

Connecting to the Core



the Manhattan Central Business District

Safer, Greener, and More Convenient Access to

May 2024



Eric Adams
Mayor



Ydanis Rodriguez
Commissioner



Letter from the Commissioner



Walking New York City's streets, I am energized by the activity that has returned to our sidewalks and public spaces. The COVID-19 pandemic tried us like never before, but New York City isn't just coming back—it is back! Amid a generational crisis, DOT's nearly 6,000 employees worked hard and creatively to address New Yorkers' needs. In the process, we transformed the city's streets and the way the agency does business, and under the Adams Administration we have directed more resources than ever before toward impactful projects in parts of the city that may have not been getting their fair share.

The continued prosperity of New York City is tied to the health of Manhattan's Central Business District (CBD), the engine of America's economy. Providing convenient, affordable, and sustainable travel options into the CBD is critical to the lives and livelihoods of New Yorkers from every community across the five boroughs.

Therefore, it gives me great pride to present *Connecting to the Core: Safer, Greener, and More Convenient Access to the Manhattan Central Business District*. This action plan outlines our agency's ambitious initiatives and incredible work to help New Yorkers get to and travel within Manhattan south of 60th Street. Nearly 90% of commuters take transit, walk, or bike to access the zone, but many of these trips still involve buses stuck behind personal vehicles, cycling in lanes shared with cars and trucks, and jostling for space on overcrowded sidewalks. We must continue to make these journeys better—and thanks to the projects highlighted here, we will.

The timing is right for bold action. Congestion pricing will ease traffic in and around the core and invest billions to expand and upgrade our subways, buses, and commuter rails. *PlaNYC: Getting Sustainability Done* outlines the critical need to invest in sustainable and efficient modes of transportation to meet the City's climate goals. *Making New York Work for Everyone*, the 2022 product of the New New York Panel, illustrates the centrality of a vibrant, dynamic,

and resilient CBD to the future of our city. And our commitment to Vision Zero means we must build on the success of last year, one of the safest on record for pedestrians in New York City, by taking this opportunity to make our streets even safer for all users.

For many of these projects, this is the start of a process we are excited to undertake with our community partners, elected officials, advocates, and the New Yorkers that will use them. Thank you for your participation in and contribution to this work. *Connecting to the Core* is part of a vision for the stronger, fairer, and more sustainable city we will continue to build together.

A handwritten signature in black ink, appearing to read 'Ydanis Rodriguez'. The signature is stylized and fluid.

Ydanis Rodriguez
Commissioner
New York City Department of Transportation

Introduction

Four years after the COVID-19 pandemic produced haunting images of deserted streets and empty public spaces, New York City has roared back to life. With New York’s economy surging—in 2023, the city set a new employment record, having recovered the one million jobs lost during the pandemic; office visits by employees returned to 70% of pre-pandemic levels; and the Big Apple welcomed 62 million visitors—the City’s sidewalks and iconic public plazas are again alive with people and activity.^{[1][2][3]} As of February 2024, weekday subway ridership has bounced back to 64% of its pre-COVID level, showing a remarkable recovery.

Unfortunately, traffic has also returned: in 2023, average daytime Midtown travel speeds fell to five miles per hour for the first time since 2018 and the 2023 September-December period in the Manhattan Central Business District (CBD) was the slowest since tracking began in 2010.^[4] Pandemic-era increases in car use and online deliveries have left Manhattan’s streets choked with traffic once more, slowing not only motorists but also bus riders and taxi and for-hire vehicle passengers. At the same time, record numbers of cyclists and micromobility users, including tens of thousands of food delivery workers, are sharing our streets.

With the Metropolitan Transportation Authority’s Central Business District Tolling Program, commonly known as congestion pricing, expected to launch in June 2024, New York has a generational opportunity to address this persistent challenge. By reducing traffic, congestion pricing will cut delays for bus riders, taxi and for-hire vehicles users, deliveries, and car commuters traveling into and within the CBD, as well as fund \$15 billion in vital capital improvements to the transit network—used by the vast majority of the travelers into Manhattan core.

As outlined in *Making New York Work for Everyone*, the New New York Panel’s 2022 vision plan, *PlaNYC: Getting Sustainability Done*, the City’s sustainability blueprint, and the *NYC Streets Plan*, the New York City Department of Transportation’s comprehensive vision for transforming our streets, New York City is committed to forging a stronger, fairer, and more sustainable economy by improving mobility to and within the Manhattan CBD. Because there is a fixed amount of street space inside the Manhattan core, accommodating the city’s recovery and continued growth and addressing global warming mean investing in the most space-efficient and sustainable transportation modes: transit, walking, and cycling.

To continue to power our pandemic recovery, address the growing climate crisis, and capitalize on reduced traffic from congestion pricing, New York City is doubling down on its ongoing efforts to make walking, biking, and bus transit to the CBD safer, more reliable, and more convenient. The New York City Department of Transportation has been laying the groundwork for this recovery for almost two decades. Since the launch of an earlier effort to introduce congestion pricing in 2008, the agency has transformed access to the Manhattan CBD, completing hundreds of projects that have made the journey safer, faster, and more comfortable for bus riders, cyclists, and pedestrians.

DOT understood the importance of redoubling this work when the state passed the 2019 MTA Reform and Traffic Mobility Act, directing the Metropolitan Transportation Authority (MTA) to implement congestion pricing. The impact of the pandemic in 2020 and the need to support the recovery of the city’s largest job center has further fueled these efforts. Recognizing that more New Yorkers would need compelling alternatives to their personal vehicles to get them into and around the Manhattan CBD, DOT has planned and implemented a transformative suite of projects since the law’s enactment, with many more in the pipeline.

This document highlights key projects the agency has put in place since 2019 and looks ahead through 2025 to illustrate how DOT and its partners will make it easier for New Yorkers and visitors to access everything the Manhattan CBD has to offer while leaving their cars at home.



DOT CBD Mobility Enhancements since 2008

Bus Lanes and Transit Signal Priority (TSP): Within the CBD itself, DOT has implemented 12.8 miles of bus lanes since 2008, and implemented TSP at over 300 intersections. Bus lanes and TSP implemented throughout the City speed service and improve reliability for bus riders on almost all bus routes that connect to CBD-bound subway lines.

Bike Lanes: DOT has created over 140 miles of bike lanes in the CBD, including over 100 miles of protected lanes, to improve safety for cyclists and other micromobility users. These improvements helped fuel a dramatic increase in cycling to the CBD, which increased 20% from 2019 to 2022.

Pedestrian Space: Within the CBD, DOT has added more than one million square feet of new pedestrian space, including plazas, sidewalk widenings, curb extensions, and pedestrian refuge islands. These projects alleviate crowding on our busy sidewalks, make crossing the street safer, improve accessibility for people with disabilities, and create much-needed opportunities for New Yorkers to pause, sit, and gather in the heart of the country’s busiest economic hub. Additionally, the Open Streets program transforms streets into public space, facilitating pedestrian and bike mobility, and supporting school communities.



