

# EXCERPTS FROM COMMUNITY BOARDS' "STATEMENTS ON THE PRELIMINARY BUDGET" FOR FISCAL YEAR 2016

Reactions to Agency Responses listed in the FY '16 Register of Community Board Budget Requests are collectively listed under Agency Subheading

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## Dept. of Transportation

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### **BRONX 3**

Bronx Community Board Three supports proposed funding for new streetlight and LED luminaires, totaling \$16 million in FY' 2017.

Bronx Community Board Three also supports the funding of \$48 million from 2016-2026, for new electric lighting services throughout the city.

Bronx Community Board Three is uncertain how NYC will address the foreseeable insolvency of the Federal Highway Trust Fund by May 2015 - \$ 2 billion loss.

### **BRONX 5**

#### Tracking Code

#### **New York City Department of Transportation**

105199302C

**Request:** Rehabilitate Step Street at Davidson Avenue between Featherbed Lane and Davidson Avenue Proper.

**Explanation:** The step street at Davidson Avenue between Featherbed Lane and Davidson Avenue proper is seriously deteriorated. Many steps are loose and pose a danger to pedestrians. Heavy pedestrian traffic to access public transportation, vandalism and weather has caused severe deterioration of the step street. Include hand railings and better lighting.

**Responsible Agency:** Department of Transportation

**Agency Response:** DOT has requested funding for this project.

105200203C

**Request:** Reconstruct Step Streets from Palisades Place to Sedgwick Avenue.

**Explanation:** Step Streets are important access points. They are in an extremely dangerous condition which must be addressed promptly.

**Responsible Agency:** Department of Transportation

**Agency Response:** DOT has requested funding for this project.

105200401C

**Request:** Create Step Street at Kingsland Place (between W. Tremont Avenue and Harrison Avenue)

**Explanation:** This location is in poor condition. DOT has paved and resurfaced this location in the prior fiscal year; however it remains unsafe and is heavily used by pedestrians and children. Creating a step street would improve pedestrian mobility.

**Responsible Agency:** Department of Transportation

**Agency Response:** DOT has requested funding for this project.

105200403C

**Request:** Reconstruct Step Street from Cedar Avenue to Sedgwick

**Explanation:** Step Streets are important access points. This particular step street provides access from Sedgwick Ave. to Cedar Ave. which is the gateway to Roberto Clemente State Park. This Step Street is in extremely poor condition and must be addressed promptly.

**Responsible Agency:** Department of Transportation

**Agency Response:** This project was funded in a prior fiscal year and the preliminary design contract has been let.

**Board Response:** Bronx Community Board #5 is pleased that DOT is requesting funding for our step streets (tracking codes 105199302C, 105200203C, 105200401C and 105200403C). These step streets are vital to our residents due to the Community hilly terrain and long blocks which effects the physically challenge and seniors.

105199503C

**Request:** Install Higher Intensity Lighting along Jerome Avenue, from Cross Bronx Expressway to Fordham Road

**Explanation:** Special lighting is needed for streets with the elevated Faust lines. Presently, Jerome Avenue is dark and unsafe because of improper lighting. This is a public safety measure.

**Responsible Agency:** Department of Transportation

**Agency Response:** The Borough Commissioner's office is reviewing the

request. It is under consideration. Please contact the B/C's office for further details.

**Board Response: The Community Board is pleased with DOT Borough Commissioner's consideration and Community Board #5 would welcome a follow-up meeting regarding this request.**

105200901C

**Request:** The Redesign and Expansion of Existing Green Street Median on University Avenue Park Malls. University Avenue from West Tremont Avenue to 175<sup>th</sup> Street.

**Explanation:** Community Board #5 feels that the existing median is too narrow, the location would be enhanced if medians were redesigned and expanded as a traffic calming device as well as provide a beautiful Green Street which will enhance the South West gateway presences of Community Board #5.

**Responsible Agency:** Department of Transportation

**Agency Response:** The Borough Commissioner's office is reviewing the request. It is under consideration. Please contact the B/C's office for further details.

**Board Response: The Board is pleased that the Borough Commissioner is considering the Board's request and Community Board #5 is requesting a follow-up meeting to initiate this request.**

105201101E

**Request:** On Street Parking study for CB5 area.

**Explanation:** On street parking is a priority Quality of Life issue for district 5. CB5 is a highly dense bedroom community with residents who own cars. In addition, we have seven (7) Commercial Shopping Districts (Fordham Road, Webster Avenue, South Grand Concourse, Burnside Avenue, West 183<sup>rd</sup> Street, University Avenue/West Tremont Avenue and Featherbed Lane) and making street parking vital for our Community Board area. We further request that muni meters be installed on Jerome Avenue South of Burnside Avenue and West of 179<sup>th</sup> Street.

**Responsible Agency:** Department of Transportation

**Agency Response:** Further study by the agency of this request is needed. Contact the agency.

**Board Response: Community Board #5 continues to support this request. CB5 is primarily a bedroom community of high-rise buildings. Many of our households own at a minimum one vehicle. In addition to our densely populated community, new developments are seeking waivers of parking requirements. This will contribute to the non-parking availability in our district. CB5 strongly urges that this study be funded in the next Fiscal Year.**

### **BRONX 8**

The Department of Transportation, in two of our proposals, replied that the requests were not in their jurisdiction. We kindly ask that agencies state the appropriate agency when responding that a request is not in their jurisdiction.

### **BRONX 10**

Department of Transportation (DOT)

1. Request: Create a seawall for the Locust Point Community.

Agency Response: Further study by the Agency of this Request is needed. Contact the Agency.

Board Response: In 2015, the Board received a response to this request that stated: Please contact the Borough Commissioner's Office to discuss this request. In essence, the 2015 and 2016 responses are the same. During Hurricane Sandy the Locust Point Community was one of the most severely damaged communities in Bronx Community Board #10. Clearly a seawall (seawalls are considered to be effective barriers to storm surges) is needed to protect the Locust Point Community. Under the City's Resiliency Program, this should be constructed.

2. Request: Expedite Pennyfield Avenue project.

Agency Response: DOT has requested funding for this project.

Board Response: The area suffers from flooding during major storms. The initiation of a scope of work is greatly needed.

3. New Budget Request: Widening the traffic island on Co-op City Boulevard between Bartow Avenue and Pear Tree Avenue. The widening of these islands will reduce the amount of road space that cars will be using, thereby slowing them down, enhancing the traffic safety area.

### **DEP and DOT**

4. Request: Expedite a joint Capital Project for DEP and DOT for Brush Avenue, between Schley Avenue and Bruckner Boulevard, to create a high functioning drainage system and improve road service.

Agency Response: Further study by the Agency of this Request is needed. Contact the Agency.

Board Response: This is exactly the same response that the Board received in the 2015 Budget Register. With DEP's introduction of green engineering initiatives (bioswails), replacing traditional cut and cover construction methods, both Agencies should be able to develop a scope of work that will enable the community to receive adequate drainage and good road surfaces.

5. Request: Reconstruct streets within and around the perimeter of the Westchester/Zerega Industrial Business Zone, especially in the vicinity of Commerce Avenue. A complete listing of streets was provided to DOT. The Board understands that this will be a joint Capital project between DOT and DEP to address road anomalies and collapsed sewers.

Agency Response: This location needs to be investigated by both DOT and DEP. Results may merit the initiation of a Capital Project. We will advise upon completion of an investigation.

Board Response: The Board had received a similar response in the 2015 Budget Register. A year has gone by and the City's fiscal situation has improved, therefore the Board requests an expedited completion of the investigation.

6. Request: Establish a joint Capital Project with DOT and DEP to correct street anomalies at Bellamy Loop in Co-op City.

Agency Response: This location needs to be investigated by both DOT and DEP. Results may merit the initiation of a Capital Project. We will advise upon completion of our investigation.

Board Response: Again, This is a similar response to what we had received in the 2015 Budget Register. A year has gone by and what is the status of the investigation? Please advise the Board.

7. Request: Reconstruct Middletown Road between Crosby Avenue and Westchester Avenue. This has long been a request of the Board. The Board understands that this is a joint project between DOT and DEP. The subsurface drainage and sewer support system and road service must be addressed in a systematic manner. Recently the road was resurfaced without the extensive study of the subsurface areas. It will continue to be problematic until a true engineering study takes place.

Agency Response: DOT has requested funding for this project.

Board Response: In the 2015 Response for the same project, the Board was told that the area was under study.

EXPENSE:

1. Request: DOT should consider the installation of "No Truck" signs on the eastern side of Lafayette Avenue.

Agency Response: Further study by the Agency of this Request is needed. Contact the Agency.

Board Response: In the 2015 Budget Register the Agency indicated that they would try to accommodate this issue within existing resources. A year has gone by and our Board requests the installation of the signs.

## **BROOKLYN 1**

**Resurfacing and Reconstruction** – We urge that the budget for resurfacing of streets be fully funded and expanded if possible. Our streets are overburdened with traffic and we seek relief from the constant resultant wear and tear on our roadways. It is vital that our reconstruction projects are kept “on target” and support funding for our district’s bridges.

We continue to urge the establishment of a Brooklyn CB #1 and Queens #5 Task Force with the NYC DOT and local elected officials to address and expedite the reconstruction of the Grand Street Bridge. Any projects for reconstruction must include sufficient funds to have effective detours and traffic control agents. All safety measures must be taken to protect the community from any hazardous materials, such as lead particles/asbestos that could be released from work on steel structures. Borings for soil sampling and air monitoring must be taken in areas that will be disturbed for any road construction and excavation and proper protective measures taken to protect the public from any dangerous release or contamination.

We strongly urge that any street closures or bridge traffic closure be carefully communicated with various emergency services (i.e. Fire Dept., Police, EMS, Coast Guard) to ensure that there are open and accessible routes to enable the best quick response time. We urge that a community consultant and engineer be fully funded with the Kosciuszko Bridge reconstruction to support the community’s interest. We remain concerned about the damage that Hurricane Sandy caused the Metropolitan Bridge’s mechanisms that open and close the structure for water navigation. Currently, a temporary fix with motors secured from the Army Corps of Engineers are being used. However, the motors must be manually operated and caused great traffic delays that back up along the bridge’s approaching corridors. We urge that the permanent repairs are accomplished quickly.

We encourage the Department of Transportation to continue implementing measures for improvement of traffic in our district. We urge their study of this matter so that our residents and the motoring public have safer streets to travel.

**Corrective Street Measures/Trench Restoration** – Many of our streets experience chronic sinkholes and depressions and, in many cases, are in need of trench restoration. These adverse conditions must be immediately addressed and contracts expedited to do repairs. Both DOT and DEP must take joint interim corrective measures to abate hazardous and noise producing conditions. This winter season has resulted in a high number of potholes that must be expeditiously repaired to ensure safety of persons traveling in vehicles and pedestrians navigating the riddled streets.

**Reduced Street Cleaning Frequencies** - Although not formally a DOT item, but rather one that is regulated by the Department of Sanitation, CB #1 has received voluminous complaints about the shrinking of on street parking. We urge the two agencies to consider reduction of alternate side of the street parking regulations in many areas of the district as they prove to be excessive.

**Public Safety** – The long planned EMS station has opened at 333 Metropolitan Avenue and is functioning well. We support funding to maintain and operate the facility. We request DOT to assist the station with resolving its traffic flow problems as the area is often congested with traffic. We support the installation of surveillance cameras on our area’s bridges (including their respective walkways) and subway stations to aid police in ensuring the public’s safety.

## **BROOKLYN 2**

The Downtown Brooklyn Partnership has also taken the lead on extending the Flatbush Avenue streetscape improvements from DeKalb Avenue to Atlantic Avenue (202201402C). Although the original geographic scope extended from Tillary Street to Atlantic Avenue, the project needed to be truncated at DeKalb Avenue for budgetary reasons. CB2 requests the funding necessary to complete the project as originally proposed over a decade ago as part of the Downtown Brooklyn Development Plan.

CB2 is pleased to learn the Department of Transportation “has made an initial investment for research and conceptual design” for the refurbishment or replacement of the “Triple Cantilever” section of the Brooklyn-Queens Expressway (BQE), the community board’s fifth highest Capital Budget priority (202201603C). “DOT will work closely with the Community Board. Elected officials, and all other stakeholders to realize this project,” the agency response concludes. CB2 will schedule a meeting with the agency to learn what steps need to be taken to protect this key piece of highway infrastructure.

