

Minutes from Community Board 12 Traffic & Transportation Committee Meeting

Monday, January 9, 2012

Committee Members Present	Rabbi Y. Kalinsky, R. Allman, A. Barberis, J. Berlin, E. Prentiss, A. Dfaz
Committee Members Absent	M. Glenn
Other Board Members Present	W. Benjamin, S. Simon, M. Luna
Members of the Public	Jonathan Rabinowitz (Bike Upper Manhattan), Josh Orzeck (NYC Department of Transportation), Marcus Schodorf, Tom Healy (Armory Foundation), Martin Collins (Councilman Jackson's Office), Jennifer Tortora (PAL – Armory Center), Captain Brian Mullen (33 rd Precinct Commander), Officer Robinson Tewitt (33 rd Precinct, Community Affairs), Frank Hess (Assemblyman Farrell's Office), Ellen Kennelly, David Thom, Vivian Ducat

Meeting began at 7:10pm, Rabbi Y. Kalinsky chairing.

Agenda Item: Renovation of GW Bus Terminal

- A resolution on this topic has been delayed by a request to solicit further input from all the committees, specifically any comments to be added to the resolution since it was last discussed.
- In response to a comment regarding the Executive Committee acting on behalf of the full board in approving a joint resolution, Parliamentarian J. Berlin explained that, except in emergencies when committees cannot meet in a timely fashion, the Executive Committee should not propose resolutions, as this is not its purpose.

Agenda Item: Idling of Buses in Front of and Across the Street from the Armory

- In the past, when bus drivers have been questioned by members of the public about their idling along Fort Washington Avenue during sporting events, sometimes blocking hydrants and bus stops, some drivers have claimed to be unaware that this is not allowed.
- Tom Healy, speaking on behalf of the Armory Foundation, explained that drivers dropping passengers off at the armory often lack local knowledge about where they can park in the area. He displayed the handout which the Armory provides to bus drivers, containing maps and diagrams showing where buses can wait during events. This year's version of the instructions explains that while bus idling is forbidden on Fort Washington Avenue, it is allowed on Riverside Drive (specifically on weekends), and also states that not following this procedure jeopardizes the team's or organization can participate in future events. Mr. Healy acknowledged that this illegal bus activity creates an inconvenience and went on to provide further details about how future events will continue to pose a challenge, as it can be expected that some drivers will continue to ignore the Armory's instructions. In some cases, when drivers refuse to leave the area at the insistence of Armory staff, the police must be called.
- Captain Muller of the 33rd Precinct confirmed the efforts of Armory staff to address the situation, as he has frequently seen buses parked along Riverside Drive and has seen Armory

staffers distributing handouts to the drivers. The Captain has assigned an officer to this location, informed him of the meet schedule and drivers' instructions, and ordered him to give summons for any illegal parking during large weekday events and throughout the weekend (the hours will vary). The Captain recommends that Community Board 12 request the assignment of traffic agents - in addition to the officer mentioned above - at this location in the future. For the Millrose Games to be held in February, the Captain will assign a detail to ensure pedestrian safety.

- Given that yellow buses often block or (albeit legally) occupy parking spots which are intended for community residents, various attendees suggested that buses which cannot be accommodated on Riverside Drive use the Fort Tryon Park area, the Harlem River Drive, commercial parking lots on the way to Yankee Stadium, and the facilities of the New York Presbyterian Hospital.
- It was also recommended that teams be given specific drop off locations, as was done in the past (Mr. Healy agreed that this should be considered for next year), and that future consideration be given to the construction of a driveway on the 168th Street side, if the width of the sidewalk permits.

Agenda Item: Converting 157th Street West of Edward Morgan Place to a One-way Street

- This was tabled last month due to members of the board stating that residents there have not had the opportunity to attend meetings regarding this topic.
- The chairman received a letter from a resident of 800 Riverside Drive concerning this issue (the letter was not read aloud but is attached to these minutes).
- Several committee members and members of the public voiced concerns about pedestrian safety at this location:
 - Drivers approach the intersection at excessive speed in order to get across Riverside Drive and onto the Henry Hudson Parkway without waiting at the red light.
 - There is no turn signal at that location, and drivers tend not to signal their turns.
 - There is no refuge for pedestrians on the southern side of 158th Street at Riverside Drive.
- The following recommendations for improving pedestrian safety were made:
 - Closing all of Edward Morgan Place to traffic (turns at that location could be accomplished by driving on Broadway instead)
 - Adding a traffic camera
 - Installing other tools in the DoT toolbox, such as sidewalk extensions, neck downs and a turn arrow (traffic signal)
 - Rerouting the Bx6 bus
 - Addressing the large amount of double parking by UPS and other delivery trucks
- Several members of the Committee and the public proposed that the current resolution be replaced with a more comprehensive one requesting a full study which will address the current 157th street proposal in the wider context, access to and signage for the West Side Greenway, and other recommendations listed above.

