

(Draft Minutes Pending Approval)
Traffic and Transportation Committee
Bronx Community Board 8
April 15th, 2021

Meeting Conducted Via Zoom Video / Audio Conference

Committee Members Present:

Dan Padernacht (Chair)
Sylvia Alexander
Margaret Donato
David Gellman
Mary Ellen Gibbs (CCM)
Ed Green (Vice Chair)
Georgia Santiago
Deb Travis (Vice Chair)

Committee Members Absent:

Joyce Campbell Priveterre
Georgia Santiago

Guests:

BXDOTC Nivardo Lopez, Darissa Cruz (BXDOT), Matthew Orancio (BXDOT), Holly Malone (BXDOT), Nick Carey (BXDOT), Daisy Gonzalez (BXDOT), Laura Spalter (BXC8), Rosemary Ginty (BXC8), Jeffrey Dinowitz, Eric Dinowitz, Margaret Killeen, Tara McMaster (Broadway Community Alliance), Patricia Smith, Vittorio Bugatti, Diana Catz, Christine Card, Bob Bender (BXC8), Roy Smith, Nick Fazio (BXC8), Barbara Donnelly, Steven Plavnick, Eric Craig, Lisa Daub (BXC8), Sean Reilly, Erica Noy, Christina Hanson, Rob Spalter, Camelia Tepelus (BXC8), Jonathon Levitt, Raymond Pultinas.

Committee Chair Dan Padernacht called the meeting to order at 7:05pm.

1. Announcement of Committee Members and Guests

Chair Padernacht took a roll call of Committee members and introduced guests.

2. NYC Department of Transportation Bike Lane Proposal on Mosholu Avenue:

BXDOTC Nivardo Lopez introduced his team of presenters.

Daisy Gonzales of BXDOT gave a power point presentation of Mosholu Avenue proposed changes. A copy of the presentation is attached to these minutes.

Chair, Dan Padernacht stated that Dot presented the same plan in June 2019 which was rejected by the Committee. At that time, the committee stated that the pressing safety issue on Mosholu Avenue was north-south pedestrian crossing of Mosholu Avenue. Chair Padernacht stated that DOT did not address the pressing need expressed by the committee. In addition, Padernacht stated that the east-west Liebig crossing is the only pedestrian safety improvement DOT included in the proposal.

Tara McMaster of Broadway Community Alliance read a statement opposing the DOT proposal. She stated 37 businesses on Mosholu Avenue signed a petition opposing the DOT proposal because the plan would negatively affect their businesses.

Patricia Smith stated pedestrian crossings are needed on Mosholu Avenue.

Vittorio Bugatti expressed concerns about e-bikers riding on the sidewalks.

BXCB8 Chair Laura Spalter stated the Community Board has received 20 letters from community members opposing DOT's proposal, 4 letters in favor of it and 5 calls opposing it.

David Quart of Riverdale Main Streets Alliance stated his organization supports DOT's proposal.

Barbara Connelly stated bicycle lanes are dangerous for the elderly because elderly people usually move slower and can't get out of the way of bikes quickly.

Assemblyman Jeffrey Dinowitz stated bicycle sharrows would be more appropriate than bike lanes on Mosholu Avenue. He stated he doesn't understand why anyone would want to encourage cyclists to ride in such a commercially busy area. He stated the people opposed to this plan live directly in the area, while the people who approve of this plan do not.

City Councilman Eric Dinowitz stated our city agencies need to listen to the local community members and this community overwhelmingly does not support DOT's plan.

Camelia Tepelus stated that a commercial corridor thrived in the East Bronx after having bike lanes put in. She also stated pedestrian crossings should be part of the proposal.

Committee Vice Chair Deb Travis stated that between 2016-2021 9 pedestrians and 4 cyclists were struck by cars and 15 people were injured in the area in question. She also stated 85 accidents without injuries occurred on Mosholu Avenue and 2-3% of Bronx residents ride bicycles.

Committee Vice Chair Ed Green stated the community is overwhelmingly against this DOT proposal and city agencies should not try to impose their will upon the community they serve.

Chair Padernacht stated he is concerned for the area merchants and doesn't feel the proposal addresses the problem but he does support bicycle sharrows.

Chair Padernacht called a vote on the DOT proposal:

In favor: D. Gellman; D. Travis

Opposed: S. Alexander; M. Donato; M.E. Gibbs; E. Green; D. Padernacht

Chair Padernacht asked the committee if they wanted to suggest any alternative proposals.

