

## CB12 Manhattan Traffic and Transportation Committee Meeting

January 9, 2023, at 7:00 PM

**Committee Members** – Chair, Debby Nabavian; Asst. Chair Leo Jimenez; Mary Anderson; Jim Berlin; Jody Hirson; Bruce Robertson. **CB12M Board Members** – Maria Luna, Wayne Benjamin, Marshall Vanderpool (public member). **CB12M Staff** – Shinelle Paniagua. **DOT:** Lyle Blackwood. **Public:** Brandon, Elizabeth, Allegra LeGrande, Benny Toribio.

### 1. Call to order at 7:06 p.m.

### 2. Chair Debby Nabavian provides updates from MTA:

- *Dyckman Subway Station, 1 Train:* Confirmation that ADA accessible Elevator on the uptown platform (northbound) was not completed by December 2022.
- *181<sup>st</sup> St Subway Station, A Train:* Escalator slated to re-open in March 2023, delayed from its original re-opening in February 2023, due to unforeseen delays including supply chain issues and field conditions (condition of infrastructure). Elevators work concurrently on the station and continue as scheduled.
- Beginning January 23, 2023, the MTA will begin stairwell repair (demolition and reconstruction) at the Dyckman Station stairwell located on the southwest side of Broadway & Riverside Dr. Stairwell access will be closed 24/7 with work slated between 7:00 a.m. - 5:00 p.m. Work will be completed by the end of April 2023.

### 3. DOT Presentation, Lyle Blackwood presented on Loading Zones which is addressed in DOT's Five-Year Street Plan and Vision. This initiative looks to re-purpose curbside space, to meet the dramatic increase in e-commerce deliveries and the congestion impacts on streets. Loading zones are a Citywide initiative directed by City Council

- *Local Law 168 of 2021:* “As a reminder, this bill requires DOT to create a public methodology for determining where loading zones are necessary to enhance safety and reduce traffic congestion; DOT is required to create at least five loading zones annually in each neighborhood tabulation area that meets the methodology provided that no fewer than 500 new loading zones are created city-wide annually this year and the next two years. By January 1, 2023, DOT is required to report on its progress toward implementing these loading zones and publicly post the location of all loading zones Citywide. The term “loading zone” includes neighborhood loading zones, truck-loading-only zones, and Commercial metered parking”.
- Locations in CB12M include zones in front of 575 W 159<sup>th</sup> St btwn B'way & Amsterdam; 468 W 158<sup>th</sup> St btwn St. Nicholas & Edgecombe Aves); 609 W 177<sup>th</sup> St btwn Wadsworth & St. Nicholas Aves; 861 Riverside Dr btwn W 158<sup>th</sup> St & W 160<sup>th</sup> St.
- Allows curbside access to delivery vehicles to free up double parking issues so traffic can continue without congestion in these areas.
- Installations are slated to start in the Spring (March) of 2023. Locations are chosen based on community feedback received through the DOT website and meet the requirements, which include high-density residential locations, narrow streets, high probability for double parking, any safety issues, and/or locations with existing bike lanes or bus routes.
- Two parking spaces will be repurposed for this initiative, per location, located at either the end of the block or adjacent to a hydrant.

- Jody H: Recommends that DOT consider the very narrow roadway with no loading zones on Riverside Dr (east) btwn W 158<sup>th</sup> St to W 165<sup>th</sup> St (in front of 838 Riverside Dr (RSD), as well as 870, 894, and 910 RSD); cars and delivery trucks park on the sidewalk to unload – safety issue.
- Maria L: Concerns about the west side of Riverside Dr, specifically W 160<sup>th</sup> St in front of 861 Riverside Dr.
- Allegra L: Any possibility to address any loading zones north of GWB, including one loading zone in Broadway btwn 204<sup>th</sup> St & 207<sup>th</sup> St, Dyckman St, and 207<sup>th</sup> St. (DN: These are commercial streets, and this discussion addresses loading zones on residential streets). Suggests Park Terrace East and West.
- Lyle B: Any suggestions and feedback for other loading zones in residential streets and addresses can be suggested for feedback to DOT.
- Brandon – Suggests DOT consider Wadsworth Terrace. Asks if there are any studies of the program and if this initiative has support from Traffic Enforcement.
- Wayne B: Only effective if there is enforcement. Loading zones can help, but if people park in these spots, we continue to have the same issues.
- Lyle B asks if loading zones should be 24 hours or more limited, DKN responded that sb is limited. Loading zones are typically in effect until 7:00 or 8:00 p.m. and return to general residential parking for the evening and overnight.

#### 4. Old Business

- DOT has certain initiatives for meeting climate change goals, including a beta program for parking spots with electric chargers for electric vehicles and a rideshare program. DOT launched a rideshare pilot program in June 2018 with Zipcar & Enterprise car share with 230 on-street spaces & 55 municipal parking facility spaces. This program saw greenhouse gas emissions decline by 7%, and positive impact on average vehicle miles traveled. Car share organizations can apply for site-specific permits, and DOT will review and evaluate based on a clear set of criteria. Debby N inquires if there is still an opportunity for recommendations, and Lyle B confirms that DOT moving forward with these installations in spring. The citywide program is meant to encourage a shift from privately owned vehicles to shared private vehicles.
- Jim B: Rideshare on street spaces benefit the rideshare companies because they won't have to pay for parking spaces on the street as they would for spaces in garages and municipal parking lots. Suggests ride-sharing companies pay for the spaces on the street.
- Leo J: concerns about the initiatives and construction continuously taking parking from the community. Any opportunity to consider looking at Residential Parking in our area. (Lyle B: no consideration now due to concerns and issues; will take feedback to see if any new updates regarding Residential Parking). Debby N: DOT focuses on the issues of permits for residents with a potential risk of still having issues getting parking. But the current DOT commissioner and MBPO have supported this in past. People are giving up their cars because of parking issues and cost and use carshare to substitute. Restaurant sheds another issue occupying curbside space.

#### 5. New Business

- Discussing upcoming agenda, and topics relevant to our community

- Allegra L: Washington Heights and Inwood need more safe bike lanes particularly north south routes, and we are not priority as we should be. DOT has reported that they will consider more bike lanes option around 2027.
- Maria L: If public transportation was free, people would consider that option. Bike lanes in certain areas are underused and remove parking spaces and can cause traffic congestion.

**6. Meeting adjourned at 8:26 p.m.**