

# 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



Squares  
Public Markets  
Parks

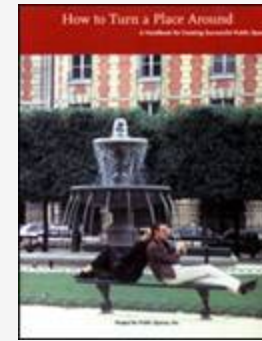
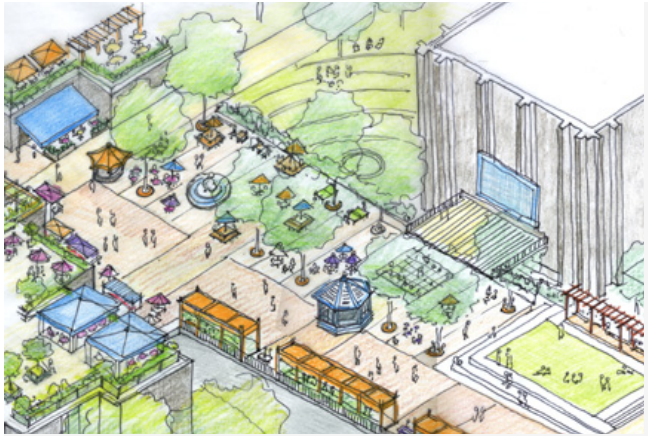


Transportation  
Mixed-Use  
New Development



Downtowns  
Civic Centers  
Campuses





## Planning & Design

Over 2000 place-based projects in 28 countries

- Public Space Audits
- Community Visioning
- Conceptual Designs
- Management Programs

## Education & Training

Train over 10,000 people annually

- Streets as Places
- Public Markets as Economic Development
- “How to Turn a Place Around”
- International Training

## Research & Outreach

Over 60,000 page views daily on pps.org

- 20 publications
- 6 videos
- Database of 500,000 images of public spaces



# 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

<http://www.nyc.gov/html/planyc2030/html/about/about.shtml>

**April, 2007**

**PlaNYC**

<http://www.nyc.gov/html/planyc2030/html/home/home.shtml>



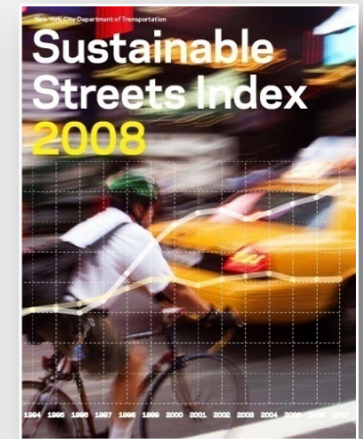


↑  
**2007**  
PlaNYC  
⋮



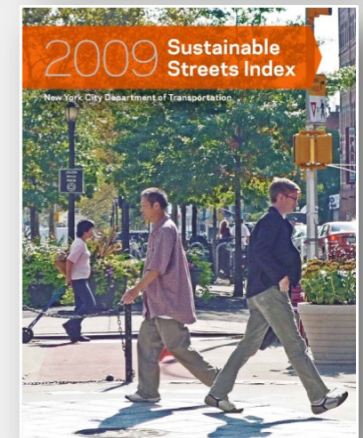
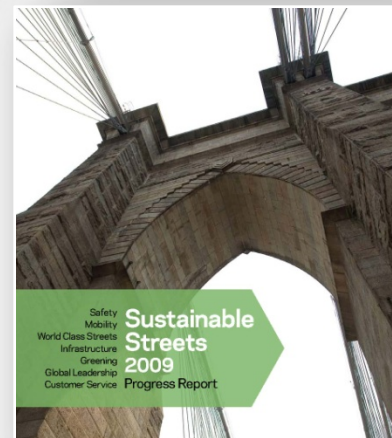
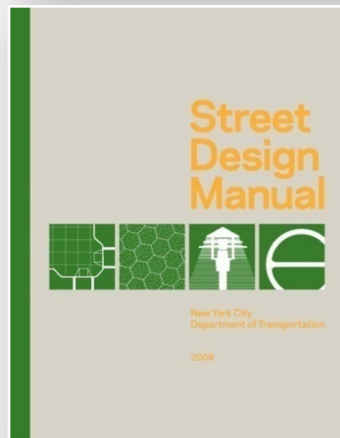
**2008**

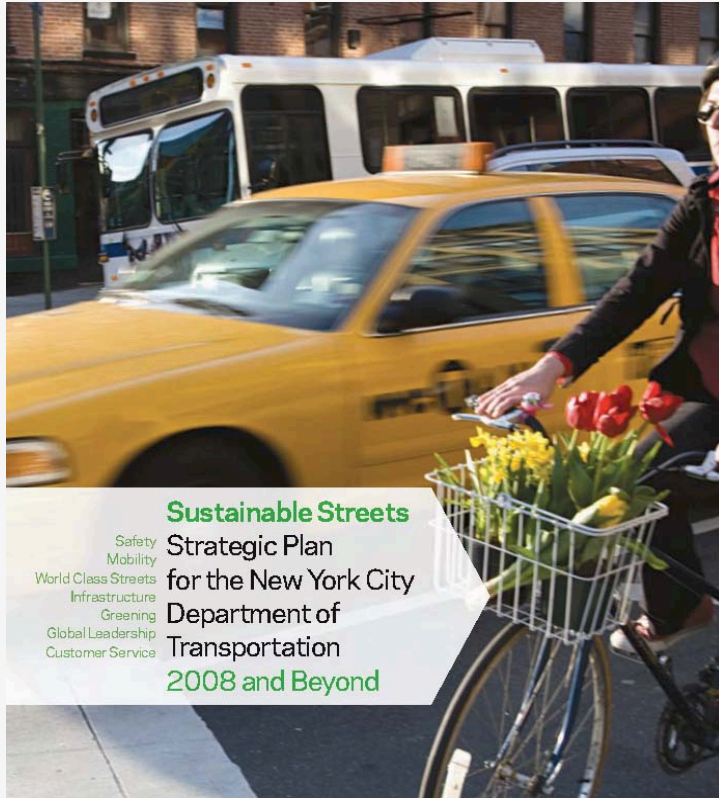
Sustainable Streets  
Strategic Plan  
Sustainable Streets Index  
World Class Streets  
⋮



**2009**

Street Design Manual  
Sustainable Streets  
Strategic Plan Update  
Sustainable Streets Index  
↓





“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**

<http://www.nyc.gov/html/dot/html/about/stratplan.shtml>





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.

From smoother streets and more attractive public squares to state-of-the-art traffic signals to help speed buses through traffic, the Department of Transportation has a big job ahead of it—and it has my full support. This plan reflects my strong belief that the greatest city in the world can determine its own success with smart, forward-looking policies and strong management, and that in the 21st Century, the cities that thrive will be those that strengthen the economy and environment together.

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 a more sustainable city.

Sincerely,

Michael R. Bloomberg  
Mayor



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 our high rates of walking and mass transit use possible, which is largely why the carbon footprint of a resident of 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 thriving. The city has attracted one million new residents and generated hundreds of thousands of jobs since 1980. Our transportation infrastructure is in better condition and our streets are safer than ever. But our success is coming up against limits. Weekday subway ridership is at its highest level since 1952. More and more lines are reaching capacity. The Partnership for NYC estimates that congestion on our streets and highways now costs \$13 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 circulatory system—our 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 designed to give would-be cyclists a greater sense of safety and belonging. Reducing private auto use in the most crowded parts of town will allow us to make room for these clean, efficient types of travel, but we will not limit such initiatives to Manhattan.

More transportation choices and more reliable travel—and streets that serve as public places in and of themselves—will not only improve our commutes and environment. They also represent a new frontier in efforts to improve the quality of life in New York City. 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

LETTER FROM THE COMMISSIONER

## The Imperative of Sustainability

...the Department of Transportation has a big job ahead of it – and it has my full support

Green bike lanes are painted through the intersection to make cyclists more visible to turning vehicles, 9th Avenue, Manhattan.



#### WORLD CLASS STREETS

## 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.





DOT is working to raise the quality of our streetscape for all New Yorkers. DOT's Plaza Program and Pedestrian Program are reclaiming underperforming street space around Madison Square Park for pedestrians and cyclists, making this recently restored public space more accessible and further enhancing the neighborhood around it.

## WORLD CLASS STREETS POLICIES

### Adopt complete streets designs to accommodate all users

NYCDOT will adopt design templates emphasizing safety and pedestrian accommodation for different types of streets, ranging from walking only streets to major bus and truck routes. Roadway reconstruction projects will be subject to these templates. Another essential effort in this vein is a pro-active "main street" initiative to develop people-friendly grand boulevards in key commercial corridors.

### Develop new public plazas in every community board

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

### Raise the standard for urban design

In 2007, the city's Coordinated Street Furniture program began installing new bus stop shelters and

newsstands specifically designed to improve the look and feel of New York City streets. In 2008, these elements will be joined by new public restrooms and covered bicycle parking installations. DOT is also coordinating with other city agencies to expand the palette of standard materials used in streetscapes.

### Enjoying the city

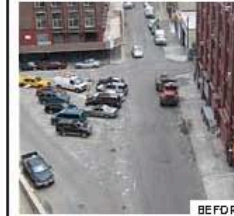
NYCDOT will create temporary and occasional pedestrian streets, reduce car use in city parks, enhance neighborhood and highway maintenance programs and commission temporary public art and performances in public spaces to make our streets destinations as well as thoroughfares.

### Security and placemaking in Lower Manhattan

Security-oriented traffic controls downtown may be inevitable. DOT aims to make a potential burden into an opportunity to expand public space along the lines of Stone Street and the Nassau Fulton pedestrian streets.

## DUMBO, Brooklyn

Before: Community leaders requested more open space for a burgeoning residential and commercial district. After: DOT reclaimed road space to create a new public plaza.



## A Public Plaza for Each Community

NYCDOT'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, NYCDOT is transforming underused road space 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 10-minute walk of public open space. DOT is developing a framework to create new or enhance existing neighborhood plazas in every community in the City. This initiative is one of the most comprehensive of its kind in any major city.

