

# FY 2019 Borough Budget Consultations

## Manhattan - Department of Transportation

Meeting Date 9/6/2017

### AGENDA ITEM 1 : General Agency Funding Discussion

The purpose of holding the Borough Budget Consultations is to provide Community Boards with important information to assist in drafting their statement of District Needs and Budget Priorities for the upcoming fiscal year. As you know, Community Board Members are volunteers who may not be familiar with the budget process and how agencies' programs are funded. At the same time, Community Board members are very knowledgeable about local service needs.

This year's Manhattan agendas have Agencies begin the consultation with a presentation of their goals, funding decision process, and highlights of their funding needs.

Then, the agenda continues with Community Boards asking about specific program funding.

Lastly, the agendas include Boards' requests on district-specific budget questions. We request that the agency respond in writing, but have any further discussions on these items with the Community Boards outside of the consultation.

For the General Agency Funding Discussion, please provide written responses and please be prepared to present on the following topics for 10-15 minutes at the beginning of our Consultation:

1. Explain the process the agency uses to formulate goals and budget priorities.
2. What are the current proposed FY18 and FY19 service and operational goals and proposed funding?
3. Which programs is the agency adding, dropping, or changing for FY18 and projected for FY19?

### AGENCY RESPONSE:

For DOT, the FY18 budget builds on our agency's growing accomplishments over the last three years. It will continue and expand our capacity to pursue Vision Zero, enhance mobility, and maintain a state of good repair for our vital infrastructure.

DOT's proposed capital plan for FY17-FY27 is now \$17.8 billion, up \$606 million from the Preliminary. And DOT's expense funding in this Executive Budget is \$962 million.

When it comes to the capital budget, under Mayor de Blasio we will have nearly doubled our investment in street reconstruction to build out more safety projects, taking the amount from \$1.7 billion in the last ten-year capital plan in the prior administration, to \$3.3 billion in this ten-year plan.

And to maintain transportation infrastructure in need of ongoing investment we will have increased our capital plan for bridge reconstruction and rehabilitation by 91 percent, from \$4.9 billion to \$9.3 billion. This includes our historic East River crossings as well as our extensive and aging inventory of 789 other bridges, large and small, across the city.

New York City's transportation system, from roads and bridges to subways and buses, is controlled by patchwork of City, state, and regional agencies. Linking together this complex landscape is DOT. Our agency manages and maintains the City's streets, sidewalks, curbside parking, bike lanes, bus lanes, and un-tolled bridges, as well as the Staten Island Ferry. Every trip that starts and ends in New York City, whether by car, truck, bike, bus, subway, or on foot is carried, at least in part, on the DOT system. Almost every subway ride involves a walking trip to the station on DOT's pedestrian network. Every item for sale at your corner store was brought by truck across DOT streets and

bridges. And every car trip is guided by DOT signs, signals, and markings.

DOT's central role in New York transportation means that the agency's operations have far reaching impact on the movement of people and goods all around the City. The agency, with partners across government and the private sector, seeks to maintain and expand a safe, sustainable, equitable, and efficient transportation network that supports the needs of our communities and the economy of the City and region.

The agency's core mission, starts with our commitment to safety. Above all, DOT strives in everything it does to achieve Vision Zero—the City's multi-agency initiative to eliminate deaths and serious injuries from traffic crashes. DOT places a particular focus on protecting pedestrian and cyclists, our most vulnerable street users.

DOT is committed to significantly boosting the share of trips made by walking, biking, and transit through a more balanced distribution of street space and the implementation of innovative street designs from around the globe. Our continuing growth as a city depends on more people using the most space-efficient modes to get around. This approach is consistent with protecting our most vulnerable street users and meeting the City's climate change goals.

The agency seeks to improve transportation equity by improving and expanding affordable and convenient travel choices for low- and moderate-income New Yorkers. Through our Select Bus Service (SBS) partnership with the Metropolitan Transportation Authority (MTA) and our shared-use mobility efforts with the Taxi and Limousine Commission (TLC), the agency endeavors to improve access to economic and educational opportunities for communities underserved by rail transit and for people with disabilities.

