



NYC **Streets** Plan

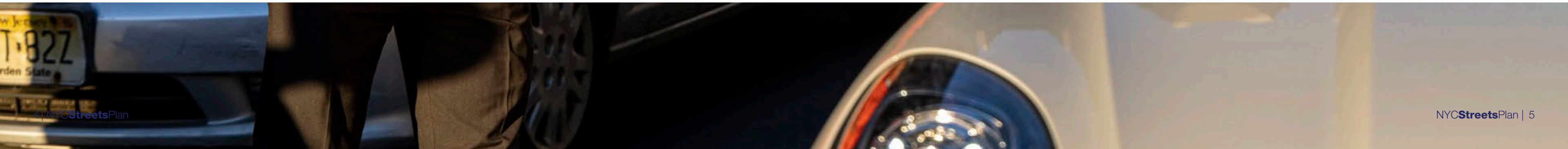
Update **2024**



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Message from the Commissioner





Ydanis Rodriguez

Commissioner,
NYC Department of Transportation

The past year was a record year of accomplishment for NYC DOT. Thanks to the hard work of our nearly 6,000 employees, we completed major projects in 2023 that made our streets more liveable, sustainable, and safer. Under the leadership of Mayor Eric Adams, we invested in infrastructure, as we made critical repairs to the aging Brooklyn Queens Expressway, reduced speeding across the five boroughs, repaved over 1,000 street lane miles, and filled potholes faster. We also took major steps to adapt our streets to modern realities, supporting more deliveries made by cleaner and safer modes of transportation like cargo bikes, expanding the number of on-street loading zones to prevent hazardous double parking, and recognizing the value of curb space – that can be used for more than just parking.

Around the critical benchmarks measured specifically for our second annual *Streets Plan Update*, DOT also made solid progress. We ended 2023 having installed more than 666,000 square feet of new pedestrian space, an all-time record -- and surpassed the plan’s ambitious goal of one million new square feet of pedestrian space by the end of 2023. This effort brought new open space to neighborhoods throughout the city and helped to make 2023 one of the safest years for pedestrians in New York City’s 114 years of recorded data – bucking the alarming national increase in pedestrian deaths. To further improve pedestrian safety and accessibility, we redesigned nearly 1,500 intersections and installed accessible pedestrian signals at over 850 of them, both far exceeding the *Streets Plan* benchmarks.

This report also details other progress we made in 2023 to transform our city’s streets to be safer, more equitable, and more vibrant. In addition to updates on the goals and recommendations from the 2021 *Streets Plan*, we also provide an overview of the more than 100 street redesign projects we completed throughout the year. We also include an update on each of the benchmarks outlined in Local Law 195 of 2019, on which I served as prime legislative sponsor. I obviously know that this law – requiring NYC DOT to not only produce an unprecedented five-year plan but also annual updates like this one – had benchmarks that were aggressive, and now as DOT Commissioner, I can assure you that we continue to aspire to them in the face of numerous capacity and resource constraints. As noted, we met several of those benchmark goals in 2023 – and where we fell short, we increased our production over 2022.

For example, as we saw daily cycling ridership in the city climb to over a half-million rides per day, we installed 32 miles of protected bike lane miles, a new record – and redesigned streets like Manhattan’s Third and Tenth Avenues for the first time with wider lanes, both to accommodate that ridership growth and faster e-bicycles. Because we are keeping an eye on equity in everything we do, our commitment to building out on-street protected lanes across the *entire* city brought many miles of those lanes to major thoroughfares in East New York in Brooklyn, Williamsbridge and Soundview in the Bronx, and Far Rockaway in Queens – communities mostly overlooked for earlier cycling safety improvements. I also joined Mayor Adams in Brooklyn’s Prospect Park as we announced our unprecedented commitment to closing the critical final gaps in the City’s greenway network in the coming years.

We also advanced bus lane projects that improved service to over 300,000 daily bus riders and built or enhanced 15 miles of bus lanes across New York City, the fifth highest mileage in the history of the city. And while delays in our Bus Time real-time passenger information display contract slowed progress toward the *Streets Plan* bus stop upgrade benchmark, we made waiting for the bus more comfortable by installing seating at more than 300 bus stops.

At the same time, we made major advancements to reimagine public space, improve safety, and foster sustainable mobility in areas not included among the metrics of the *Streets Plan*. For the first time ever, DOT expanded the popular Summer Streets program to all five boroughs and continued to grow Open Streets, with more than 40 new locations joining the program for a total of more than 200 locations across the city. We also fulfilled the Adams Administration’s commitment to harden 20 miles of protected bike lanes by the end of 2023 and passed legislation to establish a permanent outdoor dining program – now known as Dining Out NYC – that will help to forever transform the streetscape in neighborhoods across the city.

Finally, quality remains a focus of our projects. The work outlined in this report was driven by a focus on improving safety, equity, and the other goals of the *Streets Plan* by delivering projects where they would have the most impact, regardless of how many miles they accumulated or what benchmarks they counted toward. As we continue to be a national leader in transportation innovation, we will continue to evolve our project designs and create new best practices as we reimagine our streets.

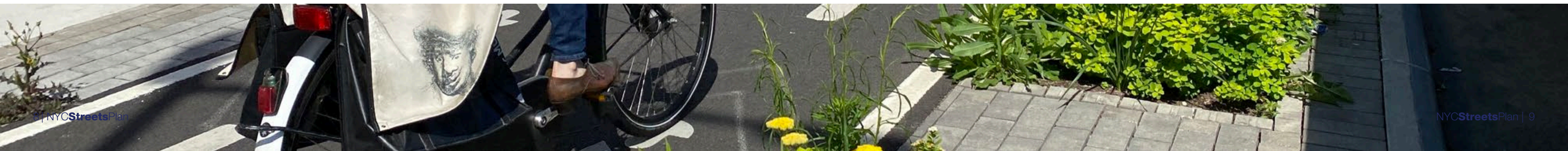
We look forward to working with New Yorkers and our elected leaders to continue to transform our streets in 2024 – to be safe, fair, sustainable, and enjoyable.

Ydanis Rodriguez

Commissioner,
NYC Department of Transportation



Executive Summary



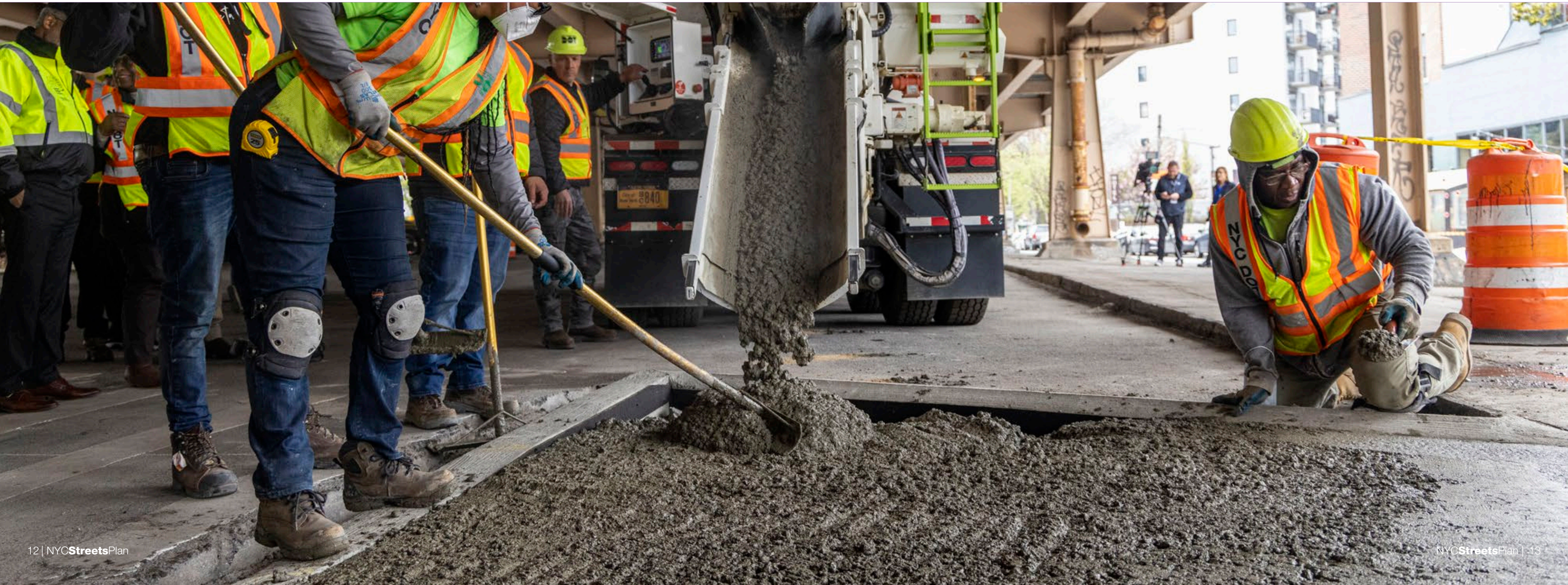
Executive Summary

The 2021 *New York City Streets Plan (Streets Plan)* presented a vision for planning and designing New York City's streets, establishing ten goals to be achieved through recommendations across 11 program areas. This second annual progress update on the Streets Plan summarizes the NYC Department of Transportation's (NYC DOT) work in 2023 and ongoing efforts to achieve the *Streets Plan* goals. The report:

- Summarizes the *Streets Plan* and provides an overview of the current state of mobility in the city
- Highlights projects completed in 2023 to improve NYC's streets
- Highlights major new NYC DOT initiatives from 2023
- Provides progress updates on the recommendations outlined in the *Streets Plan*
- Previews the continued implementation of the *Streets Plan* with potential upcoming project locations



1 2022-2026 Plan



2022-2026 Plan

Introduction

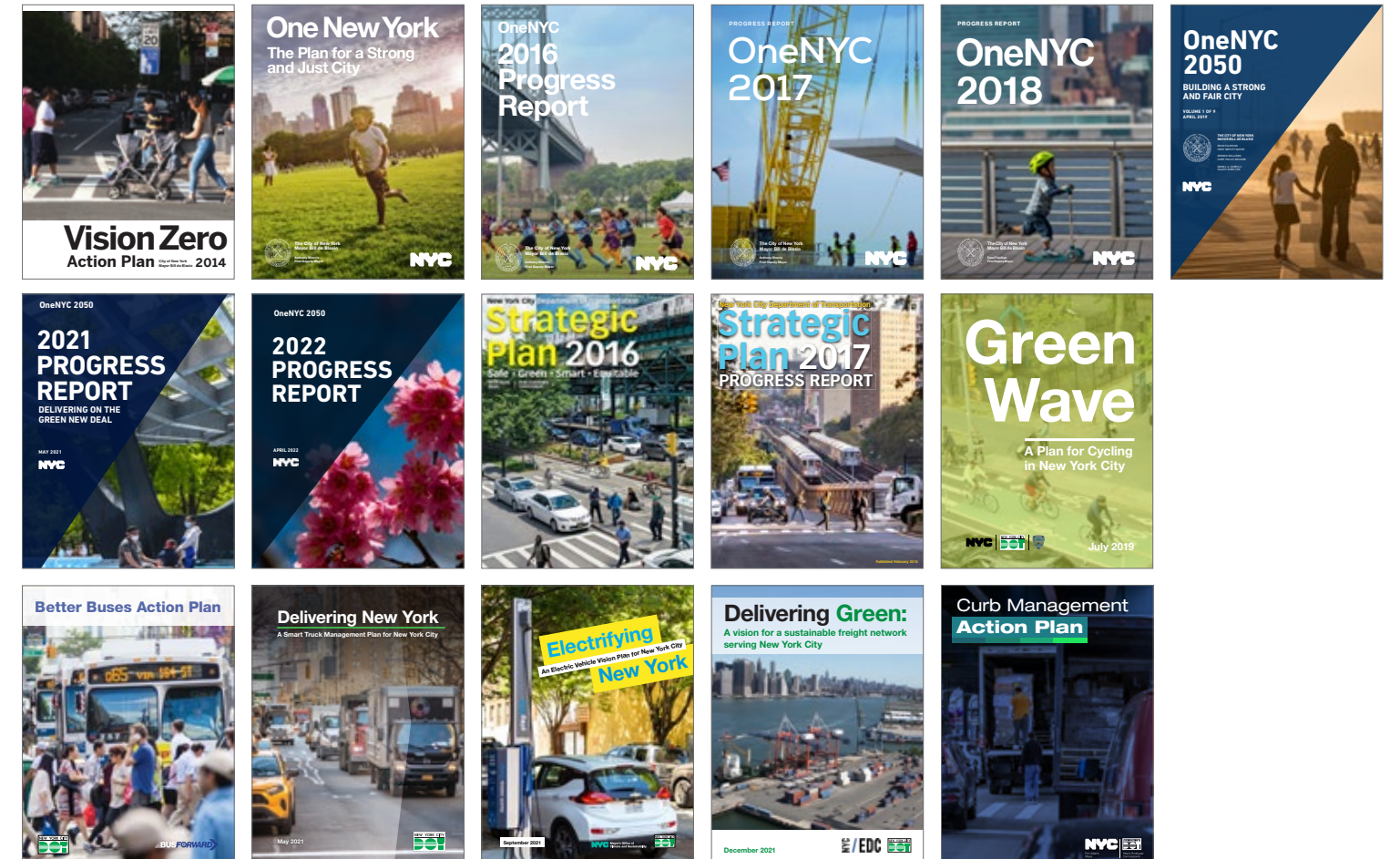
Published in December 2021, the *New York City Streets Plan (Streets Plan)* is a five-year transportation plan to enhance the safety, accessibility, and quality of the city's streets for all New Yorkers. The plan was developed in response to Local Law 195 of 2019 (LL195), which directed the New York City Department of Transportation (NYC DOT) to issue and implement a transportation master plan every five years and issue annual status updates beginning in 2022.

This second published update highlights our advancements in 2023 towards the recommendations from the *Streets Plan* — a comprehensive roadmap comprised of nearly 80 strategies dedicated to enhancing our city's streets. Many of these strategies were developed in response to the benchmarks set by LL195, which outlined ambitious targets for improving the design and functionality of New York's streets for all users.

Last year's update described the transformed transportation landscape that New York has navigated since the inception of LL195—a landscape still shaped by persistent challenges and constraints. From the global upheaval of the COVID-19 pandemic to external factors influencing staffing, contracting, and project timelines, conditions have remained that require adaptability from NYC DOT in project planning and delivery. As a result, we have continually adjusted our approach to align with the evolving needs and realities of the current city.

The projects and initiatives detailed in the following pages reflect our commitment toward creating a safe, equitable, and vibrant transportation network. In 2023 we applied new innovations and tried and true methods to deliver projects and programming that substantially improve the experience of traveling through and enjoying NYC's public realm.

NYC DOT is the New York City agency responsible for 6,300 miles of streets and highways, over 12,000 miles of sidewalk, and nearly 800 bridges and tunnels. We also operate the Staten Island Ferry. While we do not manage train and bus service, we work very closely with our partners at the Metropolitan Transportation Authority (MTA) to improve transit. We also work closely with the New York State Department of Transportation on planning and maintaining the highways and streets under their ownership or jurisdiction in New York City.



Planning Context

The *Streets Plan* builds on a foundation of prior planning and analysis work by NYC DOT, including:

- *Vision Zero Action Plan* (2014)
- *OneNYC 2050* (2015 with yearly progress reports)
- *NYC DOT Strategic Plan* (2016-17)
- *Green Wave* (2019)
- *Better Buses Action Plan* (2019)
- *Delivering New York Freight Plan* (2021)
- *Electrifying New York* (2021)
- *Delivering Green* (2021)
- *NYC Pedestrian Mobility Plan* (2022)
- *Curb Management Action Plan* (2023)

Our Process

NYC DOT developed the *Streets Plan* through a process that included research, technical analysis, and broad public engagement. We defined overarching goals based on LL195, previously established city and NYC DOT plans, and input received from New Yorkers through online engagement and public workshops. The project team also researched what our peer cities are doing, evaluating innovative practices that are being used across the country and around the world and adapting them to the New York City context.

Vision & Goals

Consistent with NYC DOT's mission statement, the *Streets Plan* established a vision for the future of New York City's streets, public realm, and transportation landscape, and outlined ten goals to work toward that vision.

NYC DOT Mission Statement

NYC DOT's mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, city residents.

Streets Plan Vision

New York City will be a place where everyone has access to reliable and environmentally friendly transportation options and to safe and welcoming streets and public spaces. Cars and trucks will be substantially fewer and cleaner.

Goals

- 1. Safety:** Enhance street safety for all street users
- 2. Equity:** Incorporate equity into NYC DOT's programs and projects
- 3. Mode shift and transportation options:** Increase sustainable travel modes by reconfiguring streets and making more attractive choices available for New Yorkers to support the continued growth of NYC while reducing congestion and emissions
- 4. Access to jobs:** Expand access to job opportunities and encourage job creation through faster and more reliable transportation options
- 5. Accessibility:** Allow all New Yorkers, regardless of ability, to get around the city in multiple ways without encountering barriers to travel
- 6. Public space:** Allow all New Yorkers to have access to safe, welcoming and attractive public spaces close to where they live
- 7. Sustainable infrastructure:** Rebuild old and build new infrastructure in a way that is sustainable, future-proof, and resilient to the impacts of climate change
- 8. Curb management:** Ensure that curb access is allocated in a rational manner to a diversity of users and uses
- 9. Freight:** Encourage more efficient and sustainable goods movement and decrease the negative effects of truck traffic
- 10. Public participation:** Allow for greater public awareness of and impactful participation in transportation planning by expanding proactive outreach

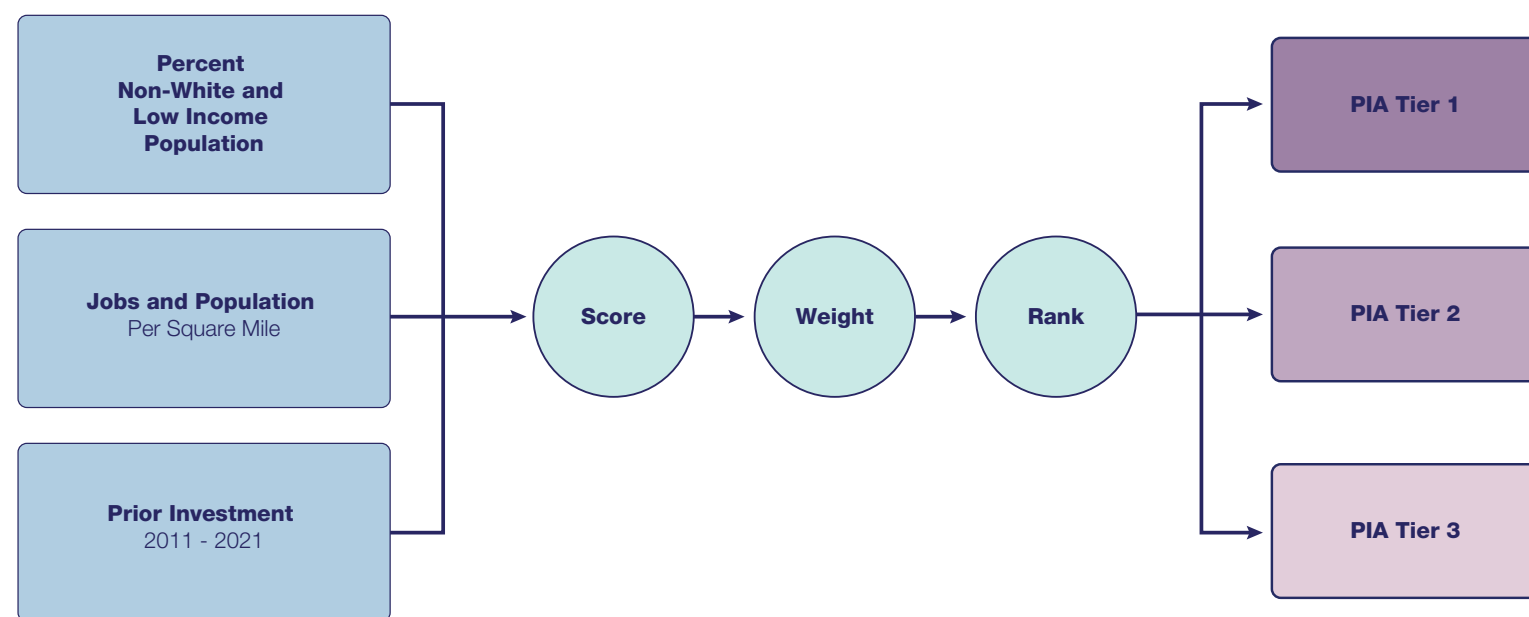
Priority Investment Areas

The Streets Plan established an overall framework for prioritizing transportation investments across the entire city by identifying Priority Investment Areas (PIAs) based on three inputs: equity, density, and past NYC DOT investment levels. These inputs go beyond specific transportation modes or DOT programs, aiming to address broader indicators of neighborhood need.

