Complete Streets Implementation
Coast to Coast
The New York City Example

New Partners For Smart Growth
San Diego, CA 2/2/2012

Pippa Brashear
Project for Public Spaces
Downtowns  Civic Centers  Campuses

Squares  Public Markets  Parks
Transportation  Mixed-Use  New Development
<table>
<thead>
<tr>
<th>Planning &amp; Design</th>
<th>Education &amp; Training</th>
<th>Research &amp; Outreach</th>
</tr>
</thead>
<tbody>
<tr>
<td>Over 2000 place-based projects in 28 countries</td>
<td>Train over 10,000 people annually</td>
<td>Over 60,000 page views daily on pps.org</td>
</tr>
<tr>
<td>- Public Space Audits</td>
<td>- Streets as Places</td>
<td>- 20 publications</td>
</tr>
<tr>
<td>- Community Visioning</td>
<td>- Public Markets as Economic Development</td>
<td>- 6 videos</td>
</tr>
<tr>
<td>- Conceptual Designs</td>
<td>- “How to Turn a Place Around”</td>
<td>- Database of 500,000 images of public spaces</td>
</tr>
<tr>
<td>- Management Programs</td>
<td>- International Training</td>
<td></td>
</tr>
</tbody>
</table>
Rules for Streets as Places

- Plan for community outcomes
- Streets are public space
- Streets (and speeds) appropriate to context
Plan for Community Outcomes

“Transportation is a means for accomplishing important goals … not an end in itself”
- Project for Public Spaces
PlaNYC was an unprecedented effort undertaken by Mayor Bloomberg to prepare the city for one million more residents, strengthen our economy, combat climate change, and enhance the quality of life for all New Yorkers. The Plan brought together over 25 City agencies to work toward the vision of a greener, greater New York. Since then, we have made significant progress towards our long-term goals.

- City of New York

“This plan lays out a vision for New York City of improved mobility, safer streets and reduced impact on global climate, all resulting in a world class quality of life.”

Safety
Mobility
World Class Streets
Infrastructure
Greening
Global Leadership
Customer Service

April, 2008
Sustainable Streets Strategic Plan
One of the key elements of *PlaNYC*, which seeks to manage the city’s growth in ways that promote our economy, environment, and quality of life, is transportation. ...This new strategic plan ... provides a detailed map that will allow us to achieve those initiatives, as well as many others that are critical to providing New Yorkers with the first-rate service they deserve.

**LETTER FROM THE MAYOR**

Dear Friends,

Last year, our Administration unveiled *PlaNYC*, our long-term plan for creating a greener, greater New York. One of the key elements of *PlaNYC*, which seeks to manage the city’s growth in ways that promote our economy, environment, and quality of life, is transportation. *PlaNYC* outlines a host of new transportation initiatives, from bus rapid transit to improved pedestrian paths and biking lanes. This new strategic plan, **Sustainable Streets**, provides a detailed map that will allow us to achieve those initiatives, as well as many others that are critical to providing New Yorkers with the first-rate service they deserve.

As our city grows, and as clean air and safe streets become ever more important to residents and businesses, pioneering innovative new transportation policies will be more important than ever. This strategic plan will lead us toward more sustainable streets, and more sustainable city.

Sincerely,

Michael R. Bloomberg

**LETTER FROM THE COMMISSIONER**

Dear fellow New Yorkers:

I am very pleased to share with you this strategic plan for the New York City Department of Transportation, which charts ambitious new directions for our city transportation system. A green approach to transportation can make a dramatic contribution to answering the challenges facing New York City. Not only will the policies set forth here ease travel conditions in our growing city, they also squarely face the problem of climate change and will improve the city’s quality of life.

As Mayor Michael Bloomberg articulates in his *PlaNYC* sustainability initiative, urban growth can help save the planet. New York’s density makes us high rates of walking and mass transit use possible, which in turn help reduce the carbon footprints of residents. New York City is less than one-third that of an average American. Every additional person and every new dollar of investment we can attract to New York City is an advance for sustainability.

