and annually thereafter on the locations where traffic calming devices have been installed.

If enacted, Proposed Int. No. 679-A would take effect immediately.

***Analysis of Proposed Int. No. 805-A***

Proposed Int. No. 805-A, sponsored by the Public Advocate (Mr. Williams), would require the DOT to accelerate the schedule on 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 four years, and to provide such studies and plans arising from such studies to all Community Boards in addition to the Mayor and Speaker. This proposed bill also requires DOT to submit reports concerning investigations undertaken by its crash investigation and analysis unit to the Speaker and to all Community Boards.

If enacted, Proposed Int. No. 805-A would take effect immediately.

***Analysis of Proposed Int. No. 854-A***

Proposed Int. No. 854-A, sponsored by Chair Selvena N. Brooks-Powers, requires that the DOT study safety benefits of daylighting and daylighting barriers, and implement daylighting at a minimum of 100 intersections a year beginning on January 1, 2025. This proposed bill would also require DOT to install daylighting barriers in intersections where daylighting has been implemented, subject to the Commissioner’s determination. This proposed bill allows the Commissioner to determine to cease implementation of daylighting at 100 intersections a year on or after January 1, 2030 if additional daylighting would not meaningfully contribute to the safety of motorists, pedestrians, or cyclists and the Commissioner notifies the Speaker of such determination. This proposed bill requires that DOT annually report on the locations at which daylighting has been implemented and discontinued.

If enacted, the Proposed Int. No. 854-A would take effect immediately.

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| Proposed Int. No. 679-A By Council Members Joseph, Mealy, Louis, Restler, Hanif, Hudson, Sanchez, Won, Gutiérrez, Brannan, Riley, Schulman, Cabán, and Farías A Local Law to amend the administrative code of the city of New York, in relation to the installation of traffic calming devices in senior pedestrian zones 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 in senior pedestrian zones. a. Definitions. For the purposes of this section, the following terms have the following meanings:Senior pedestrian zone. The term “senior pedestrian zone” means a geographic area designated by the commissioner, in consultation with the department for the aging, based on a consideration of factors, including but not limited to, the number of injuries to senior pedestrians in such area each year and the number of older adults residing in such area.Traffic calming device. The term “traffic calming device” means a device, including but not limited to street redesigns, speed humps, neckdowns, and raised crosswalks, installed on a street and intended to slow, reduce, or alter motor vehicle traffic to enhance safety for pedestrians and cyclists.b. Each year, the commissioner shall evaluate each senior pedestrian zone for installation of traffic calming devices, install at least one traffic calming device in each senior pedestrian zone, and install no less than 50 traffic calming devices across all senior pedestrian zones.c. Notwithstanding subdivision b of this section, the commissioner shall not be required to install a traffic calming device where such installation would, in the commissioner’s judgment, endanger the safety of motorists, pedestrians, or cyclists, or otherwise not be in the public interest.d. After at least 50 traffic calming devices have been installed in total across all senior pedestrian zones, the commissioner may cease installing traffic calming devices in any senior pedestrian zone where the commissioner determines such installation would not meaningfully contribute to the safety of motorists, pedestrians, or cyclists. The commissioner shall inform the speaker of the council in writing of such determination and the reasons therefore, and shall specify the senior pedestrian zone or zones where the installation of traffic calming devices has ceased; provided, however, that the commissioner may continue to install traffic calming devices in senior pedestrian zones after such determination, at the commissioner’s discretion. Notwithstanding the foregoing, the department shall evaluate the need to install one or more traffic calming devices in any senior pedestrian zone newly established, or expanded after the date of any such determination.e. On or before February 1, 2024, and annually thereafter, the commissioner shall submit to the speaker of the council a report detailing the locations where a traffic calming device has been installed pursuant to this section during the prior calendar year. The information required by such report may be submitted as part of the update required to be submitted by paragraph 2 of subdivision d of section 19-199.1 of this code. Notwithstanding the foregoing, such report shall not be required if the commissioner has determined to cease installation of traffic calming devices in all senior pedestrian zones pursuant to subdivision d of this section.§ 2. This local law takes effect immediately. Session 12EJL/SRBLS #92574/19/2023 8:50 PM Session 11ENBLS#799Int. 331-2018 |

