



Legislation Text

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Int. No. 1138

By Council Members Won, Bottcher, Cabán, Brooks-Powers, Hudson, Restler, Krishnan, Marte, Hanif, Abreu, Nurse, Joseph, Brewer, Powers, Avilés, Rivera, Ossé, Brannan and the Public Advocate (Mr. Williams) (in conjunction with the Brooklyn, Manhattan and Queens Borough Presidents)

A Local Law to amend the administrative code of the city of New York, in relation to prohibiting standing or parking a vehicle within 20 feet of a crosswalk at an intersection

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 19-175.9 to read as follows:

§ 19-175.9 Restricted parking near intersections. a. Definitions. As used in this section, the following terms have the following meanings:

Crosswalk. The term “crosswalk” means that part of a roadway, whether marked or unmarked, which is included within the extension of the sidewalk lines between opposite sides of the roadway at an intersection.

Intersection. The term “intersection” means the same as such term is defined in section 120 of the vehicle and traffic law or successor provision.

Park. The term “park” has the meaning set forth in section 129 of the vehicle and traffic law or successor provision.

Stand. The term “stand” has the meaning set forth in section 145 of the vehicle and traffic law or successor provision.

b. Except when necessary to avoid conflict with other traffic, or when in compliance with law or the directions of a police officer or official traffic-control device, no person shall stand or park a vehicle, whether occupied or not, except momentarily to pick up or discharge a passenger or passengers, within 20 feet of a

crosswalk.

c. The department shall conduct citywide community education and outreach efforts with regard to the change in parking regulations described in subdivision b. The department shall post the change in parking regulations on the website containing parking restrictions as required by section 19-175.1. Notwithstanding the notice for affected areas requirement in subdivision a of section 19-175.2, no physical posting of notice shall be required following the implementation of the requirements of this section.

d. Any person who violates this section shall be subject to a civil penalty. The commissioner of finance shall promulgate rules establishing the civil penalty for violation of this section.

§ 2. Subdivisions c, d, e, f, g, and h of section 19-175.8 of subchapter 2 of chapter 1 of title 19 of the administrative code of the city of New York, as added by local law number 66 for the year 2023, are amended to read as follows:

c. Beginning January 1, 2025, each year the department shall implement daylighting barriers at a minimum of [100] 1000 intersections where daylighting [is] barriers are 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.] d. The commissioner may cease the implementation of daylighting barriers 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] therefor; provided, however, that the commissioner may continue to install daylighting barriers at any intersection after such determination, at the commissioner's discretion.

[g.] e. 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 barriers 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 barriers during the prior year and a description of the type of daylighting barriers that were implemented; and

2. Every intersection, disaggregated by borough, at which the department discontinued or removed daylighting barriers during the prior year, and an explanation describing the reason for such discontinuance or removal.

[h.] f. The report required by subdivision [g] e 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 barriers pursuant to subdivision [f] d of this section.

§ 3. This local law takes effect 180 days after it becomes law, except that subdivision d of section 19-175.9 of the administrative code of the city of New York, as added by section one of this local law, takes effect 190 days after it becomes law, and section two takes effect immediately.