

FY 2021 Borough Budget Consultations

Manhattan - Department of Transportation

Meeting Date 9/20/2019

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 three sections:

I. Agencies begin the consultation with a presentation of their goals, funding decision process, and highlights of their funding needs.

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

III. 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 first section, please present on the four topics below for 10-15 minutes at the beginning of our Consultation. Also, please provide written responses or even a PowerPoint presentation that we can use to fully and accurately educate our Board Members.

1. What are your priorities and operational goals for FY20 and projected priorities and operational goals for FY21?
2. What are the current proposed FY20 and FY21 service and operational goals and proposed funding?
3. Which programs is the agency adding, dropping, or changing for FY20 and projected for FY21?
4. What are your benchmarks for new and existing programs and what are your benchmarks/key performance indicators for measuring success?

AGENCY RESPONSE:

DOT's mission is to provide for the safe, efficient, and environmentally responsible movement of people and goods in the City of New York and to maintain and enhance the transportation infrastructure crucial to the economic vitality and quality of life of our primary customers, City residents. Our agency's work is guided by the Strategic Plan 2016: Safe – Green – Smart – Equitable. We are customer-driven in all our activities. We seek opportunities to create partnerships in the provision of transportation service through appropriate relationships and alliances. To accomplish our mission, the Department works to achieve the following goals:

- Provide safe, efficient, and environmentally responsible movement of pedestrians, goods, and vehicular traffic on the streets, highways, bridges, and waterways of the City's transportation network;
- Improve traffic mobility and reduce congestion throughout the City;
- Rehabilitate and maintain the City's infrastructure, including bridges, tunnels, streets, sidewalks, and highways;
- Encourage the use of mass transit and sustainable modes of transportation; and
- Conduct traffic safety educational programs.

Over 5,000 employees of the New York City Department of Transportation oversee one of the most complex urban transportation networks in the world. DOT's staff manage an annual operating budget of over \$1.0 billion and a nearly \$18.0 billion five-year capital program, along with 6,000 miles of streets and highways, 12,000 miles of sidewalk, and 794 bridges and tunnels, including the iconic East River bridges. DOT's staff also installs and maintains

over one million street signs, 12,700 signalized intersections, over 315,000 street lights, and over 200 million linear feet of markings.

MEETING NOTES:

COMMENTS:

DOT expanded speed cameras and nearly covers every school in Manhattan

No cameras will be operable 6 a.m. - 6 p.m all year long on weekdays

Expanded bus lane cameras to clear bus lanes

MTA is working on a pilot program to put cameras on buses

DOT wants to add 30 miles of protected bike lanes every year

NOTES:

If you have any locations that you would like DOT to add speed cameras to, let them know

AGENDA ITEM 2 : Safety Improvement Project

Last year, you told us that DOT implements Safety Improvement Projects (SIPs) with in-house resources and that 39 SIPs had been presented to the community boards in Manhattan.

1. How many SIPs were presented to community boards in Manhattan (and citywide) in FY 2019 and can you tell us of any other Manhattan locations that have been added considered as possible sites?
2. Is the funding still adequate to implement all the SIP work in Manhattan in the coming fiscal year?

AGENCY RESPONSE:

1) In FY2019, DOT presented 29 SIPs to community boards in Manhattan. DOT is continuously developing our Street Improvement Programs throughout the year. Before any street improvement project goes into implementation, we complete outreach to the appropriate community boards for feedback and notification.

2) We anticipate implementing the SIPs that have been identified in Manhattan through the end of the administration.

Please see attached chart.

MEETING NOTES:

COMMENTS:

Pincar saw that there was a decrease in SIPs this year but that's because of the extent of the programs that were implemented this year

NOTES:

AGENDA ITEM 3 : Bus Lane Cameras

1. How many bus corridors in Manhattan currently have bus lane cameras?
2. Have the bus lane cameras on 14th Street been installed?

3. Have any additional corridors been approved and is funding available to install them?

AGENCY RESPONSE:

Governor Cuomo signed the state spending bill this past June, which includes a measure that will allow DOT and MTA NYCT to dramatically increase the number of automated enforcement cameras along bus lanes from the existing 16 to any bus route serving the city. In addition to removing this cap, the legislation reduces fines for first offenders to \$50 but increases penalties and fees for repeat offenders – targeting drivers who repeatedly block dedicated bus lanes contributing to the declining citywide bus speeds. The new law also removes previous caps on hours of camera operation (previously 6a to 10p).

