

FY 2023 Borough Budget Consultations

Manhattan - Department of Transportation

Meeting Date: 9/23/2021

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 previously faced unprecedented cuts and new funding requirements due to COVID 19. The Federal Government recently provided relief funds to states and municipalities as part of COVID relief stimulus.

1. What programs are restored by this funding for the current fiscal year and what further changes are planned for FY 23 when an estimated \$4 billion budget gap reemerges?
2. What changes in federal funding have been instituted for FY 22? Will those changes continue into FY 23? What portion or percentage of the FY 21 and FY 22 budgets consisted of non-recurring federal funding?
3. What is the overall budget increase or decrease for FY 22 adopted budget compared to FY21 budget? Does the Agency anticipate a budget shortfall for FY 22, FY 23 or further out years after the non-recurring federal funding has been exhausted?

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

1. What programs will see a significant increase or decrease in funding? To what extent, if any, is the increase or decrease in funding related to non-recurring federal funding allocations?
2. Which programs will be new or eliminated entirely?
3. What are your benchmarks for new and existing programs and what are your benchmarks/key performance indicators for measuring success?
4. What are your priorities, operational goals, and capital goals for FY22 and projected priorities, operational goals, and capital goals for FY23?
5. What expense or capital needs would ACS recommend or encourage Community Boards advocate be funded or expanded?

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. Which Manhattan community districts will see the largest increases or decreases in applied operational or capital funding for programmatic goals in FY 22 and FY 23?

- a. What indicators do you use to direct these funds according to perceived need?

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.

DOT is in the midst of the Recovery Budget, which contains a historic stimulus-driven investment—thanks to Congress and the Biden Administration—for the city’s comeback throughout the COVID-19 pandemic. With an addition in the Executive Budget of \$140 million to DOT’s baseline Expense Budget and \$4.2 billion to the Capital Budget, we will continue to reimagine our streets, double down on Vision Zero, provide more public space in communities across the city, speed up buses for our transit riders, maintain our infrastructure, and continue to operate the Staten Island Ferry.

MEETING NOTES:

CB2 asks if better buses and other operating funding has been restored from the federal government. DOT confirms it has.

Follow-up Commitments – N/A

AGENDA ITEM 2: Safety Improvement Project

Last year, you told us that in FY 2020, 16 Safety Improvement Projects (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 2021 and can you tell us of any other Manhattan locations that are being considered as possible sites?
2. Is the funding still adequate to implement all the SIP work in Manhattan in the coming fiscal year? What funding is planned for FY 2023?

AGENCY RESPONSE:

1. DOT presented 18 Street Improvement Projects (SIPs) in FY 21 to Manhattan Community Boards. DOT is continuously developing our Street Improvement Programs throughout the year. Before we implement any SIP, DOT completes outreach to the appropriate Community Board(s) for feedback and notification.
2. We anticipate implementing the SIPs that have been identified in Manhattan through the end of the fiscal year.

MEETING NOTES:

CB2 asks if SIP locations are on DOT's website. DOT confirms they are.

Follow-up Commitments – N/A

AGENDA ITEM 3: Bus Lane Cameras

1. How many bus corridors in Manhattan currently have automated enforcement cameras?
2. Have any additional corridors been approved, but not yet installed? Please list all newly approved corridors.
3. Will funding be available for installation in FY 22?

AGENCY RESPONSE:

1. There are 73 automated enforcement camera systems, totaling 145 cameras, at twelve bus routes in Manhattan. There are also 94 MTA Automated Bus Lane Enforcement (ABLE) bus-mounted cameras along five bus routes in the borough.
 - Madison Avenue
 - 5th Avenue
 - 14th Street
 - 1st / 2nd Avenues
 - 23rd Street
 - 34th Street
 - West 42nd Street
 - Broadway
 - 125th Street / LaGuardia Airport
 - West 86th Street
 - Lexington Avenue / 3rd Avenue
 - West 181st Street
 - 14th Street (ABLE)
 - 23rd Street (ABLE)
 - 34th Street (ABLE)
 - 86th Street / York Avenue (ABLE)
 - 1st / 2nd Avenues (ABLE)

2. DOT intends to install additional cameras on 5th Avenue with implementation of the busway. We do not have other fixed-pole cameras currently planned. MTA NYCT has announced bus lane enforcement cameras on their buses will be significantly expanded over the next year. You may reach out to them for additional information.
3. We are working within the Administration to make sure appropriate funding is available.

