



# NYCDOT & COVID-19: RESPONSE CHALLENGES, RECOVERY OPPORTUNITIES

New York Law School CityLaw Breakfast  
Polly Trottenberg, Commissioner, NYC DOT  
July 30, 2020

# AGENDA

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**New York City DOT:**  
Agency at-a-glance



**NYC DOT Pre-  
COVID-19: Key  
Initiatives**



**COVID-19 Response:**  
Opportunities and  
Challenges

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The New York City  
Department of Transportation : Pre-COVID:19



# PRE COVID-19: NYC DOT- WHAT WE DO

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

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- **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

*Uber and Lyft*



*Bike Share*

*Scooter Share*



*Revel Moped Share*

- 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

# TRAVEL DURING COVID-19

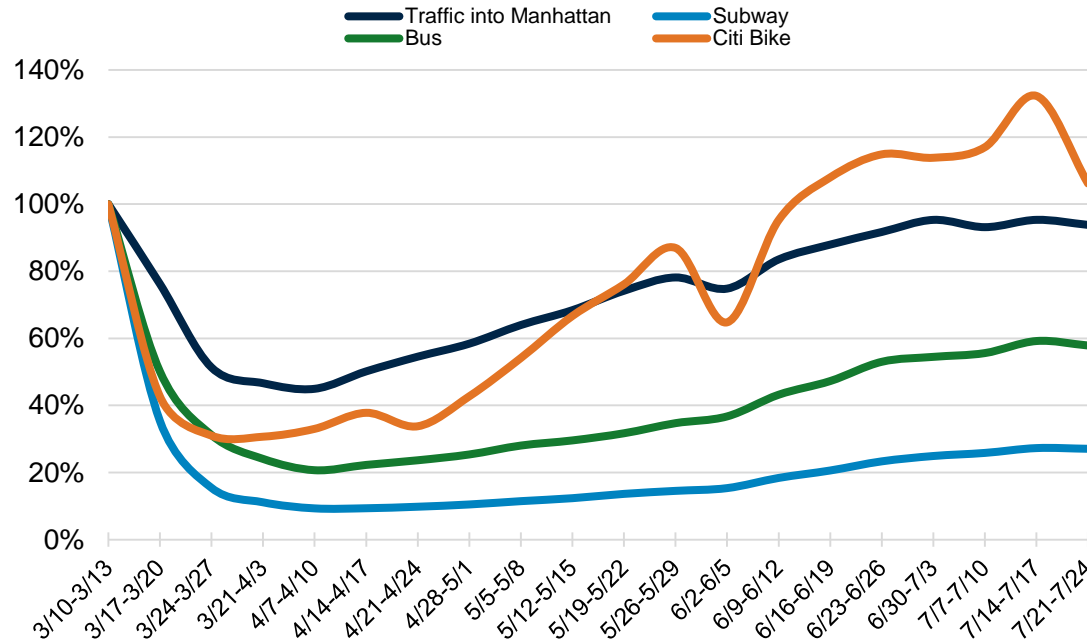
## Driving

- 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

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Pre-COVID-19 NYC DOT  
Initiatives: Master Plan, Green  
Wave, Better Buses, Street  
Improvement Projects

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# 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



# BETTER BUSES ACTION PLAN (PRE COVID-19)

**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



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# NYC DOT AND COVID-19: Response

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# RETHINKING NEW YORK CITY'S STREETS

