

Senator Diane J. Savino's **EXPRESS BUS REPORT**



Senator
DIANE J. SAVINO
23rd State Senate District



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Senator Diane J. Savino's Express Bus Report

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Executive Summary

Why are residents of Staten Island and South Brooklyn so dependent on their express buses? The answer is simple. No other viable alternative exists for most commuters within these communities. South Brooklynites in Western Coney Island face a mile and a half walk or ride to the Stillwell Terminal. Residents of Dyker Heights must commute a mile east or west to either the R or D train, or until proposed cuts go through, the M train. For Staten Islanders with even less options, a local bus/Staten Island Rapid Transit (SIRT) to the ferry adds as much as an hour to what is already the longest commute in the nation.

According to the MTA's own numbers, Islanders represent 81% of the Express Bus riders in New York City. Additionally, 26 of the 35 express bus lines New York City Transit operates originate in Staten Island. An additional four lines commence in South Brooklyn. All but five of New York City express bus lines originate or traverse the 23rd District serving its constituents.

Because of the vital role that express buses play in the daily commute of my constituents, this office undertook a study, surveying its overall service.

While it cannot be denied that the MTA finds itself in an alarming fiscal situation, with a \$390 million hole, there are obvious savings available. For example, the Avenue U station, which serves the B/Q line in my district, is currently undergoing a \$30.6 million renovation and beautification.

<http://www.amny.com/urbanite-1.812039/brooklyn-station-the-latest-mta-station-to-get-italian-mosaic-treatment-1.1874381>

For instance, part of those funds, not broken out in budget, will go towards the special construction of 10 giant mosaics that will flow along the station's white walls. Artisans were sent by the MTA to the Trvisanutto Workshop in Spilimbergo, Italy, known as "the city of mosaics," to be trained as mosaic fabricators.

Trvisanutto artisans still fashion some of the MTA's pieces by hand, including the one being installed at the Avenue U station. Once complete, the mural will be 90 feet long and 13 feet high, and feature thousands of pieces of Italian glass.

As a proud Italian-American, and the President of the Italian American Legislator Conference, let me state that I love Italian art and culture, but not at the expense of getting students, seniors and commuters to their destinations.

The look and feel of transit facilities are important, as they can lead to increased ridership, especially if they improve lighting and safety; however in times of fiscal austerity, our focus should be on getting commuters and students to and from work and school first.

In addition, greater revenue enhancers exist besides the fare box and toll booth. The Authority has been notoriously slow at realizing advertising revenue. Express bus interiors lack any ad

space and the exterior of the bus itself parades down Broadway in the “media capital of the World.” Even EZ-pass lanes are branded on the Massachusetts Turnpike.

The “cut service, raise fares and tolls while begging the real estate market to pick up” business model is not a winning strategy and must be altered as it cannot be sustained. A concerted effort to cut back administrative costs must be undertaken, while new or enhanced revenue streams are realized.

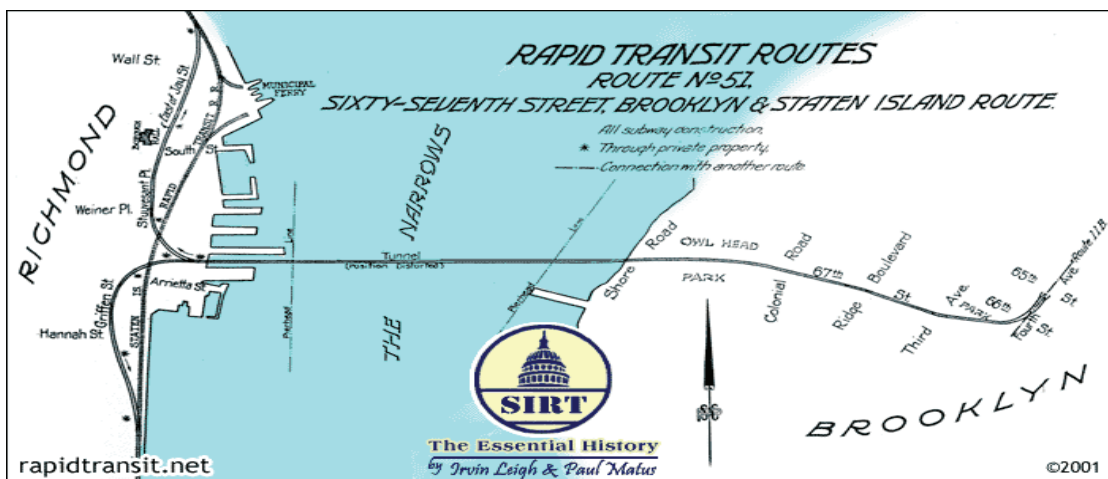
The New York State Senate has created a taskforce titled, “Efficiency in Government,” which has already identified over \$108 million in savings from State University of New York, State Department of Corrections and State Department of Transportation. At my request, the MTA will be audited by this taskforce in order to realize efficiencies and revenue savers.

Finally, six of the top ten most populated American city mass transit agencies, including The Washington Metropolitan Area Transportation Authority, are converting American Reinvestment and Recovery Act or “stimulus” monies to stave off service cuts. The same can be done in New York State.

Staten Island

When it comes to quality of life issues on Staten Island, none is more important than transportation. Staten Island continues to be plagued with road congestion and an aging infrastructure, still based on road networks that date back to colonial times. Compounding the overall stress for the average Staten Island commuter are high tolls and the fact that there is no feasible pedestrian way off the Island. For many constituents, the express bus is the main method of commuting to and from work or school.

In 1912, tunnel construction began to link points on the North Shore of Staten Island with 67th street in Brooklyn. This would allow for a direct Island subway into Brooklyn and Manhattan. The construction was halted soon after its commencement as plans were abandoned for good with the construction of the vehicle only Verrazano Narrows Bridge in 1964. As the sole borough without subway and inter-borough rail access, Staten Island became overwhelmingly dependent on our cars and express bus service.



Express buses are therefore Staten Islanders' life-line to Manhattan. Express buses are essentially the subway line for Staten Island that was never built.

Thirty-three thousand Islanders pay exorbitant weekly fares on the 24 express bus lines, as they are the only one-seat Manhattan mass transit alternative for half a million people. The island has the same size population as cities with first class, federally funded transportation systems, such as Portland and Cleveland. Those 33,000 per weekday passengers provide the MTA with \$181,500 per day into the fare box, roughly \$907,500 per week and \$47,090,000 per year.

The \$3 million the MTA hopes to save by eliminating express bus has been paid for at the Verrazano toll booth many times over. A full 55% of Bridge tolls collected on the Verrazano Narrows Bridge are diverted subsidizing the Metro North and LIRR lines.

New York State Comptroller DiNapoli's 2008 audit of the MTA.

According to the a MTA and Port Authority Financial LDATA, a full 6% of tolls collected in the nation are collected in Richmond County. And while our most important mass transit service option is threatened, the MTA has proposed appropriate weekend and late night service cuts to the Metro North and LIRR. These proposed express bus cuts go forward, while upstate and suburban service, except for some late night and weekend trains, are rendered harmless.

Another example would be the Upper West/East Side of Manhattan, where local bus service through Central Park has been preserved, despite many existing alternatives, including: three bus lines, cabs, pedicabs, subways, a half mile walk and even horse drawn carriages. Yet, the North and East Shores of Staten Island, whose population consists primarily of lower socio-economic status, who have few, if any, mass transportation alternatives, have been specifically targeted for local and express bus cuts.

Similarly, weekend service on the S54 will be eliminated, despite the fact that the bus serves the NYCHA facilities at Markham Gardens, West Brighton and Todt Hill Houses, as well as nursing homes like Allied Manor, Clove Lakes Rehabilitation Center, St. Elizabeth Manor and Seaview Rehabilitation center.

The weekend service on the S76 serving NYCHA facilities at the South Beach and the Berry Houses , as well as workforce housing in New Dorp, is also targeted for elimination.

As the only county without an inter-county passenger rail link in the 27 county metro region, these express buses allow Staten Island to exist as a bedroom community. For example, many homeowners along threatened routes, like the X18 and the X28, purchased their homes due to the proximity to an express bus stop.

