

MANHATTAN COMMUNITY BOARD 3 - NYC STREETS PLAN

MARCH 2026

New York City
Independent
Budget Office



TEAM IBO



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WHAT IS IBO?

The Independent Budget Office is a **nonpartisan City agency** that provides data-driven analysis of how New York City raises and spends money. IBO examines the City budget, taxes, and major policy issues to give all New Yorkers clear, reliable information for decision-making. Our work includes....



Three legally-mandated reports



Year-round reports on relevant budgetary and policy issues



Testimonies at City Council hearings



Presentations & general resources



OUR RECENT TRANSPORTATION WORK

How does Citi Bike compare to other major bikeshare programs?

- [Citi Bike: Lessons for the Future of New York City's Bike Share \(Nov 2025\)](#)

How would an MTA capital budget shortfall affect the City's budget?

- [Gap in MTA Capital Plan Threatens to Further Increase City Contributions \(Feb 2025\)](#)

Why are NYC buses so slow, and what is the City doing about it?

- [Speeding Up Slowly: A Review of Initiatives to Improve Bus Speeds in New York City \(Feb 2025\)](#)



THE NYC STREETS PLAN

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LOCAL LAW 195 OF 2019

- City Council mandate for DOT
- Transportation Master Plan every 5 years (2022-26, 2027-31, etc.)
- Set benchmarks for miles of bus lanes, bike lanes, bus stop upgrades, pedestrian space, and more
- DOT testified “several billion dollars” and a “significantly reconfigured agency” needed

BENCHMARKS

Benchmark Category	2022 Benchmark Targets	2022-26 Average Per Year Benchmark Targets	2022 NYC DOT Capacity
Protected Bus Lanes (Miles)	20	30	20
Protected Bike Lanes (Miles)	30	50	30
Bus Stop Upgrades (Shelters or Benches AND Bus Time Poles)	500	500	500*
Transit Signal Priority (Intersections)	750	1,000	Up to 750
Accessible Pedestrian Signals (Intersections)	500	500	500
Pedestrian Space (Sq. Ft.)	500,000**	N/A**	400,000
Redesign Intersections	400	400	400
Commercial Loading Zones and Truck Routes		Qualitative Benchmark	
Parking Policy Revisions		Qualitative Benchmark	

* Subject to new contract being executed

** Local Law 195 calls for an addition of 1,000,000 square feet of pedestrian space by December 31, 2023

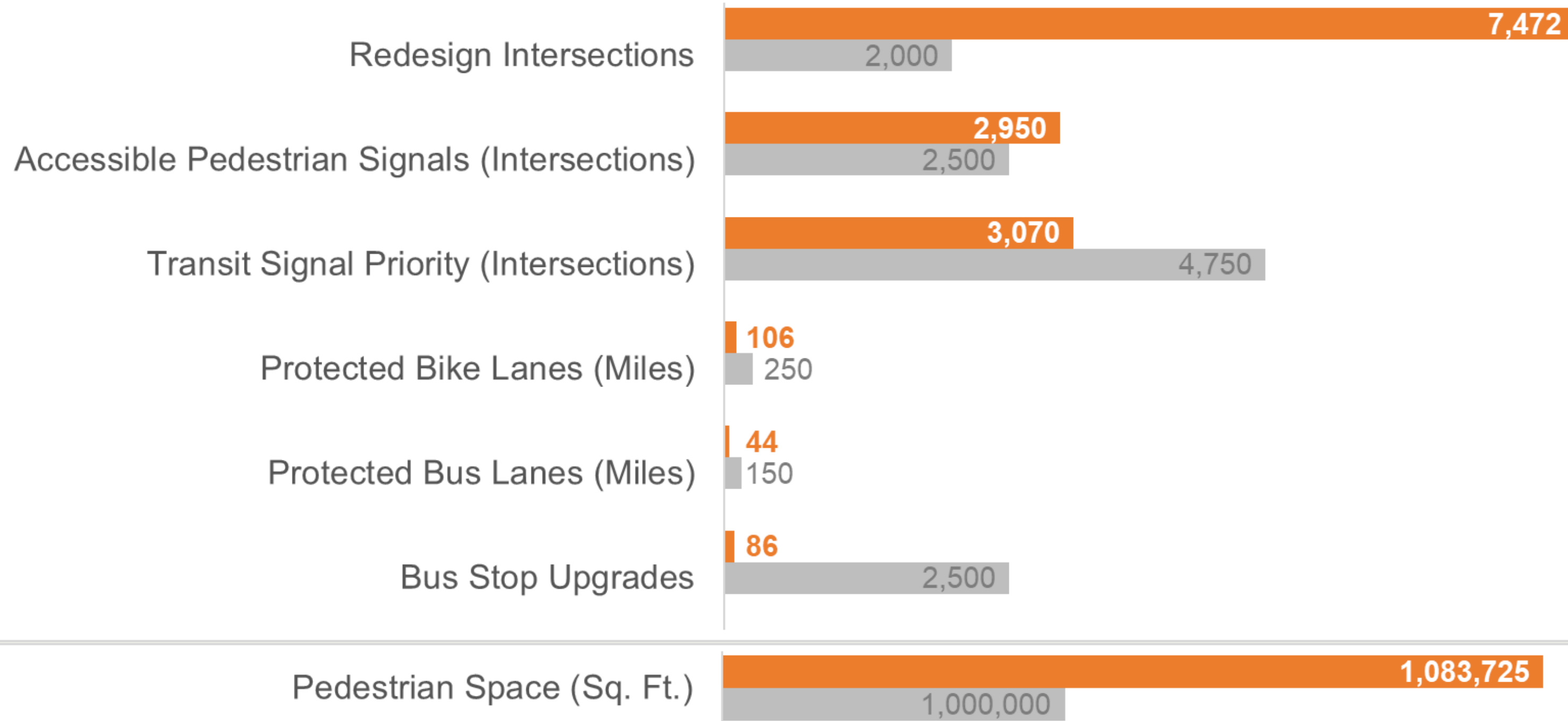
NYC Streets Plan, page 13: www.nyc.gov/html/dot/downloads/pdf/nyc-streets-plan.pdf

