

**CB12Traffic and Transportation Committee Meeting
September 14, 2020 at 7:00 PM**

Committee Members Present –Chair, Debby Nabavian; Assistant Chair, Omar Tejada; Richard Allman, Mary Anderson, James Berlin, Gerard Dengel, Mariela Graham, Bruce Robertson, Angel Vasquez. Excused, Jay Mazur

CB12: Eli Bueno, Sally Fisher, Steven Simon, Maria Luna,

Public: Natalie Espino MBPO; Mariel De La Cruz, Office of NYC Comptroller, Dario Quinsac, State Senator Jackson’s office. **Dot:** Kimberly Rancourt, Karissa Lidstrand, Dan Wagner. **Revel:** Frank Reig, CEO and Carol Antunez, Community Affairs.

Phil Bethel, Paul D., Jack Fogle, Ira Gershenhorn , Bernard Grobman, Lawrence Lee; Allegra LeGrande, Jerry Culligan, Claudie Schaer, Tekla Szymanski, Dave Thom, Maria Valor, “Keith”

1) Call to order 7:07 pm

- 2) Chair update: Welcome back, and welcome new committee members Mariela Graham, Angel Vasquez and Jay Mazur.
 - a) 181 Busway presentations have occurred, and all presentations, including most recent draft plan is available online at [nyc.gov/better buses](http://nyc.gov/better-buses). Busway days/hours have not yet been proposed, but several issues raised by community, including the need to look beyond just the 181st corridor, to address issues related to street vendors on sidewalks, and Friday bridge traffic congestion, were all recognized. Presentation to T&T expected in November.
 - b) Citi bike installation has largely been completed through W 184th Street, and while hard data not available yet, anecdotally, bikes are leaving the docks – although not always coming back up the hill. DoT should be back in early 2021 to start the process for north of W 184th through tip of Manhattan.
 - c) In various fashion we continue to hear issues from RSD coming off the highway, and around Henshaw. DOT took some traffic calming measures including signal timing adjustment. There will be a discussion in October that relates to traffic calming on this stretch generally.
 - d) We have also heard of drag racing and excessive speeds elsewhere, including Amsterdam Ave north of 181st. There were several scary wrecks during the pandemic. Yeshiva University along with elected officials of the area, all the local school heads, MBPO and many small businesses signed letter demanding that DOT address with urgency. May deal with under New Business if time, otherwise in October.
 - e) Large community forum over summer dealt with noise issues. A community group has formed to identify approaches to address, and have made contact with DKN to talk about speed bumps and other tools. They have made speed bump requests to DOT for Broadway south of Dyckman, and in and around Seaman and Dyckman.
 - f) Be prepared to think broadly about Community District Needs budgets for October meeting.
 - g) DOT has moved forward on implementation of street improvements on St Nicholas between 165th and 170th Streets.

- h) DOT Bridges project managers and area residents meeting tomorrow to discuss vibration issues on the Riverside Viaduct project, Bruce Robertson attending for committee.
- i) Continue to have no updates on Cabrini street lamps.
- j) Washington Bridge is undergoing emergency repairs.

3) DOT Follow-up presentation on Riverside Drive 158-161st road conversion - DOT presentation by Kimberly Rancourt, Karissa Lidstrand and Dan Wagner.

As follow up to the 5.4.20 presentation to CB12 T&T, DOT revised proposal for street conversion to address concerns related to loading/unloading, bus and emergency vehicle passing, by reducing the additional spot parking from 50 to 26, and creating No Standing zones.

- a) Q&A: DKN: Would like you hear from the public who lives there about the effects of this project combined with the viaduct project.
- b) MBPO NE Q / was their CB12 resolution with regard to the proposal outside the lower roadway part? A / DKN: yes, resolution passed on the blue segment; however, the red segment (lower roadway, RSD) is still up for further consideration as contemplated by the resolution.
- c) BR: starting another project, with the viaduct project in process, is adding to war zone and traffic flow issues. DOT: would like to move forward with concrete this fall.
- d) AV: new to committee wanted background on viaduct project and what does the new proposal change versus the old. A DOT/ Highlighted what has changed from May.
- e) SS: would be helpful to have the statistics on NB and SB traffic. A DOT/ collected data and NB traffic is significantly lower both morning and evening. Parking will be parallel.
- f) ML: Are trees going to be lost in this process? The changes also do not seem to be for those long-time residents. This seems to benefit the new arrivals to the area. Flyers were not posted as well. The added distance to residence on this street will increase fares for those residents, and feels have underestimated additional drive time. A DOT/ We hear the concerns on the detours but feel we are addressing community concerns with this intersection.
- g) BR: Does DOT feel they polled enough representatives of the area before this project was taken on? A DOT/ Yes, we had a street survey done with close to 100 people of the area.
- h) JB: having two Way Street does allow for diversion around stopped vehicles. This has an inherently built in ability to slow traffic down. A DOT/ we reiterate that this project does not have parking on both sides the whole way, so provides ability to go around vehicles.
- i) RA: concerns of cyclists in the comment has not been addressed, effects of the viaduct project are not permanent and solutions here should not be as well, a large portion of this community is present who is directly affected, considering the figures repeated I have a difficult time understanding why this project must occur.

