



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD 10
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HENRIETTA LYLE
Chairperson

ANDREW LASSALLE
District Manager

Transportation Committee

— Vision Zero Taskforce

MINUTES

Date May 12, 2015

Location: 215 West 125th Street, 4th Floor—New York, NY 10027

Chair Maria Concepcion Garcia
Vice-Chair Daniel Land Parcerisas

MINUTES

Board Members in Attendance: Maria Garcia, Daniel Parcerisas, Karen Horry, , Daniel Clark

Board Members Excused: Ashely Emerole

Board Members not in Attendance: Troy Gethers, Barbara Nelson

1. Presentation Item: WALKNYC PEDESTRIAN WAYFINDING SIGNS CB10 Orientation, Navigation, Direction and City Benches Program Charrette Project

CB10 Transportation Committee Chair
District Office staff and Interns

- Summary of the presentation item:
 - The CityBench program is an initiative to increase the amount of public seating on New York City's streets. As part of its city Bench Program, the NYC Department of Transportation (NYCDOT) is conducting an analysis of bus corridors throughout New York City in search of suitable bench locations to serve bus passengers particularly at bus stops, retail corridors, and in areas with high concentrations of senior citizens. These benches will make streets more comfortable for transit riders and pedestrians, especially for those who are older and disabled. **CB10 is encouraged to identify any additional sites that would benefit the additional bench installations. Thus far only one location has been identified 2015 Plan.**
 - Bus stops without shelters
 - Sidewalks near transit facilities (e.g. subway stations)
 - Senior centers
 - Hospitals and community health centers
 - Commercial zones and shopping districts
 - Municipal facilities (e.g., public libraries, schools)
- Summary of the presentation item:
 - WalkNYC launched in 2013 and is the City's standardized, map-based directional information system helping pedestrians, transit users, and cyclists confidently navigate neighborhoods and the transit system. The WalkNYC program will encourage exploration of the neighborhoods of Community Board 10 by both visitors and locals alike. This expansion will extend the network of WalkNYC signs installed to date in Lower Manhattan and Midtown Manhattan, the Concourse area

of the Bronx, Long Island City, Queens, and Crown Heights and Prospect Heights, Brooklyn. **MAJOR GOAL OF THE WAYFINDING INITIATIVE: To show that areas of interest can be found with in walking distance throughout the neighborhood.**

- TIMING: NYCDOT is hoping to have the first of the signs installed this summer, beginning with areas north of 155th Street, so the sooner feedback is received, the better. NYCDOT does not have a specific date for beginning work in CB 10, but can let you know if that changes.
- NYCDOT Response: NYCDOT is now we are applying for grants for more benches, so the program has a rolling process (NYCDOT will review and approve sites, and them install as resources allow).
- Description of committee's action on the item e.g. (Resolution, or Letter of Support)
 - Conducted a Charrette which included maps at the General Board meeting in order to collect public input from the community at large. This information t was developed into excel spread sheets. The items collected included:
 - Suggestions for where to locate benches adjacent to major corridors along bus routes
 - Items to identify on the wayfinding maps including senior centers, churches and schools
 - Corrections to erroneously identified street names
 - Issues regarding to wayfinding designs and there use and interaction with the ADA populations.
 - Outline the Historic Districts: Mt. Morris Park, Strivers Row and Astor Row.
- Next steps for District Office on item
 - Correct the maps and spread sheets to include items collected at the general board meeting; through email responses and from the April and May Transportation Committee meetings for a comprehensive district report.

Discussion Item: District Needs Statement follow-ups and Public Hearing Process

- Summary of Discussion:
 - Committee discussed prioritizing Capital Needs Requests and Expenses.
 - Bike lanes discussion to address safety measures and designated riding locations; City Bikes Program; and developing an impact study. This would be in line with similar plans that have been under development in adjacent community boards.
***Bicycle Maps 2015 New York City Bike Map:** The New York City Bike Map is an annual free publication of DOT. Over 375,000 will be distributed this year from bicycle shops, libraries, and schools. You can also order your free copy by calling 311. [Download the 2015 NYC Bike Map \(pdf\)](#) (14 MB)*
 - Addressing Safety Issues around Schools, avenues and corridors including a discussion regarding the slow zone process; address speeding vehicles and speed violations; requests for pedestrian crosswalks; crossing guards; speed cameras; NYPD enforcement and street signs; study fender bender types of accidents to determine direction, cause and appropriate action. Identifying high speed traffic locations; and conducting street design reviews.
 - Address the Dirt Bike Riders by providing a designated riding location
 - SBS M60 125th Street Request for a Comprehensive Impact Study
- Result of the Discussion:
 - Karen Horry lead a bike lanes and bike program presentation at the June 9, 2015 Transportation Committee Meeting to begin a discussion about creating a contiguous bike plan within the CB10 district as part of the NYC Bike Map..

