

**MINUTES OF THE JOINT MEETING OF THE  
TRAFFIC & TRANSPORTATION AND THE  
ENVIRONMENT & SANITATION COMMITTEES  
HELD NOVEMBER 20, 2007  
AT THE RIVERDALE YM-YWHA, 5625 ARLINGTON AVENUE**

*Board Members of the Traffic & Transportation (T&T) Committee or the Environment & Sanitation (E&S) Committee present:*

PRESENT

AFFILIATION

Bradford Trebach	T&T Committee Chairman, E&S Vice Chairman
Saul Scheinbach	E&S Committee Chairman
Anthony P. Cassino	CB8 Board Chairman, T&T, E&S [ <i>ex-officio</i> ]
Anthony P. Creaney	T&T
Warren Dolny	T&T
Robert Fanuzzi	T&T
Philip Friedman	T&T
Damian McShane	T&T
Karen Pesce	T&T
Laura. Spalter	T&T, E&S
I. William Stone	T&T

*Other Board Members present:*

None

*Community Members of the T&T Committee present:*

Travis Epes

*Community Members of the E&S Committee present:*

None

*Also in attendance:*

Assemblyman Jeffrey Dinowitz  
Stephen Beccalori (from Consolidated Edison Co. of New York, Inc.)  
Genevieve Davis (from Haider Engineering, P.C.)  
Rosemary DeLuca (from Wildlife Conservation Society / Bronx Zoo)

Jean Epes  
Manny Grossman (from The Riverdale Press)  
Joseph Gordon (rep. Council Member G.Oliver Koppell)  
Ari Hoffnung (from Riverdale Ferry Coalition)  
Mayra Linares (from Consolidated Edison Co. of New York, Inc.)  
Roly Parroco (from NYC Department of Design & Construction)  
Robert Press  
Eric Soto (from Consolidated Edison Co. of New York, Inc.)  
Dart Westphal (from Montefiore Medical Center)  
Courtney White (from P.S. 81 Parents Association)  
Nicole Wilder (from P.S. 81 Parents Association)

*The two Committees met at 7:35 p.m. – B. Trebach in the Traffic & Transportation (T&T) Chair, and S. Scheinbach in the Environment & Sanitation (E&S) Chair.*

1. The E&S Chairman explained that the meeting was being held jointly between two committees because the reform of alternate-side parking rules involves sanitation, environmental and traffic issues.
2. It was agreed that the Minutes of the Traffic & Transportation Committee's meeting of July 2, 2007 be adopted.
3. It was agreed that the Minutes of the Environment & Sanitation Committee's meeting of October 17, 2007 be adopted.
4. Traffic Problems at Public School 81.

Courtney White, co-president of the P.S. 81 Parents Association, asked for the Board's help in addressing traffic problems in the vicinity of Public School 81, which is located at 5550 Riverdale Ave. Specifically, she mentioned hazardous conditions at three locations:

- == Riverdale Ave. at W.254<sup>th</sup> St., where an accident recently occurred involving a parent and child;
- == Riverdale Ave. at W.256<sup>th</sup> St., where she said that motorists routinely ignore the school crossing guard;
- == Mosholu Ave. at W.256<sup>th</sup> St., where she said that the no-turn signage is too small.

The T&T Chairman said that he plans to pursue these matters with the city's Department of Transportation (DOT). The Board Chairman added that he would like to arrange a meeting between the Board, the DOT, and the parents association in an effort to improve the situation.

5. Update on Kappock Street Retaining Wall Project.

Roly Barroco, assistant director of retaining-wall construction for the NYC Department of Design & Construction, said that the Kappock St. project is being done in four stages:

== Stage 1, which involves closing the northbound ramp from Kappock St. to the Henry Hudson Pkwy., began on October 29, 2008, and would end on February 29, 2009.

== Stage 2 will close a westbound lane of Kappock St. on the north side for four months.

== Stage 3 will close Exit 18 of the northbound Henry Hudson Pkwy at Kappock St. for one month.

== Stage 4 will close a switched westbound lane of Kappock St. on the south side for five months.