CB2 followed the agency’s advice last year to contact the borough commissioner’s office regarding the “Atlantic Avenue Gateway,” beneath the BQE at the foot of Atlantic Avenue, near Brooklyn Bridge Park (202201502C). The resulting meeting seems to have gotten the project back on track. Similar advice was given this year with regard to the creation of a public plaza on the triangle bounded by Flatbush, Atlantic and Fourth avenues (202201505C). Based on the positive experience in 2014, I have already written to the borough commissioner regarding Times Plaza.

## **BROOKLYN 8**

Street resurfacing requests in the Capital budget are made as needed. Roundabout responses that do not address whether our requests will be granted are unsatisfactory. The city’s infrastructure is deteriorating, and one place where the deterioration is easily seen is in the condition of our roadways. The Dept. of Sanitation’s continued reliance on road salt instead of a less stressful alternative on our roadways is not conducive to the health of our streets. The stretches of roadway requested for resurfacing has been ignored overall and cause damage to vehicles passing over and vibrations in the homes that abut them. Reconsideration of the requests is necessary.

## **BROOKLYN 9**

### **Clove Road/Malbone Street - Contract No HWKP166**

#### **The “Bedford Pass” of the American Revolution**

An Archaeological Document Study of Clove Road, commissioned by the Department of Transportation (research of historic maps, books and documents) indicate that Clove Road, located within Community District 9, “... appears to be eligible for the **National Register** under “Criterion A” based on its association with the establishment of Kings County’s 19<sup>th</sup> century public institutions, the Alms House, Hospital, Asylum, and Penitentiary, events that significantly contributed to the broad pattern of New York’s urban history. It is the only surviving remnant of a road that pre-dated the urban grid, representing this part of Brooklyn in a time when it was still

rural in character, far enough removed from the city to render it suitable for housing the sick, insane, and criminal...” The report goes on to say “The road possesses integrity of location, for it is unchanged from 1830 and remains to this day aligned toward the Kings County Hospital ...” Community Board 9 intends to pursue the inclusion of Clove Road on the City, State and the National Register of Historic Places.

### **Reconstruct Clove Road and Malbone Street**

Community Board 9 has worked very hard with the agency to come up with a scope of work that will address the historic nature of Clove Road, as well as the opportunity to create additional passive open space in the district. We will continue to work with the Department, as well as our elected officials, at all levels, to fully fund the restoration of this historic roadway to preserve our history; provide both historical and environmental information to residents and visitors; as well as provide a passive, secure landscaped public plaza/promenade for all to enjoy.

The Board submitted to the agency a proposal for the reconstruction of Malbone Street while additional work is done on the scope of work for Clove Road. We understand from the agency’s response that the “... project is in the 10-year Capital Plan but requires additional funding in order to move forward. We are therefore eager to work with our elected officials to provide the funding necessary to move forward with this project.

### **Reconstruct Empire Boulevard from Flatbush to Utica Avenues**

The Board considers Empire Boulevard to be the “gateway” to Community District 9, and to our important historic, cultural, recreational and educational institutions – Prospect Park, The Brooklyn Botanic Garden, The Brooklyn Museum, Medgar Evers College and The Brooklyn Public Library – to name a few. This is an important thoroughway in our district and features prominently in our 197a planning efforts.

The Board is pleased with the traffic calming measures that were implemented on Empire Boulevard in 2009, as well as the opportunity for beautification of the roadway with plantings. In addition, the changes made to enable traffic flow on Empire Blvd/Flatbush Avenue/Ocean Avenue/Washington Avenue, has made that portion of the roadway safer for travel.

As we have pointed out, notwithstanding these “short term” improvements Empire Boulevard is still in need of reconstruction. The agency has responded that “this capital project is included in the agency’s departmental estimates for FY 2015” We are absolutely delighted with this response, and look forward to working with the agency on this project.

### **Traffic Calming**

The Board is proud of its pro-active efforts for the implementation of traffic calming in Community District 9, to make our community safer, almost 25 years ago. This was way before anyone, even the City of New York, thought about implementing this tool in the City. While our efforts were not readily accepted and were pushed aside time and time again, much like the study

that was done for us; we persevered, and now the concept of traffic calming is widely accepted.

While we appreciate the measures that have been implemented in a few areas in the district; residents in other parts still endure the frightening impact of speeding vehicles, traffic congestion, competing modes of transportation – buses, gypsy cabs, taxis, dollar vans - all of which impact upon the safety of our residents. We are encouraged by the agency's response and will work diligently with them to implement further measures throughout, so that our district can become one of the safest in the borough of Brooklyn.

Additionally we would like to thank the agency for the measures that have been implemented at Lincoln Road/Flatbush Avenue/Washington Avenue. While the changes are taking some "getting used to" they are working to make the area safe for our pedestrians and other road users.

### **Increase Asphalt Allocation for CD 9**

Wear and tear from snowing and salting; street openings and excavations by utility companies and private contractors, have all led to the deterioration of our neighborhood streets. An increase in the asphalt allocation will improve street maintenance and street resurfacing of badly deteriorated streets in the district. We are looking forward to discussing this matter further with DOT's borough maintenance offices as we stress our street maintenance and resurfacing needs.

### **Curb Replacement**

There is an urgent need, at various locations throughout the district, for the replacement of broken, damaged and missing curbs. The entire length of curb on the N/S of President Street between Bedford and Franklin Avenue is broken and/or missing, the street has caved in front of 1023/1025 President Street, causing severe flooding when it rains and dangerous ice conditions in the winter. Similar conditions exist at other locations within the district. The Board has begun a survey of the district to identify problem locations which will be brought to the attention of the agency for evaluation and inclusion in a curb replacement contract.

### **BROOKLYN 10**

**Expense Priority # 12 - Increase PS allocations to hire additional personnel for ongoing arterial maintenance.**

Maintenance and repair services that are provided by the Bureau of Traffic, Highways and Arterial Highways to the Gowanus Expressway and Belt Parkway need to be fully funded.

**Expense Priority #16 – Increase contract funding appropriations for expansion of milling and resurfacing program.**

The milling and repaving cycle by Community District has changed from yearly to every 18 months. The mileage of repaving has decreased therefore the need to increase contract funding appropriations for expansion of milling, resurfacing and repaving programs is a top priority.