And New York is thinking. The city has attracted one million new residents and generated hundreds of thousands of jobs since 1986. Our transportation infrastructure is in better condition and our streets are safer than ever. But our success is coming up against limits. Widespread traffic congestion is at its highest level since 1992. More and more lines are reaching capacity. The Partnership for NYC estimates that congestion on our streets and highways now costs $13.3 billion each year in productivity and wasted fuel. To reap the economic and environmental benefits of the next million people who will seek to come to New York between now and 2030, we must forge more capacity for growth, especially in transportation.

That requires new priorities and a more efficient approach to the city’s basic circulation system—or streets. Adding bus service is the quickest way we can build mass transit capacity. But to work for New Yorkers, buses need to be able to move quickly in their own unblocked lanes. The city’s density also lends itself to much higher rates of bicycling, but streets must be designated to give bicyclists a greater sense of safety and belonging. Reducing private auto use in the most crowded parts of town will allow us to make more room for these clean, efficient types of travel, but we will not limit such initiatives to Manhattan.

More transportation choices and more reliable travel among streets that serve as public places and of themselves—will not only improve our commute and environment. They also represent a new frontier in efforts to improve the quality of life in New York. All of these factors will add up to a greater, greener New York and ensure that the city continues to thrive.

Sincerely,

Janette Sadik-Khan

Commissioner

**PPS PROJECT FOR PUBLIC SPACES**

...the Department of Transportation has a big job ahead of it – and it has my full support
World Class Streets for a World Class City

The best cities in the world today approach streets as vital public places that foster social and economic activity, in addition to their more traditional role as corridors for travel. In New York, with some of the densest development in the world, the streets are literally our front yards. Walking in New York need not be simply a utilitarian matter of getting from subway station to office building—our streets have great recreational, social, and economic potential as well. NYCDOT is the steward of 6,000 miles of streets and some of the most valuable, in-demand public space in the nation. We are committed to creating more varied and lively streetscapes to make our streets great destinations.

New York was made great by its world-class transit system and its vibrant street life. DOT will continue this tradition, rolling out the red carpet for the City’s transit riders, pedestrians, and cyclists.
A Public Plaza for Each Community

NYC DOT's Public Plaza Initiative is reclaiming space across New York City to foster a more vibrant and attractive street and community life. Through this program, NYC DOT is transforming undersized and impervious public spaces into compelling public spaces and walkable destinations. It is a key element in the City's effort to ensure that all New Yorkers live within a 30-minute walk of public open space.

A framework to create new or enhance existing neighborhood plazas in every community across the City. This initiative is one of the most comprehensive of its kind in any major city.

In the next few years, 200 public plazas will be developed and will serve as local hubs for social and cultural activities, providing a new sense of place and identity for residents and visitors alike.

World Class Streets Policies

Adopt complete streets design to accommodate all users.

NYC DOT will adopt design recommendations and planning strategies to accommodate different types of users, ranging from walking and cycling to public transit and vehicles. Institutional policies will be updated to reflect these changes.

Widen sidewalks.

Nature and parks specifically designed to improve the overall safety of New York City streets. In 2019, these enhancements will be implemented in public plazas and pedestrian areas.

Develop new public plazas in every community board.

DOT's plaza program is transforming underused public spaces into compelling public spaces and walkable destinations in many parts of New York City.

Raise the standard for urban design.

In 2007, the city created the Street Furniture Program, beginning with bus stop shelters and benches.

DUMBO, Brooklyn

Before: Community members were concerned about open space, traffic, and new development.

After: A new park has been developed with seating, landscaping, and improved pedestrian amenities.

Security and placemaking in Lower Manhattan.

Security and placemaking in Lower Manhattan.

Ninth Avenue, Manhattan

NYC DOT transformed a segment of Ninth Avenue into a multi-use corridor, creating new public plazas and enhancing transportation options.

People-Friendly Boulevards in Commercial Districts City-Wide

NYC DOT will develop people-friendly boulevards in commercial districts city-wide, creating new public plazas and enhancing transportation options.