Expanding travel choices and increasing the efficiency of our streets in turn supports the City's growing economy—commuters can get to work, students to school, and residents to shopping and essential services.

The agency helps to facilitate freight movement, advocates for the expanded use of rail and waterborne transportation instead of trucks, and reduces the environmental impacts of freight, especially on communities that have historically shouldered more than their fair share of these impacts.

Reducing greenhouse gas (GHG) emissions and harmful air pollution, and helping the City successfully adapt to the effects of climate change are also key DOT priorities. By expanding opportunities for walking and biking and by facilitating faster bus service—modes of transportation that require less energy—the agency is helping to reduce GHGs and to support better public health. DOT is further advancing these goals by promoting smarter freight, shared-use mobility, intelligent vehicles, real-time management of our streets, and the use of cleaner vehicle technologies. Finally, DOT strives to keep the City's network of streets and bridges, the Staten Island Ferry, and all of our facilities in a state of good repair. From pavement markings to traffic signals and streetlights to the Brooklyn Bridge—taking good care of the system is a core tenet of the agency's mission. Smart asset management improves safety and resiliency, extends the useful life of our streets and bridges, ensures more efficient use of capital resources, and saves the City's taxpayers money.

Manhattan Borough Action Plan: <http://www.nyc.gov/html/dot/downloads/pdf/ped-safety-action-plan-manhattan.pdf>

Executive Summary: <http://www.nyc.gov/html/dot/downloads/pdf/ped-safety-action-plan-exec-summary-mn-english.pdf>

## **MEETING NOTES:**

### **COMMENTS:**

### **FOLLOW-UP:**

## **AGENDA ITEM 2 : Safety Improvement Project Funding**

How much funding has been allocated in FY18 for Safety Improvement Projects (SIP) in Manhattan?

## **AGENCY RESPONSE:**

DOT implements SIPs with in-house resources to enhance safety and traffic flow at targeted intersections and corridors. We're focused on quality rather than quantity or costs of improvements.

## **MEETING NOTES:**

### **COMMENTS:**

Presented about 56 citywide SIPs to the Community Boards.

### **FOLLOW-UP:**

## **AGENDA ITEM 3 : Safety Improvement Project Numbers**

How many SIPs have been completed in Manhattan in FY17 and what is projected for FY18 and projected for FY19?

## **AGENCY RESPONSE:**

For FY 17 (July 2016-June 2017) Dot implemented 34 SIPs in Manhattan, including:

- Beaver at Hanover
- 11th Ave, 34th to 37th
- 79th Street SBS
- Sherman Ave and Broadway
- Union Square East, E 17th and Connections
- 8th Street, 6th Ave to Lafayette St

DOT is committed to completing 50 SIPs in 2017 Citywide, but we expect to exceed that level, as we have done so in previous years. We would also like to note here that our multi-agency, citywide strategic approach to Vision Zero is and needs to be so much more than street redesign project. DOT is improving streetlight maintenance (half of all pedestrian fatalities occur when it is dark out), retiming priority corridors reducing opportunities for excessive speeding, adding hundreds of Leading Pedestrian Intervals which give pedestrians time to cross the street separate from turning vehicles, piloting a left turn traffic calming project which will slow left turning vehicles at 100 locations in 2016 and 2017, and installing a minimum of over 250 speed bumps on residential streets each year.

## **MEETING NOTES:**

### **COMMENTS:**

There was an original study a decade ago regarding school safety for 135 initial schools citywide; these have been implemented or to be implemented. 8 schools in Manhattan.

There has been a process regarding working with DOE. DOT has met with principals in the past and have looked at safety areas for improvement.

### **FOLLOW-UP:**

## **AGENDA ITEM 4 : Dedicated Bus Lane**

How much funding has been allocated for Dedicated Bus Lanes in FY18 and projected for FY19?

## **AGENCY RESPONSE:**

Although no wholly new bus lane facilities will be added in Manhattan in FY18, the Fifth Avenue bus lane from 61st to 34th St will be expanded at a cost of approximately \$50,000. In FY19, additional bus lanes may be added on 14th Street, but conceptual plans are not finalized. Refurbishment (remarking/painting) of other bus lanes would also occur in FY18 and FY19.

