

CB8 Traffic and Transportation Committee Meeting
October 18, 2018
Board Office
5676 Riverdale Avenue, Suite 100
Bronx, NY 10471

Committee Members Present:

Dan Padernacht – Chair
Eric Bell – Vice-Chair
Myra Joyce – Vice-Chair
Sylvia Alexander
Eric Dinowitz
Margaret Donato
Diomarys Escaño
Daniella Fuchs
David Gellman
Ed Green
Laura Spalter
Herb Young

Committee Members Absent:

Georgia Santiago

Guests: Commissioner Nivardo Lopez (DOT), Keith Kalb (DOT) , Det. Mindy Ramos (50th Precinct), Manzur Alam (DDC), Maria Centeno (DDC), Evelyn Oliver (Con Ed), Matt Magnard (Con Ed) , Victoria Thomas (Assemblyman Dinowitz’s Office) Steven Tu, Toni Anderson, Patricia Laska, Marjorie Slavin, Kurt Roth, Leslie Hogan, George Diaz, Fred Levy, Rosemary Ginty, Deirdre Burke, N. day, Sima Wolf, Tara McMaster, Marian Martin, Sherry Debrousky, Flo Baldasare, Nayef Qasem, Nancy Nunez, Luis Frias, John Mccey, Gloria Torres, Maureen Kelly, Yesenia Jimenez, Bob Bender, Rob Spalter, Peter Ostrander, Toni Butler, Mie Sullivan, Andrea Whitaker, Betty Campbell Adams, Simone Johnson, Adrian Morillo, Tyler Weaver, C. Barnes, Stephanie Cruz.

Chair Padernacht called the meeting to order at 7:28pm

1. Request to MTA to put elevator at West 242nd Street Train Station

Chair Padernacht stated that the MTA increased funding for ADA accessibility at its subway stations in April 2018. MTA press release can be found here: <http://www.mta.info/news/2018/04/26/funding-subway-station-ada-accessibility-approved>

Residents spoke in favor of placing elevator at West 242nd Street No. 1 line train station located at Broadway. Board Chair R. Ginty stated that the Traffic and Transportation Committee already has a request for an elevator at West 242nd Street in the annual Budget so a resolution is not necessary at this time.

2. Con Edison Gas Main Projects in Riverdale and Kingsbridge

Evelyn Oliver and Matt Maynard appeared for Con Edison. Con Edison is replacing old cast iron and unprotected steel gas mains in Riverdale and Kingsbridge. The engineering process was explained to the community. Area 6 is the Kingsbridge project. Area 7 is the Riverdale project.

The Kingsbridge Avenue section running from West 230th Street to West 238th Street should be completed by mid-November. The project on West 256th Street and Arlington Avenue is delayed through January 2019. Palisade Avenue section will be commenced in November. Con Ed actively working on Riverdale Avenue and trying to complete as soon as possible.

A resident complained that she has been living in a hotel since the summer due to flooding in her home after the breaking of pipes in front of her home. She has had no gas service since the incident. Con Ed stated they were aware of the situation and a crew was already scheduled to be at the resident's home the next morning.

A resident asked if the staging area in front of PS 81 could be shrunk so traffic was not being merged into one lane at the area. Con Ed stated they would look into the matter and try to contain the area.

Pete Ostrander spoke about the gas eruption at West 259th Street near Riverdale Avenue. Mr. Ostrander asked when the sidewalks would be repaired. Con Ed stated after the completion of the projects. He also asked about the black marks that were made on the sidewalks due to construction on the street. Con Ed stated that the marks should dilute over time.

B. Press noted that there was a large amount of material on the street. Con Ed stated the materials were necessary for the project.

M. Donato asked if there was a phone number residents could call to receive information about the project. Con Ed number is 1-800-75-CONED. However, it is not possible to call in and ask to mailed updates. Email updates only for those who register with Con Ed. M. Donato asked if Con Ed could send text updates. Con Ed stated they would look into request.

D. Escano asked about the plates that were causing significant noise on Kingsbridge Avenue between West 230th Street and West 231st Street. Con Ed stated they should be completed on the street and would look into loose plates on the street.

A copy of the Con Edison Presentation detailing affected areas is attached to the minutes.

3. DDC Water Main Project

DDC is commencing its water main replacement project on October 29, 2018. DDC will be replacing water mains throughout Riverdale. There will be the installation of catch basins and fire hydrants. This is an 18 month project.

To contact DDC with questions about the project, you can email the Community Construction Liaison, Manzur Alam, at waldoavenueccl@gmail.com or call him at (718) 543-2601.

To sign up for the weekly updates on the project, please email waldoavenueccl@gmail.com and ask to be included on the weekly email updates.

A copy of the DDC Presentation detailing affected areas is attached to the minutes.

4. Request for Modification at Henry Hudson Parkway South Exit at Broadway

Residents noted that HHP ramps at Broadway are hard right turns and difficult to navigate. Residents noted that the entrance to the parkway is confusing because of bicycle, pedestrian and vehicle activity coming from all directions. It was noted that the off-ramp from the HHP at Broadway is confusing because vehicles are not sure where to stop their vehicles. It was stated that there is a hard right turn from the off-ramp and it is difficult to see northbound vehicles as drivers make the turn onto Broadway.

Tara McMaster, of the Broadway Community Alliance, read a statement from BCA to the Committee. A copy of the statement is attached to the minutes.

Leslie Hogan noted concerns about changes to the Broadway Corridor. A copy of her statement is attached to the minutes.

Michele March noted concerns about changes to the Broadway Corridor. A copy of her statement is attached to the minutes.

Allen Dillon of Broadway Merchants Association stated there were numerous problems along Broadway with changes to Broadway Corridor. He presented pictures of West 242nd Street issues to the Committee.

Other individuals spoke in opposition to changes on the Broadway Corridor. A resident stated that she was hit at the bus bulb. Residents noted confusion and fender benders caused by the new traffic changes on Broadway. Residents stated that the bike lane was not done well.

Bronx DOT Commissioner Lopez stated that DOT will begin an evaluation period of one year when project is completed and will not contemplate any major

DRAFT MINUTES PENDING APPROVAL

changes until the evaluation period is complete. According to DOT, project is not yet complete, so evaluation period has not begun. DOT expects to be completed by end of October. DOT will review all crash data in evaluation.

5. New Business

Parents from PS 81 appeared at the meeting to discuss conditions during drop-off and pick-up at the school. Chair Padernacht stated he had recently visited the school to monitor the drop-off in the morning and the issue will be on a future agenda.

6. Minutes

The minutes from the September 20, 2018 Traffic and Transportation meeting were approved unanimously.

In favor: S. Alexander, E. Bell, E. Dinowitz, M. Donato, D. Escaño, D Fuchs, D. Gellman, Ed Green, M. Joyce, D. Padernacht, L. Spalter, Herb Young

The minutes from the June 21, 2018 Traffic and Transportation meeting were approved unanimously.

