



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD 10
215 West 125th Street, 4th Floor—New York, NY 10027
T: 212-749-3105 F: 212-662-4215

HENRIETTA LYLE
Chairperson

ANDREW LASSALLE
District Manager

Transportation Committee

— Vision Zero Taskforce

MINUTES

Date April 14, 2015

Location: 215 West 125th Street, 4th Floor—New York, NY 10027

Chair Maria Concepcion Garcia
Vice-Chair Daniel Land Parcerisas

MINUTES

Board Members in Attendance: Maria Garcia, Daniel Parcerisas, Karen Horry, Barbara Nelson, Daniel Clark

Board Members Excused: Ashely Emerole

Board Members no in Attendance: Troy Gethers

- **Presentation Item: SBS M60 125th Street SELECT BUS SERVICE UPDATES FOR COMMUNITY BOARD 9 & 10**
NYCDOT
NYC Transit Authority

- Summary of the presentation item: **Overview (please reference report below)**
M60 SBS 2014 Implementation for CB10

Results

- Bus Speeds
- Taxi Speeds
- Parking Analysis

2015 Plan

- Street Design
- Left Turns
- Transit Signal Priority

125th–LaGuardia Airport Select Bus Service: M60 Select Bus Service begins on May 25, 2014

- The New York City Department of Transportation and the Metropolitan Transportation Authority gave an update on the M60 Select Bus Service on 125th Street and discuss next steps for the extension of bus lanes. <http://www.nyc.gov/html/brt/html/routes/125th-laguardia.shtml>
- Select Bus Service is a program to improve bus speed, reliability, and convenience, implemented as a partnership between DOT and the MTA. Select Bus Service is New York City's brand of bus rapid transit, a system implemented around the world to provide a cost effective approach to transit improvements. Select Bus Service improves bus service through features such as dedicated bus lanes, off-board fare payment systems, and transit signal priority, as well as pedestrian access improvements to bus stops.
- 125th-LaGuardia Airport Select Bus Service was an upgrade to the former M60 route to LaGuardia Airport via 125th Street and Astoria Boulevard. The route includes dedicated bus lanes, transit signal priority, off-board fare payment, limited stops, and low-floor, three-door articulated buses. M60 Select

Bus Service connects to twelve subway lines (1, 2, 3, 4, 5, 6, A, B, C, D, N, and Q) and the Metro-North Railroad. Service launched on Memorial Day, May 25, 2014.

- Description of committee's action on the item e.g. (Resolution, or Letter of Support)
 - Provided a forum for public input/ response / comments / recommendations between the committee; public and agencies. All information is collected as part of the final report for this project.
- Next steps for District Office on item
 - Updates to the CB10 website with the committee meeting minutes and reports

1. Presentation Item: City Benches Program

CB10 Transportation Committee Chair

- Summary of the presentation item:
 - The CityBench program is an initiative to increase the amount of public seating on New York City's streets. As part of its city Bench Program, the NYC Department of Transportation (NYCDOT) is conducting an analysis of bus corridors throughout New York City in search of suitable bench locations to serve bus passengers particularly at bus stops, retail corridors, and in areas with high concentrations of senior citizens. These benches will make streets more comfortable for transit riders and pedestrians, especially for those who are older and disabled. **CB10 is encouraged to identify any additional sites that would benefit the additional bench installations. Thus far only one location has been identified 2015 Plan.**
- Description of committee's action on the item e.g. (Resolution, or Letter of Support)
 - Collect public input recommendations at the Transportation Committee meeting. Provide information as a presentation to the Executive Board.
- Next steps for District Office on item
 - Post meeting minutes and provide copies at the General Board Meeting

2. Presentation Item: NYC Wayfinding Program – presentation at executive board

- CB10 Transportation Committee Chair

- Summary of the presentation item:
 - WalkNYC launched in 2013 and is the City's standardized, map-based directional information system helping pedestrians, transit users, and cyclists confidently navigate neighborhoods and the transit system. The WalkNYC program will encourage exploration of the neighborhoods of Community Board 10 by both visitors and locals alike. This expansion will extend the network of WalkNYC signs installed to date in Lower Manhattan and Midtown Manhattan, the Concourse area of the Bronx, Long Island City, Queens, and Crown Heights and Prospect Heights, Brooklyn. **MAJOR GOAL OF THE WAYFINDING INITIATIVE: To show that areas of interest can be found withing walking distance throughout the neighborhood.**
 - TIMING: NYCDOT is hoping to have the first of the signs installed this summer, beginning with areas north of 155th Street, so the sooner feedback is received, the better. NYCDOT does not have a specific date for beginning work in CB 10, but can let you know if that changes. CB10 is encouraged to identify any additional sites that would benefit the WalkNYC program.