Note: Redesigned intersections include any treatments listed in § 19-182.2 of the NYC Administrative Code: [Street design checklist](#).

PROGRESS SO FAR

DOT Progress on NYC Streets Plan Benchmarks

■ Completed 2022-2025 ■ 5-Year Goal



IBO calculations based on 2023-2026 Streets Plan updates and LL195 benchmarks

WHY IS DOT MISSING STREETS PLAN GOALS?

Per DOT:

- Lack of capacity, funding
- Logistics and supply chain issues
- Staff retention and hiring freeze
- Narrow definitions of success
- Opposition from elected officials and community

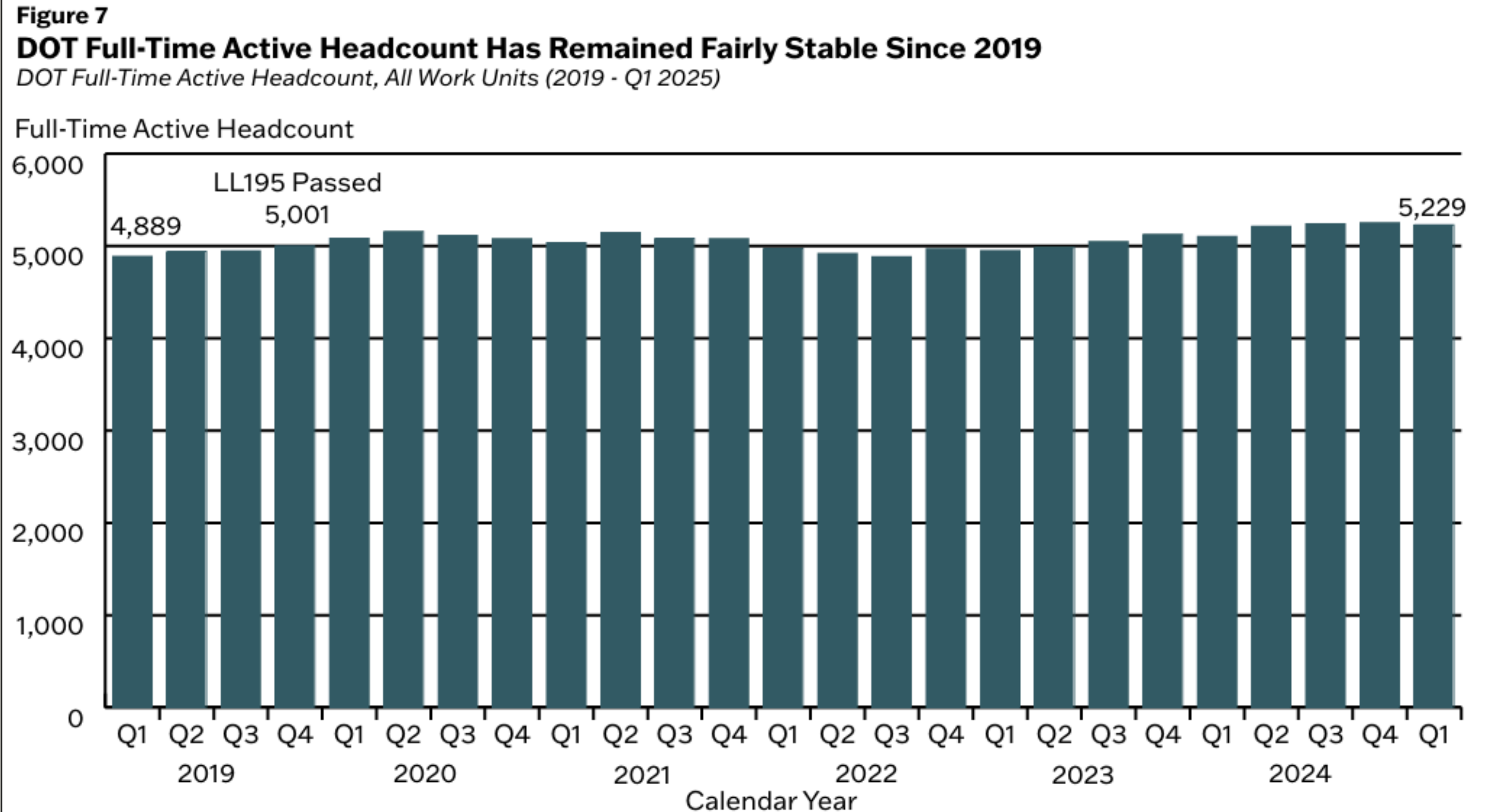
WHY IS DOT MISSING STREETS PLAN GOALS?