MEETING NOTES:

CB2 asks how enforcement works. DOT confirms license photos are taken and a fine is sent in the mail. CB2 asks if DOT tracks the revenue from the program. DOT says they think they do and can come back with an answer.

Follow-up Commitments – DOT has said they will return with an answer as to the revenue generated by DOT’s bus lane enforcement cameras.

AGENDA ITEM 4: Transit Signal Priority

1. In years past, you told us that DOT was on track to install 300-500 Transit Signal Priority locations by the end of FY 20 and that you met your goal of deploying 215 locations in Manhattan..
2. How many TSP locations were deployed in FY 21 and is there funding allocated to deploy more in Manhattan in FY 22 and FY 23?

AGENCY RESPONSE:

In FY 20, there were 190 intersections in Manhattan with Transit Signal Priority (TSP). In FY 21, there were 300 Manhattan intersections with TSP. In FY 22, DOT is studying 61 intersections in Manhattan.

MEETING NOTES:

CB2 asks how much faster buses travel on TSP routes. DOT says the question should be directed to MTA but says they will consider studying this as well since they receive the question often. DOT also says an older report from 2016 showed TSP reduced bus travel times around 14% during peak weekday times.

Follow-up Commitments – n/a

AGENDA ITEM 5: School Safety Speed Enforcement Cameras

1. How many School Safety Speed Enforcement Cameras were installed in Manhattan in FY 21?
2. Is funding available to install additional cameras in FY 22 and will funds be allocated for additional camera installations in FY 23?

AGENCY RESPONSE:

1. **A total of 86 speed enforcement cameras were installed in Manhattan during FY 21.**

2. **Funding is available to install additional cameras through December 2021. DOT will install 720 cameras citywide by December 2021. We are discussing plans for future camera installations within the Administration.**

MEETING NOTES:

CB2 asks how many cameras are in Manhattan in total and if locations are public. DOT says they will get back with an answer and the locations are not public.

Follow-up Commitments – DOT may come back with camera locations to share.

AGENDA ITEM 6: Street Lighting

1. Will funding be available in FY 22 and FY 23 to advance the Smart Street Light Pilot Program?

AGENCY RESPONSE:

1. **DOT does not have funding available to advance the Smart Street Light Pilot Program in FY 22 or FY 23.**

MEETING NOTES:

CB2 says this makes lighting more efficient and it would be a smart investment. DOT says they need to discuss internally with street light group to determine next steps for funding.

Follow-up Commitments – DOT will discuss with street light group and return to answer question about funding opportunities.

AGENDA ITEM 7: Milling and Paving

1. How many lane miles were resurfaced in Manhattan in FY 21? What is the target in FY 22 and FY 23 and how much has been budgeted to meet these goals?
2. How many miles did DOT mill and pave in FY 21 and what projected for FY 22 and FY 23? How much has been budgeted for it?
3. How did the roadbed structures erected under the Open Restaurants program affect the milling and paving efforts? Were there additional costs incurred due to streets not being clear of structures when the streets were being milled and paved?

AGENCY RESPONSE:

1. **DOT resurfaced 113 lane miles in Manhattan in FY 21. We have 136 lane miles allocated for FY 22 in the borough, and do not have projections for FY 23 at this time.**
2. **Citywide, DOT resurfaced 918 lane miles in FY 21. We have 1,150 lane miles, including 50 bike lane miles, projected for FY 22. We do not have projections for FY 23 at this time.**

3. **DOT coordinated street resurfacing with Open Restaurants. This coordination was on par with other coordination efforts with overlapping utility work. As per the program guidelines, all roadway and sidewalk seating elements must be removed when a city agency, utility company or other contractor needs to access the space for installation or repair. This includes tents, barriers, tables, chairs, portable heaters, etc.**

MEETING NOTES:

CB2 says restaurants were often not removing furniture and other elements during milling and paving in the district. DOT says it is heading into the second season with open restaurants and coordination is still being improved.

CB2 follows up to confirm that restaurants will have to remove structures for milling and paving. DOT confirms that they indeed will and understands that some restaurants may object and will have further engagement with restaurants.

Follow-up Commitments – n/a

AGENDA ITEM 8: Street Construction Miles

1. In FY22, how many miles of street reconstruction will be funded and which streets in Manhattan will be included?
2. What is projected for FY23?