- Description of committee's action on the item e.g. (Resolution, or Letter of Support)
 - Collect public input recommendations at the Transportation Committee meeting. Provide information as a presentation to the executive board.
- Next steps for District Office on item
 - Post meeting minutes and provide copies at the General Board Meeting

Business Session/Voting Items:

- Topic of Discussion: **Street Co-Naming: Herman Bagley Way**
- Letter of Support Response **N/A at this time until the committee receives the signatures as indicted on the CB10 Street Co-naming application**
- Community Input and Committee Recommendations: Presenters were advised that the signatures collected from the community should come from the immediate residents and businesses surrounding the area where the co-naming is requested
- Voting Item: YES ___ NO ___ ABSTAIN ___ **N/A at this time**
- Topic of Discussion: **District Needs Statement follow-ups and Public Hearing Process**
Invite a presenter to begin the process: James Rojas holds an MA in City Planning and an MS in Architecture Studies from MIT. He works as a city and transportation planner, and is the founder of the Latino Urban Forum, a non-profit dedicated to increasing awareness of planning and design issues facing low-income Latinos. He has written and lectured extensively about how culture and immigration are transforming the American front yard and landscape, and, through Place It!, has organized an impressive number of on-site model installations and interactive workshops.

Announcements:

- **Description of Announcement**

Items Going before the Executive Committee: Monthly Report

Next Committee Meeting / Tentative Agenda Items:

Minutes Prepared by: Maria Concepcion Garcia CB10 Transportation Committee Chair and Daniel Land Parcerisas.

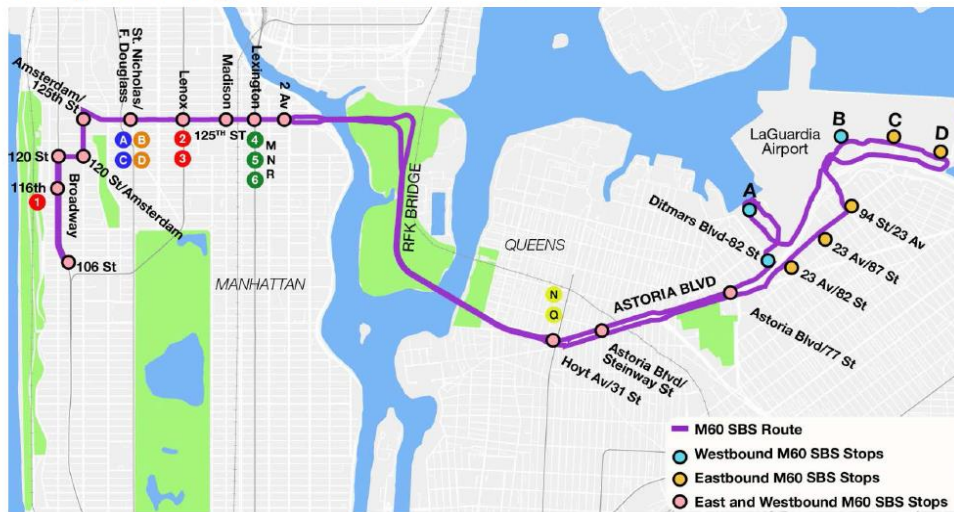
REPORT: SBS M60 125th Street SELECT BUS SERVICE UPDATES FOR COMMUNITY BOARD 9 & 10

M60 SBS 2014 Implementation Results: Bus Speeds • Taxi Speeds • Parking Analysis 2015 Plan • Street Design • Left Turns • Transit Signal Priority

Next Steps 2 <http://www.nyc.gov/html/brt/downloads/pdf/2015-04-14-brt-125th-cb10-post-implementation-update.pdf>

M60 SBS 2014 Implementation

Stop Changes on M60 Route



M60 SBS stops are focused on serving major destinations and transit connections

Bx15, M100 and M101 continue to stop on every block on 125th Street

Community Board 9

- **April 2, 2015** M60 SBS post-implementation street design update
- **January 8, 2015** M60 SBS post-implementation update
- **June 5, 2013** Revised street design for 125th Street
- **March 7, 2013** Proposed street design for 125th Street