Ed Green stated DOT should look at the intersections again to make it easier for pedestrian crossings.

David Gellman stated he is in favor of bicycle sharrows and pedestrian crossings.

Deb Travis stated she is in favor of bicycle sharrows and pedestrian crossings.

Committee Member Sylvia Alexander stated bicycle sharrows are not helpful for cyclists and bicycles should not be encouraged to compete for road space with cars.

Chair Padernacht introduced a resolution to study the various intersections at Mosholu Avenue:

WHEREAS, in June 2019, the Traffic and Transportation Committee expressly stated to the NYC Department of Transportation that the most pressing condition on Mosholu Avenue is the north-south crossing of the street for pedestrians at various locations between Broadway and West 254th Street;

BE IT RESOLVED THAT, the Traffic and Transportation Committee requests that a traffic study be undertaken by DOT for the purpose of installing traffic control measures at the following locations:

Mosholu Avenue at Liebig Avenue
Mosholu Avenue at Huxley Avenue
Mosholu Avenue at Spencer Avenue
Mosholu Avenue at Post Road

BE IT FURTHER RESOLVED THAT, while the Committee understands that DOT performed previous studies for two of these intersections in 2018, we request that new studies be performed upon the expiration of the three-year period since the last study was completed.

In Favor: S. Alexander, M. Donato, D. Gelman, M. Gibbs, E. Green, D. Padernacht
D. Travis

Chair Padernacht introduced a resolution to paint bicycle sharrows on Mosholu Avenue between Broadway and West 254th Street:

In favor: D. Gellman; D. Padernacht; D. Travis

Opposed: S. Alexander; M. Donato; M.E. Gibbs; E. Green;

3. SAPO Application: JBOL Garden Community Farmers Market. Sponsor is the James Baldwin Outdoor Learning Center. This permit is to operate each Saturday from 5/29/21-11/20/21 from 10am-3pm.

Resolution was approved unanimously to approve SAPO application.

Raymond Pultinas of the James Baldwin Outdoor Learning Center provided a brief description of his organization and thanked the Committee for their support.

4. Budget Requests:

The committee organized and agreed upon the finalized capital and expense budget requests in priority order.

5. Approval of Minutes:

The Committee unanimously approved the Traffic & Transportation minutes for March.

6. New Business:

Mary Ellen Gibbs stated she wanted to have the flagpole at 239th Street by the Monument restored.

Chair Padernacht stated DOT would have to take on a maintenance contract and the Board was waiting on a copy of the contract.

The meeting was adjourned at 10:30pm.

**Dan Padernacht
Chair**

Minutes submitted by Traffic and Transportation Committee Vice Chair Ed Green.



MOSHOLU AVENUE TRAFFIC CALMING

Update to CB 8 Transportation Committee
April 2021



PRESENTATION OVERVIEW

1. Background
2. Proposal
3. Summary



Background

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PROJECT BACKGROUND

Request for Traffic Calming

- CM Andrew Cohen and other community members raised concerns regarding safety along the corridor for pedestrians and cyclists
- Presented proposed design to the Transportation Committee in June 2019

Growth in Cycling

- 530,000 bike trips per day citywide (2019)
- 34% growth in Bronx cycling trips (2013-2018)

Connection to Existing Bike Network

- Two-way protected bike lane installed on Broadway in 2018
- Mosholu Ave is the main thoroughfare from North Riverdale to Van Cortlandt Park



PROJECT BACKGROUND

- Mosholu Avenue is typically 50' wide
- Commercial activity and residential on both sides of the street
- Wide, angled crossings for pedestrians at intersections and long distances between safe crossings
- Lack of organization on the roadway for motorists and cyclists
- Current street design leads to high rates of speeding (25 MPH Speed Limit)

80 % of eastbound and westbound drivers observed driving over 25 MPH

*Liebig Av and Mosholu Av
Data collected 4/30/19 1:00 – 3:00 PM 50 vehicle observations per direction*



