



**Honorable Mayor and City Council Agenda
1st Floor Council Conference Room, City Hall
City of New Rochelle
Regular Legislative Meeting
Tuesday, May 19, 2026
6:15 PM**

Pledge of Allegiance

Roll Call

Approval of Minutes

1. Regular Legislative Meeting, Tuesday, March 17, 2026; Committee of the Whole Session, Tuesday April 14, 2026.

Submission of Minutes

Regular Legislative Meeting, Tuesday, April 21, 2026; Committee of the Whole Session, Tuesday, May 12, 2026

Presentation

Legislation in Voting Order

Consent Agenda

2. PROPOSED AMENDMENT TO CODE OF THE CITY OF NEW ROCHELLE RE: PARKING REGULATION CHANGE (39 BEATTIE LANE) - Ordinance amending Section 312-91, Schedule XX: Handicapped Parking, of Chapter 312, Vehicles and Traffic, of the Code of the City of New Rochelle (39 Beattie Lane).
3. PROPOSED RESOLUTION RE: FEMA BUILDING RESILIENT INFRASTRUCTURE AND COMMUNITIES (BRIC) GRANT PROGRAM APPLICATION VIA NEW YORK STATE DIVISION OF HOMELAND SECURITY AND EMERGENCY SERVICES (DHSES) – Resolution authorizing submission of a subapplicant application to the New York State Division of Homeland Security and Emergency Services for the FEMA Building Resilient Infrastructure and Communities Grant Program, and committing the required local match.
4. PROPOSED AMENDMENTS TO 2026 BUDGET RE: DEPARTMENT OF PARKS & RECREATION - Ordinance amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, relative to the Parks & Recreation Department
5. PROPOSED AMENDED AUTHORIZATION RE: 2020 STIPEND ACCOUNT FUNDS PROVIDED TO THE NEW ROCHELLE FUND FOR EDUCATIONAL EXCELLENCE FROM COUNCIL

MEMBERS FRIED, HYDEN, KAYE, AND TARANTINO - Resolution authorizing the New Rochelle Fund for Education Excellence to utilize the unspent \$20,000 from the 2020 stipend accounts of former Council Members Liz Fried and Ivar Hyden, and current Council Members Sara R. Kaye and Albert A. Tarantino, Jr., to install a new LED sign along North Avenue at New Rochelle High School, replacing the originally authorized use for VRNR. (Original Resolution 2020-165).

6. PROPOSED ADOPTION OF THE CITY OF NEW ROCHELLE LOCAL SAFETY ACTION PLAN (LSAP) – Resolution adopting the City of New Rochelle Local Safety Action Plan (LSAP) as the City’s comprehensive roadway safety action plan for all modes: vehicles, pedestrians, cyclists, and transit users.
7. PROPOSED AUTHORIZATION RE: SUBMISSION OF U.S. DEPARTMENT OF TRANSPORTATION's (USDOT) FY 2026 SAFE STREETS AND ROADS FOR ALL (SS4A) IMPLEMENTATION GRANT APPLICATION – Resolution authorizing submission of an FY 2026 SS4A Implementation Grant application for the “New Rochelle Safe Corridors Program” and committing the required local match.
8. PROPOSED ACCEPTANCE OF GRANT AWARD RE: BLOOMBERG PHILANTHROPIES YOUTH CLIMATE ACTION FUND – Ordinance accepting the Bloomberg Philanthropies Youth Climate Action Fund award; and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026 (Sponsored by Mayor Yadira Ramos-Herbert).
9. PROPOSED AUTHORIZATION TO NEGOTIATE AND EXECUTE LEASE AGREEMENT WITH THE HUMBLE BUMBLE BOOK, LLC, FOR TRAIN STATION RETAIL SPACE - Resolution authorizing the City Manager to negotiate and execute a lease agreement with Humble Bumble, LLC for the Use and Occupancy of a ground-floor space at the New Rochelle Train Station.
10. PROPOSED AUTHORIZATION TO NEGOTIATE AND EXECUTE LEASE AGREEMENT WITH JUIICY LLC FOR TRAIN STATION RETAIL SPACE - Resolution authorizing the City Manager to negotiate and execute a lease agreement with JUIICY LLC for the Use and Occupancy of a ground-floor space at the New Rochelle Train Station.

Resolutions

11. HOME RULE REQUEST RE: ESTABLISHMENT OF A SCHOOL SPEED ZONE CAMERA DEMONSTRATION PROGRAM IN THE CITY OF NEW ROCHELLE – Resolution authorizing the appropriate Officer(s) of the City of New Rochelle to sign a Home Rule Request for the Enactment of Senate Bill No. S9238 and State Assembly Bill No. A10903 relative to the amending the Vehicle and Traffic Law and the Public Officers Law, in relation to establishing a school speed zone camera demonstration program in the City of New Rochelle.

Ordinances

Public Hearings Held on Tuesday, May 12, 2026 for Decision

12. PROPOSED AMENDMENT TO CHAPTER 312 OF THE CODE OF THE CITY OF NEW ROCHELLE RE: VEHICLE IMPOUND AUTHORITY - Ordinance amending Chapter 312 of the Code of the City of New Rochelle, entitled “Vehicles and Traffic,” in relation to the removal and impound of vehicles and the definition of abandoned vehicles. (Intro. 4/14/26; Public Hearing 5/12/26).
13. PROPOSED REALLOCATION OF COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDS - Resolution adopting the reprogramming of CDBG funds for ADA Sidewalk and Roadway Improvements, Gateway Sign / Traffic, and Façade Improvements with amendments to the 2020 through 2024 Action Plans and 2019 through 2026 Budgets. (Intro. 4/14/26; Public Hearing 5/12/26).

Discussion Item(s)

Executive Session

Adjournment

City of New Rochelle
Public Works

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Alvaro Alfonzo-Larrain, Public Works Commissioner
Subject: PROPOSED AMENDMENT TO CODE OF THE CITY OF NEW ROCHELLE
RE: PARKING REGULATION CHANGE (39 BEATTIE LANE) - Ordinance
amending Section 312-91, Schedule XX: Handicapped Parking, of Chapter 312,
Vehicles and Traffic, of the Code of the City of New Rochelle (39 Beattie
Lane).

Background: A resident of 39 Beattie Lane requested the designation of a handicapped parking space in front of this address on behalf of a resident with mobility impairment. The Department of Public Works recommends designation of a handicapped space at this location, which is on a residential dead-end street. It would be immediately adjacent to another previously designated handicapped space.

This change requires amendment to the Municipal Code as detailed below:

(Matter underlined added; Matter bracketed deleted)

§ 312-91 Schedule XX: Handicapped Parking.

In accordance with the provisions of § 312-49, the following described locations are hereby designated as handicapped parking spaces:

Name of Street	Side	Location
Beattie Lane	North	In front of <u>39 and</u> 41 Beattie Lane for [20] <u>50</u> feet

Attachments:

None

RESOLUTION NUMBER: 2026-56
MEETING DATE: May 19, 2026

Item # 2.

LEGISLATION

ORDINANCE AMENDING SECTION 312-91, SCHEDULE XX:
HANDICAPPED PARKING, OF CHAPTER 312, VEHICLES AND
TRAFFIC, OF THE CODE OF THE CITY OF NEW ROCHELLE
(39 BEATTIE LANE).

BE IT ORDAINED by the City of New Rochelle:

The Code of the City of New Rochelle, Section 312-91 (Schedule XX: Handicapped Parking) of Chapter 312 (Vehicles and Traffic) is hereby amended as follows:

§312-91. Schedule XX: Handicapped Parking.

In accordance with the provisions of §312-49, the following described locations are hereby designated as handicapped parking spaces:

Name of Street Side Location

Beattie Lane North In front of 39 and 41 Beattie Lane for [20] 50 feet

Matter [bracketed] deleted.
Matter underlined added.

City of New Rochelle
Public Works

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Alvaro Alfonso-Larrain, Public Works Commissioner
Subject: PROPOSED RESOLUTION RE: FEMA BUILDING RESILIENT INFRASTRUCTURE AND COMMUNITIES (BRIC) GRANT PROGRAM APPLICATION VIA NEW YORK STATE DIVISION OF HOMELAND SECURITY AND EMERGENCY SERVICES (DHSES) – Resolution authorizing submission of a subapplicant application to the New York State Division of Homeland Security and Emergency Services for the FEMA Building Resilient Infrastructure and Communities Grant Program, and committing the required local match.

Background:

The Federal Emergency Management Agency's (FEMA) Building Resilient Infrastructure and Communities (BRIC) Grant Program provides federal funding to support hazard mitigation activities that reduce risk from disasters and natural hazards. The program emphasizes community resilience through nature-based solutions, risk reduction, and climate adaptation measures.

Applications to FEMA BRIC are submitted through state-administered processes. In New York State, the Division of Homeland Security and Emergency Services (DHSES) serves as the designated state agency for coordinating FEMA BRIC applications and administering the state's allocation. Subapplicant entities, including municipalities, submit applications through DHSES, which conducts state-level prioritization before forwarding selected projects to FEMA.

FEMA BRIC funding requires a minimum 25% non-federal cost share for most applicants, with the federal share capped at 75% of total eligible project costs. Priority is given to projects that address community-identified hazards, incorporate nature-based solutions, serve vulnerable populations, and demonstrate long-term risk reduction benefits.

Issue:

The City of New Rochelle has identified resilience infrastructure initiatives eligible for FEMA

BRIC funding through the NYS DHSES subapplicant process. These projects address priority hazards identified in the City's hazard mitigation planning, including flooding, extreme heat, and storm-related risks that disproportionately impact vulnerable populations and critical community infrastructure.

The proposed total project (Whitewood and Pelham Drainage Improvements) cost is estimated at approximately \$5.5 million, with a federal BRIC request of approximately \$4.125 million (75%) and a required local match of approximately \$1.375 million (25%). The specific project scope and costs will be refined through the NYS DHSES application development process and may be adjusted based on eligible cost determinations, technical assistance, and coordination with other funding sources.

Recommendation:

Staff recommends that the City Council adopt a resolution authorizing the:

- Submission of a subapplicant application to NYS DHSES for the FEMA Building Resilient Infrastructure and Communities Grant Program and committing to provide the required 25% non-federal local match from the Citywide Drainage Improvement Fund; and,
- City Manager to execute all documentation necessary to complete and submit the application through NYS DHSES.

Attachments:

None

LEGISLATION

RESOLUTION AUTHORIZING SUBMISSION OF AN
APPLICATION FOR THE FEMA BUILDING RESILIENT
INFRASTRUCTURE AND COMMUNITIES GRANT PROGRAM,
AND COMMITTING THE REQUIRED LOCAL MATCH

WHEREAS, the Federal Emergency Management Agency's (FEMA) Building Resilient Infrastructure and Communities (BRIC) Grant Program provides federal funding to support hazard mitigation projects that reduce risk from natural disasters and enhance community resilience; and

WHEREAS, in New York State, the Division of Homeland Security and Emergency Services (DHSES) administers the BRIC program and coordinates the submission of subapplicant proposals to FEMA; and

WHEREAS, the City of New Rochelle has identified resilience infrastructure initiatives addressing priority hazards, including flooding, extreme heat, and storm-related risks, consistent with the City's hazard mitigation planning and resilience goals; and

WHEREAS, for the Project "Whitewood and Pelham Drainage Improvements," the total project cost is estimated at approximately \$5.5 million, including a federal BRIC funding request of approximately \$4.125 million (75%) and a required local match of approximately \$1.375 million (25%), to be funded from the Citywide Drainage Improvement Fund; and

WHEREAS, the final project scope and budget may be refined through the NYS DHSES application process and coordination with additional funding sources.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of New Rochelle hereby authorizes the submission of a subapplicant application to the New York State Division of Homeland Security and Emergency Services for the FEMA Building Resilient Infrastructure and Communities (BRIC) Grant Program for the Project "Whitewood and Pelham Drainage Improvements"; and

BE IT FURTHER RESOLVED, that the City Council commits to providing the required 25% non-federal local match from the Citywide Drainage Improvement Fund, subject to final scope and cost adjustments; and

BE IT FURTHER RESOLVED, that the City Manager, or his designee, is hereby authorized to prepare, submit, and execute all documents and take all actions necessary to carry out the intent of this Resolution.

City of New Rochelle
Parks & Recreation

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Vincent Parise, Parks and Recreation Commissioner
Subject: PROPOSED AMENDMENTS TO 2026 BUDGET RE: DEPARTMENT OF PARKS & RECREATION - Ordinance amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, relative to the Parks & Recreation Department

Background:

The Parks & Recreation Department has a number of budgetary accounts where revenue, for fees or permits, are entirely, or partially, allocated to "restricted or assigned" accounts to be used for specific purposes in the future. Below is a summary of these accounts:

- 1) Lincoln Park Garden — Project Account 1069 — All revenues generated from the Garden are to be allocated to an Assigned Fund Balance account to be used for programs and expenses related to the Lincoln Park Community Garden.
- 2) Ward Acres Garden — Project Account 1088 — All revenues generated from the Garden are to be allocated to an Assigned Fund Balance account to be used for programs and expenses related to the Ward Acres Park Community Garden.
- 3) Flowers City Park — Project Account 1129 — 40% of revenues generated from Flowers City Park are to be allocated to a Capital Reserves Account to be used for physical improvements to Flowers City Park. The remaining 60% of revenues go to the General Fund.
- 4) Ward Acres Dog Park — Project 23100 - 40% of revenues generated from the Ward Acres Dog Park are to be allocated to a Capital Reserves Account to be used for capital improvements, ecological restoration, trails, and related park improvements throughout Ward Acres Park. The remaining 60% of revenues go to the General Fund.

This process helps to keep revenues generated from a specific facility in that facility.

Issue:

In order to transfer funds from the aforementioned "restricted or assigned" accounts, the attached Budget Amendment must be approved by City Council.

Recommendation:

Staff recommends that Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, be amended as specified on the attached schedules and in accordance with City Code Chapter 75-1.

Attachments:

1. Budget Amendment Parks and Recreation Assigned and Reserve Accounts

LEGISLATION

ORDINANCE AMENDING ORDINANCE NO. 198 OF 2025,
THE BUDGET OF THE CITY OF NEW ROCHELLE FOR
2026, RELATIVE TO CERTAIN PARKS AND RECREATION
RESTRICTED AND ASSIGNED FUND ACCOUNTS

WHEREAS, on December 09, 2025, the City Council of New Rochelle adopted Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026; and

WHEREAS, the Parks and Recreation Department maintains certain revenue-generating facilities for which fees and permit revenues are either fully or partially allocated to restricted or assigned fund balance accounts to be used for facility-specific purposes; and

WHEREAS, in order to transfer or appropriate funds from these restricted and assigned accounts, a budget amendment is required pursuant to City Code Chapter 75-1; and

WHEREAS, City staff has prepared the attached budget amendment schedules to authorize the necessary transfers and appropriations associated with these accounts;

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of New Rochelle:

Section 1. Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, be amended as specified on the attached schedules and in accordance with City Code Chapter 75-1.

Section 2. The City Manager, Finance Commissioner, and such other officials as may be necessary are hereby authorized and directed to take any and all actions necessary to effectuate the transfers, allocations, and accounting entries required by this Ordinance.

Budget Adjustments

May-26

Org	Object	Project	Description	Amount	Type	Notes
A	031	1069	Lincoln Park Garden	\$ (6,900.40)	Balance Sheet	Reclassifying actual funds, not budget, out of Fiduciary Funds to Assigned Fund Balance or Capital Reserve Accounts.
A	913	1069	Lincoln Park Garden Assigned	\$ 6,900.40	Balance Sheet	
A	031	1088	Ward Acres Garden	\$ (27,681.22)	Balance Sheet	
A	913	1088	Ward Acres Garden Assigned	\$ 27,681.22	Balance Sheet	
A	031	1129	Flower City Park Trust	\$ (619,440.24)	Balance Sheet	
A	878	1129	Flower City Park Capital Reserve	\$ 619,440.24	Balance Sheet	
A	031	23100	Ward Acres Dog Park	\$ (39,070.00)	Balance Sheet	
A	878	23100	Ward Acres Dog Park Capital Reserve	\$ 39,070.00	Balance Sheet	
A	913	1069	Lincoln Park Garden Assigned	\$ (1,000.00)	Balance Sheet	Transfer of funds from Assigned Fund Balance or Capital Reserve Accounts to the Operating Budget.
A	913	1088	Ward Acres Garden Assigned	\$ (10,000.00)	Balance Sheet	
A	878	1129	Flower City Park Capital Reserve	\$ (100,000.00)	Balance Sheet	
A	878	23100	Ward Acres Dog Park Capital Reserve	\$ (15,000.00)	Balance Sheet	
7140	9913	1069	Lincoln Park Garden Use of Assignment	\$ 1,000.00	Revenue	
7024	9913	1088	Ward Acres Garden Use of Assignment	\$ 10,000.00	Revenue	
7620	9878	1129	Flower City Park Use of Capital Reserve	\$ 100,000.00	Revenue	
7024	9878	23100	Ward Acres Dog Park Use of Capital Reserve	\$ 15,000.00	Revenue	
7140	41500	1069	Functional Supplies-Lincoln Park Garden	\$ 1,000.00	Expense	
7024	41500	1088	Functional Supplies -Ward Acres Garden	\$ 10,000.00	Expense	
7620	23000	1129	Parks Improvements-Flowers City Park Capital	\$ 100,000.00	Expense	
7024	23000	23100	Parks Improvements-Ward Acres Dog Park Capital	\$ 15,000.00	Expense	
7140	1287	1069	Fees - Lincoln Park Garden (100%)	\$ 3,000.00	Revenue	Revenue accounts created to recognize incoming revenues on the operating budget
7024	1287	1088	Fees - Ward Acres Garden Fees (100%)	\$ 20,000.00	Revenue	
7620	2561	1129	Permits - Flowers City Park (40%)	\$ 200,000.00	Revenue	
7024	2561	23100	Permits - Ward Acres Dog Park (40%)	\$ 10,000.00	Revenue	

City of New Rochelle
City Manager

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Wilfredo Melendez, City Manager
Subject: PROPOSED AMENDED AUTHORIZATION RE: 2020 STIPEND ACCOUNT FUNDS PROVIDED TO THE NEW ROCHELLE FUND FOR EDUCATIONAL EXCELLENCE FROM COUNCIL MEMBERS FRIED, HYDEN, KAYE, AND TARANTINO - Resolution authorizing the New Rochelle Fund for Education Excellence to utilize the unspent \$20,000 from the 2020 stipend accounts of former Council Members Liz Fried and Ivar Hyden, and current Council Members Sara R. Kaye and Albert A. Tarantino, Jr., to install a new LED sign along North Avenue at New Rochelle High School, replacing the originally authorized use for VRNR. (Original Resolution 2020-165).

Background:

On December 8, 2020, the New Rochelle City Council adopted Resolution No. 2020-165, authorizing the City Manager to transfer \$5,000 from each of City Council Member Fried, Hyden, Kaye and Tarantino's stipend accounts to the New Rochelle Fund for Educational Excellence to be used exclusively for the VRNR Program.

Issue:

The City Manager's Office recently received the attached letter dated March 20, 2026 from the Executive Director of the New Rochelle Fund for Educational Excellence, Anne Todd. Ms. Todd's letter advises the City that the funding was never spent because the VRNR program was never completely launched and is no longer active. Due to the restricted nature of this funding, the Fund for Education Excellence is requesting approval from City Council to amend the use of the unspent funding to support the installation of a new LED sign along North Avenue at New Rochelle High School. This sign would serve as a shared communications hub for both the City and the School District—highlighting student achievements, promoting community events, and providing timely public information. A rendering of the proposal sign is attached.

Recommendation:

Staff recommends that the City Council adopt a resolution authorizing the New Rochelle Fund for Education Excellence to use the unspent \$20,000 from the 2020 stipend accounts of former Council Members Liz Fried and Ivar Hyden, and current Council Members Sara Kaye and Albert Tarantino, to install a new LED sign along North Avenue at New Rochelle High School, replacing the originally authorized use for VRNR.

Attachments:

- 1. Request Letter from New Rochelle Fund for Education Excellence & Digital Billboard
- 2. Resolution 2020-165: 2020 New Rochelle Fund for Excellence Council Stipend

RESOLUTION NUMBER: 2026-59
MEETING DATE: May 19, 2026

Item # 5.

LEGISLATION

RESOLUTION AUTHORIZING THE REPROGRAMMING OF
CERTAIN FUNDS PREVIOUSLY ALLOCATED TO THE
VRNR PROGRAM

WHEREAS, on December 8, 2020, the New Rochelle City Council adopted Resolution No. 2020-165, authorizing the City Manager to transfer \$5,000 from each of City Council Members Fried, Hyden, Kaye and Tarantino's stipend accounts to the New Rochelle Fund for Educational Excellence (the "Fund") to be used exclusively for the Virtual Reality New Rochelle ("VRNR") Program; and

WHEREAS, the Fund has advised the City that the allocated funds were not spent because the VRNR program was never fully launched and is no longer active; and

WHEREAS, by letter dated March 20, 2026, the Fund requested approval to amend the use of the unspent funding to support the installation of a new LED sign along North Avenue at New Rochelle High School; and

WHEREAS, the sign would serve as a shared communications hub for both the City and the School District, highlighting student achievements, promoting community events, and providing timely public information.

NOW, THEREFORE, BE IT RESOLVED, that the City Council hereby authorizes the reprogramming of the previously allocated \$20,000 funds from the VRNR Program to the installation of a new LED sign along North Avenue at New Rochelle High School; and

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized to take such actions as are necessary to effectuate the purpose of this Resolution.



nr fund
New Rochelle Fund for
Educational Excellence

265 Clove Road, New Rochelle, NY 10801
T: (914) 576-4657 F: (914) 576-8062
info@nredfund.org | www.nredfund.org
EIN 13-3944017

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Anne Todd
Executive Director

March 20, 2026

Wilfredo Melendez, City Manager
City of New Rochelle
515 North Avenue, New Rochelle, NY 10801

Dear Mr. Melendez,

On behalf of the New Rochelle Fund for Educational Excellence, I am writing regarding the \$20,000 in Council stipend allocations provided in 2020 by current and former members of the City Council. These funds were originally designated for the Virtual Reality New Rochelle (VRNR) program.

Unfortunately, the VRNR program was never completely launched in the and is no longer active. As such, the NR Fund has been unable to fulfill the original intent of the restricted gift.

We respectfully request approval from the City Council to reallocate these funds to support the installation of a new LED sign along North Avenue at New Rochelle High School. This sign would serve as a shared communications hub for both the City and the School District—highlighting student achievements, promoting community events, and providing timely public information.

We are pleased to share that we have already secured a \$25,000 local sponsorship toward this project. Additionally, we are in discussions with Sammarco Stone & Supply, Inc. and they seem very interested in donating the necessary brick and stone materials. With this strong community support, the reallocation of the Council’s original funding would help advance a project that is both highly visible and broadly beneficial.

A rendering of the proposed sign is attached for your reference.

We appreciate your consideration of this request and are happy to provide any additional information or materials to assist in the review process. Thank you for your continued support of our work and for helping us ensure these funds have a meaningful and lasting impact.

Sincerely,
Anne Todd, Executive Director
New Rochelle Fund for Educational Excellence



nrfund
New Rochelle Fund for
Educational Excellence



Support the New Rochelle High School LED Sign

**BUILDING A LEGACY OF
COMMUNICATION & PRIDE**



Why This Sign Matters

The new LED Sign will serve as an eye-catching communications hub celebrating student achievements, announcing events, and strengthening the bond between New Rochelle High School and the City.

Designed with timeless architectural details, it honors 100 years at the Clove Road location while contributing to New Rochelle’s beautiful landmark signage.

BENEFITS

Celebrating Students

The new LED Sign will showcase student achievements in academics, arts, and athletics building pride throughout our district.

Strengthening Community

From athletic events to theatre productions and art shows, the sign will keep our community connected and informed.

Keeping Everyone Informed

Whether it’s an early dismissal or a school closure, the sign will share timely updates.

Enhancing the Campus

With brick detailing and fleur-de-lis accents, the new LED Sign will complement our beautiful campus and city park.

Investing in Our Future

More than a sign, it’s a lasting symbol of connection and communication for generations to come.

Award-Winning Architects

Designed by CSArch who bring high-quality engineering and design to educational and community spaces across New York.



SUPPORT THE LED SIGN: Become a Sponsor Today!

Located on North Avenue along the path across the Twin Lakes, reaching more than 3,400 students and thousands of daily passersby

SPONSORSHIP RECOGNITION TIERS



\$25,000

GOLD SPONSOR

- Your name or logo on a commemorative plaque on sign base
- Recognition in school newsletter and social media
- Featured signage at unveiling



\$10,000

SILVER SPONSOR

- Recognition in school newsletter and social media
- Featured signage at unveiling



nrfund

New Rochelle Fund for Educational Excellence

JOIN US IN BRINGING THIS VISION TO LIFE!

Help us make history as we celebrate 100 years on Clove Road. Your contribution will be a lasting legacy of community pride.



Scan the QR code at left to make a tax-deductible donation today, EIN 13-3944017. If you have questions or would like to discuss alternative ways to give, please reach out to New Rochelle Fund for Educational Excellence at info@nredfund.org or (914) 576-4657.

*Architectural renderings are preliminary, not to exact scale

IN PARTNERSHIP WITH THE CITY SCHOOL DISTRICT OF NEW ROCHELLE

City of New Rochelle
Finance Department

MEMORANDUM

TO: Honorable Mayor and City Council
THRU: Wilfredo Melendez, City Manager
FROM: Mark Zulli, Finance Commissioner
DATE: December 8, 2020
SUBJECT: PROPOSED AUTHORIZATION RE: CITY MANAGER TO TRANSFER CITY COUNCIL MEMBERS FRIED, HYDEN, KAYE, AND TARANTINO STIPEND ACCOUNT FUNDS TO THE NEW ROCHELLE FUND FOR EDUCATIONAL EXCELLENCE - Resolution authorizing the City Manager to transfer \$5,000 from each of City Council Member Fried, Hyden, Kay and Tarantino's stipend accounts to the New Rochelle Fund for Educational Excellence. (Revised)

City Council Member's Fried, Hyden, Kaye, and Tarantino have each expressed their commitment to support the programs of the New Rochelle Fund for Educational Excellence. The New Rochelle Fund for Educational Excellence is a non-profit 501(c) (3) corporation established in 1998 who's mission is to supports the New Rochelle school system and its extraordinary, diverse student body through advancing equity, excellence and inspiring all public school students. The New Rochelle Fund for Educational Excellence partners with the City School District of New Rochelle and engages the broader New Rochelle community to develop, fund and implement high-quality educational and enrichment programming that enhances the school experience and helps students thrive and succeed along their educational journey.

It is recommended that the City Council adopt an ordinance authorizing the City Manager to transfer funds in an amount of \$5,000 each from Council Member's Fried, Hyden, Kaye, and Tarantino stipend accounts, for a total transfer of \$20,000, to the New Rochelle Fund for Educational Excellence.

LEGISLATION

RESOLUTION AUTHORIZING THE CITY MANAGER TO TRANSFER \$5,000 FROM EACH OF CITY COUNCIL MEMBER FRIED, HYDEN, KAY AND TARANTINO'S STIPEND ACCOUNTS TO THE NEW ROCHELLE FUND FOR EDUCATIONAL EXCELLENCE TO BE USED EXCLUSIVELY FOR THE VRNR PROGRAM. (Revised)

City of New Rochelle
Development

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Adam Salgado, Development Commissioner
Subject: PROPOSED ADOPTION OF THE CITY OF NEW ROCHELLE LOCAL SAFETY ACTION PLAN (LSAP) – Resolution adopting the City of New Rochelle Local Safety Action Plan (LSAP) as the City’s comprehensive roadway safety action plan for all modes: vehicles, pedestrians, cyclists, and transit users.

Background:

The Department of Development, in collaboration with the Department of Public Works, and with technical assistance from Stantec Consulting Services, Inc. has completed the City’s Local Safety Action Plan (LSAP), fulfilling the City Council’s commitment under Resolution 2026-9 (January 2026) to initiate a Local Safety Action Process and establish a Local Road Safety Action Committee, with the ultimate goal of eliminating traffic fatalities and serious injuries by 2040. A presentation overview of the LSAP is provided under separate item before the Council. The completion of this plan in alignment with U.S. Department of Transportation (USDOT) requirements ensures that the City is eligible to apply for funding to support roadway safety projects, including the current round of Safe Streets for All (SS4A) Implementation Grants.

The LSAP is grounded in five years of crash data (2020–2024) from the New York State Department of Transportation Crash Location and Engineering Analysis Repository (CLEAR), a standardized data library compiled from accident reports. This analysis identified that 92% of fatal and serious injury crashes are concentrated in a 26-mile High Injury Network (HIN) representing 15% of the City’s roadways. This data analysis was combined with a risk model and public input to develop a Prioritized Investment Network (PIN). The plan outlines strategies to address safety issues such as those seen within the HIN, and also sets out a framework for future engagement, reporting, and updates, including the development of a public dashboard to track progress. The document is designed to be a living resource, to be refreshed every five years with updated data, and its progress framework provides a path toward tracking outcomes consistent with USDOT’s Progress and Transparency component requirements.

The LSAP's findings will shape the scope of the City's existing FY 2025 SS4A Planning and Demonstration award for the Vanguard Tactical Urbanism Demonstration Project, which funds quick-build safety interventions at six intersections in the Vanguard District, including Federal Highway Administration (FHWA) Proven Safety Countermeasures such as curb extensions and high-visibility crosswalks.

The LSAP also enables the City to apply for the FY 2026 SS4A Implementation Grant round, which is outlined in a separate memo before Council and which will invest in safety improvements on a large portion of the defined Priority Investment Network (PIN).

Issue:

To complete the USDOT SS4A requirements for this LSAP, it must be formally adopted by City Council. The SS4A program requires, as a threshold condition of Implementation Grant eligibility, that an applicant possess a locally adopted LSAP that has been formally approved by the necessary authorities, clearly displays its date of adoption, and is publicly available online. The timely adoption of the LSAP is required prior to the SS4A Implementation Grant application deadline of May 26, 2026.

The LSAP will also inform the basis of the City's ongoing traffic safety initiatives to meet the goal of eliminating roadway fatalities and series injuries by 2040.

Recommendation:

Staff recommends that City Council adopt the Local Safety Action Plan, as the City's comprehensive roadway safety action plan, effective upon the date of adoption of the accompanying resolution.

Attachments:

1. 2026NR_LSAP_FinalDraft

LEGISLATION

RESOLUTION ADOPTING THE CITY OF NEW
ROCHELLE LOCAL SAFETY ACTION PLAN (LSAP) AS
THE CITY’S COMPREHENSIVE ROADWAY SAFETY
ACTION PLAN FOR ALL MODES: VEHICLES,
PEDESTRIANS, CYCLISTS, AND TRANSIT USERS.

WHEREAS, the City Council, by Resolution No. 2026-9, adopted in January 2026, committed to initiating a Local Safety Action Process and establishing a Local Road Safety Action Committee, with the goal of eliminating traffic fatalities and serious injuries by 2040; and

WHEREAS, the Department of Development, in collaboration with the Department of Public Works, and with technical assistance from Stantec Consulting Services, Inc. has completed the City’s Local Safety Action Plan ("LSAP"); and

WHEREAS, the adoption of the LSAP is required to satisfy eligibility criteria for the U.S. Department of Transportation ("USDOT") Safe Streets for All (SS4A) Implementation Grant program, including the application deadline of May 26, 2026; and

WHEREAS, the LSAP is grounded in five years of crash data (2020–2024) from the New York State Department of Transportation Crash Location and Engineering Analysis Repository (CLEAR), which identifies that 92% of fatal and serious injury crashes are concentrated in a 26-mile High Injury Network (HIN) representing 15% of the City’s roadways; and

WHEREAS, the LSAP establishes a Prioritized Investment Network (PIN) and outlines strategies, implementation measures, and a framework for public engagement, reporting, and periodic updates consistent with the USDOT requirements; and

WHEREAS, the LSAP will guide the City’s ongoing and future roadway safety initiatives, including projects funded through existing and prospective SS4A grants;

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of New Rochelle hereby adopts the Local Safety Action Plan as the City’s comprehensive roadway safety action plan; and

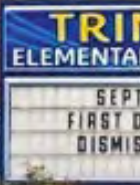
BE IT FURTHER RESOLVED, that such adoption shall be effective immediately upon the adoption of this Resolution; and

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized to take all actions necessary to implement the LSAP and to ensure compliance with applicable U.S. Department

of Transportation requirements.



DRAFT



LOCAL SAFETY ACTION PLAN

Dedication

The 2026 **New Rochelle Local Safety Action Plan** team respectfully acknowledges **all individuals who have lost their lives or were seriously injured due to traffic crashes** on our City's streets.

Acknowledgment

The development of the 2026 New Rochelle Local Safety Action Plan was guided by the following individuals:

New Rochelle Local Safety Action Committee

Public Representatives:

KristyLee Devoe
Thebia Hiwot
Angela Thompson
Steve Cadenhead

Council Members:

David Peters, Council Member (District 3)
Shane Osinloye, Council Member (District 4)
Sara Kaye, Council Member (District 5)

City of New Rochelle Staff

City Manager's Office:

Wilfredo Melendez, City Manager
Todd Castaldo, Deputy City Manager

Development Department:

Adam Salgado, Commissioner of Development
Seth Kaye, Deputy Commissioner of Development
Kevin Kain, Director of Planning and Sustainability
Sarah Spicer, Senior Resiliency Development Manager

Department of Public Works:

Alvaro Alfonzo-Larrain, Commissioner of Public Works
Pat Sbano, City Traffic Engineer
Danny Cuya, Assistant City Traffic Engineer

Police Department:

Captain Raul Rodriguez, Community Engagement Division
Sergeant Joseph Salerno, Harbor Patrol

New Rochelle Mayor and City Council

Yadira Ramos-Herbert, Mayor
Martha Lopez-Hanratty, Council Member (District 1)
Albert Tarantino, Council Member (District 2)
David Peters, Council Member (District 3)
Shane Osinloye, Council Member (District 4)
Sara Kaye, Council Member (District 5)
Matt Stern, Council Member (District 6)

Consultant Team

This report was prepared by **Stantec Consulting Services**, including Jesse Mintz-Roth, Kate Fillin-Yeh, Astrid Mayak, Lance Punay, Marcelo Remond-Miyoshi, Mrunmayee Pawar, Sarah Rieble, and Wei Xiao. Graphic design and layout by Aaron Clark and Zahra Hall.



Letter from the Mayor & City Manager

Dear New Rochelle Residents,

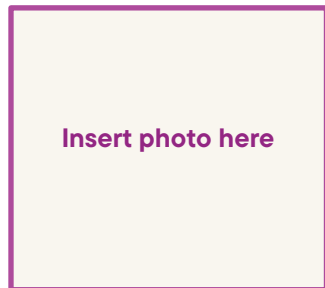
We are pleased to share the 2026 **New Rochelle Local Safety Action Plan**: a bold, comprehensive, and community-driven roadmap aimed at eliminating traffic-related fatalities and serious injuries on City Streets by 2040.

New Rochelle is a vibrant city where people live, work, and travel through their neighborhoods every day. Any loss of life on our streets is unacceptable, and the City of New Rochelle is fully committed to creating safer streets for all our residents.

As our City continues to grow, fostering a safe and connected community remains a shared priority. New Rochelle created this Local Safety Action Plan to prioritize street safety improvements and bring greater attention to safety on our streets.

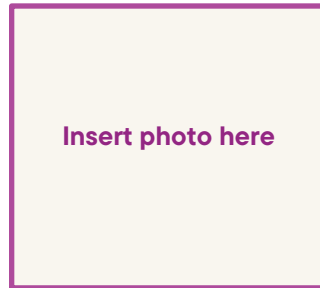
Informed by data analysis and shaped through community engagement, this Local Safety Action Plan focuses on designing safer streets and intersections, enhancing pedestrian infrastructure, and promoting safety for all road users. Given limited resources, this plan provides a framework for directing investments toward the most effective and impactful street safety improvements.

We extend our sincere gratitude to the City’s employees, residents, and partners whose continued dedication and collaboration are essential to realizing this shared vision. Together, we are working towards a safer future, a future where there is no loss of life or serious injuries on New Rochelle’s roads.



Yadira Ramos-Herbert

Mayor



Wilfredo Melendez

City Manager



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Glossary of Terms

ADA (Americans with Disabilities Act)

Federal law requiring accessible public facilities and travel routes, including curb ramps, signals, and a minimum sidewalk width for access.

Advance Stop Bar (10-foot advance stop bar)

A thick stop line marking placed farther back from a crosswalk to improve visibility and reduce vehicle encroachment into pedestrian space.

Automated Enforcement

Camera-based enforcement tools used to discourage unsafe driving behaviors such as speeding above the posted speed limit or running red lights.

CLEAR (Crash Location and Engineering Analysis Repository)

New York State Department of Transportation crash data system where data used in this plan to analyze crashes and trends was retrieved from.

Community-Based Network (CBN)

A mapped network of locations identified through public engagement as areas of safety concern; used as an input to prioritization.

Complete Streets

A planning and design approach to street design that considers the needs of all road users, including people walking, biking, and using transit. New Rochelle adopted a Complete Streets Policy in 2012.

Dashboard (Public-Facing Dashboard)

A public, visual tool that displays key safety trends and locations, emphasizing fatal and serious injury crashes over time and on a map.

FHWA (Federal Highway Administration)

Federal agency, part of the United States

Department of Transportation (USDOT), involved in standards and guidance related to roadway safety, including crash severity definitions referenced in this plan.

High Injury Network (HIN)

A network of roadway segments where fatal and serious injury crashes are most concentrated. In this plan, 92% of KSI crashes occurred on 15% of roads (26 miles).

Injury Crash

A crash that results in any injury (including possible, minor, serious, or fatal).

KSI (Killed or Seriously Injured) Crash

A term used throughout the plan to refer to fatal and serious injury crashes.

K, A, B, C, O (Crash Severity Codes)

Standard crash severity categories used in New York State reporting: K (fatal), A (serious), B (minor), C (possible), O (property damage only).

KPIs (Key Performance Indicators)

Metrics used to monitor progress over time, including fatalities, serious injuries, and project outcomes.

Leading Pedestrian Interval (LPI)

A signal timing strategy that gives pedestrians a short head start before vehicles receive a green light, improving visibility and reducing turning conflicts.

Local Road Safety Action Committee (LRSAC)

A City convened committee established to support plan development and intended to continue supporting coordination and implementation after adoption.

LSAP (Local Safety Action Plan)

This report; New Rochelle's SS4A-aligned plan to reduce and eliminate traffic fatalities and serious injuries.

MMUCC (Model Minimum Uniform Crash Criteria)

A national standard referenced for defining serious injuries; the plan notes the FHWA MMUCC serious injury definition.

MPT (Maintenance and Protection of Traffic)

Work zone guidance framework referenced as a best practice for maintaining safe and accessible walking and bicycling routes during construction.

MUTCD (Manual on Uniform Traffic Control Devices)

National guidance for traffic control devices and related practices; the plan references MUTCD guidance in the speed management recommendation.

OOH (Out-of-Home) Messaging

Public-space messaging channels such as kiosks, signage, or billboards used to communicate safety information.

PIN (Prioritized Investment Network)

A 24.5-mile set of street locations where the City should focus safety investments based on crash history, proactive focus areas, and community input.

Proactive Network

A mapped network produced through systemic analysis to identify locations overrepresented in the injury crash data, including locations where future injury crashes may be expected.

Quick-Build

Low-cost, rapidly implementable safety improvements using inexpensive materials such as paint and flexible delineators; referenced as a scalable approach. New Rochelle's Vanguard Demonstration Project will use this approach.

RRFB (Rectangular Rapid Flashing Beacon)

A pedestrian crossing device using flashing beacons to increase driver awareness at crossings; referenced in design standards recommendations.

Safe System Approach

Five pillar USDOT-approved safety framework that treats roadway safety as shared responsibility and uses multiple layers of protection to reduce crash likelihood and severity.

SS4A (Safe Streets and Roads for All)

USDOT grant program that funds safety action plans and implementation projects; this LSAP is designed to be compliant with SS4A requirements.

Street Safety Coordinator

A designated City role recommended to coordinate LSAP implementation and support tracking and updates.

Vanguard Tactical Urbanism Demonstration Project

An SS4A-funded initiative, awarded in 2025, referenced as near-term implementation to pilot quick-build safety interventions and inform scalable citywide improvements.

Vision Zero

A long-term roadway safety goal framework referenced in the plan, focused on eliminating traffic fatalities and serious injuries.

Executive Summary

New Rochelle’s Local Safety Action Plan (LSAP) is a data-driven roadmap for reducing and ultimately eliminating traffic fatalities and serious injuries on our City roadways by 2040, consistent with the City’s formal commitment adopted by City Council in January 2026. The plan is designed to be compliant with the U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) program and uses the USDOT-approved Safe System Approach to organize safety actions across planning, design, operations, policy, and implementation.

The LSAP is built to support decision-making and implementation at two levels. First, it identifies where safety investments should be prioritized using crash data, systemic risk indicators, and mapped community concerns. Second, it outlines policies, programs, and operational practices the City can use to deliver safety improvements at priority locations and across the roadway system. The plan also provides a framework for tracking progress over time through performance measures, public reporting, and periodic updates.

Safety Need and Key Findings

The Safety Analysis uses the most recent five full calendar years of available crash data (2020–2024) from the New York State Department of Transportation Crash Location and Engineering Analysis Repository (CLEAR). During this five-year period, New Rochelle recorded **1,489 injury crashes** on City streets. Of these, **144 (10%) were fatal or serious injury (KSI) crashes**, including **136 serious injury crashes** and **8 fatal crashes**, resulting in **9 fatalities**. The analysis found that both injury crashes and KSI crashes increased over the study period, and the plan is intended to raise awareness of this trend to support strategic investment that reverses it over time.

Crash impacts are not evenly distributed across the City. Fatal and serious injury crashes occurred in all six Council Districts, with Districts 1, 2, and 3 above the City average in total KSI crashes during the study period, and District 3 accounting for roughly 30% of KSI crashes citywide. The analysis (shown in **Chapter 2**) also found that KSI crashes are highly concentrated on a limited portion of the roadway network. The **High Injury Network (HIN)** shows that **92% of fatal and serious injury crashes occurred on 15% of New Rochelle roads (a 26-mile network)**.

The plan uses standard severity definitions and emphasizes reducing KSI crashes (killed or seriously injured) as the primary focus for prioritization and evaluation.

How the Plan Was Developed

The LSAP integrates three primary inputs required by the SS4A framework: crash trends analysis (HIN), systemic and proactive analysis (Proactive Network), and community feedback mapped into a Community-Based Network (CBN). These layers are combined into a unified **Prioritized Investment Network (PIN)**, a subset of the HIN, to guide implementation.

Public engagement was designed to be broad, accessible, and location-specific. The City launched a project website hub, hosted an interactive safety map and an online survey, conducted stakeholder interviews, and held an in-person public workshop to validate findings and gather feedback on priorities (shown in **Chapter 3**). Engagement results were spatially mapped and integrated with crash and systemic risk analysis so community experience directly informed prioritization and strategy development.

The plan's leadership and oversight structure (shown in **Chapter 1**) is supported by the **Local Road Safety Action Committee (LRSAC)**, established through the **City's 2026 resolution** and intended to provide ongoing coordination across departments and partners during the implementation that follows this plan's development.

Prioritization Framework: The Prioritized Investment Network (PIN)

The PIN is the plan's primary tool for focusing investments. It is a **24.5-mile set of street locations** where New Rochelle should **prioritize safety projects to reduce fatal and serious injury crashes efficiently**. The PIN is derived from the Safety Analysis and layers the High Injury Network, Proactive Network, and Community-Based Network to identify locations where crash history, systemic risk conditions, and community-identified concerns overlap.

This plan describes the PIN as a living framework that should be updated **approximately every five years** to reflect changes in travel patterns, land use, development activity, and local priorities. **Chapter 5** organizes PIN implementation into program areas including: systemic traffic calming, intersection safety and signal modernization, corridor safety improvements, demonstration and quick-build projects, and Safe Routes to School enhancements.

Recommended Actions: Policies, Programs, and Practices

The LSAP presents a set of **21 policy, program, and practice recommendations** organized across five program areas: **Leadership and Coordination, Enforcement, Roadway Design, Education and Community Engagement**, and **Data and Transparency**. These recommendations are intended to translate the City's long-term safety commitment into implementable actions that can be delivered through routine programs, targeted initiatives, and coordinated operations across departments.