In favor: S. Alexander, E. Bell, E. Dinowitz, M. Donato, D. Escaño, D Fuchs, D. Gellman, Ed Green, M. Joyce, D. Padernacht, L. Spalter, Herb Young

The minutes from the May 15, 2018 Traffic and Transportation meeting were presented to the Committee. Chair Padernacht explained that when the resolution for the street renaming was presented at the May meeting, he originally abstained from the vote and then changed his vote to being in Favor. As Chair Padernacht explained at the May meeting, he believed the request for street renaming should be heard and voted on by the entire Community Board. Since there was a change in vote from abstain to in favor, Chair Padernacht asked that the Committee amend the minutes as presented to two separate votes on the resolution. With the amendment, the May 15, 2018 minutes were approved unanimously.

In favor: S. Alexander, E. Bell, E. Dinowitz, M. Donato, D. Escaño, D Fuchs, D. Gellman, Ed Green, M. Joyce, D. Padernacht, L. Spalter, Herb Young

Meeting was adjourned 10:21pm

Dan Padernacht
Chair
Traffic & Transportation Committee

Minutes submitted by Eric Bell, Vice-Chair

**Community Board 8
Traffic & Transportation Committee Meeting
10/18/18**

GAS MAIN REPLACEMENT

2018 Project Status and Look Forward



conEdison

AGENDA

- What is Con Edison's Main Replacement Program (MRP)
- Stages in MRP Construction
- MRP Area Maps in Community Board 8
- Area 6 –Kingsbridge/Fieldston
 - Project Status
 - Look Forward
- Area 7 – North Riverdale
 - Project Status
 - Look Forward

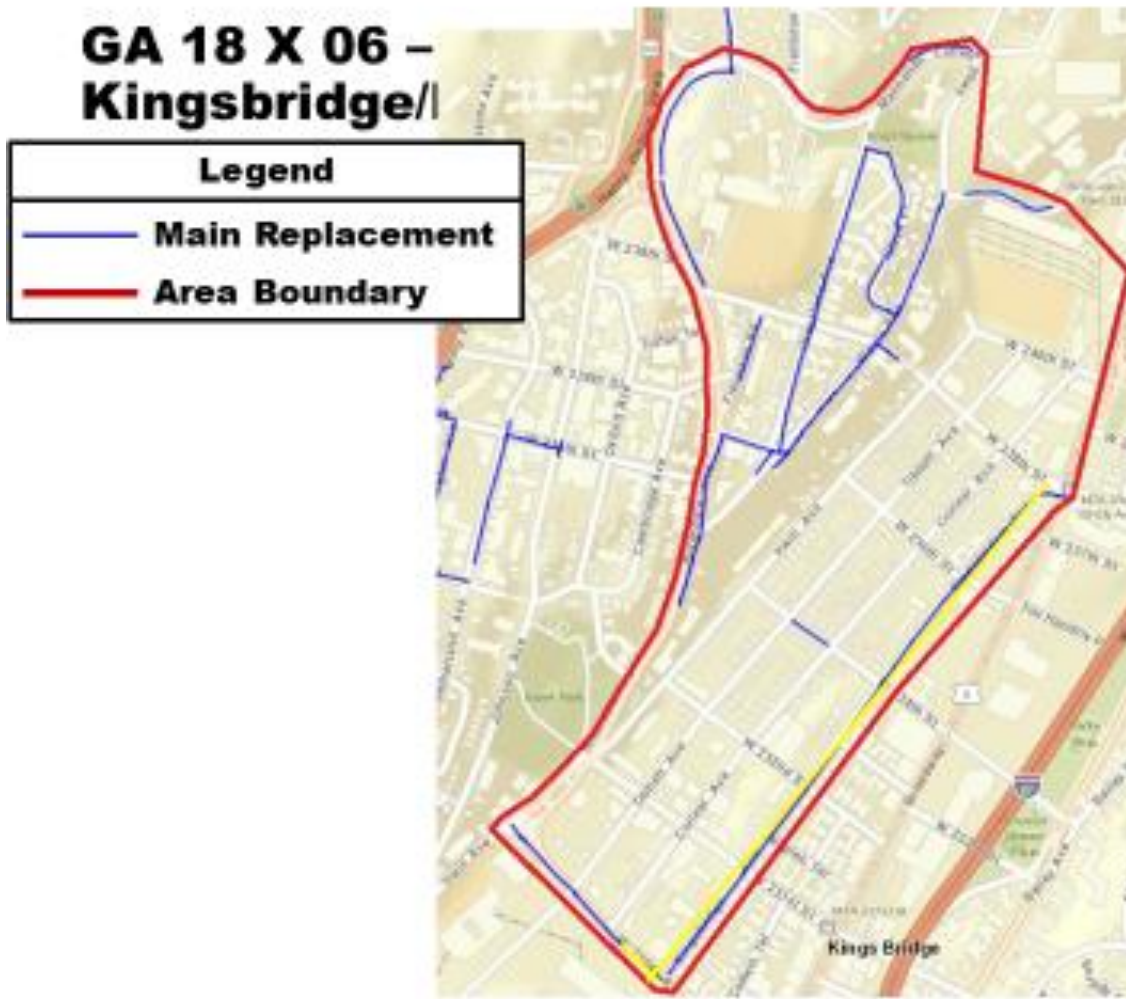
BRONX – 2018 MRP Goals

- Borough-wide: Replace 19.80 miles of old cast iron and unprotected steel mains in 9 areas
- Area 6 – Kingsbridge/Fieldston: 2.38 miles
 - To date: 1.40 miles completed
- Area 7 – North Riverdale: 3.87 miles
 - To date: 1.60 miles completed

Stages in MRP Construction

- Engineering (layouts)
- Marking & Saw cutting
- Excavation
- Lay gas main pipe
- Pressure test
- Gas in
- Tie in individual services
- Temporary backfill
- Roadway restoration

Remaining MRP Work



Area 6 – KINGSBRIDGE/FIELDSTON

- **COMPLETED**

- Waldo Avenue/Dash Place/Greystone Avenue/MCP
- W. 230th Street between Corlear & Irwin avenues
- W. 236th Street between HHP & Hudson Manor Terrace