Vote on Replacement Resolution Requesting Comprehensive Traffic Safety Study	
Traffic & Transportation Committee	6 in favor, 0 opposed, 0 abstaining
Community Board Members	2 in favor, 0 opposed, 0 abstaining
Members of the Public	3 in favor, 0 opposed, 0 abstaining

Given the general support among committee members and the public voting above, a new resolution will be drafted and proposed requesting a comprehensive study and suggesting openness to projects undertaken before the completion of the study.

Agenda Item: Transport Worker Union Questionnaire

- Raybblin Vargas will attend a TWU meeting on 01/10/12 and report to the board. The committee will take no action until hearing back from Ms. Vargas.

New Business: Slow Zone Application for Park Terrace Area in Inwood

- David Thom, community resident, informed the Committee that he had completed and sent to the Board office a DoT slow zone application for the Park Terrace area. The application, which requires the support of the community board for consideration by the DoT, is due in early February.
- David and several members of the board feel that the Park Terrace area around Isham Park (the area west of, but not including, Broadway; east of, and including, Seaman Avenue; south of 218th Street; and north of Isham Street) should be a good candidate for this program, since:
 - This designation would benefit the many children in the area.
 - Seaman Avenue is currently crowded by fast-moving traffic avoiding the Henry Hudson Bridge in favor of the Broadway Bridge.
 - The area is somewhat separate from the surrounding neighborhood.
- J. Orzeck of the DoT defined a slow zone as a self-contained designated residential area, preferably 4-5 square blocks, where speeds are reduced to 20mph using special signage and speed reducers (i.e., speed bumps).
- The committee informed Mr. Thom that it needs to be given time to consider the application, which it has yet to see, and cannot automatically support it simply due to time constraints. It was suggested that this item be added to next month’s agenda so that the people of Inwood are afforded the opportunity to consider this proposal and air their concerns, and so that other areas in Community Board 12 can be considered as candidates for slow zone designation.
- It was also suggested that Mr. Orzeck request a deadline extension from the DoT. [Mr. Orzeck later informed the Committee that only a week-long extension – which would not allow enough time for community input and a decision from the Committee and Board – could be given.]

Vote on Resolution Supporting the Slow Zone Application	
Traffic & Transportation Committee	3 in favor, 3 opposed, 0 abstaining

New Business: Tourist Helicopter Traffic

- M. Collins informed the Committee that changes in flight patterns have resulted in helicopters flying over schools as they travel across the district and up the Hudson River on their way to Yankee Stadium. Councilman Jackson’s office has received multiple complaints about this, which Mr. Collins will forward to the Committee for review and for addition to next month’s agenda.

New Business: Traffic Improvements at 218th Street and Broadway/Tenth Avenue

- D. Thom requested that the Committee reconsider the recent improvements to the traffic situation at the intersection of 218th Street, Broadway and Tenth Avenue; specifically, he asked that the Board consider closing Tenth Avenue to traffic at 216th, to avoid having cars pile up on the stretch of Tenth Avenue leading to 218th Avenue, thereby eliminating the noise from vehicles backed up by the new traffic pattern. Mr. Orzeck stated that information from the study which prompted the changes could shed light on whether or not Mr. Thom's request was originally considered and rejected, or if it otherwise warrants further study.

New Business: Regarding the Recent Fire at 207th Street and Broadway

- Concern was expressed over the fact that the recent fire at 207th Street and Broadway has taken the MTA elevator at that location out of service until the affected building has been demolished, which could take two to three weeks. As it was suggested that insufficient information about the elevator's fate has been shared with the community, giving rise to rumors that it would be removed permanently, M. Collins offered to work with the MTA to ensure that there is sufficient signage posted at that location.