Key implementation themes include:

- **Leadership and coordination.** The plan calls for a designated Street Safety Coordinator to coordinate implementation, support updates, steward the LRSAC, and track progress toward reducing fatal and serious injuries. It also recommends shifting from a complaint-driven approach toward a more data-informed prioritization process.
- **Speed and intersection safety tools.** The recommendations include development of a citywide speed management plan guided by MUTCD contextual factors, along with automated enforcement

tools such as speed cameras in school zones and restarting or expanding the red-light camera program.

- **Scalable roadway design delivery.** The plan emphasizes embedding safety into routine delivery mechanisms such as paving, standard design details, signal timing and hardware upgrades, quick-build implementation, and proactive network treatments such as striping, crosswalk visibility upgrades, and advance stop bars. It also recommends a Sidewalk and Bikeway Master Plan to support network-level investment and funding strategy development.
- **Education and communication.** The plan recommends pursuing Safe Routes to School participation, expanding safety-focused education programs across travel modes, using City assets for safety messaging, and targeted education for two-wheel users, including motorcycles and e-bikes/scooters.
- **Data, transparency, and iteration.** The plan recommends publishing progress toward zero by 2040 in the forms of annual crash statistics and analysis, enhanced data collection and analysis capacity, before-and-after project evaluations, and recurring Action Plan updates including HIN and PIN refreshes on an approximate five-year cycle.

Progress and Transparency: Measuring Success Over Time

The LSAP includes a structured approach toward Zero traffic fatalities and serious injuries by 2040 in **monitoring outcomes, supporting accountability, and maintaining transparency**. The plan identifies performance measures intended to link implementation actions to measurable outcomes and practical indicators of delivery. It also calls for using a public-facing dashboard that emphasizes high-level trends in fatal and serious injury crashes over time and their geographic distribution, helping residents understand where severe safety issues are concentrated and how data informs prioritization and investment decisions.

To support ongoing progress tracking, the plan identifies reporting structures such as **annual crash data overviews, periodic progress reporting, Action Plan updates**, and the ability for City staff to refresh dashboard data annually as new validated crash data becomes available through the NYSDOT CLEAR repository.

The **Local Safety Action Plan** provides New Rochelle with a unified, data-driven framework for advancing roadway safety. It defines where safety investments should be focused through the PIN, identifies implementable strategies across departments, and establishes a practical approach for tracking progress and communicating results over time.

1 Introduction and Plan Framework

Creating safer streets requires a clear goal, a shared understanding of how decisions will be made, and an implementation framework that can be carried forward over time. This chapter introduces the Local Safety Action Plan and explains how it fits within New Rochelle’s commitment to eliminate traffic fatalities and serious injuries by 2040. It establishes the purpose of the plan, the planning structure supporting it, and the Safe System Approach that guides how strategies are selected and advanced.

This chapter describes what is included in the plan, outlines the action plan goals, and explains the leadership and oversight structure, including the **Local Road Safety Action Committee**. It also summarizes how the plan builds on past City efforts and aligns with existing plans and initiatives, and provides a timeline of safety-related actions and investments and a brief overview of traffic safety in the news.



New Rochelle City View (Source: Gina LeVay)

This Chapter Covers:

- About the Local Safety Action Plan
- Leadership and Planning Framework
- Building on Past Efforts
- New Rochelle in the News

1.1 About the Local Safety Action Plan

Every year, almost 300 people are injured in traffic crashes on New Rochelle roads. Nearly 30 of New Rochelle's injury crashes each year result in fatal or serious injuries.



Pedestrian Crossing along North Avenue

In total, in the five-year study period between 2020 and 2024, 1,489 crashes on New Rochelle's roads resulted in injuries. Nine people died, and 136 were seriously injured. Even one death on New Rochelle roadways is too many.

New Rochelle's Local Safety Action Plan (LSAP) is the City's Safe Streets and Roads for All (SS4A) compliant roadmap to addressing and eliminating these crashes. On January 20, 2026, New Rochelle City Council passed Resolution 2026-9, in which the City formally committed to a goal of eliminating traffic-related deaths and serious injuries on City roadways by the year 2040. The Safe System Approach establishes a framework for achieving zero fatalities and serious injuries through measurable, data-driven strategies and ongoing performance tracking. In keeping with the resolution, this Action Plan is a data-driven plan that outlines how the City can improve street safety, eliminate fatal and severe injury vehicle crashes, and make New Rochelle a safer place to live, work, and play. The City is already advancing implementation through its FY25 SS4A-funded Vanguard Tactical Urbanism Demonstration Project, which will pilot quick-build safety interventions and inform scalable, citywide improvements within the Prioritized Investment Network.



Anderson Plaza, Vanguard District

The LSAP prioritizes safety for all roadway users, including pedestrians, bicyclists, transit riders, micromobility users, motorists, freight operators, and emergency responders. The City recognizes that different roadway users face differing levels of risk and vulnerability, and therefore applies a Safe System Approach to ensure that redundant safety improvements to roadway design, roadway operations, and updated street safety policies reduce the likelihood and severity of crashes for all roadway users.



Pelham Road and Church Street Traffic Signals (Source: New Rochelle DPW)

1.1.1 What's In the Plan



Safety Analysis

A comprehensive Safety Analysis, including identification of a High Injury Network (HIN) based on injury crash data, a systemic risk analysis that identifies proactive locations for safety investment, and development of a Prioritized Investment Network, a prioritized list of projects and strategies that the City will advance to reduce traffic fatalities and serious injuries.



Engagement and Collaboration

A description of the plan's engagement activities, including work with City leadership on goal setting and commitment, formation of a Local Road Safety Action Committee, and engagement with the public, government partners, and community groups through in-person activities, conversations, and online tools to better understand community needs.



Policy and Process Changes

A policy assessment and review of the City's existing policies, strategies, and practices, identifying policy and process changes that can improve safety, efficiency, and mobility on New Rochelle's roadways.



Recommendations and Project Selection

A set of priority projects and strategic recommendations to guide New Rochelle's efforts to reduce and eliminate serious injuries and fatalities on City roadways. These recommendations build upon ongoing implementation efforts, including the City's SS4A-funded Vanguard Tactical Urbanism demonstration initiative.



Progress and Transparency

A framework for maintaining focus on reducing traffic fatalities and serious injuries following plan adoption, including how progress will be measured and communicated publicly over time, and how accountability will be demonstrated.

1.1.2 Action Plan Goals



Goal #1: Eliminate traffic fatalities and serious injuries on New Rochelle's streets.

Establish a clear, Citywide commitment to preventing fatal and serious injury crashes and advancing safer streets for all road users.



Goal #2: Apply a data-driven approach to prioritizing safety investments.

Use crash data, proactive risk analysis, and community input to guide where and how safety resources are focused.



Goal #3: Identify and advance impactful, implementable safety projects and strategies of all scales.

Develop a range of short-term and long-term projects and strategies that can be realistically delivered and scaled across the City.



Goal #4: Position the City of New Rochelle to successfully pursue street safety funding, including SS4A Implementation grants.

Create the technical foundation, project pipeline, and documentation needed to compete for and secure future safety funding.



Pedestrians crossing the street at the intersection of North Ave and Anderson St

1.2 Leadership and Planning Framework

1.2.1 Leadership Commitment

On January 20, 2026, the New Rochelle City Council adopted [Resolution 2026-9](#), formally declaring the City’s commitment to eliminating traffic-related deaths and serious injuries and setting a goal of achieving this outcome by **2040**.

The resolution recognizes that traffic deaths and serious injuries are preventable and establishes the City’s intent to advance safer streets for all users while initiating the Local Safety Action Plan process in alignment with **USDOT’s SS4A program requirements**, including a defined safety goal and a structured planning process supported by a Local Road Safety Action Committee.

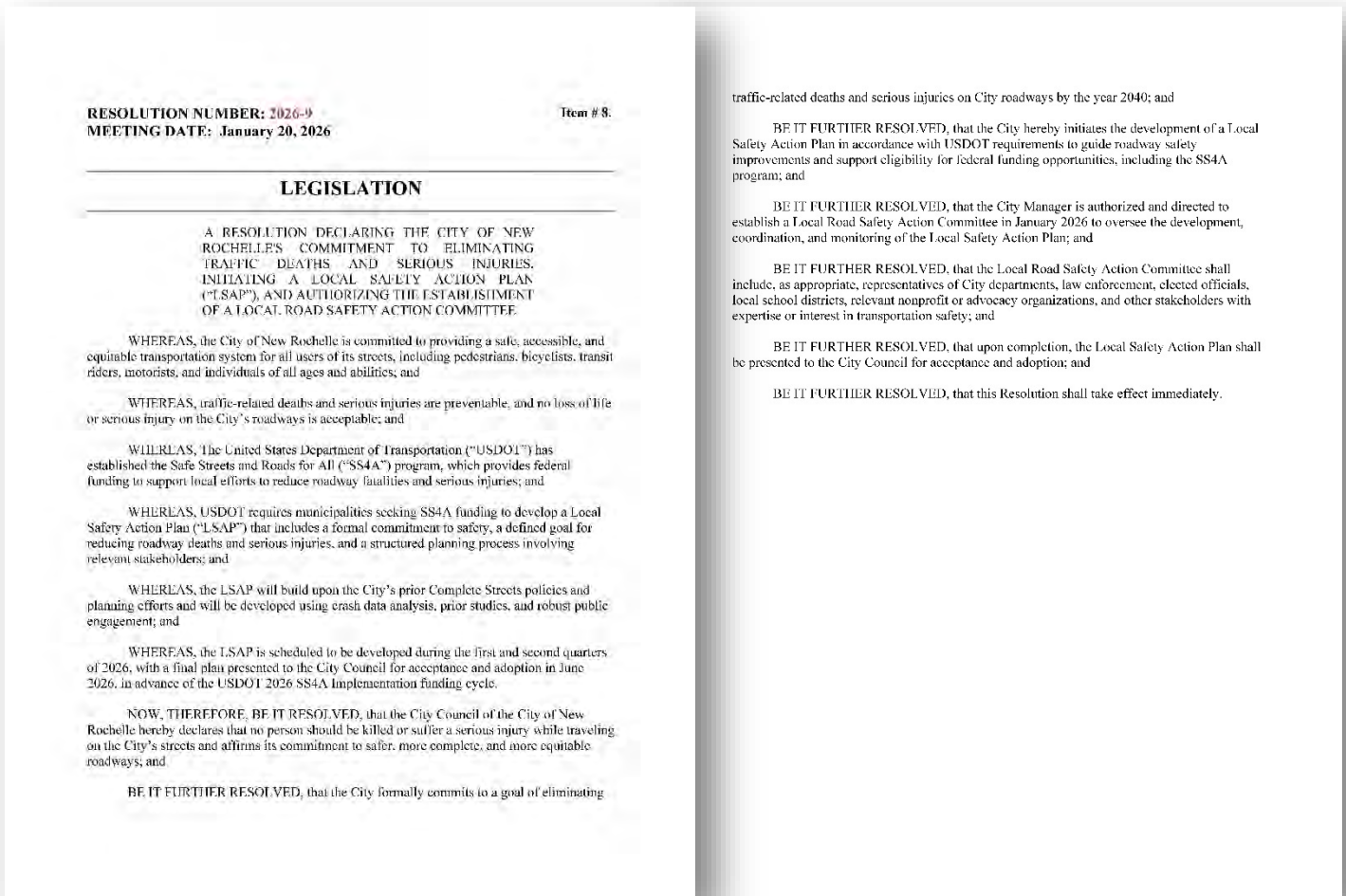


Figure 1.A: New Rochelle Resolution 2026-9

1.2.2 Planning Structure and Oversight

To guide plan development and support implementation, the City established a collaborative planning structure centered on the **Local Road Safety Action Committee (LRSAC)**. The committee was authorized through **Resolution 2026-9**, which directed the City Manager to establish a stakeholder group responsible for overseeing the LSAP’s development, coordination, and monitoring.

The committee brings together City leadership and staff, City Council representation, public safety partners, and community representatives, providing a single forum to review findings, identify implementation considerations, and coordinate actions across departments and disciplines.

Ongoing coordination through the LRSAC will support:

- Oversight of LSAP implementation
- Alignment among capital projects, policy initiatives, and operational programs
- Periodic refinement of safety priorities as conditions, data, and funding opportunities evolve

This structure helps translate the LSAP’s goals into coordinated, day-to-day decision-making and long-term investment strategies as the City advances toward its 2040 safety goal.

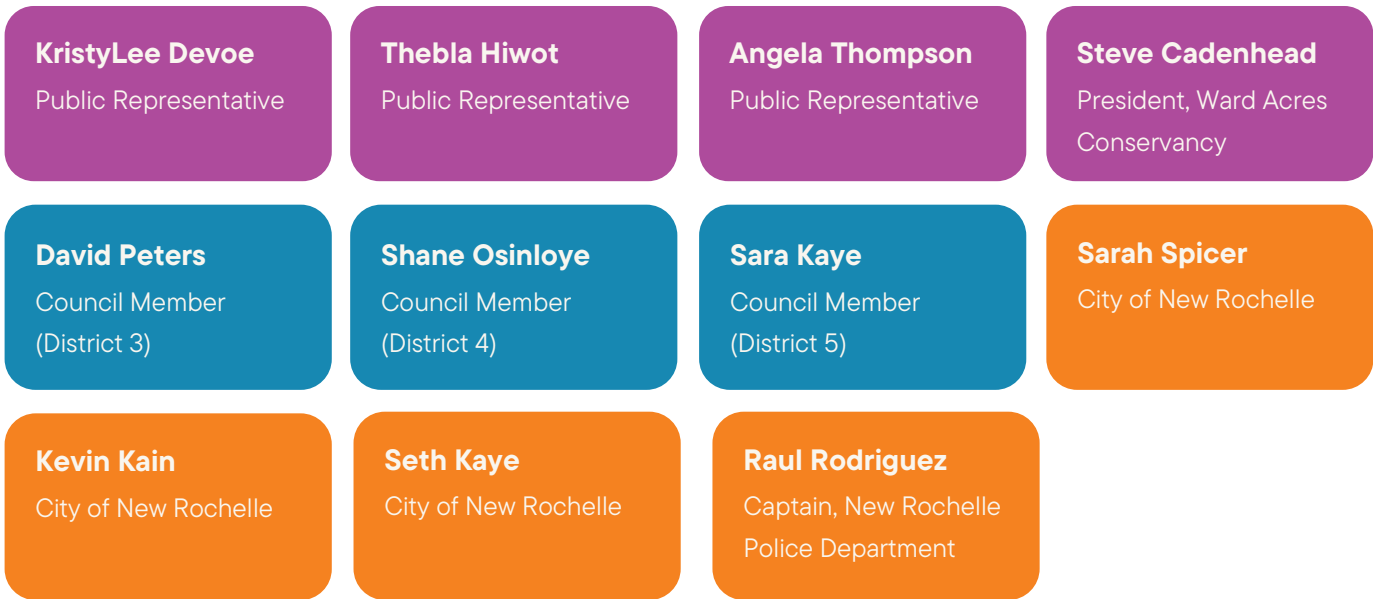
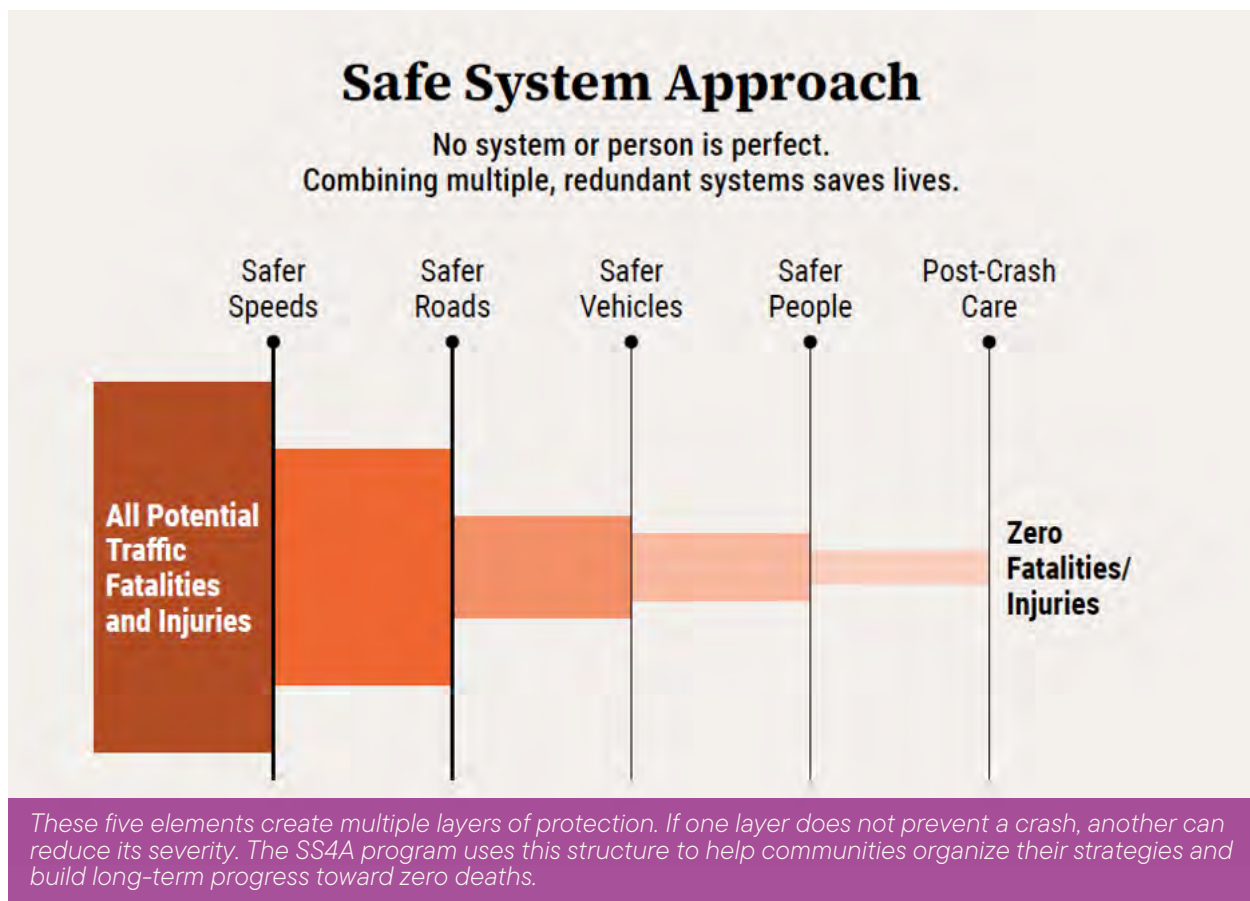


Figure 1.B: Members of Local Road Safety Action Committee (LRSAC)

1.2.3 Using a Safe System Approach

The Local Safety Action Plan applies the **United States Department of Transportation (USDOT)–approved Safe System Approach** to identify, prioritize, and advance safety projects, policies, and programs across New Rochelle’s transportation system. The Safe System Approach, a core component of USDOT’s **National Roadway Safety Strategy**, is grounded in the recognition that even a single traffic fatality is unacceptable and that traffic deaths and serious injuries are preventable.

This approach treats roadway safety as a shared responsibility across planning, design, operations, policy, and implementation, acknowledging that people make mistakes and that no single strategy is sufficient on its own. Consistent with this framework, the LSAP integrates crash data, systemic risk analysis, and community input; coordinates policy, operational, and physical strategies across departments; and applies a consistent decision-making framework from analysis through project selection and implementation.



The strategies and recommendations presented in this plan build directly on the **Safety Analysis (Chapter 2)**, a review of existing **City policies and practices (Chapters 1 and 4)**, and interviews conducted in spring 2026 with **City staff and operational stakeholders (Chapter 3)**, providing a coordinated foundation for **implementation and ongoing evaluation (Chapters 5 and 6)**.

DRAFT VERSION

No system or person is perfect. Combining multiple, redundant systems saves lives.

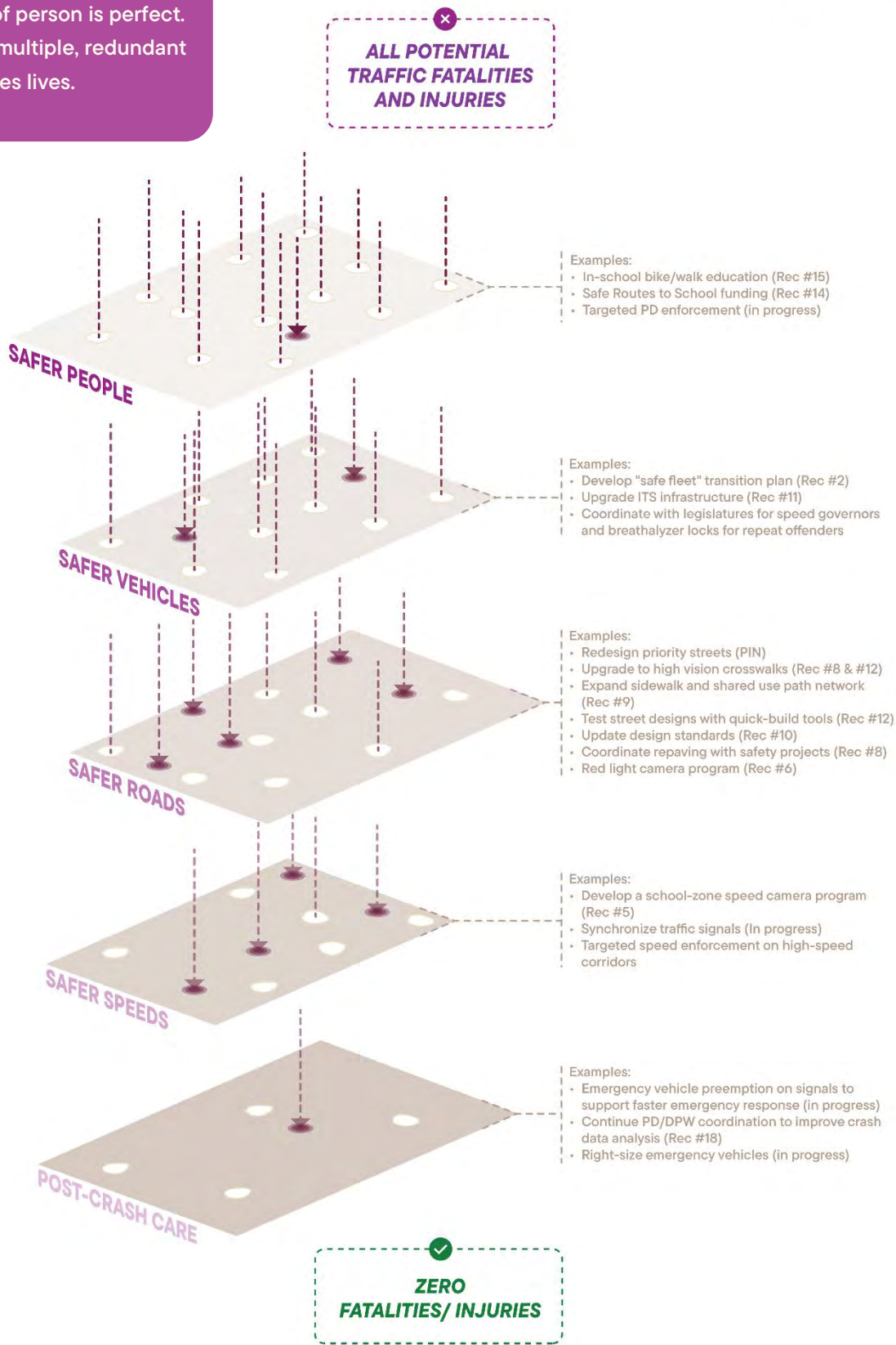


Figure 1.C: Safe System Approach Diagram

DRAFT: 4/21/2026

1.3 Building on Past Efforts

The Local Safety Action Plan builds on more than a decade of planning, policy development, capital investment, and programmatic action undertaken by the City of New Rochelle to improve roadway safety. These efforts have advanced safer, more multimodal streets through corridor studies, Citywide policies, capital projects, pilot programs, and operational improvements, often pursued in coordination with broader goals related to economic development, climate resilience, and public-realm enhancements.



New Rochelle Scooter Program (Source: New Rochelle)

While this body of work has produced substantial progress, it has been implemented through multiple plans and initiatives developed over time. The LSAP provides a unifying framework that brings these efforts together, establishes shared safety priorities, and connects past planning and investment to a clear, data-driven pathway for ongoing implementation focused on reducing traffic fatalities and serious injuries.



New Rochelle Traffic Calming Program Improvements (Source: New Rochelle)

1.3.1 Integration with Existing Plans and Initiatives

The Local Safety Action Plan is grounded in and aligned with the City of New Rochelle's broader planning framework, including transportation, land use, climate resilience, and infrastructure initiatives. These efforts collectively shape how streets are designed, operated, and invested in, and provide the policy foundation, technical analysis, and implementation pipeline that inform the LSAP's Safety Analysis, development of the Prioritized Investment Network (PIN), and recommended strategies.

Rather than replacing prior work, the LSAP consolidates and aligns these existing efforts under a single, Citywide safety framework focused explicitly on reducing traffic fatalities and serious injuries. In doing so, it connects past planning and ongoing implementation to a shared set of priorities and performance-based outcomes.

Key Plans, Policies, and Strategic Frameworks

- **Complete Streets Policy (2012)**
Resolution 42 was approved by the New Rochelle City Council in 2012 to support both Complete Streets and Sustainable Complete Streets.
- **New Rochelle Comprehensive Plan (2016)**
The Comprehensive Plan outlines multiple goals related to traffic safety, including improving safety for pedestrians, bicyclists, and motorists.
- **North Avenue Conceptual Complete Street Plan (2017)**
Identified existing corridor conditions and proposed conceptual operational and multimodal safety improvements.
- **Citywide School Study (2019)**
Evaluated access, circulation, and safety conditions near schools.
- **Residential Speed Hump Program (2021)**
Established a structured program for addressing residential speeding concerns.
- **Standard Details for Construction (2022)**
Updated design standards that shape how roadway and sidewalk improvements are delivered.
- **Downtown Retail Strategy Implementation Plan (2024)**
- **Clean Mobility Plan (2025)**
- **Climate Vulnerability Assessment (2025)**
- **GreenNR Sustainability Plan (2011; 2025 Update)**

Capital Projects, Corridor Improvements, and Demonstration Initiatives

- **Anderson Plaza Conversion Project (2023)**
Converted roadway space into a pedestrian-only plaza, reclaiming the area for public use.
- **Citywide Complete Streets Update (2024–ongoing)**

Includes improvements to connectivity between residential neighborhoods, downtown businesses, the intermodal station, schools, parks, and waterfront areas.

- **Downtown One-Way to Two-Way Street Conversion (2024, designed)**
Converts Main Street and Huguenot Street from one-way traffic patterns to two-way operations.
- **Quaker Ridge Road Complete Street (2024, designed)**
Reconfigures travel lanes, widens sidewalks, and introduces bicycle facilities to improve safety and access along the corridor.
- **The LINC: Memorial Highway Conversion (2024, in design)**
Converts Memorial Highway and the Memorial Highway Overpass into a new park with bicycle and pedestrian infrastructure and amenities, reconnecting the Lincoln Avenue neighborhood with Downtown and other key destinations.
- **Pinebrook Boulevard Corridor Improvements (2024, in design)**
Implements narrower lane widths to better accommodate enhanced pedestrian and bicycle facilities.
- **The Vanguard Initiative (2024)**
Includes an SS4A-funded Tactical Urbanism Demonstration Project to pilot quick-build safety strategies and informs scalable implementation across the City.

Collectively, these efforts reflect a sustained commitment to advancing roadway safety through both corridor-level capital projects and systemwide operational programs. Over the past decade, New Rochelle has delivered more than **\$60 million** in roadway safety-related infrastructure projects and is actively advancing an additional **\$166 million** in priority improvements currently in design or conceptual stages (**see Chapter 4**).



Rendering of proposed LINC improvements (Source: New Rochelle)

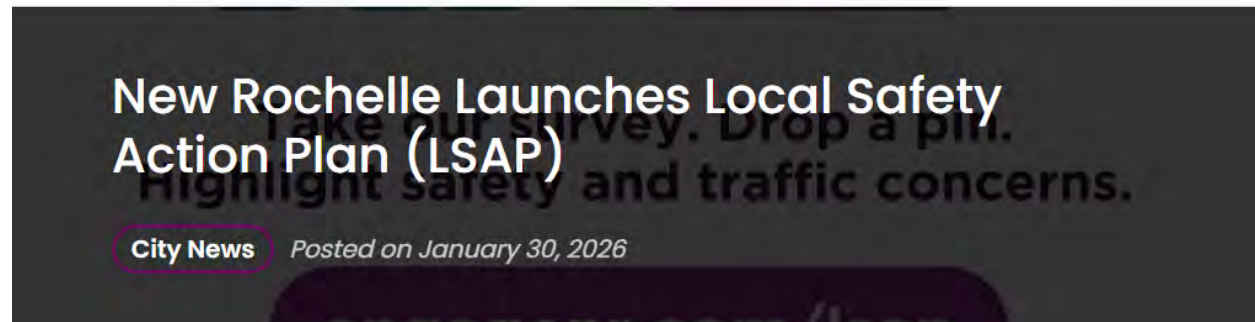
In parallel, the City continues to implement ongoing, Citywide safety enhancements through the Department of Public Works, including signal upgrades, traffic calming measures, pedestrian infrastructure improvements, and lighting upgrades.

This depth of planning, investment, and implementation capacity enabled the City to advance the Local Safety Action Plan on an accelerated timeline and positions New Rochelle to move efficiently from planning to implementation using the LSAP and Prioritized Investment Network.

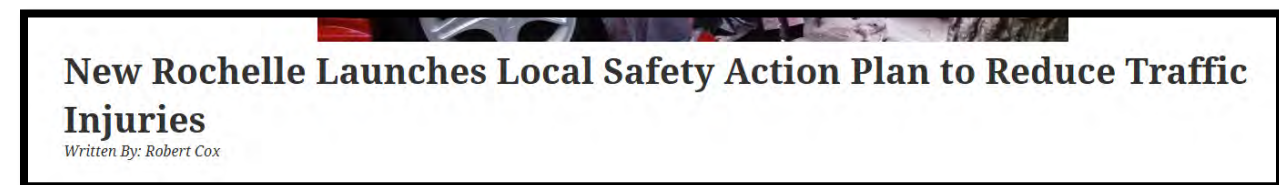
1.4 New Rochelle in the News

Traffic safety is a recurring topic in public media coverage. The examples below connect New Rochelle's safety goals and investments to real, documented crashes and safety-related projects, reinforcing both the urgency of action and the value of the City's proactive, data-driven approach to improving safety.

[NR Website](#) | Jan 30, 2026



[Talkofthesound](#) | Jan 31, 2026



[Citizen Portal](#) | Jan 12, 2026

New Rochelle moves to form safety advisory committee, aims for zero traffic fatalities by 2040

New York / Westchester County / New Rochelle
City of New Rochelle Committee of the Whole · January 12, 2026

[News12 Long Island](#) | Sep 26, 2024

Pedestrian fatally struck in New Rochelle crash

The incident occurred at 4:12 p.m. when the woman was struck by a utility box truck while crossing North Avenue.

Lisa LaRocca · Sep 26, 2024, 8:08 AM · Updated 566 days ago

[News12 Westchester](#) | Jul 13, 2024

New Rochelle PD: Teen killed in fiery car crash at Golden Horseshoe Shopping Center

According to investigators, it happened around 1:30 a.m. at the Golden Horseshoe Shopping Center.

Jade Nash • Jul 13, 2024, 4:33 PM • Updated 640 days ago

[Westchester Magazine](#) | Aug 24, 2022

914INC.

Anderson Plaza Is a \$4 Million Transformation for New Rochelle

AUGUST 24, 2022 | BY RYAN NOEL

[News12 Westchester](#) | Jul 19, 2022

Motorcyclist dies after crashing with car in New Rochelle

The motorcyclist, Kristopher Johnson of New Rochelle, died of his injuries several hours later at Jacobi Medical Center.

News 12 Staff • Jul 19, 2022, 8:25 PM • Updated 1365 days ago

[Eyewitness News ABC](#) | Oct 4, 2021

Father, son killed, 2 children injured after car crashes into brick wall in New Rochelle

By Eyewitness News Monday, October 4, 2021



[News12 Westchester](#) | May 8, 2020

Motorcyclist hits box truck and dies in New Rochelle

Police say the accident happened around noon in front of 720 North Ave.

News 12 Staff • May 8, 2020, 7:00 AM • Updated 2168 days ago

2 Safety Analysis

Effective safety action starts with a clear understanding of who is being hurt, where crashes are concentrated, and what conditions contribute to risk. This chapter presents the data-driven foundation of the Local Safety Action Plan and it is intended to support proactive investment decisions and to create a shared baseline for prioritizing safety improvements across the City.

This chapter explains how crash data is used and summarizes key trends, including where injury crashes and fatal and serious injury crashes are concentrated. It introduces the **High Injury Network** and complementary systemic analysis that identifies proactive focus areas, and it incorporates mapped community-identified safety locations as an additional input to understanding risk. The findings in this chapter directly inform later prioritization and recommendations.



Trinity Elementary School

This Chapter Covers:

- Safety Analysis Approach
- Understanding Crash Data
- Crash Patterns and Trends
- Proactively Identifying Safety Risk
- Community-Identified Safety Locations

2.1 Safety Analysis Approach

The safety analysis is the foundation of this Local Safety Action Plan (LSAP). It combines five years of crash data and trends from 2020 to 2024, a data-backed evaluation of crash risk patterns in New Rochelle, and insights shared by community members to develop a nuanced portrait of the City's traffic safety challenges. **The analysis is based on three types of data analysis, each addressing a different but essential question about safety in New Rochelle.**

- **Crash Trends Analysis (High Injury Network):** Where have fatal and serious injury crashes occurred over the past five years?
- **Systemic and Proactive Analysis (Proactive Network):** What roadway design, demographic, activity or foot traffic generator variables correlated to an expected increased risk of an injury crash? These are the locations where we can expect future injury crashes to occur that the City can proactively improve.
- **Community Feedback (Community-Based Network):** How and where do community members perceive their safety to be at risk?



Figure 2.A: New Rochelle Safety Analysis: At a Glance

HIGH INJURY NETWORK

Where existing Fatal and Serious Injury crashes occur based on past crash trends. (2020-2024 injury crash data)

26 miles
of New Rochelle roads



PROACTIVE NETWORK

Where areas are correlated to an increased risk of injury crashes based on demographics, locations of high pedestrian activity, or roadway design characteristics.

81 miles
of New Rochelle roads



COMMUNITY-BASED NETWORK

Where do people feel unsafe? Crashes may be underreported. There may be common near-miss locations.

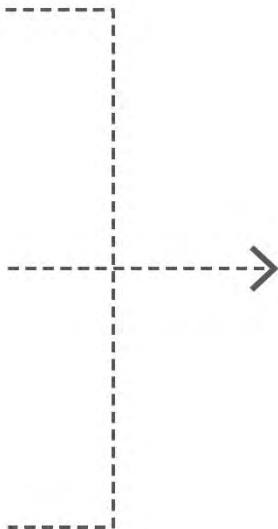
41 miles
of New Rochelle roads



PRIORITIZED INVESTMENT NETWORK

Captures and overlays these three networks to identify the top priority locations for safety investments. Features more focused roadways from the High Injury Network by identifying overlaps with the Proactive and Community-Based Networks.

24.5 miles
of New Rochelle roads



Why these 3 inputs?

The New Rochelle LSAP has been designed to be compliant with the United States Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) grant application program requirements. The SS4A Self-Certification Eligibility Worksheet is filled out in the Appendix. The USDOT SS4A grant program (2022–2026) framework, based in the USDOT National Roadway Safety Strategy (2021), has its history in major US cities adopting Vision Zero goals since 2014, starting with New York City and San Francisco.

The **High Injury Network (HIN)** is the basis of street safety thinking. The **locations of where fatal and serious injury crashes cluster** are the data-backed places where New Rochelle should invest to lower traffic fatalities and serious injury crashes. As HIN methodologies have iterated and innovated since 2014, they have been critiqued for being reactive, meaning they only use crash data from the past (usually the 5 most recent full calendar years available).

The newer SS4A framework (2022 to present) calls for a systemic analysis as part of the Safety Analysis, but there are fewer standard methodologies. The **systemic methodology used in this LSAP compares whether the presence of other geographically mapped features in New Rochelle (e.g., schools, traffic signals, bus stops) correlate to fatal and serious injury crash locations.** The analysis used higher-correlated features to develop a Proactive Network. Those locations create opportunities for New Rochelle to invest in inexpensive but effective strategies in advance.

Community engagement and collaboration is another key SS4A requirement. **Community input was also collected spatially** primarily using an online platform on the City’s website with feedback at our public workshop and converted it into a third mapped layer.

Creating the Prioritized Investment Network (PIN)

The outcome of the Safety Analysis, discussed in detail in **Chapter 5**, layers the three analysis layers into a unified **“Prioritized Investment Network” (PIN)** map to help guide the implementation of roadway safety projects citywide. By focusing on locations identified in the PIN, New Rochelle can strategically allocate resources and prioritize the redesign of the riskiest or most dangerous locations first.

2.2 Understanding Crash Data

This safety analysis uses the most recent full five calendar years of crash data to understand existing roadway safety trends in New Rochelle. The analysis used data from 2020 to 2024, collected from the New York State Department of Transportation Crash Location and Engineering Analysis Repository (“CLEAR”) Crash Data Viewer. The crash data was analyzed to identify regional historical trends and characteristics associated with fatal and serious injury crashes in New Rochelle.



Crash Severity:

In New York State, crash reports use a standard system to classify injury severity:

- K – Fatal Injury
- A – Serious Injury
- B – Minor Injury
- C – Possible Injury
- O – No Injury (Property Damage Only)

Crashes that result in injuries are known as injury crashes, with those being labelled as K (fatal) and A (serious injury) are of greatest concern. Two useful notes to keep in mind: 1) one injury crash can result in more than one injury, 2) some serious injury crashes become fatalities shortly thereafter. Since April 15, 2019, all states have been required to use a standard definition for serious injuries, as defined by the Federal Highway Administration (FHWA) Model Minimum Uniform Crash Criteria (MMUCC) 4th Edition Suspected Serious Injury (A). **The Local Safety Action Plan focuses on reducing crashes that result in a fatal or serious injury crash, referred to throughout the report as KSI, meaning killed or seriously injured.**



Example of a KSI Crash

2.3 Crash Patterns and Trends

From 2020 to 2024, New Rochelle had 1,489 injury crashes on its City streets. Of these, 144 (10%) were fatal or serious injury (KSI) crashes. There were 136 serious injury crashes and 8 fatal crashes, that resulted in a total of 9 fatalities.

Both injury and KSI crashes significantly increased in the study period: annual injury crashes increased 50% while the annual KSI crashes increased 52%. New Rochelle is not unusual for having experienced an uptrend in KSI crashes in the pandemic and post-pandemic period as people have shifted to different work locations and commute patterns. Looking at news reports from the New York City region from 2022 to 2025, the New York Times reported that pedestrian deaths had peak years in 2022¹ and 2024.²

Fatal and Serious Injury Crashes

in New Rochelle NY from 2020 to 2024

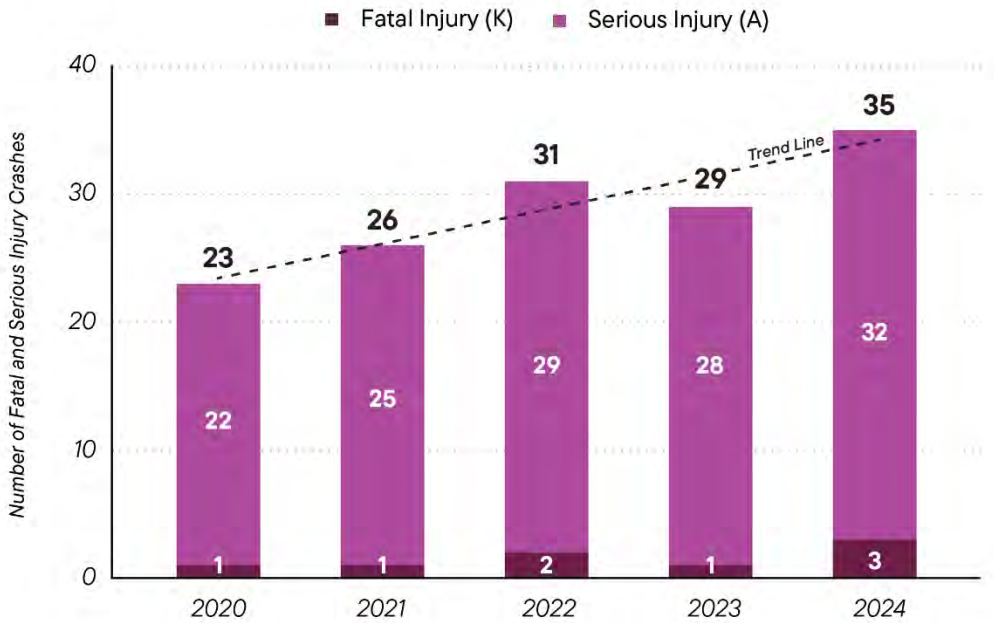


Figure 2.B: Fatal and Serious Injury Crashes in New Rochelle from 2020 to 2024

It is the intent of this plan to raise awareness of the uptrend, so that the City can know where to make the strategic investments to turn it into a down trend in the next few years, and ultimately to zero by 2040.

¹ New York Times: U.S. Pedestrian Deaths Are at Highest Level in 41 Years, Report Says. 6/27/23.

² New York Times: 'Walkable' New York City Became Deadlier for Pedestrians in 2024. 1/1/25.

ALL INJURY CRASHES

from 2020 to 2024 in New Rochelle, NY

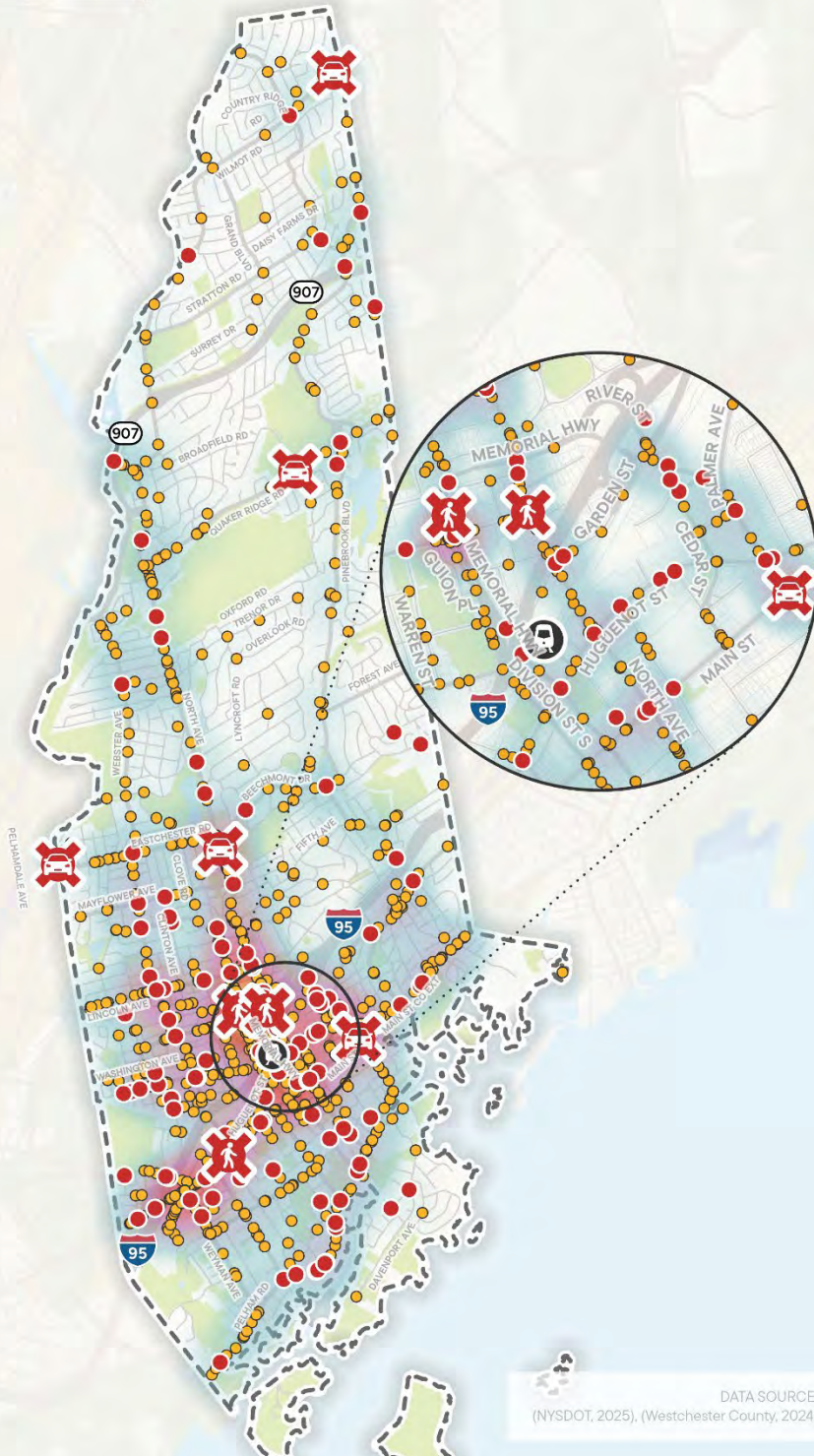
LEGEND

Injury Crash Severity

- K - Fatal Pedestrian Crash
- K - Fatal Vehicle Crash
- A - Serious Injury
- Minor and Possible Injuries

Injury Crash Density

- Sparse
- Dense
- New Rochelle



DATA SOURCE:
(NYSDOT, 2025), (Westchester County, 2024)

Figure 2.C: All Injury Crashes in New Rochelle from 2020 to 2024 Map

2.3.1 Who Is Most at Risk



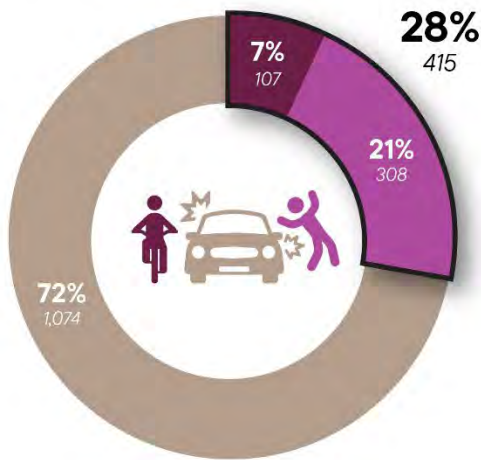
Bicyclist on North Avenue

People walking or outside vehicles in New Rochelle are disproportionately involved in crashes that result in fatal or serious injuries.

