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BOROUGH OF STATEN ISLAND

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Traffic, Transportation, and Public Service Joint Committee Meeting
November 4, 2024, at 7:00 PM'
1110 South Avenue, 1st Floor Conference Room
Staten Island, NY 10314

[November 2024 Traffic, Transportation and Public Service Committee - YouTube](#)

Committee Chair Joseph Torres called the meeting to order at 7:00 PM beginning with the Pledge of Allegiance to the flag of the United States of America.

Attendance Roll Call: Joseph Torres conducted the attendance roll call. A quorum was present.

Board Members Present:

Shawn Abraham
Igor Baboshkin
Ben D'Amato
Julie Freeman,
Fred Guinta (ex officio)
Diane L. McNamara
Joseph Torres

Board Members Absent:

Marc Alvarez
Michael Lanza
Leutrim Qoku
Stephen W. Zaderiko.

Staff Present: Debra A. Derrico

Guests:

Tara Das representing NYC Economic Development Corporation (EDC)
Rosann Caruana (Staten Island Borough commissioner)
Diana Switaj representing (NYC EDC),
Marvin Pissot representing (NYC EDC),
Kenya Smith representing (NYC EDC)
Chris Scotti representing Stantec
Nicholas Gibson representing Hunter Roberts
Anisa Bekteshi representing NYC Department of Transportation.
Melissa Farley, representing the NYC Transit Authority/MTA
Megan Sills representing Northwell Hospital

Discussion Topics:

- New York City Economic Development Corporation - Travis Avenue Raise Shoreline Project.

Tara Das, Assistant Vice President of Government & Community Relations at New York City Economic Development Corporation discussed plans regarding the Travis Avenue Raise Shoreline Project.

Diane L. McNamara (Board member) raises questions to NYC EDC - This is going to severely inconvenience a lot of people. I get that it has to be done but why can't you double the workday, have people working there from 5:00 AM to 11:00 PM? You stated it was a financial issue, yet you don't even know the money on the project so how could that be the answer?

Tara Das (NYC EDC) responds – Yes, it's very valid and I can assure you we are looking at ways to reduce the amount of time as much as possible. I think one of the things that we have to balance is making sure that we're reducing costs while also accounting for some flexibility. That's why we can't give you a dollar value at this time but to the point that we can or to the extent that we can reduce the cost of this project as much as possible.

Ben D'Amato (Board member) raises questions to NYC EDC - I'm assuming no work will start until all the EC permits are in place and your Wetlands mitigation plans are in place or would you start the project prior and then close the road down and then go after all these permits?

Marvin Piggot (NYC EDC) responds – We have MPT to do before any road closure so the MPT as we described in the previous presentation will be on Richmond and signs and that's extending the left turn Bay. Additionally, we also have temporary MPT work to do on Victor Victory Boulevard so that's from Victory from Travis up to Richmond where Victory and Richmond meet.

Ben D'Amato (Board member) responds – Are you're putting up some signage and stuff to redirect the traffic?

Marvin Piggot (NYC EDC) responds - Not just signage but it's a fire lane so you the gentleman mentioned before uh concerned about emergency vehicle access so the fire lane uh is put in place uh for those emergency vehicles to get around any uh vehicles that are in the way so they have only the access to that and you know when there's emergency they can you know get around. The gentleman mentioned before concerned about emergency vehicle access, so the fire lane is put in place for those emergency vehicles to get around any uh vehicles that are in the way so they have access to that and you know when there's an emergency they can get around.

Ben D'Amato (Board member) responds - I understand, the Project's not a very big project that's why I'm concerned about you guys taking 19 months to get this project completed I just want to make sure and I'm sure that everybody in the community wants to make sure that we're not going to start the job, close the job, close streets down and then go file with DEC to try to get a Wetlands permit and get your mitigation permit because then you'll have to go back to DEP after that and get your slip permit for your water plan so all that takes quite some time you could be tired up for at least eight months just to try to get approvals and permits out.

Marvin Piggot (NYC EDC) responds – I believe we have all the permits in place to um do the work that we need. This project has been ongoing before my time at EDC

Ben D'Amato -(Board member) responds - okay if you got all your permits and you got all your approvals from DEC then this thousand feet of road work that you're looking to do shouldn't take you more than eight months

Ben D'Amato -Board Member raises questions on timeline and exact details for each step of construction including coordination with utility companies such as Verizon and Con Edison.

