

COMMUNITY BOARD NO. 8 BRONX

MINUTES OF THE TRAFFIC & TRANSPORTATION COMMITTEE MEETING HELD ON SEPTEMBER 16, 2014, AT MANHATTAN COLLEGE, FISHBACH ROOM, 3825 CORLEAR AVENUE

PRESENT

Michael Heller
Sylvia Alexander
Bob Bender
Anthony Creaney
Daniella Fuchs
Joseph O'Brien
Robert Press
James Rather
Georgia Santiago
I.W. Stone
Herbert Young
Andrew Sandler
Jonathan Matz
Myra Joyce
Filip Condeescu
James Kahn

AFFILIATION

Committee Chair
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rep. Councilman Cohen's office
Campaign Coordinator, Move NY

The meeting was called to order by Chairman Michael Heller at 7:35 PM. A quorum was present.

Minutes of the 6/17/2014 meeting were distributed and read. Accepted unanimously.

Chairman's Report:

The chair introduced the two new members to the committee, Ms. Daniella Fuchs and Mr. Joe O'Brien. He also appointed Mr. Robert Press as Vice-Chair of the committee. The chair then went over some ground rules for the committee, as to reducing the number of speakers on a particular subject item, and not overloading the agenda with more than two major issues. The object is to make committee meetings end at a more reasonable time. The chair announced that for the October meeting he would like to concentrate on quality of street issues, particularly the yearly repaving program by DOT. He added that Bronx DOT Commissioner Moran and a representative from Con Edison will be invited to attend.

The November meeting will focus primarily on NYC Transit services - local bus service, bus bunching, potentially expanding the number 7 and 10 buses into Yonkers and express buses using the Henry Hudson Parkway for faster west Midtown service. The December meeting agenda is to be determined.

Presentation by Jonathan Matz, Campaign Coordinator, Move NY:

Mr. Matz gave a presentation on the organization's proposal for fair tolling and transportation. He said that Move NY is looking for a re-investment plan for NYC's aging and dilapidated infrastructure. It is now vulnerable to bad weather as we have seen during the last big hurricane. He predicted bridge and subway fare increases more than doubling along with service cuts. Mr. Matz showed a grid of all NYC bridges, and said that there are more

accidents by the four free Manhattan bridges since more people use them to avoid tolled bridges and tunnels.

Move NY plan to fill the gaps - restore the service cuts, create new routes on express buses and provide more discounted fares so people use them rather than drive into Manhattan, increase the SBS/BRT bus routes, increase the 24/7 city ticket program, and rehabilitate subway stations faster with different entrances/exits on some. For example, the upgraded signal system as was done on the L line should be applied system-wide, build the four new East Bronx Metro North stations, and improve the infrastructure of roads and bridges.

Move NY wants to find out where the worst traffic is (midtown), and how to make more mass transit options available. The central business district south of 60th Street, East river bridge tolls on bridges below 60th Street, the same as the tunnels with electronic tolls, lower tolls on bridges from the Bronx, S.I., and the Rockaways. Allow commercial drivers unlimited tolls after the first round trip south of 96th Street, end the parking tax (did he say this? – does not make sense), a taxi and for hire car surcharge, all which could amount to 1 – 1 ½ billion dollars in new revenue with ¼ to go to roads and bridges with the remainder to go to capital investments in the transit system. Also 30,000 new jobs could be created. To protect the revenue Move NY suggests bonding, with maintenance of effort provision to spell out lists of projects within regional areas.

To save the system Move NY says the alternatives would be to increase the gas tax by 46 cents a gallon, increase the sales tax to 9.6 percent, double the payroll mobility tax, reinstate the commuter tax, more debt and higher fares and tolls. Questions were then taken by Mr. Matz.

East River bridge tolls – a potential answer, A political risk; they should not be free to use.

When does Move NY hope to get a plan like this put into effect – answer, before the legislature in early 2015.

The L train line upgrade was so the trains could be operated without a motorman - answer, all lines need the upgrades, and the trains still and would need to have a motorman. The new system allows closer spacing and more trains per hour.

The website for Move NY is move-ny.org.

New Business:

The chair then opened the meeting up for topics of committee discussion.

Member J. Rather mentioned the mayor's Vision Zero program,

Member R. Press asked for the committee to write a letter to DOT requesting that Broadway from the Yonkers city line to the West 225th Street Bridge, Riverdale Avenue from the Yonkers city line to its end at West 230th Street, and West 254th Street from Riverdale Avenue to the Metro North station all be made a 25 mile per hour slow zone. A. Sandler of Councilman Cohen's office said that Broadway is one street that Bronx DOT commissioner Moran has said is a high crash street.

Member B. Stone objected to limiting the number of speakers. Mr. Heller subsequently expressed his apology.

Member B. Bender also spoke about Broadway saying that above West 242nd Street there is speeding, while below West 242nd Street there is congestion. He added how can one speed by the two new malls when the buses take up the one free lane when they pick up or discharge passengers. Member J. O'Brien asked about the police action on Broadway that was part of a two week program of Vision Zero.

Member G. Santiago asked about a slow zone for the West 228th Street and Marble Hill Ave. area.

Member A. Creaney said that the step street by West 230th Street, the crosswalk needs to be painted.

Member D. Fuchs agreed with the 25MPH limit for West 254th Street, but wanted to know about the no sidewalks on the street. She was told the homeowners have to do it or be billed by the city for doing it at a huge charge.

Member G. Santiago read a note about curb cuts at Broadway and West 230th Street and Kimberly Avenue, which thanked the DOT and committee for implementing the cuts.

Member A. Creaney asked if speed bumps are replacing stop signs, and asked about the one on Liebig Avenue and why it was needed.

A. Sandler said that Councilman Cohen's office sent a letter out about it today to DOT.

A resident of Heath Avenue asked for a speed bump to be put on Albany Crescent Avenue by Heath Avenue as the new traffic pattern encourages cars to speed through the stop sign. The answer was that since that roadway is used by the # 1 bus a speed hump could not be placed there.

Member R. Press asked that no U turn signs be put up on Riverdale Avenue between West 235th and West 238th Streets due to the many cars and taxi's that make the illegal U turn. The chair said that there will soon be a traffic study of the area with the new Montefiore building, and that it could be taken up as part of the survey.

A question of cars running the stop sign at the exit of the HHP southbound at West 254th Street, and the flashing yellow light on Mosholu Avenue as they speed to make the light at West 256th Street on Mosholu Avenue. Local residents have requested a speed hump on Liebig Avenue to address speeding as cars bear left from Mosholu Avenue. The chair explained the speed hump process, which must be approved by DOT has not made a decision yet on the matter.

Old Business:

Committee member B. Bender asked about the status of the unfilled request to eliminate additional parking on the western end of West 254 Street toward the bottom the slope. M. Heller reported that it was still under consideration by DOT.

The meeting was adjourned at 8:41 PM.

Minutes submitted by Vice-Chair Robert Press per edits by the chairman.