Equity is the focus of the prioritization, aligning with NYC DOT’s commitment to enhance transportation for all communities. The plan utilizes specific demographic criteria, such as nonwhite population percentage and low-income household percentage, to identify PIAs that target historically underserved communities. Additionally, density (population and jobs per square mile) and past investment levels in each neighborhood contribute to the prioritization approach.

These inputs are analyzed by Neighborhood Tabulation Area (NTA), with weighted scores contributing to overall NTA rankings. The NTAs are then divided into three priority tiers, each representing different city cross-sections based on population, jobs, race, and income. Tier 1, with greater population, is lower-income and less white. Planning units within NYC DOT have incorporated the PIAs as a major factor in the project selection process. This has already helped guide the agency to focus on higher need areas. The PIAs are just one way NYC DOT is working to create a more equitable street network. We are also working towards enhanced approaches to public engagement, project prioritization and development, traffic safety, and sustainability initiatives.

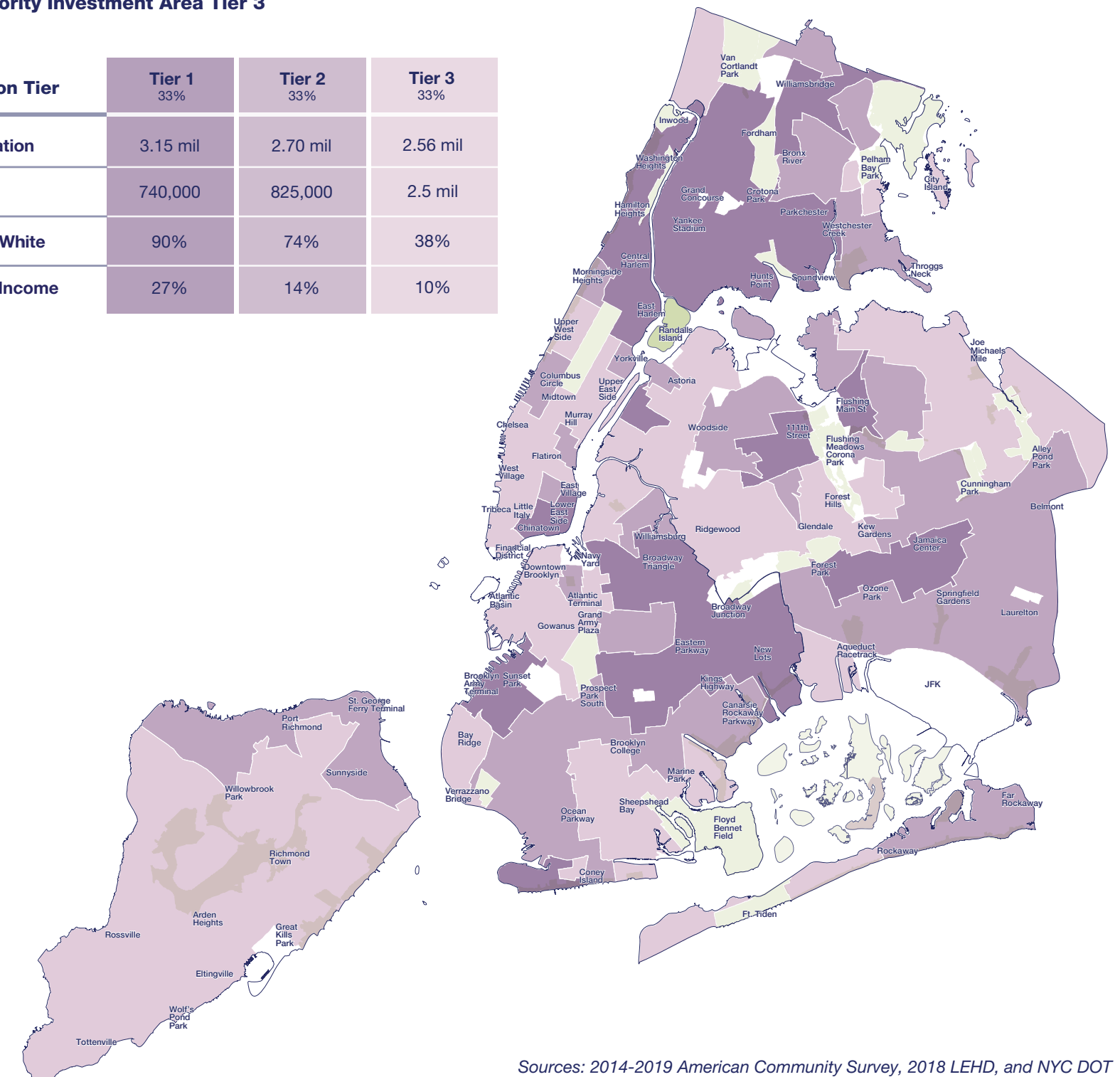
PRIORITY INVESTMENT AREA (PIA) DEVELOPMENT PROCESS



PRIORITY INVESTMENT AREA

- Priority Investment Area Tier 1
- Priority Investment Area Tier 2
- Priority Investment Area Tier 3

Prioritization Tier	Tier 1 33%	Tier 2 33%	Tier 3 33%
Total Population	3.15 mil	2.70 mil	2.56 mil
Total Jobs	740,000	825,000	2.5 mil
Avg % Non-White	90%	74%	38%
Avg % Low Income	27%	14%	10%



Sources: 2014-2019 American Community Survey, 2018 LEHD, and NYC DOT

2 Mobility in the City Today



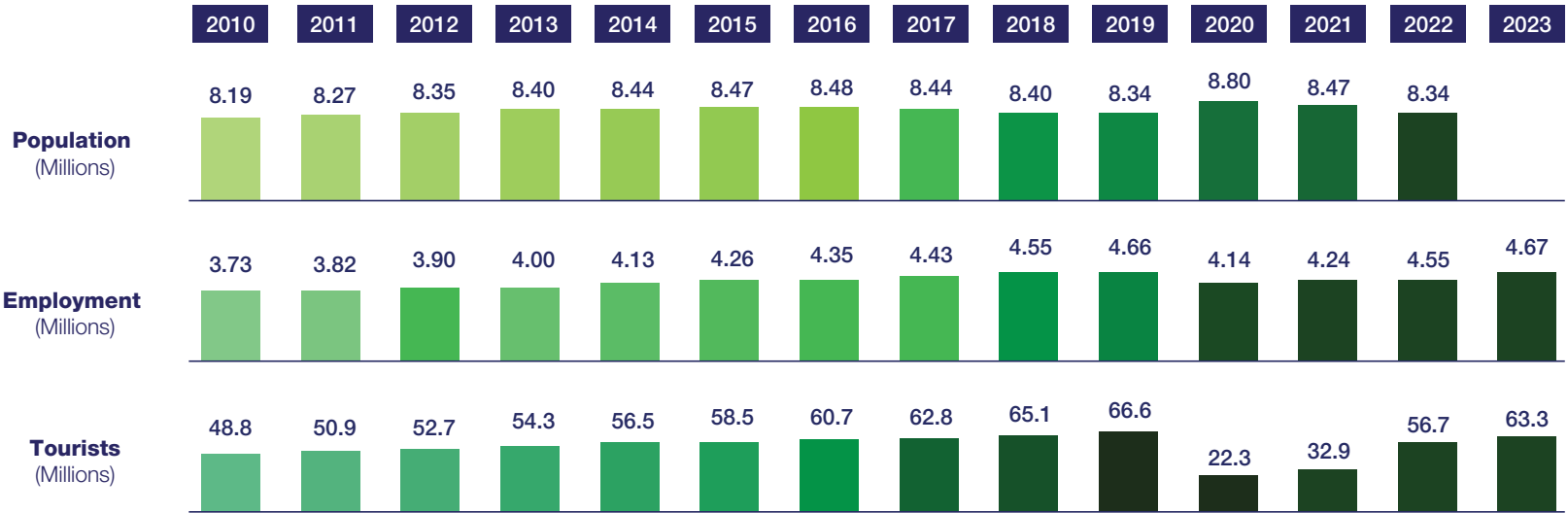
Mobility in the City Today

New York City is large, with diverse neighborhoods exhibiting varying land uses and population densities. This section explores several key mobility-related trends from the past year that provide further context to the *Streets Plan* and can help the plan respond to both citywide and neighborhood needs.



Employment and Tourism Climb as Population Returns to Pre-Pandemic Levels

New York City remains a place where people want to live, work, and visit, and we continue to balance and accommodate the transportation needs of residents, commuters, and tourists alike. New York City’s population has returned to levels last seen just before the COVID-19 pandemic. Employment in the city continues to swell, with over 300,000 jobs added between 2021 and 2022, and it is expected to climb even higher to a new record high when 2023 numbers are reported. In addition, tourism has rebounded significantly with an anticipated 63.3 million travelers in 2023, 95% of 2019 levels. The number of visitors to the city is expected to surpass 2019 levels in 2024.



Sources: US Census Bureau, New York State Department of Labor, New York City Tourism + Conventions

*NYS Department of Labor and New York City Tourism + Conventions data for 2023 is preliminary at the time of this publication.

Most New Yorkers Use Sustainable Transportation to Get Around

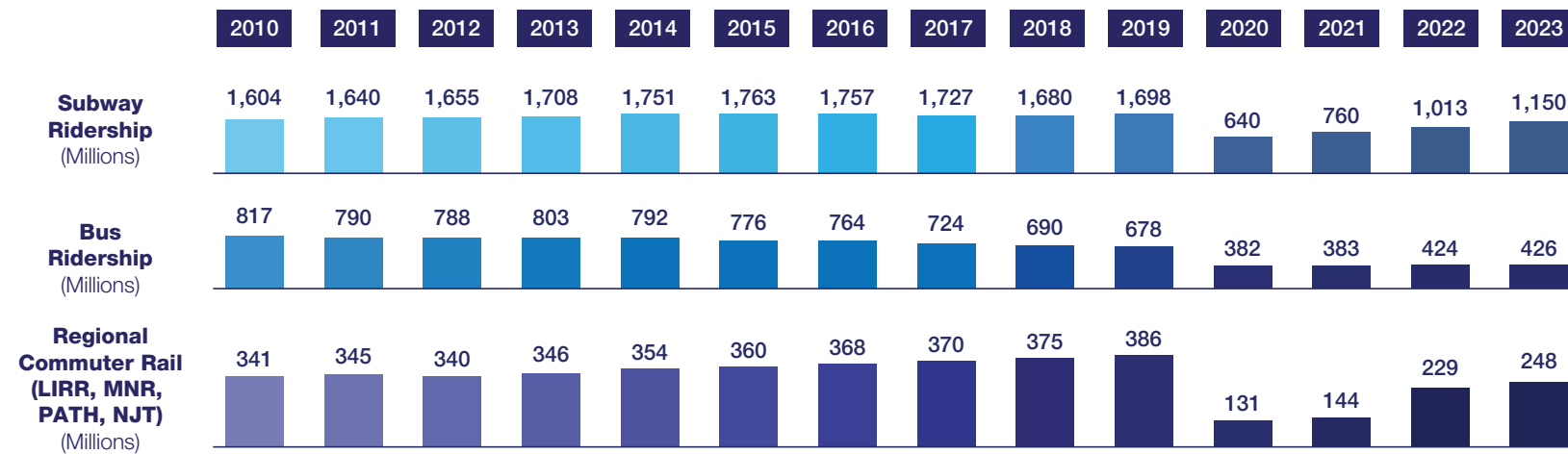
Sustainable methods remain the predominant choice in New York City, which is rich with transportation options. Most trips in NYC are made by sustainable modes like walking, cycling, or transit (2022 Citywide Mobility Survey).

Public transit offers a vital and reliable service for millions of people, and nearly 50% of all work commutes are made via public transit (U.S. Census Bureau, 2022). Overall, public transit ridership continues its steady recovery, reaching 66% of 2019 levels. In 2023, annual subway ridership climbed to an estimated 1.15 billion trips, while bus ridership topped 426 million trips. Commuter rail also shows progress, climbing to 248 million rides in 2023. Lastly, bike ridership continues breaking records: in 2022, an estimated 610,000 bike trips were made on a typical day. This is a significant increase from 550,000 daily trips per day in 2021 and nearly double the number of trips made per day ten years prior.

New Yorkers Are Biking More Than Ever

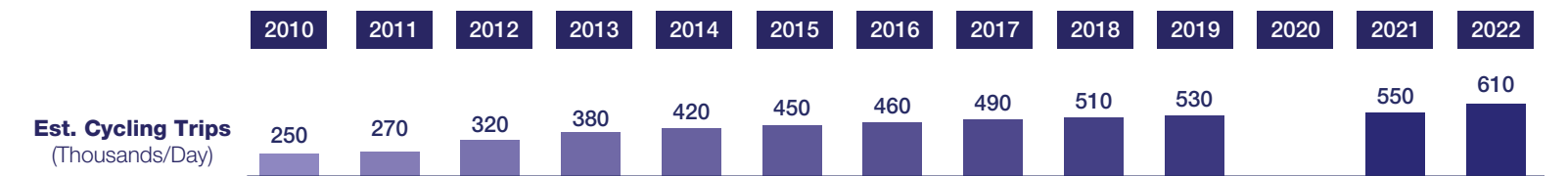
With over 1,500 miles of bike lanes and more than 650 miles of protected bike lanes installed in New York City as of 2023, New Yorkers are choosing to bike more than ever. In 2022, 1.5% of residents commuted via bicycle (U.S. Census Bureau, 2022). 42% of New Yorkers rode a bike at least once per year in 2022, up from 33% in 2019, and 16% ride a bike once a week or more (2022 Citywide Mobility Survey). In addition, nearly half (40%) of New York households own at least one bike, and the ownership rate of e-bikes among bike owners has more than tripled from 3% in 2019 to 10% in 2022 (Citywide Mobility Survey 2022). Bike share is an important service to the 13% of New Yorkers who reported using a Citi Bike at least once in 2022, yet the lack of bike share stations near some desired origins and destinations remains a key barrier for many and suggests a need to continue expanding the bike share system to more neighborhoods. The age distribution of New Yorkers engaging in biking is increasingly becoming more even, with a notable uptick in bike ridership among individuals aged 45 and older in recent years (Citywide Mobility Survey 2022).

The significant increase in bike ridership in New York City, coupled with the expansion of bike lane infrastructure, indicates the growth of cycling as a primary mode of transportation. Concerns about safety, plus the development of new mobility technology such as e-bikes and cargo bikes, emphasize the need to continue making bicycling an accessible and safe option for New Yorkers.



Sources: MTA, NJ Transit, Port Authority of New York New Jersey, Federal Transit Administration

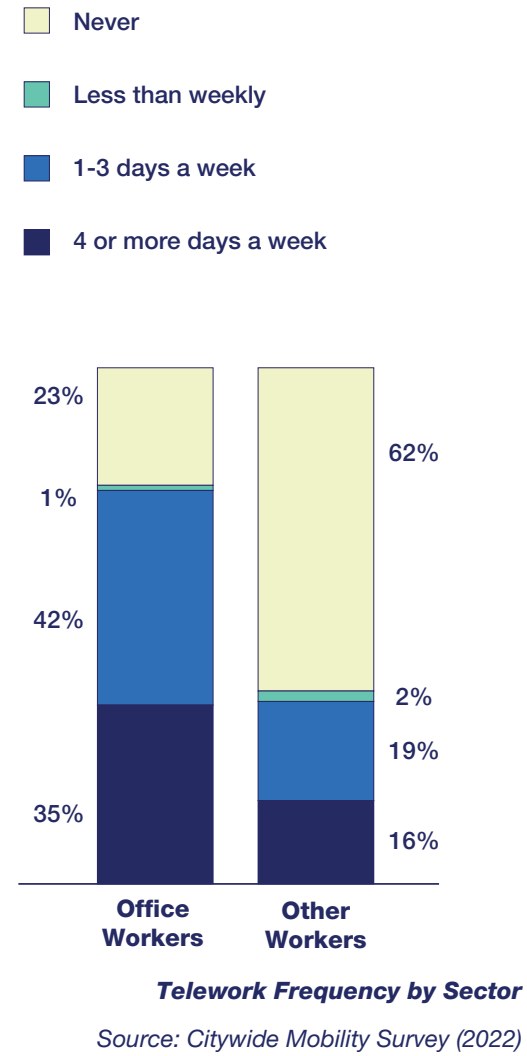
*MTA, PANYNJ, and NJT data for 2023 is preliminary at the time of this publication.



