Public Safety & Transportation Committee
Tuesday, June 6, 2017, 7:00 p.m.
Bonifacio Senior Center, 7 East 116th Street

*** Minutes ***

Present: Jose Altamirano, Yolanda Brown, Diane Collier (ex-officio), Judith Febbraro, Amie Kiros-Petrucci, Jeffrey Montiero, Robert Perkins, Theresa Richardson

Excused: Jonathan Winstone

Absent: Jarquay Abdullah, Cinthia De La Rosa, Jose Galaraza

Guests: Heather Spore; Burns Forsythe, NYC DOT; Paula Rubira, NYC DOT; Kimberly Rancourt, NYC DOT; Luis Sanchez, NYC DOT Gladys Serrano; Clara Green; Ofc. Peter Gibbons, NYPD; Ofc. Aaron Rivera, NYPD

1. Call to Order – Adoption of Agenda

Mr. Altamirano called the meeting to order at 7:00pm.

2. Announcements

   a. The Metropolitan Transportation Authority (MTA) will hold a public hearing to solicit comments regarding the Proposed Program of Projects for the remainder of Federal FY2017 and Federal FY 2018 utilizing grant funds from the Federal Transit Administration on Tuesday, September 12, 2017 at 4:30 p.m., 2 Broadway, 20th Floor

   b. CB11 will hold a public hearing and vote on the Fiscal Year 2019 Statement of District Needs and Budget Requests during its Full Board meeting on October 17, 2017.

3. Informational updates

   a. 23rd Precinct – Officer Gibbons – reports that crime is down 15% overall, only crime up is grand larceny, particularly vehicle break ins are up by 56% 

   b. 25th Precinct – Officer River – Over 400 phones were stolen at the Electric Zoo event, one perp was caught with 76 phones in a bag

   c. District Attorney’s office – Madai Velez – Almost 400 people came by for the clean slate event. Jumping turnstiles will no longer be an arrest, just a fine.

4. Presentations & Discussions
a. Continuing discussion on Proposed Harlem Bike Network along segments of Fifth Avenue, 110th and 111th Streets

The NYC Department of Transportation

Judith Febbraro made a motion to support the NYC Department of Transportation’s proposed bike lanes on 110th, 111th, 126th, and 128th Streets as presented in the Harlem Bike Network presentation. The motion was seconded by Yolanda Brown and passed unanimously.

b. Discussion on Fiscal Year 2019 Statement of District Needs and Budget Requests

5. Old Business

6. New Business

7. Adjournment

Theresa Richardson made a motion to adjourn which was seconded by Robert Perkins and passed. The meeting was adjourned at 9:20pm.
PROPOSED IMPROVEMENTS – E 110th, 111th St Typical Cross Section

- **Standard width travel lane** accommodates all vehicles, improves predictability, easier for pedestrians to cross.

- **Bike lane** creates dedicated, predictable space for cyclists, separate from moving vehicles, discourages sidewalk riding to reduce pedestrian conflicts.

- **Re-design of roadway** has no impact on vehicle capacity or parking loss.

- Creates access to Central Park, East River Greenway, 1st and 2nd Ave protected lanes.
PROPOSED IMPROVEMENTS – 110th St (5th Ave to Madison Ave)

- Contra-flow bike lane creates continuous eastbound route
- Design requires parking on to be relocated to the next block
PROPOSED IMPROVEMENTS – Parking Relocation

Existing Parking Configuration

Proposed Parking Configuration

Net gain of 2 parking spaces

90 degree back-in parking
PROPOSED IMPROVEMENTS – E 111th St (A New St to FDR Drive)

- **Connection to Harlem River**
  - Signs and markings permit bike access in both directions on lightly trafficked block to/from greenway
  - Connection to Thomas Jefferson Park and the **Manhattan Waterfront Greenway**

*Image Source: Civitas, Reimagining the Waterfront Manhattan’s East River Esplanade*
EXISTING/ISSUES – 126th, 128th St

- One-way
- No dedicated space for cyclists
- Cyclist position in roadway unpredictable for drivers and pedestrians
PROPOSED IMPROVEMENTS – 126th, 128th St Typical Cross Section

- **Standard width travel lane** accommodates all vehicles, improves predictability, easier for pedestrians to cross.
- **Bike lane** creates dedicated, predictable space for cyclists, separate from moving vehicles, discourages sidewalk riding to reduce pedestrian conflicts.
- **East-west connection north of 125th St**
- **Challenging street grid; limited east-west opportunities for direct routes**

- Creates access East River Greenway, 1st and 2nd Ave protected lanes, Willis Ave and RFK Bridges
**PROPOSED IMPROVEMENTS – 5th Ave (Typical Design)**

- **Complete streets re-design**
- **Narrower roadway with standard width lanes** discourages speeding, shortens pedestrian crossings
- **2-way protected bike lane** creates dedicated, predictable space for cyclists, discourages wrong-way and sidewalk riding, and reduce pedestrian conflicts
- **Painted pedestrian islands** create shorter and safer pedestrian crossings

**Traffic Study**

**Goal:** Improve safety for all road users while maintaining traffic flow

**Data collection:** Automated Traffic Recorders, Manual Turn Counts

**Analysis:** Study existing conditions including vehicle volumes, geometry, signal timing, turning movements

**Result:** Two lanes provide sufficient capacity for vehicle volumes

**Peak Hour Volume:** 996
8-9am at 110th St
PROPOSED IMPROVEMENTS – Left Turn Locations

- Left-turning vehicles kill or severely injure (KSI) pedestrians and cyclists at over three times the rate (19%) of right turn vehicle (6%).

- **Seniors are more at risk**: median age for pedestrian and bicycle KSI by a left-turning vehicle is 67; all other fatal crash types have median age of 50.

- **Spilt phase signals** increase safety by providing protected time for pedestrians and cyclists to cross, require left turn lanes.

- **Minimal impact on parking** – limited parking removal required for left turn bays (9 spaces for entire project), will be offset by addition of new legal parking spaces.
PROPOSED IMPROVEMENTS – 5th Ave (115th St to 112th St)

- Existing informal perpendicular parking on east curb
- Proposed formal perpendicular parking on west curb
- Creates new legal parking spaces, offsetting changes due to safety improvements

Proposal results in net gain of legal parking spaces along corridor