In the near-term, 20 "pipeline" plaza projects are already in some stage of planning, design or construction. DOT's goal

is to expedite these projects to provide tangible benefits to New Yorkers and build momentum for a broad push to enhance the city's public realm.

For future plazas, we will work with local partners to identify new sites in communities not served by existing plazas and/or lacking adequate open space. These local stakeholders are best situated to manage, maintain and program future plazas. As authentic expressions of each community, these new spaces will create natural gathering places, enhance neighborhood character, build community partnerships and support local development.

NYCDOT WILL DEVELOP PEOPLE-FRIENDLY BOULEVARDS IN COMMERCIAL DISTRICTS CITYWIDE.



## Ninth Avenue, Manhattan

NYCDOT transformed a segment of 9th Avenue in Manhattan into a complete street, serving a variety of transportation needs. We created a bike lane with a buffer protected by car parking, the first time an American city had tried such a design. We added

refuge islands to reduce the time pedestrians spend crossing the roadbed. We installed mini-meters to make more efficient use of the curb space, and loading zones were introduced to accommodate deliveries and reduce double parking by trucks.

## WORLD CLASS STREETS ACTIONS

### Adopt a complete streets design typology to accommodate all users

- Develop a Main Street Public Life program that applies complete streets designs and creates or revitalizes public space in key commercial districts
- Partner with City agencies to make public life streetscape improvements.
- Continue rapid progress towards full Americans with Disabilities Act compliance on pedestrian ramps at street corners.
- Streamline the design review process for capital construction.

### Public plazas

- Fully develop spaces already identified for new plazas and create a community-based process for identification and start of four new plazas per year.

- Develop public-private partnerships and other strategies for long-term plaza maintenance appropriate to different types of neighborhoods.

### Enjoying the city

- Implement weekend pedestrian and bicycle streets.
- Reduce car use of major city parks as much as possible.
- Target DOT services to coordinate with other agencies' neighborhood beautification efforts.
- Expand temporary art program to include murals, sculpture, beautification of construction sites, and performances in NYC DOT's public spaces.
- Increase adopt-a-highway sponsorship implement beautification treatments along the highways.

### Urban design

- Install 3,500 Census-designed bus shelters, 330 newsstands, and 20 automatic pay toilets.
- Pilot first 5 bicycle parking structures and roll out 37 total citywide.

### Combine security and placemaking in Lower Manhattan

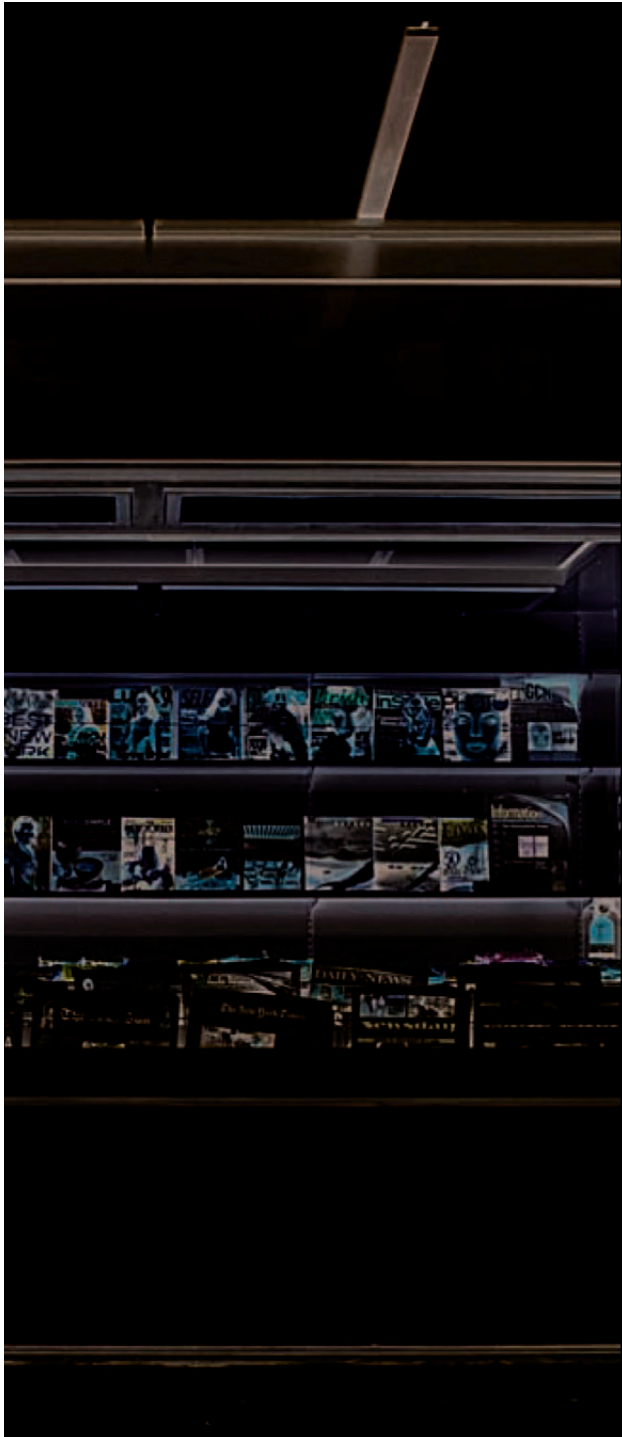
- Work with NYPD to develop and propose Lower Manhattan pedestrianization plan.
- Secure funding and support for the plan with city and district leadership and state and federal partners.
- Define locations for pilot projects and begin implementation.

Modernizing and upgrading all newsstands with DEMUSA and award-winning designers Grimshaw Architects.



NYCDOT will transform streets into galleries with a new public art program.





## ADOPT COMPLETE STREETS DESIGNS TO ACCOMMODATE ALL USERS

- Use complete streets designs to create or revitalize public space in commercial districts
- Move Main Street design templates into early action engineering projects
- Begin implementation of first set of projects from Public Life report
- Create temporary projects, such as weekend pedestrian streets

Partner with city agencies to make public life/streetscape improvements  
Streamline design review process for capital construction  
Define public life/streetscape improvements as a necessity

- Continue rapid progress towards full ADA compliance on pedestrian ramps at street corners

- Broadway, Fordham Road, and Main Street, Flushing as world class main streets for pedestrians

- Implement ADA ramps at 100% of street corners

Lead Divisions

Planning and Sustainability

Supporting Divisions or Agencies

Traffic, RPS, NYCDOT, NYCTA

Action outside DOT

Funding

## PUBLIC PLAZAS

- Develop plaza maintenance strategies
- Create community based process for development of 4 new plazas per year

- Continue to expand plaza program to four new community boards each year
- Oversee existing pipeline projects
- Full build out of temporary plazas

Planning and Sustainability

Traffic

Funding  
Local, Memoranda agreements

## ENJOYING THE CITY

- Implement temporary pedestrian and bike corridors on weekends
- Initiate temporary art program
- Launch Bike the Falls bike route in conjunction with NYC Waterfalls project
- Reduce car use in major city parks

- Augment Adopt-a-Highway program with landscaping projects
- Coordinate repairs in neighborhoods with other city agencies

- Implement temporary pedestrian and bike corridors on weekends
- Launch Bike the Falls bike route in conjunction with NYC Waterfalls project

Planning and Sustainability

SIM-Special Events, Traffic, NYPD, NYCHA, Mayor's Office

## URBAN DESIGN

- Install over 1,600 CHMUSA-designed bus shelters, 159 newsstands, 37 bike parking shelters and 9 automatic pay lots
- Launch CityRacks design competition
- Re-open Historic Water Street Arch at the Manhattan Bridge

- Install 700 bus stop shelters, 170 newsstands, and 8 automatic pay lots
- Initiate permanent Art Program

Urban Planning and Sustainability, Traffic

Commissioner's Office, Planning and Sustainability, Mayor's Office, NYCDPR, RRM, NYCDAL, NYCDPSNY, NYCDPS

Funding

## LOWER MANHATTAN PEDESTRIANIZATION

- Develop pedestrianization plan in conjunction with NYPD
- Secure funding and support for the plan with city and district leadership and state and federal partners
- Define locations for pilot projects and begin implementation

- Initiate Phase I of the pedestrianization plan
- Complete pedestrianization improvements in Lower Manhattan

Planning and Sustainability

Traffic, RPS

Funding



# Think of Streets as Public Spaces

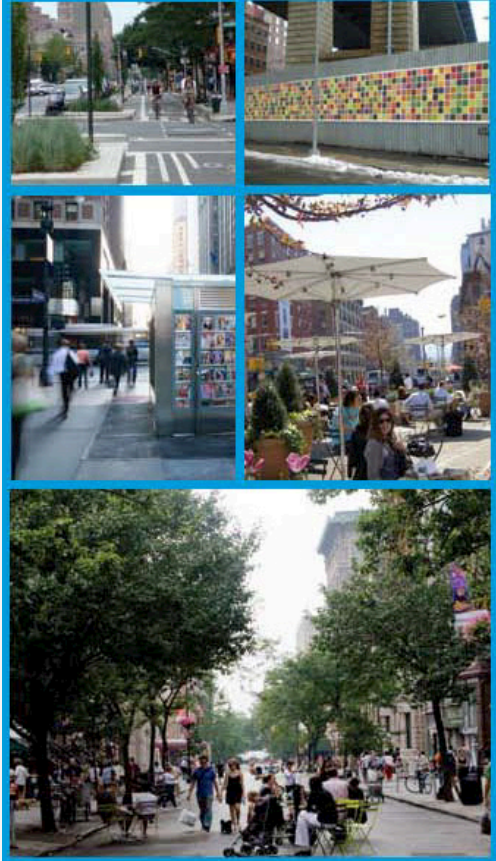
“The best cities in the world today approach streets as vital public places that foster social and economic activity, in addition to their more traditional role as corridors for travel.”

- NYC DOT, *Sustainable Street Strategic Plan*



**World Class Streets:**  
 Remaking New York City's Public Realm

- Public Realm/  
 World Class Street Strategies**
- Plaza program
  - World class boulevards
  - Complete streets projects and design standards
  - Public art program
  - New streetscape materials
  - Coordinated street furniture program
  - Weekend pedestrian and cycling streets



**2008**

**World Class Streets, NYC DOT**

[http://www.nyc.gov/html/dot/downloads/pdf/World\\_Class\\_Streets\\_Gehl\\_08.pdf](http://www.nyc.gov/html/dot/downloads/pdf/World_Class_Streets_Gehl_08.pdf)





## Destination: Broadway

What if we redefined Broadway around destinations?