Proposed Future Business

- R. Allman requested that two issues be added to future agendas:
 - The exit from the Henry Hudson Parkway onto Riverside Drive
 - The timing of the M4 bus (An MTA representative would be required for fruitful discussion.)

Meeting adjourned at 9:36pm.

Traffic & Transportation Committee – Minutes – February 8, 2012.

Committee members present: Richard Allman, Anita Barberis, Jim Berlin, Aldemar Diaz, Mitch Glenn, Yosef Kalinsky, Edith Prentiss

CB12 Board member present: Maria Luna

DOT Community Liaison: Josh Orzeck.

Councilman Jackson Community Liaison: Frances Escano.

Meeting began at 7:05 pm. Rabbi Kalinsky welcomed the public.

Rabbi Kalinsky gave an update on the 157th Street- Edward Morgan Place area resolution passed by CB12 in January 2012: DOT agreed to a larger research project on this area.

Also, pursuant to a resolution brought to CB12 in December by CB12 (which was sent back to our committee for further input), Rabbi Kalinsky will be hearing this month from other committees regarding their review of GWB Bus Station information and additional input that they may have for a stronger, more encompassing resolution.

1. Richard Allman presents: HHP North Exit 15 reconfiguration recommendation
 - a. Exit 15 forces the driver to go south at Riverside Drive.
 - b. Drivers often go north illegally.
 - c. Why not reconfigure the intersection to allow for left and right turns?
 - d. Mr. Allman requests the development of a resolution to request a DOT study to determine how best to go north from the northbound Exit 15 on the HHP.
 - e. Jim Berlin suggests that this has been studied already; offers an alternative idea: make the u-turn to go northbound legal using road paint.
 - f. Richard Allman moves that the Committee create a resolution and agrees to write said resolution directing the DOT to study this issue, to enhance traffic flow, reduce congestion and make the intersection safer.

Committee votes 6-0-0; Other Board members: 1-0-0, Public 2-0-0

2. M4 Bus Service Problems: Bunching.
 - a. Anita Barberis notes: today 5 M4 buses were going south between 170 and 172 Street at 4:30. At 3:30, 3 buses were going north between 170 and 172 streets.
 - b. All agree: this is a problem that has gone on for years, and has never successfully been addressed.
 - c. The MTA was invited to appear at this meeting, but did not. This is an ongoing problem – we haven't seen a representative at a T&T committee meeting in at least 6 months.
 - d. Edith Prentiss notes that this problem is not limited to the M4. It seems as if service north of 110th Street is ignored as Transit focuses on service in midtown.
 - e. Richard Allman notes that the MTA did respond to Senator Espallat's complaints on this topic last year and improved service on some lines.
 - f. Debby Bavian, a member of the public, uses the M4 and is, at times, a vocal passenger in trying to get other passengers to complain to the MTA.
 - g. Jim Berlin suggests that we write a letter demanding a representative of the MTA at next month's meeting. The letter should be cc to our elected officials, and NYCT President Pendergrass.
3. Neighborhood Slow Zones (NSZ) for CB12. Josh Orzeck DOT
 - a. NSZ seek to enhance quality of life by reducing cut-through traffic and traffic noise in residential neighborhoods by reducing the speed limit from 30 to 20 mph and adding safety measures (speed bumps, markings and other traffic calming treatments) within an area in order to change driver

behavior. They are established in small, self-contained areas that consist primarily of local streets. DOT creates slow zones in response to applications from communities. DOT requires community support including the CB. After each round of applications, DOT selects appropriate location(s) and works with the community to devise a plan to install the NSZ.

- b. Mr. Thom submitted an application for the Park Terrace East and West neighborhood. The boundaries are Isham Street, 218th Street, Seaman Ave and Broadway. With the application which was due on Feb. 3rd, Mr Thom submitted numerous letters of support from the Inwood community. He requested support from CB12.
- c. We are asking DOT to prioritize the study of this area for a NSZ. Richard Allman proposed language for the resolution that was accepted by all, with the understanding that a full public hearing will be held if DOT selects their application for a Slow Zone.

Committee votes 6-0-1 / Public 6-0-0

4. Speed Humps proposed for Haven Avenue between 170th Street and 169th Street.
 - a. A request for speed humps was submitted to the DOT by an unknown member or members of the public.
 - b. DOT indicated that the results of their study indicated that speed humps are appropriate for this location.
 - c. Senator Espaillat supports this speed hump.
 - d. Jim Berlin and Anita Barberis express strong reservations in regard to this proposal. Ms. Barberis does not believe that speeding is possible on Haven at this location. She is opposed to the proposed speed humps. Mr. Berlin, Ms. Barberis and Ms. Prentiss believe that other mitigation measures would be more helpful. Neck downs, road paint and added signage are the committee's preferred methods of traffic control.

