



CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD 10**  
215 West 125<sup>th</sup> Street, 4<sup>th</sup> Floor—New York, NY 10027  
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**HENRIETTA LYLE**  
Chairperson

**ANDREW LASSALLE**  
District Manager

**Joint Parks, Recreation/Transportation  
& Public Safety Committee**

*Wednesday, June 11th, 2014 – 6:30pm*

Hon. Karen Horry, Acting Chair  
Hon. Daniel Clark, Vice-Chair

Hon. Manny Rivera, Chair

Meeting began at 6:45 pm and was held in the 3rd floor conference room. The meeting was chaired by Hon. Karen Horry, Acting Chair.

Board Members in attendance: Derrick Graham; Ashley Emerole; Manny Rivera; Maria Garcia, Tamara Martin, Michael Downie; Christina Curry; Rose Ellington Murray.

Excused: Daniel Clark

Guests in attendance: Julio Pulliero (NYC DOT), Josh Orzeck (NYC DOT), Rita Zbarsky (NYC DOT), Frank Kodah (NYC DOT), Rahul Shah (NYC DOT), Wendy Olivo (Assemblyman Farrell Rep), Carter Avery (Assemblyman Farrell Rep), Tamika Mapp (126th Street Community Garden), Maude Harrison (118th Street Community), Delsa Joseph (118th Street Community), Rene Calvo (Mandela Park), Kieishsha Y. Garnes (NYC Parks), Nadirah Ahmed (Better Family Life), Martin Baez (MLK Democrats), J.P. Partland, Stephen Bennett (Parsons Brinckerhoff), Michael Abrahams (Parsons Brinckerhoff) and Akil Rose (HTP).

*A moment of silence was dedicated in memory of the late and great Harlem resident  
Dr. Maya Angelou.....*

**Presentations**

- a) Rehabilitation of the Fender System & West 155th Street Viaduct of the Macombs Dam Bridge over the Harlem River – The Bridge, which was constructed between 1892 and 1895, provides direct access from Manhattan to the Bronx and Yankee Stadium and consists of two lanes of traffic in each direction the wingspan and viaduct were rehabilitated in 2004. The bridge is an official New York City landmark and was designated in January 1992. The scope of the construction work entails; (1) replacement of columns, floor beams and end of girders as applicable (members will be replaced in kind to keep appearance of New York City landmark structure), (2) replacement of bearings, (3) replacement of expansion deck joints above floor beams, (4) replacement of cross frames and lateral bracing, (5) replacement of ornamental brackets, and (6) removal of existing struts and sway bracing to be repaired as required and then reinstalled.

The project will warrant the following proposed closures of the West 155th Street viaduct throughout the duration of the project

- **Maintenance and Protection of Traffic** – partial closure for work hours: 12:01 am to 5:00 am, Monday – Friday and 12:01 am to 8:00 am Saturday & Sunday. In addition, sidewalks will be closed during lifting and jacking operations and two lanes will be closed to traffic while two lanes will be open to traffic.
- **Maintenance and Protection of Traffic** – full closure for an estimated 20 nights for work hours: 11:00 pm to 5:00 am/Monday- Friday, 11:59 pm to 7:00 am/Friday – Saturday, 11:59 pm to 7:00 am/Saturday – Sunday, and 11:00 pm to 5:00 am/Sunday - Monday
- **Pedestrian Access** – full closure for an estimated 20 nights for work hours: 11:00 pm to 5:00 am/Monday- Friday, 11:59 pm to 7:00 am/Friday – Saturday, 11:59 pm to 7:00 am/Saturday – Sunday, and 11:00 pm to 5:00 am/Sunday – Monday. It is suggested that pedestrians be directed to lower West 155th Street via existing stairways during these times

The viaduct construction project is expected to begin March of 2015 and will take 20 months to complete. A second component includes repairs to the bridge fender system which involves; (1) removal and replacement of existing rub stripes as required, (2) installation of formwork around the perimeter of the existing fender, (3) fill in of voids in fender sand-cement grout, (4) bonding of the existing timber and rock into one solid mass and (5) construction of a new fender island extension. The fender construction schedule is expected to take 12 months and all work will take place from barges on the water or on the fender itself. The fender work will not affect traffic or pedestrians. The entire project is expected to be completed by December 2017.

Committee and Community Responses are as follows:

- suggested quarantine of area at time of lifting up and down of construction materials,
- Committee and Community Responses are as follows:
- suggested quarantine of area at time of lifting up and down of construction materials,
- mandate of inspectors on site at all times of project operations,
- provision of ramp up and ramp down time schedule for community,
- provision of specification of times of mobilization of equipment for community, which will begin prior to construction at around 10:00 pm,
- advisement of community of times of possible noise disturbance,

- adherence to hiring within the community per compliance standards, and
- return of MTA Bx6 bus stops towards Riverside Drive and from Hunts Point that were removed proximal to the Macombs Bridge.

**Outcome:** The Committee is awaiting follow-up from NYC DOT to community feedback with respect to suggestions and concerns. A Town Hall is suggested.

