



CITY OF NEW YORK

**MANHATTAN COMMUNITY BOARD 10**

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# **PARKS RECREATION & TRANSPORTATION Committee**

**Wednesday, October 9, 2013, 6:30pm**

**Hon. Deborah Gilliard, Chair  
Hon. Karen Horry, Co-Chair**

Meeting began at 6:33 pm and was held in the 3rd floor conference room. The meeting was chaired by Hon. Karen Horry, Acting Chair

Committee members in attendance were; Karen Horry -Acting Chair, Daniel Clark -Acting Co-Chair, Melvin Christian, Maria Garcia and Troy Gethers. Hon. Deborah Gilliard- Chair and Stephanie Howze were excused. David Weaver and Hon. Henrietta Lyle, Chair CB 10 were also present.

Guest attendees were Lisa Downing (MMDCIA), Evan Bialostozky (MTA NYCT), Bishop P. Baptiste (Salvation & Deliverance Church), Bishop Lloyd McGee (Salvation & Deliverance Church), Kenneth Lewis (DOT), Gregory C. Baggett (A. Philip Randolph Neighborhood Association), Janessa Ndiaye (Lenox Car Service), Sharon Rowe, Alvin Rowe, Breanna Berry, Chanel Rowe, Jackie Rowe Adams, Dianne Berry, E. M. Roe, Derrick Graham (Local 1010), Carmen Dixon, Josh Ozreck (NYC DOT), Richard Toussaint (HRPTF), Omar Quintero (TLC), Kieisha Y. Garnes (NYC Parks).

## **AGENDA**

### **1. STREET CO-NAMINGS: "Apostle William Brown Way"**

Applicants are requesting the co-naming of West 116<sup>th</sup> Street between Malcolm X and Fifth Avenues to Apostle William Brown Way.

Apostle William Brown (1933 – 2009) was Pastor, Founder and General Overseer of the Salvation & Deliverance Churches worldwide. The ministry was incorporated in 1975 and moved to the location of 37 West 116<sup>th</sup> Street in Harlem, New York in 1978. Apostle Brown was the recipient of many distinguished honors among them; the October 2004 Harlem Congregation for Community Improvement (HCCI) Leadership Award and the NECO Ellis Island Medal of Honor Award. In 1993 he was recognized by the United States Planning Committee of Nelson Mandela, former President of the Republic of South Africa, for demonstrably embracing the cause. Andrew Stein, former President of the City Council of New York declared March 23, 1989, as "Bishop William Brown Day in New York City.

Apostle Brown received a special Presidential letter from George H. Bush in 1989 for his work as a religious leader. He is noted for outstanding work in the Harlem Community. He invited Larry Jones from “Feed the Children” to Harlem to supply food to the community. The Petitioners believe that 116<sup>th</sup> Street between Fifth and Lenox Avenues should be dedicated to his memory as “Apostle William Brown Way”.

**Outcome:**

Application pending signatures of area businesses and residents - clergy will provide by week of October 14<sup>th</sup>

**“Hermena Rowe”**

Applicants are requesting the co-naming of 122<sup>nd</sup> Street and Adam Clayton Powell, Jr. Boulevard to Hermena Rowe.

Hermena Rowe (1929 – 2005), was a resident of Harlem for 62 years. Ms. Rowe was born December 29, 1929 in Bamberg, South Carolina. She moved to New York City at the age of fourteen and began attending NYC public schools. She graduated from Washington Irving High School. In 1946, she married the late Clarence Rowe. They gave birth to nine children which kept Ms. Rowe busy as a devoted mother and housewife. Being a concerned parent, she became very committed and active in helping to improve conditions in her children’s schools. In the late 1950’s and early 1960’s, she served as Secretary of the PS 144 Parent-Teacher Association and became an active member of the Wadleigh Junior High School PTA where she was integral in planning and complementing innovative programs. She was also involved in selecting qualified educators and administrators. Ms. Rowe also became a staunch community activist. Working in collaboration with such leaders as Ennis Francis, Bernice Bolar, Bea Ellis, Vivian Waller, Noreen Clark and Percy Sutton. She helped to bring about positive changes to the social and political climate of our community. She also worked for a time at the Center for Early Childhood Program and with the East Harlem Scholarship Program, where she was instrumental in awarding scholarships to many deserving minority college students. Over the years, Ms. Rowe also served as a member of several Harlem community boards. They include HARYOU-ACT, Neighborhood Board #4, Planning Board #10, The Board of Family Planning and Addicts Rehabilitation Center (ARC). Ms. Rowe was a devoted and active member of Christian Parish For Spiritual Renewal since 1955 under the pastorship of Rev. Eugene S. Callender, Founder.

