

**CB12Traffic and Transportation Committee Meeting
January 6, 2020 at 7:00 PM**

Committee Members Present –Chair, Debby Nabavian; Mary Anderson, James Berlin, Robin Cruz, Gerard Dengel, Edith Prentiss, Omar Tejada.

Community Board Members: Richard Allman, Betty Lehman

Public – Howie Levine & Robert Joseph, MTA NYCT; Natalie Espino, MBP; Kimberly Rancourt & Preston Johnson DoT; Timothy Frasca, Paul Hintersteiner, Michael Hano, Ryan Desso, Eileen King, A. Wasserman, Deborah Klaber, Deborah Barrett Marcel Dejean, Jonathan Martin, Cynthia Cascante, Luke Szabados, Carylanna Taylor, Maryann T.

1) Meeting called to order 7:08 pm.

2) Welcome by Chair, Debby Nabavian.

3) MTA Presentation on elevator closure at 191st (IRT) as part of deep station elevator project
Howie Levine and for NYC Transit. Chair requested an update as the public meeting in December was not a T&T meeting. Per MTA:

- All four elevators will have exits on both sides, and 1 train will continue to stop at the station. Only Broadway entrance / exit via tunnel will remain open.
- Shuttle bus will supplement M3 service and run from 190th St & Broadway to 191st street & St Nicholas. MTA is seeking to increase frequency and times the shuttle runs based on feedback from the public meeting.
- Web page: https://new.mta.info/system_modernization/uptownelevators
- Committee and Public Comments
 - i) JB- Highlighted that bus service every 6-7 minutes particularly in AM rush does not appear to meet the rider volume.
 - ii) EP- Q / what is the last bus on the M3? MTA stated it is 11pm. EP mentioned that it seems we have more M3 buses running than others.
 - iii) DN- asked to be reminded how can a capacity issue be taken care of? MTA is working on a “wildcat” bus if demand is more than expected.
 - iv) DN- Concerned about overnight options if M3 doesn’t run. MTA cited M101 on Amsterdam runs all night. Deborah still concerned based on the distance and frequency.
 - v) Ryan D. - Why was 181 skipped? Deborah mentioned that 191 was determined to go first because of the frequency of elevator outages that trap people.
 - vi) Paul H.- What happens overnight? MTA responded that M101 as an option.
 - vii) Arlene- How often does the M101 run overnight? MTA A / about once an hour. Arlene concerned with safety and wants shuttles to run 24 hours.
 - viii) Eileen- Very concerned with severe impact on George Washington H.S. students and their attendance issues.
 - ix) Deborah K- Appalled with presentation at the December public meeting. Displeased with the suggestion of customers taking shuttles from 181st Station - asks if shuttles can run from 168 to alleviate congestion.
 - x) Deborah B- Concerned with bus capacity. Unless they are double busses it does not accommodate enough passengers. MTA will review.
 - xi) Marcel- asked why can’t buses run in Fairview. A / Fairview (and 187th) are too steep, not safe especially in the winter.
 - xii) RC - agreed with the safety concern with the tunnel use late night. Suggested the split shuttle.

- xiii) Kelly R- If Gormen park would be reopened that would give another option of traversing hill. A / MTA advised that is NYC Parks.
- xiv) MA - Lag time on the M3 is too long. MTA acknowledged.
- xv) Betty L. 150 to 160 people change shifts between 10:30-11:30 at Isabela. (Later corrected to 240)
- xvi) EP- suggested utilizing M101 stop at 192nd St to accommodate night shift switch at Isabela.
- xvii) JB - We owe the people on St Nicholas the same service we provide on Broadway.
- xviii) Paul H. - Broadway congestion prohibits the timing of the bus running every 20 minutes. A / MTA. They have studied this route to provide the 20-minute service.
- xix) Ryan D. - 181 should be made wheel chair accessible as part of elevator project.
- xx) Deborah B- will conditions of the 191st tunnel be improved? A / MTA. DOT is responsible and they send concerns to them.

4) DOT Dyckman Street Bike Lanes Update (not on final agenda as Chair not aware of the confirmed attendance). DoT provided update on installation of two-way protected bike lane on the north side.

