

World Class Streets

Presentation to TRB

Session 371, Urban Streets, Complete Streets: Engaging Modal Stakeholders

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A GREENER, GREATER NEW YORK

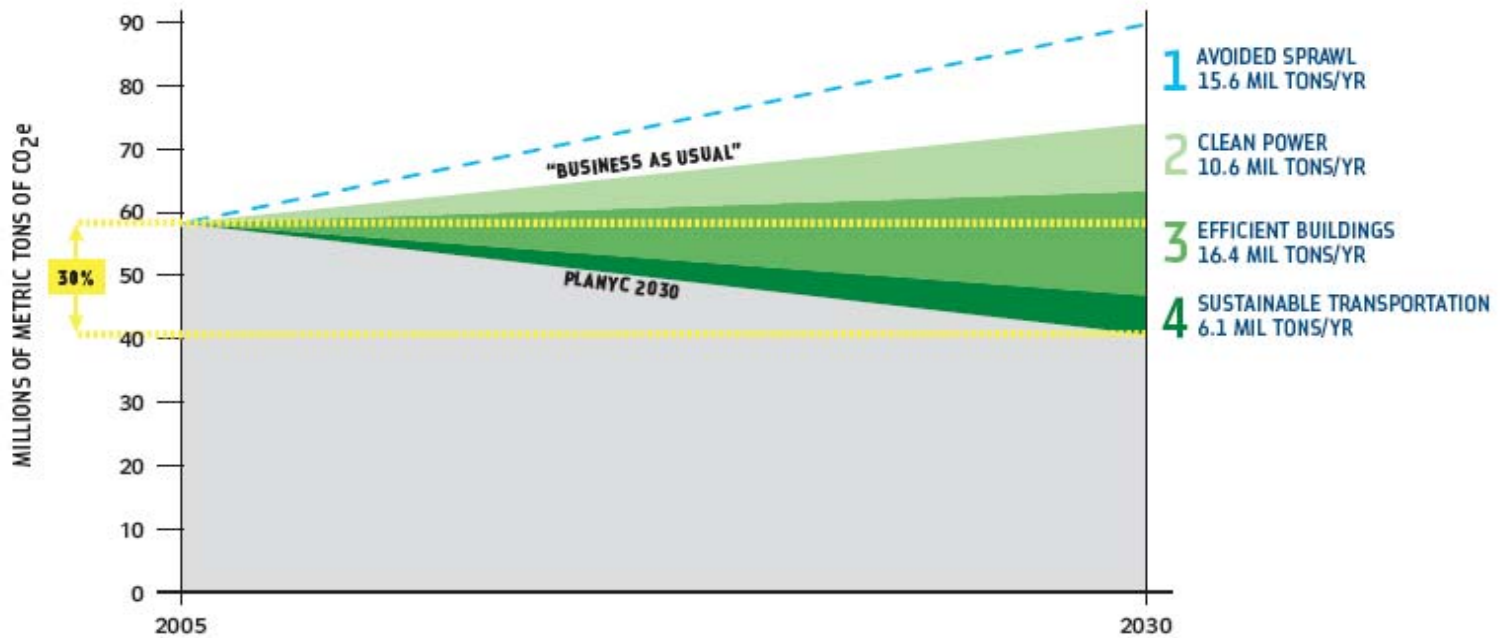




A GREENER, GREATER NEW YORK

Sustainable
Cities a
Climate Solution

Projected Impacts of Our Greenhouse Gas Reduction Strategies



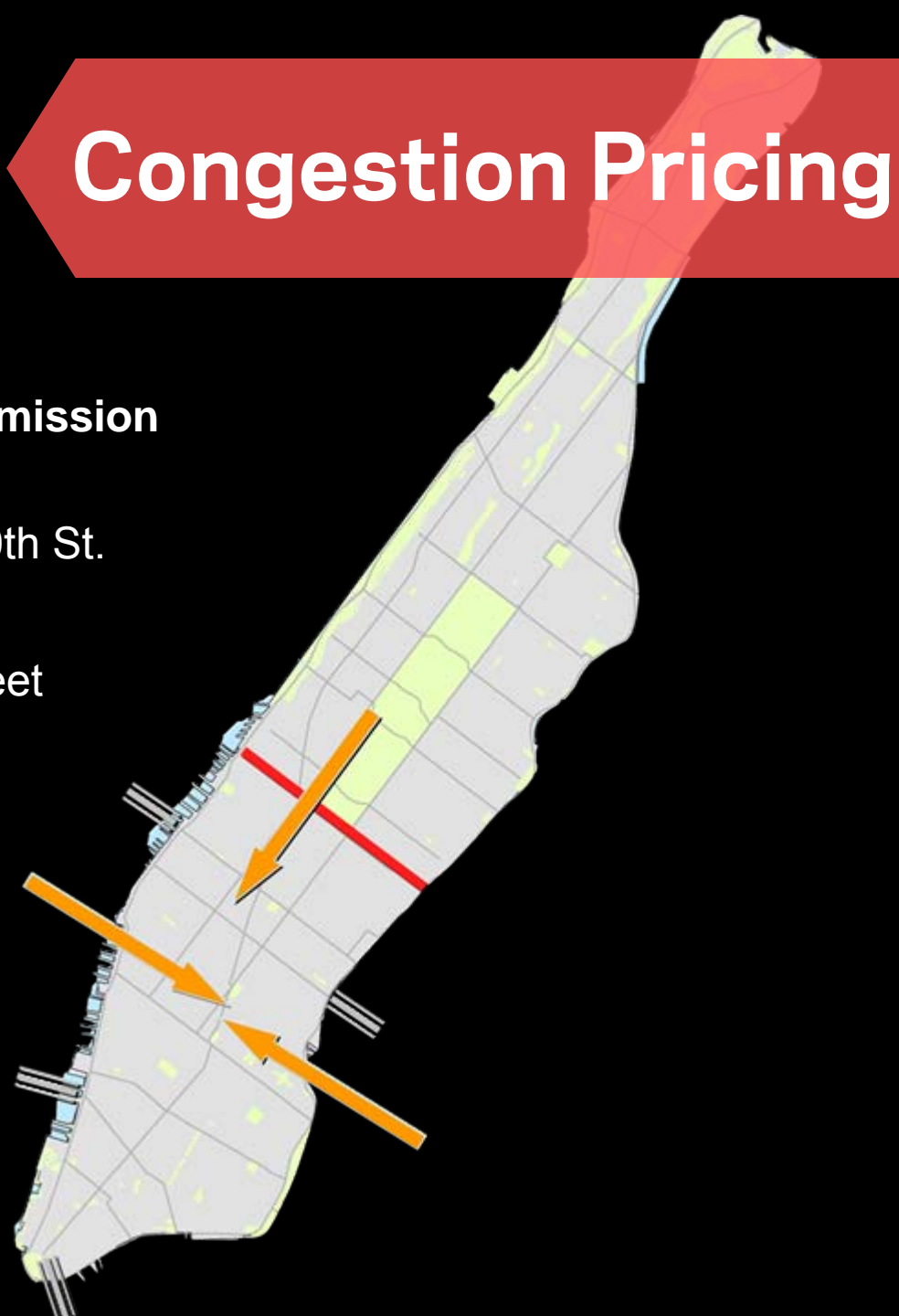
Source: NYC Mayor's Office of Long-Term Planning and Sustainability



