

**Traffic and Transportation Committee Meeting  
December 5<sup>th</sup>, 2016**

**Committee Members Present** - Chair, Yahaira Alonzo, Asst. Chair, Wanda Garcia, Mary Anderson, Anita Barberis, Robin Cruz, Gerard Dengel, and Debby Nabavian.

**Excused** – James Berlin and Yosef Kalinsky

**Community Board Members:** Ayisha Oglivie.

**Public** – A lot of residents from CB12,M

Meeting Began at 7:10 with quorum.

**DOT presenting on Dyckman Street Improvements by Preston Johnston.**

1. Two Different designs to Dyckman Street:

- a) Broadway down to Nagel;
- b) Nagel to 10th Avenue.

2. Shorten crossing distances; extension to bicycle network, connecting greenway, traffic calming, and enhance pedestrian safety along this corridor.

3. There is moderate to low traffic volume on this corridor.

4. A lot of double-parking creates a visibility problem for motorists and also for cyclists who prefer to ride on the outside of the street.

5. There is a lack of dedicated bike lanes along this corridor.

6. There is chaos on Dyckman and there was a request for a bike lane on Dyckman.

This proposal addresses those issues.

**Proposals**

1. Shorten distances of the 65 ft. wide street by providing pedestrian safety islands on Dyckman by Post and Vermilyea Streets because there will be left turn lanes turning east but on the other side of the street there could be an island.

2. Buffered bike lanes already exist from Nagel to 10th Avenue. Traffic volumes are higher. Create a protected bike lane here. Creates a continuous bike lane flow from Ft. George Hill to East River Greenway.

3. Organize roadway by creating 1 lane dedicated to moving traffic, another for turning traffic, and adding a striped bicycle lane with the extra-space.

4. Commercial residential corridor (Dyckman & Broadway to Dyckman and Nagel) regular bike lanes.

**Concerns**

1. Bike lanes continuation from Dyckman to Nagel because Dyckman and Broadway lanes cannot line up with the rest of the lane.

2. Bike lanes not continuous from Ft. George Hill and Nagel to Dyckman and Broadway.

3. Putting safety of cyclists at risk. It creates more chaos.

4. No enforcement of situation that causes difficulty now, how can we be confident that if the changes take place there will be enforcement? No penalties now for double parking, why will there be penalties for double parking when there is just 1 lane of moving traffic?

5. We need a package with loading zones and enforcement, etc. Right now, we don't have it.

6. Giving lanes to cyclists and taking lanes away from drivers. Also taking parking away. Allowing just one lane for traffic is not making traffic FLOW.

7. Whatever you paint on the ground will fail unless there is cooperation from the community and/or commitment for enforcement.

8. Traffic lights will also remain the same. Why not add turning traffic lights?

9. Parking lanes moving right into moving lanes are not safe.

10. Concerns over the data. How the data was collected, when the data was collected, etc. remains vague.

### **Conclusion**

T&T decided to vote on the Dyckman & Nagel Ave down to 10<sup>th</sup> Avenue portion of the project. A unanimous vote supported the projected as presented by the DOT for this portion. As to the Dyckman & Broadway to Nagel, the committee refers to the resolution passed in June, which asks the DOT to conduct a workshop open to all people of the community. The work that is to be done in this section which reflect the concerns and findings of that workshop.

T&T agrees that something needs to be done to the Dyckman street corridor but it needs more input from the community. The proposal presented should be used as a base for a Dyckman Street workshop this winter.

**(T&T: 7-0-0); Board (1-0-0); Residents (unanimous)**

### **Installation of soft fences to George Washington Bridge**

The T&T Committee supports the proposal of Health and Environment regarding the installation of higher fences on the George Washington Bridge.

**(T&T: 7-0-0); Board (1-0-0); Public: (3-0-0)**

### **MTA Savings Plan**

MTA is raising the fares in March. For many people, especially people in our district, this is a burden. It will certainly make it harder for people to save, and harder for them to travel to and from work. NYC Council has drafted a resolution addressing this issue. MTA fares are already a burden on those who are unemployed looking for work. Our committee agrees with Housing & Human Services in that the adoption of such measure, as that presented by the NYC Council Committee on Transportation, will help many of our residents. The program would allow purchasers of MetroCards to make a voluntary contribution to a fund and also calls for the creation of a means to collect unused Metro Cards balances; and to make the voluntary contributions and funds collected from Metro Cards available to low-income New Yorkers earning less than \$24,000 a year. Although \$24,000 is pretty low figure. There are people who make more than \$24,000 who need help. However, we support such measure.

**(T&T: 5-0-0); Board (1-0-0); Residents (unanimous).**

### **Co-naming W. 183<sup>rd</sup> Street between Wadsworth and Audubon Avenue Rafael A. Estevez Street**

Rafael A. Estevez daughter, Vinmarie Estevez, presented.

Mr. Rafael A. Estevez was a community activist and promoter of Dominican heritage in the Community. One of the co-founders of the Dominican Day Parade, in 1989 he was president of the Parade. During his presidency he moved the parade to Avenue of the Americas, making available for the rest of the City to enjoy and partake in the festivities. He received awards from Mayor Ed Koch for Mr. Estevez work in the Dominican Day Parade. He was recognized for his intermediary work between the community and 34<sup>th</sup> precinct. He played a major role in naming Juan Pablo Duarte School. He passed away 3 years ago at the age of 72 from a heart stroke. The location of the co-naming wasn't clear on the application. The presenter was asked to resubmit application with clear indication as to which corner she was seeking to co-name. Also, was advised to bring letters in support of co-naming from school administrators and residents of the community.