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MANHATTAN COMMUNITY BOARD 10
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Transportation Committee

— Vision Zero Taskforce

MINUTES

Location: Tuesday, June 9, 2015 – 6:30 PM
215 West 125th Street, **3rd Floor Conference Room**
Hon. Maria Garcia, Chair
Hon. Daniel Land Parcerisas, Vice-Chair

Board Members in Attendance: Maria Garcia, Karen Horry, Daniel Clark Ashely Emerole Barbara Nelson, Maurice Sessoms, Brian Benjamin

Board Members Excused: Daniel Parcerisas

Board Members not in Attendance: Troy Gethers,

1. Presentation Item: District Need Statement Items
CB10 Transportation Committee Chair

- **Summary of discussion: District Need Statement Items**

- **Committee Input: June 9, 2015**

- Addressing traffic safety issues around schools, , avenues and corridors including a discussion regarding the slow zone process; address speeding vehicles and speed violations; requests for pedestrian crosswalks; crossing guards; speed cameras; NYPD enforcement and street signs; study fender bender types of accidents to determine direction, cause and appropriate action. Identifying high speed traffic locations; and conducting street design reviews; Especially in light of the incidents of death, fatalities that happened in front of Frederick Douglass Academy in the first week of the month of May.
 - Vehicle speeds and velocity
 - Enforcement
 - Speaking with the other committees such as Public Safety Committee meeting, and Education Committee.
 - Addressing dirt bike riders
 - Request of the SPS comprehensive impact study
- Lack of repairs to the Fredrick Douglas Boulevard:
 - Not pothole fixes but asphalt resurfacing of the whole corridor; renew traffic markings (repaint updates).
 - Address idling traffic on Lenox Ave through an air quality analysis an area with high asthma rates and cardio-cavascular and respiratory diseases particularly during summer months.
- Safety near and around park in light of capital improvements to parks around the district
- Bike lanes discussion to address safety measures and designated riding locations; City Bikes Program; and developing an impact study. This would be in line with similar plans that have been under

development in adjacent community boards led by Karen Horry, Chair of the Park and Recreation committee at a future date. **All previous resolutions regarding this item will be taken into consideration.**

- ***Bicycle Maps 2015 New York City Bike Map were available for distribution at the meeting: The New York City Bike Map is an annual free publication of DOT. Over 375,000 will be distributed this year from bicycle shops, libraries, and schools. You can also order your free copy by calling 311. Download the 2015 NYC Bike Map (pdf) (14 MB)***
- Delineator replacement along specified corridors requested
- Address the Dirt Bike Riders by providing a designated riding location.
- Remove foliage blocking and covering signs
- **Description of committee's action on the item e.g. (Resolution, or Letter of Support)**
 - Request a list of pothole; street signs locations from the public with photos whenever possible
 - NYCDOT Josh Orzack requested that the committee chair send a list of the specific locations for the delineators; needs to know the locations for the repairs of walkways
- **Result of the Discussion:**
 - Karen Horry lead a bike lanes and bike program presentation for the Transportation Committee to begin a discussion about creating a contiguous bike plan within the CB10 district as part of the NYC Bike Map.
 - Dates will be coordinated with the NYCDOT
 - Marketing and communications Plans will include flyers using CB10 and NYCDOT flyers and public hearing notices when appropriate.
 - **Continue the development of a draft District Needs Statement**
 - **Deadline July 15 for public input**
- Next steps for District Office on Item:
 - **Cooridors must be mapped for schools, churches, senior centers, playgrounds, landmarks, gardens, etc. using Manhattan Bourough President Community Planning Tools and Resources**
- Public Input was solicited.
 - Marketing and Social media ideas were shared to get the word out about the comprehensive plan

Sheets provided at every **Transportation Committee _Vision Zero Taskforce** meeting. Written comments result in immediately documentation inserted within the same months reports and executive meeting process. Illegible writing cannot result in accurate information.

District Needs Statement: Public Input Responses and Comments:

Transportation Committee and Vision Zero Taskforce May 12, 2015 *were sent to NYCDOT Commissioner Margaret Forgione on June 9, 2015*

- Safety Issues to be addressed in front of Frederick Douglas Academy Addressing Safety Issues around Schools, avenues and corridors including a discussion regarding the slow zone process; address speeding vehicles and speed violations; requests for pedestrian crosswalks; crossing guards; speed cameras; NYPD enforcement.
- - There is a deli directly across from the YMCA at. 151st St. and 7th Ave. There is also a deli directly across from each of the two schools' exits on 7th Ave. at 150th and 149th Streets. The children make a bee line for these stores at dismissal.
- - Cars traveling east on 148th and 150th Streets disregard the speeding limit in order to make the light

on 7th Ave. This jeopardizes children crossing at the intersections,

- Please take these points into consideration as well.
- On Wed, May 20, 2015 at 5:37 PM, linda martin <elle.m2000@gmail.com> wrote:
- Recent and past events have proven 7th Avenue, between 153rd St. and 145th St. to be hazardous to pedestrians. In light of this, changes that would improve the chances of crossing the avenue safely need to take place. Please consider the following points when determining how urgent the need for change is and what adjustments in the traffic regulations of the area should be made:
- Thousands of children cross 7th Avenue between 153rd St and 145th St.
- There are three schools between 149th St and 151st St and 7th Av: FDA I Middle/High School at 149th St.; C.S. 200 Elementary School at 150th St.; and Thurgood Marshall Lower School at 151st St.
- Many destinations in the surrounding area require crossing 7th Avenue back and forth.
- There is a children's library, Macomb's Bridge Library, at 153rd St and 7th Ave, on the southbound side, that requires children from two of the schools to cross 7th Ave. in order to reach it. It is well patronized.
- There is a YMCA on 151st St and 7th Ave that the children use.
- There is the Frederick Johnson playground between 150th and 7th Ave. and 151st St. and 7th Ave.
- There is #3 train station stop at 149th St. and 7th Ave.
- On 152nd and 7th Ave., there is a recessed ramp where traffic passes between 7th Ave, 8th Ave., the FDR highway, and the west side of Manhattan. Neither pedestrian nor vehicle can see each other until the vehicle is upon the pedestrian.
- On the southbound side of 7th Ave., combined traffic coming off the 152nd St. ramp, the 155th St. Bridge(to the Bronx), and the 155th St. Overpass, moves swiftly downhill towards intersections where students are crossing at 152nd St., 151st St., 150th St., 149th St., and 148th St.
- Students entering and exiting FDA I have to dodge moving cars seeking or leaving parking spaces as their school entrance is in the parking lot and their is no safe designated walkway for them to use. In addition, there is no illumination of the area so children doge cars in the dark in the winter months and when they attend programs in the evening.
- Students exiting on the C.S. 200 side at 150th and 7th Ave. have to walk along the entrance/exit ramp with moving vehicles. In addition, elementary school students must dodge these same cars as they cross the sidewalk where they walk, run and play right outside their school or go to the playground.
- If children proceed downtown on 7th Ave., on the northbound side, they must dodge cars crossing the sidewalk, entering and exiting Esplanade Gardens.
- Children have to dodge cars entering and exiting the block-wide carwash that extends from 150th St. and 7th Ave. to 151st St. and 7th Ave. on the southbound side. These cars drive across and block the sidewalk.
- City buses turn from 147th St. onto 7th Ave. in route to the depot.
- The pavement placed at the ends of the medians, where the intersections are, extends well beyond the crosswalk and gives a false sense of security, causing children to cross in the forbidden zone as opposed to crossing at the light. Vehicles focusing on the actual crosswalk may not see these kids that are already out in the street.
- This area is known to be problematic as cars do not observe the speed limit.
- The only way to ensure the cars slow down is to either block traffic along 7th Ave. between certain hours or place flashing stop lights at each intersection so the cars can only travel the distance of one block at a time along 7th Ave., between 153rd and 145th before they must stop, during certain hours when school activities are in session.

- **Presentation Item: WALKNYC PEDESTRIAN WAYFINDING SIGNS CB10 Orientation, Navigation, Direction and City Benches Program Charrette Project**
CB10 Transportation Committee Chair
- **Summary of discussion: District Need Statement Items**
 - CB10 Conducted a Charrette at the Wednesday, May 6, 2015 General Board meeting, at the state Office Building to request public input. Prior to the charrette CB10 had one request for a bench on 155th street despite numerous public input requests at prior Transportation committee meetings.

RESULTS:

- Over 50 community Responses received
- Benches were requested along specific district bus lines
- 2 senior center bench location were identified
- An Inventory of bus routes was created
- Over 50 community Responses were received
- Corrections for various map items were noted; Corrections to erroneously identified street names
- Findings were shared with NYCDOT thus far.
- This report will be sent in June to NYCDOT
- Issues regarding to wayfinding designs and their use and interaction with the ADA populations.
- Outline the Historic Districts: Mt. Morris Park, Strivers Row and Astor Row.
- **Description of committee's action on the item e.g. (Resolution, or Letter of Support)**
 - On June 9, 2015 the Committee minutes and reports were sent to NYCDOT so that they can take action on the report findings.
- **Result of the Discussion:**
 - NYCDOT to Correct the maps utilizing the spreadsheet findings that to include items collected at the general board meeting; through email responses and from the April and May Transportation Committee meetings and Charrette process.

Josh: Does not have any information on the street benches. Street benches are not done by neighborhood. They're done as they're requested in survey. NYCDOT sends out letters, which are given to the board and they probably need a certain time to comment, and then they go in for installation. Josh will check the ones that are in the queues. We'd look over CB10's list, we'd see if we inspected any sights prior to this, or get some feasibility issues. Will check with the street furniture unit.

- Next steps for District Office on item
 - **CB10** be in communication with NYCDOT to report back in September to the committee.
 - Share monthly reports with NYCDOT Commissioner and Josh Orzack so that they can take action on the report findings.

- **Presentation Item: SAFETY IMPROVEMENTS NEAR LENOX AVENUE AND 145TH STREET**
CB10 Transportation Committee Chair

Exchange date with NYCDOT for a save the date regarding a summer walk thru of the project for time of day; different locations along the route; specific communities along the corridor.

Note: Additional Comments

Response to 3/10,/15 meeting concerning Lenox Ave and 145th St project:

I would like to see a massive public relation campaign to educate the pedestrians and drivers to the rules of the road. New York City is the melting pot, many people coming here with bad practices both as drivers and pedestrians.

I think this plan causes more of a problem then a solution. This area will always have heavy traffic, because of the need to access the 145th street Bridge. We need directional lights @ the 145th and Lenox Ave intersection .We do not need a new painted yellow median to channelize traffic; it will only cause backups.

On 7th Ave (Adam Clayton Powell) Blvd. when the concrete median extensions were installed it caused great stress to driver, you ended up with one lane for left turns, one lane to drive thru, one lane for double parking and one lane to park. I observed people sitting on lounge chairs in the closed left lane, can cars now park there?

Lane reduction between 145th and 147th street on Lenox Ave is not a good idea due to MTA and Esplanade Gardens. There are two bus stops at 146th and Lenox Ave. Is it possible to get one back?

It is my belief that lights, stop signs, cameras, bumps in the road, and tickets for jay walking controls drivers and pedestrians. Now that Mr. Broomberg is gone it's time to put away the bikes and give us back our side walks especially those on 1st ,2nd and 3rd avenue, if we must have bike lanes let them be next to the parked cars.

- **Presentation Item: SBS M60 125th Street Select Bus Service**
 - CB10 Transportation Committee Chair
 - Letter sent to Commissioner Margaret Forgiione June 9, 2015 (see attachment)
- **Presentation Item: Bradhurst Plaza Proposal**
 - The Transportation Committee did vote on the Bradhurst Plaza Project in its January 2015 meeting, and the vote was three (3) yes's and two (2) no's and one (1) abstention. As a result of that vote, according to parliamentary procedures, the motion/vote did not pass. In order for a motion to pass, a majority of the members present who are entitled to vote must vote in the affirmative. That means there must be more "yes" votes than the total of "no" votes and abstentions combined in order for a motion to carry
 - Unfortunate, the January 2015 Bradhurst Project motion did not carry. However, this outcome does not preclude the Bradhurst Plaza Project from being presented to the Transportation Committee again.
 - The purpose of this presentation is to request that the Committee reconsider a committee vote in support move this item to the Executive Committee and full board agendas for a vote.

June 9, 2015 meeting outcome:

Vote in Support of Placing this item on the agenda for the executive board meeting

5 yes

0 no

1 abstention

Calendar of CB10 Meetings:

- Wednesday, June 24, 2015 Executive Committee
- Wednesday, September 2, 2015 General Board Meeting

Adjournment 9:23 pm

Reports:

WAYFINDING

WALKNYC PEDESTRIAN WAYFINDING SIGNS CB10 Orientation, Navigation, Direction and City Benches Program Charrette Project

WalkNYC launched in 2013 is the City's standardized, map-based directional information system helping pedestrians, transit users, and cyclists to navigate neighborhoods and the transit system.

The WalkNYC program encourages:

- Exploration of CB10 neighborhoods by both visitors and locals alike.
- This expansion will extend the network of WalkNYC signs installed in Lower Manhattan and Midtown, 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 within 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. This would be a great time for anyone who was unable to attend the CB 10 open house to come and learn what the programs are about.

BENCHES

CB10 IS ENCOURAGED TO IDENTIFY ANY ADDITIONAL SITES THAT WOULD BENEFIT THE ADDITIONAL BENCH INSTALLATIONS. THUS FAR ONLY ONE LOCATION HAS BEEN IDENTIFIED. (NYCDOT) is conducting an analysis of bus corridors throughout New York City in search of suitable bench locations to serve bus passengers – **particularly the elderly and mobile impaired.** Near senior centers, on commercial corridors, and near municipal, commercial, and recreational destinations.

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



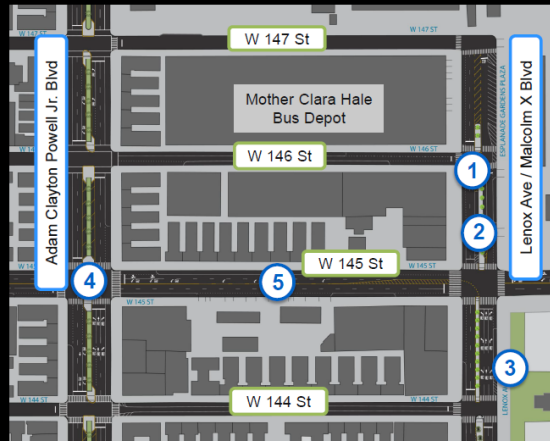
The local area map: Canal Street, Manhattan

SAFETY IMPROVEMENTS NEAR LENOX AVENUE AND 145TH ST.

[Existing Issues: Lenox Ave, W 145 St – W 147 St

- High crash corridor, with 61 injuries between W 144 St and W 147 St (2009 – 2013, NYPD Crash Data)
 - 15 pedestrian injuries
 - W 145 St - 51 injuries, 3 severe
 - 5% of Manhattan intersections had more KSI (Killed or Severely Injured), and 2% had more injuries
 - Significant traffic volume to and from the 145 St Bridge
 - Double northbound left turns at W 145 St
 - High pedestrian volumes
 - Subway entrance/exit (3 train)
 - Midblock crossing
 - Bus traffic
 - Renovated Bus Depot
 - Idling in median

Proposal Summary



	Change in Parking Supply
Lenox Ave 145 St – 147 St	+ 5 spaces
Lenox Ave 143 St – 145 St	- 2 spaces
Total	+ 3 spaces

1. Construct concrete median and islands on Lenox Ave between W 144 St and W 147 St
2. Add 5 additional parking spaces between W 145 St and W 147 St along Lenox Ave
3. Remove rush hour curb regulation on east side of Lenox Ave between W 143 St and W 145 St, restoring 16 parking spaces between 4pm and 7pm
4. Ban southbound left turn and expand north side concrete island at Adam Clayton Powell Jr Blvd and W 145 St
5. Stripe parking lanes, painted median, and left turn bay along W 145 St

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NYCDOT is proposing pedestrian and traffic safety improvements in the area of Lenox Avenue and W 145th St to create safer pedestrian crossings, shorten crossing distances, increase pedestrian space, and calm traffic. This proposal includes:

- A new concrete median between W 145th St and W 146th St along Lenox Avenue with parallel parking on both sides. A new pedestrian safety island at Lenox Avenue and W 146th St
- A widened concrete median with median tips extended through the crosswalks along Lenox Avenue between W 144th St and W 145th St.
- At W 147th St and Lenox Avenue, high-visibility crosswalks would be installed to improve visibility of pedestrians at the intersection
- At W 145th St and Adam Clayton Powell Jr Blvd, NYCDOT is proposing restricting the southbound left turn in order to reduce confusion and congestion for motorists, while improving pedestrian safety.
- Along W 145th St between Adam Clayton Powell Jr Blvd and Lenox Avenue, NYCDOT is proposing the striping of parking lanes, a painted flush median near Lenox Avenue, and an extended left turn lane in order to clarify and calm traffic.

Public input sheet written statements from meeting participants:

- I don't agree with the traffic changes in the 145th street area. It would lead to hardship in both travel and pollution. Please do not add any bike lanes to the vicinity
- Blocking: Access-A-Ride, school buses, city buses, gas stations, Esplanade parking lots, transit driveways ; Senior Day Care center, Natural Occurring Retirement community.
Hours: Work: 7-9am. After work: Fridays 3:30pm to 6pm. Yankee stadium (park) baseball games, basketball tournaments; Areas of concern: Lenox Ave. / 7th Ave. 144th –W147th Pollution area –COPD, Asthma.
- Two lanes to one lane a no, no. Between 145th and 147th and Lenox Ave. Idling in front of 700 and 720 Lenox Ave. Street signs stating no idling and no horn blowing. No median.
- Concerns on U turn 144th and 7th Ave, buses and tractor trailer will go down 144th street. Churches shelter in this area. Buses and trucks will turn on Lenox in front of a park; children will be going to the park, causes security issues.
- Who is requesting these changes? The community NYPD, the Mayor's office? What time of the year were these studies done? Cold weather is when there is less traffic and pedestrians. Come back with the warmer weather to see the difference. 145th -147th one lane is a bad idea. Too many double parked cars; they can't continue to park

on the sidewalks. Restricting left turns on 145th will increase the turns on 146th street causing more traffic. One lane from 145th -147th is the only way to travel up 147th. For many Esplanade residents over 3,000. U Turn at 144th – 7th Ave. there is a school at 144th between 7th Ave. Children cross there.

- Please repair ramps on the south west corner of 146th and Lenox. Restore bus stop at the 146th street and Lenox heading downtown. The left turn from Lenox onto 145th is dangerous for seniors crossing to bus stop headed south.
- Traffic through 146th street with buses and big storage house traffic
1. 720 Lenox Ave; 2. School bus waiting; 3. **Send proposal by email.**
- My concern is that my community has lots of kids and adults with asthma and some on oxygen. Are you all concerned about the diesel fumes from large trucks contributing to people's illnesses? We know you can't stop all trucks but maybe minimize or reroute some trucks. Maybe we won't have to inhale all this pollution. Concrete medians will block the flow with the traffic. Esplanade has three parking lots. 1. 145th and Lenox next to the bus stop; 2. 146th street on the corner; 3. Right on the corner of 147th street. Two lanes for traffic will not work on Lenox Ave. No U-Turns from 144th onto Lenox Ave. which is a playground on Lenox Ave. from 145th street to 143rd street.
 - **Future Project meetings and community walk thrus to be announced.**


Project package: Links to the presentation and the posted description on the NYCDOT website Posted on the website here: <http://www.nyc.gov/html/dot/html/pedestrians/pedestrian-projects.shtml>.

- ✓ Public Input Sheets
- ✓ Dropbox recording: <https://www.dropbox.com/s/53ib28myrxexie4/Transportation%203.10.15.MP3?dl=0>
- ✓ [Download a slideshow about the project](#)

SBS M60 125th Street Select Bus Service

M60 125th Street – LaGuardia Airport SBS

The Corridor

The M60 SBS Corridor extends from 106th/Broadway in Manhattan, across 125th Street and Astoria Boulevard to LaGuardia Airport. The M60 carries over 17,000 riders on an average weekday, a figure that has been consistently increasing. The M60 has the highest ridership of the four crosstown bus routes on 125th Street (9,600 customers a day) and the majority of the M60's boardings and alightings occur on 125th Street, serving residents, shoppers and commuters. M60 connects to twelve subway lines including the  and Metro-North Commuter Railroad.

Construction has begun at the bus stops along the corridor. Fare machinery will be installed at every SBS stop so that customers can pay before boarding. In addition new shelters are being installed at many stops.

Project Description

M60 SBS service will begin in Spring 2014. The overall goals of the project are to speed buses and increase reliability, improve safety for all corridor users, and support overall community needs. Upgrades on the M60 Select Bus Service include off board fare collection, dedicated bus lanes on 125th Street between Lenox Avenue and 2nd Avenue, limited stops, and transit signal priority. The bus lanes on 125th Street will improve speed and reliability on all 125th Street buses. Improvements to curb regulations on 125th Street will reduce the amount of double parking along the corridor by increasing parking turnover and providing space for commercial vehicle loading. SBS improvements will also benefit riders taking the M60 to the LaGuardia Airport. From end-to-end, the proposed service would be 10-15% faster than the current M60 route, and 15-20% faster from 125th/Lexington Avenue to LaGuardia Airport.

Physical Features

- Dedicated offset bus lanes on 125th Street between Lenox Avenue and 2nd Avenue
- Off board fare collection for faster boarding

- Station and bus branding
- Three-door, low floor buses
- Transit signal priority
- Pedestrian safety improvements

Service Plan Features

- M60 SBS replaces M60 with limited stops between 106th/Broadway and LaGuardia Airport
- At most stops, the SBS will have its own stop, with local buses stopping at an adjacent location
- Bx15, M100, and M101 will continue to make all local stops along 125th Street
- The M4 and M104 will continue to make local stops on Broadway, and the M11 on Amsterdam Avenue
- In Queens the Q19 will continue to serve local stops on Astoria Boulevard

M60 SBS



Map showing M60 SBS station locations

Check back soon for more information. Also, visit NYCDOT's page at: <http://www.nyc.gov/html/brt/html/other/laguardia.shtml>

Bradhurst Plaza Proposal

Proposed Plaza

Enhanced crosswalks, planters, CityBenches, moveable furniture, umbrellas, flexible bollards & granite blocks



Bradhurst Plaza Proposal History of Proposal

Package to Manhattan Community Board 10 (145 pages) Table of Contents

1. Map of project proposal site
2. NYC Plaza Program 2013 application
3. HERBan Farmers' Market proposal
4. Support letter from Manhattan Borough President Gale A. Brewer
5. Support letter from NYC Council Assistant Deputy Majority Leader Inez E. Dickens
6. Support letter from NYC Council Member Robert Jackson
7. Support letter from the Greater Harlem Chamber of Commerce
8. Support letter from the Harlem Business Alliance
9. Support letter from WE ACT for Environmental Justice
10. Support letter from Transportation Alternatives
11. Support letter from Mount Sinai's The Partnership for a Healthier Manhattan
12. Support letter from Harlem Hospital's Walk it Out!
13. Support letter from New York Road Runners
14. Support letter from Bethany Baptist Church
15. Support letter from The Doe Fund, Inc.
16. Support letter from Polo Grounds Towers Resident Association
17. Support letter from Arts Horizons LeRoy Neiman Art Center
18. Support letter from Lemor Realty Corporation
19. Support letter from HERBan Farmers' Market
20. Support letter from Harlem Community Development Corporation
21. Support letter from Harlem Congregations for Community Improvement

22. Support letter from Bradhurst Merchants Association
23. Support letter from Karen Kelley (Dunbar Apartments resident)
24. Support letter from Bradhurst Merchants Association with the following businesses located along Frederick Douglass Boulevard and Macombs Place, between West 148th and West 152nd street, as signatories:
 - a. Hot Pot
 - b. Mona's Wireless
 - c. Palace Food Deli Grocery
 - d. Natalie Unisex Salon
 - e. Yong Sheng Restaurant
 - f. GAD Enterprises
 - g. GAD Cleaners
 - h. 8th Avenue Pharmacy
 - i. Sanaa Deli
 - j. M \$ Dollars Store (Salli, Inc. 99 cent Plus)
 - k. Subway Franchise (A & A Meals To Go, Inc.)
 - l. Peaches 'N' Klean
 - m. Doumas Electric
 - n. Fresh Looks Barbershop
 - o. Slique Hair Studio
 - p. Vanessa Beauty Salon
 - q. Prestige Multimedia
 - r. Metro PCS (Legacy Wireless)
 - s. 148 Deli
25. HERBan Farmers' Market – Plaza Proposal petition with 393 signatures, which states: "I support the creation of a plaza on Frederick Douglass Boulevard and Macombs Place, in front of 2816 (outside of Dunbar Apartments), and the operation of a community-based farmers market during the week."
26. July 24, 2013 Town Hall Meeting flyer and site map with sign in sheet (36 signatures)
27. Existing and proposed plaza site plans
28. October 17, 2013 One Day Plaza event flyer and site map
29. October 17, 2013 One Day Plaza event Bradhurst Plaza Proposal Questionnaire Results (9 pages)
30. Bradhurst Plaza Proposal Answers to Questions We've Heard (2 pages)
31. Plaza Proposal – Existing Conditions (4 photos taken of the plaza site over a five minute period showing five jaywalkers making dangerous crossings at the plaza site)
32. Plaza Proposal – Existing Conditions (NYPD Motor Vehicle Collision Data on four intersection near the plaza site (W149/FDB, W150/FDB, W150/Macombs, W151/Macombs)
33. June 26, 2014 Public Workshop flyer and sign in sheet (39 signatures)
34. Three One Day Plaza events flyer highlighting Senior Day (July 10, 2014), Farmers' Market Friday (July 18, 2014), and Family Day (July 26, 2014)
35. Bradhurst Plaza Farmers' Market Friday flyer
36. Bradhurst Plaza Family Day flyer
37. September 17, 2014 2nd Public Workshop flyer with 37 page PowerPoint presentation
38. September 17, 2014 2nd Public Workshop sign in sheet with 44 signatures
39. September 17, 2014 2nd Public Workshop survey (27 completed surveys with 16 in support, 10 do not support, and 1 needs more information)
40. Table listing 17 community meetings/events that were held to discuss the Bradhurst Plaza Proposal