## **BROOKLYN 12**

### **TRACKING CODE 212200901C**

#### **REDESIGN AND RECONSTRUCT 13<sup>TH</sup> AVENUE FROM 37<sup>TH</sup> STREET TO 60<sup>TH</sup> STREET**

Thirteenth Avenue is the busiest commercial strip in the CB12 District both in vehicular and pedestrian traffic. This strip needs to be redesigned to see if more parking can be added. Reconstruction is badly needed due to the volume of traffic that traverses this strip on a daily basis. It has been many years since this strip was looked at by DOT and the roadbed along this strip is deteriorating and needs much work. This project needs to be implemented ASAP.

### **TRACKING CODE 212199002E**

#### **PROVIDE ADDITIONAL PERSONNEL TO REPLACE MISSING TRAFFIC SIGNS**

Providing additional personnel is needed to expedite the replacement of missing signs, changes in signage or new sign requests. It now takes 90 days to replace some signs. Prompt replacement of missing signs would alleviate accidents as well as help raise revenue by increased summoning and help in aiding faster traffic flow as well as help with parking problems, especially near and around schools.

## **BROOKLYN 13**

Priority 11 (213201202C) deserves considerable discussion. It is understood that the city wishes out of the parking facilities in the city. We understand this position, but studies must be created to assist the communities in ways to handle the ever-increased need for parking in an amusement and growing business/residential zone. The MTA alters its lines over weekends, when the heaviest attendance is felt in C.B. 13's neighborhoods. As a result, more and more people rely on use of their cars. We must all work together, with DOT and other agencies, to see a way out of this morass. Residents of the west end of Coney Island, for example, may struggle for over an hour-and-a-half to move their vehicles only ten blocks from home base to the turns at Cropsey Avenue that take them northbound out of the area.

## **BROOKLYN 14**

The board strongly supports the reconstruction of Coney Island Avenue from Park Circle to Avenue P. Likewise; the board fully supports the reconstruction of Flatbush Avenue from Parkside Avenue to Avenue I within Community District 14. As one of the most heavily travelled thoroughfares in our district, road maintenance is of paramount importance to the safety, commercial vitality and quality of life of surrounding community members. We are disappointed that the agency has determined that only resurfacing is warranted and we urge the agency to reevaluate the conditions of these thoroughfares within Community District 14.

The board reiterates support of the reconstruction of Church Avenue from Flatbush Avenue to Coney Island Avenue within Community District 14. Two years ago the board was advised that the project was included in the ten-year plan. Last year we were advised to resubmit the request for 2016. This year we've been advised to resubmit it for 2017. We urge more expeditious attention to this need in our District.

We reiterate our request for funding of contract milling to support the agency's resurfacing program. The board strongly supports the Night Street Resurfacing program. Given the many commercial corridors, this important night work is vital to our community. We are pleased to see that funds are maintained in the preliminary budget and hope that a sufficient allocation will be forthcoming upon adoption of the budget.

The board fully supports increased staffing to repair potholes and otherwise maintain streets. Likewise we support funding for staffing to ensure that response to street light, traffic light, crosswalk installations, signage request and other similar service delivery requests are address expeditiously. We are hopeful that a sufficient allocation will be forthcoming upon adoption of the budget to ensure timely response.

### **BROOKLYN 17**

The appropriation of funds to repair pot holes on the streets in the community must be a priority. Due to the inclement weather many of our streets are in dire need of repairs. Those streets that provide access to commercial businesses and connect between emergency snow routs and the low volume residential streets must be included in the funding appropriation, such as but not limited to Tracking Code# 217201603C and 217201509C.

Those streets that cannot be repaired with resurfacing may merit a full capital reconstruction of the street to address structural issues that may be related to the utilities or sewer infrastructure beneath the road bed. Additionally, curb cuts are repairs are necessary at various locations throughout the district as noted in Tracking Code#217201602C. We request that all streets in CB17 District be inspected and the appropriate course of action taken for repairs.

### **BROOKLYN 18**

Our Board questions the Agency Responses by the Department of Transportation (DOT) to our sorely needed street reconstruction Capital Budget Requests Priorities; #1, 3, 9, 11, 12, 15, 16, 17, 18, 19, 20 and 24 which were; *"Funds are unavailable for this project. We recommend this project be brought to the attention of your elected officials, i.e., Borough President, Council/Assemblymember or State Senator,"* and responses for #4, 5, 8, and 10 were; *"Capital funding constraints, project capacity and City-wide priorities preclude this project at this time,"* and responses for #25, 26, 27, and 28 were; *"This location needs to be investigated by both DOT and DEP. Results may merit the initiation of a Capital project. We will advise upon completion of investigation."* Obviously, Budget Requests that have been carefully selected and repeated for many years still have no hope for resolution.

## **MANHATTAN 4**

### **Asks:**

- **Provide funding for improved mass transit**
- **Provide funding for Street and Plaza Reconstruction**
- **Provide funding for improved ADA compliance**
- **Provide funding for Safer Routes to School and Safer Routes for Seniors**

MCB4 is home to one the busiest commuter hubs in the United States with the Port Authority Bus Terminal, Pennsylvania Station and the entrance to the Lincoln Tunnel all within our borders or immediately adjacent. Due to the massive commuter, tourist and residential traffic in our district, MCD4 has very unique and specific requirements that need to be considered in the FY 2016 budget. The areas of concentration are as follows:

*Mass Transit* - MCB4 supports DOT's recent efforts to work with the MTA to promote mass transit, such as creating express bus lanes and improving bus shelter conditions.

