

**Traffic and Transportation Meeting**  
**May 25, 2017**  
**Park Gardens Rehabilitation Center**  
**5790 Mosholu Avenue**

Committee Members: Sylvia Alexander, Eric Bell, Margaret Donato,  
Daniella Fuchs, Joseph O'Brien, Dan Padernacht,  
Georgia Santiago, Steven Sarao

Community Committee Member: Myra Joyce

1. SAPO Application - Safety Awareness Day - Block Party - with full street closure on October 22, 2017, to be held on West 237 Street between Independence Avenue and Henry Hudson Parkway. This event has been held previously.

In Favor: Sylvia Alexander, Eric Bell, Margaret Donato, Daniella Fuchs, Myra Joyce (CCM) Joseph O'Brien, Dan Padernacht, Georgia Santiago, Steven Sarao.

Opposed: None

Abstain: None

2. Reconstruction of sidewalk at West 235<sup>th</sup> Street and Independence Avenue. DOT stated that it will advise the Board when it has more information about the sidewalk.
3. West 254<sup>th</sup> Street. The committee discussed whether to ask DOT to investigate the possibility of placing a sidewalk on West 254<sup>th</sup> Street between Riverdale Avenue and Palisade Avenue. DOT stated that once it begins its query, it is possible that homeowners on the street receive a notice of violation to install a sidewalk in front of their homes. Chair Padernacht stated that this street is used by many individuals each day who go to and from the train station and to the SAR School. The street becomes steep and winding between Independence Avenue and Sycamore Street which makes it a dangerous area in poor weather conditions. Chair Padernacht noted that SAR has committed to installing a sidewalk in front of its property.

Chair Padernacht made a motion to ask that DOT investigate the possibility of installing sidewalks on West 254<sup>th</sup> Street between Riverdale Avenue and Palisade Avenue. D. Fuchs seconded the motion.

In Favor: Sylvia Alexander, Eric Bell, Margaret Donato, Daniella Fuchs, Myra Joyce (CCM) Joseph O'Brien, Dan Padernacht, Georgia Santiago, Steven Sarao.

Opposed: None

Abstain: None

4. NYCDOT Proposal for the Broadway Corridor pursuant to the Public Hearing. DOT presented its proposal for changes to the Broadway Corridor. The presentation is attached to these minutes.

Chair Padernacht opened the floor to public comment on the proposal. The Chair stated that each individual would be given three minutes to speak. At the conclusion of the public comments, Chair Padernacht invited the Elected Officials and Agency Representatives to speak about the proposal.

Bronx Parks Commissioner Rosa gave comments. An email was read from Deputy Commissioner O'Toole of the 50<sup>th</sup> Precinct. Council Member Cohen spoke about the proposal. Assemblyman Dinowitz gave comments about the proposal.

Board Members were next invited to speak on the DOT proposal. Traffic and Transportation Committee members were then asked for comments on the proposal. Chair Padernacht then presented the following Resolution for approval by the Committee:

WHEREAS, Broadway between West 242<sup>nd</sup> Street and the City Line ("Broadway Corridor")

is a wide street, comprised of at least two northbound lanes and two southbound lanes, with parking on each side; and

WHEREAS, the New York City Department of Transportation ("DOT") has presented a plan for safety improvements from West 242<sup>nd</sup> Street to the City Line; and

WHEREAS, DOT cites speeding as an issue along the corridor and states speeding is especially prevalent during off peak hours; and

WHEREAS, DOT cites a number of accidents between 2010 and 2014 on the Broadway Corridor;

WHEREAS, DOT recognizes Broadway as an important bus route for 9 NYC Transit lines, some of which connect to the subway lines; and

WHEREAS, Broadway is also known as U.S. Route 9, a designated truck route; and

WHEREAS, Broadway is the western boundary of Van Cortlandt Park; and

WHEREAS, DOT installed two signalized crossings (traffic lights) on Broadway and West 246<sup>th</sup> Street and at Broadway at the Tortoise and Hare Statue Park entrance in November 2016; and

WHEREAS, the Committee heard testimony from the public that speeding has been greatly reduced on the Broadway Corridor since the installation of these new traffic lights; and

WHEREAS, DOT has stated that it cannot study the effects of these new traffic lights for at least one year from the date of their installation;

WHEREAS, the Committee heard testimony from the public that lack of parking is an issue on the Broadway Corridor; and

WHEREAS, the Committee heard testimony from the public that they would like DOT to study the possibility of angle parking along Van Cortlandt Park; and

WHEREAS, DOT proposed the addition of parking spots along the Broadway Corridor which could be installed regardless of the plan being implemented; and

WHEREAS, the Committee heard testimony from the public that double parking is an issue on the Broadway Corridor; and

WHEREAS, the Committee heard testimony that the wide 13' parking lane permits the flow of traffic around double parked vehicles; and

WHEREAS, the Committee heard testimony from the public that if the DOT plan were implemented, which would narrow the traffic lanes, double parking would stop the flow of traffic on Broadway Corridor; and

WHEREAS, the Committee heard testimony from the public that, Van Cortlandt Park, as a renowned cross country and track destination, attracts schools from across the country to sporting events and that during these events, large buses double park along the Broadway Corridor on both sides of the street; and