1) Three active corridors in Manhattan have Bus Lane enforcement cameras:

- M15 – 1st Avenue and 2nd Avenue
- M23 – 23rd Street
- M34 – 34th Street

2) DOT installed bus lane cameras along 14th Street from 2nd Avenue to 9th Avenue in preparation for the L-train slowdown. These cameras have not yet been activated due to ongoing litigation.

3) DOT has funding to install an additional 40 bus lane camera systems citywide. No additional corridors have been approved at this time.

MEETING NOTES:

COMMENTS:

No questions

NOTES:

AGENDA ITEM 4 : Transit Signal Priority

1. Can you update us on funding for Transit Signal Priority in Manhattan in FY20 and projected funding in FY 21?

AGENCY RESPONSE:

The estimated cost for early action Transit Signal Priority is approximately \$6,500 per intersection. In Manhattan we are deploying 215 TSP locations in FY20 and 200 in FY21

MEETING NOTES:

COMMENTS:

No questions

NOTES:

AGENDA ITEM 5 : School Safety Speed Enforcement Cameras

New legislation has increased the number of school-zone speed cameras from 140 to 750.

1. Is funding available to install these cameras in FY 20? What is the installation schedule?

AGENCY RESPONSE:

DOT has funding to install an additional 300 cameras this year throughout the five boroughs.

MEETING NOTES:

COMMENTS:

Will continue this through May 2022

Jesse asked will this be sufficient to cover all the schools? It will get DOT to the 750 camera goal.

NOTES:

AGENDA ITEM 6 : Street Lighting

Last year, you stated that DOT was considering upgrading street lighting and communication system so that DOT contractors could be quickly dispatched when a light went out of service.

1. Has money been allocated in FY 20 to initiate this effort.

AGENCY RESPONSE:

DOT released a Request for Expressions of Interest (RFEI) for Connected Street Light Program in April 2018. Four vendors participated in the Smart Street Light Pilot Program, which ends in November 2019. DOT will evaluate the success of the pilot at that time and determine next steps. We look forward to returning to the community boards with more information when possible.

MEETING NOTES:

COMMENTS:

Did not have any Manhattan pilot programs unfortunately.

NOTES:

Richard Lewis asked if there is a street light that goes out in a park, who has jurisdiction? How do we tell 311 the specific location of the street lights? Pincar will figure this question out and get back to the CBs.

AGENDA ITEM 7 : Milling and Paving

1. Was the target of 154,22 miles milled and paved in FY 19 met?
2. How many miles does DOT expect to mill and pave in FY 20 and how much is budgeted for it?
3. What is projected for FY21?

AGENCY RESPONSE:

- 1) DOT met our target of 154.22 lane miles milled and paved in FY19.
- 2) DOT roadway crews have consistently maintained target lane miles for resurfacing lending to improved street conditions citywide. Because of these long withstanding conditions, DOT expects to mill and pave 136.75 lane miles in FY20.
- 3) The resurfacing target number for FY21 will be part of discussions within the administration.

MEETING NOTES:

COMMENTS:

Penny Ryan asked, "Do you do a comprehensive survey of street conditions?" Colleen answered that usually they ask the CBs for locations. Sometimes residents and elected officials will give street locations.

Pincar said they will give "grades" to streets every year.

If a construction location has a damaged road, let DOT know bc the contractor has to guarantee that the street will remain repaired and sustained for up to 18 months after completion of a project

There are some parks like Central Park where DOT partners to pave a bike or walking path

DOT purposefully waits a while to pave a street after milling a road because other agencies may have to do work underground. The resurfacing will never be immediate because of the interagency work.

DOT issues summonses to agencies for doing emergency permits when it wasn't an emergency

NOTES:

DOT will send CB7 the information of the "grades" of streets. DOT believes it's available on the online map.

Susan asked for a list of streets that will be resurfaced - a future list - to see what is being prioritized or what may be a part of a capital project in the future

DOT will get back to DOT about the number of emergency permits that agencies apply for to pull up a road.