While pedestrian- and bicyclist-involved crashes account for only 28% (415) of all crashes, **people walking and biking are involved in 38% (55) of all KSI crashes and are thus more likely to be seriously injured or killed when an incident occurs.**

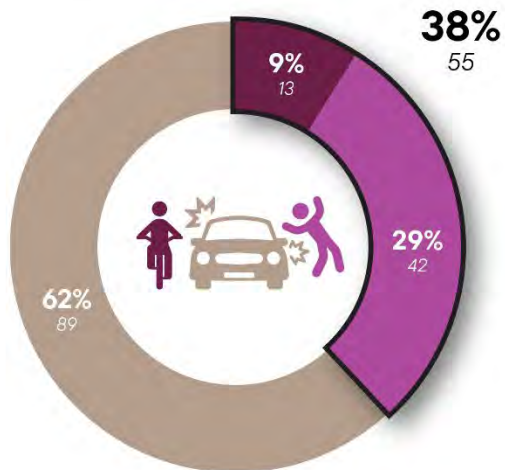
Injury Crashes by Mode

in New Rochelle NY from 2020 to 2024



Fatal and Serious Injury Crashes by Mode

in New Rochelle NY from 2020 to 2024



■ Bicyclist ■ Pedestrian ■ Vehicle

Figure 2.D: Fatal, Serious Injury, and Injury Crashes by Mode from 2020 to 2024

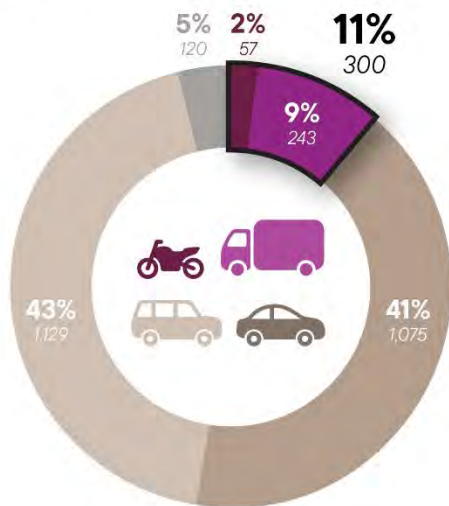


Motorcyclist on Main Street

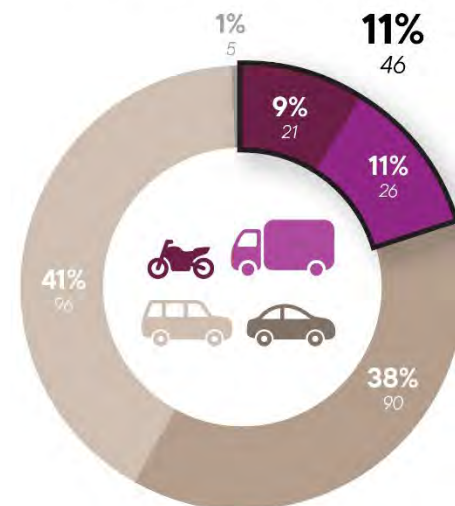
Additionally, data shows that people who drive motorcycles and trucks are also at greater risk of being involved in fatal or serious injury crashes. From 2020 to 2024, motorcycles and trucks drivers together accounted for 11% of all people involved in injury crashes yet **represent 20% of all KSI crashes**. While people traveling on two-wheel devices such as **motorcycles** or e-bikes make up a low share of vehicles involved in all injury crashes during the study period, they were involved in 2 of 8 (25%) of fatal injury crashes, highlighting their riders' vulnerability when involved in crashes.

These findings reinforce that **roadway safety must be addressed across all road users**, with particular emphasis on vulnerable road users such as pedestrians, bicyclists, and micromobility users.

Injury Crashes by All Vehicles Involved
in New Rochelle NY from 2020 to 2024



Fatal and Serious Injury Crashes by All Vehicles Involved
in New Rochelle NY from 2020 to 2024



■ Motorcycle ■ Truck ■ Regular Passenger Car ■ SUV ■ Other

Figure 2.E: Fatal, Serious Injury, and Injury Crashes by All Vehicles Involved from 2020 to 2024

2.3.2 Where Crashes Are Concentrated

Fatal and Serious Injury Crashes by Council District

While fatal and serious injury (KSI) crashes occurred in all 6 New Rochelle council districts, Council Districts 1, 2 and 3 had above the City’s Council District average of 24 KSI crashes each in the 5-year study period. With 41 KSI, District 3 saw almost 30% of the 144 KSI crashes that occurred citywide. This overrepresentation in the data makes District 3, and in and around downtown more generally, an area of focus for street safety projects.

Fatal and Serious Injury Crashes per Council District
in New Rochelle NY from 2020 to 2024

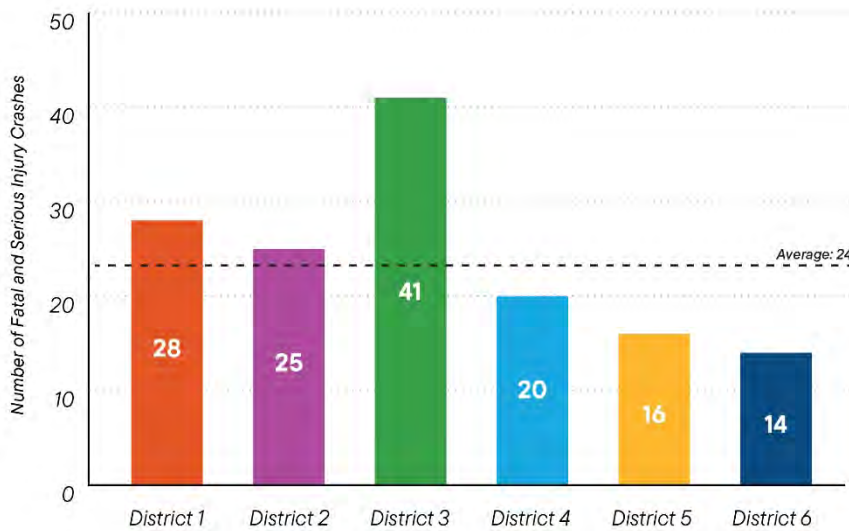


Figure 2.F: Fatal and Serious Injury Crashes by Council District from 2020 to 2024

Additionally, each District saw at least 1 traffic fatality during the five-year study period. In the following table, the locations of these recorded fatalities per district are shown.

Figure 2.G: Fatal Crash Locations by Council District from 2020 to 2024

District 1	Main Street and Beechwood Avenue
District 2 and District 4	Main Street and Echo Avenue
District 3	North Avenue and Lockwood Avenue
	Memorial Highway near Lockwood Avenue
District 5	Quaker Ridge Road and Sussex Road
	North Avenue and Beechwood Drive
District 6	Pelhamdale Avenue and Hutchinson River Parkway Off-Ramp
	Wilmot Road near Golden Horseshoe Shopping Center

FATAL AND SERIOUS INJURY (KSI) CRASHES PER COUNCIL DISTRICT

from 2020 to 2024 in New Rochelle, NY

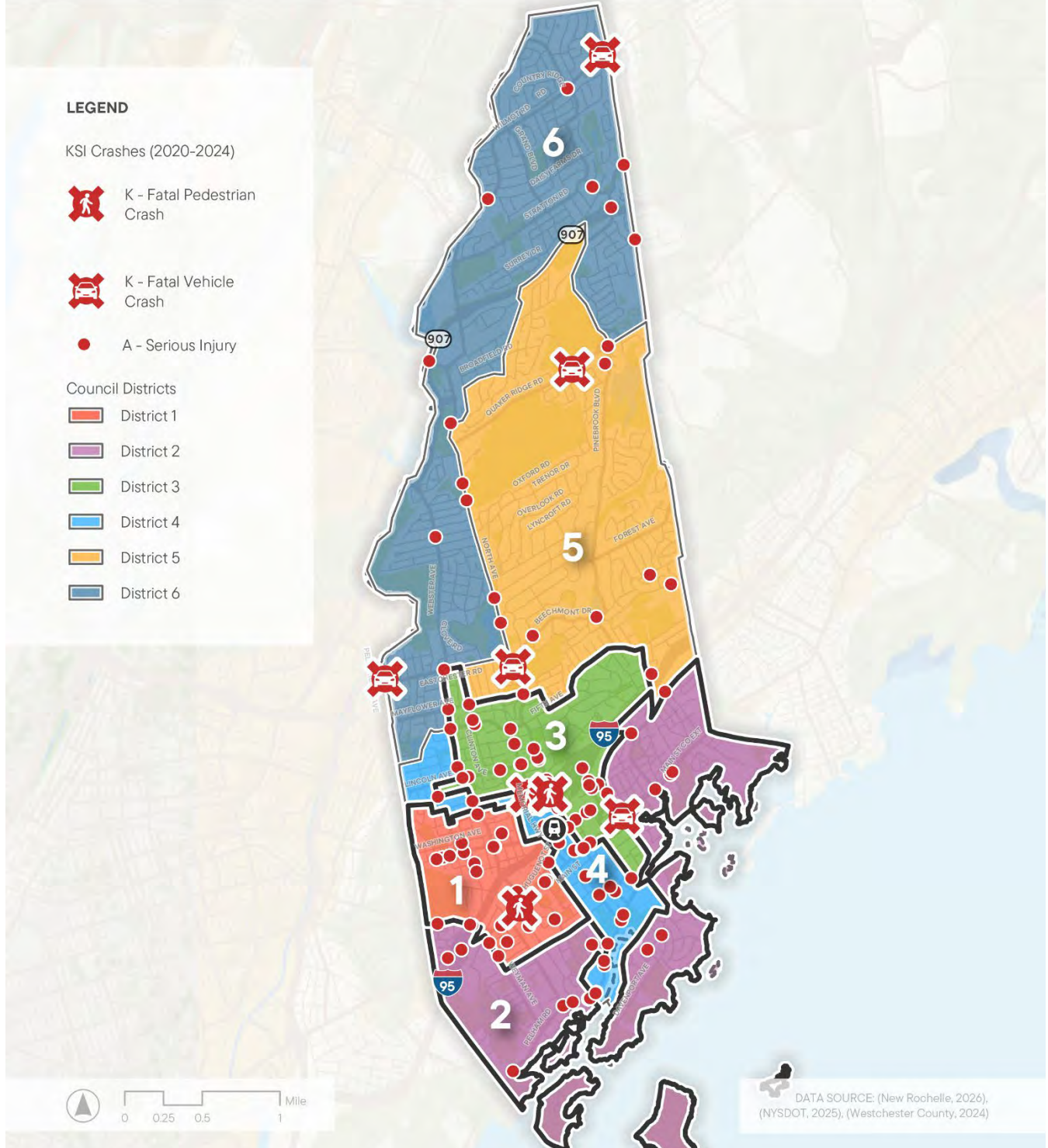


Figure 2.H: Fatal and Serious Injury Crashes per Council District from 2020 to 2024 Map

High Injury Network (HIN)

The High Injury Network (HIN) identifies the roadway segments where fatal and serious injury crashes are most concentrated and serves the base layer for prioritizing safety investments within the Prioritized Investment Network (PIN). Significantly, the HIN demonstrates **that 92% of New Rochelle’s fatal and serious injury (KSI) crashes occurred on just 15% (26 miles) of New Rochelle’s roads.** These exact roadway segments are where KSI crashes clustered in the 5-year study period (2020–2024).

Reducing KSI crashes is the main goal of the LSAP. Therefore, the HIN is where the City should focus its street safety investments. While not all of calendar 2025 crash data information was available in time for inclusion in this study, the 2025 known traffic fatality locations were included in this analysis to create the HIN.

Fatal and Serious Injury Crashes on the High Injury Network

in New Rochelle NY from 2020 to 2024

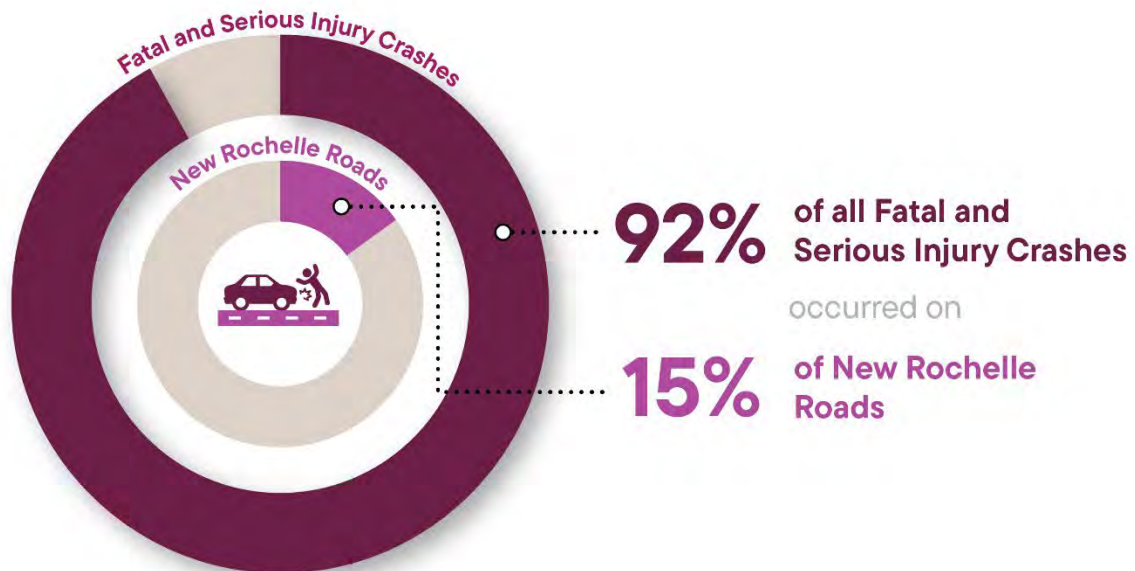


Figure 2.1: Fatal and Serious Injury Crashes on New Rochelle’s High Injury Network

The HIN was created using a “sliding window” analysis method. This approach, rooted in the High Safety Manual, and brought to HIN methodologies by the City of San Francisco, conceptually moves a fixed 900-foot window along New Rochelle roadways in 300-foot increments and counts crashes that happened along each 900-foot roadway segment. The overlapping windows create a consistent segment length to compare, in the context of New Rochelle having urban and suburban contexts with blocks of varying lengths. This method provides a foundation for crash density normalization and weighting, enabling a consistent, systemwide assessment of New Rochelle’s roadway with a strong focus on both crash density and severity. The full HIN methodology is summarized in **Appendix A**.

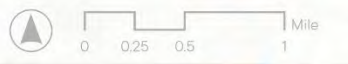
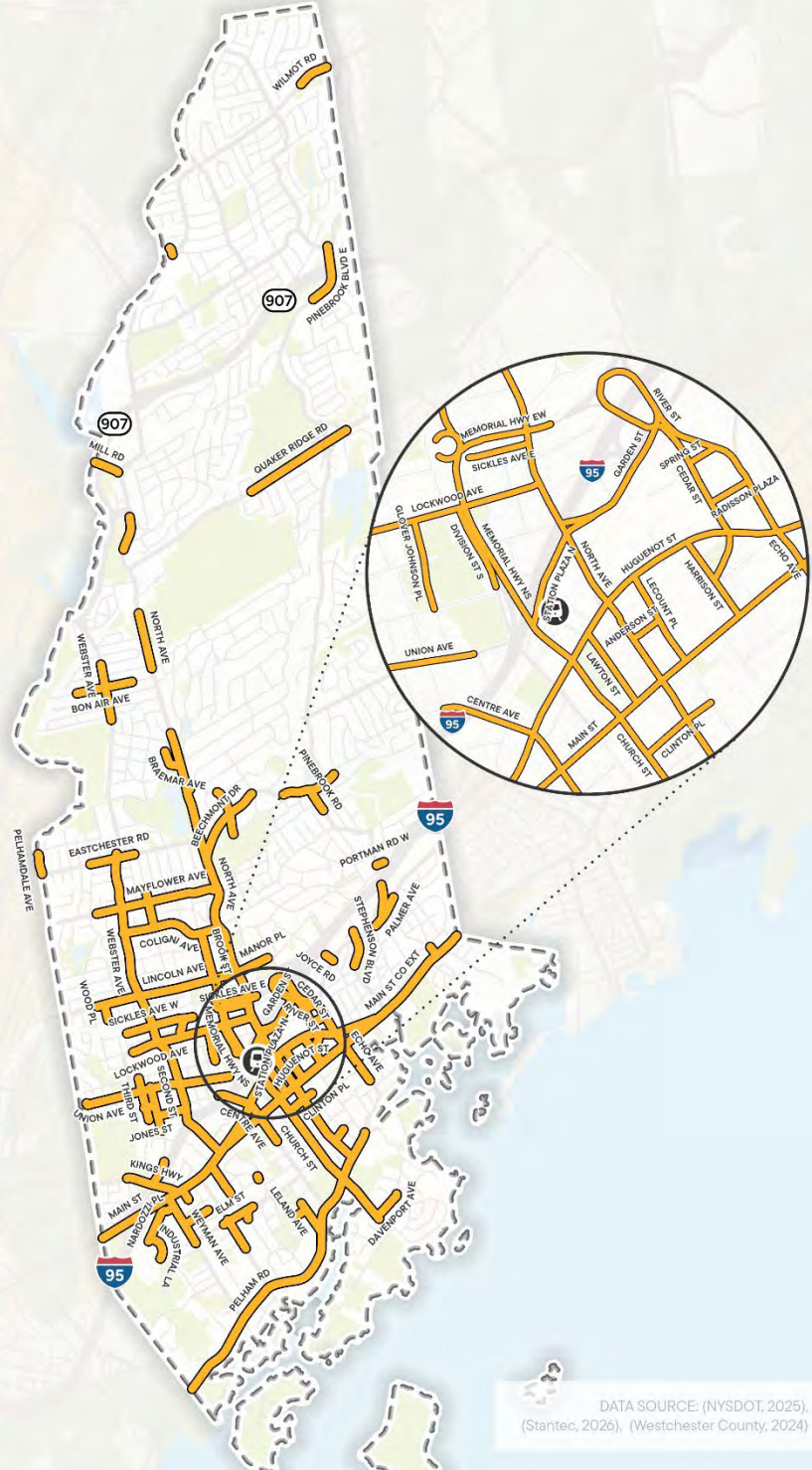
HIGH INJURY NETWORK (HIN)

from 2020 to 2024 in New Rochelle, NY

LEGEND

HIN

New Rochelle



DATA SOURCE: (NYS DOT, 2025), (Stantec, 2026), (Westchester County, 2024)

Figure 2.J: High Injury Network Map



The High Injury Network (HIN) is 26 miles long (15% of the City’s roadways) and identifies fatal and serious injury (KSI) crash hotspots across New Rochelle. Some of the arterials that are on the HIN include:

- North Avenue
- Pelham Road
- Webster Avenue
- Lincoln Avenue
- Huguenot Street
- Lockwood Avenue
- Main Street
- Memorial Highway
- Quaker Ridge Road
- Wilmot Road

Below is a table of areas along these corridors with higher densities of KSI crashes:

Figure 2.K: Top Corridors on the High Injury Network with KSI Crashes	
North Avenue from Memorial Highway to Station Plaza North	Fatal Crash (1) and Serious Injury Crash (7)
Memorial Highway from Lockwood Avenue to Lincoln Avenue	Fatal Crash (1) and Serious Injury Crash (6)
River Street and Echo Avenue from Radisson Plaza to Main Street	Fatal Crash (1) and Serious Injury Crash (3)
Quaker Ridge Road from Skyview Lane to Pinebrook Boulevard	Fatal Crash (1) and Serious Injury Crash (2)
Beechmont Drive and North Avenue (Iona University)	Fatal Crash (1)
Pinebrook Boulevard from Ramona Court to Hutchinson River Parkway	2025 Fatal Crash (2) and Serious Injury Crash (1)
Wilmot Road from Baldwin Lane to Golden Horseshoe Shopping Center	Fatal Crash (1)
Pelhamdale Avenue and Hutchinson River Parkway	Fatal Injury Crash (1)
Pelham Road from Drake Avenue to Town Dock Road	Serious Crash (6)
Lincoln Avenue from Brook Street to North Avenue	Serious Crash (4)
Huguenot Street from Memorial Highway to Harrison Street	Serious Crash (5)



Main Street and Beechwood Avenue where a Fatal Pedestrian Crash occurred in 2024



Pinebrook Boulevard near where 2 Fatal Crashes occurred in 2025

2.3.3 When and Why Crashes Occur

The Safe System Approach is an overarching strategy of SS4A. Above all, it stresses using multiple redundant strategies at the same time to improve street safety from many angles. **Crash data, seen from many different directions, has the potential to give the City more strategies to consider.** In addition to the question of where fatal and serious Injury (KSI) crashes cluster described previously, the analysis also looks into when and why. These insights require more creative thinking about what levers the City can exercise to influence different future outcomes. They can **inform potential policy adjustments, enforcement strategies, safety messaging, and other targeted street safety measures.**



New Rochelle during Sunset (Source: Gina LeVay)

Road Lighting Conditions

In New Rochelle, dark road lighting conditions were identified as a contributing factor to KSI crashes. Analysis of the lighting conditions reported in the crash data indicates that **approximately 30% of all KSI crashes occurred under dark roadway lighting conditions**, consistent with statewide trends. This finding suggests that targeted improvements to roadway lighting could help reduce KSI crashes citywide.

Time

Analysis of crash patterns by day and time indicates distinct temporal trends in New Rochelle. Throughout the week, injury crashes tend to peak on Wednesday while **KSI Crashes peak on Monday**. On an hourly basis, crash frequency begins to rise around 6 AM and maintains at a high level throughout the day until 9 PM, with both injury and **KSI crashes peak between 3 PM and 6 PM**. These patterns suggest traffic enforcement during key high-risk periods, such as evening rush hours, could be a useful strategy to reduce KSI.

Injury Crash Severity by Day of the Week

in New Rochelle NY from 2020 to 2024

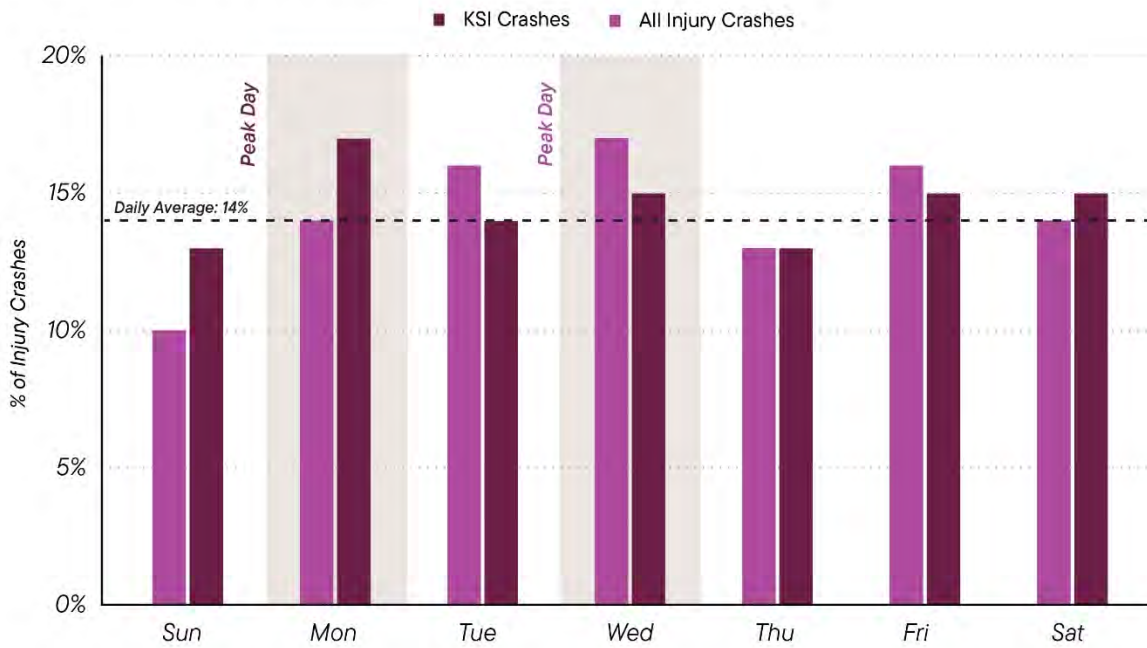


Figure 2.L: Injury Crash Severity by Day of the Week

Injury Crash Severity by Time of Day

in New Rochelle NY from 2020 to 2024

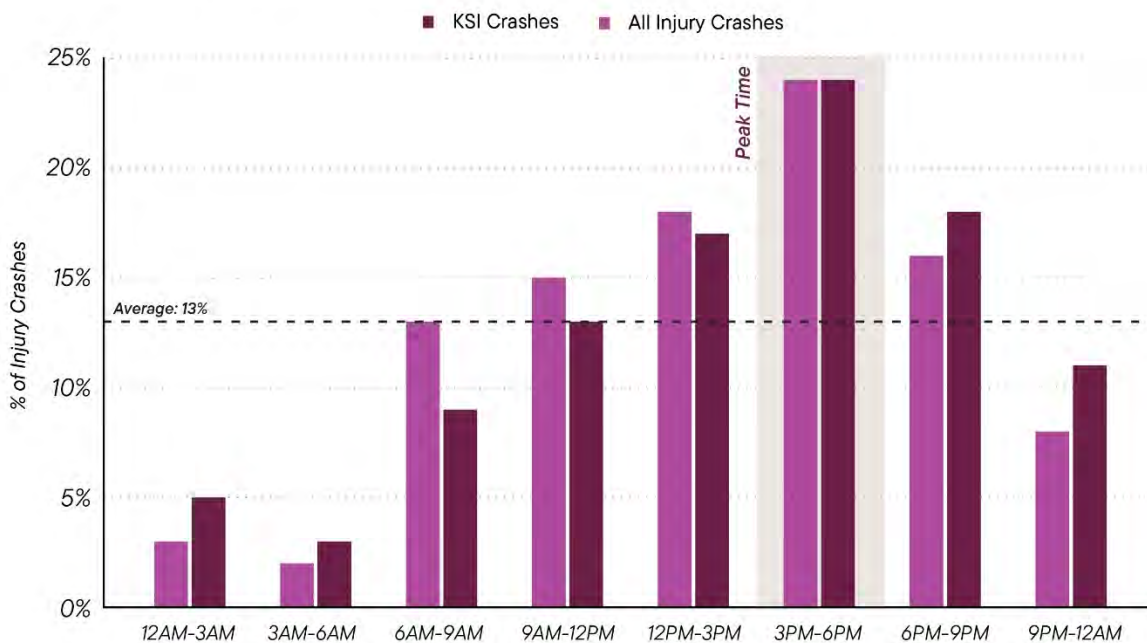


Figure 2.M: Injury Crash Severity by Time of Day

2.4 Proactively Identifying Safety Risk

As part of the Local Safety Action Plan, the safety analysis examined historical crash data compared to geographical proximity to a range of factors commonly or potentially related to crash occurrence, including community demographics (e.g., senior housing), locations of high pedestrian activity (e.g., community facilities or transit facilities), and roadway design characteristics (e.g., T-intersections), to determine if fatal and serious injury (KSI) crashes are disproportionately prevalent on roadways along or near these features.

The Proactive Network Analysis identifies 84 miles of roadway where KSI crashes might reasonably be expected to occur, even if no such crashes have been recorded during the five-year study period.



Senior walking in Downtown New Rochelle

To illustrate how this systemic analysis works, consider the data showing that across communities nationwide, senior populations are overrepresented in fatal crashes. According to the National Safety Council, the 65 and older age group experienced the highest fatality rates in 2023 across all modes of transportation, including motor vehicles, bicycles, and pedestrians. Motor vehicle crashes accounted for the highest death rate for this age group at 8.4, compared to the overall average of 5.8 deaths per 10,000 population.

Given that finding, the analysis input locations where older adults are likely to be present to see if those locations are correlated to KSI in New Rochelle: for example, proximity to senior housing. Based on comparing this to other variables in the systemic analysis, locations are identified where it makes sense to prioritize preventive investments.

2.4.1 Proactive Safety Focus Areas

In New Rochelle, several proactive safety focus area types were identified as being overrepresented in KSI crashes. The table below shows the top 10 place-based variables, among many more that were tested for place-based proximity to KSI. They are in 3 groups: roadway design characteristics, affordable and senior housing, and locations of high pedestrian activity.

As New Rochelle works to reduce KSI crashes, these proactive safety focus areas represent an opportunity to make inexpensive quick-win street safety investments when opportunities arise that may help prevent future injury crashes.

Figure 2.N: Proactive Safety Focus Areas and Risks of Injury Crashes in New Rochelle

Category	Proactive Safety Focus Areas	Overrepresentation of:			
		All Injury Crashes	KSI Crashes	Pedestrian Involved KSI Crashes	Bicycle Involved KSI Crashes
Roadway Design Characteristics	Roads with 4 or more Travel Lanes	x 5.4	x 5.3	x 5.7	x 4.9
	T-Intersections along Major Corridors	x 3.4	x 3.0	x 2.6	x 4.2
Affordable and Senior Housing	Affordable Housing	x 3.1	x 3.3	x 4.8	x 2.2
	Senior Housing	x 2.8	x 3.1	x 4.0	x 1.8
Locations of High Pedestrian Activity	Traffic Signals (Pedestrian Crossings)	x 8.1	x 7.9	x 8.4	x 6.1
	Shuttle Service Area	x 4.6	x 4.5	x 6.0	x 4.2
	Bus Stops	x 3.7	x 3.9	x 5.1	x 2.9
	Train Station	x 4.0	x 3.6	x 5.5	x 4.4
	Community Facilities (Hospital, City Hall & Library)	x 4.1	x 3.2	x 4.6	x 4.1
	Top Veo Trip Origins & Destinations	x 2.8	x 2.7	x 3.5	x 2.0

Roadway Design Characteristics

The analysis identified two road types in New Rochelle where fatal and serious injury (KSI) crashes are concentrated. **Even though these road types represent a relatively small share of the overall roadway network, they are associated with a notably higher risk of injury and KSI crashes due to increased travel speeds, higher traffic volumes, and unconventional roadway geometries.**

Identifying roadways that pose potential safety risks could help guide the City to address the issues proactively and strategically. The two identified roadway types are: roads with four or more travel lanes and T-intersections along major corridors.

5.3x more likely on Roads with 4 or more Travel Lanes



Quaker Ridge Road

In New Rochelle, roads with four or more travel lanes show an increased safety vulnerability when compared to the rest of the road network. Wider-width roadways, particularly where this a greater distance between traffic control devices, are often associated with speeding. In total, **42% of all KSI crashes** occurred within 100 feet of roads with four or more travel lanes, despite that they only make up 8% of New Rochelle roads. Some of these roads include Main Street, North Avenue and Quaker Ridge Road.

3.0x more likely near T-intersections along major corridors



Lockwood Avenue and North Avenue

In New Rochelle, areas near and at T-intersections along major corridors (arterials and collectors) show higher safety vulnerability. In total, **39% of all fatal and serious injury crashes** within 100 feet of T-intersections, despite representing only 13% of New Rochelle roads.

Affordable and Senior Housing

Regardless of road type, some land uses, travel patterns, and demographic characteristics can also be associated with increased safety vulnerabilities. People in these places need additional protection to reduce the number or severity of crashes. For example, serious or fatal crashes are **3x more likely at or near senior housing than on the average road**. This is because senior residents are generally more vulnerable (e.g. increased physical frailty, reduced mobility, and slower walking speeds) than middle-aged/younger adults. Locations where people may face increased safety vulnerability include senior housing, affordable housing, and areas that generate high levels of pedestrian activity.



3.3x more likely near Affordable Housing



According to Urban Institute, traffic crashes are overrepresented in low-income neighborhoods. This is also true in New Rochelle. Across New Rochelle, **44% of all injury crashes, 46% of all KSI crashes, and 66% of all pedestrian KSI crashes** occur within 1,000 feet of affordable housing, despite representing only 14% of all City roads.



3.1x more likely near Senior Housing



In New Rochelle, areas near senior housing are particularly over-represented in the crash data. **In total, 40% of all KSI crashes and 52%** of all pedestrian KSI crashes happen within 1,000 feet of senior housing, despite representing only 13% of New Rochelle roads.

Locations of High Pedestrian Activity

Overall, fatal and serious injury (KSI) crashes are more likely to occur in areas with higher levels of pedestrian activity. The analysis examined a range of factors commonly associated with pedestrian activity, such as the areas near traffic signals, train stations, bus stops, and community facilities.

7.9x more likely near Traffic Signals (pedestrian crossings)



In New Rochelle, areas associated with traffic signals are particularly overrepresented in the crash data. **In total, 51% of all Injury crashes, 49% of all KSI crashes, and 42% of all Pedestrian KSI crashes** happen within 100 feet of traffic signals, despite representing only 6% of New Rochelle roads.

4.5x more likely within the Shuttle Service Area



Areas within Shuttle Service Area are overrepresented in the crash data. **In New Rochelle, 50% of all injury crashes, 66% of all pedestrian KSI crashes and 46% of all bicycle KSI crashes** happen within Shuttle Service Area, despite representing only 11% of all New Rochelle roads.

3.9x more likely near Bus Stops



In New Rochelle, areas near bus stops are overrepresented in the crash data. **In total, 49% of all injury crashes, 51% of all KSI crashes and 67% of all Pedestrian KSI crashes** happen within 200 feet of bus stops, despite representing only 13% of all New Rochelle roads.



3.6x more likely near the Train Station



New Rochelle Station (Source: Gina LeVay)

Areas around the train station are associated with higher risks. In New Rochelle, **6% of all KSI crashes, 10% of all Pedestrian KSI crashes, and 8% of all Bicycle KSI crashes** were recorded within 1,000 feet of the train station, despite representing only 2% of the City's overall roads.



3.2x More Likely near Community Facilities (Hospitals, City Hall and Libraries)



Huguenot Children's Library

Areas near community facilities frequently are overrepresented in the crash data. In New Rochelle, **18% of all KSI crashes, 26% of all pedestrian KSI crashes, and 23% of all cyclist KSI crashes** occurred within 1,000 feet of these facilities, despite representing only 6% of City roads.



2.8x more likely near Top Veo Trip Origins and Destinations



Veo Scooter

In New Rochelle, areas where people travel to and from on bikes and scooters are associated with disproportional risks. **In total, 55% of all Pedestrian KSI crashes** occurred within 1000 feet of the most frequent Veo Trip Origins and Destinations across the City, despite representing only 16% of City roads.

2.5 Community-Identified Safety Locations

Community perceptions of safety also play a key role in understanding traffic safety issues in New Rochelle.

Community members have key **local knowledge that can be used to inform choices about safety treatments or policies**. For instance, residents may point out locations where safety improvements could improve how people get around (e.g., “*There is no safe way to cross Quaker Ridge Road. We can’t safely walk from our homes to the retail stores, etc.*”), or they may also point out specific recommendations (e.g., “*I hate this exit circle. People rarely yield in the circle.*”). When these insights are collected, aggregated, and mapped, they **add important nuance to crash-data-based safety analysis**.

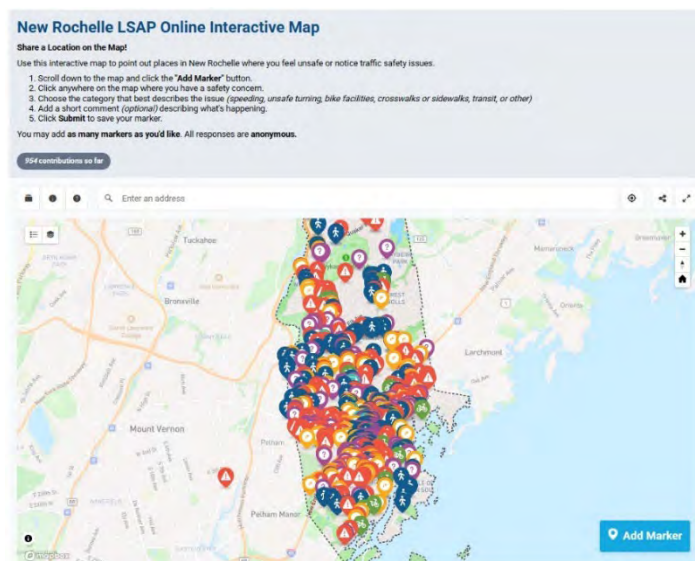
A mobile-friendly and multilingual online Interactive Safety Map was used where residents could note issues, hot spots, and share their thoughts on street safety concerns across the City. The total 955 comments compiled from the online map and the public meeting, were filtered based on street-safety relevancy and jurisdiction boundaries, then aggregated and mapped to create the third layer of Safety Analysis: the **Community-Based Network**. The Community-Based Network includes all locations that received two or more comments from the community (See **Appendix A** for the full safety analysis methodology), reflecting 80% of the total comments received. **This layer was used to compare locations of concern to locations on the High Injury Network and Proactive layers for a comprehensive evaluation of street safety across the City.**

Over the course of developing the Local Safety Action Plan, the City used a wide range of engagement methods in addition to the Interactive Safety Map to collect input from community members and stakeholders.

Chapter 3 describes community engagement and key feedback received in greater detail.



Interactive Safety Map activity at the Public Workshop



Online Interactive Safety Map

3 Public Engagement and Collaboration

Street safety is experienced differently across neighborhoods, travel modes, and daily routines, and community input provides essential context that crash data alone cannot capture. This chapter describes how New Rochelle engaged residents, stakeholders, and partner agencies to understand lived experience, validate technical findings, and gather location-specific insights that support more effective safety decisions.

This chapter summarizes the engagement approach and the tools used, including the interactive safety map, online community survey, stakeholder and agency input, and a public workshop. It then synthesizes key themes from community feedback and explains how engagement results were translated into mapped inputs that inform prioritization and help shape the strategies and recommendations presented later in the plan.



Project team at the public workshop explaining prioritization input activity

This Chapter Covers:

- How We Engaged the Community
- Engagement Activities
- Key Themes from Community Feedback

3.1 How We Engaged the Community

Public engagement is a central component of this **Local Safety Action Plan**. While crash data and technical analysis identify where fatal and serious injury crashes occur, community input adds place-based context on how people experience safety in their daily lives.

The process began with coordination with the Mayor and City Council to establish a shared **commitment to eliminating traffic fatalities and serious injuries by 2040**. This included presentation of the initiative at the [Committee of the Whole \(COW\) meeting on January 13, 2026](#) and the formation of the **Local Road Safety Action Committee**, which provides ongoing feedback during plan development and supports implementation moving forward.

To support broad and accessible participation, New Rochelle implemented a multi-channel engagement approach designed to reach residents, workers, and stakeholders through multiple formats and to collect both city-wide input and location-specific feedback. Engagement results were mapped and integrated with crash data and systemic analysis to inform the **Community-Based Network (CBN)** and the **Prioritized Investment Network (PIN)**. Detailed results from each engagement activity are included in the **Appendix**.

Take the Online Safety Survey
Tell us about your experience traveling in New Rochelle and the safety concerns you see most often.

Add a Comment to the Interactive Map
Drop a pin on the map to identify locations where you have experienced safety issues.

Download the Meeting-in-a-Box Toolkit
Host a small conversation with community groups and share feedback with the project team.

QR codes included on Project Flyer and Meeting-in-a-Box toolkit for public engagement

newrochelleny The City of New Rochelle is developing a Local Safety Action Plan (LSAP) to address traffic fatalities and serious injuries and other people walking, biking, driving and more.

Social media post launching LSAP online engagement tools (January 2026)

3.1.1 Engagement at a Glance

The engagement process combined leadership coordination, online tools, in-person events, and stakeholder conversations to gather input across the City.

- **Leadership commitment established** (January 13, 2026) through presentation to the Committee of the Whole (COW), aligning the City around a goal of zero traffic fatalities by 2040.
- **Local Road Safety Action Committee formed** to guide plan development and support implementation through ongoing coordination with City staff and leadership.
- **Project Website (Engage NR) launched** as the central hub for information, updates, and participation opportunities.
- **955+ comments mapped** through the interactive map, identifying specific locations of concern across New Rochelle.
- **300+ survey responses collected** capturing how residents experience safety, key concerns, and desired improvements.
- **9 stakeholder interviews conducted** with City leadership, operations, social services, emergency response, and community representatives.
- **Public workshop held on March 25, 2026** to share early findings, validate analysis, and gather targeted feedback on safety priorities.
- **Bilingual Meeting-in-a-Box toolkit (English and Spanish) developed** to support small-group discussions and expand outreach beyond formal meetings.
- **Public-facing dashboard** to track progress and support transparency as the City advances implementation.



Overview of all engagement activities conducted

3.2 Engagement Activities

3.2.1 Interactive Safety Map

Engagement efforts were designed to reach a broad cross-section of residents citywide and make it easy for them to participate. The Interactive Safety Map was available from **January 30 to March 27, 2026**, and allowed community members to identify specific locations where they experience safety concerns. A total of **955 location-based comments** were submitted, providing detailed, place-based insight into how safety challenges are experienced across the City.

The Interactive Safety Map was publicized through the project website, regular digital and print news publications, the City newsletter, website, and social media channels.

This community input directly informed the development of the **Community-Based Network (CBN)** and the prioritization of locations within the **Prioritized Investment Network (PIN)**, so that local knowledge and lived experience are reflected in investment decisions, alongside injury crash data and technical analysis as described in **Chapter 2**.

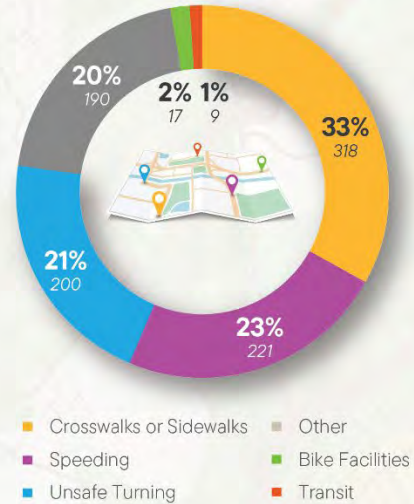
Key themes (Interactive Safety Map)

- **Safety concerns are highly concentrated in Downtown.** Nearly **one-third of all comments (32%)** were located in Downtown New Rochelle, with **additional clusters in nearby residential neighborhoods**. This reflects the area's role as the City's highest-activity environment, where multiple travel modes intersect.
- **Pedestrian safety concerns dominate place-based feedback.** The largest share of comments relates to **crosswalks and sidewalks (318 pins)**, followed by **speeding (221 pins)** and **unsafe turning movements (200 pins)**. These issues often overlap at intersections and along major corridors.
- **Recurring issues occur along corridors and at key destinations.** Comments frequently cluster along **major streets, near schools**, and **around transit** access points, indicating that safety challenges occur along connected corridors rather than isolated locations.
- **Behavior and design issues are experienced together.** Comments related to **unsafe turning, double parking, visibility**, and **lack of enforcement** often appear at the same locations as pedestrian issues, highlighting the need for combined design and operational strategies.

