

COMMUNITY EDUCATION COUNCIL DISTRICT 3

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D75

CEC3 Resolution to Urge the Implementation of Daylighting Provisions at Intersections throughout Community School District 3

Sponsors: Yael Denbo, Sharon Meiri Fox, Kristin Savov

Whereas, daylighting is the process of reserving space within 20 feet of an intersection to increase visibility at street corners; and

Whereas, daylighting – the practice of removing parking spots or other large obstructions closest to an intersection – increases visibility to oncoming traffic and is a proven measure to reduce danger for pedestrians, bikers, and drivers alike;

Whereas, in 2023 New York City surpassed 100 child traffic violence fatalities since Vision Zero began;

Whereas, 2023 was New York City's second deadliest year for cyclists on record and the number of bike fatalities caused by motor vehicles continues unabated;

Whereas, in New York State between 2019 to 2022, the number of traffic fatalities increased by 23 percent and the fatality rate per 100 million vehicle miles traveled increased by 39 percent;

Whereas, 55 percent of pedestrian deaths and 79 percent of pedestrian injuries occur at intersections;

Whereas, these injuries and fatalities can be prevented;

Whereas, Hoboken and Jersey City have implemented universal daylighting and have seen substantial safety improvements and significantly decreased pedestrian fatalities;

Whereas, Section 1202 of the New York State Vehicle and Traffic Code already prohibits parking within 20 feet of a crosswalk at an intersection;

Whereas, Section 1642 of the New York State Vehicle and Traffic Code allows New York City to opt out of this 20-foot requirement, which it does;

Whereas, in opting out of the 20-foot requirement, New York City allows parking right up to the crosswalk, making it difficult for all road users to see;

Whereas, Mayor Adams announced on November 30, 2024, that he would instruct the Department of Transportation to daylight 1,000 intersections per year; and

Whereas, Hoboken, which implemented aggressive daylighting measures in 2017, has not had a single traffic death in the seven years since, with a 30 percent decrease in pedestrian injuries caused by vehicles;

Whereas, the Bipartisan Infrastructure Law's Safe Streets and Roads for All grant program provides \$5 billion in funding over five years that could be used to support the daylighting intersections initiative;

Whereas, Community Boards across the city, including Upper West Side Community Board 7 have passed resolutions (March 5, 2024) supporting daylighting intersections, urging the Department of Transportation (DOT) to take immediate action and expedite the timeline for intersection daylighting throughout the city;

Whereas, New York City Council Intro 854-A requires that the DOT study the safety benefits of daylighting and daylighting barriers, and implement daylighting at a minimum of 100 intersections a year beginning on January 1, 2025. DOT would also be required to install daylighting barriers in intersections where daylighting has been implemented, subject to the Commissioner's determination.

Whereas, every Upper West Side elected official, including Councilmember Gale Brewer, Councilmember Shaun Abreu, State Senator Brad Hoylman-Sigal, Assemblymember Linda Rosenthal, and Assemblymember Daniel O'Donnell, signed onto a letter urging the New York City Department DOT to speed up its plan for "daylighting" intersections across the city, recognizing the critical importance of improving sight lines to prevent fatalities and serious injuries at intersections;

Whereas, in their letter to DOT Commissioner Ydanis Rodriguez, the Upper West Side officials emphasized the importance of immediately acting to improve safety by universally daylighting intersections using hardened materials such as boulders, planters, and bike corrals, and called for a faster implementation timeline for the citywide daylighting initiative;

Whereas, the city has agreed to daylight intersections across the five boroughs, but Councilmember Brewer and other elected officials are pushing for the DOT to move up the implementation timeline, as delays could jeopardize the safety of pedestrians, cyclists, and drivers alike;

THEREFORE, BE IT RESOLVED that the Community Education Council of Community School District 3 (CEC 3) requests that New York City opt back into New York State law prohibiting parking within 20 feet of an intersection;

BE IT FURTHER RESOLVED that CEC 3 requests New York City’s Department of Transportation to implement intersection daylighting at all possible intersections in the shortest possible time frame;

BE IT FURTHER RESOLVED that CEC 3 supports the Mayor’s November 30, 2023 commitment to daylight 1,000 intersections per year;

BE IT FURTHER RESOLVED that CEC 3 supports the complete implementation of City Council’s intersection daylighting bill (854-A);

AND BE IT RESOLVED that CEC 3 calls on the City Council to pass legislation to repeal the City’s policy overriding state law and codify daylighting requirements at every intersection in the City of New York.

Member Names	YES	NO	ABSTAIN
Jill Rackmill	X		
Noah Odabashian	X		
Jon Nassimi	X		
Noah Strote	X		
Ramata Sakho	X		
Kristin Savov	X		
Dr. Ting Yuan	X		
Yael Denbo	X		
Ana Maria Quinones Greenfeild	X		
Sharon Meiri Fox	X		

Resolution adopted by roll call vote of CEC 3 on January 14, 2025 by a vote of:

10 - Yes

___ NO

___ ABSTAIN