- We support the DOT's proposal to make Eleventh Avenue one-way southbound from West 57<sup>th</sup> Street to West 44<sup>th</sup> Street to ensure the reliability of the new bus route to be implemented on Eleventh and Twelfth Avenues.
- We request DOT expand the bus lane on 9th Avenue to increase the reliability and consistency of its service.
- We request the city dedicate \$ 2 million to complete the work of the #7 Train Extension Study Group to extend the #7 train to Frank R. Lautenberg Station (FRL Station) in Secaucus. This proposal includes two elements of particular importance to CB4 - building a minimum 60 bay bus facility just south of (and integrated into) the existing FRL Station to accommodate a commuter bus terminus at the proposed #7 train stop rather than Manhattan, and the building of the #7 train subway stop at 10th Avenue and West 41st Street, a long time priority of CB4. It also allows for the building of a garage to accommodate additional off-street parking sites for tourist and commuter buses and vans. The parking and standing of these vehicles on our residential streets from West 50th to West 55th Streets between Ninth and Eleventh Avenues, and around Port Authority and Penn Station, causes serious delays in MTA bus service.
- A comprehensive plan for off-street parking for buses, van services, and waiting "black cars" should be devised - and intelligent parking technology deployed - to reduce the miles travelled and the collision risks while searching for parking space. The plan should also accommodate the long distance bus operations that currently operate in the street. A plan for commuter vans must still be

*Street Reconstruction and Plaza* - MCB4 requests that sidewalks be enlarged on Eighth Avenue between West 42<sup>nd</sup> and West 43<sup>rd</sup> Streets to accommodate the ever increasing volume of pedestrians.

*ADA Compliance* - MCB4 is pleased that a significant budget is allocated citywide to installing pedestrian ramps across the city. This should allow the City to fulfill its commitment to former

Speaker Quinn to install ADA compliant ramps at all intersections of Dyer Avenue with W. 34<sup>th</sup>, 35<sup>th</sup>, 36<sup>th</sup>, 40<sup>th</sup>, 41<sup>st</sup> and 42<sup>nd</sup> Streets and reduce the radius of W. 35<sup>th</sup> Street turn at Dyer Avenue (Hudson Yards rezoning follow up actions, WRY negotiations). It should also allow the city to equip any modified crossing with accessible traffic signals.

We also note that many ramps along Eighth and Ninth Avenues have become unusable due to heavy deterioration, poor street condition, and heavy water accumulation adjacent to the ramps. We encourage DOT to resurface both ramps and pedestrian crossings in priority and to ensure materials and designs that ensure longer “street” life.

- Increase the funding related to maintenance and installation of ADA compliant ramps at two pedestrian crossings between West 34th and West 42nd Streets. Many pedestrian ramps to cross the streets are unusable because of damaged interface with the street, and most of them do not include the required 12 inches wide detectable warning strip. At West 48th Street and Eighth Avenue the ramp is missing. Very few of them include Accessible Pedestrian Signals. DOT should establish a maintenance program similar to the street resurfacing program to keep these facilities up to code.
- We request funding to restore the ramp t West 48th Street and Eighth Avenue.
- We request funding to expand the installation of Pedestrian Signals.
- We request funding for DOT to establish a maintenance program similar to the street resurfacing program to keep pedestrian ramp facilities up to code

Funding for Vision Zero Initiatives- We applaud the fact that the Mayor has made the safety NYC streets a focus of his administration, and request an increase in funding to support this initiative.

- We request the city triple the funding dedicated to the signals and study divisions in order to achieve Vision Zero in 10 years and not 100 years (at the current rate of spending). The Mayor’s Vision Zero Plan, has identified many intersections as being dangerous. There needs to be a significant increase in funding to tackle those intersections in a systematic way.
  - We request that specific funds be reserved for design modifications at W. 42nd Street at Eighth and Ninth Avenues, which are the two most dangerous intersections in New York.
  - We request that specific funds be reserved for design modifications at West 57th at 10th, 9th and 8th avenues, as well as 14th Street at 6th avenue; intersections which have been identified as dangerous intersections through the Manhattan Vision Zero Plan.
  - We request that specific funds be reserved for the for the installation of a Barne’s dances at the intersections in the 8th Avenue Port Authority Bus Terminal Corridor, including 40th Street and 8th Avenue, 41 Street and 8th Avenue, and 42nd Street and 8th Avenue.

- We also request that additional funding be reserved for the Signal Division so that eight Split Phase signals can be installed on Ninth Avenue as part of the Hell's Kitchen Traffic Study to protect pedestrians from turning cars, as well as installation of split phases along the bicycle lanes,

We support and encourage the speedy implementation of the contra bus lane on Dyer Avenue from West 42nd to West 41st Streets should be completed to make the intersection of Ninth Avenue and West 42nd Street less dangerous and congested.

## **MANHATTAN 5**

### *Transportation safety*

CB5 asks that additional funds be allocated to bolster traffic enforcement. Better enforcement means a safer journey for pedestrians, automobile users and bicyclists.

305201402C—We are thankful DOT has requested funding to make Herald Square Plaza and Greeley Square premier urban plazas.

305201008C—We thank DOT for reviewing a 23<sup>rd</sup> street Select Bus Service.

305201406C—We are encouraged by the city's commitment of support for ferry infrastructure.

305201009C—We are thankful DOT has requested additional support for the pedestrian plaza network and urge the city to increase support.

305200904E—We are thankful DOT has begun new traffic planning operations to reduce congestion.

## **MANHATTAN 6**

Accessible crossing signals remain a top priority. These devices are increasingly needed by our aging population and by individuals with disabilities. We support the Department's program to install these signals in as many locations as possible- especially those heavily used by the patients of our district's hospitals, and its continued servicing of the medians along the FDR Service Road. We are also pleased that funding continues to be requested by this agency for the 25<sup>th</sup> Street pedestrian bridge over the FDR. We will continue to track this project to ensure that it is accessible by the disabled.

The area of the Riverfront Esplanade from 13<sup>th</sup> Street to 15<sup>th</sup> Street (our District starts at 14<sup>th</sup> Street) is dangerously narrow and constricts movement of pedestrians and bike riders. We appreciate the suggestion to discuss this issue with our Borough Transportation Commissioner, as we were directed to a different agency in prior years.

We have asked for additional Inspectors for the Highway Inspection and Quality Assurance ("HIQA"). HIQA is charged with enforcing the laws and rules that govern the way utilities, plumbers, contractors, other governmental agencies and property owners perform work on the City's sidewalks, roadways and highways. Manhattan Community Board Six has requested this item for over four years. We continue to be underserved by these inspectors.

We have also repeatedly asked for an additional paving crew, due to additional work needed to maintain the highways and streets in our District. The Department again claims it has insufficient funds, which explains why much of our area's street infrastructure is in poor condition. We are asking for sufficient funds to rectify the situation. Should the City proceed with construction of the Sanitation Garage on East 25th Street, the abuse of

our thoroughfares by large trucks will be greater than ever. We ask you and the Department of Transportation to reconsider and fund additional inspectors and crews to safeguard our District infrastructure.