INTERACTIVE SAFETY MAP COMMENTS

from 2026 in New Rochelle, NY

TOP SAFETY CONCERNS IDENTIFIED



LEGEND

Comment Category

- Bike Facilities
- Crosswalks or Sidewalks
- Other
- Speeding
- Transit
- Unsafe Turning
- New Rochelle



"It feels impossible to bike here due to the high speeds and being way too close to cars and trucks."

"The pedestrian crossing near the high school could be further improved. It should follow the desired path of users."

"Speeding all throughout Palmer Avenue is out of control."

"The left-turn signal at this location is not functioning properly. Multiple streets merge here without adequate traffic signals."

WHERE SAFETY CONCERNS ARE REPORTED
 32% Downtown New Rochelle with additional clusters in:
 - Residence Park
 - Southside
 - Beechmont
 - Wykagyl Crossways



DATA SOURCE:
 (New Rochelle, 2026), (Stantec, 2026)

Figure 3.A: Interactive Safety Map Results

3.2.2 Online Community Survey

The Online Community Survey was conducted between **January 30 and March 27, 2026**, to better understand how people experience traffic safety across New Rochelle. A total of **307 responses** were collected, providing insight into daily travel patterns, safety concerns, and desired improvements.

Key themes (Online Community Survey)

- **Safety concerns are driven by speed and crossing conditions.** Nearly **60% of respondents identified speeding** as top concern, followed by **difficulty crossing streets (52%)** and **limited visibility at intersections (49%)**.
- **Safety concerns are people-focused.** More than **63% of respondents expressed concern for children traveling to school**, along with strong concern for **people walking (60%)** and **older adults crossing streets (55%)**.
- **Behavior and design both contribute to unsafe conditions.** Respondents identified **traffic rules not being followed, speeding, and unsafe crossings** as key contributors to unsafe streets, indicating the need for integrated design, enforcement, and education strategies.
- **Preferred solutions align with identified problems.** Top ranked priorities include **traffic enforcement, safer pedestrian crossings, continuous sidewalks, and slower vehicle speeds**, reinforcing consistency between identified concerns and desired improvements.

Jan 30 - Mar 27, 2026

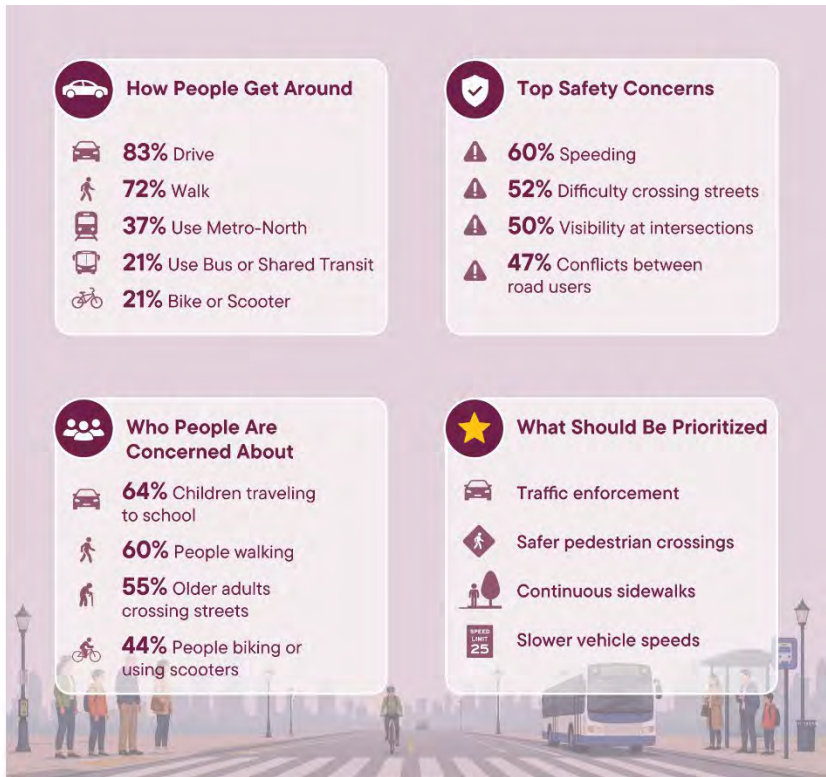
307 responses

KEY STATS:

- Driving** → most common way to get around
- Children** → top safety priority
- Speeding** → #1 concern
- Safer Streets** → Priority focus

"Lack of enforcement on heavily travelled roads."

"We need more sidewalks & safer areas for biking, especially if we want our children to experience the great outdoors."



Summary of Online Community Survey Results

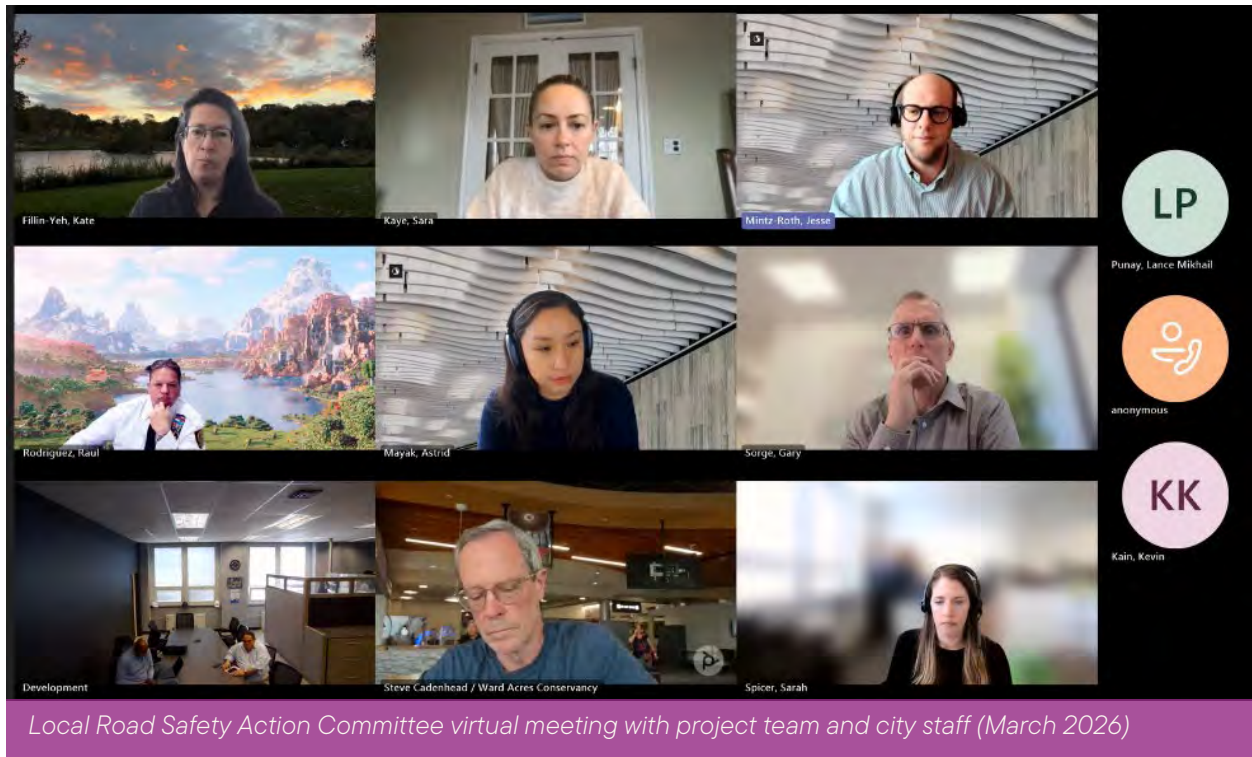
3.2.3 Stakeholder and Agency Input



Guided Visit with Police Department to High Injury Crash Locations

In addition to broad public engagement, the project team conducted targeted stakeholder and agency coordination to better understand how roadway safety is planned, managed, and experienced across New Rochelle. This work focused on entities directly involved in street design, operations, enforcement, transit service, emergency response, education, and community services, as well as partners whose activities influence travel patterns and roadway conditions citywide.

Input was gathered through **interviews, working sessions, and coordination with City leadership**, including briefings to the **City Council (Committee of the Whole)** and the formation of the **Local Road Safety Action Committee (LRSAC)**. These conversations helped identify operational challenges, coordination gaps, and opportunities to strengthen implementation across departments and partners.



Local Road Safety Action Committee virtual meeting with project team and city staff (March 2026)

Stakeholder engagement also reflected the inter-governmental context in which roadway safety decisions are made. The City met with **Westchester County staff from County Planning** and the **Bee-Line Bus Service** to discuss transit operations, access, and safety considerations within New Rochelle. Coordination with the **City School District of New Rochelle** provided insight into school travel patterns, student safety concerns, and conditions affecting children and families. The development of the Local Safety Action Plan was also informed by regional coordination through the **New York Metropolitan Transportation Council (NYMTC)**, reflecting the collaborative origins of the planning effort and its alignment with broader regional safety and funding priorities.

In parallel, opportunities for engagement were shared broadly with **institutional, nonprofit, and private sector stakeholders** through the City's community partner contact list. This outreach supported participation in online tools and in-person engagement activities and allowed organizations representing major activity generators, service providers, employers, housing providers, and community-based institutions to contribute perspectives on roadway safety needs and priorities.

Stakeholders engaged

City leadership and operations

- City management and departments responsible for planning, development, and capital delivery
- Public Works, Traffic Engineering, and roadway safety staff responsible for design, maintenance, and traffic control
- Police Department staff responsible for traffic enforcement and crash response
- Fire Department and emergency response staff with expertise in post-crash response and emergency access

Inter-governmental and regional partners

- Westchester County agencies, including County Planning and Bee-Line Bus Service
- City School District of New Rochelle representatives
- Regional transportation planning partners, including the New York Metropolitan Transportation Council (NYMTC)

Community, institutional, and service providers

- Youth services, schools, and school-based organizations
- Senior services and housing providers representing older adults and residents with mobility and accessibility needs
- Healthcare providers, higher-education institutions, and major employers
- Community-based organizations, nonprofit service providers, and faith-based institutions

Key themes (Stakeholder and Agency Input)

- **Speed and driver behavior are core safety challenges.** Stakeholders consistently identified **speeding** and **aggressive driving** as major contributors to risk, particularly along key corridors.
- **Crossing conditions are a persistent concern. Wide intersections, turning movements, and limited visibility** create challenges for pedestrians, especially children and older adults.
- **Sidewalk gaps and constrained walking environments increase risk.** Missing or narrow sidewalks were identified as recurring issues, particularly **near schools, bus stops, and community destinations.**
- **Visibility and nighttime conditions affect safety. Lighting, roadway geometry, and temporary conditions** such as construction reduce visibility and increase risk across multiple user groups.
- **Coordination and communication are critical to implementation.** Stakeholders emphasized that improving safety outcomes requires **alignment across City departments, inter-governmental partners, and external institutions,** particularly along shared corridors and during capital project delivery.

3.2.4 Public Workshop

The Public Workshop was held on **March 25, 2026**, as an open-house style event at **New Rochelle City Hall**. Participants reviewed early findings, engaged with project materials, and provided input on safety priorities.

Participants Engaged With:

- Review of early safety findings and key risk factors
- Interactive map of community-identified safety concerns
- Summary of survey results and emerging themes
- Overview of safety strategies and improvement options
- Prioritization activity to identify preferred safety investments

Key themes (Public Workshop)

- **Clear priority for pedestrian safety improvements.** Participants placed the highest priority on **safer pedestrian crossings**, safer streets **near schools and community destinations**, and **speed management** strategies.
- **Strong emphasis on protecting vulnerable users.** Discussions focused on improving safety for **children, older adults, and people walking**.
- **Priorities support corridor-based investment decisions.** Feedback emphasized improvements that can be implemented along **key corridors** and **intersections**, supporting a coordinated, network-based approach to safety.



Social media post announcing the Public Workshop



Safety discussions around the High Injury Network results



Public presentation on overall LSAP process and analysis



Public input on safety map board with comments



Multilingual project materials for the public workshop



Public presentation on engagement results from LSAP



Public Workshop announcement on City Hall entrance

3.3 Key Themes from Community Feedback

Across all engagement activities, community input aligned with crash data and technical analysis and reinforces the following themes:

- **Speeding and driver behavior** are primary contributors to safety concerns.
- **Crossing conditions and intersection design** are central to how risk is experienced.
- Safety concerns are strongly focused on **children, pedestrians, and older adults**.
- Safety challenges are concentrated along **key corridors, intersections, and downtown areas**.
- Residents prioritize visible, implementable improvements such as **crossings, speed management, enforcement, and education**.

These engagement findings will also inform upcoming demonstration and pilot projects, including the **Vanguard Tactical Urbanism initiative**, directly incorporating community input into implementation.



Key Themes from Community Feedback

4 Policy and Institutional Context

Safety implementation depends not only on projects, but also on the policies, programs, and day-to-day practices that shape how streets are planned, operated, and maintained. This chapter provides the institutional context for the Local Safety Action Plan by summarizing current safety-related policies and initiatives and identifying strengths the City can build on as well as opportunities to strengthen coordination and systemic safety practice.

This chapter highlights the most relevant policies and safety initiatives currently guiding work in New Rochelle and summarizes ongoing safety projects and investments. It also documents existing institutional strengths and opportunities identified through policy review and staff input, helping explain the starting point for the recommendations and implementation actions that follow in the next chapter.



School buses at pick-up time on North Avenue at HRP Exit 9

This Chapter Covers:

- Current Policies and Safety Initiatives
- Existing Safety Strengths and Opportunities

4.1 Current Policies and Safety Initiatives

This section highlights the most relevant safety-related policies, programs, and initiatives that shape how roadway safety is currently planned, implemented, and funded in New Rochelle. Rather than serving as a comprehensive inventory of all City plans and efforts (as covered in **Chapter 1**), this section focuses on the policies and initiatives most directly connected to roadway safety outcomes and most consequential for implementation of the Local Safety Action Plan.

4.1.1 Key Policy Foundations

Complete Streets Program

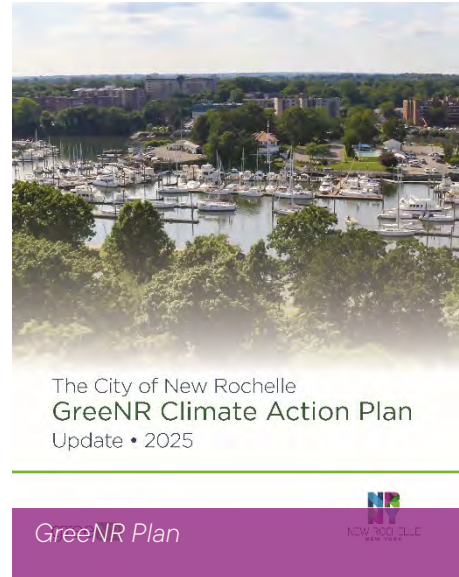


New Rochelle's Complete Streets Policy, adopted in 2012, established the goal of designing streets to safely accommodate all road users, provide access for people of all ages and abilities, and reduce traffic-related crashes. Building on this policy, the City is currently undertaking an update to its Complete Streets framework (initiated in 2024) to reflect evolving conditions, lessons learned, and ongoing implementation needs.

The policy has informed the City's **Complete Streets and Pedestrian Crossing Improvement Plan**, which guides ongoing safety improvements on streets throughout the City, as well as major corridor redesigns such as the planned improvements along **Quaker Ridge Road**. Complete Streets elements implemented through these efforts include user-friendly pedestrian crossings, enhanced bicycle facilities, and traffic calming strategies.

GreeNR Sustainability Initiative

GreeNR is New Rochelle’s sustainability initiative, updated through the 2025 **GreeNR Climate Action Plan**. The plan is organized around seven core themes that reflect a multifaceted approach to sustainability and its integration into City processes and quality of life. Within the plan, the **Transportation and Mobility section** emphasizes the role of walking, bicycling, carpooling, and transit in meeting sustainability and mobility objectives, and reinforces the goal of designing roadways that support and accommodate these travel options. Relevant actions include expanding a comprehensive and safe walking and bicycling network, enhancing the safety and efficiency of transportation systems, and reducing reliance on private vehicles.



Red-Light Camera Program

New Rochelle is considering a restart of its **Red-Light Camera Program** after a multi-year pause. Cameras are under consideration at a limited number of locations identified through a safety analysis conducted by a contractor. If implemented, the program would serve as a targeted enforcement tool intended to discourage red-light running and reduce the frequency and severity of intersection-related crashes.



New Traffic Signal Installation on North Avenue

4.1.2 Current Safety Projects and Investments

Since adoption of its Complete Streets Policy, the City of New Rochelle has initiated and partnered on a range of major roadway and traffic safety projects currently spanning planning, design, and construction. These efforts include corridor- and intersection-level improvements along **Quaker Ridge Road, Pinebrook Boulevard, North Avenue, and Webster Avenue**, as well as larger initiatives such as **The LINC Project** and the **New Rochelle Transit Center redesign**.

Collectively, these projects represent more than **\$60 million** in street safety investments funded through a combination of City capital funding and State and Federal grants over the past decade. The City is actively pursuing an additional **\$166 million** in funding to advance priority projects that are currently in design or conceptual stages.

Systemwide Operational Safety Improvements

In addition to major capital projects, the City has implemented ongoing, systemwide safety improvements led by the Department of Public Works. Over the past five years, these efforts have included:

- Installation or upgrade of ADA-compliant pedestrian signals and curb ramps at **more than 40 intersections**, with an additional **70 locations** programmed in upcoming projects
- Annual intersection and traffic-calming improvements Citywide, including approximately **8–10 speed humps, 10 enhanced crosswalks** (using channelization, delineators, and beacons), and roughly **20 curb extensions or corner radius reductions**, along with **50 ADA ramp upgrades**
- Regular deployment of approximately **30 radar speed display signs** throughout the City
- Annual maintenance to repaint roughly **500 crosswalks and 500 stop bars** at intersections Citywide
- Ongoing conversion to LED streetlighting, with approximately **150–200 fixtures upgraded** annually to improve nighttime visibility

Together, these efforts reflect a comprehensive, multi-layered approach to roadway safety that pairs large-scale capital investment with consistent, high-impact operational improvements to enhance pedestrian safety, accessibility, and overall mobility Citywide.



ADA-compliant Pedestrian Signal and Curb Ramp on Pinebrook Boulevard



Radar Display Sign on Pinebrook Boulevard

LSAP Alignment and Near-Term Implementation

The Local Safety Action Plan will guide future capital planning, grant applications, and project prioritization, helping to integrate safety outcomes more consistently into City decision-making. These efforts align with the **Prioritized Investment Network (PIN)**, which is introduced in the subsequent chapter (**Chapter 5**) and describes the roadway segments and locations where targeted safety investments are most needed.



Safe System

Approach: Institutional Readiness in Practice

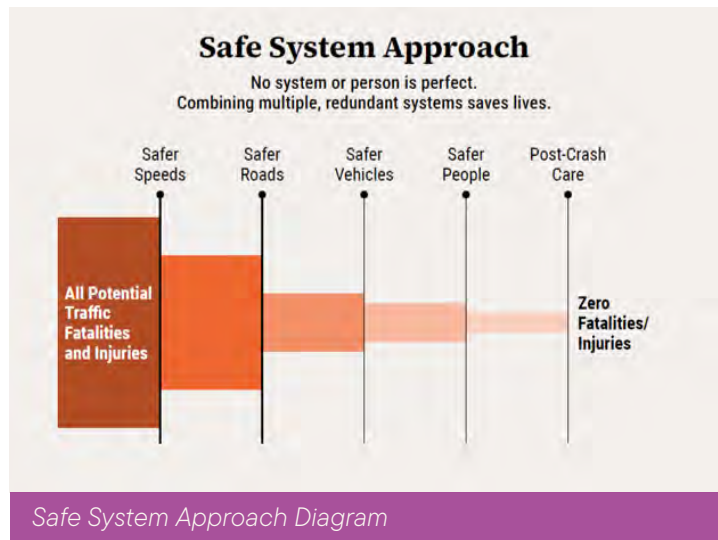
The Local Safety Action Plan is grounded in the **USDOT-approved Safe System Approach**, which emphasizes shared responsibility for roadway safety and coordinated action to reduce the likelihood and severity of serious crashes.

As described in this chapter, many of New Rochelle’s existing policies, programs, and operational practices already align with Safe System principles. Safety is integrated across planning, design, operations, enforcement, and emergency response functions, supported by established coordination mechanisms and ongoing investment.

The LSAP builds on this foundation by clarifying priorities, strengthening coordination, and applying data-driven decision-making more consistently, positioning the City to advance implementation in alignment with federal roadway safety guidance.

As part of this implementation framework, the City is advancing a tactical urbanism feasibility study and pilot implementation through its **FY25 SS4A-funded Vanguard Demonstration Project**. This award represents an important near-term step that positions New Rochelle to test quick-build safety treatments, evaluate their effectiveness, and translate lessons learned into future capital investments.

This foundation strengthens the City’s readiness to pursue future funding opportunities, including **SS4A Implementation, Demonstration**, and **Supplemental Planning** grants, and to deploy safety improvements efficiently across priority locations identified through the LSAP.



Select Corridor and Program Highlights

Quaker Ridge Road Improvements



In alignment with Complete Streets design guidelines, New Rochelle is implementing improvements along Quaker Ridge Road that include lane reconfiguration, new bicycle lanes, roadway paving, high-visibility crosswalks, and signal upgrades to enhance safety for all road users. Multiple stages of public engagement have been conducted to gather community input and shape the project design.

Pinebrook Boulevard Improvements



The City is redesigning Pinebrook Boulevard, which currently lacks standard sidewalks, to introduce new sidewalks, bicycle lanes, and improved intersections and pedestrian crossings. Several crossings have already been upgraded in recent years, with the remaining segments planned to complete and connect this enhanced pedestrian environment.

The LINC



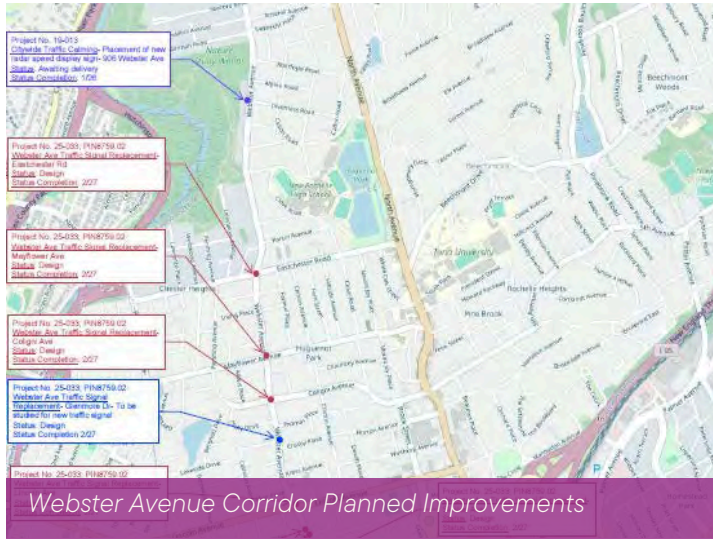
The LINC project converts Memorial Highway and the Memorial Highway Overpass into a new linear park with bicycle and pedestrian infrastructure and amenities, while maintaining necessary vehicular connections. The project reconnects the Lincoln Avenue neighborhood with the Intermodal Transit Center and Downtown New Rochelle and includes Complete Streets design elements along Brook Street.

Two-Way Conversion of Huguenot Street and Main Street



New Rochelle is implementing signal and operational improvements throughout the City, including Downtown, as part of the two-way conversions of Huguenot Street and Main Street. These improvements include enhanced pedestrian amenities to support safer crossings and improved circulation.

Webster Avenue Improvements



The City is currently implementing traffic calming measures, ADA upgrades, and signal improvements along Webster Avenue, a key north-south corridor that connects multiple parks and schools.

Parking Management Plan



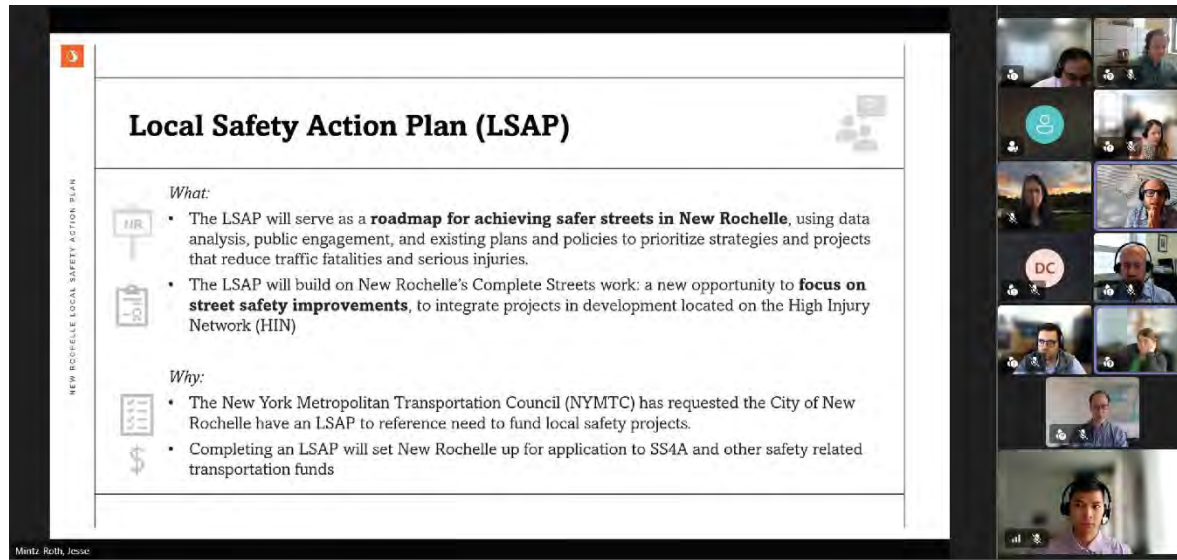
The Parking Management Plan provides a comprehensive assessment of Downtown parking access and availability and includes strategies to improve wayfinding. These efforts support a safer and more intuitive pedestrian experience for people traveling between municipal parking facilities and Downtown destinations.

4.2 Existing Safety Strengths and Opportunities

Roadway safety is a priority across New Rochelle's departments and agencies. City staff routinely implement policies and practices that reflect a shared commitment to creating a safe place to live, work, and visit, with safety considerations integrated into daily operations, capital planning, and service delivery.

To better understand how safety is addressed in practice, the project team conducted nine one-hour interviews with City staff and agency representatives. These interviews, described in the Public Engagement chapter (**Chapter 3**), were used in this chapter as an assessment tool to examine how safety priorities are operationalized across departments, in coordination with inter-governmental and external partners, and to identify both existing strengths and opportunities for improvement.

Interviews were conducted with representatives from the following departments and agencies:



The screenshot shows a Zoom meeting interface. On the left, a slide titled "Local Safety Action Plan (LSAP)" is displayed. The slide content is as follows:

Local Safety Action Plan (LSAP)

What:

- The LSAP will serve as a **roadmap for achieving safer streets in New Rochelle**, using data analysis, public engagement, and existing plans and policies to prioritize strategies and projects that reduce traffic fatalities and serious injuries.
- The LSAP will build on New Rochelle's Complete Streets work: a new opportunity to **focus on street safety improvements**, to integrate projects in development located on the High Injury Network (HIN)

Why:

- The New York Metropolitan Transportation Council (NYMTC) has requested the City of New Rochelle have an LSAP to reference need to fund local safety projects.
- Completing an LSAP will set New Rochelle up for application to SS4A and other safety related transportation funds

On the right side of the Zoom window, a grid of participants is visible, including several individuals and icons for Westchester County and Bee-Line Bus.

Below the Zoom window, a purple banner contains the text: *Interview with Westchester County and Bee-Line Bus (April 2026)*

City Leadership

- City Manager
- Deputy City Manager

Government Partners (Inter-Government)

- The City School District of New Rochelle
- New Rochelle Municipal Housing Authority

- Bee-Line Bus Westchester County

City Departments (Intra-Government)

- Development Department
- Department of Public Works
- Police Department
- Fire Department
- Office of the Aging

4.2.1 Institutional Safety Strengths



Across departments, staff highlighted a range of practices already contributing to roadway safety outcomes. For example, the **Development Department** and **Department of Public Works** are implementing Complete Streets projects and incorporating safety improvements into routine maintenance and capital delivery. The **Police Department** maintains targeted enforcement strategies and manages camera-based programs as part of its broader public safety efforts. The **Fire Department** is introducing right-sized emergency vehicles to improve maneuverability and response times, supporting both safety and operational efficiency.

These efforts reflect an institutional environment where safety considerations are embedded across planning, operations, enforcement, and emergency response functions.

4.2.2 Opportunities to Strengthen Systemic Safety Practices

While strong practices are in place, the interviews also identified opportunities to strengthen how safety is addressed at a systemic level and to support more consistent application of Safe System principles across departments. These opportunities include:

- Shifting from a primarily complaint-driven approach toward more proactive, data-driven identification of safety issues
- Increasing coordination between planning and operational functions to improve implementation efficiency
- Clarifying pathways for translating policy goals into on-the-ground action
- Better connecting and leveraging existing datasets collected across departments to inform safety decision-making

Addressing these opportunities would support stronger alignment between policy intent, operational practice, and long-term safety outcomes.

4.2.3 Summary of Existing Safety Strengths

The table below summarizes key safety strengths identified through the policy review and staff interviews.

Figure 4.A: Summary of Existing Safety Strengths	
Category	New Rochelle’s Current Safety Strengths
Leadership & Coordination	Strong commitment to safety across departments
	Complete Streets Policy and Plan update (in progress) providing safety guidance for new development
	Existing avenues for coordination on safety issues
	City communications are strong
	Downtown parking study (in progress)
Enforcement	Police Department develops annual targeted enforcement plans
	Policy and Community Together (P.A.C.T.) leads community engagement
	Red-light camera program is under consideration to resume
	Speed camera program is under consideration to begin
	Recently implemented emergency vehicle signal priority and vehicle-to-vehicle communication systems
Roadway Design	Ongoing upgrades to traffic signal programming capabilities
	Emergency vehicle signal preemption
	Pedestrian signal upgrades with ADA improvements
	Department of Public Works experience with quick-build tools and techniques
	Deployment of radar speed display signs
Data & Transparency	Existing avenues for data collection and application
	Staff with strong data analysis capabilities
Education & Engagement	Active and engaged public
	Senior and youth services engaged with their populations
	Senior Center providing mobility options for its members

5 Recommendations and Project Selection

Turning safety goals into meaningful change requires clear priorities and a practical path to implementation. This chapter brings together the findings from the safety analysis, community input, and policy review to identify where safety investments can have the greatest impact and the actions the City can take to deliver them. The focus is on supporting informed decision-making, coordinated implementation, and sustained progress toward safer streets for all roadway users.

The chapter presents two connected components. It first identifies priority locations for investment through the **Prioritized Investment Network**, which guides where improvements should be focused. It then outlines the policies, programs, and operational practices that support implementation across departments and over time. The recommendations table serves as the central organizing tool, allowing readers to quickly understand available actions and reference more detailed explanations in the subsections that follow.



Pedestrian Crossing at Pinebrook Park

This Chapter Covers:

- Prioritized Investment Network (PIN)
- Policy and Program Recommendations

5.1 Prioritized Investment Network (PIN)

The 24.5-mile **Prioritized Investment Network (PIN)** is a set of street locations where the City of New Rochelle should focus safety investments to most effectively and efficiently reduce fatal and serious injury crashes. The PIN is a direct product of the Safety Analysis (seen in **Chapter 2**) and translates analytical findings into a clear framework for implementation priority.

The PIN is developed by combining three key components:

- The **High Injury Network (HIN)**, which identifies corridors where fatal and serious injury crashes are concentrated
- The **Proactive Network**, which applies a systemic, proactive analysis to identify locations overrepresented in injury crash data
- The **Community-Based Network**, which reflects safety concerns identified through public engagement

Together, these layers identify locations where crash history, underlying risk conditions, and community-reported concerns overlap, providing a targeted basis for prioritizing safety action.



Figure 5.A: Creating the Prioritized Investment Network Diagram

PRIORITIZED INVESTMENT NETWORK (PIN)

from 2020 to 2024 in New Rochelle, NY

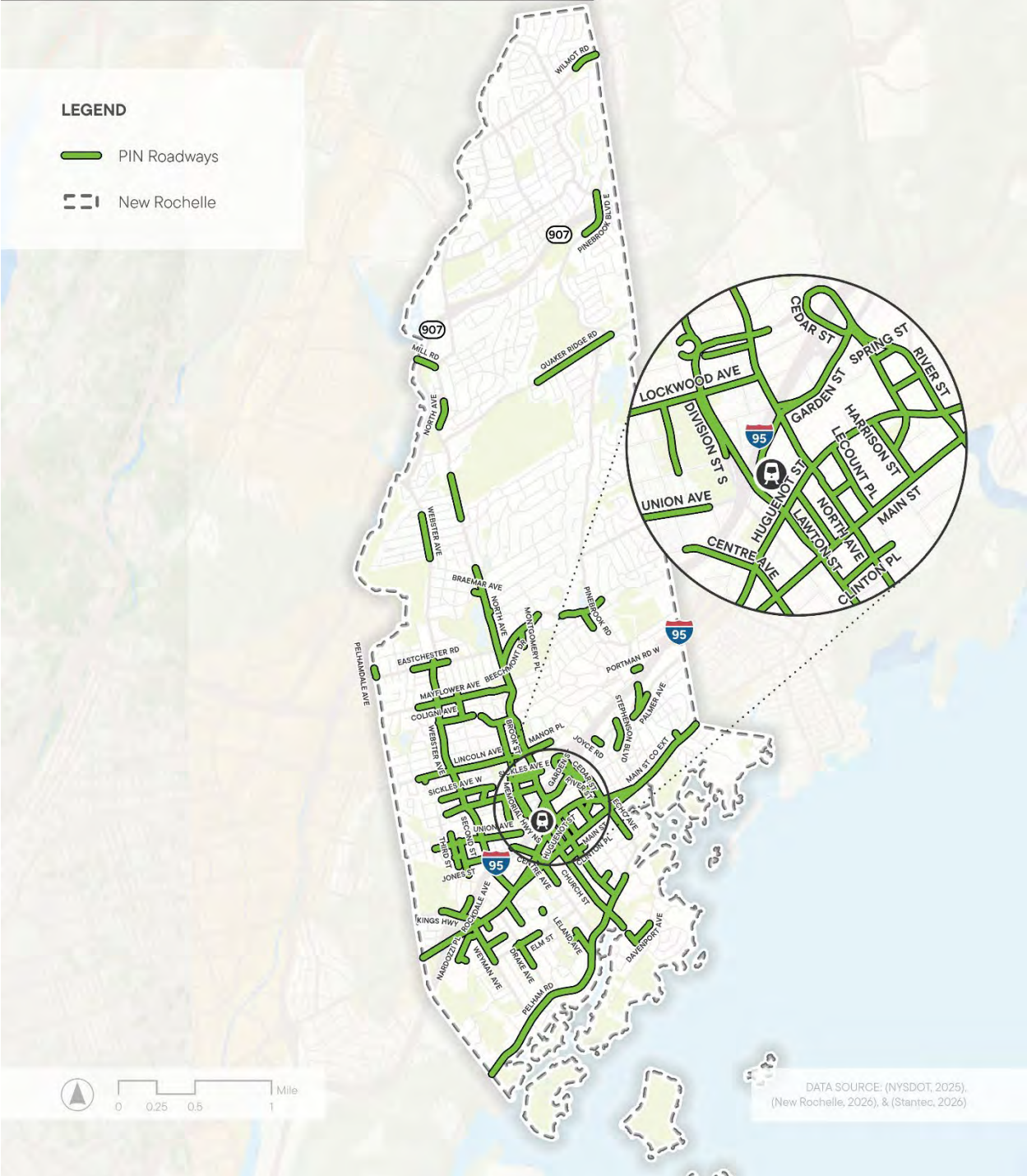


Figure 5.B: Prioritized Investment Network Map

5.1.1 Role of the PIN in Implementation

The **Prioritized Investment Network** guides future projects and strategies by directing attention and resources to locations with the greatest potential for safety impact. By leveraging the PIN, the City can sequence investments, advance projects strategically, and address its highest-priority safety needs first.

The PIN is intended to be a living framework and should be updated approximately every **five years** to reflect changes in travel patterns, land use, development activity, and local priorities. Periodic updates will allow New Rochelle to maintain alignment between data, community needs, and investment decisions over time.

Program Areas for PIN Implementation

To support implementation, safety strategies within the Prioritized Investment Network are organized into the following program areas:

- **Systemic Traffic Calming**
- **Intersection Safety and Signal Modernization**
- **Corridor Safety Improvements**
- **Tactical Demonstration and Quick-Build Projects**
- **Safe Routes to School Safety Enhancements**

Implementing these program areas in alignment with the PIN advances a coordinated, **Safe System–based approach** to roadway safety by integrating engineering, operations, education and information, and policy



actions. Together, these programs enable the City to apply a consistent, scalable, and data-informed strategy that improves safety conditions for all roadway users across New Rochelle's **highest-risk locations**.

5.1.2 Top Priority Locations by Council District

The table below identifies **top prioritized locations within the PIN**, organized by City Council district. Locations may span multiple districts where corridors cross jurisdictional boundaries. The table highlights locations with above-average concentrations of fatal and serious injury (KSI) crashes to support transparency, accountability, and geographically balanced implementation.

Figure 5.C: Top Priority Locations by Council District			
Location ID*	Location	Council District(s)	# of KSI** Crashes
District 1 (above average KSI in New Rochelle)			
1-A	Main Street from Woodland Avenue and Weyman Avenue	District 1	1 Fatal and 4 Serious Injury Crashes
1-B	Webster Avenue and Union Avenue	District 1	2 Serious Injury Crashes
1-C / 4-C	Huguenot Street from Centre Avenue and Division Street	Districts 1 and 4	2 Serious Injury Crashes
1-D / 2-D	Weyman Avenue from Main Street and Bayard Street	Districts 1 and 2	2 Serious Injury Crashes
1-E	Lockwood Avenue from Webster Avenue to Glover Johnson Place	District 1	2 Serious Injury Crashes
District 2 (above average KSI in New Rochelle)			
2-A / 3-C	River Street and Radisson Plaza to Main Street and Echo Avenue	Districts 2 and 3	1 Fatal and 3 Serious Injury Crashes
2-B / 4-B	Pelham Road between Drake Avenue and Town Dock Road	Districts 2 and 4	6 Serious Injury Crashes
2-C	Main Street between Cleveland Avenue and I-95	District 2	2 Serious Injury Crashes
1-D / 2-D	Weyman Avenue from Main Street and Bayard Street	Districts 1 and 2	2 Serious Injury Crashes
2-E / 5-E	Palmer Avenue and Petersville Road	Districts 2 and 5	N/A
District 3 (above average KSI in New Rochelle)			
3-A	North Avenue from Memorial Highway to Station Plaza North	District 3	1 Fatal and

			7 Serious Injury Crashes
3-B	Memorial Highway from Lockwood Avenue to Lincoln Avenue	Districts 3 and 4	1 Fatal and 6 Serious Injury Crashes
2-A / 3-C	River Street and Radisson Plaza to Main Street and Echo Avenue	Districts 2 and 3	1 Fatal and 3 Serious Injury Crashes
3-D	Lincoln Avenue between Brook Street and North Avenue	District 3	4 Serious Injury Crashes
3-E / 4-E	Main Street and North Avenue	Districts 3 and 4	3 Serious Injury Crashes
3-F / 4-A	Huguenot Street from Memorial Highway to Harrison Street	Districts 3 and 4	5 Serious Injury Crashes
3-G	LeCount Place between Huguenot Street and Main Street	District 3	2 Serious Injury Crashes
3-H	Brook Street from Lincoln Avenue to Winthrop Avenue	District 3	2 Serious Injury Crashes
3-I	Cedar Street from Harrison Street to Huguenot Street	District 3	N/A
District 4			
3-F / 4-A	Huguenot Street from Memorial Highway to Harrison Street	Districts 3 and 4	5 Serious Injury Crashes
2-B / 4-B	Pelham Road between Drake Road and Town Dock Road	Districts 2 and 4	4 Serious Injury Crashes
1-C / 4-C	Huguenot Street from Centre Avenue and Division Street	Districts 1 and 4	2 Serious Injury Crashes
4-D	Lawton Street between Huguenot Street and Main Street	District 4	1 Serious Injury Crash
3-E / 4-E	Main Street and North Avenue	Districts 3 and 4	3 Serious Injury Crashes
4-F	Church Street from Main Street to Clinton Place	District 4	N/A
District 5			
5-A	Quaker Ridge Road from Skyview Lane to Pinebrook Boulevard	District 5	1 Fatal and 2 Serious Injury Crashes
5-B	Beechmont Drive and North Avenue (<i>Iona University</i>)	District 5	1 Fatal Crash
5-C / 6-E	North Avenue and Lovell Road	Districts 5 and 6	1 Serious Injury Crash
5-D	Beechmont Drive and Pinebrook Road	District 5	1 Serious Injury Crash
2-E / 5-E	Palmer Avenue and Petersville Road	Districts 2 and 5	N/A
District 6			

6-A	Pinebrook Boulevard between Ramona Court and Hutchinson River Parkway	District 6	2 Fatal (2025) and 1 Serious Injury Crashes
6-B	Wilmot Road between Baldwin Lane and Golden Horseshoe Shopping Center	District 6	1 Fatal Crash
6-C	Pelhamdale Avenue and Hutchinson River Parkway Off Ramp	District 6	1 Fatal Crash
6-D	Webster Avenue from Wykagyl Terrace to Norman Road	Districts 3 and 6	1 Serious Injury Crash
5-C / 6-E	North Avenue and Lovell Road	Districts 5 and 6	1 Serious Injury Crash
6-F	Mill Road between Wilmot Road and Hutchinson River Parkway	District 6	1 Serious Injury Crash

*See **Figure 5.X: Top Prioritized Investment Network Locations Map**

** KSI = Killed or Seriously Injured

TOP PRIORITIZED INVESTMENT NETWORK (PIN) LOCATIONS

from 2020 to 2024 in New Rochelle, NY

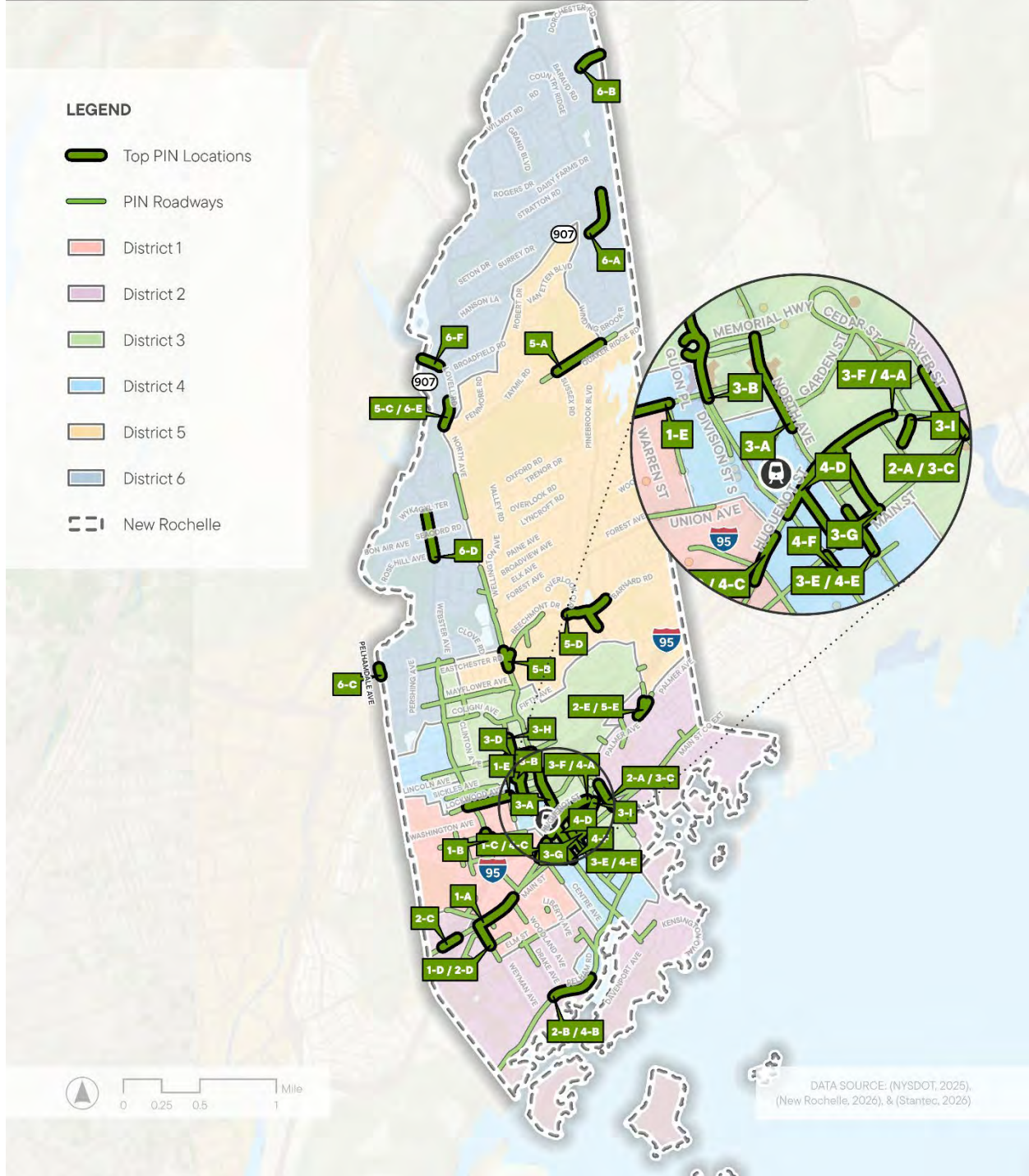


Figure 5.D: Top Prioritized Investment Network Locations Map

5.2 Policy, Program, and Practice Recommendations

Building on the spatial prioritization presented in **Section 5.1**, which identifies where safety investments should be focused through the **Prioritized Investment Network (PIN)**, **Section 5.2** defines how those priorities are carried forward into action. This section presents the policies, programs, and operational practices that support delivery of safety improvements at PIN locations and across the roadway system. Taken together, the PIN and the recommendations form the implementation core of this Action Plan, translating the City's **2026 commitment to achieving zero traffic fatalities and serious injuries by 2040** into a practical set of actions that advance safer conditions for all roadway users citywide.

