

Traffic and Transportation Committee
Bronx Community Board No. 8
Minutes of January 17, 2019 Meeting

Riverdale YM-YWHA
5625 Arlington Avenue
Bronx, New York 10471

Committee Members Present:

Dan Padernacht – Chair
Sylvia Alexander
Eric Dinowitz
Daniella Fuchs
Edward Green
Myra Joyce
Herb Young

Committee Members Absent:

Eric Bell
Margaret Donato
Diomarys Escaño
David Gellman
Georgia Santiago
I. William Stone

Guests: Steve Elie-Pierre, Betty Klein, Jane Sokolow, Judy Gurland, Brendan Fitzpatrick, Joshua Stephenson, Effie Ardizzone, Laura Spalter, Rosemary Ginty, Simone Johnson, Jeffrey Dinowitz.

Chair Dan Padernacht called the meeting to order at 7:00pm.

1. Presentation by NYC DEP about the closure of Palisade Avenue to vehicular traffic from West 232nd Street to Kopp Road during the reconstruction of the West 235th Street Pump Station at Palisade Avenue.

Steve Elie-Pierre of NYC DEP gave the presentation which is attached.

- Two (2) years for construction
- Original plan was to close the roadway for 18 months so that only emergency vehicles and pedestrians could traverse Palisade Avenue in this area. DEP is attempting to find a solution to keep the roadway open for all traffic. Jane Sokolow stated that traffic lights could be installed on each side of lane for overnight period.
- When the contractor is selected, the contractor will submit construction schedule to DEP.

- Contractor will need staging area for trailers, equipment deliveries and storage. Agency will seek ways to minimize the equipment, materials and trailer that is stored on street so that length of roadway used is minimized.
- DEP first stated that a traffic study was done for the area. It was later corrected that no traffic counts were performed for the target area and it was a traffic report that was done for the target area. The traffic report will be submitted to the Committee.
- DEP will return to the Committee when there is more information.

2. The Chair stated that the City will be removing payphones at the following locations:

- i) 141 West 231st Street
- ii) 3656 Bailey Avenue
- iii) 5571 Broadway
- iv) 5995 Broadway

In the future, DOITT may be installing LINKSYS Kiosks in our Community District. We will advise the community when we receive more information.

- 3. Chair Padernacht stated that the committee would present its budget priorities at the next meeting to conform with the budget timeline sought by the Budget Chair.
- 4. Chair Padernacht presented the idea of a bicycle safety and family event as a committee community event. The committee discussed several ideas including bicycle lessons, bicycle safety classes, bicycle inscriptions to prevent theft and other ideas. The Committee thought a date of Sunday, June 23, 2019 would be good for the event. There will be more discussion at the next meeting.