6. Traffic Lights and Street Beautification at Mosholu Pkwy. And Van Cortlandt Park South.

Dart Westphal, representing Montefiore Medical Center, said that his hospital recently formed a coalition with Fordham University, the New York Botanical Garden, and the Wildlife Conservation Society (Bronx Zoo) to beautify, improve and enhance the special identity of areas of the Bronx in which they conduct their operations.

Mr. Westphal presented a suggestion on the coalition's behalf regarding traffic lights and street beautification in the vicinity of Mosholu Parkway and Van Cortlandt Park South, (where Community Districts 7 and 8 meet).

The T&T Chairman requested a written submission of the coalition's proposal and said that the matter would be reviewed at a future meeting.

7. Riverdale Ferry Proposal.

Ari Hoffnung, founder of the Riverdale Ferry Coalition, discussed the idea of implementing a Riverdale ferry service to Lower Manhattan.

The sentiment of the T&T Committee was that if it is affordable to the general public, a high-speed ferry would be an interesting alternative to bumper-to-bumper traffic, the Metro-North commute, the No. 1 subway line, and the MTA Express Buses.

It was decided that the following item should be laid before the Board for approval by resolution:

**RESOLUTION ON RIVERDALE FERRY SERVICE**

*WHEREAS*, Community Board No. 8, Bronx, supports the concept of a high-speed commuter ferry from the Riverdale section of the Bronx to Lower Manhattan; therefore

*BE IT RESOLVED*, That Community Board No. 8, Bronx calls upon the relevant authorities to carry out a study of the feasibility of implementing ferry service between Riverdale and Lower Manhattan.

VOTE: 11 in favor, 0 opposed, 0 abstentions

IN FAVOR

Community Board Members of the Committee: B. Trebach, A. Cassino, A.P. Creaney, W. Dolny, R. Fanuzzi, P. Friedman, D. McShane, K. Pesce, S. Scheinbach, L. Spalter, I.W. Stone

8. Update on Con Edison M29 Power-Transmission Line.

The E&S Chairman reported that Con Edison has revised its environmental management and construction plan, which is now before the NYS Public Service Commission for approval. He said that utility company's plan is not as detailed as he would like on the issues of traffic control and noise mitigation. He also said he was unhappy to see that Con Ed had allowed itself a six-month period in which to repave trenches.

Con Ed's Bronx community affairs representative, Eric Soto, said that he expected construction on the power line to begin in early 2008. The project's manager, Stephen Beccalori, said that construction along the three-mile route in District 8 would start at two sites, working between 8 a.m. and 4 p.m. on weekdays. The trenches would range from 200 to 300 feet long, with nine manholes 2,000 feet apart. Mr. Beccalori said that the scheduling would be done to try to accommodate schools and houses of worship along the construction route.

The E&S Chairman introduced the project's new community affairs liaison, Mayra Linares, and provided her telephone number, (800) 799-1083, for public questions or complaints once construction begins.

9. Reform of Alternate-Side Parking Rules in District 8.

The T&T Chairman said under a new plan announced by the Department of Sanitation, neighborhoods with really, really clean streets can be considered for a reduction in the number of times each week that motorists must move their vehicles to accommodate alternate-side street cleaning.

In order to be considered for the program, each section in a community district must have sanitation scorecard rating of 90 or better. Every section of Community District

8 already does. Currently, the average score for all three sections of District 8 is 97.3. For fiscal year 2007, Section 1, which includes Kingsbridge and Kingsbridge Height, scored a 93.5. Section 2, which includes Van Cortlandt Village, scored a 98.7. Section 3, which includes all of Riverdale, scored a perfect 100.

The T&T Chairman said that he thinks it makes sense to consider fine-tuning the alternate-side-parking rules on some residential streets while keeping the current rules on streets near schools, parks and commercial districts.

The E&S Chairman noted environmental benefits such as avoiding unnecessary trips by cars and fewer trips by diesel-spewing street sweepers. He said the new rules should be reversed if they result in a drop in sanitation scores.