**Outcome:**

Application pending signature validation, Committee voted 6 in favor with 1 abstention.

**2. TAXI LIMOUSINE COMMISSION: 5-BORO TAXI:**

5-Boro Taxi came before the PRT committee to inform the Board of their presence in the community. 5-Boro Taxis is a new class of taxi. Service can be prearranged or hailed from the street in Manhattan above E. 96<sup>th</sup> Street and West 110<sup>th</sup> Street, the Bronx, Brooklyn, Queens and Staten Island. 5-Boro taxis can drop-off passengers anywhere in the city. The taxis are prohibited from picking up hailing passengers in Manhattan below East 96<sup>th</sup> Street and West 110<sup>th</sup> Street, as well as LaGuardia Airport (LGA), JFK and Newark airports. However, if prearranged, 5-Boro taxis are permitted to make pick-ups at LGA, JFK and Newark airports. The rate of fare for a trip starting from the street in a 5-Boro taxi is the same as the current yellow taxi fare. Like yellow taxis, 5-Boro taxis will have distinct features such as a uniform color (apple green), a meter, a roof light, a GPS unit, and a

credit/debit card reader. 5-Boro taxis will also have distinct markings to help to identify them. The 5-Boro taxi license number can be found on the rear quarter panel and on the roof light.

TLC-website:([http://www.nyc.gov/html/tlc/html/industry/shl\\_serv\\_enh.shtml](http://www.nyc.gov/html/tlc/html/industry/shl_serv_enh.shtml))-is aggressively enforcing against illegal street-hail livery pick-ups in Manhattan and airports and wholly unlicensed operators. New street hail livery technology – “Livery Passenger Enhancement Project” (LPEP), installed in street hail liveries will allow TLC to issue summonses for illegal street-hails and other violations. Livery Bases will be held responsible for illegal pick-ups made by their affiliated vehicles. LPEP data will be required to be collected, transmitted and maintained pursuant to TLC. LPEP data includes, but is not limited to, trip data, data related to credit, debit and prepaid card transactions, and text messages and the date and time such messages were sent and received.

The City Council never passed a law allowing the new livery cars. The issue was taken directly to the state Legislature, which passed the law that made the Five-BoroTaxi Plan possible. The city's decision to circumvent local government was challenged as unconstitutional. Manhattan Supreme Court Judge Arthur F. Engoron ruled in August of 2012 –stating that the city had unjustifiably circumvented local laws by bringing the issue to the state Legislature rather than the City Council, among other issues. As a result, he wrote, "The entire act is null and void." The implementation was held up with litigation, but on June 6, 2013, the New York State Court of Appeals, the State's highest court, found that the regulation of taxicabs was a compelling state interest, and that therefore the New York Legislature had acted within its rights when it authorized the new class of taxis. The TLC plans to authorize up to 6,000 cabs per year over three years, ultimately creating a total of 18,000 green taxis.

The TLC is currently accepting applications for Street Hail Livery (SHL) licenses. Twenty (20) percent of the licenses are reserved for use with wheelchair accessible vehicles. The City of New York has put in place a Grant Program to assist in the purchase or “upfit” of an approved Wheelchair Accessible Vehicle (WAV) for WAV SHL Permit holders. An applicant who is purchasing an Accessible (WAV) SHL Permit may be eligible for grant funding - the maximum amount per permit or vehicle identification number is \$15,000 - to help in the purchase of a new Wheelchair Accessible Vehicle or to equip a vehicle with the equipment necessary to make it a Wheelchair Accessible Vehicle provided certain conditions are met.

Lenox Car Service represented at the meeting. Livery car services operating in Harlem find the introduction of the 5-Boro service intrusive and threatening to their viability. Conversion costs to the 5-Boro program are prohibitive and the enforcement policy to deter illegal activity has the potential to unfairly penalize livery bases as a result of perceived affiliations. There are 35,000 cab drivers while only 18,000 permits will be issued by the city. There is concern for how remaining drivers will maintain their livelihoods.

The Committee expressed concern for the potential for division of the community along socio-economic and racial lines and the impact on the livelihood of livery cab drivers who operate and have traditionally serviced residents in the CB10 area.