While Broadway is the proud spine of Manhattan, in reality it is more of a thoroughfare than a great street. Its 20 major intersections are some of the most pedestrian-unfriendly places in the city. However, these problematic spaces also have enormous potential to become pedestrian-oriented destinations.

Through both small, localized improvements and a large-scale rethinking of Broadway's role, New York's most important street can define and enhance the neighborhoods along its spine.



Many of the city's major intersections, where important streets meet, are the least friendly places for pedestrians. If treated as squares and plazas (in more than just name), these car-dominated areas could become some of the most valuable destinations in New York City.



How can Broadway better connect and support the destinations it intersects?

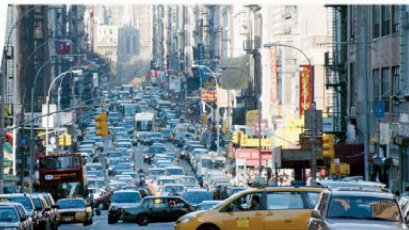
Can Broadway become a boulevard with pedestrian amenities and wider sidewalks?

Should through traffic be limited, with priority given to walking, taxis and transit?

Should Broadway be transit-only from Columbus Circle to Astor Place?

Should one-way sections be converted to two-way to increase accessibility?

Can Broadway be more of a Main Street for each neighborhood?



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*

2005 - 2006

NYC Streets Renaissance Campaign Launches















# Times Square

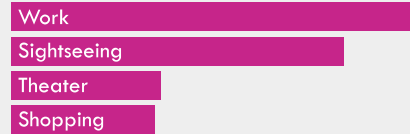
Photos: New York City Department of Transportation on flickr

<http://www.flickr.com/photos/nycstreets/4173690131/in/set-72157622973444484/>

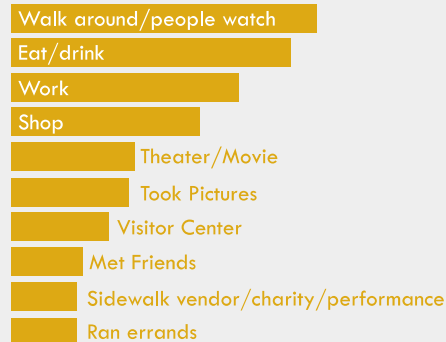


## Perceived Activities vs. Actual Activities

**WHY** did you come to Times Square today?



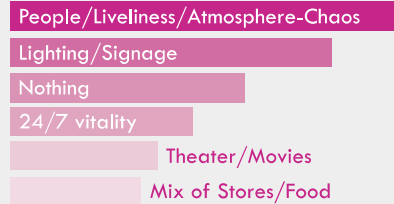
**WHAT** have you done today in Times Square?



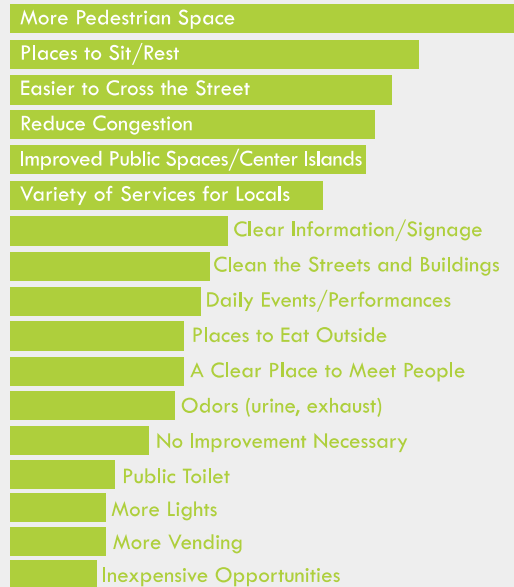
People like the lively atmosphere of Times Square

## Support and build on what people like

What do you **LIKE BEST** about Times Square?



What **IMPROVEMENTS** would you make?



## 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

January 2010

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 17% 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 7<sup>th</sup> 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 34<sup>th</sup> 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





Photos: NYCDOT Urban Art Program, Special Project :Cool Water, Island by Molly Dilworth  
[www.nyc.gov/urbanart](http://www.nyc.gov/urbanart) , [mollydilworth.com/](http://mollydilworth.com/)

## 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**

SPEED LIMIT 30

NEW YORK CITY  
DOT

\*Approximate figures



Slow Zone, Claremont, Bronx





# Getting to Complete Streets

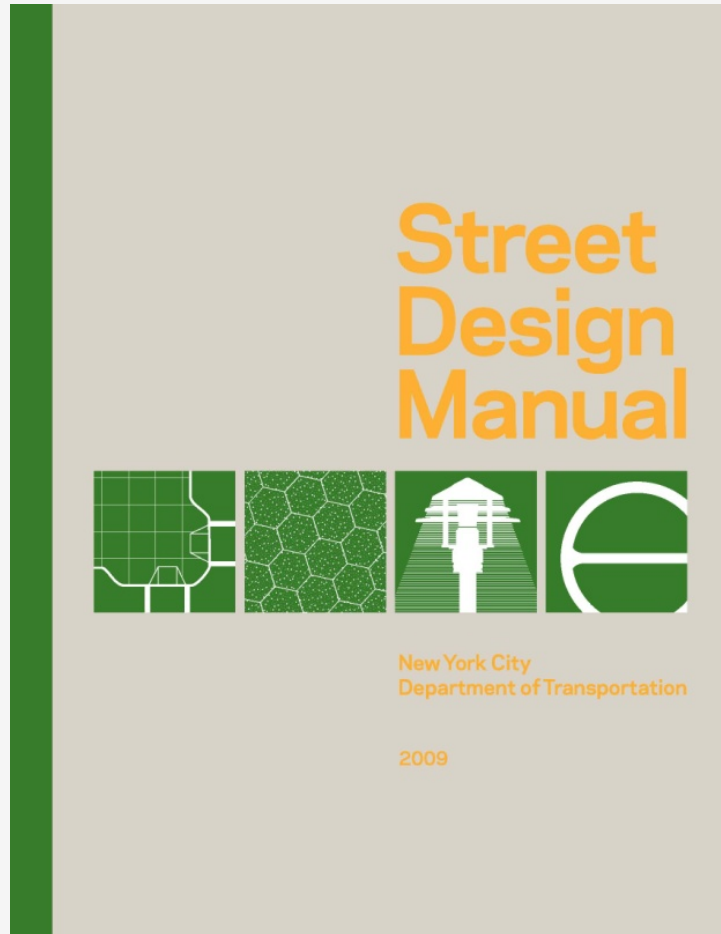
## Implementation Strategies

- 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

<http://www.nyc.gov/html/dot/html/about/streetdesignmanual.shtml>



# 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.

## Street Design Manual

<http://www.nyc.gov/html/dot/html/about/streetdesignmanual.shtml>

### Goals

At over a quarter of the city's land area, streets are a critical part of New York City's infrastructure. They provide the bulk of its public space and have wide-ranging impacts on both its environmental health and the quality of life of its neighborhoods.

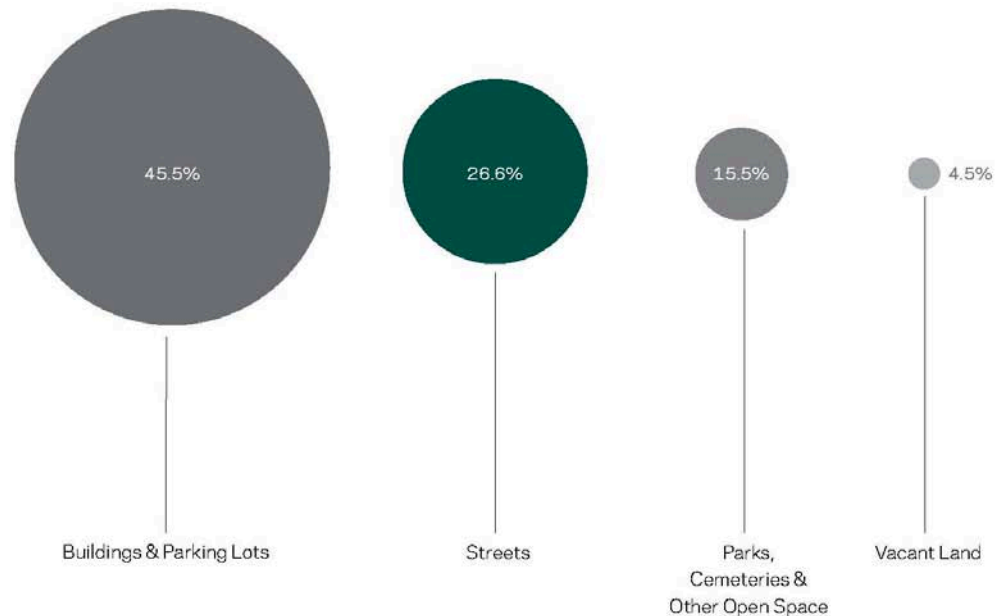
Accordingly, it is the policy of NYC DOT that the following goals and principles be adhered to when designing city streets.

Overall goals are:

- 1 Design for Safety:** Move people and goods safely.
- 2 Design for Access and Mobility:** Accommodate all street users, giving priority to the most energy- and space-efficient modes.
- 3 Design for Context:** Respond to neighborhood character.
- 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.
- 6 Design for Visual Excellence:** Create coherent and harmonious streetscapes.
- 7 Design for Cost-Effectiveness:** Provide the greatest possible value to the public.

