



BRONX COMMUNITY BOARD #1

3024 THIRD AVENUE

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MUNICIPAL SERVICES

MINUTES

June 12, 2017

CEDRIC L. LOFTIN
DISTRICT MANAGER

New York City Department of Transportation

Mr. Keith Kalb, Assistant Commissioner said that we're going to show a short presentation on 143rd Street Safety Improvement project. We're looking for the Board's support on this which we think is a very important safety improvement for this very heavy intersection.

Mr. Casey Gorrell Pedestrian Projects Group said as Keith said this is a Safety Improvement project. So for anyone that is not familiar with the intersection it's in the middle of high residential so there's a lot people walking around with the Patterson Houses and Mott Haven Houses. It's a little bit between the 2, 5 and 6 trains on Third Avenue there are multiple buses getting people to the nearest subway and there are a lot of public spaces playgrounds and parks as well.

So a little background this location is a vision zero priority intersection and Third Avenue is a vision zero priority corridor and it's also in a vision zero priority area so it's all under the vision zero plans. At the intersection there were three pedestrians killed or severely injured during the past 5 years with a total of 7 injuries at the intersection.

So here is an Arial photo of the intersection the big issues we identified were missing crosswalks if you're walking along Third Avenue on the south or more eastern side of the intersection there's actual no crosswalk for you to continue along Third Avenue, also the existing triangle in the middle is non ADA compliant it's not wide enough for a wheelchair there's no ADA accessible ramps people have trouble stepping up on the curve. Another issue with the intersection due to the way the streets come together you have angled crosswalks that are very long so pedestrians need a lot more time to get across the street. So this is the missing crosswalk along Third you have to go 140 feet in the other direction to get across the street and the other crosswalks are 70 feet and 60 feet. So DOT has a Rapid Response Tool Kit that we're able to do concrete work we can do pavement markings, signal timing changes, signage and painted surfaces. So the proposal using these in-house resources is to expand the existing triangle to meet ADA standards mark the crosswalk across Third Avenue, construct a neck down on the southern corridor and paint a pedestrian space on the opposite corner drastically reducing this crosswalk from 70 feet so you'll have a time to get across the street. So there's no changes to any of the lanes no changes for any of the signal timing. The only traffic change would be banning this right turn which currently no one is doing in the AM and PM peak hours because it's a backwards turn and actually very difficult to make so there would be no impact to traffic on this proposal.

So this is a summary of the proposal to expand existing triangle, install new crosswalk across 143rd Street, and construct a curb extension on the southwest corner, paint curb extension on southeast corner and then banning the Third Avenue eastbound right turn to Alexander Avenue. This provides direct crossing

across 143rd Street on south side of Third Avenue, an ADA accessible triangle and shorter crossings at the intersection across Third Avenue.

Questions and Comments

MTA New York City Transit

Ms. Jacqueline Carter Assistant Director Government and Community Relations said that we normally talk about buses but today we're talking about subway issues. I'm very fortunate to be able to bring the people who are responsible for the subways in your district. I just want to go over the few stations that are actually in your district. You have three particular lines that are within your district the first one is the White Plains Road line is your 2 and 5 stations the stations in your district are the Third Avenue 149th Street, Jackson Avenue and Prospect Avenue. Then you have stations that are on the Jerome 4 line which is the 138th Street Grand Concourse station and you do share with Community Board 4 149th Street Grand Concourse station they have one side you have the other. Pelham which is the 6 line you have the Third Avenue 138th Street, Brook Avenue, Cypress Avenue, East 143rd Street and you share East 149th Street with Community Board 2. The gentleman sitting next to me you want to introduce yourself sir.

Mr. Kenneth Davis Borough Superintendent of District 1 said that I'm responsible for the entire Bronx and upper Manhattan. I've brought along with me three Managers that are responsible for different zones along the Bronx area Mr. Duane Fingall who is responsible for the 149th Street Third Avenue line up to the 2 and the 5, Corinthia Marquez who has the 4 line and Mr. William Doyle who has the 6 line down to 68th Street down to Longwood.