AGENDA ITEM 8 : Street Construction Miles

1. In FY20, how many miles of street reconstruction will be funded and which streets in Manhattan will be included?
2. What is projected for FY21?

AGENCY RESPONSE:

Please see the attached list of active capital street reconstruction projects in our ten year capital plan.

MEETING NOTES:**COMMENTS:**

CB1 needs a better understanding of how to structure requests to redo cobblestone streets. CB1 is requesting the best way to strategically make that ask.

NOTES:

DOT will follow up on coordination with CB1 on the Reconstruction of cobblestones streets.

DOT will check on some projects that may be missing from CB12 and CB4

AGENDA ITEM 9 : Countdown Pedestrian Signals

Last year, you told us that the three contracts to install countdown pedestrian signals was complete. You invited community boards to suggest additional locations for evaluation.

1. Have any additional locations been funded in FY 20?
2. Can you provide us with an updated number of countdown clocks broken down by community board?

AGENCY RESPONSE:

1) DOT is currently developing a new contract to furnish/install locations with pedestrian countdown signals. We will be investigating approximately 3,000 signalized intersections that will include locations already containing existing countdowns on some approaches and other locations that have no countdowns at all. The new contract is expected to begin by early 2020.

2) There are currently 2,034 intersections in Manhattan with countdown pedestrian signals installed for at least one crossing. If any community board has a question regarding a specific intersection, please contact Borough Commissioner Pincar.

MEETING NOTES:

COMMENTS:

There is no council money for pedestrian countdown clocks. NYC Council has put funding into bus countdown clocks.

NOTES:

AGENDA ITEM 10 : Real Time Bus Signs

1. How much funding has been allocated in FY20 to install Real Time Passenger Information Signs?

2. Last year, you told us that twenty additional signs would be installed in FY19, bringing the total to 109. Were they installed and how many do you expect to install in FY 20?

AGENCY RESPONSE:

1) DOT has \$11.713 million for RTPI allocated for FY20.

2) At this time, 106 RTPI signs have been installed in Manhattan and an additional 15 are scheduled to be installed in Manhattan in FY20.

MEETING NOTES:

COMMENTS:

No questions

NOTES:

AGENDA ITEM 11 : Citibike Program

1. Can you update us on the Citi Bike program in Manhattan?

2. Are any public funds currently being used?

AGENCY RESPONSE:

1) In November 2018, the City and Lyft announced an agreement in which Lyft would invest \$100 million to dramatically expand the Citi Bike system by doubling the size of the program area and increasing the fleet to 40,000 bikes over the next five years. The boundaries of Phase 3 expansion were announced in July 2019, which includes expanding Citi Bike into the remainder of Manhattan north of 130th Street that is currently not served by the bike share system. Timelines for Phase 3 expansion are still being determined.

2) Funding for the Citi Bike program – including the aggressive five-year expansion plan – continues to come entirely from the private sector and system revenue. City dollars are not used.

MEETING NOTES:

COMMENTS:

Mark Diller mentioned e-scooters. There is pending legislation regarding that.

Betty Key asked if Citi Bike is looking at cargo bikes

DOT is talking to delivery services about what a cargo bike would look like. Right now, it is illegal to right a four wheeled bike in the bike lane but a tricycle may work. DOT is also evaluating the rules about parking these bikes on the sidewalk.

NOTES:

DOT will be reaching out to CBs 9, 10 and 11 regarding the Lyft expansion

DOT will confirm with bike share team if bike share program has reached revenue sharing capacity,

AGENDA ITEM 12 : Bike Lane Miles

Please update us on the status of bike lanes (protected and unprotected) in Manhattan.

1.Has funding been provided to install additional bike lanes in Manhattan in FY20 and how many miles of bike lanes do you expect to install?

AGENCY RESPONSE:

In FY19, 13.5 miles of bike lanes were installed or upgraded in Manhattan, including 7.9 miles of protected bike lanes.

In July, Mayor de Blasio alongside DOT Commissioner Polly Trottenberg announced the release of Green Wave – our robust plan to improve cycling safety citywide through continual expansion and improvement of our cycling infrastructure, targeted enforcement, public education, and legislation. As part of this plan, DOT is increasing our planned bike lane miles to install or upgrade in FY20 to 18.7 miles of bike lanes, 9.5 miles which are protected.