We will follow up with the Department's Borough Commissioner to discuss the possibility of our request for a district-wide traffic study. Increased congestion and accidents have become a major concern, and a study would complement your Vision Zero plan.

- C-05: 306200909C - Install audible crossing signals
- C-12: 306200905C - Repair stairs to pedestrian overpass at Peter Detmold Park (see also Parks)
- C-13: 306200906C - Rehabilitate medians along FDR service road
- C-17: 306200802C - Pedestrian overpass between Stuyvesant Cove Park and Murphy Park (see also Parks)
- C-26: 306201102C – Provide a solution to the “choke point” on the riverfront Esplanade between 13<sup>th</sup> and 15<sup>th</sup> Streets (see also EDC)
- CS: 306201106E - Improve 25<sup>th</sup> Street pedestrian bridge over FDR
- E-11: 306201205E – Add a paving crew
- E-15: 306201603E – Conduct a district traffic study
- E-20: 306201004E - Additional HIQA inspectors
- E-22: 306201001E - Expand TLC enforcement (see also TLC)

## **MANHATTAN 7**

**Tracking Code:** 307201402C

**Request:** Install Pedestrian Count-Down Timers at 10 Intersections on Central Park West, Riverside Drive and Other Dangerous Locations -- \$50K

**Agency Response:** DoT has begun a process for implementation of program.

**Reply:** CB7 thanks the DoT for their commitment to incorporating this community priority within existing resources.

**Tracking Code:** 307201301C

**Request:** Replace Curb Cuts

**Agency Response:** DoT has requested funding for this project.

**Reply:** CB7 appreciates the request for funding for this priority in our community.

CB7 believes that the accelerated decay of these accommodations poses as great a challenge to mobility as absent functioning ramps, a significant portion of our District's population (especially the very young and the aging-in-place) would be foreclosed from much our community and City has to be shared by all.

**Tracking Code:** 307201410C

**Request:** Fund Speed Cameras Throughout Manhattan Community District 7

**Agency Response:** Please contact the Borough Commissioner's office to discuss this request.

**Reply:** CB7 is delighted to work with the Borough Commissioner and her office on this request.

CB7 acknowledges that approval of (and some portion of the funding for) the installation of speed cameras is still in the province of the State Legislature.

The inability of the City of New York and its agencies to decide matters such as the use of speed cameras for itself is a pernicious problem that prevents progressive self-regulation and self-protection. Recent fatal crashes attributable to conditions that cry out for better enforcement, which speed cameras could provide, accentuate the need to have the robust support from our City agencies to reclaim home rule on

this crucial issue

**Tracking Code:** 307201411C

**Request:** Fund Street-Scape Improvements.

**Agency Response:** DoT has requested funding for this project.

**Reply:** CB7 appreciates the request for funding for this priority in our community.

CB7 believes that these improvements to the geometry of our streets are an important part of the mix of enhancing the safety of all street users, and a key component of achieving the goals of Vision Zero.

**Tracking Code:** 307200610C

**Request:** Restore the Rotunda, West 79th Street in Riverside Park -- \$100M.

**Agency Response:** Please see the Borough Commissioner's office to discuss this request.

**Reply:** CB7 is delighted to partner with the Borough Commissioner to pursue this initiative.

The Rotunda is one of the iconic features of the design of Riverside Park, itself a landmark, and is also a vital component of our transportation infrastructure.

While the Rotunda sits in Riverside Park, its importance transcends that location as well as the purview of a host of City, State and Federal agencies, all of whom should share responsibility in this endeavor.

**Tracking Code:** 307201603C

**Request:** Install Pedestrian-Initiated Traffic Crossings in Central Park.

**Agency Response:** DOT has begun process for implementation of program.

**Reply:** CB7 appreciates the shared vision that recognizes the need for these safety improvements, and stands ready to assist in advocacy and implementation efforts.

**Tracking Code:** 307201610C

**Request:** Fund Red Light Cameras Throughout Manhattan CD7.

**Agency Response:** Project has been completed; please remove from the Budget Community Board Register.

**Reply:** While the very few red light cameras approved by the New York State Legislature may have been installed and thus the current project might be said to have been completed, the practical reality is that there are scores of intersections in desperate need of the safety protections that these cameras afford. Red light cameras are another significant tool in closing the gaps that enforcement using on-duty personnel cannot accomplish.

CB7 seeks to join with the DoT to end the need for approval of these enforcement tools by those outside our City, and then to work together to implement them at every intersection where their use can be expected to be of benefit.

**Tracking Code:** 301201403C

**Request:** Fund an Upper West Side Pilot Project for Variable Traffic Signal Timing.

**Agency Response:** DOT has begun process for implementation of program.

**Reply:** CB7 thanks the DoT for their commitment to incorporating this community priority within existing resources.

**Tracking Code:** 307200511C

**Request:** Increase Funding for Street and Curb Lane Resurfacing -- \$200K per lane mile.

**Agency Response:** Funding constraints preclude the hiring of additional personnel at this time.

**Reply:** Achieving the goals of Vision Zero require that the condition of our streets be conducive to the safety improvements being installed. Ruts, ponding and rough conditions are distractions to motorists and additional hazards to pedestrians – particularly the mobility-challenged.

Previous budget priorities made reference to particularly harsh winters – those harsh winters appear to be the new normal, and a revised program of maintenance and resurfacing is essential for safety to keep pace. A plan aligned to actual decay of road surfaces is essential especially on truck routes and other vital lifelines.

**Tracking Code:** 307200503C

**Request:** Reconstruct Riverside Drive, West 104-110 Streets -- \$2.95MM

**Agency Response:** Capital funding constraints, project capacity and City-wide priorities preclude this project at this time.

**Reply:** CB7 seeks clarification on this response, since DoT's response to this same request for FY2014 included a commitment to fund this project in part.

This need has been identified in CB7's capital priorities every year since FY 2005. While CB7 understands the competing demands of City-wide projects on the budget, after waiting a decade and receiving only partial funding, it is time to address this matter and see it to a successful conclusion.