**Outcome:**

5-Boro will provide information to the Committee to clarify (1) rationale for limit of 20% ADA accessibility, (2) Access-A-Ride Program – Accessibility Dispatch Program, (3) fare rate rationale and (4) grants of up to \$50,000 available to assist current livery services to convert to the 5-Boro program. The Committee expressed concern for the potential for division of the community and the impact on the livelihood of livery cab drivers who operate and have traditionally serviced residents in the CB10 area.

**3. NYCDOT:**

**Safety Initiative from Morningside Avenue 116<sup>th</sup> to Hancock Place 124<sup>th</sup> Street**

“Traffic Calming and System Management” refers to a balanced operation of the District’s street system — which fosters fluid, safe, and managed movement of traffic flows on the network. In particular, this means developing ways to tame traffic and protect neighborhood quality of life while also maintaining operational efficiency for all modes.

Traffic Calming Assessment is an evaluation conducted by NYCDOT staff that responds directly to targeted citizen concerns regarding traffic speed, volume, and type, as well as behavior such as aggressive driving. A Traffic Calming Assessment is intended to evaluate a focused area with the whole traffic calming tool kit in mind.

Mt. Morris Park Testimony was admitted as an example of NYCDOT implemented safety measures which are currently problematic to inform the Committee of community concerns.

CB10 Chair Henrietta Lyle expressed for the record that Community Board 10 voted on the NYCDOT recommended safety improvements after contacting the Association and Community Board 11. The Committee was supporting the community, who at the time felt it was a good plan. Currently the Association is expressing that the end-result of the plan is not what they envisioned at the outset and is dangerously problematic. There have been a plethora of complaints to Community Boards 10 and 11 and to all of our elected officials. Chair Lyle does not understand why the public outcry is not being looked at more seriously and stated that “Mt. Morris is a mess right now and it is unsafe.”

A thoroughly detailed report was submitted by "Mt. Morris Park Takes Action" (MMPTA), outlining the hazardous situation created by the newly implemented changes. The group has been engaged in extensive dialog with the DOT, including a recent walk-through. DOT has not addressed the concerns to the community's satisfaction. MMPTA is requesting that Community Board 10 re-visit the DOT plan which they have stated was not "fully vetted and appropriate", and restore the original two lanes with the addition of additional safety enhancements. MMPTA's suggestions are as follows:

1.
  1. Reinstall the lines to enable double parking or stopping along each side of Mt. Morris to facilitate parents dropping off young children at schools and families to drop their children off to go to Harlem Little League
  2. Create reverse angle parking along east side of Mount Morris Park West with emergency lane buffering to allow cars to safely reverse into parking while additionally creating an emergency lane. This will serve to additionally

increase parking spaces and make it safer for passengers getting in and out of cars.

3. Implement a school zone reduce speed limit
4. Delineate no parking zones at the Park entrances at 123rd and 121st, as well as in front of the Pelham-Fritz Center
5. Add security railings along sidewalk on north side of 120th Street and ending beyond 38 West 120th Street
6. Make driving lane curve away from west side on MMPW at approximately the entrance to 2 MMPW. This area should be designated as no parking and marked with stripes or designated as a no driving area as was suggested by initial layout from DOT with their temporary plastic markers
7. Move traffic flow over towards east side of MMPW as cars get close to 120th and additionally keep traffic away from sidewalk on east side of that curve with additional stripes on road or demarcated as a no driving area
8. Mark this area with signage: "Sharp turn", "Slow down", "Reduced Speed Limit", cameras, etc.
9. Return to two lanes of traffic at 124th and intersection going into MMPW
10. Keep cars away from sidewalk on park side at this turn at 124th into MMPW by adding painted lines or other designation

At the request of community groups and the Police Department, DOT developed a proposal to improve traffic safety on Morningside Avenue from 116th Street to 126th Street. The NYCDOT improvements proposed for Morningside Avenue to institute traffic calming measures consist of:

- Reducing travel lanes from four to three lanes, one in each direction with left-turn lanes as needed between West 116<sup>th</sup> Street and West 126<sup>th</sup> Street.
- Constructing green pedestrian islands on Morningside Avenue at West 123<sup>rd</sup> Street, West 120<sup>th</sup> Street, West 118<sup>th</sup> Street and West 117<sup>th</sup> Street
- Extending concrete curb on existing Green Street at Morningside Avenue and Hancock Place
- Extending Northeast curb with colored coating at intersection of Morningside Avenue and West 126<sup>th</sup> Street
- Extending curb on Morningside and West 118<sup>th</sup> and West 120<sup>th</sup> Streets
- Adding a stop sign on Morningside and West 118<sup>th</sup> Street
- Adding pedestrian signal and new crosswalk at Hancock Place

**Outcome:**

The Committee has requested and is awaiting data on 311 complaints filed by residents with respect to current streetscape changes in CB 10. CB9 and CB 10, in response to the dire concerns of the community will be jointly hosting a town hall on the matter of the NYCDOT proposed Morningside Avenue Project to engage the community in a discussion on the proposed changes to Morningside Avenue from 116th through and including 126<sup>th</sup> Street.