### Percent of New York City Land Area by Use

Streets make up over a quarter of the city's land area. (Source: PlaNYC Sustainable Stormwater Management Plan, 2008)





Section	Geometric Treatment	Wide	Limited	Pilot
<b>2.1</b>	<b>Roadway &amp; Lanes</b>			
2.1.1	Mixed Roadway	•		
2.1.2	Bike Lanes & Paths			
2.1.2a	Bike Lane	•		
2.1.2b	Bike Path		•	
2.1.3	Bus Lanes & Busways			
2.1.3a	Bus Lane		•	
2.1.3b	Busway			•
2.1.4	Shared Street			•
<b>2.2</b>	<b>Sidewalks &amp; Medians</b>			
2.2.1	Sidewalk			
2.2.1a	Full Sidewalk	•		
2.2.1b	Ribbon Sidewalk	•		
2.2.2	Curb Extension			
2.2.2a	Curb Extension with Greenstreet/Plantings	•		
2.2.2b	Curb Extension with Community Facilities	•		
2.2.2c	Bus Bulb	•		
2.2.2d	Mid-Block Narrowing	•		
2.2.3	Median	•		
2.2.3a	Median Refuge Island	•		
<b>2.3</b>	<b>Traffic Calming</b>			
2.3.1	Raised Speed Reducers		•	
2.3.1a	Speed Cushion			•
2.3.2	Gateway		•	
2.3.3	Traffic Diverters			
2.3.3a	Median Barrier		•	
2.3.3b	Forced Turn		•	
2.3.3c	Diagonal Diverter			•
2.3.3d	Half Closure			•
2.3.3e	Full Closure			•
2.3.4	Chicane			•
2.3.5	Neighborhood Traffic Circle			•
2.3.6	Roundabout			•
2.3.7	Raised Crossing		•	
2.3.8	Raised Intersection			•
<b>2.4</b>	<b>Street Trees &amp; Plantings</b>			
2.4.1	Tree Pits			
2.4.1a	Individual Tree Pit	•		
2.4.1b	Connected Tree Pits		•	
2.4.1c	Stormwater-Capturing Tree Pit			•
2.4.2	Greenstreet/Planted Area		•	
2.4.3	Street Swale			•

## Bike Lanes & Paths

USAGE: WIDE

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

Bikeways are typically designed as BIKE LANES within the roadway delineated with markings (2.1.2a) or as BIKE PATHS physically separated from traffic for most of their length (2.1.2b).



Buffered Bike Lane, 9th Street, Brooklyn



One-way, parking-separated bike path on a cross-street, Grand Street, Manhattan

### Benefits

Provides dedicated space for bicyclists, enhancing safety, comfort, and mobility

Cumulative with other bikeways, provides a comprehensive network of recommended routes for bicyclists, thereby encouraging bicycling

### Application

NYC Bicycle Master Plan routes

Streets not on the Master Plan when identified by NYC DOT as priority routes

Consider on streets with high current or anticipated bicycle volumes

### Design

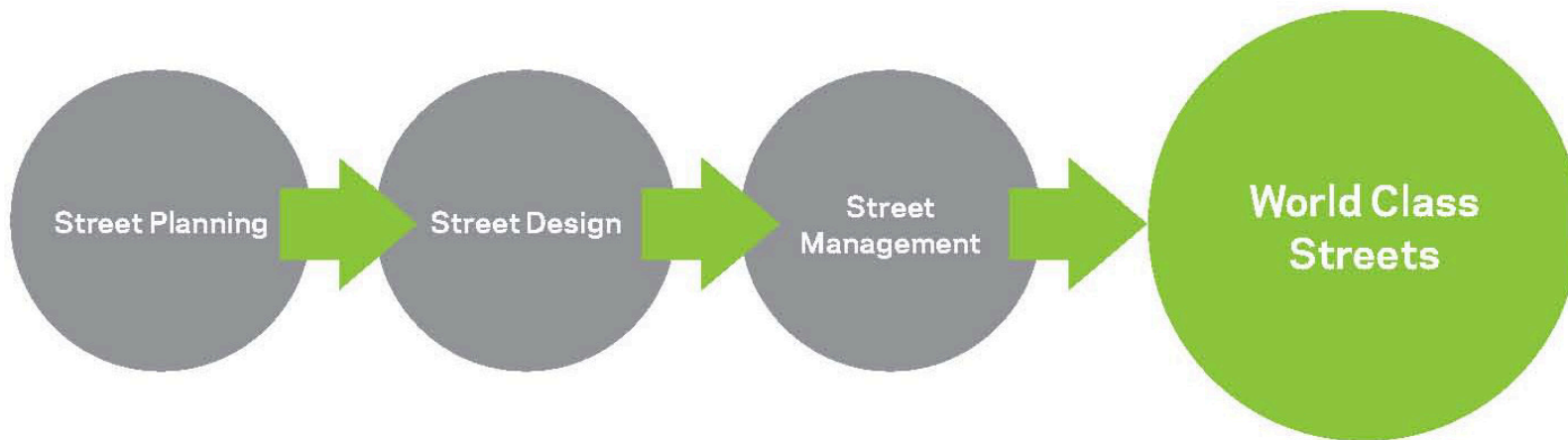
See Table 1 (following 2.1.2b) for a listing of typical bikeway designs and their respective spatial requirements, ideal applications, and advantages and disadvantages

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

### Sustainability Opportunities

Utilize permeable paving and/or paving with a high SRI value within BIKE LANE or BIKE PATH

Utilize recycled content in paving materials



### 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





### 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 (Q) for different stages of the process, with references to sections of the *Street Design Manual* (A) 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.

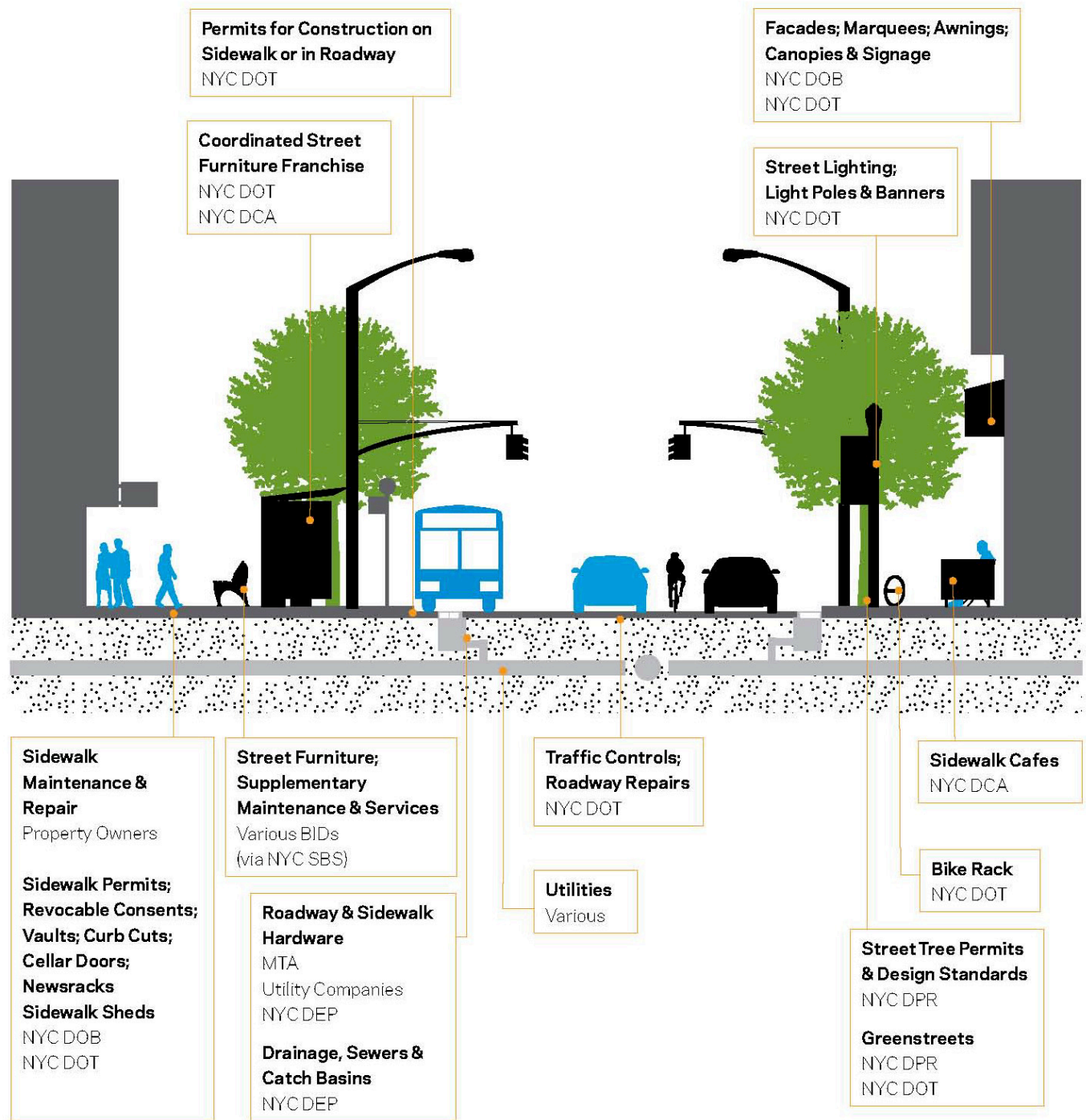


# Agency Roles on the City Streets

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

Street Design Manual, NYC DOT  
<http://www.nyc.gov/html/dot/html/about/streetdesignmanual.shtml>