AGENCY RESPONSE:

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

MEETING NOTES:

Follow-up Commitments – n/a

AGENDA ITEM 9: Countdown Pedestrian Signals

1. Last year, you told us that there are currently 2,046 intersections in Manhattan with countdown pedestrian signals. Is funding available for installation at additional locations in FY 2022 and FY 23?

AGENCY RESPONSE:

1. **DOT installed 93 Pedestrian Countdown Signals (PCS) at Manhattan intersections over the last year, bringing the total number of PCS intersections in the borough to 2,143. DOT has an ongoing pedestrian countdown signal contract to install countdowns at additional locations citywide, which is anticipated to expire by the middle of FY 24.**

MEETING NOTES:

CB2 asks if the number of locations will continue to increase until the contract ends in FY 24 and will a new contract be rewarded. DOT says they are not yet sure about a future contract and confirms locations will continue to increase.

Follow-up Commitments – n/a

AGENDA ITEM 10: Real Time Bus Signs

1. Last year, you told us that there were 112 Real Time Passenger Information Signs in Manhattan and that eighteen more were scheduled to be installed in FY 21. Were those additional signs installed?
2. Is funding available to install additional RTPIs in FY 22 and FY 23?

AGENCY RESPONSE:

1. **There are currently 127 Real-Time Passenger Information (RTPI) signs installed in Manhattan. DOT has plans to install three more RTPI signs in the borough in FY 22.**
2. **DOT is currently in procurement of a new contract to install RTPIs at additional locations citywide.**

MEETING NOTES:

CB2 asks if the new installation contract has been rewarded. DOT says it is still in discussions and will follow up. CB2 also asks if funding is still reliant on electeds and DOT confirms it is.

Follow-up Commitments – DOT will follow-up about new RTPI contract.

AGENDA ITEM 11: Citi Bike Program

1. Can you update us on the Citi Bike program in Manhattan? Are additional Citi Bike stations contemplated in Manhattan for FY 22 or FY 23? Did Citi Bike generate revenue for the City of New York in FY 21? Do you project that the City will earn revenue in FY 22 or FY 23?
2. Is the program still entirely funded by the private sector (Lyft and CitiBank)?

AGENCY RESPONSE:

1. **DOT and Lyft continue to make progress on Citi Bike's Phase 3 expansion. In 2021, 35 new stations were installed in Manhattan Community Board 12, making Manhattan the first and only borough with Citi Bike service. DOT continues to work closely with Community Boards and other local stakeholders to add station capacity at the highest demand parts of the system as part of our infill project.**

The system generated nearly \$600,000 in revenue in FY 20, and over \$1 million in revenue in FY 21 for the City. DOT projects that the system will generate revenue for the City in FY 22 but we are unable to project the amount of revenue at this time.

2. Yes, Citi Bike is owned and operated by Lyft with title sponsorship from Citi Bank.

MEETING NOTES:

CB2 asks how locations are selected. DOT says they do CB outreach along with online engagement and take into consideration requests by property owners and deal with locational concerns on a case by case basis.

CB2 suggests DOT share location proposals to CBs before meetings to give them more time for review. DOT says their approach to infill expansion is similar to citywide expansion and notes CB2's suggestion and says they have discussed internally.

Follow-up Commitments – n/a

AGENDA ITEM 12: Bike Lane Miles

1. Please update us on the status of bike lanes (protected and unprotected) in Manhattan, including the Green Wave plan.
2. Did DOT meet its goal of installing or upgrading bike lanes in Manhattan in FY 21?
3. Will funding be available to install additional bike lanes in Manhattan in FY22 and FY 23 and how many miles of bike lanes do you expect to install?
4. Considering that DOT will take on a new enforcement role with Open Restaurants, what funding would be required to add an enforcement role for DOT to include bike lanes?

AGENCY RESPONSE:

1. DOT is committed to install 30 miles of protected bike lanes citywide every year under the Green Wave plan. DOT will soon complete the installation of the protected bike lane along 38th/39th Streets and protected bike lane connections in TriBeCa on West Broadway, Church and 6th Avenue. DOT plans to install additional protected bike lanes along 5th Avenue and 7th Ave in Midtown.
2. In FY 21, DOT installed and upgraded 5.1 miles of bike lanes in Manhattan, including 4.9 miles of protected bike lanes. The COVID-19 pandemic limited our ability to implement projects, which contributed to reduced project delivery compared to previous years.
3. DOT has available funding to meet our mileage targets for FY 22 and FY 23. DOT is committed to building out the bike network to meet growing ridership, and hopes to meet our goals despite the uncertainty of resources and project implementation due to COVID-19.

