

STATE OF NEW YORK

5411--A

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2011-2012 Regular Sessions

IN SENATE

May 18, 2011

Introduced by Sens. FUSCHILLO, DILAN, AVELLA, BRESLIN, DIAZ, DUANE, FLANAGAN, GRISANTI, HASSELL-THOMPSON, KENNEDY, KLEIN, KRUEGER, LARKIN, LITTLE, MONTGOMERY, OPPENHEIMER, PARKER, PERKINS, SAMPSON, STAVISKY, VALESKY -- read twice and ordered printed, and when printed to be committed to the Committee on Transportation -- reported favorably from said committee and committed to the Committee on Finance -- reported favorably from said committee, ordered to first and second report, ordered to a third reading, amended and ordered reprinted, retaining its place in the order of third reading

AN ACT to amend the highway law, in relation to enabling safe access to public roads for all users by utilizing complete street design principles

THE PEOPLE OF THE STATE OF NEW YORK, REPRESENTED IN SENATE AND ASSEMBLY, DO ENACT AS FOLLOWS:

1 Section 1. Legislative findings. It is hereby found and declared that  
2 to achieve a cleaner, greener transportation system the transportation  
3 plans of New York state should consider the needs of all users of our  
4 roadways including pedestrians, bicyclists, public transportation  
5 riders, motorists and citizens of all ages and abilities, including  
6 children, the elderly and the disabled. By encouraging good planning,  
7 more citizens will achieve the health benefits associated with active  
8 forms of transportation while traffic congestion and auto related air  
9 pollution will be reduced. Therefore, it shall be the policy of the  
10 state to consider people of all ages and abilities and all appropriate  
11 forms of transportation when planning roadway projects.

12 S 2. The highway law is amended by adding a new section 331 to read as  
13 follows:

14 S 331. CONSIDERATION OF COMPLETE STREET DESIGN. (A) FOR ALL STATE,  
15 COUNTY AND LOCAL TRANSPORTATION PROJECTS THAT ARE UNDERTAKEN BY THE  
16 DEPARTMENT OR RECEIVE BOTH FEDERAL AND STATE FUNDING AND ARE SUBJECT TO  
17 DEPARTMENT OF TRANSPORTATION OVERSIGHT, THE DEPARTMENT OR AGENCY WITH

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

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1 JURISDICTION OVER SUCH PROJECTS SHALL CONSIDER THE CONVENIENT ACCESS AND  
2 MOBILITY ON THE ROAD NETWORK BY ALL USERS OF ALL AGES, INCLUDING MOTOR-  
3 ISTS, PEDESTRIANS, BICYCLISTS, AND PUBLIC TRANSPORTATION USERS THROUGH  
4 THE USE OF COMPLETE STREET DESIGN FEATURES IN THE PLANNING, DESIGN,  
5 CONSTRUCTION, RECONSTRUCTION AND REHABILITATION, BUT NOT INCLUDING  
6 RESURFACING, MAINTENANCE, OR PAVEMENT RECYCLING OF SUCH PROJECTS.

7 (B) COMPLETE STREET DESIGN FEATURES ARE ROADWAY DESIGN FEATURES THAT

8 ACCOMMODATE AND FACILITATE CONVENIENT ACCESS AND MOBILITY BY ALL USERS,  
 9 INCLUDING CURRENT AND PROJECTED USERS, PARTICULARLY PEDESTRIANS, BICY-  
 10 CLISTS AND INDIVIDUALS OF ALL AGES AND ABILITIES. THESE FEATURES MAY  
 11 INCLUDE, BUT NEED NOT BE LIMITED TO: SIDEWALKS, PAVED SHOULDERS SUITABLE  
 12 FOR USE BY BICYCLISTS, LANE STRIPING, BICYCLE LANES, SHARE THE ROAD  
 13 SIGNAGE, CROSSWALKS, ROAD DIETS, PEDESTRIAN CONTROL SIGNALIZATION, BUS  
 14 PULL OUTS, CURB CUTS, RAISED CROSSWALKS AND RAMPS AND TRAFFIC CALMING  
 15 MEASURES; AND RECOGNIZE THAT THE NEEDS OF USERS OF THE ROAD NETWORK VARY  
 16 ACCORDING TO A RURAL, URBAN AND SUBURBAN CONTEXT.