Now these residents find that their only alternative is the ferry, which is becoming overloaded itself. A February 21, 2010 article in The Staten Island Advance article titled, "More Riders Cram Ferries-but No Relief In Sight," illustrates this, describing long lines at the terminals, no seats on the boats and no parking in St. George.

Brooklyn

Western Coney Island is served by two express bus routes that service a large population. The 25,000 residents in that area are over 1.5 miles away from a subway station. Even if they can get to the subway, the ride on the D, F, N or Q averages 40 minutes from Stillwell Terminal to Manhattan. No additional service is going to be added on the D, F, N, or Q lines to accommodate the obvious influx of new commuters, once the express bus is eliminated. Likewise, no additional service will be added to the B36 or B74 local bus lines that serve western Coney Island.

The X28 that serves Bath Beach, Dyker Heights and Bensonhurst is also targeted for elimination. Again, no additional subway service will be added to the D or N lines. Moreover, the M line extension, the sole one seat line to downtown for southern central Brooklyn, will be eliminated.



All images not labeled were taken by Senator Savino's office

The X27 that serves Bay Ridge will be eliminated, again with, no additional subway service on the R line, the B1, B4, B9 and the B16. The B37 will be eliminated, further reducing transit options in the Bay Ridge and Sunset Park areas.

Just as no Staten Island express bus service should be cut until a subway is completed across the Narrows, no South Brooklyn express bus service should be cut until a Coney Island ferry and the 69th Street Bay Ridge Ferry are re-established. Brooklyn commuters are already paying extra for that one-seat ride to and from work.

I have worked with the Bloomberg Administration, as well as New York City Councilman Dominic Recchia in establishing a Coney Island Ferry. This is after all a City founded for its harbor; we should utilize its blue traffic free highways. I will endeavor to do the same on a 69th Street Bay Ridge Ferry with New York City Council Members Gonzalez and Gentile.

Intra Region Conductivity and Other Transit Systems

The Metro in Washington DC serves customers in two states and a federal district all with the same pass. One does not have to travel far for examples of inter-model intra-region conductivity that elude the MTA.

LIRR has a monthly commuter card linked to a metro card and Metro North serves passengers in Connecticut and New Jersey. The PATH network serves downtown to midtown and has transfers from NJIT. NJIT also runs intra-state buses. However, one cannot get off the S89 at the Hudson Bergen Light Rail 34th Street station and use your metrocard transfer for the light rail.

It took the work of every Island elected official almost a decade to get the MTA to acknowledge that they could dispatch and pick up passengers in New Jersey, something they have done with Metro North trains for decades.

New York City Transit should seek new market and run a special bus like the S89 to Metro park in Woodbridge, New Jersey. Metro Park has 22 minute express trains to Penn Station, Manhattan. This could serve as a North West Passage to South Shore residents seeking a midtown commute.

Service Cuts

The MTA announced in late January that the following local and express bus routes in Staten Island and South Brooklyn would be eliminated or reduced:

X13 and X14 serving Mariner's Harbor, Port Richmond, Westerliegh, West Brighton, Concord and Arrochar. The X18 serving Clifton, Stapleton and Rosebank, the X20 serving Grasmere and Arrochar and the X3 and X4 serving Arrochar, South Beach Midland Beach and New Dorp.

The X28 serving Coney Island would be eliminated on the weekends. The X37 and X38 serving Bay Ridge and specifically the Bay Ridge Towers would be reduced.

Weekday morning service begins later on the B16, B70, S57, & S66, Weekend service ends earlier B9 & B11; Weekend service eliminated, B23, S42, S54, S57, S60, & S76, Weekend express bus service eliminated X27 & X28; Rush hour service ends on the most used express bus line in the City of New York X1, Service eliminated, X6, X16, X18, & X20.

X13 and X14 are consolidated into a single route serving Downtown and Midtown. The X27/37 and X28/38 are consolidated into single routes serving Downtown and Midtown. Rush hour X1-X9 services are restructured in the Hylan Boulevard corridor to reduce duplication and offer more coherent service.