Community Board 10

- **January 13, 2015** M60 SBS post-implementation update
- **June 12, 2013** (presented to full board) and **October 10, 2013** (presented to Transportation Committee) Revised street design for 125th Street
- **March 13, 2013** Proposed street design for 125th Street

Links to the presentations: <http://www.nyc.gov/html/brt/html/routes/125th-laguardia.shtml>

Station Amenities

- 39 fare machines, 6 new bus shelters installed along 125th Street
- Bus Time wayfinding panel at Madison Av was one of the first installed in NYC. Additional panels to be installed at other 125th St stops in 2015.

New Parking and Commercial Loading

- Metered parking added on 125th Street between Fifth and Third Avenues
- New AM commercial loading zones added on 125th St.

Dedicated Lanes for Buses and Right Turns

- Bus lanes installed between Lenox Av. and Second Av

Taxi Speeds: 125th St between Amsterdam Av and Second Av, Eastbound. Taxi trips are generally faster in EB direction, unchanged or slightly slower in WB direction.

Bus Speeds: M60 SBS: Travel time from Lenox Avenue to 2 Av, Eastbound

- SBS trips are 32-34% faster in bus lane section

Travel time from Amsterdam Av to Lenox Av, Eastbound

- SBS trips are 27-36% faster in section without bus lane

Travel time in 125th St bus lane section, Eastbound

- Local bus trips are **7-20% faster** in bus lane section
- Local bus speeds remain about the same in section without bus lane **October 2013- 2014**

125th Street: 2014 Changes 16

- Faster fare payment and limited stops have improved M60 SBS service across the corridor
- Local bus service has only improved on the east side of 125th Street, where bus lanes exist

Parking Analysis 17 Sample Block: 125th St between Third Av and Lexington Av, north curb. 2014 Improvements:

- Bus lanes; Commercial loading zones; Metered parking Results: Turnover of parking spaces increased by 37%; Double parking decreased by 55%

Sample Block: 125th St between 5th Av and Lenox Av, south curb **2014 Improvements:**

- Bus lanes; Commercial loading zones Results: Turnover of parking spaces increased by 4%; Double parking decreased over 91%

125th Street: Vision Zero Priority Corridor

- 125th Street from river to river identified as Priority Corridor for safety improvements.
- 125th Street is among highest injury/fatality corridors in Manhattan with 14.2 pedestrians Killed or Severely Injured (KSI) per mile*

125th Street: 2015 Plan Analysis still in progress

Signal timing modifications allow buses to move through the intersection in a timely manner and reduce transit delay. Potential intersections: 125th Street between Amsterdam and Second Avenues

M60 SBS 2014 Implementation

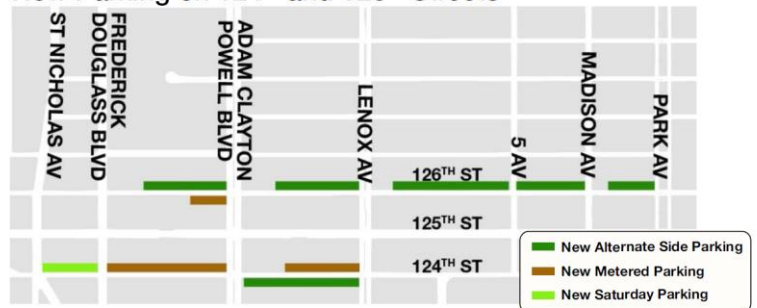
Dedicated Lanes for Buses and Right Turns



Bus lanes installed between Lenox Av and Second Av

M60 SBS 2014 Implementation

New Parking on 124th and 126th Streets



200 new parking spaces added for residential/retail use on 124th and 126th Streets, in response to community concerns

DOT evaluating how 125th St changes affected 124th and 126th Streets

125th Street: 2015 Plan

Extend bus lanes west from Lenox Av to Morningside Av



Implementing bus lanes on west side will improve service on SBS and local buses

Four Blocks of New offset bus lanes: Parking and deliveries at curb remain unchanged. Right turn bays better organize traffic at key intersections.

