



MOBILITY

Improving Travel in a Thriving City

Improving mobility is crucial to the vitality of New York City and New Yorkers. NYCDOT is responsible for the mobility of residents and visitors to the City and must maintain and improve the experience for the millions of motorists, bus riders, bicyclists and pedestrians who travel on our streets, roadways, ferries, and bridges every day. Improving mobility will require mode shifts, new policies, and infrastructure improvements so we can ensure people and goods can reach destinations reliably.

Over the next three years, DOT will implement bus priority measures on our roads and provide more opportunities for commuting by ferry and bicycle. We will reduce congestion in burgeoning business corridors in all five boroughs, create new parking management policies and high occupancy vehicle lanes.



Getting Buses Moving

Faster, more reliable buses are key to providing high quality transit service to neighborhoods beyond the subway's reach and in areas where subways are already crowded. Cities around the world have added capacity and normalized bus travel times by using Bus Rapid Transit (BRT), a system of smart route planning, rider information systems, dedicated rights-of-way, pre-boarding fare collection and state of the art vehicles. In partnership with NYC Transit, DOT will launch two BRT projects and a new Midtown bus priority corridor in 2008. Together we will roll out five additional BRT projects by 2011.

In addition, we can use BRT elements to make regular buses operate more effectively on existing routes. We will install bus bulbs, colored bus lanes and signal prioritization at many more locations to make bus boarding faster, encourage motorists to stay out of bus lanes and move buses more quickly through traffic.



York, Ontario: Bus Rapid Transit combines dedicated rights-of-way, easier to board buses, and pre-board fare collection to make bus travel times faster and more reliable.

MOBILITY POLICIES

Implement Bus Rapid Transit

DOT will work with NYC Transit to create bus rapid transit lines. In cities around the world, BRT has been shown to have carrying capacities similar to that of light rail lines. BRT will make bus travel times more reliable and improve the rider experience. It also cost-effectively extends the reach of the City's rapid transit network.

Test and deploy widespread "better bus" applications

We can use elements of BRT on bus routes around the city to speed and smooth bus travel and to discourage motorists from driving in bus lanes or blocking bus stops.

Implement citywide strategies to reduce congestion

We will implement programs to reduce traffic congestion and promote more sustainable modes of transportation.

Expand the bicycling network—double bicycle commuting by 2015

New York's flat terrain and dense development make it an ideal city for cycling, but bicycles currently carry a small percentage of all trips in the city. We will provide safer, well-connected facilities and install and promote bicycle parking to increase the use of this green, healthy and space-efficient mode of transportation.

Reduce congestion along key commercial corridors

Congestion has negative effects on many of the City's commercial corridors outside of the Central Business District. We will make these districts more accessible by bus, improve the sidewalk experience, better manage parking and deliveries and re-engineer the streets where necessary to reduce congestion with locally-appropriate solutions.

Support new ferry routes with strong rider potential

We will utilize our waterways as vital parts of our transportation network. Ferry service can provide a new, reliable, environmentally sound transportation option for areas under-served by transit.

Improve HOV network

Adding strategic High Occupancy Vehicle lanes to our network will encourage more ridesharing and bus riding.

Improve freight mobility

The largest vehicles and fastest-growing segment of traffic on city streets warrants special attention and management. We will take advantage of opportunities to shift some truck traffic from busy city streets onto limited-access highways.

Aggressively test and deploy ITS technologies

Intelligent transportation systems can be used to give buses priority at signals and provide better real-time travel information to motorists, allowing them to pick the least trafficked routes or switch to transit at times when traffic is especially heavy.

Develop and implement innovative parking management programs

Delivery drivers, shoppers, workers and residents compete for parking. There is a real need to find space for new bus and bicycle lanes and bike parking. DOT will explore new curbside management techniques to help balance these needs and even cut back on congestion by reducing the need to circle for a parking spot.

Bikes: More than Just Child's Play

New York's high density and flat terrain make it an ideal city for cycling. New York City DOT is creating safer bicycle facilities and more bicycle parking to protect existing cyclists and attract new ones. Based on our bicycle counts, we estimate that commuter cycling has grown by 77% between 2000 and 2007, but cycling still accounts for less than 1% of all commuter trips in New York City. Our goal is to double the number of bicycle commuters by 2015 and triple it by 2020.