# 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





Schemerhorn St, Brooklyn, NY

# 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:

<http://www.nyc.gov/html/dot/html/about/currentproj.shtml#plaza>





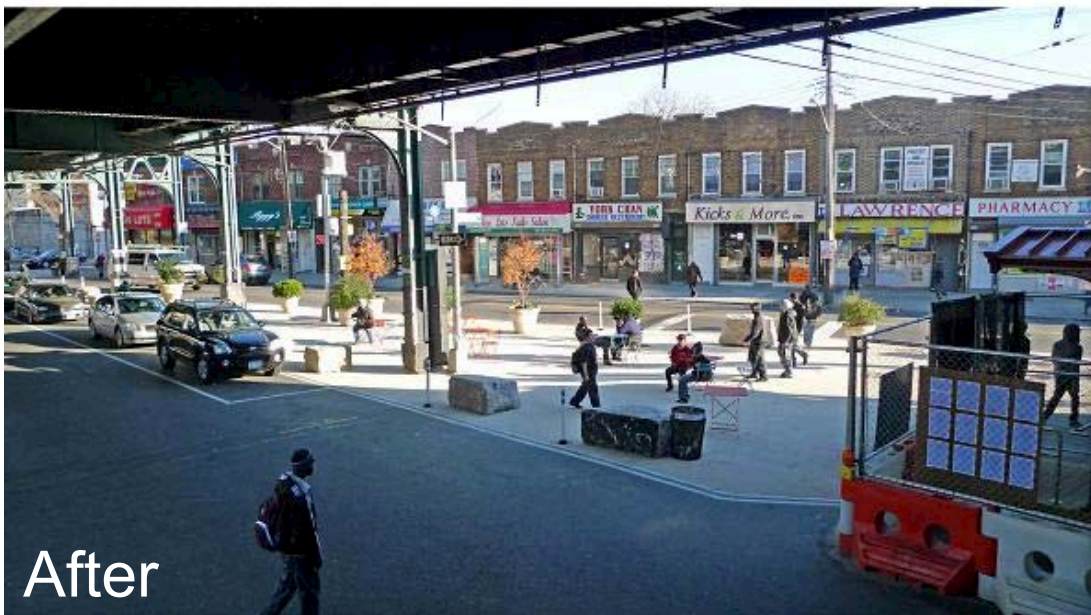


Photo: Noah Kazis, streetsblog  
<http://www.streetsblog.org/2011/11/22/the-best-is-yet-to-come-at-newly-car-free-new-lots-triangle/>

Photos: NYC DOT [http://www.nyc.gov/html/dot/html/pr2011/pr11\\_99.shtml](http://www.nyc.gov/html/dot/html/pr2011/pr11_99.shtml)

# New Lots Triangle, Brooklyn. Opened summer 2011

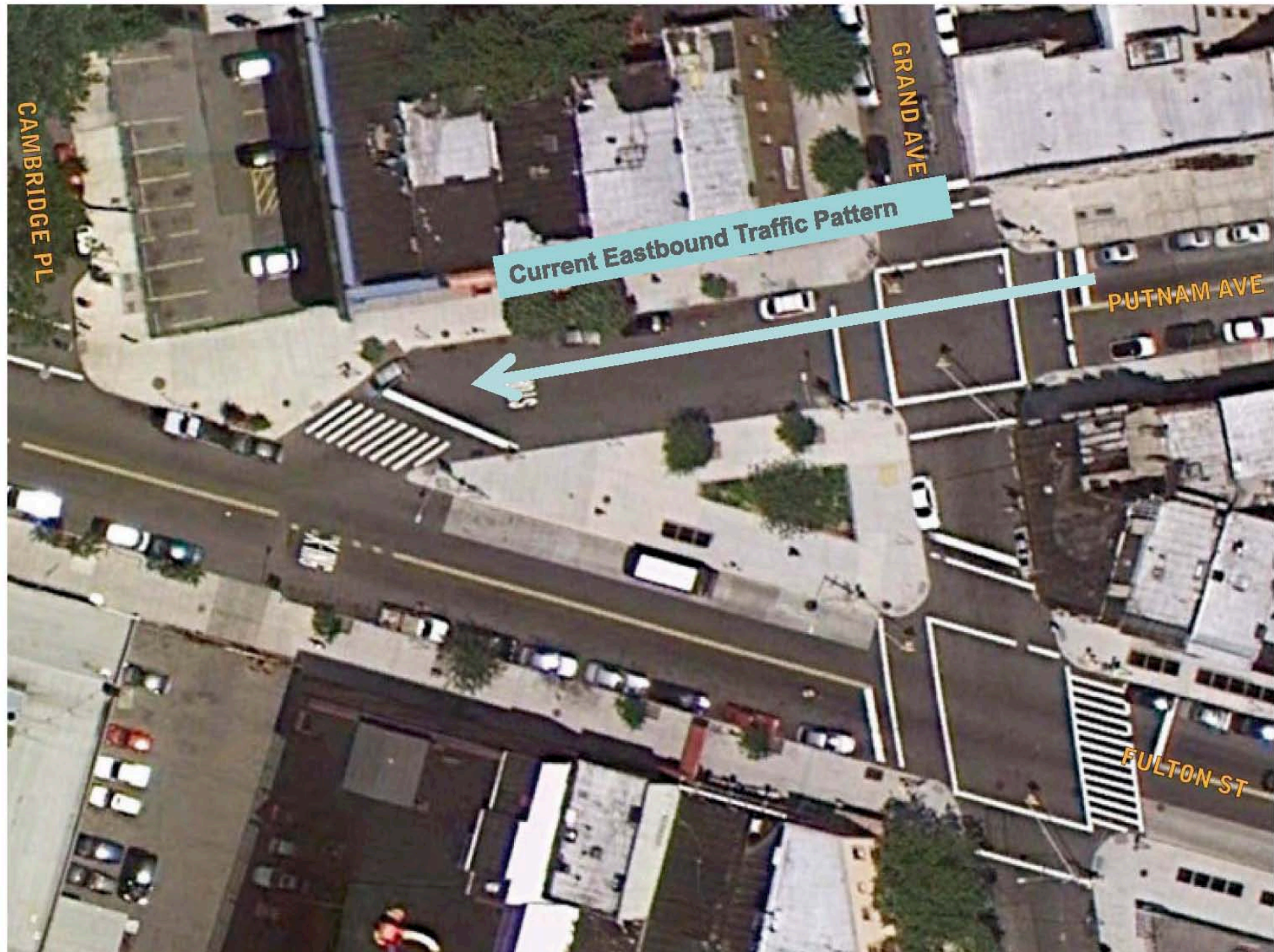






Images: NYC DOT Presentation to CB2 Transportation Committee, June 21, 2011,  
<http://www.nyc.gov/html/dot/html/about/currentproj.shtml#complete>





Images: NYC DOT Presentation to CB2 Transportation Committee, June 21, 2011,  
<http://www.nyc.gov/html/dot/html/about/currentproj.shtml#complete>





Images: NYC DOT Presentation to CB2 Transportation Committee, June 21, 2011, <http://www.nyc.gov/html/dot/html/about/currentproj.shtml#complete>





## Putnam Plaza, before

Images: Ben Freid, Streetsblog,

<http://www.streetsblog.org/2011/09/19/eyes-on-the-street-witness-the-birth-of-putnam-plaza/>



## Putnam Plaza, in progress

Images: Ben Freid, Streetsblog,

<http://www.streetsblog.org/2011/09/19/eyes-on-the-street-witness-the-birth-of-putnam-plaza/>





## Putnam Plaza, after

Images: NYC DOT



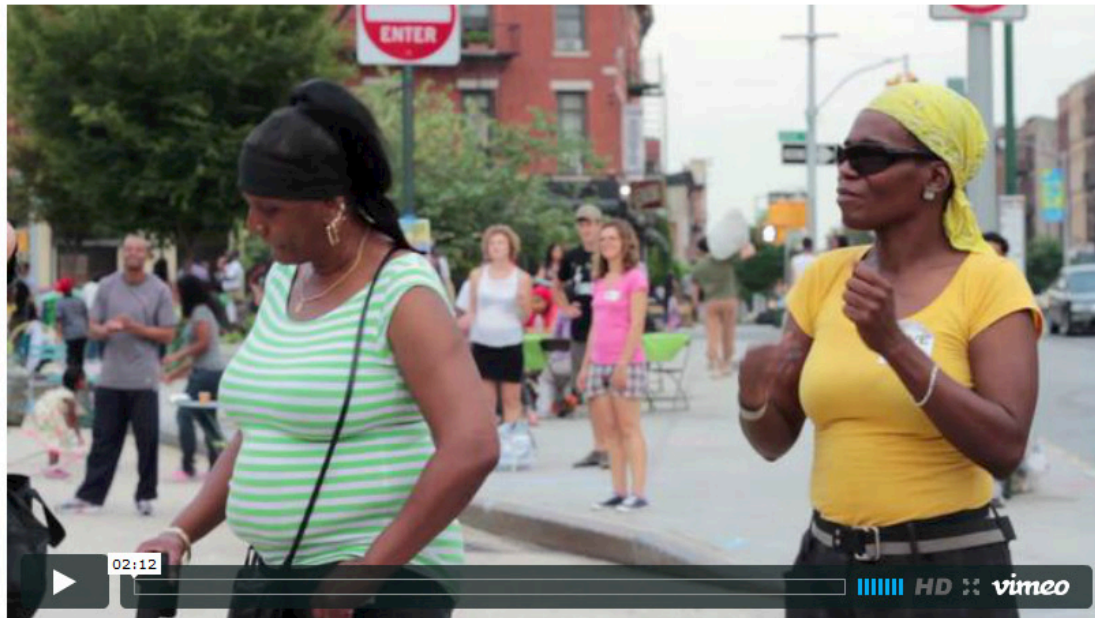


Tuesday, September 27, 2011

3 Comments

## 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,

[About Streetsblog](#) | [Contact Us](#) | [Calendar](#)

Search

### RELATED ARTICLES

**This Week: A Safer Riverside Blvd and a New Plaza for Clinton Hill**

May 9, 2011 1

**Eyes on the Street: Witness the Birth of Putnam Plaza**

September 19, 2011 3

**Eyes on the Street: New Plaza Coming Soon**

January 31, 2012 1

**Pedestrians, Including Bill Clinton, Breathe Easier in the New Times Square**

April 13, 2011 4

**Clinton Camp May Rethink Gas Tax Strategy**

May 7, 2008 13





# 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



**AUGUST 6, 13 & 20 7AM-1PM**  
**PLAY > RUN > WALK > BIKE**



## SUMMER STREETS PROGRAMMING MAP



	Start / End of Route
	Rest Stops
	Summer Streets Route
	Subway Stations

- UPTOWN REST STOP:**
    - Soit to Foil Fair
    - Green on the Go Tour
    - Enter to win a Bicycle
    - Free Bike Repair
    - Look and Be Seen
    - Live Entertainment
  - MIDTOWN REST STOP:**
    - City Picnic featuring Odwalla, Organic Valley, Honest Tea, Cao Bella, GoGo squeeZ & Stonyfield Farm
    - Healthy Living Cook-DH (August 6th only)
    - DOT Share the Street & Free Helmet Fittings
    - Bike Repair courtesy of 5 Borough Bike Club
  - ASTOR PLACE REST STOP:**
    - Health and Fitness Zone
    - All natural juice and snack bars
  - SOHO REST STOP:**
    - REI Adventure Zone
    - Free Bike Repair
  - FOLEY SQUARE REST STOP:**
    - Sand Boxes & a professional 10 ton Sand Sculpture
    - Free Play Zone
    - Fun Zone
    - StoryCorps StoryStations
    - Learn To Ride classes courtesy of Bike New York
    - Junior Tennis clinics courtesy of National Junior Tennis League
    - Self-Portrait booth courtesy of DOT's Urban Art Program
    - Live Entertainment
- FREE PROGRAMMING KEY:**
- Free Bike Rental courtesy of **DANNY'S CYCLES**
  - Free Rollerblade Rental & Repair courtesy of **RollerBlade USA**
  - Free Bike Valet provided by **NYC DOT**
  - Foursquare Check Point









# TRANSPORTATION ALTERNATIVES

Your advocate for bicycling, walking and public transit



TAKE ACTION

CAMPAIGNS

RESOURCES

NEWSROOM

EVENTS

SUPPORT US

ABOUT



With T.A.'s help, you can win one for your community.