**MEETING NOTES:**

**COMMENTS:**

Plan to present to Community Boards 5 and 8 in the fall.

**FOLLOW-UP:**

**AGENDA ITEM 5 : Bus Lane Enforcement**

How much City and State funding has been allocated for Bus Lane enforcement?

**AGENCY RESPONSE:**

Bus lane enforcement is performed by NYPD and also by bus lane cameras. The annual maintenance cost for all existing cameras is about \$2M per year. In FY19, additional cameras are expected to be added at a capital cost of about \$4.5M (one-time) and an annual maintenance cost of about \$1.7M. This will bring the total Manhattan annual maintenance cost to about \$3.7M (based on per camera averages).

**MEETING NOTES:**

**COMMENTS:**

DOT manages camera program for school speeds, etc.

Bus lane enforcement is in regards to vehicles improperly using bus lanes, not for vehicle unloading/loading. Any enforcement by live person is handled by NYPD. DOT enforcement is through camera programs.

**FOLLOW-UP:**

**AGENDA ITEM 6 : Bus Land Miles to be Installed**

How many Dedicated Bus Lane miles will be installed throughout Manhattan in FY18?

**AGENCY RESPONSE:**

There will be zero dedicated bus lane miles installed in Manhattan in FY18. In FY18 we will be installing an additional bus lane adjacent to the already existing bus lane on 5th Ave between 61st St and 34th St, but this is considered an expansion of an existing facility, not new bus lane mileage. The 79th St SBS was completed in FY17, and 14th St work occur in FY19.

**MEETING NOTES:**

**COMMENTS:**

Presented both to CB 7 and CB 8 the 79 St SBS plan.

**FOLLOW-UP:**

**AGENDA ITEM 7 : Transit Signal Priority**

Has funding been allocated for Transit Signal Priority in Manhattan in FY18?

**AGENCY RESPONSE:**

NYCDOT will accelerate its implementation of TSP, along BX 6 SBS route in Manhattan, complete project by Spring 2019. The Manhattan portion of the project consists of 10 intersections out of the total 50 intersections (20%). As such, the estimated fund to be spent for Manhattan side is approximately \$136,000 in FY18, and \$45,000 in FY19.

**MEETING NOTES:**

**COMMENTS:**

**FOLLOW-UP:**

**AGENDA ITEM 8 : School Safety Speed Enforcement Cameras**

How many School Safety Speed enforcement cameras will be installed in deployed in Manhattan for FY18? Will you have reached the total number of cameras allowed under current regulations?

**AGENCY RESPONSE:**

There are 4 School Zones in Manhattan with Fixed Speed cameras. 9,946 violations were issued for speeding at these locations from Jan – June 30 2017, and 22,212 in 2016.

6,055 violations issued at school zones with mobile deployments from Jan-June 30 2017, and 19,814 in 2016.

We are authorized under State Law to use speed cameras at 140 school zones at one time. We have 100 school zones with fixed cameras citywide. Almost all of these school zones have a camera on more than one approach. We also have 40 mobile units, that we rotate school zones throughout the City to create a broader deterrent effect.

**MEETING NOTES:**

**COMMENTS:**

In slow zones, there are fixed cameras; there are four slow zones in Manhattan.

Ques regarding slow zone definition and camera allocation. Ans: The law mandates where cameras can be placed. There can be more cameras, but it varies per zone. There can be a multitude of schools per zone and zone sizes vary.

**FOLLOW-UP:**

Ques regarding criteria: Is the criteria based on pre-existing crashes, incidents, etc? Ans: There is several criteria, can get you a list.

**AGENDA ITEM 9 : Notices and Liabilities**

How many Notices of Liability (NOLs) have been issued in Manhattan from 2016-2017 for speed enforcement violations?

**AGENCY RESPONSE:**

There are 4 School Zones in Manhattan with Fixed Speed cameras. 9,946 violations were issued for speeding at these locations from Jan – June 30 2017, and 22,212 in 2016.

