

6887

2009-2010 Regular Sessions

I N   A S S E M B L Y

March 13, 2009

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Introduced by M. of A. KAVANAGH -- read once and referred to the Committee on Transportation

AN ACT to amend the transportation law, in relation to establishing a bus rapid transit demonstration project; making an appropriation therefor and providing for the repeal of such provisions upon expiration thereof

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

1     Section 1. Legislative intent. The legislature recognizes that transportation and community-planning officials all over the world are examining improved public transportation solutions to mobility issues. Such renewed interest in transit reflects the understanding that current methods of bus transit are inadequate to address increases in ridership and the continuing decline of bus speeds throughout the city of New York. Such concerns have led to a re-examination of existing transit technologies and the embrace of new, creative ways of providing transit service and performance. The legislature finds bus rapid transit can be an extremely cost-effective way of providing high-quality, high-performance transit. Bus rapid transit, while inexpensive to implement, will address current problems such as long journey and board times and serve as a catalyst towards further increases in ridership. The legislature further finds that bus rapid transit will not only increase ridership but also create a new and more diverse class of bus riders in preparation for the opening of the second avenue subway.

17     Therefore, this legislature intends to authorize the establishment of a bus rapid transit demonstration project in New York city and to monitor such project's statewide expansion possibilities.

20     S 2. The transportation law is amended by adding a new section 31-b to read as follows:

22     S 31-B. BUS RAPID TRANSIT DEMONSTRATION PROJECT. 1. THE COMMISSIONER SHALL UNDERTAKE A BUS RAPID TRANSIT DEMONSTRATION PROJECT PURSUANT TO

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

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1 SECTION THIRTY-ONE OF THIS ARTICLE, IN CONSULTATION WITH THE NEW YORK  
2 CITY TRANSIT AUTHORITY AND THE NEW YORK CITY DEPARTMENT OF TRANSPORTA-  
3 TION, ALONG BUS ROUTES ON FIRST AND SECOND AVENUES IN THE COUNTY OF NEW  
4 YORK.

5 2. THE FEATURES OF THE BRT PROJECT SHALL INCLUDE THE FOLLOWING:  
6 A. DEDICATED RUNNING WAYS,  
7 B. STATIONS AND BUS STOPS,  
8 C. DISTINCTIVE EASY-TO-BOARD VEHICLES,  
9 D. EXPEDITED FARE COLLECTION, INCLUDING BUT NOT LIMITED TO OFF-VEHICLE  
10 FARE COLLECTION, AND  
11 E. FREQUENT ALL-DAY SERVICE.

12 3. A. RUNNING WAYS FOR THE BRT PROJECT SHALL INCLUDE MIXED TRAFFIC  
13 LANES, CURB BUS LANES, AND MEDIAN BUSWAYS ON CITY STREETS. THE COMMIS-  
14 SIONER, IN CONSULTATION WITH THE NEW YORK CITY TRANSIT AUTHORITY AND THE  
15 NEW YORK CITY DEPARTMENT OF TRANSPORTATION, SHALL IDENTIFY, PLAN AND  
16 DESIGN RECOMMENDED CORRIDORS FOR IMPLEMENTATION OF THE BRT PROJECT ALONG  
17 BUS ROUTES ON FIRST AND SECOND AVENUES IN THE COUNTY OF NEW YORK.

18 B. VEHICLES FOR THE BRT PROJECT SHALL INCLUDE STANDARD AND/OR ARTIC-  
19 ULATED DIESEL BUSES. THE COMMISSIONER SHALL CONSIDER THE USE OF LOW-SUL-  
20 FUR DIESEL FUEL BUSES, DIESEL-ELECTRIC HYBRID BUSES AND COMPRESSED  
21 NATURAL GAS BUSES. ALL BUSES ON THESE ROUTES SHALL ALSO BE "LOW-FLOOR",  
22 "ONE-STEP" BUSES.