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| Proposed Int. No. 805-A By the Public Advocate (Mr. Williams) and Council Members Avilés, Restler, Louis and Yeger 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. Subdivisions a and b of section 19-182 of the administrative code of the city of New York, subdivision a as amended by local law number 12 for the year 2011, subdivision b as amended by local law number 127 for the year 2013, are amended to read as follows:                            a. Every [five] four years, the department shall conduct a comprehensive study of all traffic crashes involving a pedestrian fatality or serious injury for the most recent [five] four 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] four years thereafter by the thirtieth of november [in such years].                                          § 2. Subdivision d of Section 19-182.3 of the administrative code of the city of New York, as added by local law number 49 for the year 2021, is amended to read as follows:                     d. Reporting. No later than April 30, 2022, and every three months thereafter, the department shall post on its website and send to the speaker of the council and community boards a report with information on each investigation completed during the preceding three month period ending thirty days prior. Nothing contained in this subdivision shall be construed to inhibit or interfere with the ability of the police department to pursue criminal investigations, or as otherwise conflicting with any obligation under the vehicle and traffic law regarding the investigation of vehicle crashes. Furthermore, nothing required to be reported by this subdivision shall be reported in a manner that would reveal the identity of a person or persons involved in a serious vehicular crash. Each such report shall include, but need not be limited to, the following:                     1. The total number of investigations completed;                     2. All evidence and data collected pursuant to each investigation;                     3. Determinations as to fault, including any potential criminal wrongdoing;                     4. Any factors that may have contributed to each crash, or increased or mitigated the severity of each such crash; and                     5. Whether changes to street design or improvements to infrastructure could reduce the risk of subsequent serious vehicular crashes, at each crash location or other similar locations, and a recommendation as to any such changes or improvements that should be made.                     § 3. This local law takes effect immediately.  Session 12EJL/SRBLS #914/19/2023 1:04 PM  Session 11KETLS #392Int. #597-2018 |

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| Proposed Int. No. 854-A By Council Members Brooks-Powers, Louis, Joseph, Hanif, Restler, Abreu, Cabán, Richardson Jordan and Won (in conjunction with the Manhattan Borough President) A Local Law to amend the administrative code of the city of New York, in relation to 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. As used in this section, the following terms have the following meanings:Daylighting. The term “daylighting” means street design elements for enhancing visibility of cross traffic and pedestrians for motorists approaching an intersection.Daylighting barrier. The term “daylighting barrier” means a physical object that prevents vehicles from occupying the portion of a city street where daylighting has been implemented pursuant to this section, but that does not obstruct visibility for motorists, pedestrians, and cyclists, such as planters or bicycle corrals.High priority intersection. The term “high priority intersection” means an intersection designated by the commissioner based on a consideration of factors, including but not limited to the number of serious vehicular crashes occurring at such intersection each year.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. No later than May 1, 2024, the department shall complete a study of the safety benefits provided by daylighting and post such study on the department’s website. Such study shall include, but need not be limited to:1. An assessment of the types of intersections where the implementation of daylighting or daylighting barriers is most effective at enhancing safety; and2. A description of the factors that should be considered to determine whether daylighting or daylighting barriers should be implemented at an intersection, including but not limited to whether an intersection is a high priority intersection.c. Beginning January 1, 2025, each year the department shall implement daylighting at a minimum of 100 intersections where daylighting is not already implemented. Such intersections shall be determined by the department based on a consideration of the factors described pursuant to paragraph 2 of subdivision b of this section.d. Whenever the commissioner determines it is feasible and will meaningfully contribute to the safety of motorists, pedestrians, or cyclists, in addition to daylighting an intersection, the department shall install daylighting barriers within that portion of the street where daylighting has been implemented in order to prevent vehicles from occupying the space.e. Notwithstanding subdivision c of this section, the commissioner shall not be required to install daylighting at any intersection where such installation would, in the commissioner’s judgement, endanger the safety of motorists, pedestrians, or cyclists, or otherwise not be in the public interest based on a consideration of the factors described pursuant to paragraph 2 of subdivision b of this section.f. The commissioner may cease the implementation of daylighting as provided in subdivision c of this section on or after January 1, 2030, provided that the commissioner determines that such implementation would not meaningfully contribute to the safety of motorists, pedestrians, or cyclists. The department shall inform the speaker of the council in writing of such determination and the reasons therefore; provided, however, that the commissioner may continue to install daylighting at any intersection after such determination, at the commissioner’s discretion.g. No later than February 1, 2026, and annually thereafter, the commissioner shall submit to the mayor and the speaker of the council, and post on the department’s website, a report on the implementation of daylighting during the prior year pursuant to this section. Such report shall include, but need not be limited to:1. Every intersection, disaggregated by borough and council district, at which the department implemented daylighting during the prior year; and2. Every intersection, disaggregated by borough, at which the department discontinued or removed daylighting during the prior year, and an explanation describing the reason for such discontinuance or removal.h. The report required by subdivision g of this section may be submitted as part of the update required to be submitted pursuant to paragraph 2 of subdivision d of section 19-199.1 of this code, provided that such report shall not be required following a determination to cease the implementation of daylighting pursuant to subdivision f of this section.§ 2. This local law takes effect immediately.  Session 12XC/SRBLS #78904/19/2023 8:36 PM  |