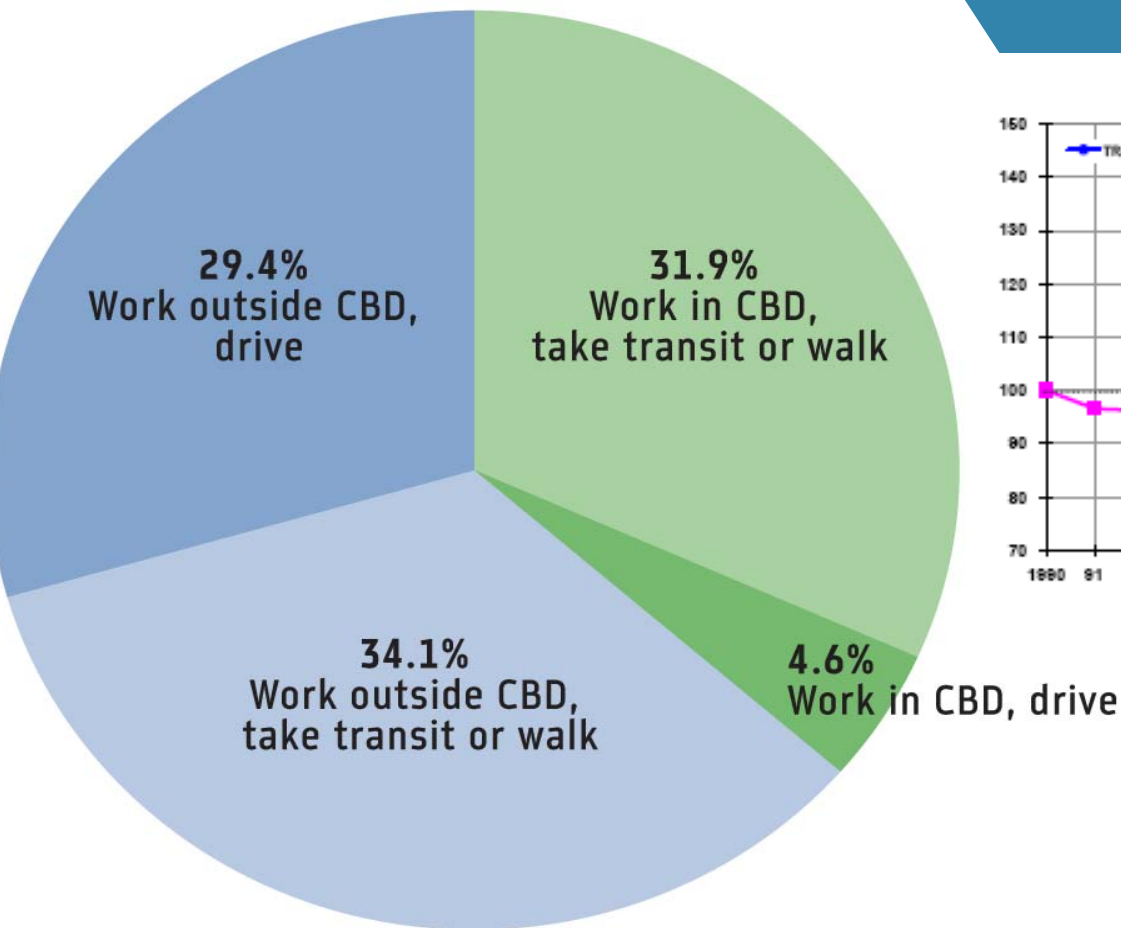
Congestion Pricing

New York City Traffic Mitigation Commission Recommendation (Jan. 2008)

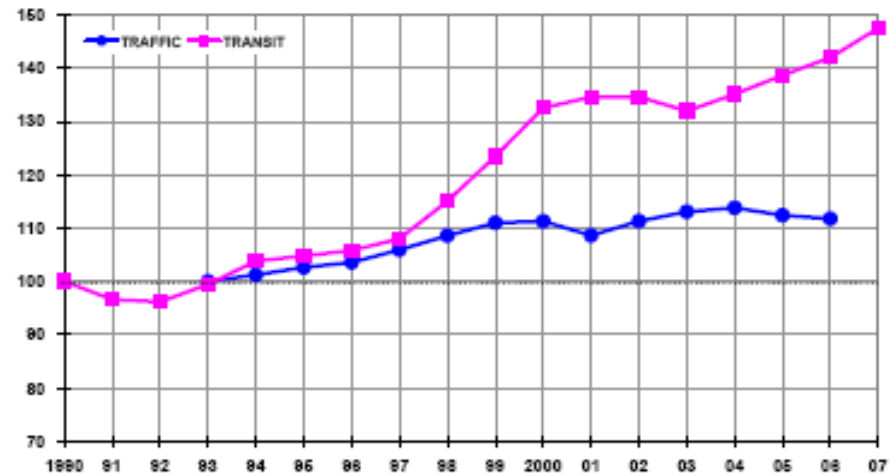
- Charge to enter Manhattan south of 60th St.
- Parking and taxi charges
- 6.8% VMT reduction south of 86th Street
- \$491m annual net revenue



How New York Commutes