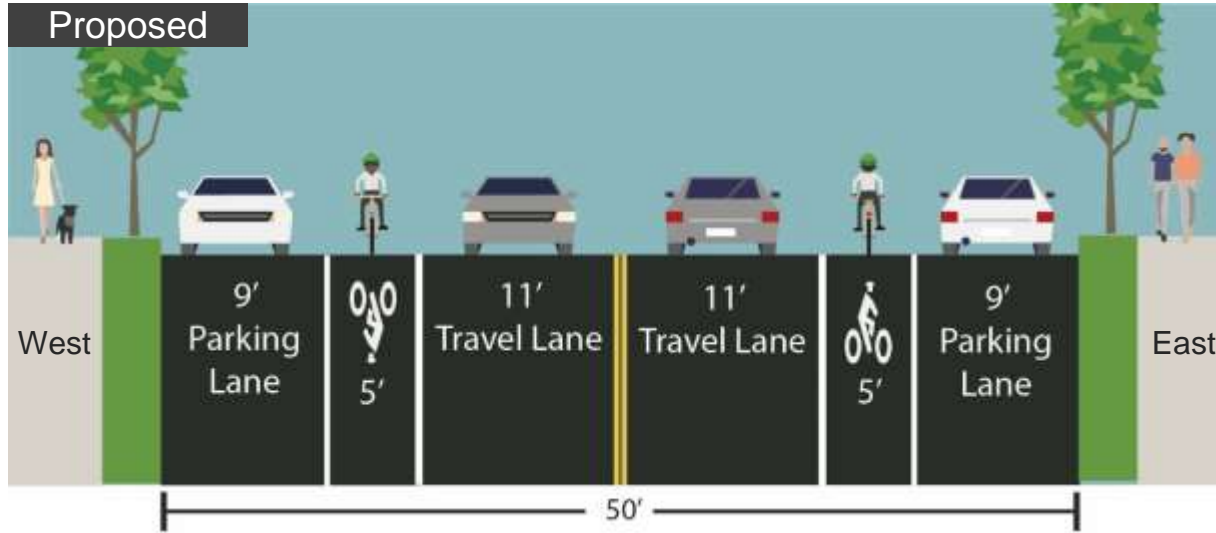
Mosholu Avenue approaching Tyndall Avenue

Proposed Traffic Calming

2

Mosholu Ave – Broadway to W 256th St

Organize traffic with bike lanes



Proposed Design

- Install standard width travel lanes to visually narrow the roadway and discourage speeding
- Add standard bike lanes in both directions
- Maintains existing parking and travel lane capacity

Benefits

- Calms traffic by visually narrowing the roadway
- Organizes bicycle traffic and creates predictability
- Increases safety for all road users



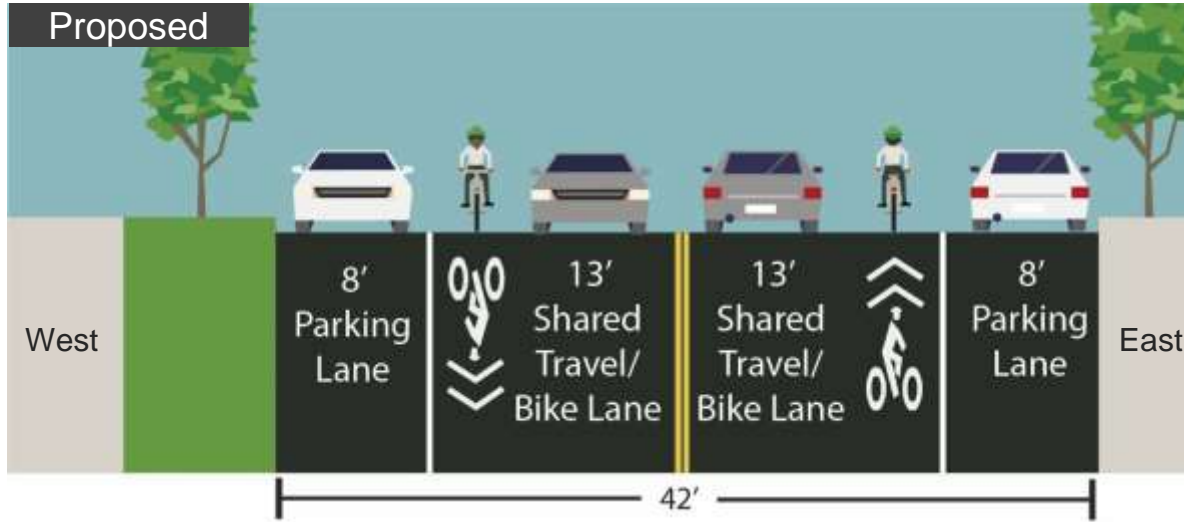
Proposal Organize Roadway with Bike Lanes