PPS (Project for Public Spaces)

A non-profit organization that promotes the integration of public spaces into city planning and design.
NYCDOT will transform streets into galleries with a new public art program.
<table>
<thead>
<tr>
<th>ACTIONS</th>
<th>2007–2008</th>
<th>2010 AND BEYOND</th>
<th>Lead Division</th>
<th>Supporting Divisions or Agencies</th>
<th>Action outside DOT</th>
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<tbody>
<tr>
<td><strong>ADOPT COMPLETE STREETS DESIGNS TO ACCOMMODATE ALL USERS</strong></td>
<td></td>
<td></td>
<td>Traffic, Parking, NYS</td>
<td>Planning and Sustainability</td>
<td>NCDOT, NYS</td>
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<tr>
<td>Develop a Main Streets public life program</td>
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<tr>
<td>— Use complete streets designs to create or revitalize public space in commercial districts</td>
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<td>Funding</td>
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<tr>
<td>— Move Main Street design templates into early action engineering projects</td>
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<tr>
<td>— Begin implementation of first set of projects from pilot city report</td>
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<td>— Create temporary projects, such as curbless pedestrian streets</td>
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<td>Improve street design process and methods</td>
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<td>Planning and Sustainability</td>
<td>Traffic, Parking, NYS</td>
<td>NCDOT, NYS, NYSAC, Commission</td>
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<tr>
<td>— Partner with city agencies to make public space more accessible</td>
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<tr>
<td>— Implement street design improvements</td>
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<td>— Streamline design review process for capital construction</td>
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<td>— Define public space design improvements as a necessity</td>
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<td>Construct and improve pedestrian ramps</td>
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<tr>
<td>— Continue rapid progress towards full ADA compliance on pedestrian ramps at street corners</td>
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<td>Funding</td>
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<tr>
<td>— Implement ADA ramps at 100% of street corners</td>
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<tr>
<td><strong>PUBLIC PLAZAS</strong></td>
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<tr>
<td>Develop and implement plaza program</td>
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<tr>
<td>— Develop plaza maintenance strategies</td>
<td></td>
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<td>Funding</td>
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<tr>
<td>— Create community-based process for development of 4 new plazas per year</td>
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<td>Location maintenance agreements</td>
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<tr>
<td><strong>ENJOYING THE CITY</strong></td>
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<tr>
<td>Ensure alternative uses for public space</td>
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<td>Traffic</td>
<td>Planning and Sustainability</td>
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<tr>
<td>— Implement temporary pedestrian and bike corridors on weekends</td>
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<tr>
<td>— Initiate temporary art program</td>
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<td>— Launch bike the Parks bike route in conjunction with NYC Water bike project</td>
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<tr>
<td>— Reduce car use in major city parks</td>
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<tr>
<td>Increase beautification efforts throughout the city</td>
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<td></td>
<td>Planning and Sustainability</td>
<td>Traffic</td>
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<tr>
<td>— Augment Adopt-an-Highway program with landscaping projects</td>
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<tr>
<td>— Coordinate repairs in neighborhoods with other city agencies</td>
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<tr>
<td><strong>URBAN DESIGN</strong></td>
<td></td>
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<td>Planning and Sustainability</td>
<td>Traffic</td>
<td></td>
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<tr>
<td>Implement street furniture improvements</td>
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<tr>
<td>— Install over 3,600 CHIPS designed bus shelters, 5,569 newsstands, 57 bike parking shelters and 9 automatic pay toilets</td>
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<td>— Launch CitiRide design competition</td>
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<td>— Reopen Historic Water Street Arch at the Manhattan Bridge</td>
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<tr>
<td><strong>LOWER MANHATTAN PEDESTRIANIZATION</strong></td>
<td></td>
<td></td>
<td>Planning and Sustainability</td>
<td>Traffic, BID</td>
<td></td>
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<tr>
<td>Implement Lower Manhattan pedestrianization plan</td>
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<tr>
<td>— Develop pedestrian plan in consultation with NYCDOT</td>
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<td></td>
<td>Funding</td>
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<tr>
<td>— Secure funding and support for the plan</td>
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<tr>
<td>— Initiate Phase 1 of the pedestrianization plan</td>
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<tr>
<td>— Complete pedestrian improvements in Lower Manhattan</td>
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<tr>
<td>— Define locations for pilot projects and begin implementation</td>
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</tbody>
</table>
Think of Streets as Public Spaces