PUBLIC INPUT / RESPONSES / COMMENTS

As was discussed at the meeting, we have summarized the main concerns of the Committee members and of the public so that they may be addressed as you implement the M60 SBS:

1. Left turn bans on 125th Street

There are concerns that left turn bans on 125th Street will result in increased traffic on 124th Street and 126th Street, as drivers would re-route to those streets in order to make left turns onto the Avenues. DOT should consider restricting left-turn bans only during peak hours.

It is also unclear how re-routing eastbound traffic to 124th Street would work around Marcus Garvey Park, as the traffic runs westbound on 124th Street between 5th Avenue and Lenox Avenue.

Cross-town traffic is further complicated by Morningside Park, St. Nicholas Park, and Jackie Robinson Park, which make cross-town traffic impossible on many streets, and by the flow of cars to/from the bridges over the Harlem River between 125th Street and 155th Street.

For these reasons, we ask that before instituting any left turn bans on 125th Street, DOT conduct a comprehensive traffic study of CB 10.

2. Bus lane width

Existing traffic lanes are often too narrow for the buses to fit, and as a result buses often take up more than one lane. Before DOT moves forward with the designation of any bus lanes, it should analyze the street width to see what possibilities exist for accommodating lanes for different uses such as buses, parking, loading/unloading, and traffic.

3. Enforcement

Any rearrangement of lanes for different purposes needs to be accompanied by proper enforcement. For example, greater enforcement is needed to prevent loading/unloading off-hours and in non-designated areas, as well as against double parking. Bus lane implementing should be accompanied by appropriate and verifiable enforcement to make them a success.

4. Access for the disabled and the elderly

Disabled and/or elderly passengers now have to pay twice if they consume a transfer from an uptown/downtown bus to a local cross-town bus before boarding the M60 SBS. Fares should be restructured in order not to penalize passengers with reduced mobility.

5. Fare payment

Passengers with no fare cannot pay for their fare on the bus or at the bus stop, and must instead walk to the nearest subway station. The time that passengers with no fare must add to their trip to purchase their fare is contrary to the intent of a faster, more efficient bus -and encourages fare-baiting.

Passengers should be able to purchase their fare at the kiosks, and kiosks should be available at every stop.

6. ADA Issues

Addressing the user experience: 125th SBS corridor to address any ADA or mobility challenges in the physical space (streets and sidewalks; car/ bus lanes as well as inside of the actual buses. This has been mentioned from the abled as well as none abled communities

- Example: Bus drivers are competing for bus lane and car lane space when trying to pull up to the curb and adjust the ramp to accommodate the wheel chair user: *Nicholas/125th street stop is dangerous due to the construction...most of the time the bus driver does not pull up to the curb so a disabled person has to be in the street in order to get on the bus...not safe at all.*

- *Testimonial: driver unwilling to accommodate your request to provide the wheel chair ramp when you were boarding the bus until you reminded him of your ADA rights versus your Civil Rights.(Making the community aware of their rights is also vital to this discussion).*
- *Bus user experience inside the vehicle i.e.is it the best location that wheelchairs be able to only be stationed in the front of the bus? Are luggage racks spaced out properly and do the buses have enough on the M60 to accommodate the airport users?*

Regarding the M60 and disabled riders, in talking to disabled staff, colleagues, community members; almost everyone said while riding in the front is ok they would also welcome the option of where to sit front or in the back.

Additionally, a bus could be virtually empty for non disabled riders but considered full for those who use chairs once the allotted two slots are occupied.

- *Off board fare payment system and the location of the kiosks relative to the wheelchair user*

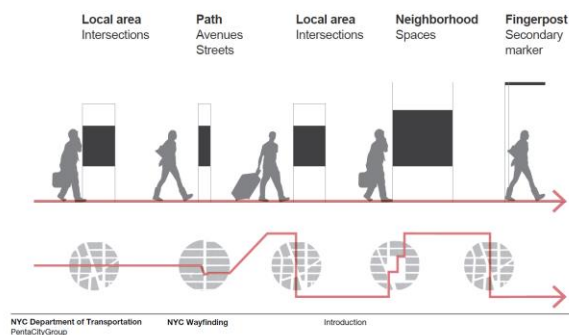
Placement of the payment kiosk; the back of the individual is to the curb and not that of the stores (this is done at some intervals along the SBS M15 route), safety concern for those who are blind/disabled. The disabled need to be able to pay from the store side not the side facing traffic. Off Boarding Machines face inward away from incoming traffic.