The recommendations presented here reflect a multi-faceted approach that integrates **roadway design and engineering with institutional actions across leadership and coordination, enforcement, education and community engagement, and data and transparency**. They were developed using multiple inputs from across this planning effort, including the Safety Analysis, review of existing City policies and conditions, staff interviews, and public engagement. This section builds on New Rochelle's existing foundation of street safety work and organizes that foundation into a single, coherent framework for implementation that aligns with **Safe System principles** and supports coordinated action at a citywide scale.



Pedestrian Crossing Memorial Highway on Huguenot Street



Implementation Actions

The table that follows (**Table 5.E**) serves as the master index for this framework. Each numbered recommendation identifies the lead agency or partner, current status, and anticipated timeframe, and each is explained in greater detail in the subsections that follow, organized by thematic area.

Figure 5.E: Policy, Program, and Practice Recommendations				
#	Recommendation	Lead Agency / Partner	Status	Target Schedule
Leadership & Coordination (Section 5.2.1)				
1	Designate a Street Safety Champion	City Manager, DPW, Development	Not started	Immediate
2	Develop a safe fleet transition plan	DPW	Not started	Medium
3	Develop Commercial Truck Routes network; Educate and Enforce	Development, PD, DPW	Not started	Medium
4	Develop a city-wide Speed Management plan	City Manager, Development, DPW	Not started	Medium
Enforcement (Section 5.2.2)				
5	Develop a Speed Camera Program	PD	In progress	Immediate
6	Expand Red Light Camera Program	PD	In progress	Immediate
7	Increase Police Department Patrol Staffing for Street Safety	PD	Not started	Long Term
Roadway Design (Section 5.2.3)				
8	Formalize safety as a factor in paving prioritization	DPW	Not started	Immediate
9	Develop sidewalk/bikeway masterplan	Development, DPW	Not started	Medium
10	Enhance default design standards	DPW	Not started	Medium
11	Develop safety-focused signalization programs	DPW	Not started	Medium
12	Expand quick-build program	DPW	Ongoing	Immediate
13	Implement Proactive Network design planning	DPW, Development	Not started	Medium
Education & Community Engagement (Section 5.2.4)				
14	Apply for the Safe Routes to School program	School District	Not started	Medium



15	Develop/expand Safety-Focused Education Programs (e.g. in-school drivers/biking education)	School District, PD, Development	Not started	Medium
16	Leverage City Assets for Expanded Safety Messaging	Development, PD	Not started	Immediate
17	Develop Targeted Motorcycle and 2-Wheel Education Campaigns	Development, PD	Not started	Medium
Data & Transparency (Section 5.2.5)				
18	Publish Yearly Crash Stats	City Manager, PD, DPW	Not started	Long Term
19	Enhance data collection and analysis capacity to aid in decision-making	DPW, Development	Not started	Medium
20	Perform Before and After studies of built and proposed street projects	DPW, Development	Not started	Medium
21	Update this Action Plan on a regular basis	Development	Not started	Long Term

Implementation is supported through the City’s established governance structure, including continued convening of the **Local Road Safety Action Committee** following plan adoption to support coordination, monitor progress, and inform future updates to this Action Plan as conditions and priorities evolve.

5.2.1 Leadership and Coordination

This section addresses Recommendations 1–4.

Achieving meaningful and sustained improvements in roadway safety requires more than individual projects; it depends on coordinated leadership, clear roles, and shared responsibility across City departments and partners. The recommendations in this program area focus on strengthening how safety priorities are identified, coordinated, and carried forward within City operations so that actions taken at individual locations contribute to broader, citywide safety outcomes.

New Rochelle has already established a strong foundation for safer streets, and this section focuses on building upon that foundation by supporting a shift toward more **proactive, data-informed decision-making and clearer coordination across agencies**. The recommendations that follow are intended to reinforce leadership commitment, improve internal alignment, and support consistent implementation of safety strategies across departments, creating the conditions needed to advance the City's long-term traffic safety goals.

Recommendation 1: Designate a Street Safety Champion and Transition to Data-Driven Safety

1-A. Designate a Street Safety Coordinator

Enhanced coordination is essential to advancing roadway safety across departments and programs. To support this coordination and integrate transportation safety more consistently into City decision-making, the City Manager should designate or appoint a **Street Safety Coordinator**. This role would be responsible for coordinating implementation of the recommendations in this Action Plan, supporting future updates, have a crucial role stewarding the Local Road Safety Action Committee, coordinating across departments and partner agencies, and tracking progress toward reducing fatal and serious injury crashes.

1-B. Transition to Data-Driven Street Safety Prioritization

Stakeholder interviews conducted as part of this Action Plan identified a largely complaint-driven approach to identifying and advancing street safety projects. While community concerns provide valuable insight, relying primarily on complaints can limit the City's ability to proactively address locations and conditions most closely associated with severe crashes. This Action Plan recommends strengthening the use of **injury crash data and systemic risk information** to guide safety project prioritization. By directing investments toward locations with documented fatal and serious injury patterns and applying countermeasures that respond to those patterns, the City can more effectively align resources with its long-term safety goals.

Recommendation 2: Develop a Safe Fleet Transition Plan

The New Rochelle Fleet Division within the Department of Public Works should develop a **Safe Fleet Policy** that establishes safety standards and guides future vehicle procurement and fleet management decisions. This policy can incorporate proven safety features and practices, such as pedestrian side guards, speed management technologies, improvements to driver visibility, and driver training and feedback systems. Integrating these elements into procurement and replacement decisions supports gradual modernization of the City fleet while aligning daily operations with the broader safety goals of the Local Safety Action Plan.

Recommendation 3: Develop a Commercial Truck Route Network and Support Education and Enforcement

Commercial trucks are involved in approximately **11 percent of fatal and serious injury crashes** in New Rochelle. To better manage large vehicle traffic, the City should develop a **Commercial Truck Route Network** that directs trucks to a limited set of appropriate corridors whenever possible. Implementation should be paired with targeted education for commercial drivers and coordination with trucking companies so routes are clearly understood. The Police Department should support this effort through targeted enforcement, particularly to discourage truck travel on smaller residential streets and other locations not intended to accommodate heavy vehicles.

Recommendation 4: Develop a Citywide Speed Management Plan

High vehicle speeds are a significant factor in fatal and serious injury crashes, both nationally and in New Rochelle. The City includes several locations where drivers transition rapidly from limited-access highways such as the New England Thruway and Hutchinson River Parkway onto city streets, often entering higher-speed corridors with long distances between traffic control devices, including corridors such as North Avenue and Webster Avenue. Streets with four or more travel lanes are identified as one of the



Traffic Calming Program (Source: New Rochelle DPW)

highest-correlating proactive safety focus areas in the Safety Analysis (**Figure 2.N**).

To address these conditions, the City should develop a **Citywide Speed Management Plan** that follows guidance in the 11th Edition of the *Manual on Uniform Traffic Control Devices (MUTCD)* and emphasizes contextual factors, rather than relying solely on observed operating speeds, to determine appropriate speed limits. The plan should consider neighborhood-based speed limits, targeted reductions on higher-speed corridors, lower speeds in school zones, areas near senior housing, and other locations identified through the Safety Analysis, as well as evaluation of a lower citywide default speed limit where appropriate.

5.2.2 Enforcement

This section addresses Recommendations 5–7.

Enforcement plays a critical role in improving roadway safety by addressing behaviors most closely associated with fatal and serious injury crashes. In the context of the Local Safety Action Plan, enforcement is most effective when it is **strategic, data-informed, and coordinated with engineering, operational, and educational efforts at priority locations**. The recommendations in this program area focus on strengthening how enforcement resources and tools are used so they support broader, systemwide safety outcomes.

New Rochelle already maintains an active police presence, community engagement efforts, and targeted enforcement programs. The recommendations below build on that foundation by supporting a shift toward **more predictive and analytical approaches**, aligning enforcement strategies with locations identified through the **High Injury Network** and **Prioritized Investment Network**, and expanding capacity where needed. Together, these actions are intended to improve consistency, effectiveness, and safety impact across the City's roadway system.



Recommendation 5: Implement a Speed Camera Program

Automated speed enforcement has been shown to reduce excessive speeding, crashes, fatalities, and serious injuries, with national experience indicating that only a small share of drivers receive repeated violations. The New Rochelle Police Department is in the process of advancing a **school speed zone camera program** through required State and local approvals. Once authorized, cameras should be implemented in high-risk school zones identified through available crash, speed, and roadway data. Over time, the program should be expanded to additional school-adjacent locations and other priority areas identified through this Plan's Safety Analysis to address speeding behaviors associated with severe crashes.

Recommendation 6: Expand the Red-Light Camera Program

New Rochelle previously operated a successful red-light camera program that concluded in May 2025 and is planned to restart with a target implementation in **Summer 2026**. The updated program includes five new cameras with upgraded technology installed at three locations identified through a recent study evaluating traffic volumes and crash history. As implementation progresses, the City should periodically evaluate opportunities to expand the red-light camera program to additional high-risk intersections, particularly those identified through the **Safety Analysis** and **Prioritized Investment Network**, and in response to changing development patterns, traffic volumes, and documented safety needs.

Recommendation 7: Increase Police Department Staffing for Street Safety

The New Rochelle Police Department currently conducts targeted enforcement activities guided by its annual **Targeted Enforcement Plan**, which identifies higher-risk locations and priorities for enforcement. While this approach reflects thoughtful planning, the Department has limited dedicated capacity to analyze roadway safety data, identify patterns of risky behavior, and adjust enforcement strategies proactively.



Elm Street

Increasing staffing focused on street safety would allow the Department to strengthen data analysis in support of targeted enforcement, align activities more closely with locations identified through the Safety Analysis, and expand public safety education and community engagement efforts across the City.

5.2.3 Roadway Design

This section addresses Recommendations 8–13.

Roadway design plays a central role in translating safety priorities into visible, on-the-ground changes. In New Rochelle, responsibility for planning, design, operations, and maintenance is shared across departments, with long-term planning and capital improvements led by the **Department of Development** and day-to-day operations and implementation led by the **Department of Public Works**. The recommendations in this program area focus on strengthening how these functions work together so safety considerations are applied consistently across planning, design, and routine delivery.

Rather than relying solely on individual capital projects, the roadway design recommendations emphasize **scalable, repeatable approaches that can be embedded into existing programs, standards, and workflows**. The actions that follow focus on improving coordination, strengthening safety-focused guidelines, and expanding tools such as **paving, signal operations, quick-build projects, and network-level planning**. Together, these strategies are intended to make safety improvements easier to implement, more consistent across locations, and better aligned with priority corridors and networks identified through this Action Plan.

Recommendation 8: Formalize Safety as a Factor in Paving Prioritization

Routine paving work offers an opportunity to incorporate low-cost, high-impact safety treatments and to update existing markings and configurations where conditions no longer reflect current best practices. The Department of Public Works should further integrate safety considerations into the paving prioritization process, including using presence on New Rochelle's **Prioritized Investment Network (PIN)** as a factor in decision-making. Safety improvements delivered through paving projects may include measures such as upgrading intersections to high-visibility crosswalk markings and adding 10-foot advance stop bars. The City should also communicate progress made through these routine improvements as part of broader safety messaging efforts (see **Recommendation 16**).

Recommendation 9: Develop a Sidewalk and Bikeway Master Plan

Vulnerable roadway users are disproportionately affected by traffic crashes in New Rochelle, and requests for sidewalks, bikeways, shared-use paths, and safer crossings are among the most frequent received by the Department of Public Works and other City departments. When addressed individually, these projects can be difficult to fund and may provide limited benefit without network continuity. Using the **GreenNR Plan** as a foundation, the Department of Development and Department of Public Works should work together to develop a **Sidewalk and Bikeway Master Plan** that establishes a comprehensive local walking and bicycling network. The plan should prioritize key routes and destinations, close dangerous gaps in the existing sidewalk and path network, identify funding strategies, and address longstanding community requests. It can also help clarify how projects are prioritized, explain historical sidewalk conditions, and identify lower-cost traffic calming alternatives for streets that are not immediate priorities.

Recommendation 10: Enhance Default Street Design Standards

10-A. Update standard design details and guidelines to reflect safety best practices



Traffic Calming Program North Avenue Intersection

Safety-focused design guidelines streamline implementation by supporting faster and more consistent rollout of safety treatments. The Department of Public Works should update its **Standard Details for Construction** to reflect recommendations from the Complete Streets Plan and include commonly requested safety treatments such as sidewalks, high-visibility crosswalks, stop control and signage, Rectangular Rapid Flashing Beacons (RRFBs),

speed humps and speed tables, and context-appropriate speed management treatments. Safety treatments should continue to be designed on a site-specific basis by qualified personnel. DPW should coordinate with the Fire and Police Departments when reviewing treatments that affect operations, such as speed humps and speed tables.

Intersection daylighting is already addressed in **City code (§ 331-14. Provisions governing yards C(3))** and could be strengthened, particularly in downtown and other high-activity areas, through additional markings or operational treatments that narrow intersections, improve sight lines, and reduce turning speeds.

10-B. Strengthen safety provisions during and after construction activities

Construction sites, particularly those located on the High Injury Network or Proactive Network, present recurring safety challenges for people walking and rolling. The Development Department, working with DPW through the permitting process, should strengthen requirements for maintaining safe and accessible routes around work zones. Best-practice approaches include **New York City's Maintenance and Protection of Traffic (MPT)** frameworks that provide ADA-compliant walking and bicycling accommodations during construction. Where full accommodations are not feasible, clearly signed pedestrian detours may be used, though these may be insufficient on blocks with multiple or extended construction sites.

Post-construction provisions, addressed during project design and close-out, present opportunities to resolve ADA sidewalk issues, lighting deficiencies, paving conditions, and to implement safety treatments such as curb extensions or pedestrian refuge islands that shorten crossing distances. Clear expectations and timeframes for restoring the public right-of-way following construction can also support safer and more consistent outcomes.



Speed Hump on Sylvan Place (Source: New Rochelle DPW)

Recommendation 11: Develop Safety-Focused Signalization Programs

Traffic signalization provides an opportunity to improve safety by adjusting how existing infrastructure operates. The Department of Public Works should develop **safety-focused signalization programs** that build on current signal upgrades and operational guidelines. Potential strategies include modifying signal timing to better accommodate people walking, implementing leading pedestrian intervals, restricting right-turn-on-red movements at key locations or more broadly where warranted, upgrading pedestrian displays and signal heads with limited visibility, and adding marked crosswalks at existing signalized intersections where pedestrian crossing activity is observed but facilities are incomplete.

Locations identified on the **High Injury Network (HIN)** and **Prioritized Investment Network (PIN)** should be prioritized for these improvements. On higher-speed corridors, more closely spaced and coordinated traffic control devices may also allow for signal progression strategies that moderate speeds and help align driver behavior with posted speed limits.

Recommendation 12: Expand the City's Quick-Build Safety Program

12-A. Establish a formal Quick-Build Safety Program focused on priority locations

Quick-build projects, including tactical and demonstration interventions, provide an opportunity to address safety concerns using low-cost materials such as paint, flexible delineators, planters, and temporary curb extensions. While the Department of Public Works currently delivers quick-build treatments on a project-by-project basis, often in response to complaints, this approach should be formalized into a **Quick-Build Safety Program**. The program should prioritize locations identified through the Safety Analysis and Prioritized Investment Network, including review of fatal and serious injury crash locations and implementation of design changes tailored to the crash patterns observed. Quick-build interventions are particularly well suited for near-term responses at traffic fatality locations.

12-B. Use the Vanguard Tactical Urbanism Demonstration Project as a model for scaling

The **Vanguard Tactical Urbanism Demonstration Project** should serve as an initial implementation of the Quick-Build Safety Program, providing a model for design selection, coordination, implementation, and evaluation that can be replicated citywide.

12-C. Evaluate quick-build projects and support transition from temporary to permanent

Completed quick-build projects should be evaluated for performance and injury crash reduction outcomes. The temporary nature of quick-build materials allows for iterative refinement, including adding or adjusting design elements where safety objectives are not yet being met. Where projects demonstrate positive safety outcomes, the City can identify funding opportunities to transition successful designs from temporary materials to permanent capital construction.

12-D. Coordinate quick-build efforts with existing and future grant programs

The City should align expansion of the Quick-Build Safety Program with relevant funding sources where missions overlap. Examples include grant programs that support ADA improvements, access to transit and fixed-route services, enhanced pedestrian infrastructure, and wayfinding, such as **Federal Transit Administration Section 5310** funding administered by NYSDOT.

12-E. Maintain awareness of national quick-build best practices

To remain informed about evolving best practices in quick-build and street safety design, the City should maintain active engagement with national organizations and peer networks, including the **North American City Transportation Officials (NACTO)**, **Vision Zero Network**, **Vision Zero Cities**, and **Families for Safe Streets**.

Recommendation 13: Implement Proactive Network Design Planning

The Proactive Network includes street segments and intersections that share design features with locations where fatal and serious injury crashes have occurred, such as wider cross-sections, higher operating speeds, or complex crossing conditions. These locations are well suited for **low-cost, high-impact safety improvements** that can be implemented as part of routine operations. Potential treatments include refreshing pavement markings, narrowing effective lane widths through striping, adding or reinforcing lane edge lines, installing high-visibility crosswalks, and adding 10-foot advance stop bars.

Where compatible signal equipment is installed, additional measures such as **leading pedestrian intervals** and **high-visibility yellow signal backplates** should be considered. Proactive Network locations should be prioritized alongside High Injury Network and Prioritized Investment Network locations to support a citywide, preventive approach to roadway safety.



Capital Project on Station Plaza N (Source: Gina LeVay)

5.2.4 Education and Community Engagement

This section addresses Recommendations 14–17.

Education and community engagement support roadway safety by **reinforcing safer behavior, improving awareness of safety initiatives, and helping residents understand how and why changes are being made**. While public input plays a critical role in identifying safety concerns and shaping priorities, this program area focuses specifically on **implementation-oriented outreach and education** that complements engineering, operations, and enforcement strategies.

The recommendations in this section emphasize coordinated, scalable approaches to **safety education and communication** that can be delivered through schools, City assets, and partner organizations. These actions are intended to expand access to safety programs, improve consistency of messaging, and support residents as safety projects and policies are implemented across the City, with particular attention to locations, users, and travel modes identified as higher-risk through the Action Plan.

Recommendation 14: Apply for the Safe Routes to School Program

Areas around schools are high-priority locations for safety improvements due to concentrated travel activity and the presence of vulnerable road users. New Rochelle schools should pursue participation in the **Safe Routes to School (SRTS) Program** to support school-specific planning, infrastructure improvements, and education initiatives that address access, circulation, and safety concerns. Participation can help elevate school-area safety needs, guide targeted investments, and coordinate improvements such as safer crossings, traffic calming, wayfinding, and educational programs tailored to individual school contexts.



Recommendation 15: Develop and Expand Safety-Focused Education Programs

To support safety projects implemented throughout the City, New Rochelle should expand education programs focused on transportation safety, including safe practices for people walking, biking, using scooters, and driving. The City can explore opportunities to provide age-appropriate driver and bicycle education within schools and youth programs, reinforcing safety concepts early and supporting Safe Routes to School initiatives.

Departments and partner agencies should coordinate to expand the reach of safety education efforts, including collaboration with the **School District**, **Office of the Aging**, senior housing providers, and other organizations serving populations identified through the Safety Analysis as facing higher risks of traffic injury or death. These partnerships can help tailor messaging, deliver education through trusted channels, and support access to safety information.

Recommendation 16: Leverage City Assets for Expanded Safety Messaging

16-A. Use existing City communication assets to expand safety messaging



The City can leverage its existing public engagement and communications capacity to distribute safety messaging through tools such as intersection and sidewalk kiosks, digital and static signage, social media, billboards, and City-owned facilities including the transit center and municipal parking facilities. These **out-of-home (OOH)** communication tools provide high-visibility public exposure and can support dynamic, location-specific messaging through digital formats. Coordinated safety messaging can reinforce awareness of new projects, promote safe behaviors, and support education and engagement efforts tied to ongoing roadway improvements.

16-B. Provide project-specific information through “What’s Happening Here” signage

New Rochelle could adopt a **“What’s Happening Here”** public information approach by placing temporary information boards in and near street safety project locations. These signs can be used for both small-scale improvements, such as high-visibility crosswalks installed through routine paving programs, and larger capital projects. Messaging can explain the purpose of the project, describe expected safety benefits, and provide

context for changes that may be unfamiliar or initially unpopular. This approach supports transparency, improves public understanding, and helps communicate how individual projects contribute to broader Citywide safety goals.

BETTER BUSES
What's Happening Here?

University Avenue, Washington Bridge to Tremont Avenue
Transit, Bicycle, and Pedestrian Improvements

- Improve Pedestrian Safety
- Improve Bicycle Safety
- Increase Bus Speeds and Reliability
- Calm Traffic

NYC DOT will be resuming implementation of safety and transit improvements on University Avenue between the Washington Bridge and Tremont Avenue:

- Install bus boarding islands at four additional bus stops along University Avenue at: Washington Bridge, Featherbed Lane, 175th Street and Tremont Avenue
- Add offset bus lanes in both directions
- Add protected bike lanes in both directions
- Add painted pedestrian islands and median extensions throughout corridor

Implementation will begin in Spring 2022

Existing University Ave. Cross Section

Proposed University Ave. Cross Section

For additional information about the project, contact the NYC DOT Bronx Borough Commissioner's Office at 212.748.6650 or visit our website: nyc.gov/dot. To sign up for NYC DOT updates, visit: nyc.gov/dot/news

VISION ZERO NEW YORK CITY

Example of "What's Happening Here" Signage in NYC

Recommendation 17: Develop Targeted Motorcycle and Two-Wheel Education Campaigns

Motorcycles are involved in approximately **9 percent of fatal and serious injury crashes** in New Rochelle. To address this risk, the City should develop targeted safety education campaigns focused on motorcycle and two-wheel users, including e-bikes and scooters. Campaigns could include social media outreach, City-sponsored out-of-home (OOH) advertising, and educational materials that provide practical safety tips, visibility guidance, and reminders about sharing the road. Messaging should be designed to reach both riders and drivers, reinforcing awareness of two-wheel users and supporting safer interactions on City streets.

5.2.5 Data and Transparency

This section addresses Recommendations 18–21.

Data and transparency support roadway safety by enabling the City to understand current conditions, **track progress**, and **adjust strategies over time**. While this Action Plan is grounded in a comprehensive safety analysis, ongoing collection, analysis, and public reporting of data are critical for turning recommendations into **sustained safety outcomes** and **maintaining accountability** as implementation advances.

The recommendations in this program area focus on **strengthening how safety data are collected, analyzed, evaluated, and communicated** both within City government and with the public. These actions establish **feedback loops** between implementation and outcomes, support performance evaluation of projects and programs, and provide a clear framework for updating priorities as conditions change. Together, they position the Local Safety Action Plan as a living document that guides decision-making, informs future investments, and supports long-term progress toward the City’s safety goals.

Recommendation 18: Publish Yearly Crash Statistics and Analysis

Publishing annual crash statistics and analysis allows the City to better communicate progress, challenges, and trends related to traffic safety. Currently, New Rochelle does not have a centralized, publicly available source for information on traffic injuries and fatalities. The City should establish a consistent, publicly accessible location—such as the City website—to share yearly crash data and analysis through a written report, a public-facing dashboard, or a combination of both.

Annual reporting can support public understanding of traffic safety conditions, provide context for roadway investments, and track progress toward reducing fatal and serious injury crashes. This approach also aligns with **SS4A Progress and Transparency requirements** and supports ongoing accountability as the City works toward its long-term roadway safety goals.

Recommendation 19: Enhance Data Collection and Analysis Capacity to Support Decision-Making

Recent and planned investments in traffic signal technologies, red-light cameras, and speed enforcement tools provide opportunities to collect ongoing data related to traffic volumes, speeds, and operational conditions. The Department of Public Works should explore ways to use these and other available data sources to improve understanding of roadway safety conditions and support more data-informed decisions about future projects and operational changes.

To better reflect the full range of transportation activity in New Rochelle, the City should also identify strategies to expand data collection for **non-vehicular travel modes**, including people walking and biking. This may include targeted counts, observational data, or integration of emerging tools that help capture

multimodal activity. Expanding data coverage supports a more comprehensive view of transportation needs and helps align safety investments with observed risk and usage patterns.

Recommendation 20: Perform Before-and-After Studies of Street Projects

The City should create a program to evaluate the performance of street redesign and safety projects by conducting **before-and-after studies**. At a minimum, this effort should begin by tracking exact construction and implementation dates for projects. Evaluations should compare data collected prior to implementation with at least one year of post-implementation data to assess changes in injury crashes by severity, as well as other relevant traffic measures aligned with the project's intent.

This evaluation framework can be applied both to projects completed in the past and to projects currently in planning or construction. Ongoing monitoring and documentation of outcomes can help identify which design elements are most effective, highlight opportunities for improvement in future iterations, and strengthen the City's ability to refine safety strategies over time.



Pinebrook Boulevard Redevelopment (Source: New Rochelle DPW)

Recommendation 21: Update This Action Plan on a Regular Basis

The Safety Analysis supporting this Action Plan uses the most recently available crash data at the time of development (2020–2024). While major shifts in patterns may be gradual, updating the analysis and regenerating the **High Injury Network (HIN)** and **Prioritized Investment Network (PIN)** on a regular cycle—approximately every five years—is recommended to support accuracy, transparency, and responsiveness to changing conditions.

Led by the Development Department and the Street Safety Coordinator, the City should allocate resources to periodically update the Safety Analysis and review and refresh the strategy and policy recommendations in this plan. Regular updates can help the City track progress, integrate new data and lessons learned from implemented projects, and continue advancing toward long-term roadway safety goals.



Main Street (Source: Gina LeVay)

6 Progress and Transparency

An action plan only becomes real when progress is visible, responsibilities are clear, and results are reviewed often enough to inform the next decision. This chapter focuses on how New Rochelle can track implementation of the Local Safety Action Plan over time and communicate progress in a way that supports accountability, learning, and continuous improvement.

The chapter describes the tools and practices used to measure success, monitor outcomes, and share information on a recurring basis. It introduces performance measures that link the recommendations to measurable results, outlines how progress can be reviewed through regular reporting and evaluation, and describes how a public-facing dashboard can be used to communicate safety trends and priorities. These elements are intended to support informed decision-making and ongoing refinement as the City advances toward its long-term roadway safety goals.



Aerial view of Five Islands Park New Rochelle (Source: Gina LeVay)

This Chapter Covers:

- Evaluation and Measuring Success
- Performance Measures and Progress Tracking
- Public-Facing Dashboard

6.1 Evaluation and Measuring Success

The City of New Rochelle recognizes that reducing roadway fatalities and serious injuries is not a one-time effort. Progress toward safer streets depends on **ongoing oversight, transparency, and coordination** across City departments, along with **continued engagement** with the public.

Measuring success is essential for understanding whether strategies are working, where adjustments are needed, and how priorities should evolve as conditions change. To support this work, the Local Safety Action Plan includes several recommendations focused on long-term accountability and evaluation. Progress can be monitored using **key performance indicators (KPIs)**, including fatal and serious injury crashes, safety outcomes associated with completed projects, and indicators that help identify trends across travel modes and vulnerable populations. The City may also **publish periodic progress updates** or **summary reports** to help residents and stakeholders understand how safety efforts are advancing.

Where feasible, **before-and-after evaluations** of major projects can further inform this process by assessing changes in crash patterns and safety outcomes and by helping guide future project design and investment decisions as New Rochelle continues working toward its long-term roadway safety goals.

6.1.1 Performance Measures and Progress Tracking

The performance measures below (**Figure 6.A**) are the primary tool for tracking progress and communicating it clearly. They link the implementation actions in **Chapter 5** to measurable outcomes and practical indicators of delivery and are intended to function as a flexible framework for regular review and adjustment over time.

Figure 6.A: Performance Measures and Progress Tracking

Performance Measure	Description	Goal	Reporting Structure	Reporting Frequency*
Fatal and Serious Injury (KSI) Crashes on New Rochelle Roads	Summary and analysis of patterns for all fatal and serious injury crashes occurring on City-owned roads since the previous reporting period	Eliminate fatal and serious injury crashes	Annual Crash Data Overview; 2-Year Progress Report and Dashboard	Annual
Total Injury Crashes on New Rochelle Roads	Summary and analysis of patterns for all injury crashes occurring on City-owned roads since the previous reporting period	Eliminate injury crashes	Annual Crash Data Overview; 2-Year Progress Report and Dashboard	Annual
Before-and-After Crash Data for	Analysis of crash data for select implemented projects, focusing on fatal and serious	Eliminate fatal and serious injury crashes	2-Year Progress Report	As applicable based on

Implemented Projects	injuries, comparing conditions before and after construction			project implementation
Local Road Safety Action Committee (LRSAC)	Committee meetings to discuss LSAP next steps and implementation progress (approximately 2–3 meetings per year)	Support coordination and oversight for LSAP implementation	2-Year Progress Report	Every 2 years
Local Investment in Roadway Safety Projects	Total dollar value invested by the City in roadway safety projects	Build capacity and secure funding for implementation	2-Year Progress Report	Every 2 years
External Funding and Resources	List of all grants and non-local funding applied for or received to support safety planning or implementation	Build capacity and secure funding for implementation	2-Year Progress Report	Every 2 years
Prioritized Investment Network (PIN)	Updated safety analysis using the most recent applicable crash data to regenerate the Prioritized Investment Network	Maintain a current prioritization framework	Action Plan Update	Update at least every 5 years
Implementation of Proven Safety Countermeasures	Number and types of proven safety countermeasures implemented citywide	Eliminate fatal and serious injury crashes	2-Year Progress Report	Every 2 years
Implementation of Policy and Program Changes	Actions taken to adopt or implement policies and practices identified in this Local Safety Action Plan	Build capacity for sustained implementation	2-Year Progress Report	Every 2 years
Sidewalk Network Mileage	Total mileage of sidewalk network constructed or substantially reconstructed	Eliminate fatal and serious injury crashes	2-Year Progress Report	Every 2 years

**Reporting frequency may be adjusted over time based on data availability, staffing capacity, and coordination with Action Plan updates.*

6.2 Public-Facing Dashboard

A public-facing dashboard provides a clear and accessible way for the City to share traffic safety data, support transparency, and communicate progress toward long-term safety goals. The dashboard should present **high-level information** in a clear, visual format, with a **primary focus on fatal and serious injury (KSI) crashes** over time and their geographic distribution.

Mapping KSI crashes is particularly important for helping residents understand where the most severe safety issues are occurring. Public concerns are often raised in locations without a documented history of fatal or serious injury crashes, and a map-based view helps illustrate how data is used to inform City priorities and investment decisions. This approach supports data literacy and **helps connect individual projects and policies to broader safety outcomes.**



With limited training, City staff can update the dashboard annually using crash data from the **New York State CLEAR** database, allowing the dashboard to be refreshed as new, validated data becomes available each year. The dashboard can serve as a **primary tool for transparency and accountability**, enabling City staff, stakeholders, and the public to monitor safety trends and better understand progress over time.



Draft Public Facing Dashboard – KSI Crashes View

Appendix A Safety Analysis Methodology

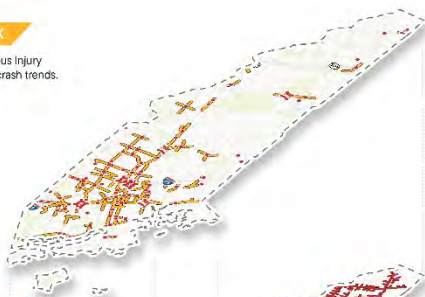
The safety analysis methodology aims to holistically analyze and review transportation safety in the City of New Rochelle. The safety analysis comprises of three main components – the High Injury Network, Proactive Network, and Community-Based Network that are combined create New Rochelle’s Priority Investment Network. While crash data is a key starting point in understanding safety challenges, context variables and community concerns are integrated in the analysis to contribute to a holistic assessment of safety.

- **The High Injury Network (HIN)** reviews the past five years of crash data to understand where injury crashes are occurring based on past crash trends. Crashes are analyzed to identify overall trends, and the crashes are mapped on the roadway to identify the high injury network of roadways with higher densities of crashes, focusing specifically on capturing fatal and serious injury (KSI) crashes. The 5-year dataset, crash data from 01/01/2020-12/31/2024, was retrieved from the New York State Department of Transportation (NYSDOT) Crash Location & Engineering Analysis Repository (CLEAR) Crash Data Viewer at <https://clear.dot.ny.gov/clear/cdv/> in January 2026.
- **The Proactive Network** considers systemic and context factors that are associated with increased risk of crashes. The safety analysis examined historical crash data compared to geographical proximity to a range of factors commonly or potentially related to crash occurrence, including community demographics (e.g., senior housing), locations of high pedestrian activity (e.g., community facilities or transit facilities), and roadway design characteristics (e.g., T-intersections), to determine if KSI crashes are disproportionately prevalent on roadways along or near these features. If these variables are associated with a higher risk of crashes, these locations are mapped and used to define priority safety focus areas.
- **The Community-Based Network (CBN)** incorporates community experiences and input on where people feel unsafe. Crashes may commonly be underreported and there may be common near-miss locations. This Community-Based Network aims to integrate local knowledge and lived experiences as well as reflect locations of community concern regarding road safety to supplement the analysis.
- **The Priority Investment Network (PIN)** combines New Rochelle’s High Injury Network (HIN), Proactive Network, and Community-Based Network to identify the locations where the City should prioritize safety investments to most effectively reduce serious and fatal crashes. The PIN is a subset of the HIN.

HIGH INJURY NETWORK

Where existing Fatal and Serious Injury crashes occur based on past crash trends. (2020-2024 injury crash data)

26 miles
of New Rochelle roads



PROACTIVE NETWORK

Where areas are correlated to an increased risk of injury crashes based on demographics, locations of high pedestrian activity, or roadway design characteristics.

81 miles
of New Rochelle roads



COMMUNITY-BASED NETWORK

Where do people feel unsafe? Crashes may be underreported. There may be common near-miss locations.

41 miles
of New Rochelle roads



PRIORITIZED INVESTMENT NETWORK

Captures and overlays these three networks to identify the top priority locations for safety investments. Features more focused roadways from the High Injury Network by identifying overlaps with the Proactive and Community-Based Networks.

24.5 miles
of New Rochelle roads

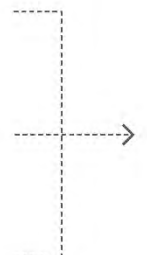


Figure A: New Rochelle Safety Analysis: At a Glance

A.1 Data Cleaning & Classification Process

Data cleaning and validation is the first step in ensuring the usability and reliability of the crash dataset. The past full five calendar years of **crash data from 2020–2024** was retrieved from the **NYSDOT CLEAR Crash Data Viewer** on January 6, 2026. Key crash fields such as crash severity, mode, date and time, and locations were identified and reviewed, supplemented by person-level and vehicle-level crash datasets for additional information. The data retrieval date is important because in New York State, the previous calendar year’s crash data is considered finalized in September of the following year.

A.1.1 Geographic & Severity Exclusions

This Local Safety Action Plan (LSAP) project, compliant with the Safe Streets and Roads for All (SS4A) grant program self-certification checklist, focuses on crashes that resulted in injuries on local roadways. As a result, crashes that were “Property Damage Only” or on roadways beyond the City’s jurisdiction including Interstates (I-95), the Hutchinson River Parkway (Route 15), associated ramps, private roads, and parking lots were excluded from analysis. The final number of crashes included in the analysis was **1,489 injury crashes** (10% of all the 10,544 crashes that occurred from 2020 to 2024).

- **Geography:** The safety analysis looked at crashes that occurred within the City of New Rochelle. All injury crashes on local roadways and intersections where local roads and highway ramps meet were included in the safety analysis. Crashes that occurred on limited-access or state or federally owned roadways (e.g., I-95), private roads, and parking lots were excluded from analysis.
- **Severity:** Using [FHWA’s KABCO scale](#) for assessing crash severity, the safety analysis looked at injury-causing crashes. Additionally, New York State categorizes injury crashes as follows:
 - **Fatal (K)** – Injury that **results in death within 30 days after the motor vehicle crash** in which the injury occurred.
 - **Serious Injury (A)** – Injuries include severe lacerations, broken or distorted limbs, skull fractures, crushed chest, internal injuries, unconscious when taken from the crash scene, and unable to leave crash scene without assistance.
 - **Minor Injury (B)** – Injuries include lumps on head, abrasions, and minor lacerations.
 - **Possible Injury (C)** – Injuries include momentary unconsciousness, limping, and complaint of pain with no visible injury.

A.2 High Injury Network (HIN) Development

The High Injury Network (HIN) indicates the roadway segments with higher density of injury crashes. To develop the HIN, all included injury crashes were first joined to road segments using a “Sliding Window” methodology where the total number of crashes per segment was determined. Then, each crash was weighted, depending on severity, to identify high-injury locations.

- **Joining Crashes to Road Segments:** The “Sliding Window” analysis takes a set length of roadway (a “window”), that moves along the street and counts crashes for each section. The window overlaps three times as it slides along the roadway. For the New Rochelle safety analysis, a 900ft “window” broken up into 300ft intervals was used. All injury crashes were joined to these road segments to identify locations with a higher concentration of injury crashes.

The Sliding Window method was selected for New Rochelle because it allows the analysis to best normalize the data in a City where street lengths vary greatly and to identify clusters of crashes even if they occur across multiple “windows” or street segments (e.g., on both sides of an intersection). Other normalization tools, such as defining street segments as intersection-to-intersection, can distort data in cities like New Rochelle where distances between intersections differ significantly in different parts of the City (e.g., smaller blocks downtown compared to longer stretches of suburban roads in the northern end). Additionally, by counting crashes for each of the 300ft intervals, the analysis is better able to identify location-based trends. For example, crashes that occur nearby but on opposite sides of an intersection might be missed in a street segment analysis because they occurred on separate segments. In contrast, using the Sliding Windows methodology, all crashes within 900ft can be considered together.

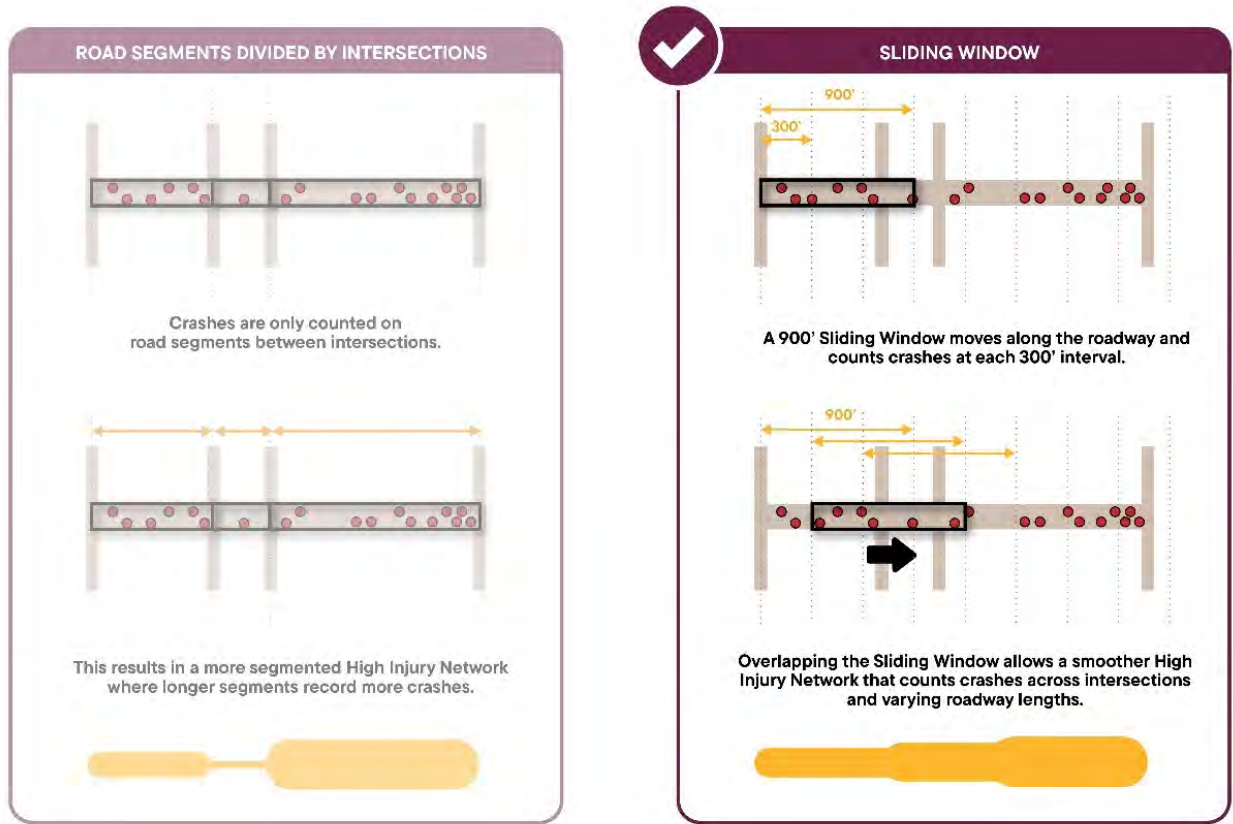


Figure B: Sliding Window Methodology used in the HIN

- Severity Weighting:** Recognizing that fatal and serious injuries are the primary focus of the SS4A safety analysis, the HIN for New Rochelle gave the most weight to fatal injuries and then to serious injuries. Crashes that resulted in either minor injuries or possible injuries were not given additional weight. The crash severity weighting used for New Rochelle’s HIN was referenced from the [National Safety Council Average Comprehensive Cost by Injury Severity](#). Based on the weighted scores, 15% of all City roadways with the top scores were selected as the HIN, which captured 92% of all fatal and serious injury crashes from 2020 to 2024.

Figure C: Injury Crash Severity Weighting in the HIN

Fatal Injury (K)	x 12
Serious Injury (A)	x 5
Minor & Possible Injuries (B & C)	x 1

- 2025 Traffic Fatalities:** Known 2025 traffic fatality locations were included to create the HIN.