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IBO FINDINGS - DOT STAFFING

Between late 2019 and the start of 2025, DOT's full-time staff grew just 4%



SOURCE: City Human Resources Management System (CHRMS)

NOTE: Data excludes part-time workers.

New York City Independent Budget Office

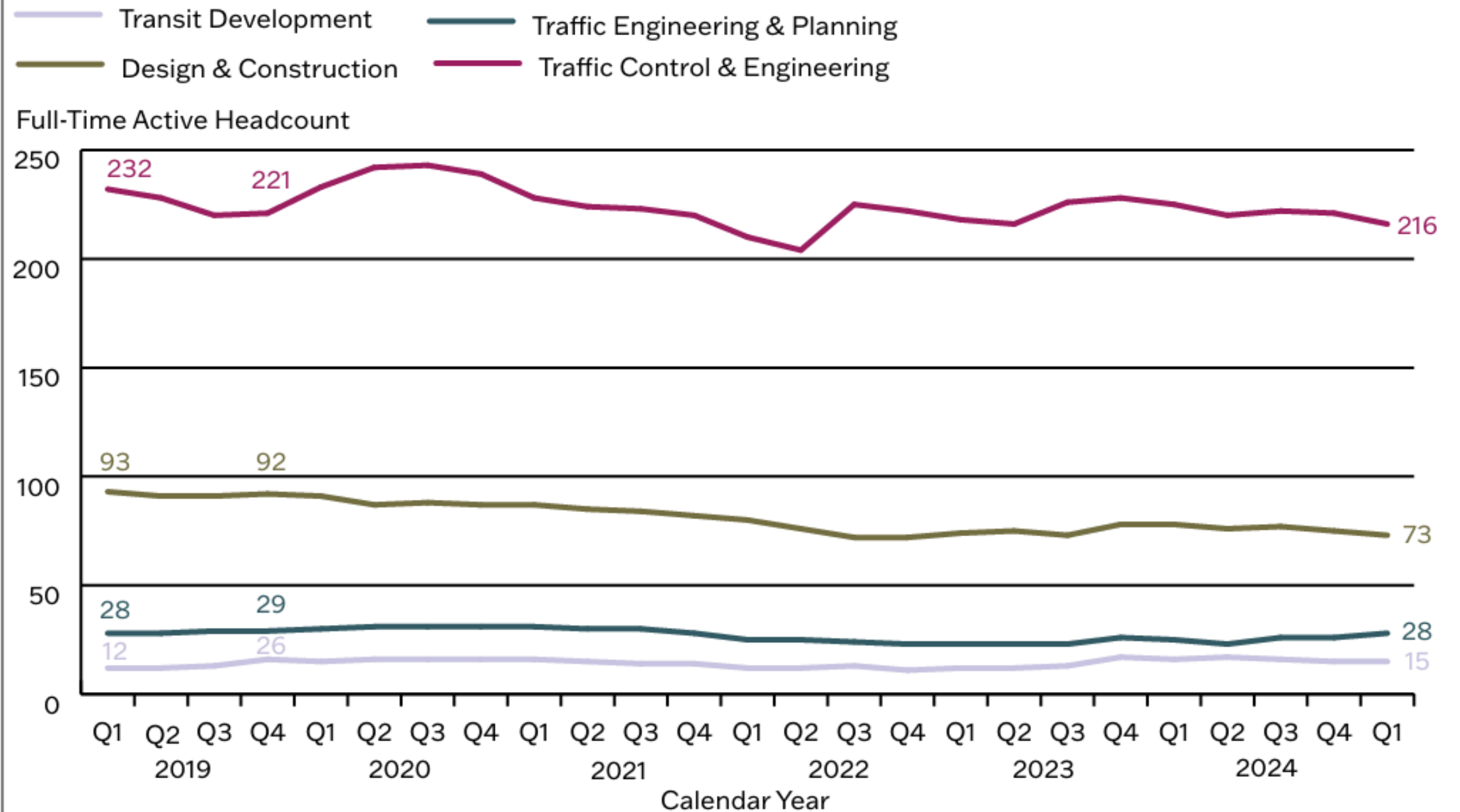
IBO FINDINGS - DOT STAFFING

Key bus-related work units declined:

- Transit Development (-6%)
- Traffic Engineering and Planning (-1%)
- Design & Construction (-21%)
- Traffic Control and Engineering (-2%)

Figure 8
DOT Transit Development Headcount Has Remained Stable, But Key Positions For Project Review and Oversight Have Declined Since 2019

DOT Full-Time Active Headcount by Bus-Related Work Unit (2019 - Q1 2025)



SOURCE: City Human Resources Management System (CHRMS)

NOTE: Data excludes part-time workers.

PRELIM BUDGET: +20 NEW HEADCOUNT, \$5M PER YEAR

Expenditure Increases/Re-estimates

Department of Transportation

Description	City Personnel As of 6/30/27	(City Funds in 000's)				
		FY 2026	FY 2027	FY 2028	FY 2029	FY 2030
Bridge Repairers and Riveters - City Collective bargaining funding.		246	246	246	246	246
Brooklyn Army Terminal Utility Payments Technical adjustment for a Brooklyn Army Terminal payment to EDC.		(818)	--	--	--	--
Bus and Bike Lanes Funding to support bus and bike lane programs.	20 C	--	5,000	5,000	5,000	5,000
E-Bike Trade-In Funding to support the e-bike battery trade-in program.		1,367	--	--	--	--
Financial Plan Headcount Adjustments Headcount adjustments as a result of approved budget modifications	1 C	--	--	--	--	--
Local Initiatives Council member items.		11	--	--	--	--
OneLIC SEED Rezoning Funding to support the OneLIC SEED rezoning initiative.		--	100	100	--	--
Other Adjustments Council member items.		1	--	--	--	--
Secure Bike Parking Funding for the Secure Bike Parking program.	3 C	295	1,793	2,061	2,390	2,801
Summer Streets Funding to support the Summer Streets program.		--	2,000	2,000	2,000	2,000