Committee votes 6-0-1 / Public 0-0-0

5. Agenda items for next month's meeting.
 - a. Tourist helicopters in the neighborhood
 - b. Councilman Rodriguez will bring us a co-naming opportunity.
6. For Josh Orzeck to research:
 - a. Exit 1 eastbound on Trans-Manhattan Expressway: streetlights are out, making the ramp very dangerous.
 - b. Intersections around Isabella need cross-walks to be repainted.
 - c. Anita Barberis requests a copy of the local paving schedule. Josh indicates that this document will be available in the Spring. Board members verbally pass along requests for specific streets to be included in the schedule.
 - d. Edith Prentiss to send Josh a list of Ped Ramps that require repair.

Meeting adjourns 9 pm.

Minutes respectfully submitted by Mitch Glenn.

Minutes
Traffic and Transportation Committee
March 5th 2012

CB12 Members: Present - Rabbi Yosef Kalinsky, Mitch Glenn, Richard Allman, Anita Barberis, James Berlin, Edith Prentiss, Liz Ritter. Excused – Aldemar Diaz (sick).

Members of the Public: Adrienne Taub, Sarah Wyss, Cordel Rogers, Lou Rodriguez, S. Galawanis, M. Morlissy, Rira Gorman, Sandra Garcia, Ruben Vargas

7:10pm – meeting began

Rabbi Kalinsky reviewed the three resolutions from last month that were presented at the last GM and all passed.

Adrienne Taub – from the MTA was represented with Sarah Wyss, Cordel Rogers, and Lou Rodriguez and discussed our “proposed” partnership between MTA and CB12M in order to provide improved bus transit service in upper Manhattan. Adrienne stressed that if there is a problem with a bus route, precise reports are necessary for effective corrective action including the name of the bus route, time of occurrence, bus number, direction and all pertinent details of the incident.

Richard Allman – Raised three points

1. M4 – substantial delays
2. M4 – busses get bunched leaving the Cabrini circle heading back downtown, perhaps operators hanging out together on break?
3. M98 – scheduling issues

Perhaps the schedule for M4 on Ft. Washington may need to be updated.

Is there any new technology coming to the MTA? “Bus Time” - a software compiled to recognize where the busses are at all times using GPS technology, was introduced in Long island recently. You can download an app on your phone in Staten Island to find out when the next bus is coming or send a text message to get this information. This service is coming to the Bronx next and will hit Manhattan in 2013.

Liz – maybe it would be helpful to have a bus driver honk or flash lights at a driver parked in a bus stop? MTA responded that it is not the job of the bus driver. There have been incidents when people have damaged parts of the bus after being honked.

James Berlin – was overjoyed to see the representation here tonight by MTA to hear our concerns and with information to answer them. But, it sounds like there is not enough supervision for the bus operators and this leaves room for operators to go off schedule or to not follow all the rules and thereby passengers will be left out waiting.

Mitch – we need information for how to contact you if issues arise in the future so that we know they will be addressed.

Edith – there is a “complaint form” to send to the MTA. Adrienne – let the community board track these complaints and forward them to me.
Mitch and Anita offered to track these complaints and form a “working group” dedicated specifically to this.

Anita – can the M4 go north on Ft. Washington and get off of Broadway starting at 159th Street, so that we can have both directions on Ft. Washington and avoid the bus bunching? A member of the public suggested further deviation for the M-4 to travel on Riverside Drive and get off of Broadway at all ,as it did long ago.

The MTA reported that we do not have any bus supervisors located in our community. The highest point of a supervisor is on 135th Street where a dispatcher is located. There are limited mobile dispatchers that do make it uptown at some points.

Richard – How do we go about getting the limited resources like mobile dispatchers to come uptown more often? Cordel – we do not concentrate downtown, we do our best to serve all of Manhattan. Ask for more supervisors, petition to the president of the MTA.

Adrienne – ask the president’s office of the 40 possible spots for supervision so that we can ask for equal supervision uptown also.

Liz – maybe this should be included in our budget requests in the Fall to add more supervisors.