- Increase width to the street which allowed easier movement for automobiles. Consolidation of the bike lanes increased the availability of parking as well - 17 additional parking spaces gained.
- Reconfiguration East of Nagle is on hold due to issues related to fitting in a bus stop / island.
- Committee & Public Comments
 - i) DN - Has DOT spoken to emergency providers? A / DOT: Always coordinate with emergency services providers, but noted that most of concerns came from the public. Emergency vehicles can fit through the bike lane + buffer if needed.
 - ii) DKN - Where are the loading zones? DOT mentioned loading zones were added on Sherman Ave. Others already existed.
 - iii) Paul H. - Lanes are on the outside of the cars. DOT mentioned loading zones are available.
 - iv) Ryan - Why is Citi bike resources not connected to this? A/ DOT. Citibike is expanding within next three years, but not their jurisdiction.
 - v) Jonathan- Why is the bike lane there if the traffic does not warrant it? DOT mentioned the benefits of the lane provide safety to younger riders. Narrowing of the street also increases safety.
 - vi) Michael H. - Lanes are not being monitored. It should be implemented with a better overall plan. A / DOT. Old design removed based on public feedback / CB12 reso and request for lane only on one side. DOT will continue to monitor its use.
 - vii) GD/ Bike lanes and pedestrian plazas combined with livery services has overall increased traffic. Congestion pricing is problem.
 - viii) OT/ Suggested that public spend a little time to look further into why lanes are implemented. Benefits are wide reaching. Part of the vision of this lane was connecting the West and East side greenway.
 - ix) Cindy- how does the new design mitigate congestion on Nagle and Dyckman? How is the flow of traffic occurring here? DOT / Traffic flow is not impacted currently.
 - x) Mariam- Concerned with how things should work vs. how they actually work. How will reporting on the lane be provided? A / DOT monitors safety and traffic of the corridor, including signal timing. Already made adjustments within first month. Too early to have a scheduled study but they will provide an update if things change.
 - xi) N. Espino / MBP- Asked for an image of the loading zone. DOT mentioned they do not have it in this presentation.
 - xii) Michael H. - Buses stop and traffic backs up behind the bus. DOT / Buses can pull out of traffic lane in all stops except one.

- xiii) GD/ Few years back asked DOT tracked bike incidents of contact with pedestrians and answer at time was no, unless there's a police report. DOT / Incorporate NYPD reports and DOT focuses on high incident areas of injury and fatality.
- xiv) Ryan D. - Why is no one using Go Pros to provide visual feedback. DOT / Always looking at ways to incorporate technologies.
- xv) DN - As updates are available on the operation of the bike lanes occur, we would love to hear them.

5) Old Business

- 157th street sidewalk ramp update: DOT mentioned they have provided asphalt to cover the ramp. DOT asked for feedback as it's a temporary adjustment pending a final project completion.
- School Congestion on Cabrini Boulevard - DN- No update. Will seek to link this with public safety as well.
- Formation of Monitoring Committee for Haven Plaza
 - i) OT- We have not had an update since Sandra Harris presented to the committee in October. The tentative first meeting was to occur in January. We need Sandra to return to update on the committee's formation.
- A train shuttle issues
 - i) TT member EP - Brought up issues with the route, utilization, and signage of the shuttles. Trailers are causing timing issues on travel times.
 - (1) Can elevators be incorporated into the route creation?
 - (2) Committee will need for MTA to provide answers.

6) New Business

- Public - Jonathan Martin. 165th ST – 168th St on FWA and along W 165th. Traffic issues primarily because of the hospital. Hydrant spaces are not being respected as cars occupy them. Requires active discussion between hospital, MTA and NYPD.
 - i) JB / DOT also needs to be involved. We need all parties invited to this meeting to find a solution. As the gridlock is causing safety issues.
 - ii) EP / Mentioned what are the options of tunnels being used to mitigate the loading issues that exacerbate congestion
 - iii) RA - Suggested that NYPD be included in this discussion.
 - iv) GD- reoccurring theme of DOT, NYPD and the hospital needed to address this issue. Same issue with the school on Cabrini in which all three parties need to be involved.

7) Meeting adjourned at 8:55PM.