Visually narrow travel lanes, maintain existing traffic capacity and parking spaces



Mosholu Ave – W 256th Street to W 254th Street

Provide wayfinding and alert drivers with shared lanes



Proposed Design

- Curb width changes design
- Install new lane markings for shared lanes to visually narrow the roadway
- Add bike sharrow markings in both directions
- Maintain existing parking capacity

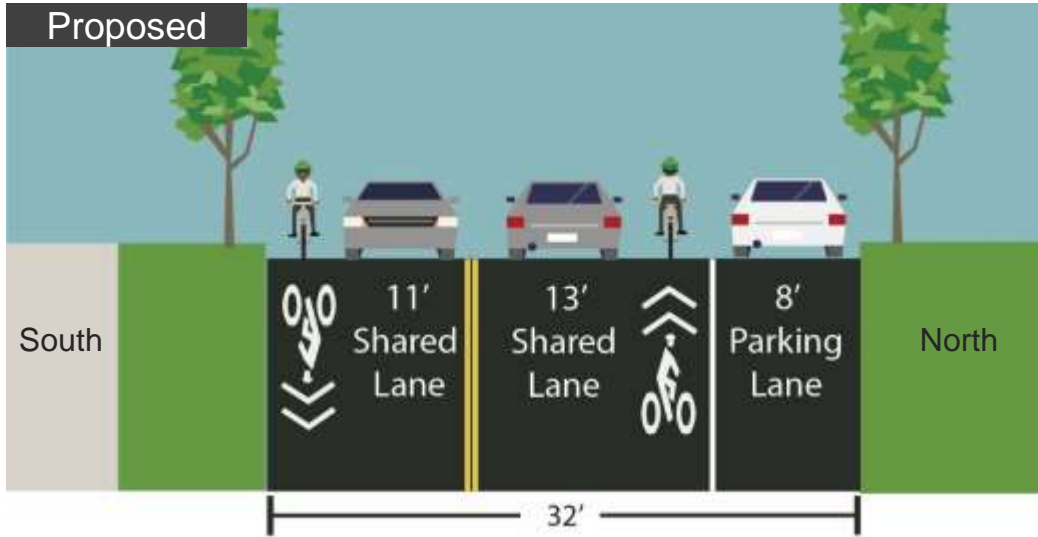
Benefits

- Visual reminder of the presence of cyclists
- Directs cyclists to bicycle network
- Pulls cyclists away from open car doors



W 254th St – Mosholu Ave to Riverdale Ave

Provide wayfinding and alert drivers with shared lanes



Proposed Design

- Curb width changes design
- Install new lane markings for shared lanes to visually narrow the roadway
- Add bike sharrows markings in both directions
- Maintain existing parking capacity

Benefits

- Visual reminder of the presence of cyclists
- Directs cyclists to bicycle network
- Pulls cyclists away from open car doors



Proposal Provide wayfinding with Bike Sharrows

Alert drivers to presence of people cycling, no impact on traffic capacity or parking

Existing



Proposed design



Pedestrian Safety Improvements

Install safer pedestrian crossings along Mosholu Ave

Proposed



Proposed Design*

- Install painted curb extension on Mosholu Ave at Liebig Ave
- Install high visibility crosswalk on Mosholu Ave at W 256th St

Benefits

- Shortens pedestrian crossing distance
- Creates more visible, safer pedestrian crossings
- Calms traffic and discourages speeding

** NYC DOT investigated the possibility of adding traffic signals to Mosholu Ave at Huxley Ave and at Spencer Ave, but both locations did not satisfy the warrants for signalization. DOT can reevaluate these intersections in the future.*



Summary

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SUMMARY OF BENEFITS

All Road Users

- Calms traffic, discourages speeding
- New markings organize the roadway and increase predictability

Pedestrians

- Creates more visible, safer pedestrian crossings
- Shortens the crossing distance at Liebig

Cyclists

- Dedicates space for cyclists
- Extends the reach of the bike network
- Provides a connection to Broadway and Van Cortlandt Park

Motorists

- Maintains existing capacity for vehicles
- Maintains existing parking
- Increases the predictability of pedestrians and cyclists



Mosholu Avenue approaching W 256th St

THANK YOU!

Questions?



NYC DOT



NYC DOT



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