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THE CITY OF NEW YORK  
MANHATTAN COMMUNITY BOARD SIX  
211 EAST 43<sup>RD</sup> STREET, SUITE 1404  
NEW YORK, NY 10017

**VIA E-MAIL**

July 9, 2019

Bill de Blasio  
Mayor  
City Hall  
New York, NY 10007

Corey Johnson  
New York City Council Speaker  
City Hall Office  
New York, NY 10007

Ydanis Rodriguez  
Chair, New York City Council Committee on Transportation  
250 Broadway, Suite 1763  
New York, NY 10007

**Resolution supporting a local law to require the New York City Department of Transportation to issue five-year plans for city streets, sidewalks, and pedestrian spaces**

At the June 12, 2019 Full Board meeting of Manhattan Community Board Six, the Board adopted the following resolution:

**WHEREAS**, the mission of the New York City Department of Transportation (DOT) is to develop long-term, sustainable solutions to New York City's transportation needs as well as improve accessibility and mobility for all;

**WHEREAS**, despite recent and current DOT projects and plans, Community District Six (CD 6) continues to experience increasing traffic congestion and emissions, slower travel speeds, decreasing sidewalk space for increasing numbers of pedestrians, and the growth of alternative transit modes like bicycles, among other transportation issues;

**WHEREAS**, within the last two years, DOT has proposed several important projects to improve conditions in CD 6 that Community Board Six (CB6) approved but DOT left unimplemented or partially completed;

**WHEREAS**, the New York City Council is currently considering Intro 1557-2019, which would require DOT to issue and implement a master plan for the use of streets, sidewalks, and pedestrian spaces every five years;

**WHEREAS**, the proposed five-year plan would promote:

- The safety of pedestrians and cyclists
- Access to and use of mass transit
- Reduction of traffic congestion and emissions
- Improved access for all to streets, sidewalks, public spaces, and mass transit;

**WHEREAS**, among the proposed five-year plan's goals are

- Reducing New Yorkers' dependency on cars;
- Creating and improving networks and connectivity for alternate means of travel, including buses, cycling, and walking by prioritizing and increasing the street space allocated to them
- Developing metrics to evaluate the success of such networks;

**WHEREAS**, the proposed five-year plan's benchmarks for the five-year plan due on October 1, 2019 include:

- Installing at least 150 miles of protected bus lanes
- Equipping at least 1000 intersections along bus routes with Transit Signal Priority (TSP), to allow bus drivers to lengthen or shorten traffic signal duration to increase speeds and maintain schedules
- Doubling the current area covered by pedestrian plazas by no later than December 31, 2021
- Installing at least 250 miles of protected bike lanes
- Implementing at least 12 "shared streets"
- Assessing and amending commercial loading zones, truck routes, parking policies, pedestrian and cyclist safety, access to public transit, and reduction of traffic congestion and emissions
- Improving ADA-compliant access to all public spaces
- Upgrading all bus stops for Metropolitan Transit Authority-New York City Transit buses;

**WHEREAS**, the proposed benchmarks for the master plan due on October 1, 2024 include:

- Installing protected bus lanes on all routes possible
- Installing accessible ADA-compliant pedestrian signals on all intersections with a pedestrian signal
- Completing a connected bike network;

**WHEREAS**, Intro 1557-2019 would require DOT to:

- Submit a five-year plan to the mayor and speaker of the city council beginning October 1, 2019 and every fifth year thereafter
- Submit an update regarding any changes in the plan and the status of all benchmarks, including measurements like a “bicycle connectivity index,” to the mayor and speaker of the city council, beginning February 1, 2021 and every year thereafter, as well as posting the update on DOT’s website;

**THEREFORE, BE IT RESOLVED** that Manhattan Community Board Six (CB6) supports Intro 1557-2019 with the following provisos:

- That the benchmarks and goals of the five-year plan be reviewed and modified with guidance from DOT’s expertise
- That no new levels of bureaucracy be required to attain the five-year plan
- That the five-year plan’s goals and benchmarks be fully funded
- That such budget increases as DOT may require to fulfill the five-year plan do not create or exacerbate an overall budget deficit.

**VOTE: 44 in Favor 0 Opposed 0 Abstention 0 Not Entitled**

Best regards,



Jesús Pérez  
District Manager

Cc: Hon. Gale Brewer, Manhattan Borough President  
Hon. Carlina Rivera, Council Member  
Hon. Keith Powers, Council Member  
Hon. Ben Kallos, Council Member  
Sandra McKee, Chair, CB6 Transportation Committee