

Traffic and Transportation Committee Meeting
May 4th 2015

Attendance:

Committee Members Present - Anita Barberis; Wanda Garcia, James Berlin, Mary Anderson, Yahaira Alonzo, Yosef Kalinsky. Excused - Terriell Peters

CB12 Members - Elizabeth Ritter, Maria Luna, Richard Allman

Public - Fraucye Graves, Haidee Jenkins, Emily Benden, Janen Launoy, Eleanor Johnson, Elisabeth Wooton (DOT), Preston Johnson (DOT), Bernard Bennett, Pearl Hampton, Peter Thiede, Terra Ishee, Nina Haiman (DOT), Josh Orzeck (DOT), Priscilla Moto-Willis, Manzer Khafagy, Annie Griffith, Elaine Schwarz, Gene Griffith, Ms, Polite, Jon Craazr, Ann Keys, James Darnowski (FDNY), James Havant, Romeo Gibbs Jr., Eileen Kina, Paul J. Himsterston

- 1) David Dinkins Co-Naming
 - a) Discussion focused on whether the committee should make an exception to its posted criteria, which are consistent to that of the city council, to only grant street co-namings to those that are deceased. Arguments were made in both directions by both community and board members. In the end the committee voted in favor of the proposed street co-naming in honor of David Norman Dinkins at the North-West corner of West 155th Street at Riverside Drive West.
Vote: 4-1-1 (committee); 3-0-1 (board); 30-0-0 (public)
- 2) Proposed safety improvements and bike lanes on Sherman and St. Nicholas Avenue (PPT available here - <http://www.nyc.gov/html/dot/downloads/pdf/2015-05-04-sherman-and-st-nicholas-cb12.pdf>)
 - a) Sherman and St. Nicholas Avenues (overview)
 - i) 60 feet wide corridors with long crossings
 - ii) No dedicated space for cyclists
 - iii) Moderate traffic volumes can be accommodated in a single lane
 - iv) Shared through/left turn lane causes unpredictable maneuvers
 - v) Poor signal timing on St. Nicholas Avenue
 - vi) Many crashes and pedestrians injured (Figures from 2009-2013) - top 10% of killed/severely injured intersections in Manhattan
 - vii) Major # of crashes on Sherman Avenue at Broadway and Dyckman intersections
 - viii) Major # of crashes on St. Nicholas Avenue at W. 175th St, W. 177th St., W. 178th St., W. 181th St., and W. 185th St.

Sherman Avenue	Total Injuries	Severe Injuries	Fatalities	Killed/Severely Injured
Pedestrians	51	2	2	4
Bicyclists	10	1	0	1
Motor Vehicle Occupant	138	4	0	4
Total	199	7	2	9

St. Nicholas Avenue	Total Injuries	Severe Injuries	Fatalities	Killed/Severely Injured
Pedestrians	141	18	0	18
Bicyclists	29	2	0	2
Motor Vehicle Occupant	234	5	0	5
Total	404	25	0	25

b) Double Parking Issues / Loading and Unloading

- ix) Talk to the businesses to see if loading zones are needed - at the same time this shows that in reality these streets function well with one lane in each direction

(1) Potential to have pedestrian islands with trees

c) Looking to retime the signals so that traffic moves more quickly down St. Nicholas Avenue

d) Proposed Configuration

→ Change from existing condition of two traffic lanes with parking (total 30') in each direction to one traffic lane (11') + bike lane (5') + parking lane (9') + painted median/left turn bay (10')

This new configuration has been used in other parts of the city and proved to reduce crashes/injuries significantly - up to 40% or more

e) Sherman/Broadway intersection

- x) 47 injuries, 11 pedestrian injuries
- xi) Many conflicts at the intersection of Broadway and Sherman Avenues. Proposed changes at that intersection include:
- Close right turn slip lane from Broadway with concrete sidewalk extension
 - Expand northern island
 - Construct median island with trees