Apply now for a summer Play Street >>




SEARCH

## JOIN US

Support Biking, Walking & Public Transit.

### STREETBEAT

T.A.'s bi-weekly e-bulletin

your email 

#### TAKE ACTION

E-LETTER | 12/09/2011  
[Gov. Cuomo: You Took Our Transit Funding](#)

PETITION | 06/27/2011  
[Declare Yourself a New Yorker for Bicycling](#)







78th Street PL

CAR FREE

Between Northern Blvd. & 34th Ave.



PL

S



# 78<sup>th</sup> Street Play Street





# 78<sup>th</sup> PLAY STREET PARTNERS

## Community Partners:

Jackson Heights Green Alliance

Jackson Heights Beautification Group/Friends of Travers Park

Western Jackson Heights Alliance

Transportation Alternatives





1 Acre  
↑ = 0.61 persons  
UNITED STATES



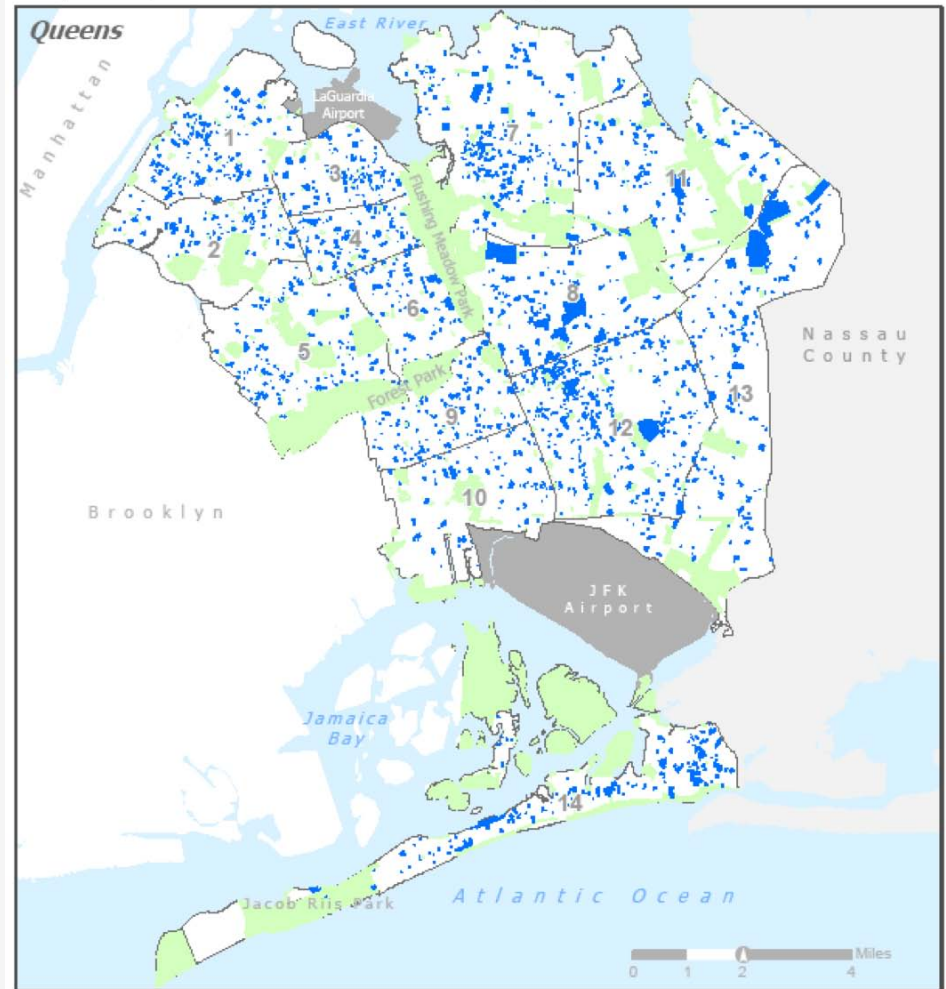
1 Acre  
↑ = 60 people  
NEW YORK CITY



1 Acre  
↑ = 60 people  
JACKSON HEIGHTS



## New York City Land Use, 2007 Open Space and Institutions By Tax Lot and Community District



Use	Lot Area in Acres	Percentage of Borough
Open Space / Recreation	10,450.7	19.7%
Public Facilities / Institutions	2,380.2	4.5%

Copyright © 2008 New York City Department of City Planning. All Rights Reserved.

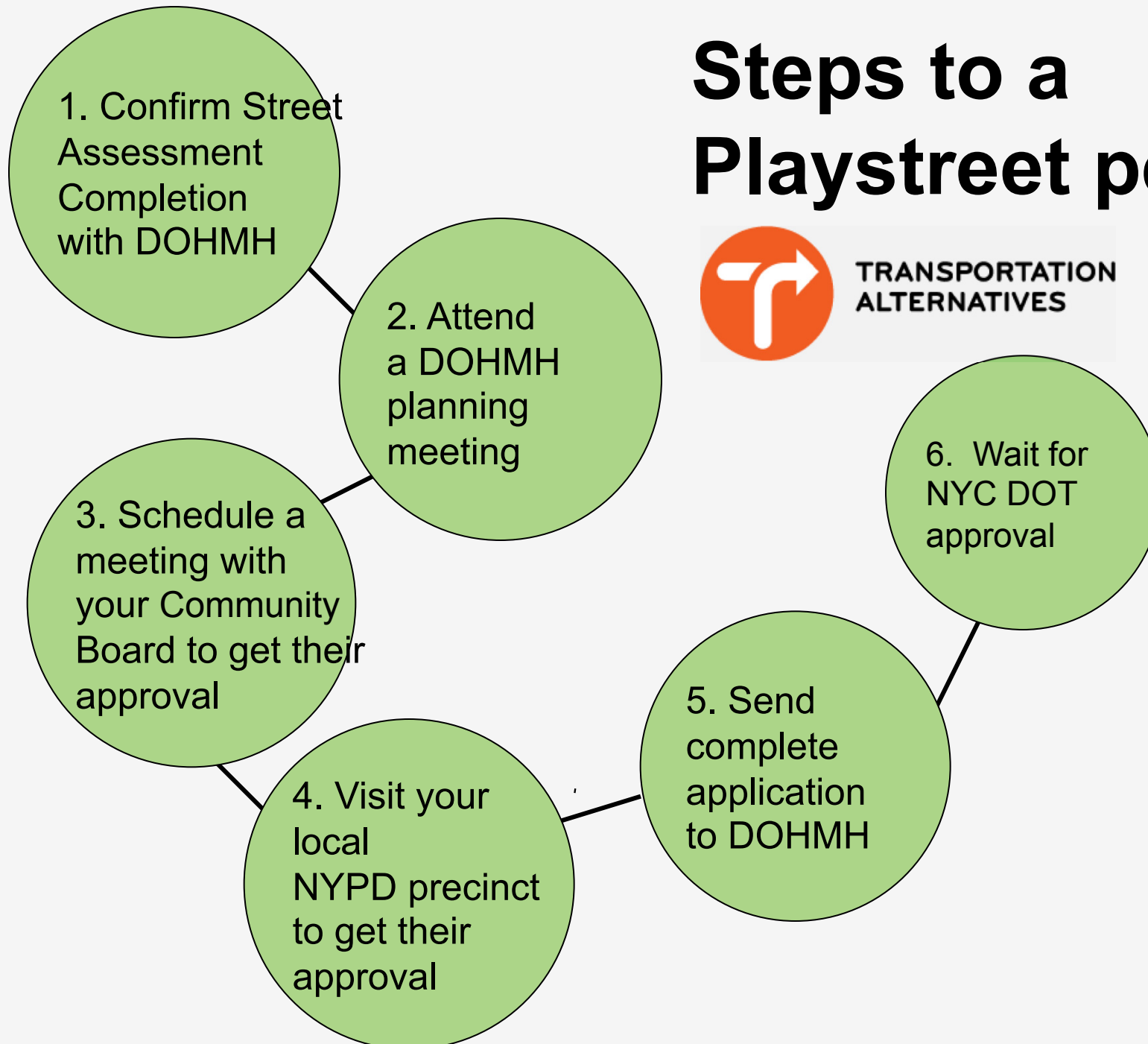
Source: NYC DCP MapPLUTO™ 07C



# Steps to a Playstreet permit



TRANSPORTATION  
ALTERNATIVES



# CALENDAR OF EVENTS

AUGUST ~ SEPTEMBER

# 78th Street

## CAR FREE

Between Northern Blvd. & 34th Ave.