Restructure bus service in Bay Ridge to reroute the B70 replacing the B37 south of Bay Ridge Ave. Replace the B8 between Bay Ridge and the VA Hospital with the rerouted B70. Swap the B1 and B64 routes north/west of 13th Avenue/86th Street to better match capacity and demand.

Restructure S42 and S52 service in New Brighton to reroute the S52, to replace the most productive segment of the S42 (the S42 would be discontinued).

These cuts along with other cuts such as the elimination of the W and V lines and the elimination of the M extension into South Brooklyn would save the Authority an estimated \$93 million in a year. However they will also result in more standees and longer waits for bus service.



Eliminating the 3 most northern Island express bus routes (X16, X18, and X20) will force Island commuters into a longer commute and/or send another 700 commuters a day onto the already crowded Staten Island Ferry. The MTA has yet to consult with the New York City Department of Transportation, whether or not there is enough room to handle the new influx of passengers.

[Http://www.silive.com/news/index.ssf/2010/02/more_riders_cram_ferries_-_but.html](http://www.silive.com/news/index.ssf/2010/02/more_riders_cram_ferries_-_but.html)



Staten Island Advance 3/25/10

Express Bus Rider Survey

Express bus riders were surveyed in February and March of 2010 to evaluate the service provided by these buses and the MTA. A concerted effort was made to allow express bus riders to voice their concerns, questions and ideas for improved service. Senator Diane J. Savino and staff members surveyed passengers at highly trafficked express bus stops in Staten Island and South Brooklyn. Over 154 surveys were collected, detailing suggestions for improved service, as well as, rating the express bus service.

The MTA has conducted a rider survey in 2000 and a 2nd rider survey in 2008. While there are links to the press release announcing those surveys, research has turned up with no results from them. <http://www.mta.info/mta/news/releases/?agency=nyct&y=2009>

<http://www.mta.info/mta/news/releases/?agency=nyct&en=090811-NYCT121>

http://enterprise.mtanyct.info/survey/english/letters_new.asp

Senator Savino announced the initiative to survey express bus riders in mid-January, a few days before the Metropolitan Transportation Authority (MTA) announced its decision to institute proposed changes to eight express bus routes, as well as local bus routes, in Staten Island and South Brooklyn. Riders on 22 bus lines and 6 major stops were surveyed. The survey was handed out on stops that are served by all express bus lines targeted for elimination or reduction.

Below is a sample express bus rider survey, similar to Senator Savino's Ferry Rider Survey Report from 2009. The results of these cards were cataloged and analyzed for this report.

Locations and Routes Surveyed:

- Lilly Pond Avenue and McClean Avenue (X4, X5, X6, X7, X8, and X20)
- Father Capadanno Blvd. And Sand Lane (X4, X5, X6, X7, and X8)
- Narrows Road South and Fingerboard Road (X1, X2, X3, X9, X13, X14, X15, X16 and X18)
- Hylan Blvd. And Narrows Road South (X1, X2, X3, X9, X13, X14, X15, and X16)
- Surf Avenue and Stillwell Avenue (X29)
- Cropsy Avenue and Canal Street (X28, and X30)
- 3rd Avenue and 65th street (X37 and X38)

Senator Diane J. Savino – Express Bus Rider Report Card

	Unacceptable	Poor	Fair	Good	Excellent
Cleanliness of buses					
Value for fare					
Frequency and timing of service					
Overall opinion of service					
Condition of Express Bus stop					

What amenities would you like to see at your bus stop (i.e. shelters against weather, newsstands, newspaper vending machines, metro card vending machines) _____

Suggestions for improving Express Bus service _____

	Unacceptable	Annoying	Unnoticed	Alright	Helpful
Announcements on buses					
Passenger personal behavior/ grooming habit					
Passengers loudly using cell phones/ Ipod/etc					


Additional comments _____



Express Bus Rider Report Card

Thank you for taking the time to fill out the "Express Bus Rider's Report Card." Your opinions matter! Please mark the answers as indicated and return them to one of my staff members wearing a yellow and blue shirt; go online to savino@nysenate.gov; or mail it to my district office.