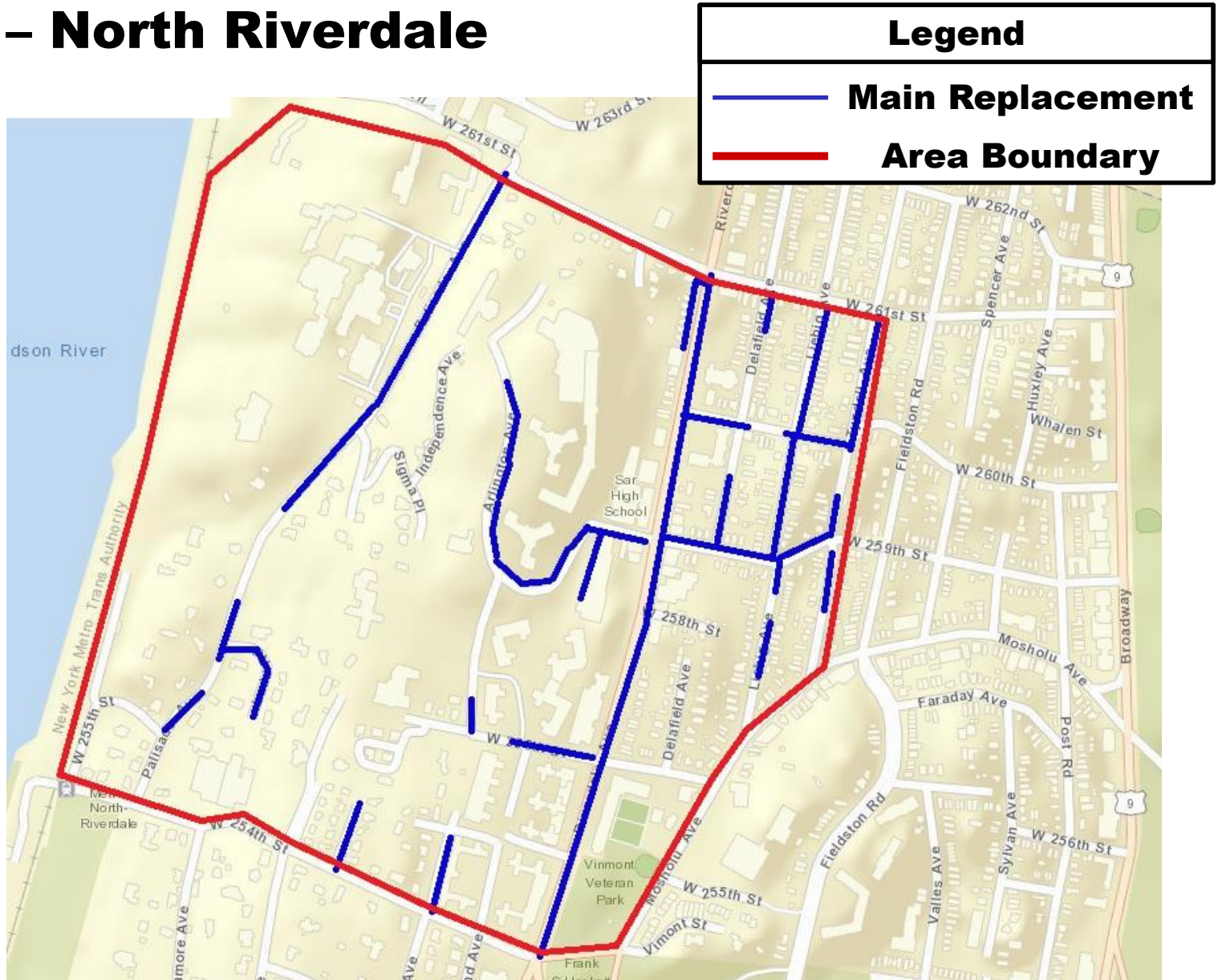
- **UNDERWAY**

- W. 230th Street between Kingsbridge & Corlear avenues
- Kingsbridge Avenue between W. 230th & W. 236th streets

- **LOOK AHEAD**

- Kingsbridge Avenue between W. 236th Street & Broadway
- Kingsbridge Avenue between W. 236th & W. 238th streets

Bronx – North Riverdale



Area 7 – NORTH RIVERDALE

- **COMPLETED**

- Arlington Avenue Loop to Netherland Avenue
- W. 259th Street between Riverdale & Netherland avenues
- Delafield Avenue between W. 259th & W. 260th streets
- Tyndall Avenue between W. 259th & W. 258th streets
- W. 256th Street between Riverdale & Arlington avenues

- **UNDERWAY**

- Riverdale Avenue between W. 254th & W. 260th streets
- W. 259th Street between Fieldston Road and Riverdale Avenue
- W. 256th Street & Arlington Avenue

Area 7 – NORTH RIVERDALE

- **LOOK AHEAD**
 - Riverdale Avenue between W. 260th & W. 261st streets
 - Liebig Avenue between W. 261st Street & Mosholu Avenue
 - Tyndall Avenue between W. 261st and W. 259th streets
 - Palisade Avenue between W. 254th and Ladd Road
 - Palisade Avenue between Ladd Road & Sigma Place
 - Palisade Avenue between Sigma Place & W. 261st Street

MRP Work Common to DDC Water Main Project

GA 18 X 07 – North Riverdale



Q & A



Department of
Design and Construction

Replacement of Water Main and Combined Sewers in Waldo Ave Project # HED573

Presentation for The Bronx Community Board #8 –
(Traffic-Transportation Committee)

October 18, 2018

DDC Commissioner
Lorraine Grillo

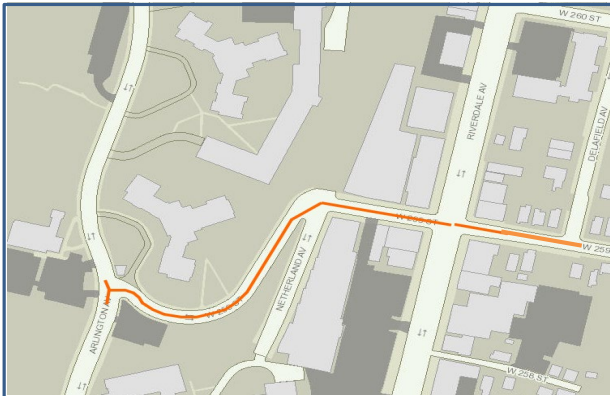
Agenda

1. **Map Location**
 2. **Project Intent**
 3. **Scope of Work**
 4. **Duration and Work Hours**
 5. **Phasing of Work**
 6. **Maintenance & Protection of Traffic (MPT)**
 7. **General Community Impacts / Mitigation**
 8. **Outreach & Notification**
- Q&A**



Location 1:

- W 236 St b/w Riverdale Ave. and Waldo Ave.
- Greystone Avenue b/w W 236 St and Manhattan College Parkway
- Waldo Ave. b/w W 236 St and Manhattan College Parkway
- W 238 St b/w Waldo Ave. and Johnson Ave.
- Riverdale Ave. b/t W 238 St and Manhattan College Parkway
- Dash Place b/w Greystone and Waldo Ave.
- W 240 St b/w Greystone and Dash Place



Location 2:

- W 259 St b/w Arlington Ave. and Delafield Ave.

Project Intent:

- Improve the Water Main distribution system in the project area by replacing old, unlined cast iron pipes with ductile iron pipes.
- Replace Combined Sewers to alleviate flooding in the project area.