17 (C) THIS SECTION SHALL NOT APPLY IF IT HAS BEEN DETERMINED AND SET  
 18 FORTH IN PUBLICLY AVAILABLE DOCUMENTS THAT ONE OF THE FOLLOWING EXISTS:

19 (I) USE BY BICYCLISTS AND PEDESTRIANS IS PROHIBITED BY LAW, SUCH AS  
 20 WITHIN INTERSTATE HIGHWAY CORRIDORS; OR

21 (II) THE COST WOULD BE DISPROPORTIONATE TO THE NEED AS DETERMINED BY  
 22 FACTORS INCLUDING, BUT NOT LIMITED TO, THE FOLLOWING: LAND USE CONTEXT;  
 23 CURRENT AND PROJECTED TRAFFIC VOLUMES; AND POPULATION DENSITY; OR

24 (III) DEMONSTRATED LACK OF NEED AS DETERMINED BY FACTORS, INCLUDING,  
 25 BUT NOT LIMITED TO, LAND USE, CURRENT AND PROJECTED TRAFFIC VOLUMES,  
 26 INCLUDING POPULATION DENSITY, OR DEMONSTRATES LACK OF COMMUNITY SUPPORT;  
 27 OR

28 (IV) USE OF THE DESIGN FEATURES WOULD HAVE AN ADVERSE IMPACT ON, OR BE  
 29 CONTRARY TO, PUBLIC SAFETY.

30 (D) NOTHING IN THIS SECTION SHALL BE CONSTRUED TO REQUIRE THE DEPART-  
 31 MENT OR AGENCY WITH JURISDICTION OVER A PROJECT TO EXPEND MONIES IN  
 32 ACCORDANCE WITH SUBDIVISION (A) OF THIS SECTION THAT EXCEED THE AMOUNT  
 33 OF STATE AND FEDERAL FUNDING FOR COMPLETE STREET DESIGN FEATURES.

34 S 3. (a) No later than two years after the effective date of this act,  
 35 the department of transportation shall publish a report showing how it  
 36 has complied with section 331 of the highway law and changed its proce-  
 37 dures to institutionalize complete street design features into planning,  
 38 project scoping, design and implementation of the required highway and  
 39 road projects. The report shall include, but not be limited to, a  
 40 discussion of the review of and revisions to various guidance documents  
 41 regarding lane width, design speed, average daily traffic thresholds,  
 42 level of service and roadway classification. The report shall also show  
 43 any best practices that the department of transportation utilized in  
 44 complying with section 331 of the highway law.

45 (b) In identifying such best practices, consideration shall be given  
 46 to the procedures for identifying the needs of the mix of users, includ-  
 47 ing primary and secondary users and the identification of barriers. The  
 48 department of transportation shall consult with transportation, land-use  
 49 and environmental officials, including representatives from:

50 (i) Counties, cities and towns;

51 (ii) Metropolitan planning organizations;

52 (iii) Public transit operators;

53 (iv) Relevant state agencies; and

54 (v) Other relevant stakeholders, including, but not limited to, repre-  
 55 sentatives from disability rights groups, aging groups, bicycle and  
 56 pedestrian advocates, and developers.

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1 S 4. This act and/or any failure to comply with the provisions of this  
 2 act shall not be admissible as evidence against the state, any munici-  
 3 pality or public authority in any claim for monetary damages against the  
 4 state, a municipality or a public authority.

5 S 5. This act shall take effect on the one hundred eightieth day after  
 6 it shall have become a law; provided, however, that this act shall not  
 7 apply to transportation projects undertaken or approved prior to the  
 8 date on which this act shall have become a law.