It was noted that the City has already decided to reform alternate-side rules in Brooklyn Community Board 6, which includes Cobble Hill, Park Slope Red Hook and Carroll Gardens. The T&T Chairman pointed out that in the case of Brooklyn, additional cleaning for heavily trafficked commercial streets is also part of the plan.

The Board Chairman announced that at the next regular meeting of the Board, he will request the appointment of a special committee to hold public hearings and make recommendations on reforming alternate-side parking regulations. He said that the goal of those hearings will be to engage local residents in the discussion, and to hear thoughts on the idea itself, and, if they are supportive, get suggestions on locations that should be changed.

#### 10. Update on Mayor Bloomberg's Traffic Congestion-Pricing Plan.

The T&T Chairman noted that on Aug. 21, Gov. Spitzer, Mayor Bloomberg, City Council Speaker Quinn and the majority and minority leaders of the State Senate and Assembly announced their appointments to the NYC Traffic Congestion Mitigation Commission.

The 17-member panel has until the end of Jan. 2008 to make a recommendation on whether to impose a daily charge on motorists traveling into, out of, or within Manhattan below 86<sup>th</sup> St. between 6 a.m. and 6 p.m. on weekdays.

At the July 2, 2007 meeting of the T&T Committee, the sentiment of the Committee was lukewarm, with at least one Member adamantly opposed to congestion pricing.

Discussion ensued as to whether the list of the T&T Committee's concerns enumerated at the last meeting should be submitted as the Board's official comments to the Traffic Congestion Mitigation Commission.

The T&T Chairman called the Mayor's plan an earnest and laudable effort to address a problem that clogs the city's streets, pollutes the environment and restricts the city's economy. Some Members presented an opposing opinion, but agreed that the list of concerns was an accurate reflection of the T&T Committee's viewpoint, which could be further amended when the matter is presented to the full Board.

It was decided that the following item should be laid before the Board for approval by resolution:

### **RESOLUTION ON NEW YORK CITY TRAFFIC-CONGESTION PRICING**

*WHEREAS*, the Mayor of New York City has presented a congestion-pricing plan to address traffic congestion within a zone of severe traffic congestion in Manhattan; and

*WHEREAS*, the New York City Traffic Congestion Mitigation Commission has been established to review, study and receive public comments regarding such a plan, and any other plans presented to it; and

*WHEREAS*, Community Board No. 8, Bronx is pleased to submit its comments herein with respect to congestion pricing; therefore

*BE IT RESOLVED*, That Community Board No. 8, Bronx, asks the New York City Traffic Congestion Mitigation Commission to take into consideration the following concerns and comments it has regarding the congestion-pricing plan:

(1) Concern about any ripple effects the program might have on traffic, pollution, parking and mass transit in areas on the edge of the congestion zone or outside Manhattan. For example, would parts of District 8 turn into virtual parking lots for commuters looking to park here and use mass transit to enter into the zone?

(2) Concern that rate increases would follow the example of London, where the fees paid by drivers rose greatly after congestion pricing began. It was argued that a system of electronic charging makes it easier to increase prices since drivers tend to be less aware of automatic payments.

(3) The argument that traffic in Manhattan is no more of a problem than in the busiest parts of the outer boroughs, where traffic congestion similarly threatens business and public health.

(4) The idea that the plan could be viewed as a stealth tax that will burden both individuals and businesses, particularly small businesses. Conversely, it was noted that, for many self-employed people and small businesses, improved mobility around Manhattan could actually increase profitability.

(5) Some Board Members contend that the plan would hit hardest those who can least afford it, while others said that the cost of running a car in Manhattan is already high and that those who can least afford to pay the congestion fee are relying on mass transit already.

(6) Fear that retail businesses in the congestion zone would suffer as people trying to avoid paying the fee would shop elsewhere.

(7) The argument that if congestion pricing does not end up reducing traffic, motorists would be paying for congestion that they used to get for free.

(8) Concern that the proposal leaves the decision on whether to renew the pilot program to the Mayor, and that there is no sunset provision that would send it back to the Legislature or City Council for reauthorization.