Scope of HED573 Work:

Replacement of Water and Trunk Mains:

- Replacement of 8-inch ductile iron water mains and fittings
- Replacement of 12-inch ductile iron water mains and fittings.
- Replacement of 20-inch ductile iron water mains and fittings.
- Replacement of 24-inch ductile iron pipe and fittings

Replacement of Combined Sewer

- 24-inch combined sewer
- 15-inch combined sewer

Installation of 23 Catch Basins

Installation of 40 Fire Hydrants

Road Restoration affected by construction work

Street Trees (Pruning/Protection)

Project Duration / Work Hours

Current Project Status:

Construction Phase

Project Duration:

18 months (545 CCDs)

Anticipated Start Time:

November 2018

Anticipated Completion Time:

May 2020

Typical Work Hours:

Monday - Friday 7am to 3:30pm
Saturday - 8am to 4pm

Project Phasing

PROJECT HED573 WORK ACTIVITIES

- GC Submittals; Permits; Approvals - Scheduling, Storage/Staging of Construction Materials
- Construction Preliminary Work
 - ✓ Borings
 - ✓ Test Pits
 - ✓ Tree Protection
 - ✓ Saw Cutting

Con-Ed Utilities Interference Relocation Work Activities

- Utility Relocations / Upgrades to gas and electric utilities continues in progress.

Phasing & Work Operations Sequence

PHASE of Work Operations :

- Installation of Water Mains
- Construction/Replacements of Sewers
- Installation of Catch Basins & Basin Connections
- Construction of New Curbs
- Construction of Side Walks
- Construction / Restoration of Roadway Pavement

Sequence of Work Locations:

- W 236 St from Riverdale to Greystone
- Greystone Avenue from W 236 St to Manhattan College Parkway
- Dash Place from Greystone Avenue to Waldo Avenue
- W 240 St from Greystone Avenue to Dash Place
- Waldo Avenue from Manhattan College Parkway to W 236 St
- W 238 St from Waldo Avenue to Johnson Avenue
- Riverdale Avenue from W 238 St to Manhattan College Parkway
- W 259 St from Arlington Avenue to Delafield Avenue

sequence of the work locations may change subject to weather and field conditions.

Maintenance & Protection of Traffic – (MPT)

DDC strives to minimize construction impacts and maintain a safe and well kept project work site.

Traffic Regulations during construction is coordinated with the NYC DOT (OCMC). Signs will be posted in advance, where necessary, in anticipation of any closures or traffic restrictions.

- Contractor shall always maintain a 5' clear sidewalk
- Contractor must maintain one 11' lane for 2-way traffic with flaggers at each end of work zone
- Contractor must maintain two 11' lanes at Riverdale Avenue and flaggers on both sides of work zone
- Contractor shall open full width of roadway to traffic when the site is unattended
- Contractor must work one segment at a time before proceed to next block

- Contractor must coordinate with MTA Buses prior to commencing work
- Contractor must coordinate with NYC DOT Meter division prior to working in meter areas
- Contractor must coordinate with Schools Principals prior to working in school zones

- Contractor must comply with all construction stipulations issued by NYCDOT including Holiday Embargo, Special Events/Street Fairs/Festivals etc.
- Contractor shall furnish, install and maintain necessary Advance Warning and Detour Signs, Barricades, Lights, and Flashing Arrow Boards in accordance with the “Manual on Uniform Traffic Control Devices”
- Contractor will use approved signs “NO PARKING ANYTIME TEMPORARY CONSTRUCTION” and “NO STANDING 7AM TO 6PM, MONDAY TO FRIDAY” on the opposite side of the work zone.

- For SCHOOL ZONES work hours will be: 9AM TO 2:00PM MONDAY TO FRIDAY, & 8AM TO 6PM SATURDAY

Community Impacts / Mitigation: What to Expect

- **Emergency Vehicle Access will be maintained**
- **Pedestrian access to buildings/sidewalks will be maintained at all times**
- **Temporary Street Closure and/or limited access may be necessary**
- **Flaggers will be assigned for traffic control**
- **Sidewalk and/or driveway access from the curb may be temporarily restricted while work is conducted (coordination will be arranged on a case by case basis)**
- **Curbside and Driveway Parking may be temporarily restricted during construction**
- **Express, private and local bus stops may be temporarily relocated/rerouted.**
- **Anticipated Merchant Deliveries will be coordinated.**
- **Garbage/Trash pick up may be affected – will be coordinated.**
- **Rodent Control Measures are included in the Contract.**


Community Impacts / Mitigation: What to Expect

Water Service Interruptions:

- 72-Hour advance advisory will be provided, followed by 24 hour confirmation/cancellation notice.
- Specific instruction will be provided prior to water shutoff.
- If water service is not restored within 3 hours of the indicated time on the Shutoff Notice, please contact the CCL at 718-543-2601, or Field Office of Project HED573 at 718-543-2429, or 311 if it is after normal work hours.
- Water shut-downs are usually scheduled during the day. Night Shut Downs are not anticipated.

Special Needs:

- Individuals with special needs should contact the CCL.
- DDC field staff will work specially with those individuals to minimize certain inconveniences.

<h3>NOTICE</h3> <p>The Water Supply to Your Building Will be Shut Off Due to Construction</p> <p>Date _____ Time _____ am for approximately _____ pm hours</p> <p>[Water Service will be restored at the end of each work day]</p> <p>INSTRUCTIONS for Building Management Business Owners, Homeowners & Tenants</p> <p><small>DDC recommends that you take the following precautions to minimize potential issues that could occur if sediment enters your system or releases from your existing plumbing. More detailed information is available on the back of this notice. Please read it carefully and contact the DDC Community Liaison if you need further clarification.</small></p> <ul style="list-style-type: none"> • Immediately before the scheduled outage, shut the main house valve, which is usually located near your water meter. • Where applicable, also shut off any water-cooled appliances. Determine if there is sufficient water in your steam boiler and store enough water for your household needs for the duration of the shutdown. • Upon restoration of water service, re-open the main house valve and flush the COLD water at the highest and/or furthest source from the meter until water runs clear, ideally removing the aerator screen beforehand. You may experience air exiting from the tap when you open the valve, this is normal. Leave the valve open until all the air has purged itself from the line, continue to flush until the water runs clear, then clean and replace the aerator. <p><i>Bill de Blasio</i> Mayor/Alcalde</p>	<p>Project # _____</p>  <p>SHUT-OFF LOCATION(S) _____</p> <p>FIELD OFFICE #: _____ Resident Engineer: _____</p> <p>Community Construction Liaison: _____</p> <p>Please read and follow the instructions on the reverse side of this notice.</p> <p>DIAL 311 Government Information and Services for NYC</p> <p>NYC Department of Design and Construction</p>	<h3>AVISO</h3> <p>INTERRUPCIÓN DEL SERVICIO DE AGUA El Servicio De Agua Será Interrumpido Debido a Construcción</p> <p>Fecha _____ la(s) _____ am por aproximadamente _____ horas</p> <p>[El servicio del agua se re-establecerá al final del día]</p> <p>INSTRUCCIONES Para Administradores de Edificios, Dueños de Negocios, Dueños de Casa, e Inquilinos</p> <p><small>DDC recomienda que tome las siguientes precauciones para minimizar los problemas potenciales que podrían ocurrir si los sedimentos se exponen a su sistema o se descomponen de su tubería existente. Información más detallada está disponible en la parte posterior de este aviso. Lea cuidadosamente y comuníquese con el Equipo Comunitario de DDC si necesita más aclaraciones.</small></p> <ul style="list-style-type: none"> • Inmediatamente antes de la interrupción programada, cierre la válvula principal de la casa, que generalmente se encuentra cerca de su medidor de la agua. • Donde corresponda, también apague los aparatos refrigerados por agua. Determine si hay suficiente agua en su caldera de vapor y almacene suficiente agua para las necesidades de su hogar durante el tiempo que dure el apagado. • Después de la restauración del servicio de agua, vuelva a abrir la válvula de la agua principal y enjuague la agua FRÍA en la fuente más alta y/o más alejada del medidor hasta que la agua salga limpia, idealmente removiendo antemano la pantalla del aerador. Puede experimentar que el aire salga del grifo cuando se abre la válvula, esto es normal. Deje la válvula abierta hasta que todo el aire se haya purgado de la línea, continúe enjuagando hasta que el agua salga limpia, luego limpie y reemplace el aerador. <p><i>Ana Barrio</i> Acting Commissioner/Comisionado</p>
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Newsletters – Look Ahead Bulletin – Advisory and Project Information Card

Samples

Reconstruction Newsletter
Office of Community Outreach + Notification

NYC DDC Department of Design and Construction



The Bronx

November 2018

Reconstruction of Water Mains & Replacement of Combined Sewers

Along Waldo Avenue and Segments in Surrounding Area

Project # HED573

The New York City Department of Design and Construction (NYCDDC) has begun managing a \$12,428,170. Project calling for the reconstruction of Water Mains and replacement of Combined Sewers along Waldo Ave and segments in surrounding area. This project also includes installation of Fire Hydrants, Catch Basins, Chute connections, sidewalks and curbs as needed, pruning of street trees, and restoration of roadway affected by the construction work within the project area.



Due to the relocation of utilities, the DDC work has not begun. The plan was to begin the Waldo Avenue project work after Con Edison's relocation of gas and electric utilities. We anticipate the DDC project to commence November 2019, and the anticipated completion time is Spring 2020.

The Contractor has completed all relocation of Con Ed's gas and electrical utilities interference at Greystone Ave from Manhattan College Parkway to W. 236 St., at Waldo Ave from Manhattan College Parkway to W. 238 St., and at W. 236 St. from Riverdale Ave to Waldo Ave. The remaining ongoing gas work on W. 238 St from Waldo Ave to Johnson Ave will be completed by Con Ed crews.

Anticipated Project Work Schedule

- Saw-cutting and excavation to facilitate the installation of water mains.

Work Hours: The typical work hours will be Mon - Fri 7:00 a.m.-3:30 p.m.
The allowable hours are 7:00 a.m.-6:00 p.m., Saturdays 8:00 am to 4:00 p.m., if necessary.

PAGE 1

Bill de Blasio
Mayor
Lorraine Giblo
Commissioner

DDC Website
www.nyc.gov/ddc
DDC Video
www.nyc.gov/webuid

NYC DDC Department of Design and Construction

Office of Community Outreach + Notification

COMMUNITY ADVISORY

Borough: The Bronx

July 20th, 2018

INTERFERENCE RELOCATION OF GAS AND ELECTRIC UTILITY LINES

Please be advised, Con Edison will be performing the relocation of their gas and electric utility lines, to facilitate the anticipated reconstruction of Water Mains & Combined Sewer Replacement in Waldo Avenue (DDC Project HED573). This one-time advisory is being provided as a courtesy notice to the community-at-large on behalf of Con Edison. When the DDC project begins, please be assured we will provide project updates on a continuous basis.

Where will the Con Edison work be performed and what are their work hours?

- Waldo Avenue in between W 236 St and W 238 St from 7am to 3pm
- Greystone Avenue in between W 236 St and W 238 St from 7am to 3pm
- Greystone Avenue in between W 240 St and W 242 St from 7am to 3pm

The contractor will post notifications in advance throughout the affected work area(s) for the Con Edison work to proceed.

Impacts from Con-Edison Works:

- Limited Street Access for Vehicular Traffic may be required on certain blocks.
- Driveway access may be temporarily restricted.
- Sidewalk and Curb Restrictions may be in effect.
- Parking will be temporarily restricted.

Who to Contact for More Information? If you have any questions or concerns about the work locations, date, time etc., please contact Con Edison's (project supervisor) Mr. Darren Brindisi at 347-672-2513 or BrindisiD@coned.com or, the contractor JR Cruz* (Superintendent) Mr. Fred Fonti at 845-223-3411, or email Fonti@jrcruz.com.

Bill de Blasio
Mayor

Lorraine Giblo
Commissioner

www.nyc.gov/ddc

NYC DDC Department of Design and Construction

Office of Community Outreach + Notification

WEEKLY CONSTRUCTION BULLETIN

8/13/18 - 8/24/18

PIZZERIA PLAZA RECONSTRUCTION PROJECT PROJECT # HWK2029 BOROUGH: BROOKLYN DATE ISSUED: 8/17/18

Joining week. However, due to unforeseen field change some scheduled work locations, operations and dates.

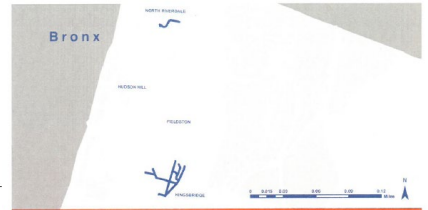
NON	OPERATION
am Plaza (Intersection of Fulton St, Putnam Ave, and Grand Ave)	Site maintenance
am Plaza (Intersection of Fulton St, Putnam Ave, and Grand Ave)	Site maintenance

*For 24-hour notification will be distributed / posted to any / all affected location(s). Temporary detour or street parking. Please observe posted parking regulations in construction areas. 625 or nycp202@nyc.gov

www.nyc.gov/ddc

NYC DDC Department of Design and Construction

Office of Community Outreach and Notification
Project Information Card
The Bronx



Reconstruction of Water Mains and Combined Sewer Replacements in Waldo Avenue

Project Contact
Maurice Allen
Community Construction Liaison
(718) 643-3021
waldoconed@nyc.gov

Field Office Address
11 Dash Place (2nd Floor)
Bronx, NY 10463

During non-working hours
please call 311 and provide
the Project ID: HED573

Intent/Scope
We are upgrading infrastructure to ensure proper delivery of services to the community.

General Contractor
J.R. Cruz Corporation
R.E.I. Firm
K.S. Engineers, P.C.

Project Information
Our work includes the installation of water mains, combined sewer replacements, fire hydrants, catch basins, chute connectors, and road restoration affected by the construction work within our project area.