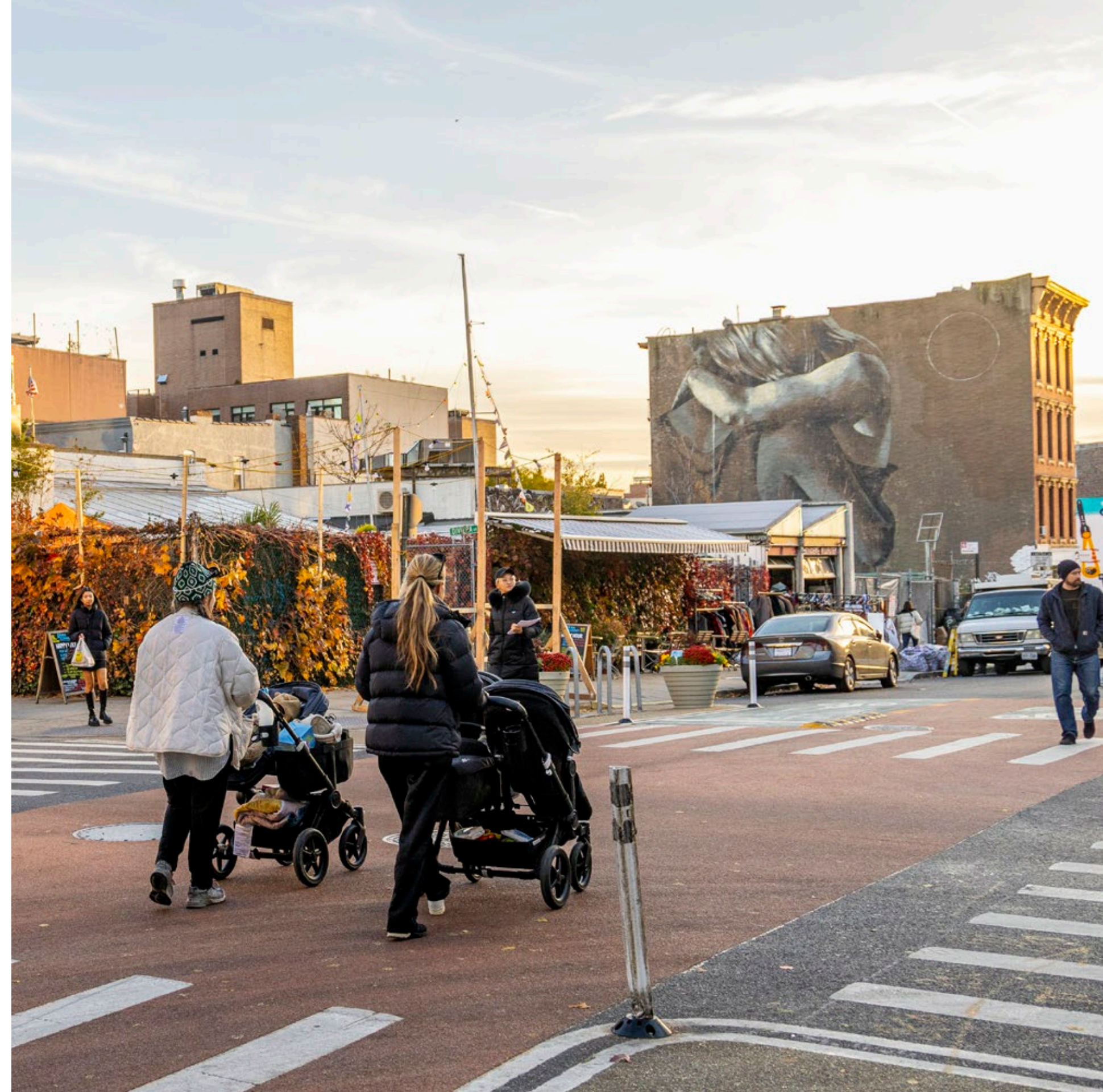
Source: NYC DOT

More New Yorkers are Working Remotely

The remarkable expansion of telecommuting, also known as remote work, has brought about a revolutionary change across the nation, impacting the commuting habits of numerous New York residents. Notably, although the number of public transit trips has increased from 2021 to 2022, the share of commuters who get to work via transit has declined – from 59% in 2019 to 49% in 2022, coinciding with an increase in the share of residents working from home. In 2022, 13% of employed New Yorkers typically worked from home (U.S. Census Bureau, 2022). Most (77%) in-office workers¹ report working remotely at least one day per week, with 35% working remotely four days a week or more (2022 Citywide Mobility Survey). The increased prevalence of work-from-home underscores the need to support neighborhood-level trips, often made via walking, cycling, or bus. Still, public transit remains vital for employees regardless of sector or income: 62% of non-office workers commute to in-person jobs, and public transit remains the top mode for commuting to work across all sectors.



¹ Office workers are defined as those working in the following industries: financial services, professional and business services, and technology and telecommunications.



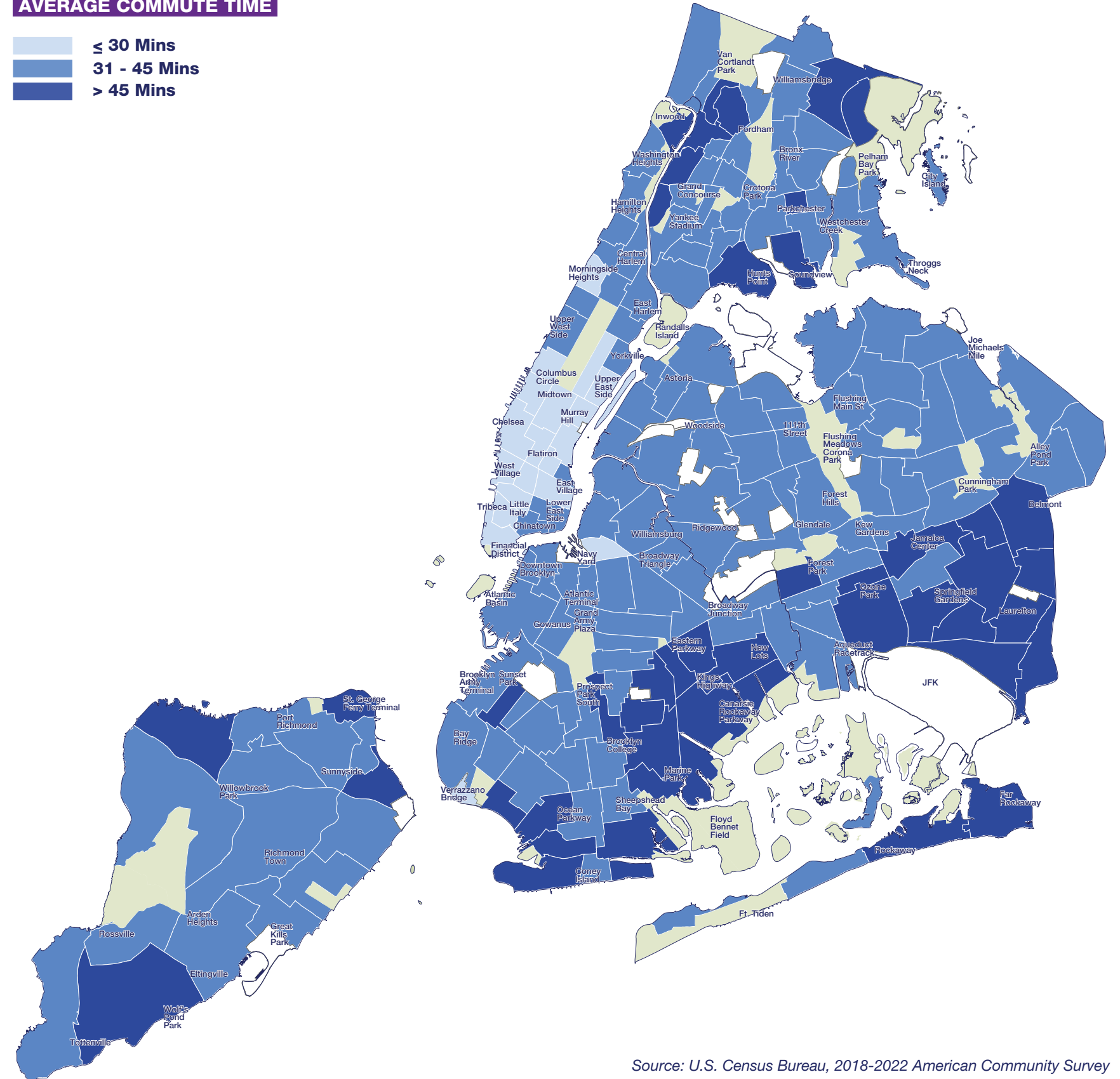
New Yorkers Spend Less on Transportation

New Yorkers enjoy a robust transportation network that offers various mode options for commuting to jobs, school, services, and other essentials of daily life. Additionally, the average spending on transportation costs for New Yorkers is lower than the nationwide average (8.8% versus 16.8% of income). The share of income spent on transportation costs has increased slightly between 2021 and 2022, following a similar trend of increased transportation costs in most other major metropolitan areas. Still, from 2021 to 2022, New Yorkers only experienced a 4.8% increase in transportation spending, contrasting sharply with the national average increase of 34.4% (U.S. Bureau of Labor Statistics). However, the burden of transportation costs is much higher for those with lower incomes as well as for households in more car-dependent neighborhoods such as Staten Island, southeast Brooklyn, eastern Queens, and the northeast Bronx. Such areas, away from the major job and transportation hubs, typically also experience longer commute times above the average 41 minutes (U.S. Census Bureau, 2022).

Metropolitan Area	Transportation Expenditures	Income Before Taxes	Transportation Spending as Percent of Income
Miami	\$11,970	\$83,756	14.3%
Los Angeles	\$13,112	\$102,649	12.8%
Philadelphia	\$11,247	\$107,748	10.4%
Washington, DC	\$12,162	\$131,821	9.2%
Chicago	\$9,569	\$103,638	9.2%
New York	\$10,326	\$117,048	8.8%

Source: U.S. Bureau of Labor Statistics, Consumer Expenditure Surveys, 2021-2022

AVERAGE COMMUTE TIME



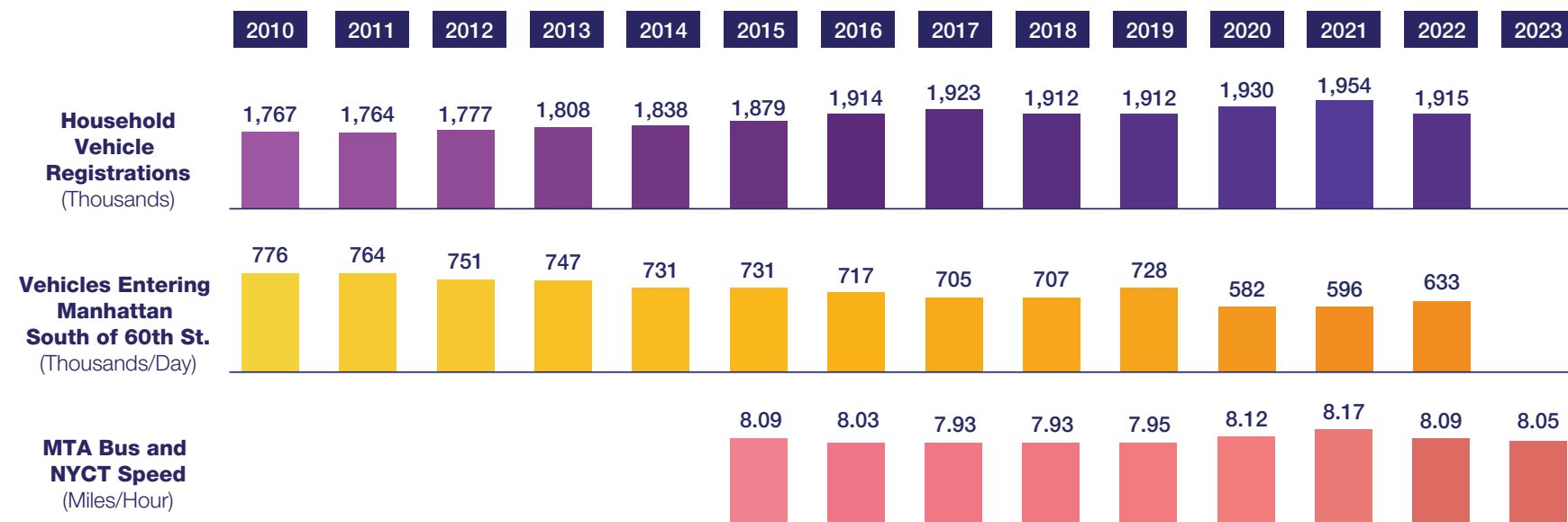
Source: U.S. Census Bureau, 2018-2022 American Community Survey

Reimagining the Curb – And Congestion

In recent years, the dynamics of curb and street space demand in New York City have undergone a transformative shift, driven by initiatives like Dining Out NYC and Open Streets. These programs have not only redefined the public right of way but also prioritized pedestrian mobility and public space over vehicles. While the city has experienced a surge in active transportation, the rebound of ride-hailing services (Uber, Lyft, etc.), the persistent influence of e-commerce (Amazon, Target, Walmart, etc.), as well as an estimated 65,000 delivery workers, add another layer to the evolving mobility landscape. A substantial 40% of New Yorkers get at least one delivery on any given day, up from around 30% before the pandemic, with 90% of freight deliveries utilizing trucks, intensifying traffic congestion and heightening competition for limited curb space (*Curb Management Action Plan, 2023*).

Notably, congestion is resurfacing in Manhattan below 60th Street, slowing buses to the slowest speeds since 2020. Simultaneously, the sizable population of zero-vehicle households – 55% of New York households do not have access to a vehicle (U.S. Census Bureau, 2022) – and the slowing level of vehicle registrations, which are now back to pre-COVID era levels, underscore the necessity for alternative transportation modes and efficient, equitable curb utilization.

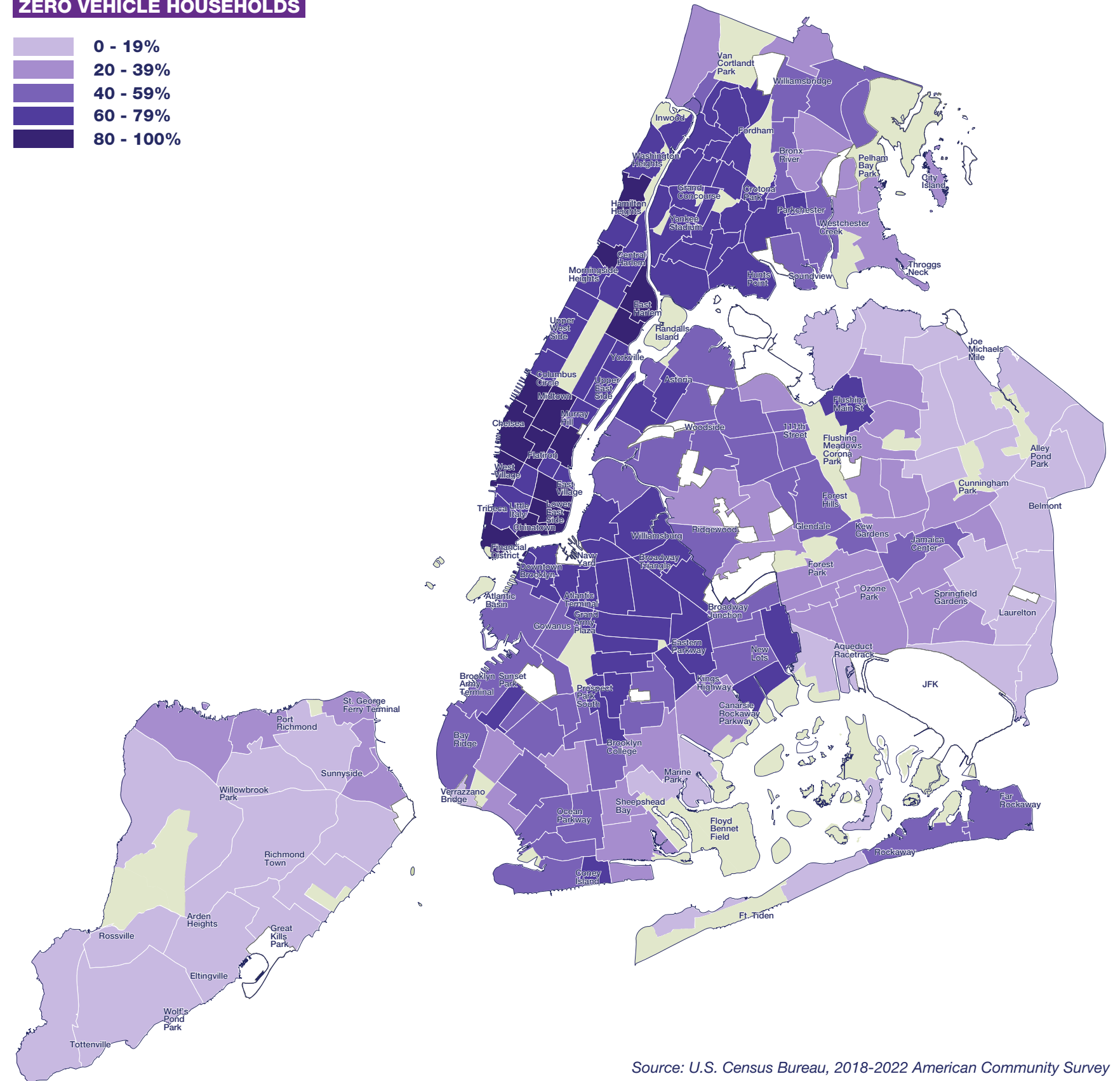
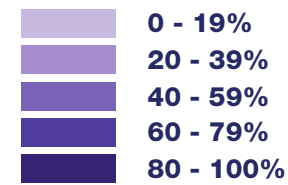
Addressing these challenges requires a comprehensive and forward-thinking approach to mitigate congestion, enhance accessibility, and align with the city’s commitment to a resilient and inclusive urban future. The Central Business District Tolling Program, set for implementation in 2024, and the 2023 *Curb Management Action Plan* are pivotal steps in guiding strategies to maximize curb space for the diverse needs of New Yorkers.



Source: NYS Department of Motor Vehicles, NYMTC, MTA, NYC DOT

*MTA data for 2023 is preliminary at the time of this publication.

ZERO VEHICLE HOUSEHOLDS



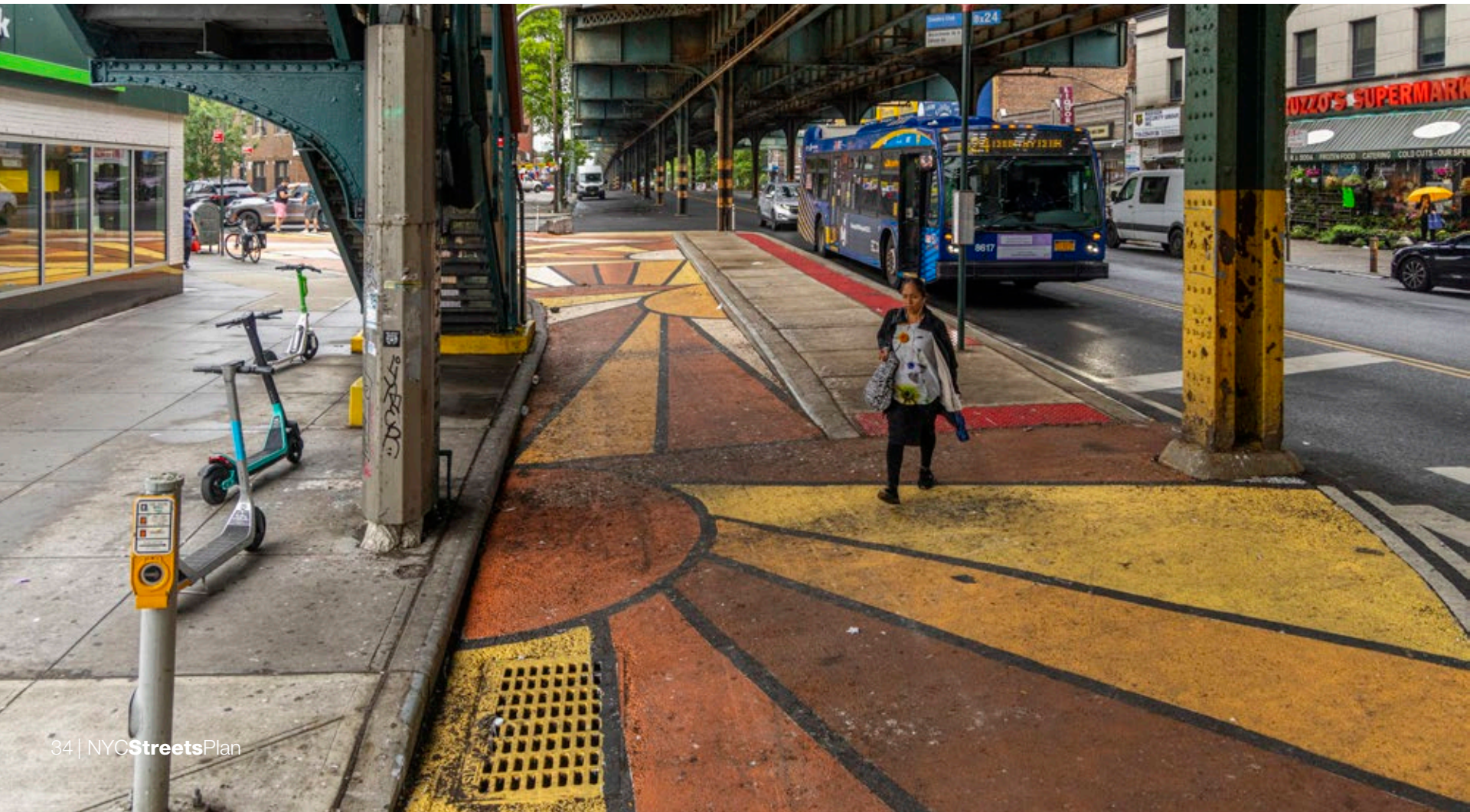
Source: U.S. Census Bureau, 2018-2022 American Community Survey

3 2023 in Review



2023 in Review

This section highlights the accomplishments of NYC DOT in 2023 in furthering the goals outlined in the *Streets Plan*. That encompasses various new initiatives, projects to improve the city’s streets, and updates on progress towards the objectives of each program area. In compliance with LL195, we provide a report on our progress towards the benchmarks set forth in the 2019 law.



