World Class Streets

Presentation to TRB
Session 371, Urban Streets, Complete Streets: Engaging Modal Stakeholders

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January 12, 2009
Projected Impacts of Our Greenhouse Gas Reduction Strategies

- **Avoided Sprawl**: 15.6 mil tons/yr
- **Clean Power**: 10.6 mil tons/yr
- **Efficient Buildings**: 16.4 mil tons/yr
- **Sustainable Transportation**: 6.1 mil tons/yr

Source: NYC Mayor’s Office of Long-Term Planning and Sustainability
New York City Traffic Mitigation Commission Recommendation (Jan. 2008)

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

Travel Trends

- **29.4%** Work outside CBD, drive
- **31.9%** Work in CBD, take transit or walk
- **34.1%** Work outside CBD, take transit or walk
- **4.6%** Work in CBD, drive

Graph showing travel trends from 1980 to 2007.
Some of the Strategic Plan's Major Goals are:

- Cutting city traffic fatalities by 50% from 2007 levels.
- Implementing bus rapid transit lines and measures to improve bus speeds city-wide.
- Doubling bicycle commuting by 2015.
- Initiating city-wide parking policies to manage curb space to reduce cruising and congestion.
- Adopting complete-street design templates for reconstruction projects.
- Launching a Main Street Initiative to develop people-friendly boulevards in key corridors across the city.
- Delivering better street surfaces through better management of street cuts and sub-surface infrastructure work.
- Maximizing energy efficiency throughout our street lighting and office operations.
- Retaining and attracting the best transportation engineers, planners and managers.
A Walking and Bicycling City

Most New Yorkers are never more than a 20-minute walk from a subway or train station.
Comparison of weekday pedestrian traffic between 8 am-8 pm

Pedestrian volumes on Flushing’s Main Street are about 70% higher than those found on Regent Street in Central London.
A City for People
Re-Making Iconic Places – Broadway Boulevard
Cycling
Rapid Growth in Bicycle Commuting
Bicycle Network Development
200 mile, 3 year bicycle network expansion. 15 miles of separated bike lanes

- Targeting Areas of High Demand & Key Connections

**Design Approach:**
1. Study Best Practices
2. Interpret Standards & Guidelines to Constrained NYC Environment
3. “Complete Streets” Design Philosophy
Bike Racks
Bike Sharing
New Bus Treatments
Areas Under-served by the Subway
Sidewalk Bulbout: With Bike Parking

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

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

<table>
<thead>
<tr>
<th>BENEFITS</th>
<th>CONSIDERATIONS</th>
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<tbody>
<tr>
<td>Provides safety and traffic calming benefits as described under Sidewalk Bulbou</td>
<td>Bike racks must be standard DOT design unless utilizing a maintenance agreement</td>
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<tr>
<td>Provides additional bicycle parking, with particular benefit in areas of limited sidewalk width or high pedestrian volumes</td>
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<tr>
<td>Clears sidewalk space for walking</td>
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<tr>
<td>Encourages bike-to-transit trips when located adjacent to bus or subway stops</td>
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Tinted Concrete, Silica/Mica Dust Treatment

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

Standard | Commercial zones

**Usage**
For commercial properties.

**Considerations**
Impermeability generates stormwater runoff

**Specifications**
- Concrete: refer to DOT specs
- Tinting: 10% Light Grey Portland Cement
- Rug size: 5’ x 5’
- Joint: “saw-cut” scoring
- Silica cathode treatment: TBD
- Specification source: DOT Standard
- Specifications sections: 4.13, 2.02, 2.11, 2.15, 2.16, 3.02

**Sustainability Opportunities**
- Recycled construction and demolition gravel
- Recycled slag concrete
- Hydrated lime concrete
**Lighting**

**Street Design Manual 2009**

New York City Department of Transportation

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### Type "7" Head

<table>
<thead>
<tr>
<th>FEATURES</th>
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<tbody>
<tr>
<td>Applications</td>
<td>Parks, plazas, esplanades, pedestrian bridges, walkways, and bike ways</td>
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<tr>
<td>Design</td>
<td>Contemporary styling</td>
</tr>
<tr>
<td>Pole</td>
<td>Steel pole</td>
</tr>
<tr>
<td>Lamping/Optics</td>
<td>150W HPS, 100H PS</td>
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<tr>
<td>Cutoff</td>
<td>IES Type II or III</td>
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| Finish | Black, green |
| Coat Compared to Standard | Light |
| Spacing/Typical | 2/3:1 |
Enjoying the City
Enjoying the City
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