

**COMMUNITY BOARD #3**  
655 Rossville Avenue  
Staten Island, N. Y. 10309  
**Traffic & Transportation Committee**

~and~

**Public Service Committee Minutes**

May 11, 2009

**BOARD MEMBERS PRESENT:**

Frank Morano, Chairman of the Board  
Patricia Conway, Chairwoman Public Service  
James Gallagher  
Sharon Goodman  
William Killips  
Michael Ryan

**COMMITTEE MEMBERS ABSENT:**

George Fehling, Chairman Traffic & Transportation  
Vincent Calamia  
Robert Coghlan  
Michael DiPilato  
John Felicetti  
Mario Rapaglia

**STAFF:**

Marie Bodnar, District Manager  
Charlene Wagner, Community Associate

**GUESTS:**

Councilman Vincent Ignizio  
Joan Graves, representative Councilman Vincent Ignizio  
Michael Coppotelli, representative Assemblyman Lou Tobacco  
Kevin Coughlin, Staten Island Railway  
Ronald DeFour, NYC Transit  
Quinn Allen, NYC Transit MTA  
Borough Commissioner Thomas Cocola, Department of Transportation  
Borough Engineer Stuart Schorr, Department of Transportation  
Hillary Poole, NYC Department of Transportation  
Greg Haas, NYC Department of Transportation  
Kol Gjelaj, NYC Department of Transportation  
Mr. & Mrs. Parascandola, Wilson Avenue Civic Association  
Mary Haban, Wilson Avenue Civic Association  
Michael Hoban, Wilson Avenue Civic Association  
Umberto DeRosa and Family, Wilson Avenue  
Myron J. Berman, 141 Eltingville Blvd.  
John LaFemina, Oakwood Civic Association  
Linda Hauck, Tottenville Improvement  
Nicholas Polly, CASA  
Carol Donovan, Richmondtown & Clarke Avenue Civic  
Dee Vandenburg, Staten Island Taxpayers  
Steven Scalici, STV Inc.  
Yukon Cleaners, Richmond Avenue, Eltingville  
Agron Tahirovic, Double A Car Service, 3845 Richmond Ave.

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The meeting was called to order by Board Chairman, Frank Morano and commenced with the Pledge of Allegiance.

### **ARTHUR KILL STATION – Staten Island Railway**

Representatives from the NYC Transit Metropolitan Transit Authority (MTA) made a presentation on the proposed new Staten Island Railway Arthur Kill Station an Intermodal Transit Facility. The Arthur Kill Station will replace the Nassau and Atlantic Stations. The design presentation included a 150 car Park and Ride lot, a Kiss and Drop Off area and access to the local bus on Arthur Kill Rd. The station structure will be comprised of a glass enclosed tower connected by an enclosed overpass, which on one side contains a service building. The design offers a 60 foot long station platform canopy.

Board Members and guests in attendance questioned security for commuters and the type of security devices proposed for the station, especially within the tower and overpass. At this time the MTA does not have plans to install cameras in this area. Also, Committee Members informed the MTA representatives that Arthur Kill Road should be widened to the full mapped width to alleviate traffic dangers and congestion. The MTA does not intend to widen Arthur Kills Road. Councilman Vincent Ignizio expressed his disagreement with the MTA and stated that Arthur Kill Road should be widened. The Councilman also recommended to MTA to lengthen the overpass structure to directly join into the Park and Ride Lot. The MTA rejected the Councilman's suggestion alluding to increased cost and increased weight factors created by a larger overpass.

### **AMBOY ROAD Guyon Avenue to Arden Avenue – CONGESTED CORRIDORS**

Representatives from the NYC Department of Transportation made a presentation on the *Amboy Road Congested Corridors Project* from Guyon Avenue to Arden Avenue. Proposed short and long term improvements include the following:

- Signal timing adjustments along Amboy Road
- Reverse lane arrangements between Serrell Avenue and Sylvia Street to align with the existing northern section of Richmond Avenue.
- Provide 2 northbound through lanes on Richmond Avenue from Sylvia Street to Amboy Road.
- Convert Sylvia Street to One-Way eastbound.
- Prohibit northbound left-turn from Richmond Avenue onto Amboy Road.
- Improvements on Amboy Road from Clarke Avenue to Guyon Avenue including realignment and lane conversions.
- Arden Avenue and Amboy Road
  - Short Term - provide westbound left-turn bay.
  - Long Term – extend curb at NE corner to normalize intersection relocating signal pole and mast arm and extend curb at SW corner to normalize intersection.
- Proposal to change S54 bus route to extend down Nelson Avenue to Brower Court onto Giffords Lane thereby avoiding Amboy Road.

- Amboy Road from Lindenwood Road to Nelson Avenue – provide left-turn bays at east and west legs of Lindenwood Avenue and west leg of Nolan Avenue. Construct channelization for eastbound right turn at Nelson Avenue.
- Amboy Road at Wainer Place/Preston Avenue – install left-turn bay for eastbound Amboy Road.
- Amboy Road from Ainsworth Avenue Fawn Lane  
Long Term – provide new traffic signal, crosswalks and extend sidewalk.

A discussion with Board Members and guests regarding Wilson Avenue and reinstating the two-way traffic pattern offered several suggestions, including a recommendation from Councilman Vincent Ignizio to relocate the bus stop on Richmond Avenue. Also, through acquisition a small portion of Wilson Avenue could be widened. There was opposition to prohibiting a left turn on Richmond Avenue (northbound) onto Amboy Road. Michael Coppotelli, a representative for Assemblyman Lou Tobacco, suggested the current one-way direction Nolan Avenue be reversed for safety reasons. Several guests were opposed to the addition of traffic signals and the removal of on street parking spaces on Richmond Avenue by the Staten Island Railway station.

Respectfully submitted,

Frank Morano, Chairman of the Board