Depending on the design and site conditions, protected bike lane installation costs range between \$200,000 and \$400,000 while conventional bike lanes are approximately \$50,000 per mile.

MEETING NOTES:

COMMENTS:

NOTES:

AGENDA ITEM 13 : Safety Outreach Education

Please update us on the safety outreach and education being done by DOT's Street Ambassadors, Vision Zero teams and Commercial Bicycle Unit.

1.Has funding been increased in FY20 to bolster these units to allow them to address the complications introduced by the proliferation of electronically-powered bikes?

AGENCY RESPONSE:

DOT is evaluating needs of the units and will discuss within the administration.

MEETING NOTES:

COMMENTS:

Vision Zero has target areas and works along side NYPD.

DOT Street Ambassador's program continues to grow and they work with letting communities know about upcoming changes.

Working a lot with council members to ramp up the Commercial Bicycle Unit.

The ownness is on the company when it comes to commercial bicycle units. NYPD dramatically increased enforcement of this.

DOT notices that cyclist behavior is particularly bad when the bike infrastructure does not exist there.

CB7 mentioned that a majority of the delivery people now are only demarcated with Seamless, Uber Eats, etc shirts instead of the three digit number with the restaurant's code.

Even if the business is working for GrubHub or other third party vendor, DOT still writes a summons to the actual restaurant and the restaurant has to adjudicate it later.

NOTES:

DOT said please let them know areas where are a lot of Seamless, Uber Eats, etc. delivery bikers are coming from and if they are breaking rules. If so, DOT will send a street team out there.

Penny suggested a better avenue/conversation between third party vendors.

AGENDA ITEM 14 : Street Furniture

1. What is the funding in FY 2020 for the installation of Street Seats in Manhattan?
2. How many Street Seats locations are there in the borough and how many more are planned for this fiscal year?
3. How much money has been allocated for this program in FY 20 and is this an increase over the FY19 amount?
4. How many CityBenches are currently in Manhattan? (Can we get a list of the locations by community board?)
5. What is the current funding level and is the program totally funded by the federal government?
6. How many WalkNYC maps are currently on Manhattan sidewalks?
 - 6A. Has funding been provided to install additional maps in FY 20?
 - 6B. Does DOT share the cost evenly with the MTA?
 - 6C. Can you provide us with a list of the Manhattan locations?

AGENCY RESPONSE:

- 1) Street Seats are installed through in-house operations and are City funded
- 2) There are 15 Street Seats currently installed in Manhattan, with 17 planned for FY21.
- 3) There hasn't been a change in funding allocation for Street Seats since FY19.
- 4) There are currently 507 CityBenches installed in Manhattan. Please see below for the breakdown by community board:

CB1 – 39
CB2 – 35
CB3 – 34
CB4 – 21
CB5 – 17
CB6 – 26
CB7 – 70
CB8 – 64
CB9 – 29
CB10 – 36
CB11 – 63
CB12 – 73

DOT invites the public to suggest new locations on the DOT Right-of-Way (that is, on public sidewalks, not private property) as we continue to expand our network. DOT locates street furniture comprehensively in priority neighborhoods and corridors to achieve high quality, coordinated design and management of all of the assets on our streets. To date, DOT has installed 2,100 CityBenches citywide.

5) The Street Furniture program is both Federally and City funded. This money allows DOT to install and maintain street furniture throughout the five boroughs. The program will continue to be request driven.

6) There are currently 377 WalkNYC signs in Manhattan. This total amount includes 332 installed signs; 35 signs to be installed (footings have been installed); and 10 signs that have been temporarily removed temporarily for construction projects.

a. DOT has a small amount of FTA funding to install approximately 38 additional signs in FY20. We are prioritizing installation in following areas:

- Lower East Side around the pedestrian entrance to the Manhattan Bridge
- Midtown near Rockefeller Center
- 42nd Street corridor
- Upper East Side and Upper West Side around subway stations
- 125th St corridor
- Hamilton Heights neighborhood

b. The MTA pays to produce, print, and install the WalkNYC neighborhood maps within subway stations only.

c. See attached spreadsheet by community board and link to sign map on OpenData.