Travel Trends







SUSTAINABLE STREETS: STRATEGIC PLAN 2008 AND BEYOND

NEW YORK CITY DEPARTMENT OF TRANSPORTATION



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



Some of the Strategic Plan's 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.



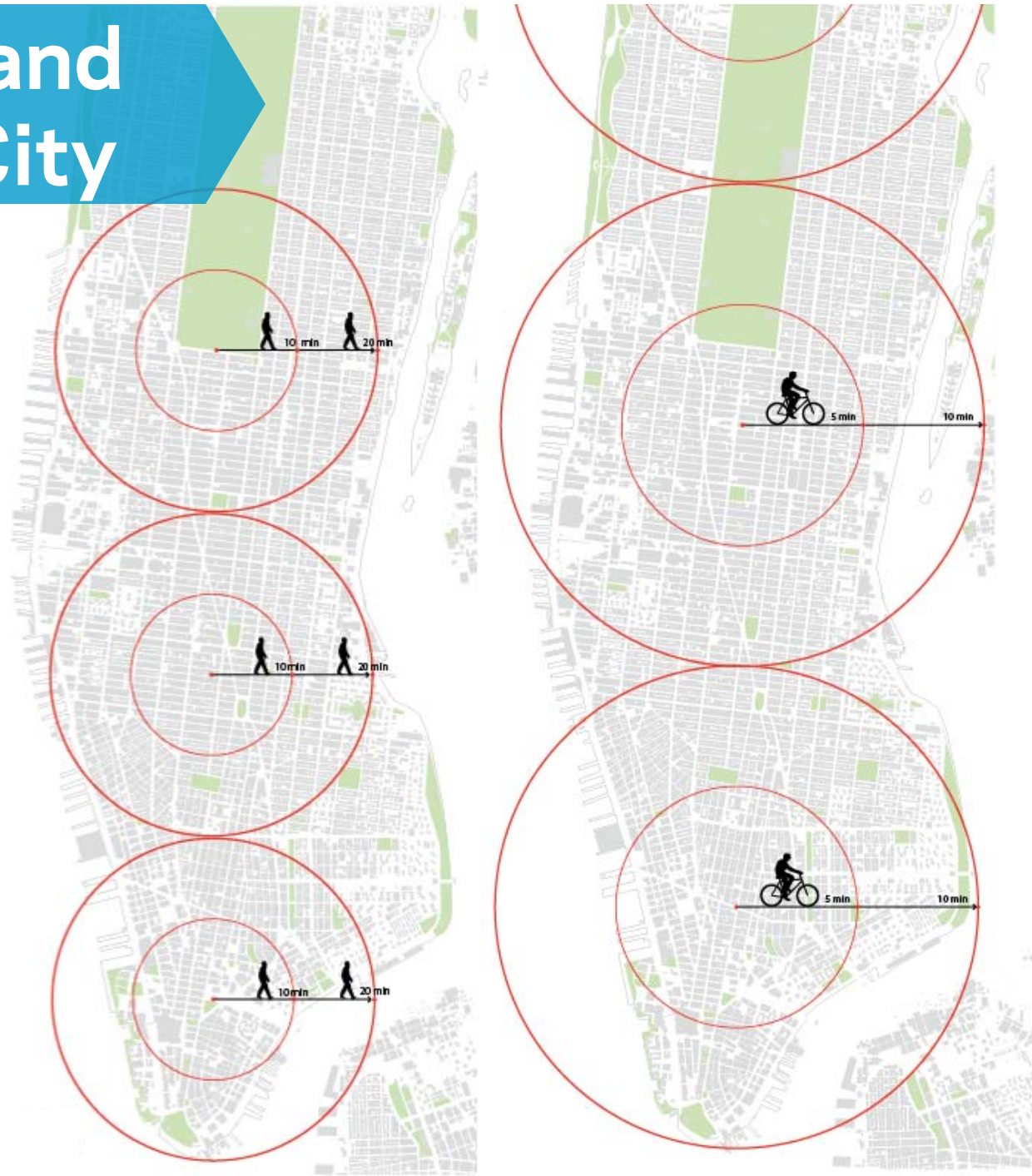
World Class Streets:

Remaking New York City's Public Realm



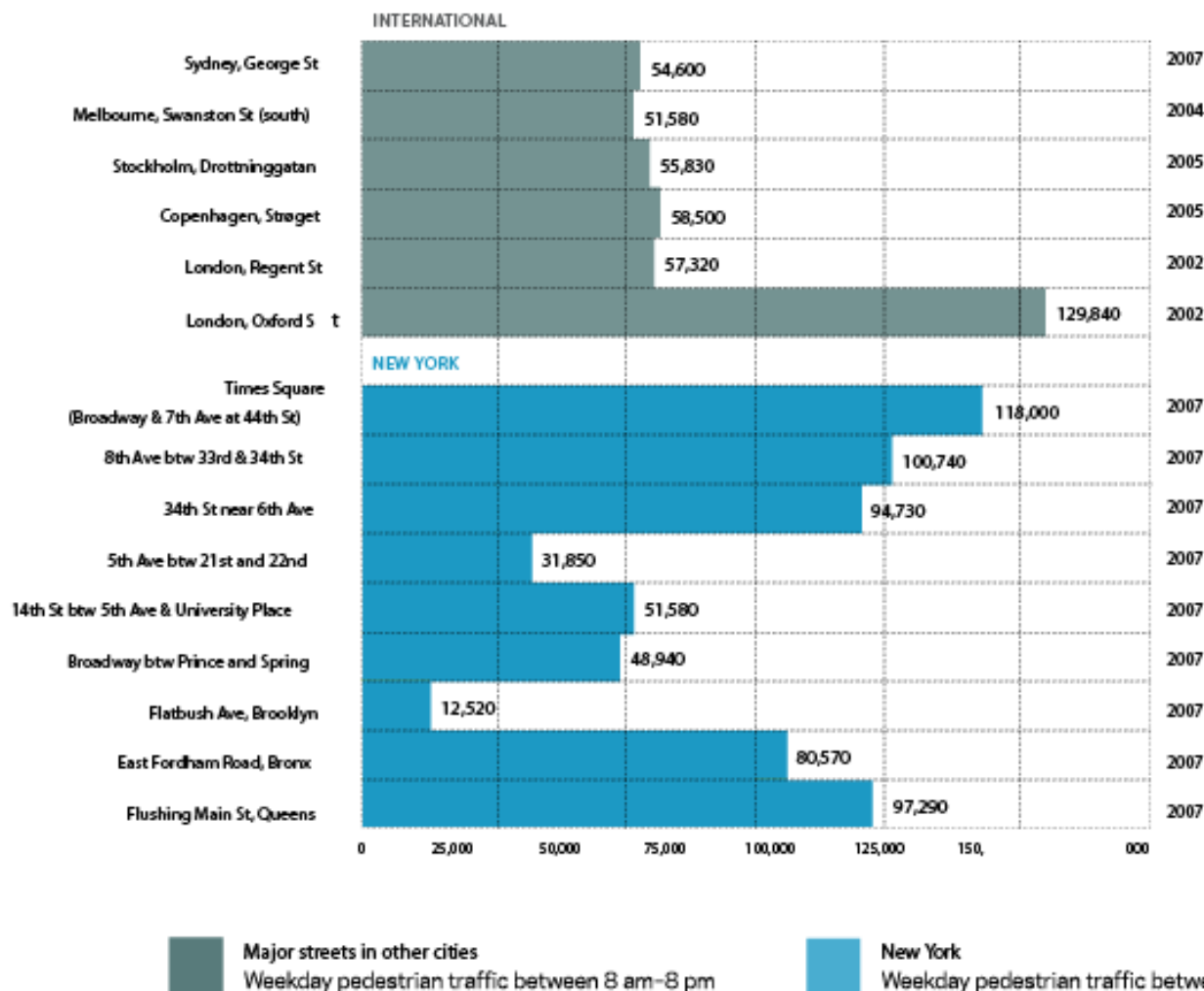
A Walking and Bicycling City

Most New Yorkers are never more than a 20-minute walk from a subway or train station



Comparison of weekday pedestrian traffic between 8 am-8 pm

PEDESTRIAN TRAFFIC COMPARISON



Pedestrian volumes on Flushing's Main Street are about 70% higher than those found on Regent Street in Central London.



A City for
People



Re-Making Iconic Places - Madison Sq.

Re-Making Iconic Places - Madison Sq.



Re-Making Iconic Places - Broadway Boulevard





**Gansevoort
Plaza**



Chelsea Plaza



Chelsea Plaza



DOT

MASTER CONCESSION AGREEMENT
TO MANAGE AND MAINTAIN A PUBLIC PLAZA

FLATIRON BID, and other similar merchandise ("Subconcession(s)") within the Licensed
Plaza;
NOW THEREFORE in consideration of the mutual covenants herein, the parties agree
as follows:

SCOPE OF LICENSE

A. DOT hereby grants to FLATIRON BID and FLATIRON BID hereby accepts
DOT this non-exclusive License to operate, manage and maintain the Licensed Plaza (any
reference to the Licensed Plaza herein shall include the Subconcession(s), unless otherwise
indicated). FLATIRON BID shall provide, or cause to be provided, services for the maintenance,
improvement and/or repair of the Licensed Plaza to the reasonable satisfaction of the DOT
(the "Services"). Such Services shall include keeping and maintaining the Licensed Plaza in good
condition and repair, all in accordance with the provisions of this License and as more fully