- The disability community along with the seniors are requesting that the DOT/MTA reinstate the M60 local airport bus along the corridor of 125th Street in the Village of Harlem.
- Requesting an up-to-date comprehensive study on ADA modifications and requirements.

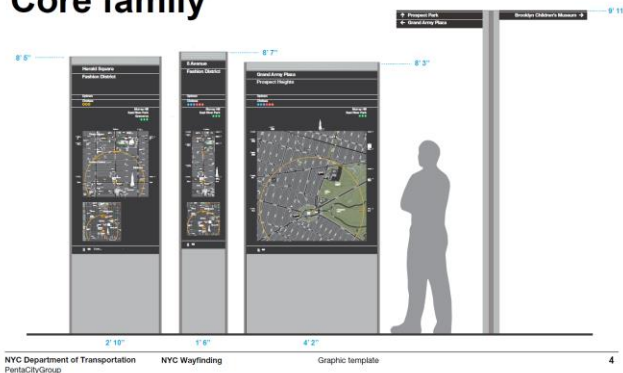
WAYFINDING

....so the pedestrian wayfinding station...is this accessible for people with low vision? People who are blind? Regarding the wayfinding station....is it is large print? Is there an audio version for those who are blind so they can access the information? Now that you mention height....is it accessible for an individual in a chair??? If I use the example in front of Harlem Hospital, the answer is no to all of the above. Also, attached is the Furniture Chapter from the NYCDOT streets design manual.

Strategy



Core family



CB10 Transportation Committee; Chair and Co-Chair
 Executive Director: Harlem Independent Living Center
 CB10 Transportation Committee Community

ACTION ITEM:

NOTE: The best forum for community comments are definitely the Open House
NEXT Open House: Community Board 9 on

DATE: MONDAY April 13th
 Grace Dodge Hall, Room 365 3rd floor
 525 West 120th street (enter at the Teachers Cloooge Columbia University, Main Hall Entrance) contact Josh Orzack for questions
jorzeck@dot.nyc.gov 212 839-6218

This would be a great time for anyone who was unable to attend the CB 10 open house to come and learn what the program is all about and give us their comments and feedback. Attached is the flier for that event here. The format is the same as the event specifically for CB10 held March 30th.

- FLYER Announcement
- **Upper Manhattan WalkNYC Wayfinding Draft Implementation Plan 4/3/2015**
- Street Design Manual Reference

WALKNYC PEDESTRIAN WAYFINDING SIGNS: COMMUNITY BOARD 9

Subject: Community Open House co-hosted by NYCDOT and NYC & Company
Date: Monday, April 13, 2015
Time: 6:00 - 8:00 p.m.
Location: Grace Dodge Hall, Room 365 (Third Floor), 525 West 120th Street (enter at the Teachers College Columbia University, Main Hall entrance)
Contact: Josh Orzack, jorzeck@dot.nyc.gov 212-839-6218, for all questions, including accessibility accommodations. Please provide as much advance notice as possible to allow us to provide optimal access.

Workshop involves:

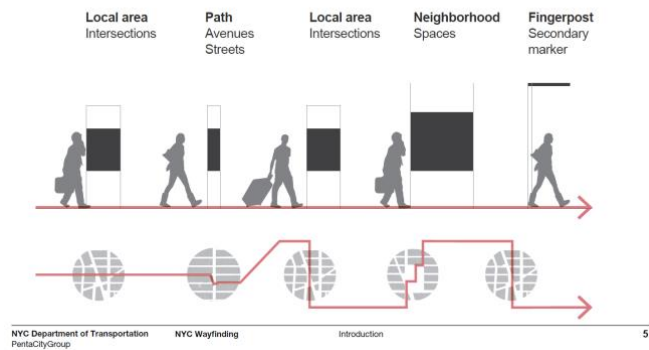
- Maps that encourage walking
- Providing transit information
- Highlighting local destinations
- Identifying commercial corridors

Logos: NEW YORK CITY DOT, WalkNYC, NYC & Company, NYC 311

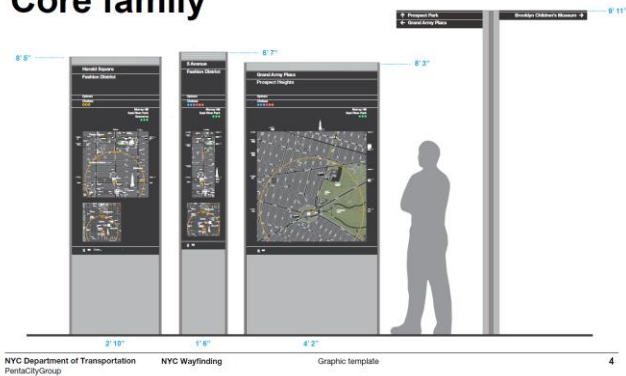
PUBLIC INPUT / REQUESTS / COMMENTS:

Regarding the wayfinding station...is it is large print? Is there an audio version for those who are blind so they can access the information? HEIGHT...is it accessible for an individual in a chair??? If I use the example in front of Harlem Hospital, the answer is no to all of the above. Also, attached is the Furniture Chapter from the NYCDOT streets design manual. CB10 Transportation Committee; Executive Director: Harlem Independent Living Center

Strategy



Core family



5.11 WalkNYC Wayfinding System

FURNITURE

WalkNYC Wayfinding System

Walking accounts for 31% of all trips in the city and is a component of nearly all travel by public transit and many car journeys. DOT's new, comprehensive wayfinding system will help visitors and residents alike navigate the city's streets, further encouraging walking. In 2013, DOT will begin installing maps mounted on pylons in partnership with neighborhoods across the city.



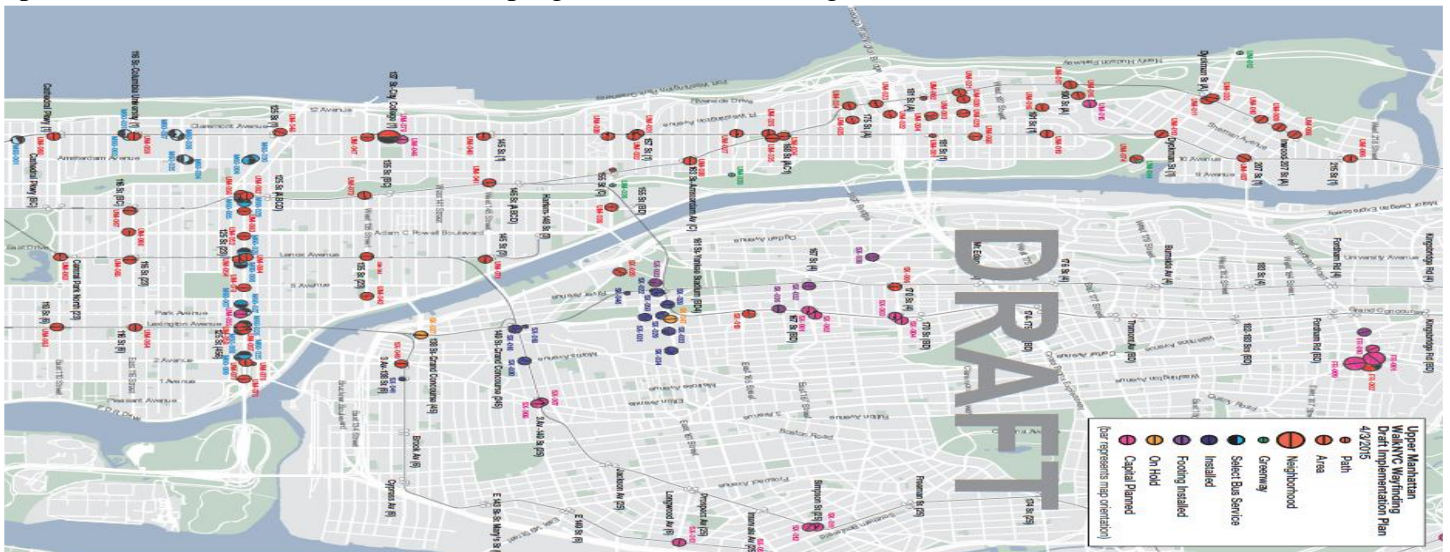
The local area map: Canal Street, Manhattan



The Street Design Manual references the WalkNYC Wayfinding System in Chapter 5: Furniture, see page 182 of the link below: <http://www.nyc.gov/html/dot/downloads/pdf/nycdot-streetdesignmanual-interior-05-furniture.pdf>
Upper Manhattan WalkNYC Wayfinding Draft Implementation Plan 4/3/2015

Please note that the Upper Manhattan Network Plan shows the proposed sign locations (as of today) for all of Upper Manhattan, not just Community Board 10. As indicated, these locations are proposed, and are still subject to change. Others may still be added, while others may be removed. This plan is a work in progress. If you have any feedback for us concerning any of the location shown, or any additional proposed locations, please let us know.

NOTE: CB10 will be conducting a Charrette at the next general board meeting, Wednesday, May 6, 2015 at the state Office Building in order to request public input for where to place benches and items for the WalkNYC Wayfinding initiatives. This would be a great time for anyone who was unable to attend the CB 10 open house to come and learn what the program is all about and give us their comments and feedback.



Report: CITY BENCH PROGRAM

ACTION ITEM:

Please provide feedback or hand in applications at the April 13, meeting. Online applications are due before April 26.

- Online form at www.nyc.gov/citybench
- Contact (212) 839-6565//6692 or by email at citybench@dot.nyc.gov

NYCDOT is typically installing benches at sidewalks that are at least 12’ in width along bus routes, near senior centers, on commercial corridors, and near municipal, commercial, and recreational destinations.

Sidewalks must be at least 14 feet wide at bus stops. All benches are 7 ft. 6 in. long and have seat dividers that prevent sleeping – please see photo of the bench.

As City – owned property, the bench will be the responsibility of NYCDOT should any issue arise; likewise NYCDOT will maintain the benches.

Thus far we have identified 1 site for a bench in your district:

Site ID	Location	Nearest Cross Street
3091	Holcombe Rucker Park	W. 155th Street and Harlem River Drive




PUBLIC INPUT / REQUESTS /COMMENTS:

CB10’s Vision Zero Taksforce worked last year with interns and the Borough President’s Office to document survey responses to six questions received by members of the Kennedy Senior Center. Survey: <https://www.surveymonkey.com/s/67J9V98> **There should be consideration given to the CB10 district for a SAFE STREETS FOR SENIORS INITIATIVE to tie these needs together.**

ADA ISSUE: REQUEST TO MEASURE THE HEIGHT OF THE BENCHES

That have backs to see if they are higher than the current versions which do not...the version with the backs prevents people from trying to sit directly behind someone who is already sitting down forcing them to scoot over...(see this a lot in the Bronx). Additionally the backless version is too close for the disabled with mobility issues, those with vision loss, those who are considered to be overweight, seniors, etc.



NYC CityBench Request Form
Sidewalks & Pedestrians

The CityBench program is an initiative to increase the amount of public seating on New York's streets. DOT is installing attractive and durable benches around the city, particularly at bus stops, retail corridors, and in areas with high concentrations of senior citizens. These benches make streets more comfortable for transit riders and pedestrians, especially for those who are older or disabled. Anyone can request a bench. If you know of a good location that meets the requirements below, please submit this Request Form by mail to the address located at the end of this form, or apply online at www.nyc.gov/citybench.

Request a Bench
The sidewalk must be at least 12 feet wide from building to curb face for backless benches. For backless benches at bus stops, the sidewalk must be at least 14 feet wide. Other clearance requirements also apply - to learn more, please visit www.nyc.gov/citybench or call (212) 839-6692.

* indicates required field

Applicant Info:
 Name *: _____ Organization (if applicable): _____
 Email *: _____ Phone #: _____
 Date: ____/____/____

Number of benches you would like to request: *
 One Preferred type of bench:
 With back Preferred orientation:
 Near the curb
 Two Backless (sit on either side) Closer to the building
 Backless (sit on one side) Closer to the building

If you would like to request more than two benches, please contact citybench@dot.nyc.gov or call (212) 839-6692.

Proposed Location:
 Address *: _____
 Describe location * (e.g. In front of Joe's Pharmacy): _____
 Borough *: Bronx Brooklyn Manhattan Queens Staten Island
 Would the bench, which is approximately 8 feet long, span two properties? yes no I don't know
 Secondary address (if yes above): _____

Is there anything else you would like to add?

To ensure a response to your application, please provide your email address and/or phone number. If you do not provide this information, we will not be able to contact you. If you have any questions, please contact the CityBench Program at citybench@dot.nyc.gov or (212) 839-6692.