

(Draft Minutes Pending Approval)

**Traffic and Transportation Committee
Bronx Community Board No. 8**

March 18, 2020

Meeting Conducted Via Zoom Video and Audio Conference

Committee Members Present:

Dan Padernacht (Chair)
Sylvia Alexander,
Eric Bell (Vice Chair)
Margaret Donato
Diomarys Escano
Daniella Fuchs
Rosemary Ginty (ex-officio)
Tao Moran

Committee Members Absent:

Ed Green (Vice Chair)
David Gellman,
Myra Joyce
Georgia Santiago

Chair Dan Padernacht called the meeting to order at 7:15pm. The Chair stated that this was the first Zoom Video and Audio Committee meeting hosted by Bronx Community Board 8.

- 1) Hebrew Institute of Riverdale presented a Security Bollard Plan application in which steel security bollards will be installed at the entrance of the Synagogue located at 3700 Henry Hudson Parkway, Bronx, NY.

Bob Santoriello and Richard Langer gave the presentation. The purpose of the bollards is to provide a safe area for congregants of the Synagogue while maintaining an aesthetic appeal to the entrance. The spacing of bollards is designed to prevent vehicles from driving onto sidewalk. The street sidewalk dimensions will not change.

Chair Padernacht asked the Committee to vote on the application via roll call:

BE IT RESOLVED THAT, the Traffic and Transportation Committee has no objection to the Security Bollard Plan application by the Hebrew Institute of Riverdale which proposes to install steel security bollards around its entrance at 3700 Henry Hudson Parkway.

In Favor: S. Alexander; E. Bell; M. Donato; D. Escano; D. Fuchs;
D. Padernacht

Opposed:

Abstain: T. Moran

- 2) NYC DOT proposal for physical modifications to the intersection at Sedgwick Avenue, Dickinson Avenue and Goulden Avenue. Presentation was given by Bronx Borough Commissioner Nivardo Lopez, Karissa Lidstrand and Dan Wagner. The presentation is attached to the minutes.

DOT is proposing the following:

- Close the West Mosholu Parkway slip lane that runs along Sedgwick Avenue and direct cars directly to Sedgwick Avenue at a perpendicular intersection controlled by a Stop Sign. The pedestrian crossing will be realigned with this crossing. A painted curb extension will accompany this pedestrian crossing.
- Install a painted sidewalk/island extension on north curb of Sedgwick Avenue at Dickinson Avenue.
- Install two painted median tip extensions at Dickinson Avenue at Sedgwick Avenue.
- Adjust signal timing at Sedgwick Ave and Dickinson Avenue and Goulden Avenue.

Chair Padernacht asked DOT if concrete is planned for the locations where beige paint is identified on the presentation. Commissioner Lopez stated that funding is not available at this location but if it were a capital project there would be notable differences to the plan.

NYC DOT stated that between 2013 and 2017, there were 40 motor vehicle accidents with 3 injuries in the subject area. Padernacht stated that only 22 accidents are identified in the presentation. based on police reports. There are 40 crashes but it doesn't say where it occurred. All from police reports but DOT doesn't have the police reports. They receive a spreadsheet of data. Two pedestrian injuries at Dickinson. Car turning left from eastbound Sedgwick to northbound Dickinson. Second accident was getting something out of trunk of car on Sedgwick and someone side-swiped them. Third injury – needs to look at data and get back to Committee.

NYC DOT used the following data in its proposal:

- Confusion of West Mosholu Pkwy slip lane and Sedgwick signal timing.
- Pedestrians crossing behind cars at West Mosholu Pkwy there are visibility issues.

NYC DOT received a community request for safety improvements and a conversation with CB7.

NYC DOT stated that this is not a high-crash location and it is not a Vision Zero priority corridor.

Chair Padernacht asked if DOT if they have looked at intersection to combine Dickinson Avenue with Goulden Avenue. NYC DOT stated that it must be a capital project to reconfigure this as a capital project. NYC DOT stated that no designs have been looked at before funding for a capital project was approved.