Meeting adjourned at 8:45pm

Dan Padernacht
Chair



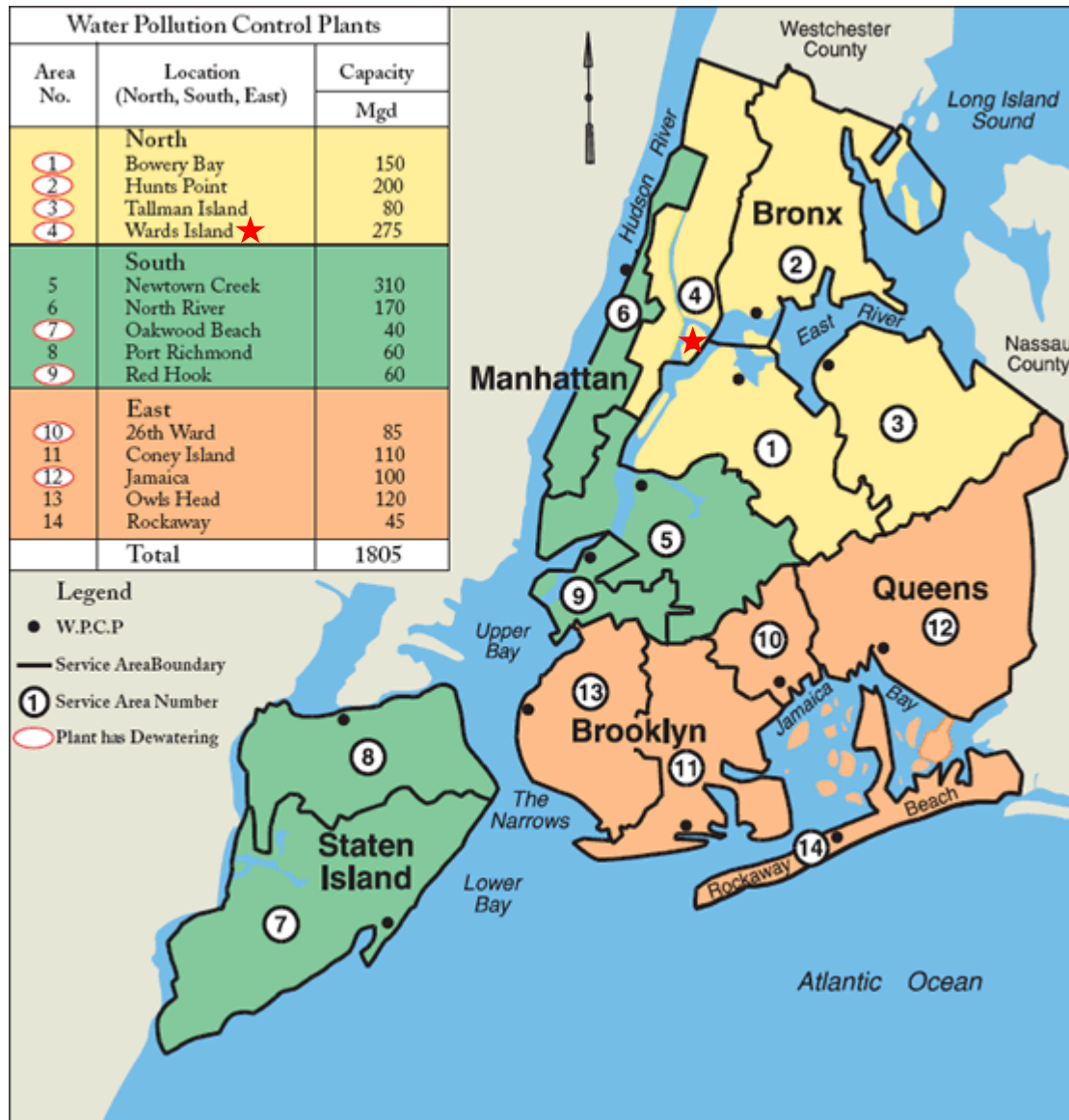
235th Street Pump Station

Community Board Presentation

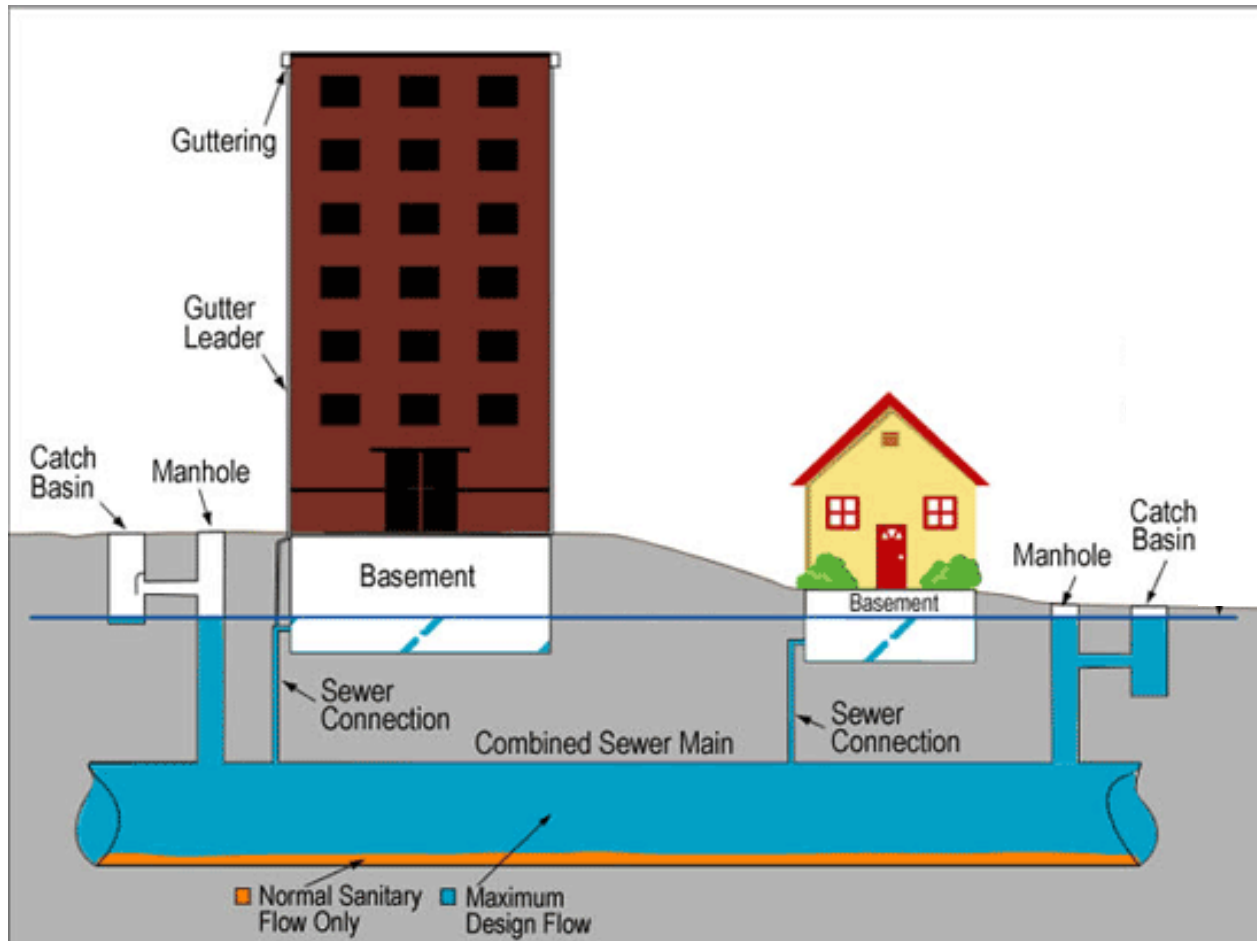
October 17, 2018

- Deliver one billion gallons of drinking water per day to nine million New Yorkers
- Manage 19 reservoirs and three controlled lakes with a storage capacity of 580 billion gallons
- Treat an average of 1.3 billion gallons of wastewater per day
- Operate 14 in-city wastewater treatment plants and the 96 pump stations that convey wastewater for treatment
- Work to reduce air, noise and hazardous materials pollution thru enforcement