detailed in Section 3.

- B. As more particularly set forth in this License, FLATIRON BID shall be permitted
- (1) enter into an agreement for the operation of Subconcession(s);
 - (2) accept gifts and sponsorships; and
 - (3) allow Special Events to be held in the Licensed Plaza.

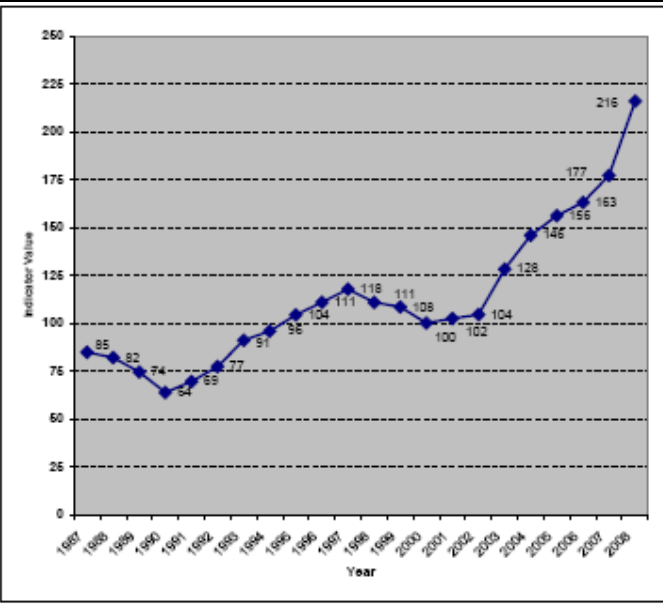
C. As more fully provided in Section 5 below, any revenue received from the
operation and operation of the Licensed Plaza shall be used by FLATIRON BID for Services
provided in the Licensed Plaza. Any revenue in excess of the amount attributable to maintenance and
reasonable administrative costs shall be paid to DOT for the City's General Fund.

D. FLATIRON BID shall, or shall require its subconcessionaire(s) to obtain any and
all necessary approvals, permits, and other licenses required by federal, state and City laws, rules,
regulations and orders which are or may become necessary for the operation and maintenance of
the Licensed Plaza in accordance with the terms of this License. Wherever any act, consent,
approval or permission is required of the City, DOT or the Commissioner under this License, the
same shall be valid only if it is, in each instance, in writing and signed by the Commissioner or
his/her duly authorized representative, and such approval or permission shall not be
deemed to be valid or binding upon the City, DOT, the Commissioner or their agents,
if the same is, in each instance, in writing and duly signed by the Commissioner or his/her
authorized representative.