Karen Argenti stated that she would like to figure out a way to make unused space into green space. K. Argenti believes the entire intersection is bad and needs to be reconfigured. K. Argenti stated that the stop sign at Mosholu Pkwy may not be good enough to protect pedestrians.

DOT stated that any unused spaces controlled by DOT could be subject of further discussion.

Tao Moran stated that parking is important to the neighboring community. DOT stated that no parking will be removed in this project.

B. Fanuzzi stated that erosion is an issue along Van Cortlandt Park South. He stated that DEP is planning a green infrastructure at the Grove in that area to collect water along Dickinson Avenue.

Chair Padernacht asked about traffic counts and the effect of proposal on traffic congestion.

NYC DOT said they investigated closing the slip lane altogether and have cars turning right onto Sedgwick from Mosholu Pkwy directly. NYC DOT stated that the left signal from Mosholu Pkwy North handles a lot of traffic.

Chair Padernacht stated that the Committee will review the materials and will vote on the project at the next meeting. DOT intends to move forward on this project in June 2020.

- 3) Chair Padernacht gave a report on the working group which was created to discuss modifications to the enhanced crosswalks installed by NYC Department of Transportation on Palisade Avenue and Kappock Street.

Chair Padernacht reported that the working group is comprised of Traffic & Transportation Chair Dan Padernacht, Board Chair Rosemary Ginty and neighborhood residents Robert Harrington, Mary Serri and Lew Wunderlich.

Chair Padernacht stated that the group has met and has created an alternative to the DOT alteration completed in September 2019 that has incited extensive, negative response from the community. Chair Padernacht presented the working group's design to the Committee. Chair Padernacht sought feedback from the Committee and asked for consensus from the Committee to move forward on communication with NYC DOT and our elected officials. There was a unanimous consensus of the committee to move forward with such communication.

A copy of the Working Group presentation is attached.

- 4) Wanda Maria, a parent of a student at Amber Charter School, asked to appear on the Committee agenda to discuss cancellation of bus service to the school. Ms. Maria stated that Amber has decided to cancel bus service. Ms. Maria states that one of the reasons that the school is terminating service is because of traffic congestion on the street. The school is located at 3120 Corlear Avenue, between West 231st Street and West 232nd Street. Ms. Maria stated that she wants the Committee to support a proposal to turn this one street into a one-way street.

Chair Padernacht stated that changing a two-way street to a one-way street is a big deal and that a change to a one-way street could impact traffic in the entire area. The Chair stated this type of change requires broad notice and support by the surrounding community. Chair Padernacht stated that Ms. Maria should engage the schools and other institutions in the area to gauge opinion of her suggestion. Chair Padernacht stated that the conversation can continue after a broader base of neighbors is engaged.

- 5) Chair Padernacht stated that DOT has begun the process of the rehabilitation of the West 235th Street Pedestrian Bridge over Henry Hudson Parkway. The Chair reiterated that this will be a rehabilitation and not a replacement.
- 6) Chair Padernacht stated that draft copies of capital and expense budget requests for the Committee have been emailed to the members and voted on at next month's committee meeting. Each member should review the drafts to include new items and to vote at the next meeting.

Meeting was adjourned.

Dan Padernacht
Chair
Traffic and Transportation Committee

Public can access the meeting online at:

https://zoom.us/rec/play/uJIuJeigq283HN3EtASDUfd7W42_J_-s2ndN_vQFmE-0WnMHMFSGb-RHZZ4Bj8mFJQR-bF6-PTcgV7c?continueMode=true&_xzm_rtaid=mMev5hNAQdygsiQaSDQcGg.1585768320821.880f6e507a7d506a96a999a23fe38e27&_xzm_rhtaid=780