New York City's Wastewater Treatment System



Combined Sewer

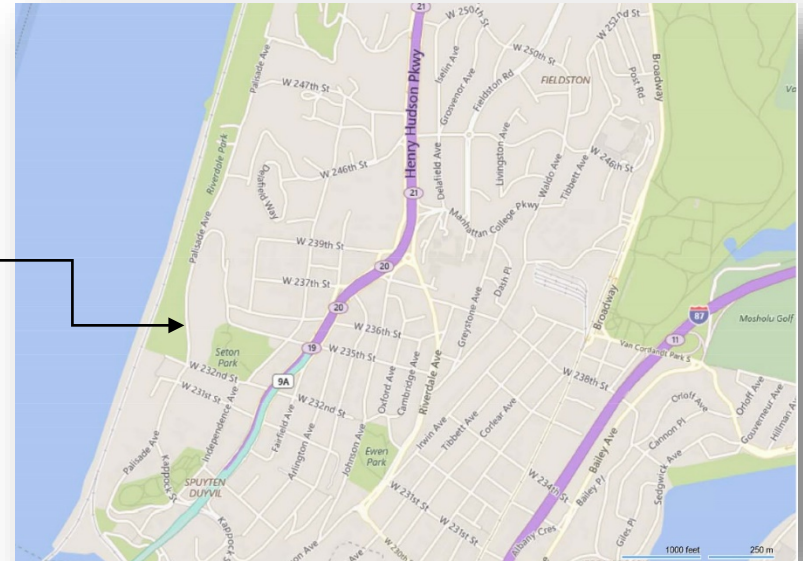


Borough & Neighborhood



BOROUGH MAP

235TH STREET PUMP
STATION
3869 PALISADE AVENUE
BRONX, NY 10463



NEIGHBORHOOD MAP

SCALE: NTS

Existing Pump Station



PALISADE AVENUE

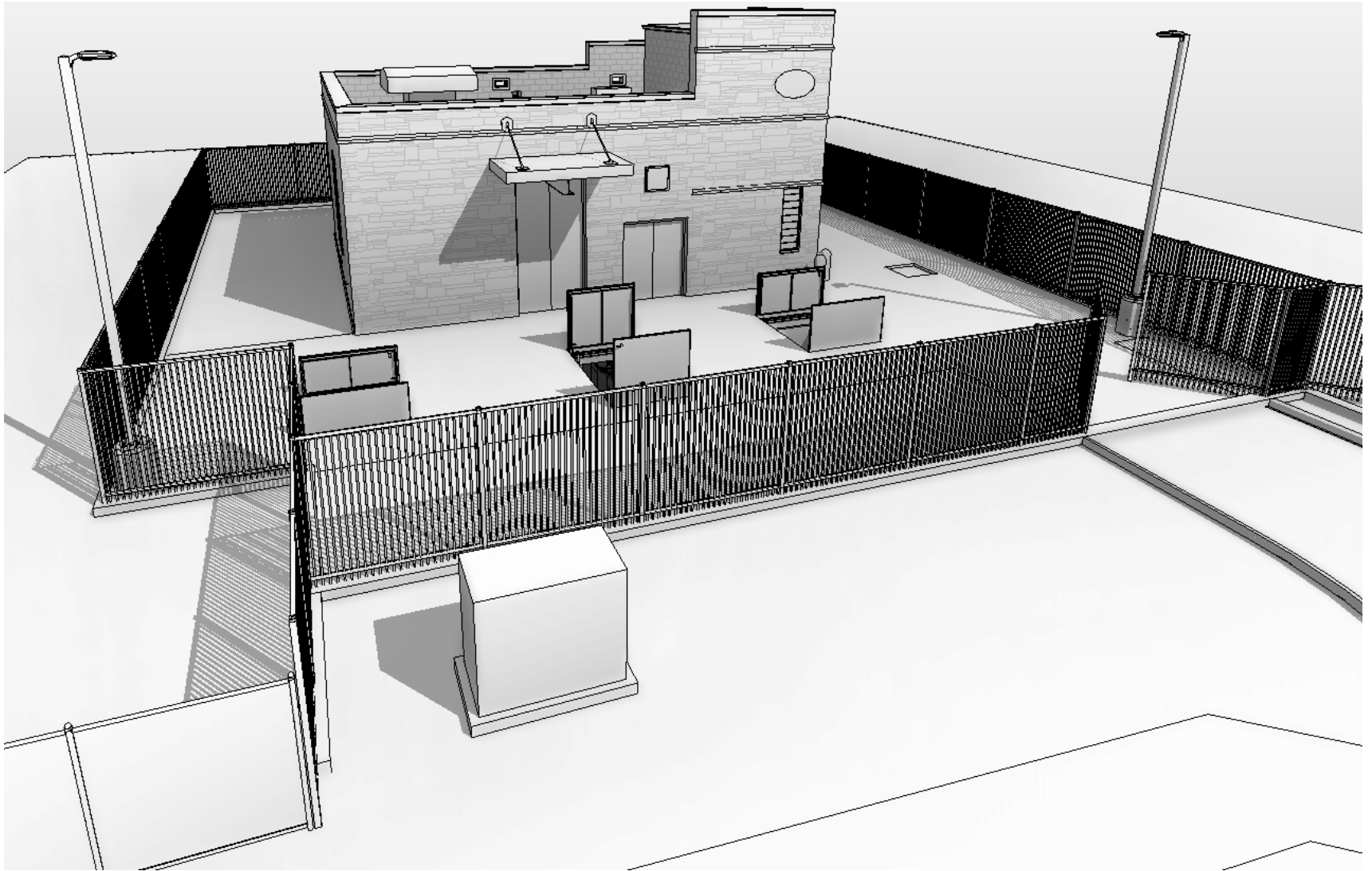
SCALE: NTS

235th Street Pump Station

- Originally constructed in 1966
- Above grade electrical room with subgrade pump room and wetwell
- Project Elements:
 - Install Interim Pump Station to bypass flows while the main pump station is being reconstructed
 - Replace 4 pumps (3 duty, 1 standby)
 - Replace building with new building in the same footprint as the existing
 - Building will have grey-colored natural stone to blend in with the surrounding park area
 - Install new standby generator for backup power.
 - Upgrade architectural, heating/cooling, plumbing, electrical and instrumentation in the subgrade structure (below ground building)
 - Install new 20-inch force main from station south to a manhole located at the intersection of Palisade Avenue and West 231st Street