Sincerely,

 New York
 State Senator
 Diane J. Savino
 23rd District

Methodology and Summary for Survey

The methodology for “Senator Diane J. Savino Express Bus Rider Report Card” was as follows: 1500 cards were dispersed at rush hour 7AM-9AM and 4PM-6PM to workday commuters on the following dates Wednesday January 27th, Thursday January 28th, Friday January 29th, at the Island locations and Thursday, February 4th, and February 5th at the above mentioned locations.

Survey respondents were asked to evaluate their express bus service. Survey respondents filled out report cards at the locations stated above, as well as online. Those cards were returned to members of Senator Savino’s staff. Survey respondents also had the option of mailing in the survey themselves, which 46 respondents did.

Those staff members reported receiving 156 responses of the 2,000 cards handed out or 10.4%. The good response rate from survey takers denotes the motivation of frequent express bus riders and commuters to accept the opportunity to evaluate their service.

Respondents were asked to rank the service as either “Unacceptable,” “Poor,” “Fair,” “Good” or “Excellent” in five categories that range from “Cleanliness of buses” to frequency of timing and service”. Riders were also asked rate three additional categories: “Announcements,” “Passenger personal behavior/grooming habit,” “Passengers loudly using cell phones/music devices,” as either “Unacceptable,” “Annoying,” “Unnoticed,” “Alright,” and “Helpful.”

Finally, passengers were allowed to write in comments in three categories, “Suggestions for Improving Express Bus service”, “What amenities you would like to see at your bus stop” and “Additional comments”.

The evaluations were assigned numbers ranging from “0” as unacceptable, “1” as poor/annoying, and so forth. Grades for the eight specific categories were given, utilizing a 4.0 grading system similar to college level grading systems. The rankings were averaged for a letter grade, 4.0=A, 3.0=B, 2.0=C, etc.

Express Bus Rider Report Card value table

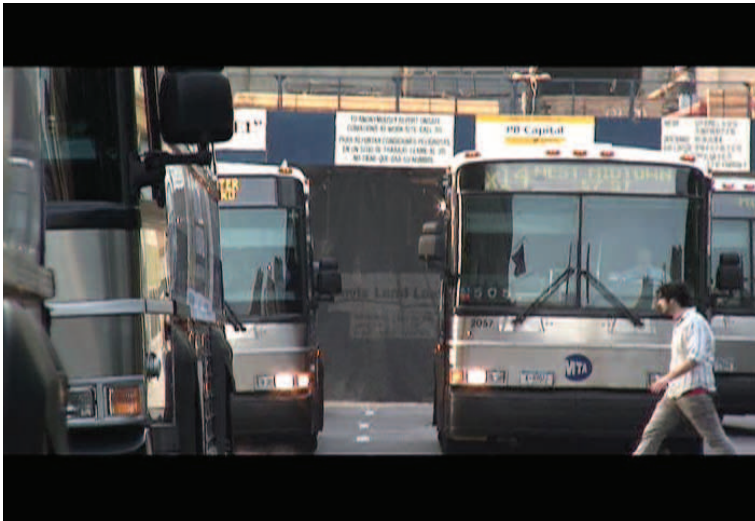
	Cleanliness of Buses	Value for Fare	Frequency and Timing of Service	Overall Opinion of Service	Condition of Express Bus Stop	Announcements on Buses	Passenger Personal Behavior/Grooming Habits	Passengers Loudly Using Cell Phones/iPod, etc.
0's	5	20	15	5	16	19	9	34
1's	14	42	46	26	20	29	19	49
2's	57	47	46	58	47	32	43	24
3's	65	31	33	53	60	43	66	33
4's	6	6	6	3	4	20	5	2
Average	2.364	1.732	1.794	2.165	2.108	2.202	2.279	1.433
Grade	C+	C-	C	C	C	C	C+	D+

For example, “Cleanliness of Buses” had the highest grade of 2.36 average, or a grade of C+. “Passengers Loudly Using Their Cell Phones Music Devices” had the lowest grade of 1.43 average or a grade of D+, and “Frequency and Timing of Service” had a 2.78 average, for a grade of C+. In addition, we asked one question that addressed overall opinion of the express bus service, which we consider the most important question ranked a 2.1 or C grade.