Cycling





Rapid Growth in Bicycle Commuting

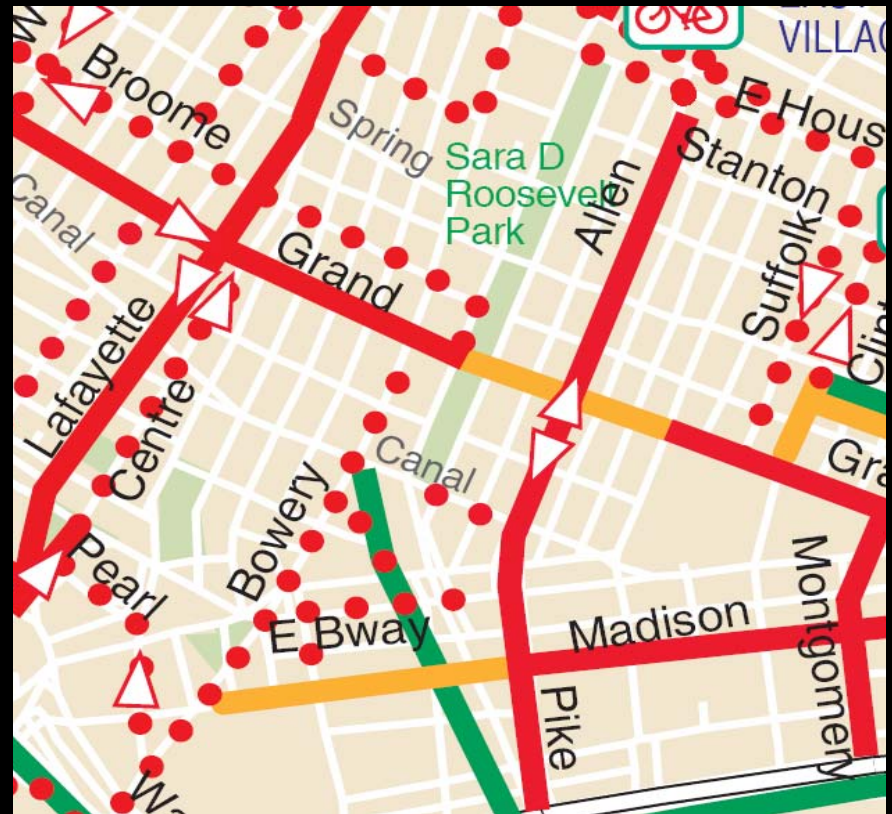


Bicycle Network Development



Bicycle Network Expansion

- 200 mile, 3 year bicycle network expansion. 15 miles of separated bike lanes
- Targeting Areas of High Demand & Key Connections
- Design Approach:
 1. Study Best Practices
 2. Interpret Standards & Guidelines to Constrained NYC Environment
 3. “Complete Streets” Design Philosophy





