

Int. No.

By The Speaker (Council Member Johnson) and Council Members Rivera, Rodriguez, Levine and Reynoso

A LOCAL LAW

To amend the administrative code of the city of New York, in relation to five-year plans for city streets, sidewalks, and pedestrian spaces

Be it enacted by the Council as follows:

Section 1. Title 19 of the administrative code of the city of New York is amended by adding a new section 19-200 to read as follows:

§ 19-200 Master plan. a. Definitions. For the purposes of this section, the following terms have the following meanings:

Accessible pedestrian signal. The term “accessible pedestrian signal” means a device that communicates information about pedestrian signal timing in a nonvisual format.

Bicycle network. The term “bicycle network” means a contiguous network of protected bicycle lanes, designated bicycle paths on bridges, off street bicycle paths or trails, and shared streets that covers every square mile of the city. A bicycle network shall be connected by intersections with mixing zones, fully split phases, delayed turns, offset crossing designs, or similar street treatments designed to improve safety and reduce conflicts for all street users at intersections.

Bicycle network connectivity index. The term “bicycle network connectivity index” means a figure measuring the extent and completeness of the bicycle network, based on the number of choices a cyclist has for turning from one bicycle route onto another, without leaving the overall network.

Bus stop upgrades. The term “bus stop upgrades” means bus shelters or benches and real time passenger information systems.

Pedestrian plaza. The term “pedestrian plaza” means an area designated by the department as such for pedestrian circulation, use, and enjoyment on property under the jurisdiction of the city including, but not limited to, property mapped as a public place or property within the bed of a roadway, and which may contain amenities such as tables, seating, trees, plants, lighting, bike racks, or public art.

Pedestrian space. The term “pedestrian space” means pedestrian plazas, shared streets, or other areas within the bed of a roadway that are primarily for pedestrian circulation, use, and enjoyment.

Protected bicycle lane. The term “protected bicycle lane” means a bicycle lane separated from traffic by vertical delineation or physical barriers.

Protected bus lane. The term “protected bus lane” means a bus lane that is protected by physical barriers or is monitored by a system that automatically produces evidence of improper use of such lane that is used to establish liability for a penalty.

Shared street. The term “shared street” means a street designated by the department as such that imposes speed limits of five miles per hour and allows use by motor vehicles, pedestrians and individuals using bicycles.

Transit signal priority. The term “transit signal priority” means technology capable of facilitating bus movements through intersections controlled by traffic signals.

b. Master plan. 1. The department shall issue and implement a master plan for the use of streets, sidewalks, and pedestrian spaces every five years. In developing each such plan, the department shall prioritize and promote: (i) the safety of pedestrians and individuals using bicycles; (ii) access to and use of mass transit; (iii) the reduction of traffic congestion and

emissions; and (iv) improving access to streets, sidewalks, public spaces, and mass transit for individuals with reduced mobility, hearing, or visual impairments.

2. By October 1, 2019 and by October 1 of every fifth year thereafter, the department shall issue such plan for the five-year period beginning January 1 of the following year.

c. Benchmarks. 1. Each master plan issued pursuant to subdivision b of this section shall include proposals for street redesigns, protected bus lanes, protected bicycle lanes, bicycle parking, pedestrian spaces, commercial loading zones, truck routes, and parking, including the identification of specific routes, locations, or areas of the city for such proposals. In addition, each such master plan shall include benchmarks regarding such proposals that shall be achieved no later than December 31 of the final year of such plan.

2. The master plan due by October 1, 2019, shall include the following benchmarks:

(i) install at least 150 miles of protected bus lanes, with such lanes located along a median where feasible, with at least 30 miles of such lanes installed during each year of such plan;

(ii) equip at least 1,000 intersections along bus routes with transit signal priority during each year of such plan or until every intersection where such installation is feasible along every bus route is equipped with transit signal priority;

(iii) install at least 250 miles of protected bicycle lanes, with at least 50 miles of such lanes installed during each year of such plan;

(iv) implement bus stop upgrades at all bus stops serving metropolitan transportation authority buses;

(v) assess and amend commercial loading zones, truck routes, and parking policies to prioritize and promote: (1) safety of pedestrians and individuals using bicycles; (2) access to and use of public transit; (3) reduction of traffic congestion and emissions; and (4) improving access

to streets, sidewalks, public spaces, and mass transit for individuals with reduced mobility, hearing, or visual impairments.

(vi) no later than December 31, 2021, double the number of acres covered by pedestrian plazas; and

(vii) implement at least 12 shared streets.

3. The master plan due no later than October 1, 2024, shall include the following benchmarks:

(i) complete a connected bike network;

(ii) install protected bus lanes on all bus routes where such improvements can be installed;

(iii) install accessible pedestrian signals at all intersection with a pedestrian signal;

(iv) redesign all intersections with a pedestrian signal pursuant to a checklist of street design elements designed to enhance safety; and

(v) comply with the current Americans with Disabilities Act standards for accessible design at all intersection with a pedestrian signal.

d. Reporting. 1. By October 1, 2019 and by October 1 of every fifth year thereafter, the department shall submit such plan to the mayor and the speaker of the council, and post such plan on the department's website.

2. By February 1, 2021 and by each February 1 thereafter, the department shall submit to the mayor and the speaker of the council and post on the department's website an update regarding any changes to the plan from the previous year, the bicycle connectivity index for the previous year, and the status of the implementation of each benchmark identified in such plan, including, but not limited to, those listed in subdivision c.

e. Public education campaign. The department shall conduct a public education campaign regarding the benefits of each master plan, including, but not limited to, the impacts on safety, the environment, accessibility, mobility, and the city's economy.

§ 2. This local law takes effect immediately.

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