Schedule
November 2018 to May 2020

Work Hours
Typical work hours will be Monday - Friday 7am - 3:00pm

Management Agency
NYC Department of Design and Construction

Sponsor Agency
NYC Department of Environmental Protection

Construction Cost
\$12,428,170.00





Department of
Design and Construction

Thank you

Q&A

Broadway Community Alliance

Testimony CB8 Traffic and Transportation Committee meeting, October 18, 2018

Good evening, my name is Tara McMaster; I am an executive board member of the Broadway Community Alliance.

It's been several months since DOT implemented its new plan for the Broadway Corridor, enough time to begin to evaluate reality from glossy presentation pictures and promises. As we live with it, its flaws have begun to become apparent.

1. DOT measures have created dangerous and confusing situations for vehicles exiting from the Henry Hudson Parkway and attempting to merge into the North and Southbound traffic on Broadway. Drivers must now navigate through the middle of the street parking, buffer, and protected bike lane to exit from Broadway and the reverse when exiting the Henry Hudson parkway onto Broadway. The curb extensions and concrete raised islands are hard to see and navigate around due to awkward sharp turns, especially at night.
2. The entire section of the redesign from Burger King to 242nd Street is chaotic. Drivers heading southbound are confused by the myriad of lane markings and are unsure of how to proceed. That hesitation and indecision creates a safety problem for motorists, pedestrians, and cyclists alike. The merchants complain that the redesign has severely hampered customer access and deliveries to their businesses, threatening their livelihoods. The new islands and bus bulbs have created a situation where oftentimes there is not enough space for all the buses, resulting in double-parked buses discharging passengers into the traffic lane under the El. The wall of backed up buses, dispatched by MTA to accommodate riders during closure of the number 1 train for track repairs, have also impeded access to those businesses.
3. According to neighbors, the redesign of the Sheridan Triangle located at Mosholu Avenue and Broadway has already resulted in several fender bender accident. Cars are now parked in the middle of the roadway. When proceeding up Mosholu Avenue from north or southbound Broadway, the merge at the Triangle's western peak is "blind." Drivers can't see each other until the last second, because there are no longer any sight lines.
4. DOT misled the public when they said at several public meetings that narrowing the lanes on Broadway to accommodate a protected bike lane would not affect parking. DOT has removed approximately 20-25 parking spaces between the southwest corner of West 254th Street all the way to the bus stop at Lakeview Avenue. The approximately 10 spots that were added on the park side of Broadway are inadequate, and more dangerous for residents who must now exit their cars into the narrow traffic or bike lanes.

Our feedback from residents on Post and Fieldston Roads is that traffic has greatly increased on side streets, as drivers choose to avoid the narrow traveling lanes, merges from the Henry Hudson Parkway, and de facto bus lanes. This is not a complete list of problems that have come to our attention. Clearly, it's time for DOT, our elected officials, and community to evaluate impacts of this new plan in terms of reality rather than theory.

Thank you,

bdwayalliance@gmail.com

re-lining of traffic lanes on Broadway

From: Leslie Ann Hogan

To: bx08 <bx08@cb.nyc.gov>

Cc:

Date: Sun, Oct 14, 2018 3:37 am

To CBB Traffic and Transportation Committee,

I have lived on Broadway at 259th Street for the past 45 years. These are my observations regarding the new traffic lines on Broadway.

The re-lining of traffic lanes on Broadway, from 242nd Street to Caryl Ave, Yonkers, has caused unsafe, hazardous, dangerous conditions for pedestrians, motorists and bicyclists:

- 1) The southbound lane of Broadway, approaching Manhattan College Parkway and 242nd Street, has multiple roadway lines directing traffic in a confused pattern that causes motorists to cut each other off not knowing which way to proceed to avoid hitting the el support pillars and/or the new bus "bulb". South bound buses now stop in the traffic lane at the "bulb" to discharge passengers. That causes 2 problems: South bound cars and other buses get stuck behind the stopped bus, and pedestrians exiting the stopped bus have to cross the "bulb" into a line of cars on the inner side of the "bulb" in order to reach the subway stairs. This configuration is inefficient, time-wasting for everyone going to work and trying to catch the subway, dangerous for drivers and dangerous for pedestrians exiting the bus.
The "bulb" should be removed. Buses should return to the position of discharging and picking up passengers at the curb, not on a "bulb" in the middle of traffic.
- 2) The northbound lane of Broadway, at the roadway leading to the Van Cortlandt Mansion, now has a line of white stanchions leading diagonally away from the curb creating the beginning of a bicycle lane along the curb and requiring autos to park in the northbound lane just beyond the line of stanchions. Cars are now being parked on the traffic side of the stanchions, effectively leaving cars parked in the inner northbound lane of traffic. That causes buses, pulling out from the bus stop at that roadway by the park entrance, to swerve out into the middle northbound lane, effectively cutting off traffic in that middle northbound lane. Very dangerous. And causes traffic to stop unnecessarily.
- 3) The northbound lane of Broadway at Lakeview Place has a line of white stanchions blocking the view for drivers trying to enter the Henry Hudson Parkway North. The stanchions hide the entrance until just abreast of it, which requires a sharp, almost 90degree turn to move into the entrance ramp. Very unsafe for drivers if they are not familiar with this road.
- 4) The southbound lane of Broadway has a left-turn lane and green arrow for cars to enter the Henry Hudson Parkway North. There is a line of white stanchions blocking the view to that entrance, leaving the driver to wonder if the exit is closed, until moving into it with just enough space for one vehicle to maneuver between the lines of stanchions. Unsafe for drivers.
- 5) The northbound lane of Broadway, passing under the Henry Hudson Parkway, has an entrance to the Henry Hudson Parkway South. There is a line of white stanchions leading up to that entrance, and a line of white stanchions immediately beyond that entrance so that the entrance between the two lines of white stanchions is barely visible to the driver looking for the entrance. The green sign indicating the entrance is placed on the north side of the entrance beyond all the stanchions so that it appears that the entrance is beyond where it actually is. I have observed cars driving under the Henry Hudson Parkway overpass, into the trash-strewn bicycle lane in order to get on the other side of the stanchions to reach the entrance to the Henry Hudson Parkway South. Unsafe configuration for drivers, and unsafe for bicyclists(but usually no bicyclists on bicycle path).
- 6) The northbound lane of Broadway at 260th Street has a bus stop "bulb" that is not as long as the reticulated double buses. It was dark out when I was taking the bus home. I exited the bus from the rear door, as requested. I stepped off the bus right into a black SUV immediately adjacent to the bus. I was frightened until I saw that the SUV was parked and I would not get hit by it. However, the car was parked legally within the new parking lines. The bus was longer than the "bulb". I had to maneuver between the bus and the front of the SUV, trying to get away from the bus before it started moving again. I walked around the engine hood of the SUV into the bicycle lane in the dark before I found the curb, the grassy space, then the sidewalk. Very, very unsafe and scary at night. Buses should be pulling over to the curb, into a bus stop where no cars are parked, to let passengers off.
- 7) The northbound lane of Broadway, approaching Caryl Avenue, Yonkers, has lines in the roadway indicating two lanes of traffic merge into one to accommodate a bicycle lane in the curb-side lane that leads to nowhere. A car wanting to turn right, onto Caryl Avenue, if it follows the road markings, would drive into the middle(left) northbound lane to avoid the bicycle lane markings in the road, then make the right-hand turn from the left-hand lane, crossing the faux bicycle lane. Not safe for cars or bicycles.
- 8) The southbound lane of Broadway, at the Yonkers City line, suddenly has markings in the southbound lane, on the traffic side of parked cars, indicating a bicycle lane. That leaves only one lane of traffic southbound from Caryl Avenue to 260th Street. At 260th Street bicyclists ride up onto the westside sidewalk, endangering pedestrians. Bicyclists also ride north on the sidewalk on the west side of Broadway instead of using the "protected bicycle lane" on the east side of Broadway. Bicyclists regularly endanger pedestrians on the sidewalk. The only bicyclists I have seen using the "protected bicycle lane" are recreational bicyclists on weekends.
- 9) The narrowing of north and south bound lanes of Broadway, and the removal of one lane around David Sheridan Plaza/Mosholu Avenue caused two traffic accidents at that intersection within one month of the changes. I observed one northbound car completely smashed into the south point of the Plaza in broad daylight on a clear day. A dedicated "Left Turn Arrow" is needed for the northbound lane of Broadway onto Mosholu Avenue. Twice in the past 2 months I have just missed being hit by a truck

