

FY 2026 Borough Budget Consultations

Manhattan - Department of Transportation

Meeting Date: September 26, 2024

The purpose of holding the Borough Budget Consultations is to have a straightforward and frank conversation about each agency's budget needs and requests. Unlike other venues, such as City Council Hearings, these consultations are not open to the public nor are they recorded. The information provided assists Community Boards in drafting our own Statement of District Needs and Budget Priorities and it facilitates the opportunity to do so in a way that supports the Agency's goals. Community Board Members often lack expertise about funding sources and the processes within Agencies regarding funding of various programs and initiatives. However, they are very knowledgeable about what local services are needed in their neighborhoods and the effectiveness of Agency programs.

This year's Manhattan agendas have three sections:

I. General overview of current and outyear agency budgets

1. What is the overall budget increase or decrease for the Agency in the FY 25 adopted budget? How does that compare to the FY24 budget? Does the Agency anticipate a budget shortfall for FY 25, FY 26 or further out years?
2. What are your priorities, operational goals, and capital goals for FY25 and projected priorities, operational goals, and capital goals for FY26?
3. What, if any, programs are affected by the end of COVID relief funds?

II. Specific Program Funding

1. What programs within the Agency will see a significant increase or decrease in funding overall in FY 25 and anticipated FY 26? 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? eliminated entirely?
3. What are your benchmarks for new and existing programs and what are your benchmarks/key performance indicators for measuring success?

III. 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.

AGENCY RESPONSE:

I. The New York City Department of Transportation's (DOT) 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. To accomplish our mission, the Department works to achieve the following goals:

- a. 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
- b. Improve traffic mobility and reduce congestion throughout the City
- c. Rehabilitate and maintain the City's infrastructure, including bridges, tunnels, streets, sidewalks, and highways
- d. Encourage the use of mass transit and sustainable modes of transportation; and
- e. Conduct traffic safety educational programs

With several Financial Plans throughout each fiscal year, DOT is continually assessing the financial landscape with respect to inflation & aid from the Federal government and the impact to the agency's ability to meet its commitments. The Mayor's Management Report (MMR), mandated by City Charter, serves public account of the performance of City agencies, measuring whether they are delivering services efficiently, effectively, and expeditiously. Released twice a year, the public can review DOT's performance for current and past years.

II. DOT is responsible for 6,300 miles of streets and highways, over 12,000 miles of sidewalk, and nearly 800 bridges and tunnels. Our Values Statement includes the agency's belief that everyone should be able to travel safely and securely through the City via all available mode options. DOT will continue to work towards providing safe, efficient and environmentally responsible modes of transportation for all users of our city streets.

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AGENDA ITEM [1] Red light cameras and speed cameras

How many additional red light cameras are permitted and funded for FY 25 and what are the expectations and requests for red light cameras for FY 26?

How many additional speed cameras are funded for FY 25 and planned for FY 26?

AGENCY RESPONSE:

Earlier this summer, the New York State Senate voted in favor of legislation that would renew and expand New York City's red light cameras from 150 to 600 intersections. This new legislation allows DOT to install cameras at 450 additional intersections citywide. Each intersection can have more than one camera.

DOT is currently at the end of the current contract. The agency issued a new Request for Proposals (RFP) in July 2024 with responses due later this year. We anticipate that the new contractor will start to install red light cameras around Fall 2025.

DOT currently has 2,216 fixed speed cameras and 30 mobile speed cameras activated on a daily basis. All previous installation commitments have been met. As mentioned, DOT is at the end of the current contract and issued an RFP in July 2024 with responses due later this year. The Department currently does not have funds allocated for the installation of new speed cameras in FY 25 or FY 26.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [2]: Street Milling and Paving

Please report on milling / paving plans for FY 25 and plans for FY 26. Has lack of funding implicated the number of miles of milling paving?

AGENCY RESPONSE:

DOT has a target of resurfacing 1,150 miles citywide in FY 26, with 136 of those miles in Manhattan. We foresee the lane mileage remaining at 136 miles per year for Manhattan

over the next few years. However, should the agency receive additional funding, we estimate that we could add on one to three additional lane miles in the borough.

So far, there do not seem to be any impacts to the number of lane miles due to lack of funding.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [3]: Termination of Stimulus Funding

Last year you reported stimulus funding will end in FY 25. What projects or programs will be impacted? Will there be replacement funding available?

AGENCY RESPONSE:

DOT is working with OMB to address additional funding needs.

On background, during the FY 22 financial plan set in April 2021, the New York City Office of Management and Budget (OMB) provided DOT with six months of stimulus funding and six months of City Tax Levy (CTL) funding through FY 25 for projects that included: the creation of the permanent outdoor dining and Open Streets programs; construction of one bike boulevard in each borough; expansion of public spaces for neighborhoods hardest impacted by COVID-19; and maintenance of vertical elements. DOT is working with OMB to address the six months of CTL funding needed for these programs starting in FY 26.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [4]: Citi Bike

Please provide an update on the status of the Citi Bike program. How have fee increases impacted the number of Citi Bike riders and the frequency of use?

Please address the concern that an increase in fees creates an equity issue.

AGENCY RESPONSE:

There are over 2,000 stations installed across NYC's bike share system, with over 700 of those stations installed in Manhattan. DOT continues to work closely with Community Boards and other local stakeholders to add station capacity, through new stations or expanded stations, in the highest demand areas of the system as part of our infill efforts. Since the program launched in 2013, Citi Bike riders have taken over 220 million trips and the program continues to break daily ridership records. A record-breaking 179,000 Citi Bike rides took place on August 10, 2024.