WHEREAS, the Committee heard testimony from the public that if the DOT plan were implemented, which would narrow the traffic lanes, double parking of these buses at the sporting events would stop the flow of traffic on Broadway Corridor; and

WHEREAS, DOT proposes that the curbside bus stops on the northbound side of the Broadway corridor will be eliminated and replaced with bus bulbs thereby forcing buses to stop in a moving traffic lane to pick up and drop off passengers; and

WHEREAS, the Committee heard testimony from the public that if the DOT plan were implemented, the new bus stops would stop the flow of traffic on Broadway Corridor; and

WHEREAS, the Committee heard testimony that similar changes as those proposed have been implemented in Manhattan and have caused devastating congestion;

WHEREAS, the Committee heard testimony that the proposed protected bike lane may be dangerous to pedestrians entering and exiting the park, especially individuals with baby carriages which enter the bike lane first; and

WHEREAS, the Committee heard testimony that the proposed protected bike lane may be dangerous to motorists exiting their vehicle, particularly with packages, carriages and children in the Northbound lane because of the

narrowed lane with oncoming traffic and the bike lane on the other side of the vehicle; and

WHEREAS, the Committee heard testimony that the proposed plan may be dangerous to motorists exiting their vehicle, particularly with packages, carriages and children in the Southbound lane, because of the lane being reduced to an 8' width; and

WHEREAS, the Committee heard testimony that the public would prefer bike lanes in the park and not in the street;

WHEREAS, the narrowing of lanes coupled with double-parked vehicles and buses stopping in traffic lanes will create congestion and gridlock on the Broadway Corridor;

WHEREAS, the Committee heard testimony that if the plan were implemented, the congestion and gridlock will cause vehicles to use alternate streets in North Riverdale such as Post Road, Fieldston Road and Riverdale Avenue;

WHEREAS, the Committee heard testimony that if the plan were implemented, the congestion and gridlock will cause emergency vehicles to be hindered in their vital functions; and

WHEREAS, the Committee heard testimony from the public that the Broadway Corridor has been made dangerous by the failure of DOT to maintain the striping of key crosswalks and intersections; and

WHEREAS, the Committee heard testimony that the businesses on West 242<sup>nd</sup> street and Broadway rely on the use of the service lane on West 242<sup>nd</sup> Street and that the proposed plan will hurt their businesses.

**THEREFORE:**

BE IT RESOLVED that the Committee does not approve the DOT plan as presented but finds that certain elements of the plan may be beneficial; and

BE IT RESOLVED that the Committee appreciates the efforts of Council Member Cohen for bringing safety issues of the Broadway Corridor to the forefront of community discussion; and

BE IT RESOLVED that the Committee recommends the restriping of the intersection at Broadway and Mosholu Avenue so as to narrow the intersection for pedestrian safety; and

BE IT RESOLVED that the Committee recommends that DOT install the additional parking spots identified along the Broadway Corridor; and

BE IT RESOLVED that the Committee recommends that DOT study the possibility of angled parking along Van Cortlandt Park; and

BE IT RESOLVED that the Committee recommends that DOT initiate a study to analyze the effects of the two new traffic lights on Broadway Corridor promptly after the one year period; and

BE IT RESOLVED that should the DOT study of the traffic lights reflect additional measures needed, that the Committee recommends DOT reconfigure the timing of the traffic lights in order to slow traffic further; and

BE IT RESOLVED that the Committee recommends additional traffic lights on the Broadway Corridor; and

BE IT RESOLVED that the Committee recommends aggressive enforcement of double parked vehicles on the Broadway Corridor;

BE IT RESOLVED that, at the Broadway exit from the southbound Henry Hudson Parkway, the Committee recommends that DOT study the elimination of the northbound lane on to Broadway, where two pedestrians have been injured, thereby directing all exiting cars to the existing lane controlled by a traffic light, as recommended in the Van Cortlandt Park Master Plan approved by Community Board #8.

BE IT RESOLVED, that the Committee recommends that DOT conduct a separate and distinct study of the area between Manhattan College Parkway and West 242<sup>nd</sup> Street in order to analyze the entire activity of this important transportation and commercial Hub;

BE IT RESOLVED that the Committee recommends that DOT move the bus stop on the west side of Broadway between Manhattan College Parkway and

West 242<sup>nd</sup> Street from its current spot to a new location further north to alleviate some of the issues at this Hub;

BE IT RESOLVED that the Committee recommends that DOT consider the possibility of a traffic circle at Broadway and Manhattan College Parkway to alleviate some of the issues at the Hub; and

BE IT RESOLVED that the Committee recommends that DOT investigate the installation of unprotected, designated bike lanes on the northbound and southbound side of Broadway.

BE IT RESOLVED that the Committee recommends that DOT initiate a study of alternatives for bike lanes along the Broadway Corridor, including the installation of unprotected, designated bike lanes on the northbound and southbound side of Broadway, in and out of the park, and present this study to this committee in a separate and distinct proposal from the safety plan presented herein.

The committee voted on the Resolution.

In Favor: Sylvia Alexander; Margaret Donato; Myra Joyce (Community Committee Member); Joseph O'Brien; Dan Padernacht;  
Georgia Santiago

Opposed: Eric Bell

Abstain: Daniella Fuchs

Meeting adjourned.