



Legislation Text

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Int. No. 1164-A

By Council Members Brooks-Powers, Riley, Restler, Brewer, Hanif, Narcisse and Rivera

A Local Law to amend the administrative code of the city of New York, in relation to adding an investment roadmap to the streets master plan

Be it enacted by the Council as follows:

Section 1. Subdivision a of section 19-199.1 of the administrative code of the city of New York, as added by local law number 195 for the year 2019, is amended by adding new definitions of “daylighting,” “neighborhood tabulation area,” “significant injury,” “traffic calming device,” and “underserved neighborhood tabulation area” in alphabetical order to read as follows:

Daylighting. The term “daylighting” means street design elements for enhancing visibility of cross traffic and pedestrians for motorists approaching an intersection.

Neighborhood tabulation area. The term “neighborhood tabulation area” means a geographical area defined by the department of city planning for the purposes of providing neighborhood-level data.

Significant injury. The term “significant injury” means any injury categorized as an “A” injury by the New York state department of motor vehicles, any injury that requires hospitalization, or any other injury as determined by the department.

Traffic calming device. The term “traffic calming device” means a device, including but not limited to street redesigns, speed humps, neckdowns, and raised crosswalks, installed on a street and intended to slow, reduce, or alter motor vehicle traffic to enhance safety for pedestrians and cyclists.

Underserved neighborhood tabulation area. The term “underserved neighborhood tabulation area”

means a neighborhood tabulation area that has a high need for additional transportation infrastructure, as determined by the department, based on the safety needs of the neighborhood tabulation area relative to the neighborhood tabulation area's existing transportation infrastructure.

§ 2. Subdivision b of section 19-199.1 of the administrative code of the city of New York, as added by local law number 195 for the year 2019, is amended to read as follows:

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 all street users; (ii) on-street priority for mass transit vehicles; (iii) the reduction of vehicle emissions; [and] (iv) access for individuals with disabilities; and (v) equity in infrastructure investment.

2. By December 1, 2021 and by December 1 of every fifth year thereafter, the department shall issue such plan for the five-year period beginning January 1 of the following year.

3. Beginning with the master plan issued December 1, 2026, and for each master plan issued thereafter, such plan shall identify all underserved neighborhood tabulation areas and for each such area, describe future investments in such area so that it will no longer be an underserved neighborhood tabulation area.

§ 3. Subdivision d of section 19-199.1 of the administrative code of the city of New York, as added by local law number 195 for the year 2019, is amended to read as follows:

d. Reporting. 1. By December 1, 2021 and by December 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, 2023 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 lane network coverage index, and the status of the implementation of each

benchmark identified in such plan, including but not limited to those benchmarks listed in subdivision c. Such information shall include a data set containing data on geographic feature boundaries, as represented by points, lines, or polygons. In addition, each report due beginning February 1, 2028 shall include the bicycle connectivity index for the previous year and describe the installation of traffic infrastructure during the previous year in the underserved neighborhood tabulation areas identified in the most recent master plan.

3. Beginning with the master plan issued December 1, 2026, and for each master plan issued thereafter, such plan shall indicate for each neighborhood tabulation area:

(i) the investment in infrastructure that enhances the safety of street users that was installed during the prior 15 years, including but not limited to daylighting, traffic calming devices, pedestrian spaces, and protected bicycle lanes;

(ii) the investment in other transportation infrastructure that was installed during the prior 15 years, including but not limited to accessible pedestrian signals, bus stop upgrades, protected bus lanes, and transit signal priority;

(iii) the incidence rate of crashes involving motor vehicles, pedestrians, cyclists, or other street users that result in a significant injury;

(iv) the socioeconomic demographics of the neighborhood tabulation area, including but not limited to population and population density, the percentage of the population that is low income, and the percentage of the population that is a racial or ethnic minority;

(v) whether it is an underserved neighborhood tabulation area; and

(vi) if the neighborhood tabulation area is in the bottom 20 percent of neighborhood tabulation areas based on the amount of investment it has received in infrastructure as identified in subparagraphs (i) or (ii) of this paragraph, but is not determined to be an underserved neighborhood tabulation area, a detailed description of the factors considered by the department in reaching that determination.

§ 4. This local law takes effect immediately.

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