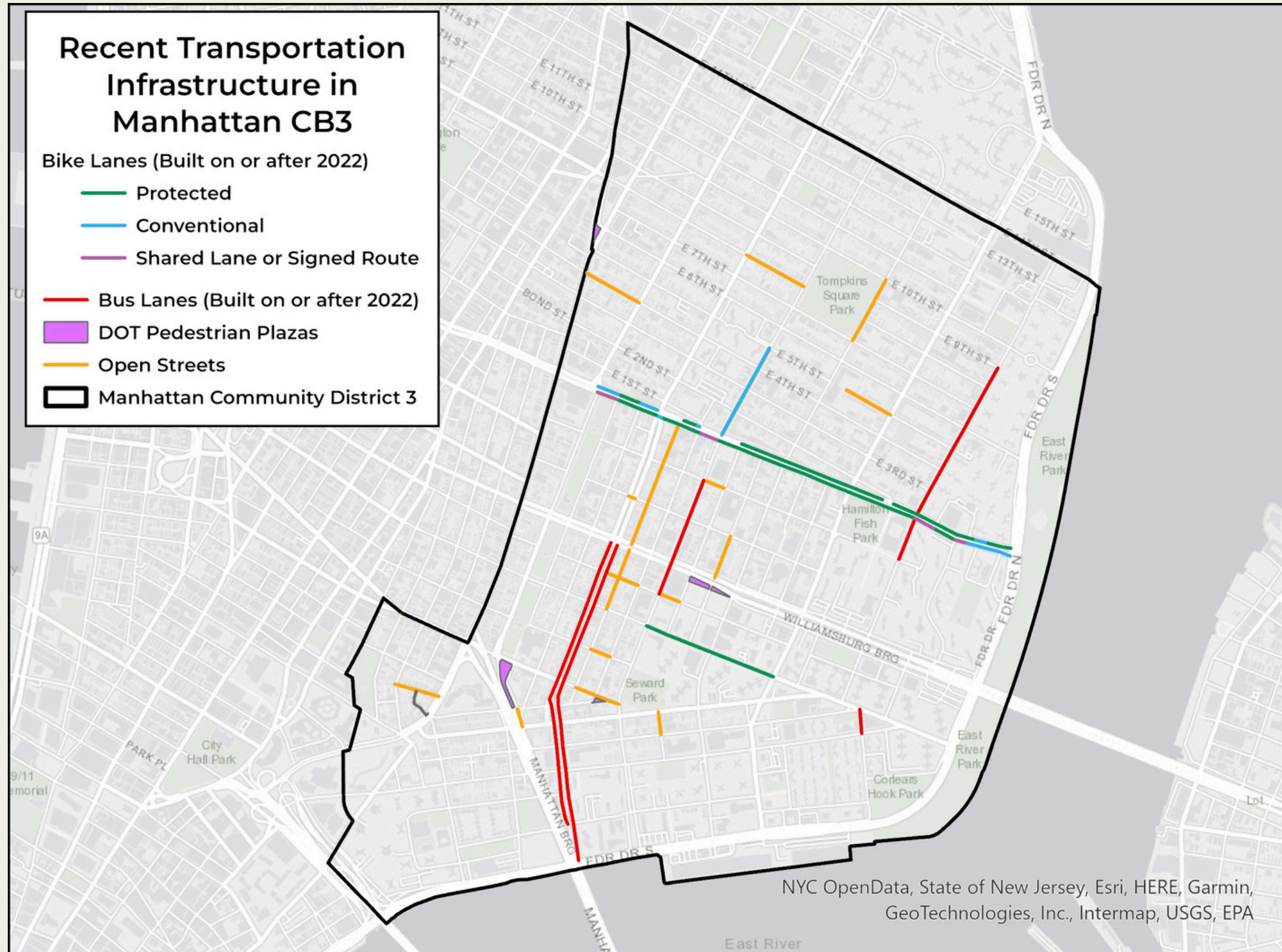


LL195 BENCHMARKS FOR 2027-2031

- “complete a connected bicycle network”
- “install protected bus lanes on all bus routes where such improvements can be installed”
- “bus stop upgrades at all bus stops...where such upgrades are feasible”
- and more:

See LL 195: <https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=3954291&GUID=D37BA0B0-9AB6-434B-A82E-E49A7895A1A4>

RECENT TRANSPORTATION INFRASTRUCTURE PROJECTS IN MANHATTAN CB3



Sources

- [NYC DOT Pedestrian Plazas](#)
- [Open Street Locations](#)
- [Bus Lanes - Local Streets](#)
- [New York City Bike Routes](#)



WHAT'S NEXT:

- DOT emphasized the need for **community support** for Streets Plan projects – what would this look like for CB3?
- The next NYC Streets Plan is due in December - what are you hearing about **community engagement**?

What questions do you have about the Streets Plan?

HOW ARE AREAS WITH HIGH LEVELS OF TRAFFIC VIOLATIONS AND ACCIDENTS ADDRESSED IN THE STREETS PLAN?

The NYC Streets Plan includes Vision Zero, although there are no LL195 benchmarks

Check Vision Zero View for data:

<https://vzv.nyc/>

SAFETY & VISION ZERO ***2022-2026 Streets Plan*** ***Recommendations:***

Expand the use of proven safety treatments

Initiate new capital projects in locations where serious interventions are warranted

Expand automated enforcement

Expand and continue Dangerous Vehicle Abatement Program

Advocate for improved federal standards for vehicle design and technology that increase safety for vulnerable road users

Dramatically expand automated enforcement

Enforce safe vehicles and driving

TRACKING OUR PROGRESS: 2024

290 Vision Zero corridor miles and 225 Vision Zero intersections with safety improvements, up from 222 miles and 180 intersections in 2023

Vision Zero corridors and intersections are identified in Vision Zero Action Plans. Safety improvements include treatments such as curb extensions, raised crosswalks, protected bike lanes, and more.

SAMMY'S LAW IN THE STREETS PLAN?

Highlighted in DOT's March 2025 update:



SAMMY'S LAW

After years of advocacy, New York State lawmakers passed Sammy's Law in April 2024. The passage of Sammy's law, which is named after Sammy Cohen Eckstein, gives New York City the authority to lower its speed limit to 20 mph with posted signage, and 10 mph with traffic calming, except on roads with three or more motor vehicle travel lanes in the same direction outside of Manhattan. The passage of Sammy's Law is a critical step in the city's effort to build safer streets. We began with a focus on priority locations such as schools or Priority Investment Areas identified in the Streets Plan. The first streets with reduced speed limits in 2024 were Prospect Park West in Brooklyn and Audobon Avenue in Manhattan, and Manhattan below Canal Street was established as the first Regional Slow Zone.