### **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

**78th Play Street is organized and run by neighborhood volunteers.**

To volunteer or for more info go to: [www.jhgreen.org](http://www.jhgreen.org) or email [info@jhgreen.org](mailto:info@jhgreen.org)











# 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.





# Emergency Route Map





2011:  
78<sup>th</sup> Street selected for the DOT plaza program







# Jackson Heights

Neighborhood Transportation Study

▶ SEARCH



Home



Overview



Recommendations



Timeline



Data map



Data and Presentations



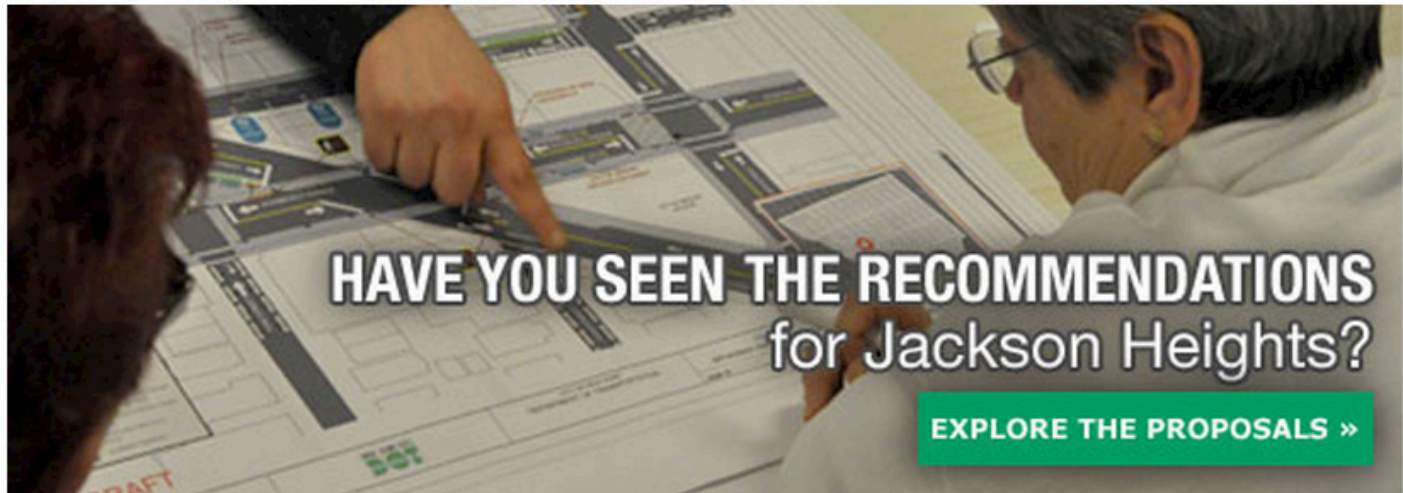
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## Implementation Update – Evaluation Metrics Coming Soon

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...

I saw the plaza for the first this morning... I am REALLY excited! Jackson Heights needs more outdoor public spaces and this is a wonderful start.





Images: NYC DOT Presentation to Manhattan CB8,  
<http://www.nyc.gov/html/dot/html/about/currentproj.shtml#complete>





Flushing Ave, Brooklyn



9th Ave, Manhattan



Lower East Side, Manhattan



Smith Street, Brooklyn





West Side Highway, Manhattan



Queens Boulevard, Queens



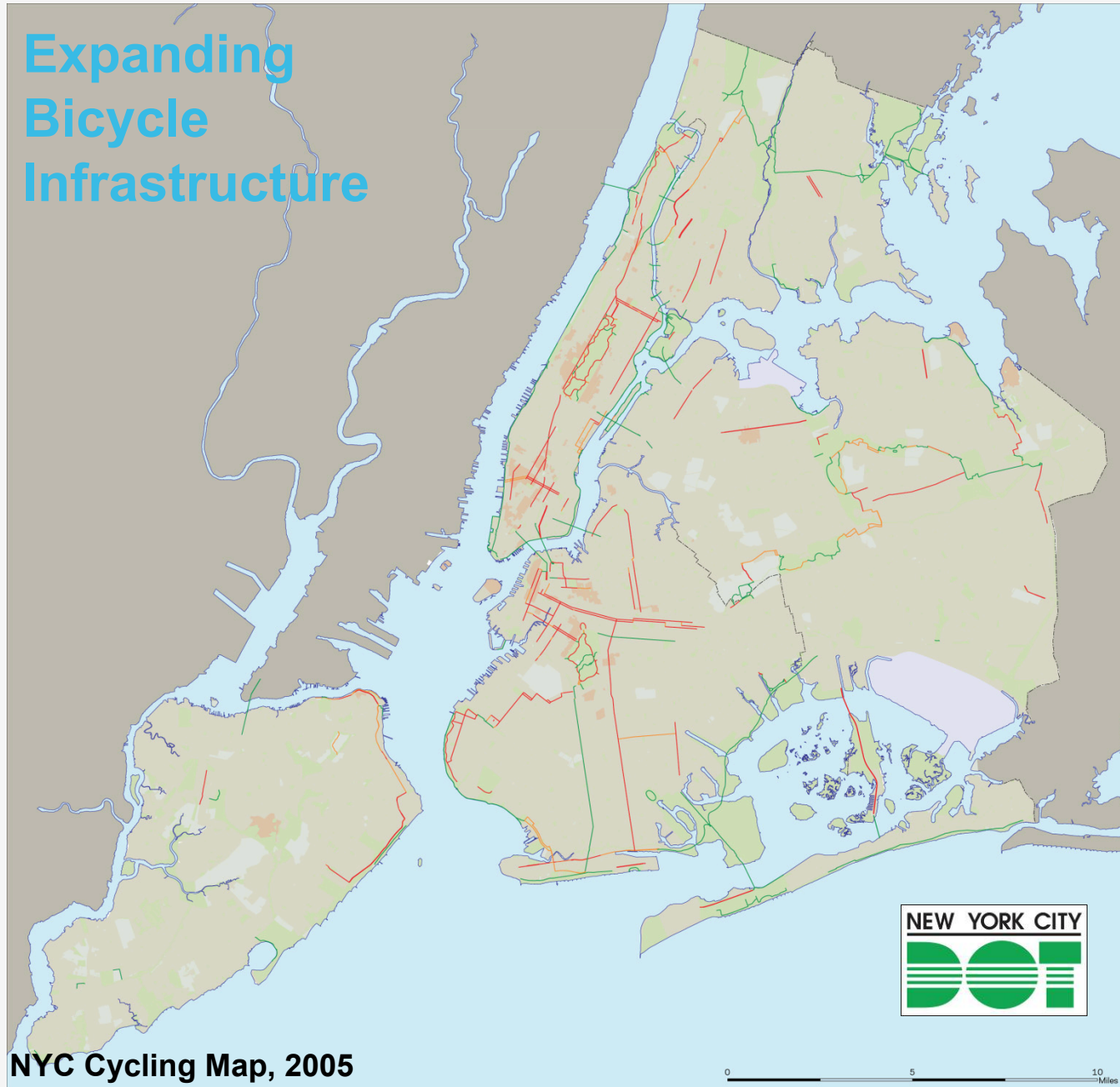
Prospect Park West, Brooklyn



Sands Street, Brooklyn



# Expanding Bicycle Infrastructure



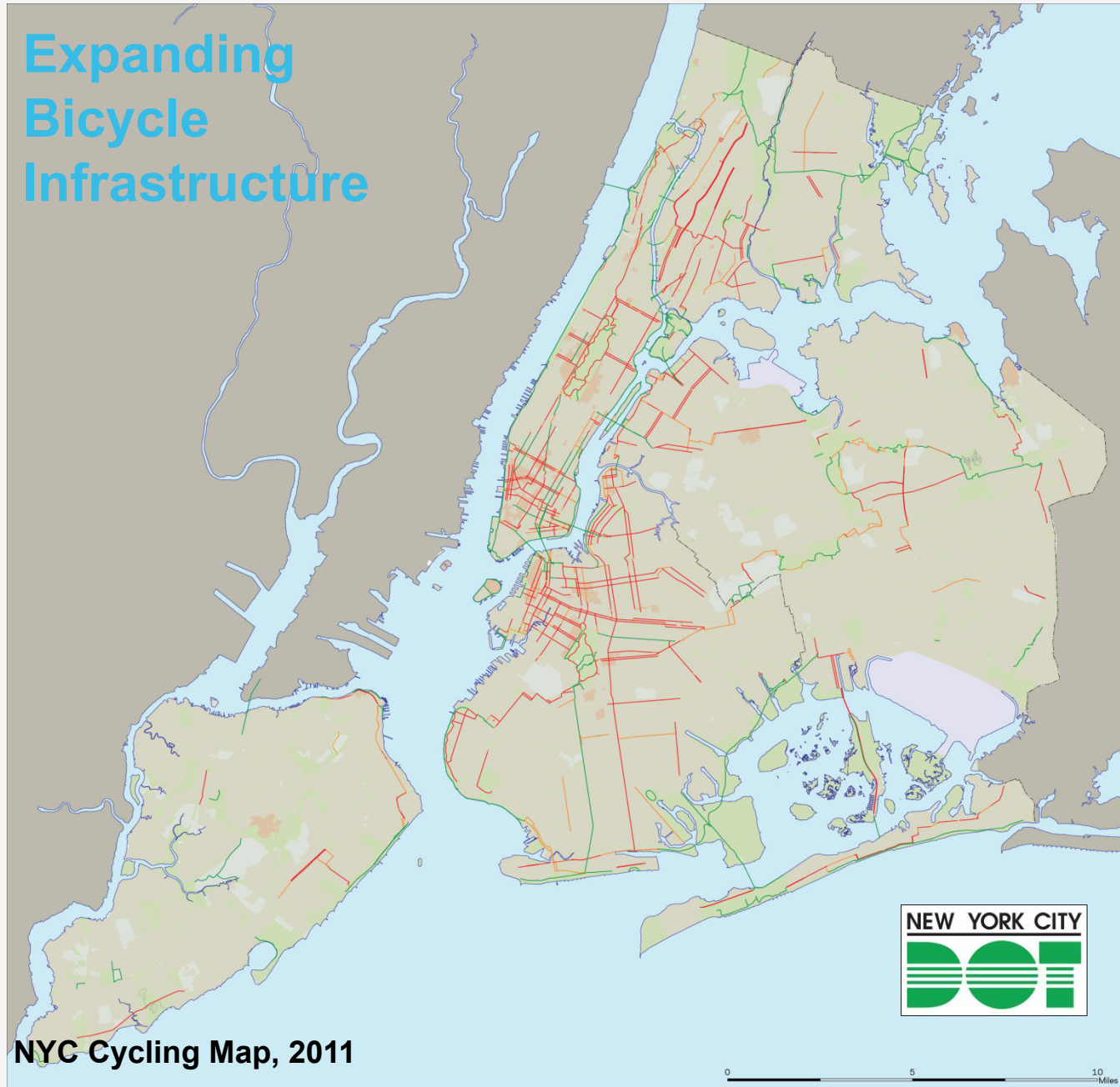
**NYC Cycling Map, 2005**

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





## Lane Miles; Cyclist Volumes; and Injuries/Fatalities (1998-2009)



Data Source: Annual Screenline Cyclist Counts; NYPD and NYS DMV crash data

source: Hayes A. Lord, Director, Bicycle Program, NYCDOT







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ALTERNATIVES**  
Your advocate for bicycling, walking and public transit