Ms. Jacqueline Carter Assistant Director of Government and Community Relations said that I just want to give you a few updates so let's start with the White Plains Road station first Third Avenue 149th Street we always talk about any type of work that's going to be done. At Third Avenue 149th Street as many of you know the MTA has just recently completed 2015/2019 Capital Project Program which means that certain work is scheduled for certain stations so the Third Avenue 149th Street will be having what's called component work and I'll tell you component work is at the end. Prospect Avenue is going to be receiving component work, 138th Street Grand Concourse will be receiving component work, 149th Street Grand Concourse we currently as many of you may have been inside the station you might have notice that there were people walking around and measuring we're currently doing what is called a feasible study because that particular station 149th Street and Grand Concourse is going to be receiving elevators. So currently right now we're doing a feasible study to determine where the elevator is going to go. Then once the feasible study has been determined they put a scope together design it and then I'll be coming back and we'll talk about elevators. It is happening it is in our 2015/2019 Capital. Third Avenue and 138th Street many of you going up and down Third Avenue have seen we've been doing the vend grating project you can see over by the 40th Precinct where you've seen us out there we've been replacing all of those vend gratings and scheduled to be completed September of this year. That particular station is also called and ESI station which is an enhanced station I will tell you a little bit later what that is and it's also going to be receiving additional work under the 2015/2019 Capital Project. Brook Avenue is an enhanced station, East 143rd Street component work is scheduled, and East 149th Street component work is scheduled. Let's talk about what an enhanced station is many of you may remember that our Governor talked about 31 particular stations within our subway system across the five boroughs in what

we're going to focus on what's called enhancements besides the regular work that you always see on those 31 particular stations of which you can see I've mentioned at least two of the stations in your particular district which was Third Avenue and 138th Street and Brook Avenue are going to get special attention. So in addition to what they normally do they're going to have better lighting, better signage. You may have noticed that they're trying to put in some sort of cellular so you can have the Wi-Fi, and artwork things of that nature. So what makes this different from you normally see us to because what you normally see us do when we do a station have to do the design once we do the design than we have to get a Contractor then I come back and show you the design and once we get a Contractor I come back and tell you when and how we're going to do the work normally that's usually a two year project but due to the fact that we're trying to use the enhance station initiative what happens is that whoever is going to design it is going to have to build it at the same time. That cuts time almost in half and when they do work on these stations they're going to shut them down to do the work they're going to come, come out that makes and enhanced station different. So the time factor when they start the work and when they actually finish the work it's cut in half. Now these particular stations in your district are scheduled to be awarded the end of this year so that means right after the summer I should be coming back to you hopefully in September/October and I'll be able to give you a little more detail right now I have no idea what type of work is scheduled for these stations because each station is modeled differently because what they're doing in Brooklyn may not be done in these particular stations. I will be coming back when we get closer to the timeline to talk about the work that's going to be at those stations. I also mentioned component work and I mentioned that there were several stations within your particular district in which component work is going to be done. Component work could be repairing stairs, mezzanines, platform edges, painting, lighting it all depends on what the station needs. You know what your stations need between the water and bad stairs those particular stations I talked about are going to have component work don't have a timeline on that yet but will be coming back. I just wanted to bring this information to you because we always talk about the stations they need this, they so I just want you to know that you're going to see work at these stations that I mentioned. Now the one's I haven't mentioned I'm going to check and see what's going on and the ones I didn't mention were Jackson and Cypress and will find out what's going on at these stations but I can tell you that these other stations that I spoke about are getting elevators are going to do this they're going to do that and you're going to see a lot of work the next year or so.

Questions and Comments

Deputy Inspector Brian Hennessy Commander of the 40th Police Precinct, Deputy Inspector Zaheer Azceez Commander of the Transit Bureau 11 and Deputy Inspector Joyce Williams Commander of Transit District 12 updated the Committee on safety in the subway system.

Questions and Comments

The Chairman called for a motion to adjourn.

Motion made to adjourn. Motion duly seconded. Motion called and passed unanimously.

Meeting adjourned.