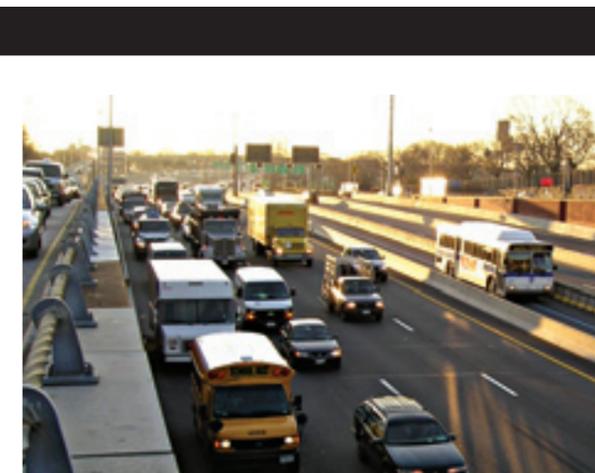


To promote cycling, we will build 200 new lane-miles of bicycle facilities by 2009 and 15 miles of protected bike lanes by 2010. We will also work to ensure completion of the city's 1,800 mile bicycle master plan and install 5,000 new CityRacks by 2011. We are also pursuing legislation that will require large commercial buildings to provide indoor bike parking. We are committed not just to quantity but also quality. Our innovative new designs for on-street protected bicycle lanes and high-visibility green painted lanes prevent double parking and promote more awareness of cyclists. We are also reclaiming street space for bicycle parking in heavily-cycled areas that need it the most.

An HOV Network for New York

Adding strategic High Occupancy Vehicle lanes encourages car-pooling and reduces the overall vehicles on the road. HOV lanes can also be used to speed buses through congested areas.

In fall 2007, DOT created a rush hour HOV2+ lane on the Manhattan Bridge for Manhattan-bound buses and carpools. DOT also put in place new truck access regulations to reduce congestion and improve safety during the afternoon rush hours. The Manhattan Bridge HOV lane joins an existing network of HOV facilities citywide including HOV3+ lanes on the Long Island and Gowanus Expressways, a morning HOV2+ lane on the South Upper Roadway of the Queensboro Bridge and bus-only lanes on the Staten Island Expressway.



Install 5,000 CityRacks and 37 bicycle parking shelters by 2011.



Downtown, Brooklyn

MOBILITY ACTIONS

Implement Bus Rapid Transit

- With NYC Transit, launch the city's first BRT project and three new Midtown bus priority corridors in 2008. Roll out five additional BRT projects by 2011
- Implement queue jumps and traffic signal priority, bus bulbs on BRT corridors
- Campaign for authorization of bus-lane camera enforcement system in Albany

Improve streets for existing bus network

- Target bus routes for improvement with NYC Transit, especially bus transit hubs
- Address bus hot spots through queue jumps, signal improvements and other measures
- Expand testing of new bus-priority elements: e.g. "soft separation," colored lanes, and bus signal priority
- Implement bus stop improvements: create safer, more comfortable bus stops at 37 locations under elevated trains by 2011 and new sidewalks at 15 bus stop locations in 2008-2009

Manage parking to control congestion

- Launch pilot parking pricing program aimed at greater curbside vacancy rates
- Complete conversion of all multi-space meters to accept credit cards
- Initiate demonstration project to provide real-time space availability information in municipal lots

- Expand commercial parking pricing districts
- Develop and pilot an in-vehicle device for use in the municipal parking lots in lieu of existing quarterly permits. Also introduce a cell phone payment option for use in these parking lots

Make bicycling safer and more convenient

- Double number of bicycle commuters by 2015 from 2007 count. Triple 2007 level by 2020
- Install 200 new bicycle lane-miles 2007-2009.
- Test new lane designs, expand implementation of designs that work well
- Install 15 additional miles of protected on-street bike lanes by 2010 and 30 miles from 2011-2015.
- Install 37 bicycle parking shelters and 5,000 CityRack bike parking racks by 2011.
- Conduct design competition to develop a new, better-looking CityRack.
- Pursue legislation to expand indoor bicycle parking and pass zoning change to require bicycle parking in new construction.

Improve travel along congested corridors

- Develop recommendations and implementation plans by 2010 for five corridors with significant congestion problems

Ferry services

- Make City-owned ferry landings more accessible to pedestrians and transit riders
- Work with the NYC Economic Development Corporation to launch new routes/services

- Upgrade East 34th Street ferry facility to accommodate new ferry services.
- Work with regional partners to explore further expansion of ferry network

Expand the HOV network

- Implement Manhattan Bridge HOV lane
- Establish interagency working group to implement Southbound Gowanus bus/HOV lane
- Identify additional HOV opportunities on City and State owned roadways

Improve freight movement

- Per NYCDOT's recent study of truck routes, expand access by appropriately-sized trucks to limited-access parkways.

Use technology to fight congestion

- Finalize testing of transit signal priority (TSP) for buses on Victory Boulevard. Implement TSP on other bus rapid transit and better bus corridors through the city.
- Implement Bus TSP on Fordham Road
- Install a combination of in-roadway sensors and in-vehicle transponders to demonstrate applications such as in-vehicle signing, warnings and traveler information in conjunction with the 2008 ITS World Congress in New York City.