LL195 Benchmark Progress

NYC DOT made significant progress toward the *Streets Plan* in 2023. The 31.9 miles of protected bike lanes installed was the most ever installed in a single year, and though this number is short of the 2023 LL195 benchmark, it exceeded the 2022 benchmark and represents a significant achievement for the agency, which had been installing mileage in the mid-20s for the past several years. We also implemented the largest expansion of pedestrian space ever in a single year, meeting the ambitious LL195 target of installing one million square feet of new pedestrian space in two years. This brought more space for travel, recreation, and exercise to neighborhoods throughout the city while helping to reduce pedestrian traffic fatalities to historic lows. Significant steps were taken to improve bus transit in the city, with the fifth highest annual total of new bus lanes ever installed. We also exceeded the LL195 goals for redesigned intersections and accessible pedestrian signals installed.

Benchmark Category	2022 Benchmark Targets	2022 Completed Benchmark Targets	2023 Benchmark Targets	2023 Completed Benchmark Targets	2022-26 Average Per Year Benchmark Targets
Protected Bus Lanes (Miles)*	20	4.4	30	5.2	30
Protected Bike Lanes (Miles)	30	26.3	50	31.9	50
Bus Stop Upgrades (Shelters or Benches AND Bus Time Poles)	500	14	500	54**	500
Transit Signal Priority (Intersections)	750	781	1,000	754	1,000
Accessible Pedestrian Signals (Intersections)	500	494	500	866	500
Pedestrian Space (Sq. Ft.)	N/A***	417,573	N/A*	666,152	N/A***
Redesign Intersections	400	1,613	400	1,464	400

*LL195 defines protected bus lanes as bus lanes protected by physical barriers or camera enforcement. 15.7 total miles of bus lanes were installed or upgraded in 2023.

**LL195 defines bus stop upgrades as the addition of a bus shelter or bench and a real-time passenger information (Bus Time) display. Seating was installed at 320 bus stops in 2023, 50 of which had Bus Time poles.

***Local Law 195 calls for an addition of 1,000,000 square feet of pedestrian space by December 31, 2023. 1,083,725 square feet of pedestrian space was added between 2022 and 2023.

As was detailed when LL195 was introduced and in the first *Streets Plan Update* report last year, there remain significant barriers to meeting some of the extremely ambitious *Streets Plan* goals. The completion of hundreds of miles of street redesign projects in recent years leaves increasingly difficult projects to take on next, with both political and technical challenges. This was only magnified as a result of the COVID-19 pandemic when staff retention became increasingly difficult. In addition, effective outreach is required to advance new projects, and often attempts to redesign streets are met with opposition from elected officials and community boards. In September 2023, to help identify projects that meet the *Streets Plan* benchmarks and reflect the unique needs of the city's diverse neighborhoods, NYC DOT solicited suggestions from each of the 51 NYC Council members for specific ideas and locations within their districts to implement bus, bike lane, and public realm projects. To date, the Agency has received responses with suggested locations from six councilmembers.

Given fiscal challenges that hit NYC in 2023, serious actions were taken Citywide, including a hiring freeze and a 5% Program to Eliminate the Gap (PEGs) in multiple Financial Plans. NYC DOT did our best to protect services, but unfortunately many programs, including supporting the *Streets Plan* had to be reduced.

Beyond the financial challenges, the limits of the City's staffing capacity and facility space, and availability of materials and contracting resources continue to constrain the amount of work that can be done in a year, complex issues that money alone cannot solve. Each NYC DOT street improvement project requires planning, outreach, and engineering staff, implementation staff and contractors, vehicles and equipment, materials, office and facility space, and storage space. Growing the number of projects we can complete each year requires addressing constraints in each area.

Despite this, we have continued to find ways to be a nationwide leader in transportation innovation, as evidenced by the record-breaking year 2023 proved to be in multiple areas, as well as the creation of programs such as Dining Out NYC, Open Streets, and bike lane hardening efforts which have become citywide priorities since LL195 was adopted but are not included as *Streets Plan* benchmarks. We will continue to innovate and strive to expand capacity while also ensuring we are using our resources to complete projects that deliver the most benefit to the most people, prioritizing safety and equity.



Completed Projects

Bronx

- 1. West 254th Street (Railroad Terrace to Arlington Avenue):** Implemented a curb extension to create new pedestrian space and safer, shorter crossings.
- 2. Bronx Boulevard & Nereid Avenue:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 3. White Plains Road (East 226th Street to East 241st Street):** Added protected bike lanes, concrete bus boarding islands, painted pedestrian islands, and a new traffic signal to expand the protected bike lane network, calm traffic, and reduce crossing distances.
- 4. Gunther Avenue & Pitman Avenue:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 5. Dyre Avenue & Light Street:** Added a new crosswalk, concrete pedestrian island, painted pedestrian space, and updated travel lane configurations to reduce crossing distances, increase pedestrian visibility, and calm traffic.
- 6. Manhattan College Parkway & Delafield Avenue:** Created new pedestrian crossings, curb extensions, and pedestrian islands to shorten pedestrian crossings and increase visibility while calming traffic and reducing unpredictable vehicle movements.
- 7. Bronxwood Avenue & East 225th Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 8. Bivona Street & Reeds Mill Lane:** Added curb extensions and left turn traffic calming measures to provide greater pedestrian space, reduce speeding, and shorten crossing distances.

9. EAST GUN HILL ROAD:

In partnership with MTA, NYC DOT completed a bus priority and pedestrian safety project on Gun Hill Road in the Bronx, delivering faster and more reliable service for 40,000 daily bus riders on the Bx28 and Bx38 routes and safer streets on a Vision Zero Priority Corridor. The project includes more than three miles of bus lanes, including a section of center-running bus lane with bus boarding islands that keeps buses moving free of double-parked cars. It improves access to four different train lines, Montefiore and North Central Bronx Hospitals, Co-Op City, and businesses and residences in between – for both bus passengers and emergency responders. We also redesigned more than two dozen intersections to enhance safety on this Vision Zero Priority Corridor, added a new crossing in the Montefiore Hospital complex, and improved curb regulations to reduce double-parking and congestion.



- 10. Burke Avenue (Eastchester Road to Laconia Avenue):** Installed bike lanes to expand the bike network and make connections to the Bronx River Greenway and Mosholu-Pelham Greenway.
- 11. Mosholu Parkway (Van Cortlandt Avenue to Southern Boulevard):** Implemented concrete islands, curb extensions, new sidewalks, new crosswalks, a two-way bike path, and travel lane changes to calm traffic, create safer pedestrian crossings, and expand the protected bike lane network.
- 12. Pelham Parkway North (Bronx River Parkway to Hutchinson River Parkway):** Capital construction project to rebuild the roadway, improve pedestrian crossings, and add sidewalk space, a new dedicated bus lane, tree plantings, and new streetlights and traffic signals.

- 13. Westchester Avenue (Edison Avenue to Hobart Avenue):** Installed curb extensions, new crosswalks, bus boarding islands, pedestrian spaces, and banned left turns at some intersections to create safer, shorter crossings, provide more room to walk, and make boarding buses easier.
- 14. University Avenue (Tremont Avenue to Kingsbridge Road):** Installed bus lanes, bus boarding islands, pedestrian spaces, and protected bike lanes to improve bus speeds and reliability, make pedestrian crossings safer, and expand the protected bike network.
- 15. East Fordham Road & Elm Place:** Installed a raised crosswalk and upgraded ADA compliant pedestrian ramps to increase pedestrian visibility and accessibility while reducing speeding.
- 16. Grand Concourse (175th Street to East Fordham Road):** Capital construction project to rebuild the entire boulevard with safety features, improved pedestrian access, protected bike lanes, bollards, wider landscaped medians, and better street lighting.
- 17. Park Avenue (East 173rd Street to East 188th Street):** Installed protected bike lanes, pedestrian islands, and a new bike signal and crossing to expand the protected bike lane network and improve pedestrian crossing safety.
- 18. Davidson Avenue & West Burnside Avenue:** Added a raised crosswalk to increase pedestrian visibility and accessibility and slow vehicles.
- 19. East 180th Street (Webster Ave to Boston Road):** Installed protected bike lanes, pedestrian islands, and reconfigured travel lanes to expand the protected bike lane network, reduce crossing distances, and calm traffic.
- 20. Washington Bridge:** Created a new, camera-enforced bus lane to improve bus speeds and reliability, and fill a crucial, Bronx-bound transit gap between the 181st Street busway in Manhattan and bus lanes in the Bronx.
- 21. Fordham Area Bike Network:** Installed bike lanes on streets throughout the neighborhood to expand the bicycle network.
- 22. Sheridan Boulevard Network:** Converted existing streets from two-way to one-way, reconfigured travel lanes and signal timing, installed bike lanes, and installed a new signal to expand the bike network, calm traffic, and improve local access to Sheridan Boulevard.

- 23. Soundview Bike Network:** Installed bike lanes on streets throughout the neighborhood to expand the bicycle network.
- 24. Westchester Avenue (Southern Boulevard to Whitlock Avenue):** Installed protected bike lanes, pedestrian islands, and updated travel lane configurations and signal timing to expand the protected bike lane network and calm traffic.
- 25. Lafayette Avenue (White Plains Road to Havemeyer Avenue):** Installed protected bike lanes and painted pedestrian islands to expand the protected bike lane network, reduce speeding, and reduce crossing distances.

26. SOUNDVIEW AVENUE (ROSEDALE AVENUE TO CLASON POINT):

Following Soundview Avenue’s designation as a Vision Zero Priority Corridor in 2019 and a pedestrian fatality in 2020, NYC DOT began an effort to enhance safety for all users of the street. Soundview Avenue was a wide, two-way street with two lanes in each direction despite low vehicular volumes. An unnecessarily wide roadway and frequent double parking led to high vehicle speeds and unpredictable movements. In 2023 we removed a vehicle lane in each direction and added a protected bike lane between Lafayette Avenue and O’Brien Avenue, making a bike connection to the NYC Ferry at Clason Point. The street redesign facilitates slower speeds, better organization of the roadway to make movements more predictable, improves pedestrian safety with new pedestrian islands, and encourages slower, safer vehicle turns, while expanding the protected bike lane network.



Manhattan

- 27. Post Avenue & 10th Avenue:** Created a plaza space and shared street and shortened pedestrian crossings to provide opportunities for programming, events, markets, seating, and passive public space.
- 28. Harlem River Driveway:** Installed ADA compliant bike and pedestrian ramps, new signage, new protective barriers, and new markings to improve accessibility and upgrade the protected bike lane.
- 29. Edgecombe Avenue (136th Street to 137th Street):** Expanded a pedestrian island to create safer and shorter pedestrian crossings.
- 30. West 120th Street (Broadway to Amsterdam Avenue):** Implemented a new crossing with curb extensions to improve the pedestrian network.
- 31. 1st Avenue at East 125th Street:** Added painted pedestrian extensions and traffic calming measures to reduce speeding and expand pedestrian space.
- 32. West 103rd Street Shared Street:** Formalized the Open Street by using curb extensions, planters, granite blocks, signage, and asphalt art to expand space for walking and recreation.
- 33. 3rd Avenue (East 59th Street to East 96th Street):** Installed protected bike lanes, offset bus lanes, and pedestrian islands and updated signal timing and travel lane configurations to improve bus speeds and reliability and expand the bike network.
- 34. 7th Avenue (West 59th Street to West 56 Street):** Added a protected bike lane and increased pedestrian and loading space to expand the protected bike lane network, create shorter crossings, and reduce double parking.
- 35. 2nd Avenue & East 54th Street:** Installed a raised crosswalk and upgraded ADA compliant pedestrian ramps to increase pedestrian visibility and accessibility while reducing speeding.

- 36. 11th Avenue (West 41st Street to West 42 Street):** Implemented a protected bike lane and reconfigured travel lanes to expand the protected bike lane network and provide connections to the Hudson River Greenway and calm traffic.
- 37. Vanderbilt Avenue Street Seat & One-way Conversion:** Converted street to one-way traffic and installed new public space and curb extension with seating to add public space amenities and more walking space.
- 38. Broadway (West 25th Street to West 32nd Street):** Formalized the Open Street by installing pedestrian plazas, two-way cycling, traffic calming, and other pedestrian space and amenities to expand the public realm for pedestrians and create safer, convenient cycling routes.

39. 2ND AVENUE (WEST 30TH STREET TO WEST 33RD STREET):

On 2nd Avenue in Manhattan between 30th and 33rd Streets, as part of our “Super Sidewalks” concept NYC DOT expanded the median to provide a significantly wider and more accessible pedestrian walkway while maintaining existing tree pits and landscaping. The new median creates a critical new link in the pedestrian network. Prior to implementation of the project, accessing a sidewalk required crossing to the service road, resulting in many pedestrians walking in the roadway instead. Improvements at intersections were also constructed to create shorter, safer crossings, improving a busy pedestrian area near multiple hospitals, schools, and large residential buildings.



- 40. West 22nd Street (8th Avenue to 7th Avenue):** Installed traffic calming hugs, bike corrals, planters, and granite blocks to create a slow speed street with an expanded public realm.

- 41. West 13th Street:** Created a new, expanded public space with a new crosswalk and bike crossing to accommodate growing pedestrian and bike volumes, clarify confusing vehicular movements, and expand and improve the public realm.
- 42. Gansevoort Landing:** Created a new public plaza with asphalt art and installed a new bicycle and pedestrian crossing with new signalization and a crosswalk to improve pedestrian and bike connections and expand the public realm.
- 43. Varick Street & West Broadway:** Created protected bike lanes and added pedestrian islands to provide bicycle connections between Tribeca and the World Trade Center, reduce crossing distances, and calm traffic.
- 44. Centre Street & Lafayette Street (Worth Street to Prince Street):** Installed protected bike lanes to expand the protected bike lane network and calm traffic.
- 45. Columbia Street at Stanton Street:** Used granite blocks and paint to create curb extensions to shorten pedestrian crossings and increase visibility.
- 46. Delancey Street:** Enhanced a public plaza with new granite blocks, planters, and movable furniture to provide public seating and improve the public realm.
- 47. Grand Street to Williamsburg Bridge:** Created a protected bike lane, painted pedestrian islands, and reconfigured travel lanes to expand the protected bike lane network, improve bicycle connections to the Williamsburg Bridge, reduce pedestrian conflicts with traffic, and reduce the use of neighborhood streets for bridge traffic.

Queens

48. LONG ISLAND CITY, HUNTER'S POINT PROTECTED BIKE LANE NETWORK:

In rapidly growing Long Island City, NYC DOT completed a series of projects to expand the protected bike lane network and improve the safety of well-traveled standard bike lanes that were often blocked by double parked cars. After completing new protected bike lanes on 44th Drive between Vernon Boulevard and 23rd Street in 2022, in 2023 we completed protected lanes on 11th Street between 44th Drive and Jackson Avenue and Jackson Avenue between Vernon Boulevard and the Pulaski Bridge. In addition to creating protected bike connections between the Pulaski Bridge, Court Square, and the waterfront, the improved street designs shortened crossing distances for pedestrians, improved visibility for turning vehicles at intersections, and better addressed curb management needs with loading zones. A concrete curb design was also installed for additional protection on the new bike lanes on 11th Street.



- 49. 21st Street & 40th Avenue:** Installed a raised crosswalk and upgraded ADA compliant pedestrian ramps to increase pedestrian visibility and accessibility while reducing speeding.
- 50. 100th Street & McIntosh Street:** Installed intersection daylighting, a curb extension, and new stop control to create a safer crossing and reduce speeding.

51. NORTHERN BOULEVARD (BROADWAY TO 114TH STREET):

Building on pedestrian safety improvements from the last five years (lead pedestrian intervals at 62 intersections, turn calming at seven intersections, construction of 16 pedestrian islands, and painted curb extensions at all feasible locations), in 2023 NYC DOT added transit improvements to Northern Boulevard by installing an offset Bus Only Lane from Broadway to 114th Street. The bus lanes enable faster and more reliable bus service for nearly 17,000 average weekday riders on five bus routes (the Q66, QM2, QM3, QM20, and QM32), helping them connect to many other bus routes and the subway.



52. 100th Street & 101st Street (32nd Avenue to 37th Avenue): Installed bike lanes to expand the bike network.

53. 34th Avenue: Completed the formalization of the Open Street with additional shared street and plaza blocks to expand the pedestrian and cyclist priority corridor.

54. 59th Street & 60th Street (34th Avenue to 39th Avenue): Created bike lanes to expand the bike lane network.

55. Woodside Avenue & 78th Street: Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.

56. College Point Boulevard & 41st Avenue: Installed a raised crosswalk and upgraded ADA compliant pedestrian ramps to increase pedestrian visibility and accessibility while reducing speeding.

57. Main Street & Maple Avenue: Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.

58. Northern Boulevard & Crocheron Avenue: Implemented pedestrian islands, a raised crosswalk, and bus stop relocation to provide safer and more accessible crossings and safer turns.

59. 33rd Avenue Bike Boulevard (215th Place to Utopia Parkway): Implemented bike markings, traffic direction changes, and curb extensions to calm traffic and create a safe bicycling route and shorter pedestrian crossings.

60. 108th Street & Otis Avenue: Implemented new crosswalks, a curb extension, and reconfigured a bus stop to create safer, shorter crossings and slow vehicle turns.

61. MASPETH INDUSTRIAL BUSINESS ZONE (IBZ):

In response to community requests for improving traffic safety within the Maspeth Industrial Business Zone (IBZ) in Queens, we worked with the Maspeth Industrial Business Association and local businesses to enhance safety conditions at multiple locations. The Maspeth IBZ is one of the most truck intensive areas of the city, with many industrial and manufacturing businesses relying heavily on trucks for deliveries. We reconfigured travel lanes, including conversion of 56th Drive to one-way to reduce conflict points, and installed curb extensions to shorten pedestrians and slow truck turning movements. We also added new pavement markings and parking striping and created truck loading zones at multiple intersections to facilitate curb access for commercial vehicles.



