



NYC **Streets** Plan

Update **2025**



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Message from the Commissioner

Safer Streets

for **All**

NEW YORK CITY DOT

VISION ZERO Building a Safer City



Ydanis Rodriguez

Commissioner,
NYC Department of Transportation

As the steward of 25 percent of all the land in New York City, NYC DOT and our nearly 6,000 employees enable the sustainable movement of people from place to place. Together, we are working to improve safety, grow the city’s economy, and make being on streets and sidewalks in our diverse neighborhoods more comfortable and enjoyable. In 2024, under the leadership of Mayor Eric Adams, we implemented transformative safety projects, expanded bus and bike infrastructure, invested in our public realm to create more people-centric public spaces, and took major steps to better manage how deliveries are made.

This report, our third annual *Streets Plan Update*, details this work, including showcasing the completion in 2024 of nearly 120 street redesign projects that mostly used in-house resources. These projects improved communities across all five boroughs, reimagining streets to work better for everyone. We made an impact across New York City: we built new protected bike lanes on White Plains Road in the East Bronx; we installed bus lanes across 96th Street to help 10,000 daily Manhattan bus riders; and we completed the transformation of Queens Boulevard, one of the agency’s signature and internationally recognized safety projects. As we accomplished this work and much more, we marked the tenth anniversary of Vision Zero. While there is still so much work to be done, traffic fatalities reached their lowest level since 2020, down five percent since the beginning of the Adams administration, defying alarming national trends.

We continue to be nationwide leaders in reimagining public space, as we made outdoor dining a permanent part of our streetscapes by launching Dining Out NYC, the nation’s largest outdoor dining program. The program has already seen nearly three times more restaurants applying compared to the number of sidewalk cafés participating pre-COVID.

We are also proud to continue to lead the nation in accessibility, and in 2024 we installed or upgraded more than 8,500 accessible pedestrian ramp corners. We also installed Accessible Pedestrian Signals (APS) at more than 850 intersections to help blind and low-vision pedestrians cross the street more easily. Furthermore, we upgraded 40 bus stops to make them accessible to everyone and installed new shelters or seating at more than 225 stops. In 2024, we also had a banner year for cycling as we developed more street designs and policies that encourage this healthy, efficient, and increasingly popular way to travel through the city. We recorded a record 620,000 daily cycling trips, with over 28,000 bike trips over the East River bridges on an average in-season weekday, up 8.4 percent from last year and an astonishing 17 times more than when the city first began counting bike ridership in 1980. We built the third-most number of protected bike lane miles in the City’s history and took major steps toward launching a network of 500 secure bike parking locations in 2025.

We also made significant progress toward reimagining the way goods move through our city in 2024, changing traffic rules to authorize and encourage delivery companies to use pedal-assist e-cargo bikes as a more sustainable alternative to larger delivery trucks, while also launching the LockerNYC program to centralize package drop off to reduce truck trips and package theft. We began implementing our Smart Curbs program on the Upper West Side to plan for more effective and efficient curb uses and continued an aggressive expansion of loading zones throughout the city. We also advanced the City’s first ever Microhubs program, which in 2025 will provide decentralized locations for larger delivery trucks to unload and transfer packages to cargo bikes and other smaller and greener methods for final delivery.

As the former City Council Transportation Chair who was the prime sponsor of the City law that created the Streets Plan, I remain clear-eyed about the challenges this agency faces in meeting all of the specific and very ambitious targets prescribed by that law. We have worked hard toward those goals, and I am proud that in addition to the work outlined here, we continue to work with our legislative partners to achieve other protections not mentioned in the *Streets Plan* that are keeping our streets safe and vibrant—not only through outdoor dining, but also by growing Open Streets, Summer Streets and Car-Free Earth Day. In 2024, we were grateful for new laws that quadrupled the number of Red Light Cameras and also allowed us to lower speed limits in select locations, known as “Sammy’s Law.” In 2025, we will once again ask legislators to step up, by extending our speed-camera program, which has shown incredible results keeping New Yorkers safe for the last decade.

We also are not wavering in our commitment to equity. In 2024, NYC DOT hosted the inaugural Equity in Motion Summit, which convened approximately 400 leaders in transportation and urban planning from around the world. Participants exchanged best practices, developed strategies, and established partnerships to advance equity through internal operations and service delivery. NYC DOT broke records in our Minority/Women Business Enterprise (MWBE) contracting, as we increased our share of MWBE contracting from 11 percent during the first year of the Adams Administration to 32 percent in 2024.

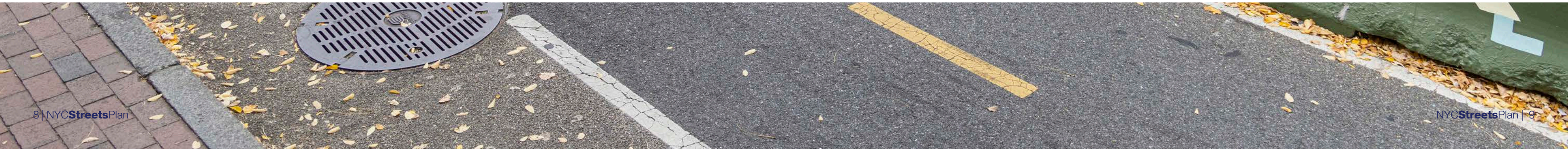
Finally, and perhaps most important, we are proud that the projects highlighted in this report touch every part of the city, with a special focus on historically underserved communities. It is a commitment of this administration, and a core component of the Streets Plan that the benefits of this important work be delivered to those who have been left out in the past. That principle will be top of mind as we turn to 2025 and continue to work with New Yorkers to transform our streets to work better for everyone.

Ydanis Rodriguez

Commissioner,
NYC Department of Transportation



Executive Summary



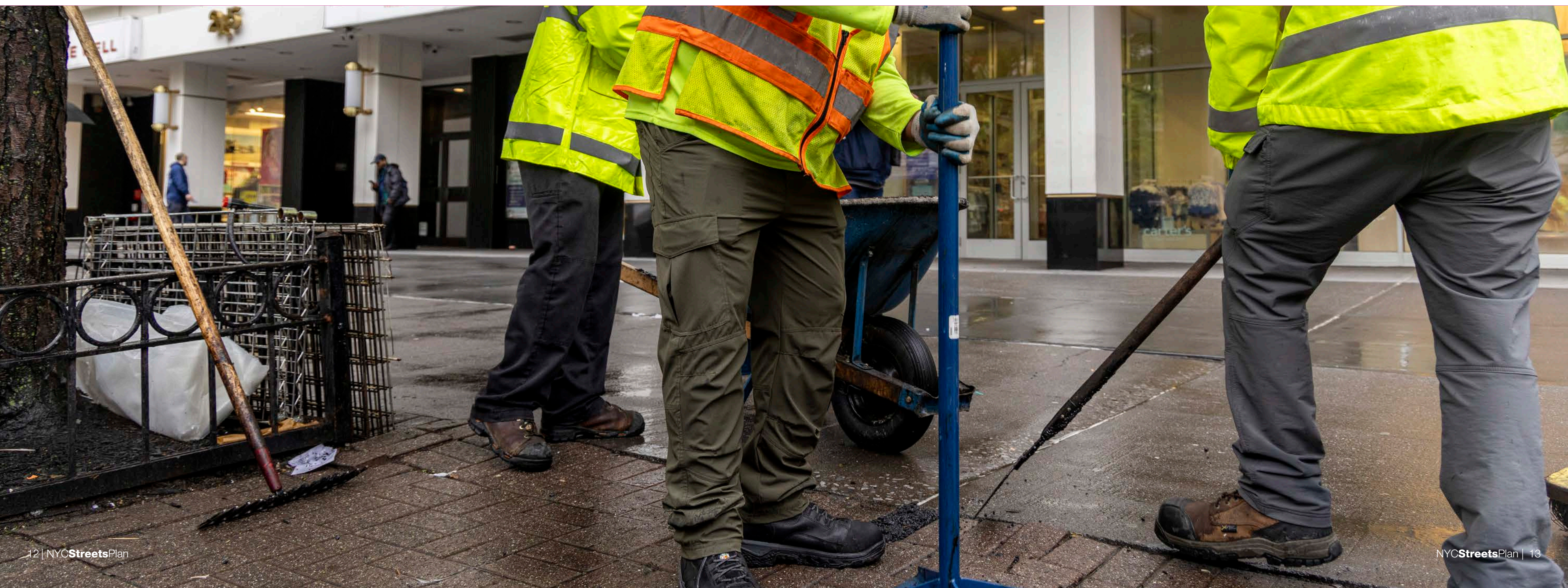
Executive Summary

The 2021 New York City Streets Plan (Streets Plan) presented a vision for planning and designing New York City's streets, establishing ten goals to be achieved through recommendations across 11 program areas. This third annual progress update on the Streets Plan summarizes the NYC Department of Transportation's (NYC DOT) work in 2024 and ongoing efforts to achieve the Streets Plan goals. The report:

- Summarizes the Streets Plan and provides an overview of the current state of mobility in the city
- Highlights projects completed in 2024 to improve NYC's streets
- Highlights major new NYC DOT initiatives from 2024
- Provides progress updates on the recommendations outlined in the Streets Plan
- Previews the continued implementation of the Streets Plan with potential upcoming project locations



1 2022-2026 Plan



2022-2026 Plan

Introduction

Published in December 2021, the New York City Streets Plan (Streets Plan) is a five-year transportation plan to enhance the safety, accessibility, and quality of the city's streets for all New Yorkers. The plan was developed in response to Local Law 195 of 2019 (LL195), which directed the New York City Department of Transportation (NYC DOT) to issue and implement a transportation master plan every five years and issue annual status updates beginning in 2023.

This third published update showcases our 2024 progress toward the recommendations outlined in the Streets Plan—a comprehensive framework with nearly 80 strategies aimed at enhancing our city's streets. Many of these strategies were crafted in response to the goals established by Local Law 195, which set ambitious targets to improve street design and functionality for all users.

New York City is forever evolving, and the rate of change has only increased in the three years since the first Streets Plan was published, accelerated dramatically by the COVID 19 pandemic. NYC DOT is working hard to meet the many demands that our streets and public spaces support and continuing to adapt the way we deliver projects and redesign our streets. Walking around New York City, it is impossible to not notice how different many of our streets look from a decade or two ago. From public plazas to outdoor dining, shared streets to busways, and protected bike lanes to loading zones, we continue to innovate and learn from other cities around the world to improve safety, ease the movement of people and goods around the city, and make our streets vibrant and enjoyable places to be. This evolution will accelerate in 2025 as the MTA's Central Business District Tolling Program (also known as congestion pricing) charges drivers to enter the densest, busiest area of the city, enabling less congestion, safer streets, cleaner air, and better public transit. This report showcases new initiatives and street redesign projects that we introduced in 2024 as we continue to work toward giving New Yorkers the transportation network and public realm they deserve.

NYC DOT is the New York City agency responsible for 6,300 miles of streets and highways, over 12,000 miles of sidewalk, and nearly 800 bridges and tunnels. We also operate the Staten Island Ferry. While we do not manage train and bus service, we work very closely with our partners at the Metropolitan Transportation Authority (MTA) to improve transit. We also work closely with the New York State Department of Transportation on planning and maintaining the highways and streets under their ownership or jurisdiction in New York City.



Planning Context

The *Streets Plan* builds on a foundation of prior planning and analysis work by NYC DOT, including:

- *Vision Zero Action Plan* (2014)
- *OneNYC 2050* (2015 with yearly progress reports)
- *NYC DOT Strategic Plan* (2016-17)
- *Green Wave* (2019)
- *Better Buses Action Plan* (2019)
- *Mobility Management Resource Guide* (2021)
- *Delivering New York Freight Plan* (2021)
- *Electrifying New York* (2021)
- *Delivering Green* (2021)
- *NYC Pedestrian Mobility Plan* (2022)
- *Curb Management Action Plan* (2023)
- *Safe Streets, Safe Schools, Safe Kids* (2024)

Our Process

NYC DOT developed the *Streets Plan* through a process that included research, technical analysis, and broad public engagement. We defined overarching goals based on LL195, previously established city and NYC DOT plans, and input received from New Yorkers through online engagement and public workshops. The project team also researched what our peer cities are doing, evaluating innovative practices that are being used across the country and around the world and adapting them to the New York City context.

Vision & Goals

Consistent with NYC DOT's mission statement, the *Streets Plan* established a vision for the future of New York City's streets, public realm, and transportation landscape, and outlined ten goals to work toward that vision.

NYC DOT Mission Statement

NYC DOT's mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, city residents.

Streets Plan Vision

New York City will be a place where everyone has access to reliable and environmentally friendly transportation options and to safe and welcoming streets and public spaces. Cars and trucks will be substantially fewer and cleaner.

Goals

- 1. Safety:** Enhance street safety for all street users
- 2. Equity:** Incorporate equity into NYC DOT's programs and projects
- 3. Mode shift and transportation options:** Increase sustainable travel modes by reconfiguring streets and making more attractive choices available for New Yorkers to support the continued growth of NYC while reducing congestion and emissions
- 4. Access to jobs:** Expand access to job opportunities and encourage job creation through faster and more reliable transportation options
- 5. Accessibility:** Allow all New Yorkers, regardless of ability, to get around the city in multiple ways without encountering barriers to travel
- 6. Public space:** Allow all New Yorkers to have access to safe, welcoming and attractive public spaces close to where they live
- 7. Sustainable infrastructure:** Rebuild old and build new infrastructure in a way that is sustainable, future-proof, and resilient to the impacts of climate change
- 8. Curb management:** Ensure that curb access is allocated in a rational manner to a diversity of users and uses
- 9. Freight:** Encourage more efficient and sustainable goods movement and decrease the negative effects of truck traffic
- 10. Public participation:** Allow for greater public awareness of and impactful participation in transportation planning by expanding proactive outreach

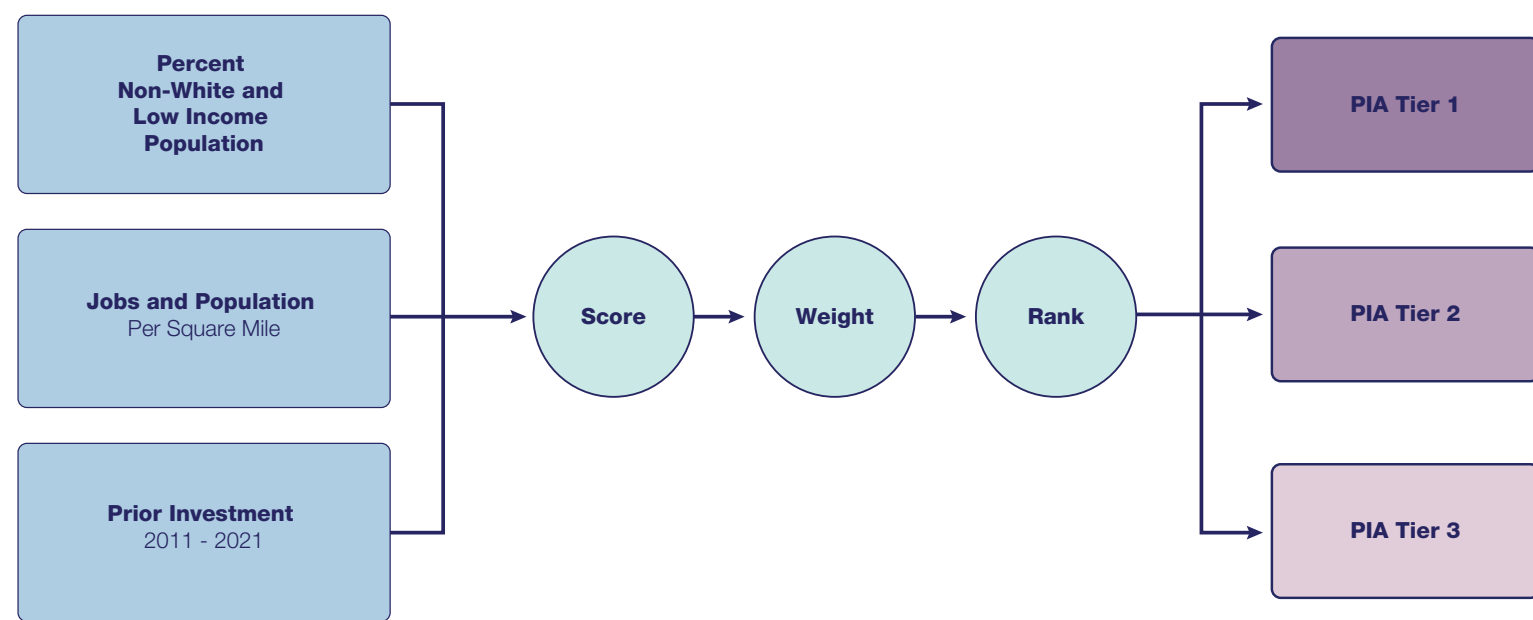
Priority Investment Areas

The Streets Plan established an overall framework for prioritizing transportation investments across the entire city by identifying Priority Investment Areas (PIAs) based on three inputs: demographics, density, and past NYC DOT investment levels. These inputs go beyond specific transportation modes or DOT programs, aiming to address broader indicators of neighborhood need.

Equity is the focus of the prioritization, aligning with NYC DOT's commitment to enhance transportation for all communities. The plan utilizes specific demographic criteria, such as nonwhite population percentage and low-income household percentage, to identify PIAs that target historically underserved communities. Additionally, density (population and jobs per square mile) and past investment levels in each neighborhood contribute to the prioritization approach.

These inputs are analyzed by Neighborhood Tabulation Area (NTA), with weighted scores contributing to overall NTA rankings. The NTAs are then divided into three priority tiers, each representing different city cross-sections based on population, jobs, race, and income. Tier 1, with greater population, is lower-income and less white. Planning units within NYC DOT have incorporated the PIAs as a major factor in the project selection process. This has already helped guide the agency to focus on higher need areas. The PIAs are just one way NYC DOT is working to create a more equitable street network. We are also working towards enhanced approaches to public engagement, project prioritization and development, traffic safety, and sustainability initiatives.