“The best cities in the world today approach streets as vital public places that foster social and economic activity, in addition to their more traditional role as corridors for travel.“

- NYC DOT, *Sustainable Street Strategic Plan*
World Class Streets
Remaking New York City’s Public Realm

2008
World Class Streets, NYC DOT
NYC Streets Renaissance Campaign, led by Transportation Alternatives, Project for Public Spaces and the Open Planning Project launched with an exhibit at the Municipal Art Society (MAS), *Livable Streets: A New Vision for New York*
Times Square
Photos: New York City Department of Transportation on flickr
May 2006 – June 2007
Times Square Alliance hired Project for Public Spaces (PPS), from May 2006 to June 2007, to better understand and re-imagine how Times Square performs as a public space.
Green Light for Midtown

May 2009
Green Light for Midtown Project begins
(announced by Mayor Bloomberg in January 2009)
Conclusions & Looking Forward

The Green Light for Midtown project has improved the mobility, safety and public perception of Midtown.

- Mobility has improved based on taxi GPS data. Speeds for northbound trips have increased by 1.7% and were down 2% for southbound trips.
- Safety has been enhanced as injuries to motorists and passengers are down 63% and pedestrian injuries in the project area are down 35%.
- The number of pedestrians traveling along Broadway and 7th Avenue in Times Square increased by 11%. At Herald Square pedestrian volume increased 6%.
- A November 2009 survey by the Times Square Alliance found that 74% of New York City residents agree that Times Square has improved dramatically over the last year.

The project greatly benefited from the input and participation of numerous area stakeholders. The energetic cooperation of the maintenance partners, the Times Square Alliance and the 34th Street Partnership, and our sister agencies, NYPD, FDNY, DSNY, DPR and TLC have been essential to the project’s success.

Given the improvements in mobility, safety and satisfaction, DOT recommends that the new network changes be made permanent and built upon for the continued vibrancy of West Midtown. This includes enhancing the Broadway corridor by upgrading the temporary materials used in the Green Light for Midtown project through future capital projects.

January 2010
Greenlights for Midtown Evaluation Report Released
February 2010
Mayor Bloomberg and DOT Commissioner Sadik-Kahn announce that changes to be made permanent.
March 2010
reNEWable Times Square design competition for temporary design is announced; search process begins for permanent design team

July 2010
temporary design installation begins, design team (lead by Snohetta) for the permanent design selected by DDC and DOT
July 2010
Design team selected for permanent design

September 2011
Designs for permanent changes released
If you plan for cars and traffic…

... you get more cars and traffic.
If you plan for people and places...

... you get more people and places.
Design for appropriate speeds
Hit at 40mph
there's a 70% chance I'll die.

Hit at 30mph
there's an 80% chance I'll live.

That's why it's 30

*Approximate figures
Slow Zone, Claremont, Bronx
pick a location that is approximately a quarter square mile (around 5 by 5 blocks) in area
pick a location that is primarily residential
avoid wide, major streets, industrial and major commercial areas within the zone
choose strong boundaries, e.g. highways, large parks, elevated trains, dead ends, major streets
Applicants must provide an inventory of relevant institutions and transportation facilities within the boundaries of the zone
Applications must demonstrate local support for the Slow Zone.

Slow Zone, Claremont, Bronx
Getting to Complete Streets

Implementation Strategies

a) Change in Design Standards
b) Procedural Changes
c) Training and Education
d) Performance Measures
e) All of the above!

Enabling factors

- Support from the top
- Grassroots support and action
- Cooperation & Coordination
- Willingness to try new things
The Street Design Manual should be used by agency staff, design professionals, community groups, and other entities involved in the planning and design of streets in New York City. The policies and guidelines in the Street Design Manual should be the foundation of designs for all projects that significantly impact public and private streets in New York City. NYC DOT will review projects for consistency with the manual.