Mobility Enhancements with London's Congestion Pricing

London implemented congestion pricing in 2003, and its experience has informed New York’s effort to inaugurate a similar program. Taking advantage of the 30% decrease in traffic into the zone that resulted from the congestion charge, Transport for London, which manages both the transit system and the street network, increased bus service into and within the zone by 27%, and bolstered its network of bike lanes, including the addition of higher-capacity bike super-highways.^[5] These initiatives expanded access to jobs and services in the congestion zone via sustainable and active transportation, enhancing options that did not require travelers to pay the congestion charge.

1. “NYC Economic Snapshot January 2024,” New York City Economic Development Corporation, 2024, <https://edc.nyc/sites/default/files/2024-01/NYCEDC-NYC-Economic-Snapshot-January-2024.pdf>

2. “Mayor Adams Announces NYC Hits All-Time High in Total Jobs, Recovery of Nearly 1 Million Jobs Lost During Pandemic,” Office of the Mayor, 2023, <https://www.nyc.gov/office-of-the-mayor/news/796-23/mayor-adams-nyc-hits-all-time-high-total-jobs-recovery-nearly-1-million-jobs-lost>

3. “NYC By The Numbers,” New York City Tourism + Conventions, 2023, <https://www.business.nyctourism.com/>

4. Taxi Speed data, New York City Department of Transportation, 2023

5. “Impacts monitoring Second Annual Report April 2004,” Transport for London, 2004, <https://content.tfl.gov.uk/impacts-monitoring-report-2.pdf>

Project Types

DOT has a comprehensive toolkit of street design strategies to make travel safer, faster, and more sustainable. This report focuses on projects that improve bus, bike, and pedestrian infrastructure and ultimately help people travel to or within the Manhattan CBD. These include bus priority projects that improve bus speeds, reliability, and rider experience for people traveling to or within the CBD; bike lane projects that connect to the CBD via the East River Bridges or 60th Street or improve connections within the zone; and pedestrian and plaza projects that create more space for pedestrians as they move through the zone or stop to enjoy one of New York’s iconic public spaces. This document highlights impactful projects implemented since 2019 and presents new ones that will move forward in the next two years. All of these projects make it easier for New Yorkers and visitors to turn to sustainable, active, and space-efficient transportation modes to get them where they need to go and help the City prepare for the anticipated launch of congestion pricing this summer.



Bus

Projects that significantly improve bus service within the CBD, to or from the CBD, or to a subway or commuter rail station serving the CBD.



Bike

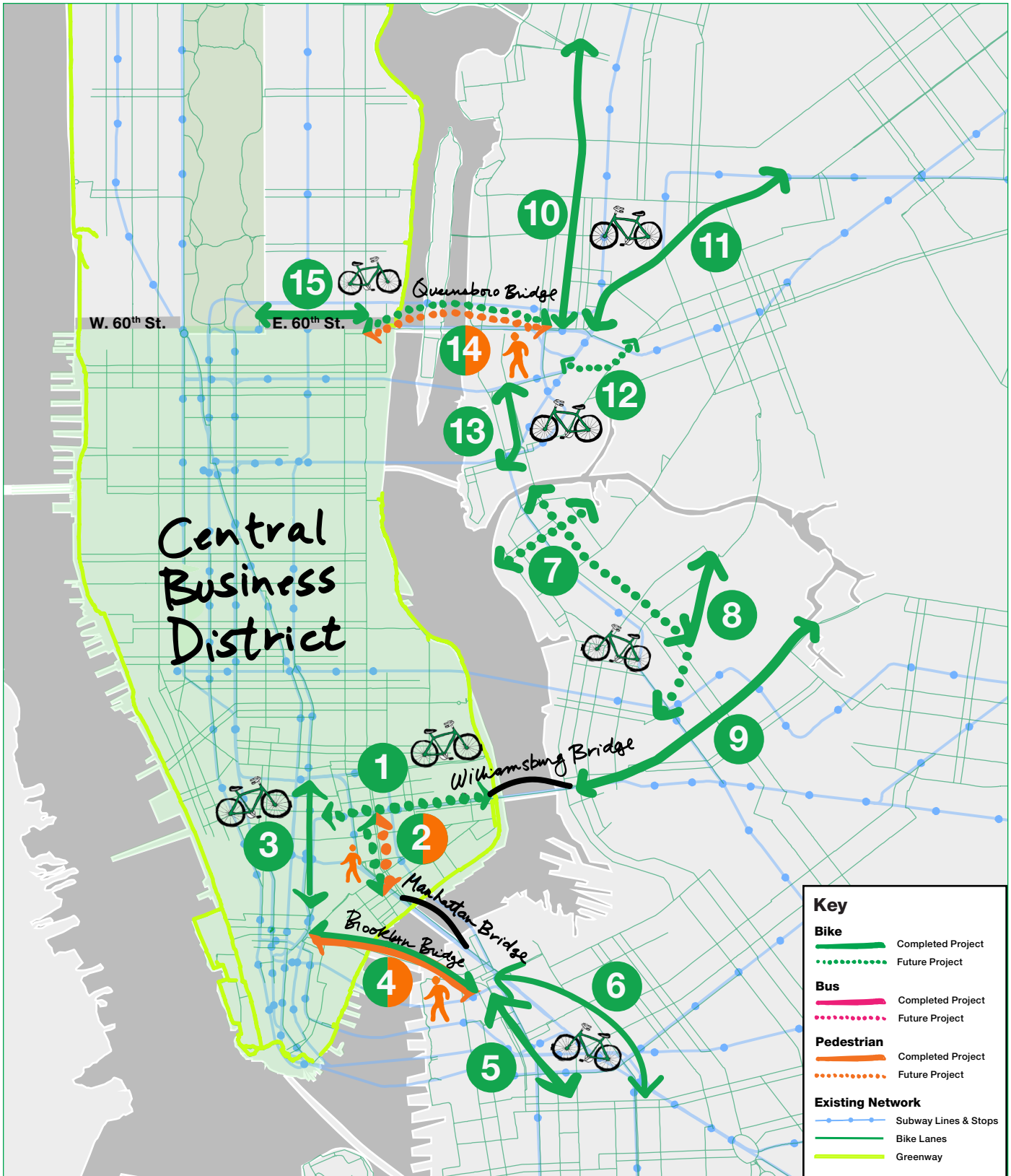
Projects that significantly improve bike access within the CBD; to, from, or over the East River Bridges; to or from the CBD across 60th Street; or toward the CBD in the closest areas of Brooklyn, Queens, or the Bronx.

Pedestrian/Plaza

Projects that significantly improve pedestrian access to major transit nodes within the CBD or expand pedestrian capacity on major pedestrian corridors within the CBD.