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| Res. No. 460 Resolution calling on the New York State Legislature and Governor to fully fund the Metropolitan Transportation Authority (MTA) in the State’s upcoming Fiscal Year 2024 Budget in an effort to ensure that: public transit riders have effective, affordable public transportation; the MTA maintains fiscal stability in the face of a looming fiscal cliff; and the MTA operate more frequent bus and train service statewide. By Council Members Farías, Louis, Menin, Hanif, Restler, Holden, Won, Cabán, Marte, Ung, Moya, Hudson, Nurse, Ayala, Krishnan, Sanchez, Abreu, Gutiérrez, Joseph, Ossé, Williams, Avilés, Riley, Stevens, Narcisse, Richardson Jordan, Schulman, Brannan, Feliz, Velázquez, Salamanca, De La Rosa, Brooks-Powers, Bottcher, Lee, Powers, Dinowitz and Hanks Whereas, The Metropolitan Transportation Authority (MTA) operates critical transit service for millions of New Yorkers, including for those in New York City (NYC); and                     Whereas, As of November 22, 2022, daily subway ridership was estimated to be about 3.54 million riders, just 60.8% of comparable ridership pre-pandemic on the same day, and daily bus ridership was estimated to be about 1.23 million riders, just 53.7% of comparable ridership pre-pandemic on the same day; and                     Whereas, More than two years into the COVID-19 pandemic, weekday ridership has continued to remain almost half of pre-pandemic levels, helping deprive the MTA of billions in farebox revenue annually, with the MTA projecting that, at its current pace of spending and ridership, it will lose almost $4 billion in expected fare and toll revenue through 2026; and                     Whereas, As federal aid runs out, the MTA, with proposed actions, faces an annual budget fiscal cliff of $1.2 billion starting in 2024 and 2025, and $1.6 billion in 2026, which could threaten thousands of jobs and reduce service for millions of daily subway and bus riders; andWhereas, In addition, the New York State Comptroller Thomas DiNapoli has warned of “serious structural budgetary imbalance” in the MTA, of which the MTA must address, as the more money required to fill budget gaps, the higher strain on the MTA’s capital plan to update and repair the systems; andWhereas, Fully funding the MTA in the State budget during this looming budget crisis could: prevent future service cuts and delays, which might further depress farebox revenue; and ensure the fiscal stability of the MTA in the future; andWhereas, In October of 2021, former-NYC Comptroller Scott Stringer published transit data and recommendations regarding the COVID-19 pandemic’s impacts on the City’s workforce and commuting patterns; andWhereas, The recommendations made included the following: calling on Congress to pass the “Stronger Communities through Better Transit” Act; re-balancing the 12-county Metropolitan Commuting Transit District gas tax; calling on the NYC Department of Transportation to add 35 miles of dedicated bus lanes and busways per year; and calling on the MTA to implement the “New York City in Six” plan; and                     Whereas, The “New York City in Six” plan, which is also supported by the Riders Alliance, would cost about $300 million in operating funds in the next State budget, and would increase subway, bus and commuter rail frequencies all day, every day, such that each subway line and the 100 highest ridership bus routes run at a minimum of every six minutes throughout the day, seven days a week; and                     Whereas, This plan, along with other investments and recommendations, could both stabilize and expand transit operations, while decreasing the average time of service on subways and buses, with some predictions citing that the “New York City in Six” plan could result in a 15% rise in system wide ridership, and thus, increased farebox revenue; and                                          Whereas, As the City struggles to recover, advance equity, and fight climate change, New York needs to leverage existing transit infrastructure and operations to ensure that the MTA and the City has effective, reliable and affordable transit options; now, therefore be itResolved, That the Council of the City of New York calling on the New York State Legislature and Governor to fully fund the Metropolitan Transportation Authority (MTA) in the State’s upcoming Fiscal Year 2024 Budget in an effort to ensure that: public transit riders have effective, affordable public transportation; the MTA maintains fiscal stability in the face of a looming fiscal cliff; and the MTA operate more frequent bus and train service statewide.  KKLS 1156312/5/22 |

1. NYC, “Vision Zero,” available at: <https://www1.nyc.gov/content/visionzero/pages/>. [↑](#footnote-ref-1)
2. *Id.* [↑](#footnote-ref-2)
3. *Id.* [↑](#footnote-ref-3)
4. *See* Local Law 195 of 2019. [↑](#footnote-ref-4)
5. *See* Local Law 121 of 2019. [↑](#footnote-ref-5)
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