- Street Design Manual, NYC DOT

May, 2009
Street Design Manual, NYC DOT
Street Design Policy
Planning and designing streets in accord with the goals and principles of this section will contribute to a consistent level of quality and functionality for New York City’s streets. This policy, along with the project’s planning framework (see Chapter 1), should be used to resolve conflicting priorities for limited street space.

51 Percent of New York City Land Area by Use

<table>
<thead>
<tr>
<th>Use</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buildings &amp; Parking Lots</td>
<td>45.5%</td>
</tr>
<tr>
<td>Streets</td>
<td>26.6%</td>
</tr>
<tr>
<td>Parks, Cemeteries &amp; Other Open Space</td>
<td>15.5%</td>
</tr>
<tr>
<td>Vacant Land</td>
<td>4.5%</td>
</tr>
</tbody>
</table>

Overall goals are:

2. Design for Access and Mobility: Accommodate all street users, giving priority to the most energy- and space-efficient modes.
4. Design for Livability: Create a vibrant public realm with high-quality public spaces.
5. Design for Sustainability: Contribute to a healthier and more sustainable environment.
7. Design for Cost-Effectiveness: Provide the greatest possible value to the public.
2.1.2 Bike Lanes & Paths

**Usage: Wide**

A dedicated on-street lane or path for bicycles
(see Glossary)

Bike Lanes are typically designed as Bike Lanes within the roadway
domain with markings (2.1.2a) or as Bike Lanes plus bike lanes separated
from traffic for most of their length. (2.1.2b)

---

**Benefit**

- Provides dedicated space for
  - bikers, enhancing safety, comfort
  - and mobility

**Cumulate with other bicycle types**

- Provides a comprehensive network
  of recommended routes for bicyclists
  - thereby encouraging bicycling

**Application**

- NYC Bicycle Master Plan Routes

**Sustainability Opportunity**

- Utilize permeable paving and/or
  - placing with a high SR value within
design or bike lanes

---

**Removal**

- Provides dedicated space for
  - bikers, enhancing safety, comfort
  - and mobility

**Cumulate with other bicycle types**

- Provides a comprehensive network
  of recommended routes for bicyclists
  - thereby encouraging bicycling

**Application**

- NYC Bicycle Master Plan Routes

**Sustainability Opportunity**

- Utilize permeable paving and/or
  - placing with a high SR value within
design or bike lanes

---

**Design**

- See Table 1 (following 2.1.2b) for a
  - listing of bike lane designs and
  - their respective design requirements,
  - ideal applications, and advantages
  - and disadvantages

- Create connectivity with adjoining
  - bikeways, bike parking, and bicycle
  - destinations