East River Bridges



The map on the opposite page highlights the existing and upcoming projects offering safer access to and across the East River bridges for pedestrians and cyclists. These projects will feature protected bike lanes on bridge approaches and separate bike and pedestrian walkways and lanes. In 2023, the East River bridges facilitated the daily crossing of 26,000 cyclists and 34,000 pedestrians into the Central Business District. These projects connect to existing bike lane networks in Manhattan, Brooklyn, and Queens, allowing more bike trips than ever before to be completed mostly or entirely via dedicated, protected lanes.

Highlights

1. Delancey Street (Upcoming)

The Williamsburg Bridge is a busy crossing for Brooklyn residents working in the Central Business District, with an average of 7,800 bike and 2,200 pedestrian crossings each day. DOT's Delancey Street Reconstruction project will improve bike and pedestrian safety with the redesign of the street's central median. The project will build out the two-way protected bike lane from the foot of the Williamsburg Bridge to Allen Street in permanent materials and narrow the roadway, shortening crossing distances for pedestrians.



14. Queensboro Bridge Bike and Pedestrian Paths (Upcoming)

During the COVID-19 pandemic, cycling over the Ed Koch Queensboro Bridge grew by 45% to an average of almost 7,200 daily riders in 2023, the largest increase of all the East River Bridges. DOT will convert the bridge's South Outer Roadway into a pedestrian walkway and designate the shared-use path on the North Outer Roadway as a bicycle-only path. The agency also plans to improve connections to the bridge. Allocating dedicated spaces for each mode will make crossing the bridge safer and more enjoyable for the growing numbers of cyclists and pedestrians that rely on it.

4. Brooklyn Bridge Protected Bike Lane

In 2021, DOT repurposed a vehicular lane on the Brooklyn Bridge to create a safer and more convenient route for cyclists, while creating more room for pedestrians on the bridge's iconic promenade. The separation of the two modes improved the safety and comfort of the 28,700 pedestrians and 4,760 cyclists who traverse this historic landmark on an average day.

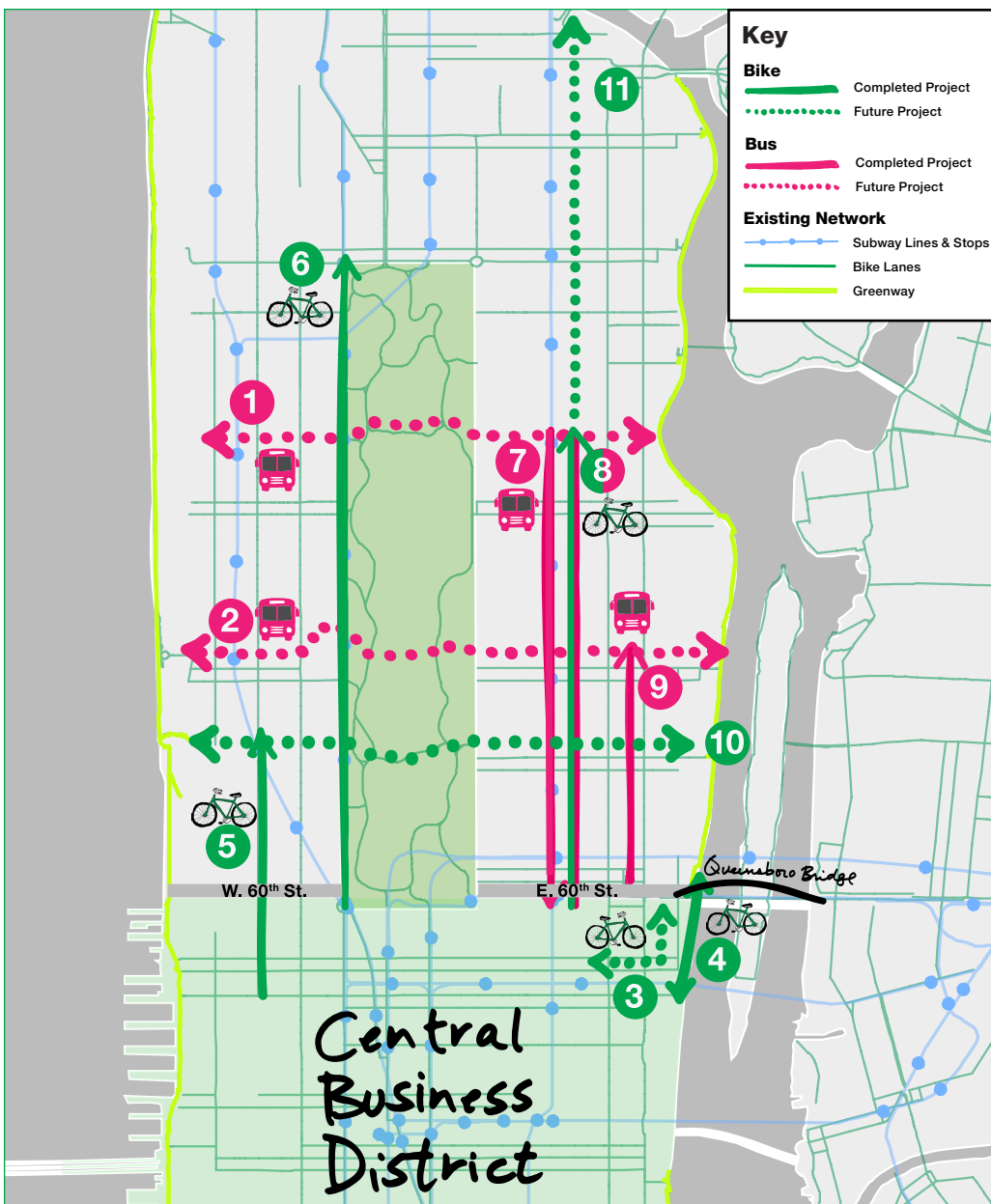


Project Key

1. Delancey St. Protected Bike Lane Hardening, 2. Allen & Pike St. Malls Bike and Pedestrian Improvements, 3. Centre St., Lafayette St. Protected Bike Lanes, 4. Brooklyn Bridge Protected Bike Lane, 5. Jay St., Tillary St. Protected Bike Lane, 6. Ashland Pl., Navy St. Protected Bike Lane, 7. McGuinness Blvd. Protected Bike Lane, 8. Meeker Ave. Protected Bike Lane, 9. Grand St./Borinquen Pl. Protected Bike Lane Hardening, 10. Crescent St. Protected Bike Lane, 11. Northern Blvd. Protected Bike Lane, 12. Thomson Ave. Protected Bike Lane, 13. 11 St., Jackson Ave. Protected Bike Lane, 14. Queensboro Bridge Separate Bike and Pedestrian Paths, 15. 60, 61st, 62nd St. Protected Bike Lanes

60th Street

60th Street marks the northern border of the Central Business District, and is the only sector of entry that does not cross a river. The map below highlights recently completed north-south bus and bike projects on several avenues, facilitating travel by Upper Manhattan and Bronx residents in and out of the zone, as well as upcoming crosstown connections in the Upper West and Upper East Sides, where DOT is constructing and enhancing dedicated bus lanes to connect more residents to nearby subway lines. The recent and upcoming work fills in gaps in an already robust network of bike and bus lanes connecting northern Manhattan to the CBD.



