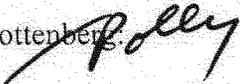


March 5, 2015

The Honorable Polly Trottenberg
Commissioner
NYC Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Dear Commissioner Trottenberg



We hope this letter finds you well.

We were recently in the meeting with an applicant on a large land use matter and learned that as part of its traffic mitigation study they identified five intersections that they believe they can mitigate and improve the flow through such tools as restriping, traffic signal timing changes, etc.

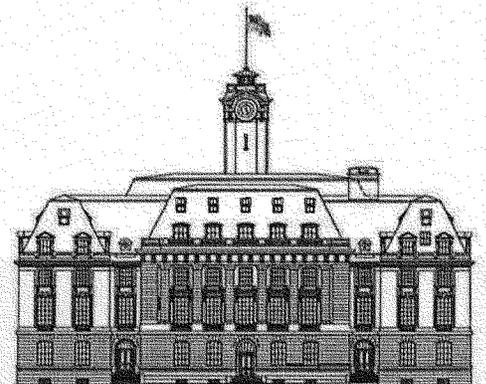
Since that meeting we have been thinking about all the other problematic intersections on Staten Island. There are many of them and the issue seems daunting, but we also have tools in the toolbox available to fix them so they flow more efficiently. We understand that we will never achieve perfection, but we should not let that fact prevent us from seeking better efficiency.

The concept of helping to improve Staten Island's traffic problem by focusing on making changes to problematic intersections is not a new one. In fact, in an April 20, 2005 letter to former Commissioner Weinshall, Borough President Oddo urged just such an approach. The letter stated:

"We all recognize that there is no traffic silver bullet for Staten Island. We realize that the only realistic improvements available are those that maximize the capacity of the existing infrastructure..."

This remains as true today as it was ten years ago when the letter was written.

In the aforementioned letter, Borough President Oddo asked DOT to retain a traffic consultant to begin analyzing our problematic intersections and corridors. It was believed then that the scope of the work was too much for DOT to handle in-house. Unfortunately DOT, while agreeing with this approach in theory, did not retain outside consultants and the work never got done correctly in-house due to its scope, just as was feared.



Yet, we believe it is just as, if not more important today, ten years later, to finally conduct such analyses in the manner originally envisioned it. Thus, we are renewing the request originally made on April 20, 2005 and asking that your agency retain traffic consultants to take fresh looks at Staten Island intersections to determine what engineering changes can be made to improve traffic flow. We have the tools to make common-sense changes; we simply need our intersections studied and concrete plans made.

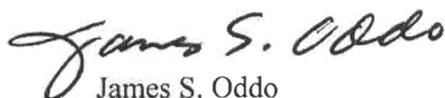
This work should begin at our busiest and most problematic intersections. Our offices would be happy to supply you with a list of those that should be analyzed first.

We hope you can see the value in this approach. The 2005 letter touted the changes made at the historically problematic intersection of Hylan Boulevard/Old Town Road/Quintard Street. Since those changes were made that intersection has been free, for the most part, of the problems that formerly plagued it.

We want to replicate that success on other intersections, and to do so we need a fresh look.

We look forward to your response. Thank you for your time, courtesy, and consideration.

Very truly yours,



James S. Oddo
Borough President



Vincent Ignizio
Minority Leader



Steven Matteo
Council Member, 50th District



Deborah Rose
Council Member, 49th District

April 20, 2005

Iris Weinshall
Commissioner
NYC Department of Transportation
40 Worth Street
New York, NY 10013

Dear Commissioner Weinshall:

By most, if not all, accounts the traffic nightmare at Old Town Road and Hylan Boulevard has improved somewhat since the New York City Department of Transportation (DOT) implemented several common sense changes to it a few months ago. Considering the overwhelming volume of vehicles this intersection processes, it will never operate perfectly. But clearly, it has improved.

We all recognize that there is no traffic silver bullet for Staten Island. We realize that the only realistic improvements available are those that maximize the capacity of the existing infrastructure, such as Borough President James Molinaro's successful initiative banning parking on Hylan Boulevard during rush hours.

I am fully cognizant of, and agree with, Borough President Molinaro's assessment made in October 2004 that Hylan Boulevard, from Steuben Street to Richmond Avenue, actually needs a complete assessment and a major capital project. We also share the belief that this may not happen in our lifetimes. Moreover, I applauded the Borough President's call in his 2005 State of the Borough Address for a pilot program to analyze whether left turns on Hylan Boulevard should be prohibited unless there is a stacking lane present. This is yet another common sense measure from the Borough President. But the traffic problem requires us to do more and to take advantage of additional steps that are available to us.

With the success of the endeavors at Old Town fresh in mind, it seems clear to me that we now have a template to address many other intersections across this borough. I believe that DOT should be engaged in a comprehensive approach to determine if similar or additional changes can be made at other locations – on Hylan Boulevard and beyond.

The Old Town situation was many years in the making and unfortunately many years in resolving. You will recall that previous reviews undertaken at this site indicated that the intersection was functioning properly. Only after the situation reached a critical mass and became part of the media's consciousness did we act in a manner that resulted in some relief. I know DOT has evaluated many other sites at the request of elected officials, Community Boards and individual Staten Islanders. I also understand that traffic conditions are fluid and that while criteria have not been met in the past, those thresholds may now have been reached. So let us identify problematic locations, evaluate them and begin to take steps to make them function better. It can be done. We need only look at Old Town Road and Hylan Boulevard for evidence.

Frankly, I think if we are to undertake this mission correctly, it would be too much to handle in house for DOT. Thus, I am asking that DOT hire a traffic consultant so that we can begin to address these critical sites sooner, rather than later.

Respectfully, I request the opportunity to meet with you or the appropriate member of your agency to discuss this idea in greater detail.

Please accord this request every consideration consistent with your rules and regulations. I thank you for your time, courtesy and cooperation.

Very truly yours,

James S. Oddo
Minority Leader

cc: John Giaccio, Staten Island Borough Commissioner