



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD 10

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PARKS RECREATION & TRANSPORTATION Committee Minutes

Wednesday, December 10th, 2013, 6:30pm

**Hon. Deborah Gilliard, Chair
Hon. Karen Horry, Acting Chair
Hon. Daniel Clark, Co-Chair**

Meeting began at 6:35 pm and was held in the 3rd floor conference room. The meeting was chaired by Hon. Karen Horry, Acting Chair.

Committee members in attendance: Daniel Clark, Maria Garcia, and Stephanie Howze. Melvin Christian and Deborah Gilliard, Chair were excused.

Guests in attendance: Susan Huck (Mt. Morris Takes Action - MMTA) , Paul Huck (MMTA), S. Miller (Streetblog), Janessa Ndiaye (Lenox Car Service), Julius Tajiddin (Preserve Harlem's Legacy), Josh Orzeck (NYC DOT), J.P. Partland, Paul Hersh, Brad Taylor (CB9), Joshua Hakimi, Richard Toussaint (Friends of Harlem River Park), Martin Wallace (Saner Living), Bruno Wallace (Saner Living), Deena Boykin, Bryan Jones, Martin Baez, Lisa Downing, Laura MacDonald, Chet Whyte.

NYC DOT Updates Presented by Community Liaison Josh Orzeck:

a) **SBS M60 AND DISABLED AND ELDERLY POPULATIONS** – Testimony was given by Mr. Martin Baez, a wheelchair-bound disabled member of the CB10 community. Mr. Baez expressed the overwhelming and unfair challenges which would be incurred by the disabled and elderly populations as a result of the elimination of stops from the M60 route. Alternatives to completely limited bus stops such as alternating local and limited stop routes, were requested from NYC DOT to prevent unequal access for elderly and disabled populations. They are particularly impacted as they opt to travel to Queens and LaGuardia airport.

DOT advised that Bus customers of limited mobility who have destinations in Queens, would have to travel no more than one block to reach an M60 SBS stop on 125th Street. The agency is not planning to reconsider this stopping pattern at this time, but would be willing to consider the concern and provide feedback.

Outcome: This issue remains an on-going concern in the community that NYC DOT has not efficiently addressed. The issue is not that the SBS M60 is ADA compliant but rather that equal access to the bus stops is equally accessible to all residents without undue hardship. Committee will request support of elected officials.

b) **MORNINGSIDE STREET CHANGES** – NYC DOT Deputy Commissioner Margaret Forgione was in attendance at joint CBs 9&10 Public Forum. Follow-up to community concerns garnered from the forum was discussed. NYC DOT toolkit lane reduction alternatives that can be implemented rather quickly, that address speeding problems, are as follows:

- (1) building out neck downs,
- (2) bump-outs,
- (3) Signal timing adjustments
- (4) pedestrian islands can be placed in lieu of lane reductions from 4- lane to 2- lane at the corner of the intersection- this option may result in a loss of a parking spot or two to allow the flow of traffic
- (5) speed bumps – prohibitive because Morningside Avenue is too wide, only done on streets with one lane in each direction as opposed to 2 lanes in each direction.

Midblock crossings are difficult to meet DOT warrants because of a need to meet warrants at unsignalized street crossings aka “T-sections”. DOT will look at installation of ADA ramps with upgrades done as part of the installation. DOT can initiate an illumination study along Morningside Avenue. Lighting will be installed along the park with LED upgrades.

Many meeting attendees were pro-bike lane and voiced their strong advocacy for bike lane installation in the Morningside area. NYC DOT’s plan is designed with the objective goal of reducing speeding and increasing safety with respect to mid-block pedestrian crossings. Bike lanes are not being considered at this time. Once the Community Boards concerns are satisfied DOT can then include bike lanes. Morningside is not a natural bicycle route in the sense that it does not connect to the existing bicycle network. CB 9 passed a resolution at the full board level to support the streetscape measures with stipulations, but will be amending their document to reflect no lane reductions. The committee is in support of CB9 and both boards are awaiting presentation updates from NYC DOT reflecting community recommendations. DOT will return to the January meeting with an updated presentation.

It was suggested that in view of the strong bike lane advocacy that the Committee obtain a bike lane study for the CB 10 area to assess most viable locations. It was also noted that safety and enforcement to adherence to traffic laws be addressed for bicyclists as a part of the study.

Outcome: DOT will present an updated presentation for Morningside Avenue-Hancock Place at the January 2014 Parks Recreation & Transportation Committee meeting.



c) **Adam Clayton Powell, Jr. BOULEVARD** – It was suggested that an ACP community post-survey would be more powerful and significant than 311 data alternative polling.

Outcome: Community recommends that a qualitative post survey be instituted by DOT for street redesigns to determine community impact.

d) **5TH AVENUE STREET CHANGES** –NYC DOT reports that 29% fewer injuries – 14% decrease in crashes – East 142nd Street to E. 135th Street (Fifth to Park Avenue). Community expressed that the DOT data is not reflective of true activity. What is the raw data used to determine the statistics? Harlem design after 1962 is a maze-type structure. There is a need to look at other systems that are effective Evaluation of entire revised strips (streetscapes need to take a look at the larger picture. Bikers do not obey signs across Madison Avenue bridge.

Outcome: DOT asked to identify more effective designs to address safety issues.

f) **OUTDATED PARKING SIGNAGE** – Community resident Bryan Jones presented and cited the need for parking signage to be updated in the corridor of 145th Street. Resident parking is unnecessarily restricted and unwarranted tickets are being issued. Regulations were pulled by Josh regarding the area. The community board can recommend “quality of life parking regulations”

Outcome: The Parks Recreation & Transportation Committee will review list regulations identified and supplied by DOT and will develop resolutions in alignment with DOT procedure to revise any outdated parking regulations.

g) **Mount Morris Park West – The** Mount Morris Park West Community maintains that changes promised by DOT have either been excessively slow or not forthcoming at all. 311 Evaluative methods were discussed. The 311 data is not reflective of the public outcry. DOT needs to develop a feedback loop that represents authentic data as it relates to the community. The community suggested that qualitative data should be collected by DOT on the weekends. Transportation Alternatives has an effective model for feedback that could be applied.

Outcome: DOT asked to return with evaluations for rush hour data and asthma pollution impact.

Presentations:

a) Robert Toussaint: Harlem River Park Task Force Phase 5

Outcome: rescheduled for January as first agenda item.

Voting Items:

- Morningside Resolution

Outcome: A quorum was not present and voting could not take place – item was referred to the Executive Committee.

Old Business

- Introduction of proposed PRT newsletter template for periodic manual and digital distribution in pdf format
- MTA subway renovation updates:
 - 116th Street and 8th Avenue is in the current 2010-2014 Capital Program for station ventilator repairs.
 - No work is planned for the 125th Street and 8th Avenue station.
 - 116th Street and 8th Avenue Station – one street stair, the northbound platform edge and the southbound platform floor; plus architectural defects in the floor finish at the 118th Street northbound mezzanine, wall finishes at several mezzanine and stair locations, lighting at some interior and street stairs, and areas of deficient painting.
 - 155th Street and 8th Avenue – two street stairs and six station ventilator repairs and areas of deficient painting.

Meeting was adjourned at 9:26 pm.