MOSHOLU PKWY AND SEDGWICK AVE

Community Board 8 Transportation Committee

March 18, 2020

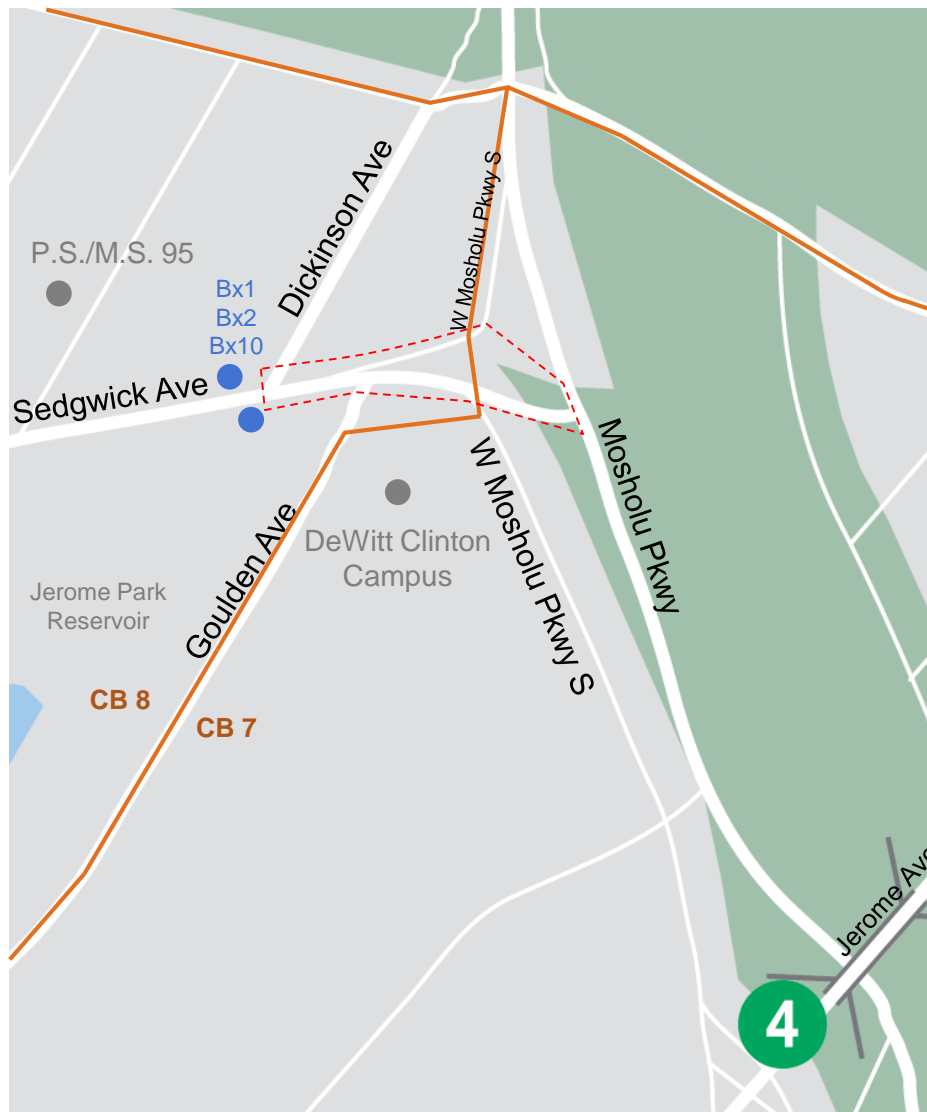


Background

1

BACKGROUND

- Community request for safety improvements at Sedgwick Ave and Dickinson Ave
- Walkthrough with DOT and DeWitt Clinton regarding the closed slip lane in front of the school in October 2017
- Near three high schools and one elementary school
- Nearby transit: Bx1, Bx2, Bx10