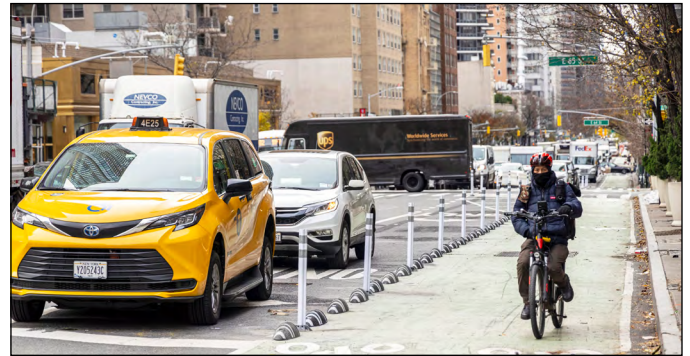
Project Key

- 1.** 96th St. Bus Priority Improvements, **2.** 79th St. Bus Priority Improvements, **3.** Sutton Place to East River Greenway Protected Bike Lane, **4.** East Midtown Greenway, **5.** Tenth Ave./ Amsterdam Ave. Protected Bike Lane, **6.** Central Park West Protected Bike Lane, **7.** Lexington Ave. Dedicated Bus Lanes, **8.** Third Ave. Protected Bike Lane and Dedicated Bus Lanes: 59th to 96th St., **9.** First Ave. Dedicated Bus Lane, **10.** 72nd St. Protected Bike Lane, **11.** Third Ave. Protected Bike Lane: 96th to 128th St.

Highlights

11. Third Avenue Protected Bike Lane (Community Planning Phase)

DOT plans to install major safety and transit enhancements on Third Avenue. DOT will extend dedicated bike and bus lanes, expand pedestrian space, and shorten crossing distances on the seven-lane avenue. In 2023, DOT completed the first phase of the project between 59th and 96th Streets and plans to expand these enhancements south to 23rd Street and north to 128th Street over the next two years. Protected bike lanes will relieve pressure on the popular northbound bike lane on First Avenue.



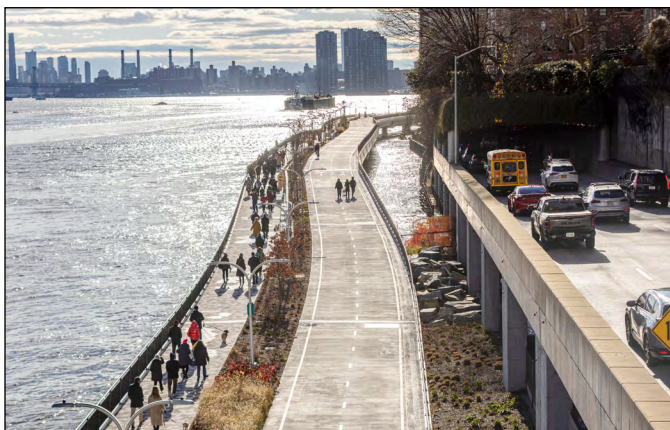
1. 96th Street Bus Priority Improvements (Community Planning Phase)

The 96th Street corridor serves the crosstown M96 and M106, high-ridership routes that provide access to the 1, 2, 3, 6, B, C, and Q subway lines. DOT will install up to two miles of bus lanes to speed buses and enhance pedestrian crossings and bus stops.



10. 72nd Street Protected Bike Lane (Community Planning Phase)

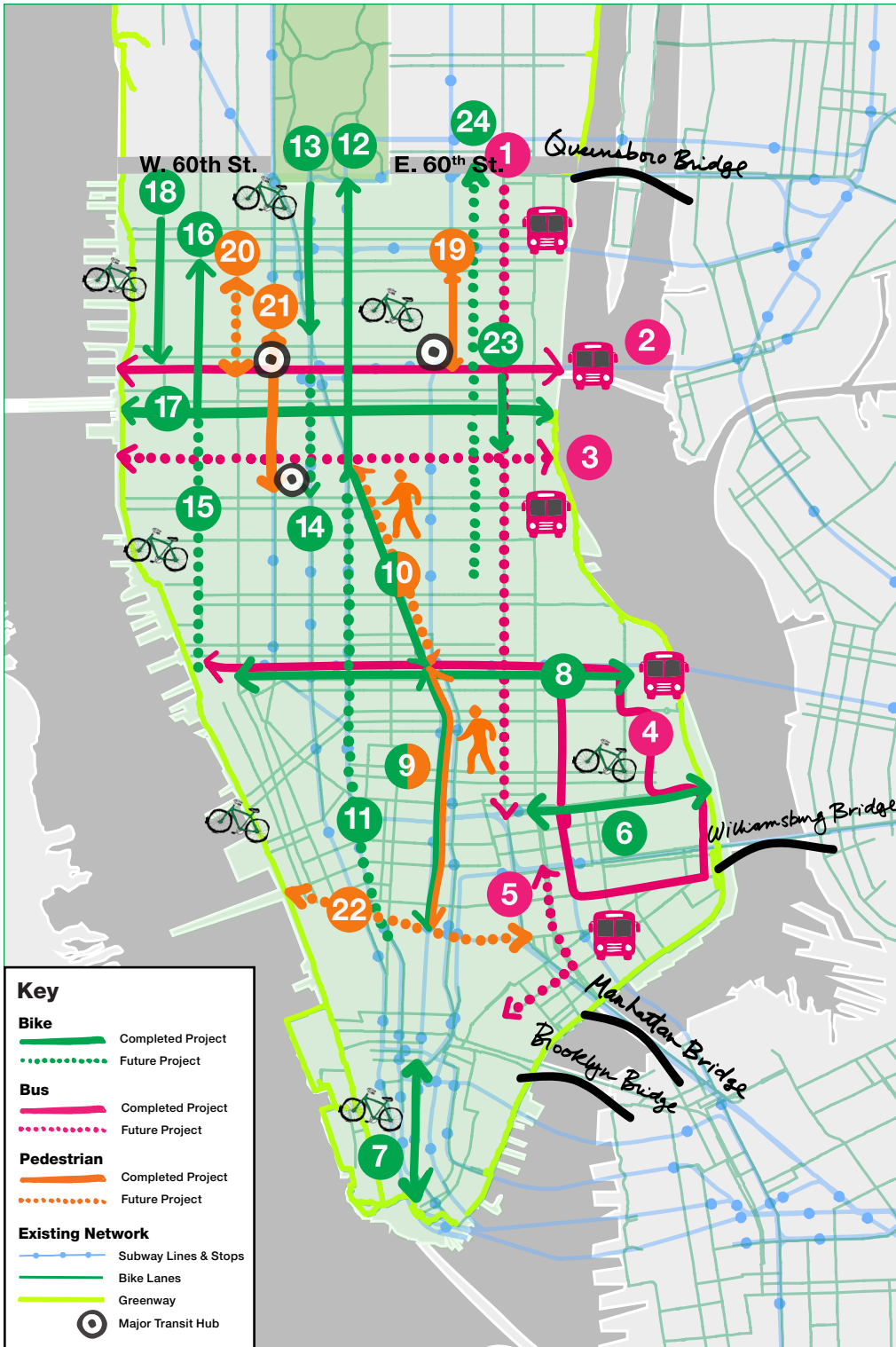
In response to requests from the local community boards, DOT is studying a protected bike lane on 72nd Street to improve safety and connectivity for pedestrians and cyclists. This project could add three lane miles to the protected bicycle network and connect two highly used recreational amenities, Central Park and the Hudson River Greenway. This project could also connect Central Park and the First and Second Avenue protected bike lanes to the east.



4. East Midtown Greenway

The city recently completed the section of the East Midtown Greenway from 53rd to 61st Streets, filling a key gap in the 32.5 mile long Manhattan Waterfront Greenway and creating a new route for cyclists seeking to travel into the zone. In response to a community request, DOT is also adding protected bike lanes and offset crossings at critical connections to the waterfront at 60th Street. In the longer term, the New York City Economic Development Corporation, along with DOT and the Parks Department, is developing plans for an extension of the greenway from 53rd Street to 41st Street to finally close the gap near the United Nations.

Within the Central Business District



Project Key

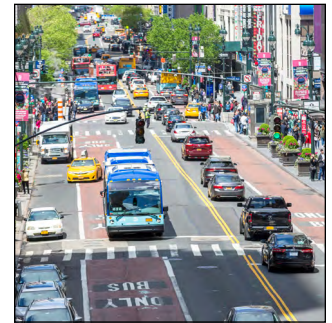
1. Second Ave. Dedicated Bus Lane Improvements,
2. 42nd St. Bus Priority,
3. 34th St. Enhanced Bus Priority, 4. 14th St. Busway and Avenue A/D Bus Priority, 5. Allen St./Pike St./Madison St. Bus Priority, 6. Houston St. Protected Bike Lane, 7. Broadway Protected Bike Lane, 8. 12th & 13th St. Protected Bike Lanes, 9. Broadway Bike and Pedestrian Improvements: E. 14th St. to Canal St., 10. Broadway Vision Bike and Pedestrian Improvements, 11. Sixth Ave. Protected Bike Lane: Lispenard St. to W 8th St., and Protected Bike Lane Widening: 8th to 33rd St., 12. Sixth Ave. Protected Bike Lane: 35th St. to Central Park South, 13. Seventh Ave. Protected Bike Lane: 58th to 46th St., 14. Seventh Ave. Protected Bike Lane: 42nd to 30th St., 15. Tenth Ave. Protected Bike Lane: 14th to 38th St., 16. Tenth Ave. Protected Bike Lane: 38th to 52nd St., 17. 38th, 39th St. Protected Bike Lanes, 18. Eleventh Ave. Protected Bike Lane & 40th St. Midtown Crosstown Bike Lanes, 19. Lexington Ave. Sidewalk Widening, 20. Ninth Ave. Sidewalk Widening, 21. Eighth Ave. Sidewalk Widening, 22. Canal St. Safety Improvements, 23. Second Ave. Protected Bike Lane, 24. Third Ave. Protected Bike Lane

The projects shown in the map on the opposite page make taking the bus, biking, and walking within the Central Business District safer and easier. North-south bike lanes fill gaps in the existing bike network and expand capacity on the avenues. Existing and upcoming bus routes on high-demand corridors provide connections to some of the city’s busiest transit stations. Pedestrian projects on Broadway reclaim space previously occupied by cars for New Yorkers and visitors to enjoy. These projects will make the Central Business District a more enjoyable place to live, work, and explore.

Highlights

3. 34th Street Enhanced Bus Priority (Community Planning Phase)

34th Street is a major crosstown corridor connecting to 15 subway lines and the M34/M34A SBS routes have a combined weekday ridership of 15,000. Despite bus lanes implemented about a decade ago, buses still average a sluggish 4-5 mph during weekday peak periods. In 2024 DOT will initiate a community planning effort to examine ways to improve the performance of this critical bus corridor. Options under consideration include a busway treatment on key sections of 34th Street, which would also allow trucks and local access for passenger vehicles. The agency will engage with residents, elected officials, community boards, businesses and business groups, institutions, and other key stakeholders to develop a plan for a better 34th Street.



4. 14th Street Busway and Avenue A/D Bus Priority

Manhattan’s pathbreaking 14th Street Busway connects the Lower East Side, Union Square, and the Meatpacking District. Implemented in 2019, the 14th Street Busway resulted in a 36% reduction in travel time for bus riders and a 24% increase in ridership. Cycling also increased in the area. As part of a complementary bus priority project, DOT has added bus lanes to Avenue A, Avenue D, Essex Street, Columbia Street, and Jackson Street along the M14 A/D route to provide greater transit mobility for bus riders using this crosstown corridor.



10. Broadway Vision Bike and Pedestrian Improvements (Community Planning Phase)

Broadway, an iconic corridor that cuts diagonally through the CBD, connects many of Manhattan’s cultural, transit and employment centers. Building on projects around Times, Madison, and Union Squares, DOT is developing a plan to further transform the entire section between Union Square and Columbus Circle into a shared street, anchored by two new plazas and spanned by a two-way bike lane.



11. Sixth Avenue Protected Bike Lane (Community Planning Phase)

Sixth Avenue, also known as Avenue of the Americas, is a major northbound artery that travels from Lower Manhattan to Central Park South. In 2020, DOT completed major bike improvements on Sixth Avenue, from 35th Street to Central Park South, adding 1.2 protected lane miles to the bicycle network. DOT is continuing bike improvements along Sixth Avenue by extending and widening the bike lane to accommodate more riders, including e-bike users.

Transit Hubs

On an average fall business day in 2022, nearly 3.8 million commuters used subways, commuter rail, and buses to enter and exit the CBD. Many of these travelers pass through three of the nation's busiest transit stations: Pennsylvania Station, Grand Central Terminal, and the Port Authority Bus Terminal. To improve the experience for the tens of thousands of pedestrians accessing these stations during peak hours, DOT has invested in the surrounding public realm, widening sidewalks, enhancing public plazas, and adding street furniture.



19. Grand Central Terminal: Lexington Avenue Sidewalk Widening

Grand Central Terminal, a national historic landmark and popular tourist attraction, serves as a gateway to New York City for the hundreds of thousands of people who pass through daily. The third-busiest train station in North America, GCT is a hub for Metro-North and the Long Island Railroad (LIRR).

In 2020, as a COVID-19 Recovery Project, DOT converted a travel lane on Lexington Avenue between 42nd and 48th Streets into a temporary walkway. Like 8th Avenue, pedestrians on Lexington make up the majority of roadway users, which led DOT to add curb extensions and painted sidewalk extensions. The project increased pedestrian space between 42nd and 52nd Streets by 42%.



21. Penn Station: 8th Avenue Sidewalk Widening

Pennsylvania Station is the busiest transportation hub in the Western Hemisphere, with 600,000 rail commuters arriving daily. The station services Amtrak, and LIRR and NJ Transit, with connections to six subway lines (1, 2, 3, A, C, E). The station is located between 31st and 33rd Streets, and 7th and 8th Avenues.

8th Avenue is a crucial corridor connecting pedestrians to Penn Station and the Port Authority Bus Terminal. In surveys of the area, DOT observed that pedestrians accounted for 85% of roadway users, with high pedestrian volumes spilling over narrow sidewalks and into curbside lanes. To meet demonstrated pedestrian need, DOT has widened sidewalks along 8th Avenue from 31st Street to 45th Street.

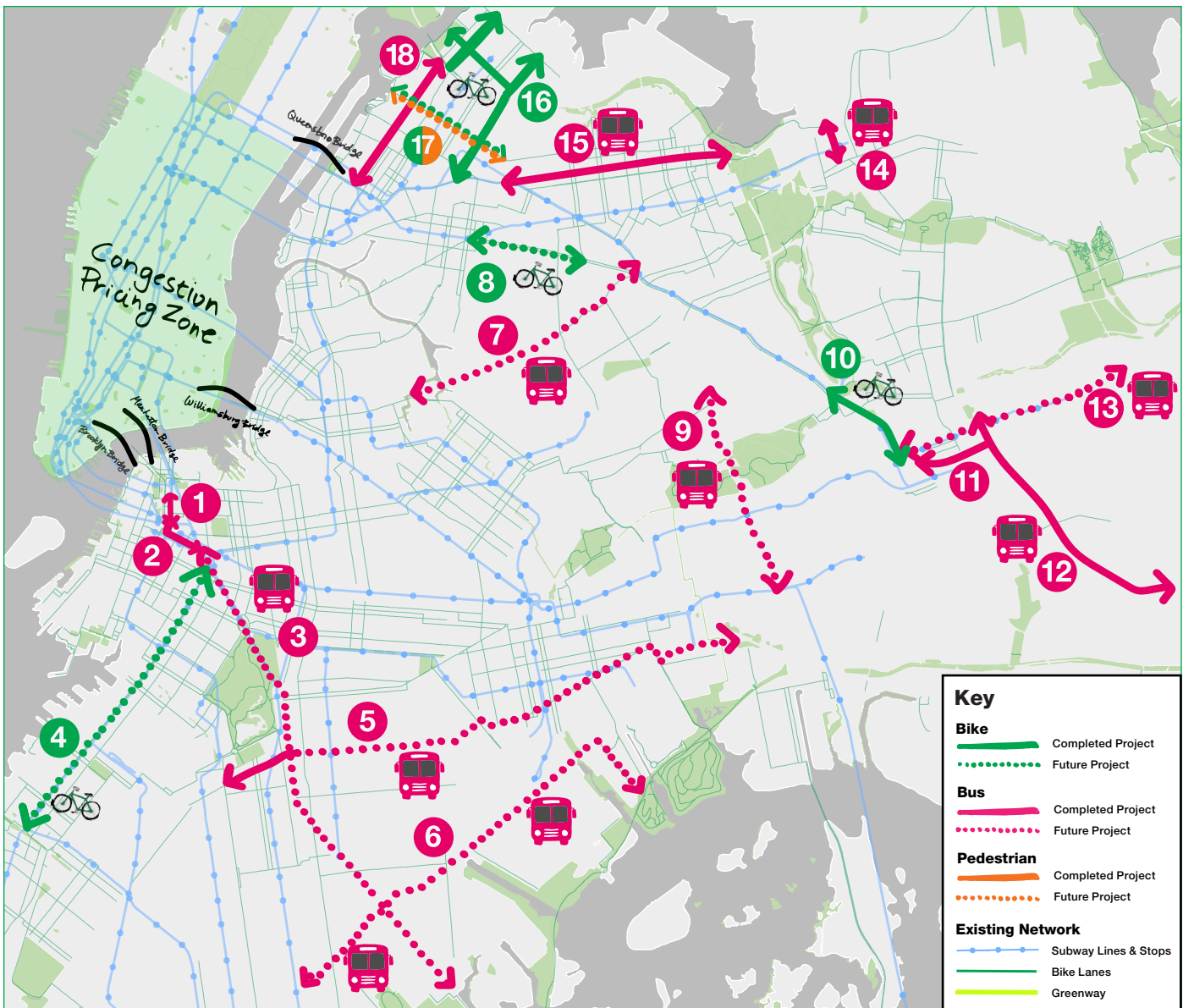


20. Port Authority Bus Terminal: 9th Avenue Sidewalk Widening (Upcoming)

Bounded by 40th and 42nd Streets and 8th and 9th Avenues, the Port Authority Bus Terminal (PABT) is the central hub for bus travel into New York City. The PABT shuttles visitors into New York City everyday and has connections to twelve subways and five local buses so travelers can continue on their journeys. To enhance pedestrian experience, DOT is widening sidewalks and shortening crossing distances on 9th Avenue for travelers transferring between transit modes.

Outer Borough Connections: Queens and Brooklyn

Further from the Central Business District, many New Yorkers rely on buses to reach subway and commuter rail lines that take them into the zone. DOT aims to improve these journeys with bus priority projects along major bus routes, which include dedicated bus lanes to increase speeds and curb extensions to create safer, shorter pedestrian crossings. Additionally, DOT plans to enhance bike infrastructure on key roadways in Brooklyn and Queens to encourage bike commuting.



Highlights



3. Flatbush Avenue Bus Priority (Community Planning Phase)

This project will significantly enhance bus service for more than 133,000 daily bus riders across 12 bus routes as well as enhance pedestrian safety along the entire corridor. The project will speed buses as they connect riders to 10 subway lines, improving transportation into the zone and within the borough.

15. Northern Boulevard Bus Priority

As part of ongoing efforts since 2015 to improve transit mobility on Northern Boulevard, in 2023 DOT installed bus-only lanes from Broadway to 114th Street. These bus lanes provide greater transit mobility for the 13,000 commuters that use the Q66 bus, which connects to the 7, E, M, and R trains.



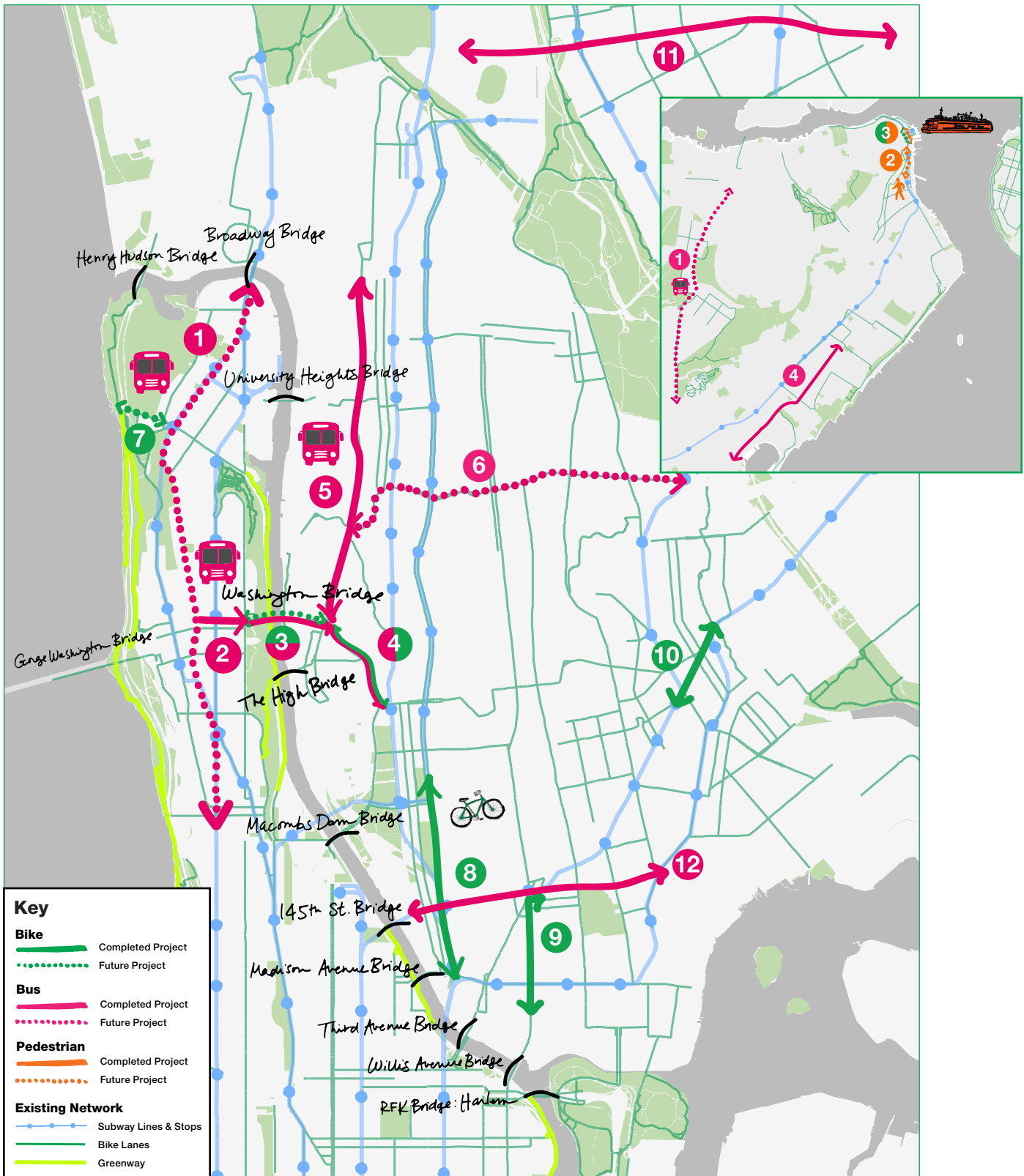
11. Jamaica Avenue Busway

Jamaica Avenue serves 14 bus routes with a combined peak daily ridership of 139,000, of which nine connect to Jamaica Station, one of the city's busiest subway and commuter rail stations, connecting tens of thousands of daily commuters to the Manhattan CBD. On Jamaica Avenue from Sutphin Boulevard to 168th Street, DOT restricted through traffic to buses and trucks only while maintaining local access for other vehicles to improve transit speeds and added painted curb and sidewalk extensions for safer, shorter pedestrian crossings. Since the implementation of these enhancements, buses on this route have seen speeds increase by 18% and total injuries have decreased by 27% on the project corridor.

Project Key

1. Jay St. Busway, 2. Livingston St. Bus Priority, 3. Flatbush Ave. Bus Priority, 4. 4th Ave. Great Streets Project, 5. Church Ave. Bus Priority, 6. Kings Highway/Flatlands Ave. Bus Priority, 7. Grand Ave. Grand St. Bus Priority, 8. Queens Blvd. Great Streets Project: Skillman Ave. to Roosevelt Ave., 9. Woodhaven Blvd. Bus Priority Capital Project, 10. Queens Blvd. Great Streets Project: Union Turnpike to Jamaica Ave., 11. Jamaica Ave. Busway, 12. Merrick Blvd. Bus Lanes, 13. Hillside Ave. Bus Priority, 14. Main St. Busway, 15. Northern Blvd. Bus Priority, 16. Astoria Bicycle Network Expansion, 17. 31st Ave. Bike and Pedestrian Improvements 18. 21st St. Bus Priority

Outer Borough Connections: Bronx, Upper Manhattan, and Staten Island



Seven subway lines (1, 2, 4, 5, 6, B, and D trains), two commuter rail lines (the Harlem and Hudson Lines), and 13 bridges traverse the Harlem River, connecting the Bronx and Manhattan. The projects shown in the map on the opposite page improve bus connections to major subway lines and fill gaps in the bike network to and from the Harlem River bridges. Without a direct land connection to Manhattan, Staten Islanders who choose not to drive rely on the Staten Island Ferry and express buses to access the CBD. DOT is improving bus, bike, and pedestrian connections to the Staten Island Ferry and investing in new vessels that will improve the transit experience for daily riders.

Highlights

6. Tremont Avenue: University Avenue to Boston Road Bus Priority (Upcoming)

Tremont Avenue is a primary east-west bus corridor in the Bronx, linking 31,000 riders to five subway lines (2, 4, 5, 6, B, and D trains). DOT is exploring opportunities for bus priority treatments along Tremont Avenue enabling faster and more reliable bus service for Bronx riders and increased safety corridor-wide.



3. Richmond Terrace Pedestrian and Bicycle Improvements (Upcoming)

The Richmond Terrace Pedestrian and Bicycle Improvements will make pedestrian crossings and bike lanes near the Staten Island Ferry terminal safer with the addition of curb extensions and protected bike lanes, helping more riders access the ferry.

1. Upper Broadway Bus Priority (Community Planning Phase)

Broadway in Upper Manhattan serves the M4, M5, M100, and Bx7 bus routes, which transport roughly 32,000 passengers daily. DOT is studying dedicated bus lanes on Broadway from 220th Street to 135th Street to increase bus speeds, calm traffic, and improve safety at multiple Vision Zero Priority Intersections.



Staten Island Ferry Vessels

On an average weekday, DOT's Staten Island Ferry provides free service between the St. George Ferry Terminal on Staten Island's North Shore and the Whitehall Ferry Terminal in Lower Manhattan for over 45,000 passengers. Since 2022, DOT has launched three new Ollis-class ferries, featuring popular passenger experience upgrades like phone-charging outlets, comfortable seating, and an outdoor walking track. The city's newest ferries are also equipped with enhanced safety features for extreme weather.

