

Bronx Community Board 8 Traffic & Transportation Committee Meeting  
Meeting Minutes January 16, 2024

[Meeting Recording](#)

Roll Call:

Present (6): Josh Land, Sylvia Alexander (ADA), Debby Allen, Kelli Buford, Dr. Wayne DeBeatham, Mary Ellen Gibbs

Absent (3): Margaret Della (Online), Yngrid DeLeon, Rosemary Ginty

Board Members & Staff: Julie REYES (Chair), Ed Green, Laura Spalter, Barbara Kail

Guests: Deirdre Burke (Broadway Community Alliance), Barbara Reid, Deborah Dolan, Wyldon Fishman, Jodie Colon (Friends of Spuyten Duyvil)

Approval of Committee Meeting Minutes:

Committee meeting minutes approved unanimously - December 19, 2024.

In Favor (6): J. Land, S. Alexander, D. Allen, K. Buford, W. DeBeatham, M. Gibbs

Opposed (0)

Abstained (0)

Chair Report:

Had 2 SAPOS last month and want to discuss in New Business how AI can impact transportation. Invited DOT to come in February to speak on Citibikes. Asked for members to rotate taking of minutes each month. Mary Ellen Gibbs is Vice Chair of the committee as of this month.

Citibikes:

Laura Spalter talked about our history with the Citibike Program and had questions:

How many sites will dot establish? What is the timeline? What is the site selection. The board does not want to lose parking spots. What is the proportion of e-bikes to non-e-bikes? What are the criteria to put in a Citibike station?

Want to suggest sites on sidewalks that are wide. They did put them in sites and ignored what was requested. In Van Cortlandt Village there was a loss of spots. Will the board be engaged on this?

Kelli: DOT promised to get back to us in a year. It has been over a year now. It was rolled out in those areas. The areas that were problematic in the walk through. They said they would come back to us with stats. If there were problems, they would adjust the parking spaces that were there. They wanted to do a study. What are the stats for a 60-day period?

Recommended that we send the questions in advance of the February meeting. They should come prepared to speak at the meeting.:

Laura Spalter: Suggest sites.

Kelli: They were not going into Riverdale. They would look into it. We gave them recommended sites. They said it wasn't part of the plan. Now they can come to the meeting with concrete information.

Fiscal Year 2027 Budget priorities. Capital budget requests. Step streets.

Discussion Priscilla's Law: Ed Green Chair Bronx Public safety

Priscilla's Law Intro Bill 606 introduced by Queens Councilman Robert Holden. He held a public hearing at the City Council. They had 400 people testify. The vast majority were for this. There are 29 councilmembers supporting this as of now including Councilman Eric Dinowitz and Mayor Eric Adams. The e-vehicle safety alliance supports this. DOT Commissioner Ydanis Rodriguez does not support it. Priscilla Loke was a 68 woman who was killed by an e-biker in 2023. The public safety committee gets resident complaints. Mary Ellen brought it up 2 years ago. Many complaints about e-bikes and scooters and people getting hit. That was the crux of the testimony. Many people have been seriously injured by E-Bikes. E-bikes have been used in robberies in Van Cortlandt Park. Public Safety has had numerous complaints. The data from the resolution is pulled from the testimony.

The premise of the law is to amend the code to require every bicycle with electric assist and scooters be licensed and registered by DOT and receive an identifying number to be fixed on the vehicle.

Laura Spalter: On the State level, Hochul recently added Mopeds must be registered by DMV on State Level. It is helping already. Everyone recognized the public safety problem. This is the first one addressing Priscilla's law for all E-bikes and electric scooters. Hochul would be for the heavier ones and over 25 miles should be considered the same classification as mopeds. This has been going on for 6 months. Right now, there is no accountability.

Comptroller Lander's: Strategic Plan for street safety. There is an Assemblyman on the state level. Alex Bores analyzes electric bikes in NYC. What we are seeing is the law to legalize e-bikes goes back to 2020. We need more enforcement. We need more identification and license plates. At this juncture they need insurance. This will change the climate of what is going on. Having the identity will help when there is a fire from the lithium batteries.

Ed: One of the biggest selling points of the bill is we have surveillance cameras all over the place. These vehicles shouldn't go that fast, but they do. The red-light cameras take a picture of the license plates. If they have an identifying tag, will it stop everyone? No. But it may lower the number of violators. The 50<sup>th</sup> or any NYPD will not engage in vehicle chases because it is too dangerous and not worth the risk. You can issue a ticket without all the risk. There is a lot of pluses. The full context: In the committee: Chair Savena Brooks Powers of transportation and infrastructure Committee and CM Carmen DeLosa is not committed yet on this. We need 26 votes to pass.

What that Council committee has proposed is an alternate bill. intro 1131. It is a proposal, to do a study for two years and do a road diet and a taskforce. It is a delay tactic.

It has worked in other cities and statistics show that.

Laura shared at the last Public Safety committee meeting they drafted a resolution.

Kelli: Do medical scooters fit into this requirement? Because then it becomes very onerous on people who do not have means to get this. Will they rely on the practitioners that are prescribing those devices to the individuals? The practitioners should make sure that there are license plates. Like they do with cars.

Ed: Mopeds are required to have some type of identifying tag. We should reach out to Bob Holden's office.