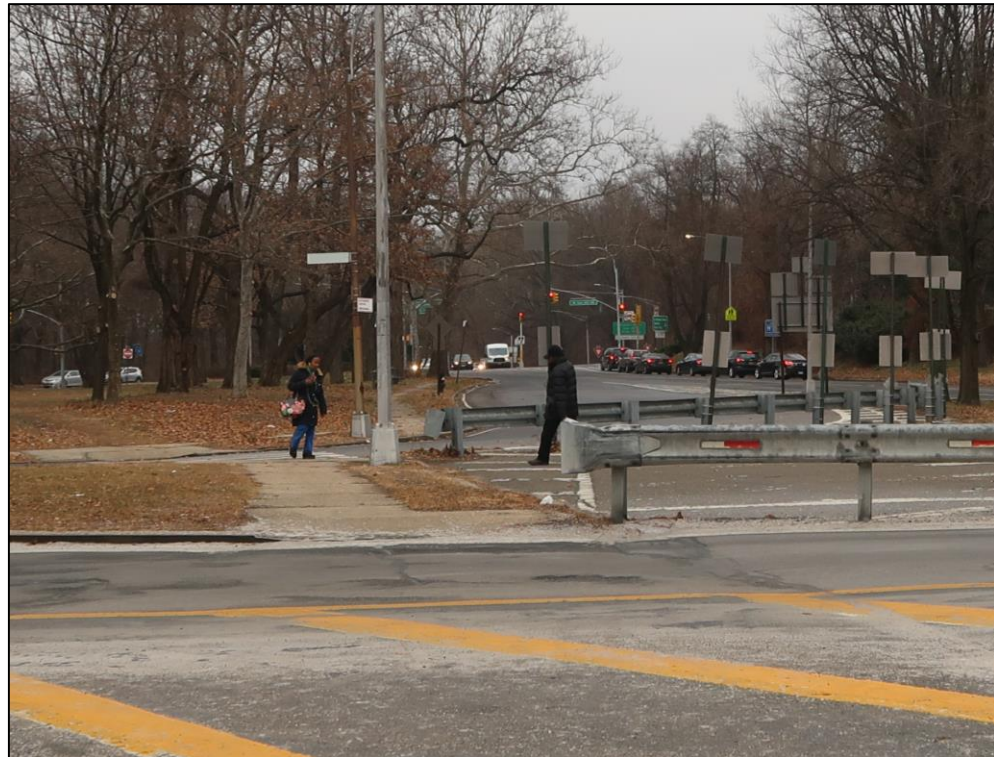


SAFETY DATA

2 total pedestrian injuries on Sedgwick Ave, 1 of which was a severe injury

Sedgwick Ave – Dickinson Ave to Mosholu Pkwy, BX Injury Summary, 2013-2017 (5 years)