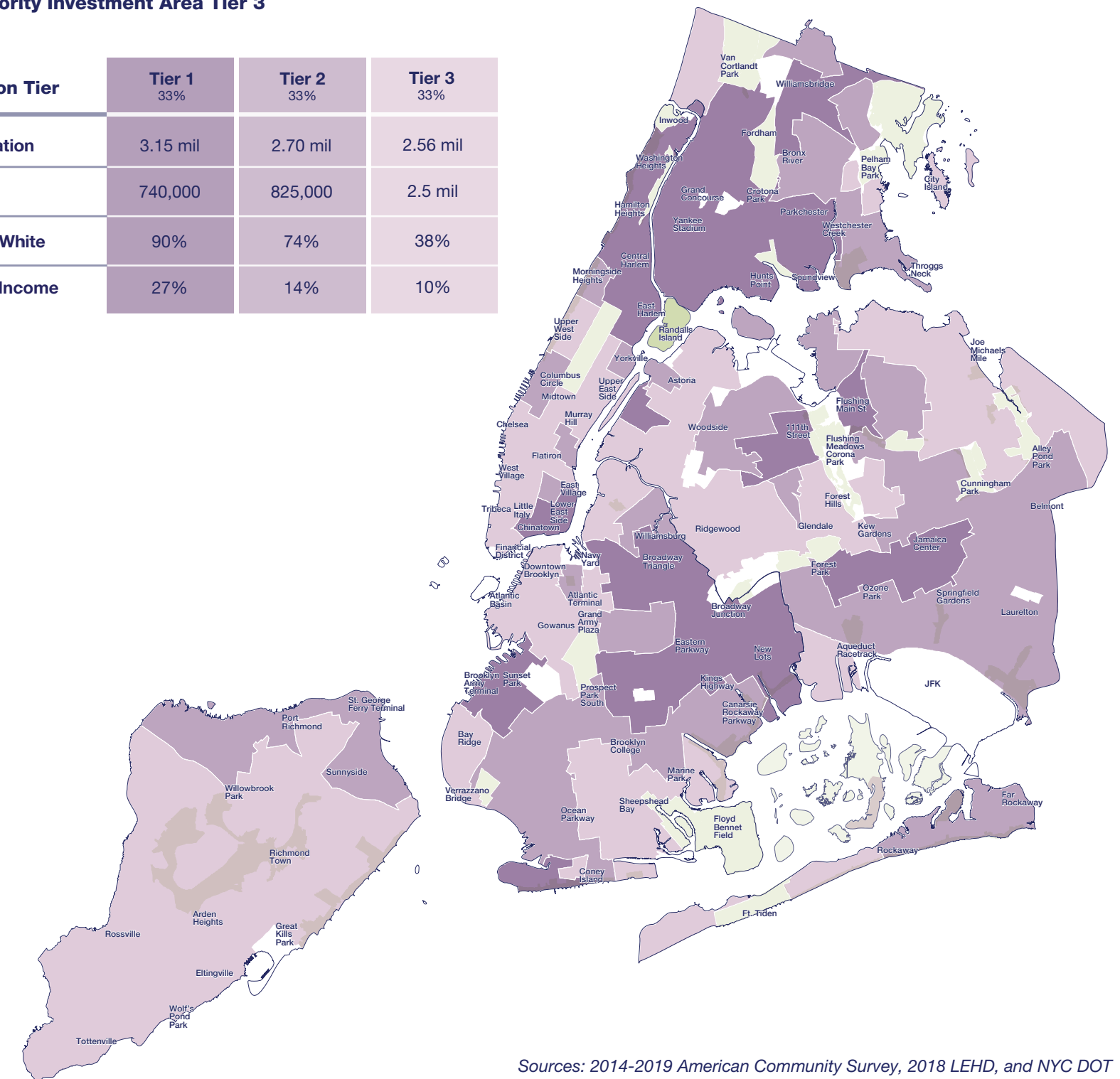
PRIORITY INVESTMENT AREA (PIA) DEVELOPMENT PROCESS



PRIORITY INVESTMENT AREA

- Priority Investment Area Tier 1
- Priority Investment Area Tier 2
- Priority Investment Area Tier 3

Prioritization Tier	Tier 1 33%	Tier 2 33%	Tier 3 33%
Total Population	3.15 mil	2.70 mil	2.56 mil
Total Jobs	740,000	825,000	2.5 mil
Avg % Non-White	90%	74%	38%
Avg % Low Income	27%	14%	10%



Sources: 2014-2019 American Community Survey, 2018 LEHD, and NYC DOT

2 Mobility in the City Today



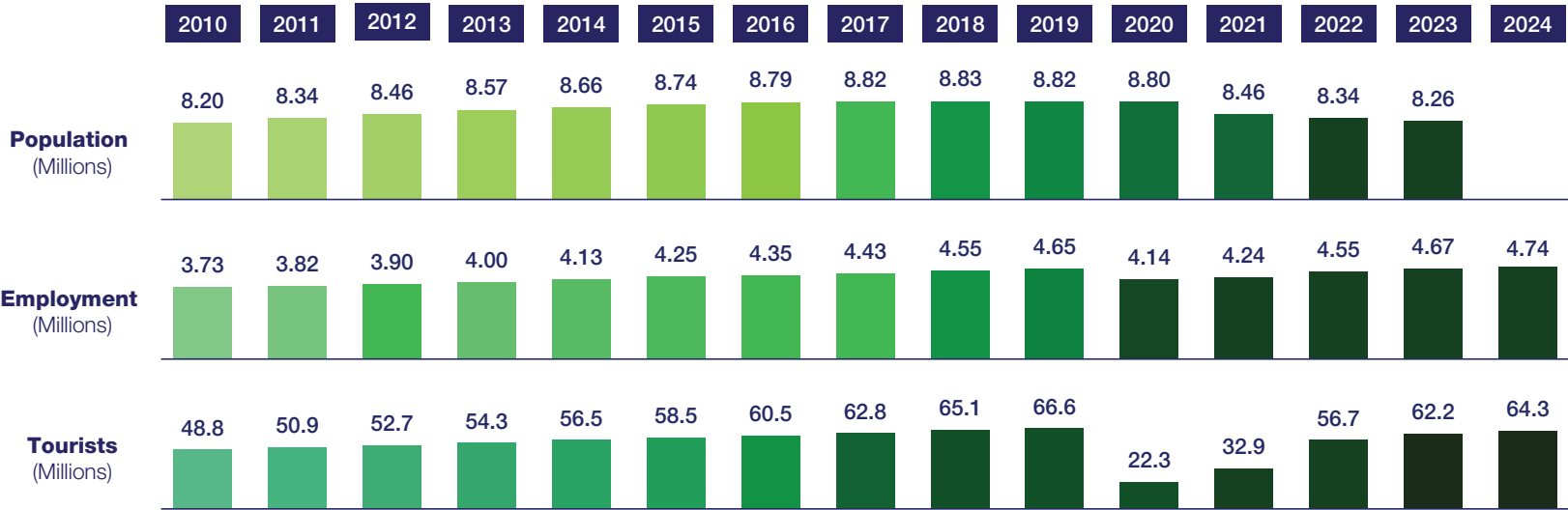
Mobility in the City Today

New York City’s neighborhoods, both geographically expansive and culturally diverse, have varying land uses and population densities. The city’s transportation system, while extensive, is not uniform – some areas offer more travel options than others. This section delves into several key mobility-related trends from the past year that provide further context to the *Streets Plan* and can help the plan respond to both citywide and neighborhood needs.



Employment and Tourism Continue to Grow

New York City, home to over 8.25 million people, remains a bustling hub for residents, commuters, and tourists alike—all of whom have different transportation needs. While the population has declined since peak levels in 2019, a range of data sources suggest that the city’s population losses have ended, and that the city may have even returned to population growth. Net domestic migration has returned to roughly pre-pandemic volumes and net international migration has rebounded. The city also continues to experience growth in both tourism and employment, underscoring the city’s enduring appeal as a place to live, work, and visit. In 2024, tourism rose by a healthy 3%, reaching an estimated 64.3 million visitors. Projections for 2025 suggest further growth, signaling a return to pre-pandemic levels.



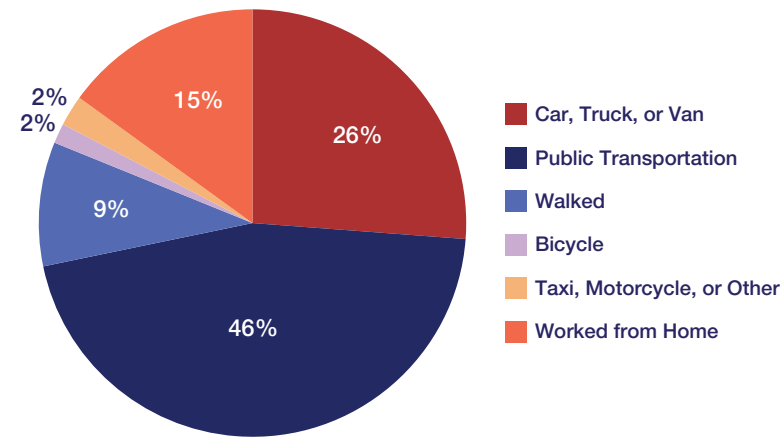
Source: NYC DOT Mobility Dashboard, US Census Bureau, New York State Department of Labor, New York City Tourism + Conventions

*Data for 2024 are preliminary at the time of this publication.

Most New Yorkers Rely on Sustainable Transportation

Sustainable methods remain the top choice among New Yorkers for movement to, from, and within New York City. About 66% of all commute trips for residents are made by sustainable modes like walking, cycling, or transit (U.S. Census Bureau, 2023).

At the forefront of New York City’s diverse transportation options is public transit, which millions rely on to access work, education, and various opportunities. Overall, ridership on the city’s subways, buses, and regional rail continues to recover. In 2024, subway ridership reached an estimated 1.194 billion trips and commuter rail ridership climbed to an estimated 272 million trips. Steady growth has also been made among active modes, particularly cycling. In 2023, an estimated 226.3 million bike trips were made, up from 222.7 million trips in 2022 and nearly double the number of trips made annually ten years prior.

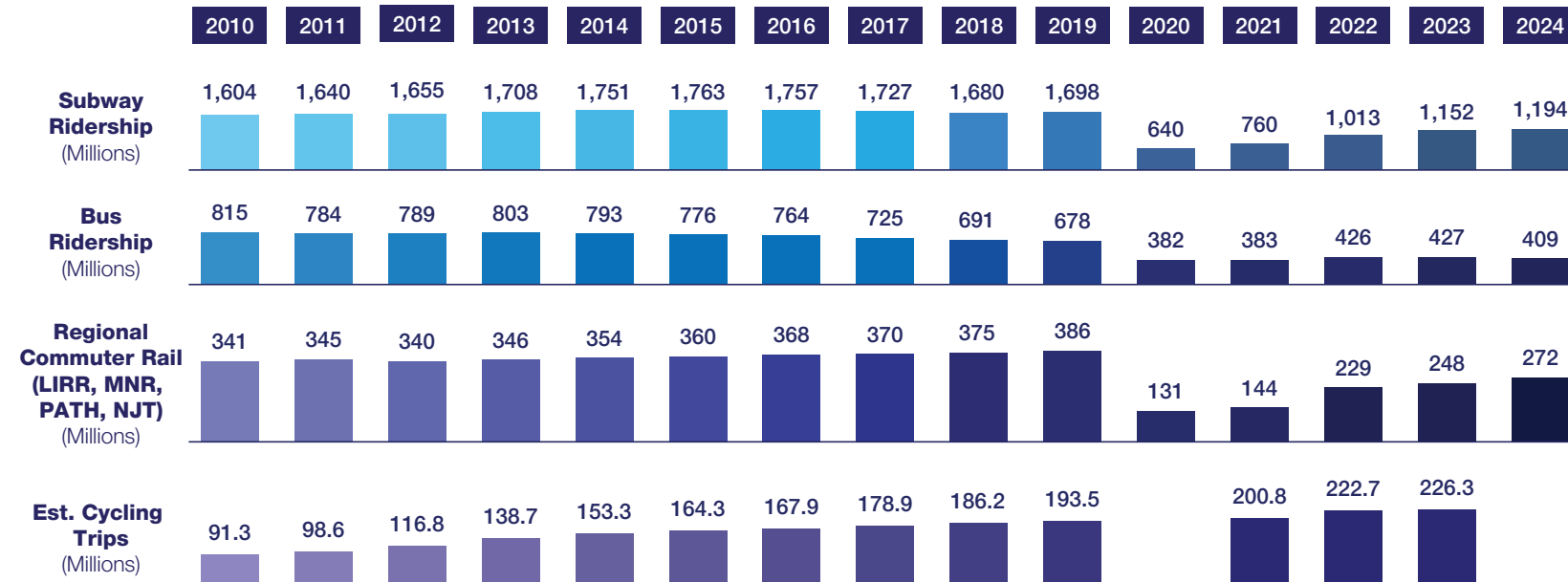


Mode of Transportation to Work

Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

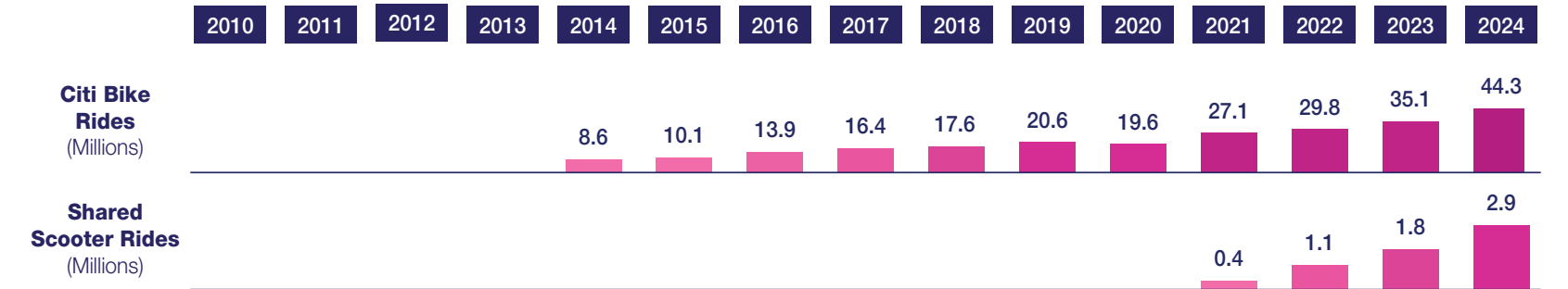
Shared Mobility is an Increasingly Popular Way to Travel

As more New Yorkers embrace sustainable transportation, the growth of Citi Bike and shared scooters reflects the city’s commitment to providing accessible, environmentally friendly options for traveling. As the bikeshare and scooter share programs has expanded, ridership has increased to coincide with the implementation of infrastructure, including additional lanes, devices, and parking docks. In the years since launching in New York City in 2013, Citi Bike ridership has more than quadrupled, with over 44 million rides alone in 2024 served by more than 2,600 stations. This is higher than the ridership of every light rail system in the United States and higher than the ridership of all but seven US rapid transit systems. Scooter share, which is available in parts of the east Bronx and eastern Queens has also experienced significant growth since its introduction in 2021, registering over 2.9 million rides in 2024, nearly one million more trips than the Baltimore Metro SubwayLink.



Source: NYC DOT Mobility Dashboard, MTA, USDOT Federal Transit Administration

*Data for 2024 are preliminary at the time of this publication.



Sources: Citi Bike, NYC DOT

Transportation Spending Remains Lower for New Yorkers

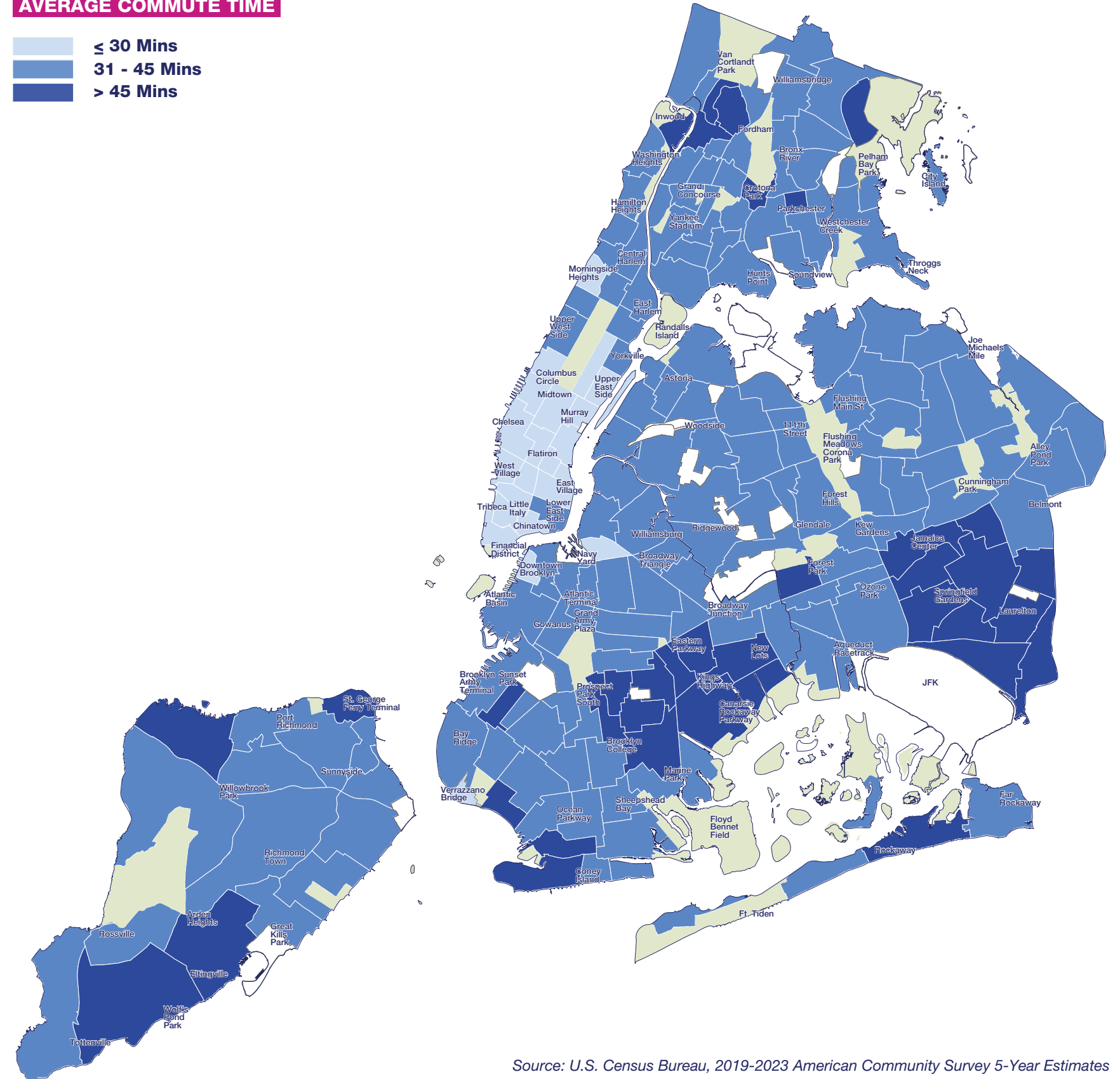
Transportation costs in New York City remain relatively affordable compared to other major cities, due in large part to the city’s extensive transportation infrastructure, which provides residents with diverse and cost-effective travel options. In fiscal year 2023, New York City residents spent an average of \$12,836 on transportation annually, accounting for 10.5% of their income (U.S. Bureau of Labor Statistics). This is notably lower than in cities like Los Angeles and Miami, where average household transportation expenses exceed \$14,000 and represent upwards of 15% of household income. Despite this, transportation expenditures increased nationwide in 2023, and New York City was no exception. The percentage of income New Yorkers allocated to transportation rose from 8.8% in 2022 to 10.5% in 2023. However, transportation costs in New York City have grown more slowly than other major cities, and remain significantly below the national average, where transportation costs accounted for 17% of annual expenditures, reflecting a 7% increase from the previous year.

Transportation costs are not felt equally by all residents of the city. Lower-income and more car-dependent neighborhoods, such as parts of Staten Island, southeast Brooklyn, eastern Queens, and the northeast Bronx, are located farther from major job centers and transportation hubs. These areas typically experience a greater burden of transportation costs, and tend to face long commute times, exceeding the citywide average of 40.1 minutes (U.S. Census Bureau, 2023).

Metropolitan Area	Transportation Expenditures	Income Before Taxes	Transportation Spending as a Percent of Income
Miami	\$ 14,424	\$ 92,337	15.6%
Los Angeles	\$ 14,173	\$ 124,346	11.4%
New York	\$ 12,836	\$ 122,473	10.5%
Washington, DC	\$ 14,771	\$ 142,847	10.3%
Philadelphia	\$ 12,041	\$ 119,528	10.1%
Chicago	\$ 10,741	\$ 111,097	9.6%

Source: U.S. Bureau of Labor Statistics, Consumer Expenditure Surveys, 2022-2023

AVERAGE COMMUTE TIME

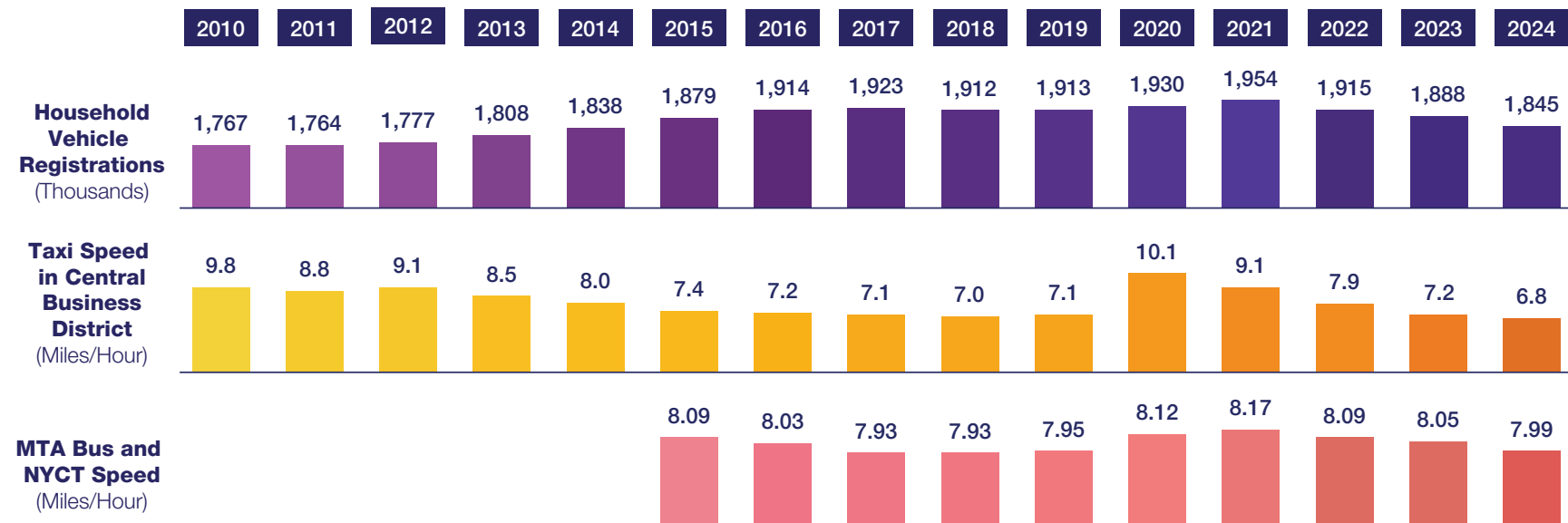


Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

A Greater Need for Less Congestion

In recent years, curb and street space in New York City has seen a remarkable transformation, influenced by initiatives such as Dining Out NYC, Open Streets, and the NYC Plaza Program. These programs have reimagined public space, shifting the focus from auto-dominated uses to more pedestrian and sustainable mobility uses. In 2023, 55% of households did not have access to a vehicle, and in 2024, household vehicle registrations declined for the third straight year to their lowest totals since 2014, underscoring the need to increase transportation choice and foster more equitable and efficient curb use.