**Geometry Reference Guide**

<table>
<thead>
<tr>
<th>Section</th>
<th>Geometric Treatment</th>
<th>Wide</th>
<th>Limited</th>
<th>Pilot</th>
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<td>2.1</td>
<td>Roadway &amp; Lanes</td>
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<tr>
<td>2.1.1</td>
<td>Mixed Roadway</td>
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<tr>
<td>2.1.2</td>
<td>Bike Lanes &amp; Paths</td>
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<tr>
<td>2.1.2a</td>
<td>Bike Lane</td>
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<tr>
<td>2.1.2b</td>
<td>Bike Path</td>
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<td>2.1.3</td>
<td>Bus Lanes &amp; Busways</td>
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<td>2.1.3a</td>
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<td>2.1.3b</td>
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<td>Shared Street</td>
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<td>2.2</td>
<td>Sidewalks &amp; Medians</td>
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<td>2.2.1</td>
<td>Sidewalk</td>
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<td>2.2.1a</td>
<td>Full Sidewalk</td>
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<td>2.2.1b</td>
<td>Ribbon Sidewalk</td>
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<td>2.2.2</td>
<td>Curb Extension</td>
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<tr>
<td>2.2.2a</td>
<td>Curb Extension with Greenstreets/Plantings</td>
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<tr>
<td>2.2.2b</td>
<td>Curb Extension with Community Facilities</td>
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<td>2.2.2c</td>
<td>Bus Bulb</td>
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<td>2.2.2d</td>
<td>Mid-Block Narrowing</td>
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<td>2.2.3</td>
<td>Median</td>
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<tr>
<td>2.2.3a</td>
<td>Median Refuge Island</td>
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<td>Traffic Calming</td>
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<td>Raised Speed Reducers</td>
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<td>2.3.1a</td>
<td>Speed Cushion</td>
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<td>Gateway</td>
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<td>Traffic Dividers</td>
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<td>Median Barrier</td>
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<td>2.3.3b</td>
<td>Forced Turn</td>
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<td>Diagonal Divertor</td>
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<td>2.3.3d</td>
<td>Half Closure</td>
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<td>Full Closure</td>
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<td>Neighborhood Traffic Circle</td>
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<td>Roundabout</td>
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<td>2.3.7</td>
<td>Raised Crossing</td>
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<td>2.3.8</td>
<td>Raised Intersection</td>
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<td>Street Trees &amp; Plantings</td>
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<td>2.4.1</td>
<td>Tree Pits</td>
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<td>2.4.1a</td>
<td>Individual Tree Pit</td>
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<td>2.4.1b</td>
<td>Connected Tree Pits</td>
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<td>2.4.1c</td>
<td>Stormwater-Capturing Tree Pit</td>
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<td>2.4.2</td>
<td>Greenerstreets/Planted Area</td>
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<td>2.4.3</td>
<td>Street Sweeps</td>
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Street Design Manual, NYC DOT
Street Planning
- Community priorities
- Land uses & types of users
- Demand & usage patterns, major trip generators
- Safety-related needs
- Local vs. through traffic
- Bus routes, bicycle routes, truck routes, critical connections
- Access management (driveways)
- Existing environmental & public space conditions

Street Design
- Target & design speeds
- Alignments & widths
- Horizontal & vertical geometric elements
- One-way or two-way operation
- Public spaces
- Roadway, sidewalk & lighting materials
- Grading & drainage
- Utilities
- Materials
- Lighting
- Furniture
- Trees, vegetation & stormwater controls
- Public art

Street Management
- Speed limit
- Traffic controls
- One-way or two-way operation
- Part-time or full-time access controls
- Curbside regulation
- Maintenance/cleaning
- Public space programming
- Short-term operational improvements utilizing temporary materials
- Enforcement

Street Design Manual, NYC DOT
Integration into Project Development

Use by Project Managers, Designers, Engineers, Planners

To make the Street Design Manual an integral part of the full project planning and design process, key questions are identified below for different stages of the process, with references to sections of the Street Design Manual that can help answer them.

Use by Community Boards, Elected Officials, Community Groups, and the Public

While the Street Design Manual gives planning and design guidance for government agencies and their consultants, it is also intended to be a resource for the general public. The manual can assist neighborhood groups and elected officials in planning more effectively for their communities.
Agency Roles on the City Streets

the Manual is the product of an inter-agency Task Force headed by the Department of Transportation and joined by the Departments of … Design and Construction (DDC), City Planning (DCP), Environmental Protection (DEP), Parks and Recreation (DPR), Buildings (DOB), the Economic Development Corporation (EDC), the Landmarks Preservation Commission (LPC), the Design Commission (DC) and the Mayor’s Office.

- NYC DOT

You need to know ...

- Who owns it?
- Who is going to pay for it?
- Who is going to do (build) it?
- Who has to approve it? (this can be a LONG list)
- Who is going to maintain (or manage) it?
Bioswale, Dean Street, Brooklyn
Bioswale, Dean Street, Brooklyn

Funds: DEP
Approves: DOT, DPR, DEP
Builds: DPR, DDC, or DEP
Maintains: DPR
Broadway, Manhattan
NYC DOT Plaza Program

DOT

- funds the design and construction
- assists partners in developing conceptual design, through community visioning process

Non-Profit Partner

- Public outreach
- Participation in design
- Funding plan
- Insurance
- Maintenance
- Programming and events

