



## Legislation Details (With Text)

<b>File #:</b>	Res 1811-2013	<b>Version:</b>	*	<b>Name:</b>	MTA to proceed with a track intrusion technology pilot program in the NYC subway system.
<b>Type:</b>	Resolution	<b>Status:</b>		<b>In control:</b>	Filed Committee on Transportation
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<b>Title:</b>	Resolution calling upon the Metropolitan Transportation Authority to proceed with a track intrusion technology pilot program in the New York City subway system.				
<b>Sponsors:</b>	Peter F. Vallone, Jr., Peter A. Koo, G. Oliver Koppell				
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Date	Ver.	Action By	Action	Result
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12/31/2013	*	City Council	Filed (End of Session)	

### Res. No. 1811

Resolution calling upon the **Metropolitan Transportation Authority** to proceed with a track intrusion technology pilot program in the New York City subway system.

By Council Members Vallone, Koo and Koppell

Whereas, In 2012, 141 people were struck by subway trains in New York City, resulting in 55 fatalities, according to the Metropolitan Transportation Authority (MTA); and

Whereas, Over the past 12 years, on average, 135 people were struck by trains each year, resulting in an average of 44 fatalities each year; and

Whereas, Contact between passengers and trains takes many forms; in order from most common to least common, these include: tripping and falling onto the track or into a moving train; suicides; intentionally entering the tracks (i.e. to retrieve items or trespassing); leaning over the platform edge; being pushed or bumped onto the tracks or into a moving train; falling as a result of a medical condition (i.e. seizures); falling between cars; and

Whereas, After a series of high-profile incidents, including two cases of passengers being intentionally pushed off subway platforms to their deaths in December 2012, the Council's Committee on Transportation held an emergency oversight hearing on preventing train-passenger collisions in the subway on February 7, 2013; and

Whereas, At the February hearing, MTA officials included track intrusion technology among the measures they would consider as a means to prevent train-passenger collisions and at a subsequent committee hearing in May 2013, MTA officials indicated that they would like to begin a track intrusion technology pilot by the end of 2013; and

Whereas, Such systems typically are designed to detect people and objects of a certain size and to automatically trigger an alarm and alert train control centers upon any intrusion into the track area; and

Whereas, Track intrusion technology has possible security-related benefits, in addition to potentially preventing train-passenger collisions; now, therefore, be it

Resolved, That the Council of the City of New York calls upon the Metropolitan Transportation Authority to proceed with a track intrusion technology pilot program in the New York City subway system.

LS#4709  
5/15/2013  
JM