4. **NYPD enforces all traffic regulations, including enforcement related to bike lanes. DOT focuses on street user education through distribution of outreach materials including the bike map and other reports, pamphlets and social media campaigns that focus on bike safety education.**

MEETING NOTES:

CB3 asks if bike lane design is being reviewed since protected bike lanes are now often between the curb and outdoor dining set ups. DOT says they are working with restaurant owners to ensure they are in compliance and safety precautions are taken, especially with staff and patrons going back and forth. DOT says they are reviewing this, especially with the permanent program regulations being designed. DOT additionally says they are also evaluating wider buffer zones for parking protected lanes and intend to remove enclosures for outdoor dining set ups to increase visibility.

CB2 asks if upgrade numbers include repainting of bike lanes. DOT says they do not.

Michelle Booker asks if DOT has considered not allowing restaurants to have roadway space to increase bike and pedestrian safety. DOT says they have heard the suggestion and are considering it.

Follow-up Commitments – DOT will follow-up with CBs on safety precautions to take when protected bike lanes are between the curb and outdoor dining set ups.

AGENDA ITEM 13: Safety Outreach Education

1. Please update us on the safety outreach and education being done by DOT's Street Ambassadors, Vision Zero teams and Commercial Bicycle Unit.
2. Will funding be available in FY 2022 and FY 23 to maintain or expand these units?

AGENCY RESPONSE:

1. **As the City re-opens and students are returning to school in the fall, we are transitioning back into in-person Vision Zero and DOT outreach and education programming. We will provide a hybrid menu of programs for all grades in schools, with live presentations that will allow in-person visits, as well as continued remote and online lessons for schools that do not want in-person programs. This summer, we have resumed our Street Team activities in the field with tabling events and engagement with residents and business owners in high risk precincts conducted two days a week. We have also resumed our bike safety outreach and have been conducting socially distanced bike helmet fittings and distribution events throughout the city, co-sponsored with Council Members, as well as bike light giveaways. We expect to have given out over 20,000 helmets by the end this helmet fitting season.**
2. **We currently have funding for these programs and expect to maintain them in FY 22 and FY 23.**

MEETING NOTES:

New Information – n/a

AGENDA ITEM 14: Street Furniture

1. How many Street Seats locations are there in the borough and is funding available for additional locations in FY 22?
2. How many CityBenches are currently in Manhattan? (Can we get a list of the locations by community board?)
3. Will funding levels for this program be maintained in FY 22?
4. How many WalkNYC maps are currently on Manhattan sidewalks? Will funding be available in FY 22 to install additional maps?

AGENCY RESPONSE:

1. There are currently three Street Seats installed in Manhattan on Broome Street between Essex and Norfolk Streets, King Street between Hudson and Greenwich Streets, and West 16th Street between Ninth and Tenth Avenues. DOT does not have available funding for additional locations in FY 22.
2. There are currently 481 CityBenches in Manhattan. Please see attached list of locations by Community Board.
3. 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.
4. There are currently 342 WalkNYC signs installed on Manhattan sidewalks, including 54 footings that have been installed and are awaiting sign installation. DOT has funding to install additional map signs in FY 22.

MEETING NOTES:

New Information – n/a

AGENDA ITEM 15: Pedestrian Ramps

1. What is the current status of pedestrian ramps in Manhattan? Will funding be available in FY 22 and FY 23 to address locations in need of maintenance, repair or installation?

AGENCY RESPONSE:

1. The Pedestrian Ramp Program plans pedestrian ramps for construction after a particular street has been resurfaced.

In the borough of Manhattan, a total of 2,707 corners have been constructed since July 1, 2017. From this number, 2,479 corners are upgrades, and 228 corners are new installations. DOT received \$1.2B to fund capital pedestrian ramp contracts fully through FY 31. You can find more

information about the construction status of pedestrian ramps and more info about our program by visiting our website and accessing our program progress map [here](#).

MEETING NOTES:

CB2 asks what determines reconstruction needs. DOT says resurfacing requires them to review every corner and they look at ponding and other construction deficiencies, including concrete deterioration, detectable warning strips, and other issues.

CB2 asks if DOT has numbers on corners that do not have pedestrian ramps at all. DOT says they must get back with that number.