Deborah Dolan: I totally would love to see registration and licenses of e-bikes and scooters. I lead a group in the park and there are motorized vehicles riding through there. It is very dangerous on the Putnam Trail in Van Cortlandt Park since the paving of the trail.

Dr. Wayne DeBeatham: There is an explosion of these vehicles. They are on the sidewalks, or they are on the roads and violating the rules of the road.

Kelli: We often see delivery people going the wrong way. They go in the opposite direction and witness someone get knocked down.

Dr. Wayne DeBeatham: From the medical side there is some documentation that links the vehicle.

Kelli: Under this law is it the responsibility of the patient of the vehicle that it is registered to or is it the responsibility of the practitioner?

Ed: Do you believe that it would be a barrier to passing the law? Why?

Kelli: They are medically necessary. Oftentimes the people that use them, they can't afford the basics in life. Then you go through another governmental process to get the vehicle registered. Disability advocates won't go for it.

Anything that is a mobility aid is exempted.

Margaret: Curious about the paper plates and how difficult it is to enforce? People can make up whatever they want. It is a lot of enforcement, and it is beyond what we can handle now. It might be too massive to regulate bikes because they have licensure. They can just pop off the batteries and the components to go at higher speeds. It might be semi accurate information impossible to trace.

Striking a balance is important.

Ed: As far as the enforcement: there are cameras everywhere. The fake plates are not enforceable. Most people are not putting fake plates on. It will improve the situation out there. Some people will act more responsibly. Just like speed cameras. They don't want to pay out of pocket. It is easily enforceable.

Laura: Came across Gene Ryan President of Disabled in Action of Metropolitan NY and they support the efforts of comptroller Lander to make our streets and sidewalks safe for people with disabilities.

Kelli: Legislation should include pedi-powered bikes. They can be tracked.

Diedre Burke: I used to use the Putnam trail but do not anymore because it is dangerous. There are other parts of the park used by motorized vehicles to the detriment of nature. These bikes are illegal

in the park. A law such as this would enable the existing enforcement to take place. We forget about people who use e-bikes responsibly and they are victims of crime. The e-bikes are stolen and there is no way to identify them. It will protect people and e-bikes.

Deborah Dolan: The medical scooters: maybe they could be exempted from the regulation.

Laura: We will check on that. Plan to introduce this to the at the February Full Board meeting.

Chair Land reached out to City Council District 30 on this and waiting to see if he gets back to us.

Old Business: Step Street Conditions Study – send in your reports to the office. Kelli will send report on west 238<sup>th</sup> and Waldo Ave. It is in terrible condition. Doesn't have photos.

Jodie Colon: Bradley Terrace between Palisades and Edsall Ave by Metro North station.

Farrah sent the form. Jodie will complete the survey. It didn't seem to have spaces on survey for certain issues going to Irwin Ave. The stair treads are tiny on 232nd and Irwin Ave.

Kelli: They redid it 10 years ago.

Jodie: there are other steps on Bailey: There are a series of steps that go to Perot and that is how you go to the reservoir. The slabs are angled and tilted in.

For Bradley Terrace asked to be on budget priority list. It has asphalt hex pavers put leads to shorefront park and Edsall park. Met with Farrah and the DOT. They are just patching with concrete. It shrinks and cracks. They put a lot of salt on that street. Those are some of the problems. Are they getting salted or not? Some of the step streets aren't. If they are doing surveys in the winter put it in the notes.

Kelli: Jodi: Is there any way that you could call in to 311 if you have firsthand knowledge. Then call the office if you have questions to lodge a complaint.

Jodi Colon: There is not a specific way to report this to 311. You can look up online. The operators search that. Speak with the DOT. They were out with Farrah last year. Half of the lights don't turn on. They were going to do a capital project, but it was only the fuses. Some of the stair streets and all the lights are not working.

Margaret Della: There should be something in the form, perhaps that we want to track what time step streets are in the dark. For example, it is 4:30 pm and the step streets are pitch black. One of the problems is 231<sup>st</sup> heading up to Kingsbridge heights. The trees are so overgrown that they obstruct lights. The lights are dim and there is only one strong light. It is difficult to get up and down. The other thing is that we will have snow on Sunday and Margaret lives on 238<sup>th</sup>. Typically, there are two lanes that form because the pitch is so terrible, and DOT does not shovel nor do they pre-salt. It is a mess.

The other suggestion is that people should go to another step street. It is important to see how other people experience.

Jodie: On the spreadsheet it lists the step street from Arlington Ave. to Kappock Street at 601- 609 Kappock. DOT said it is not theirs.

Edsall Ave was supposed to be on FY 2024 resurfacing schedule. It is rutted with patches. There is an asphalt berm that broke during Hurricane Ida, Edsall Ave waterflow comes together and erodes the trails in the park. It should be resurfaced. The resurfacing schedule doesn't have Edsall.

Kelli: Suggest that we reach out to Farrah: ask to coordinate with DOT. One of the things to provide is a re-surfacing scheduling.

New Business:

Citibike - we will need to get update at the February meeting.

T&T would like to alleviate traffic congestion using AI models. Ask DOT to use AI to improve traffic flow using real time data and suggest best routes.

Meeting adjourned at 8:02 PM.

Minutes submitted by Josh Land