

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

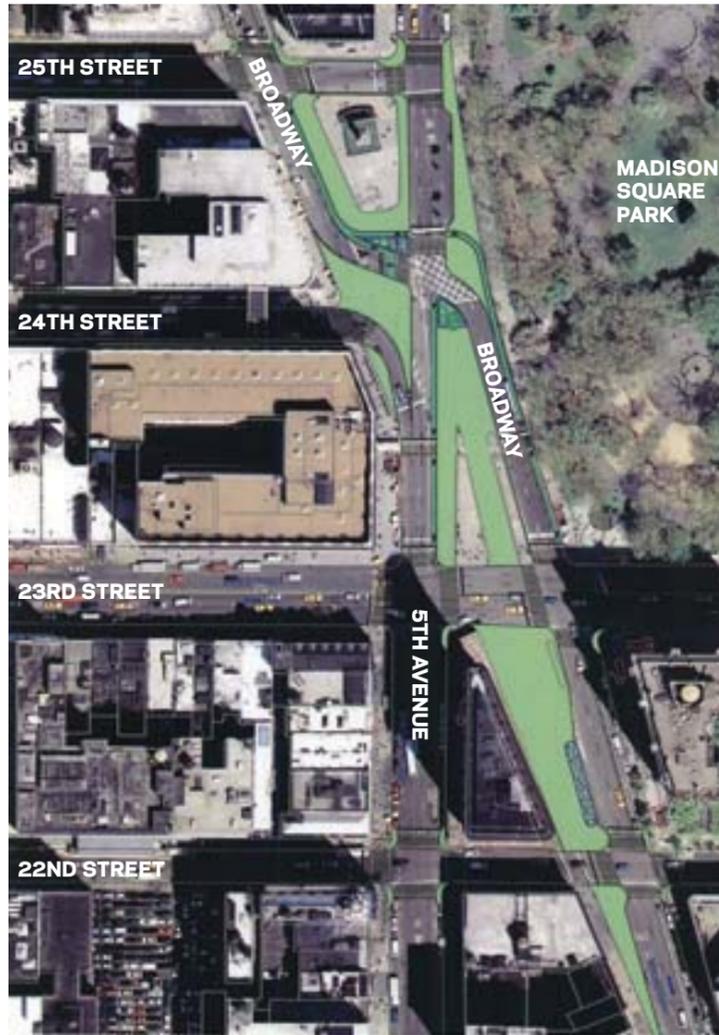


WORLD CLASS STREETS

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.



BEFORE



AFTER

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.



CROSS SECTION



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 muni-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 NYCDOT's public spaces.
- Increase adopt-a-highway sponsorship implement beautification treatments along the highways.

Urban design

- Install 3,500 Cemusa-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 CEMUSA and award-winning designers Grimshaw Architects.



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