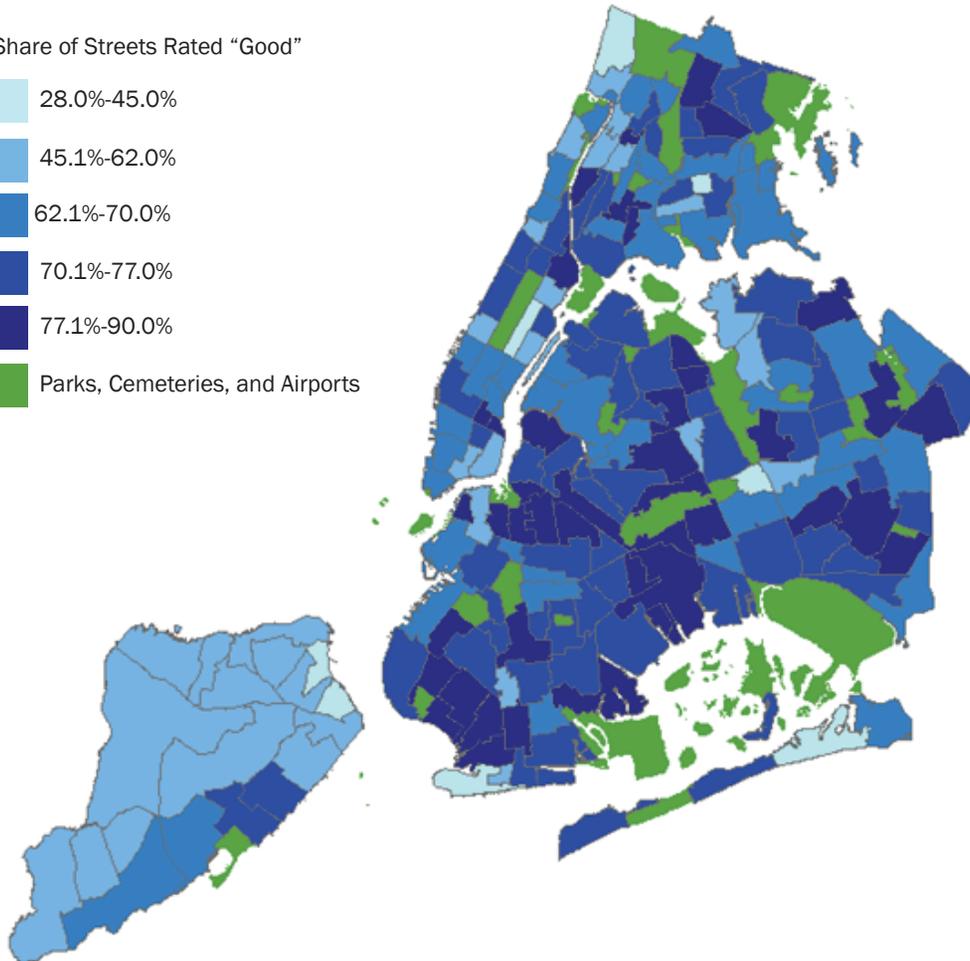
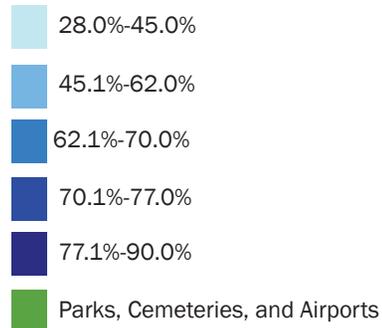


Good, Fair, or Poor: What's the Condition of the City's Streets?

The Department of Transportation repairs and maintains the city's streets. To fulfill this task, the department performs an ongoing street quality assessment and rates sections of every street in the city on an 18-month rolling basis on a scale from 1 to 10. Ratings are categorized into "poor" (1-3), "fair" (4-7), and "good" (8-10), with the exception of local streets for which a rating of 7 is deemed "good."

Neighborhood Street Ratings with Borough and Citywide Rankings

Share of Streets Rated "Good"



- Based on ratings from 2014 and 2015 and weighted by their square feet, 70.2 percent of the city's streets are in good condition, 29.2 percent are in fair condition, and 0.6 percent are in poor condition. Street conditions citywide have trended downward somewhat since 2012, according to the Mayor's Management Report.
- Brooklyn streets are in the best shape with 75.1 percent of its streets rated as good, followed by Queens with 71.0 percent and the Bronx with 68.5 percent. Manhattan and Staten Island are the boroughs with the fewest streets in good shape—only 66.3 percent and 59.6 percent, respectively.
- Citywide, the neighborhoods with the best ratings are Fort Greene (89.3 percent good), Starrett City (86.5 percent), and Williamsburg (86.3 percent), all of which are located in Brooklyn. The neighborhoods with the worst street quality are Kew Gardens in Queens (28.2 percent good), Parkchester in the Bronx (30.3 percent), and Seagate-Coney Island in Brooklyn (35.0 percent).

Highest and Lowest Rated Neighborhoods by Borough				
Borough	Best Rated		Worst Rated	
Manhattan	Stuyvesant Town-Cooper Village	86.2	Upper East Side-Carnegie Hill	44.6
Brooklyn	Fort Greene	89.3	Seagate-Coney Island	35.0
Bronx	Williamsbridge-Olinville	81.5	Parkchester	30.3
Queens	Laurelton	84.9	Kew Gardens	28.2
Staten Island	Oakwood-Oakwood Beach	71.6	Stapleton-Rosebank	44.9

SOURCE: IBO analysis of Department of Transportation data

NOTES: Streets are classified into three different categories based on use: primary, secondary, and local. Primary streets are bus and truck traffic routes; they constitute the main arteries of the city. Secondary streets are roadways off the city's main arteries; they serve mixed and commercial use. Local streets are solely residential. Community borders and definitions are based on Department of City Planning Neighborhood Tabulation Areas. Streets located on the border between two neighborhoods or boroughs were counted in the calculations of the shares for both of the adjacent neighborhoods or boroughs.

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