



THE COUNCIL
OF
THE CITY OF NEW
CITY HALL
NEW YORK, N.Y. 10007

January 23, 2023

Commissioner Ydanis Rodriguez
c/o Ryan Lynch
Chief of Staff
Office of the Commissioner
Department of Transportation

55 Water Street, 9th Floor
New York, NY 10041
via email rlynch@dot.nyc.gov

Dear Commissioner Rodriguez:

We write to you, as Chairs of the Council's Oversight & Investigations and Transportation & Infrastructure Committees, to express our serious concerns about the Department of Transportation's (DOT) lack of progress on its NYC Streets Plan. We were particularly dismayed to read [press reports](#) that DOT would not meet the plan's 2022 calendar year goals. This is especially troubling in light of the following: (1) several of the Streets Plan's 2022 targets, notably building 20 miles of protected bus lanes and 30 miles of protect bike lanes, are mandatory minimums required by Local Law 195 of 2019; (2) several of the Streets Plan's benchmark targets escalate in subsequent years – requiring, for example, that 20 miles becomes 30 miles, and that 30 miles becomes 50 miles – which will necessitate even more effort by DOT; and (3) as required by Local Law 195, the five-year aggregate targets in the Streets Plan mean that DOT's effort to clear 2022's backlog will further hinder DOT in reaching its average per year benchmark targets in 2023.

In order to better understand and support DOT's plan to achieve both the 2022 benchmark targets, plus the new average annual targets in the Streets Plan by the end of 2023, please provide the following information by no later than February 6, 2023:

Defining and Clearing the 2022 Backlog:

- (1) For each project category of the benchmark targets of the Streets Plan, whether DOT met the target or not, please specify DOT's progress in 2022 and provide supporting documentation.
- (2) Please specify how many of the 2022 benchmark targets of the Streets Plan DOT asserts have been met in 2022. Please specify whether any additional targets have been met between January 1, 2023, and your reply to this letter on February 6, 2023. What are the primary reasons that DOT failed to meet the Streets Plan's 2022 benchmarks?
- (3) Does DOT attribute the failure to meet the Streets Plan's 2022 benchmarks to vacancies that existed in 2022? If so, please specify which positions.

- (4) Please identify any individual projects, for each of the benchmark categories (e.g., bus lane or bike lane), that were initially planned for 2022 but were halted altogether. Please specify each project's location and explain in detail when it was halted, who made the decision, and why.
- (5) By what date does DOT anticipate it can reach the remaining 2022 benchmark targets laid out in the Streets Plan, as mandated by Local Law 195?
- (6) On October 30, 2022, DOT announced it had completed street safety improvements at 1,200 intersections. However, most of the previously-identified 293 "Vision Zero priority intersections" were not among the 1,200 that received improvements. What factors did DOT use to decide which intersections would receive improvements? Why were more priority intersections not included?

2023 Benchmark Targets

- (7) What specific improvements, if any, is DOT making to its process of prioritizing, beginning, and completing Streets Plan projects in order to accelerate delivery to such a degree that it has a realistic chance of hitting the average benchmark targets in 2023?
- (8) Given the targets, how many projects, if any, has DOT identified and prioritized at the beginning of each year? By what date? How often does this number change, or through what review or project management process does it grow during the year?
- (9) By what date in 2023 does DOT anticipate it will have identified all Streets Plan projects that will be completed by the end of 2023?
- (10) Please describe the DOT positions responsible for advancing Streets Plan projects. How many of these positions are currently vacant? Does DOT anticipate that current vacancies will hinder the agency's ability to hit the benchmark targets in 2023?
- (11) Will DOT request additional funding in 2023 to support the achieving of Streets Plan benchmark targets? If so, how much? If not, why not?


Questions regarding DOT's Publishing of Information in 2023:

- (12) The number and scope of projects in the Streets Plan make it difficult for the public to track the agency's progress. For example, in the fall of 2022, confusion was caused by discrepancies in the data DOT released in its announcements versus in statements DOT issued in response to press inquiries versus data on its OpenData portal. Has DOT changed any of its reporting processes to ensure consistency across these communication channels? How does DOT plan to ensure such consistency in 2023?
- (13) Does DOT plan to utilize any new reporting tools to enable members of the public to better understand what DOT is doing, where it is doing it, and how each project fits into the Streets Plan? If not, why not? Does DOT have an internal dynamic map showing all completed and pending Streets Plan projects? If not, why not? If so, why is this map not made available to the public?
- (14) Please describe the DOT positions responsible for any of the following specific tasks: mapping Streets Plan projects, producing progress reports on the Streets Plan, or explaining that progress to the public. How many of these positions are currently vacant as of the date of your response?
- (15) A 2021 Streets Plan [FAQ](#) on DOT's website states that DOT "will share our results by releasing progress reports on an annual basis." Is a public report on the 2022 Streets Plan forthcoming? If so, when? If not, why not?

(16) Given DOT's failure to meet its 2022 benchmark targets, does DOT consider annual reporting to be sufficiently frequent? If so, why?

Please send the requested information and any questions to the Council's Director of Oversight & Investigations, Aaron Mendelsohn, at amendelsohn@council.nyc.gov or (212) 482-4240.

Sincerely yours,



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New York City Council Member,
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Chair,
Oversight and Investigations Committee



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