

Traffic and Transportation Committee Meeting Minutes

March 2nd 2015

Attendance: Committee Members: Y. Kalinsky, A. Barberis, J. Berlin, Wanda Garcia

Absent: Terriel Peters, Yahaira Alonzo

Public Attendance: Mary Anderson, Dana Hockenburg, Martin Collins, Robert North, James Henderson, Timothy Frasca, Ross French, Josh Orzeck (DOT), Karen Chin, Debra Klaber, Wendy Preak, Ana Reyes, Heidi Lopez, Julio Batista, Laurie Tamis, Brad Taylor, Daniel Allelemjian, Joennis Almeid, Virginia Annaibale, Damon Sebastian

1) NYPH Sidewalk Improvements

- Sidewalk upgrades on Ft. Washington between 165th Street and 168th Street
 - CUMC came before the board in September 14' to discuss upgrades to 168th Street between Broadway and Ft. Washington. NYPH is taking the lead on the Ft. Washington component of the sidewalk upgrade project.
- Improvements include: Granite curb, furnishing zone, benches (facing towards the property), trees
- Hoping to start construction at the end of the year - alternating sides of the street with improvements during that time.

Vote: 5-0-0 (Committee Members); 2-0-0 (Board Members); 11-0-0 (Public)

2) DOT Bicycle and Pedestrian Connection to the High Bridge Proposal: Edgecombe Avenue, W170th St., W159th St., and W158th St. (For the DOT presentation see here <http://www.nyc.gov/html/dot/downloads/pdf/2015-03-edgecombe-ave-cb12.pdf>)

- Project Issues
 - High Bridge Access
 - New walking and cycling connection between Manhattan and the Bronx → High bridge Park will see more visitors
 - Greenway Connections (@ 158th St. on the West Side and 155th on the East Side)
 - Look to add more neighborhood connection points
 - Pedestrian Safety
 - Necessary to enhance safety near bridges and highways
- Proposed Route and Improvements
 - High Bridge Access
 - Using Edgecombe Ave.
 - Greenway Connections
 - Using 158th and 159th Streets
 - Improve overall pedestrian safety as part of Vision Zero
- Edgecombe Avenue
 - **Existing Conditions:**
 - Lots of speeding cars, wide lanes – 42 Ft.
 - Limited pedestrian crossings into High Bridge Park – currently main access is at 165th St.
 - **Proposal:**
 - W. 170th St. – Jumel Pl & W167th St. – W165th St.

- Create a two-way protected bicycle lane on the side of the street adjacent to the entrance to the park – by reducing the current 21’ combined travel & parking lanes in each direction to 11’ travel lanes and 8’ parking lane
 - Move street parking over – provides safety for cyclists
- W165th St – W155th St.
 - Create shared bicycle lanes with markings and wayfinding for cyclist – by reducing the current 21’ combined travel & parking lanes in each direction to 13’ shared travel lanes and 8’ parking lane
- High Bridge Access
 - New “Yield to Pedestrian Crosswalks” at
 - W165th (current entrance to High Bridge Park)
 - W162nd St. Bus Stop
 - Between W157 St. and W155 St. (Coogan’s Bluff Playground)
- Greenway Connections
 - West 170th Street- one-way and 42 Ft. – wider than other nearby one way streets, provides access from GWB to High Bridge
 - **Proposed:** Two-way protected bike lanes – by reducing 42’ combined travel and parking lanes to 13’ travel, 8’ parking on either side and 5’ bike lanes in each direction
 - At Duarte Square – the bike lanes would continue through on the south side of the Square as it moves from St. Nicholas to Broadway
 - W158th and W159th St.
 - **Existing:** 30’ wide lanes, largely residential
 - **Proposed:** Edgcombe Ave. – Broadway - 14’ Shared lane with 8’ parking lanes on each side
 - W158th St. West of Broadway – two-way protected bike lanes – by reducing current 17’ travel lanes to 11’
- Pedestrian Improvements
 - W158th St. & Broadway and W159th St. & Broadway
 - Increase pedestrian space by shortening crossings with markings and curb extensions
 - W158 St., Riverside Dr. & Edward Morgan Pl.
 - Increase pedestrian space by shortening crossings with markings and curb extensions, creating left-turn lane (to turn from Edward Morgan onto 158th St.), square all crosswalks to create a more symmetrical intersection
- Parking
 - Approximately loss of 20 total parking spots
 - Main loss is on Edgcombe between 165th and 167th (14 spots)
 - DOT looks to restore 9 spots at Jumel Pl. and 170th (near the 33rd precinct)
 - There was debate as to whether these 9 spots should be factored in, since some committee members assumes that the 33rd Precinct would use that area for their vehicles and therefore the community would not indeed be able to use them. Liz Ritter suggested to just isolate the area with -26 and +10 spaces and add “be it further resolved” to work with the 33rd Precinct to assure us those 9 spots are returned to community
 - Josh – DOT will continue to look to return additional parking to the community
 - Committee agrees to support proposal but demands that DOT consider that the proposed protected bike lanes on Edgcombe between 165th and 167th be “significantly shortened so as to

minimize the loss of parking” and to continue to look for additional spaces to return to community residents.

