



## **CB12Traffic and Transportation Committee Meeting October 1, 2018**

**Committee Members Present** –Debby Nabavian (Chair), Edgar Roman (Assistant Chair), Mary Anderson, James Berlin, Gerard Dengel, Bianca Guerrero, Danielle Jettoo.

**Absent:** Robin Cruz

**CB12 Members** – Richard Allman

**Public** – Eugene Bailer Residents from CB12M, Carmen De La Rosa (Assembly Woman), DOT, Deirdre Parker (MTA NYCT), Ramon Garcia (MTA NYCT), Fausto Garzon (MTA NYCT), Dr. Pineda, Natalie Espino, Office of the MBP.

**Opening Remarks – Deborah Nabavian, Chair**

**1) Meeting called to order at 7:07 pm**

**2) Request for Speed Bump, Zebra Crossing and Warning Signs: 780, 788, 790, and 800 Riverside Drive (Northern side of the middle drive from East to West)**

- Eugene Bailer, resident of over 50 years at 765 Riverside Drive addressed the dangerous conditions for pedestrians on Riverside Drive between W. 155<sup>th</sup> St – W 158<sup>th</sup> Street, particularly at evening rush hour. Bailer requests a speed bump and signage.
- Bailer outlined issue, with cars speeding off the main drive from 155<sup>th</sup> street, and sometimes, two cars racing side by side. There is no safe crossing between 158<sup>th</sup> street and 155<sup>th</sup> street, no zebra crossing going east to west. The Oval, being heavily landscaped, has poor pedestrian sight lines.
- Mr. Bailer proposes (for second time) to put a speed bump just before W. 157<sup>th</sup> Street. Bailer also suggested dimensions for signage. His wife Harriet also attested to these comments.
- Lyle Blackwood of DoT shared DoT willingness to work with the community and continue conversations with regard to signage, lane markings, and speed bumps.
- LB also mentioned the long overdue Riverside Drive viaduct project - from W. 153<sup>rd</sup> street to W. 161<sup>st</sup> Street – which will begin next year.
- Mrs. Bailer asked DoT whether there is any opportunity to expedite the speed bump. DoT said they will explore how the request can be met especially given the other projects to be done in the area.
- DJ asked DOT whether a roadside speed screen could be placed in the interim. DoT said they'd look into feasibility.
- BG asked DoT how long it could take to be implemented. DoT responded it was hard to say, that this varies case by case, and with external considerations like inclement weather. BG asked for a general estimate. DoT said they would get back to the T&T committee.
- JB asked whether any involvement is needed from the community since DoT has confirmed a study will be conducted. DoT responded the community can perform an independent study of the situation. DoT will make an effort to bring visible the need of this location at the department level.
- DKN asked DoT to provide an overview of changes to DoT's speed bump evaluation process. DoT is currently reviewing the process to hopefully streamline, given the huge



volume of speed bump requests citywide and the significant DoT backlog for evaluating speed bumps. Current criteria include that street not be a bus route and road geometry.

- JB reiterated that in addition of the speed bump, traffic signs are also being requested at this location. DoT said that signage handled by other divisions.
- Another public community member suggested that the speed bump be expedited as part of surface replacement of Riverside Drive West.

### 3) NYCT – Presentation on the 1 Train Line Deep Station Project and Other Updates

- Deirdre Parker began by introducing her team and providing an update on the 1 Line Deep Station Elevator Project, which will begin at 168<sup>th</sup> St station in January 2019.
- DP reported that project phases two and three have been flipped, meaning that 191<sup>st</sup> Station will be done after 168<sup>th</sup>, and that 181<sup>st</sup> will go last. 191<sup>st</sup> station was moved up in response to Congressman Espaillat's concern about the very poor conditions at 191st.
- DP outlined that the 1 train will bypass 168<sup>th</sup> during this phase of the project. [A/C will still service 168<sup>th</sup>.] Customers will be able to transfer for a free shuttle bus or take the M4 or M5 at 157<sup>th</sup> street to access 168<sup>th</sup> street. NYCT will also suggest transfer at 59<sup>th</sup>/Columbus Circle from 1 Line to A/B/C/D lines.
- DJ asked NYCT whether there is an elevator at 157<sup>th</sup> station. NYCT responded “that there is no elevator” at 157th. DJ asked how someone on wheelchair will be able to exit this station and take the bus. NYCT noted that IRT 168<sup>th</sup> station is not accessible either.
- JB asked whether customers will be paying again if they take the M4 and M5 buses. NYCT responded “this situation” still under evaluation as NYCT wants to avoid for customers to riding for free. However, operation transfer unit is exploring 3 leg transfers.
- Assemblywoman Carmen De La Rosa raised concerns regarding lack of service and unreliability of M4 and M5 buses, the top complaints her offices hears. De La Rosa says that addressing these concerns is particularly critical during the construction period. NYCT will monitor those buses to ensure adequate service levels are maintained.
- NYCT reported that public reach plan will be implemented (“30 Day Notice”) to alert customers of changes during bypass period. Information will be also communicated via social media, the NYCT website, and station signage.
- BG asked if announcements will be made on the trains. NYCT said yes.
- DJ asked what it would take to make the elevators accessible to the street at 168<sup>th</sup>. NYCT responded that given high cost of bringing elevators to street level, it is not part of scope of this project. DJ emphasized the importance of having accessibility between the platform and the street from the 1 given the Columbia U Medical Center location.

### 4) Replacement of Traction Elevators on A line 181<sup>st</sup> and 190<sup>th</sup> Stations

- Ramon Garcia introduced himself as the engineer responsible of delivering the contract drawings and specifications for 1 Line and A Line to rehabilitate the elevators and escalators as presented June 2018.
- Three new elevators will be installed at each station (181<sup>st</sup> street and 191<sup>st</sup> street), including all the related equipment to run and monitor the elevators. All elevators at a station will be replaced simultaneously.
- **At 181st Street**, an 11 story deep station built in 1932, the project will run 1 year October 2019 - October 2020. The station will remain open, however, Fort Washington



Avenue at 184th entrance/exit will be closed, so customers must use either 181<sup>st</sup> at FWA or Overlook.

- Garcia said elevator cab dimensions will be more proportional. Meaning the width and length of the elevators will be less narrow.
- Parking closure will be in effect during this project across from Bennet Park. DKN asked how many parking spots will be affected. Garcia estimated 10 spots.
- **At 190<sup>th</sup>**, the Fort. Washington Avenue entrance/exit will be closed for from November 2020 thru October 2021, but the entrance from Bennet Avenue will remain open.
- A parking lane at Fort Washington Ave will be closed for the duration of the project.
- DJ asked about how the elevator ventilation will be monitored. MTA responded the new communication systems from the elevator will alert the maintainer for any failure.
- GD asked how the MTA addresses power outages. MTA responded they are 3 type sources of power. Elevators will be able two full rides on battery only.
- DJ asked MTA about shuttle bus plans. MTA currently has not defined the shuttle plans, but will provide info at a later time.
- Harriet Bailer expressed concerns of MTA disruption when train stations are being renovated. MTA responded that is the main reason they have been proactive to alert the MTA riders ahead of time of all coming changes.
- DJ asked MTA if these projects will cause/exacerbate train delays already being experienced? MTA said the renovation will not impact service. Current delays relate mainly due to signal problems.
- A resident expressed concerns whether the emergency stairs will be renovated, at 181<sup>st</sup> street from the 1 Line. MTA responded stairways will be repaired. JB reiterated the stairs need to be cleaned, since they are overlooked.
- RA expressed concern about accessibility, a major constraint especially for individuals with disability. 168<sup>th</sup> and 157<sup>th</sup> are not accessible. While 96<sup>th</sup> is accessible, it is too far from someone who wants to get access to the hospital. MTA responded the new MTA president has stated goal of having accessibility within two train stations.
- Carmen De La Rosa brought up the point that accessibility is very difficult for the residents in CB12 due to topography. Carmen De La Rosa stated that funding should be explored since accessibility is so critical.
- GD brought the point whether MTA is considering the new rezoning, since this can directly impact population growth. MTA responded they do work with city planning to take into account expected population growth.
- JB reiterated the importance of accessibility especially at 168<sup>th</sup> street station and whether the MTA is considering elevators access from the street level to the train station platform.
- Deidra suggested to go to [www.mta.info](http://www.mta.info) to learn more about any updates with the train stations.

##### 5) **Street Co-Naming: Marcos Navarro – 555 West 186<sup>th</sup> Street**

- Dr. Pineda presented her request for co-naming of W. 186<sup>th</sup> Street South East corner, (where there is a Rite Aid), in addition to re-naming basketball court located at 186<sup>th</sup> Street between St. Nicholas and Audubon Ave for Marcos Navarro. Marcos Navarro died in May 2018.

- Dr. Pineda spoke about Mr. Navarro’s advocacy for the community from his City University days, to founding ACDP (Asociacion Communal Dominicano Progresista), and much other organizing of the Washington Heights community. These efforts took place in the mid-70s, when there was a strong need to organize the community, and Navarro took the lead. Navarro was also a member of Community Board 12.
- A petition with hundreds of signatures was presented in support of the three initiatives to honor Mr. Navarro.
- Debby responded to Dr. Pineda “there are certain guidelines to be followed for co-naming a street,” including that the individual be deceased for at least 2 years. Thus, Debby recommended that the group bring this request again in April 2020.
- Natalie Espino shared that certain exceptions may be considered however, the decision to waive criteria is at City Council committee level, and that waiving the 2 year period would relate to Citywide figures.
- Dr. Pineda mentioned, she will follow up with Councilmember to explore further opportunities and guidance for this request.

**6) New Business/Old Business**

- Debby (chair) mentioned she has spoken with Chair of CB12 Business Development, Eleazar Bueno, about a possible joint meeting between the two committees to address issues on the 181st corridor, and the implementation and impact of the 2012 DoT study. The T&T committee discussed it may be best to invite representatives of Bus Development, the community, DoT and MTA to an upcoming T&T meeting, where this issue could be discussed. The idea of requesting a new DoT traffic study of the 181st corridor was raised, and DKN said she would reach out to DoT to find out what follow up studies were done after changes were made.

**7) Meeting adjourned at 9:10 pm**