DOT encourages people to go pedestrian ramp website to review results of their pedestrian ramp LIDAR survey.

CB5 asks if DOT is reevaluating issues of ponding given increase in rainfall every year due to climate change. DOT says they will have to discuss with their pedestrian ramp team and DEP.

Follow-up Commitments – DOT will return to CBs regarding the number of corners that have no ramps whatsoever and what plans they may have to reduce ponding given increasing rainfall.

AGENDA ITEM 16: Masterplan

1. What funding is designated for design and implementation of the Manhattan Masterplan for streets for FY 22 and FY 23?
2. Are there specific projects planned for these two fiscal years?

AGENCY RESPONSE:

1. DOT is developing the first NYC Streets Plan to improve the safety, accessibility, and quality of the City's streets for all New Yorkers. The five-year plan will involve an in-depth analysis of current planning efforts and will set equitable and ambitious goals for City's streets. DOT will complete a funding analysis as part of the final plan.
2. DOT is currently developing draft recommendations following the first round of public engagement, and will produce a Streets Plan Report to the City Council at the end of this year. The first plan will include several targets such as 250 miles of protected bike lanes over five years, with at least 30 miles in the first year and 50 miles in each subsequent year, and one million square feet of pedestrian space created and maintained within the first two years. Our office looks forward to sharing further details with the Community Boards prior to finalization.

MEETING NOTES:

CB2 asks if DOT will be coming to CBs. DOT says the virtual outreach will be online workshops.
Follow-up Commitments – n/a

AGENDA ITEM 17: Open Restaurant Program

1. Please update us on the Open Restaurant program in Manhattan, including funds allocated to its various iterations in FY 21, FY 22 and projected in FY 23?
2. Have any violations been issued by DOT inspectors under the Open Restaurant program resulting in fines being issued to food establishments?
3. How many DOT staff are currently assigned to the Open Restaurant program?
4. Have additional funds been allocated in FY 22 or is it anticipated that additional funds will be allocated in FY 23 to support DOT's administration of the Open Restaurant program? Please give details.

AGENCY RESPONSE:

1. **There are over 11,800 restaurants participating in the Open Restaurants program, with approximately half of those establishments in Manhattan.**
2. **DOT inspects Open Restaurant structures to ensure compliance and adherence to the program guidelines and siting criteria. Restaurants who are out of compliance will be issued a notice to correct, followed by a cease and desist letter should they continue to remain out of compliance. DOT has issued five fines to non-compliant restaurants in Manhattan.**
3. **Both in DOT and Citywide, there are staff that have been tasked with working on the program. There are also discussions on dedicated staffing.**
4. **DOT received appropriate funding for the program in the Mayor's budget, and if more will be needed, we will discuss within the Administration.**

MEETING NOTES:

CB2 asks if fines were issued recently. DOT says their focus remains on getting restaurants to comply. But that they have started, particularly with threats to public safety with blocking fire hydrants, issuing fines to problematic restaurants and have even removed a few structures, although that's not their preference.

CB3 asks about DOT staffing capacity for enforcement. DOT says they are advocating for extra resources but budgets are still being finalized.

CB12 asks about issues with the removal of abandoned outdoor dining structures. DOT says they issue letter of records to restaurant owners when they encounter an abandoned structure and give the restaurant 30 days to remove the structure. If it is not removed in 30 days, DOT puts it on a list to be removed by the city. DOT says they also must find locations to store structures based on state's property laws. CB12 follows up to ask about garbage in abandoned structures. DOT says they will follow up with sanitation, which they say is on hand when structures are removed.

CB2 asks about how long it takes in total for the structures to be removed, including the 30-day warning. DOT says they do not have enough data yet to determine a timeline and will follow up as they continue to remove structures in the coming months.

CB11 asks if 30-day notification is shared with community boards. DOT says they are not sure if they can share the letter but can fill CBs in on restaurants they are monitoring and would like to take feedback from CBs about other restaurants to monitor.

CB12 asks if DOT is monitoring restaurant compliance with vaccine enforcement. DOT says they are only inspecting physical elements of outdoor dining operation but they will double check on regulations, particularly if vaccine requirements extend to outdoor dining.

Follow-up Commitments – DOT will follow-up on DSNY removal procedures for abandoned structures and the average amount of time it takes to remove abandoned structures, including the 30-day notice period. DOT will confirm regulations pertaining to vaccination and outdoor dining.