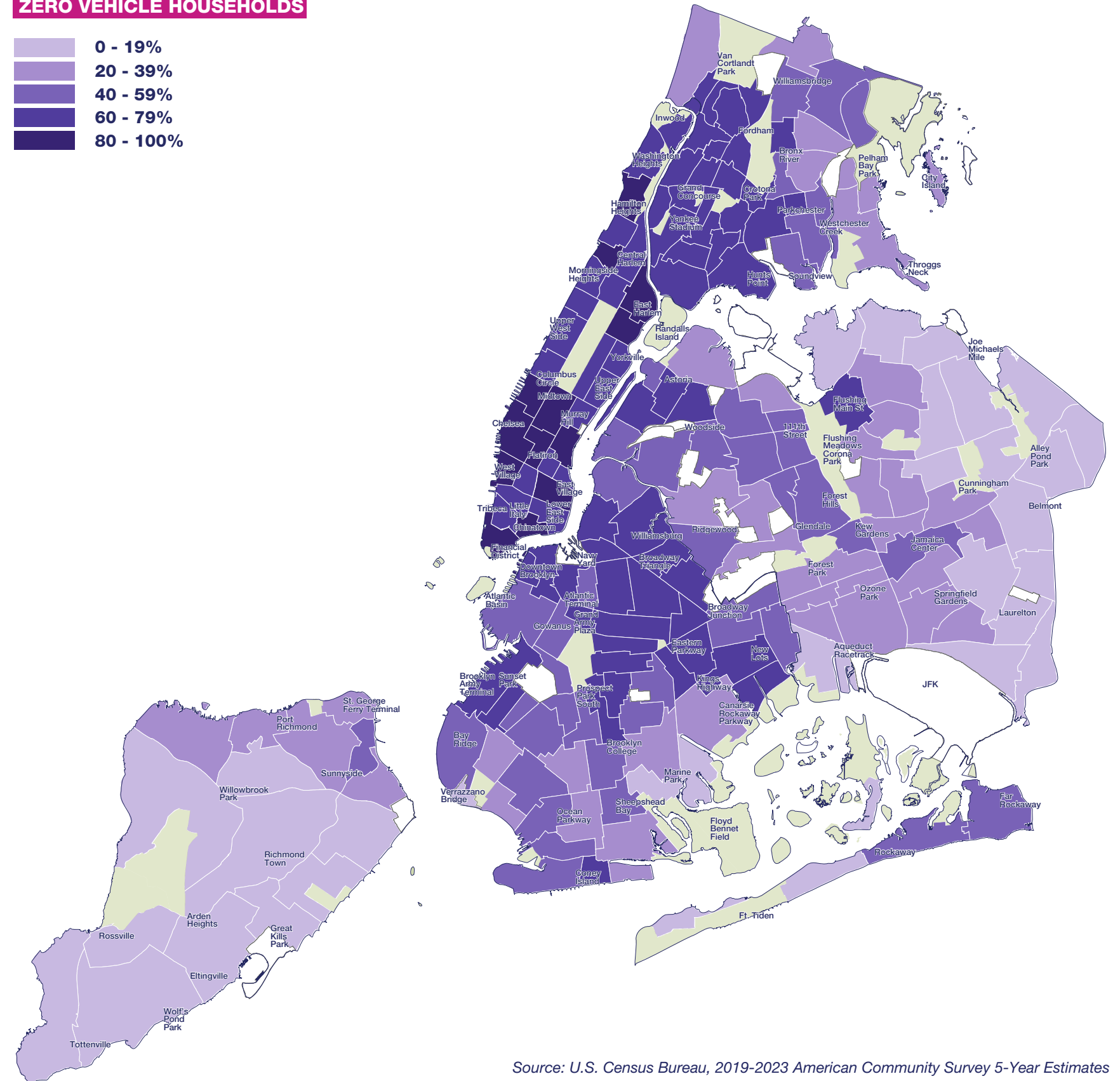
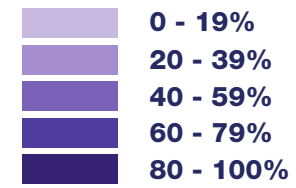
While active transportation continues to surge throughout the city, congestion continues to impact all users of the road, especially south of 60th Street in Manhattan. The Central Business District Tolling Program, which took effect in early 2025, aims to reduce traffic in the Congestion Relief Zone (the local streets and avenues at or below 60th Street in Manhattan). The tolling program is expected to result in thousands of fewer vehicles entering the zone daily, as well as in cleaner air, safer streets, and more reliable transit. The program has demonstrated early success, including faster bus speeds, faster travel times across river crossings into Manhattan, and a decline in vehicle crashes and injuries.



Source: NYC DOT Mobility Dashboard, NYC DOT, MTA

*Bus and taxi speed data for 2024 is preliminary at the time of this publication.

ZERO VEHICLE HOUSEHOLDS



Source: U.S. Census Bureau, 2019-2023 American Community Survey 5-Year Estimates

3 2024 in Review



2024 in Review

This section highlights the accomplishments of NYC DOT in 2024 in furthering the goals outlined in the Streets Plan. That encompasses various new initiatives, projects to improve the city’s streets, and updates on progress towards the objectives of each program area. In compliance with LL195, we provide a report on our progress towards the benchmarks set forth in the 2019 law.



LL195 Benchmark Progress

NYC DOT accomplished significant street redesign and policy work furthering the goals of the Streets Plan in 2024. In addition to the broader Streets Plan goals, we made progress toward the benchmarks defined in the original Streets Plan legislation. We exceeded the benchmarks for the installation of accessible pedestrian signals and redesigns of intersections, improving dramatically more intersections than in 2022 or 2023. Though the benchmark targets for the expansion of pedestrian space ended after 2023, we continued this critical work in 2024, adding over 350,000 square feet of new space. And though we fell short of the ambitious 2024 target, the 29.3 miles of protected bike lanes we installed was the third most miles of protected bike lane ever installed in a year.

We have continued to grow our capacity to construct these projects while also improving on design quality, including significantly increasing the amount of bike lanes and pedestrian spaces we can protect from the outset with concrete without having to wait for a capital project. We have also returned to successful past projects to upgrade them to meet new demands, including widening existing bike lanes to accommodate changing micromobility patterns. While this work does not always contribute to the Streets Plan benchmarks, it can improve the comfort and safety of some of our most popular and essential projects.

Benchmark Category	2023 Benchmark Target	2023 Completed Benchmark Targets	2024 Benchmark Target	2024 Completed Benchmark Target	2022-26 Average Per Year Benchmark Targets
Protected Bus Lanes* (Miles)	30	5.2	30	13.5	30
Protected Bike Lanes (Miles)	50	31.9	50	29.3	50
Bus Stop Upgrades** (Shelter or Benches AND Bus Time Poles)	500	54	500	0**	500
Transit Signal Priority (Intersections)	1,000	754	1,000	766	1,000
Accessible Pedestrian Signals (Intersections)	500	885	500	855	500
Redesign Intersections	400	1,464	400	2,688	400

*LL 195 defines protected bus lanes as bus lanes protected by physical barriers or camera enforcement.

**LL195 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 209 bus stops in 2024 but there is no active contract to install new real-time passenger information displays. We are exploring new options for displays that would allow us to meet the benchmark definition for bus stop upgrades.

Local Law 195 also called for an addition of 1,000,000 square feet of pedestrian space by December 31, 2023. 1,083,725 square feet of pedestrian space was added between 2022 and 2023.

While we fell short of the protected bus lanes target, 2024 saw the most protected bus lanes added in the Streets Plan era, thanks in part to the MTA's expanded Automated Camera Enforcement program. Overall, for the benchmarks that we did not meet, constraints remain similar to those outlined in the 2023 and 2024 update reports. The Streets Plan legislation defined benchmarks that were extraordinarily ambitious, many beyond the existing capacity of the agency and its contracting partners, a situation that has not changed as implementation has been underway.

Continuing to increase both the volume and quality of projects we can deliver in-house includes work that is accomplished or supplemented by contracting, such as the bus stop shelter program. NYC DOT negotiated an amendment to the bus stop shelter contract in 2023 to increase the number of shelters, resulting in 79 shelters being installed in 2024, the first new shelters since 2017. However, to count toward the Streets Plan bus stop improvement benchmarks, bus stops must also have a real-time passenger information display installed. The first-generation bus stop countdown clock is expensive to install and maintain, and in order to best maximize taxpayer dollars, we are working to develop a new generation of technology that is cost effective and is easier to scale the program.

These are not the only limits on the speed at which we can redesign New York City's streets. Building support in communities is essential to this critical work, including elected officials, community boards, and other neighborhood organizations. Given the constraints of working within existing road space, designing projects that contribute toward the Streets Plan benchmarks often means taking space currently dedicated to other uses, such as general travel lanes or parking, which is often met with resistance from some community members and officials. For example, the Fordham Road busway project which would have sped up trips for 85,000 riders on the second busiest route in the entire city was abandoned after local elected and stakeholder pushback. Relatedly, the City Council has recently passed legislation that will increase the volume and type of notices and reports NYC DOT would be required to provide about upcoming and completed projects, slowing project implementation and shifting a greater portion of agency staff resources to bureaucratic tasks rather than planning and building projects.

NYC DOT has made significant efforts in recent years to improve the quality of public input to our projects and more effectively communicate the value of the Streets Plan work to community members. In 2024 we hosted or attended more than 2,500 community engagement events. In addition, our Street Ambassador program, originally launched in 2015, expanded to include a Seasonal Street Ambassador program that brings additional outreach specialists on-board during the busy outreach season in warm weather – helping us reach even more New Yorkers. The Street Ambassador team has a diverse mix of disciplines with a wide range of cultural experiences and language expertise, meeting community members where they are on the street and at events to better inform both sides of the conversation. Instead of asking residents to come to public meetings, Street Ambassadors engage people in conversations about transportation when it's convenient for them.

Additionally, as part of the BQE Corridor Vision and Reimagine the Cross Bronx Expressway corridor studies, we created the agency's first Community Partners programs, which supported local organizations in the project areas in conducting their own grassroots engagements. Community Partners received funding for their work and organized hundreds of engagement activities, emphasizing communities often left out of the engagement process, including those whose primary language is not English. We are committed to continuing to evolve these engagement approaches to inform project design and communicate the value of our work.



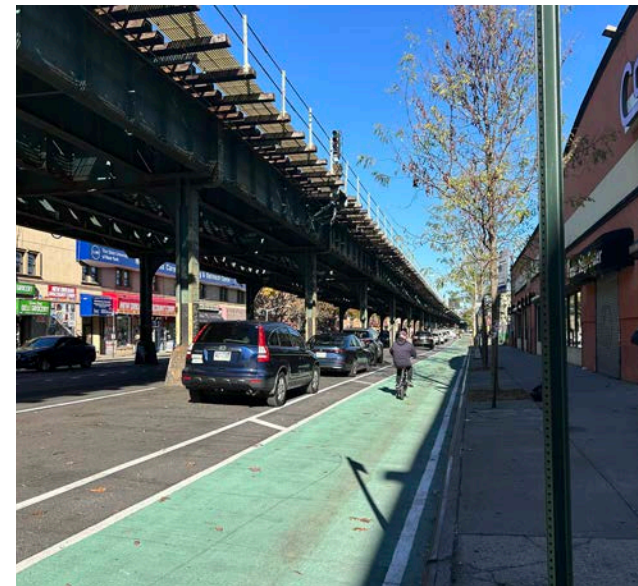
2024 Completed Projects

Bronx

- Barnes Avenue (East 233rd Street & E 236th Street):** Improved lane markings, closed a vehicle slip lane, painted a curb extension, and added turn calming to create safer turning movements and pedestrian crossings.
- Van Cortlandt Park South & Bailey Avenue Phase 1:** Built a concrete curb extension, new crosswalks, expanded a traffic island, and added new stop controls to improve pedestrian access to Van Cortlandt Park.
- James Baldwin Outdoor Learning Center / Goulden Avenue Plaza:** Created a new plaza with art, plantings, and street furniture to add public space and provide space for a local farmers market.
- Fordham Area Bike Network Phase 3:** Implemented conventional and shared bike lanes to expand the bike network and calm traffic.

5. WHITE PLAINS ROAD (PELHAM PARKWAY TO BURKE AVENUE):

In 2024, NYC DOT completed another phase of our corridor safety project on White Plains Road, a Vision Zero Priority Corridor. This portion of White Plains Road is under an elevated train, causing a unique set of safety issues. The 2024 phase built on the success of previous phases to better organize the roadway to enhance predictability and expand mobility options. The project includes parking-protected curbside bike lanes to enhance cyclist safety and pedestrian islands to shorten crossing distances while encouraging slower, safer turns. White Plains Road now has seven miles of protected bike lane miles from Pelham Parkway to East 241st Street.



- Waring Avenue & Matthews Avenue:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.

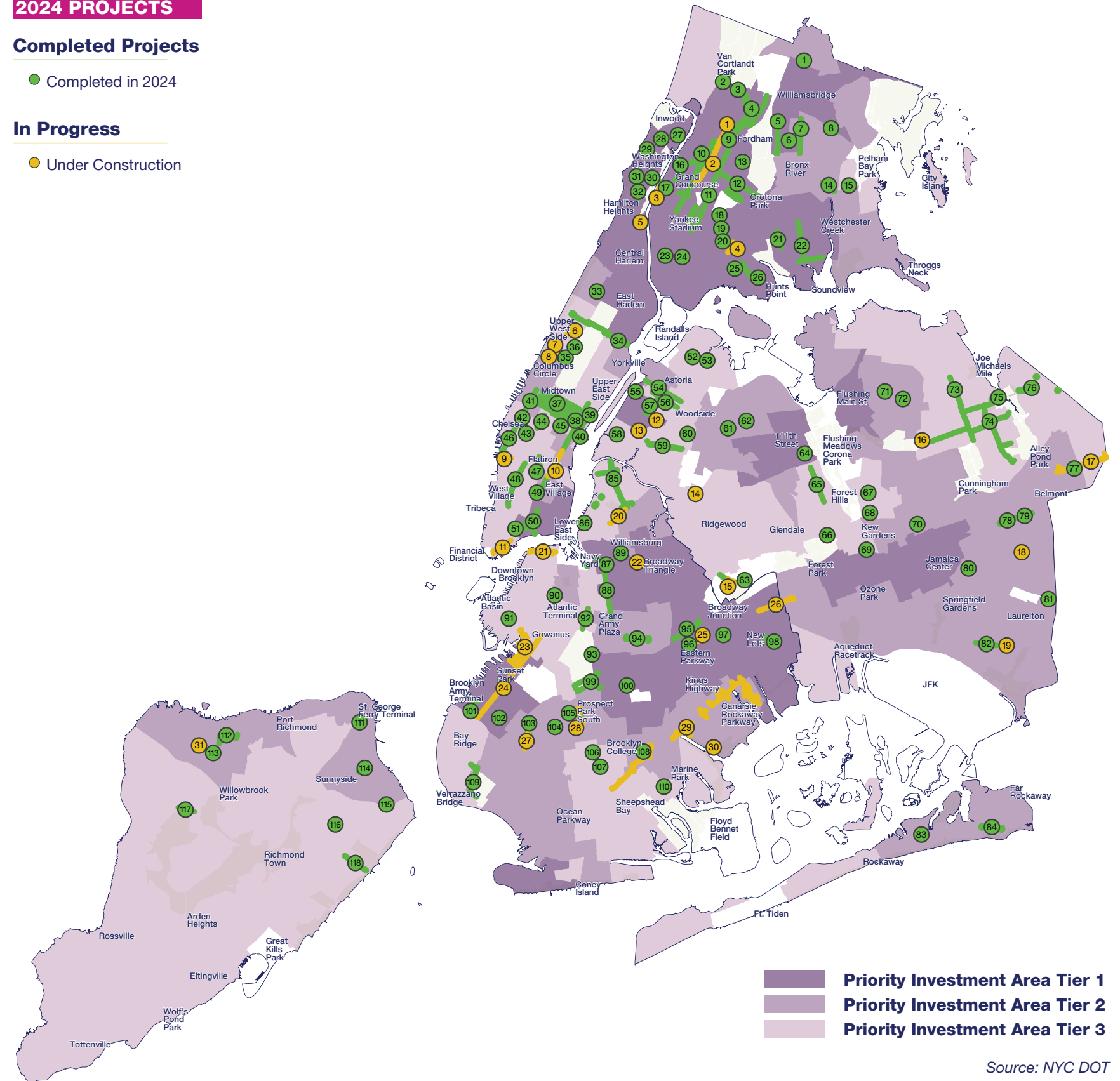
2024 PROJECTS

Completed Projects

● Completed in 2024

In Progress

● Under Construction



Source: NYC DOT

7. **Laconia Avenue (Burke Avenue to Pelham Parkway):** Installed protected, conventional, and shared bike lanes and pedestrian safety improvements to expand the bike lane network.
8. **Gun Hill Road Better Buses:** Upgraded a 2023 project by building out painted curb extensions, refuge islands, and bus bulbs in concrete to improve accessibility and safety.
9. **Briggs Avenue & East 194th Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
10. **East Fordham Road (East 188th Street to Morris Avenue):** Installed a curb extension, new crosswalk, and physical barriers to improve pedestrian access and discourage speeding.
11. **Park Avenue Phase 2 (East 165th Street to East 188th Street):** Implemented a protected bike lane with pedestrian islands and new signals to expand the protected bike lane network and improve pedestrian safety.
12. **East 179th Street (Park Avenue to Boston Road):** Implemented protected bike lanes and pedestrian islands to expand the protected bike lane network, calm traffic, and improve pedestrian crossings.
13. **East 187th Street & Cambreleng Avenue:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
14. **Waters Place (Eastchester Road to Westchester Avenue):** Installed protected bike lanes, bus boarding islands, a pedestrian island, and other safety upgrades to expand the protected bike lane network, improve pedestrian safety, and improve bus access.
15. **Crosby Avenue & Roberts Avenue:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
16. **University Avenue & 176th Street Bus Islands:** Built bus boarding islands to make bus access easier and accessible and deter illegal parking in bus stops.
17. **Washington Bridge:** Added a bus lane and two-way protected bike lane to improve bike and bus connections between Highbridge in the Bronx and Washington Heights in Manhattan.
18. **Jennings Street Open Street Formalization:** Formalized an existing Open Street connecting to multiple schools with new curb extensions, planters, and granite blocks.

19. **East 169th Street & Reverend James A Polite Avenue/Lyman Place:** Installed a new crosswalk and traffic signal to make pedestrian crossings safer.

20. WESTCHESTER AVENUE (FOX STREET & EAST 165TH STREET):

In response to community requests for safer and more convenient crossings at this intersection where Westchester Avenue, Fox Street, and East 165th Street meet under the elevated 2/5 train structure near the Simpson Street station, NYC DOT installed a concrete triangle and concrete curb extension. The project created shorter, safer pedestrian crossings and a new public space with seating. We also widened a crowded sidewalk along Westchester Avenue and installed a new crosswalk.



21. **Rosedale Avenue (Lafayette Avenue to Watson Avenue):** Installed protected bike lanes, concrete bus boarding extensions, new pedestrian crossings, and new signalization to expand the protected bike lane network, improve pedestrian safety, and improve bus access.
22. **Bronx Community Board 9 Soundview Bike Network Phase 2:** Installed bike lanes on streets throughout the neighborhood to create safer, convenient bike routes while closing gaps in the bike network.
23. **Park Avenue & East 149th Street:** Built a concrete pedestrian island to shorten pedestrian crossings and encourage slower, safer vehicle turns.
24. **Melrose Avenue & East 151st Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
25. **Spofford Avenue (Longwood Avenue to Hunts Point Avenue):** Built new curb extensions, medians, and pedestrian islands to reduce crossing distances and improve pedestrian safety.

26. HUNTS POINT AVENUE (FOOD CENTER DRIVE TO RANDALL AVENUE):

In 2024, NYC DOT introduced safety enhancements along Hunts Point Avenue, a Vision Zero corridor. We implemented a road diet along part of the corridor to calm traffic, and a two-way protected bike path was installed to provide cyclists a direct connection to Hunts Point Market. Painted curb extensions and related pedestrian safety treatments were installed at several intersections, including 7,400 square feet of new pedestrian space. Additionally, the complex five-legged intersection of Hunts Point Avenue, Halleck Street, Food Center Drive, and East Bay Avenue was simplified into a standard four-legged intersection by removing the Hunts Point Avenue leg. New signal timing was also implemented to improve safety for pedestrians and cyclists crossing Halleck Street to access Food Center Drive.



33. Morningside Drive (West 113th Street & West 114th Street): Constructed a new curb extension and upgraded pedestrian ramps with new signage to make crossings safer and shorter and improve pedestrian accessibility.

34. 96TH STREET BUS LANES:

In partnership with the MTA, NYC DOT completed a bus priority and pedestrian safety project on 96th Street in Manhattan, delivering faster and more reliable bus service to over 15,000 daily riders on the M96 and M106. The project includes 1.7 miles of new bus lanes and many pedestrian safety features including rubber speed bumps, daylighting, and refurbished pedestrian spaces. It improves access to seven subway lines and 14 other bus routes. We also installed curb regulation improvements such as Neighborhood Loading Zones to better manage curb access and reduce double parking.



35. 72nd Street & Columbus Avenue Street Seat: Installed a new public space with planters as part of the Smart Curbs Upper West Side program.

36. Central Park West (West 75th Street to West 77th Street): Upgraded a segment of the existing protected bike lane to parking protected to better separate bikes from vehicular traffic.

37. Midtown Commercial Expansion: Implemented midblock loading zones and installed new bike signals and signal timing to discourage illegal parking and better protect bike lanes.

Manhattan

- 27. 10th Avenue Bus Boarding Island:** Constructed a bus boarding island to make bus connections accessible.
- 28. Dyckman Street Green Wave Concrete Islands:** Upgraded the existing protected bike lane with concrete pedestrian islands to better protect the bike lane and improve pedestrian crossings.
- 29. Margaret Corbin Circle Safety Improvements:** Installed new pedestrian space, bike lanes, and traffic calming measures to decrease opportunities for reckless driving.
- 30. Washington Bridge:** Installed a two-way protected bike lane on the bridge and signal timing improvements to expand the protected bike lane network and separate pedestrians and cyclists.
- 31. Broadway & West 175 Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 32. Audubon Avenue (West 168th Street to West 170th Street):** Installed curb extensions, daylighting, and new curb regulations to make safer, shorter crossings, calm traffic, and improve school loading.

38. 2ND AVENUE (59TH STREET TO 30TH STREET):

NYC DOT completed more than two miles of bus, bike, and pedestrian safety improvements on Second Avenue in Manhattan. The project included a new 24/7 offset bus lane, which prevents bus lane blockages to speed up service and improve reliability for the M15 route's 57,000 daily riders. We upgraded the bike lanes, adding new wider lanes, passing zones, and additional bike parking for the 6,000 daily cyclists who use Second Avenue. On this busy commercial corridor, updated meter timing provides all day access to the curb to accommodate the heavy loading and parking demand and reduce double parking. We also added over two dozen pedestrian islands, curb extensions, and turn calming treatments to enhance safety on this Vision Zero Priority Corridor.



- 39. **Sutton Place & East 54th Street:** Added protected bike lanes and painted pedestrian islands to expand the bike network, shorten pedestrian crossings, and provide a connection to the East River Greenway.
- 40. **1st Avenue Tunnel (39th Street to 49th Street):** Created a permanent protected bike lane in the tunnel to provide an express lane for cyclists and micromobility users.
- 41. **10th Avenue (38th Street to 52nd Street):** Built a protected bike lane with pedestrian islands and new bike signals to expand the protected bike lane network and improve pedestrian safety.
- 42. **450 10th Avenue Street Seat:** Created a Street Seat public space with planters and street furniture to beautify the street, expand public space, and shorten crossings.
- 43. **9th Avenue (30th Street to 34th Street):** Painted a sidewalk expansion and installed a new offset crossing to expand pedestrian space and reduce speeding adjacent to Moynihan Train Hall.

44. 7TH AVENUE (42ND STREET TO 34TH STREET):

As cycling ridership has skyrocketed, we are welcoming new micromobility users by redesigning streets to better accommodate micromobility volumes, with passing lanes, wider facilities, and rest areas for delivery cyclists. We are widening high demand protected bike lanes starting with Manhattan avenues, including a busy stretch of 7th Avenue between Penn Station and Times Square in 2024. Widening bike lanes that are at or over capacity has addressed speed differentials between micromobility devices, encouraged side-by-side social riding, improved comfort for all ages and abilities, and allowed for safer passing distances, particularly on uphill stretches.



45. PERSHING SQUARE EAST:

Building off the successful Pershing Square West improvements in collaboration with the Grand Central Partnership, NYC DOT completed a capital reconstruction of Pershing Square East, the first capital project to be completed as part of the 2017 Midtown East rezoning. As part of the rezoning, property owners would provide funding to construct public realm improvements around the rezoning area. As part of the capital project, we installed signature pavers, planters, and pedestrian security measures around the perimeter of the block. The completed space unifies and builds on previous investments while creating a signature public space in front of Grand Central Terminal.

- 46. **10th Avenue (14th Street to 38th Street):** Extended the existing protected bike lane south with new signals and concrete pedestrian islands to expand the protected bike lane network and improve pedestrian safety.



47. BROADWAY (17TH STREET TO 21ST STREET):

Since 2009, NYC DOT has continued to promote the use of Broadway as a public space by prioritizing walking and biking as the primary modes of transportation on this world-renowned street. As part of this ongoing work, we developed a comprehensive vision for a vibrant and safe Broadway from Union Square to Columbus Circle which supports local commerce, community, and culture. Through a flexible toolkit, the Broadway Vision includes different block typologies that can be organized to meet local needs. In 2024, we implemented the next phase of this vision, including a new plaza between 17th and 18th Streets, and shared streets from 18th to 21st Streets.



- 48. **6th Avenue (Lispenard Street to West 13th Street):** Extended the existing protected bike lane north with pedestrian islands, new signals, and bus boarding islands to expand the protected bike lane network, improve pedestrian safety, and make bus access easier.
- 49. **2nd Avenue (14th Street to Houston Street):** Upgraded the existing design to an offset bus lane with a wider bike lane and new pedestrian safety elements to improve bus service and provide more space to bike.
- 50. **Allen Street/Pike St & Madison Street:** Extended existing offset bus lanes south to increase speed and reliability on one of the city's busiest bus routes.
- 51. **Park Row:** Installed new curb extensions, barriers, wayfinding, and public art to improve pedestrian and bike connections.

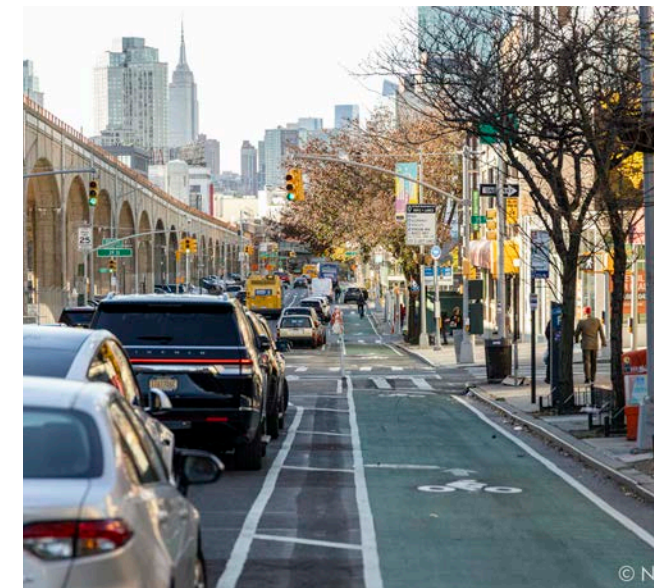
Queens

- 52. **21st Avenue & 31st Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 53. **Lawrence Cemetery Sidewalk:** Constructed a new sidewalk and intersection daylighting where pedestrians were previously forced to walk in the roadway.

- 54. **31st Avenue (Vernon Boulevard to Steinway Street):** Installed new open space, traffic configurations, traffic diverters, and protected bike lanes to create a pedestrian and cyclist priority street while expanding the protected bike lane network.
- 55. **Vernon Boulevard (33rd Road to 35th Avenue/Rainey Park):** Added a protected bike lane to connect to Rainey Park, expand the protected bike lane network, and calm traffic.
- 56. **Broadway Hardened Daylighting:** Added curb extensions with physical barriers to create shorter, safer pedestrian crossings.
- 57. **Crescent Street Green Wave Concrete Islands:** Upgraded the existing protected bike lane with concrete pedestrian islands to better protect the bike lane and improve pedestrian crossings.
- 58. **44th Drive & 11th St Green Wave Concrete Island:** Upgraded the existing protected bike lane with a concrete pedestrian island to better protect the bike lane and improve pedestrian crossings.

59. QUEENS BOULEVARD (SKILLMAN AVENUE TO ROOSEVELT AVENUE):

NYC DOT completed the final phase of our corridor safety project on Queens Boulevard, a Vision Zero Priority Corridor. The project includes parking-protected curbside bike lanes to enhance cyclist safety, pedestrian islands to shorten crossing distances while encouraging slower, safer turns, and additional adjustments to traffic signal timing to allow more time for pedestrian crossings before lights turn green. The redesign has brought safety enhancements along the entire seven-mile length of Queens Boulevard, which now features the most on-street protected bike lane miles of any corridor in New York City. Since the start of the corridor safety project in 2015, previous phases have seen a 68 percent decrease in fatalities, 35 percent decrease in injuries, and up to 450 percent increases in cycling volumes.



60. 39TH AVE & 50TH STREET BIKE BOULEVARD MODAL FILTER:

Responding to community feedback, we used concrete to harden a Bike Boulevard traffic diverter on 39th Avenue at 50th Street in Sunnyside Queens, filtering out larger vehicles for a more comfortable cycling and walking experience. We have been installing concrete pedestrian islands at intersections along protected bike lane corridors citywide to strengthen safety. Concrete islands reduce conflicts at intersections, increase visibility, and shorten crossing distances for pedestrians. We select locations for concrete islands where there are large cyclist and pedestrian volumes and higher than average crashes or conflicts between road users, also considering Streets Plan Priority Investment Areas and utility conflicts.



- 61. **35th Avenue & 73rd Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 62. **34th Avenue (83rd Street to 84th Street):** Upgraded the recent street redesign by creating a new plaza with amenities and a protected bike lane.
- 63. **Cypress Avenue (Cypress Hill Street to Cooper Avenue):** Created protected and shared bike lanes with signal timing changes to expand the bike network and create safer, shorter pedestrian crossings.
- 64. **108th Street & Otis Avenue:** Added a new crosswalk and curb extension and relocated a bus stop to improve visibility and make a busy pedestrian crossing connecting to a school shorter and safer.
- 65. **108th Street Hardened Daylighting:** Implemented curb extensions protected by decorated concrete blocks to improve pedestrian crossings and safety.
- 66. **Union Turnpike & Metropolitan Avenue:** Constructed a new sidewalk and curb extensions, closed a vehicle slip lane, and reconfigured travel lanes to reduce crossing distances and improve pedestrian visibility.
- 67. **Main Street (71st Road to 75th Avenue):** Added crosswalks and curb extensions, closed slip lanes, and upgraded and expanded a bus boarding median to expand pedestrian access, calm traffic, and make bus access ADA-compliant.

- 68. **141 Street & Union Turnpike:** Installed a raised crosswalk and upgraded ADA compliant pedestrian ramps to increase pedestrian visibility and accessibility while reducing speeding.
- 69. **Hillside Avenue & 130th Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 70. **Gothic Drive & 168th Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 71. **Northern Boulevard & Murray Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 72. **Northern Boulevard (161st Street, Crocheron Avenue, 162nd Street Markings):** Reconfigured traffic, updated curb regulations, and installed curb extensions and a pedestrian island at a complicated intersection to calm traffic and improve pedestrian crossings.
- 73. **Queens Community Board 11 Bike Network Phase 1:** Installed a new network of protected, conventional, and shared bike lanes to expand the bike network and calm traffic.
- 74. **Queens Community Board 11 Bike Network Phase 2:** Installed a network of protected, standard, and shared bike lanes to expand the bike network.
- 75. **Northern Boulevard (223rd Street to Little Neck Parkway):** Installed new crosswalks, curb extensions, pedestrian islands, and turn calming to make pedestrian crossings shorter and safer and reduce vehicle turning speeds.
- 76. **Little Neck Parkway & Nassau Boulevard:** Implemented curb extensions to create shorter pedestrian crossings and slow vehicle speeds through a Vision Zero Priority Intersection.
- 77. **Hillside Avenue & 252 Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 78. **Jamaica Avenue (Francis Lewis Boulevard & Hollis Court Boulevard):** Constructed concrete median tips to create shorter, safer pedestrian crossings.
- 79. **Jamaica Avenue (Francis Lewis Boulevard to 217th Street):** Added curb extensions with physical barriers to create shorter, safer pedestrian crossings.

80. MURDOCK AVENUE PLAZA:

Building on the successful multi-year Open Street on Murdock Avenue, NYC DOT worked with the Addisleigh Park Civic Organization to upgrade the Open Street to a permanent plaza. Located where the street dead ends against the Long Island Rail Road tracks, the “Live End Plaza” brings high quality public space to the neighborhood, improves the pedestrian network, provides formal space for community programming, and improves safety with shortened crossings. The new plaza includes a colorful asphalt mural spanning the entire block and has already been used for several community events.



- 81. **121st Avenue Greenway Connector:** Installed a bike lane to create a connection to a future greenway and calm traffic on a low-volume residential street.
- 82. **North Conduit Avenue (Springfield Boulevard to Farmers Boulevard):** Reconfigured travel lanes to reduce vehicular conflicts and improve traffic flow.
- 83. **Beach Channel Drive Hardened Daylighting:** Added curb extensions with physical barriers to create shorter, safer pedestrian crossings.
- 84. **Seagirt Boulevard (Beach 31 Street to Beach 20 Street):** Implemented a new signal and pedestrian crossings and reconfigured and upgraded bus stops to make crossing the street easier, improve bus stop accessibility, and improve bus operations.

Brooklyn

- 85. **McGuinness Boulevard (Meeker Avenue to Ash Street):** Created a protected bike lane, new pedestrian areas and crossings, a bus boarding island, and other traffic calming measures to expand the protected bike lane network and improve safety.
- 86. **Kent Avenue Green Wave Concrete Islands:** Upgraded the existing protected bike lane with concrete pedestrian islands to better protect the bike lane and improve pedestrian crossings.

- 87. **Wythe Avenue & Rutledge Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 88. **Bedford Avenue (Dean Street to Flushing Avenue):** Upgraded the existing bike lane to a protected bike lane with pedestrian safety improvements to expand the protected bike lane network and shorten pedestrian crossings.
- 89. **Broadway & Lorimer Street:** Closed a vehicle slip lane and added a curb extension to reduce conflicts between drivers and pedestrians and shorten pedestrian crossings.
- 90. **3rd Avenue & Dean Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 91. **Red Hook Initiative Street Seat:** Installed a curb extension with moveable furniture, planters, and granite blocks to create a Street Seat along with a new enhanced crossing and intersection daylighting.
- 92. **Underhill Avenue:** Completed conversion into a Bike Boulevard, using planters, curb extensions, mid-block medians, traffic direction changes, and signage to prioritize pedestrians and two-way cycling while reducing through vehicle traffic.
- 93. **Flatbush Avenue Queue Jumps:** Installed bus only “queue jump” signals to enable buses to get a head start at intersections to bypass traffic.
- 94. **Eastern Parkway Phase 5:** Added new crosswalks and traffic signals to improve pedestrian crossings and traffic flow.
- 95. **Eastern Parkway (Lincoln Place to Pacific Street):** Installed new concrete and painted curb extensions, widened sidewalks, and adjusted traffic patterns to improve pedestrian crossings and access to nearby schools.
- 96. **Belmont Avenue Public Spaces:** Upgraded an Open Street to a plaza/shared street with planters and street furniture and upgraded crosswalks and other safety elements to expand public space and improve pedestrian crossings.
- 97. **Belmont Avenue & Pennsylvania Avenue:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.

- 98. Fountain Avenue Green Wave Concrete Islands:** Installed concrete bus islands and pedestrian islands to improve pedestrian access and bike lane treatment at bus stops.
- 99. Parade Ground Improvements:** Implemented new pedestrian crossings, ramps, and islands and a new signal to make crossing the street safer and easier.
- 100. East 35th Street & Church Avenue:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 101. 58th Street (1st Avenue to 2nd Avenue):** Created a protected bike lane, bus boarding islands, and a walking lane to connect the Owls Head Greenway to the Sunset Park ferry stop, improve bus terminal operations, and better accommodate people walking to the ferry and Brooklyn Army Terminal.
- 102. 7th Avenue & 57th Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 103. New Utrecht Avenue & 54th Street:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 104. 42nd Street & 16th Avenue:** Installed a raised crosswalk and upgraded ADA compliant pedestrian ramps to increase pedestrian visibility and accessibility while reducing speeding.
- 105. Coney Island Avenue & Cortelyou Road:** Reconfigured traffic movements and added an all-pedestrian crossing phase and a left turn signal to make pedestrian crossings easier and improve bus operations.
- 106. East 14th Street & Avenue J:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 107. Bay Avenue & East 17th Street (E. Murrow High School):** Painted a new curb extension to make crossings shorter and safer and provide more space for pedestrians adjacent to a school.
- 108. East 37th Street & Avenue K:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 109. 7th Avenue (86th Street to Poly Place):** Upgraded bike lanes to protected and implemented pedestrian islands, crosswalks, and bus boarding islands to expand the protected bike lane network, enhance intersection safety, and improve bus access.

- 110. Flatbush Avenue, Utica Avenue, & Avenue S:** Created a new bus lane, new and expanded pedestrian islands, a painted sidewalk extension, and a new crosswalk to improve bus service and pedestrian safety and clarify vehicular movements.

Staten Island

111. VICTORY BOULEVARD & CORSON AVENUE:

NYC DOT worked to enhance safety at the complex intersection of Victory Boulevard and Corson Avenue. We installed curb extensions, traffic calming elements, new crosswalks, and signalization to create a safer intersection that reduces conflicts between pedestrians and vehicles and improves the pedestrian network. In the largest curb extension, we worked with community partners to implement public realm amenities including an asphalt art project and planters.



- 112. Simonson Avenue (Walker Street & Trantor Place):** Installed protected, conventional, and shared bike lanes to expand the bike lane network and calm traffic.
- 113. Forest Avenue & Harbor Road:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 114. Vanderbilt Avenue & Osgood Avenue:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 115. Narrows Road & Fingerboard Road:** Installed a curb extension and new lane markings to clarify traffic movements and create safer, shorter pedestrian crossings.
- 116. Richmond Road & Old Town Road:** Added a raised crosswalk to increase pedestrian visibility, improve accessibility, and slow vehicles.
- 117. Signs Road (Victory Boulevard to Toddy Avenue):** Added new bike lanes to expand the bike network and calm traffic.
- 118. Seaview Avenue (Mason Avenue to Father Capodanno Boulevard):** Installed protected, conventional, and shared bike lanes and a new pedestrian crossing to expand the bike network and calm traffic outside Staten Island University Hospital.

In Progress:

Projects are underway at the following locations as of the end of 2024, but not yet completed.

1. Grand Concourse Reconstruction Phase 5
2. Grand Concourse Reconstruction Phase 4
3. Depot Place & Exterior Street Protected Bike Lane
4. Del Valley Square/Crames Square Capital Project
5. Frederick Douglass Boulevard & Harlem River Drive Off Ramp Bus Improvements
6. Amsterdam Avenue & 85th Street Microhub
7. Broadway & 77th Street Microhub
8. Amsterdam Avenue & 73rd Street Microhub
9. Gansevoort Street & Horatio Street Bike Lanes
10. 2nd Avenue (30th Street to 14th Street) Bus and Bike Lanes
11. Water Street Capital Reconstruction
12. 31st Street & 37th Avenue Bus Stops Under EI
13. Queens Plaza North Bike & Pedestrian Improvements
14. Maurice Avenue & 56th Avenue Pedestrian Improvements
15. Vermont Place (Cypress Avenue to Jackie Robinson) Sidewalks
16. Utopia Parkway & Underhill Avenue Greenway Connection
17. Hillside Avenue (241st Street to Langdale Street) Safety Improvements
18. Southeast Queens Colfax Murdock Streetscape Capital Project
19. North Conduit Avenue (225th Street & 143rd Avenue) Pedestrian Improvements
20. Meeker Avenue Bike Path Phase 2 (Graham Avenue to Metropolitan Avenue)
21. DUMBO Plaza and Streetscape Capital Project
22. Broadway & Park Avenue Pedestrian Improvements
23. Brooklyn Waterfront Greenway Gowanus Connector Capital Project
24. 4th Avenue Safety Improvements Capital Project
25. Osborn Street Plaza
26. Atlantic Avenue Traffic Calming Capital Project
27. New Utrecht Avenue (54th Street to 55th Street, 60th Street to 61st Street) Pedestrian Improvements
28. Coney Island Avenue (Avenue C, Dorchester Road, & Ditmas Avenue) Safety Improvements
29. Southern Brooklyn B82 SBS Upgrades Capital Project
30. Jamaica Bay Greenway Paerdegat Avenue North Connector Capital Project
31. Forest Avenue & Harbor Road Pedestrian Improvements



New Initiatives in 2024



PERMANENT OPEN STREETS PROGRAM

NYC DOT announced new codified rules for the city’s Open Streets initiative, placing a strong emphasis on equity and the expansion of public space throughout the city. The program, born out of the pandemic response uses the city’s streets—its largest network of public space—to create welcoming and vibrant community hubs. The adopted rules formalize the Open Streets application process for partners to apply to manage their own sites and request resources from NYC DOT. The rules establish a regulatory framework for program management and operations and incorporate community feedback collected through a public feedback period. The 2024 program included nearly 250 locations, with a record high of 71 locations outside schools. We also continue to implement in-house and capital street redesign projects on Open Street corridors to formalize pedestrian and cyclist priority.