## **Bike Racks**

The NYCDOT CityRacks Program provides free sidewalk bicycle parking racks, placed throughout New York City. The program encourages cycling for commuting, short trips and errands. CityRacks accommodate all types of bicycles and locks. CityRacks are not intended to be used for long-term parking. After a request for a CityRack is received and evaluated, those sites deemed suitable for inspection will be given an on-site evaluation. If the location is approved, it will be added to the contractor's next order for manufacturing and installation. After installation, the CityRacks remain the property of the City of New York. The City assumes responsibility for the rack but not the bicycles parked at it

The CityRacks Program, not to be confused with the Bike Share Program, surveyed the Harlem community in August in response to a need for prevention of trees being used to secure bikes, The goal of the program is to adjust and accommodate community needs with respect to bicycle parking. A CityRacks staff of 4 work in all 5 boroughs. There are currently 12 -13,00 bicycling parking locations in NYC. As bicycling increases the program will provide for the parking needs with respect to safety and tree preservation.

The program identifies viable sites and recommends a suggested list. The Community Board has 30 to 45 days to object to a site being placed by the program. CityRacks formerly worked with the Bike to School Program, and will address safety issues with respect to bikes and schools. Schools can submit requests. Racks will be placed strategically.

There are some bike racks currently on 125<sup>th</sup> Street. 125<sup>th</sup> has a distinctive sidewalk. Red brick or cobblestone bricks present an installation problem. Racks are generally anchored into concrete. The PRT Committee suggested that the program contact the 125<sup>th</sup> Street BID for advisement on possible rack locations. Bike racks are currently located in Central Harlem on 115<sup>th</sup> and FDB and 154<sup>th</sup> near Rutgers Park. 12,000 bike racks will be affixed to defunct single space parking meter poles which have been replaced by muni-meters.

A list will be sent to CB10 for placement, at a later date, of 200 racks, generated as a result of the August 2013 survey. CB 10 will be able to object and have input. List is sent by City Racks to NYC DOT Commissioner Forgione who then sends it out to the Community Boards. The criteria for placement warrant that racks are never placed in business areas or on residential blocks or religious institutions unless requested and authorized. Siting requirements are on online. Program does have flexibility.

### **Outcome:**

DOT will provide listing of possible locations to select from for rack locations to CB 10 area. The Committee also requested information on site selection criteria which CityRacks will provide.

## **SBS (Select Bus Service) Update**

The **M60** bus, which connects to 12 subway lines, travels to all terminals at LaGuardia from the West Side, the East Side or Astoria (Queens). The bus **service** runs between 106 St and Broadway in Manhattan and LaGuardia Airport 24 hours a day, seven days a week. The **M60** serves all airport terminals. Connections can be made with all of north-south Manhattan subway lines or with the N and Q trains at the Astoria Blvd station. The **M60** also makes convenient

connections with MTA Metro-North Railroad at the 125<sup>th</sup> Street station. The ridership is 9,700 passengers daily and is the busiest bus line on the 125<sup>th</sup> Street corridor. Travel time between Broadway and 116 St and the Delta Terminal is approximately 40 minutes and can be over one hour during rush hour.