- Reverse Ellwood St. between Nagle and Sherman Avenues
- All of these changes =
 - More direct pedestrian paths and 38% reduction in crossing distances - making it safer and more accessible for pedestrians
 - Clarify vehicular movements
 - Safer turning movements
 - improve streetscape
- xii) Comment by resident from Ellwood - often residents trying to cross Broadway to catch a bus need to wait a few light signals, because they are in conflict with cars turning left onto Broadway
 - (1) DOT - takes the suggestion to have a delayed crossing signal in order to allow pedestrians to have a head start
- xiii) Adding the islands will not remove any parking spots, on the contrary, DOT will add a few spots on the island
- xiv) Residents had questions about (a) traffic backing up for those making a right turn onto Sherman, onto Broadway (b) reducing St. Nicholas to one lane for 23 blocks on Broadway: DOT responds that they have modeled these changes in other areas in the city and it should not impinge on traffic flow, and truth be told part of the design is to slow down cars speeding on Sherman

Committee discusses taking the position of splitting the two proposals (Sherman Avenue from St. Nicholas Avenue), since the St. Nicholas piece is a very large project spanning 23 blocks and makes significant changes to the current traffic pattern.

Vote: 5-1-0 (committee); 1-0-0 (board); 4-0-0 (public)

3) 191st Street Tunnel - 900 Feet long

- This year DOT repainted the tunnel and added LED lighting
- Now looking to add artwork - they had 150 proposals submitted (a record!)
- Hired a team of 4 artists - each get 200 feet of the tunnel (all sides including the ceiling), the local artist was given the entrance section, to begin work next week
- Partial closure from Monday May 11th - 14th for sketching, but full closure on the 15th - 18th - possible unveiling date on the 18th

Committee supports the project but decides not to write a resolution since the project will be completed before the general meeting

4) Proposed partial closure of W. 187th Street (between Wadsworth & Broadway Avenues) - HAP Construction Company

- Project expected to take 5-7 weeks beginning in mid-September
- Project already received approval from DOT to close the street from 8am-7pm - Monday-Friday. Street will remain open to all traffic on Saturday and Sunday

- Throughout the day access will be available for emergency vehicles and to the members/deliveries to the STAR Senior Center
- Committee asked to approve access for one lane of vehicular traffic from 7pm - 8am

Vote: 5-0-0 (committee)

5) Discussion to have the next committee meeting at Isabella Senior Center, as it is the closest neutral community location for meetings to the Ft. George Hill - which will be the main topic of discussion at the June meeting with regards to the proposed bike lanes installation already in progress on that block.

Meeting adjourned at 10:20pm

Resolution in Support of Co-naming the Northwest Corner of W 155th Street at Riverside Drive West for David Norman Dinkins

Whereas, River Terrace has been home to the Dinkins family for more than 50 years and the Dinkins children grew up there.

Whereas, more than 550 neighbors signed a petition requesting co-naming of the Northwest corner of 155th Street at Riverside Drive West for David Norman Dinkins.

Whereas, Mr. Dinkins began his public service career in 1966 as a District Leader, a member of the NY State Assembly, and a founding member of the Black and Puerto Rican legislative caucus of NY State. He was President of the NY City Board of Elections and served as City Clerk for ten years prior to his election to Manhattan Borough President in 1985 and to NY City Mayor in 1989 as the first and only African- American to hold this office.

Whereas, Mr. Dinkins instituted many programs during his tenure as Mayor such as Safe Street, Safe City: Cops and Kids and the cleanup and revitalization of Times Square.

Whereas, Mr. Dinkins is currently a Professor in the Practice of Public Affairs at the Columbia School of International and Public Affairs and serves on its advisory board. He also serves on the board of several non-for profit and charitable organizations.

Therefore, be it resolved that Community Board 12 supports the co-naming of the Northwest corner of 155th Street at Riverside Drive West for David Norman Dinkins.