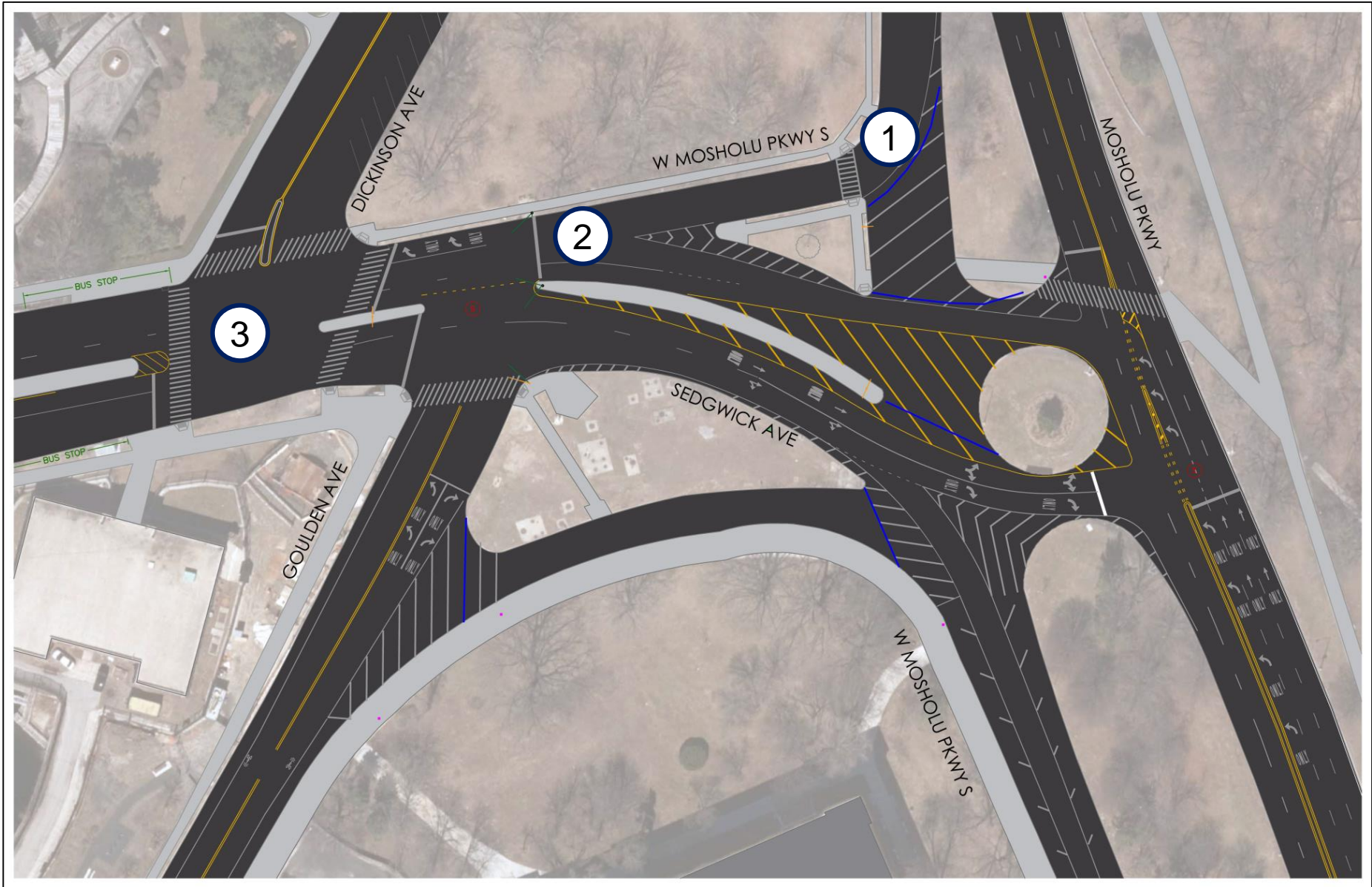
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	2	1	0	1
Bicyclists	0	0	0	0
Motor Vehicle Occupant	40	0	0	0
Total	42	1	0	1