**Tracking Code:** 307201501C

**Request:** Provide accessibility to the visually handicapped.

**Agency Response:** DOT has begun process for implementation of program.

**Reply:** CB7 thanks the DoT for their commitment to incorporating this community priority within existing resources

**Tracking Code:** 307201609C

**Request:** Fund a Speed/Red Light Camera Pilot to Enforce TLC (Only) Violations.

**Agency Response:** No study is recommended or planned at this time.

**Reply:** CB7 recommends a pilot for TLC violations for several reasons, including that a hugely disproportionate share of moving violations are committed by TLC-licensed vehicles (yellow and green cabs; certain liveries and car services). Moreover, unlike changes to the Vehicle and Traffic Law, TLC enforcement and adjustments relating to those actions can be effected without the need for action by the State Legislature.

Some of the most painful street tragedies of recent years have involved yellow cabs and other TLC licensees – a pilot directed at their behavior is a sensible step toward Vision Zero.

**Tracking Code:** 307201609E

**Request:** Fund and place "NYC Law – No Right On Red," "NYC Speed Limit 25 mph Unless Otherwise Posted" Signs.

**Agency Response:** Please contact the Borough Commissioner's office to discuss this request.

**Reply:** CB7 welcomes a continuing, productive dialogue that will result in the installation of signage that our community views as an important component of street safety.

## **QUEENS 5**

### **Expense Budget Requests:**

Roadway repair (including highways), traffic safety and signage, bridges repairs, enforcement and public transit are important concerns locally and throughout our great city.

### **Roadway Maintenance and Repair**

Roadway resurfacing has improved in the past decade, with the Bureau of Highways milling away old asphalt prior to resurfacing. These efforts must continue, as heavier trucks are causing sinking conditions, cave-ins and potholes.

Roadway repair, while often well-staffed during the months of December through some of March, is often very lacking during resurfacing season. Provisions must be made to have more than one cave-in crew and one pot hole repair crew for the entire County of Queens during the resurfacing season. Dangerous roadway conditions going unrepaired cause accidents and lawsuits, which have far greater human and budget consequences than would another two repair crews.

**Traffic Safety, Traffic Studies and Signage Installation** are becoming more important every year. With more vehicles traveling our streets, many of them piloted by drivers speeding, we consistently request traffic signals, all way stop designations, and one-way studies, from the Bureau of Traffic Planning and the NYC/DOT Intersection Control Unit. These services have improved and should be a budget priority.

We are thankful to Mayor Bill de Blasio for his "Vision Zero" program, which will put important focus on getting drivers to slow down, be more respectful and give pedestrians the right-of-way. It is also important that pedestrians cross streets properly and at the corner.

**Bridge Repair and Maintenance** must be properly funded on an ongoing basis. Too many bridges, especially those carrying thousands of vehicles daily (i.e. the Williamsburg Bridge and Kosciuszko Bridge) had become structurally dangerous because there has been a lack of maintenance and repair. It is critical that regular inspections and maintenance be considered a budget necessity, for both major bridges and local roadway bridges.

### **Capital Budget Requests:**

**Reconstruction of the Metropolitan Avenue/Fresh Pond Road Intersection Bridge Over the LIRR Montauk Line (HBQ-1112)**

This important bridge reconstruction project was supposed to begin in 2005, and it is now pushed back significantly. **Since the bridge is known to be in structurally poor condition (rating is only 3.603 of a possible 7.0), we are concerned about the stability of the bridge structure, at a very heavily traveled intersection, where the extensive weight of trucks and buses must be weakening the bridge daily.**

Thankfully, we are informed that this critical project is in design and funded for construction in FY 2016. We are concerned that Value Engineering-type design plans promote removing 2 freight rail tracks under this bridge, at a time when there is more emphasis on transporting freight and garbage by rail, and when revitalization of passenger rail service should be a priority.

### **Replacement of the Grand Street Bridge Over Newtown Creek**

This project unfortunately has been pushed way into the “out years”. Although the estimated cost of the bridge replacement is more than \$60 Million, the Grand Street Bridge is a vital link between Queens and Brooklyn. The bridge is consistently deteriorating, and is much too narrow to accommodate large vehicles (trucks and buses) travelling in opposite directions. Funding should be appropriated for this bridge replacement much sooner than 2022, taking into account the upcoming construction of a new Kosciuszko Bridge in close proximity.

### **Reconstruct LIRR and 71<sup>st</sup> Avenue City Bridge Abutments Above Cooper Avenue at 76<sup>th</sup> Street, Paint Both Bridges, and Construct Pedestrian Crosswalk Bridge over Cooper Avenue in the area of 76<sup>th</sup> Street, in Glendale**

Reconstruction of the Cooper Avenue Underpass Retaining Walls has been completed at a cost of more than \$6 Million, but this project does not include reconstruction of either of the abutments to the bridges that are supported by the retaining walls. The project also did not even include painting of the City vehicular bridge, which when painted will be less prone to unnecessary deterioration and will no longer be an eyesore.

In addition, we have consistently requested that a pedestrian crosswalk bridge be constructed across Cooper Avenue, in the area of 76 Street, so that school children and other pedestrians can more safely cross this vital, but busy traffic artery.

### **Reconstruct Streets in South Middle Village (HWQ-708)**

The reconstruction of these streets has been a Community Board 5, Queens request for more than 12 years. This remains a Top 10 Capital Budget Priority of CB5Q for FY 2016.

Unfortunately, we are informed that due to the city’s fiscal problems, this project will be delayed again. Construction was scheduled to begin in FY 2007. The estimated project cost (NYC DOT portion) is \$14 Million.

Improvements should include new water mains and sewer lines, new sidewalks and curbing, reconstructed roadways and street lighting improvements. The main streets and roadways in this project include:

- 1) The Cooper Avenue North Service Road into 71<sup>st</sup> Avenue from 79<sup>th</sup> Street to 74<sup>th</sup> Street;
- 2) 73<sup>rd</sup> Place from Metropolitan Avenue to the LIRR, south of 70<sup>th</sup> Avenue;

- 3) 70<sup>th</sup> Avenue from 73<sup>rd</sup> Place to 74<sup>th</sup> Street;
- 4) 74<sup>th</sup> Street from 69<sup>th</sup> Road to 71<sup>st</sup> Avenue.

