



Legislation Text

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Int. No. 95

By Council Members Schulman, Menin, Hudson, Brooks-Powers, Riley, Lee, Louis, Restler and Gutiérrez

A Local Law to amend the administrative code of the city of New York, in relation to a study on the feasibility of installing raised crosswalks, raised intersections, and speed reducers at intersections and roadways adjacent to schools and to repeal section 19-189 of such code, relating to the installation of speed humps on roadways adjacent to schools

Be it enacted by the Council as follows:

Section 1. Section 19-189 of the administrative code of the city of New York is REPEALED and a new section 19-189 is added to read as follows:

§ 19-189 Installation of raised crosswalks, raised intersections, and speed reducers. a. Definitions. For the purposes of this local law, the following terms have the following meanings:

Raised crosswalk. The term “raised crosswalk” means a marked pedestrian crosswalk at an intersection or a mid-block location constructed at a higher elevation than the adjacent roadway.

Raised intersection. The term “raised intersection” means an entire intersection raised above the level of the surrounding roadways.

Raised speed reducer. The term “raised speed reducer” means a raised area of roadway erected for the purpose of reducing vehicle speeds including speed humps and speed cushions typically raised 3 to 4 inches above the level of the roadway.

School. The term “school” means any buildings, grounds, facilities, property, or portion thereof in which educational instruction is provided to students at or below the twelfth grade level.

b. No later than 6 months after the effective date of this section, the department, in collaboration with any other relevant agency, shall study the feasibility of installing raised crosswalks, raised intersections, and

speed reducers at each intersection and roadway adjacent to a school.

c. No later than 18 months after the effective date of this section, the department shall submit to the mayor and the speaker of the council a report on the findings of the study conducted pursuant to this section. The department shall post this report conspicuously on its website. Such report shall include at least the following information:

1. The feasibility of installing raised crosswalks, raised intersections, and speed reducers at intersections and roadways adjacent to schools citywide, including intersections and roadways adjacent to schools that have other existing traffic controlling devices;

2. The total number of intersections adjacent to schools reviewed for the study, disaggregated by borough;

3. The total number of motor vehicle crashes that occurred at intersections and roadways adjacent to schools during the time period reported;

4. The location of each school, roadway, and intersection sampled for the study under this subdivision;  
and

5. Any other information deemed relevant by the department of transportation.

d. After conducting the feasibility study pursuant to subdivision b of this section the commissioner may install raised crosswalks, raised intersections, or speed reducers wherever practicable according to the results of the feasibility study and shall inform the speaker and the mayor in writing of such determination and the reasons therefor.

e. The commissioner may decline to install raised crosswalks, raised intersections, or speed reducers 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 raised crosswalks, raised intersections, or speed reducers.

§ 2. This local law takes effect immediately.

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