23 C. NEW FARE COLLECTION TECHNIQUES SHALL BE STUDIED AND IMPLEMENTED IN  
24 ORDER TO DECREASE PASSENGER BOARDING TIMES. EXAMPLES INCLUDE THE ELIMI-  
25 NATION OF CASH-FARES DURING PEAK HOURS, THE INSTALLMENT OF DUAL-FARE  
26 BOXES, COLLECTING FARES AT BUS STATIONS, A "PROOF-OF-PAYMENT" SYSTEM OR  
27 THE DEVELOPMENT OF "SMART-CARDS" WHICH ALLOW PASSENGERS TO WAVE THEIR  
28 BUS PASSES AT A READER AND ELIMINATES THE NEED FOR RIDERS TO DIP THEIR  
29 METROCARD.

30 D. INTELLIGENT TRAFFIC AND VEHICLE MANAGEMENT SYSTEMS SHALL BE  
31 STUDIED AND IMPLEMENTED AS A MEANS TO COMBAT BUS BUNCHING. EXAMPLES OF  
32 SUCH MEASURES INCLUDE AUTOMATED VEHICLE LOCATION SYSTEMS (AVLS) WHICH  
33 DETECT THE LOCATION OF BUSES AND THEIR SPEED, AUTOMATIC PASSENGER COUNT-  
34 ERS (APC) WHICH RELAY INFORMATION ON BUS AND BUS STATION COUNTING  
35 COMBINED WITH REAL TIME DISPATCHERS WHICH UTILIZE AVLS AND APC TECHNOLO-  
36 GY TO ORDER DRIVERS TO SLOW DOWN OR SPEED UP, AND THE INTEGRATION OF  
37 AVLS AND APC TECHNOLOGY WHICH WOULD ALLOW BUS DRIVERS TO HOLD A GREEN  
38 LIGHT FOR TEN PERCENT LONGER IF NECESSARY.

39 E. THE NEW YORK CITY TRANSIT AUTHORITY AND THE NEW YORK CITY DEPART-  
40 MENT OF TRANSPORTATION SHALL EXECUTE A PUBLIC RELATIONS CAMPAIGN TO  
41 RAISE THE AWARENESS OF BRT SYSTEMS AND REINFORCE A POSITIVE IMAGE OF BRT  
42 WITH THE PASSENGERS IT SERVES. SUCH INNOVATIONS COMBINED WITH OTHER  
43 COMPONENTS OF BRT SHALL BE ANALYZED TO INCREASE RIDERSHIP. EXAMPLES OF  
44 SUCH OTHER INNOVATIONS SHALL INCLUDE THE USE OF DISTINCTIVE COLOR  
45 SCHEMES AND SYMBOLS OR "BRANDING," THE CONSTRUCTION OF UNIQUE BUS  
46 STATIONS WITH WELL-LIT SHELTERS, SEATING AND PARTIAL WEATHER PROTECTION  
47 AS WELL AS TICKET VENDING MACHINES, BUS MAPS AT EVERY STATION AND REAL  
48 TIME INFORMATION WHICH INFORMS PASSENGERS WHEN THE NEXT EXPECTED BUS  
49 WILL ARRIVE.

50 4. THE COMMISSIONER, IN CONSULTATION WITH THE NEW YORK CITY TRANSIT  
51 AUTHORITY AND THE NEW YORK CITY DEPARTMENT OF TRANSPORTATION, SHALL  
52 DEVELOP PHASES OF THE BRT PROJECT. THE FIRST PHASE SHALL INCLUDE IDEN-  
53 TIFICATION OF CORRIDORS, SUB-CORRIDORS AND SUB-AREAS OF THE BRT PROJECT.  
54 THE SECOND PHASE SHALL INCLUDE PRELIMINARY DESIGN AND STRATEGIES FOR  
55 IMPLEMENTATION OF THE BRT PROJECT.