ELECTRIFIED CITI BIKE CHARGING STATIONS

NYC DOT and Lyft announced the completion of the city’s first two grid-connected Citi Bike charging stations, part of a pilot program to allow for Citi Bike e-bike batteries to be charged while parked in stations instead of manually swapped out. Charging at stations will make e-bikes more available to riders and reduce vehicle miles traveled by operations vans. Currently, most e-bike batteries are charged in a warehouse and shuttled back and forth for manual swapping at the station. As the charging station network is built, DOT and Lyft will distribute stations equitably across the Citi Bike service area and continue to explore how operational cost savings from station electrification can be passed along to riders. The two pilot grid connected Citi Bike stations are at the intersection of West 35th Street and Ninth Avenue in Manhattan and the intersection of Meserole Avenue and Manhattan Avenue in Brooklyn.



DINING OUT NYC

In 2024, NYC DOT launched the new *Dining Out NYC* permanent outdoor dining program, representing one of the most significant efforts of the last decade to reimagine the city’s streetscape to support all New Yorkers and small restaurants while creating vibrant public spaces that improve quality of life and continue to accelerate the city’s economic recovery. The new program draws on lessons learned from the temporary outdoor dining program created during the COVID-19 pandemic, which saved 100,000 jobs across the city but led to quality-of-life issues as a subset of restaurant owners were unable to maintain loosely regulated outdoor dining setups. Restaurants with existing outdoor dining setups were required to bring their setups into compliance with the new design requirements by November 1. The Dining Out NYC website provides guidance, informational resources, prototypes for compliant outdoor dining setups, and a marketplace to find companies that provide services or products to support compliant outdoor dining cafes. To date, the new, permanent program has seen nearly three times the number of restaurants participating than the pre-COVID outdoor dining program.



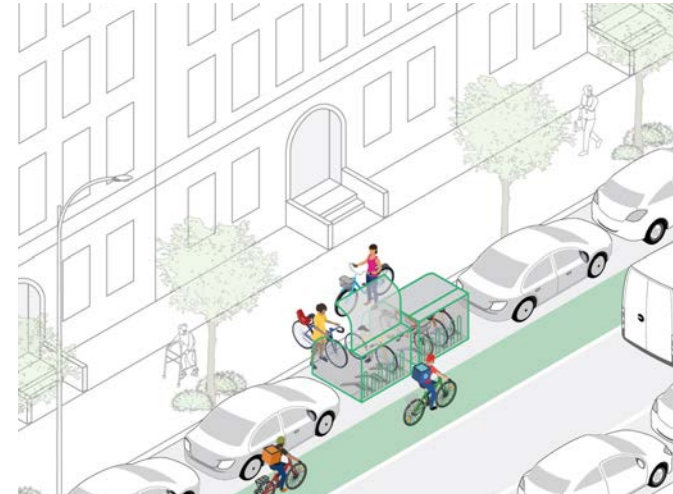
PUBLIC E-BIKE CHARGING PILOT

New York City launched a six-month pilot program to provide safe, public e-battery charging locations for delivery workers, to reduce deadly lithium-ion battery fires. The initiative, part of the city’s “Charge Safe, Ride Safe” plan, benefited participating delivery workers by offering accessible charging stations. The pilot included locations in high-demand areas across Manhattan and Brooklyn, with infrastructure provided by companies like Swobbee, Popwheels, and Swiftmile. The program aimed to enhance the safety and working conditions of the city’s 65,000 delivery workers, reduce residential battery fires, and support the city’s broader green economy goals. During the pilot, participants swapped batteries at on-street cabinets more than 12,000 times over the course of six months and there was a 35 percent reduction in participants charging batteries at home. Given the success of the program, we have extended the pilot phase while we develop a permanent program, and are partnering with the NYC Housing Authority (NYCHA) to implement a public e-bike charging program at 173 locations next to 53 public housing developments.



E-BIKE PUBLIC EDUCATION CAMPAIGN

Mayor Eric Adams and NYC DOT launched the “Get Smart Before You Start” marketing campaign to educate New Yorkers on how to safely operate e-bikes. The education campaign works in tandem with innovative street redesigns and targeted enforcement to reduce injuries and fatalities. The campaign includes advertising on TV, radio, print, and digital news outlets as well as on social media, in subway ads, and on LinkNYC kiosks, informing on how to properly accelerate, brake, and operate an e-bike at an appropriate speed. The campaign was guided by NYC DOT crash data showing 76 percent of cycling fatalities in 2023 involved e-bikes, even as traditional bike fatalities reached an all-time low and protected bike lane miles reached an all-time high. There were also a record number of “single-bike” fatal crashes involving e-bikes where no other moving vehicle, pedestrian, or cyclist was involved.



SECURE BIKE PARKING

NYC DOT released an RFP to evaluate a secure bike parking program, and we are currently reviewing the responses. Lack of secure and convenient bike storage is a significant barrier to bike ownership, as many New Yorkers lack in-home bike storage space or cannot carry bikes up stairs in apartment buildings. This program also has the potential of addressing a safe way to store and charge e-bikes in the City. The Department expects to make a determination on these proposals submitted in the coming months.



AUTHORIZATION OF E-CARGO BIKES

NYC DOT announced new rules authorizing the use of e-cargo bikes on city streets and establishing key safety standards. The rules are designed to make deliveries safer and more sustainable by reducing the number of large delivery trucks on New York City streets. The finalized rules increase low- or no-emission options for freight deliveries — including packages and groceries — by allowing the use of pedal-assist electric-cargo bicycles that may be up to 48 inches wide and have up to four wheels. The rules also expand the legal definition of “bicycle” to include “pedal-assist bicycle” and define “commercial bicycle” as a bicycle used to transport commercial goods. The rules also establish new curb regulations— a “Commercial Bicycle Loading Only” zone—to allow dedicated space at the curb for cargo bikes to load and unload goods. In partnership with businesses, DOT will develop and deliver enhanced safety training and educational materials for e-cargo bike operators, focusing on safe operation, sustainable use, and best practices for battery charging.



AUTONOMOUS VEHICLE TESTING PROGRAM

NYC DOT announced a new permit program for autonomous vehicle (AV) testing and new safety requirements to ensure responsible and safe testing in the country’s most challenging urban environment. Consistent with state law, a trained safety driver will be required to sit behind the wheel and be ready to take control of an AV-enabled vehicle at all times. As part of the approval process, applicants must submit information on their previous testing experience and technological capabilities, a detailed testing plan for New York City, and a safety plan describing key elements that will contribute to the safe operation of their technology on city streets. The intent of this program is to create a roadmap for a collaborative future of AV testing and potential deployment in New York City, one in which AV companies work closely with the city to support a vision for a safe, sustainable, equitable, and efficient transportation system for all.



PARKING METER UPGRADE

NYC DOT unveiled upgraded, modern parking meters that are rolling out citywide. The meters' new "pay-by-plate" technology is paperless and allows users to enter their license plate number instead of displaying a receipt on their vehicle's dashboard. Each year the city's parking meters previously printed roughly 2,500 miles worth of receipts – enough to stretch from New York City to Los Angeles. New Yorkers can continue to pay the meter at a kiosk or use the ParkNYC app. The upgraded meters also help provide more short-term parking by improving parking enforcement. The meters provide real-time data to NYPD traffic enforcement agents to help ensure vehicles don't overstay the meter. Transitioning to the pay-by-plate model curbs the carbon footprint, lessens maintenance and repair requirements, and contributes to cleaner streets with reduced litter. The new system builds off the success of the ParkNYC mobile payment app, which has over 1.8 million users.



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.



CONNECTING TO THE CORE

In advance of the MTA's implementation of congestion pricing in Manhattan, NYC DOT announced new efforts to improve car-free access to and through Manhattan's Central Business District (CBD). We released Connecting to the Core: Safer, Greener and More Convenient Access to the Manhattan Central Business District, a report detailing this work, including 37 new projects in development for 2024 and 2025. The report also highlights 47 bus, bike, and pedestrian projects implemented since 2019 to make travel to and around the Central Business District faster, safer, and more convenient. These projects build on more than a decade of work to improve access to Manhattan's core: we have already delivered major redesigns for better transit and cycling access on nearly every avenue in the borough—including 100 miles of protected bike lanes.



BUS LANE CAMERA ENFORCEMENT EXPANSION

In partnership with NYC DOT, the MTA announced the activation of the Automated Camera Enforcement (ACE) program on certain bus routes across the city. The ACE program captures vehicles violating bus lane, double parking, and bus stop rules in real-time. The program expands on the Automated Bus Lane Enforcement (ABLE) program, which was limited to enforcement of bus lane rules. Once captured by the cameras, license plate, location, and time stamp information is transmitted to NYC DOT for review and processing. When enforcement cameras are activated, on average, routes see bus lane speeds increased by five percent, a 20 percent reduction in collisions, and a five to ten percent estimated reduction in emissions. Only 9 percent of drivers commit another bus lane violation after being fined. Enforcing vehicles parked in bus stops helps ensure buses can pull to the curb, allowing all customers to safely exit and board the bus including those using wheelchairs or mobility devices, and those pushing strollers or carts.



SAFE STREETS, SAFE SCHOOLS, SAFE KIDS

NYC DOT released *Safe Streets, Safe Schools, Safe Kids*, a new report that details our plans to keep students safe near schools and other areas where traffic injuries most frequently occur. The plan identifies areas for new street improvement projects as well as additional education and traffic enforcement efforts. These steps build on other measures we are taking to keep students safe, including a record 71 Open Streets next to schools, robust educational activities, school zone speed cameras, and reducing speed limits near select schools as part of the agency's implementation of Sammy's Law. The report established Youth Injury Priority Areas—the areas with highest concentrations of youth injuries in the city—where the agency will focus some of the future safety work. The report also includes quantitative goals for street design around schools and in Youth Safety Injury Priority Areas.



BLUE HIGHWAYS

Blue Highways is a multi-year public-private partnership program that targets a reduction in truck dependency by promoting the use of NYC's waterways to move goods into and around the city, aiming to decrease road congestion, improve air quality, and align with the city's greenhouse gas emission reduction goals. NYC DOT and NYC EDC are in the early stages of developing the Blue Highway network in New York City, including new upgraded piers in Manhattan, Brooklyn, and the Bronx, upgrading the Red Hook Container Terminal at the Brooklyn Marine Terminal, and studying how it can leverage its existing ferry landings for deliveries. NYC DOT and NYC EDC completed a Request for Information and Expressions of Interest (RFEI) in 2024 and held stakeholder interviews with respondents and an industry engagement event to continue developing this program.



SMART CURBS

NYC DOT began implementation of the Smart Curbs program on the Upper West Side, which is implementing and evaluating new treatments and regulations to improve safety, reduce congestion, create vibrant and clean public spaces, support orderly local deliveries, and more. Smart Curbs is an effort to plan at the curb in a more comprehensive, geographically focused way, coordinating installation of loading zones, metered parking, bike parking, public space, and other innovations in response to the increasing demand for curb space in the city. The initial Smart Curbs project is being implemented on the Upper West Side in partnership with the Columbus Avenue Business Improvement District, with implementation beginning in fall 2024 and continuing into 2025. As part of the Upper West Side project, NYC DOT is also testing technologies to collect and manage curb data through the Partnership for New York City's Transit Tech Lab initiative.



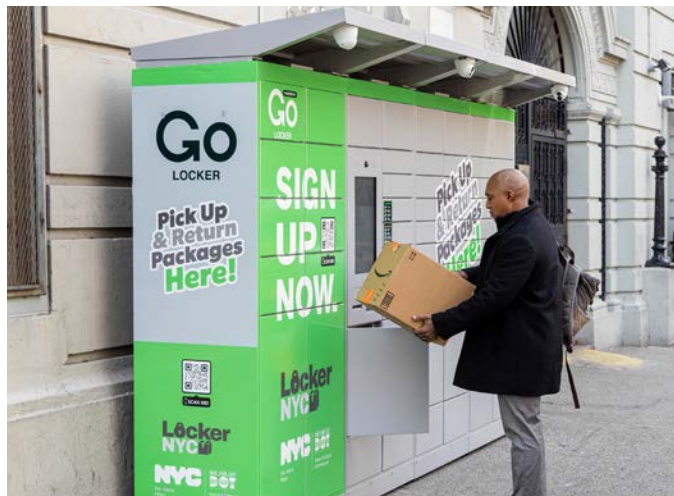
MICROHUBS

Microhubs provide safe, dedicated spaces for truck operators to transfer deliveries onto safer and more sustainable modes of transportation for the last leg of delivery, including e-cargo bikes, hand carts, and small electric sprinter vans. The microhub program, a three-year local delivery hub pilot, includes both on-street and off-street locations. On-street locations will be 80 to 100 feet in length with regulatory signage and other markings designating the space, with upgraded safety barriers and cargo bike corrals where needed. Off-street microhub zones will be located on city-owned properties and will vary in size based on location. We are working with small and large delivery companies who responded to the agency's previously published RFEI. Participating companies will be responsible for maintaining a clean space and are required to share robust data and feedback with NYC DOT to help us successfully evaluate the effectiveness of the pilot program. The first off-street microhubs will be tested under the BQE as part of the broader BQE Vision toolkit. The first on-street microhubs will be tested in Manhattan's Upper West Side as part of our Smart Curbs program.



OFF-HOUR DELIVERY INCENTIVE PROGRAM

NYC DOT announced and began accepting applications for the Off-Hour Delivery Incentive Program to help reduce truck deliveries during the busiest hours of the day. The program aims to boost productivity and ensure the safe and efficient movement of commercial deliveries by incentivizing businesses to make deliveries between 7 p.m. and 6 a.m. Excessive truck traffic during peak daytime hours contributes to congestion, increased carbon emissions, and greater safety risks to pedestrians, cyclists, and others when the streets are busier. The program will provide one-time incentive reimbursements for eligible expenses, including access enhancements, security equipment, low-noise cargo handling equipment, and green delivery methods. The \$6 million in incentive funding, allocated through the US DOT's Congestion Mitigation and Air Quality (CMAQ) program, is part of our larger effort to rethink how the city manages deliveries and better meet the demands of e-commerce.



LOCKERNYC

NYC DOT launched LockerNYC, a free pilot program which utilizes parcel lockers installed on public sidewalks throughout multiple boroughs to allow New Yorkers to securely receive or return packages. The program aims to reduce truck traffic on congested streets, lower package theft rates, and address challenges posed by buildings without secure delivery areas. With 80 percent of New York City households receiving at least one delivery per week and 90,000 packages reported stolen or lost daily, LockerNYC provides a sustainable solution to these growing issues. In 2024, the LockerNYC pilot successfully installed nearly 20 smart lockers open to the public and compatible with multiple delivery carriers, strategically placed based on criteria such as land use, building density without mailrooms or package storage, and alignment with Streets Plan Priority Investment Areas. As the pilot progresses, we will evaluate how well the lockers are utilized, including their effectiveness in reducing truck traffic and package theft, and assess the supporting technology.



Progress on *Streets Plan* Recommendations

In the time since the *Streets Plan* was published in December 2021, NYC DOT has made progress on its recommendations—resulting in the increased safety, accessibility, and quality of the city’s streets for all New Yorkers.

The *Streets Plan*, when initially released, outlined major initiatives and priorities, including the continuation and expansion of existing programs, as well as the initiation of new programs. Collectively, these recommendations work to accomplish the overarching goals of the *Streets Plan*.

The *Streets Plan* recommendations were organized into eleven program areas:

- | | |
|---|--|
| 1. Safety and Vision Zero | 7. Accessibility |
| 2. Walking and Pedestrians | 8. Freight |
| 3. Transit | 9. Curb Management and Parking |
| 4. Cycling | 10. Traffic Management |
| 5. Bike Share and Micromobility | 11. Sustainability and Resilience |
| 6. Public Space and Streetscapes | |

This section provides progress updates on each program area.



Traffic fatalities in New York City declined for the third year in a row, down five percent from 2023. This was larger than the projected percent decline in fatalities nationally, and the United States traffic death rate is roughly four times higher than the traffic death rate in New York City.

New York City also stands in stark contrast to neighboring New Jersey, where traffic fatalities increased 14 percent, including a 30 percent increase in pedestrian deaths. Though pedestrian fatalities in New York City increased from 2023, they remained below the average since the start of Vision Zero in 2014, and significantly lower than the pre-Vision Zero era. Furthermore, senior (age 65 and up) pedestrian fatalities declined dramatically to the lowest total in recorded history. Traditional (non-motorized) bicycle fatalities tied 2023 as the lowest total on record despite the continued growth in the popularity of cycling, and fatalities on motorized two-wheel vehicles also fell 28 percent after an increase in 2023. Unfortunately, child fatalities rose, driven by an increase in adolescent fatalities, which NYC DOT is focusing on through the Safe Streets, Safe Schools, Safe Kids prioritization effort.

A study of NYC DOT Street Improvement Projects in the Vision Zero era that began in 2014 found that traffic deaths have declined most significantly in lower-income neighborhoods and neighborhoods of color, with those areas of the city receiving a disproportionately higher share of street redesigns. All neighborhoods saw a decline in total fatalities and pedestrian fatalities, but the lowest income neighborhoods experienced the largest decrease, including a 34 percent decline in pedestrian fatalities. The Streets Plan's Priority Investment Areas have guided even more projects to these areas of the city since they were established in 2022.

New York City residents also secured a major safety victory in 2024 when Governor Kathy Hochul signed legislation to authorize the largest expansion of the red-light camera program in New York City's history. NYC DOT had advocated for the life-saving legislation, as red-light running is a major contributing factor to traffic fatalities. The New York City red light camera program has a proven history of success: Where cameras have been installed, red-light running and related crashes have dropped 73 percent.

The agency also cheered the passage of Sammy's Law by New York State lawmakers after years of advocacy. The law, named after Sammy Cohen Eckstein, gives New York City the authority to lower the speed limit to 20 mph with posted signage on most streets, and 10 mph on streets with traffic calming. NYC DOT has begun reducing speed limits, focusing on locations such as schools and Streets Plan Priority Investment Areas. Prospect Park West in Brooklyn and Audobon Avenue in Manhattan were the first streets to receive reduced speed limit signage under the new legislation and the area south of Canal Street in Manhattan as the first Regional Slow Zone.

NYC DOT continues to advocate for the reauthorization at the state level of the life-saving speed camera program. Data shows that locations with speed cameras installed in 2022 experienced 14 percent fewer injuries and fatalities than those without. Since the program was expanded to include overnight and weekend hours, violations during those times have decreased 40 percent, showing the program is helping to change behavior. However, a small percentage of drivers have been shown to be undeterred by camera enforcement. Vehicles that receive more than 20 speed camera violations in a year, which represent less than 0.5 percent of all vehicles that receive violations, are five times more likely to be in a crash that results in death or severe injury. In 2023, that was nearly 12,000 vehicles. NYC DOT is continuing to advocate for legislation to hold these drivers accountable.

While NYC DOT advocates for these important legislative changes, drivers with obscured license plates, or "ghost plates," impede our ability to hold reckless drivers accountable. In 2023, around 3 million potential speed camera violations were rejected due to ghost plates. The City, however, will not wait for the New York State Legislature to act and has initiated a multi-agency crackdown against this behavior, seizing tens of thousands of cars that were unregistered or had ghost plates. Additionally, NYC DOT and the NYPD announced new proposed rules to expand the types of possible license plate obstructions subject to enforcement.

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

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.

332 traffic calming devices installed in Senior Pedestrian Zones, up from over 200 in 2023

Senior Pedestrian Zones are areas with the highest rates of senior pedestrian injuries. Traffic calming devices included speed reducers (speed humps and cushions), turn calming, and raised crosswalks.

3,297 people (999 pedestrians) killed or seriously injured (KSI) in traffic crashes, compared to 3,145 (854 pedestrians) in 2023

KSI is a measure of the most serious traffic crashes which we are most focused on reducing.

It was another landmark year for expansion of pedestrian space as we installed over 350,000 square feet of new pedestrian space through a variety of street design treatments across many projects, including new pedestrian plazas, curb and sidewalk extensions, pedestrian safety islands, and other street redesigns.

In 2024, a new Public Realm unit was created at DOT to develop programs, policies, projects, and management tools to elevate the public realm experience for its primary user—the pedestrian. This unit continues the work of improving pedestrian safety and providing more space for people to walk and enjoy the public realm, combining the work of the Walking and Pedestrians and Public Space and Streetscapes program areas. We also continued to use the 2022 Pedestrian Mobility Plan as a guiding factor in designing street improvement projects and shaping policy. The Pedestrian Mobility Plan defined five street typologies to determine pedestrian needs contextually, with the aim of improving pedestrian comfort and convenience. The plan has led to the installation of sidewalks where they were missing, block long sidewalk widenings (Super Sidewalks), and curb extensions at corners where high numbers of pedestrians wait to cross the street. The new Dining Out NYC rules also utilize the Pedestrian Mobility Plan to define the siting requirements for sidewalk cafes, with the required clear path on the sidewalk linked to the five street types outlined in the plan.