6,055 violations issued at school zones with mobile deployments from Jan-June 30 2017, and 19,814 in 2016.

**MEETING NOTES:**

**COMMENTS:**

**FOLLOW-UP:**

**AGENDA ITEM 10 : LED Lighting**

What is the cost to install new LED lighting in Manhattan? In FY18 how many will be installed and where?

**AGENCY RESPONSE:**

The current LED cobra head installation contract is to install approximately 33,000 in the Bronx, in Manhattan approximately 22,000 and in Staten Island approximately 31,000. Currently we are working in the Bronx. Work in this contract will be completed by February 2019.

The cost to install LED cobra heads on streets in Manhattan will be approximately \$4,444,000. Currently we have not determined a date to begin work in Manhattan. The work of the contract will complete by February 2019.

**MEETING NOTES:**

**COMMENTS:**

**FOLLOW-UP:**

**AGENDA ITEM 11 : Street Lighting**

In FY18, what funding is in place to improve/increase street lighting under Vision Zero efforts?

**AGENCY RESPONSE:**

\$4,000,000 in funding is in place to improve/increase street lighting under Vision Zero efforts. Additional lighting will be installed at Vision Zero intersection.

**MEETING NOTES:**

**COMMENTS:**

**FOLLOW-UP:**

CB3 Chair: does DOT have a map regarding who is responsible for certain city lights per street? Ans: Sure, contact us (Colleen of DOT 212/839-6216 or cchattergoon@dot.nyc.gov).

**AGENDA ITEM 12 : Milling and Paving**

What is the budget for milling and paving in FY18?

**AGENCY RESPONSE:**

Citywide, DOT is funded for \$276.5 million for FY18 and 1,300 lane miles Citywide. In Manhattan, this breaks down to 154.2 lane miles.

## **MEETING NOTES:**

### **COMMENTS:**

It's a 5 year span now regarding funding.

### **FOLLOW-UP:**

## **AGENDA ITEM 13 : Street Construction Miles**

In FY18, how many miles of street reconstruction are funded and will be done in Manhattan? Where?

## **AGENCY RESPONSE:**

For FY18, we anticipate 1.5 linear miles to go into construction which includes the following projects: Vestry Street Reconstruction, Multi-Site Construction with locations in upper Manhattan, Reconstruction of Moore Street, Harlem Station Plaza at Park Avenue and 125th Street, and Water Street – Whitehall Plaza.

## **MEETING NOTES:**

### **COMMENTS:**

### **FOLLOW-UP:**

## **AGENDA ITEM 14 : Countdown Pedestrian Signals**

What funding has been allocated for Countdown Pedestrian Signals (CPS) in FY18? How many will be installed in Manhattan for FY18?

## **AGENCY RESPONSE:**

DOT has installed countdown signals at all intersections satisfying the minimum width qualifications (approximately 9,200 out of 12,935 signalized intersections citywide.) To date, we have installed pedestrian countdown signals (PCS) at approximately 2,000 intersections in Manhattan. Installations under our third PCS contract are complete. We continue investigating additional potential corridors in Manhattan and installing countdowns under our current in-house contract.

## **MEETING NOTES:**

### **COMMENTS:**

Minimum qualification depends on the width of the street. Cross streets do not qualify for countdown signals.

### **FOLLOW-UP:**

Colleen of DOT can get criteria information regarding minimum width qualification for streets.

## **AGENDA ITEM 15 : Real Time Bus Signs**

How much funding has been allocated by the City and State in FY18 to install real time bus signs? How many will be installed in Manhattan? What are the plans for continued roll out in FY19?

## **AGENCY RESPONSE:**

In FY18, there was \$2.2M of City Reso funding allocated to Real Time Passenger Information Signs. DOT has already installed 18 signs in Manhattan and plans to reach a total installation of 95 RTPI signs by the end of the year.

## **MEETING NOTES:**

### **COMMENTS:**

No city funding is going to this program. It's all elected official reso 8 funding. Reso 8 funding is given to city council members and they decide how to spend the money (i.e. discretionary funding).

