

Minutes CB 10 Traffic and Transportation Committee Meeting
Monday March 26, 2007

The Committee met in quorum and in attendance were 16 members of the public including representatives from the 68th Precinct, NYSDOT and as well as Council member Gentile's office and Senator Golden's office.

Residents from the area of 12th Avenue and 66th Street including Kelly Guerrieri voiced concerns about the effect of a school bus stop on 66th Street for 10 vans that transport autistic children to the AHRC school located at 1201 66th Street in the Regina Pacis school building. Three quarters of the block has been converted for school bus use and the No Standing 7am to 4pm signage interferes with parking and traveling on the block. The buses arrive from 8 am to 9am to drop off and return to pickup students between 2 pm and 3 pm. The bus stop is needed to protect the students' safety not only at those times but for school trips and activities as well. The parents of students at the school attended and expressed that they wanted to keep the children safe. The Committee discussed possible methods to reduce the congestion at drop off and pick up times. Alan Bortnick suggested a system with a two way radio so that all the buses do not converge on the location at the same time. The Committee reached a consensus that the principal of the AHRC school, Lawrence Anderson, should be present to give information before we contemplate any action. The Board voted to invite Mr. Anderson to the next meeting of the T&T committee.

The NYSDOT made a presentation describing plans for contracts to repair, maintain and change the Gowanus Expressway in CB 10. The maintenance is essential if the roadway is to be used safely by traffic. It includes steel deck replacement, painting and road resurfacing around the 65th St ramp. The capital improvement part of the project would be the relocation of the 65th St entrance ramp to 6th St and 7th Ave and to widen the 6th Ave exit ramp to two lanes. The work would begin in 2008 and finish in 2009. The main problems to be addressed by the proposed changes would be to increase safety on the exit ramp and increase the flow and capacity of traffic for the entrance ramp. The new entrance ramp would allow a longer weave in for traffic entering from 7th Ave site and the longer ramp would allow more cars to get off the street when entering the highway. The plan is to coordinate traffic signal operation and lane restriping to decrease accidents and delays entering the highway at this point. The exit ramp would be doubled in size and exit into a new right lane only, left lane only and shared turning lane on 6th Ave. The proposed changes and modifications would result in a net loss of 11 parking spaces for the neighborhood. Concerns were raised about the impact on pedestrian travel and safety for nearby schools. The DOT proposed pedestrian crossing signs and signal ahead signs to warn drivers to expect to stop and allow pedestrians to cross the street. Alan Bortnick proposed leaving the old ramp in place and constructing the new one. Robert Cassara expressed the belief that it would be safer to extend the existing exit ramp below the elevated highway and across 6th Ave to 7th Ave. Chairman Rasinya expressed concern about the loss of parking spots and the danger that increased exit ramp outflow would have on 6th Ave traffic. The Committee decided to study the matter further and visit the site before inviting DOT back to the Committee so we could propose feasible alterations to the plan to maximize safety and increase parking before the contracts are sent out.

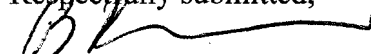
The Committee decided to prepare an assessment of N and R subway conditions in CB 10. Members will be chosen to examine and report on conditions in the stations, stairwells and tracks for safety, aesthetics and problems. The assignment will be made on our next scheduled meeting April 19, 2007 at the CB 10 district office.

John Logue of the 86th St BID addressed the Committee to enlist support for a request to [1] Changing the RH turning lane on 5th Ave between 85 and 86 Sts and the RH turning lane on 5th Ave between 86 and 87 Sts, as well as the eastside of 5th Ave between 86 and 85 St into a truck loading/unloading zone from 8am to 6 pm M-F (No Standing at other times); [2] Temporarily removing and then restoring 3 parking meters on the Northeast side of 4th Ave between 85 and 86 Sts and reducing the 200 foot B64 bus stop to 100 feet on the southeast side of 4th Ave between 86 and 87 St so that the freed space can be used for truck loading/unloading. The proposal is to help, in a small way, ^{mitigate} the impact that the 86 St project will have on the businesses in the community.

I propose that the 4 Ave spaces be designated as regular parking during non loading/unloading time periods.

The BID also requested [3] that the S73 and S59 Staten Island buses be rerouted down 95th St during this time period in order to reduce traffic near 86th St. The NYCDOT is the agency responsible for the loading/unloading regulations and the MTA is in control of the bus routes. All the proposed changes are temporary and should be restored to normal after the 86 St project is completed. The Committee voted to recommend that the community board support the requests with letters to the NYCDOT and the MTA.

Respectfully submitted,


Brian Kieran