- 62. 63rd Road & Grand Central Parkway:** Added a protected bike lane, pedestrian islands, curb extensions, and reconfigured travel lanes to expand the protected bike lane network, shorten pedestrian crossings, and reduce speeding.
- 63. Alderton Street & 63rd Drive:** Installed a raised crosswalk and upgraded ADA compliant pedestrian ramps to increase pedestrian visibility and accessibility while reducing speeding.
- 64. 70th Road & Queens Boulevard:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 65. Hillside Avenue (Hollis Court Boulevard to 212th Street):** Constructed pedestrian islands and painted curb extensions to expand pedestrian space, reduce crossing distance, and better organize traffic.
- 66. Stanhope Street & Fairview Avenue:** Extended curbs to create safer, shorter crossings to a park entrance and increased visibility.
- 67. 71st Avenue & Kessel Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 68. Union Turnpike & Metropolitan Avenue:** Installed a new sidewalk, lane configurations, and concrete islands to reduce crossing distances, increase pedestrian visibility, and improve traffic safety.
- 69. Queens Boulevard (Union Turnpike to Jamaica Avenue):** Created protected bike lanes, median extensions, removed a travel lane, and added new signals and signal phases to expand the protected bike lane network, reduce speeding, shorten crossings, and encourage safer turns.
- 70. Parsons Boulevard (Jamaica Avenue to Archer Avenue):** Capital construction project to greatly expand sidewalk space, reduce crossing distances, add a pedestrian island, upgrade pedestrian ramps, and install new traffic signals to enhance safety.
- 71. Jamaica Avenue Street Seat:** Installed public seating, planters, and granite blocks to create new public space, seating, and pedestrian circulation.
- 72. Jamaica Avenue & 170th Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.

- 73. Jamaica Avenue (Francis Lewis Boulevard to 224th Street):** Implemented concrete and painted median island extensions, curb extensions, travel lane reconfigurations, and signal timing changes to shorten pedestrian crossings, reduce speeding, and improve traffic safety.

- 74. Jamaica Avenue (211th Street & 217th Street):** Built concrete median extensions to create safer, shorter pedestrian crossings.

75. HEMPSTEAD AVENUE (JAMAICA AVENUE TO 225TH STREET):

NYC DOT completed safety enhancements along Hempstead Avenue, from Jamaica Avenue to 225th Street, a major truck through route and Vision Zero corridor in Queens Village. The corridor had many long crossings, missing crosswalks, several complex intersections, a lack of direct access to multiple green spaces, and narrow sidewalks. Congestion has also increased on the street since the opening of UBS Arena in Nassau County. Our redesign improves safety for all road users and provides more space for pedestrians. We installed new pedestrian refuge islands, widened sidewalks, new crosswalks and curb extensions, turn calming, and vertical elements to prevent illegal turns.



76. CONDUIT AVENUE & 79TH STREET:

In response to safety concerns on Conduit Avenue near the Linden Center Shopping Mall, NYC DOT installed a new concrete pedestrian walkway and a traffic signal to formalize a crossing many pedestrians were already making by creating a safer, controlled crossing. We added new traffic signals, a painted curb extension with granite blocks, upgraded pedestrian ramps, new pavement markings, and a new sidewalk.

- 77. **Rockaway Boulevard (Sutphin Boulevard to Farmers Boulevard):** Added new crosswalks, pedestrian islands, median extensions, curb extensions, and travel lane reconfigurations to make crossing the street easier, calm traffic, and make vehicle turning safer.
- 78. **Springfield Boulevard (144th Avenue to 131st Avenue):** Added new travel lane striping, curb extensions, a traffic signal, crosswalks, and traffic calming measures to make crossings safer and discourage speeding.
- 79. **230th Place Safety Improvements:** Capital construction project to add pedestrian islands, curb extensions, and landscaping to enhance safety and the public realm.
- 80. **Addabbo Bridge & Cross Bay Boulevard:** Upgraded conventional bike lanes to protected lanes and installed painted pedestrian islands to expand the protected bike lane network, reduce crossing distances, and calm traffic.



- 81. **Shore Front Parkway at Beach 81st Street & Beach 77th Street:** Built curb extensions, refuge islands, pedestrian ramps, stop control, and enhanced crossing treatments to reduce speeding and create safer, shorter pedestrian crossings.
- 82. **Rockaway Beach Boulevard & Beach 67th Street:** Expanded pedestrian median to make pedestrian crossings shorter and safer.
- 83. **Seagirt Boulevard (Rockaway Freeway to Beach 9th Street):** Completed installation of a protected bike lane and additional pedestrian space to expand the protected bike lane network, improve pedestrian visibility, and discourage speeding.

Brooklyn

84. Banker's Anchor: Implemented a new public plaza and added new enhanced crossings and bike parking to create a new space for recreation and relaxation.

85. BERRY STREET:

Building off the success of the popular Open Street through Williamsburg, NYC DOT completed a dramatic transformation of Berry Street into a Bike Boulevard, prioritizing pedestrian and cyclist safety and improving connections to Domino and McCarren parks, and the Williamsburg Bridge. The new Bike Boulevard formalizes two-way cycling on what was previously a one-way street, while preserving one-way vehicle traffic. On several blocks, vehicle traffic was reversed to the southbound direction, discouraging drivers from using Berry Street unless needed to access a local destination. Signage instructs drivers who do use the street to travel at five miles per hour. We also redesigned every intersection on the street with new pedestrian curb extensions, planters, bike corrals, granite blocks, and for the first time coral painted intersections to slow traffic and create a comfortable and continuous pedestrian and bicycle travel path.



86. Lorimer Street & McCarren Park: Installed curb extensions and new signage and vehicle stop bars to create a safer, shorter pedestrian crossing and improve visibility.

87. MEEKER AVENUE (APOLLO STREET TO GRAHAM AVENUE):

In October 2023, NYC DOT completed a 1.1-mile protected bike lane and walking path on Meeker Avenue between Apollo Street and Graham Avenue. The multi-use path provides a protected bike connection from the landing of the Kosciusko Bridge into the heart of Williamsburg and Greenpoint. This unique project created a multi-use path under the Brooklyn Queens Expressway, protected from the rain, with complex signal changes and concrete ramp work completed to allow for an interrupted path for people walking and bicycling between the medians underneath the highway. As part of the project, we took over responsibility for maintaining and cleaning the space and converted the existing parking under the highway to metered parking, including electric charging spaces. The next phase of the project is currently under construction between Graham Avenue and Metropolitan Avenue.



88. Grand Street & Humboldt Street: Installed a raised crosswalk and upgraded ADA compliant pedestrian ramps to increase pedestrian visibility and accessibility while reducing speeding.

89. Jay Street & Sands Street: Constructed new ramps for pedestrians and cyclists to make bicycle turns easier and create queueing space for cyclists.

90. Ashland Place & Navy Street: Implemented protected bike lanes, pedestrian islands, expanded walking spaces, bike parking, and travel lane reconfigurations to expand the protected bike lane network and reduce conflicts between drivers and people walking and bicycling.

91. Fleet Place & Willoughby Street: Installed a public space with asphalt art and new crosswalks to create a safer pedestrian crossing and improved public realm.

92. Myrtle Avenue & Ashland Place: Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.

93. Myrtle Avenue & North Portland Avenue: Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.

94. LIVINGSTON STREET (BOERUM PLACE TO FLATBUSH AVENUE):

In cooperation with MTA, NYC DOT implemented street enhancements to improve bus speeds and safety for pedestrians and other street users, building upon past NYC DOT projects on Livingston Street and in Downtown Brooklyn. Livingston Street was identified as a bus priority corridor in the *Streets Plan* and MTA's *Brooklyn Bus Network Redesign Draft Plan* and is located within a Vision Zero Priority Area. In 2023, we installed a two-way protected bus lane and converted general traffic to one-way westbound between Flatbush Avenue and Gallatin Place. The new design limits conflicts by separating buses from general traffic. We also implemented dedicated left turn lanes at two intersections, constructed pedestrian safety islands and bus boarding islands at key locations, and improved bus stop spacing to keep buses moving. The new Livingston Street improves bus speeds and reliability on a key transit corridor in Downtown Brooklyn and improves safety by reducing turning movement conflicts and creating shorter pedestrian crossings.



95. Gates Avenue: Implemented curb extensions with planters and bike parking to calm traffic, improve pedestrian flow, shorten crossings, and expand bike parking capacity near a school.

96. 9th Street (Smith Street to 3rd Avenue): Added a protected bike lane to expand the protected bike lane network and calm traffic.

97. Plaza Street: Installed painted curb extensions at several intersections to provide safer, shorter pedestrian crossings.

98. PROSPECT PARK DRIVES:

In collaboration with NYC Parks and the Prospect Park Alliance, NYC DOT released a safety study of the Prospect Park Drive and implemented as a pilot a safer reconfiguration of the roadway. The study was conducted to address safety issues on the Park Drive, which was never fully redesigned after Prospect Park closed to outside vehicular traffic in 2018. As an 18-month pilot, we implemented a new roadway configuration on two miles of the 3.3-mile loop, re-marking the roadway to add a second pedestrian lane on the outside of the drive and a wider middle lane for bicycles and authorized vehicles. An enhanced crossing was also added. Following the pilot, the redesign will be evaluated for implementation along the full drive.



99. Eastern Parkway (Schenectady & Ralph Avenues): Added new pedestrian ramps, traffic signals, crosswalks, and a pedestrian island to improve accessibility and make crossings safer.

100. Empire Boulevard (Washington/Franklin Avenues & Schenectady Avenue to East New York Avenue): Capital construction project to improve pedestrian safety with complex intersection redesigns, including slip lane closures, wider sidewalks, curb extensions, and concrete neckdowns to shorten pedestrian crossings, with new large pedestrian spaces.

- 101. East New York School Safety Improvements:** Implemented protected bike lanes, reconfigured travel lanes, and pedestrian islands to expand the protected bike lane network and connect Linden Boulevard to Jamaica Bay Greenway, calm traffic, and shorten crossings.
- 102. Williams Avenue (Flatlands Avenue to Stanley Avenue):** Created a mid-block crosswalk and signal with curb extensions, a sidewalk extension, and parking configuration changes to increase connectivity to a school and calm traffic.
- 103. 6th Avenue & 50th Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 104. 7th Avenue & 54th Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 105. 58th Street & Fort Hamilton Parkway:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles..
- 106. Beverley Road:** Create a full block pedestrian plaza with asphalt art, planters, and seating to expand neighborhood public space and calm traffic and added loading zones to improve freight access.
- 107. 18th Avenue & 47th Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 108. Glenwood Road & East 31st Street:** Implemented a raised crosswalk to slow vehicles and encourage motorists to yield to pedestrians.
- 109. Kings Highway (East 98th Street to Avenue J):** Added new left turn signals, banned left turns at certain intersections, and installed curb extensions, median tip extensions, and new markings to reduce speeding and create safer pedestrian crossings.
- 110. Canarsie Pier Connector:** Capital construction project to build grade-separated, two-way bike lanes to connect the existing bike network to the Canarsie Pier entrance to the Jamaica Bay Greenway.
- 111. East 17th Street & Avenue L:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.

- 112. Cropsey Avenue & Bay 53rd Street:** Upgraded pedestrian ramps, added a new crosswalk, and reconstructed a median to shorten crossing distances and calm traffic.
- 113. Gerritsen Beach Street Reconstruction:** Capital construction project to rebuild more than 60 blocks of streets with new sidewalks, signage, pedestrian ramps, and curb extensions to enhance safety, including implementation of several shared streets.
- 114. West 24th Street & Mermaid Avenue:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.

Staten Island

- 115. Goethals Road North, South Avenue, & Lamberts Lane:** Implemented bike lanes and travel lane reconfigurations to create a bicycle route between Elizabeth, New Jersey and the Staten Island bike lane network via the Goethals Bridge.
- 116. Lincoln Avenue (Father Capodanno Boulevard to Boundary Avenue):** Modified signal timing, installed a new crosswalk, new stop sign, curb and median extensions, a bike lane, speed humps, and reconfigured travel lanes to reduce speeding, create shorter crossings, expand the bicycle network, and enhance safety near a school.
- 117. Buffalo Street & Hylan Boulevard:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.

In Progress:

Projects are underway at the following locations as of the end of 2023, but not yet completed.

1. East 179th Street (Webster Avenue to Boston Road)
2. Del Valle Square/Crames Square
3. 10th Avenue (West 38 Street to West 52 Street)
4. Sutton Place & East 54th Street
5. Pershing Square East
6. Vestry Street
7. Greenwich Street (Chambers Street to Barclay Street)
8. Vesey Street (Church Street to Broadway)
9. Trinity Place (Morris Street to Cedar Street)
10. Nassau Street (Pine Street to Maiden Lane)
12. Water Street & Whitehall Street
12. Front Street
13. Queens Community Board 11 Bike Network
14. Union Turnpike
15. South Jamaica Area
16. Southeast Queens (Colfax Street & Murdock Avenue)
17. Rosedale Area
18. Broad Channel
19. DUMBO/Vinegar Hill
20. Underhill Avenue
21. Brooklyn Waterfront Greenway Hamilton Avenue Gowanus Connector
22. 4th Avenue (8th Street to 64th Street)
23. Parade Ground
24. Eastern Parkway (Lincoln Place to Pacific Street)
25. Osborn Street
26. Schenck Avenue
27. Gateway Estates
28. Atlantic Avenue (Logan Street to Rockaway Boulevard)
29. Southern Brooklyn B82 Select Bus Service Upgrades
30. Jamaica Bay Greenway Paerdegat Avenue North Connector
31. Bergen Avenue
32. South Beach Area
33. New Dorp

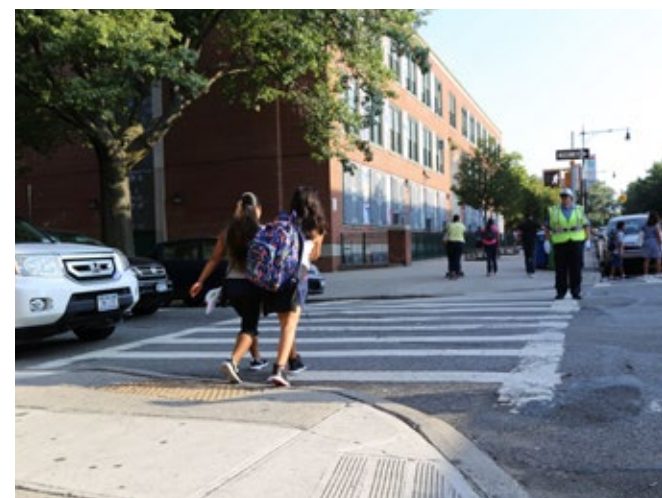


New Initiatives



ON-STREET CARSHARE EXPANSION

In early 2023, NYC DOT announced the next phase of its on-street carshare program following a successful pilot program. The new expansion will more than double the number of on-street car share parking spaces, adding 270 new spaces. Working with carshare companies Zipcar, Getaround, and Truqit, we are installing spaces in locations that conform with criteria set by NYC DOT to ensure the program reaches underserved New Yorkers in *Streets Plan* Tier 1 Priority Investment Areas (PIAs). Pilot program data showed that for every carshare vehicle added, four personal vehicles were either not purchased or sold, helping to reduce greenhouse gas emissions and vehicle miles traveled.



BOROUGH SAFETY ACTION PLAN UPDATES

In February, NYC DOT released its updated *Vision Zero Borough Pedestrian Action Plans*, a detailed report with data on safety progress made at intersections, corridors, and areas first identified in 2019's version of the report. The report highlighted significant safety improvements, including dramatic decreases in pedestrian fatalities in every borough since 2019 (40% decrease in the Bronx, 38% in Brooklyn, 45% in Manhattan, 25% in Queens, and 38% on Staten Island). NYC's overall citywide pedestrian fatalities fell 10% between 2014 and 2021 despite rising nationally by over 50% during that same time period. The report details updated Vision Zero priority corridors and intersections for each borough to direct future street improvement work.



REIMAGINE THE CROSS BRONX

In collaboration with the NYC Department of City Planning, NYC Department of Health and Mental Hygiene, and New York State Department of Transportation, NYC DOT has launched Reimagine the Cross Bronx, a collective effort with communities to re-envision the Cross Bronx Expressway from the Harlem River to the Hutchinson River Parkway. The project is funded by a \$2 million U.S. Department of Transportation Rebuilding American Infrastructure with Sustainability and Equity (RAISE) grant. The goal of this study is to explore ways to reconnect the communities divided by the highway and mitigate the negative effects it has had on the surrounding neighborhoods. In 2023, the multi-agency project team began the first round of public involvement with in-person and virtual issue identification workshops and walkshops. In addition, the project team holds periodic meetings with the Community Working Group (CWG), a set of community and civic stakeholders who advise on the study and serve as ambassadors to their Bronx neighborhoods. NYC DOT and partner agencies will release a report in 2024.



BQE CORRIDOR VISION

This year, NYC DOT advanced work on the BQE Corridor Vision to plan for infrastructure upgrades and reconnect Brooklyn communities divided by the Brooklyn Queens Expressway. We have been working with communities along the BQE corridor on two initiatives: BQE Central, which will fix the City-owned structure from Atlantic Avenue to Sands Street, and BQE North and South, which will identify upgrades for the other sections of the BQE corridor in Brooklyn. The BQE Central project aims to maintain safe and efficient regional and local connectivity for the traveling public and to provide for the movement of goods and services along this important regional and local roadway by reconstructing the deteriorating infrastructure and bringing it up to modern safety standards. BQE North and South seeks to develop community-driven recommendations to improve connectivity, safety, and public spaces under and around the expressway. In 2024, we will release a vision for the BQE North and South geographies and for BQE Central, and will continue to refine design concepts and complete traffic modeling ahead of starting environmental review.



NEW YORK CITY'S ELECTRIC MICROMOBILITY ACTION PLAN

In March, NYC DOT joined Mayor Eric Adams in announcing *Charge Safe, Ride Safe: New York City's Electric Micromobility Action Plan*. NYC DOT is part of a multi-agency effort to pilot new technology to promote safe charging, storage, and e-bike usage, including programs to incentivize safe device usage. The City also continues to advocate for additional regulation and has expanded outreach and education promoting safe e-micromobility usage. We are continuing to develop street infrastructure, safety outreach campaigns, and public charging options to support the growth and safe use of e-micromobility devices.



STREET ACTIVITY SENSOR PILOT

In March, NYC DOT announced an innovative pilot program to use advanced technology to improve street safety by better measuring transportation uses on New York City streets. The pilot, using technology created by Viva, placed street sensors at 12 locations around the city to collect data and generate detailed reports that will allow planners to better understand the uses of city streets – and inform future street redesigns. The sensors are collecting data like travel counts, travel modes, speeds, turning movements, and “near-miss” events between road users. If the pilot is successful, we will scale up the use of sensors citywide.



MICROHUBS PILOT

NYC DOT is working on a pilot program to reduce the negative environmental and safety effects caused by truck deliveries. Local delivery hubs, known as microhubs, will provide designated curbside or off-street locations for delivery trucks to unload items onto smaller, low-emissions vehicles or human-powered modes of transportation like cargo bikes and hand carts for the final leg of deliveries. More than 80% of New Yorkers receive at least one package at home each week, and this significant growth in home package deliveries has led to an increase in delivery vehicles on city streets. Local delivery hubs offer promising potential to reduce the number of large trucks on local streets by providing safe spaces for truck operators to transfer deliveries onto more sustainable modes of transportation. We are identifying pilot locations and will propose city rule changes to facilitate a launch of the pilot program in 2024.