ALL INJURY CRASHES

from 2020 to 2024 in New Rochelle, NY

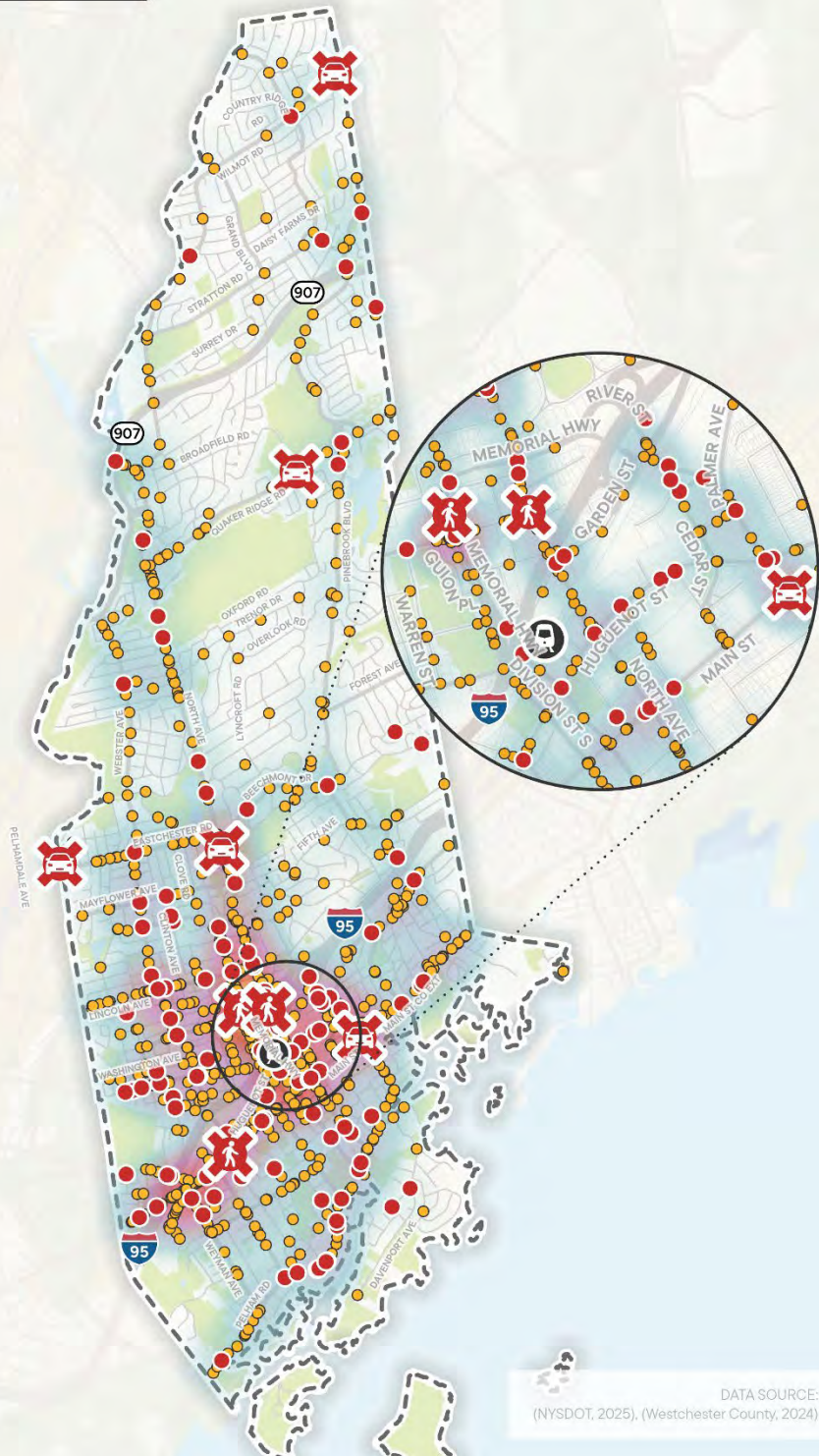
LEGEND

Injury Crash Severity

- K - Fatal Pedestrian Crash
- K - Fatal Vehicle Crash
- A - Serious Injury
- Minor and Possible Injuries

Injury Crash Density

- Sparse
- Dense
- New Rochelle



DATA SOURCE:
(NYSDOT, 2025), (Westchester County, 2024)

Figure D: All Injury Crashes in New Rochelle from 2020 to 2024 Map

HIGH INJURY NETWORK (HIN) WEIGHTED INJURY CRASHES

from 2020 to 2024 in New Rochelle, NY

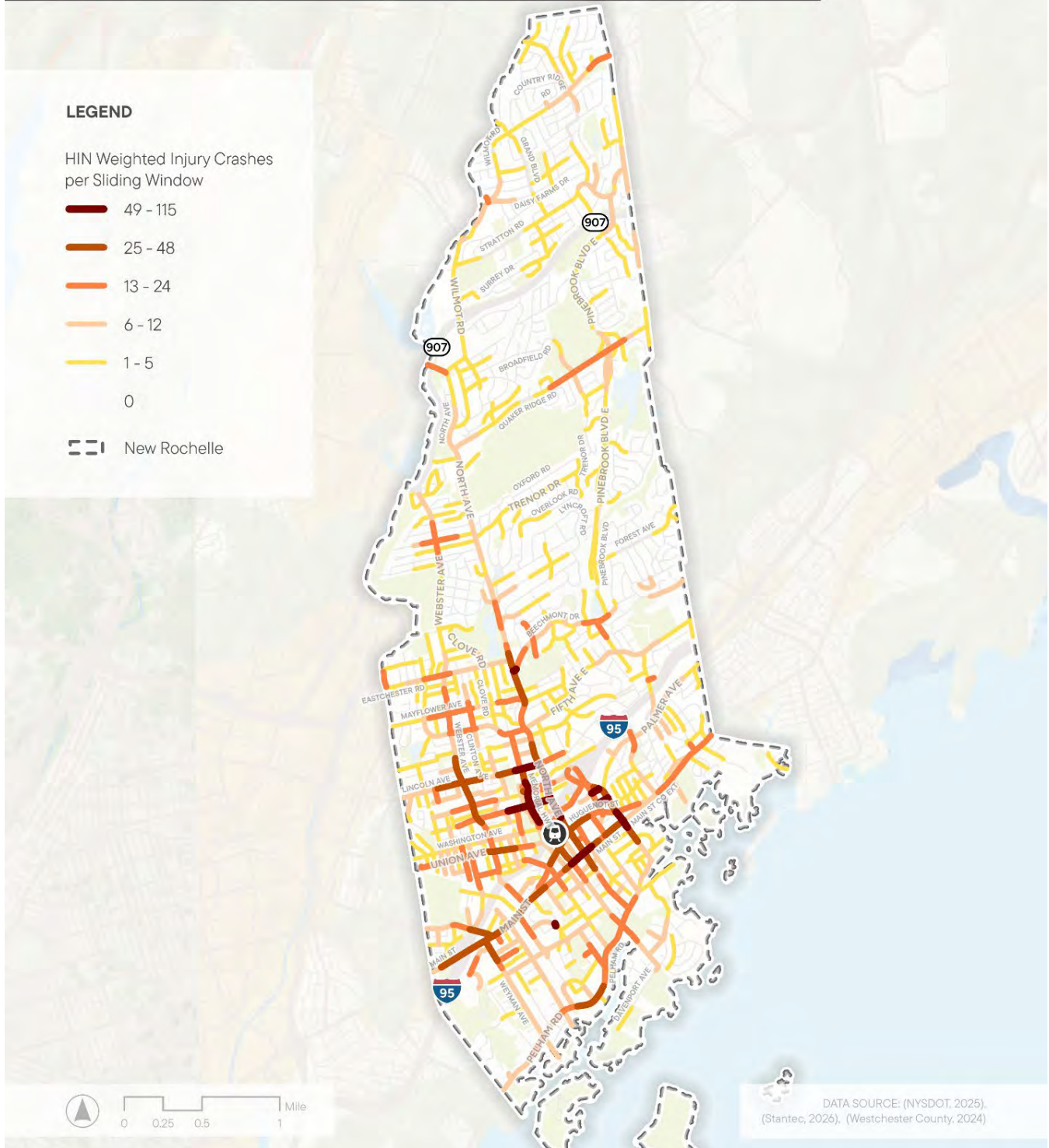


Figure E: High Injury Network Weighted Injury Crashes from 2020 to 2024 in New Rochelle

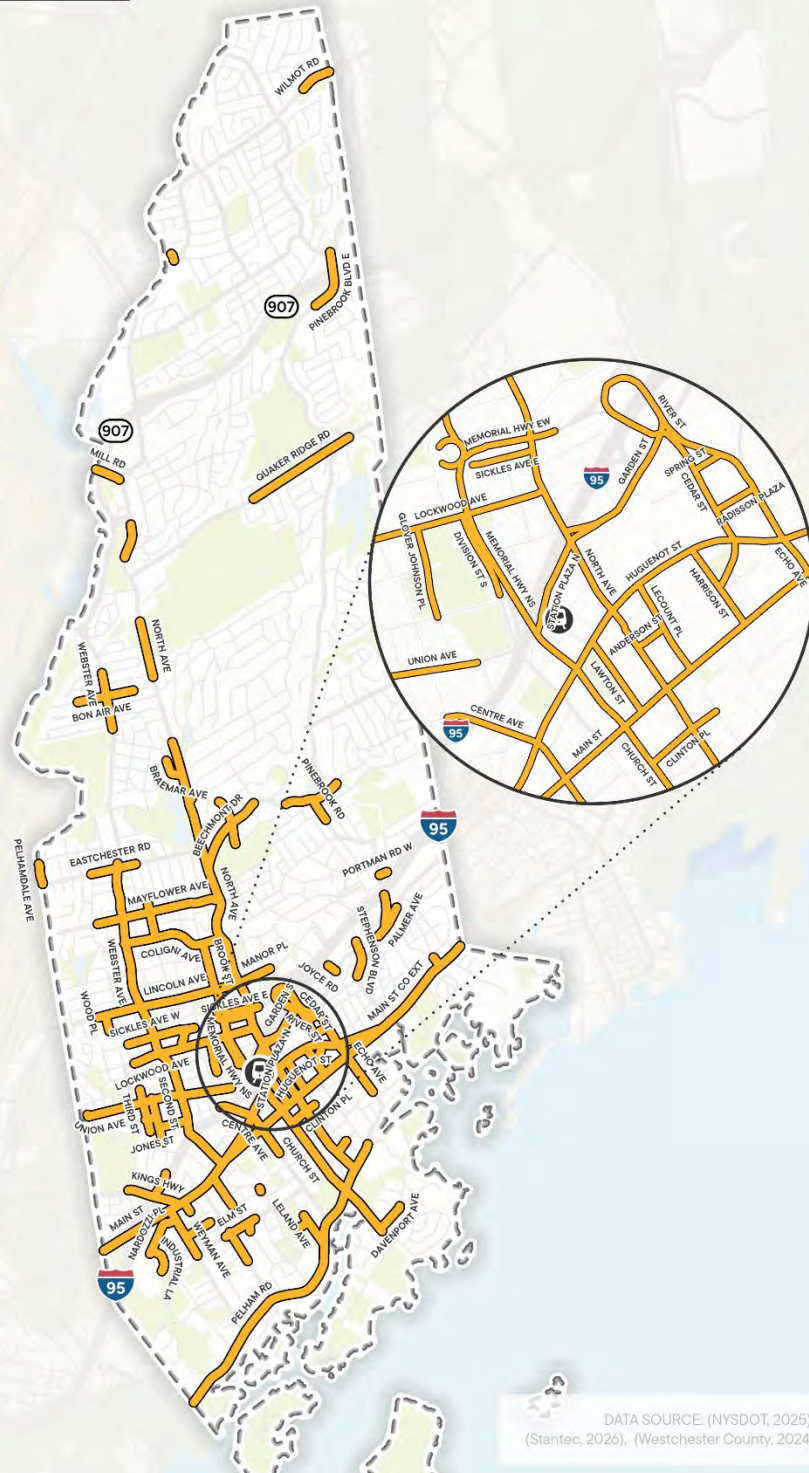
HIGH INJURY NETWORK (HIN)

from 2020 to 2024 in New Rochelle, NY

LEGEND

HIN

New Rochelle



DATA SOURCE: (NYS DOT, 2025),
(Stantec, 2026), (Westchester County, 2024)

Figure F: High Injury Network from 2020 to 2024 in New Rochelle

A.3 Proactive Network Development

The Proactive Network looks for types of locations or surrounding contexts where the crash data shows that KSI crashes happen disproportionately versus prevalence of that feature in the community. This network reflects the roadways and areas with specific characteristics that are associated with a higher risk of crashes, regardless of past crash trends. As with the High Injury Network (HIN), the dataset used for this analysis was the past five years of crash data from 2020-2024 pulled from the NYSDOT CLEAR Crash Data Viewer.

As more HINs and HIN methodologies have been created by Vision Zero and SS4A cities, HINs were critiqued for being too reactive or backward looking. This created a desire for a systemic more forward-looking methodology. The Proactive network is an analysis framework for determining those predictive factors and mapping them.

National transportation safety research indicates that certain roadway characteristics such as roadways with higher speed limits, more travel lanes, and vehicle volume can be associated with higher risk of crashes. In addition, certain land uses such as senior housing, bus stops, and community centers, can indicate a propensity to travel, especially by vulnerable populations and/or active modes of transportation.

For New Rochelle's systemic/proactive analysis, 21 factors were analyzed to determine which factors were overrepresented in the crash data. The 10 selected have a higher representation of injury crashes on roadways near these analyzed factor locations than the rest of New Rochelle roadways. All crashes within the specified radius were captured as near or within the sphere of influence of the factor. Based on the association of each variable with the crashes, 10 factors or Proactive Safety Focus Area and their associated roadways were selected to be included in the Proactive Network.

The Proactive Network is made up of a compilation of all 10 Proactive Safety Focus Areas categorized as follows: Roadway Design Characteristics, Affordable and Senior Housing, and Locations of High Pedestrian Activity. The table lists the 10 factors along with the specified radius, % of roadways it covers, and % of injury crashes it captures. The bold text indicates more than a 3x difference in crash representation than the roadway representation. In other words, bold text indicates these locations are Proactive Safety Focus Area because they are overrepresented in the crash data.

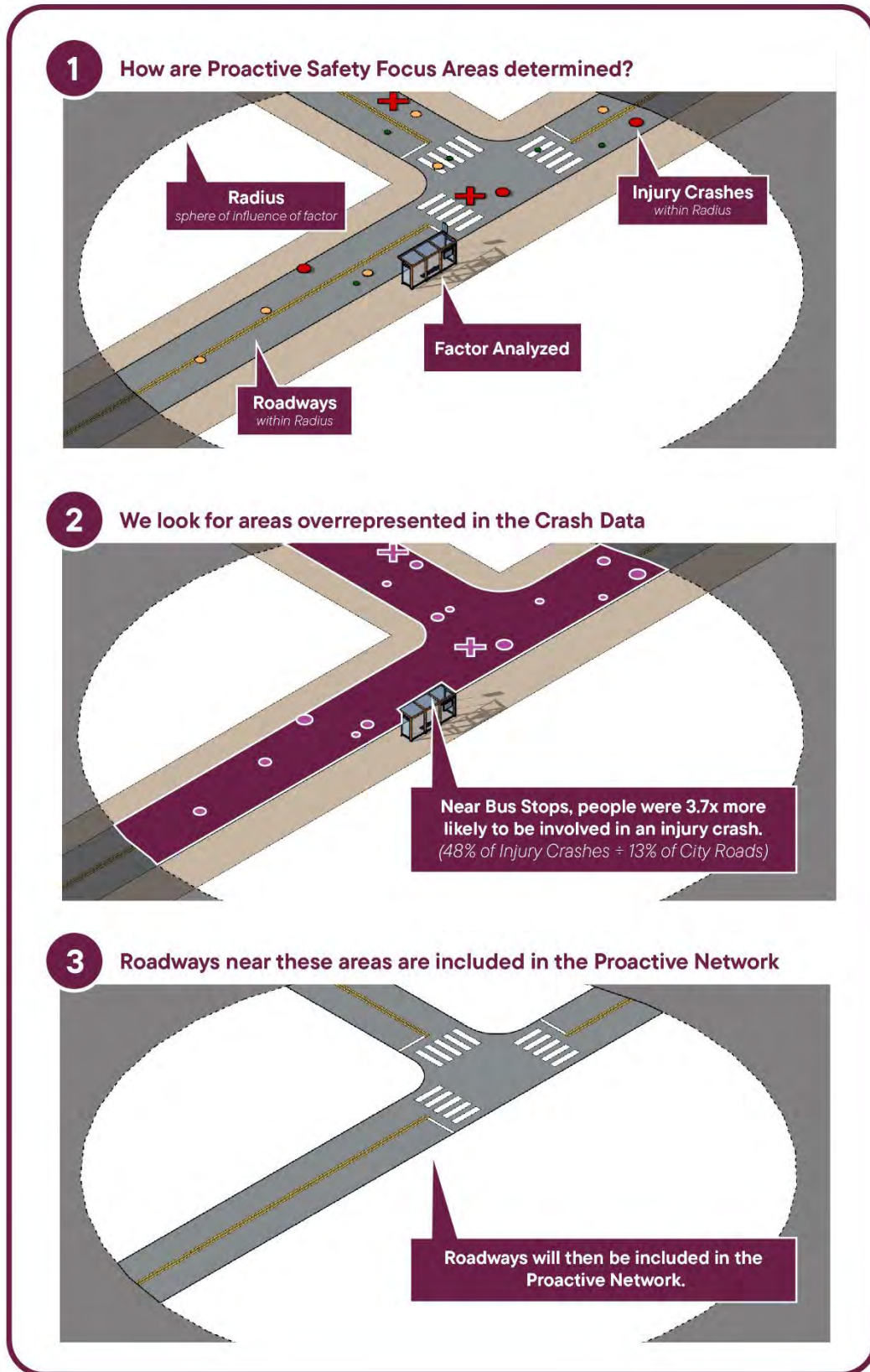


Figure G: Proactive Network Analysis Methodology



Figure H: Proactive Safety Focus Areas and Risks of Injury Crashes in New Rochelle

Category	Proactive Safety Focus Areas	Radius	% of New Rochelle Roadways	Overrepresentation of:			
				All Injury Crashes	KSI Crashes	Pedestrian Involved KSI Crashes	Bicycle Involved KSI Crashes
Roadway Design Characteristics	Roads with 4 or more Travel Lanes	100 ft	8 %	x 5.4	x 5.3	x 5.7	x 4.9
	T-Intersections along Major Corridors	100 ft	13 %	x 3.4	x 3.0	x 2.6	x 4.2
Affordable and Senior Housing	Affordable Housing	1,000 ft	14 %	x 3.1	x 3.3	x 4.8	x 2.2
	Senior Housing	1,000 ft	13 %	x 2.8	x 3.1	x 4.0	x 1.8
Locations of High Pedestrian Activity	Traffic Signals <i>(Pedestrian Crossings)</i>	100 ft	6 %	x 8.1	x 7.9	x 8.4	x 6.1
	Shuttle Service Area	Within Service Area	11 %	x 4.6	x 4.5	x 6.0	x 4.2
	Bus Stops	200 ft	13 %	x 3.7	x 3.9	x 5.1	x 2.9
	Train Station	1,000 ft	2 %	x 4.0	x 3.6	x 5.5	x 4.4
	Community Facilities <i>(Hospital, City Hall & Library)</i>	1,000 ft	6 %	x 4.1	x 3.2	x 4.6	x 4.1
	Top Veo Trip Origins & Destinations	1,000 ft	16 %	x 2.8	x 2.7	x 3.5	x 2.0

PROACTIVE SAFETY FOCUS AREAS

from 2020 to 2024 in New Rochelle, NY

LEGEND

Roadway Design Characteristics

- T-Intersections along Major Corridors

- Roadways with 4 or more Travel Lanes

Affordable and Senior Housing

- Senior Housing
- Affordable Housing

Locations of High Pedestrian Activity

- City Hall
- Libraries
- Hospital
- Traffic Signals (Pedestrian Crossings)

- Top 15 Most Frequented Veo Trip Origins and Destinations (2024-2025)

- CircuitNR Service Area

- Bus Stop
- Train Station
- New Rochelle



DATA SOURCE: (New Rochelle, 2026), (NYSDOT, 2025), (Westchester County, 2024), (Stantec, 2026), (Veo, 2026)

Figure 1: Proactive Safety Focus Areas from 2020 to 2024 in New Rochelle

PROACTIVE NETWORK

from 2020 to 2024 in New Rochelle, NY

LEGEND

Proactive Network

New Rochelle



DATA SOURCE:
(NYSDOT, 2026), (Stantec, 2026)

Figure J: Proactive Network from 2020 to 2024 in New Rochelle

A.4 Community-Based Network (CBN) Development

As part of the safety analysis, the team developed an online interactive safety map to collect and incorporate community concerns about street safety at specific locations in New Rochelle. The interactive safety map was open for public input from January 30th to March 27th, 2026. Respondents had the opportunity to place geo-coded pins on the online map and write comments about street safety concerns they had in the New Rochelle city limits. Additionally, community members were provided an opportunity to identify locations of concern on a large print out of the interactive safety map at the Public Workshop held at New Rochelle City Hall on March 25th, 2026. The community input collected was organized into six categories:

- Bike Facilities
- Crosswalks or Sidewalks
- Speeding
- Transit
- Unsafe Turning
- Others

A total of 955 comments were received from the interactive safety map. 9 comments unrelated to road safety (e.g., trash, crime) and on or about excluded roadways (I-95, Hutchinson River Parkway, Private Roads, Parking Lots) were excluded from the analysis. After filtering the comments, a total of 946 comments were included in the Community-Based Network analysis.

The Community-Based Network utilized the same sliding window methodology as the High Injury Network to highlight road segments with a higher concentration of comments. The included interactive safety map comments were joined to 900 ft road segments, the windows, which overlapped 300ft at a time. Then, any segment with two or more comments was selected to be part of the Community-Based Network. The final Community-Based Network included 80% (764) of the comments.

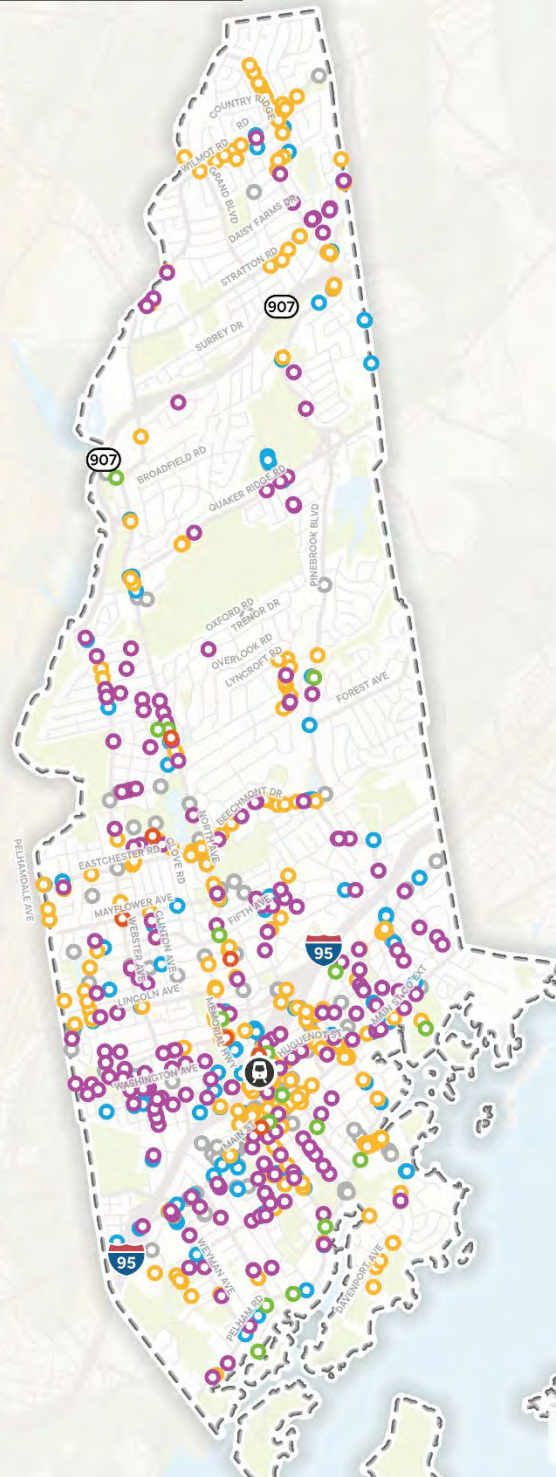
INTERACTIVE SAFETY MAP COMMENTS

from 2026 in New Rochelle, NY

LEGEND

Comment Category

- Bike Facilities
- Crosswalks or Sidewalks
- Other
- Speeding
- Transit
- Unsafe Turning
- New Rochelle



DATA SOURCE:
(New Rochelle, 2026), (Stantec, 2026)

Figure K: Interactive Safety Map Results from 2026 in New Rochelle

INTERACTIVE SAFETY MAP COMMENTS PER SLIDING WINDOW

from 2026 in New Rochelle, NY

LEGEND

Comments per Sliding Window

- 17 - 23
- 10 - 16
- 2 - 9
- 1
- 0
- New Rochelle



DATA SOURCE:
(New Rochelle, 2026), (Stantec, 2026)

Figure L: Interactive Safety Map Comments per Sliding Window from 2026 in New Rochelle

COMMUNITY-BASED NETWORK (CBN)

from 2026 in New Rochelle, NY

LEGEND

- CBN
- New Rochelle



DATA SOURCE:
(New Rochelle, 2026), (Stantec, 2026)

Figure M: Community-Based Network from 2026 in New Rochelle



A.5 Priority Investment Network (PIN) Development

The PIN combines New Rochelle’s High Injury Network (HIN) with a systemic safety analysis, also called the Proactive Network, and New Rochelle’s Community-Based Network. The PIN gives a weighted score for each road segment based on whether a roadway is on the HIN, Proactive Network, and/or CBN. The PIN is designed to combine insights from all three safety analysis networks into one network map that identifies a more focused HIN that includes public input and overrepresented variables.

In the New Rochelle PIN, the HIN was given the most weight of 65% as it is the primary data-driven layer indicating the locations where past injury crashes have occurred. The Proactive Network made up a total weight of 25% as it notes the priority safety focus areas that were overrepresented in injury crashes. Each proactive safety focus area was given equal weight of 2.5%. Finally, the CBN was given a weight of 10% for to recognize local knowledge and community concerns about road safety.

Figure N: PIN Weighting	
High Injury Network	65%
Proactive Network	25%
<i>Community Facilities</i>	2.5 %
<i>Senior Housing</i>	2.5 %
<i>Affordable Housing</i>	2.5 %
<i>Traffic Signals (Pedestrian Crossings)</i>	2.5 %
<i>Top Veo Trip Origins and Destinations</i>	2.5 %
<i>CircuitNR Service Area</i>	2.5 %
<i>Bus Stops</i>	2.5 %
<i>Train Stations</i>	2.5 %
<i>T-Intersections along Major Corridors</i>	2.5 %
<i>Roadways with 4 or more Travel Lanes</i>	2.5 %
Community-Based Network	10%

The analysis utilized a threshold analysis to determine which roadways were included in the PIN. Roadways with PIN scores 67.5% and above were included in the PIN as this score threshold would include all roadways on the HIN that are located nearby at least one Proactive Safety Focus Area and/or was determined to be a roadway of community concern as identified on the CBN. Based on the PIN, top locations in each Council District were also identified to guide future project identification and selection.

OVERLAID NETWORKS

from 2020 to 2024 in New Rochelle, NY

LEGEND

- High Injury Network
- Proactive Network
- Community-Based Network
- New Rochelle



DATA SOURCE: (NYS DOT, 2025),
(New Rochelle, 2026), & (Stantec, 2026)

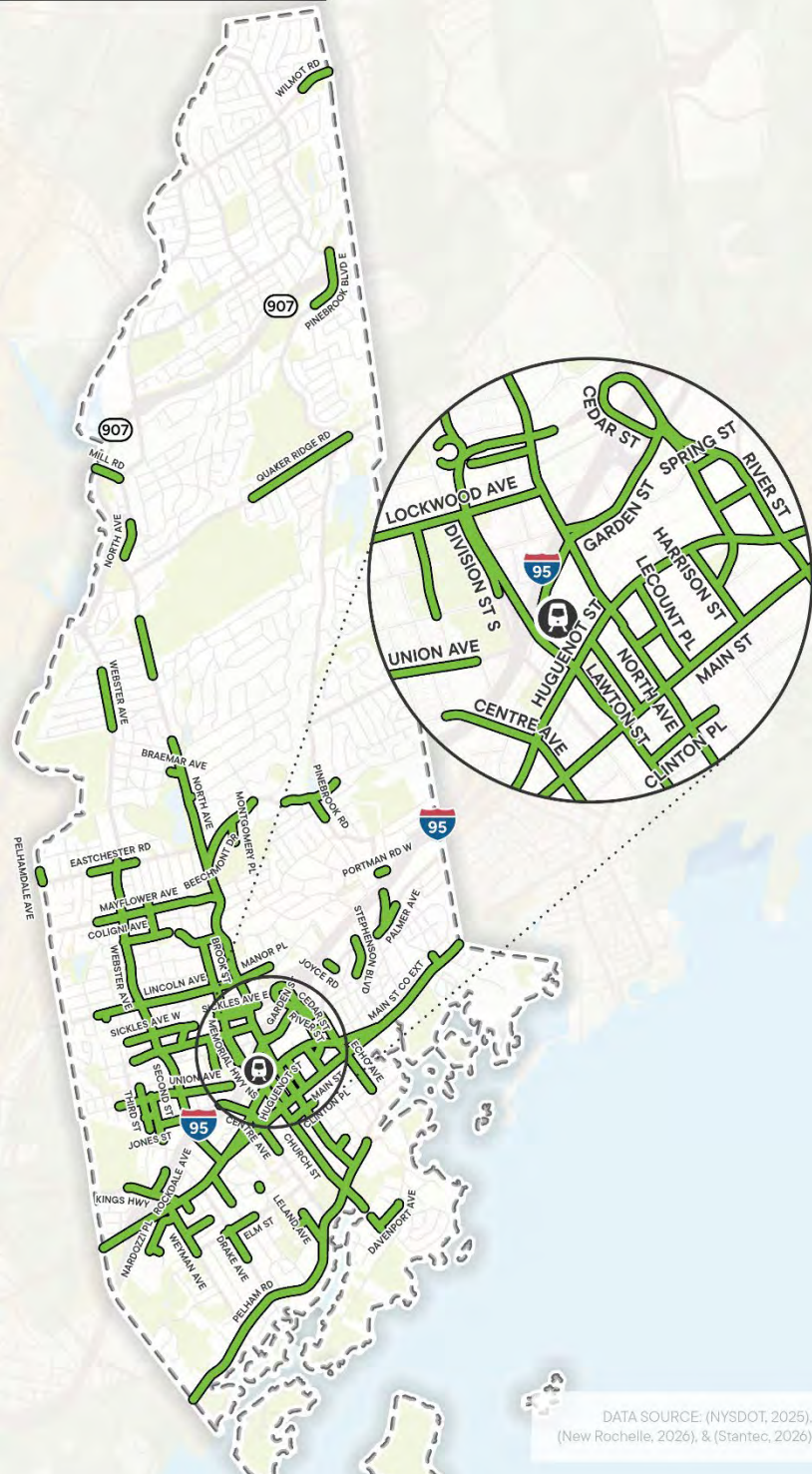
Figure O: Overlaid Networks from 2020 to 2024 in New Rochelle

PRIORITIZED INVESTMENT NETWORK (PIN)

from 2020 to 2024 in New Rochelle, NY

LEGEND

- PIN Roadways
- New Rochelle



DATA SOURCE: (NYS DOT, 2025),
(New Rochelle, 2026), & (Stantec, 2026)

Figure P: Prioritized Investment Network from 2020 to 2024 in New Rochelle

TOP PRIORITIZED INVESTMENT NETWORK (PIN) LOCATIONS

from 2020 to 2024 in New Rochelle, NY

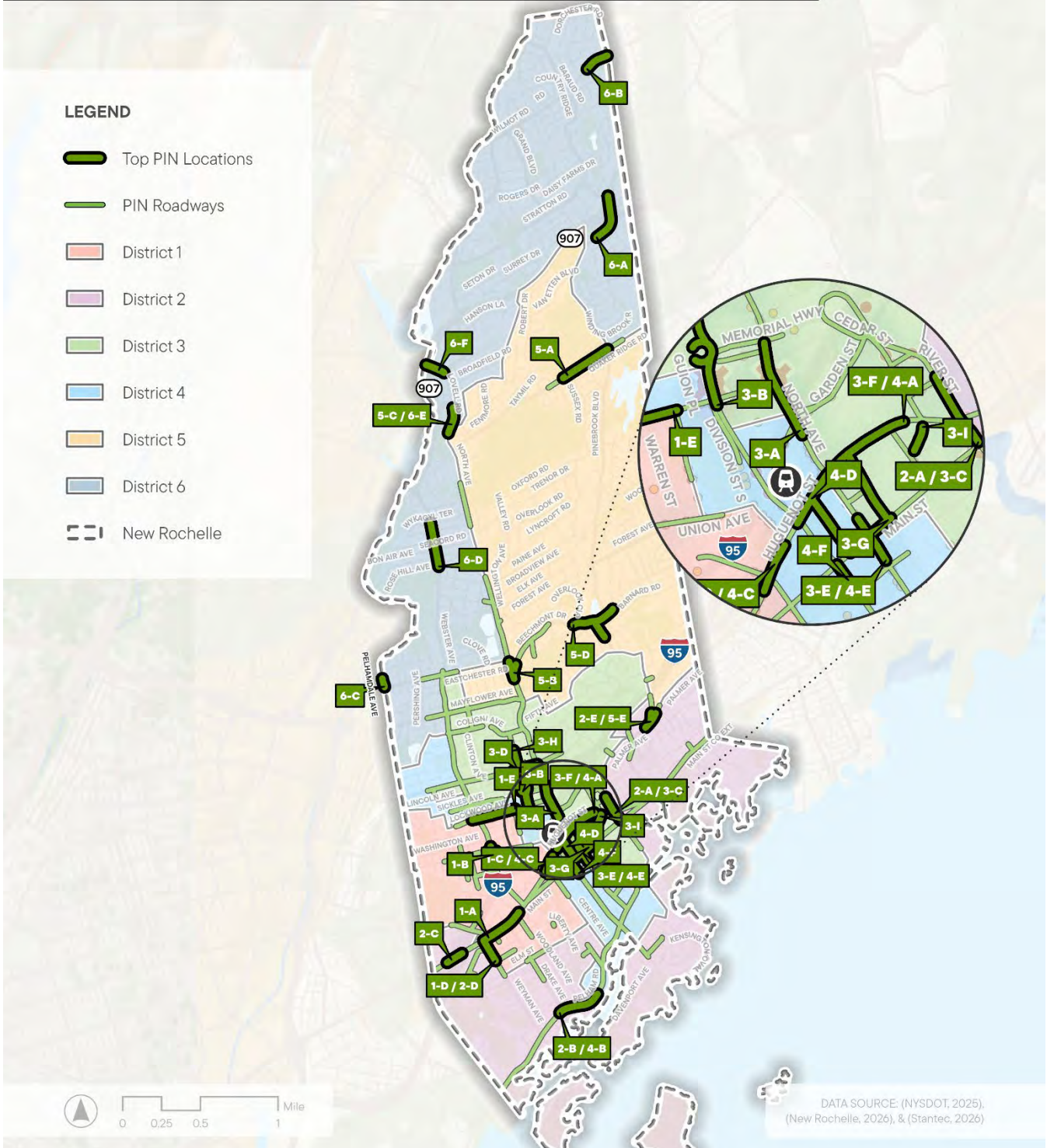


Figure Q: Top PIN Locations in each Council District from 2020 to 2024 in New Rochelle

Figure R: Top Priority Locations by Council District

Location ID*	Location	Council District(s)	# of KSI** Crashes
District 1 (above average KSI in New Rochelle)			
1-A	Main Street from Woodland Avenue and Weyman Avenue	District 1	1 Fatal and 4 Serious Injury Crashes
1-B	Webster Avenue and Union Avenue	District 1	2 Serious Injury Crashes
1-C / 4-C	Huguenot Street from Centre Avenue and Division Street	Districts 1 and 4	2 Serious Injury Crashes
1-D / 2-D	Weyman Avenue from Main Street and Bayard Street	Districts 1 and 2	2 Serious Injury Crashes
1-E	Lockwood Avenue from Webster Avenue to Glover Johnson Place	District 1	2 Serious Injury Crashes
District 2 (above average KSI in New Rochelle)			
2-A / 3-C	River Street and Radisson Plaza to Main Street and Echo Avenue	Districts 2 and 3	1 Fatal and 3 Serious Injury Crashes
2-B / 4-B	Pelham Road between Drake Avenue and Town Dock Road	Districts 2 and 4	6 Serious Injury Crashes
2-C	Main Street between Cleveland Avenue and I-95	District 2	2 Serious Injury Crashes
1-D / 2-D	Weyman Avenue from Main Street and Bayard Street	Districts 1 and 2	2 Serious Injury Crashes
2-E / 5-E	Palmer Avenue and Petersville Road	Districts 2 and 5	N/A
District 3 (above average KSI in New Rochelle)			
3-A	North Avenue from Memorial Highway to Station Plaza North	District 3	1 Fatal and 7 Serious Injury Crashes
3-B	Memorial Highway from Lockwood Avenue to Lincoln Avenue	Districts 3 and 4	1 Fatal and 6 Serious Injury Crashes
2-A / 3-C	River Street and Radisson Plaza to Main Street and Echo Avenue	Districts 2 and 3	1 Fatal and 3 Serious Injury Crashes
3-D	Lincoln Avenue between Brook Street and North Avenue	District 3	4 Serious Injury Crashes
3-E / 4-E	Main Street and North Avenue	Districts 3 and 4	3 Serious Injury Crashes
3-F / 4-A	Huguenot Street from Memorial Highway to Harrison Street	Districts 3 and 4	5 Serious Injury Crashes
3-G	LeCount Place between Huguenot Street and Main Street	District 3	2 Serious Injury Crashes
3-H	Brook Street from Lincoln Avenue to Winthrop Avenue	District 3	2 Serious Injury Crashes
3-I	Cedar Street from Harrison Street to Huguenot Street	District 3	N/A

District 4			
3-F / 4-A	Huguenot Street from Memorial Highway to Harrison Street	Districts 3 and 4	5 Serious Injury Crashes
2-B / 4-B	Pelham Road between Drake Road and Town Dock Road	Districts 2 and 4	4 Serious Injury Crashes
1-C / 4-C	Huguenot Street from Centre Avenue and Division Street	Districts 1 and 4	2 Serious Injury Crashes
4-D	Lawton Street between Huguenot Street and Main Street	District 4	1 Serious Injury Crash
3-E / 4-E	Main Street and North Avenue	Districts 3 and 4	3 Serious Injury Crashes
4-F	Church Street from Main Street to Clinton Place	District 4	N/A
District 5			
5-A	Quaker Ridge Road from Skyview Lane to Pinebrook Boulevard	District 5	1 Fatal and 2 Serious Injury Crashes
5-B	Beechmont Drive and North Avenue (Iona University)	District 5	1 Fatal Crash
5-C / 6-E	North Avenue and Lovell Road	Districts 5 and 6	1 Serious Injury Crash
5-D	Beechmont Drive and Pinebrook Road	District 5	1 Serious Injury Crash
2-E / 5-E	Palmer Avenue and Petersville Road	Districts 2 and 5	N/A
District 6			
6-A	Pinebrook Boulevard between Ramona Court and Hutchinson River Parkway	District 6	2 Fatal (2025) and 1 Serious Injury Crashes
6-B	Wilmot Road between Baldwin Lane and Golden Horseshoe Shopping Center	District 6	1 Fatal Crash
6-C	Pelhamdale Avenue and Hutchinson River Parkway Off Ramp	District 6	1 Fatal Crash
6-D	Webster Avenue from Wykagyl Terrace to Norman Road	Districts 3 and 6	1 Serious Injury Crash
5-C / 6-E	North Avenue and Lovell Road	Districts 5 and 6	1 Serious Injury Crash
6-F	Mill Road between Wilmot Road and Hutchinson River Parkway	District 6	1 Serious Injury Crash
*See Figure Q: Top Prioritized Investment Network Locations Map			
** KSI = Killed or Seriously Injured			

The above table indicates the Council Districts that have a greater than average number of KSI in the study period. District 3 has by far the most KSI crashes of any District, which is why more projects are shown there.

City of New Rochelle
Development

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Adam Salgado, Development Commissioner
Subject: PROPOSED AUTHORIZATION RE: SUBMISSION OF U.S. DEPARTMENT OF TRANSPORTATION'S (USDOT) FY 2026 SAFE STREETS AND ROADS FOR ALL (SS4A) IMPLEMENTATION GRANT APPLICATION – Resolution authorizing submission of an FY 2026 SS4A Implementation Grant application for the “New Rochelle Safe Corridors Program” and committing the required local match.

Background:

The U.S. Department of Transportation's (USDOT) FY 2026 Safe Streets and Roads for All (SS4A) Implementation Grant program provides federal funding to support infrastructure projects aimed at significantly reducing or eliminating roadway fatalities and serious injuries. Implementation Grant awards range from \$2.5 million to \$25 million, with a required 20% local match. FY 2026 applications are due on May 26, 2026.

The City is eligible to apply for SS4A with the Council’s adoption of the draft Local Safety Action Plan (LSAP) under a separate resolution before the Council. The North Avenue Corridor Safety Project is the City’s proposed Implementation Grant project, targeting not only North Avenue itself but also adjacent High Injury Network (HIN) segments identified by the LSAP. As the central spine of the city, connecting neighborhoods, districts, and key institutions including schools, North Avenue is a critical site for safety improvements that reflect the city’s commitment to Complete Streets and the safe travel of all road users, whether they are walking, biking, taking transit, or driving.

Issue:

The proposed project is a coordinated network of safety investments focused on North Avenue and connecting segments identified in the LSAP as high-injury locations and as priority investment areas where safety upgrades will be most impactful. These connecting segments include Main Street, Huguenot Street, Quaker Ridge Road, Beechmont Drive, and Webster Avenue.

Construction activities within the proposed grant scope include:

- Signal modernization and accessible pedestrian signal (APS) upgrades at approximately 24 North Avenue intersections (DPW 25-032)
- Signal replacements at five Quaker Ridge Road intersections (TIP PIN 8761.80)
- Intersection improvements at Beechmont Drive and at Webster and Flandreau Avenues
- Systemic signal upgrades at five citywide HIN intersections currently lacking pedestrian infrastructure
- Sidewalk gap elimination on five build-ready segments
- Safe Routes to School (SRTS) linked crossing improvements at PIN-identified school zone locations
- An SRTS education and engagement program

Planning and Demonstration activities within this proposed grant scope include:

- Detailed design to advance corridor segments to build-ready status
- Development of a formal SRTS Plan required for future SRTS federal program eligibility
- A North Avenue signal study (Station Plaza North to Pelham Road) to advance the remaining southern HIN segment to build-ready status. These activities enhance the City's FY 2025 SS4A-funded Vanguard District Tactical Urbanism Demonstration Project.

The proposed total project cost of the "New Rochelle Safe Corridors Program" is approximately \$13.7 million:

- SS4A federal request of approximately \$10.96 million (80%)
- Local match of approximately \$2.74 million (20%) (to be budgeted in a future Capital Budget year(s)).

Final amounts may be adjusted slightly based on scoping, award of complementary funding sources and final grant scope.

Recommendation:

Staff recommends that City Council authorize submission of a FY 2026 SS4A Implementation Grant application for the North Avenue Corridor Safety Project, commit to the required 20% local match, and authorize the City Manager to execute all documents necessary to submit the application. The final match amount will be established in the capital program and may be adjusted to reflect final project scope and any coordination with complementary funding sources.

Attachments:

None

LEGISLATION

RESOLUTION AUTHORIZING SUBMISSION OF AN
APPLICATION FOR FY 2026 SAFE STREETS AND ROADS FOR
ALL (SS4A) IMPLEMENTATION GRANT AND COMMITTING
THE REQUIRED LOCAL MATCH.