- j) L. Lee: lives at 835 RSD and is concerned about emergency vehicle access. Supports the no standing zone but how will this be enforced? Could this row only be marked as south bound only. DOT/ we did review these plans with FDNY to ensure access.
 - k) Paul D: Concerned with the loading zones as people will stop where they want and this will become free parking. We are looking to build a greener city and promoting cars goes against that vision. DOT/ There are several other spots automobiles can pull over.
 - l) I. Gershenhorn: What would prevent speeding in the area as well as enforcement of the actual no standing zone. A DOT/ Traffic data showed the conversion merited a one way. We are looking at parking because of the impacts (180 lost spots) the viaduct has on parking due to the length of its project.
 - m) Kristy Maya: Addressing this area as a driver and resident. Feels like the northern RSD will overflow with traffic due to this. People will also pull over wherever they want. A high rise is also being considered on this very street and this needs to be considered as well. I believe this conversion is a terrible idea.
 - n) J. Culligan: Echoes sentiment on the high rise going up. Was the firehouse consulted about this change? Lee's suggestion as SB should be considered. DOT: we did speak with FDNY and received approval.
 - o) Senator Jackson Office: was angle parking considered? A DOT/ street not wide enough to allow.
 - p) Motion to table: 8-1-0.
- 4) **Revel relaunch** - Presentation Carol Antunez community affairs and Frank Reig CEO /Cofounder. Suspended service due to crashes causing injuries and even deaths. Implemented helmet requirement through selfie images and comprehensive mandatory training (42 questions) before access is allowed for the user as well as a variety of other safety features. Loaded in DOT back end data on one way streets and green spaces so know better where scooters are.
- a) GD: this service can be a super covid spreader especially with the helmet requirement. Other businesses have a high level of restriction when it comes to sanitizing touch points. Frank thank you for noting that neighborhoods as ours were tormented during the summer months. In terms of suspensions how many incidents before that occurs? Frank: we expanded in March as health care workers found this to be the safest way to travel during covid. All vehicles are constantly being cleaned. If you want your own helmet you can buy it through the app at cost and you can use your own. The suspension policies are clearly presented on website and app.
 - b) SS: How many employees are checking the selfies and the other items like the distances for violations. A FR/ Every single selfie is checked within 15 minutes, and about 50 employees work on that.
 - c) SF: Can the helmet be put back into its case after the picture is taken? A FR / Yes. Q SF/ confirms this is not sensor based which doesn't stop a user from putting the helmet away from taking the picture. Sally: in the parks, how long is suspension? Frank: after a certain distance marker within a park, it's a 7 day suspension, then on 2nd offense, lifetime suspension.

- d) Q DKN/ How many users have come back to take the safety tests? Frank: About 1/4 of the users or 65,000. So while far fewer users due to the long safety course now required, we have the right users now.
 - e) MBPO NE: Which elected officials signed off? Frank: DOT Comish provided a written letter of approval from the Mayor's office. NE / to clarify this only referred to the Mayor? Carol: CM Ydanis Rodriguez was consulted.
 - f) Q A. LeGrande/ Does info about going wrong way on streets passed on to NYPD? Frank: No it's not passed on. Notes that Revel should and can use better GPS technology, raised issue of sharing personal info with Revel, and how it uses that information. Q / Do you monitor wheelies, stunt driving? A / F. Reig, yes we have some ability to do so.
 - g) I. Gershenhorn: the blue color is difficult to be seen, have you considered changing it? A FR/ we received feedback from the City and we have a brighter blue version as well.
 - h) Senator Jackson's office: in terms of shared accounts does the selfie aspect so photo matching to the license? Frank: two factor authorization helped tremendously to curb shared accounts.
- 5) Old business
- 6) New business
- a) Wheelchairs / Buses & social distancing
 - b) Amsterdam Avenue W. 181st - W 190th St. – Jon Greenfield from Yeshiva University presented. Notes that letter also lead with WHEELS students. Letter outlines accidents, and safety situation as well as requested traffic calming actions to take. Committee voted unanimously (7-0) in support of resolution to call on DOT to take steps to address safety situation on Amsterdam Avenue.
 - c) DKN: A number of people signed petition asking that Margaret Corbin Drive remain in Open Streets program. The Cloisters just reopened, and the intention was that Drive re-open after busy spring and summer months, but also once Met Cloisters open. If this issue brought to committee, then should be in frame of active roadway in park, such as Central Park or Prospect Park.
 - d) SF raised issue of open streets and open dining at Dyckman.
 - e) RA – MTA Bus drivers and mask wearing, need to address 207th St bridge
 - f) MG – look at charter school going in on W 215th Street and traffic implications (also raised by D. Thom in Q area.)
- 7) **Meeting completed: 9:45**