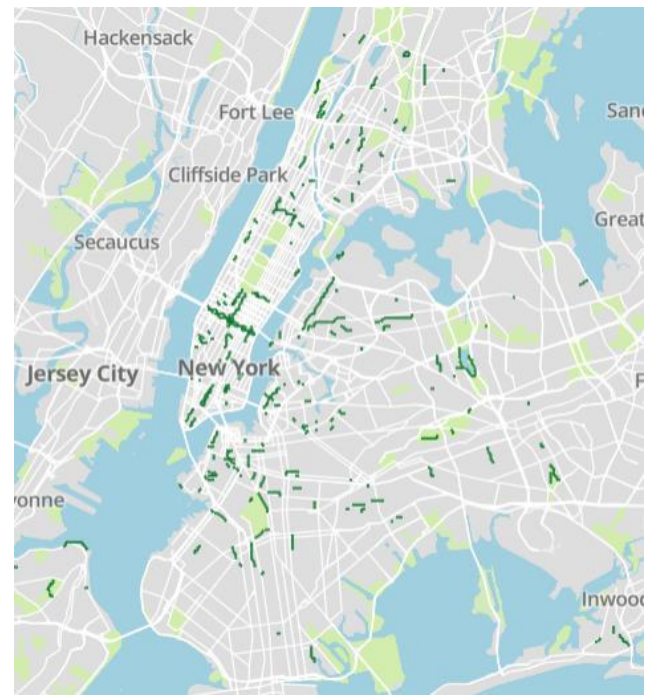
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- Open Streets
- Emergency Bike Lanes
- Better Buses Restart
- Open Restaurants
- Open Streets: Restaurants



# 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
- 38<sup>th</sup> St/ 39<sup>th</sup> St
- Flatbush Ave
- 2<sup>nd</sup> Ave
- Smith St

## Coming Soon

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



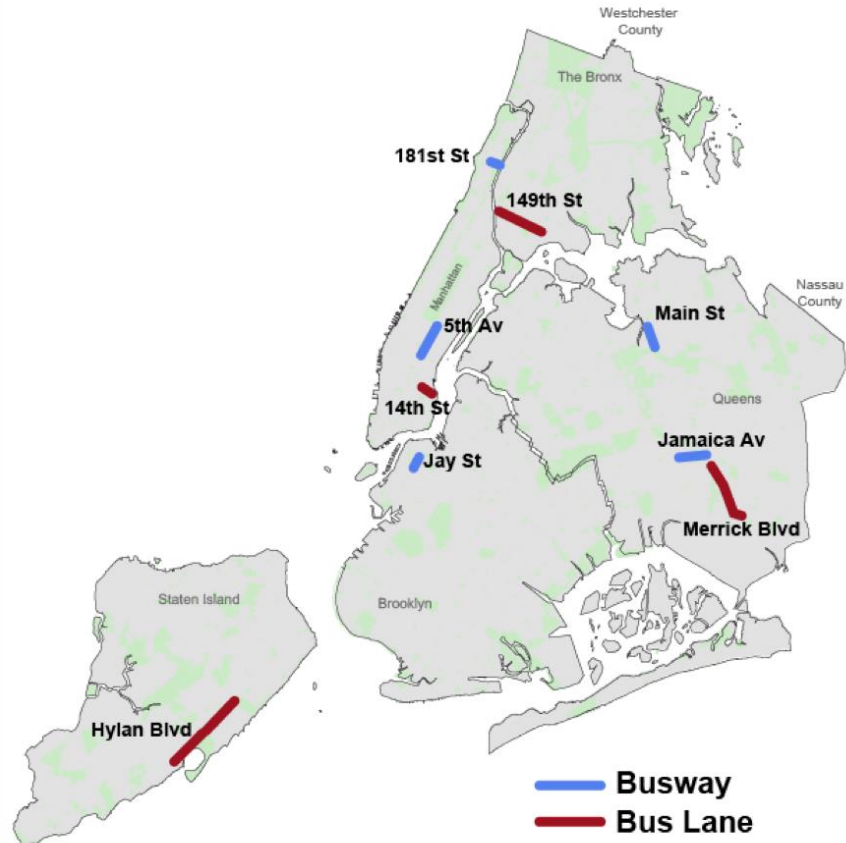
# BETTER BUSES RESTART

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

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- 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

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- 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

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## **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 lightening 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

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