(9) Concern that since the Governor and Mayor would appoint the board members of the new congestion-pricing authority, the Legislature would be largely cut out of its operation. By contrast, it was noted that the Governor nominates all 17 of the voting board members of the Metropolitan Transportation Authority, though the Mayor recommends four of them. And while all MTA board members must be confirmed by the State Senate, none of the new congestion-pricing authority's board would require Senate approval.

VOTE: 9 in favor, 0 opposed, 0 abstentions

IN FAVOR

Community Board Members of the Committee: B. Trebach, A. Cassino, A.P. Creaney, W. Dolny, R. Fanuzzi, P. Friedman, D. McShane, K. Pesce, S. Scheinbach, I.W. Stone

11. Wave Hill Parking.

The T&T Chairman said that so far no progress has been made in getting the City to allow visitor parking outside the front gate of Wave Hill, the public garden and culture center on Independence Ave. at 249<sup>th</sup> St. He said that both he and the Board Chairman have continued working with Wave Hill to try to come up with a solution to the lack of adequate visitor parking there.

12. Report on Croton Water-Filtration Plant Project.

The E&S Chairman said, although he felt the NYC Department of Environmental Protection (DEP) had low-balled its original estimate of the cost of the Croton water-filtration plant at the Mosholu site, he was satisfied with the explanation for cost overruns provided by DEP Deputy Commissioner Lawitts at the last Monitoring Committee meeting.

The Filtration Monitoring Committee will meet at the DEP office on November 29, 2007. At that meeting, architects will present plans for above-ground buildings at the site.

13. Parking Meters for Commercial Strip of Mosholu Ave. near Broadway.

On Sept. 19, 2007, in response to several requests from merchants regarding the possibility of installing parking meters along the south side of Mosholu Ave. between Broadway and Post Rd., the T&T Chairman wrote to the DOT's Bronx Borough Commissioner, Constance Moran, requesting advice on the feasibility of such a change. She responded by letter on November 15, 2007, stating that a site investigation determined that such meters were warranted. The installation orders are being prepared and this work is expected to be completed shortly.

14. Pedestrian-Ramp Request.

The T&T Chairman said that he submitted a request to the NYC Department of Transportation for the installation of pedestrian ramps at the street curbs in front of 600 W.246<sup>th</sup> St. and 630 W.246<sup>th</sup> St. in order to accommodate wheelchairs, scooters, and the like. He is awaiting a reply.

15. Statement to NYC Taxi & Limousine Commission for Target Car Service

The T&T Chairman presented a letter from Target Transportation Corp. seeking a statement of approval for the biennial renewal of its license by the NYC Taxi & Limousine Commission. The T&T Committee recommended that the Board issue a letter of approval.

16. Traffic Signal Adjustments on Kappock St.

On Nov. 7, 2007, the T&T Chairman wrote to DOT Bronx Commissioner Moran about complaints from merchants and passersby that the beeping sound from the "talking traffic lights" at the intersection of Kappock St. and Netherland Ave. is incessantly annoying and that children are constantly turning the volume up to maximum. His letter asked about the possibility of adjusting this device so that it is less disturbing to people nearby. On Nov. 16, 2007, she replied that the matter has been forwarded to the Traffic Signals Division for inspection.

17. Request for Traffic Light.

W. Dolny said that the intersection of W.236<sup>th</sup> St. and Johnson Ave. is in need of traffic lights instead of the existing four-way stop signs. The T&T Chairman said that he would write to DOT Bronx Borough Commissioner Moran to ask whether she considers such a change to be prudent or advisable.

18. Damaged Signs.

W. Dolny noted that three caution-arrow signs were damaged at the W.254<sup>th</sup> St. exit of the northbound Henry Hudson Pkwy. The T&T Chairman promised to report the matter to the appropriate agency for repair.



Any other business -- No other matters were raised.

*At 9:35 p.m., the two Committees were adjourned to days and times to be fixed by their Chairmen.*

Respectfully submitted,

Bradford Trebach  
*Chairman*  
*Traffic & Transportation Committee*

Saul Scheinbach  
*Chairman*  
*Environment & Sanitation Committee*