NYC Streets Plan 2025 Update, page 59: <https://www.nyc.gov/html/dot/downloads/pdf/nyc-streets-plan-update-2025.pdf>

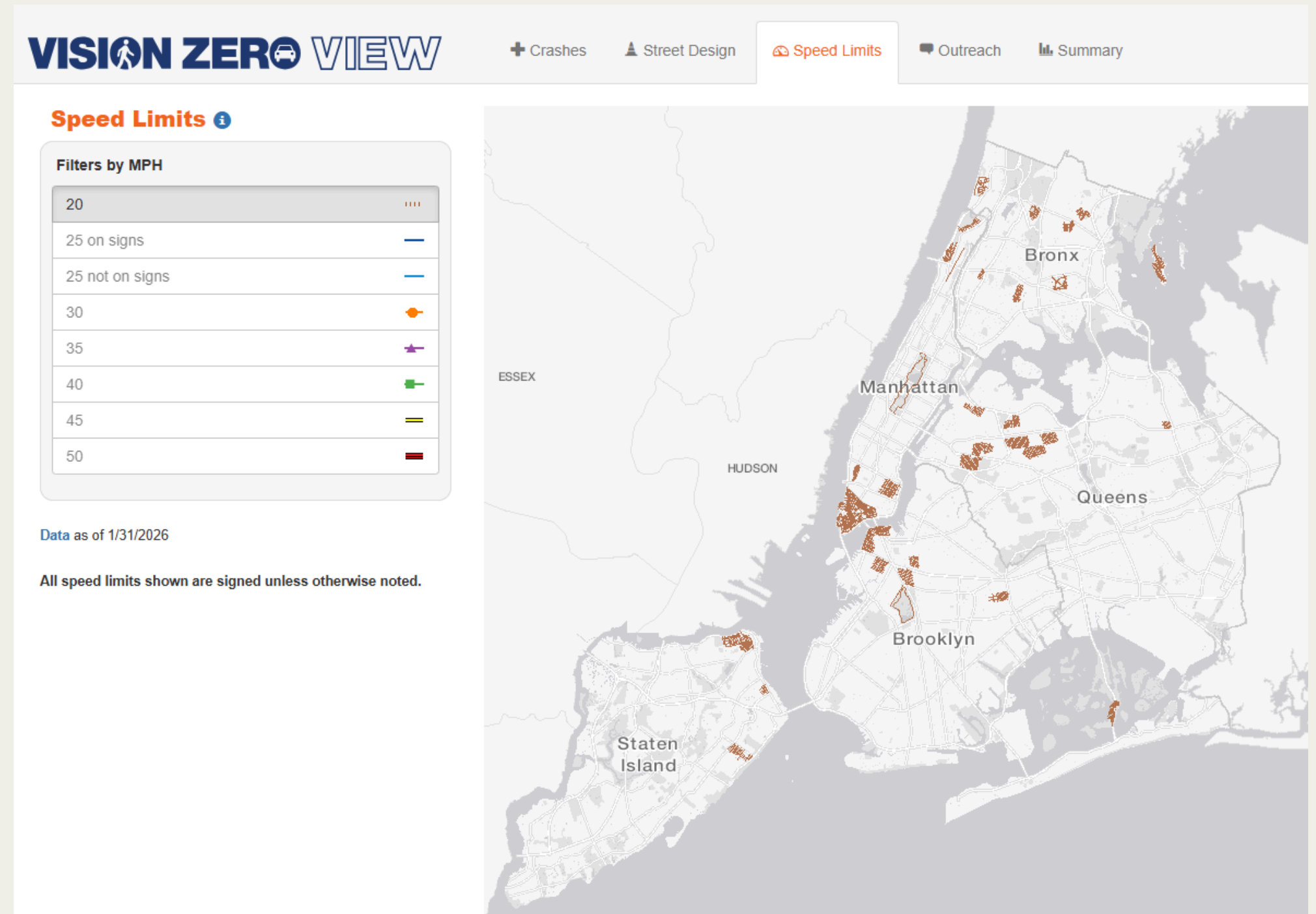