DOT will work with individual council members regarding specifics, technical details, etc regarding funding.

### **FOLLOW-UP:**

## **AGENDA ITEM 16 : Citibike Installations**

Is funding planned for FY 18 and projected for FY 19 to install more citibike installations in neighborhoods that already have citibikes as well as expanding to new neighborhoods

## **AGENCY RESPONSE:**

There is no public funding being allocated for Citi Bike in FY18 or FY 19.

## **MEETING NOTES:**

### **COMMENTS:**

DOT is about to expand Citi Bike to 130th St (which is the end of the phase 2 expansion), but none of it includes city funding. There no plans for future funding/expansion beyond that.

DOT has reallocated zoned Citi Bike docks in the past and moved them to other stations depending on service usage.

### **FOLLOW-UP:**

## **AGENDA ITEM 17 : Bike Lane Miles**

How much Federal, State and City funds will be allocated for Manhattan bike lanes? How much additional bike lanes miles will be installed in FY18?

## **AGENCY RESPONSE:**

There is a wide range in the cost for a bike lane due to planning, engineering and community factors. There isn't a linear relationship between funding and lane output. We have seen implementation costs ranging from \$300K to \$800K per mile for protected bike lanes and \$35K to 50K per mile for conventional lanes.

In FY17, DOT installed a total of 13.7 miles of Bike Lanes in Manhattan, 8.2 miles of which are Protected Bike lanes. In FY18 as of 8/1/17, DOT has installed .2 miles of Bike Lanes, none of which are Protected Bike Lanes. Our plan is to install 25.8 miles of Bike Lanes in Manhattan, of which 8.7 would be Protected Bike Lanes.

## **MEETING NOTES:**

### **COMMENTS:**

25.8 miles of bike lanes to be installed is within FY18 plan.



**FOLLOW-UP:**

**AGENDA ITEM 18 : Bike Share Program**

What is the funding status for the expansion of the Bike Share Program in FY18? Will additional funding be allocated for this program?

**AGENCY RESPONSE:**

There is no public funding allocated for Citi Bike in FY18 or FY 19.

There is no funding for an FY18 expansion at this time. The current plan, Phase II goes through the end of 2017 and for Manhattan, will bring Bike Share up to 130th Street.

**MEETING NOTES:**

**COMMENTS:**

**FOLLOW-UP:**

**AGENDA ITEM 19 : Bike Station Relocation**

What is the cost to relocate a bike station?

**AGENCY RESPONSE:**

The City does not pay for the cost of Bike Station relocation.

**MEETING NOTES:**

**COMMENTS:**

Contractor pays for relocation. Costs vary depending on size and location of bike station.

**FOLLOW-UP:**

**AGENDA ITEM 20 : HIQA Funding and Staffing**

How much funding does DOT allocate for HIQA in FY18? How many inspectors will be assigned to Manhattan in FY18?

**AGENCY RESPONSE:**

DOT is adequately funded for HIQA Citywide in FY18. In the Manhattan HIQA Office there are 31 field inspectors.

**MEETING NOTES:**

**COMMENTS:**

**FOLLOW-UP:**

## **AGENDA ITEM 21 : Safety Outreach Education**

What is the FY18 funding for drivers, bicycle and pedestrian safety outreach and education? What funding will be there for enforcement of commercial and non-commercial bicycle regulations? What is the projected funding for FY19?

### **AGENCY RESPONSE:**

DOT thanks the Council for their support of Vision Zero safety awareness campaigns. As a result, the City has funded \$3M for this effort in FY2017. This was supplemented with an additional \$2.4M that DOT self-funded for a total spending of \$5.4M in FY17. In FY18, the City expense budget again provided \$3M for Vision Zero media campaigns.

### **MEETING NOTES:**

#### **COMMENTS:**

For any road violations regarding bicyclists (i.e. traffic violations), those violations are enforced by NYPD. E-bike enforcement by NYPD as well.

DOT has a commercial bike unit to make sure that business owners are complying with the law regarding business cyclist delivery laws/compliance. Businesses have to make sure their cyclists have proper vests, ID number, training, equipment, etc.