VOTE: Committee members: 3-1-1

Board members: 3-0-1

Public: 36-0-0

Resolution in support of safety improvements and Bike Lanes on Sherman Avenue between Broadway and Tenth (10th) Avenue

Whereas, the scheduled repaving of Sherman Avenue this summer provides an opportunity for DoT to improve road configuration, such as incorporating bicycle lanes and improve the safety of all road users, is in compliance with Vision Zero; and

Whereas, CB12 Manhattan requested in 2012 from the DoT a network of bike routes, of which implementation of such approved bike routes began in 2014; and

Whereas, presently Sherman Avenue has 60' wide corridors with long crossings with no dedicated space for cyclists, and shared through/left turn lane causes unpredictable maneuvers; and

Whereas, Community residents expressed frustration over having to wait a couple of traffic light signals before crossing the Broadway and Sherman Ave. intersections due to motor vehicles turning left onto Broadway; and

Whereas, traffic on Broadway and Sherman Avenue intersection are often congested for many blocks due to traffic trying to make a left turn either onto Broadway or Sherman Avenue and from traffic making a right turn on to Sherman Avenue from northbound Broadway because of motor vehicles coming from Ellwood Street; and

Whereas, the years between 2009 through 2013 the intersections of Sherman Avenue and Dyckman, and Sherman Avenue and Academy ranked in the top 10% of most dangerous intersections in all of Manhattan. In these two intersections combined there were 67 injuries, 5 of which were severe injuries, reported either by pedestrians, bicyclist, or motor vehicle occupants. (Table and figures below provided by DoT.)

Sherman Ave – Broadway to 10th Ave, MN
Injury Summary, 2009 – 2013 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	51	2	2	4
Bicyclist	10	1	0	1
Motor Vehicle Occupant	138	4	0	4
Total	199	7	2	9

KSI = Killed/Severely Injured

Whereas, the proposed configuration of Sherman Avenue corridor, which includes adding a bike lane (5'), a parking lane (9'), a painted median/left turn lane (10'), and a straight through traffic lane (11') in each north/south direction of Sherman Avenue, has proven to reduce crashes/injuries by at least 40%; and

Whereas, the proposed configuration for the Sherman Avenue and Broadway intersection, which involves reversing the traffic direction of Ellwood Street between Nagle and Sherman Avenues, closing the right turn slip lane from Broadway onto Sherman Avenue with a sidewalk, and expanding the already existing northern island, will provide a more direct and shorter pedestrian path, clarify vehicular movements, and increase the safety for all users; now therefore be it

Resolved, CB12, M supports DoT's proposed changes to the Sherman Avenue corridor between Broadway and 10th Avenue and to the Broadway and Sherman Avenue intersection.

Vote: 5-1-0 (committee); 1-0-0 (board); 4-0-0 (public)

**Resolution in Support of proposed partial closure of W. 187th Street (between
Wadsworth & Broadway Avenues)**

Whereas, HAP Construction Company came before the Community Board 12, Manhattan Traffic and Transportation Committee to inform us of a partial closure of West 187 Street from Wadsworth Avenue to Broadway, most likely beginning in mid September and lasting from five to seven weeks, and,

Whereas, this partial closure is necessary to facilitate the construction of a modular residential building in the block and is also necessary for pedestrian and traffic safety, and,

Whereas, the project has already received approval from DOT to close the street from 8 AM to 7 PM Monday through Friday, although throughout the day access will be available for emergency vehicles and to the members/deliveries to the STAR Senior Center, and,

Whereas, the street will remain open to traffic all day on Saturday and Sunday, and,

Whereas, the committee believes a traffic lane should also be open from 7pm to 8am weekdays, therefore,

Be it resolved, Community Board 12, Manhattan approves the partial traffic closure for W. 187th St. between Wadsworth Avenue and Broadway, with the change of keeping one lane open from 7 PM to 8 AM on weekdays.

Vote: 5-0-0 (committee)