NYC DOT Plaza Program:
New Lots Triangle, Brooklyn. Opened summer 2011

Before

After


10 MIN. WALK FROM PUTNAM TRIANGLE

Putnam Plaza, before
Images: Ben Freid, Streetsblog,
Putnam Plaza, in progress
Putnam Plaza, after
Images: NYC DOT
Clinton Hill Celebrates Putnam Plaza With Dance Party
by Noah Kazis

Last Monday, DOT workers laid down gravel and epoxy on top of the asphalt on a block of Putnam Avenue, transforming the area between Fulton Street and Grand Avenue from through street to public space. On Sunday,
Summer Streets & Play Streets

“Temporary street closures like Play Streets and Summer Streets engage the nostalgic but reclaimable idea that streets are public places where people should live and play. By presenting what is possible (and thoroughly enjoyable), the public can begin to imagine longer term changes to their local neighborhood streets, and embrace the idea that streets are for people, not just for cars. It’s a matter of planting the seeds for a culture shift.”

- Transportation Alternatives
SUMMER STREETS

SUMMER STREETS PROGRAMMING MAP

UPSTAIRS REST STOP:
- Fun to Fill Fair
- Green on the Go Tour
- Enter to win a Bicycle
- Free Bike Repair
- Look and Be Seen
- Live Entertainment

UPSTAIRS REST STOP:
- City Parks: Featuring Chelsea, Gansevoort Park, Madison Park, Union Square, Union Square Park
- Healthy Living Zone (Free Health Fitting)
- DCT Chops the Street & Free Helmet Fitting
- Bike repair courtesy of 5 borough bike club

ASTON PLACE REST STOP:
- Health and Fitness Zone
- All natural juice and smoothies

TOME REST STOP:
- REI Adventure Zone
- Free Bike Repair

FLEET SQUARE REST STOP:
- Sand Sculpture & a professional, 10 ton Sand Sculpture
- Free Play Zone
- Free Bike Repair
- StreetGames StreetGames
- Learn To Ride classes courtesy of Bike New York
- Junior Tennis clinics courtesy of National Junior Tennis League
- Self-Portrait Booth courtesy of 500's Urban Art Program
- Live Entertainment
- FREE PROGRAMMING KEY:
  - Free Bike Rental courtesy of CityBikes
  - Free Bike rental at Fleet Square Bicycle Rental USA
  - FourSquare Check Point
With T.A.'s help, you can win one for your community.

Apply now for a summer Play Street >>
78th Street Play Street
Community Partners:

Jackson Heights Green Alliance
Jackson Heights Beautification Group/Friends of Travers Park
Western Jackson Heights Alliance
Transportation Alternatives
Steps to a Playstreet permit

1. Confirm Street Assessment Completion with DOHMH
2. Attend a DOHMH planning meeting
3. Schedule a meeting with your Community Board to get their approval
4. Visit your local NYPD precinct to get their approval
5. Send complete application to DOHMH
6. Wait for NYC DOT approval
CALENDAR OF EVENTS
AUGUST ~ SEPTEMBER

78th Play Street is organized and run by neighborhood volunteers.
To volunteer or for more info go to: www.jhgreen.org or email info@jhgreen.org

AUGUST 31
Mobile Stage - Music in the Street
1:00 - 1:30 pm Jia-Yi He Harmonica Virtuoso
1:45 - 2:15 pm J. Knipes American Jazz Guitarist
3:15 - 3:34 pm Lina Villegas Latin Music

SEPTEMBER 7
Bouncing Castle & Back-to-School Book Giveaway
11:00 am Back-to-School Book Giveaway
12:00 am Book reading by children's book author and resident of JH, Janice Milusich
Bouncing castle and backpacks provided by Jose Peralta

SEPTEMBER 14
Mobile Unit from Parks Dept.
10:00 am - 5:00 pm Games and Activities for Kids
July 1 – August 31, 2010
Street closure for the entire summer

Jackson Heights Green Alliance
Council Member Dromm
Queens Community House
Summer Youth Employment jobs
Partners: NY Coalition for Play

A partnership of organizations and individuals committed to improving opportunities for freely chosen, child directed, unstructured play in the NYC metro area. Specialize in pop-up adventure playgrounds.
2011: 78th Street selected for the DOT plaza program
Implementation Update – Evaluation Metrics Coming Soon

