



# NYC **Streets** Plan

## Update **2026**



# NYC Streets Plan Update 2026

The New York City Department of Transportation has made enormous strides in designing streets to prioritize safety and expand space for cyclists, pedestrians, and bus riders, but there is more work to do. Under the leadership of Mayor Zohran Mamdani and Commissioner Mike Flynn, NYC DOT will lead bold, ambitious work to deliver on the vision of the Streets Plan. In the near term, that means resuming important street redesign projects that had been stalled in prior years, including implementing parking-protected bike lanes along McGuinness Boulevard in Greenpoint, extending the Madison Avenue double bus lanes south from 42nd Street to 23rd Street in Manhattan, and restarting the process to redesign the safety-critical 31st Street corridor in Astoria.

Later this year, we will release the second Streets Plan, presenting the City’s vision for making our streets even safer, more welcoming, and more environmentally friendly. The new Streets Plan will show how we are prioritizing work to expand proven tools and designs throughout the city, while introducing new programs and commitments to transform more of our streets into safe, vibrant, world-class public spaces.

This work will start from a solid foundation. NYC DOT made significant progress in improving transportation in 2025 and the City achieved some major milestones: Dating back to when record-keeping began in 1910, New York City ended the year tied for the fewest traffic deaths in its history. Traffic fatalities are down 31 percent since the launch of Vision Zero in 2014, reflecting the results of our safety-focused approach to street redesign, education, and enforcement.

In Manhattan, the MTA’s Congestion Relief Zone led to an 11 percent reduction in traffic, faster bridge and tunnel crossings of up to 50 percent, and increases in cycling, transit ridership and walking trips. NYC DOT complemented the Congestion Relief program with major street redesign projects to prioritize walking, transit, and cycling, like new protected bus and bike lanes and expanded pedestrian space on 2nd and 3rd Avenues in Manhattan, a protected bike lane on Court Street in Brooklyn, new bike and pedestrian paths over the Queensboro Bridge, and a new section of the Harlem River Greenway on Bailey Avenue in the Bronx.

Across the five boroughs, NYC DOT continued to implement street redesign projects that support safe and sustainable transportation. We completed more than 130 projects in 2025 including a transformational Bike Boulevard on 31st Avenue in Astoria, bus lanes on Hillside Avenue in eastern Queens that improve service for more than 215,000 daily riders, a new pedestrian plaza in Washington Heights, and new public spaces and bike connections on Woodside Avenue in Queens.

Despite these accomplishments, 2025 was also a challenging year for our pursuit of the NYC Streets Plan goals. Some key street redesign projects were delayed, curtailed, or paused due to capacity constraints, political considerations, or legal challenges. As part of the new mayoral administration, we are excited to build up our in-house capacity and to deliver more transformative and ambitious street redesign projects in the coming years.

# Local Law 195 of 2019 Benchmark Progress

Benchmark Category	Benchmark Target	2024 Completed Benchmark Target	2025 Completed Benchmark Target
<b>Protected Bus Lanes*</b> (Miles)	30	13.5	20.8
<b>Protected Bike Lanes</b> (Miles)	50	29.3	18.2
<b>Bus Stop Upgrades**</b> (Shelter or Benches AND Bus Time Displays)	500	0**	18**
<b>Transit Signal Priority</b> (Intersections)	1,000	766	769
<b>Accessible Pedestrian Signals</b> (Intersections)	500	855	716
<b>Redesigned Intersections</b>	400	2,688	1,707

*\*LL195 of 2019 defines protected bus lanes as bus lanes protected by physical barriers or camera enforcement.*