NYC DOT continued our work to make crossing the street easier and safer. Our team installed curb extensions, median islands, and other treatments throughout the city to slow drivers at intersections and shorten the crossing distance for pedestrians as well as installed raised crosswalks at key locations to improve accessibility and make pedestrians more visible. The agency also incorporated new federal guidelines on signage for uncontrolled crossings to continue to install Enhanced Crossings throughout the city where communities have asked for more effective access. Enhanced Crossings give pedestrians a designated place to cross the street where there is no traffic signal or stop sign, usually at locations with low vehicular traffic near schools, parks, and libraries.

WALKING & PEDESTRIAN 2022-2026 Streets Plan Recommendations:

Develop a holistic, data-driven pedestrian plan for identifying the need for pedestrian improvements based on street type

Sidewalk and intersection improvements

Continue and expand street furniture amenities

Pilot efforts to containerize waste set-out and collection

Expand the implementation of safe pedestrian crossings

Diversify and expand the distribution of CityBenches throughout the city

TRACKING OUR PROGRESS: 2024

356,460 square feet of new pedestrian space installed

New pedestrian space includes improvements such as wider sidewalks, plazas, curb extensions, and more.

2,688 intersections redesigned, up from 1,464 in 2023

Redesigned intersections create safer, more direct pedestrian crossings, reduce conflicts with motor vehicles, and may also add new public space.

NYC DOT continued in 2024 to improve conditions for transit riders through enhancements to our streets, signals, and bus stops. The agency installed, upgraded, or protected 17.8 miles of bus lanes, including 13.5 of new camera protected or physically protected bus lanes.

Three major bus lane projects were completed in Manhattan. NYC DOT addressed two sections important to the M15 bus route (the busiest in the city) by moving much of the 2nd Avenue bus lane off the curb and providing new bus lanes and better curb management in the congested downtown Allen Street/Pike Street/Madison Street segments. The agency also improved a key crosstown bus connection on 96th Street through offset bus lanes and queue jump signals. NYC DOT also made enhancements in 2024 to projects that had been implemented in earlier years, including Gun Hill Road, EL Grant Highway, and University Avenue in the Bronx.

Over 12 miles of bus lanes received newly protected status through the new Automated Camera Enforcement (ACE) program, using cameras mounted on buses. DOT and MTA partnered on this program to introduce two new violation types: Motorists are now subject to tickets for double parking or standing in bus stops, in addition to illegally using bus lanes. Another MTA/DOT collaboration was the Queens Bus Network Redesign. As MTA completed its planning and outreach process, DOT provided key input and is coordinating roadway and bus stop changes necessary to facilitate comprehensive route changes in 2025.

Utilizing our signals to make buses faster and more reliable continued to be a priority. In addition to rolling out Transit Signal Priority (additional green signal time for buses) on 17 new bus route corridors, the agency initiated a new queue jump signal program, providing head starts for buses at 20 new intersection approaches.

Bus stops also saw improvements in 2024. DOT utilized in-house resources to make 40 bus stops accessible and added seating in the form of 79 bus shelters, 58 benches, and 90 leaning bars. NYC DOT also placed a renewed focus on maintenance of Real Time Passenger Information (RTPI), a.k.a. countdown clocks. After extensive 2024 repairs, our non-Select Bus Service (SBS) RTPI signs are now close to 100 percent operational, and the agency plans to address non-working SBS locations in 2025. The NYC DOT team also plans to initiate a pilot for a next generation RTPI in 2025.

Finally, progress to bus priority capital construction projects included advancement to final design on Woodhaven Boulevard in Queens and 79th Street in Manhattan, final design completion for South Bronx (Bx6) SBS, and the initiation of construction on Southern Brooklyn SBS (B82).

TRANSIT
2022-2026 Streets Plan
Recommendations:

Study and implement additional busways

Study and implement Transit-Priority Corridors

Pursue full capital funding and construction for major transit corridor projects

Expand use of Transit Signal Priority at intersections

Support MTA’s bus network redesign implementation

Enforce bus lanes and busways

Increase bus stop accessibility

Diversify and expand the distribution of bus stop amenities throughout the city

Support transition to OMNY and all-door bus boarding

Work with the MTA to plan—and fund—the next generation of major transit capital investments, including subway, rail, and bus rapid transit (BRT)

TRACKING OUR PROGRESS: 2024

13.5 miles of protected bus lanes installed, up from 5.2 miles in 2023

Protected bus lanes are those protected by physical barriers or monitored by stationary or mobile cameras.

766 new intersections with transit signal priority, up from 754 intersections in 2023

Transit signal priority allows buses to extend green lights or shorten red lights to improve bus travel times.

17.8 bus lane miles installed, upgraded, or protected

7.99 mph average bus travel speeds

409 million annual citywide bus ridership (preliminary)

NYC DOT improvements can help increase bus ridership by improving bus speeds and reliability, improving bus stop access, and enhancing the bus stop experience.





In 2024, cycling in New York City continued to see record-breaking growth, with 28,000 cyclists traveling over the four East River Bridges each day on average. This marks an 8.4 percent increase from 2023, reflecting ridership 17-times greater than the ridership recorded in 1980, when the city first began recording bridge cycling levels.

According to the most recent census data, approximately 28 percent of adult New Yorkers now ride a bike at least once a year, with 620,000 daily cycling trips citywide. The bike lanes NYC DOT installed and upgraded in 2024 – 59 miles of new lanes including 29.3 miles of protected lanes – played an integral role in sustaining this historic ridership.

Building on the success of the 2023 wide bike lane pilot, the agency installed and upgraded facilities to accommodate the continued growth of e-bikes and other micromobility devices. These transformative projects included wider bike lanes on high-demand Manhattan avenues; continued hardening of delineator-protected bike lanes; and new Bike Boulevard iterations that prioritize cycling and pedestrian movement. We converted painted pedestrian islands along protected bike lanes into concrete, adding more protection at intersections for pedestrians and cyclists. These improvements have enhanced safety for all road users, addressed speed differentials in micromobility devices and added cycling facilities that serve all ages and abilities to the bike and greenway network.

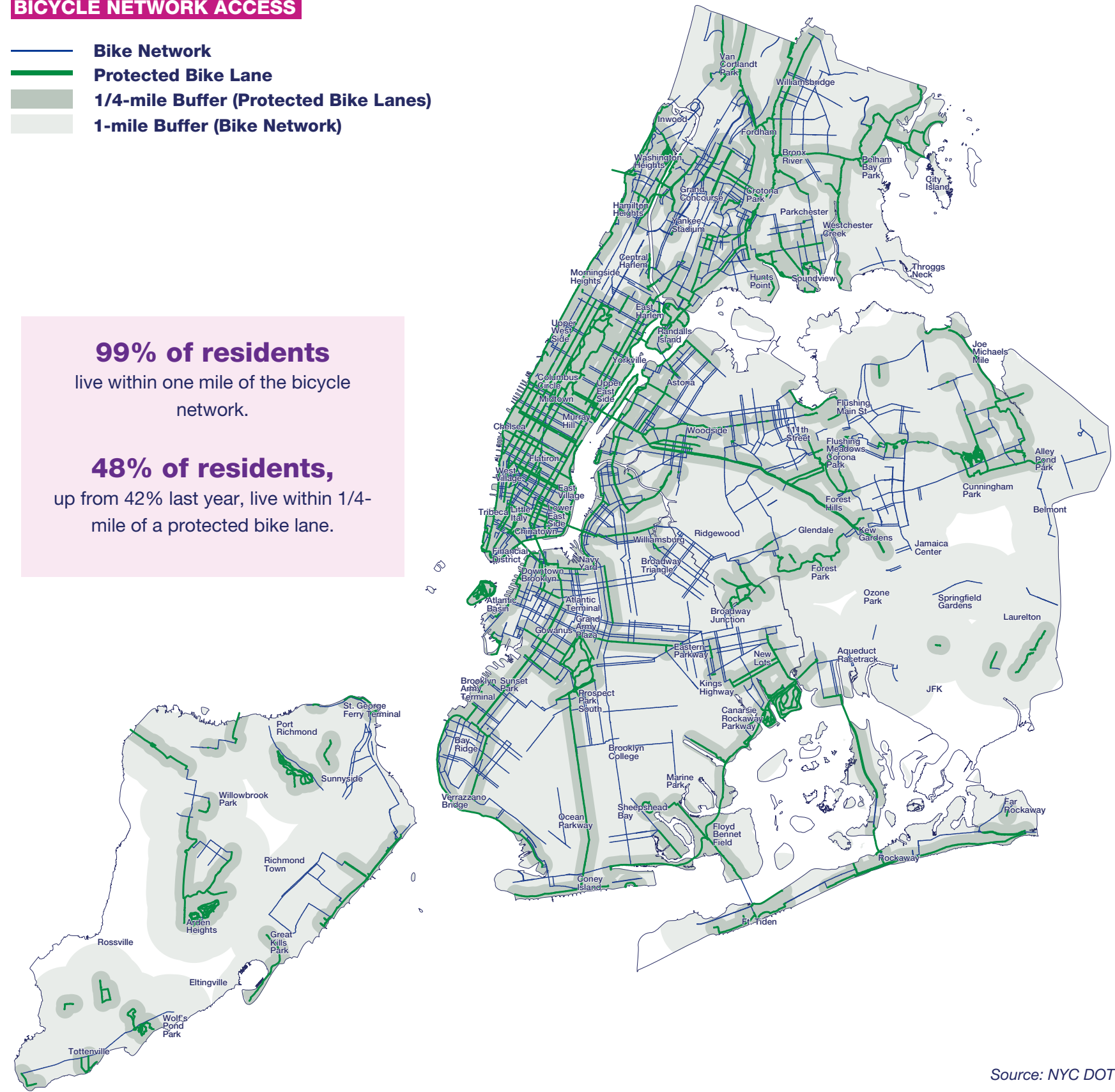
Safe and secure operation of micromobility devices remains a priority for NYC DOT. The agency is in the process of selecting an operator for a secure bike parking program, allowing New Yorkers to access bike storage without fear of theft or damage. To reduce the use of uncertified, damaged or faulty lithium batteries, NYC and NY State have enacted laws to prohibit the sale of non-UL listed devices or batteries. In addition, NYC DOT has extended a successful six-month public e-bike charging pilot program for delivery workers, which resulted in over 12,000 battery swaps, reducing at-home charging by 35 percent. To build on that success, NYC DOT also applied for and received grant-funding to install public e-micromobility charging infrastructure, some of it to be co-located with secure bike parking facilities, and drafted new revocable consent laws to allow the placement of approved charging infrastructure on public right-of-way. Our 2024 public awareness campaign, “Get Smart Before You Start,” promotes the safe use of e-bikes, educating newer e-bike riders on how to safely operate them. In 2024, e-bike fatalities fell 26 percent from 2023.

BICYCLE NETWORK ACCESS

-  **Bike Network**
-  **Protected Bike Lane**
-  **1/4-mile Buffer (Protected Bike Lanes)**
-  **1-mile Buffer (Bike Network)**

99% of residents live within one mile of the bicycle network.

48% of residents, up from 42% last year, live within 1/4-mile of a protected bike lane.



Greenway network planning also accelerated in 2024 following the 2023 announcement of a historic federal grant to support planning six greenway corridors across New York City. This effort, encompassing roughly 60 miles of greenway routes in the Bronx, Brooklyn, Queens, and Staten Island, was highlighted by the ongoing partnership between NYC DOT, NYC EDC, and NYC Parks, to prioritize community engagement and seek feedback from New Yorkers to continue to shape the future plan. The Harlem River Greenway implementation plan in The Bronx began to take shape with its second series of public workshops proposing route alternatives from Van Cortlandt Park to Randall’s Island Park. The public outreach process kicked off with existing conditions workshops for the 16-mile Queens Waterfront Greenway, which will connect Gantry Plaza State Park to Fort Totten Park. The City also secured \$96 million to build a greenway along Tenth Avenue in Manhattan to fill one of the remaining gaps in the Manhattan Waterfront Greenway. And finally, our team made progress on several greenway capital projects, including segments of the Brooklyn Waterfront Greenway and Jamaica Bay Greenway.

Long-term greenways projects are complemented in the short-term with street redesign projects serving as crucial upland connections to waterfront and on-street greenways. For example, 2024 greenway implementation included new connections along Kissena Park and Rainey Park in Queens and on Depot Place in the Bronx, enhancing existing greenway infrastructure. In addition, NYC DOT is currently conducting an analysis of existing greenways facilities citywide to build the city’s first dynamic greenways inventory map.

With 25 percent of vehicle trips in NYC being under one mile, 2024 also saw renewed investment in bike encouragement efforts to inspire new riders and provide the resources to get started. Our growing Bike the Block program, with ten locations in Streets Plan Priority Investment Areas in 2024, has been integrated with Open Streets pop-up cultural and family programming to provide 3,000 New Yorkers with free Bike New York learn-to-ride classes for children and adults, bike rentals, repairs and tune-ups, bike law education, project-specific outreach, group rides and bike helmet giveaways. The agency launched My Bike, My City, a campaign to promote cycling among women, girls, transgender, and gender-expansive New Yorkers, featuring photography of women-identifying cyclists throughout LinkNYC kiosks and MTA bus shelters and a webpage with biking resources, including safety tips, bike routes to parks and cultural landmarks, and guidance for riding with children.

CYCLING

2022-2026 Streets Plan Recommendations:

Continue to build out the Protected Bike Lane Network

Create new and expanded neighborhood cycling networks

Continue to develop Bike Boulevard Program and identify potential bike boulevards

Pursue expanded and automated blocked bike lane enforcement

Test and install better bike lane protection

Develop bicycle wayfinding signage citywide

Continue to explore secure bike parking solutions

Develop a metric for measuring the cycling network connectivity

Focus bike network development around schools and under elevated structures

Further develop greenways and high-capacity protected bike lanes

Identify new cycling connections

TRACKING OUR PROGRESS: 2024

29.3 miles new protected bike lanes installed

Protected bike lanes are those that are separated from motorized vehicle traffic by physical barriers or are an off-road or raised pathway.

59 miles total bike lanes installed, up from **54.4 miles** in 2023

3,870 new bike parking spaces installed

Bike parking includes standard CityRacks as well as parking within Bike Corrals and covered bike parking.

99% Bicycle Network Coverage

This index measures the percent of New York City residents within 1 mile of the bike lane network.

48% of residents within 1/4-mile of the Protected Bike Lane (PBL) network, up from **42%** in 2023

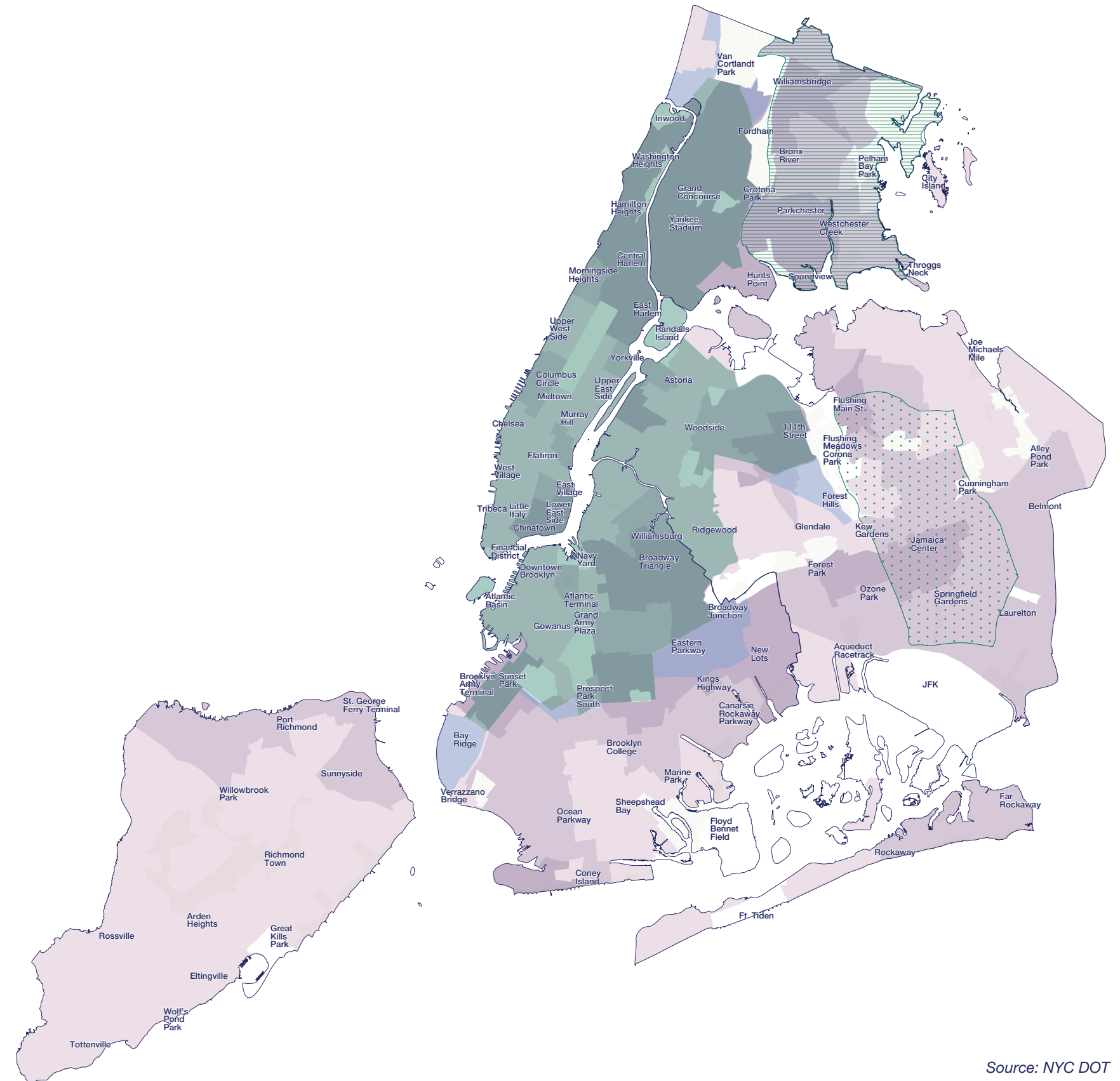
This index focuses on proximity to the core network of protected bike lanes.

New Yorkers took nearly 50 million bike and scooter share trips in 2024. Citi Bike, the largest bike share program in the western hemisphere, saw over 44 million trips while the city’s growing scooter share program had 3 million trips.

In October of 2024, Citi Bike set a monthly record with over 5.1 million rides, up 143 percent compared to October 2019. A record-breaking 193,645 Citi Bike rides took place on September 20, 2024. Citi Bike trips represent approximately 39 percent of the total estimated cycling trips within the Citi Bike service area, based on East River Bridge crossings. These record numbers were fueled by the growing popularity of cycling in the city, construction of new bicycle infrastructure by NYC DOT, and the continued expansion of the bike share network.

In December 2024, the agency announced additional expansion of the Citi Bike program that will add more than 250 new stations in the Bronx, Brooklyn, and Queens and will bring 2,900 new bikes into service, about half of which will be electric bicycles — bringing Citi Bike service to more than 900,000 additional New Yorkers. When the expansion is complete, there will be a Citi Bike station within a five-minute walk of more than 5.6 million New Yorkers, or 64 percent of New York City’s residential population. With the completion of this expansion, the Citi Bike system will grow to more than 36,000 bikes and 2,400 stations, nearly seven times larger than the 6,000 bikes and 332 stations that Citi Bike launched with in May 2013. For the first time ever, an outer borough, the Bronx, will be completely served by bike and scooter share, delivering on NYC DOT’s commitment to equity.

NYC DOT also expanded e-scooter share to Eastern Queens, bringing new mobility options to roughly 600,000 New Yorkers from Flushing and Auburndale to the north down to Rochdale Village and Springfield Gardens to the south. This expansion contributed to the highest ridership year to date, with 2.9 million trips across the East Bronx and Eastern Queens. In the first six months of operation, more than 630,000 trips were taken in Eastern Queens, outpacing the initial usage rates in the East Bronx pilot by nearly 50 percent. Overall, more than 259,000 riders have taken at least one e-scooter share trip for a total of 6.3 million e-scooter share trips since the program launched in 2021. In 2025, NYC DOT plans to improve the program by adding new designated parking locations based on ridership trends and community feedback.