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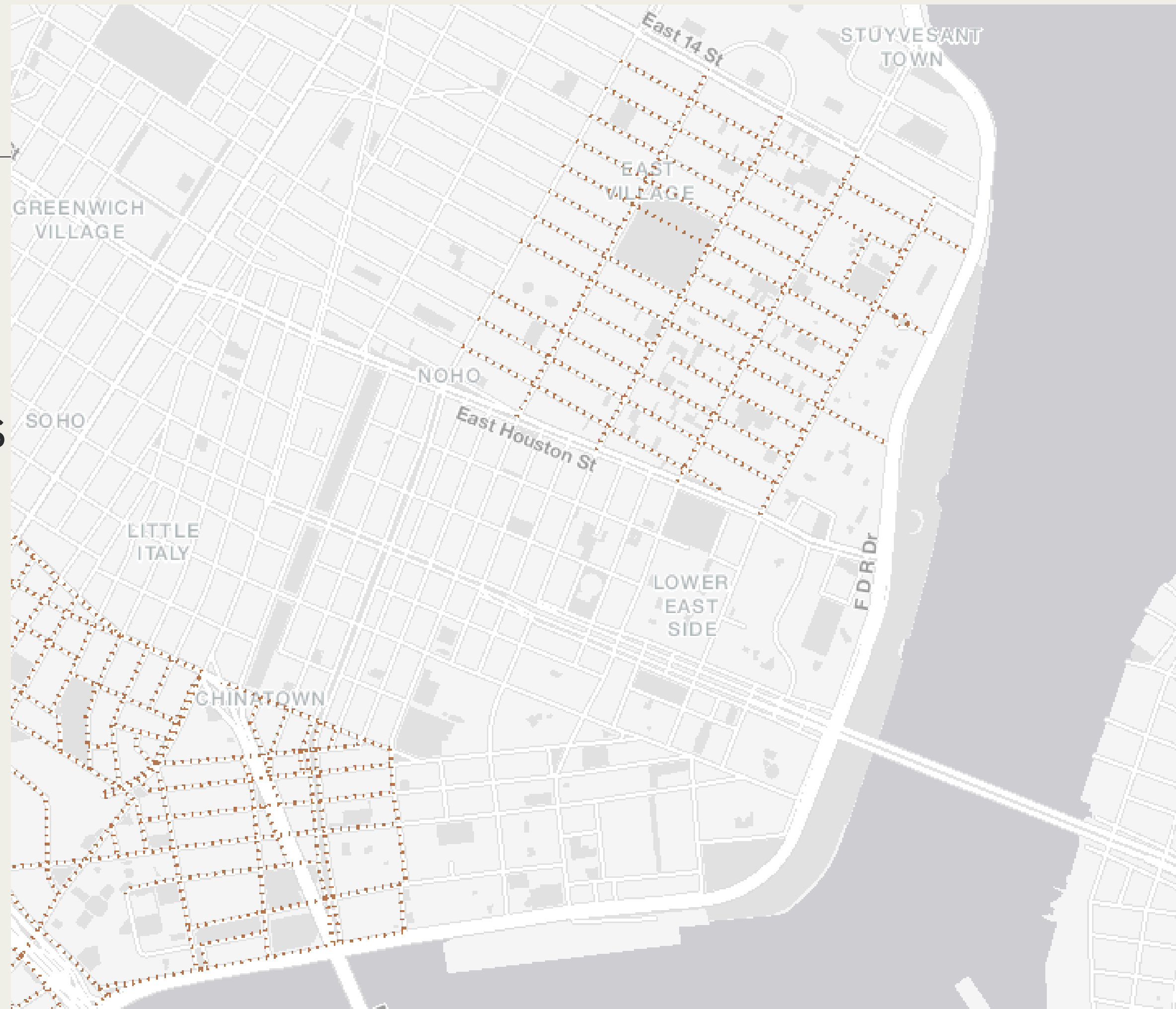
1. Click on Speed Limits
2. Filter to 20 MPH