Vote: 5-0-0 (Committee Members); 3-0-0 (Board Members); 10-0-0 (Public)

3) DOE spots on Ft. Washington between 190th

- The question is whether the board wants to take a stance on a letter received from local residents and ask for these spots to be returned to the community since the location is no longer a public school
- It should be noted that DOT is not giving out any more spots for DOE in general
- Liz – it was a parochial school and not a public school and should not be treated any differently now that it is a charter school
 - Josh – DOT will look into the school and how many parking permits were given out to it and let us know more information before we move forward
 - Need to do more research on who is parking there – both with the Success Charter School and PS 187
 - Maybe ask for drop off area to clear by DOT as a safety measure for access to the school

4) Old Business

- Last month we wrote two resolutions but no vote since we did not have quorum.
 - 1) Slow Zone Resolution
Vote: 5-0-0 (Committee Members); 2-0-0 (Board Members)
 - 2) Art Resolution
Vote: 5-0-0 (Committee Members); 1-0-1 (Board Members)

5) New Business:

- Kelly – we want data for the on-time statistics of the M4 Bus
- Virginia – too much graffiti in 1 train tunnel. This should be addressed.

Meeting adjourned at 9:10pm

Resolution in Support of CUMC/NYPH Proposed Streetscape Project

Whereas: New York Presbyterian Hospital (NYPH) and Columbia University Medical Center (CUMC) jointly play a central role in the Washington Heights and general NYC community as a healthcare provider and educational center; and

Whereas: NYPH and CUMC would like to provide a more attractive streetscape and sidewalk presentation for community residents and visitors to the area; and

Whereas: NYPH and CUMC have worked together with DOT and DDC in order to create a proposal for ways to enhance the beautification of the area and in addition to provide greater safety for pedestrians; and

Whereas: CUMC presented an initial "Phase #1" in September 2014 for the upgrade to the streetscape which begins near the 168th Street subway station, referred to as the "gateway" to the campus; and

Whereas: NYPH presented "Phase #2" this month with sidewalk improvements on Ft. Washington Ave. between W165th St. and W168th St.

Whereas: Elements of the upgrade include planters, enhanced curbs, additional trees and benches; now therefore be it

Resolved: CB12M supports the proposed second phase of upgrading the NYPH/CUMC streetscape

Vote: Committee 5-0-0; CB12 Members 2-0-0; Public 2-0-0

**Resolution in support of DOT Bicycle and Pedestrian Connection to Highbridge at Edgecombe Avenue,
W170th Street, W159th Street, and W158th Street**

Whereas: The Highbridge connects Manhattan and the Bronx and has been closed since 1970; and

Whereas: The city has invested \$62M to restore the Highbridge and it is finally scheduled to reopen this summer; and

Whereas: Due to the anticipated reopening and influx of visitors to and from Manhattan – both on foot and especially on bike, DOT has proposed greater access to the bridge in the area south of 170th St. and to the nearby Greenway connections on both the West Side (at W158th St. and the GWB) and the East Side (at W155th St.); and

Whereas: Edgecombe Ave. has been designated as a new bike route for this project from W155th through W170th St. with the bulk of the street reducing the current 21' combined travel and parking lanes to 13' **shared** travel lanes in each direction for vehicles and bicycles (W155th-W165th) and a few blocks most adjacent to access the path in the park to the bridge (W170th-Jumel Pl & W167th-W165th) designated with **two-way protected** bike lanes; and

Whereas: The plan also includes access to the GWB by creating **two-way protected** bike lanes across W170th – inclusive of cutting through Duarte Square and Greenway connections by creating **shared** lanes on stretches of W158th and W159th St.; and

Whereas: DOT will also enhance pedestrian safety by shortening crossings with markings and curb extensions at W158th St. & Broadway and W159th St. & Broadway as well as at W158th St., Riverside Dr. & Edward Morgan Place; and

Whereas: DOT approximates a total loss of twelve parking spots, fourteen of which are on Edgecombe between 165th and 167th Street; and

Whereas: Street parking in Manhattan is a commodity and not easy to come by, especially in an area which has a public school, a historical landmark, and a police precinct; now therefore be it

Resolved: Community Board 12M supports the overall proposal and installation of bicycle access to the High Bridge and additional pedestrian safety measures both on Edgecombe Ave. and W158 and W159th Streets; and be it further

