

**FY 2025 Borough Budget Consultations
Manhattan - Department of Transportation**

Meeting Date: 9/28/2023

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. Community Board Members do not have expertise about funding sources and the process within agencies regarding funding of various programs and initiatives. However, Community Board members are very knowledgeable about local service needs.

This year’s Manhattan agendas have three sections:

I. General questions about program funding.

1. What programs will see a significant increase or decrease in funding overall? 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 FY25 and projected priorities, operational goals, and capital goals for FY26?

II. Considering the current migrant crisis in NYC, what do the impacted agencies expect regarding continued influx in FY 25 and what are plans to accommodate this.

III. What are the plans to accommodate a possible extension of PEGs into FY 25?

IV. Lastly, the agendas may include Boards’ requests on district-specific budget questions that will not be included in district-level consultations. We request that the agency respond in writing but have any further discussions on these items with the Community Boards outside of the consultation.

Please provide written responses or even a PowerPoint presentation that we can use to fully and accurately educate our Board Members.

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

DOT has Federal stimulus funding budgeted through FY 25. 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.

AGENDA ITEM [1]: Open Restaurants

The Temporary Open Restaurant Program has presented ongoing management and oversight challenges for the Department of Transportation and has created myriad problems for many residents who live in proximity to establishments that have built immovable structures on their sidewalks and in the roadbeds adjacent to them. Crowd noise, garbage and a proliferation of rats are some of the issues these residents and non-food industry businesses have been forced to endure. DOT has not been able to staff appropriate management. We are now looking at PEGs impacting funding for staff and also lack of candidates to hire. Also, the process for enforcement at its best takes many months if there were staff to inspect in timely response.

1. Please explain what funding DOT has proposed to overcome these issues under the permanent program.
2. What will be the funding for a new division that will need to be created within DOT for the Open Restaurant Program.

Also, in relation to budget issues, DOT's lack of enforcement currently has taxpayers paying for the removal of non-compliant and abandoned sheds.

3. Please explain why DOT does not require businesses to be responsible for their property, especially when there is not adequate funding for agency enforcement.
4. What is allocated for community engagement for FY 24 and projected for FY 25
5. What is allocated and planned for the website that will have accessible both regulations and site-specific details of applications?
6. Does budget for 311 complaints for Open Restaurants full under DOT budget?

AGENCY RESPONSE:

1. **DOT has worked to overcome the many challenges of implementing an emergency outdoor dining program during a global pandemic. Regarding oversight and enforcement, in the past year DOT has worked in partnership with the Department of Sanitation (DSNY) and the Fire Department (FDNY) to remove over 430 abandoned and egregious sheds from our streets. Through the city's permanent outdoor dining program, officially called DiningOutNYC, DOT will aim to further address quality of life issues by incorporating lessons learned throughout the temporary program and**

requiring that restaurants will need to apply for and pay to participate in the permanent program. DOT is currently hiring staff who will administer the permanent program and guide restaurants through the application process to ensure their proposed setups are consistent with forthcoming rules. DOT will also retain inspectors who will support the transition to and administration of the permanent program, working with restaurants to ensure they are compliant with new requirements.

2. DOT has approximately \$5 million per year allocated for DiningOutNYC.
3. DOT aims to compel non-compliant restaurants to correct or self-remove their setups. In certain instances, for example where DOT identifies abandoned sheds or needs to remove setups to accommodate critical infrastructure work, DOT works with DSNY and FDNY to conduct the removal of the shed.
4. DOT's Open Restaurant team has two full-time staff members dedicated to engagement work for the program. DOT is also working with the Department of Small Business Services (SBS) staff to connect with community organizations and other partners during the transition from the temporary program to the permanent program.
5. DOT has launched a new, permanent outdoor dining website, nyc.gov/diningout (or diningoutnyc.info) following Mayor Adams signing of the bill into law in early August. This website, over time, will share detailed information about new program design and operational requirements. DOT is also building out an application portal where restaurants can apply to participate in the permanent program. That will launch following the conclusion of the rule-making process in winter 2023/2024.
6. DOT's Public Data Unit works with NYC311 to ensure that the agency's topic content is accurately represented for all agency programs including Open Restaurants.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [2]: Resurfacing

Last year, DOT did not have the number of lane miles impacted by roadbed structures. DOT did not expect to incur extra costs when resurfacing street a second time for areas skipped over for sheds.

1. When does DOT expect to go back to streets that need full resurfacing and what is the expected cost?
2. In FY 24, how many miles of street reconstruction will be funded and which streets in Manhattan will be included? What is projected for FY 25?

AGENCY RESPONSE:

1. **Restaurants will be required to remove their roadway cafes for City authorized roadwork such as milling and paving. After DOT completes a resurfacing project, we must wait a minimum of five years before we consider that roadway again for milling and paving. DOT can maintain streets in the interim.**
2. **DOT funded 136 miles for Manhattan resurfacing in FY 24. Our target for FY 25 is 1,150 miles citywide with 136 of those miles in Manhattan. We have included locations in all 12 Community Boards on our list. Locations are subject to change depending on weather and other factors.**

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [3]: Citi Bike Program

1. Can you update us on the Citi Bike program in Manhattan?
2. Are additional Citi Bike stations contemplated in Manhattan for FY 24 or FY 25 or will it be only expansions of existing docks?
3. Did Citi Bike continue to generate revenue for the City of New York in FY 23?
4. Do you project that the city will earn revenue in FY 24 or FY 25?
5. Is funding available for updated bike maps?