Grand Street

The Immigrant Experiences



9th Avenue



Bike Racks





Bike Shelters

Bike Sharing



New Bus Treatments



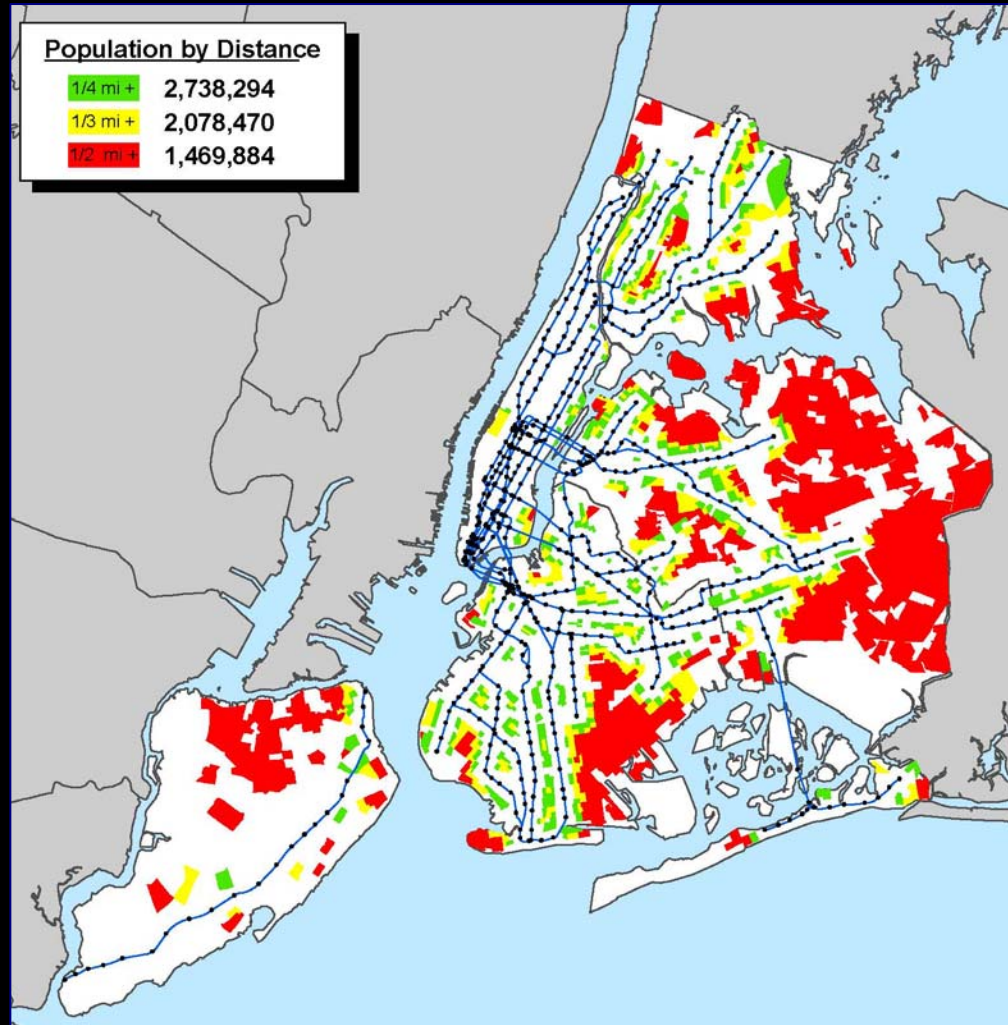


Select Bus Service

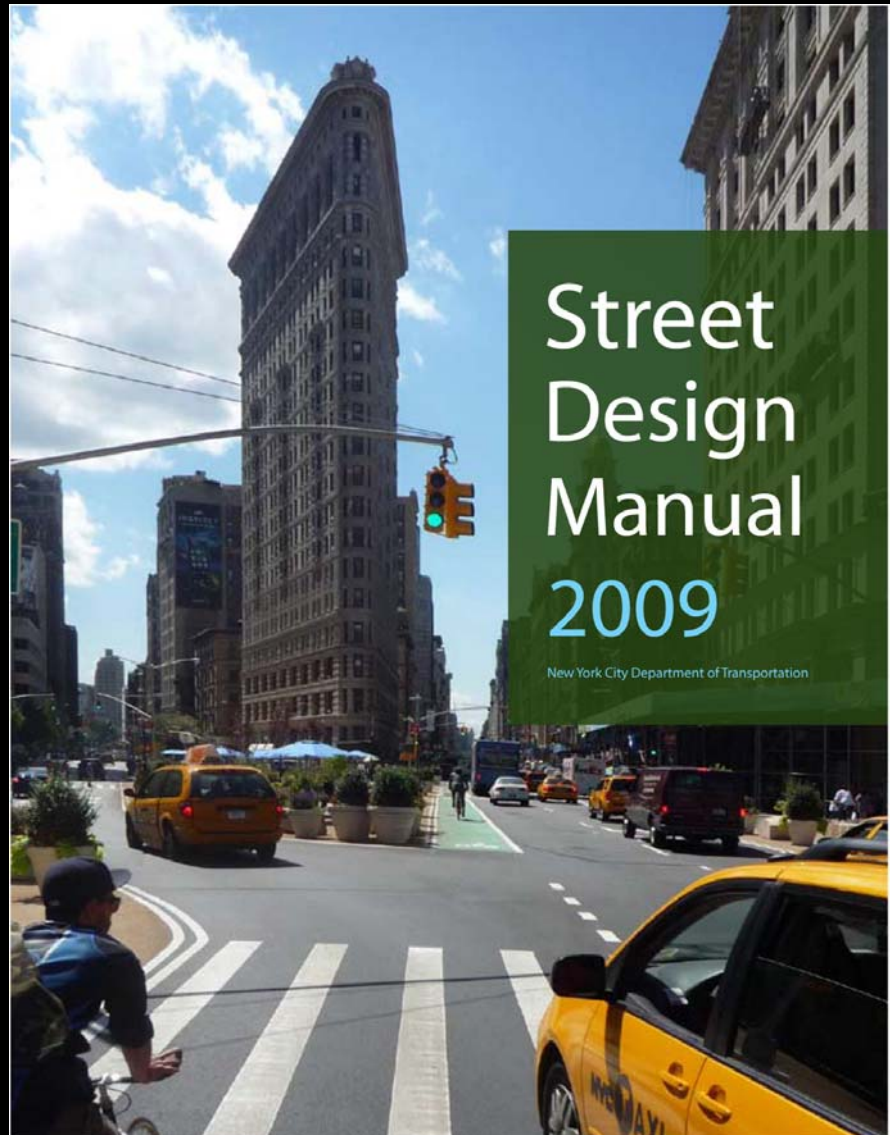


Rapid Bus Master Plan

Areas Under-
served by the
Subway



Design Standards



Geometry



5

Sidewalk Bulbout: With Bike Parking

A Sidewalk Bulbout that is used to provide a substantial amount of bicycle parking.