Source: NYC DOT
NYCStreetsPlan | 77

**TRACKING
OUR
PROGRESS:
2024**

44.3 million
annual Citi Bike trips, up from
35.1 million in 2023

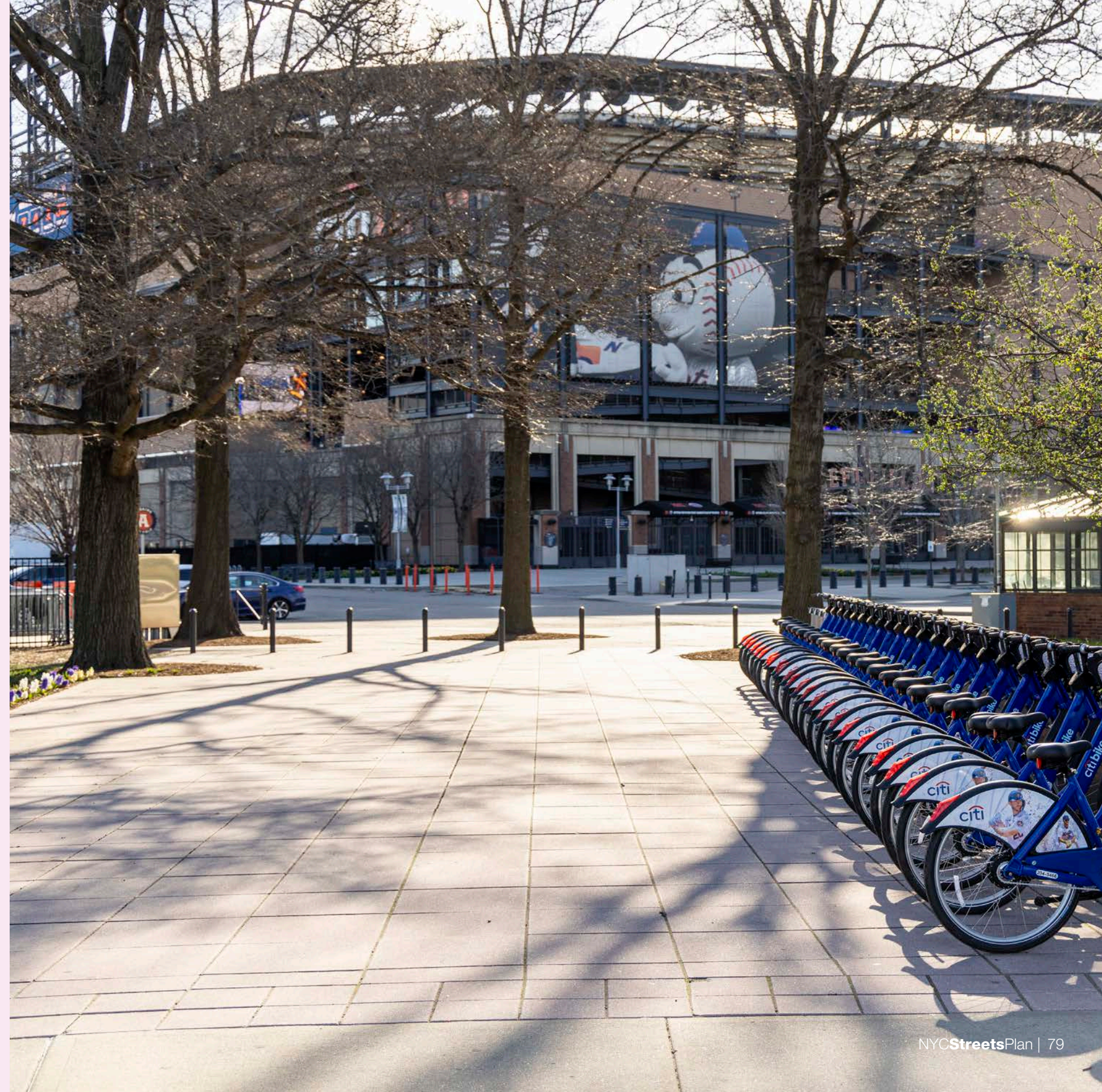
2.9 million
annual e-scooter share trips, up
from 1.8 million in 2023

**BIKE SHARE &
MICROMOBILITY
2022-2026 Streets Plan
Recommendations:**

Expand the Citi Bike System

Optimize curb space and bike share
capacity

Explore additional e-mobility pilot
expansions and programs



NYC DOT continued to dramatically expand pedestrian space by converting former vehicular lanes and roadway sections to space for walking, relaxing, and programming. 55 new locations joined the Open Streets program, expanding the popular initiative to nearly 250 locations across the city.

Open Streets included 71 locations outside of schools, giving children more space to play and creating a safer drop off and pick up environment before and after school. Additionally, for the third year in a row, NYC DOT expanded the widely popular 16-year old Summer Streets program, creating 20-miles of car-free streets throughout all five boroughs.

NYC DOT also implemented permanent street redesign projects at Open Street locations throughout the city to formalize the prioritization of travel by walking and bicycling, and the use of the street as public space. Projects built off the success of the local Open Street by adapting the design of the roadway to match the way it is used by the neighborhood today. The agency also committed more than \$300 million in capital funding for major construction of Open Street designs at locations in all five boroughs. Additionally, to ensure that all residents of the city have access to high-quality and well-maintained public spaces, NYC DOT announced an expansion of the Public Space Equity Program. The program, which provides operational and maintenance support for a variety of public space initiatives, focuses on partners and locations in higher areas of need, and will be expanded to provide these services in up to 100 public spaces citywide.

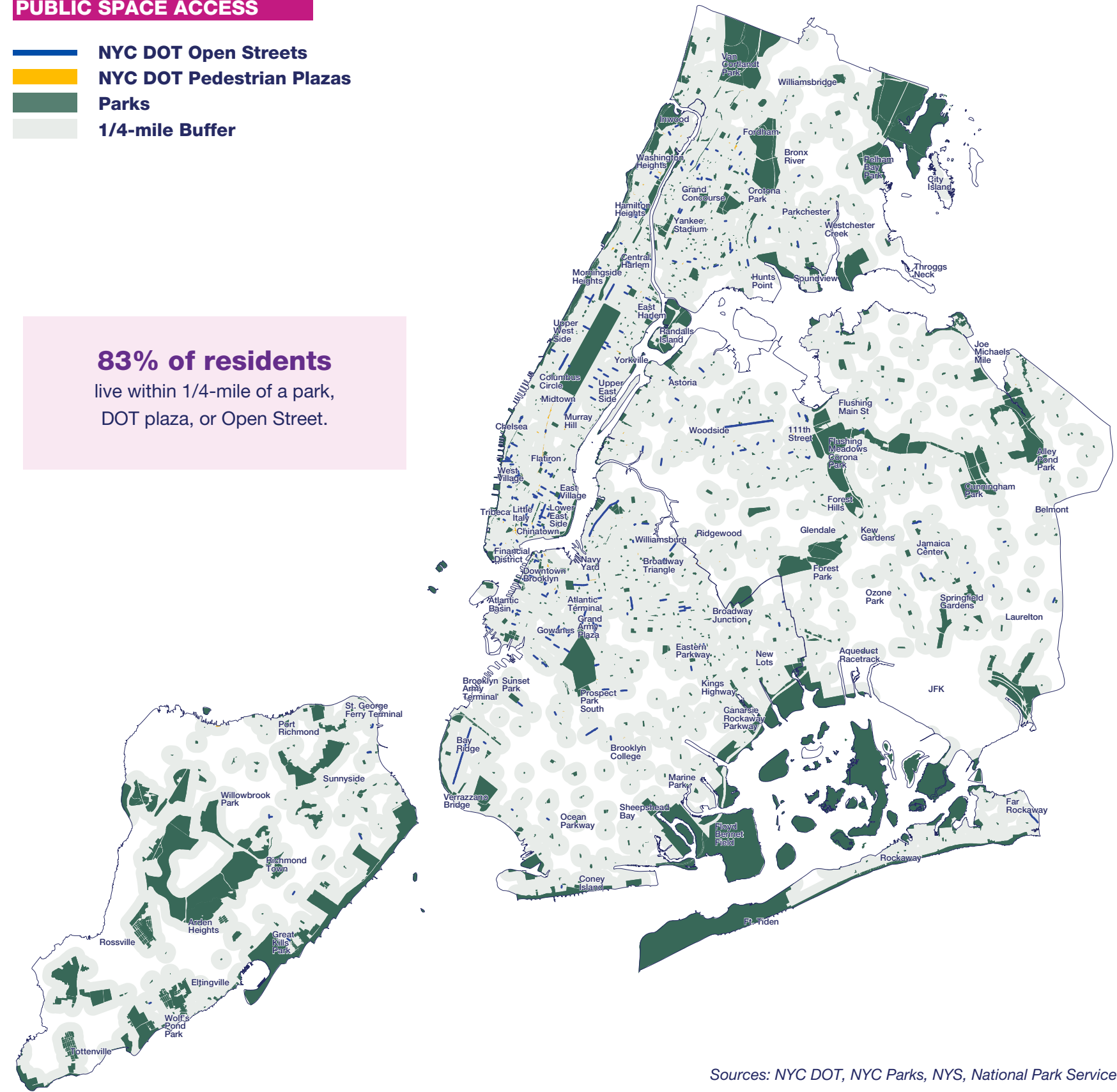
It was also another dynamic year of public art in the city. NYC DOT’s art team permitted 41 temporary art installations, working with 19 partner organizations. Projects showcased incredible diversity, including groundbreaking temporary installations like Chakaia Booker’s sculpture Shaved Portions, standing 35-feet-tall in the Garment District, and the NYC Portal which connected New York’s Flatiron Plaza and Dublin, Ireland through an innovative live streaming video experience. Our art installations also spanned projections onto iconic bridges, interactive sidewalk installations, artistic lighting in plazas, and over 72,000 square feet of asphalt art murals in pedestrianized spaces, a new annual record. The agency also programmed nearly 500 events on plazas and Open Streets, including the popular Trick-or-Streets Halloween events, Car Free Earth Day, and Bike the Block.

Finally, NYC DOT launched the nation’s largest permanent outdoor dining program. Dining Out NYC draws on lessons learned from the temporary outdoor dining program created during the COVID-19 pandemic to foster vibrant public spaces that improve quality of life and continue to accelerate the city’s economic recovery.

PUBLIC SPACE ACCESS

- NYC DOT Open Streets
- NYC DOT Pedestrian Plazas
- Parks
- 1/4-mile Buffer

83% of residents live within 1/4-mile of a park, DOT plaza, or Open Street.



Sources: NYC DOT, NYC Parks, NYS, National Park Service

**TRACKING
OUR
PROGRESS:
2024**

**2,095 street furniture items
installed**

Street furniture includes benches, leaning bars, bike racks, and wayfinding signs.

**Nearly 500 programmed events
on NYC DOT streets and plazas,
up from over 350 in 2023**

Event programming helps deliver even more economic, health, and cultural benefits to communities by activating and enlivening the space.

**83% of residents within a
1/4-mile of a NYC DOT plaza,
Open Street, or NYC park, up
from 81% in 2023**

**PUBLIC SPACE &
STREETSCAPES**
*2022-2026 Streets Plan
Recommendations:*

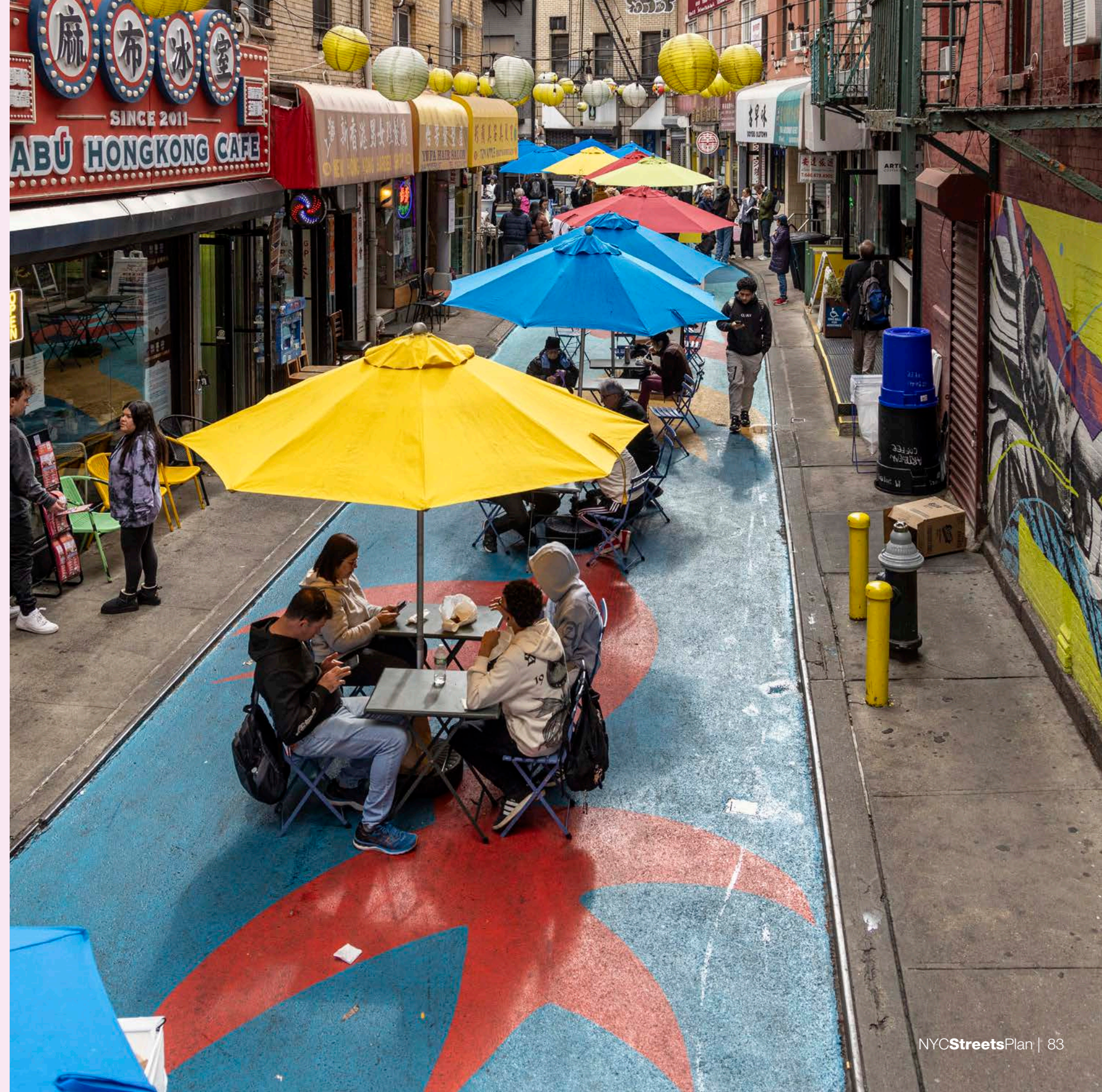
Execute Open Streets citywide

Develop and refine permanent outdoor dining program

Continue request-based Plaza Program

Expand pedestrian-only and pedestrian-priority districts

Explore ways to maximize public art as components of street improvement projects



NYC DOT incorporates accessibility into everything we do, aiming to make our streets, programs, and services accessible to all.

This includes our street redesign work, including making crossing the street safer and easier for people with mobility issues including wheelchair users, and enabling more seamless access to transit, including Access-A-Ride paratransit service.

While most of the city's bus stops meet ADA standards of accessibility, we are identifying those that do not and building out physical upgrades to ensure they can be used by all, including building concrete islands and curb extensions at complex intersections or under elevated rail structures. In 2024, in coordination with the MTA, NYC DOT made 40 bus stops accessible. The agency also added seating at bus and Access-A-Ride stops, including 58 benches, 90 leaning bars, and 79 bus shelters with seating.

NYC DOT is also integrating new design standards for accessibility in public space adopted by the U.S. Access Board and U.S. Department of Transportation. The new Public Right of Way Accessibility Guidelines (PROWAG) are the first ever official federal standards for public streets, and we are meeting with federal partner agencies and preparing for the integration of these new requirements into our design standards.

Two of our biggest accessibility efforts, the accessible pedestrian signal and pedestrian ramp programs, also continued to make major progress in 2024. NYC DOT installed and upgraded pedestrian ramps at over 8,505 corners and installed accessible pedestrian signals at 855 intersections to assist pedestrians who are blind or have low vision in crossing the street, exceeding the Streets Plan goal of 500.

The agency also continued to grow our Mobility Management Program (MMP) to coordinate and improve transportation opportunities for people with disabilities, older adults, individuals with limited English proficiency, and low-income populations. The MMP team attended community events and met with community-based organizations to promote its Mobility Management Resource Guide and leveraged their signature Transportation Jeopardy game to teach people more about NYC DOT. The team also continued training NYC DOT staff and Public Space Partners on topics like creating accessible documents, inclusive engagement and events, and engaging with limited-English proficient populations. Additionally, like all other city agencies, the agency is developing our first racial equity plan.

NYC DOT also continued to host its annual meetings with the disability community to strengthen collaboration and address accessibility challenges. The sessions, convened by NYC DOT Commissioner Ydanis Rodriguez, provide a platform for open dialogue on critical issues, including enhancing pedestrian infrastructure and addressing barriers to mobility. Disability advocates shared personal experiences and proposed solutions, fostering a deeper understanding of their needs. The meetings reiterate the agency's commitment to advancing equity and inclusivity in planning and design.

Finally, NYC DOT published the Proposed Five-Year Accessibility Plan, a detailed and comprehensive overview of the significant advances the agency has made in increasing the accessibility of our streets, programs, and services, and the steps NYC DOT plans to take in the next five years to further enhance accessibility throughout New York City.

TRACKING OUR PROGRESS: 2024

855 Accessible Pedestrian Signals (APS) installed

Accessible Pedestrian Signals help New Yorkers who are blind or have low vision navigate the city.

40 bus stops made physically accessible, up from 25 in 2023

Over 8,505 pedestrian ramp corners installed or upgraded, up from 7,137 in 2023

ACCESSIBILITY 2022-2026 Streets Plan Recommendations:

Continue pedestrian ramp work

Increase Accessible Pedestrian Signals (APS) program

Maintain and expand the Mobility Management Program (MMP)

Continue to improve sidewalk and bus stop accessibility

In 2024, NYC DOT continued to make significant strides in promoting safer, more sustainable, and efficient freight systems. Through innovative programs, community engagement, public-private collaborations, and street redesign projects, NYC DOT reshaped the way goods are moved through New York City, advancing the City’s commitment to sustainability and equity.

A key focus this year was developing the Microhubs Pilot Program, a three-year initiative to create dedicated spaces for transferring goods onto sustainable last-mile delivery modes such as e-cargo bikes and handcarts. Following the release of a comprehensive pilot report in 2023, the agency advanced rules to permit local delivery transloading hubs and began planning the first hubs, both on-street and off-street on City-owned properties. NYC DOT also continued to expand on-street loading zones citywide, prioritizing underserved neighborhoods and responding to public feedback, improving access for commercial vehicles while ensuring equitable curb use.

In addition to working to accommodate existing delivery patterns, NYC DOT’s Freight team is developing programs and policies to reduce freight-related congestion. In 2024 the agency launched the LockerNYC Pilot, which centralizes delivery points to reduce truck traffic and package theft using package lockers that serve multiple delivery carriers. NYC DOT also expanded our efforts to shift more deliveries to overnight hours, announcing new financial incentives as part of the Off-Hour Deliveries Program. The agency also advanced the Blue Highways initiative to better utilize the city’s waterways for sustainable freight movement, gathering insight into the market potential and challenges of marine freight to shape a joint pilot program to leverage waterfront freight operations, reducing truck dependency and congestion while improving air quality.

The Truck Route Network Redesign initiative also progressed, as more than 2,100 public comments were gathered through robust community engagement. This effort aims to create a safer, more efficient truck route network while balancing the needs of communities and commercial operators. And to further improve safety, NYC DOT engaged over 5,000 New Yorkers through the Truck’s Eye View Program, educating them about large vehicle blind spots and safer truck design. The program expanded to new locations and a digital training tool was piloted to further enhance community engagement. The agency also achieved a 25 percent year-to-date reduction in bridge strikes compared to 2023, supported by enhanced signage and pavement markings at critical locations.

FREIGHT
2022-2026 Streets Plan
Recommendations:

Implement truck safety improvements on truck corridors

Expand Neighborhood Loading Zones (NLZ) program

Expand Off-Hour Deliveries (OHD) program

Study the prioritization of Freight and Transit in dense commercial corridors

Conduct feasibility studies for expanded commercial access on parkways

Execute Commercial Cargo Bike Program and develop cargo bike curb regulation programs

Implement a Green Loading Zones Pilot Program

Expand NYC Clean Trucks program

Develop a truck electrification strategy

TRACKING OUR PROGRESS: 2024

34 fatal traffic crashes involving trucks,

in line with 34 in 2023 and down from 42 in 2022

1,114 locations in the Off-Hour Deliveries program

Truck deliveries are shifted from peak period to off hours (7 p.m. to 6 a.m.).

FREIGHT

2022-2026 Streets Plan Recommendations:

Shift freight to rail and water

Pilot freight micro-consolidation/distribution hubs

Implement a truck route network redesign

Expand enforcement technology

Implement a bridge strike mitigation strategy

Develop an Urban Freight Data Collection program and partnerships



NYC DOT continues to work to maximize the efficiency of the city’s curb lanes to balance competing demands for freight access, vehicle and bike parking, public space, waste containerization, and more.