This process was then repeated in determining which category each column would fall in throughout the sheet. Included in each category is a brief synopsis of the views of the constituents.

The next subsection used in analyzing the data was a chart computing the number of Unacceptable’s, Poor’s, Fair’s, Good’s, and Excellent’s received throughout the Express Bus Rider Report Cards. The whole process and results were calculated using the Excel Program and are embedded in this report.

Out of the 156 respondents, 129 added their own comments in at least one of the 3 sections on “What Amenities Would You Like to See at Your Bus Stop?” A breakdown of those comments is available below. 82% percent of respondents chose to take additional time to make at least one comment.



Google Images

What Express Bus Riders are Saying About Their Service

The following are a sample of comments direct from express bus passengers in both Staten Island and South Brooklyn. One hundred and twenty-nine of the one hundred and fifty-six respondents or a full 82% left comments of some kind.

Other comments, include complaints about “bus bunching” or many buses serving the same line coming at the same time followed by a major gap in route service.

By far the number one complaint was cell phone or loud passengers, representing 15% of complaints. Next highest were general at 10%, i.e. lights don't work, bells never work, forced to ride standing, etc. Riders also commented on specific bus stops that are in states of disrepair or lack of shelter or metro card vending or newspaper dispensing machines.



Getting There Commuting in the Metropolitan Region CUNY/College of Staten Island SIProject

The condition of most bus stops is atrocious, including some of the highest used stops by express bus riders. A serious lack of weather protection shelters leaves almost every bus rider exposed to the elements. Some riders must literally stand in mud while awaiting the privilege of paying \$5.50 for a packed bus to negotiate their lengthy commute. Express bus riders deserve decent stops especially inbound to Manhattan.



Getting There Commuting in the Metropolitan Region CUNY/College of Staten Island SIProject

There are precious few locations to purchase metro cards. Metro card machines are even rarer still on Staten Island. Only two locations have them on the Island, the Eltingville Transit Center has two machines, as does the St. George Station of the SIRT in the Ferry Terminal. That is simply an unacceptable level of service provided to half a million residents of Staten Island.

There is often confusion at the larger express bus stops close to the Verrazano Bridge. Local and Express Bus commuters intermingle only to separate when a bus arrives. People who have been

at the stop longer can be cut in line by newer arrivals during the confusion, due to a lack of shelters, lack of signage, and separate stops for local and express.



Direct Quotes from Comments by Express Bus Riders:

“Time tables at each stop for each express bus”

“It’s a shame to pay \$11 a day for bad service, bad climate control, noisy buses, lights and seats are broken – too long of a wait”

“Need shelter on lily pond and mcclean ave”

“Shelters by narrows and fingerboard rd would be beneficial”

“small trash receptacles should be in buses to collect litter”

“More buses from sea gate”

“Tell the MTA not to eliminate the X16 since this is a lifeline for downtown workers”

“Last stop of x7 and x6 should be eliminated. Takes additional 15 min to make that stop these are mid town buses – this stop should be serviced by downtown buses”

“Save the X18 Express Bus which has only seven buses, 4 in the morning and 3 at night. It would be economical and a service to us if you could take 3 buses for the morning and 3 at night from the X15 line, which has 40 buses, 21 in the morning and 19 at night and use them for the X18, thereby saving our X18 Express bus.»

“More X15 throughout the day”

“More X5 buses in the morning – always have to wait and are no seats available”

“There should be a separation of express buses and regular buses at Narrows Rd and Fingerboard Rd too many people are crowded and waiting”

“Drivers should say whether seats are available”

“Needs a more frequent schedule – either too close or too far apart”

“Take away atlantic express and give it to the city”

“Stop subsidizing atlantic express city should take over completely”

“Need maps with schedule at stops”

“Repair heat and air conditioning – and use them accordingly”

“Cleaner buses, seats that aren’t broken, air and heat working conditions, stop bells that work “

“Pass a law stating no cell phone use on the bus”

“Passengers should have consideration, Cell phone use should be minimal”

“Passengers should not be able to talk on cell phones for over an hour unless it's an emergency”

Express Bus Petition

In addition to the survey, Senator Savino also circulated a petition on line and at various bus stops, civic meetings and at the March 2, 2010 MTA Staten Island hearing. On line, 1349 express bus riders signed the petition while 513 did so in person.

The opening statement to the petition reads as follows:

We, the mass transit users of Staten Island and Brooklyn, urge the Metropolitan Transit Authority that no reductions, consolidation, or decrease in express bus service should be considered. Eliminating intra-borough mass transportation is counterproductive to the MTA's goals and missions. Express bus lines are a lifeline for outer-borough commuters, especially for historically underserved communities who have few or no subway transportation alternatives.

Any reduction in express bus service will directly result in an increase in congestion and pollution. Therefore, we request that all express bus service remain intact.



<http://www.nysenate.gov/petition/tell-mta-no-express-bus-reductions>

2,088 Pageviews, 1,500 signatures

Conclusions

1) Staten Islanders and South Brooklynites have few one seat options. They rely on their express buses and need more of them, more efficiently run. Expanding ferry options and subway access can eventually lead to a discussion of express bus reductions.

Until then, it is imperative that no seat is lost even if the route is eliminated or reduced. While the MTA is admittedly in dire financial straights, the authority cannot continue to balance its books on the backs of the very same people who have provided the bulk of its revenue, while at the same time receiving the least service.

The constituents of the 23rd Senate District are asked to pay a disproportional amount for this minimum level of service at the toll booths and fare boxes. We cannot be asked to endure the brunt of the fiscal woes of the MTA, as we have been doing.

2) A voluntary ban on music devices without headphones/ear buds and non-emergency cell phone conversations between the Verrazano Toll Plaza and the Brooklyn Battery Tunnel Toll Plaza. The express buses could be adorned with signage stating as much.

3) Spend up to 10% of American Reinvestment and Recovery Act (stimulus) funds, as many municipalities have done in order to stave off these draconian cuts to express and local bus service. Washington DC Metro is but the latest example of cities shifting funds to cover their operating costs in these dire economic times.

4) No service cuts to underserved areas. Service cuts to these areas defy common logic and fly in the face of fairness, especially when considering the contributions that outer borough residents make to the MTA's budget at the fare box and toll booths, while receiving very little service in return. For instance:

- Combine the X18 and X20 as the proposal is for the X13 and X14 routes instead of eliminating service near the Verrazano Bridge.
- Restore the X16 bus line as the sole express bus line that serves West Brighton.
- Restore the X28 bus line as the sole express bus line that serves western Coney Island.

5) MTA should get more aggressive in obtaining advertising revenue. The MTA was correct in firing advertising company, Titan Worldwide, as it failed to produce the contracted revenue; it stills owes the Authority \$20 million. However, the MTA has been notoriously slow to adopt expanded advertising revenue enhancers such as, the projection of commercials on subway walls on opposite station platforms, which are directly in the line of vision of riders waiting for trains, or the placement of images on tunnel walls between stations calibrated to the speed of the trains. The ad would then unfold like a silent movie or flip book. In addition, toll booth roofs make good anchors for billboards, trains and buses, and can be used for ad space as well.

Other Transit systems, like Toronto, embrace advertising placement on non-traditional space, so the mortgage transfer tax, tolls and the fare box cease to be the only sources of revenue.



In Toronto, even the turnstiles have advertising. (Photo by flickr user [batbob](#))

6) MTA should conduct more surveys. While they have conducted rider surveys in 2000 and 2008, those results are not easily available to the general public. Annually the MTA should conduct separate surveys for subway, local and express bus riders, as they have divergent needs.

7) At my request, the Efficiency in Government Taskforce will audit the MTA to identify efficiencies and revenue savers. The Taskforce has already identified millions in savings from State University of New York, State Department of Corrections and State Department of Transportation.

8) The MTA should expand inter-county/state mass transit options such as extending or running a rush hour bus similar to the S89 over the Outer Bridge Crossing to Metro Park in New Jersey.

Contributors

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Governor Davi Patterson, Lt. Governor Richard Ravich, State Senators, Assembly Members
Mayor Michael R. Bloomberg, Public Advocate William deBlasio, Comptroller John Liu
Borough Presidents, City Council Members,
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23rd Senate District

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