LOADING ZONE FEEDBACK MAP

Last spring, NYC DOT released a new web platform where New Yorkers can report problem areas where double-parking and blocked bike and bus lanes commonly occur due to vehicle loading and unloading. The *Loading Zone Feedback Map* platform lets users place a pin on a map to identify problem areas, and to add comments. Users can report areas that commonly involve the loading and unloading of passengers and/or goods. The public feedback collected through this platform is helping us identify potential locations for dedicated loading zones.



LOCKERNYC

To address the issue of package thefts and reduce the negative environmental and safety effects of truck deliveries, NYC DOT announced the LockerNYC pilot program in the summer of 2023. The program, which will run for a minimum of one year, will allow New Yorkers to conveniently receive and send packages using secure lockers on public sidewalks. The pilot will include approximately 15 locations and offer customers free, 24/7 access. The program will be available to anyone interested and be available across multiple participating delivery carriers. We plan to begin activating locker locations in early 2024.



FIVE BOROUGH SUMMER STREETS

Last summer, NYC DOT conducted the largest expansion of Summer Streets in the program's 15-year history. Summer Streets opens select streets for people to play, walk, and bike free of cars, and in 2023 the program was expanded to all five boroughs for the first time. The size of the event was doubled to feature nearly 20 miles of car-free streets over five Saturdays in July and August. Free performances and other activities were available at stops along each route. Along with expanding the program to all five boroughs for the first time, the Manhattan route was extended north to 125th Street.



METERLESS PAY-BY-APP PILOT

In August, NYC DOT launched our first Pay-by-App Only program for Commercial metered spaces on Sixth Avenue in Manhattan between 14th Street and 23rd Street. Leveraging our ParkNYC App, with a registered base of nearly 1.8 million users, this innovative program advances an asset-light approach to managing the curb and facilitating payment. As part of the pilot, all physical meters on the corridor were removed and unique signage was installed directing users to use the App for payment. We continue to monitor and assess this program and hope to advance similar asset-light and technology-based approaches that could improve customer convenience, curb functionality and performance and reduce operating costs.



PEDAL-ASSIST CARGO BIKES

In August, NYC DOT proposed rule changes to authorize the use of larger pedal-assist cargo bikes on city streets followed by a public hearing held for feedback and responses from the industry and the public in September. In response to the success of the Commercial Cargo Bike Pilot program launched in December 2019, the proposed rule change amends the current definition of pedal-assist bicycle to specify that it applies to a type of pedal-assist bicycle and define the device to be lawful for delivery of goods and property in commerce. The proposal aims to make deliveries safer and more sustainable by reducing the number of last-mile delivery trucks on the streets by replacing them with commercial cargo bicycles.



CURB MANAGEMENT ACTION PLAN

In September, NYC DOT released our *Curb Management Action Plan*, outlining ten actions we are taking to reduce congestion, double parking, and vehicle emissions while helping move people, goods, and services. Rapid growth in home deliveries and an evolving range of transportation modes on city streets has resulted in curb space that is increasingly sought after, competitive, and chaotic. The plan calls for actions to better manage deliveries, passenger pickups and drop-offs, bike parking, vehicle parking, public space, and more to ensure that curb space is allocated to a variety of uses based on neighborhood needs.



GREENWAY EXPANSION

In October, NYC DOT launched a historic expansion of NYC's greenway network, with plans to build more than 40 miles of new protected bike infrastructure and explore improvements to existing infrastructure on five greenway corridors in the Bronx, Brooklyn, Queens, and Staten Island. The five corridors together represent roughly 60 miles of new and existing greenways and build upon ongoing planning for a seven-mile Harlem River Greenway in the Bronx. Development of the five greenway plans is supported by a competitive \$7.25 million federal RAISE grant and the expansion will begin with a collaborative, community-driven process.



DINING OUT NYC

In October, NYC DOT announced Dining Out NYC, the city's permanent outdoor dining program and the largest in the country and began a public outreach and engagement campaign to solicit feedback on the new rules. Dining Out NYC is one of the most significant efforts of the last decade to reimagine the city's streetscape to support all New Yorkers and small businesses, while creating vibrant public spaces that improve quality of life and continue to accelerate the city's economic recovery. The new program, which opens for applications in March 2024, draws on lessons learned from the temporary outdoor dining program created during the COVID-19 pandemic, which saved 100,000 jobs across the city but led to quality-of-life issues, as a subset of restaurant owners were unable to maintain loosely regulated outdoor dining setups. The new rules are designed to create a lighter-weight outdoor dining experience with lines of sight – as compared to the fully-enclosed shacks of the temporary, COVID-19-era program.

Progress on *Streets Plan* Recommendations

In the time since the *Streets Plan* was published in December 2021, NYC DOT has made progress on its recommendations—resulting in the increased safety, accessibility, and quality of the city’s streets for all New Yorkers.

The *Streets Plan*, when initially released, outlined major initiatives and priorities, including the continuation and expansion of existing programs, as well as the initiation of new programs. Collectively, these recommendations work to accomplish the overarching goals of the *Streets Plan*.

The *Streets Plan* recommendations were organized into eleven program areas:

- | | |
|---|---|
| 1. Safety and Vision Zero | 7. Accessibility |
| 2. Walking and Pedestrians | 8. Freight |
| 3. Transit | 9. Curbside Management and Parking |
| 4. Cycling | 10. Traffic Management |
| 5. Bike Share and Micromobility | 11. Sustainability and Resilience |
| 6. Public Space and Streetscapes | |

This section provides progress updates on each program area.



NYC DOT tracks crash, fatality, and injury data for different modes of travel (including pedestrians, bicyclists, and motorcyclists) and demographics (including child and senior pedestrians).

Traffic fatalities in the city have declined in consecutive years after a rise in 2020 and 2021, and NYC is countering an alarming trend in both peer cities in the United States and the country as a whole. The traffic fatality rate per 100,000 residents rose nearly 18% in the US overall between 2020 and 2022, and the nation's fatality rate is now more than four times that of NYC. Even more concerning, the US pedestrian fatality rate has risen 37% since 2018, but NYC's pedestrian fatality rate has declined during the same time period. In 2023, NYC had the second lowest number of pedestrian fatalities in recorded history. Only 2020 was lower, when pedestrian activity levels and movement into and around the city were dramatically reduced due to COVID.

While these are encouraging signs that our data-driven approach to Vision Zero is working, there is still much progress to be made, and even one death is too many. E-bike fatalities drove a rise in bicyclist deaths; 22 of 29 bicyclist fatalities in 2023 occurred on e-bikes. The use of motorcycles has been growing, including by riders switching from e-bike to gas powered motorcycle, and motorcycle fatalities increased in 2023, representing nearly 21% of all road deaths. We continue to implement street design changes and work with City partners to expand enforcement and education to reduce injuries and fatalities on our streets.

Our success securing state legislation in August 2022 to allow the 24-hour, seven day a week operation of speed cameras has had immediate results. After the first year of 24/7 enforcement, speeding, injuries, and traffic fatalities all declined in areas with speed cameras. Speed camera violations dropped an average of 30%, with the most dramatic drop occurring on Houston Street in the East Village, where speeding declined by 96%. In addition to the reduction in speeding, injuries also declined along corridors across the city.

Building off this success, the City is pursuing reauthorization and expansion of the Red Light Camera program, a 30-year program that is set to expire this year and that is currently restricted to less than 1% of signalized intersections in the city. The City is also supporting a state bill to authorize the Department of Motor Vehicles to suspend the registrations of vehicles that get five or more Red Light Camera violations in a 12-month period and who are at higher risk of being involved in a serious crash. We remain a strong supporter of Sammy's Law, which would allow NYC the ability to set speed limits below 25 mph. We are also participating in the Department of Citywide Administrative Services' intelligent speed assistance pilot program, which is being tested on city fleet vehicles to ensure compliance with speed limits. Preliminary results of the pilot showed vehicles traveling within speed limit parameters 99% of the time, with a 36% reduction in hard braking events.

SAFETY & VISION ZERO 2022-2026 Streets Plan Recommendations:

Expand the use of proven safety treatments

Initiate new capital projects in locations where serious interventions are warranted

Expand automated enforcement

Expand and continue Dangerous Vehicle Abatement Program

Advocate for improved federal standards for vehicle design and technology that increase safety for vulnerable road users

Dramatically expand automated enforcement

Enforce safe vehicles and driving

TRACKING OUR PROGRESS: 2023

222 Vision Zero corridor miles and 180 Vision Zero intersections with safety improvements

Vision Zero corridors and intersections are identified in Vision Zero Action Plans. Safety improvements include treatments such as curb extensions, raised crosswalks, protected bike lanes, and more.

Over 200 traffic calming devices installed in Senior Pedestrian Zones

Senior Pedestrian Zones are areas with the highest rates of senior pedestrian injuries. Traffic calming devices included speed reducers (speed humps and cushions), turn calming, and raised crosswalks.

3,132 people (850 pedestrians) killed or seriously injured (KSI) in traffic crashes

KSI is a measure of the most serious traffic crashes which we are most focused on reducing. In 2023, there was an 18.6% drop in pedestrian deaths from 2022.

2023 was a landmark year for expansion of pedestrian space. NYC DOT installed 666,152 square feet of new pedestrian space, the most ever installed in a single year, improving safety and providing more space for people to walk.

The new pedestrian space was created through a variety of street design treatments across many projects, including new pedestrian plazas, curb and sidewalk extensions, pedestrian safety islands, and traffic triangles.

We continued to evolve our use of the 2022 *Pedestrian Mobility Plan* (PMP) as a guiding factor in designing street improvement projects and shaping policy. The *Pedestrian Mobility Plan* defined five street typologies to determine pedestrian needs contextually, with the aim of improving pedestrian comfort and convenience. The new Dining Out NYC rules utilize the plan to define the siting requirements for sidewalk cafes, with the required clear path on the sidewalk linked to the five street types outlined in the plan.

In addition to completing projects to give more space to pedestrians, we also worked to make crossing the street easier and safer. Treatments like curb extensions and median islands were used throughout the city to slow drivers at intersections and shorten the crossing distance for pedestrians and raised crosswalks were installed at key locations to improve accessibility and make pedestrians more visible. We also upgraded enhanced crossings throughout the city with new signage and markings to make them more effective. Enhanced crossings give pedestrians a designated place to cross the street where there is no traffic signal or stop sign, typically areas with low vehicular traffic near schools, parks, and libraries.

WALKING & PEDESTRIAN 2022-2026 Streets Plan Recommendations:

Develop a holistic, data-driven pedestrian plan for identifying the need for pedestrian improvements based on street type

Sidewalk and intersection improvements

Continue and expand street furniture amenities

Pilot efforts to containerize waste set-out and collection

Expand the implementation of safe pedestrian crossings

Diversify and expand the distribution of CityBenches throughout the city

TRACKING OUR PROGRESS: 2023

666,152 square feet of new pedestrian space installed

New pedestrian space includes improvements such as wider sidewalks, plazas, curb extensions, and more.

1,464 intersections redesigned

Redesigned intersections create safer, more direct pedestrian crossings, reduce conflicts with motor vehicles, and may also add new public space.

In 2023, NYC DOT made significant advances in our efforts to improve the city’s streets for transit users. We implemented 14.7 miles of new bus lanes and upgraded another mile of existing bus lane.

This work included innovative projects like Gun Hill Road in the Bronx, which features center-running bus lanes and bus boarding islands, and Livingston Street in Downtown Brooklyn, where the street was converted to one-way general traffic with a physically separated, two-way bus lane. We also continued to expand Transit Signal Priority (TSP) throughout the city, implementing the technology at 759 intersections to help keep buses moving.

We also continued to focus on improvements at bus stops, with both NYC DOT and MTA crews constructing upgrades to make 25 bus stops fully ADA compliant and physically accessible. We also added important bus passenger amenities to 330 bus stops by installing 350 benches and leaning bars, 50 of which were paired with bus stops with real time bus information displays. Additionally, we renegotiated our bus stop shelter contract to allow for relocation of 50 shelters per year and over 300 new installations, which we plan to begin in 2025.

MTA is a key partner in our transit improvement efforts. We coordinated particularly closely in the advancement of the *Queens and Brooklyn Bus Network Redesign* plans, which upon implementation will provide stronger bus systems with new connections and targeted service increases. We also worked closely with MTA to initiate on-board bus lane enforcement cameras on five new bus routes to improve speed and reliability.

2023 also saw multiple transit projects advance through the NYC DOT capital process, including the completion of Pelham Parkway bus improvements that benefit riders of the Bx12-SBS, one of the busiest bus routes in North America. We continue to initiate new capital projects and plan for the next generation of major transit capital investments.

**TRANSIT
2022-2026 Streets Plan
Recommendations:**

Study and implement additional busways

Study and implement Transit-Priority Corridors

Pursue full capital funding and construction for major transit corridor projects

Expand use of Transit Signal Priority at intersections

Support MTA’s bus network redesign implementation

Enforce bus lanes and busways

Increase bus stop accessibility

Diversify and expand the distribution of bus stop amenities throughout the city

Support transition to OMNY and all-door bus boarding

Work with the MTA to plan—and fund—the next generation of major transit capital investments, including subway, rail, and bus rapid transit (BRT)

**TRACKING
OUR
PROGRESS:
2023**

5.2 miles of protected bus lanes installed

Protected bus lanes are those protected by physical barriers or monitored by stationary or mobile cameras.

754 new intersections with transit signal priority

Transit signal priority allows buses to extend green lights or shorten red lights to improve bus travel times.

18.1 bus lane miles installed, upgraded, or protected

8.05 mph average bus travel speeds

An estimated 15,436 minutes (257 hours) saved on an average weekday by bus passengers affected by bus priority projects

This is calculated by applying the time saved through faster bus trips to the average weekday number of affected passengers.

426 million annual citywide bus ridership (preliminary)

NYC DOT improvements can help increase bus ridership by improving bus speeds and reliability, improving bus stop access, and enhancing the bus stop experience.

2023 was a record year for cycling in NYC, which continues to see tremendous growth in bike trips.

The latest US Census Journey to Work data shows more than 610,000 daily commuting cycling trips, and bike counts over the last five years are up 14.6% on the East River bridges and 22% on Manhattan Avenues at 50th Street. This growth was reflected in NYC DOT's efforts to expand the bike network as we installed the most miles of protected bike lanes (31.9 miles) ever in one year, including a record number of new protected lanes (more than 10 miles) in the Bronx.





We also continue to evolve our street designs to meet new demands. The *NYC Electric Micromobility Action Plan* was released in March 2023 and highlighted the importance of adapting street designs to accommodate the growth of e-bikes and other micromobility devices on city streets. Completed projects in 2023 piloted new design elements like wider lanes to create more space for cargo bikes, families, and micromobility, and layover areas for delivery workers, giving workers space to rest or wait for deliveries while keeping sidewalks clear. More new designs are planned for 2024 and we will continue to evaluate pilot designs and adjust as needed.

Additionally, we continue to expand the bike network through the development of neighborhood bike networks, which connect neighborhood destinations, amenities, and transportation options to existing high-capacity bike facilities using protected, conventional, and shared lanes. Many of these networks are in Tier 1 Priority Investment Areas where there was little to no previous bike infrastructure. We also evolved our Bike Boulevard program, which builds on successful Open Streets to dramatically transform corridors to prioritize the circulation of pedestrians and cyclists while reducing the overall number of vehicles using natural or physical diverters.

We announced a historic expansion of the city's greenway network, with plans to develop more than 40 miles of new greenways and explore improvements to existing infrastructure on five greenway corridors in the Bronx, Brooklyn, Queens, and Staten Island. The five corridors together represent roughly 60 miles of new and existing greenways and build upon ongoing planning for a seven-mile Harlem River Greenway in the Bronx. Development of the five greenway plans is supported by a competitive \$7.25 million federal RAISE grant and the expansion will begin with a collaborative, community-driven process.

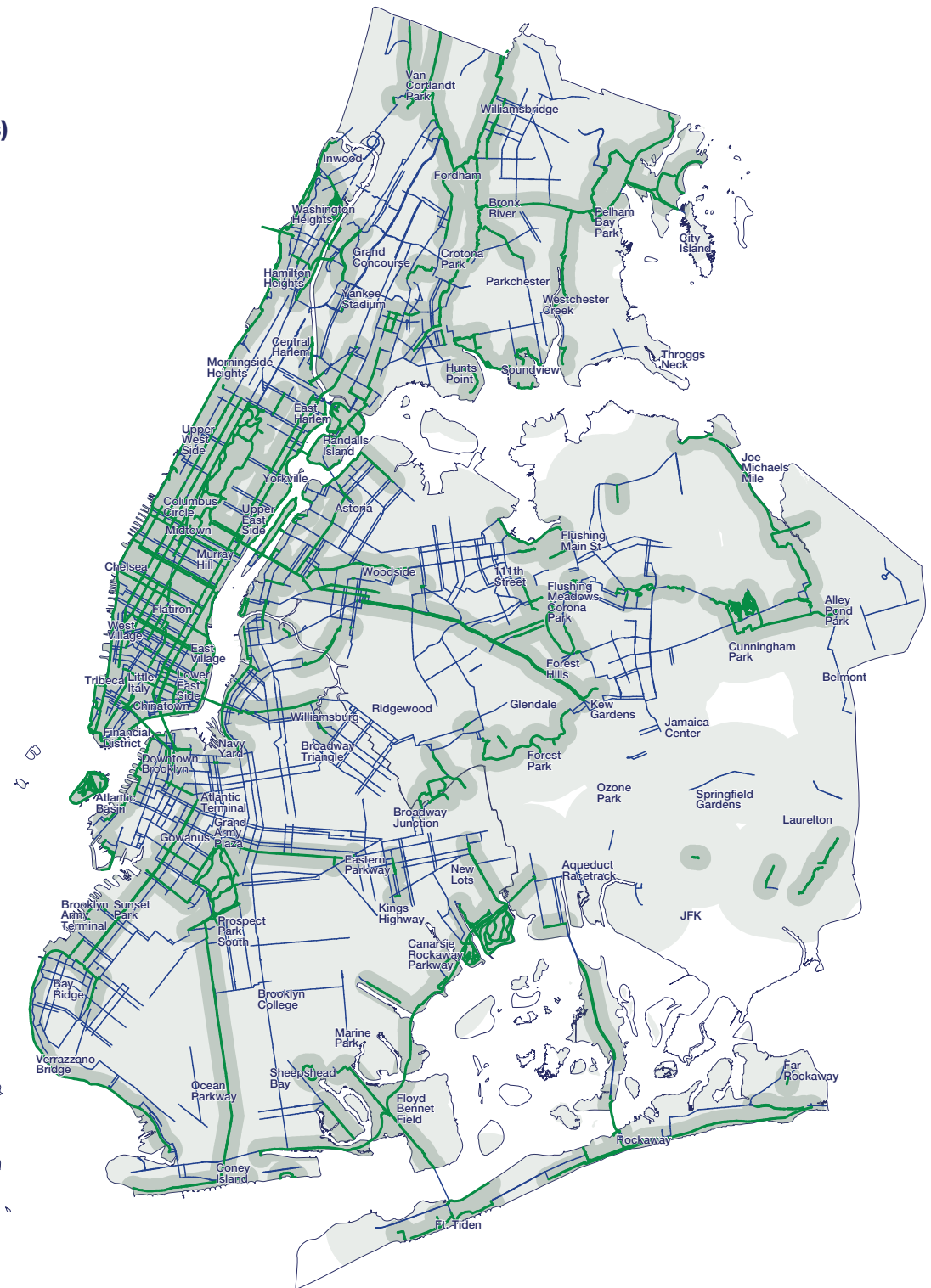
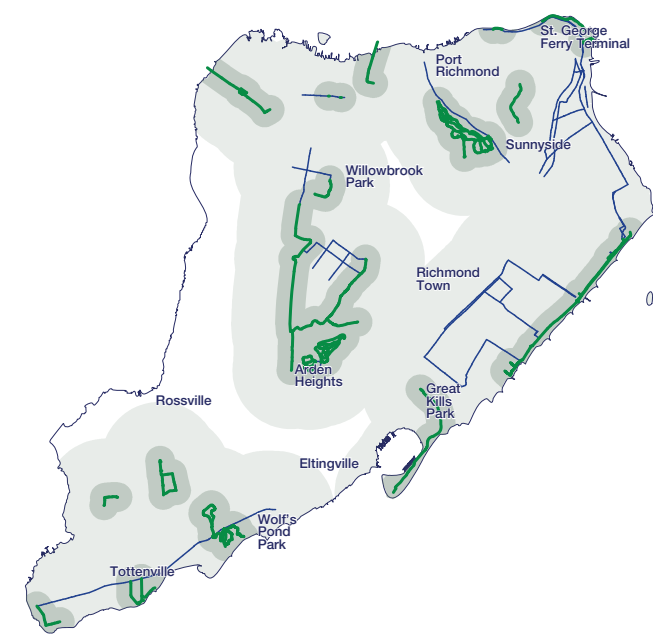
Finally, we remain committed to developing new ways to harden bike lanes to prevent them from being obstructed by unauthorized vehicles. On 11th Street in Queens, we tested a new concrete barrier treatment, and we are developing a low-profile concrete that can be used in locations where other barrier types cannot be installed. We met our goal of upgrading half of all delineator-protected bike lanes in the city with sturdier materials by the end of 2023. This work has improved the safety and comfort of many of the busiest protected bike lanes in the city.