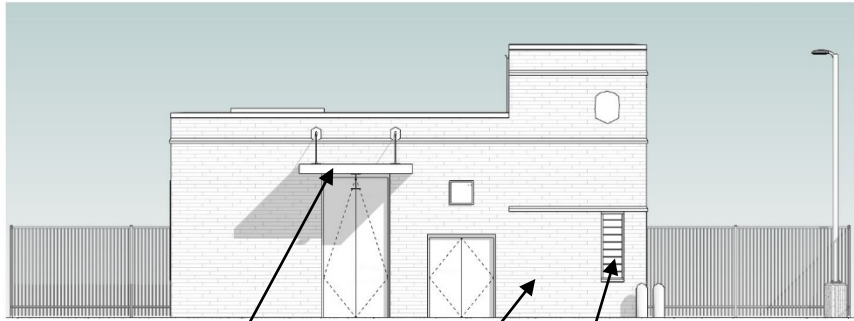
Upgraded Station



SCALE: NTS

PERSPECTIVE

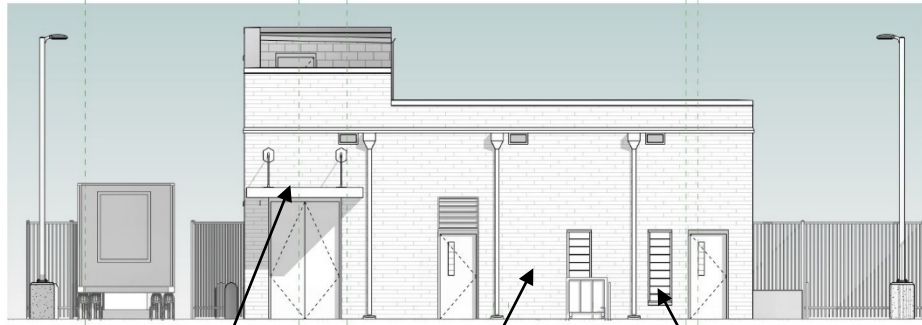
Pump Station Reconstruction



PREFABRICATED ALUM. CANOPY

STONE VENEER OVER CMU BLOCK

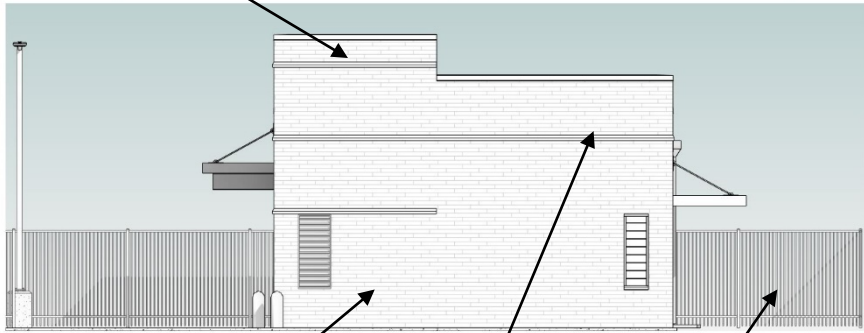
TRANSLUCENT WALL PANELS



PREFABRICATED ALUM. CANOPY

STONE VENEER OVER CMU BLOCK

TRANSLUCENT WALL PANELS

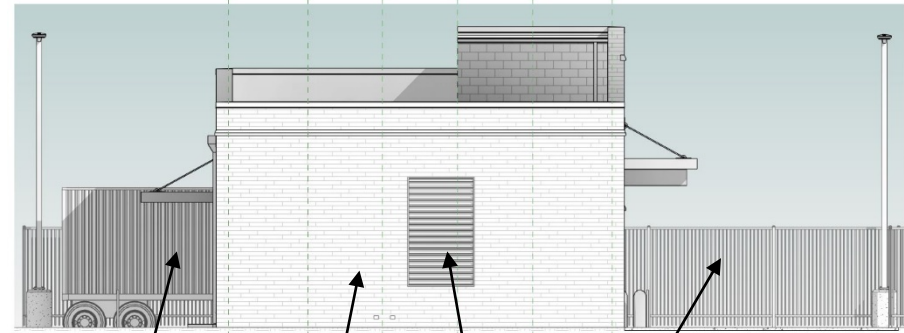


PARAPET WALL

STONE VENEER OVER CMU BLOCK

PRECAST BANDING

WROUGHT IRON FENCE



GENERATOR

STONE VENEER OVER CMU BLOCK

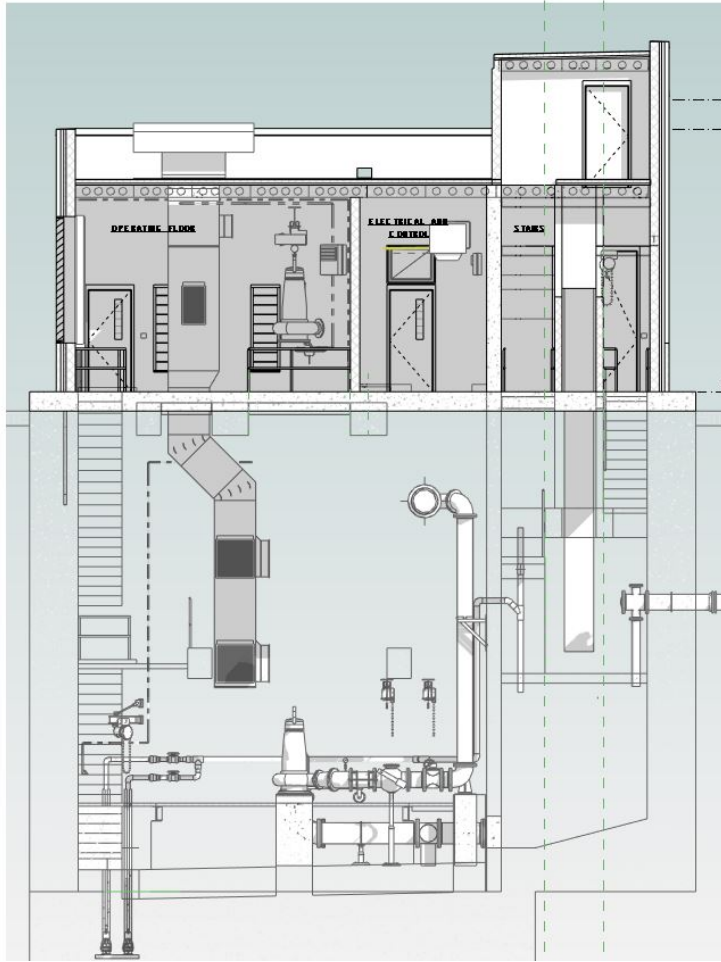
PRE-FINISHED ALUM. LOUVER

WROUGHT IRON FENCE

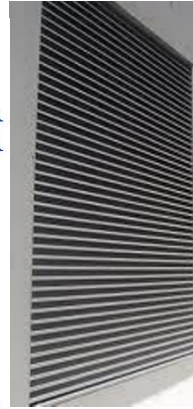
SCALE: NTS

ELEVATIONS

Pump Station Materials



BUILDING SECTION



ALUMINUM LOUVERS



STONE VENEER
OVER CMU
STRUCTURAL
EXTERIOR WALL



DOORS/FRAMES



PRE-MANUFACTURED CANOPY



TRANSLUCENT
WALL PANEL

SCALE: NTS

SECTION AND MATERIALS

Pump Station Rendering



SCALE: NTS





Construction: Temporary Lane Closures



Closed 1 Month each

Closed 18-20 Months

Lift Station

-  Road Closed – Lift Station and Force Main Segment Construction
-  Partial Intersection Closures – Phased Force Main Construction
-  Road Closed – Phased Force Main Construction
-  Road Closed – Local Traffic Only

- Design Commission Review: Fall 2018
- Design Completion: January 2019
- Procurement: April 2019 – April 2020
- Start of Construction: April 2020
- Construction Completion: May 2022

CB8 Traffic and Transportation Committee
January 17, 2019

Closing of Palisade Avenue for DEP Construction of
Pumping Station at 235th St.

1. Has a traffic study been done to ascertain the daily traffic flow on Palisade from Spuyten Duyvil to Spaulding Lane? Palisade is a main thoroughfare for residents on the west side of the Henry Hudson Parkway, and for Wave Hill and Riverdale Country School. It is also a main road that needs to be plowed and is used by Sanitation to reach the East/West side streets. Since the construction is not expected to begin for almost 2 years, I suggest that a traffic study be done.