The local M60 will be converted to the Select Bus Service (SBS). A timeline could not be provided by the NYCDOT representative. The conversion will include (1) offset bus lanes that will be dedicated lanes for buses and right-turning cars between Lenox Avenue and Second Avenue, (2) parking/loading/bus stops which will remain at the curb and (3) new left-turn restrictions at Fifth and Lexington Avenues designed to improve pedestrian safety and traffic flow. Changes to Parking Regulations, as a component of the conversion, will include (1) truck loading zones in selected locations from 8 AM to 11 AM, (2) conversion of Alternate Side Parking to daytime Metered Parking east of Fifth Avenue and (3) a proposal to add residential parking on 124<sup>th</sup> and 126<sup>th</sup> Streets by converting some No Parking Zones to Alternate Side Parking. Bus lanes will keep one lane clear for buses and right turns. Curb regulations will be instituted to change ease of access to the curb. Left turn restrictions will function to keep through traffic moving and keep pedestrians safe. The M60 SBS will have limited stops in Manhattan and Queens. The Manhattan Stops will include 106<sup>th</sup> & Broadway, 125<sup>th</sup> & Amsterdam, 125<sup>th</sup> & Nicholas Ave/Frederick Douglass Boulevard, 125<sup>th</sup> & Lenox Avenue, 125<sup>th</sup> & Madison Avenue/Park Avenue, 125<sup>th</sup> & Lexington Avenue, and finally in Manhattan, 125<sup>th</sup> & Second Avenue. Bus stops will be elongated at key locations along the 125<sup>th</sup> Street corridor, from 50 feet to between 160 and 170 feet, to accommodate articulated buses and facilitate their access to the curb. M60 SBS will stop at every subway and rail station on 125<sup>th</sup> Street. Off-Board Fare Payment will be required via a metro-card machine located proximal to the bus stop - a receipt will be issued and passengers can then enter through any of 3 doors. The M60 SBS conversion is expected to increase the bus line's efficiency by 20%.

The project will include one off-set bus lane region in the CB 10 area which will be located on 125<sup>th</sup> between Lenox and Fifth Avenues. Loading zones will be designated at key locations per advisement from the 125<sup>th</sup> Street BID. Bus lane traffic will be enforced by police, while non-payment ridership violations on the M60 SBS will be enforced by MTA authorities, who will work in teams of 8 to issue summonses or to arrest violators. Cameras will eventually be installed as well.

The Federal Transit Administration (FTA) provided a grant in 2010 to NYCDOT to conduct the LaGuardia Airport Access Alternative Analysis which deemed community input as crucial. The study focused on 3 primary elements; (1) The Webster Avenue Third Avenue Corridor, (2) providing a direct bus route from Jackson & Woodside to LaGuardia Airport (project has been running since September 2013) and (3) improving reliability of the M60. The FTA funding has been expended and does not pose any risk to the community in terms of funding loss.

**Outcome:**

The committee expressed concern about blatant flaws in the process with respect to community engagement and input. Stakeholders were not consolidated at the outset or throughout its duration. The approach to the community had the appearance of being “siloeed”. The Committee requested information around how feedback was obtained and processed. There was concern regarding the lay-out of the project, which may cause congestion due to the addition of articulated buses to the route, and removal of parking spaces along the 125<sup>th</sup> Street

corridor. CB10 had requested a presentation from NYCDOT to inform the Board of what exactly will transpire within the CB10 area with respect to revisions to the plan. The project had been suspended two weeks prior and had been given the go-ahead after a recent open-ended meeting with NYCDOT Commissioner Sadik-Khan and the Community (including CBs 9, 10, 11, NYS Senator Perkins and the 125<sup>th</sup> Street BID). There were still concerns about the impact of the project on the quality of life of the elderly and disabled populations (many of whom are wheelchair bound or reliant on walkers). These individuals would have to incur the hardship of having to take two or more buses to access the M60 in order to travel to the airport, as a result of the limited stops.

The Community Boards recommend that the community incorporation process, as conducted by city agencies, be examined and strengthened by the incoming mayoral administration.

**4. HARLEM RIVER PARK TASK FORCE – PHASE 5**

**Outcome:**

Meeting tabled for next Month's agenda ---- HRTF will provide MTA with a letter outlining their concerns.

**5. VOTING ITEMS**

**a. Letter of Support to Frederick Douglass Boulevard Alliance for installation of Distinctive Lighting**

**Outcome:** 6 in favor, 1 opposed and no abstentions

**b. Co-naming of 122nd Street and Adam Clayton Powell, Jr. Boulevard to Hermena Rowe.**

**Outcome:** 6 in favor, 0 opposed and 1 abstention

**ANNOUNCEMENTS:** Manhattan CB 9 and CB 10 will host a joint Morningside Avenue Forum on Wednesday, October 23<sup>rd</sup>, 2013 at 6:30 pm. The forum, which will be held at the Fortune Society (located at 630 Riverside Drive, at 140<sup>th</sup> Street), will engage the community in a discussion on the proposed changes to Morningside Avenue from 116<sup>h</sup> through and including 126<sup>th</sup> Street.

*The meeting was adjourned at 9:13 pm.*