

**BRONX COMMUNITY BOARD NO. 8**

**MINUTES OF THE TRAFFIC & TRANSPORTATION COMMITTEE MEETING  
HELD ON NOVEMBER 18, 2014, AT  
MANHATTAN COLLEGE, 3825 CORLEAR AVENUE**

<b>PRESENT</b>	<b>AFFILIATION</b>
Michael Heller	Committee Chair
Robert Press	Committee Vice Chair
Sylvia Alexander	CB8
Bob Bender	CB8
Anthony Creaney	CB8
Robert Fanuzzi	CB8
Daniella Fuchs	CB8
Joseph O'Brien	CB8
James Rather	CB8
Georgia Santiago	CB8
Deirdre Parker	MTA NYC Transit
Jacqueline Carter	MTA NYC Transit
Laira-Azze-Singh	MTA NYC Transit
Buckley Yung	MTA NYC Transit
John Sullivan	MTA NYC Transit
Michael Ribosh	MTA NYC Transit
John Kivlehan	MTA NYC Transit
Jeffrey Dinowitz	Assemblyman
N. Arnosh	rep. Assemblyman Dinowitz
Andrew Sandler	rep. Councilmember Cohen
David Gellman	
Richie Powers	
Phil Shen	
Tone Buchery	
Toni Butler	
Barbara Perez	
Tricia Mullen	Riverdale Neighborhood House
Elaine Machleder	

The meeting was held in Fischbach Room of Manhattan College, 3825 Corlear Avenue and called to order at 7:36 PM by Chairman Michael Heller. The approval of the October meeting was pushed back on the agenda, pending the arrival of a quorum.

A. Creaney asked why Con Edison was doing street construction work on Veterans Day on Riverdale Avenue by the memorial tower at West 239<sup>th</sup> Street – the street had already been obstructed on the curb by construction gear. Will be investigated.

**MTA Presentation:**

The chair then introduced the meeting as primarily geared to a discussion of bus service – quality of existing service and potential service changes. Assemblyman Dinowitz was asked to speak about and summarize incoming complaints, primarily about local bus service. He said complaints received by his office are of long waits at bus stops for Bx10 and Bx7

buses. It may be due to bus bunching or inadequate service in the AM and PM by West 231<sup>st</sup> Street where two or three buses will come and then none for a while. He said extending the Bx3 at West 238<sup>th</sup> Street into North Riverdale could relieve some of the load and congestion at West 231 street station.

The chair then introduced representatives from MTA NYC Transit who were invited to discuss this and other surface transit problems. The chair read a few e-mails he wrote about improving local bus service. J. Kivlehan, VP of bus operations spoke about the history of the Bx7 line, and the complaints the MTA is getting. He was initially surprised by the focus on that line as their survey found it to run a bit better than the Bronx average, with 80 percent of the #7 buses running within guidelines. However a deeper dive show at West 231<sup>st</sup> Street, there is the maximum load point being affected by the # 1 train discharging large amounts of passengers for the buses due to some trains being short-turned down the line. The # 1 train can back up and deliver extra passengers to the buses, and the bus division has no direct control of the subways. This has been ended as all # 1 trains continue through to West 231<sup>st</sup> Street now, delivering a less variable flow of bus-intending riders.

The first bottleneck of the #7 bus is at the George Washington Bridge north and south. The next problem area is the bridge at West 225<sup>th</sup> Street that is also a bottleneck. The Bus-Time for system control is now being used by dispatchers, modified to be called Bus-Track so they can see in real time if buses are bunching up, and take action to move buses around. 'Next Bus Please' is displayed to fill gaps to speed up buses that have bunched up, and the bus will make all stops if requested and pickup more passengers at the stops. If this sign is displayed it means that there is another bus right behind.

The M100 bus is interlined into a #7 bus at 218<sup>th</sup> Street in Manhattan at the end of the run. However the M100 can be late so this practice is ending. An extra bus is being placed at 218<sup>th</sup> Street so the new driver is not held up if the M100 is late. A major enhancement is placing two articulated buses in service as a continuous shuttle at West 231<sup>st</sup> Street to West 263<sup>rd</sup> Street. On Friday's a third bus is added. These and other changes will be considered for permanent implementation for the April 2015 service change.

As for the proposed Bx3 extension, it will be examined, and might-include a closed-door loop in Yonkers. Also to be considered is returning the M100 to the Riverdale Avenue city line, which would replace the BX20 which was implemented to fill the gap. Improved running time on West 125<sup>th</sup> Street might permit this change.

Buses are now on a winter schedule, and for the spring routes will be looked at to see if there may be more changes needed. There was some discussion about the focus on the Bx7 as opposed to the Bx10, for which there seem to be more complaints. Mr. Kivlehan said he would focus on the Bx10 at this point. Some complaints about the Bx9 were made. There was further discussion of the Bx20 bus that runs on peak time only. Mr. Heller brought up several route change proposals, including re-examining extending routes into Yonkers to the waterfront area, running west side express buses over the Henry Hudson Bridge, and faster service to 207/Isham streets for A Train access. Question answers - Peak hours starts at 3 PM, will check on # 9 bus bunching and 30 minute wait at night and weekends; a charter change is needed to run city buses into Yonkers to pick up passengers; will look at extending Bx1 run up the hill as had been done in the past.

Assemblyman Dinowitz mentioned the elimination of the skip stop # 1 train which makes the Bronx subway commute longer. He recommended that some Bx1 afternoon eastbound trips loop around by the schools at West 230<sup>th</sup> and Tibbett Avenue so the kids won't have to go to West 231<sup>st</sup> to catch the bus. The Bx10 bus Sunday service has a long wait and was answered that schedules are driven by demand. More remarks about wait time, bus bunching, and the weekend Bx1 bus shuttle service making some of those buses Bx 9 buses.

The chair thanked the representatives from the MTA NYC Transit who came, and mentioned that the December meeting would be about street issues – Speed Humps, stripping, etc.

**Minutes:**

The minutes of the October meeting were amended on page 3 (bottom) to add a capital B in front of the word roadway to Broadway, and on page 4 to change 161<sup>st</sup> Street to 168<sup>th</sup> Street, and approved unanimously.

**New Business:**

Assemblyman Dinowitz spoke of the recent rash of car break-ins on the stretch of the HHP service road south, between West 246<sup>th</sup> Street and Manhattan College Parkway. He would like CB support on three things. 1) That light poles in the vicinity have a second light that shine on the sidewalk. This would only have to be done to only 5 or 6 street poles; 2) trees need pruning, high weeds and bushes on the area to make it safer than the current dark and dingy setting. He has contacted DOT and Parks and the local property owner to determine who is responsible for the area and awaits their replies; 3) He would like a decoy car be placed in the area.

The Broadway track-meet parking situation was raised by audience members. A track meet on November 29<sup>th</sup> at VCP will cause major traffic issues with approximately 6,000 people, 400 buses. There is a need for the police to be on Broadway so there are no accidents and the residents can move freely without being blocked in by double and triple parked cars and buses for the event. There seems to be plenty of room in the lot in VCP. There was as a discussion of just who is responsible to enforce the rules. Parks Chair Bob Bender and Mr. Heller are determining the level of notification to illegal parking and considering urging aggressive Police Department enforcement of parking rules in time for the 11/29 meet.

A question of an unofficial and poorly-placed stop sign at Irwin Avenue and West 240<sup>th</sup> Street was raised Mr. Shen; the chair said he would check it out after the meeting.

The meeting was adjourned at 9:19 PM.

Minutes written by  
Vice-Chair Robert Press  
and amended by Mr. Heller