

# Executive Summary



With New York City's economy rebounding, subway and bus ridership has resumed pre-recession growth while auto traffic remains essentially flat. Subway ridership increased 2.5% in 2011 and a further 1.8% in 2012. Bus ridership posted a 0.8% rise in 2012, the first increase since 2008. Citywide weekday traffic volumes, by contrast, were down 1.8% in 2011 (figures for 2012 are not yet available), and are essentially unchanged over the past four years, despite job growth of 3% since 2009. These figures show that in the wake of the recession, New Yorkers are driving less and using transit more, resuming the trend that was evident during growth years of the mid-2000s. Since 2003, citywide transit ridership has increased 9.5% while citywide traffic declined by 3.9%.

These trends are even more pronounced for travel into Manhattan's Central Business District (CBD - the area south of 60th Street). Since 2009, transit ridership is up 2.9%, while the number of vehicles entering the CBD has been roughly flat and the average speed of vehicles in the CBD has increased by 0.3%. Going back to 2003, transit ridership into the CBD is up 11.3% while vehicular traffic decreased 6.5%.

Across the five boroughs, DOT has continued to support this vitality by working to make transportation safer and more efficient for people and commerce alike. This fifth annual Sustainable Streets Index reviews traffic and transit trends in New York City, reports CBD traffic speeds based on taxi Global Positioning System (GPS) data, and presents data-driven indicators on the impact of eleven major DOT projects involving changes in street operations. A new feature this year uses taxi GPS data to assess wet weather impacts on traffic flow.

While the Project Indicators are only a sample of DOT's work to improve New York City's streets, they reflect how the agency is making our infrastructure greener, safer and more efficient for everyone. Below are some of the highlights from this year's featured projects:

- At Seventh Avenue and West 23rd Street, new pedestrian islands and improved traffic patterns resulted in a 61% decrease in crashes with injuries. Traffic is also moving better, with average delays down 25% for the intersection.
- On Slosson Avenue and Todt Hill Road on Staten Island, the incidence of speeding declined 55% after DOT implemented a set of community-requested traffic calming measures.
- In the heart of Downtown Flushing, crashes with injuries declined 10% after DOT expanded sidewalk space and reduced vehicle conflicts. At the same time, travel times are up to 37% shorter in peak hours.
- At Grand Army Plaza, traffic, crosswalk, and sidewalk improvements have led to a 19% reduction in crashes with injuries while reconnecting this landmark public space with neighboring communities.
- In Citi Bike's first three months of operation, customers logged 2,545,867 trips covering a total distance of 5,550,424 miles.