



**Sustainable Streets**  
Strategic Plan  
for the New York City  
Department of  
Transportation  
**2008 and Beyond**

Safety  
Mobility  
World Class Streets  
Infrastructure  
Greening  
Global Leadership  
Customer Service



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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

# The Imperative of Sustainability

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 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—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

# Introduction

This strategic plan takes the New York City Department of Transportation's exceptional track record on infrastructure revitalization, street safety, and traffic and ferry operations as its starting points. It adds new perspectives on streets as public spaces, a more robust surface transit system, reducing the Department's environmental footprint and working with the public.

Together, the elements make up an innovative, industry-leading urban transportation policy that will carry New York well into the 21st Century with improved mobility and transportation choice, safer streets, a cleaner environment and reduced impact on global climate. It will make a major contribution to the quality of life that will make New York City one of the world's best places to live, work, play and raise a family.

## Some of its Major Goals are:

- Cutting city traffic fatalities by 50% from 2007 levels.
- Implementing bus rapid transit lines and measures to improve bus speeds city-wide.
- Doubling bicycle commuting by 2015.
- Initiating city-wide parking policies to manage curb space to reduce cruising and congestion.
- Adopting complete-street design templates for reconstruction projects.
- Launching a Main Street Initiative to develop people-friendly boulevards in key corridors across the city.
- Delivering better street surfaces through better management of street cuts and sub-surface infrastructure work.
- Maximizing energy efficiency throughout our street lighting and office operations.
- Retaining and attracting the best transportation engineers, planners and managers.

## The Plan's Contents

The plan's content is shaped by extensive input from agency staff. It contains seven chapters covering safety, mobility, public space, infrastructure, greening, customer service and institutional excellence.

## Structure of the Document

Each chapter of the plan addresses a critical area of the Department's work and is developed around a series of key visions. The chapters lay out the Department's policies for each area, describing a series of actions, in support of the policies. A matrix corresponding to each chapter elaborates on the actions assigning a time frame, responsibilities, and milestones for each division within DOT.



**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.**