TAKE ACTION | CAMPAIGNS | RESOURCES | NEWSROOM | EVENTS | S

# Bike Friendly Business

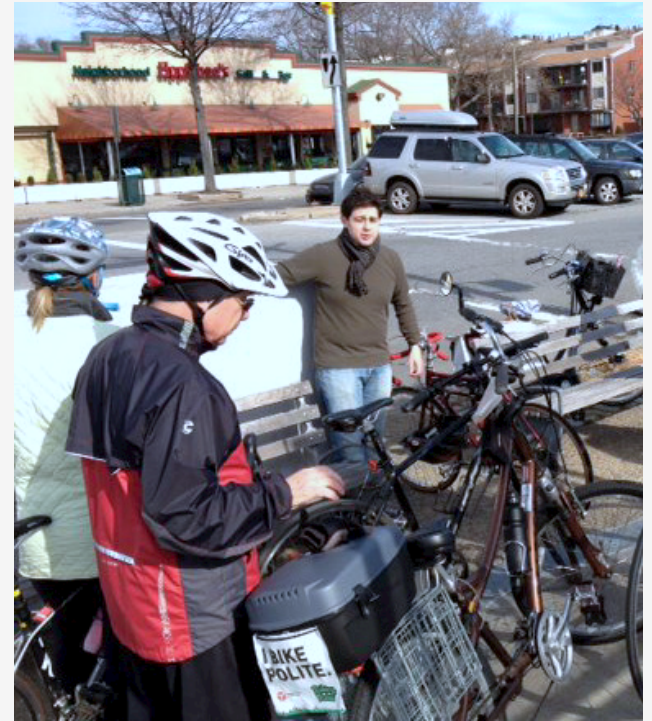


Small business is the lifeblood of NYC. More biking means more neighborhood business. Find your local bike-friendly business today



# Biking Rules

A NEW  
**STREETCODE  
FOR NYC CYCLISTS**



FREE!



## Bike Smart

The Official Guide to  
Cycling in New York City

Michael R. Bloomberg, Mayor, New York City  
Janette Sadik-Khan, Commissioner, NYCDOT

**Yield to Pedestrians.**









Small steps to fix your city. Take action for better bike parking in NYC!



Twitter users can submit racks using this easy syntax

Smartphone users can make suggestions by snapping a photo and emailing.

Bike rack requests submitted to See Click Fix will be incorporated into FixCity when tagged with the term 'bike rack'.

SeeClickFix  
power to the community

**Latest News**

**Comment & Vote on Rack Suggestions!** Anyone can now comment on existing rack suggestions and registered users can show their support for a location by 'hearing' it.

**Features & Updates** Suggest new racks via smart phone, twitter, or SeeClickFix!

[More posts](#)

**Spot it.**



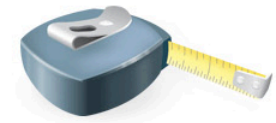
Where do you want more bike racks? Examine the area for spots racks can fit in!

**Map it.**



Suggest a [New Rack](#) to put your spot on the map! Submit details and photo via email from your phone, twitter, or web.

**Check it.**



Verify suggested rack locations! Check if spots meet [Location Guidelines](#) to see racks on the ground sooner.





# NYC Bikeshare Announcement

Photos: New York City Department of Transportation on flickr

<http://www.flickr.com/photos/nycstreets/4173690131/in/set-72157622973444484>





# 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**

- separated cycle path
- striped route
- on-street signed route

Map data ©2012 Google



# Prospect Park West

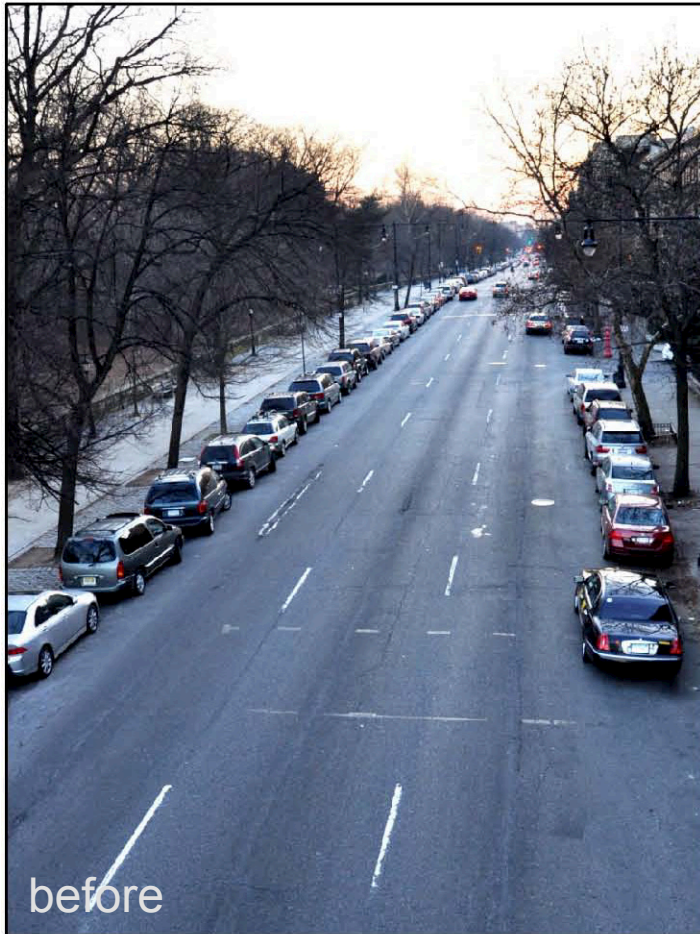


Image: NYC DOT

<http://www.nyc.gov/html/dot/html/bicyclists/prospectparkwest.shtml>



Project was requested by the community board in order to:

- curb speeding,
- provide a safe, two-way bike path along the park a
- reduce sidewalk bike riding



Prospect Park West, Brooklyn, NY



# 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

<http://www.nyc.gov/html/dot/html/bicyclists/prospectparkwest.shtml>



# ... or so we thought

**UPSET ABOUT THE BIKE LANES???**  
**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 21<sup>ST</sup> @ 7:00 PM**  
**5<sup>th</sup> STREET - GARDEN AREA**  
BRING A LAWN CHAIR

IF YOU CAN'T MAKE IT –  
PLEASE MAKE COMPLAINTS -E-MAIL or CALL:  
CB6 – [info@brooklynCB6.org](mailto:info@brooklynCB6.org)  
Brad Lander – [Lander@council.nyc.gov](mailto:Lander@council.nyc.gov)  
Mayor Bloomberg  
[www.nyc.gov/html/mail/html/mayor.html](http://www.nyc.gov/html/mail/html/mayor.html)  
Janette Sadik-Khan (DOT)  
<http://www.nyc.gov/html/dot/html/contactdot/assist.shtml>









# 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.



Enlarge This Image

Michael Kirby Smith for The New York Times  
Two groups sought removal of the bike lane that was installed in 2010 along Prospect Park West in Brooklyn.

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

- RECOMMEND
- TWITTER
- LINKEDIN
- E-MAIL
- PRINT
- REPRINTS
- SHARE



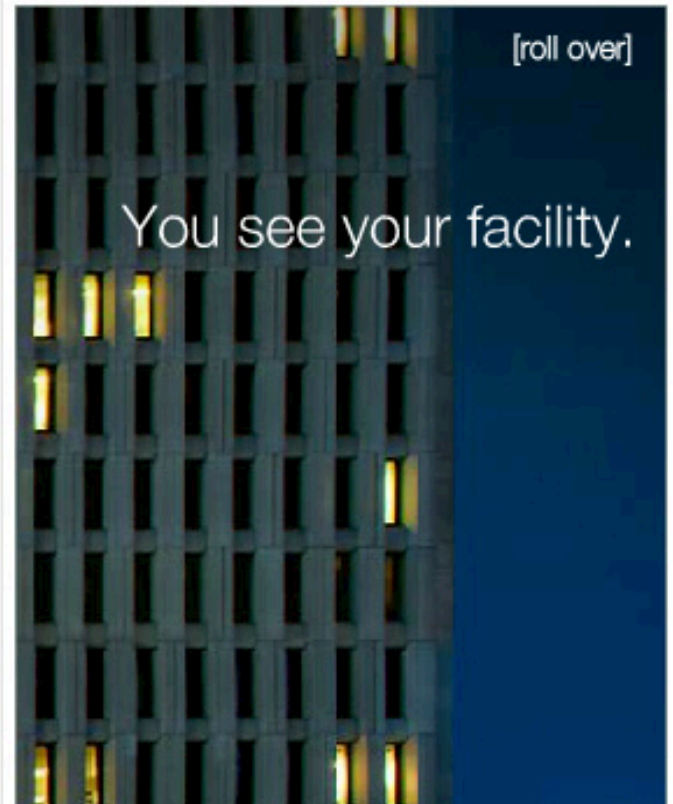
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### What's Popular Now

Pregnant, and Pushed Out of a Job



The Great Divorce



### Related

[Residents Face Off Over Brooklyn Bike Lane \(March 11, 2011\)](#)

[In Brooklyn, Divided Opinion About a Bike Lane by a Park \(March 9, 2011\)](#)





Prospect Park West, Brooklyn, NY