Richard – tonight’s conversation has focused on the A line and Ft. Washington corridor, but we have not touched on the 1 Train and the eastern part of the area and Inwood. Perhaps aim to do this before the summer with another meeting.

Edith – we could set up an email account for people to send comments/complaints to on these topics to solicit input from those that cannot attend the meetings.

Mail Items from DOT:

1. Rejected request to place three parking meters in front of AWS at 1662 St. Nicholas
2. Proposed location to convert single spaced meters to bike racks
3. Bike Share information – need to follow up with Josh Orzeck to make sure we can get this service uptown also.

Ruben Vargas – left turn from Dyckman to get onto the West Side Highway. This is one of the intersections that DOT is reviewing and we await word.

Adjourned at 9pm

Minutes respectfully submitted by Yosef Kalinsky

Traffic and Transportation Committee Meeting

4.2.12

Attending: Committee - Edith Prentiss, Anita Barberis, Yosef Kalinsky, Mitch Glenn, Aldemar Diaz, Richard Allman. Excused – Liz Ritter.

Board: Chair Dr. Pamela North

Public: Robert Carlton, Robert Durando, Jultan Malloy – PANYNJ. Frank Hess – Assemblyman Farrell's office. Bharat Parekh, Dhiraj Patel – NYCDDC. Sandra Garcia – Manhattan Times. Roger Weld, Tatiana Moino, Heinz Joachim – NYS DOT. Leah Holzel – 1825 Riverside Drive.

Meeting began at 7:12pm with Rabbi Kalinsky welcoming the guests.

1. GWB Upcoming infrastructure improvements : Presented by Robert Carlton, Project Manager, GWB.

The Port Authority is in the midst of substantially renovating the George Washington Bridge. Bridge renovation projects will continue for the unforeseeable future. Projects are already planned through 2022. All sections of the bridge, including access roads, pedestrian paths, cables and ropes, roadbed, standpipes and ramps and bridges on PA property surrounding the Bridge will undergo renovation.

Frank Hess asks for traffic control officers in the area of 178th and 179th Street to deal with traffic due to the work being done on the GWB. PA's Jultan Malloy acknowledges this concern, but could not provide details to the PA's approach on the matter.

Wayne Benjamin's email was read during this presentation concerning a request to build a physical link between the renovated GWB Bus Station and the Amtrak tracks that run along the Hudson, including a new GWB rail station.

2. Reconstruction of 215th Street Step : Presented by Bharat Parekh – NYC DDC.

The step street is currently in terrible shape. After CB12M strongly advised in September 2010 meetings maintaining the current 2-stairway design, DDC adopted the original design of one set of steps. Appreciation is expressed for DDC's responsiveness to community concerns and sending this project back to design and now maintaining the original two-step design.

Both stairways will contain built-in stone bike channels for transporting bikes up and down the street. Two remaining landmarked lamp posts will be renovated and retained and moved to the Broadway end of the stairs. At least one of the stairways will always be kept open throughout the 18 month construction period.

Yosef Kalinsky wondered why this project was not presented to the Parks Committee of CB12M, since it was presented to them back in 2010 when there was much contention regarding the design. Mr. Parekh has not been told to deliver the presentation to the Parks committee. Planned construction starts in March 2013, and project to be completed in September 2014. Mr. Parekh promises ongoing coordination with the community. The committee decided to wait in writing a resolution until the project is presented to the Parks committee.

3. Henry Hudson Parkway re-signing project: Presented by Roger Weld, NYS DOT.

The project runs along the HHP from 125th Street through Westchester County Border. Some of the signs on the highway were reaching the end of their lifespan. Also, standards have changed for font size, due to aging population.

Project will start in Spring 2013 and run for one year, with some night time closures.

This is an attempt to increase safety by minimizing visual clutter and will include:

- Removing unneeded and redundant signs.
- Improving hospital directional signs.
- More light pole mounted and ground mounted signs.
- Reducing the number of cantilevered overhead signs from 24 to 7 and reducing overhead span structures from 8 to 3.

The Committee presented information to Mr. Weld regarding CB12's February 2012 resolution concerning functionality of northbound Exit 15 and potential time savings, congestion mitigation, and safety improvements for CB 12 residents and businesses. Frank Hess of Assemblyman Farrell's office added support. Weld said he would present CB12's concerns to NYSDOT's Regional Director.

4. Street co-naming guidelines:

Yosef presents the guidelines promulgated by CB1M to help us decide how to develop our own guidelines.

Richard Allman suggests a more organized way to handle these co-naming opportunities. The City Council only considers street co-namings twice a year, and it is suggested that we coordinate with these, perhaps 3 months prior to each council session. These guidelines can be adopted by the committee on its own without a need to presenting a resolution to the entire board. It was decided that this item will be considered further by the committee.

4. Old and New Business

- Yosef communicated with Hayes Lord of DOT to follow up on our resolution of June 2011 concerning increasing bike lanes in Northern Manhattan. Mr. Lord admitted that nothing has been done, and asked for suggestions where we would like to see additional lanes and routes. This topic will be considered at our next meeting. Brad Conover and other active bike proponents will be invited to this meeting.
- Frank Hess brings up the issue covered in the past where W157th Street be made one-way west of Broadway. DOT was asked, via a resolution, to review traffic issues in the larger area. Frank Hess requests a letter from T&T to NYCDOT requesting doing the work of turning W157th Street one way while the rest of the area undergoes a study of the larger area.
- Speed humps on Overlook Terrace between W184th Street to W186th St. have been approved, according to an email from Josh Orzeck to Yosef Kalinsky. This will be discussed at next month's meeting.
- Leah Holzel raised the issue of noise at the corner of Seaman and Dyckman Avenues. She asks what can be done to combat the noise. Some ideas suggested were to: write to Manhattan Times and DNA Info; show up for the public session of the CB12M general meeting; and speak to elected officials. Richard Allman

suggested discussing the creation of a special task force on the community board to deal with the noise issues on Dyckman Avenue.

Meeting adjourned at 9:35pm.

Traffic and Transportation Meeting
May 7th 2012

Attending:

Committee - Edith Prentiss, Anita Barberis, Yosef Kalinsky, Mitch Glenn, Aldemar Diaz, Richard Allman, Elizabeth Lorris Ritter, James Berlin.

Public: DoT – Maurice Bruet (with three other team members); Megan Horton; Dan Doyle; Carla Zanoni (DNAinfo);

Meeting began at 7:12pm with Rabbi Kalinsky welcoming the guests.

- 1) Proposed Bike Lanes (presentation by Brad Conover)
 - There are bike lanes, paths, routes
 - Request that bike route signage be installed for paths from the Westside greenway to the GWB and on Ft. Washington Ave. Where there are breaks in the lane, place “sharrows” to keep the direction continuous so that bikers know where the lane continues and that drivers know to expect a possible bike.
 - Suggested East-West greenways at either Dyckman or 218th Streets
 - Suggested North-South route using Broadway.
 - Need to prioritize lanes, paths, routes to ask DoT which to consider first.
 - Add into the resolution that if DoT can’t install a bike lane, make a path; if not a path, make a route.
 - The Committee asked Brad and his group to prioritize the list. The Committee will distribute it at the next GM and encourage attendance at the June Committee meeting, at which we will pass a resolution with our priorities.

- 2) DoT presentation on Safe Streets for Seniors: seniors account for only 12% of CB12’s population, but 38% of pedestrian fatalities. There are two major areas:
 - a. Broadway/Wadsworth @ W. 173rd – complicated intersection, long crossing distances – 16 accidents in the last 6 yrs. Proposed to install curb extensions.
 - b. 193rd / Ft George / Audubon Ave.
 - Very unsafe intersection, bad traffic flow
 - Change timing of signals to help with traffic
 - Adding two concrete islands
 - Better street markings to show cars where to go
 - Ban U-turn from Ft. George Hill to Ft. George/Amsterdam
 - Ban left turn from Wadsworth to N/B St. Nicholas
 - Add three parking spots on Ft. George
 - Need for calming of traffic and upgrading of crosswalks on Audubon Ave. between 191st and 193rd (E-mail Maurice Bruet to request this study)
 - c. Possible city bench locations in front of senior/community centers
 - YMYWHA of Wash Heights (54 Nagle @ Broadway & Ellwood)
 - St. Elizabeth’s Church (Wadsworth Avenue and 186th Street)

- Broadway and 190th St.
 - Broadway at Fairview
- 3) Anita Barberis asked the DoT why were three parking spots removed at Haven Ave. & 173rd St. for daylighting? It hasn't helped. Cars still need to edge out.
 - 4) Proposed speed humps on Overlook Terrace between 186th and 184th
 - We received a letter from DoT approving speed humps but we don't know who requested it and who is in favor of it. Let's ask Martin Collins to contact the requestor and have them come to our next meeting.
 - May need to install a "loading" zone in front of Ft Tryon center because it blocks the traffic on Overlook Terrace.
 - Has it been 18 months since we last requested for crosswalks on overlook in front of the A train entrances at 184th and 190th street? If so, can we request that DoT do another study.
 - 5) Since CM Jackson provides funding for the Armory maybe we should include him in our discussion of idling of buses in front of the armory.
 - 6) Edith Prentiss re Apple Green taxis – There will be street hail permits for sale. All livery taxis must be painted "apple green", have meters, partitions, and on-duty/off-duty lights. This is met with mixed feeling from the livery community because many drivers use their cars a family vehicle and don't want it green or to install meters. Police enforcement will probably not make its way up to the Heights, so many will continue with business as usual.
 - 7) DDC will be rehabilitating retaining walls on Riverside Drive between w. 176th & W. 177th Streets, and at W. 155th St.
 - 8) Street co-naming: we will discuss suggested policy guidelines at our next meeting. Need to find out the council's time table so that we can pattern our work with them.
 - 9) Reconstruction of Plaza De Las Americas is slated to commence in Spring 2013 as per letter received from the DDC.
 - 10) Dan Doyle – very noisy in the area of Dyckman and Riverside drive.

Meeting adjourned at 9:25pm

Traffic and Transportation Committee
June 4th 2012

Present:

Committee: Yosef Kalinsky, Jim Berlin, Edith Prentiss, Mitch Glenn, Anita Barberis, Richard Allman, Elizabeth Ritter

Board: Maria Luna

Public: Josh Orzeck - DOT, Rob Viola – DOT, Quaiser Hashmi – HAKS, Charles Diamond – HAKS, David Friedman – HAKS, Hayden Benjamin – NYC DDC, Morcos Mossad – NYC DDC, Kim Lua, Tiffany Dupree, Martin Collins – CM Jackson’s office, Kimberly Kinchen, Martin Hartmann – NYC DDC, Gerard Dominach, Maria Centeno – NYC DOT, Andrew Mason – NYC DOT, David Thom - Park Terrace North Block Association, Brad Conover – Bike Up, Lars Klove – Bike Up, Maggie Clark, Megan Quirk – NYC DOT.

Meeting Started at 7:15pm. Rabbi Kalinsky welcomed meeting attendees.

1. Bike Lanes in Northern Manhattan update

- a. Josh Orzeck - DOT will improve signage and add sharrows wherever possible where bike lanes presently exist.
- b. Brad Conover of Bike Upper Manhattan (Bike Up) provided a handout with a prioritized list of desired bike lanes for upper Manhattan. Committee decided to issue a resolution in support of the plan, attaching the Bike Up document to the resolution. Brad Conover was asked to update the document to indicate the bike lane segments in Parks, as they are not the jurisdiction of the T&T Committee. The committee will submit the suggestions as is with an asterisk next to the one or two comments that pertain to parks land, indicating that we will need the involvement of the parks committee on those suggestions.
- c. A resolution in support of the plan was approved: Committee 6-0-1; Public: 12-0-0.

2. Inwood Slow Zone application – Presenter: Rob Viola, DOT

- a. The Neighborhood Slow Zone for Inwood has been approved by the DOT.
- b. Those assembled showed appreciation to the architect of the application, Dave Thom, of Park Terrace North Block Association.
- c. Components of plan:
 - i. Roadways are narrowed.
 - ii. Signage upon entering zone.
 - iii. Day-lighting at entry to sector, creating better sightlines for pedestrians.
 - iv. Speed bumps are placed throughout zone.
- d. The plan for Inwood includes:
 - i. Quarter-square mile, with Riverside Drive as the southern boundary, 218th Street on the north, Payson and Seaman Avenues to the West and Broadway to the East.
 - ii. 10 proposed speed bumps, plus 4 existing.
 - iii. Nine proposed entrance “gateways” with special signage.
 - iv. Eleven 20 mph markings.
- e. DOT solicits comments.
 - i. A request for additional traffic calming at south end of Seaman, at corner of 218th Street and Broadway, and at corner of Riverside Drive and Henshaw Street.
 - ii. There were a whole series of other requests with the goal of slowing cars down and keeping the through traffic out of the area altogether.
 - iii. Marty Collins of Councilman Jackson’s office mentioned a prior meeting of the police precinct at which Dyckman and Henshaw were discussed with Inspector Buzzetti and the possibility of making them one-way, though no word of any official plans to implement any proposals are known.