Resolved: That CB12M urges DOT to consider significantly shortening the proposed protected bike lanes on Edgecombe Ave. between 165th and 167th Streets so as to minimize the loss of parking to local residents or ideally replace all removed spaces resulting in no net loss to the community

Vote: 5-0-0 (committee members); 3-0-0 (board members); 10-0-0 (public)

**Resolution in Support of a Public Art Installation
at West 155th St. and Riverside Drive**

Whereas: DOT's Public Art Program presented a proposal for a new art installation within CB12 at West 155th St. and Riverside Drive, a location in the middle of a plaza overlooking the water of the Hudson River; and

Whereas: The artwork, entitled "Shipwreck" by artist Monserrat Daubon, is a 13 foot wood and bronze piece on a 7 ft by 7 ft footprint that features the prow of a ship with a female figurehead, similar to the carved decoration found often on the front of old ships; and

Whereas: The specific location runs at the border of CB9 and CB12 and it is unclear precisely which board's domain it falls under for support; and

Whereas: This would be a temporary installation, for approximately eleven months and is scheduled for the end of March 15'; now therefore be it

Resolved: That Community Board 12, Manhattan approves of the proposed temporary installation of "Shipwreck" in the plaza location designated at West 155th St. and Riverside Drive

Vote: Committee 5-0-0; CB12 Members 1-0-1

Community Board 12, Manhattan

Traffic and Transportation Committee

Request for DOT to consider Slow Zone area within CB12

Whereas: DOT has introduced a city-wide Neighborhood Slow Zone program in order to apply various traffic slowing techniques to targeted areas; and

Whereas: CB12M has an ongoing commitment to the safety of neighborhood residents as demonstrated by the resolution supporting the installation of Manhattan's first slow zone which occurred in June 2012 during the project's first round and we are now in the project's second round of proposed areas; and

Whereas: The Neighborhood Slow Zone program targets low technology slowing/safety improvements in limited and definable areas that have streets not appropriate for fast and/or through traffic; and

Whereas: A neighborhood slow zone is announced with signage and gateways, has self enforcing via speed bumps, has narrowed roadways at key points, has daylighting at entry points to the sector in order to create better sightlines for pedestrians; and has 20 mph markings to remind drivers to slow down; and

Whereas: Findings show that slow zones provide 10-15% reductions in speeds, 14% overall reduction in crashes and injuries, 31% reduction in vehicle injuries; and

Whereas: The proposed area has seen one pedestrian severely injured and four vehicle occupants severely injured over the last four years, and one fatality within the last eight years, and

Whereas: There has been substantial outreach through multiple meetings and individual contacts throughout the proposal eligibility and approval process for the proposed Neighborhood Slow Zone; and

Whereas: Selection criteria in this proposed zone, consistent with DOT's criteria for Neighborhood Slow Zone designation, include: strong boundaries (busy, commercial streets, parks, dead end streets); highly residential character; three schools; three Daycare and Pre K centers; one senior center; three nearby subway stops; an average of 11 traffic-related injuries per year; numerous letters of support from residents, organizations, and elected officials; and

Whereas: The process of review and approval by NYCDOT has included numerous determinations as well as reviews by other NYC agencies; and

Whereas: NYCDOT has reviewed, improved, and approved a proposed Neighborhood Slow Zone consisting of the areas between 179th Street and 192nd Street between Broadway and Cabrini Boulevard – an area that comes to .22 square miles; and

Whereas: The zone plan includes: 20 proposed speed bumps (including four existing ones), 24 proposed entrance gateways, eleven 20 mph markings, and may include refinements and additions to these components; and

Whereas: No speed bumps will be placed on bus routes inclusive of Broadway and Ft. Washington Ave.; and

Whereas: Due to the innovation, review and improvements made to previous slow zones, no street parking would be lost in the proposed area; and

Whereas: As part of this project, DOT has added a bonus to the community in that of a new high visibility crosswalk located on Bennett Avenue between Broadway and West 192nd St. outside the A train stop at W. 190th St. that would include a new stop sign, ADA accessible pedestrian ramps with tactile warning strips, and the removal of 3 parking spots on the east side of the street and one parking spot on the west side of the street in order to facilitate proper installation of the crosswalk; now therefore be it

Resolved: CB12M supports the designation of a Neighborhood Slow Zone in the area between W179th Street and W192nd Street between Broadway and Cabrini Boulevard; highly commends DOT for its thorough review of the proposal and analysis of neighborhood needs; asks DOT to implement this proposal in the current FY; and be it further

Resolved: CB12M supports the installation of the proposed crosswalk at Bennett Ave. and W190th St. exit from the A train and asks that DOT do its due diligence to complete the project with the minimum amount of loss to street parking

Vote: Committee 5-0-0; CB12 Members 2-0-0