The Reduced Fare Bike Share program offers \$5 per month monthly memberships to NYCHA residents and SNAP recipients and helps to mitigate equity concerns.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [5]: Bike lanes

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

AGENCY RESPONSE:

DOT has a total of 324 miles of existing bike lane mileage in Manhattan. DOT is currently working to install bike projects in Manhattan on:

- 10 Avenue, from 14th Street to 52nd Street
- Washington Bridge
- Broadway, from 17th Street to 21st Street
- 7th Avenue, from 42nd Street to 34th Street
- 1st Avenue, 40th Street to 49th Street

DOT has funding to install additional bike facilities in FY 26. We are evaluating opportunities to plan and propose new projects to enhance safety on Manhattan streets for cyclists and all roadway users. Our initiatives are focused on ensuring that all communities have equitable access to safe and efficient transportation options. By prioritizing safety and equity in our planning, we aim to create a more inclusive and accessible city of all roadway users. DOT looks forward to presenting specific proposals to Community Boards later this year and in 2025.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [6]: Pedestrian Countdown Signals

Please update on the status of installing signals now that the contract has not been renewed. How many signals were installed in Manhattan in FY 24 and planned for FY 25 and projected FY 26? Has the funding from the contract been redirected as dedicated funds for installation of signals?

AGENCY RESPONSE:

At this time, DOT does not have a dedicated Pedestrian Countdown Signal (PCS) contract, however, DOT continues to install PCS units in Manhattan through the agency's various traffic signal construction contracts, capital projects, and public requests. DOT has a current ongoing signal contract. The agency has also secured funding for a future contract once the current one expires.

DOT installed four new signalized intersections and retrofitted approximately 85 intersections with PCS in Manhattan in FY 24. DOT anticipates installing three to five new signals per fiscal year in FY 25 and FY 26. The agency anticipates retrofitting the approximately 85 intersections with PCS per fiscal year in FY 25 and FY 26.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [7]: Real Time Passenger Information

Are there plans and is there funding to install additional RTPIs. Has City Council provided all necessary funding for installation?

AGENCY RESPONSE:

There are 129 Real-Time Passenger Information (RTPI) signs currently installed in Manhattan. DOT is working with the MTA to design a lower-display RTPI sign with an option to be solar-powered that will be more cost effective to install and maintain, can be installed

in greater quantity and provide greater customer utility. The agency has City funds and City Council funding for new installations and will investigate future contracts to continue this work. DOT determines locations for RTPI based on bus ridership provided by the MTA and the agency's stated equity goals.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

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AGENDA ITEM [8]: Street Furniture

Please update on CityBench. There are many busy bus stops that do not have bus shelters or City benches. Is there funding available to install CityBenches in bus stops without seating?

AGENCY RESPONSE:

DOT has funding to install up to 500 seating elements at bus stops, which includes benches and leaning bars. DOT is currently working through the procurement process to purchase benches, with a goal to start installations Winter 2025.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [9]: E-bikes

In light of growing use of e-bikes, including use by delivery workers and the increased demand by residents for delivery, what are DOT plans for providing infrastructure needed for safe on-street bike parking and rest stops. Please include status of battery chargers.

In some boards there are many complaints because of immense number of bikes clogging sidewalks because of lack of bike parking spaces. Is there funding and plans to have borough-wide plan for installation of bike parking.

AGENCY RESPONSE:

DOT's Safety Education and Outreach team conducts focused outreach to delivery workers and asylum sites citywide to hand out helmets and outreach available in English, Spanish, Chinese, French, Bengali, Wolof and Pulaar.

In collaboration with Newlab, DOT launched it's e-bike battery charging pilot program with the goals of promoting safe use of e-bikes and reduction of structural fire risk in February 2024. As part of the pilot, three different battery charging technologies – two battery swapping cabinets and one direct-to-vehicle charging hub – were deployed on the public right of way at five pilot locations. Three of the pilot sites are located in Manhattan at the

East Village, Washington Heights, and Lower East Side. These hubs serve a group of 120 pre-registered delivery workers as test users. During the six-month pilot, DOT has collected feedback from test users and tracked station activity. Initial findings from the pilot demonstrate that these technologies can be very effective at promoting safe electric micromobility and increasing access to safe batteries and charging, helping to address range anxiety of delivery workers and commuters. All five pilot stations will be removed in September 2024 and DOT will publish an evaluation report to include our findings following the completion of the pilot program.

DOT has City funds to continue expanding our bike parking network citywide. The agency is obligated to install 2,000 racks per calendar year and our installations occur year-round. DOT processes bike parking suggestions and reports about bike rack issues through the DOT website or NYC311.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [10]: Transit Signal Priority

Please update on the installation of Transit Signal Priority (TSP), including the locations at which TSP has been and is slated to be installed. What funding is allocated in FY 25 and projected FY 26 for this effort?

AGENCY RESPONSE:

DOT studies and activates Transit Signal Priority (TSP) on multiple bus corridors every year. In calendar year 2024, DOT studied 430 intersections for TSP, and activated TSP at 338 intersections. Recent Manhattan TSP activations include the M7, M11, M31, and M101/M102/M103 bus corridors. We are planning to activate TSP along the M10 bus corridor.

DOT has funding to continue studying and activating TSP through FY 25 and for FY 26.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [11]: [Title]

[Insert Question]

AGENCY RESPONSE:

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [12]: [Title]

[Insert Question]

AGENCY RESPONSE:

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [13]: [Title]

[Insert Question]

AGENCY RESPONSE:

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [14]: [Title]

[Insert Question]

AGENCY RESPONSE:

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [15]: Wish List

[Insert Question]

AGENCY RESPONSE:

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS: