This infographic was produced by busturnaround.nyc for the district I used to live in, NYS Assembly District 24. As the reader may see, buses travelling through D-24 hit an average speed of 8.3 mph which by their standards is considered is only a little bit below average for NYC Buses. Buses in NYC face daily challenges because of the way the city was planned such as Vision Zero laws, one way streets and unpredictable traffic movement. My city would improve road conditions and through some dynamic traffic design (such as electronic roadway signs) spread evenly congestion.

Inbound traffic on the LIE caused by Nassau and Suffolk County commuters (suburban drivers) mixing with those of Queens (city drivers) past the city line (black line). My city would give our suburban drivers a choice between an express portion making no exits towards the city past the city line or continuing on the local carriageway. This would improve travel times for both city commuters and those coming from the suburbs.
A model for implementation of the concept mentioned above in my city would be the Metro Manila skyway (top of photograph). Taken driving southbound on the SLEX, the skyway carries express traffic to and from one of Manila’s main business districts until it merges back with its at grade counterpart a little bit past Metro Manila’s boundary with the province of Laguna. (Photo Credit: BusinessWorld)

Static freeway signs like the ones above will be rare in my city as our expressways would have electrified signs that can, for example, change speeds, remove an exit from a sign so that cars won’t take that route and recommending alternate routes. This will help spread congestion evenly and effectively cut travel times.
Revitalising temporary venues or abandoned structures back into active sites would take place in my city as it would most likely be more environmentally friendly and cost effective to keep them. Pictured above is with 2 stadiums on the right, food+lodging and transportation at the top and parkland surrounding the rest of the venues. By 2030 the NSW Government (Dept. of Planning and Environment) anticipates 10,700 units of housing to have been built in the SOP precinct about 30 years after hosting the games of the XXVII Olympiad. (Photo Credit: NSW Govt.)

Above is an example of a community entertainment/shopping center that I would have implemented in my city. Showing convenience to the neighborhood, it would also contain city info centers which would save people another reason not to go to the city.
Although a much larger scale and not as organized as I envision a greenbelt in my city, this greenbelt surrounding Toronto, Ontario, Canada contains more than 2,800 sq miles and provides a safe haven for many species of animal around the Toronto area. It too contains the urban sprawl of Toronto within it so it can’t expand. It is protected by legislation passed by the Government of Ontario.