WHEREAS, the U.S. Department of Transportation's FY 2026 Safe Streets and Roads for All ("SS4A") Implementation Grant program provides federal funding to support infrastructure projects aimed at significantly reducing or eliminating roadway fatalities and serious injuries; and

WHEREAS, the City is eligible to apply for SS4A upon the City Council's adoption of its Local Safety Action Plan (LSAP); and

WHEREAS, the City seeks to submit an application for the "New Rochelle Safe Corridors Program," including the North Avenue Corridor Safety Project and related improvements along identified High Injury Network (HIN) segments, including portions of Main Street, Huguenot Street, Quaker Ridge Road, Beechmont Drive, and Webster Avenue; and

WHEREAS, the proposed project includes signal modernization, accessible pedestrian signal upgrades, intersection improvements, sidewalk gap elimination, Safe Routes to School (SRTS) improvements and programming, and related planning and design activities; and

WHEREAS, the total estimated project cost is approximately \$13.7 million, with a federal funding request of approximately \$10.96 million (80%) and a required local match of approximately \$2.74 million (20%), to be appropriated in a future Capital Budget; and

WHEREAS, the FY 2026 SS4A Implementation Grant application deadline is May 26, 2026.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of New Rochelle hereby authorizes submission of an application to the U.S. Department of Transportation for the FY 2026 SS4A Implementation Grant for the New Rochelle Safe Corridors Program; and

BE IT FURTHER RESOLVED, that the City Manager is hereby authorized to execute the SS4A Grant Agreement and any and all related documents, certifications, and assurances required to carry out the project; and

BE IT FURTHER RESOLVED, that the City Council hereby commits to the required 20% local match with the final amount to be established through the City's Capital Budget and subject to adjustment based on final project scope and funding coordination.

City of New Rochelle
Development

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Adam Salgado, Development Commissioner
Subject: PROPOSED ACCEPTANCE OF GRANT AWARD RE: BLOOMBERG PHILANTHROPIES YOUTH CLIMATE ACTION FUND – Ordinance accepting the Bloomberg Philanthropies Youth Climate Action Fund award; and amending Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026 (Sponsored by Mayor Yadira Ramos-Herbert).

Background:

Earlier this year, Mayor Yadira Ramos-Herbert identified and advanced an opportunity for the City of New Rochelle to apply to the Bloomberg Philanthropies Youth Climate Action Fund through her participation in the Bloomberg Harvard City Leadership Initiative network. Following the Mayor’s outreach and coordination with City administration and staff, the City submitted an application to participate in the program.

As a result, the City has now been selected out of a worldwide application pool to receive a grant through the Bloomberg Philanthropies Youth Climate Action Fund initiative, which is a global program supporting young people’s advancement of local climate action in collaboration with municipal leaders.

The program provides funding to engage young residents directly in climate solutions through youth-led micro-grants, project development, and hands-on implementation of initiatives aligned with local priorities such as urban forestry, extreme heat preparedness, climate education, and neighborhood resilience. The initiative aligns closely with the goals and youth engagement priorities established in the GreenNR Climate Action Plan 2025 Update.

The City anticipates implementing the program in collaboration with the Youth Bureau and sustainability staff beginning in Summer 2026.

Issue:

To proceed with a Grant Agreement and participate in the Youth Climate Action Fund program,

City Council must accept the awarded grant, amend the 2026 City budget, and delegate signing authority to the City Manager for all future grant documents. The program requires no municipal cost-share.

Recommendation:

Staff recommends that the City Council:

- 1. Accept the Bloomberg grant award in the amount of \$50,000 total;
- 2. Authorize the City Manager to execute and submit all necessary documents related to said grant award; and
- 3. Authorize the following Budget Amendment to amend Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, to allow for these funds to be entered into the City's 2026 Budget.

Increase Revenue

6989.2704.26049 Bloomberg YCAF \$50,000

Increase Expense

6989.41700.26049 Cultural/Program Expenses – Bloomberg YCAF \$50,000

Attachments:

None

LEGISLATION

ORDINANCE AUTHORIZING THE CITY MANAGER TO ACCEPT THE BLOOMBERG PHILANTHROPIES YOUTH CLIMATE ACTION FUND AWARD, AND AMENDING ORDINANCE NO. 198 OF 2025, THE BUDGET OF THE CITY OF NEW ROCHELLE FOR 2026

WHEREAS, earlier this year, Mayor Yadira Ramos-Herbert identified and advanced an opportunity for the City of New Rochelle to apply to the Bloomberg Philanthropies Youth Climate Action Fund through her participation in the Bloomberg Harvard City Leadership Initiative network; and

WHEREAS, following the Mayor's outreach and coordination with City administration and staff, the City submitted an application to participate in the program; and

WHEREAS, the City of New Rochelle has been selected out of a worldwide application pool to receive a grant in the amount of \$50,000 from Bloomberg Philanthropies through its Youth Climate Action Fund initiative, a global program supporting youth-led climate action in partnership with local governments; and

WHEREAS, this program will support youth-led micro-grants, project development, and hands-on implementation of initiatives aligned with the City's GreenNR Climate Action Plan 2025 Update, including efforts related to urban forestry, extreme heat preparedness, climate education, and neighborhood resilience; and

WHEREAS, the program is scheduled to begin in Summer 2026 and requires no municipal cost-share; and

WHEREAS, City Council approval is required to formally accept the grant award, to authorize a budget amendment, and to delegate authority to the City Manager to execute all related grant documents.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of New Rochelle:

Section 1. The City Council hereby accepts the Bloomberg Philanthropies Youth Climate Action Fund grant award in the amount of \$50,000, awarded to the City of New Rochelle.

Section 2. The City Manager is hereby authorized and directed to execute the Bloomberg

Philanthropies Youth Climate Action Fund Grant Agreement with the Bloomberg Philanthropies Youth Climate Action Fund, as well as any related contracts, amendments, certifications, or documents necessary to implement the grant, subject to approval as to form by the Corporation Counsel.

Section 3. Ordinance No. 198 of 2025, the Budget of the City of New Rochelle for 2026, is hereby amended to appropriate the grant funds as follows:

Increase Revenue
6989.2704.26049 Bloomberg YCAF \$50,000

Increase Expense
6989.41700.26049 Cultural/Program Expenses – Bloomberg YCAF \$50,000

Section 4. This Ordinance shall take effect immediately upon adoption.

City of New Rochelle
Development

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Adam Salgado, Development Commissioner
Subject: PROPOSED AUTHORIZATION TO NEGOTIATE AND EXECUTE LEASE AGREEMENT WITH THE HUMBLE BUMBLE BOOK, LLC, FOR TRAIN STATION RETAIL SPACE - Resolution authorizing the City Manager to negotiate and execute a lease agreement with Humble Bumble, LLC for the Use and Occupancy of a ground-floor space at the New Rochelle Train Station.

Background:

In the past few years, the City has advanced a strategy to activate the New Rochelle Train Station as a hub for community engagement, small business incubation, and retail activity. Through pop-up activations and permanent retail uses, the City continues to curate a mix of businesses that enhance the commuter experience and contribute to the overall vibrancy of the Transit Center.

Issue:

To sustain this momentum, the City must formalize occupancy of available retail spaces with tenants whose operations align with the City’s goals of activation, economic opportunity, and placemaking within the Train Station.

Proposal:

The attached Letter of Intent submitted by The Humble Bumble Book, LLC outlines the proposed use and occupancy of an approximately 615 square foot ground-floor retail space (former Cleaner’s space) at 24 Station Plaza North within the New Rochelle Train Station. The Humble Bumble Book, LLC proposes to establish an independent bookstore and community-focused cultural space featuring curated book sales, literary programming, and community events. The proposal contemplates an initial lease term of 5 years with renewal options and abated rent schedule starting at \$1.00/mo for the first year, and graduates to \$1,400/mo by year 3, which is consistent with other tenants. Additionally, the proposal includes tenant-led improvements to activate the space as a neighborhood-oriented destination that supports ongoing community engagement. As a local Minority and Women-Owned Business Enterprise, the proposal also advances the City’s goals of supporting diverse entrepreneurs and expanding

inclusive economic opportunities.

Recommendation:

Staff recommends that the City Council adopt a resolution authorizing the City Manager to negotiate and execute a lease agreement for the use and occupancy of the subject retail space at the New Rochelle Train Station.

REVENUE ACCOUNT:

5641ET.2410

Attachments:

1. HUMBLE BUMBLE LOI

LEGISLATION

RESOLUTION AUTHORIZING THE CITY MANAGER TO NEGOTIATE AND EXECUTE A LEASE AGREEMENT WITH THE HUMBLE BUMBLE BOOK, LLC FOR THE USE AND OCCUPANCY OF A GROUND-FLOOR SPACE AT THE NEW ROCHELLE TRAIN STATION

WHEREAS, in the past few years, the City of New Rochelle has advanced a strategy to activate the New Rochelle Train Station as a hub for community engagement, small business incubation, and retail activity through pop- up activations and permanent retail uses; and

WHEREAS, to sustain this momentum, the City must formalize occupancy of available retail spaces with tenants whose operations align with the City’s goals of activation, economic opportunity, and placemaking within the Train Station; and

WHEREAS, The Humble Bumble Book, LLC has submitted a proposal to lease approximately 615 square feet of ground-floor retail space at 24 Station Plaza North within the New Rochelle Train Station to establish an independent bookstore and community-focused cultural space featuring curated book sales, literary programming, and community events; and

WHEREAS, the proposal contemplates an initial lease term of 5 years with renewal options, an abated rent schedule starting at \$1.00/mo for the first year and graduating to \$1,400/mo by year 3, which is consistent with other tenants, and tenant-led improvements to activate the space; and

WHEREAS, The Humble Bumble Book, LLC is a Minority and Women-Owned Business Enterprise, furthering the City’s goals of supporting diverse entrepreneurs and expanding inclusive economic opportunities.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of New Rochelle, that the City Manager is hereby authorized to negotiate and execute a lease agreement with The Humble Bumble Book, LLC for the use and occupancy of a ground-floor space at the New Rochelle Train Station, consistent with the terms outlined in the proposal, and under the terms and conditions acceptable to the City Manager and the Corporation Counsel.

The Humble Bumble Book, LLC
242 Lincoln Avenue
New Rochelle, NY 10801

**COMMERCIAL LEASE LETTER OF INTENT
FOR THE CITY OF NEW ROCHELLE**

March 24, 2026

RE: Intent to Lease Commercial Property

To Whom It May Concern:

As a dedicated Minority and Women-Owned Business Enterprise (MWBE), The Humble Bumble Book, LLC is formally submitting this Letter of Intent to express interest in leasing and developing the city-owned retail space located at the New Rochelle Train Station. Our goal is to transform this high-traffic gateway into a premier community bookstore and cultural hub.

- I. The Lessee:** The Humble Bumble Book, LLC (the “Lessee”)
- II. The Lessor:** City of New Rochelle (the “Lessor”)
- III. Address of Premises:** 24 Station Plaza North, New Rochelle, NY 10801 (the “Premises”)

Additional Description: 615 Square Feet, Ground floor space located in the New Rochelle Train Station building facing Station Plaza North, plus one (1) free parking spot at the train station.

- IV. Initial Lease Term, Renewal Options:** The term of the lease shall be for a period of five (5) years, with options for five (5) year renewal periods, commencing upon substantial completion of Lessor’s work and delivery in the required condition. Lessee has the right to renew the lease a total of two (2) renewal periods, which may be exercised by giving written notice to the Lessor no less than ninety (90) days prior to the expiration of the lease or renewal period. The Base Rent shall be addressed in the rent abatement schedule.
- V. Use of Leased Premises:** The Lessee intends to use the Premises for The Humble Bumble Book store, a curated independent bookstore. The Humble Bumble Book intends to provide an educational and creative space for the New Rochelle community through its retail book sales, community meetings, and related literary events/programming serving our diverse community. The hours of operation will be Wednesday through Friday from 7:00 a.m. to 11:00

a.m., and 3:30 p.m. to 7:30 p.m., Saturday from 10:00 a.m. to 7:00 p.m., Sunday from noon to 3:00 p.m., in addition to special community programs and events, and summer and holiday hours to be determined.

- VI. Base Rent:** For year one of the 5-year lease, the base rent of One Dollar (\$1.00) shall be paid monthly on the fifteenth day of each month with the first payment due upon the later of: opening for business or sixty (60) days after delivery of the Premises; for year two it will increase to seven hundred dollars (\$700) per month and for years three through five, it will increase to one thousand, four hundred dollars (\$1,400) a month (the “Base Rent”).
- VII. Move-In Condition:** Lessor shall deliver the Premises to Lessee in a clean, code-compliant “White Box” condition, free of debris and ready for Lessee’s fixturing and improvements. Such condition shall include, at a minimum: (i) a partial fit-out; subject to Lessee’s prior approval (not to be unreasonably withheld, conditioned, or delayed); (ii) fully finished and painted walls; (iii) completed and level finished flooring; (iv) one (1) ADA-compliant restroom in good working order; (v) a finished ceiling; (vi) operational lighting fixtures; (vii) code-compliant electrical service of sufficient capacity for Lessee’s intended use, including distribution panels, outlets, and installation of outlets and conduit for cable, data, and telecommunications service; and (viii) a newly installed, fully operational HVAC system providing both heating and air conditioning, in good working order. Lessor shall ensure that all building systems serving the Premises are in good working condition and that delivery complies with all applicable laws, codes, and regulations.
- VIII. Subletting:** Lessee may sublet the Premises with consent from the Lessor, such consent not unreasonably withheld, conditioned, or delayed.
- IX. Maintenance & Repairs:** Lessor is responsible for the roof, structure, and foundation, the HVAC system, the parking lot, any common areas, and the exterior, including clearance and maintenance of snow and ice. Lessee is responsible only for non-structural interior maintenance.
- X. Lessor Responsibilities:** In addition to Lessor’s other obligations under the Lease, Lessor shall provide, at no additional cost to Lessee unless expressly agreed otherwise: (i) On-Site Security: Provision of a security officer servicing the train station depot, during hours reasonably appropriate for retail operations; (ii) Sidewalk Use Rights: The right for Lessee to utilize adjacent sidewalk and/or exterior areas appurtenant to the Premises for customer-facing purposes, including but not limited to placement of tables, chairs, benches, planters, and similar fixtures, subject only to applicable laws and ordinances and reasonable, non-discriminatory rules of Lessor; (iii) Trash and Recycling Removal: Regular removal and disposal of trash, boxes, and recyclables from designated areas servicing the Premises, with frequency sufficient to support Lessee’s retail operations; (iv) On-Site Storage: Provision of secure on-site

storage space, reasonably proximate to the Premises, of a size and configuration acceptable to Lessee for storage of inventory, supplies, and equipment; and (v) Utilities: Will pay all utilities. All of the foregoing shall be maintained by Lessor in a manner consistent with first-class retail properties in New Rochelle.

XI. Signage: Lessee shall have the right to install building-standard signage both inside and exterior.

XII. Exclusive Use: Lessor shall not lease to any tenant whose primary use conflicts with Lessee’s business. If violated, Lessee may terminate the lease after six (6) months if not cured.

XII Non-Binding Effect: This Letter of Intent shall be considered non-binding except as expressly stated.

XIV. Governing Law: This Letter of Intent shall be governed under the laws of the State of New York, Westchester County.

LESSEE

Lessee _____
Otilia Taylor-Tanner, Owner
The Humble Bumble Book, LLC

Date _____

LESSOR

Lessor _____

Date _____

City of New Rochelle
Development

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Adam Salgado, Development Commissioner
Subject: PROPOSED AUTHORIZATION TO NEGOTIATE AND EXECUTE LEASE AGREEMENT WITH JUIICY LLC FOR TRAIN STATION RETAIL SPACE - Resolution authorizing the City Manager to negotiate and execute a lease agreement with JUIICY LLC for the Use and Occupancy of a ground-floor space at the New Rochelle Train Station.

Background:

In the past few years, the City has advanced a strategy to activate the New Rochelle Train Station as a hub for community engagement, small business incubation, and retail activity. Through pop-up activations and permanent retail uses, the City continues to curate a mix of businesses that enhance the commuter experience and contribute to the overall vibrancy of the Transit Center.

Issue:

To sustain this momentum, the City must formalize occupancy of available retail spaces with tenants whose operations align with the City’s goals of activation, economic opportunity, and placemaking within the Train Station.

Proposal:

The attached Letter of Intent submitted by JUIICY LLC outlines the proposed use and occupancy of approximately 150 square feet of ground-floor retail space at 24 Station Plaza North within the New Rochelle Train Station. JUIICY LLC proposes to operate a grab-and-go café and wellness-focused food and beverage concept offering juices, smoothies, matcha, and light fare tailored to commuters and residents. The proposal contemplates an initial lease term of 5 years with renewal options and abated rent schedule starting at \$1.00/mo for the first year, and graduates to \$350/mo by year 2, which is consistent with other tenants. Additionally, the proposal includes a tenant-led build-out to activate the space with a high-quality, design-forward concept, similar to their current location on Division St S, that will enhance foot traffic and elevate the Train Station environment. As a local Minority and Women-Owned Business Enterprise, the proposal also advances the City’s goals of supporting diverse entrepreneurs and

expanding inclusive economic opportunities.

Recommendation:

Staff recommends that the City Council adopt a resolution authorizing the City Manager to negotiate and execute a lease agreement for the use and occupancy of the subject retail space at the New Rochelle Train Station.

REVENUE ACCOUNT:

5641ET.2410

Attachments:

- 1. JUIICY LOI

LEGISLATION

RESOLUTION AUTHORIZING THE CITY MANAGER TO
NEGOTIATE AND EXECUTE A LEASE AGREEMENT WITH
JUIICY LLC FOR THE USE AND OCCUPANCY OF A
GROUND-FLOOR SPACE AT THE NEW ROCHELLE TRAIN
STATION

WHEREAS, in the past few years, the City of New Rochelle has advanced a strategy to activate the New Rochelle Train Station as a hub for community engagement, small business incubation, and retail activity through pop-up activations and permanent retail uses; and

WHEREAS, to sustain this momentum, the City must formalize occupancy of available retail spaces with tenants whose operations align with the City’s goals of activation, economic opportunity, and placemaking within the Train Station; and

WHEREAS, JUIICY LLC has submitted a proposal to lease approximately 150 square feet of ground-floor retail space at 24 Station Plaza North within the New Rochelle Train Station to operate a grab-and-go café and wellness-focused food and beverage concept offering juices, smoothies, matcha, and light fare tailored to commuters and residents; and

WHEREAS, the proposal contemplates an initial lease term of 5 years with renewal options, an abated rent schedule starting at \$1.00/mo for the first year and graduating to \$350/mo by year 2, which is consistent with other tenants and additionally, and tenant-led build-out to activate the space; and

WHEREAS, JUIICY LLC is a local Minority and Women-Owned Business Enterprise, furthering the City’s goals of supporting diverse entrepreneurs and expanding inclusive economic opportunities.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of New Rochelle, that the City Manager is hereby authorized to negotiate and execute a lease agreement with JUIICY LLC for the use and occupancy of a ground-floor space at the New Rochelle Train Station, consistent with the terms outlined in the proposed proposal, and under the terms and conditions acceptable to the City Manager and the Corporation Counsel.

JUIICY LLC
24 Station Plaza North
New Rochelle, NY 10801

**COMMERCIAL LEASE LETTER OF INTENT
FOR THE CITY OF NEW ROCHELLE**

April 24, 2026

RE: Intent to Lease Commercial Property

To Whom It May Concern:

This letter sets forth JUIICY LLC's intent to lease the commercial premises located at 24 Station Plaza North, New Rochelle, NY 10801. JUIICY LLC intends to operate a thoughtfully designed grab-and-go food and beverage concept serving fresh juices, smoothies, matcha, coffee alternatives, light breakfast items, and other health-forward offerings tailored to commuters, local residents, and visitors. The proposed space will function as a compact retail outpost that reflects the JUIICY brand through efficient service, strong visual identity, and a warm, elevated customer experience. We believe this location presents an excellent opportunity to activate the train station with a unique, community-oriented business that adds value to the City of New Rochelle and its daily foot traffic.

I. The Lessee: JUIICY LLC (the "Lessee")

II. The Lessor: City of New Rochelle (the "Lessor")

III. Address of Premises: 24 Station Plaza North, New Rochelle, NY 10801 (the "Premises")

Additional Description: Approximately **150 square feet**, ground floor space located in the New Rochelle Train Station building facing Station Plaza North, plus one (1) free parking spot at the train station.

IV. Initial Lease Term, Renewal Options:

Initial lease term of five (5) years, with one (1) option to renew for an additional five (5) year term, subject to mutually agreed terms and conditions.

V. Use of Leased Premises:

The Premises shall be used for the operation of a grab-and-go café and wellness-forward retail food and beverage concept offering juices, smoothies, matcha, coffee alternatives, prepackaged food, light breakfast and lunch items, and related products, together with ancillary uses customary to such operation.

VI. Base Rent:

In consideration of the substantial upfront capital investment required to build out and activate the Premises, and in light of the absence of grant funding previously anticipated for this project, Lessee proposes an initial base rent structure as follows:

For the first twelve (12) months of the Initial Lease Term, base rent shall be One Dollar (\$1.00) per month.

Commencing in Year Two of the Initial Lease Term and continuing thereafter, base rent shall be Twenty-Eight Dollars (\$28.00) per square foot annually, based on the approximately 150 square feet of rentable space, which equates to approximately Three Hundred Fifty Dollars (\$350.00) per month, subject to final confirmation of the Premises' rentable square footage and any mutually agreed-upon escalations set forth in the final Lease Agreement.

This structure reflects the Lessee's commitment to fully design, build, and operate a high-quality, design-forward retail concept that will enhance the train station environment, increase foot traffic, and contribute to the overall vibrancy and economic activity of the City of New Rochelle.

The initial reduced rent period allows reinvestment in the space during the critical first year of operations, ensuring thoughtful, elevated execution aligned with the City's vision for the station. Following the first year, the adjusted rental rate reflects fair market value while supporting the business's long-term success and sustainability.

VII. Move-In Condition:

The Premises shall be delivered vacant and broom clean. In addition, Lessor agrees to contribute a commercially reasonable allowance toward preparing the space in **vanilla-box condition**, including, but not limited to, base infrastructure, wall preparation, flooring readiness, and core utility provisions necessary for tenant build-out.

Lessee shall have the right to perform all additional tenant improvements required for its operations, including, but not limited to, millwork, lighting, finishes, equipment installation, plumbing, electrical work, and signage, subject to Lessor's approval and all applicable codes and permit requirements.

The intent is to ensure the premises are delivered in a condition that enables an efficient and timely build-out of a high-quality retail environment consistent with the JUIICY brand and the train station's standards.

VIII. Subletting:

Lessee may sublet the Premises with consent from the Lessor, such consent not unreasonably withheld, conditioned, or delayed.

IX. Maintenance & Repairs:

Lessee shall be responsible for routine interior maintenance and non-structural repairs within the Premises related to its day-to-day operations. Lessor shall be responsible for structural components of the building, including the roof, exterior walls, foundation, and all common areas serving the Premises, unless otherwise agreed in the final Lease.

X. Lessor Responsibilities:

In addition to Lessor's other obligations under the Lease, Lessor shall provide, at no additional cost to Lessee unless expressly agreed otherwise: (i) on-site security servicing the train station depot during hours reasonably appropriate for retail operations; (ii) the right for Lessee to utilize adjacent sidewalk and/or exterior areas appurtenant to the Premises for customer-facing purposes, including but not limited to placement of tables, chairs, benches, planters, and similar fixtures, subject only to applicable laws and ordinances and reasonable, non-discriminatory rules of Lessor; (iii) regular removal and disposal of trash, boxes, and recyclables from designated areas servicing the Premises, with frequency sufficient to support Lessee's retail operations; (iv) secure on-site storage space, reasonably proximate to the Premises, of a size and configuration acceptable to Lessee for storage of inventory, supplies, and equipment; and (v) payment of all utilities, unless otherwise agreed in the final Lease. All of the foregoing shall be maintained by Lessor in a manner consistent with first-class retail properties in New Rochelle.

XI. Tenant Improvements:

Lessee intends to complete a custom interior build-out designed to support an efficient, design-forward grab-and-go concept. Improvements may include counter installation, custom display areas, refrigeration, warming equipment, shelving, wall and floor finishes, decorative lighting, signage, and back-of-house utility connections, all subject to Lessor review and approval and applicable governmental approvals.

XII. Signage:

Lessee shall have the right to install building-standard signage both inside and exterior, including on the storefront and, if available, on the pylon/monument sign.

XIII. Exclusive Use:

Lessor shall not lease any other space within the train station property to another tenant whose primary business is the sale of juices, smoothies, matcha beverages, or a substantially similar grab-and-go health-focused food and beverage concept that would directly compete with Lessee's business.

XIV. Access:

Lessee shall have reasonable access to the Premises sufficient for retail operations, including early-morning access for opening preparation, delivery access, and access during all agreed-upon operating hours.

XV. Non-Binding Effect:

This Letter of Intent shall be considered non-binding except as expressly stated.

XVI. Governing Law:

This Letter of Intent shall be governed under the laws of the State of New York, Westchester County.

LESSEE

Lessee _____
JUIHCY LLC

Date _____

LESSOR

Lessor _____

Date _____

City of New Rochelle
Law

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Dawn Warren, Corporation Counsel
Subject: HOME RULE REQUEST RE: ESTABLISHMENT OF A SCHOOL SPEED ZONE CAMERA DEMONSTRATION PROGRAM IN THE CITY OF NEW ROCHELLE – Resolution authorizing the appropriate Officer(s) of the City of New Rochelle to sign a Home Rule Request for the Enactment of Senate Bill No. S9238 and State Assembly Bill No. A10903 relative to the amending the Vehicle and Traffic Law and the Public Officers Law, in relation to establishing a school speed zone camera demonstration program in the City of New Rochelle.

Background:

Legislation has been proposed in both the State Assembly (Bill No. A10903) and the State Senate (Bill No. S9238) regarding amending the Vehicle and Traffic Law and the Public Officers Law, in relation to establishing a school speed zone camera demonstration program in the City of New Rochelle.

It is therefore recommended that the City Council adopt a Home Rule request in support of the above referenced State legislation.

Attachments:

1. NYS Senate Bill S9238
2. NYS Assembly Bill A10903
3. S9238 New Rochelle School Zone Speed Cameras Home Rule Form
4. A10903 New Rochelle School Zone Speed Cameras Home Rule Form

RESOLUTION NUMBER: 2026-65
MEETING DATE: May 19, 2026

Item # 11.

LEGISLATION

RESOLUTION AUTHORIZING THE APPROPRIATE OFFICER(S) OF THE CITY OF NEW ROCHELLE TO SIGN A HOME RULE REQUEST FOR THE ENACTMENT OF SENATE BILL NO. S9238 AND STATE ASSEMBLY BILL NO. A10903 RELATIVE TO THE AMENDING THE VEHICLE AND TRAFFIC LAW AND THE PUBLIC OFFICERS LAW, IN RELATION TO ESTABLISHING A SCHOOL SPEED ZONE CAMERA DEMONSTRATION PROGRAM IN THE CITY OF NEW ROCHELLE.

BE IT RESOLVED by the Council of the City of New Rochelle that this City Council hereby authorizes the appropriate City Officer(s) to sign a Home Rule Request relative to the enactment of Senate Bill No. S9238 and Assembly Bill No. A10903, regarding amending the Vehicle and Traffic Law and the Public Officers Law, in relation to establishing a school speed zone camera demonstration program in the City of New Rochelle.

STATE OF NEW YORK

9238

IN SENATE

February 18, 2026

Introduced by Sen. MAYER -- read twice and ordered printed, and when printed to be committed to the Committee on Transportation

AN ACT to amend the vehicle and traffic law and the public officers law, in relation to establishing a school speed zone camera demonstration program in the city of New Rochelle; and providing for the repeal of such provisions upon expiration thereof

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

1 Section 1. The vehicle and traffic law is amended by adding a new
2 section 1180-i to read as follows:

3 § 1180-i. Owner liability for failure of operator to comply with
4 certain posted maximum speed limits. (a) 1. Notwithstanding any other
5 provision of law, the city of New Rochelle is hereby authorized to
6 establish a demonstration program imposing monetary liability on the
7 owner of a vehicle for failure of an operator thereof to comply with
8 posted maximum speed limits in a school speed zone within such city (i)
9 when a school speed limit is in effect as provided in paragraphs one and
10 two of subdivision (c) of section eleven hundred eighty of this article
11 or (ii) when other speed limits are in effect as provided in subdivision
12 (b), (d), (f) or (g) of section eleven hundred eighty of this article
13 during the following times: (A) on school days during school hours and
14 one hour before and one hour after the school day, and (B) a period
15 during student activities at the school and up to thirty minutes imme-
16 diately before and up to thirty minutes immediately after such student
17 activities. Such demonstration program shall empower the city of New
18 Rochelle to install photo speed violation monitoring systems within no
19 more than three school speed zones within such city at any one time and
20 to operate such systems within such zones (iii) when a school speed
21 limit is in effect as provided in paragraphs one and two of subdivision
22 (c) of section eleven hundred eighty of this article or (iv) when other
23 speed limits are in effect as provided in subdivision (b), (d), (f) or
24 (g) of section eleven hundred eighty of this article during the follow-
25 ing times: (A) on school days during school hours and one hour before
26 and one hour after the school day, and (B) a period during student

EXPLANATION--Matter in italics (underscored) is new; matter in brackets
[-] is old law to be omitted.

LBD14861-01-6

1 activities at the school and up to thirty minutes immediately before and
2 up to thirty minutes immediately after such student activities. In
3 selecting a school speed zone in which to install and operate a photo
4 speed violation monitoring system, the city shall consider criteria
5 including, but not limited to, the speed data, crash history, and the
6 roadway geometry applicable to such school speed zone.

7 2. No photo speed violation monitoring system shall be used in a
8 school speed zone unless (i) on the day it is to be used it has success-
9 fully passed a self-test of its functions; and (ii) it has undergone an
10 annual calibration check performed pursuant to paragraph four of this
11 subdivision. The city shall install signs giving notice that a photo
12 speed violation monitoring system is in use to be mounted on advance
13 warning signs notifying motor vehicle operators of such upcoming school
14 speed zone and/or on speed limit signs applicable within such school
15 speed zone, in conformance with standards established in the MUTCD.

16 3. Operators of photo speed violation monitoring systems shall have
17 completed training in the procedures for setting up, testing, and oper-
18 ating such systems. Each such operator shall complete and sign a daily
19 set-up log for each such system that he or she operates that (i) states
20 the date and time when, and the location where, the system was set up
21 that day, and (ii) states that such operator successfully performed, and
22 the system passed, the self-tests of such system before producing a
23 recorded image that day. The city shall retain each such daily log until
24 the later of the date on which the photo speed violation monitoring
25 system to which it applies has been permanently removed from use or the
26 final resolution of all cases involving notices of liability issued
27 based on photographs, microphotographs, videotape or other recorded
28 images produced by such system.

29 4. Each photo speed violation monitoring system shall undergo an annu-
30 al calibration check performed by an independent calibration laboratory
31 which shall issue a signed certificate of calibration. The city shall
32 keep each such annual certificate of calibration on file until the final
33 resolution of all cases involving a notice of liability issued during
34 such year which were based on photographs, microphotographs, videotape
35 or other recorded images produced by such photo speed violation monitor-
36 ing system.

37 5. (i) Such demonstration program shall utilize necessary technologies
38 to ensure, to the extent practicable, that photographs, microphoto-
39 graphs, videotape or other recorded images produced by such photo speed
40 violation monitoring systems shall not include images that identify the
41 driver, the passengers, or the contents of the vehicle. Provided,
42 however, that no notice of liability issued pursuant to this section
43 shall be dismissed solely because such a photograph, microphotograph,
44 videotape or other recorded image allows for the identification of the
45 driver, the passengers, or the contents of vehicles where the city shows
46 that it made reasonable efforts to comply with the provisions of this
47 paragraph in such case.

48 (ii) Photographs, microphotographs, videotape or any other recorded
49 image from a photo speed violation monitoring system shall be for the
50 exclusive use of the city for the purpose of the adjudication of liabil-
51 ity imposed pursuant to this section and of the owner receiving a notice
52 of liability pursuant to this section, and shall be destroyed by the
53 city upon the final resolution of the notice of liability to which such
54 photographs, microphotographs, videotape or other recorded images
55 relate, or one year following the date of issuance of such notice of
56 liability, whichever is later. Notwithstanding the provisions of any

1 other law, rule or regulation to the contrary, photographs, microphoto-
2 graphs, videotape or any other recorded image from a photo speed
3 violation monitoring system shall not be open to the public, nor subject
4 to civil or criminal process or discovery, nor used by any court or
5 administrative or adjudicatory body in any action or proceeding therein
6 except that which is necessary for the adjudication of a notice of
7 liability issued pursuant to this section, and no public entity or
8 employee, officer or agent thereof shall disclose such information,
9 except that such photographs, microphotographs, videotape or any other
10 recorded images from such systems:

11 (A) shall be available for inspection and copying and use by the motor
12 vehicle owner and operator for so long as such photographs, microphoto-
13 graphs, videotape or other recorded images are required to be maintained
14 or are maintained by such public entity, employee, officer or agent; and

15 (B) (1) shall be furnished when described in a search warrant issued
16 by a court authorized to issue such a search warrant pursuant to article
17 six hundred ninety of the criminal procedure law or a federal court
18 authorized to issue such a search warrant under federal law, where such
19 search warrant states that there is reasonable cause to believe such
20 information constitutes evidence of, or tends to demonstrate that, a
21 misdemeanor or felony offense was committed in this state or another
22 state, or that a particular person participated in the commission of a
23 misdemeanor or felony offense in this state or another state, provided,
24 however, that if such offense was against the laws of another state, the
25 court shall only issue a warrant if the conduct comprising such offense
26 would, if occurring in this state, constitute a misdemeanor or felony
27 against the laws of this state; and

28 (2) shall be furnished in response to a subpoena duces tecum signed by
29 a judge of competent jurisdiction and issued pursuant to article six
30 hundred ten of the criminal procedure law or a judge or magistrate of a
31 federal court authorized to issue such a subpoena duces tecum under
32 federal law, where the judge finds and the subpoena states that there is
33 reasonable cause to believe such information is relevant and material to
34 the prosecution, or the defense, or the investigation by an authorized
35 law enforcement official, of the alleged commission of a misdemeanor or
36 felony in this state or another state, provided, however, that if such
37 offense was against the laws of another state, such judge or magistrate
38 shall only issue such subpoena if the conduct comprising such offense
39 would, if occurring in this state, constitute a misdemeanor or felony in
40 this state; and

41 (3) may, if lawfully obtained pursuant to this clause and clause (A)
42 of this subparagraph and otherwise admissible, be used in such criminal
43 action or proceeding.

44 (b) If the city of New Rochelle establishes a demonstration program
45 pursuant to subdivision (a) of this section, the owner of a vehicle
46 shall be liable for a penalty imposed pursuant to this section if such
47 vehicle was used or operated with the permission of the owner, express
48 or implied, within a school speed zone in violation of subdivision (c)
49 or during the times authorized pursuant to subdivision (a) of this
50 section in violation of subdivision (b), (d), (f) or (g) of section
51 eleven hundred eighty of this article, such vehicle was traveling at a
52 speed of more than ten miles per hour above the posted speed limit in
53 effect within such school speed zone, and such violation is evidenced by
54 information obtained from a photo speed violation monitoring system;
55 provided however that no owner of a vehicle shall be liable for a penal-
56 ty imposed pursuant to this section where the operator of such vehicle

1 has been convicted of the underlying violation of subdivision (b), (c),
2 (d), (f) or (g) of section eleven hundred eighty of this article.

3 (c) For purposes of this section, the following terms shall have the
4 following meanings:

5 1. "manual on uniform traffic control devices" or "MUTCD" shall mean
6 the manual and specifications for a uniform system of traffic control
7 devices maintained by the commissioner of transportation pursuant to
8 section sixteen hundred eighty of this chapter;

9 2. "owner" shall have the meaning provided in article two-B of this
10 chapter;

11 3. "photo speed violation monitoring system" shall mean a vehicle
12 sensor installed to work in conjunction with a speed measuring device
13 which automatically produces two or more photographs, two or more micro-
14 photographs, a videotape or other recorded images of each vehicle at the
15 time it is used or operated in a school speed zone in violation of
16 subdivision (b), (c), (d), (f) or (g) of section eleven hundred eighty
17 of this article in accordance with the provisions of this section; and

18 4. "school speed zone" shall mean a distance not to exceed one thou-
19 sand three hundred twenty feet on a highway passing a school building,
20 entrance or exit of a school abutting on the highway.

21 (d) A certificate, sworn to or affirmed by a technician employed by
22 the city of New Rochelle, or a facsimile thereof, based upon inspection
23 of photographs, microphotographs, videotape or other recorded images
24 produced by a photo speed violation monitoring system, shall be prima
25 facie evidence of the facts contained therein. Any photographs, micro-
26 photographs, videotape or other recorded images evidencing such a
27 violation shall include at least two date and time stamped images of the
28 rear of the motor vehicle that include the same stationary object near
29 the motor vehicle and shall be available for inspection reasonably in
30 advance of and at any proceeding to adjudicate the liability for such
31 violation pursuant to this section.

32 (e) An owner liable for a violation of subdivision (b), (c), (d), (f)
33 or (g) of section eleven hundred eighty of this article pursuant to a
34 demonstration program established pursuant to this section shall be
35 liable for monetary penalties in accordance with a schedule of fines and
36 penalties to be promulgated by the parking violations bureau of the city
37 of New Rochelle. The liability of the owner pursuant to this section
38 shall not exceed fifty dollars for each violation; provided, however,
39 that such parking violations bureau may provide for an additional penal-
40 ty not in excess of twenty-five dollars for each violation for the fail-
41 ure to respond to a notice of liability within the prescribed time peri-
42 od.

43 (f) An imposition of liability under the demonstration program estab-
44 lished pursuant to this section shall not be deemed a conviction as an
45 operator and shall not be made part of the operating record of the
46 person upon whom such liability is imposed nor shall it be used for
47 insurance purposes in the provision of motor vehicle insurance coverage.

48 (g) 1. A notice of liability shall be sent by first class mail to each
49 person alleged to be liable as an owner for a violation of subdivision
50 (b), (c), (d), (f) or (g) of section eleven hundred eighty of this arti-
51 cle pursuant to this section, within fourteen business days if such
52 owner is a resident of this state and within forty-five business days if
53 such owner is a non-resident. Personal delivery on the owner shall not
54 be required. A manual or automatic record of mailing prepared in the
55 ordinary course of business shall be prima facie evidence of the facts
56 contained therein.

1 2. A notice of liability shall contain the name and address of the
2 person alleged to be liable as an owner for a violation of subdivision
3 (b), (c), (d), (f) or (g) of section eleven hundred eighty of this arti-
4 cle pursuant to this section, the registration number of the vehicle
5 involved in such violation, the location where such violation took
6 place, the date and time of such violation, the identification number of
7 the camera which recorded the violation or other document locator
8 number, at least two date and time stamped images of the rear of the
9 motor vehicle that include the same stationary object near the motor
10 vehicle, and the certificate charging the liability.

11 3. The notice of liability shall contain information advising the
12 person charged of the manner and the time in which he or she may contest
13 the liability alleged in the notice. Such notice of liability shall also
14 contain a prominent warning to advise the person charged that failure to
15 contest in the manner and time provided shall be deemed an admission of
16 liability and that a default judgment may be entered thereon.

17 4. The notice of liability shall be prepared and mailed by the city of
18 New Rochelle, or by any other entity authorized by the city to prepare
19 and mail such notice of liability.

20 (h) Adjudication of the liability imposed upon owners of this section
21 shall be by the city of New Rochelle parking violations bureau.

22 (i) If an owner receives a notice of liability pursuant to this
23 section for any time period during which the vehicle or the number plate
24 or plates of such vehicle was reported to the police department as
25 having been stolen, it shall be a valid defense to an allegation of
26 liability for a violation of subdivision (b), (c), (d), (f) or (g) of
27 section eleven hundred eighty of this article pursuant to this section
28 that the vehicle or the number plate or plates of such vehicle had been
29 reported to the police as stolen prior to the time the violation
30 occurred and had not been recovered by such time. For purposes of
31 asserting the defense provided by this subdivision, it shall be suffi-
32 cient that a certified copy of the police report on the stolen vehicle
33 or number plate or plates of such vehicle be sent by first class mail to
34 the city of New Rochelle parking violations bureau or by any other enti-
35 ty authorized by the city to prepare and mail such notice of liability.

36 (j) 1. An owner who is a lessor of a vehicle to which a notice of
37 liability was issued pursuant to subdivision (g) of this section shall
38 not be liable for the violation of subdivision (b), (c), (d), (f) or (g)
39 of section eleven hundred eighty of this article pursuant to this
40 section, provided that:

41 (i) prior to the violation, the lessor has filed with such parking
42 violations bureau in accordance with the provisions of section two
43 hundred thirty-nine of this chapter; and

44 (ii) within thirty-seven days after receiving notice from such bureau
45 of the date and time of a liability, together with the other information
46 contained in the original notice of liability, the lessor submits to
47 such bureau the correct name and address of the lessee of the vehicle
48 identified in the notice of liability at the time of such violation,
49 together with such other additional information contained in the rental,
50 lease or other contract document, as may be reasonably required by such
51 bureau pursuant to regulations that may be promulgated for such purpose.

52 2. Failure to comply with subparagraph (ii) of paragraph one of this
53 subdivision shall render the owner liable for the penalty prescribed in
54 this section.

55 3. Where the lessor complies with the provisions of paragraph one of
56 this subdivision, the lessee of such vehicle on the date of such

1 violation shall be deemed to be the owner of such vehicle for purposes
2 of this section, shall be subject to liability for such violation pursu-
3 ant to this section and shall be sent a notice of liability pursuant to
4 subdivision (g) of this section.

5 (k) 1. If the owner liable for a violation of subdivision (c) or (d)
6 of section eleven hundred eighty of this article pursuant to this
7 section was not the operator of the vehicle at the time of the
8 violation, the owner may maintain an action for indemnification against
9 the operator.

10 2. Notwithstanding any other provision of this section, no owner of a
11 vehicle shall be subject to a monetary fine imposed pursuant to this
12 section if the operator of such vehicle was operating such vehicle with-
13 out the consent of the owner at the time such operator operated such
14 vehicle in violation of subdivision (b), (c), (d), (f) or (g) of section
15 eleven hundred eighty of this article. For purposes of this subdivision
16 there shall be a presumption that the operator of such vehicle was oper-
17 ating such vehicle with the consent of the owner at the time such opera-
18 tor operated such vehicle in violation of subdivision (b), (c), (d), (f)
19 or (g) of section eleven hundred eighty of this article.

20 (l) Nothing in this section shall be construed to limit the liability
21 of an operator of a vehicle for any violation of subdivision (c) or (d)
22 of section eleven hundred eighty of this article.

23 (m) If the city adopts a demonstration program pursuant to subdivision
24 (a) of this section it shall conduct a study and submit an annual report
25 on the results of the use of photo devices to the governor, the tempo-
26 rary president of the senate and the speaker of the assembly on or
27 before the first day of June next succeeding the effective date of this
28 section and on the same date in each succeeding year in which the demon-
29 stration program is operable. Such report shall include:

30 1. the locations where and dates when photo speed violation monitoring
31 systems were used;

32 2. the aggregate number, type and severity of crashes, fatalities,
33 injuries and property damage reported within all school speed zones
34 within the city, to the extent the information is maintained by the
35 department of motor vehicles of this state;

36 3. the aggregate number, type and severity of crashes, fatalities,
37 injuries and property damage reported within school speed zones where
38 photo speed violation monitoring systems were used, to the extent the
39 information is maintained by the department of motor vehicles of this
40 state;

41 4. the number of violations recorded within all school speed zones
42 within the city, in the aggregate on a daily, weekly and monthly basis;

43 5. the number of violations recorded within each school speed zone
44 where a photo speed violation monitoring system is used, in the aggre-
45 gate on a daily, weekly and monthly basis;

46 6. the number of violations recorded within all school speed zones
47 within the city that were:

48 (i) more than ten but not more than twenty miles per hour over the
49 posted speed limit;

50 (ii) more than twenty but not more than thirty miles per hour over the
51 posted speed limit;

52 (iii) more than thirty but not more than forty miles per hour over the
53 posted speed limit; and

54 (iv) more than forty miles per hour over the posted speed limit;

55 7. the number of violations recorded within each school speed zone
56 where a photo speed violation monitoring system is used that were:

1 (i) more than ten but not more than twenty miles per hour over the
2 posted speed limit;

3 (ii) more than twenty but not more than thirty miles per hour over the
4 posted speed limit;

5 (iii) more than thirty but not more than forty miles per hour over the
6 posted speed limit; and

7 (iv) more than forty miles per hour over the posted speed limit;

8 8. the total number of notices of liability issued for violations
9 recorded by such systems;

10 9. the number of fines and total amount of fines paid after the first
11 notice of liability issued for violations recorded by such systems;

12 10. the number of violations adjudicated and the results of such adju-
13 dications including breakdowns of dispositions made for violations
14 recorded by such systems;

15 11. the total amount of revenue realized by the city in connection
16 with the program;

17 12. the expenses incurred by the city in connection with the program;
18 and

19 13. the quality of the adjudication process and its results.