AGENCY RESPONSE:

1. As many of you know, Manhattan is unique in the sense that it's the only borough that has the Citi Bike network in every Community Board. There are over 1,900 stations installed across the bike share system, with 684 of those stations installed in Manhattan.
2. 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 locations of the system as part of our infill efforts.
3. Citi Bike generated \$1.68 million in revenue for the calendar year 2022. The calendar year 2023 revenue data will be available in early 2024.
4. We are unable to project what revenue will be generated for FYs 24 and 25 at this time.
5. DOT updates the NYC Bike Map annually, which is free and accessible on our website. Print copies are free and available in all NYC bike shops, and available upon request.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [4]: Bike Lanes

1. Please update us on the status of bike lanes (protected and unprotected) in Manhattan.
2. Will funding be available to continue to install bike lanes in Manhattan in FY 25?

AGENCY RESPONSE:

1. DOT has a total of 321 miles of existing bike lane mileage in Manhattan. DOT is currently working on Manhattan bike projects on:

- **Varick Street and West Broadway**
 - **Harlem River Drive**
 - **3rd Avenue between 59th Street and 96th Street**
2. **DOT has funding to install bike lanes in FY 25. We are evaluating opportunities to plan and propose new projects to enhance safety on Manhattan streets for cyclists and all roadway users. DOT is looking forward to presenting specific proposals to Community Boards later this year and next.**

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [5]: Pedestrian Countdown Signals

DOT has an ongoing pedestrian countdown signal contract that expires this year. DOT said last year that it does not intend to renew the contract but will continue installation through in-house installation means, including through in-house street improvement projects/traffic safety contract, capital projects, new signal installations and over the course of time as maintenance of such pedestrian signals require replacement/upgrades to countdowns.

1. How many additional signals will be installed in FY 24 and how many do you anticipate will be installed in FY 25?
2. What are the budget implications is not subcontracted?

AGENCY RESPONSE:

1. **There are currently 2,250 signalized intersections equipped with pedestrian countdown signals (PCS) in Manhattan. We anticipate to retrofit approximately 100 existing signalized intersections with pedestrian countdown signals in FY 24.**
2. **While DOT has no current plans to renew the PCS contract, the agency will retrofit existing signalized intersections through various means, including in-house street improvement projects and traffic safety contracts, capital projects, new signal installations and replacement or maintenance upgrades over the course of time.**

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [6]: Real Time Passenger Information

1. Are there plans and is there funding to install additional RTPIs in FY 24 and FY 25?

AGENCY RESPONSE:

1. **Currently, there are 129 Real-Time Passenger Information (RTPI) signs installed in Manhattan. The agency has since received funding to install additional RTPI signs, anticipated to start in FY 25. DOT will complete the work using City funds as well as through funding provided by City Council.**

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [7]: Street Furniture

As discussed last year, outdoor dining structures under the Open Restaurant Program impacts the Street Seat program.

1. What are the plans for additional street seats for FY 24 and FY 25.
2. Please also update on the status of the CityBench program in Manhattan .
3. Do you expect the program to continue to grow or has the Open Restaurant Program made it obsolete??

AGENCY RESPONSE:

1. **Per the NYC Streets Plan, DOT is targeting seating installations in Manhattan at bus stops that do not currently have benches or leaning bars, and that either have or will have real time passenger information signage.**

2. DOT has installed 558 benches and leaning bars in Manhattan. DOT's Street Furniture Unit is funded through Federal and City dollars, allowing DOT to install and maintain street furniture throughout the five boroughs.
3. The Open Restaurant program had little to any impact on our seating program.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [8]: Audible crossing signals

1. What funding and plans are there for new installation of audible crossing signals.

AGENCY RESPONSE:

1. DOT is currently funded to install audible pedestrian signals (APS) at 420 Manhattan intersections from 2023 through 2025. This work is currently underway as part of a new contract valued at over \$30 million.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [9]: E-Bike Infrastructure

1. In light of the growing use of e-bikes by delivery workers, what are DOT plans for providing infrastructure needed for safe on-street charging, bike parking and rest stops?

AGENCY RESPONSE:

1. DOT installed Manhattan's first commercial delivery cyclist corral, or curb-lane delivery worker layover space, this year on West 22nd Street between 5th and 6th Avenue. We plan to install another space on 3rd Avenue between 86th and 87th Streets in conjunction with the protected bike lane project.
2. Additionally, in collaboration with the Economic Development Corporation (EDC) and the business incubator Newlab, DOT is launching a one-year pilot program to identify, test, and evaluate e-bike battery charging technologies, working with delivery

workers as the test users. Key stakeholders, including FDNY and local delivery workers, will help test and evaluate the different charging technologies. Learnings from this pilot will be essential for informing the City's approach to infrastructure in the era of electric micromobility. We are selecting pilot sites and will notify impacted Community Boards prior to the pilot launch.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS:

AGENDA ITEM [10]: E-Charging Stations

1. Are there additional e-charging stations begin planned beyond NYCHA for bikes and cars and please list plans in each community district.

AGENCY RESPONSE:

1. DOT applied for Federal Highway Administration (FHWA) funding to expand curbside charging locations citywide. We should know if FHWA granted the funding by the end of this calendar year.

MEETING NOTES:

NEW INFORMATION:

FOLLOW-UP COMMITMENTS: