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CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD 10
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TRANSPORTATION LANDMARKS & HISTORIC PRESERVATION

Meeting Minutes

October 11, 2022 - 6:30 PM

Hon. Keith Taylor, Chair

Hon. Barbara Nelson, 1st Vice Chair

Committee Members in Attendance: Stephanie Palmer (Chair), Shawn Brannon, Asena Tui'one, Tiffany B., Genisha Metcalf, Milan Reed, Dana Points, Maat Mack, Crystal McKay, Verna Diggs, Valone Brown Jr., Derek Perkinson, Marquis Harrison

Committee Members Absent: None

Committee Members Excused: None

Board Members Present: None

Staff: Shatic Mitchell

Most Important Issue Related to Transportation and Mobility

Bicycle Network (bike lanes, signage, bike safety, etc.)

The increase of bicycles and e-scooters in Community Board 10 is a safety risk to pedestrians, especially senior residents, as there are currently no protected bike lanes within Community Board 10 to reduce crashes involving vehicles or pedestrians. To minimize the loss of permanent vehicle parking spaces due to the construction of protected bike lanes, Community Board 10 requests environmental impact studies and community input prior to the introduction of protected bike lanes in Community Board 10 or the leasing of street space to Citibikes, rental vehicles and e-scooters. Furthermore, due to the increasing population of Central Harlem, placement of Citibikes, implementation of the Manhattan congestion pricing zone, and other developments that may affect parking, Community Board 10 requests the Department of Transportation (DOT) to conduct a parking study to address the loss of parking spaces in our community. Due to the impact of the Manhattan congestion pricing zone, which will encourage drivers to park outside of the congestion pricing zone above 60th Street to avoid paying a toll. Community Board 10 also requests residential parking permit areas within Community Board 10 residential areas.

Community District Needs Related to Transportation and Mobility

Needs for Traffic and Transportation Infrastructure

Community Board 10 requires wheelchair accessibility for transit stations on 155th, 148th, 145th, 125th, 116th, 110th street on 2,3 lines and A,B,C and D lines which are major transportation hubs in the Central Harlem area. In addition, the regular maintenance and renovation of bus stops throughout Community Board 10, especially the installation of Real

Time Passenger Information technology, is important to ensure that seniors and persons with disabilities have equal access to public transportation throughout Central Harlem. Community Board 10 requests that the Department of Transportation expand the M1 to Grand Street via 5th Avenue / Broadway route to begin at 147th street and Adam Clayton Powell Jr. Blvd. The current M1 to Harlem 147th Street via Madison Avenue Bus route ends on 147th Street and Malcolm X Blvd in front of Esplanade Gardens, a Mitchell-Lama development which comprises six 27-story buildings with a total of 1,872 apartments. However, the downtown route for the M1 to Grand Street does not begin at 147th street, forcing commuters to walk to 145th Street to gain entry to the bus for their commute. This is a major inconvenience for senior commuters and persons with disabilities which restricts access to public transportation, especially considering that the 148th Street 3 train subway station currently has no ADA accessible access. The fleet of vehicles surrounding PSA 6 in Harlem presents an inconvenience for residents commuting via private and public transportation. Community Board 10 requests that PSA 6 reduce or relocate parked vehicles in front of or immediately surrounding its building to ensure residents have access to parking and public transportation.

Needs for Transit Services

Request: Transportation Infrastructure. Upgrade bus stops within Community Board 10 to include Real Time Passenger Information technology

Explanation: Real Time Passenger Information technology at bus stops is important to ensure that seniors and persons with disabilities have equal access to public transportation throughout Central Harlem.

Responsible Agency: New York City Department of Transportation

Location Site Name: All bus stops within Community Board 10.

Address: Various.

Request: Transportation Infrastructure. Provide protected bike lanes within Community Board 10

Explanation: There are no protected bike lanes above 110th Street despite a critical need for them. DOT should conduct a traffic impact study to determine the most efficient protected bike lane route which minimizes the loss of parking spaces for residential vehicle owners.

Responsible Agency: New York City Department of Transportation

Location Site Name: Bike lanes within Community Board 10.

Address: Various.

Request: Traffic and Traffic Flow. Provide residential parking permit areas within Community Board 10

Explanation: There are currently no residential parking permits provided in residential areas within Community Board 10 despite significant numbers of vehicles parked in Community Board 10 from drivers outside of the district, which will become more frequent causing parking congestion when the Manhattan congestion pricing zone is implemented.

Responsible Agency: New York City Department of Transportation

Location Site Name: Residential parking permit areas within Community Board 10 residential areas.

Address: Various.