- b) **155th Street-St. Nicholas Place Edgecombe Avenue-Macombs Bridge Pedestrian Safety Measures** – The three-fold objective of the project to improve safety at the intersection of St. Nicholas Place, West 155th Street and Edgecombe Avenue is as follows; (1) reduce speeding and calm traffic, (2) improve navigation of the complicated intersection, and (3) create a safer pedestrian crossing. The project was originated by former Council Member Robert Jackson as a request to improve pedestrian safety as a result of a winter 2012 and summer 2013 site walk-through and safety improvement workshop with community members. The NYPD 30th Precinct also requested a DOT safety investigation. The safety issues addressed by the project include; long crosswalks, crashes involving pedestrians and a multi-leg intersection with multiple conflicting movements. The site is the location of the HPD financed Sugar Hill affordable housing development, an early childhood education center and the new Children’s Museum of Art & Storytelling. The proposed improvements detail; (1) expansion of the existing greenstreet island, (2) addition of a new triangle island on St. Nicholas Pl at West 155th Street, (3) addition of a new pedestrian island on St. Nicholas Pl., (4) ban of southbound left turns onto West 155th St., (5) ban of southbound right from Edgecombe, (6) ban of westbound lefts off of West 155th St., (7) optional slip ramp closure at W. 155th St. to Edgecombe. The proposed project also includes the addition of pedestrian islands at 151st, 152nd and 153rd Streets and addition of a yield crosswalk on St. Nicholas Pl. at W. 152nd Street. Crosswalks would be shortened by sidewalk extensions.

Assemblyman Denny Farrell issued a statement in lieu of his attendance due to scheduling conflicts. His staff members substantiated the official’s opposition to “closing left and right turns by automobiles in some locations”. The Assemblyman is however, in support of the bulk of the DOT plan. He has been in correspondence with DOT and expressed that DOT agreed that “traffic signal timing of the lights in some areas might create excessive traffic backups, especially east- and westbound traffic on 155th Street during the Yankee Home Games, Friday evenings or at other times”. He expressed great concern about the re- routing, which would result in increased traffic around the area of elementary school P.S. 28. There is also concern from the community that the left and right turn bans will excessively inconvenience residents in accessing their homes.

Specific community suggestions are as follows:

- **Suggestion from Board Member Christina Curry:** Installation, at strategic locations, of Accessible Pedestrian Signals (APS) - (integrated devices that communicate information about the Walk and Don’t Walk intervals at signalized intersections in non-visual formats to pedestrians who are blind or have impaired vision. The crossing aid features audible tones and vibrotactile surfaces)
- Inclusion of Yankee game schedule as part of the community information packet

- Changing of traffic signal timing on the three north-south streets in the area
- Elimination of the left-turn ban at St. Nicholas Place

The project will overlap with the project to rehabilitate the Fender System and West 155th Street Viaduct of the Macombs Dam Bridge over the Harlem River. DOT is requesting a joint resolution from Community Boards 9, 10 and 11.

**Outcome:** The Committee will correspond with the Transportation Committees for CBs 9 and 11 to draft a joint resolution.

c) **126th Street Community Garden** – The proposed garden is located at 109 West 126th Street (Block 1911, Lot 26) and is 0.041 acres. The group has revised the concept so that it will not include an apiary component. The group no longer feels equipped to maintain and manage bees. The garden will be utilized as a forum for a Girl Scout troupe to fulfill community service requirements as well as to provide a garden for local area residents. All planting will be done in containment beds.

**Outcome:** The Committee and community are favorable towards the project. The group is pending a letter of support from a local area school to supplement their documentation packet in substantiation of community support.

d) Proposed Modification of No Standing Regulation on 118th Street – Presenter, Gregory Baggett did not appear.

**Outcome:** No action taken.

## Discussions

a) **Joint CBs 9, 10, 11 and 12 Proposed Bike Lane Network** – The Committee discussed preferred features to be included in the development of a request of NYC DOT for a bicycle impact study for the CB10 area. The discussion centered on the feasibility of a contiguous bike lane network linking CBs 9, 10, 11 and 12. CB 12's NYC DOT Bicycle Route Preliminary Evaluations: Priority Bicycle Routes and Phase I Implementation Plan will be used as a guide at a joint meeting involving the Transportation Committee Chairs for the neighboring Boards.

Community recommendations included:

- the need for protected bike lanes,
- inclusion of major arteries,
- use of existing greenways,
- consideration of impact on elderly and disabled,
- use of wide thoroughfares,
- bicycle ridership education and accountability, and
- preservation of aesthetic integrity of the community

**Outcome:** A joint meeting of CBs 9, 10, 11 and 12 is scheduled for Wednesday, June 18th at 6:00 pm at 215 West 125th Street – 3rd Floor Conference Room. The discussion will focus on the feasibility of a contiguous bicycle network throughout the 4 boards that would be strategically safe and respectful of all stakeholders, including pedestrians, cyclists and motorists. The findings would be used for presentation to NYC DOT to request bike lane impact studies for Boards 9, 10 and 11.

- b) **SBS M60 Impact on Elderly and Disabled** – The elimination of bus stops on this route remains an on-going concern in the community. The issue is not that the SBS M60 is ADA compliant but rather that access to the bus stops is equally accessible to all residents without undue hardship. The M60 is the only bus that continues into Queens and on to LaGuardia Airport. NYCDOT, per Community Liaison Josh Orzeck, maintains that it is their position that they will not reconsider the institution of a local M60 to accommodate the senior and disabled populations. Community resident and advocate for the Disabled, Martin Baez made a direct request of DOT to consider the recommendation. The SBS M60 has been in operation for weeks and community feedback evidences the undue hardship on these populations. In addition, kiosks are not accommodating for the visually impaired or wheelchair-bound.

**Outcome:** Follow-up will be addressed to NYC DOT and elected officials.

- c) **District Needs Statement** – The Committee is continuing to develop a District Needs Statement.

**Voting Items:**

- a) **Mandela Community Garden** –  
**Outcome:** The Committee did not have a quorum and was unable to vote. The item will be referred to the Executive Committee.
- b) **126th Street Community Garden** -  
**Outcome:** The Committee did not have a quorum and was unable to vote. The item will be referred to the Executive Committee.

*Adjournment – meeting adjourned at 9:05 pm.*