turning left onto Mosholu from Broadway when I was driving south after the light turned green. Trucks try to turn left as soon as the light turns green. Otherwise, they have to

wait so long for southbound traffic to pass that they miss the light, so they cut off smaller cars. Dangerous for drivers and for pedestrians

Also, some drivers drive north just past the green light and then turn left onto Mosholu Avenue on the north side of David Sheridan Plaza, endangering pedestrians crossing that road.

10) One lane of traffic has been removed from the north side and from the south side of David Sheridan Plaza, so that cars are now parked in what formerly was the second lane of

traffic. That has created 3 problems:

1) Cars coming north on Broadway and turning left onto Mosholu Avenue suddenly find themselves driving into one traffic lane or into a parked car:

2) Cars coming south on Broadway and turning right onto Mosholu Avenue, similarly find the traffic lane narrowed. One bicyclist speeding north on Broadway suddenly crossed

over to the north side of David Sheridan Plaza right in front of me as I turned right onto the same single-lane roadway and cut me off as he sped onto Mosholu Avenue.

3) At the west point of David Sheridan Plaza, where southbound cars have turned right to merge onto Mosholu Avenue, (as I do several times a week), there is now a TOTAL

BLIND SPOT created by requiring parked cars around the Plaza to be parked about 8 feet away from the curb for no apparent reason. There is a STOP sign for cars in that

north lane driving west onto Mosholu Avenue. Several feet beyond that STOP sign there are roadway markings that are meaningless because it is necessary to drive beyond

the STOP sign, beyond those road markings, onto Mosholu Avenue before seeing if there is any on-coming traffic due to the fact that cars are now parked in the lane that

used to be the second lane of traffic.

This intersection is an accident waiting to happen. It is essential that the road markings be changed back to allowing cars to park around the Plaza AT THE CURB.

11) The southbound exit from the Saw Mill River Parkway/Henry Hudson Parkway onto Broadway allows cars to drive south or west at the traffic light at the end of the exit.

Alternatively, cars can drive north onto Broadway, which I do several times a week. The northbound exit is surrounded by white stanchions and the roadway is marked with

several markings indicating STOP and then sawtooth markings. This is a BLIND SPOT for entering Broadway north. Because of the line of stanchions and the STOP

sign and all the road markings it is not possible to see the line of oncoming traffic until one has driven into the line of traffic. Very dangerous.

12) The narrowing of all the lanes of traffic on Broadway has removed the approximately 5 feet leeway between parked cars and traffic lanes. When a person opens the driver's

side doors of their car, they are opening directly into moving traffic. Very unsafe, particularly for families with children who live in my building and have to put car seats into the

back seat from both sides of the car.

Very unsafe, also, for those of us using the garage in my building. The garage exits onto Broadway. Now, it is not safe to exit the garage until the light at 259th Street is RED and

traffic is stopped. RED LIGHTS are the only things that slow down the traffic, except, now, not being able to maneuver around buses stopped at "bulbs".

Not specifically related to the re-lining of Broadway is the condition along Broadway from 230th Street to 238th Street, where Broadway is only one lane in both direction and buses

do not pull over to the curb to discharge and pick up passengers. If driving behind a bus, the rate of speed is between 5-10mph. Recently, driving north on Broadway directly behind a bus, the bus stopped at its' designated stop at 236th St. The car behind me drove out, northbound, into the southbound lane and, just as it was passing me and approaching the rear of the bus, it came nose-to-nose with a car in the southbound lane. Fortunately, both cars were able to stop before a head-on collision.

This is an example of the frustration drivers experience with the narrowing of roadways. Similar behavior is beginning on Broadway where the road is supposed to be 2 lanes in both

directions, but, because of narrowing to accommodate a barely used dedicated bicycle path, double parking, delivery trucks and bus "bulbs" traffic is now barely moving at busy times

of day.

Broadway is a major road route, an EMERGENCY ROAD, as well as our neighborhood street for those of us who live on it. It has been made more unsafe, more dangerous, more aggravating and more unpleasant because of these changes.

**DANGEROUS AFTERMATH OF BROADWAY CHANGES FROM 242 ST. TO 261 ST.
AN EMERGENCY CB- 8 HEARING REQUESTED.**

THIS INPUT IS A COMPILATION OF INPUT WHO EITHER RESIDE, WORK AND COMMUTE FROM THE BROADWAY AREA MENTIONED BELOW. OVER THE LAST 7 MONTHS, BROADWAY HAS BECOME A PEDESTRIAN, AND DRIVING NIGHTMARE. THE IDEA TO INSTALL 1.5 MILES OF BIKE LANE ON THE VCP SIDE OF BROADWAY HAS FAILED TO ACCOMPLISH ALMOST ANYTHING POSITIVE. FURTHER TESTIMONY AT A FORMAL HEARING WILL FULLY HIGHLIGHT THE OVERALL AFTERMATH OF DOT 242-261 BROADWAY CHANGES AONG VCP. TO DATE THE FOLLOWING HAS OCCURRED:

THE OVERALL DECREASE OF ROADSPACE ON BROADWAY HAS MADE ALL LEVELS OF DRIVING DANGEROUS __ ESPECIALLY, DURING THE AM/PM RUSH HOURS.

THE OVERALL DECREASE OF THE BROADWAY ROADWAY HAS MADE DRIVING DANGEROUS FOR THE DAILY BARRAGE OF LARGE TRUCKS(18 WHEELERS/HAULERS) THAT MUST USE BROADWAY TO GET TO WESTCHESTER, AND PARTS OF NW RIVERDALE..