### **Perform Capital Improvements to Reduce Dangerous Traffic Conditions at Grand Avenue/69 Street and Nearby Intersections in Maspeth**

The Grand Avenue/69 Street Intersection is the heart of a heavily trafficked area. Conditions at this and nearby intersections (such as, the Queens Midtown Expressway Eastbound Service Road at 69 Street) have become increasingly dangerous, especially for pedestrians. There has been at least one study which specifies capital improvements that can be made to improve pedestrian and motorist safety.

### **Extend Street/Roadway Widening Along the South Side of Metropolitan Avenue from Woodhaven Boulevard to Aubrey Avenue**

This need has grown now that several large chain stores have opened on Metropolitan Avenue, east of Woodhaven Boulevard, and a long-awaited new public high school and intermediate school opened in September, 2010. Traffic back-ups along eastbound Metropolitan Avenue have been a problem for years.

The sidewalk is very wide on the south side of Metropolitan Avenue, and there should be sufficient room to widen the roadway.

### **Allocate Funds for Contract Resurfacing**

There are many main arteries and other streets in Queens that have deteriorated roadways and curbing. Contract resurfacing has historically provided needed upgrades where total reconstruction is not needed.

### **Reconstruct 75<sup>th</sup> Street, from Lutheran Avenue to Juniper Boulevard North**

We look forward to working with the NYC Department of Transportation for additional roadway improvements to this portion of 75<sup>th</sup> Street. As a short-term measure, this roadway was resurfaced several years ago.

## **QUEENS 7**

The vast majority of our Capital budget submissions are roadwork reconstruction. With regard to our top projects the response is "the agency precludes construction at this time, and requests that we contact the Borough Commissioners office to discuss.". This is not acceptable, since we submitted under separate cover, letters to the Borough Commissioner requesting all of these projects.

The reconstruction of Willets Point Phase II was added to our budget last year as our 5<sup>th</sup> priority due to the severity of the conditions that presently exist. This area has been neglected by the city, yet the legitimate bus)nesses have paid both real estate, sewer and water taxes over the years, without getting the capital reconstruction that they desperately needed. The area lacks roadbeds, sewers, sidewalks and street lighting. They extensive flooding problems, and, the roadbed has sunken making it impossible for drivers to navigate the area. It takes on the appearance of a third world country.

Our number one (1) submission, is the reconstruction of 20th Avenue from the Whitestone Expressway service road to College Point Boulevard and 127th Street from 14th to 22nd Avenues, our seventh (7) submission is the reconstruction of Ulmer Street from the Whitestone Expressway service road to 25th Avenue, and 28th Avenue from Linden Place to College Point Boulevard need to be seriously looked at. These roads which are main access routes into College Point, need extensive surcharging and they must be placed on piles. Due to the severity of these roads, it is causing drivers to lose control of their cars. These locations have been resurfaced several times; however, it is like putting a band-aid on a bleeding artery. It just does not work.

### **QUEENS 8**

Capital Budget Priority#7 was a request to install bus pads [188th Street/ Union Turnpike, 188th Street/73rd Avenue and the westbound lane of Hillside Avenue from Francis Lewis to 205th Street]. The Board is concerned that consistently repairing the road is not cost effective. The lack of bus pads makes it dangerous for passengers who may trip and fall on the uneven streets. This can lead to lawsuits against the City. The Board gave this request a very high priority and the agency responded that funds are unavailable for this project. The Board asks if the Department of Transportation's priority is of greater importance than that of the residents.

Priority# 14 requested the **replacement of cobblestones** at Clover Hill Pace in Holliswood. The Department of Sanitation's salt spreaders have difficulty going uphill to put salt on the road. This creates an extremely hazardous condition. This is especially a problem after each snow storm when residents find it almost impossible to drive up the hill to reach their homes. Community Board 8 urges the agency and the Office of Management and Budget to reconsider and fund this request, as this is a safety issue.

Priority#15 was a request to install additional street lighting along the Main Street Wall and high intensity lighting along Park Drive East (facing the park). Please give an explanation for the denial.

### **QUEENS 11**

For the past two years, the Board has made their first funding priority the repair of broken and missing curbs on the center mall of Union Turnpike from Hollis Hills Terrace to Springfield Boulevard. The broken rebar sticking into the roadway is creating hazards to cars and pedestrians. For the second year, the agency response in the budget register directs us to "request a site inspection to determine eligibility for inclusion in a future contract." Again, we are reporting that there was a site inspection three years ago. DOT provided an estimate of \$776,000. to repair the worst sections of the mall on Union Turnpike, especially at intersection locations. In light of the Vision Zero initiative, which aims to protect pedestrians, it is the community's request that the malls on Union Turnpike be repaired.

Residents have been asking for more and more traffic safety improvements due to the increase in traffic in the City. In our expense budget priority list, we have asked for funding for more technical staff at DOT to conduct traffic studies to reduce the backlog of requests. More maintenance staff is needed to

keep up with the growing number of requests for repairs and maintenance especially of streetlights, traffic signals and lane and pavement markings which accounts for hundreds of complaints annually.

### **STATEN ISLAND 3**

Our number one budget request for more than five years is 503200501C; a Department of Transportation request that dates back to 2005 and was also included in budget request 503198805C.) We are greatly dismayed by the inconsistent responses for the last four years:

- 2016 response “The Borough Commissioner’s office is reviewing the request.”
- 2015 response was “DOT has begun process for implementation of program.”
- 2014 response was “This project was funded in a prior fiscal year and the scope is now underway.”
- 2013 response was “This project was funded in a prior fiscal year.”

Since 1987 we have requested the reconstruction and widening of Bloomingdale Road, 503198711C. This north/south corridor is surrounded by dense residential development, and is a vital link to our Charleston commercial development, and all points south. The poor condition, irregular road widths and lack of sidewalks on Bloomingdale Road’s has been overlooked for too long.

The following uncomplicated and low-cost DOT requests have the potential to improve conditions for our citizens; yet they are deferred or delayed.

- Priority 3 503201302C Provide funds for the design and construction of the unbuilt portion of Woodrow Road from Bloomingdale Road to Veteran’s Road East.
- Priority 5 503200603C Improve Traffic Signal Controls, 4 Way Left Turn Signals.