- Comprehensive Traffic Study: Transportation Committee is to collaborate with the Education, Youth and Libraries Committee about addressing safety issues around schools especially in light of the tragic death of a student of Frederick Douglas Academy on Thursday, May 7, 2015. The 12-year-old boy was killed when he was struck by a livery cab in Harlem. HARLEM (WABC) – West 150th Street and Adam Clayton Powell Boulevard <http://7online.com/news/school-mourns-loss-of-12-year-old-killed-by-livery-cab/700892/>. **First locations:** Fredrick Douglass Academy and Morningside Avenue
- **Continue the development of a draft District Needs Statement**

PUBLIC INPUT RESPONSES AND COMMENTS: Transportation Committee and Vision Zero Taskforce may 12, 2015

Safety Issues to be addressed in front of Frederick Douglas Academy Addressing Safety Issues around Schools, avenues and corridors including a discussion regarding the slow zone process; address speeding vehicles and speed violations; requests for pedestrian crosswalks; crossing guards; speed cameras; NYPD enforcement.

- There is a deli directly across from the YMCA at 151st St. and 7th Ave. There is also a deli directly across from each of the two schools' exits on 7th Ave. at 150th and 149th Streets. The children make a bee line for these stores at dismissal.

- Cars traveling east on 148th and 150th Streets disregard the speeding limit in order to make the light on 7th Ave. This jeopardizes children crossing at the intersections,

Please take these points into consideration as well.

On Wed, May 20, 2015 at 5:37 PM, linda martin <elle.m2000@gmail.com> wrote:

Recent and past events have proven 7th Avenue, between 153rd St. and 145th St. to be hazardous to pedestrians. In light of this, changes that would improve the chances of crossing the avenue safely need to take place. Please consider the following points when determining how urgent the need for change is and what adjustments in the traffic regulations of the area should be made:

Thousands of children cross 7th Avenue between 153rd St and 145th St.

There are three schools between 149th St and 151st St and 7th Av: FDA I Middle/High School at 149th St.; C.S. 200 Elementary School at 150th St.; and Thurgood Marshall Lower School at 151st St.

Many destinations in the surrounding area require crossing 7th Avenue back and forth.

There is a children's library, Macomb's Bridge Library, at 153rd St and 7th Ave, on the southbound side, that requires children from two of the schools to cross 7th Ave. in order to reach it. It is well patronized.

There is a YMCA on 151st St and 7th Ave that the children use.

There is the Frederick Johnson playground between 150th and 7th Ave. and 151st St. and 7th Ave.

There is #3 train station stop at 149th St. and 7th Ave.

On 152nd and 7th Ave., there is a recessed ramp where traffic passes between 7th Ave, 8th Ave., the FDR highway, and the west side of Manhattan. Neither pedestrian nor vehicle can see each other until the vehicle is upon the pedestrian.
On the southbound side of 7th Ave., combined traffic coming off the 152nd St. ramp, the 155th St. Bridge(to the Bronx), and the 155th St. Overpass, moves swiftly downhill towards intersections where students are crossing at 152nd St., 151st St., 150th St., 149th St., and 148th St..
Students entering and exiting FDA I have to dodge moving cars seeking or leaving parking spaces as their school entrance is in the parking lot and their is no safe designated walkway for them to use. In addition, there is no illumination of the area so children doge cars in the dark in the winter months and when they attend programs in the evening.
Students exiting on the C.S. 200 side at 150th and 7th Ave. have to walk along the entrance/exit ramp with moving vehicles. In addition, elementary school students must dodge these same cars as they cross the sidewalk where they walk, run and play right outside their school or go to the playground.
If children proceed downtown on 7th Ave., on the northbound side, they must dodge cars crossing the sidewalk, entering and exiting Esplanade Gardens.
Children have to dodge cars entering and exiting the block-wide carwash that extends from 150th St. and 7th Ave. to 151st St. and 7th Ave. on the southbound side. These cars drive across and block the sidewalk.
City buses turn from 147th St. onto 7th Ave. in route to the depot.
The pavement placed at the ends of the medians, where the intersections are, extends well beyond the crosswalk and gives a false sense of security, causing children to cross in the forbidden zone as opposed to crossing at the light. Vehicles focusing on the actual crosswalk may not see these kids that are already out in the street.
This area is known to be problematic as cars do not observe the speed limit.
The only way to ensure the cars slow down is to either block traffic along 7th Ave. between certain hours or place flashing stop lights at each intersection so the cars can only travel the distance of one block at a time along 7th Ave., between 153rd and 145th before they must stop, during certain hours when school activities are in session.

NYCDOT/ MTA NYC Transit	Action	Closed	Date
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Announcements:

- **Description of Announcement**

Items Going before the Executive Committee: Monthly Report

Next Committee Meeting / Tentative Agenda Items:

Minutes Prepared by: Maria Concepcion Garcia CB10 Transportation Committee Chair