THE OVERALL DECREASE OF THE BROADWAY ROAD SPACE HAS INCREASED THE CHALLENGES FOR SAFE AND TIMELY LIFE SAVING EFFORTS FOR EMT RESPONSE TEAMS. THEY ARE SUPPOSED TO HAVE THE RIGHT OF WAY TO SAVE LIVES HOWEVER THERE IS NO GIVE SPACE TO MOVE OVER TO LET THEM PASS.

ON BROADWAY ROAD RAGE HAS INCREASED AT ALL TIMES OF THE DAY AND NIGHT:
SCREAMING, YELLING, CURSING HONKING

ON BROADWAY AGGRESSIVE AND FASTER DRIVING HAS INCREASED AT ALL TIMES ESPECIALLY IN THE PM.

ON BROADWAY, STAYING WITHIN THE NEW LANE MARKINGS IS NOT BEING FOLLOWED BECAUSE DRIVERS FEAR HITTING NEARBY MOVING CAR OR PARKED CAR__ THE DRIVING LANES ARE TOO SMALL.

THE OVERALL DECREASE OF THE BROADWAY ROADWAY HAS MADE DRIVING DANGEROUS FOR MTA BUSES: WC BUSES, BX-9, BX M-3 EXPRESS BUS, THE METRO-NORTH RAIL LINK AND SCHOOL/COLLEGE BUSES.

ON BROADWAY, STAYING WITHIN THE NEW LANE MARKINGS IS NOT BEING FOLLOWED (BECAUSE THEY CAN'T) BY LARGE TRUCKS OR BUSES.

ON THE WEST SIDE OF BROADWAY, CARS COMING OUT OF THEIR RESPECTIVE PARKING GARAGES NOW HAVE NO LEEWAY__ THEY MUST BACK OUT INTO ONCOMING TRAFFIC.

ON BROADWAY, DRIVERS PARKED ON THE WEST SIDE OF THE STREET MUST OPEN THEIR DOOR TO DRIVE INTO TO THE ACTIVE SOUTHBOUND. THE REAR PASSENGER MUST TRY TO GET OUT ON CURB SIDE FOR SAFETY__NO REAL OPTION.

ON BROADWAY-VCP SIDE, CURBLESS PARKING WASTES PRECIOUS PARKING SPACES LEAVING 3 FEET IN FRONT AND BACK OF THEIR RESPECTIVE CARS. THE CURB IS ALWAYS THE BEST GUIDE FOR HOW CLOSE YOU CAN GET SAFELY.

SPORTS RELATED SCHOOL BUSES STILL PRESENT A PROBLEM ON BROASWAY DUE TO LACK OFOVERALL ROAD SPACE FOR PASSING ETC.

ON BROADWAY & 261 STREET, THE NIGHTMARE ESCALATES AS IT IS ALREADY A NARROW 2 WAY TRAFFIC STREET. THE BROADWAY CHANGES NOW MAKE TURNING OUT OF OR INTO 261 STREET WITH BLINDSPOTS AND NEW VERY SMALL LANES AN ACCIDENT WAITING TO HAPPEN.

ON BROADWAY, FENDER BENDERS HAVE INCREASED ON A DAILY AND WEEKLY BASIS SINCE THESE CHANGES HAVE TAKEN EFFECT.

ON BROADWAY, GETTING OFF THE BX. 9 BUS AT 261 STREET WAS DANGEROUS BEFORE THE ROAD CHANGES BUT NOW COUPLED WITH ROAD RAGE, LACK OF VISIBILITY FOR ONCOMING TRAFFIC, WITH CARS BEING PARKED AWAY FROM THE CURB THE SITUATION IS AN ACCIDENT WAITING TO HAPPEN.

THE NEW BIKE LANE GETS VERY LITTLE ACTIVITY __MOST PEOPLE IN THIS AREA OF THE BRONX DRIVE OR USE MASS TRANSIT. BROAWAY IT IS NOT A LEISURE ROADWAY BECAUSE OF THE DAILY COMMERCIAL, PEDESTRIAN AND REGULAR TRAFFIC.

ON BROADWAY SOUTH, THE LEFT TURN LANE TO 9 NORTH CREATES EXCESSIVE ROAD RAGE BECAUSE WITH SO MANY WHITE LINES ON THE ROAD PEOPLE ARE CONFUSED AND ARE AFRAID TO MOVE FORWARD.

ON BROADWAY WHEN EXITING (23 B) 9A NORTH TO HEAD NORTH, EVEN STOPPING AT THE STOP SIGN MAY NOT BE ENOUGH WHEN COMING OFF THAT DOWNHILL TURN IF A RANDOM BIKER IS SPEEDING BY OR A PEDESTRIAN DECIDES TO WALK CLOSER TO THE CURB.

ON BROADWAY, ON APRIL 22ND ON THE VCP SIDE ACROSS FROM MANOR ADULT HOME, A DRIVER, EXITING (EXIT 23 FROM 9A NORTH, CONFUSED BY THE ALL THE NEW WHITE LINES. HE HIT A PEDESTRIAN WHO HAD WALKED DAILY ON THE VCP SIDE FOR DECADES. THE VICTIM WAS HOSPITALIZED FOR SEVERAL WEEKS WITH A SERIOUS INJURY TO HER FOOT AND THEN SENT FOR REHABILITATION.

ON BROADWAY AT THE WEST SIDE OF THE 242 STREET BUS STOP, A NEWS TRUCK HIT A PEDESTRIAN BACKING UP IN CROSS SPACE THAT LEADS TO THE SUBWAY STEPS. THE SIGN PROHIBITING CARS TO ENTER THIS PEDESTRIAN SPACE WAS UPSIDE DOWN ON THE GROUND.

PARKING SPACES ARE NOW MINMALLY AVAILABLE DUE TO THE BIKE LANE WHICH IS AGAIN, UNDER UTILIZED. PARKING HELPS PEOPLE GO TO WORK AND RETURN FROM WORK THUS, THEY CAN TAKE CARE OF THEIR FAMILIES.

THERE IS SIMPLY NO INTELLIGENT JUSTIFICATION FOR ALL OF THIS MAYHEM. WITH WINTER IS RIGHT AROUND THE CORNER, LET'S ADDRESS THIS HUGE MISHAP BEFORE A FATALITY OCCURS. WE NEED AN EMERGENCY OCTOBER MEETING TO ADDRESS AND REVERSE THE BROADWAY ROAD CHANGES FROM 242 STREET TO 261 STREET. PLEASE ADVISE ASAP. AND BY THE WAY, MOST OF THE FEW BIKERS THAT WE SEE HEADING SOUTH, STILL RIDE THE STREETS AND SIDE WALKS__ NOT THE BIKE LANE.

"OCTOBER 5TH 2018 , ON BEHALF OF NEIGHBORS, FAMILIES, CHILDREN AND CITIZENS OF NORTH RIVERDALE"

Michele A. March