

## Traffic and Transportation

Good Evening:

The T&T Committee met in quorum on May 13, 2008. Representatives from the offices of CM Gentile and AM Spencer-Hyer met the Committee and questioned City DOT Deputy Borough Commissioner, Keith Bray and P.O.s Joseph Trachetta and Marco Venetia from the 68<sup>th</sup> Precinct about safety issues concerning the 65<sup>th</sup> Street traffic corridor. The NYS DOT were unable to attend but I have been in contact with Joseph Mendez and he will attend our next meeting. The lively "brain-storming" meeting produced some suggestions to present to the Board tonight.

The data produced by the NYPD suggest there are quite a number of accidents along that roadway in our CB. Steve Harrison pointed out the we need more detailed data to produce more practical recommendations to the Board. The accident report data did not indicate speed, direction, seriousness or if the report concerned a pedestrian and a vehicle. P.O. Trachetta promised to obtain the reports for accidents in 2008 and attempt to get facsimiles for the reports of 2007. It was mentioned that there is a useful template to assist readers of the reports and Officer Trachetta promised to provide it to the Board as well.

There was significant discussion<sup>about</sup> whether the issue is one of safety or education. We will not know for sure until we look at the numbers and the statistics. In the meantime the Committee voted to propose to that the Board send a letter to the Mayor, City Council, NYPD and City DOT to have an "expedited" study completed on the phasing of traffic light sequences along 65<sup>th</sup> Street and for placement of dedicated turn lane traffic signals for traffic at the 8<sup>th</sup>, 9<sup>th</sup> Avenue and Fort Hamilton Parkway intersections. The Committee wanted immediate improvements for safety in this area in the wake of the recent fatal pedestrian-vehicle accident. We want City DOT to place speed limit signs and radar traffic speed signs which remind drivers how fast they are traveling.

The Committee wanted some safety measures to be studied as well: the possibility of placing "Jersey" style barriers between the traffic on 65<sup>th</sup> Street to prevent people from jaywalking or, in the alternative, metal fencing at the median or at mid-block along the curb, for the same purpose. It was recommended that City DOT consider some mid-block intersections to encourage people to cross where permitted and to slow traffic a little bit. Committee member Alan Bortnik pointed out that City DOT frequently use federal regulations, as an excuse, to deny requests for action from the community. Some requests are denied without a ~~with~~ study in place. He proposed that the Board request a member of City DOT preferably a senior administrator such as the Commissioner or Borough Commissioner be asked to attend a Board Meeting and answer questions as to why requests and recommendations from the community have not been implemented.

I submit for a motion, discussion and a vote three proposals:

A direct request to City DOT to implement these traffic calming measures for 65<sup>th</sup> Street: improved light sequence phasing, addition of turn signals at the busiest intersections as outlined above, speed limit signs, and radar traffic speed indicators signs along the corridor.

A direct request for an expedited study of pedestrian safety initiatives: median barriers or fencing, curb side fencing in the mid block areas of the longest and most dangerous blocks of 65th Street: between 7<sup>th</sup> and 10<sup>th</sup> Avenues, or possible mid-block intersections between 7<sup>th</sup> and

10<sup>th</sup> Avenue.

Finally, the Committee voted to propose that the Board ask an appropriate official of City DOT be asked to attend a regular Board Meeting to answer questions about the Department's use of federal regulation to deny requests for action regarding traffic and transportation issues.

We suggest that these requests also be sent to our elected officials with a further request that the elected officials send their own letters requesting the same relief.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'BK', with a long horizontal flourish extending to the right.

Brian Kieran