BICYCLE NETWORK ACCESS

-  Bike Network
-  Protected Bike Lane
-  1/4-mile Buffer (Protected Bike Lanes)
-  1-mile Buffer (Bike Network)

99% of residents live within one mile of the bicycle network.

42% of residents, up from 40% last year, live within 1/4-mile of a protected bike lane.



CYCLING

2022-2026 Streets Plan Recommendations:

Continue to build out the Protected Bike Lane Network

Create new and expanded neighborhood cycling networks

Continue to develop Bike Boulevard Program and identify potential bike boulevards

Pursue expanded and automated blocked bike lane enforcement

Test and install better bike lane protection

Develop bicycle wayfinding signage citywide

Continue to explore secure bike parking solutions

Develop a metric for measuring the cycling network connectivity

Focus bike network development around schools and under the el

Further develop greenways and high-capacity protected bike lanes

Identify new cycling connections



TRACKING OUR PROGRESS: 2023

31.9 miles
new protected bike lanes installed

Protected bike lanes are those that are separated from motorized vehicle traffic by physical barriers or are an off-road or raised pathway.

10.3 miles
existing protected bike lanes hardened

Hardened bike lanes use sturdier materials to better protect cyclists by preventing drivers from entering the lanes.

54.4 miles
total bike lanes installed

7,087 new
bike parking spaces installed

Bike parking includes standard CityRacks as well as parking within Bike Corrals and covered bike parking.

99%
Bicycle Network Coverage

This index measures the percent of New York City residents within 1 mile of the bike lane network.

42% of residents
within 1/4-mile of the Protected Bike Lane (PBL) network

This index focuses on proximity to the core network of protected bike lanes.

2023 saw the tenth anniversary of the launch of Citi Bike, which has become the largest bike share program in the United States and an essential part of the city’s transportation network, with over 200 million all-time trips.

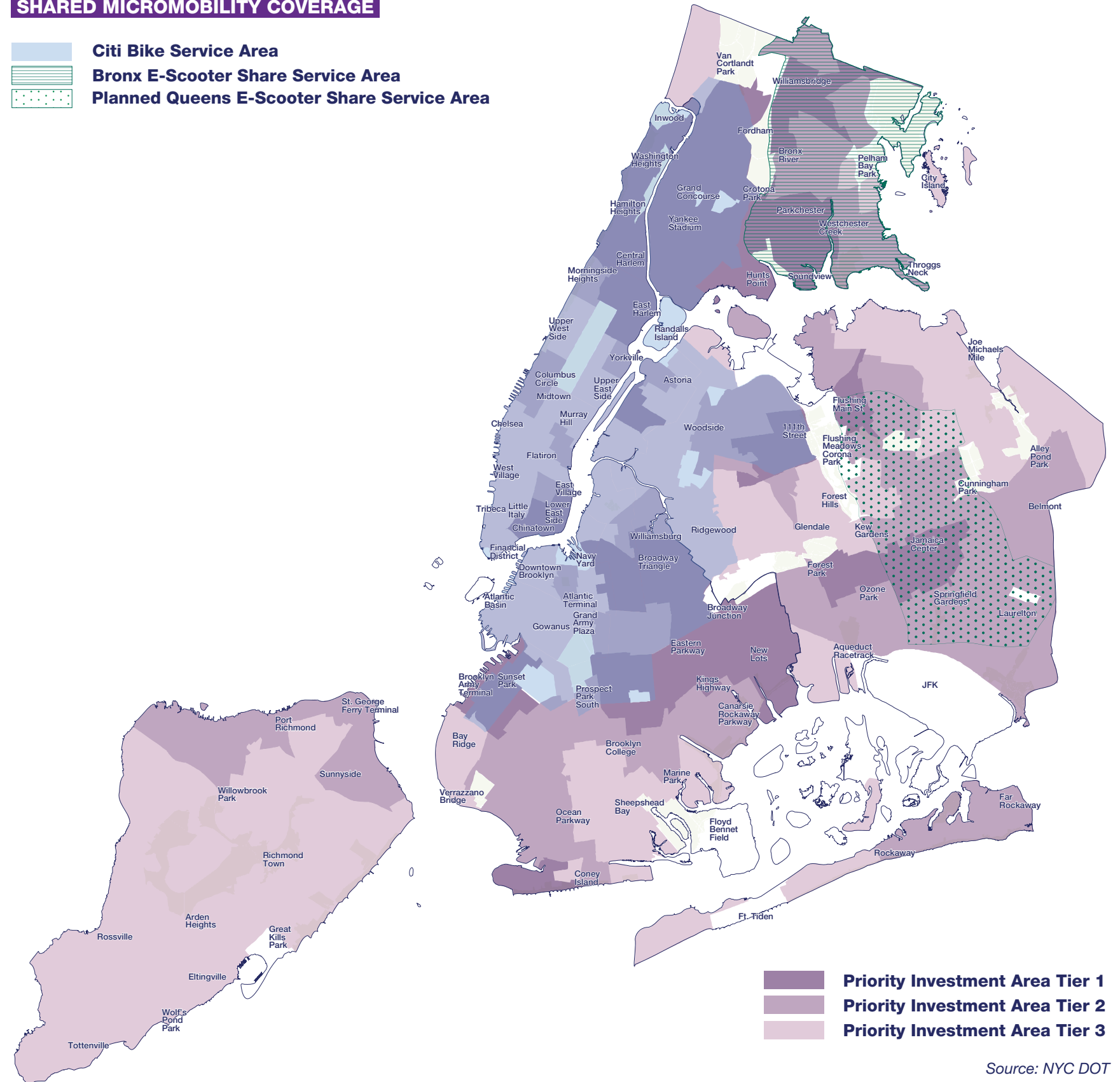
In August 2023, Citi Bike set a monthly record with over four million rides, up 63% from 2019. On October 28, 161,422 trips set a new daily record, and by the end of October the annual record for total trips had already been broken.

These record numbers were fueled by the growing popularity of bicycling in the city, construction of new bicycle infrastructure by NYC DOT, and the continued expansion of the Citi Bike network. In 2023, Citi Bike expansion areas included parts of Brooklyn Community Boards 14 and 17, Queens Community Boards 3 and 4, and parts of Bronx Community Boards 6 and 8. In September, the 2,000th Citi Bike station was installed. We also joined Mayor Adams and Lyft to announce plans to further improve the Citi Bike system, including the ability to increase the electric bike fleet to 50% and pilot at least two electrified charging/docking stations. The new agreement created a cap on per-minute prices for e-bikes and lowered the cap on the price of an annual Citi Bike membership.

We are also exploring an expansion of e-scooter sharing into Eastern Queens, building off the success of the introduction of e-scooter sharing in the East Bronx. In the Bronx, more than 3.4 million trips by more than 145,000 unique user accounts have been taken since the service launched in August 2021, with no fatalities and few serious injuries. The Queens e-scooter share expansion would include all three companies currently operating in the Bronx (Bird, Lime, and Veo), and would primarily be in Streets Plan Tier 1 and Tier 2 Priority Investment Areas. The expansion would cover approximately 20 square miles, from Flushing and Auburndale to the north down to Rochdale Village and Springfield Gardens to the south, reaching roughly 600,000 residents.

SHARED MICROMOBILITY COVERAGE

-  Citi Bike Service Area
-  Bronx E-Scooter Share Service Area
-  Planned Queens E-Scooter Share Service Area



Source: NYC DOT

**TRACKING
OUR
PROGRESS:
2023**

34.6 million
annual Citi Bike trips

**BIKE SHARE &
MICROMOBILITY
2022-2026 Streets Plan
Recommendations:**

Expand the Citi Bike System

Optimize curb space and bike share capacity

Explore additional e-mobility pilot expansions and programs



The record amount of pedestrian space implemented by NYC DOT in 2023 included several pedestrian plazas and other major conversions of former vehicular lanes and roadway sections to public space for walking, relaxing, and programming.

The popular Open Streets program also grew, with more than 40 locations joining the program for a total of more than 200 locations across the five boroughs. Open Streets included 67 locations outside of schools, creating safe spaces for kids to play during recess and for parents to drop off and pick up their children before and after school. Additionally, we expanded Summer Streets to all five boroughs for the first time in the program’s 15-year existence, doubling the size of car-free streets to 20 miles.

We also implemented permanent street redesign projects at Open Street locations throughout the city to formalize the prioritization of travel by walking and bicycling. Projects built off the success of the local Open Street by adapting the design of the roadway to match the way it is used by the neighborhood today. We also committed more than \$300 million in capital funding for major construction of Open Street designs at locations in all five boroughs. Additionally, to ensure that all residents of the city have access to high-quality and well-maintained public spaces, we announced an expansion of the Public Space Equity Program. The program, which provides operational and maintenance support for a variety of public space initiatives, focuses on partners and locations in higher areas of need, and will be expanded to provide these services in up to 100 public spaces citywide.

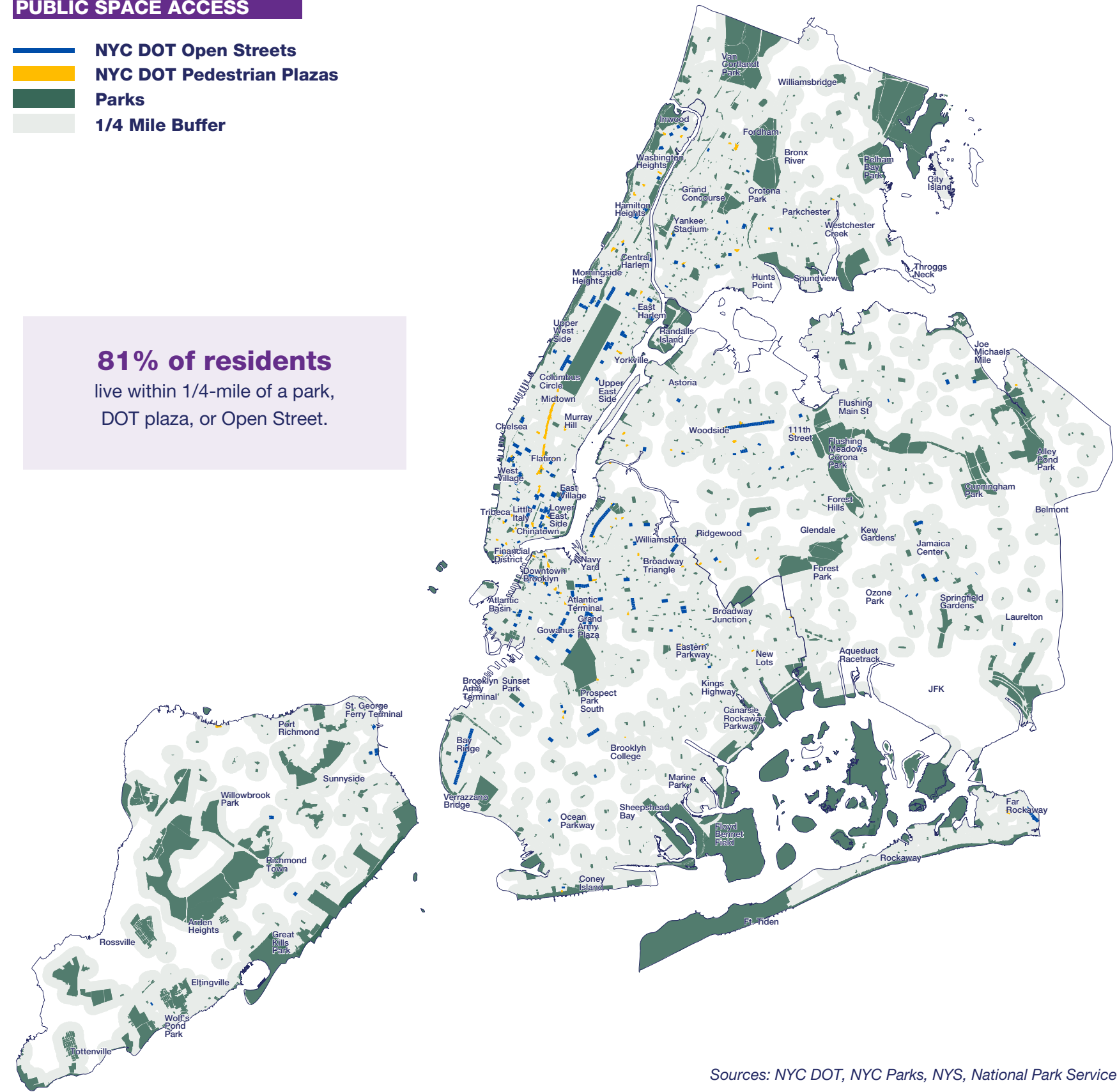
To enliven public spaces throughout the city, we also brought 35 temporary art projects to neighborhoods, partnering with over 40 artists and 22 community organizations to install murals, sculptures, and other types of art on pedestrian spaces, bridge walls, and more. This included 11 asphalt murals painted in pedestrian spaces – the most ever installed in a year. We programmed more than 350 events on plazas and Open Streets, including the popular Trick-or-Streets Halloween events, Car Free Earth Day, and Bike the Block, which brought free bike lessons, repair, and helmet fitting to communities.

Finally, we announced Dining Out NYC, the nation’s largest permanent outdoor dining program. The new program will allow for year-round sidewalk dining and seasonal roadway dining setups. We have finalized program rules that will keep what worked best during the temporary Open Restaurants program while addressing sanitation and quality of life issues.

PUBLIC SPACE ACCESS

- NYC DOT Open Streets
- NYC DOT Pedestrian Plazas
- Parks
- 1/4 Mile Buffer

81% of residents live within 1/4-mile of a park, DOT plaza, or Open Street.



Sources: NYC DOT, NYC Parks, NYS, National Park Service

**TRACKING
OUR
PROGRESS:
2023**

**3,959 street furniture items
installed**

Street furniture includes benches, leaning bars, bike racks, and wayfinding signs.

**Over 350 programmed events
on NYC DOT streets and plazas**

Event programming helps deliver even more economic, health, and cultural benefits to communities by activating and enlivening the space.

**81% of residents within a
1/4-mile of a NYC DOT plaza,
Open Street, or NYC park**

***PUBLIC SPACE &
STREETSCAPES***
***2022-2026 Streets Plan
Recommendations:***

Execute Open Streets citywide

Develop and refine permanent outdoor dining program

Continue request-based Plaza Program

Expand pedestrian-only and pedestrian-priority districts

Explore ways to maximize public art as components of street improvement projects



NYC DOT is committed to building and maintaining accessible streets. We strive to make our streets, programs, and services accessible to all, including people with disabilities.

We continued working to make the city's streets more accessible to all in 2023, including upgrading pedestrian ramps at nearly 7,000 corners. Pedestrian ramps are upgraded as part of street redesigns and resurfacing, when addressing sidewalk defects, and in response to complaints received through 311 or other correspondence. Likewise, we installed accessible pedestrian signals (APS) at a record 866 intersections in 2023, exceeding the *Streets Plan* goal of 500. Accessible pedestrian signals assist pedestrians who are blind or have low vision in crossing the street by providing information in non-visual formats, such as audible tones, speech messages, and vibrating surfaces.

We also continued working to make bus stops physically accessible for all. While most bus stops in the city meet ADA standards of accessibility, we have continued to identify those that do not and construct improvements to make them meet or exceed compliance. In 2023 we, in coordination with our partners at the MTA, were able to build out 25 bus stops to meet or exceed accessibility standards.

We continued to grow our Mobility Management Program (MMP) to coordinate and improve transportation opportunities for people with disabilities, older adults, individuals with limited English proficiency, and low-income populations. The MMP team attended community events and met with community-based organizations to promote its *Mobility Management Resource Guide* and showcased a new Transportation Jeopardy game to teach people more about NYC DOT. The team also continued training NYC DOT staff and Public Space Partners on topics like creating accessible documents, inclusive engagement and events, and engaging with limited-English proficient populations.

Finally, we began development of a *Five-Year Accessibility Plan* in accordance with Local Law 12 of 2023. The plan is expected to be published in 2024.

ACCESSIBILITY
2022-2026 Streets Plan
Recommendations:

Continue pedestrian ramp work

Increase Accessible Pedestrian Signals (APS) program

Maintain and expand the Mobility Management Program (MMP)

Continue to improve the sidewalk and bus stop accessibility

TRACKING
OUR
PROGRESS:
2023

866 Accessible Pedestrian Signals (APS) installed

Accessible Pedestrian Signals help New Yorkers who are blind or have low vision navigate the city.

25 bus stops made physically accessible

7,137 pedestrian ramp corners installed or upgraded

NYC DOT made significant strides to advance freight-related initiatives in 2023 to make deliveries in the city safer, more efficient, and more sustainable.

We announced the Microhubs Pilot, which will create rules and a permit system for on-street delivery hubs and identify on and off-street sites where packages can be transloaded from trucks to smaller, greener vehicles like hand carts and cargo bikes. To continue encouraging adoption of cargo bikes for deliveries and grow the nation’s largest cargo bike program, we began a process to adopt new rules for commercial cargo bikes. Two cargo bikes can replace a box truck and help to improve safety, air quality, and congestion. We also completed an evaluation of the Off-Hours Deliveries program, which encourages businesses to receive deliveries outside of peak travel hours and are actively working to expand the program through small financial incentives and in anticipation of the Central Business District (CBD) Tolling Program.

To make it easier to get deliveries from the street to homes and businesses, we continued an ambitious expansion of curbside loading zones, adding over 1,100 new zones in 2023, as well as a new loading zone webpage, map, and feedback portal. This expansion was accompanied by the implementation of a new “Loading Only” curb regulation that clarifies the intent of loading zones for drivers. To help reduce trips and combat package theft, we also announced the LockerNYC Pilot, which will allow New Yorkers to receive and send packages using secure lockers on public sidewalks. The pilot will include 15 locations to start and offer free 24/7 access.