#### **FOLLOW-UP:**

Ques: SBS installation has two types of kiosks, some are solar powered, others require energy from the ground. Why aren't they all solar powered?

Ans: Kiosks are installed by NYC transit. Two kiosks needed to accept cards and coins. Don't know why they aren't all solar powered. DOT will follow up and check with transit.



## Department of Transportation

POLLY TROTTENBERG, Commissioner

August 23, 2017

Lester Siegel  
Unit Head, Community Board Unit  
Office of Management and Budget  
255 Greenwich Street – 7<sup>th</sup> Floor  
New York, NY 10007

Dear Mr. Siegel:

This letter confirms that the New York City Department of Transportation will participate in the upcoming FY2019 budget consultations scheduled in September and October 2017.

As requested, enclosed is the NYC DOT Budget and Policy Statement along with a list of attendees who will represent the Agency at the Borough Consultations.

Additional Senior DOT members from Capital and Operational Units may attend as well. Scheduled attendees include:

### Manhattan

- Manhattan Borough Commissioner Luis Sanchez
- Manhattan Deputy Borough Commissioner Ed Pincar
- Manhattan Borough Community Liaison Colleen Chattergoon
- Reso A/Community Board Budget Coordinator Felicia Tunnah
- Capital Planning Initiation Manhattan Borough Planner Paul Mercurio

### Bronx

- Bronx Borough Commissioner Nivardo Lopez
- Bronx Deputy Borough Commissioner Keith Kalb
- Bronx Borough Director of Community Affairs and Planning Matthew Arancio
- Reso A/Community Board Budget Coordinator Felicia Tunnah
- Capital Planning Initiation Bronx Borough Planner Lauren Deutsch

### Brooklyn

- Brooklyn Borough Commissioner Keith Bray
- Brooklyn Deputy Borough Commissioner Claudette Workman
- Brooklyn Borough Planner Zephreny Parmenter
- Reso A/Community Board Budget Coordinator Felicia Tunnah
- Capital Planning Initiation Brooklyn Borough Planner Charlotte Chebassier

### Queens

- Queens Borough Commissioner Nicole Garcia
- Queens Deputy Borough Commissioner Al Silvestri



- Queens Deputy Borough Commissioner Jason Banrey
- Reso A/Community Board Budget Coordinator Felicia Tunnah
- Capital Planning Initiation Brooklyn Borough Planner Betsy Jacobson

### Staten Island

- Staten Island Borough Commissioner Tom Cocola
- Staten Island Borough Planner Victoria Giordano
- Reso A/Community Board Budget Coordinator Felicia Tunnah
- Capital Planning Initiation Staten Island Borough Planner Victoria Oyekan

### NYC DOT Budget

The FY18 budget builds on our agency's growing accomplishments over the last three years. It continues to expand the Agency's capacity to pursue Vision Zero, enhance mobility, and maintain a state of good repair for our vital infrastructure.

DOT's FY 2018 April Capital Plan for FY17-FY27 is \$17.8 billion and the FY 2018 Adopted Financial Plan is \$968 million. For the capital budget, under Mayor de Blasio the agency has nearly doubled our investment in street reconstruction to build out more safety projects, taking the amount from \$1.7 billion in the last ten-year capital plan in the prior administration, to \$3.3 billion in this ten-year plan.

And to maintain transportation infrastructure in need of ongoing investment the agency has increased its capital plan for bridge reconstruction and rehabilitation by 91 percent, from \$4.9 billion to \$9.3 billion. This includes the historic East River crossings as well as the extensive and aging inventory of 789 other bridges, large and small, across the city.

### NYC Policy Statement

The agency's core mission, starts with a commitment to safety. Above all, DOT strives in everything it does to achieve Vision Zero—the City's multi-agency initiative to eliminate deaths and serious injuries from traffic crashes. DOT places a particular focus on protecting pedestrian and cyclists, our most vulnerable street users.

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## Department of Transportation

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POLLY TROTTENBERG, Commissioner

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