Project Key: Bronx and Upper Manhattan

1. Upper Broadway Bus Priority, 2. 181st St. Busway, 3. Washington Bridge Bus Lane and Two-Way Protected Bike Lane, 4. E.L. Grant Highway Bus Priority and Protected Bike Lane, 5. University Ave. Bus Priority and Protected Bike Lane, 6. Tremont Ave. Bus Priority, 7. Dyckman St. Protected Bike Lane, 8. Grand Concourse Great Street Project, 9. Willis Ave. Protected Bike Lane, 10. Westchester Ave. Protected Bike Lane, 11. East Gun Hill Bus Priority, 12. 149th St. Bus Priority

Project Key: Staten Island

1. Richmond Ave. Bus Priority, 2. Bay Street Pedestrian Improvement, 3. Richmond Terrace Pedestrian and Bicycle Improvements, 4. Hylan Blvd. Bus Priority

Mobility Enhancements

In addition to the individual bus, bike, and pedestrian projects highlighted in the preceding sections, DOT manages a range of programs across the five boroughs to improve mobility. By deploying shared micromobility services, providing secure bike parking, and making sure people with disabilities can navigate sidewalks and bus stops, these programs help New Yorkers use the city's multimodal transportation system to access the Central Business District.



Citi Bike

A public-private partnership between DOT and Lyft, Citi Bike has grown to become one of the world's largest bike share systems, with 2,000 active stations and 36,000 bikes. Following the completion of the system's Phase 3 expansion, the service area will cover more than half of the city's population and nearly 70 square miles. Under a new contract with Lyft, up to 50% of the fleet can be electric bikes, which have proven extremely popular with riders. To make Citi Bike a more affordable option, \$5 monthly memberships, which include free classic rides and reduced prices on e-bike rides, are available for NYCHA residents and New Yorkers who receive SNAP.

E-Scooter Share Program

In 2021, DOT launched its e-scooter share pilot program in the East Bronx, with three companies providing shared e-scooters in a service area of over 500,000 New Yorkers living outside the Citi Bike zone. The pilot saw over one million rides in the first year, taken by over 86,000 rider accounts, with few serious injuries and no reported fatalities. All three providers offer discounts to low-income residents.

Bus Lanes and Transit Signal Priority

Since 2019, DOT has created over 50 miles of brand-new bus lanes and studied transit-signal priority at over 3,200 intersections citywide to speed service and improve reliability for bus riders, who are disproportionately older and lower-income. This included enabling TSP at over 300 intersections on routes that serve the Manhattan CBD in 2022 and 2023 alone (M7, M11, M101, M103, and M104). Additional TSP in the CBD and on key bus corridors that connect to CBD-bound subway lines are planned for 2024.

Public Seating

Public seating allows pedestrians, particularly those with limited mobility, to rest along the journey, and is a critical part of DOT's public realm toolkit. Since 2019, DOT has installed 44 benches and 5 leaning bars along sidewalks and at bus stops in the CBD.





Bike Lane Widening

In response to the significant increase in powered micromobility device usage, DOT has piloted wider bike lanes at several locations with promising results. These include 10th Avenue from 38th to 52nd Streets and 9th Avenue, 17th to 23rd Streets. Moving forward, DOT will widen bike lanes where possible to create space for devices moving at different speeds.

Bus Stop Accessibility and Amenities

DOT's Bus Stop Accessibility program aims to make bus stops ADA accessible to all users citywide. In 2023, DOT installed 25 ADA-compliant bus stops and continues to compile a comprehensive citywide list of bus stops which do not yet meet ADA standards of accessibility. In 2023, DOT also upgraded 320 bus stops with over 360 benches or leaning bars. DOT is also investing in technology like the real time bus information displays to provide accurate wait times for commuters.

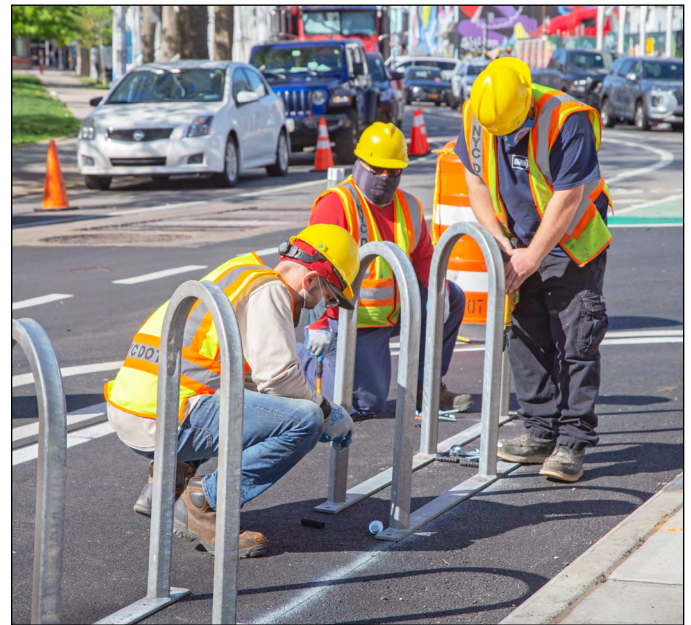
Curb Management

In 2023, DOT released a Curb Management Action Plan detailing initiatives to reduce congestion, double parking, and vehicle emissions while helping move people, goods, and services. The agency is deploying strategies citywide to reimagine curb uses to meet neighborhood needs, including bike parking, loading zones, and public space improvements.



Accessible Pedestrian Signals

Accessible pedestrian signals assist pedestrians who are blind or have low vision in crossing the street by providing information in non-visual formats, such as speech messages, audible tones, and vibrating surfaces. From 2019 to 2023, DOT installed APSs at 146 intersections in the CBD. Currently, 63 intersections are in-construction with more installations planned.



Bike Parking

In 2023, DOT installed almost 7,170 new bike parking spaces citywide, including over 1,450 in the CBD. As part of the agency's Curb Management Action Plan, DOT will continue to expand bike parking to make traveling by bike more convenient and explore innovations like secure bike parking solutions. DOT recently conducted a full bike parking assessment of every MTA rail and subway station and installed bike parking at dozens more transit stations. In 2024, DOT will install bike parking at the final three stations without bike racks. This initiative ensures transit riders have convenient and predictable access to bike parking to help facilitate last-mile connections, particularly at outer-borough and end-of-line stations.

Pedestrian Ramps

DOT is committed to making the city's streets accessible to people with disabilities. Pedestrian ramps create an accessible transition between the sidewalk and the crosswalk, particularly important for people using wheelchairs, strollers, or other wheeled equipment. Detectable warning strips at these corners help pedestrians who are blind or have low vision to detect the edge of the sidewalk. Since 2019, DOT has constructed more than 1,200 corners, and upgraded 1,000 corners in the CBD to make the zone significantly more accessible.



2. 42nd Street Bus Priority (Within the Zone, Pg. 12)