- f. DOT requests a CB12 resolution this month in order to begin this project in the Fall.
- g. Richard Allman moved to create a resolution in support of the plan; Liz Ritter seconded.
- h. Jim Berlin raised the question of whether a public forum is necessary to solicit neighborhood comment. Other members of the Committee and Public disagreed, though all agreed on the importance of spreading the word about the General Meeting to ensure public input. The motion passed unanimously with 7 Committee members and 9 members of the Public in favor.

3. Hamilton Heights Safe Streets for Seniors – Presenter: Megan Quirk

- a. Boundaries: 145th - 165th Sts., Broadway to Amsterdam, and St Nicholas Ave. north of 154th St.
- b. Tools to calm streets:
 - i. Increase walk time to cross street
 - ii. Build out sidewalks into street to shorten crossing distance.
 - iii. Install countdown signals
 - iv. Install parking lane stripes
- c. Intersections to be addressed:
 - i. Broadway and 155th Street.
 - ii. Amsterdam and 155th Street
 - iii. St Nicholas between 155 street and 159 streets.
- d. Implementation goal: Spring 2013.
- e. This resolution will be on three senior safety locations: Hamilton Heights from this evening's presentation and two from last month - Ft. George Hill and 193rd; and Wadsworth and Broadway and 173rd street. Rabbi Kalinsky provided an overview of these projects. The resolution passed unanimously with 7 Committee members and 4 members of the Public in favor.

4. School Safety improvement projects in CB12 area. Presenter: Maria Centeno, NYC DDC.

- a. Marty Hartmann presented on Incarnation School, 175th St. between Audubon and St. Nicholas.
 - i. Improvements include crosswalks, stop bars, signage and curb extensions.
 - ii. Goal is to begin construction in the summer of 2013.
- b. David Friedman presenting on PS 132, on Wadsworth Avenue between 182nd and 183rd Streets.
 - i. Neck downs are planned for all corners at 182nd and 183rd streets at St Nicholas and Wadsworth Avenues.
 - ii. Goal is to begin construction in the summer of 2013.
- c. PS 8 is also part of this project. We received a presentation on PS 8 safety improvements some time ago and passed a resolution in support.
- d. DDC requested a resolution in support of these projects. Resolution to be sent to Morcos Mossad, Senior Project manager at NYC DDC.
- e. A resolution in support passed unanimously, with 7 Committee members and 3 members of the Public in favor.

5. T&T Committee Street Co-naming Guidelines.

- a. Prior to this meeting, committee members reviewed CB1's guidelines.
- b. Committee collaborated to develop guidelines based on this template.
- c. Goals of this effort:
 - i. To limit consideration of street co-namings to the October and April meetings of the committee, which works well with the City Council schedule, providing two months in advance of their decisions.
 - ii. To make the rules transparent to the public.
 - iii. To establish criteria for consideration, e.g., co-namings limited to individuals with a minimum of 10 years of community involvement for an individual, or to persons of national or international stature who are identified with the community.
 - iv. To not consider a co-naming that has already been approved by the City Council.

- v. To provide a threshold for consideration, including a petition with signatures from the area proximate to the proposed Co-naming.
- d. After much consideration, the guidelines unanimously were approved (7 Committee members, 1 Board member, 3 members of the Public) to bring to the General Meeting later this month.

6. Consideration of co-naming candidates

- a. Martin Collins speaks on behalf of Max Bond.
 - i. Southwest Corner of Riverside Drive and 158th Street to be named J. Max Bond Jr. Way.
 - ii. The public and committee members agree
- b. A resolution in support passed unanimously, with 7 Committee members, 1 Board member and 3 members of the Public in favor.

7. Old Business

- a. Request to have DOT study Audubon Park neighborhood. Request submitted.
- b. Loading zone at Ft Tryon Center. DOT denies request. This is a No Standing zone.
- c. Traffic calming, including installation of crosswalks, for Overlook Terrace at 184th and 190th Streets. Committee asked the DOT to study again since 18 months have passed since we last inquired.