Posted on October 17, 2011

As you may have seen, the pedestrian plaza has received temporary street furniture. The blue tables/seats will allow residents and visitors to use the plaza while a more detailed plan is developed. Please stay tuned with NYC DOT and your...
Images: NYC DOT Presentation to Manhattan CB8,
Prospect Park West, Brooklyn
Sands Street, Brooklyn
West Side Highway, Manhattan
Queens Boulevard, Queens
Prospect Park West, Brooklyn
Sands Street, Brooklyn
Expanding Bicycle Infrastructure

NYC Cycling Map, 2005

Map source: Hayes A. Lord, Director, Bicycle Program, NYCDOT
Expanding Bicycle Infrastructure

NYC Cycling Map, 2011

Map source: Hayes A. Lord, Director, Bicycle Program, NYCDOT
source: Hayes A. Lord, Director, Bicycle Program, NYCDOT
Bike Friendly Business
Small business is the lifeblood of NYC. More biking means more neighborhood business. Find your local bike-friendly business today.

FREE!

Bike Smart
The Official Guide to Cycling in New York City
Michael R. Bloomberg, Mayor, New York City
Janette Sadik-Khan, Commissioner, NYCDOH

Yield to Pedestrians.

A NEW STREETCODE FOR NYC CYCLISTS
NYC Bikeshare Announcement

Photos: New York City Department of Transportation on flickr
New York City Bike Share
Help shape NYC's new transit option

Someone wants a Roosevelt Island station. Check it out →

Tell us where you'd like to see a bike share station
Click "Suggest Station", then drag the map pin to make adjustments.
Click "Confirm Station" when you're done, and tell us why it's a good location.

SUGGEST STATION

PPS PROJECT FOR PUBLIC SPACES
Project was requested by the community board in order to:
• curb speeding,
• provide a safe, two-way bike path along the park
• reduce sidewalk bike riding
Results … Success!

- Weekday cycling nearly tripled
- Weekend cycling doubled
- % of cyclists on sidewalk dropped to <5%
- Before: 3/4 of cars were speeding, After: 1/5
- Traffic volumes remained relatively unchanged
- Travel times remained stable
- Handles more commuters
- Crashes down 16%
- Crashes resulting in injury down 63%

Information source: NYC DOT
UPSET ABOUT THE BIKE LAKES???
AFRAID TO STOP OR EVEN OPEN YOUR CAR DOOR? CAN’T PARK??
CAN’T CROSS THE STREET?
THE DANGER & CONGESTION CAUSED BY THESE LANES MUST BE STOPPED!

MEET WITH YOUR NEIGHBORS

MONDAY, JUNE 21ST @ 7:00 PM
5TH STREET - GARDEN AREA
BRING A LAWN CHAIR

IF YOU CAN’T MAKE IT –
PLEASE MAKE COMPLAINTS -E-MAIL or CALL:
CB6 – info@brooklynCB6.org
Brad Lander – Lander@council.nyc.gov
Mayor Bloomberg
Janette Sadik-Khan (DOT)

… or so we thought
Judge Rejects Groups’ Effort to Remove Bike Lane

By MICHAEL M. GRYNBAUM
Published: August 16, 2011

A judge on Tuesday dismissed an effort by Brooklyn residents to remove a hotly contested bicycle lane installed by the city on Prospect Park West, in one of the most closely watched controversies over a signature policy of the Bloomberg administration.

The decision represented a significant victory for the city and its transportation commissioner, Janette Sadik-Khan, whose campaign to create streets more oriented to pedestrians and bicyclists has divided New Yorkers and prompted a fierce political debate.

The judge, Bert A. Bunyan of State Supreme Court in Brooklyn, found that the residents’ lawsuit was filed after the statute of limitations had expired for a legal challenge to the lane, a mile-long, two-way path installed last summer along one of Brooklyn’s wealthiest boulevards.

The plaintiffs, a pair of well-connected civic groups in Brooklyn with ties to Iris Weinshall, a former city transportation commissioner, had accused the city’s Transportation Department of cherry-picking