In areas with inadequate sidewalk width to accommodate both bicycle parking and unobstructed foot traffic, the extra space provided by a bulbout can be used to create an area of consolidated bike parking.



BENEFITS

Provides safety and traffic calming benefits as described under Sidewalk Bulbout

Provides additional bicycle parking, with particular benefit in areas of limited sidewalk width or high pedestrian volumes

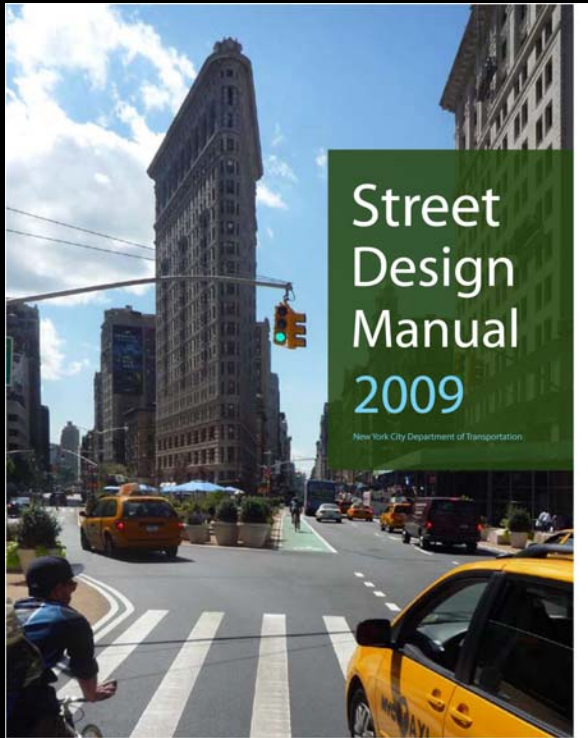
Clears sidewalk space for walking

Encourages bike-to-transit trips when located adjacent to bus or subway stops

CONSIDERATIONS

Bike racks must be standard DOT design unless utilizing a maintenance agreement

Materials



2b

Tinted Concrete, Silica/ Mica Dust Treatment

Adding mica dust to give a decorative sparkle to tinted concrete.

Standard: Commercial zones

USAGE

For commercial properties.

CONSIDERATIONS

Impermeability generates stormwater runoff

SPECIFICATIONS

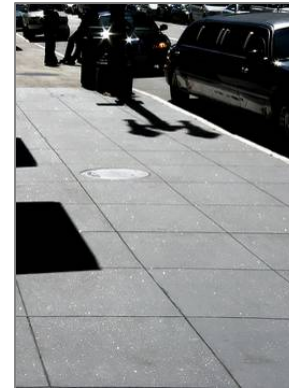
Concrete: refer to DOT specs
Tinting: 3% Light Grey Portland Cement
Flag size: 5' x 5'
Joint: "saw-cut" scoring
Silica carbide treatment: TBD
Specification source: DOT Standard
Specifications sections 4.13, 2.02, 2.11,
2.15, 2.16, 3.02

SUSTAINABILITY OPPORTUNITIES

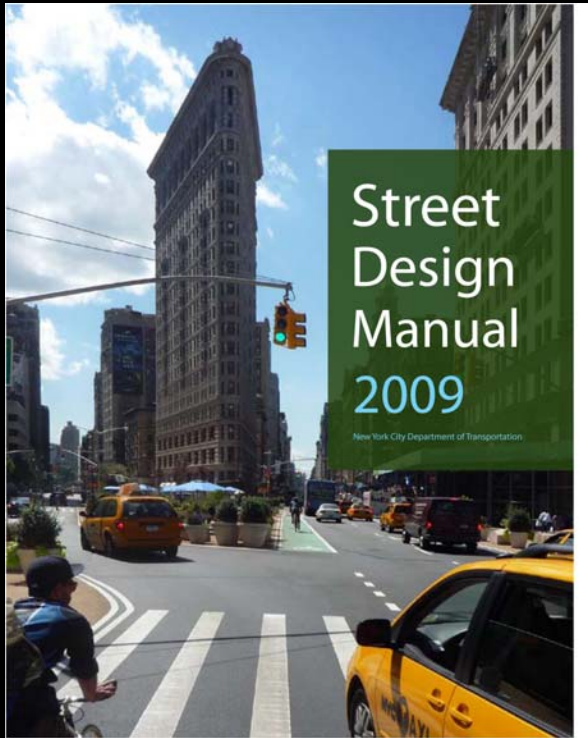
Recycled construction and demolition
(C&D) concrete

Recycled slag concrete

Fly ash concrete



Lighting



1 Type "7" Head

FEATURES

Applications

Parks, plazas, esplanades, pedestrian bridges, walkways, and bikeways

Design

Contemporary styling

Steel Pole

Lamping/Optics

150 WHPS, 100 HPS

Cutoff, IES Type II or III

Finish

Black, green

Cost Compared to Standard Light

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Spacing/Typical

2/3: 1



Enjoying the City





Enjoying the City



Enjoying the City



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