

**BROOKLYN COMMUNITY BOARD 6
TRANSPORTATION/PUBLIC SAFETY COMMITTEE
JUNE 15, 2017**

Attendance:

J. Armer	E	K. Gurl	A	M. Silverman	P
P. Blake	P	J. Hessney	E	R. Sloane	P
J. Brown	P	E. McClure	P	J. Smith	E
E. Causil-Rodriguez	P	T. Miskel	P	M. Tannen	A
B. Chancey	P	M. Murphy	E	S. Tarpin	A
S. Cialek	A	R. Rigolli	A	U. Zimmerman	E
D. Gordon	P	E. Santogade	P		

P = present, E = excused, A = absent

GUESTS:

J. HARVEY - REP. FOR HON. JO ANNE SIMON, STATE ASSEMBLY MEMBER

L. BRANCH – DEPT. OF TRANSPORTATION

F. CIVITANO

E. EHRENBERG

*****MINUTES*****

The meeting was called to order by co-Chair Eric McClure at 6:42 p.m.

Presentation by Hornblower introducing the NYC Ferry’s newly launched South Brooklyn Ferry Route.

Presentation by the New York City Economic Development Corporation and Hornblower, operator of Citywide Ferry Service, introducing the ferry’s South Brooklyn route.

Service launched on June 1, 2017 from Atlantic Basin, with more routes coming on line through 2018. Routes running from Rockaway to Astoria, with 21 total landings. Ferries operate seven days a week, from 6:30 a.m. to 10:00 p.m., with a one-way fare of \$2.75. Bicycles can be brought on board for an additional \$1.00.

Projected total annual ridership of 4.6 million passengers when all routes are operational. ADA and LL68 accessible.

Ferry vessels:

- Low-wake
- EPA Tier 3 engines
- 149-person capacity
- Bicycle racks, wheelchair and stroller areas

Ticketing: via NYC Ferry app for smart phones, at www.ferry.nyc and on-site.

Hornblower is chartering additional vessels in order to reduce wait times.

Presentation by the Department of Transportation outlining preliminary plans for implementing the new, City Council mandated two-year car share pilot program.

The program will launch citywide this summer/fall. Seeks to address significant population growth in New York City, and the attendant greater demand for parking and curb space.

Current car-share programs operating in New York City are all private-sector businesses. NYC DOT studied best practices in San Francisco, Boston, Seattle, Hoboken, Washington, D.C. and other cities.

Third-party verified impact studies show that 23% to 32% of members of car-share programs ended up selling their personal vehicles, and that *each shared vehicle removed between five and 20 personal vehicles from the streets.*

Pilot program details:

- The Mayor and City Council mandated a two-year car-share pilot program
- DOT is using a permit system for private operators
- Targeting locations for maximum benefit
 - Reducing parking congestion
 - Improving mobility
 - 15 pilot neighborhoods
- Discount plans to expand accessibility to those with financial limitations
- Rules will be set by the car-share operators
- There will be new signage at designated car-share parking spaces, explaining how the program works (similar to four-sided bus stop signs)
- On-street ambassador teams will be out during the rollout to answer questions and educate the public
- Permits will be issued in mid-September 2017
- Signage will roll out in October 2017

Four areas in CB6 will be part of the pilot program:

- Park Slope
- Red Hook
- Cobble Hill/Carroll Gardens
- Boerum Hill/northern Gowanus

DOT will take suggestions regarding where to place, or not place, designated car-share parking spaces. In addition, the public can provide feedback via DOT's web portal: nycdotfeedbackportals.nyc/nycdot-carshare-pilot

DOT would appreciate help from CB6 in promoting the web portal link; very interested in gathering as much public input as possible.

Designated car-share parking spaces will be subject to alternate-side parking rules. If cars are not moved, they will not be ticketed, but the car-share operators will be responsible for making sure the spots are clean.

There are no initial size restrictions on vehicles, but all car-share vehicles will have to achieve a minimum of 27 MPG city/27 MPG highway.

The car-share pilot is not designed as a revenue-raising program for the city. Potential operators will only pay permit application fee that will be capped at \$1,000.

Benefits to the city include improved mobility, and better special efficiency, livability and air quality. The pilot will not take metered parking spaces, only free, alternate-side regulated parking spots.

A representative from Council Member Lander's office was present, and relayed the Council Member's strong support for the car-share pilot program.

All car-share operators involved in the pilot program will be private companies that operate legally in New York City. This will not be a city-run program.

The car-share operators will not enter into any types of community-benefit programs with neighborhoods participating in the pilot.

DOT will return to the T/PS Committee with an update in the fall, regarding specific locations.

Presentation by the Department of Transportation outlining the Department's on-going Smart Truck Management Plan.

DOT is conducting a citywide study that will lead to creation of borough-specific plans for truck management.

Freight trips have increased significantly in New York City; 90% of freight arrives in NYC via truck, and the growth in e-commerce has led to a corresponding, and significant, increase in truck deliveries.

CB6 is appropriate for study because:

- It has 104,709 residents
- 19% of land use is industrial
- It is home to major port facilities

The Smart Truck Management Plan aligns with city goals including DOT's strategic plan, the Mayor's One New York plan, and the 80x30 Roadmap.

The aim is to enhance economic vitality and quality of life.

Goals of the Smart Truck Management Plan:

- Develop a comprehensive strategy for freight delivery
- Better truck management
- Improve truck-route usage and compliance
- More efficiently move goods

The process is as follows:

- Understand the issues
- Multi-stakeholder engagement (industry, communities, stores, etc.)
- Regional coordination
- Comprehensive freight strategy

Project timeline:

- Started winter 2016-2017
- Public engagement spring/summer 2017
- Recommendations and public input fall/winter 2017
- Completed freight plan by December 2017

The plan includes:

- Off-hour delivery expansion
- Clean truck program expansion
- Compliance monitoring
- Truck route studies
- Improved access to industrial areas

DOT has set up an online survey at surveymonkey.com/r/nyctruck

In addition, the public can provide feedback at nycdotfeedbackportals.nyc/smart-truck-management-plan

Discussion

Q: Has DOT considered the impact of automated trucks?

A: Yes, the advent of self-driving trucks will be taken into consideration.

CB6 T/PS: Please consider timed loading zones in residential areas as well as commercial areas.

Q: Following the last truck study conducted by DOT, there was no enforcement. Without proper signage and enforcement, this whole effort will be worthless.

A: DOT is aware of this and currently working to address it.

CB6 T/PS: Local issues include divisible loads not being divided, resulting in too many oversized trucks on local streets, trucks driving on non-designated routes, and lack of coordination with NYPD on enforcement.

Q: Can DOT make better use of technology, such as developing an app that shows drivers the proper truck routes?

A: DOT is looking at technological improvements.

Q: Can DOT set up a mechanism independent of NYPD for reporting illegal truck activity?

The committee did not have a quorum present.

The meeting adjourned at approximately 8:40 p.m.

Minutes submitted by Elena Santogade and Bahij Chancey, transcribed by Eric McClure.