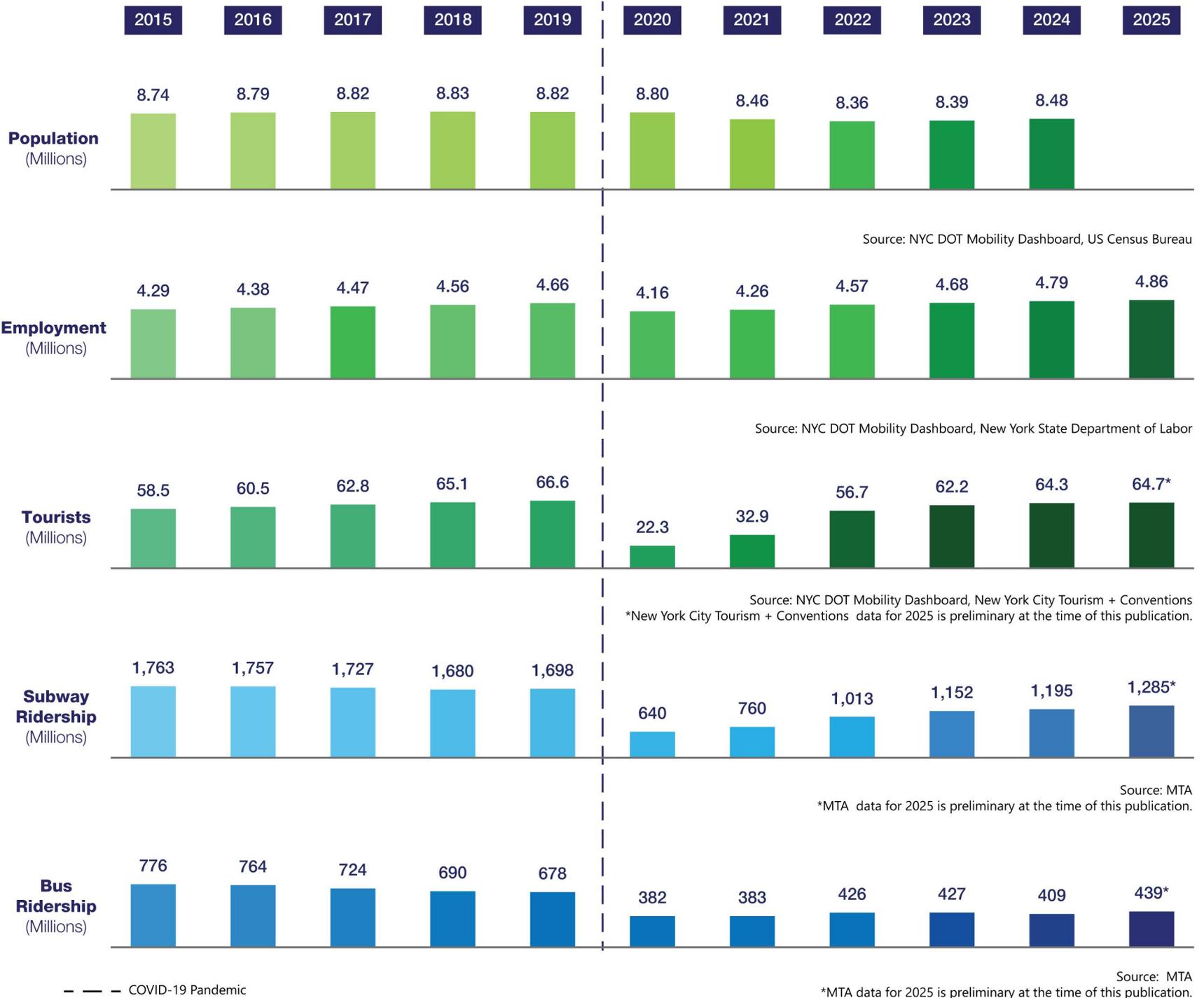
*\*\*LL195 of 2019 defines bus stop upgrades as the addition of a bus shelter or bench and a real-time passenger information (Bus Time) display. Seating was installed at nearly 600 bus stops in 2025 and we are currently exploring new options for bus stop information displays.*

*Additionally, as per Local Law 63 of 2023, NYC DOT installed 123 traffic calming devices in Senior Pedestrian Zones in 2025.*





# Mobility in the City Today





Source: USDOT Federal Transit Administration  
 \*USDOT Federal Transit Administration data for 2025 is preliminary at the time of this publication

Source: Citi Bike

Source: NYC DOT

Source: NYC DOT Mobility Dashboard, NYC DOT

Source: NYC DOT Mobility Dashboard, MTA

\*Bus speed data for 2025 is preliminary at the time of this publication

--- COVID-19 Pandemic