Tara Das (NYC EDC) responds- we will try to limit our timelines as much as possible. We're coordinating with them to make sure that we are doing this in the best way possible but unfortunately, we can't separate the work

Rosann Caruana (SI Borough Commissioner) -we're working with Tara and Marvin regarding the Con Edison pole relocation and right now Con Edison is reviewing what their plan is and what is involved with them relocating I think it's 16 polls Tara if I'm not mistaken so I think it's a little bit more work than they initially thought that it would be so Con Edison is right now finalizing their plan to relocate these polls. There are some issues involved and I think Tara and Marvin know what DOT's position is with this and that is we want to try to resolve whatever issues there are with Con Edison in the beginning before we move because we don't want the project to start and then we're still waiting for Con Edison to complete their work and it's delaying things because we already started the project so our position is that if it all possible and I know dealing with Con Edison is not the easiest thing but if it all possible I'd like in my perfect world to see Con Edison's plan finalized and given to EDC to say this is our plan this is what needs to be done here's our schedule and that all to be worked out in the upfront. Not start the project and then stop it because now we're waiting for Con Edison to complete their work so we're working so that everything is in sync so to speak.

Chair Torres announced the next item on the agenda.

New York City Transit Authority/MTA – Proposed changes to the S52 Bus Route that serves Staten Island University Hospital.

Joe reported that Staten Island University Hospital asked the NYCTA/MTA to reroute the S52 bus to remove the route from their campus. One option was to place the closest bus stop on Father Capodanno Boulevard which is a 15-minute walk for patients and employees that use public transportation. There was another proposal for Mason Avenue which we were informed initially was not logistically possible, but the MTA did do a few test runs and the bus was able to make a full turn at the end of Mason Avenue and that proposal placed the bus stop at a reasonable distance from the campus. The only compromise is that we would lose a few parking spaces and there is an issue with a curb cut and a fire hydrant. The MTA is working with Northwell so that there's more information to follow. Having said that, Joe introduced Megan Silis of Northwell Hospital for her input.

Megan Sillis reported that the hospital was concerned about vehicular pedestrian traffic so videos were taken onsite to demonstrate some of the challenges we're having and asked if we could look at a way to remove the bus stop from the campus proper and have it proximal. Hospital representatives met with the MTA and learned that there is a lot of engineering that goes on in the background and a lot of talented experts that came back with the options. I think our options may have been a little different when we walked away from the table. There is one that places the last stop in front of the main building on Seaview Avenue and then does some sort of turnaround. I believe it's on Mason Avenue but then goes back down the other side of Seaview Avenue. There is a concern about what that turn looks like at Mason Avenue, but it allows access not only for the employees but the patients that also seek care and public transportation.

Rosanne Caruana, SI Borough Commissioner of the New York City Department of Transportation reported that DOT met with the MTA. We were out there last week with the MTA and a bunch of other folks. They showed us the turnaround at the end of Mason Avenue which is the dead end but not really a "dead end. We went out there we did the turnaround. We think it's going to work. We're looking to go a little bit deeper into that sort of bushy area where there's overgrowth there's some asphalt still there so we're looking to push it a little further into that area and I'm working out the details on that with the ownership. Part of it is owned by the State Office of General Services part of it is I think owned by the Parks department so we're trying to work out those details but for right now the way it is right now today they could make that turn.

Chair Joe Torres said it appears as though if we can confirm these statements that this isn't going to compromise public safety, it's not going to increase congestion, and the absolute worst case would be that some street parking would be lost. If that is the extent of the sacrifice to improve safety on the campus of the hospital, I think that would be a very convincing point to present. So, if we can sort of establish those points and get the information out fairly quickly, we should be able to adhere to the requested timeline.

Chair Torres introduced Melissa Farley, who was present to represent the New York City Transit Authority/MTA -

Other Traffic/Transportation/Public Service Matters. None.

Public Speaker Session: No speakers.

New Business: None

Old Business: None

Having no further business, Committee Chair Torres requested a motion to adjourn. A motion was made and seconded, and the meeting concluded at 8:30 PM.

Respectfully submitted,
Fred R. Guinta
Chair, Community Board 2