In 2024, NYC DOT began implementation of the agency’s first Smart Curbs project on the Upper West Side. Smart Curbs, a key component of 2023’s Curb Management Action Plan, facilitates the implementation of new treatments and regulations to improve safety, reduce congestion, create vibrant and clean public spaces, support orderly local deliveries, and more. Implementation of the Smart Curbs Upper West Side recommendations, which will continue in 2025, includes new loading zones throughout the project area, new bike parking corrals, expanded metered parking for both passenger and commercial vehicles, and a new Street Seat public space. The agency also optimized curb regulations along Columbus Avenue from 66th to 96th Street, adding commercial vehicle hours and allowing larger parking durations for visitors in the afternoons and evenings.

Other areas saw updated curb regulations to provide more parking options and expanded commercial vehicle access including Eighth Avenue in Midtown, in Brooklyn on streets along the G subway line, and along Jamaica Avenue in Downtown Jamaica bringing back commercial and passenger metered parking for deliveries and visitors. NYC DOT also updated curb regulations to support other safety and street redesign projects, including on Second Avenue in Manhattan, Queens Boulevard in Sunnyside, White Plains Road in the Bronx, and Sixth Avenue in Greenwich Village.

As part of Smart Curbs, NYC DOT participated in the “Curb Management Challenge” through the Transit Innovation Partnership’s Transit Tech Lab. Through the challenge, in 2024 three companies were selected to advance one-year pilots to test technologies to help maximize the city’s curb space. The agency is working with AIWaysion to test AI sensors on the Upper West Side as potential solutions to help automate the collection of curb data. In addition, NYC DOT is working with Appyway and Populus to perform an assessment of our existing data management systems to identify how a curb management software solution could augment and digitize existing curb inventories.

NYC DOT also started our citywide parking meter retrofit. New retrofit touchscreen meters do not require users to display their receipts on their dashboards, making payment easier and quicker. Retrofit meters began appearing in Upper Manhattan in 2024 and are scheduled to begin appearing in the outer boroughs in 2025.

Finally, NYC DOT is introducing new metered parking for commercial vehicles in select Industrial Business Zones across the city, leveraging Pay-by-App technology to improve payment options and compliance. This pilot program aims to address the shortage of legal truck parking spaces by providing regulated and convenient parking solutions for truck drivers taking federally mandated rest breaks while minimizing overnight truck parking in residential areas.

TRACKING OUR PROGRESS: 2024

815 loading zones installed

CURB MANAGEMENT & PARKING
2022-2026 Streets Plan Recommendations:

Modernize parking regulations

Expand curb management strategies

Expand paid on-street parking

Align on- and off-street parking rates

Prioritize parking efficiency

Implement major placard parking reform

Through policy changes and street redesigns, NYC DOT works to reduce traffic congestion and the air and noise pollution and safety effects that it generates.

The street redesign projects described in this report aim to make streets function more safely and efficiently by improving signal timing, lane configurations, and traffic rules, and to make traveling without a car easier by prioritizing transit, walking, and cycling.

Additionally, in 2024, the agency continued work on five area-wide Transportation Planning Studies to plan for the city’s continued growth and development. Among these was the Red Hook Traffic and Truck Study, analyzing existing and future traffic conditions while accounting for major initiatives like the Red Hook Coastal Resiliency Project, Brooklyn Marine Terminal redevelopment, and the rapid growth of last-mile distribution centers.

NYC DOT also continued ongoing preparations and review of environmental documents assessing the travel demand associated with major future rezonings and approved or planned developments. This work makes determinations with respect to future traffic and pedestrian trips and associated impacts, parking shortfalls, and street user safety. Major environmental reviews for area-wide rezoning and development projects in 2024 included the Bronx Metro North rezoning, Port Authority Bus Terminal redevelopment, Willets Point Phase II, and Atlantic Avenue Mixed-Use Plan.

Finally, in advance of the implementation of the MTA’s congestion pricing program, the agency has improved car-free access to and through Manhattan’s Central Business District. As part of this work, NYC DOT released Connecting to the Core: Safer, Greener and More Convenient Access to the Manhattan Central Business District, a report detailing this work, including 37 new projects in development from 2024 to 2025, and 47 projects completed since 2019. In recent years, the agency has redesigned nearly every avenue in Manhattan to improve access by bus and bike, including 100 miles of new protected bike lanes.

**TRAFFIC MANAGEMENT
2022-2026 Streets Plan
Recommendations:**

Continue to support the Central Business District Tolling Program (CBDTP)

Collaborate to refine access management in the planning and design process

Strengthen Traffic Demand Management (TDM) Efforts

Enhanced Transportation System Management (TSM) Efforts

Expand implementation of Pick-up and Drop-off Zones

TRACKING OUR PROGRESS: 2024

1.845 million household vehicle registrations, down from 1.888 million in 2023

Providing a wider range of affordable, high-quality transportation options can reduce personal car ownership over time.

The Streets Plan is also a sustainability plan in its aims to encourage the use of sustainable forms of transportation like walking, cycling, and transit. Additionally, the agency advanced infrastructure projects in 2024 to encourage adoption of more sustainable vehicles and to make New York City streets more physically resilient.

NYC DOT continued working to establish public electric fast-charging hubs at municipal parking facilities across New York City. The agency began construction at sites on White Plains Road in the Bronx and Bensonhurst in Brooklyn, with both locations expected to open in 2025. NYC DOT also continued design work at additional locations with a mix of fast-charging and Level 2 charging. A portion of the fast-charging locations are part of the New York Power Authority’s EVolve NY program, aiming to make electric vehicles an affordable, convenient option.

The NYC DOT team also made significant progress on the Curbside Level 2 EV Charging Pilot Program, which demonstrated high systemwide utilization throughout 2024, making it among the nation’s highest utilized public electric vehicle charging networks. Looking towards the future, the City secured \$15 million in federal Charging and Fueling Infrastructure (CFI) grant funds to support development of the nation’s largest municipal curbside electric vehicle charging program. This funding will play a key role in expanding the charging pilot program, enabling further growth and accessibility of electric vehicle charging infrastructure across the city.

The NYC Clean Trucks Program is another effort to accelerate adoption of more sustainable vehicles, providing rebate incentive funding to replace older diesel trucks operating from designated industrial business zones (IBZs). To date the agency has funded 702 trucks, with 672 replacements completed and in use. In addition, more than \$3 million in incentives has been allocated toward work to fully electric trucks.

Finally, through collaboration with the NYC Department of Environmental Protection (NYC DEP) and NYC Department of Design and Construction (NYC DDC), the agency has continued to expand the use of green infrastructure in capital projects. NYC DOT evaluates the feasibility of incorporating precast porous concrete panels in its street reconstruction projects to increase permeable surfaces. This type of practice is installed in parking lanes and is designed to allow water to infiltrate into the soil below, reducing sewer overflow and ponding during rain events. In addition to bioswales and infiltration basins, approximately 23 miles of precast porous concrete panels were approved for installation last year in NYC DOT rights of way. NYC DEP’s Cloudburst Management projects also began design in 2024. NYC DOT is a NYC DEP partner on these Cloudburst projects, which feature a network of stormwater management tools that work together to alleviate flooding and help to make neighborhoods more resilient during intense rainstorms.

SUSTAINABILITY
2022-2026 Streets Plan
Recommendations:

Accelerate electric vehicle adoption

Streamline maintenance via a Connected Street Light Program

Increase use of recycled pavement materials

RESILIENCY
2022-2026 Streets Plan
Recommendations:

Expand Cool Corridors/Heat Resiliency programs

Continue to reduce risks of flash flooding

Mitigate risks of climate change through resilient capital planning and design

Prioritize community visioning and mitigating urban highways

TRACKING OUR PROGRESS: 2024

23 miles of porous concrete panels approved for installation in NYC DOT rights-of-way

These include right-of-way bioswales, rain gardens, and other installations within public streets and sidewalks that manage storm water at the source.

4 Looking Ahead



Looking Ahead

In 2025, NYC DOT will continue to expand proven designs and innovative new treatments through in-house and capital projects to redesign streets to enhance safety and better accommodate the many needs of New Yorkers.

The agency is always seeking ways to expand our capacity to improve streets and the quality of the designs and materials that we use. NYC DOT will also continue to place an emphasis on community engagement to ensure that New Yorkers are informed and given a voice as we work to improve their neighborhoods.

Benchmark Category	2025 Benchmark Target
Protected Bus Lanes (Miles)	30
Protected Bike Lanes (Miles)	50
Bus Stop Upgrades (Shelter or Benches AND Bus Time Poles)	500
Transit Signal Priority (Intersections)	1,000
Accessible Pedestrian Signals (Intersections)	500
Pedestrian Space (Sq. Ft.)	N/A*
Redesign Intersections	400

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



POTENTIAL UPCOMING STREET DESIGN PROJECT AREAS

● Potential Upcoming Street Design Project Area

Potential Upcoming Street Design Project Areas

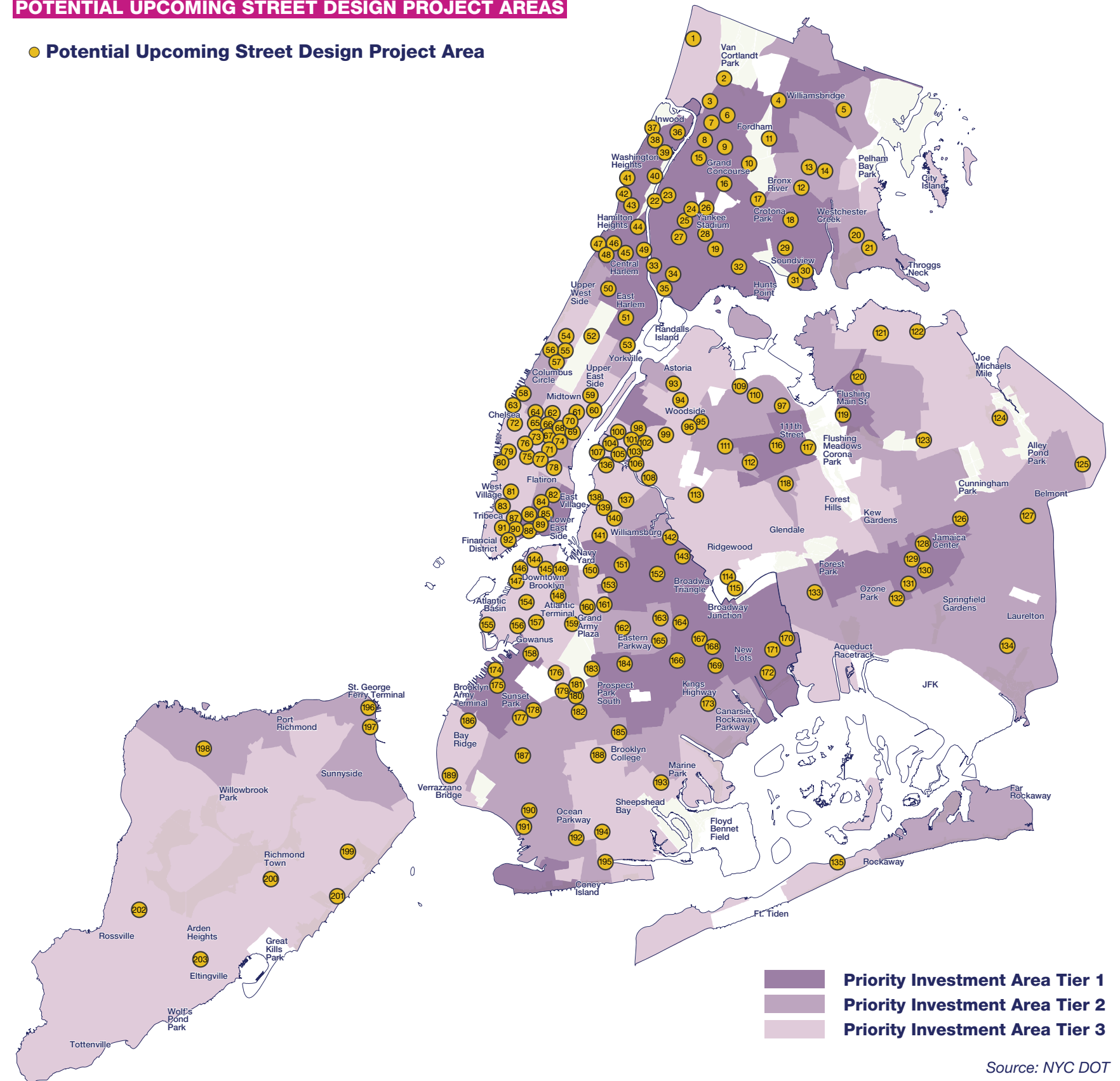
Bronx

1. Riverdale School Safety Improvements
2. Van Cortlandt Park South
3. Bailey Avenue
4. While Plains Road
5. Baychester Avenue
6. Jerome Avenue
7. Bronx Safe Routes to School Capital Project
8. Fordham Road / Aqueduct Walk
9. Library Lane Capital Project
10. Southern Boulevard Capital Project
11. Bronx River Parkway / Allerton Avenue
12. Bogart Avenue / Pierce Avenue
13. Morris Park Avenue
14. Eastchester Road
15. Jerome Avenue Capital Project
16. Tremont Avenue
17. Bronx River Greenway at East Tremont Avenue Capital Project
18. Westchester Avenue
19. Southern Bronx Multi-Site Safety Improvements Capital Project
20. Cross-Bronx Expressway Service Road / Lafayette Avenue
21. Lafayette Avenue / Dewey Avenue
22. Depot Place / Exterior Street
23. E.L. Grant Highway
24. E 170th Street / Teller Avenue
25. Findlay Avenue
26. Park Avenue
27. South Bronx Crosstown SBS Capital Project
28. Boston Road
29. Lafayette Avenue
30. Soundview Avenue
31. O'Brian Avenue
32. Spofford Avenue / Coster Street
33. Harlem River Greenway

34. Willis Avenue Capital Project
35. Bruckner Boulevard School Safety

Manhattan

36. Manhattan Waterfront Greenway Capital Project
37. Dyckman Street
38. Quisqueya Plaza Capital Project
39. Inwood Pedestrian Safety Improvements Capital Project
40. Amsterdam Avenue / Yeshiva University
41. Cabrini Boulevard
42. Riverside Drive / Henry Hudson Parkway
43. Audubon Plaza
44. Frederick Douglass Boulevard / Harlem River Drive
45. Manhattan Safe Routes to School Capital Project
46. Johnny Hartman Plaza Capital Project
47. 12th Avenue Accessibility Improvements Capital Project
48. Broadway / 137th Street Capital Project
49. Lenox Avenue / 145th Street
50. Central Harlem Pedestrian Safety Capital Project
51. 3rd Avenue
52. Central Park Drives
53. FDR Drive / 96th Street
54. Amsterdam Avenue / 85th Street Microhub
55. 79th Street Crosstown SBS Capital Project
56. Broadway / 77th Street Microhub
57. Amsterdam Avenue / 73rd Street Microhub
58. 11th Avenue
59. 2nd Avenue
60. Queensboro Bridge South Outer Roadway
61. 3rd Avenue
62. Midtown Commercial Loading Expansion
63. 40th Street
64. 42nd Street Perimeter Security Capital Project
65. Broadway Boulevard Plaza Garment District Capital Project



Source: NYC DOT

- 66. New York Public Library Pedestrian Improvements Capital Project
- 67. 38th Street/39th Street
- 68. Pershing Square South
- 69. Lexington Avenue Pedestrian Improvements Capital Project
- 70. 43rd Street Shared Street Capital Project
- 71. Madison Avenue
- 72. Hudson Boulevard
- 73. Broadway / Herald Square
- 74. 34th Street
- 75. 6th Avenue
- 76. 27th Street
- 77. Flatiron Plaza Capital Project
- 78. 2nd Avenue
- 79. 9th Avenue
- 80. Gansevoort Street / Horatio Street
- 81. 6th Avenue
- 82. Avenue B
- 83. Hudson Street
- 84. East Houston Street
- 85. Delancy Street Capital Project
- 86. Sara D. Roosevelt Park Capital Project
- 87. Gateways to Chinatown Capital Project
- 88. Allen & Pike Street Capital Project
- 89. Division Street Plaza
- 90. Kimlau Square Capital Project
- 91. Brooklyn Bridge Connection
- 92. Frankfort Street

Queens

- 93. 31st Street
- 94. 31st Avenue
- 95. 51st Street
- 96. Northern Blvd
- 97. Queens Safe Routes to School Capital Project
- 98. Queens Plaza North
- 99. 43rd Avenue / Skillman Avenue

- 100. 12th Street / 44th Avenue
- 101. Court Square Pedestrian Improvements Capital Project
- 102. Thomson Avenue
- 103. 29th Street Plaza
- 104. Jackson Avenue / 50th Avenue
- 105. 21st Street Bridge Access
- 106. Borden Avenue
- 107. Center Boulevard
- 108. Review Avenue
- 109. Astoria Heights Greenway
- 110. Astoria Boulevard Capital Project
- 111. Woodside Avenue
- 112. Queens Boulevard Capital Project
- 113. Maurice Avenue / 56th Avenue
- 114. Vermont Place
- 115. Jackie Robinson Parkway Ramps
- 116. 44 Avenue / Junction Boulevard
- 117. 11th Street Capital Project
- 118. 63rd Drive / Queens Boulevard
- 119. College Point Boulevard
- 120. 31st Road / Union Street
- 121. Cross Island Parkway
- 122. Utopia Parkway Capital Project
- 123. Utopia Parkway
- 124. 56th Avenue
- 125. Hillside Avenue Freight Improvements
- 126. Hillside Avenue Transit Improvements
- 127. Jamaica Avenue / 215th Street
- 128. Jamaica Avenue Capital Project
- 129. Liberty Avenue
- 130. 160th Street
- 131. 109th Avenue
- 132. Van Wyck Service Road / 111th Avenue
- 133. Woodhaven Boulevard Capital Project
- 134. North Conduit Avenue
- 135. Beach Channel Drive

Brooklyn

- 136. Brooklyn Waterfront Greenway Commercial Street Capital Project
- 137. McGuinness Boulevard Connectors
- 138. Kent Avenue
- 139. Berry Street / North 12th Street
- 140. Meeker Avenue
- 141. Marcy Avenue
- 142. Scott Avenue
- 143. Wyckoff Avenue Capital Project
- 144. Adams Street Capital Project
- 145. Jay Street
- 146. Montague Street
- 147. Atlantic Avenue / Columbia Street
- 148. Flatbush Avenue
- 149. Ingersoll Houses Capital Project
- 150. Grand Avenue Capital Project
- 151. Park Avenue
- 152. Broadway
- 153. Lafayette Avenue / Dekalb Avenue
- 154. Court Street
- 155. Red Hook Coastal Resiliency Capital Project
- 156. Hamilton Avenue / Court Street
- 157. Gowanus Pedestrian Improvements Capital Project
- 158. 4th Avenue Capital Project
- 159. Vanderbilt Avenue
- 160. Washington Avenue Capital Project
- 161. Atlantic Avenue / Fulton Street
- 162. Albany Avenue / Troy Avenue
- 163. Rochester Avenue
- 164. South Ocean Hill School Safety
- 165. Eastern Parkway
- 166. Howard Avenue / Tapscott Street
- 167. Belmont Avenue Crosswalks
- 168. Brownsville Pedestrian Safety Improvements Capital Project
- 169. Van Sinderen Avenue / New Lots Avenue
- 170. Linden Boulevard

- 171. Fountain Avenue
- 172. Vandalia Avenue
- 173. Glenwood Road
- 174. Brooklyn Waterfront Greenway Sunset Park Capital Project
- 175. 3rd Avenue
- 176. 19th Street / 10th Avenue
- 177. 10th Avenue / 48th Street
- 178. Fort Hamilton Parkway / 43rd Street
- 179. Caton Avenue
- 180. Coney Island Avenue / Caton Avenue
- 181. Parade Grounds
- 182. Coney Island Avenue / Avenue C
- 183. Ocean Avenue Capital Project
- 184. Brooklyn Avenue / Kingston Avenue
- 185. South Brooklyn Pedestrian Safety Improvements Capital Project
- 186. Leif Ericson Park Capital Project
- 187. New Utrecht Avenue Capital Project
- 188. Community Board 14 Bike Network
- 189. Marine Avenue
- 190. 86th Street
- 191. Bay Parkway
- 192. Avenue X
- 193. Flatbush Avenue / Avenue T
- 194. Avenue W
- 195. Neptune Avenue / Cass Place

Staten Island

- 196. Richmond Terrace Capital Project
- 197. Bay Street Capital Project
- 198. Forest Avenue / Harbor Road
- 199. Mason Avenue
- 200. Rockland Avenue / Richmond Road
- 201. Father Capodanno Boulevard
- 202. Arthur Kill Road / Muldoon Avenue
- 203. Amboy Road Capital Project



NYC **Streets** Plan

Update **2025**