MEETING NOTES:

COMMENTS:

no follow up

NOTES:

AGENDA ITEM 15 : Pedestrian Ramps

1. What is the current status of pedestrian ramps in Manhattan?
2. Has funding been increased in FY 20 to install complex pedestrian ramps?
3. Have funds been allocated to maintain and repair existing pedestrian ramps in FY 20?

AGENCY RESPONSE:

1) As a result of federal litigation, DOT has developed a program dedicated to upgrading and installing new pedestrian ramps across the five boroughs. This program will be used to enhance DOT's current pedestrian ramp maintenance programs and continue to provide for safe and accessible corners compliant with the Americans with Disabilities Act (ADA).

DOT is currently in the process of surveying all pedestrian ramps citywide, using high definition, street level imagery and ground-based LiDAR technology. The survey will be completed by October 2019 and our analysis on which ramps need to be upgraded or installed will be completed by October 2020. In general, our work program follows resurfacing so our current priority are streets that have been resurfaced since July 2017 for crews to perform work on adjacent pedestrian ramps, where required. Currently, there are several active contracts and in-house crews performing pedestrian ramp work in Manhattan following resurfacing and addressing complaints. Additionally, when DOT plans street improvement projects, SIM crews will also install or upgrade pedestrian ramps, where required, within the scope of those projects.

2) No, however funding will increase for FY21 for complex new ramp installations.

3) Yes, DOT allocated funds to upgrade ramps at 10,034 corners citywide in FY20.

MEETING NOTES:

COMMENTS:

Susan Stetzer mentioned that pedestrian ramps are a huge issue for their board. DOT said they are getting a better idea of the problem through the litigation.

Looking at getting these all fixed and installed by 2029

Some of the complex pedestrian ramps, they are now required to get to in 4-5 years from reporting.

The LiDAR study will be completed in October 2019. They plan on being able to look at all the ramps that need repairing and setting priorities

DOT plans on launching a website next year that will allow the public to see which ramps are in need of repair and which are not

CB11 mentioned that there is a problem on NYCHA super blocks. There are no ramps but there is a pedestrian signal.

NOTES:

DOT asked Marie to send a list of the areas that need to be surveyed.

Bob asked DOT to come to DSC or CB meetings once the LiDAR study is done.

Bob asked for DOT to work on have a DDC liaison with every complex ped ramp project

AGENDA ITEM 16 : Congestion Pricing

1. Have funds been allocated in FY20 to begin planning the congestion pricing program?

2. What is the current status of the program?

AGENCY RESPONSE:

1) As you know, the Governor and State Legislature agreed on legislation to create a congestion pricing plan for the central business district. The MTA, a state-controlled authority, is responsible for the planning and implementation of

the Central Business District Tolling Program. NYC DOT's role is to coordinate with the MTA on the placement of tolling infrastructure on City streets and to participate in legislatively-mandated studies (see above). For more detailed information, contact the MTA.

2) The MTA will form a Traffic Mobility Review Board (TMRB), which will examine different toll rates and policies and make recommendations. As required by state law, NYC DOT and the MTA will conduct a traffic study to inform the work of the TMRB. State law also requires NYC DOT to conduct a study of the parking impacts of CBD tolling. NYC DOT's costs related to these studies are to be reimbursed by CBD tolling program funds.

MEETING NOTES:

COMMENTS:

DOT's role is to participate in legislatively mandated studies and to put infrastructure in place

NOTES:

AGENDA ITEM 17 : Capital and Expense Requests

1. Are there any capital or expense projects that you would like community boards to support?

AGENCY RESPONSE:

We appreciate the Boards' continuing support of our safety agenda, SIPs, and reconstruction projects.

MEETING NOTES:

COMMENTS:

DOT asked that CBs continue to report back on problem areas

If CBs had a big pot of money, DOT would like CBs to focus on capital projects in their specific areas. DOT takes these capital projects into consideration when they make their future plans.

Adding 100s of staff for pedestrian ramp program. Putting about a \$1 billion into the ped ramps.

City Council members fund countdown clocks

DOT has to install 125 APS every year as part of a Local Law

NOTES: