

CB12 Traffic and Transportation Committee Meeting
March 1, 2021, at 7:00 PM

Committee Members Present – Chair, Debby Nabavian; Assistant Chair, Omar Tejada; Mary Anderson, Jim Berlin, Robin Cruz, Gerard Dengel, Leo Jimenez; Jay Mazur, Edith Prentiss, Richard Allman, Bruce Robertson.
CB12 Board Members - Sally Fisher, Maria Luna

Public – PA NY& NJ, Mario Phili, Chris Lee, Ken Sagrestano; **DOT**: Kim Rancourt & Ted Wright, Director of Bicycle & Greenway Program; **Public**: Allegra LeGrande, Maggie Clarke, Dimitri Koutoumbas, Michael Ragone, Neile Weissman, Bernard G, A Rice Andy Rosenthal, Daniel, Dave M, Dave Thom, Eileen Leonard, Lucia, Alicia, Amy S., Marshall Vanderpool, Jody Hirson; **Electeds**: Evelin Collado (CM Rodriguez)

1. Call to order at 7:07 pm

2. **Chair DKN introduction** of committee members. Asks new member Leo Jimenez, to take notes, which he agrees to do. Updates:
- a) DOT provided info on the location of the two Citi Bike stations (near Columbia’s Field on the northern tip of Manhattan), both will be sidewalk stations.
 - b) A traffic signal at the intersections of Broadway-Hillside, and Nagle & Bennett Ave. have been adjusted to give pedestrians more time to cross.
- 2) **Port Authority NY & NJ Presentation**: Update on Restoring the George, Mario Phili, Chris Lee, and Ken Sagrestano. Last presentation to the committee on February 3, 2020. The project comprised of 11 Total Projects – several of which are completed. Rope Rehabilitation/Replacement/north side is a current phase; they’ve replaced 288/296 Ropes). Main span Upper-Level Structural Steel Rehabilitation currently in Phase 2. Still working on the 179th bridge entrance. ADA accessible ramp from north walkways which lands at 180th & Cabrini is just about complete, but north walkway won’t be open until Q2022, because the whole walkway must be done before opening new ramp. Summarized new TME project delays, and other structural components of the project. ELA(?) The project proposal will be introduced to The City Planning Commission on March 16, 2021, and later in a public hearing to CB12M. The PA will transfer the “Paper Street Property” land to NYC-DOT.
- a) DKN / Why is the Northside Walkway looking done but not open or another year + why is the W. 179th St entrance ramp taking longer than the W. 178th side did? A / Ken S: ADA ramp depends on the whole walkway being completed. The W. 179th St ramps area includes seismic work, but also 178th had full closure while work is completed.
 - b) OT / What’s the average grade of this ramp? A / About a quarter-inch per foot. The ramp is longer to adhere to ADA compliance. Q / OT: Why were the bollards installed near the roadway, and not by the plaza entrance to separate cyclists and pedestrians? The bollards were used to prevent vehicles from mounting the curb and pedestrian area. OT suggested reflective materials on the bollards to increase visibility.
 - c) JB: Referenced removing a portion of the tower to provide a smooth transition rather than a sharp right angle. PA: LT goal is to have a separation for cyclists and pedestrians to avoid conflict.
 - d) SF / What plans are in place for suicide prevention on GWB? A / Plans include an 11’ wall (including anti-climbing technology) facing the water, and a 4.5’ fence on the roadway side. Also, increase in patrol to assist any person in distress.
 - e) ALeGrande / Why is southside taking so long than expected, + any action plan to mitigate cyclist/pedestrian issues on the bridge given the increase in usage + can a vehicle lane be

converted for cyclists? A / Pedestrian use of the walkway on the GWB hasn't increased, unlike cyclist use. It is unlikely to create bike lanes on the GWB roadway. PA has begun construction of the pedestrian walkway on the southside.

- f) MClarke/ Emphasized the importance of the various agencies working together to provide direct access from the GWB to the Greenway.
 - g) DKoutoumbas / Has there ever been discussion of capping TME to limit impacts of carbon emissions in the community? A/ Due to this meaning a tunnel in effect, this would require ventilation buildings in the community, etc., so costly + undesirable.
- 3) **Discussion on Bike Infrastructure in CB12**, DOT, Ted Wright, Kimberly Rancourt. TW / Bike usage is increasing quite a bit; Citi Bike presence increases usage in addition to people taking it up during pandemics. City Council has asked for 30 miles of protected bike lanes yearly), and more miles of bike lanes are expected to be built in our district. While no one knows how the budget will be, bike lanes are a less capital-intensive project. With Citi Bike expansion across Harlem River in BX, there will be a push for connection from speedway going north. The Harlem Speedway will connect Dyckman with bike lines to other neighborhoods, including Broadway in the Bronx that may be connected to Manhattan in the future.
- a) RC/ Additional bike lanes will continue to take parking, which is very undesirable.
 - b) A.LeGrande / There is no safe N/S thoroughfare through Inwood, and this is the most dangerous section of Empire Trail.
 - c) D.Koutoumbas / Ridership has increased due to e-bikes, delivery-app services, and pandemic. Lots of danger in truck/bike conflicts and all the truck traffic in the district. Can we do more pilots like Tibbets to improve the connections? Need more urgency on building dedicated bike lanes.
 - d) A.Rosenthal/ How can DOT improve the Broadway Bridge bike lanes, a very important connector. Would bike lanes run on Broadway? DOT/ No specific plans now, but most would be Broadway or 10th Ave. There are plans to improve the Broadway Bridge in the next couple of years.
 - e) M.Clarke: Improvement is needed in the Broadway Bridge. Advocates for more bike lanes for riders, including re-establishing the bike lane on Dyckman St that is now part of the Open Dining program. Also described the project for extending Greenway to water level north of the lighthouse, NYC Parks would have plans. Also described the project to connect Dyckamn Ballfields / Inwood Hill Park to BX, either over the Amtrak rail bridge in Spuyten Duyvil or via HH Bridge as it currently does.
 - f) OT: Our location allows commuters access to NJ and the Bronx. Plus we have many parks in our district. We must figure out a balance of limited roadways, demand, etc.
 - g) EP: Broadway Bridge is in hazardous conditions with numerous issues, which include no head ramp to access the bridge, loose debris, and materials.
 - h) DN: Requested an update on the Broadway Bridge from DOT Bridges at a future committee meeting. Also, reiterated the issue advocated by MC regarding no bike lane connecting the Greenway to RSD, + asked about the idea that community resident presented to re-connect Dyckman bike lane via RSD west of Broadway. DOT A / looking at it, will get back to us – includes loss of travel lane, etc.
 - i) ALG / Construction on streets with bike lanes often pushes pedestrians and cyclists onto the street. It is requested to add barriers to protect cyclists from ongoing traffic. In the instance of bikeways in Parks, Parks, and DOT must coordinate. DOT / advises the community residents to bring these concerns to the correct agency.
- 4) **New Business** - J Hirson discussed a petition by residents near Riverside Dr. E / Upper Roadway, W. 158th St a to W. 165th St) bordered by sidewalk on both sides adjacent to a park. The sidewalk at this location is in bad conditions, potentially hazardous to pedestrians. The roadway itself has no traffic

signs with a few speed bumps, not pedestrian-friendly. There are no signs preventing trucks from unloading and parking on the sidewalk.

- a) DN: I Will follow up with Kimberley R. post-meeting to address this concern/issue and see if it should be added as an upcoming agenda if it needs involvement from other agencies.

5) Meeting adjourned at 9:17PM.