



## Legislation Details (With Text)

<b>File #:</b>	Int 1418-2019	<b>Version:</b>	*	<b>Name:</b>	Requiring the DOT to study the feasibility of acquiring private streets.
<b>Type:</b>	Introduction	<b>Status:</b>		<b>In control:</b>	Filed (End of Session) Committee on Transportation
<b>On agenda:</b>	2/13/2019				
<b>Enactment date:</b>		<b>Enactment #:</b>			
<b>Title:</b>	A Local Law in relation to requiring the department of transportation to study the feasibility of acquiring private streets				
<b>Sponsors:</b>					
<b>Indexes:</b>	Report Required, Sunset Date Applies				
<b>Attachments:</b>	1. Summary of Int. No. 1418, 2. Int. No. 1418, 3. February 13, 2019 - Stated Meeting Agenda with Links to Files, 4. Hearing Transcript - Stated Meeting 2-13-19, 5. Minutes of the Stated Meeting - February 13, 2019				

Date	Ver.	Action By	Action	Result
2/13/2019	*	City Council	Introduced by Council	
2/13/2019	*	City Council	Referred to Comm by Council	
12/31/2021	*	City Council	Filed (End of Session)	

Int. No. 1418

By Council Members Maisel, Brannan, Holden and Yeger

A Local Law in relation to requiring the department of transportation to study the feasibility of acquiring private streets

Be it enacted by the Council as follows:

Section 1. a. Definitions. For the purposes of this section, the term “private street” means a privately owned street in which the public has a right of user not subject to revocation by the owner thereof.

b. The department of transportation shall conduct a study to determine the feasibility of acquiring private streets that are not within its jurisdiction. Upon completion of such study, and no later than June 30, 2019, the department of transportation shall issue a report on the study’s findings to the mayor and the speaker of the council. Such report shall include, but not be limited to:

1. The end-to-end process or processes for acquiring private streets;
2. All factors that could be used to determine which private streets should be acquired by the city;

3. The estimated aggregate and average costs associated with the acquisition, rehabilitation and ongoing maintenance of private streets; and
4. A recommendation as to which, if any, private streets should be acquired, in order of priority, and the total estimated costs associated with the acquisition, rehabilitation and ongoing maintenance of such streets. In determining the order of priority, the department of transportation shall consider maintenance required, cost and need, among any other factors it determines to be necessary.

§ 2. This local law takes effect immediately and is deemed repealed upon submission of the report required by section 1 of this local law.

EL  
LS #8670  
12/27/18