2. I would also suggest that the Traffic and Transportation Committee do a daytime site visit - preferably between ~~8:05~~ and 9:15 am or ~~2:15~~ and 3:30 pm on a weekday.
3. Why is the construction expected to take 2 years? Yankee Stadium took 2 years to build and a pumping station is a lot smaller than Yankee Stadium – even with new pipe and main installation.
4. Is the construction expected to take 2 years because there will not be continuous construction at that site, but rather construction for a few months then a hiatus etc. etc.?
5. Why is it necessary to close both the northbound and the southbound lanes to traffic for the duration of the work? Every other agency, Con Ed for instance, and every other contractor manages to close one lane at a time and leave the other open.

If both lanes need to be closed, it is only for a day or maybe 2 or 3 and then plates are put down and the road opened when there is no work at that specific site.

6. Closing both lanes will be a problem for Sanitation for both garbage removal and plowing. There is not enough room for a garbage truck/plow to go as far as the 235th Pumping Station from either the north or the south and turn around to go around the area that is proposed to be closed.
7. I can see no reason for closing both lanes on Palisade. Use the southbound lane for staging – even if the entire section from the 235th St. Pumping Station to ~~W. 231st~~ ^{Douglas Ave.} is needed and leave the northbound lane open for all traffic.
8. If both lanes need to be closed for short durations for pipe and mains work, that would be acceptable.
9. Where do this Committee, DOT and DEP expect all of the bus traffic to Riverdale Country School to go? I might remind this Committee and DEP that the alternative routes include W.247th St. and Spaulding Lane which are private, improved City Streets and are owned by the residents of those streets. Neither of those streets can withstand two years of increased steady bus, vehicle and commercial traffic. Both streets are already at capacity handling the existing daily bus and vehicle traffic.