1 5. ON OR BEFORE DECEMBER THIRTY-FIRST, TWO THOUSAND TEN, AND ANNUALLY  
2 THEREAFTER, THE COMMISSIONER, IN CONSULTATION WITH THE NEW YORK CITY  
3 TRANSIT AUTHORITY AND THE NEW YORK CITY DEPARTMENT OF TRANSPORTATION,  
4 SHALL REPORT TO THE GOVERNOR, THE TEMPORARY PRESIDENT OF THE SENATE, THE  
5 MINORITY LEADER OF THE SENATE, THE SPEAKER OF THE ASSEMBLY, THE MINORITY  
6 LEADER OF THE ASSEMBLY, THE MAYOR OF THE CITY OF NEW YORK, THE CITY  
7 COUNCIL OF THE CITY OF NEW YORK, AND THE METROPOLITAN TRANSPORTATION  
8 AUTHORITY. EACH SUCH REPORT SHALL:

9 A. DESCRIBE THE PROGRESS THAT HAS BEEN MADE DEVELOPING AND IMPLEMENT-  
10 ING THE BRT PROJECT, INCLUDING COSTS AND USAGE ESTIMATES ATTRIBUTABLE  
11 THERETO, IN RELATION TO ACHIEVING AN INTEGRATED ACCESSIBLE BUS RAPID  
12 TRANSIT SYSTEM IN THE CITY OF NEW YORK.

13 B. ASSESS THE NEED FOR CHANGES IN THE CURRENT MASS TRANSPORTATION  
14 SYSTEM AND THE BRT PROJECT BASED ON TECHNOLOGICAL ADVANCES AND OTHER  
15 CHANGING CONDITIONS AND MAKE RECOMMENDATIONS FOR COORDINATION AND EXPAN-  
16 SION OF THE BRT PROJECT WITH OTHER PUBLIC TRANSPORTATION AND SPECIALIZED  
17 TRANSPORTATION SERVICES IN THE REGION AND THE STATE; AND

18 C. INCLUDE SUCH OTHER ELEMENTS AS MAY BE DEEMED NECESSARY TO EVALUATE  
19 THE EFFECTIVENESS OF THE BRT PROJECT.

20 6. FOR PURPOSES OF THIS SECTION:

21 A. "BUS RAPID TRANSIT" IS A FLEXIBLE, RUBBER-TIRED LIGHT-RAIL  
22 RAPID-TRANSIT MODE THAT COMBINES STATIONS, VEHICLES, SERVICES, RUNNING  
23 WAYS, AND INTELLIGENT TRANSPORTATION SYSTEM ELEMENTS INTO AN INTEGRATED  
24 SYSTEM. BUS RAPID TRANSIT APPLICATIONS ARE DESIGNED TO BE APPROPRIATE TO  
25 THE MARKET SUCH TRANSIT SERVES AND SUCH TRANSIT'S PHYSICAL SURROUNDING.  
26 BUS RAPID TRANSIT IS AN INTEGRATED SYSTEM OF FACILITIES, SERVICES, AND  
27 AMENITIES THAT COLLECTIVELY IMPROVES THE SPEED, RELIABILITY, AND IDENTI-  
28 TY OF BUS TRANSIT.

29 B. "THE BRT PROJECT" MEANS THE BUS RAPID TRANSIT DEMONSTRATION PROJECT  
30 CREATED BY THIS SECTION.

31 S 3. The sum of five million dollars (\$5,000,000), or so much thereof  
32 as may be necessary, is hereby appropriated to the department of trans-  
33 portation out of any moneys in the state treasury in the general fund to  
34 the credit of the local assistance account, not otherwise appropriated,  
35 and made immediately available, for the purpose of carrying out phases  
36 one and two of the bus rapid transit demonstration project as identified  
37 by the commissioner of transportation, as provided by the provisions of  
38 this act. Such moneys shall be payable on the audit and warrant of the  
39 comptroller on vouchers certified or approved by the commissioner of  
40 transportation in the manner prescribed by law.

41 S 4. This act shall take effect immediately and shall expire March 31,  
42 2020 when upon such date the provisions of this act shall be deemed  
43 repealed.