20 (n) It shall be a defense to any prosecution for a violation of subdi-
21 vision (b), (c), (d), (f) or (g) of section eleven hundred eighty of
22 this article pursuant to this section that such photo speed violation
23 monitoring system was malfunctioning at the time of the alleged
24 violation.

25 § 2. Subdivision 2 of section 87 of the public officers law is amended
26 by adding a new paragraph (w) to read as follows:

27 (w) are photographs, microphotographs, videotape or other recorded
28 images prepared under the authority of section eleven hundred eighty-i
29 of the vehicle and traffic law.

30 § 3. The purchase or lease of equipment for a demonstration program
31 established pursuant to section 1180-i of the vehicle and traffic law,
32 as added by section one of this act, shall be subject to the provisions
33 of section 103 of the general municipal law.

34 § 4. This act shall take effect on the thirtieth day after it shall
35 have become a law and shall expire December 31, 2031, when upon such
36 date the provisions of this act shall be deemed repealed. Effective
37 immediately, the addition, amendment and/or repeal of any rule or regu-
38 lation necessary for the implementation of this act on its effective
39 date are authorized to be made and completed on or before such effective
40 date.

STATE OF NEW YORK

10903

IN ASSEMBLY

April 8, 2026

Introduced by M. of A. OTIS, PAULIN -- read once and referred to the Committee on Transportation

AN ACT to amend the vehicle and traffic law and the public officers law, in relation to establishing a school speed zone camera demonstration program in the city of New Rochelle; and providing for the repeal of such provisions upon expiration thereof

The People of the State of New York, represented in Senate and Assembly, do enact as follows:

1 Section 1. The vehicle and traffic law is amended by adding a new
2 section 1180-i to read as follows:

3 § 1180-i. Owner liability for failure of operator to comply with
4 certain posted maximum speed limits. (a) 1. Notwithstanding any other
5 provision of law, the city of New Rochelle is hereby authorized to
6 establish a demonstration program imposing monetary liability on the
7 owner of a vehicle for failure of an operator thereof to comply with
8 posted maximum speed limits in a school speed zone within such city (i)
9 when a school speed limit is in effect as provided in paragraphs one and
10 two of subdivision (c) of section eleven hundred eighty of this article
11 or (ii) when other speed limits are in effect as provided in subdivision
12 (b), (d), (f) or (g) of section eleven hundred eighty of this article
13 during the following times: (A) on school days during school hours and
14 one hour before and one hour after the school day, and (B) a period
15 during student activities at the school and up to thirty minutes imme-
16 diately before and up to thirty minutes immediately after such student
17 activities. Such demonstration program shall empower the city of New
18 Rochelle to install photo speed violation monitoring systems within no
19 more than three school speed zones within such city at any one time and
20 to operate such systems within such zones (iii) when a school speed
21 limit is in effect as provided in paragraphs one and two of subdivision
22 (c) of section eleven hundred eighty of this article or (iv) when other
23 speed limits are in effect as provided in subdivision (b), (d), (f) or
24 (g) of section eleven hundred eighty of this article during the follow-
25 ing times: (A) on school days during school hours and one hour before
26 and one hour after the school day, and (B) a period during student

EXPLANATION--Matter in italics (underscored) is new; matter in brackets
[-] is old law to be omitted.

LBD14861-01-6

1 activities at the school and up to thirty minutes immediately before and
2 up to thirty minutes immediately after such student activities. In
3 selecting a school speed zone in which to install and operate a photo
4 speed violation monitoring system, the city shall consider criteria
5 including, but not limited to, the speed data, crash history, and the
6 roadway geometry applicable to such school speed zone.

7 2. No photo speed violation monitoring system shall be used in a
8 school speed zone unless (i) on the day it is to be used it has success-
9 fully passed a self-test of its functions; and (ii) it has undergone an
10 annual calibration check performed pursuant to paragraph four of this
11 subdivision. The city shall install signs giving notice that a photo
12 speed violation monitoring system is in use to be mounted on advance
13 warning signs notifying motor vehicle operators of such upcoming school
14 speed zone and/or on speed limit signs applicable within such school
15 speed zone, in conformance with standards established in the MUTCD.

16 3. Operators of photo speed violation monitoring systems shall have
17 completed training in the procedures for setting up, testing, and oper-
18 ating such systems. Each such operator shall complete and sign a daily
19 set-up log for each such system that he or she operates that (i) states
20 the date and time when, and the location where, the system was set up
21 that day, and (ii) states that such operator successfully performed, and
22 the system passed, the self-tests of such system before producing a
23 recorded image that day. The city shall retain each such daily log until
24 the later of the date on which the photo speed violation monitoring
25 system to which it applies has been permanently removed from use or the
26 final resolution of all cases involving notices of liability issued
27 based on photographs, microphotographs, videotape or other recorded
28 images produced by such system.

29 4. Each photo speed violation monitoring system shall undergo an annu-
30 al calibration check performed by an independent calibration laboratory
31 which shall issue a signed certificate of calibration. The city shall
32 keep each such annual certificate of calibration on file until the final
33 resolution of all cases involving a notice of liability issued during
34 such year which were based on photographs, microphotographs, videotape
35 or other recorded images produced by such photo speed violation monitor-
36 ing system.

37 5. (i) Such demonstration program shall utilize necessary technologies
38 to ensure, to the extent practicable, that photographs, microphoto-
39 graphs, videotape or other recorded images produced by such photo speed
40 violation monitoring systems shall not include images that identify the
41 driver, the passengers, or the contents of the vehicle. Provided,
42 however, that no notice of liability issued pursuant to this section
43 shall be dismissed solely because such a photograph, microphotograph,
44 videotape or other recorded image allows for the identification of the
45 driver, the passengers, or the contents of vehicles where the city shows
46 that it made reasonable efforts to comply with the provisions of this
47 paragraph in such case.

48 (ii) Photographs, microphotographs, videotape or any other recorded
49 image from a photo speed violation monitoring system shall be for the
50 exclusive use of the city for the purpose of the adjudication of liabil-
51 ity imposed pursuant to this section and of the owner receiving a notice
52 of liability pursuant to this section, and shall be destroyed by the
53 city upon the final resolution of the notice of liability to which such
54 photographs, microphotographs, videotape or other recorded images
55 relate, or one year following the date of issuance of such notice of
56 liability, whichever is later. Notwithstanding the provisions of any

1 other law, rule or regulation to the contrary, photographs, microphoto-
2 graphs, videotape or any other recorded image from a photo speed
3 violation monitoring system shall not be open to the public, nor subject
4 to civil or criminal process or discovery, nor used by any court or
5 administrative or adjudicatory body in any action or proceeding therein
6 except that which is necessary for the adjudication of a notice of
7 liability issued pursuant to this section, and no public entity or
8 employee, officer or agent thereof shall disclose such information,
9 except that such photographs, microphotographs, videotape or any other
10 recorded images from such systems:

11 (A) shall be available for inspection and copying and use by the motor
12 vehicle owner and operator for so long as such photographs, microphoto-
13 graphs, videotape or other recorded images are required to be maintained
14 or are maintained by such public entity, employee, officer or agent; and

15 (B) (1) shall be furnished when described in a search warrant issued
16 by a court authorized to issue such a search warrant pursuant to article
17 six hundred ninety of the criminal procedure law or a federal court
18 authorized to issue such a search warrant under federal law, where such
19 search warrant states that there is reasonable cause to believe such
20 information constitutes evidence of, or tends to demonstrate that, a
21 misdemeanor or felony offense was committed in this state or another
22 state, or that a particular person participated in the commission of a
23 misdemeanor or felony offense in this state or another state, provided,
24 however, that if such offense was against the laws of another state, the
25 court shall only issue a warrant if the conduct comprising such offense
26 would, if occurring in this state, constitute a misdemeanor or felony
27 against the laws of this state; and

28 (2) shall be furnished in response to a subpoena duces tecum signed by
29 a judge of competent jurisdiction and issued pursuant to article six
30 hundred ten of the criminal procedure law or a judge or magistrate of a
31 federal court authorized to issue such a subpoena duces tecum under
32 federal law, where the judge finds and the subpoena states that there is
33 reasonable cause to believe such information is relevant and material to
34 the prosecution, or the defense, or the investigation by an authorized
35 law enforcement official, of the alleged commission of a misdemeanor or
36 felony in this state or another state, provided, however, that if such
37 offense was against the laws of another state, such judge or magistrate
38 shall only issue such subpoena if the conduct comprising such offense
39 would, if occurring in this state, constitute a misdemeanor or felony in
40 this state; and

41 (3) may, if lawfully obtained pursuant to this clause and clause (A)
42 of this subparagraph and otherwise admissible, be used in such criminal
43 action or proceeding.

44 (b) If the city of New Rochelle establishes a demonstration program
45 pursuant to subdivision (a) of this section, the owner of a vehicle
46 shall be liable for a penalty imposed pursuant to this section if such
47 vehicle was used or operated with the permission of the owner, express
48 or implied, within a school speed zone in violation of subdivision (c)
49 or during the times authorized pursuant to subdivision (a) of this
50 section in violation of subdivision (b), (d), (f) or (g) of section
51 eleven hundred eighty of this article, such vehicle was traveling at a
52 speed of more than ten miles per hour above the posted speed limit in
53 effect within such school speed zone, and such violation is evidenced by
54 information obtained from a photo speed violation monitoring system;
55 provided however that no owner of a vehicle shall be liable for a penal-
56 ty imposed pursuant to this section where the operator of such vehicle

1 has been convicted of the underlying violation of subdivision (b), (c),
2 (d), (f) or (g) of section eleven hundred eighty of this article.

3 (c) For purposes of this section, the following terms shall have the
4 following meanings:

5 1. "manual on uniform traffic control devices" or "MUTCD" shall mean
6 the manual and specifications for a uniform system of traffic control
7 devices maintained by the commissioner of transportation pursuant to
8 section sixteen hundred eighty of this chapter;

9 2. "owner" shall have the meaning provided in article two-B of this
10 chapter;

11 3. "photo speed violation monitoring system" shall mean a vehicle
12 sensor installed to work in conjunction with a speed measuring device
13 which automatically produces two or more photographs, two or more micro-
14 photographs, a videotape or other recorded images of each vehicle at the
15 time it is used or operated in a school speed zone in violation of
16 subdivision (b), (c), (d), (f) or (g) of section eleven hundred eighty
17 of this article in accordance with the provisions of this section; and

18 4. "school speed zone" shall mean a distance not to exceed one thou-
19 sand three hundred twenty feet on a highway passing a school building,
20 entrance or exit of a school abutting on the highway.

21 (d) A certificate, sworn to or affirmed by a technician employed by
22 the city of New Rochelle, or a facsimile thereof, based upon inspection
23 of photographs, microphotographs, videotape or other recorded images
24 produced by a photo speed violation monitoring system, shall be prima
25 facie evidence of the facts contained therein. Any photographs, micro-
26 photographs, videotape or other recorded images evidencing such a
27 violation shall include at least two date and time stamped images of the
28 rear of the motor vehicle that include the same stationary object near
29 the motor vehicle and shall be available for inspection reasonably in
30 advance of and at any proceeding to adjudicate the liability for such
31 violation pursuant to this section.

32 (e) An owner liable for a violation of subdivision (b), (c), (d), (f)
33 or (g) of section eleven hundred eighty of this article pursuant to a
34 demonstration program established pursuant to this section shall be
35 liable for monetary penalties in accordance with a schedule of fines and
36 penalties to be promulgated by the parking violations bureau of the city
37 of New Rochelle. The liability of the owner pursuant to this section
38 shall not exceed fifty dollars for each violation; provided, however,
39 that such parking violations bureau may provide for an additional penal-
40 ty not in excess of twenty-five dollars for each violation for the fail-
41 ure to respond to a notice of liability within the prescribed time peri-
42 od.

43 (f) An imposition of liability under the demonstration program estab-
44 lished pursuant to this section shall not be deemed a conviction as an
45 operator and shall not be made part of the operating record of the
46 person upon whom such liability is imposed nor shall it be used for
47 insurance purposes in the provision of motor vehicle insurance coverage.

48 (g) 1. A notice of liability shall be sent by first class mail to each
49 person alleged to be liable as an owner for a violation of subdivision
50 (b), (c), (d), (f) or (g) of section eleven hundred eighty of this arti-
51 cle pursuant to this section, within fourteen business days if such
52 owner is a resident of this state and within forty-five business days if
53 such owner is a non-resident. Personal delivery on the owner shall not
54 be required. A manual or automatic record of mailing prepared in the
55 ordinary course of business shall be prima facie evidence of the facts
56 contained therein.

1 2. A notice of liability shall contain the name and address of the
2 person alleged to be liable as an owner for a violation of subdivision
3 (b), (c), (d), (f) or (g) of section eleven hundred eighty of this arti-
4 cle pursuant to this section, the registration number of the vehicle
5 involved in such violation, the location where such violation took
6 place, the date and time of such violation, the identification number of
7 the camera which recorded the violation or other document locator
8 number, at least two date and time stamped images of the rear of the
9 motor vehicle that include the same stationary object near the motor
10 vehicle, and the certificate charging the liability.

11 3. The notice of liability shall contain information advising the
12 person charged of the manner and the time in which he or she may contest
13 the liability alleged in the notice. Such notice of liability shall also
14 contain a prominent warning to advise the person charged that failure to
15 contest in the manner and time provided shall be deemed an admission of
16 liability and that a default judgment may be entered thereon.

17 4. The notice of liability shall be prepared and mailed by the city of
18 New Rochelle, or by any other entity authorized by the city to prepare
19 and mail such notice of liability.

20 (h) Adjudication of the liability imposed upon owners of this section
21 shall be by the city of New Rochelle parking violations bureau.

22 (i) If an owner receives a notice of liability pursuant to this
23 section for any time period during which the vehicle or the number plate
24 or plates of such vehicle was reported to the police department as
25 having been stolen, it shall be a valid defense to an allegation of
26 liability for a violation of subdivision (b), (c), (d), (f) or (g) of
27 section eleven hundred eighty of this article pursuant to this section
28 that the vehicle or the number plate or plates of such vehicle had been
29 reported to the police as stolen prior to the time the violation
30 occurred and had not been recovered by such time. For purposes of
31 asserting the defense provided by this subdivision, it shall be suffi-
32 cient that a certified copy of the police report on the stolen vehicle
33 or number plate or plates of such vehicle be sent by first class mail to
34 the city of New Rochelle parking violations bureau or by any other enti-
35 ty authorized by the city to prepare and mail such notice of liability.

36 (j) 1. An owner who is a lessor of a vehicle to which a notice of
37 liability was issued pursuant to subdivision (g) of this section shall
38 not be liable for the violation of subdivision (b), (c), (d), (f) or (g)
39 of section eleven hundred eighty of this article pursuant to this
40 section, provided that:

41 (i) prior to the violation, the lessor has filed with such parking
42 violations bureau in accordance with the provisions of section two
43 hundred thirty-nine of this chapter; and

44 (ii) within thirty-seven days after receiving notice from such bureau
45 of the date and time of a liability, together with the other information
46 contained in the original notice of liability, the lessor submits to
47 such bureau the correct name and address of the lessee of the vehicle
48 identified in the notice of liability at the time of such violation,
49 together with such other additional information contained in the rental,
50 lease or other contract document, as may be reasonably required by such
51 bureau pursuant to regulations that may be promulgated for such purpose.

52 2. Failure to comply with subparagraph (ii) of paragraph one of this
53 subdivision shall render the owner liable for the penalty prescribed in
54 this section.

55 3. Where the lessor complies with the provisions of paragraph one of
56 this subdivision, the lessee of such vehicle on the date of such

1 violation shall be deemed to be the owner of such vehicle for purposes
2 of this section, shall be subject to liability for such violation pursu-
3 ant to this section and shall be sent a notice of liability pursuant to
4 subdivision (g) of this section.

5 (k) 1. If the owner liable for a violation of subdivision (c) or (d)
6 of section eleven hundred eighty of this article pursuant to this
7 section was not the operator of the vehicle at the time of the
8 violation, the owner may maintain an action for indemnification against
9 the operator.

10 2. Notwithstanding any other provision of this section, no owner of a
11 vehicle shall be subject to a monetary fine imposed pursuant to this
12 section if the operator of such vehicle was operating such vehicle with-
13 out the consent of the owner at the time such operator operated such
14 vehicle in violation of subdivision (b), (c), (d), (f) or (g) of section
15 eleven hundred eighty of this article. For purposes of this subdivision
16 there shall be a presumption that the operator of such vehicle was oper-
17 ating such vehicle with the consent of the owner at the time such opera-
18 tor operated such vehicle in violation of subdivision (b), (c), (d), (f)
19 or (g) of section eleven hundred eighty of this article.

20 (l) Nothing in this section shall be construed to limit the liability
21 of an operator of a vehicle for any violation of subdivision (c) or (d)
22 of section eleven hundred eighty of this article.

23 (m) If the city adopts a demonstration program pursuant to subdivision
24 (a) of this section it shall conduct a study and submit an annual report
25 on the results of the use of photo devices to the governor, the tempo-
26 rary president of the senate and the speaker of the assembly on or
27 before the first day of June next succeeding the effective date of this
28 section and on the same date in each succeeding year in which the demon-
29 stration program is operable. Such report shall include:

30 1. the locations where and dates when photo speed violation monitoring
31 systems were used;

32 2. the aggregate number, type and severity of crashes, fatalities,
33 injuries and property damage reported within all school speed zones
34 within the city, to the extent the information is maintained by the
35 department of motor vehicles of this state;

36 3. the aggregate number, type and severity of crashes, fatalities,
37 injuries and property damage reported within school speed zones where
38 photo speed violation monitoring systems were used, to the extent the
39 information is maintained by the department of motor vehicles of this
40 state;

41 4. the number of violations recorded within all school speed zones
42 within the city, in the aggregate on a daily, weekly and monthly basis;

43 5. the number of violations recorded within each school speed zone
44 where a photo speed violation monitoring system is used, in the aggre-
45 gate on a daily, weekly and monthly basis;

46 6. the number of violations recorded within all school speed zones
47 within the city that were:

48 (i) more than ten but not more than twenty miles per hour over the
49 posted speed limit;

50 (ii) more than twenty but not more than thirty miles per hour over the
51 posted speed limit;

52 (iii) more than thirty but not more than forty miles per hour over the
53 posted speed limit; and

54 (iv) more than forty miles per hour over the posted speed limit;

55 7. the number of violations recorded within each school speed zone
56 where a photo speed violation monitoring system is used that were:

1 (i) more than ten but not more than twenty miles per hour over the
2 posted speed limit;

3 (ii) more than twenty but not more than thirty miles per hour over the
4 posted speed limit;

5 (iii) more than thirty but not more than forty miles per hour over the
6 posted speed limit; and

7 (iv) more than forty miles per hour over the posted speed limit;

8 8. the total number of notices of liability issued for violations
9 recorded by such systems;

10 9. the number of fines and total amount of fines paid after the first
11 notice of liability issued for violations recorded by such systems;

12 10. the number of violations adjudicated and the results of such adju-
13 dications including breakdowns of dispositions made for violations
14 recorded by such systems;

15 11. the total amount of revenue realized by the city in connection
16 with the program;

17 12. the expenses incurred by the city in connection with the program;
18 and

19 13. the quality of the adjudication process and its results.

20 (n) It shall be a defense to any prosecution for a violation of subdi-
21 vision (b), (c), (d), (f) or (g) of section eleven hundred eighty of
22 this article pursuant to this section that such photo speed violation
23 monitoring system was malfunctioning at the time of the alleged
24 violation.

25 § 2. Subdivision 2 of section 87 of the public officers law is amended
26 by adding a new paragraph (w) to read as follows:

27 (w) are photographs, microphotographs, videotape or other recorded
28 images prepared under the authority of section eleven hundred eighty-i
29 of the vehicle and traffic law.

30 § 3. The purchase or lease of equipment for a demonstration program
31 established pursuant to section 1180-i of the vehicle and traffic law,
32 as added by section one of this act, shall be subject to the provisions
33 of section 103 of the general municipal law.

34 § 4. This act shall take effect on the thirtieth day after it shall
35 have become a law and shall expire December 31, 2031, when upon such
36 date the provisions of this act shall be deemed repealed. Effective
37 immediately, the addition, amendment and/or repeal of any rule or regu-
38 lation necessary for the implementation of this act on its effective
39 date are authorized to be made and completed on or before such effective
40 date.

IMPORTANT: READ INSTRUCTIONS ON REVERSE SIDE
HOME RULE REQUEST
(Request by a Local Government for Enactment of a Special Law)

To the Legislature:

Pursuant to Article IX of the Constitution, the of
(county, city, town or village)
..... requests the enactment of ^{Senate} ~~Assembly~~ bill (no.),
(name) (strike out one)
entitled “

.....”
It is hereby declared that a necessity exists for the enactment of such legislation, and that the facts establishing such necessity are as follows: (Check appropriate box)

- The local government does not have the power to enact such legislation by local law.
- Other facts, as set forth in the following “Explanation” establish such necessity.

EXPLANATION

(If space below is not sufficient, use separate sheet and attach here)

Such request is made by: (Check appropriate box)

- The chief executive officer of such local government, concurred in by a majority of the total membership of the local legislative body. (See paragraph A below)
- The local legislative body of such local government, at least two-thirds of the total membership thereof having voted in favor of such request. (See paragraph B below)

READ BEFORE SIGNING

A If the request is made by the chief executive officer and concurred in by a majority of the total membership of the local legislative body, *both* the chief executive officer *and* the clerk of the local legislative body must sign below. In such case use the word “majority” below even though the vote may have been greater.

B. If the request is made by the local legislative body, at least two-thirds of the total membership thereof having voted in favor of such request, *only* the clerk of the local legislative body must sign below. In such case use the words “two-thirds” below.

CHIEF EXECUTIVE OFFICER’S SIGNATURE

(Signed).....
(chief executive officer)

.....
(Print or type name below signature)

Date:, 20
.....
(Title of chief executive officer)

CLERK’S CERTIFICATION

I, do hereby certify that I am Clerk of the
(print or type name) (local legislative body)

..... of the
(county, city, town or village)

of and that on the day of
(name)

20____, such legislative body, at least ^{two-thirds} ~~a majority~~ of the total membership having voted in favor thereof, approved the foregoing request.
(strike out one)

(Signed).....
(clerk)

.....
(Print or type name below signature)

(SEAL OF LOCAL GOVERNMENT)

Date:, 20

INSTRUCTIONS

Copies required:

Two signed copies of this form, specifying the final bill number and title must be filed with *each* House of the Legislature.

Examples:

- (a) If the bill has been introduced in only *one* House of the Legislature, four copies of the request form must be filed, i.e., two with the Senate and two with the Assembly.
- (b) If the identical bill has been introduced in *both* Houses, eight copies of the request form must be filed, i.e., two with the Senate and two with the Assembly for the Senate bill and the same for the Assembly bill.

Date of request:

The signing of a home rule request or the adoption of a resolution by the local legislative body approving such request cannot precede the date on which the bill is actually introduced in the Legislature. In the case of prefiled bills, the actual date of introduction is the first day of the legislative session. The request may be signed or the resolution adopted the same day as the date of introduction.

Amended bills:

Each time the bill is amended a new request must be filed (with the appropriate number of copies) and the new request must correctly identify the bill number as last amended. The signing of the request, and the date of the supporting resolution, cannot precede the date of the amendment.

Transmittal:

The signed forms should be sent as follows:

To the Senate:

Home Rule Counsel
Senate Post Office
208 Legislative Office Building
Albany, N. Y. 12247

To the Assembly:

Home Rule Counsel
Assembly Post Office
210 Legislative Office Building
Albany, N. Y. 12248

Definition of terms:

Chief executive officer.

In the case of a county, the elective or appointive chief executive officer, if there be one, or otherwise the chairman of the board of supervisors; in the case of a city or village, the mayor (not manager); and in the case of a town, the supervisor. (Municipal Home Rule Law §40)

Local legislative body.

The board of supervisors, board of aldermen, common council, council, commission, town board, board of trustees or other elective governing board or body vested by state statute, charter or other law with jurisdiction to initiate and adopt local laws or ordinances. (Municipal Home Rule Law §2)

Local government.

A county, city, town or village (Const. Art. IX, §3; Municipal Home Rule Law §2)

Special law

A state statute which in terms and in effect applies to one or more, but not all, counties (other than those wholly included within a city) cities, towns or villages. (Const. Art. IX §3; Municipal Home Rule Law §2)

Total membership.

The total voting power of a legislative body. (Municipal Home Rule Law, § 20, 40)

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.....requests the enactment of ^{Senate} ~~Assembly~~ bill (no.),
(name) (strike out one)
entitled “

.....”
It is hereby declared that a necessity exists for the enactment of such legislation, and that the facts establishing such necessity are as follows: (Check appropriate box)

- The local government does not have the power to enact such legislation by local law.
- Other facts, as set forth in the following “Explanation” establish such necessity.

EXPLANATION

(If space below is not sufficient, use separate sheet and attach here)

Such request is made by: (Check appropriate box)

- The chief executive officer of such local government, concurred in by a majority of the total membership of the local legislative body. (See paragraph A below)
- The local legislative body of such local government, at least two-thirds of the total membership thereof having voted in favor of such request. (See paragraph B below)

READ BEFORE SIGNING

A If the request is made by the chief executive officer and concurred in by a majority of the total membership of the local legislative body, *both* the chief executive officer *and* the clerk of the local legislative body must sign below. In such case use the word “majority” below even though the vote may have been greater.

B. If the request is made by the local legislative body, at least two-thirds of the total membership thereof having voted in favor of such request, *only* the clerk of the local legislative body must sign below. In such case use the words “two-thirds” below.

CHIEF EXECUTIVE OFFICER’S SIGNATURE

(Signed).....
(chief executive officer)

.....
(Print or type name below signature)

Date:, 20
(Title of chief executive officer)

CLERK’S CERTIFICATION

I, do hereby certify that I am Clerk of the
(print or type name) (local legislative body)

..... of the
(county, city, town or village)

of and that on the day of
(name)

20____, such legislative body, at least ^{two-thirds} ~~a majority~~ of the total membership having voted in favor thereof, approved the foregoing request.
(strike out one)

(Signed).....
(clerk)

.....
(Print or type name below signature)

(SEAL OF LOCAL GOVERNMENT)

Date:, 20

INSTRUCTIONS

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Local legislative body.

The board of supervisors, board of aldermen, common council, council, commission, town board, board of trustees or other elective governing board or body vested by state statute, charter or other law with jurisdiction to initiate and adopt local laws or ordinances. (Municipal Home Rule Law §2)

Local government.

A county, city, town or village (Const. Art. IX, §3; Municipal Home Rule Law §2)

Special law

A state statute which in terms and in effect applies to one or more, but not all, counties (other than those wholly included within a city) cities, towns or villages. (Const. Art. IX §3; Municipal Home Rule Law §2)

Total membership.

The total voting power of a legislative body. (Municipal Home Rule Law, § 20, 40)

City of New Rochelle
Police

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Neil Reynolds, Police Commissioner
Subject: PROPOSED AMENDMENT TO CHAPTER 312 OF THE CODE OF THE CITY OF NEW ROCHELLE RE: VEHICLE IMPOUND AUTHORITY - Ordinance amending Chapter 312 of the Code of the City of New Rochelle, entitled “Vehicles and Traffic,” in relation to the removal and impound of vehicles and the definition of abandoned vehicles. (Intro. 4/14/26; Public Hearing 5/12/26).

Background:

Under the City’s existing Code, the authority to remove and impound unregistered vehicles is primarily tied to abandonment provisions, which generally require that a vehicle remain in place for at least 48 hours before enforcement action may be taken. As a result, even where a vehicle is clearly unregistered and unlawfully parked on a public street, enforcement personnel are often required to wait until the 48-hour threshold is satisfied before taking action.

Issue:

The Police Department has identified ongoing issues with unregistered vehicles being left on public streets for extended periods. These vehicles are, by definition, not in compliance with the New York State Vehicle and Traffic Law, yet the current Code structure limits the City’s ability to address them promptly. In practice, individuals may avoid enforcement by moving vehicles just frequently enough to reset the 48-hour clock, thereby frustrating enforcement efforts and allowing unlawful conditions to persist.

Recommendation:

It is recommended that the City amend the Code to authorize the immediate impoundment of unregistered vehicles located on public streets, independent of the 48-hour abandonment requirement. This would allow enforcement personnel to take action based on the vehicle’s unlawful status, rather than requiring a waiting period tied to abandonment. The abandonment provisions may remain in place, but impound authority should be clearly established as a separate enforcement mechanism applicable to unregistered vehicles.

This revision would enable the City to more effectively enforce existing registration requirements, reduce the presence of unlawfully parked vehicles, eliminate the current loophole associated with the 48-hour rule, and provide clearer authority to enforcement personnel.

Conclusion:

Revising the Code to permit impoundment of unregistered vehicles without reliance on the 48-hour abandonment period will provide a more practical and enforceable framework. It is recommended that the Council authorize the attached proposed legislation consistent with this approach.

Attachments:

None

LEGISLATION

ORDINANCE AMENDING CHAPTER 312 OF THE CODE OF THE CITY OF NEW ROCHELLE, ENTITLED “VEHICLE AND TRAFFIC,” IN RELATION TO THE REMOVAL AND IMPOUND OF VEHICLES AND THE DEFINITION OF ABANDONED VEHICLES.

WHEREAS, under the City’s existing Code, the authority to remove and impound unregistered vehicles is primarily tied to abandonment provisions, which generally require that a vehicle remain in place for at least forty-eight (48) hours before enforcement action may be taken; and

WHEREAS, as a result, even where a vehicle is clearly unregistered and unlawfully parked on a public street, enforcement personnel are often required to wait until the forty-eight (48) hour threshold is satisfied before taking action; and

WHEREAS, the Police Department has identified ongoing issues with unregistered vehicles being left on public streets for extended periods, in violation of the New York State Vehicle and Traffic Law; and

WHEREAS, individuals may avoid enforcement by moving such vehicles intermittently so as to evade the abandonment time requirement, thereby frustrating enforcement efforts and allowing unlawful conditions to persist; and

WHEREAS, the City Council finds that it is necessary and appropriate to authorize the immediate removal and impoundment of unregistered vehicles, independent of abandonment provisions, in order to protect the public health, safety, and welfare.

NOW, THEREFORE, BE IT ORDAINED by the City of New Rochelle as follows:

Section 1. Section 312-1(B), Definitions, of Chapter 312, Vehicles and Traffic, of the Code of the City of New Rochelle, is hereby amended to modify the definition of “Abandoned Vehicle as follows:

§ 312-1. Definitions.

ABANDONED VEHICLE

A junked, discarded, and/or dismantled [and/or unregistered] motor vehicle, including a vehicle which is incapable of being self-propelled upon the public streets, a vehicle whose owner cannot be identified and a vehicle which is without current license plates attached to the vehicle.

Section 2. Addition of Section 312-65 E.(7), Authority to impound vehicles, of Chapter 312, Vehicles and Traffic, of the Code of the City of New Rochelle, is hereby amended to add a new § 312-65 E.(7) as follows:

E. The following additional vehicles are subject to towing:

(7) Except as otherwise expressly provided in this Code, any vehicle/motorcycle/bicycle/scooter parked, standing, or located in violation of any provision of this Chapter 312 may be removed and impounded by or under the direction of the Police Department. Such removal and impoundment may be undertaken immediately upon issuance of a notice of violation or summons, or without prior notice where the vehicle is unregistered, improperly registered, or otherwise in violation of §312-39 or any applicable provision of the New York State Vehicle and Traffic Law. The authority to remove and impound a vehicle pursuant to this subsection shall be independent of, and not conditioned upon, any time-based requirement, including but not limited to abandonment provisions set forth elsewhere in this Code. This subsection shall be in addition to, and not in limitation of, any other enforcement authority provided elsewhere in this Code or by applicable law.

Section 3. Severability.

If any clause, sentence, paragraph, subdivision, section, or part of this Ordinance shall be adjudged by any court of competent jurisdiction to be invalid, such judgment shall not affect, impair, or invalidate the remainder thereof, but shall be confined in its operation to the clause, sentence, paragraph, subdivision, section, or part thereof directly involved in the controversy in which such judgment shall have been rendered.

Section 4. Effective Date.

This Ordinance shall take effect immediately upon its adoption.

Matter underlined added.

Matter [bracketed] deleted.

City of New Rochelle
Development

MEMORANDUM

To: Honorable Mayor and City Council
Thru: Wilfredo Melendez, City Manager
Date: May 19, 2026
From: Adam Salgado, Development Commissioner
Subject: PROPOSED REALLOCATION OF COMMUNITY DEVELOPMENT BLOCK GRANT (CDBG) FUNDS - Resolution adopting the reprogramming of CDBG funds for ADA Sidewalk and Roadway Improvements, Gateway Sign / Traffic, and Façade Improvements with amendments to the 2020 through 2024 Action Plans and 2019 through 2026 Budgets. (Intro. 4/14/26; Public Hearing 5/12/26).

Background:

To advance public safety, accessibility, and infrastructure improvements throughout New Rochelle, the Department of Development proposes reallocating unused Community Development Block Grant (CDBG) funds from prior program years, and 2026 funding. This action will direct additional resources to priority projects, including citywide ADA Sidewalk and Roadway Improvements and Downtown Gateway Improvements.

Due to HUD caps on Administrative and Planning and Public Services costs, \$227,528 in prior-year funds cannot be used for their original purposes and are proposed for reprogramming. Of this amount, \$170,928. will be allocated to Downtown Gateway Improvements and \$56,600 will support ADA Sidewalk and Roadway Improvements.

In addition, \$409,845 currently proposed in the 2026 budget for Transit Center Redesign and \$200,000 for D’Onofrio Park Improvements will be reprogrammed for 2026 ADA Sidewalk and Roadway Improvements. Combined with the existing \$150,000 allocated in the 2026 budget, these actions will provide a total of \$816,445 for ADA Sidewalk and Roadway Improvements.

Additionally, within the Façade Improvements program, \$103,744 in unused administrative funds from prior years will be reprogrammed to direct program expenses, increasing grant capacity for local sign, awnings and storefront improvements.

Recommendation:

Staff recommends the approval of the proposed reallocation of CDBG funds to support critical sidewalk, ADA, and related infrastructure improvements. To implement these changes, City Council is requested to take the following actions:

1. Adopt a resolution directing a public hearing on May 12, 2026, during the Committee of the Whole (COW) meeting regarding the amendments to the 2020 thru 2024 CDBG Annual Action Plans and Budgets, and 2019 through 2026 CDBG Budgets.
2. Adopt a resolution at the May 19, 2026, Regular Legislative Meeting (RLM) to:
 - a. Authorize submission of the amended 2020 thru 2024 CDBG Annual Action Plans to HUD.
 - b. Approve the amended 2019 through 2026 CDBG budgets as follows:

ORG	OBJECT	PROJECT	ACCT DESCRIPTION	CHANGE
CD20	20000	23131	SIDEWALK & ROADWAY IMPROVEMENTS	\$1,858.00
CD21	20000	23131	SIDEWALK & ROADWAY IMPROVEMENTS	\$9,094.33
CD22	20000	23131	SIDEWALK & ROADWAY IMPROVEMENTS	\$45,648.00
CD23	20180	2085	GATEWAY SIGN/TRAFFIC	\$76,987.52
CD24	20000	2085	GATEWAY SIGN/TRAFFIC	\$93,940.02
CD26	20000	23131	SIDEWALK & ROADWAY IMPROVEMENTS	\$609,845.00
CD19	41700	8021	FAÇADE IMPROVEMENT CULTURAL/PROGRAM EXPENSE	\$24,513.00
CD20	41700	8020	FAÇADE IMPROVEMENT CULTURAL/PROGRAM EXPENSE	\$6,001.00
CD21	41700	8021	FAÇADE IMPROVEMENT CULTURAL/PROGRAM EXPENSE	\$23,229.68
CD22	41700	8021	FAÇADE IMPROVEMENT CULTURAL/PROGRAM EXPENSE	\$15,000.00
CD23	41700	8021	FAÇADE IMPROVEMENT CULTURAL/PROGRAM EXPENSE	\$15,000.00
CD24	41700	8021	FAÇADE IMPROVEMENT CULTURAL/PROGRAM EXPENSE	\$15,000.00
CD24	41700	8021	FAÇADE IMPROVEMENT CULTURAL/PROGRAM EXPENSE	\$5,000.00
CD19	11000	8021	FAÇADE IMPROVEMENT SALARIES - FULL TIME	\$(24,513.00)
CD20	11000	8020	FAÇADE IMPROVEMENT SALARIES - FULL TIME	\$(3,718.00)
CD20	11500	8020	FAÇADE IMPROVEMENT SALARIES - FT OTHER	\$(103.00)
CD20	13000	8001	MIDDLE SCHOOL DROP IN - SALARIES - HOURLY RATES	\$(1,645.00)
CD20	81000	8020	FAÇADE IMPROVEMENT NYSLRS	\$(329.00)
CD20	82500	8001	MIDDLE SCHOOL DROP IN - MCTM TAX	\$(6.00)
CD20	82500	8020	FAÇADE IMPROVEMENT MCTM TAX	\$(16.00)
CD20	83000	8001	MIDDLE SCHOOL DROP IN - SOCIAL SECURITY	\$(101.00)
CD20	83000	8020	FAÇADE IMPROVEMENT SOCIAL SECURITY	\$(214.00)
CD20	83500	8001	MIDDLE SCHOOL DROP IN - MEDICARE	\$(21.00)
CD20	83500	8020	FAÇADE IMPROVEMENT MEDICARE	\$(51.00)
CD20	84000	8020	FAÇADE IMPROVEMENT HEALTH INSURANCE	\$(1,355.00)
CD20	85000	8001	MIDDLE SCHOOL DROP IN - WORKERS COMP CHG	\$(85.00)
CD20	85000	8020	FAÇADE IMPROVEMENT WORKERS COMP CHGBK	\$(215.00)

CD21	11000	8021	FAÇADE IMPROVEMENT SALARIES - FULL TIME	\$(13,764.48)
CD21	11500	8021	FAÇADE IMPROVEMENT SALARIES - FT OTHER	\$(103.00)
CD21	13000	8001	MIDDLE SCHOOL DROP IN - SALARIES - HOURLY RATES	\$(8,664.97)
CD21	82500	8021	FAÇADE IMPROVEMENT MCTM TAX	\$(63.31)
CD21	83000	8021	FAÇADE IMPROVEMENT SOCIAL SECURITY	\$(1,100.09)
CD21	83500	8021	FAÇADE IMPROVEMENT MEDICARE	\$(257.66)
CD21	84000	8021	FAÇADE IMPROVEMENT HEALTH INSURANCE	\$(4,821.77)

ORG OBJECT PROJECT ACCT DESCRIPTION CHANGE

CD21	85000	8021	FAÇADE IMPROVEMENT WORKERS COMP CHGBK	\$(934.58)
CD21	85000		WORKERS COMP CHG	\$(429.36)
CD21	88000	8021	FAÇADE IMPROVEMENT DENTAL ALLOWANCE	\$(445.00)
CD22	11000	8021	FAÇADE IMPROVEMENT SALARIES - FULL TIME	\$(15,000.00)
CD22	13000	8005	SWIM PROGRAM	\$(38,765.00)
CD22	41700	8009	WJCS PARENT CHILD	\$(4,380.00)
CD22	45100	6006	INDIRECT COST	\$(400.00)
CD22	46000	8032	CONTRACTED SERVICES - FAIR HOUSING EDUCATION	\$(2,103.00)
CD23	11000	8021	FAÇADE IMPROVEMENT SALARIES - FULL TIME	\$(15,000.00)
CD23	13000	8001	MIDDLE SCHOOL DROP IN - SALARIES - HOURLY RATES	\$(15,673.31)
CD23	41700	4380	WJCS PARENT CHILD	\$(4,380.00)
CD23	41700	5163	WJCS DISABLED HOUSING	\$(4,380.00)
CD23	41700	8007	DEVELOPMENTALLY DISABLED MINICAMP	\$(616.00)
CD23	81000	8021	FAÇADE IMPROVEMENT NYSLRS	\$(1,739.79)
CD23	81000		RETIREMENT PLAN	\$(7,734.70)
CD23	82500		MCTM TAX	\$(620.43)
CD23	83000		SOCIAL SECURITY	\$(9,654.67)
CD23	83500		MEDICARE	\$(3,467.83)
CD23	84000		HEALTH INSURANCE	\$(24,965.59)
CD23	85000		WORKERS COMP CHG	\$(3,049.03)
CD23	88000		DENTAL ALLOWANCE	\$(2,345.96)
CD23	88200		VISION COVERAGE	\$(100.00)
CD24	11000	8021	FAÇADE IMPROVEMENT SALARIES - FULL TIME	\$(15,000.00)
CD24	11000		SALARIES - FULL TIME	\$(49,544.96)
CD24	81000		RETIREMENT PLAN	\$(2,637.63)
CD24	82500		MCTM TAX	\$(176.72)
CD24	83000		SOCIAL SECURITY	\$(2,293.33)
CD24	83500		MEDICARE	\$(572.82)
CD24	84000		HEALTH INSURANCE	\$(35,765.12)
CD24	85000		WORKERS COMP CHG	\$(2,232.96)
CD24	88000		DENTAL ALLOWANCE	\$(716.48)

CD25	11000	8021	FAÇADE IMPROVEMENT SALARIES - FULL TIME	\$(5,000.00)
CD26	20000	25011	TRANSIT CENTER REDESIGN	\$(409,845.00)
CD26	23000	5160	D'ONOFRIO PARK IMPROVEMENTS	\$(200,000.00)

Attachments:

None

LEGISLATION

RESOLUTION ADOPTING THE REPROGRAMMING OF CDBG FUNDS FOR ADA SIDEWALK AND ROADWAY IMPROVEMENTS, GATEWAY SIGN / TRAFFIC, AND FAÇADE IMPROVEMENTS WITH AMENDMENTS TO THE 2020 THROUGH 2024 ACTION PLANS AND TO THE 2019 THROUGH 2026 BUDGETS. (INTRO. 04/14/2026; PUBLIC HEARING 05/12/2026).

WHEREAS, the Department of Development proposes reallocating unused Community Development Block Grant (CDBG) funds from prior program years to enhance public safety, accessibility, and infrastructure throughout New Rochelle; and

WHEREAS, this reallocation would provide additional funding for key projects, including ADA sidewalk and roadway improvements; gateway sign/traffic, and façade improvements; and related infrastructure improvements; and

WHEREAS, Federal regulations require a Substantial Amendment to these plans, which necessitates the following:

- Amendments to the 2020-2024 CDBG Action Plans.
- Amendments to the 2019-2026 CDBG Budgets.
- A Public Hearing scheduled for May 12, 2026.

WHEREAS, appropriations for prior year CDBG funds will be modified as follows:

ORG	OBJECT	PROJECT	ACCT DESCRIPTION	CHANGE
CD20	20000	23131	SIDEWALK & ROADWAY IMPROVEMENTS	\$1,858.00
CD21	20000	23131	SIDEWALK & ROADWAY IMPROVEMENTS	\$9,094.33
CD22	20000	23131	SIDEWALK & ROADWAY IMPROVEMENTS	\$45,648.00
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CD20	13000	8001	MIDDLE SCHOOL DROP IN - SALARIES - HOURLY RATES	\$(1,645.00)
CD20	81000	8020	FAÇADE IMPROVEMENT NYSLRS	\$(329.00)
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CD21	11000	8021	FAÇADE IMPROVEMENT SALARIES - FULL TIME	\$(13,764.48)
CD21	11500	8021	FAÇADE IMPROVEMENT SALARIES - FT OTHER	\$(103.00)
CD21	13000	8001	MIDDLE SCHOOL DROP IN - SALARIES - HOURLY RATES	\$(8,664.97)
CD21	82500	8021	FAÇADE IMPROVEMENT MCTM TAX	\$(63.31)
CD21	83000	8021	FAÇADE IMPROVEMENT SOCIAL SECURITY	\$(1,100.09)
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CD26	20000	25011	TRANSIT CENTER REDESIGN	\$(409,845.00)
CD26	23000	5160	D'ONOFRIO PARK IMPROVEMENTS	\$(200,000.00)

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of New Rochelle that after the public hearing held May 12, 2026, at 7 p.m., this City Council hereby adopts the amendments to the 2020 through 2024 Action Plans and to the 2019 through 2026 Budgets.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute and submit such documentation as may be necessary and required to the U.S. Department of Housing and Urban Development.