In collaboration with the NYC Economic Development Corporation (NYC EDC), we released the Blue Highways Request for Expressions of Interest (RFEI), which will help us to better understand the current state of the market for marine freight, industry challenges and opportunities in marine freight, and ways to support businesses that want to engage in waterfront freight operations as we seek to shift freight where possible from trucks to boats.

In an effort to reevaluate and enhance our freight infrastructure to support growing delivery demand, we kick-started our truck route network redesign efforts (per Local Law 171 of 2023) to help enhance safety, increase visibility, reduce traffic congestion, and reduce vehicle miles traveled. Additionally, we are participating in a multi-agency mayoral task force to identify short, medium, and long-term strategies to address overnight truck parking challenges. The task force will also implement the recently enacted Local Law 142 of 2023 which requires the city to identify no less than three locations where off-street parking for tractor trailers and other commercial vehicles would be feasible and appropriate, and to offer parking at such locations by 2025. We also advanced planning activities for

truck parking and electrification needs to accommodate and plan for the widespread adoption of medium and heavy electric vehicles. This strategic initiative addresses the shortage of safe parking for truck drivers and supports the transition towards a more sustainable and efficient freight transportation system.

Finally, we continued to advance truck safety through programming, resource distribution, and street design, including the Truck’s Eye View Program, which gave nearly 3,000 lessons to the public in all five boroughs on the obstructed vision areas around large trucks. We distributed over 25,000 truck route maps and over 23,000 Truck Smart safety guides. We also combined education with new signage and pavement markings to reduce incidents of oversized trucks striking bridges by more than 25% to the lowest total since 2017. On the street, we completed safety improvements within the Maspeth Industrial Business Zone (IBZ), improving safety for all road users including drivers and pedestrians, and implemented a series of improvements along Hempstead Avenue to enhance safety on a key truck route connecting NYC and Long Island.

TRACKING OUR PROGRESS: 2023

34 fatal traffic crashes involving trucks

1,114 locations in the Off-Hour Deliveries program

Truck deliveries are shifted from peak period to off hours (7 p.m. to 6 a.m.).

FREIGHT 2022-2026 Streets Plan Recommendations:

Implement truck safety improvements on truck corridors

Expand Neighborhood Loading Zones (NLZ) program

Expand Off-Hour Deliveries (OHD) program

FREIGHT

2022-2026 Streets Plan

Recommendations:

Study the prioritization of Freight and Transit in dense commercial corridors

Conduct feasibility studies for expanded commercial access on parkways

Execute Commercial Cargo Bike Program and develop cargo bike curb regulation programs

Implement a Green Loading Zones Pilot Program

Expand NYC Clean Trucks program

Develop a truck electrification strategy

Shift freight to rail and water

Pilot freight micro-consolidation/distribution hubs

Implement a truck route network redesign

Expand enforcement technology

Implement a bridge strike mitigation strategy

Develop an Urban Freight Data Collection program and partnerships



Rapid growth in home deliveries and an evolving range of transportation modes on city streets has resulted in curb space that is increasingly sought after, competitive, and chaotic.

In September, NYC DOT released the *Curb Management Action Plan*, outlining ten actions we are taking to reduce congestion, double parking, and vehicle emissions while helping move people, goods, and services:

1. Pilot NYC’s first “Smart Curbs” neighborhoods, testing new and innovative curb uses
2. Prioritize curb uses to meet neighborhood needs
3. Make deliveries to businesses and homes safer, sustainable, and more efficient
4. Pilot the East Coast’s first low-emission zone
5. Designate curb space to make passenger pickups and drop-offs easier
6. Expand bike parking to make traveling by bike more convenient
7. Provide space for Dining Out NYC, waste containerization, street furniture, and other public realm improvements
8. Test new technologies for remote and flexible curb management and enforcement
9. Price on-street parking to increase commercial activity
10. Charge non-transportation users of curb space

As part of the *Curb Management Action Plan*, we kicked off Smart Curbs, a new pilot program to comprehensively improve curb management in a neighborhood or commercial corridor in partnership with Business Improvement Districts (BIDs) and other community partners. In Smart Curbs neighborhoods, we will evaluate the current curb regulations, identify community needs at the curb, and test new uses and technologies that make access easier – mitigating traffic congestion and double parking. A section of the Upper West Side centered on the Columbus Avenue BID was selected for the Smart Curbs pilot and the study began in the fall, with recommendations expected to be proposed in spring 2024.

We also implemented a citywide parking meter rate adjustment to encourage more turnover of parking spaces and increase availability in high-demand areas. In addition, we completed projects throughout the city to improve curb management and parking, with a particular focus on ensuring that commercial vehicles have access to the curb. Efforts in locations like Eighth Avenue in Chelsea, DUMBO in Brooklyn, First Avenue in East Harlem, Gun Hill Road through the East Bronx, and Westchester

Avenue in Longwood helped the curb lane function better by updating regulations and meters to match the current needs.

Finally, we launched the “Curb Management Challenge” with the Transit Innovation Partnership – a public-private partnership to bring private sector innovation to New York’s transportation network – soliciting innovative technologies to support more effective curb management. We also worked with the MTA to roll out an expanded automated bus corridor enforcement program, which will enforce double parking and other obstructions along bus routes both in and out of bus lanes, bus stops, and bike lanes. The expanded program is expected to begin in spring 2024.

TRACKING OUR PROGRESS: 2023

1,109 loading zones installed

**CURBSIDE MANAGEMENT & PARKING
2022-2026 Streets Plan
Recommendations:**

Modernize parking regulations

Expand curb management strategies

Expand paid on-street parking

Align on- and off-street parking rates

Prioritize parking efficiency

Implement major placard parking reform

NYC DOT continues to work to reduce traffic congestion and its associated emissions, noise pollution, and safety effects by improving street designs and promoting alternatives to single-occupancy vehicle trips.

As part of the more than one hundred street improvement projects we completed in 2023, we conducted traffic studies and identified ways to make streets function more safely and efficiently by improving signal timing, lane configurations, and traffic rules.

We also launched a new public [Real Time Traffic Information website](#) in 2023. The new website provides free public access to the more than 900 live cameras installed on major arteries around the city. The cameras are also used by staff at NYC DOT’s Traffic Management Center (TMC) in Queens to monitor traffic conditions. The cameras provide frequently updated still images from locations in the five boroughs for public use. The footage is not recorded. Data from the TMC also informs the free public 511NY website, which provides real-time updates on traffic speeds, road closures, incidents, construction, and other information to help drivers make decisions.

Technology also aided traffic management in 2023 as we began issuing weigh-in-motion violations to vehicles exceeding weight limits on a portion of the Brooklyn-Queens Expressway. Vehicles are issued violations if they are observed by sensors traveling in excess of 10% above the maximum gross weight limit or 20% above the maximum axle weight limit. Weigh-in-motion is a valuable tool to help prevent oversized vehicles from traveling on streets where they are prohibited and could cause infrastructure damage or traffic issues.

Finally, we continued preparing for the MTA’s implementation of the Central Business District Tolling Program (CBTP) in 2024. In 2023 and years prior, we have been implementing street improvement projects to take advantage of the coming reduction in motor vehicle traffic in lower Manhattan and improve other modes of travel into the congestion zone such as transit and bicycle.

TRAFFIC MANAGEMENT
2022-2026 Streets Plan
Recommendations:

Continue to support the Central Business District Tolling Program (CBDTP)

Collaborate to refine access management in the planning and design process

Strengthen Traffic Demand Management (TDM) Efforts

Enhanced Transportation System Management (TSM) Efforts

Expand implementation of Pick-up and Drop-off Zones

TRACKING OUR PROGRESS: 2023

1,914,743 household vehicle registrations (2022)

Providing a wider range of affordable, high-quality transportation options can reduce personal car ownership over time.

In 2023 NYC DOT continued advancing electric vehicle (EV) charging initiatives to meet the city’s ambitious climate goals outlined in *PlaNYC: Getting Sustainability Done*.

In support of the *PlaNYC* goal of ensuring that New Yorkers are no more than 2.5 miles from a fast-charging hub, NYC DOT and the New York Power Authority (NYPA) signed an agreement to create up to 13 DC fast charging hubs at city facilities. Additionally, we released *NYC DOT Curbside Level 2 EV Charging Pilot: Evaluation Report*, a first-in-the-nation evaluation report of the first 18 months of the curbside Level 2 charging pilot, showing strong and rising utilization across the system. In 2024 we will continue installing Level 2 and fast chargers across municipal facilities. Furthermore, we will continue working with our partners in city government and the private sector to support legislation and streamline processes that accelerate the deployment of charging infrastructure by the private sector.

Additionally, in collaboration with the NYC Department of Environmental Protection (NYC DEP) and Department of Design and Construction (NYC DDC), we continued to expand the use of green infrastructure in capital projects. The most significant green infrastructure element installed in 2023 was precast porous concrete panels, which allow water to filter through the concrete, preventing ponding during heavy rain. Approximately 22 miles of porous concrete panels were approved for installation last year. 2023 also saw the installation of new bioswales and infiltration basins, landscaping features that collect and filter stormwater runoff, and large planted medians with underground stormwater capture.

We also secured roughly \$3 million from FEMA’s Hazard Mitigation Grant Program to facilitate the Brookville Boulevard Flood Mitigation Study, a comprehensive study to identify actionable flood mitigation options for a nearly mile-long section of Brookville Boulevard in southeast Queens. Combining resiliency and the public realm, we also kicked off the Resilient Waterfront Street Ends Initiative, a study of underutilized waterfront street ends to create a network of resilient, accessible public spaces with amenities, green stormwater infrastructure, flood protection, and climate resiliency.

Finally, we launched the FEMA-funded Cool Corridors project to develop a robust toolkit of heat mitigating interventions for NYC’s streetscapes, including an assessment of the effectiveness of current infrastructure in NYC and other cities to develop a Cool Corridors toolkit, conceptual plans for the application of interventions on different types of NYC streets, and a benefit cost analysis of the effectiveness of those interventions.

SUSTAINABILITY
2022-2026 Streets Plan
Recommendations:

Accelerate electric vehicle adoption

Streamline maintenance via a Connected Street Light Program

Increase use of recycled pavement materials

RESILIENCY
2022-2026 Streets Plan
Recommendations:

Expand Cool Corridors/Heat Resiliency programs

Continue to reduce risks of flash flooding

Mitigate risks of climate change through resilient capital planning and design

Prioritize community visioning and mitigating urban highways

TRACKING
OUR
PROGRESS:
2023

33 new public electric charging stations installed

This year’s installations completed a pilot project of 100 chargers that began in 2021.

22 miles of porous panels and over 100 raingardens and infiltration basins approved for installations approved for NYC DOT rights-of-way

These include right-of-way bioswales, rain gardens, and other installations within public streets and sidewalks that manage storm water at the source.

4 Looking Ahead



Looking Ahead

In 2024, NYC DOT will work to sustain the record-breaking success of 2023 in implementing protected bike lanes, pedestrian space, and intersection improvements, while continuing to grow capacity to further the benchmark goals of the *Streets Plan* and other work related to the plan that will make NYC’s streets safer and more equitable.

We will seek, within the constraints of a difficult financial environment, to expand the many component parts that together help transform our streets, from planners and engineers to implementation staff, facilities, materials, and equipment. We will also continue to seek robust public engagement from the communities that we do work in.

Benchmark Category	2023 Completed Benchmark Target	2024 Benchmark Target
Protected Bus Lanes (Miles)	5.2	30
Protected Bike Lanes (Miles)	31.9	50
Bus Stop Upgrades (Shelter or Benches AND Bus Time Poles)	54	500
Transit Signal Priority (Intersections)	754	1,000
Accessible Pedestrian Signals (Intersections)	853	500
Pedestrian Space (Sq. Ft.)	666,152	N/A*
Redesign Intersections	1,464	400

*Local Law 195 calls for an addition of 1,000,000 square feet of pedestrian space by December 31, 2023. 1,083,725 square feet of pedestrian space was added between 2022 and 2023.



POTENTIAL UPCOMING STREET DESIGN PROJECT AREAS

● Potential Upcoming Street Design Project Area

Potential Upcoming Street Design Project Areas

Bronx

1. Northwest Bronx
2. Pratt Avenue
3. Van Cortlandt Park South
4. Goulden Avenue
5. Summit Place
6. Jerome Avenue
7. Fordham
8. Grand Concourse
9. Library Lane
10. Boston Road
11. White Plains Road
12. Laconia Avenue
13. Bruner/Ely Avenues
14. Jerome Avenue
15. Southern Boulevard
16. Tremont Avenue
17. East 177th Street
18. Eastchester Road
19. Washington Bridge
20. Davidson Avenue
21. Henwood Place
22. Park Avenue
23. East 170th Street
24. Rosedale Avenue
25. Lafayette Avenue
26. CB9 Bike Network
27. Throggs Neck
28. South Bronx
29. East 149th Street
30. Southern Bronx
31. Westchester Avenue
32. Spofford Avenue
33. Hunts Point Avenue

Manhattan

34. Inwood
35. Washington Bridge
36. Riverside Drive
37. 12th Avenue
38. Lenox Avenue
39. Central Harlem
40. East 128th Street
41. 3rd Avenue
42. 96th Street
43. 79th Street

Queens

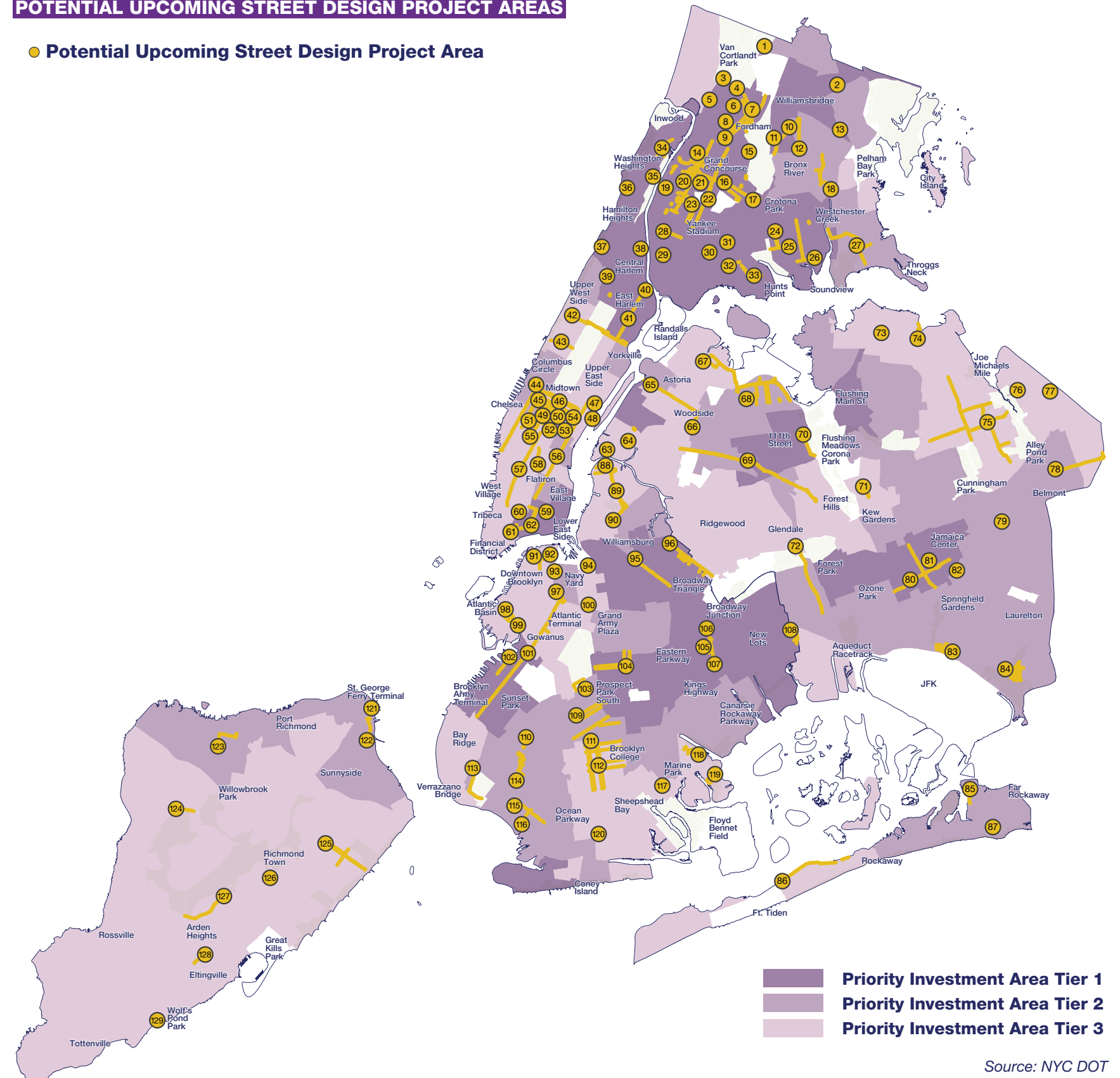
44. 10th Avenue
45. 9th Avenue
46. Midtown
47. Queensboro Bridge
48. Sutton Place
49. 42nd Street
50. New York Public Library
51. 38th/39th Streets
52. Broadway
53. Lexington Avenue
54. 43rd Street
55. 7th Avenue
56. 2nd Avenue
57. 6th Avenue
58. Broadway
59. Delancey Street
60. Chinatown
61. Park Row
62. Allen Street
63. Vernon Boulevard
64. Court Square
65. 31st Avenue
66. 51st Street
67. Astoria Heights
68. Astoria Boulevard
69. Queens Boulevard
70. 111th Street
71. Main Street
72. Woodhaven Boulevard
73. Cross Island Parkway
74. Utopia Parkway
75. CB11 Bike Network
76. Northern Boulevard
77. Nassau Boulevard
78. Hillside Avenue
79. Jamaica Avenue
80. Jamaica
81. 166th Street
82. St. Albans
83. Springfield Gardens
84. Rosedale
85. Norton Drive
86. Beach Channel Drive
87. Seagirt Boulevard

Brooklyn

88. Commercial Street
89. McGuinness Boulevard
90. Meeker Avenue
91. Adams Street
92. Sands Street
93. Park Avenue
94. Park Avenue
95. Broadway
96. Wyckoff Avenue
97. Flatbush Avenue
98. Columbia Street
99. Hamilton Avenue
100. Washington Avenue
101. 4th Avenue
102. Sunset Park
103. Parade Ground
104. Brooklyn Avenue
105. Brownsville
106. Van Sinderen Avenue
107. New Lots Avenue
108. Jewel Streets
109. Coney Island Avenue
110. New Utrecht Avenue
111. CB14 Bike Network
112. East 17th Street
113. 7th Avenue
114. New Utrecht Avenue
115. 86th Street
116. Bay Parkway
117. Flatbush Avenue
118. East 72nd Street
119. Bergen Avenue
120. Sheepshead Bay

Staten Island

121. Richmond Terrace
122. Bay Street
123. Walker Street
124. Signs Road
125. Seaview Avenue
126. Richmond Avenue
127. Arthur Kill Road
128. Amboy Road
129. Huguenot/Swaim Avenues



Priority Investment Area Tier 1
 Priority Investment Area Tier 2
 Priority Investment Area Tier 3

Source: NYC DOT



NYC **Streets** Plan Update **2024**

