

CB12 Traffic and Transportation Committee Meeting
January 3, 2022, at 7:00 PM

Committee Members – Chair, Debby Nabavian; Mary Anderson; Jim Berlin; ; Jay Mazur; Bruce Robertson.

CB12 Board Members – Wayne Benjamin; **Public:** Brandon Tesh, Allegra LeGrande, Bernard Grobman, Eileen Leonard, Jody Hirson, Marshal Vanderpool, Rosa Yolanda Pineda, Gabriela Biel, Jackie Lazaro (DOT), Dario Quinsac (Senator Jackson), George Espinal, Antonio Mendez

1. Call to order 7:04 pm

- 2. Chair Introduction of meeting format.** NYC Streets Plan was published in late 2021, as required by Local Law 195 passed by City Council in 2019. Wanted the committee to have an opportunity to delve into its almost 100 pages. Each member assigned a portion to summarize for the rest of us, but DKN will start with an overview of the plan, the vision, and goals. The plan is a draft blueprint for the future of streets, a beginning of “a structured conversation” with a vision of bringing about improved and more accessible mass transit, as well as safer streets that re-prioritize pedestrians and cyclists instead of automobiles. The Plan builds on prior strategic work including *ONE NYC 2015* which focuses on reduction of greenhouse gas emissions, the *Vision Zero Action Plan* (2015, 2015 and 2019), *Green Wave 2019* (cycling safety focused), *Better Buses Action Plan 2019*, & *Delivering NY Freight Plan* (2021) as well as NYC DOT’s own strategic plan (2016 and 2017). This plan addresses long standing challenges, including climate change which only rises in urgency, and other trends/programs that emerged or grew in urgency as a result of the pandemic such as Open Streets, Open Restaurants, and freight.
- a. NYC has fairly good “mode share,” particularly in parts of Manhattan. NYC street space however, is finite, and the challenge becomes how to strike the best balance across modes and functions in a context of different neighborhood contexts, a balance that will require tradeoffs. People don’t like to make trade-offs, but government and policy makers must do so to create a plan.
 - b. Goals of plan are centered around expanding the public’s use of transit of biking, car share, and FHV increase and personal driving declines. 10 goals of the NYC Streets Plan are 1) Safety, 2) Equity - in prioritization of investment based on % non white population, % of low income population, density of population & jobs per square mile and previous investment levels, noting that CB12 is a Tier 1 priority investment area 3) Mode Shift & Transpo Options - reconfiguring streets & making more attractive choices available for New Yorkers to support NYC’s continued growth while reducing congestion & emissions; 4) Access to Jobs, 5) Accessibility, 6) Public Space, 7) Sustainable Infrastructure, 8) Curb Management- Ensure curb access is allocated in a rational manner to a diversity of users and uses; 9) Freight and 10) Public Participation.
 - c. Mary Anderson summarized plan as it relates to Accessibility and Walking & Pedestrians and noted the CityBenches and Sidewalk program as important parts of this
 - d. Jay Mazur summarized plan as it relates to Cycling and Bikeshare - Micro Mobility with its goals of enhancing street safety for all users, “increasing sustainable travel modes by

- reconfiguring streets and making more attractive choices available for New Yorkers to support growth while reducing emissions and congestion.”
- e. Jim Berlin provided overview of Freight section and how that essentially summarizes an immense amount of detail in the *Delivering NY Freight Plan* from 2021
 - f. Debby Nabavian summarized Curbside Management which contends with the myriad competing demands of curbside space: parking, loading, bike lanes, bus lanes, outdoor dining, bike parking, bike share docks, food trucks and more, making curb space some of the most in demand real estate in NYC. Plan contemplates transitioning from focus on long terms vehicle storage to viewing curb space as a complex space that must be managed holistically across functions and time of day, leveraging new technologies and data.
 - g. Discussion of potential for Open Restaurant discussion at T&T meeting, and potential “companion” resolution to recently passed resolution that started with Land Use Committee. Wayne Benjamin outlined ways that their reso might relate to a DOT one by T&T.
3. Debby Nabavian commented on December General meeting and objections to the resolution. Still disturbed with how things went, given that the resolution was a public safety resolution most of all, and was the direct result of the Community Board carrying out its essential function: responding to community concerns and requesting via resolution that a NYC agency address. In September 2020, a strongly supported resolution called on the NYC DOT -with urgency - to address the unsafe conditions on Fort George Hill, Amsterdam Ave. north of 181st. DOT responded > one year later with a first phase plan to address. This was unanimously supported by the committee, support deepened by the unique involvement of local students. I wanted to have this review of the NYC Streets Plan in part because it underlies much of what we see at this committee and will see going forward, but also because we need a detailed understanding to make the best recommendations particularly when there are community concerns that relate to the strategy/policy itself.
4. Public comments / questions:
- a. Bernard Grobman noted that streets really got crazy during pandemic, and better enforcement is required.
 - b. Gabriela Biel raised issue with street light out in front of 5094 Broadway, referred issue to District Manager for follow up at DSC. Asked if MTA shelter near Twin Donut could get lighting.
 - c. A. LeGrande raised issue of Broadway Bridge again. Debby Nabavian said will follow up on getting this on an upcoming agenda
 - d. Debby Nabavian - will ask MTA to come to February meeting to provide a general update, and meet new MTA liaison.

Meeting adjourned at 8:30PM.