AGENDA

New York City DOT: Agency at-a-glance

NYC DOT Pre-COVID-19: Key Initiatives

COVID-19 Response: Opportunities and Challenges
The New York City Department of Transportation : Pre-COVID:19
NYC DOT has a $1 billion annual operating budget and a $17.4 billion ten-year capital program. The agency’s 5,800 employees safely and efficiently manage:

- 6,000 miles of streets
- 12,000 miles of sidewalk
- 794 bridges
- 24/7 S.I. Ferry Service
- 1,300 mi. bike network
- 13,000 signals
- 300,000 streetlights
- 200M linear ft. of markings
**PRE COVID: TRAFFIC AND TRANSPORTATION TRENDS**

- **Between 2010 and 2019**, NYC added over 200,000 people, although growth began levelling off in 2016.

- **Traffic at a snail’s pace**: traffic moves at only 7 mph in the Manhattan CBD, a drop of 23% since 2010; speeds appear to have bottomed out.

- **Subway Slump**: after 25+ years of growth, subway ridership fell between 2015 & 2018.

- **Bus Bust**: bus ridership dropped 15.5% 2010-2018, decline has continued in 2019.
NEW TECHNOLOGY WAS RADICALLY CHANGING HOW PEOPLE GET AROUND BUT THE FUTURE IS UNCERTAIN

Before COVID-19, new technology was changing how people travel, how they shop, and where they work.

• Uber and Lyft provided 575,000 trips a day, Citi Bike provides 1 million trips per month
Driving
- During PAUSE, weekday traffic entering Manhattan dropped by almost 60% and daytime traffic speeds in Midtown more than doubled to 14 mph.
- Since mid-April, there has been a steady increase in driving. Weekday vehicle volumes into Manhattan are within 5% of pre-COVID levels. Speeds have dropped to below 10 mph, but remain high.

Transit and Biking
- Subway initially fell 90%; bus 80%; and Citi Bike 70%.
- Biking recovered fastest, though seasonality is a major factor
- Subway and bus recovered slowly during PAUSE, but accelerated during reopening
- Growth across all modes has leveled out in recent weeks

Weekday (Tues-Thurs) Travel Compared to Pre-COVID Levels

*March 10-13 are used for Pre-COVID travel data
Sources: NYC DOT, NYPD, MTA, PANYNJ, Citi Bike
Pre-COVID-19 NYC DOT Initiatives: Master Plan, Green Wave, Better Buses, Street Improvement Projects
**TRANSPORTATION MASTER PLAN (PRE COVID-19)**

**Expanding Sustainable Mobility Citywide**

- Citywide transportation vision – due by December 2021
- Institutes milestones for increased protected bike lanes, bus lanes, pedestrian spaces, and other street changes
- Huge operational challenges – public outreach, roadway markings, maintenance, DOT hiring and facilities
- Partnerships with other city agencies – NYPD, DSNY, FDNY, SBS, etc.
**TRANSPORTATION MASTER PLAN (PRE COVID-19)**

*Plan requires the following benchmarks:*

- Install 150 miles of physically or camera-protected bus lanes over five years
- Transit signal priority at 750 intersections during the first year and 1,000 intersections during each subsequent year
- 250 miles of protected bike lanes over five years
- Bus stop upgrades at 500 stops per year
- 1 million sq ft of pedestrian space
- Accessible pedestrian signals at no fewer than 2,500 intersections
- Redesigning at least 2,000 signalized intersections over five years
GREEN WAVE (PRE COVID-19)

A citywide network of protected bike lanes (and much more!)

- Mayoral initiative in response to a sharp rise in cyclist fatalities
- Install over 80 miles of PBLs by 2021
- Fortify existing PBLs
- Install 75 miles of bicycle infrastructure in Bike Priority Districts by 2023
- Identify and install “Green Waves” (traffic signals that favor cyclists)
- Prioritize bike lane marking refurbishments and upgrade of designs, focusing on intersections
- Install Shared Streets
- Install 2,000 bicycle parking spots annually
- Double the Citi Bike service area footprint by 2023
Mayoral Plan to improve bus speeds by 25% and reverse the decline of ridership citywide

DOT met substantial goals in 2019 from the plan:

• Bus priority – 10 miles of new and 5 miles of improved bus lanes per year
• Enforcement – camera enforcement allowed on all bus lanes and expanded on existing and new bus routes
• Transit Signal Priority at 300 intersections per year
• Partnership with MTA operations improvements and network redesigns
• Better Buses Advisory Group comprised of agencies, elected officials, transit advocates, community organizations, unions and others
STREET IMPROVEMENT PROJECT SPOTLIGHT

Gerritsen Avenue

- From 2013-2017: there were 17 injury crashes and 3 fatalities
- Since implementation in 2018: 1 injury crash and 0 fatalities
NYC DOT AND COVID-19: Response
RETHINKING NEW YORK CITY’S STREETS

- Open Streets
- Emergency Bike Lanes
- Better Buses Restart
- Open Restaurants
- Open Streets: Restaurants
OPEN STREETS

● **Goal:** Open 40 miles of streets to allow for greater social distancing, access to open space, increased mobility; Opened 74 miles thus far

● **May 1st start**

● **No through traffic allowed**
  ○ Traffic limited to local deliveries, pick-ups/drop-offs, necessary service vehicles, and emergency vehicles only - 5 mph speed limit
  ○ In effect 8am - 8pm

● **Collaboration** between the Mayor’s office, NYC Council, NYPD, Parks, NYC DOT, BIDs and local community organizations

● **Toolkit:** Primarily barricades and signs
BIKING DURING COVID-19

Emergency Lanes
- 20 Priority Projects (“Major spines” and neighborhood networks), 36 lane miles of PBL, and 40 lane miles of standard and shared lanes
- Expedited design, outreach, and implementation

Barrels, Cones, Signs, and Reduced Markings
- 4-8 cones per block provide visual delineation and separation for bike lanes
- Barrels and cones can hold temporary signs

Bicycle Green Wave
- 15 mph signal progression
- Decreases vehicle speeding, enhances cyclists’ experience with fewer stops
- 12 corridors installed in 2020, additional corridors identified throughout all five boros
Emergency Bike Lanes

### Installed
- Broadway
- Crescent St
- 38th St/ 39th St
- Flatbush Ave
- 2nd Ave
- Smith St

### Coming Soon
- 4th Ave
- Ashland Place/ Navy St
- Broadway/ Northern Blvd
- 61/62nd St
- Center St/ Lafayette St
- 6th Ave/7th Ave
- 5th Ave
- Barclay St
- Queens Plaza N
- 1st Ave
- 1st St
- Hanson Place
- GAP
- 42ND St
- Atlantic Ave
- 34th Ave
- Queensboro Br
- Brooklyn Br
- 59th St
- 120th Str
- Morris St
- Hoyt Ave N
- 11TH Ave
- Flatbush Ave
- Sands St
- Ocean Ave
- 34th St
- Fulton St
- Queensboro Pl
- 5th Ave
- Spring St
- 34th St/ 47th St
- 110th St
CITI BIKE

Critical Workforce Membership

- Provided free annual memberships to essential workers during COVID-19 pandemic
- Nearly 400,000 trips taken by 17,600 members since March 2020

System Growth: Phase 3 Expansion

- Lyft investing $100 million over 5 years to double the size of the service area and triple the number of bikes to 40,000
- 100 million trips taken and nearly 1,000 stations across four boroughs
- 7+ trips per bike on busiest days
- 175,000 annual members
- System expanding to reach new neighborhoods in Manhattan, Bronx, Brooklyn, and Queens
- Adding capacity to busiest parts of the system to meet high demand
In June, Mayor de Blasio announced a plan for fast, reliable transit service during reopening

- Buses played a vital role during the shutdown and continue to during recovery
- Bus ridership is already at 50% of pre-Covid levels, while subway ridership is only at 20%

9 busway & bus lane projects announced, focused on:
- Vulnerable populations, essential workers
- Number of bus passengers served
- Ability to implement quickly
- Geographic equity
OPEN RESTAURANTS

- Expand outdoor seating options for food establishments to promote open space, enhance social distancing, and help them rebound in these difficult economic times.
- Self-certification process for individual restaurants.
- 9,400+ already participating.
- Curbside and building line seating is permitted.
OPEN STREETS: RESTAURANTS

- Temporary street closures on Fri/Sat/Sun for more outdoor dining opportunities
- Allows for greater participation from restaurants (i.e. those in bus stops, no standing, etc.)
- Organizations or groups of 3+ restaurants can apply to the program
- 47 street closures in all 5 boroughs
COVID-19 AND BUDGET

Expense Budget – FY21: $1.1 billion:
• $130 million of budget reductions and savings (PEGs) over FY20 and FY21 in the April and June 2020 Financial Plans will have major impacts to NYC DOT operations

Capital Budget – FY20-FY29: $17.4 Billion:
• Since March, capital contracts have gone through greater review by oversight agencies
• There may be delays to projects as the City evaluates the economic outlook and cash flow.
• The City has begun to modify the capital budget to reflect delayed spending.
• No cuts yet to DOT capital funding in the most recent Capital Plan

Hiring Freeze
• The Citywide Hiring Freeze allotment allows agencies to hire half of its prior month employee separations.
• DOT has hundreds of vacant positions we’d want to fill.
GOING FORWARD

- COVID-19 forced us to move at lightning speeds to rethink the way we use our streets
- We have still continued to do our everyday work - resurfacing streets, running the Staten Island Ferry, building ped ramps
- For the first time in 10 years city is facing major budget cuts and hiring freezes changing the future of our agency
THANK YOU