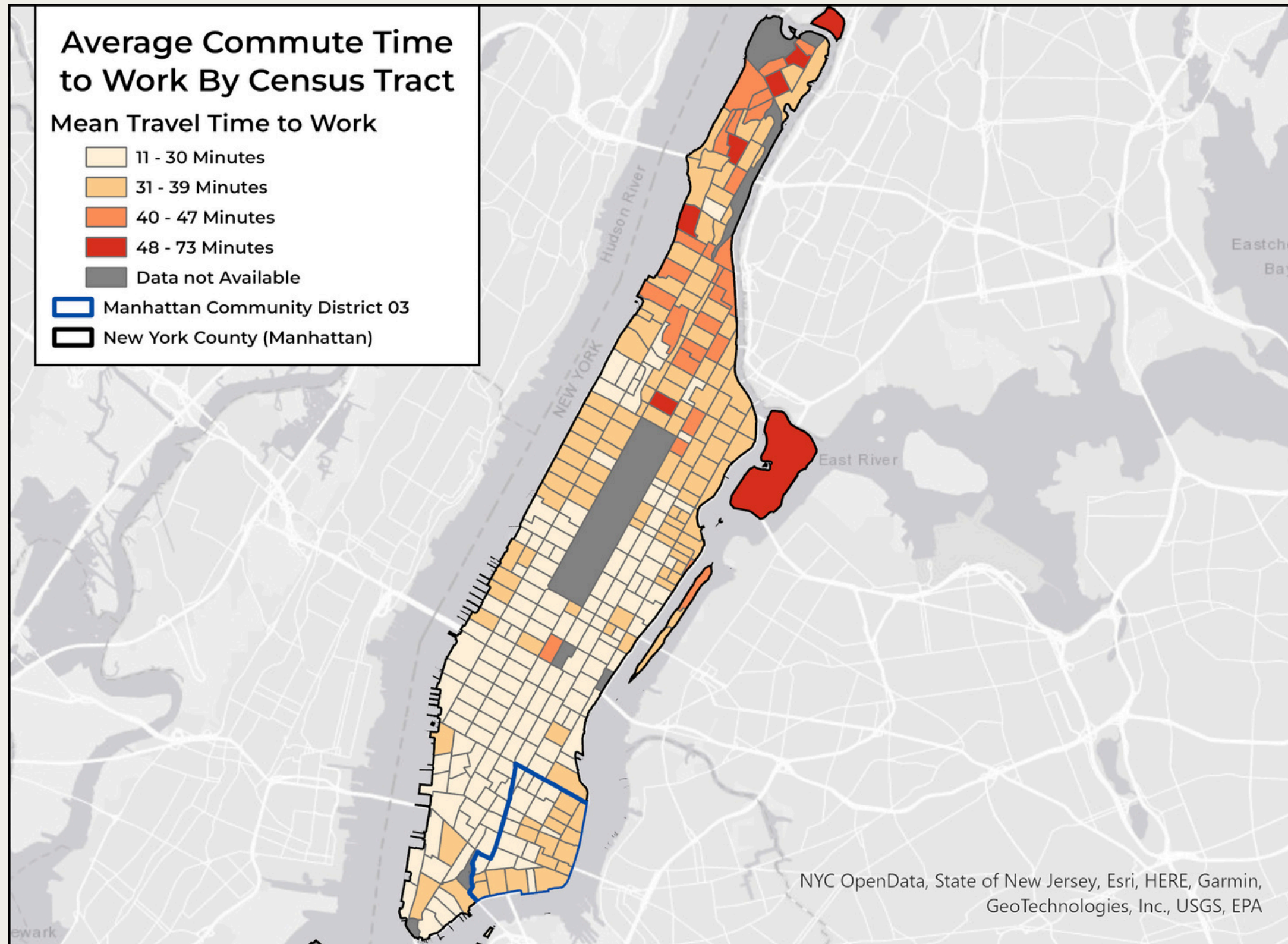
SAMMY'S LAW

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AVERAGE COMMUTE TIMES IN CB3



Average Commute Times:

- Average Commute Time in CB3 - **30 Minutes**
- **CB3 ranks 6th** in the highest commute times to work in Manhattan.
- Citywide Average - **40 minutes**

Data from the US Census Bureau

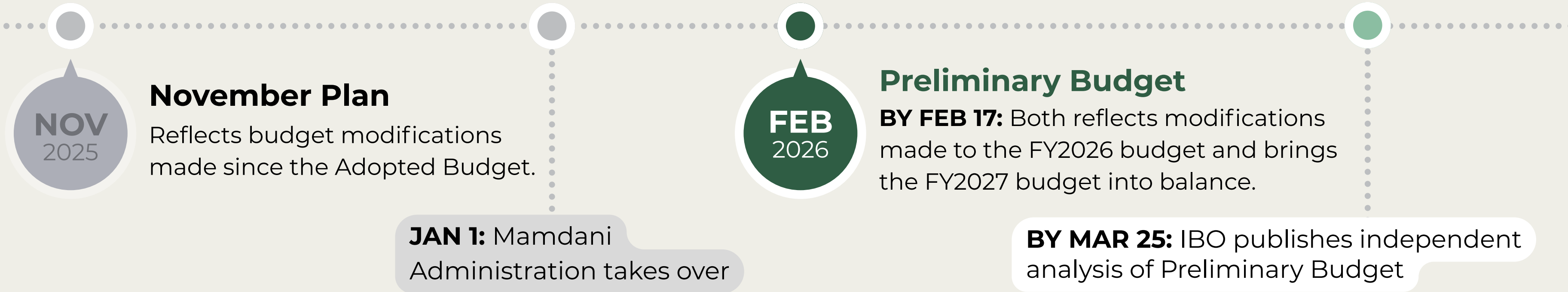
[Check out IBO's 2024 bus speeds map here](#)

HOW WAS FEEDBACK COLLECTED AND REFLECTED IN THE STREETS PLAN?

“We reached thousands of community members through the outreach and engagement channels: 12,500 people provided input through the **online platform**, 1,260 people participated in the **telephone polling**, and over 600 people attended the **workshops**. A **focus group** was conducted with representatives and advocates from the community of New Yorkers with disabilities that NYC DOT hosted with the help of the Mayor’s Office for People with Disabilities (MOPD).”

NYC Streets Plan, page 48: www.nyc.gov/html/dot/downloads/pdf/nyc-streets-plan.pdf

COMING UP IN THE NYC BUDGET PROCESS



What IBO reports/presentations would you like to see?

Past examples include...

NYC's Budget in \$100

Federal Changes, Local Impact

Progress in First Years Towards Class Size Compliance

Citi Bike: Lessons for the Future of New York City's Bike Share

Adult Protective Services: Higher Demand and Fewer Staff

Cooling Centers: How NYC Beats the Heat!

The Expansion of New York City's Right to Counsel Program

Thank you!



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