Existing Conditions

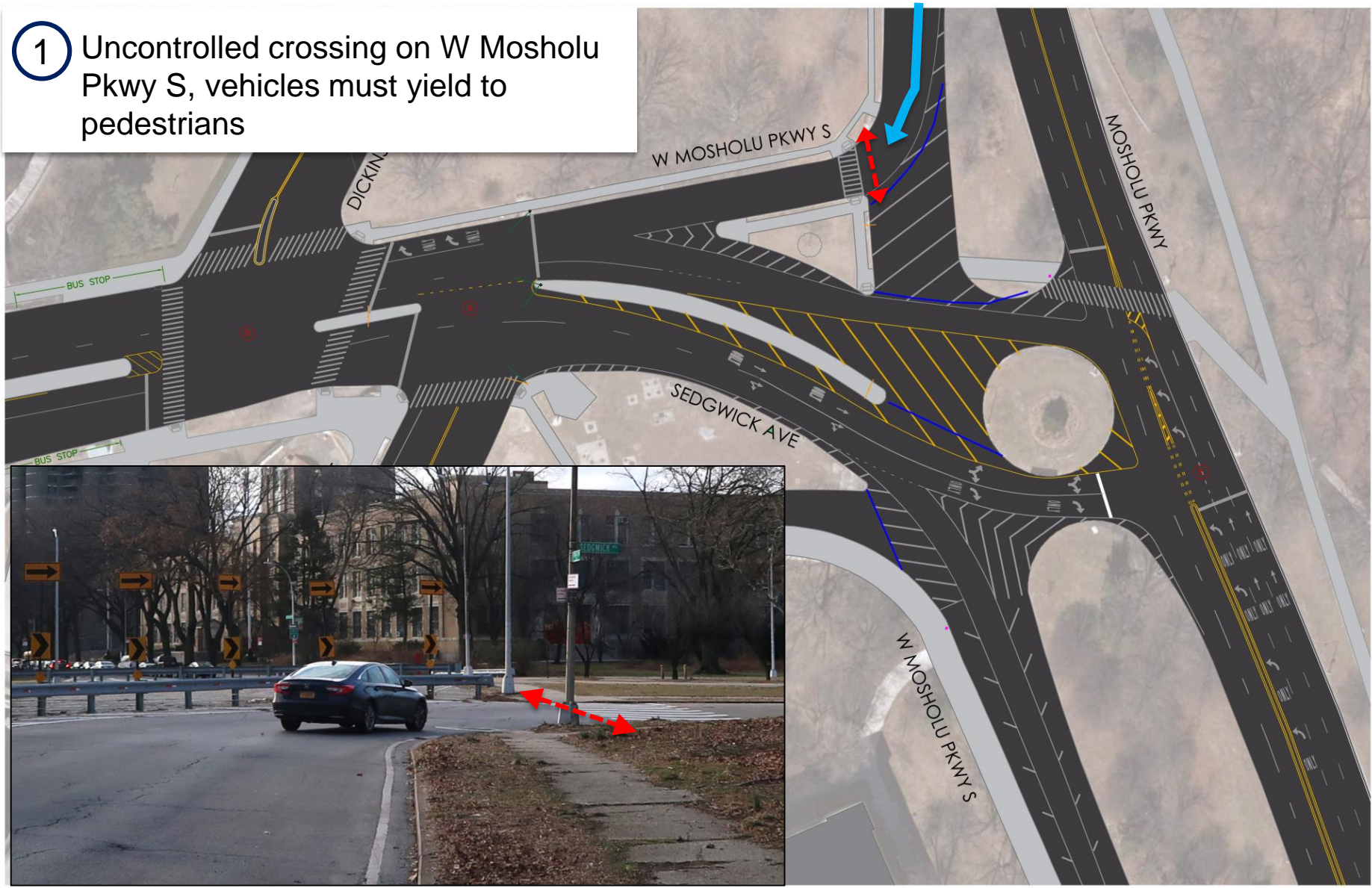
2

EXISTING CONDITIONS



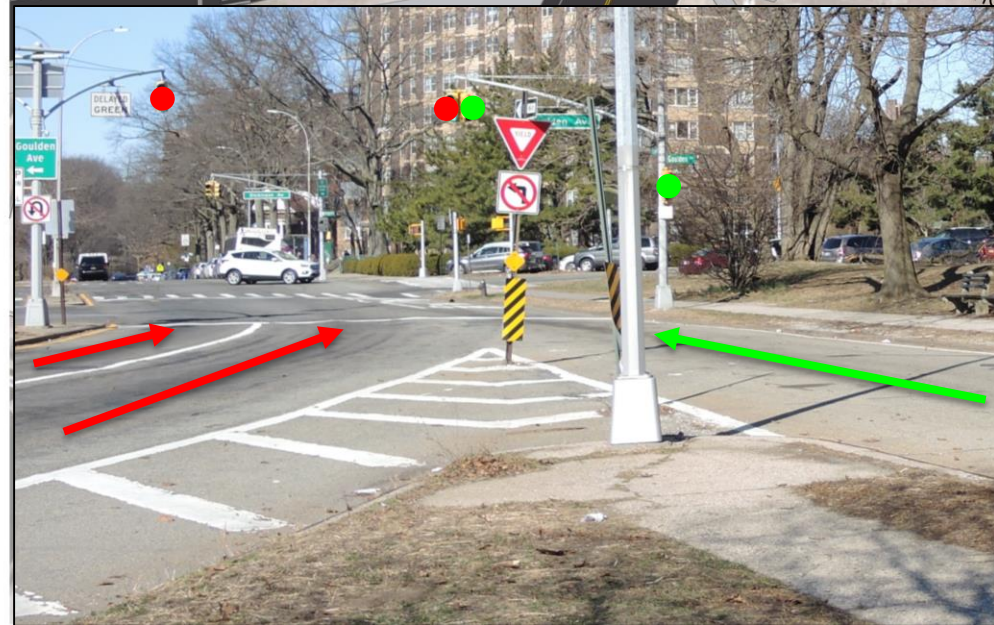
EXISTING CONDITIONS

1 Uncontrolled crossing on W Mosholu Pkwy S, vehicles must yield to pedestrians



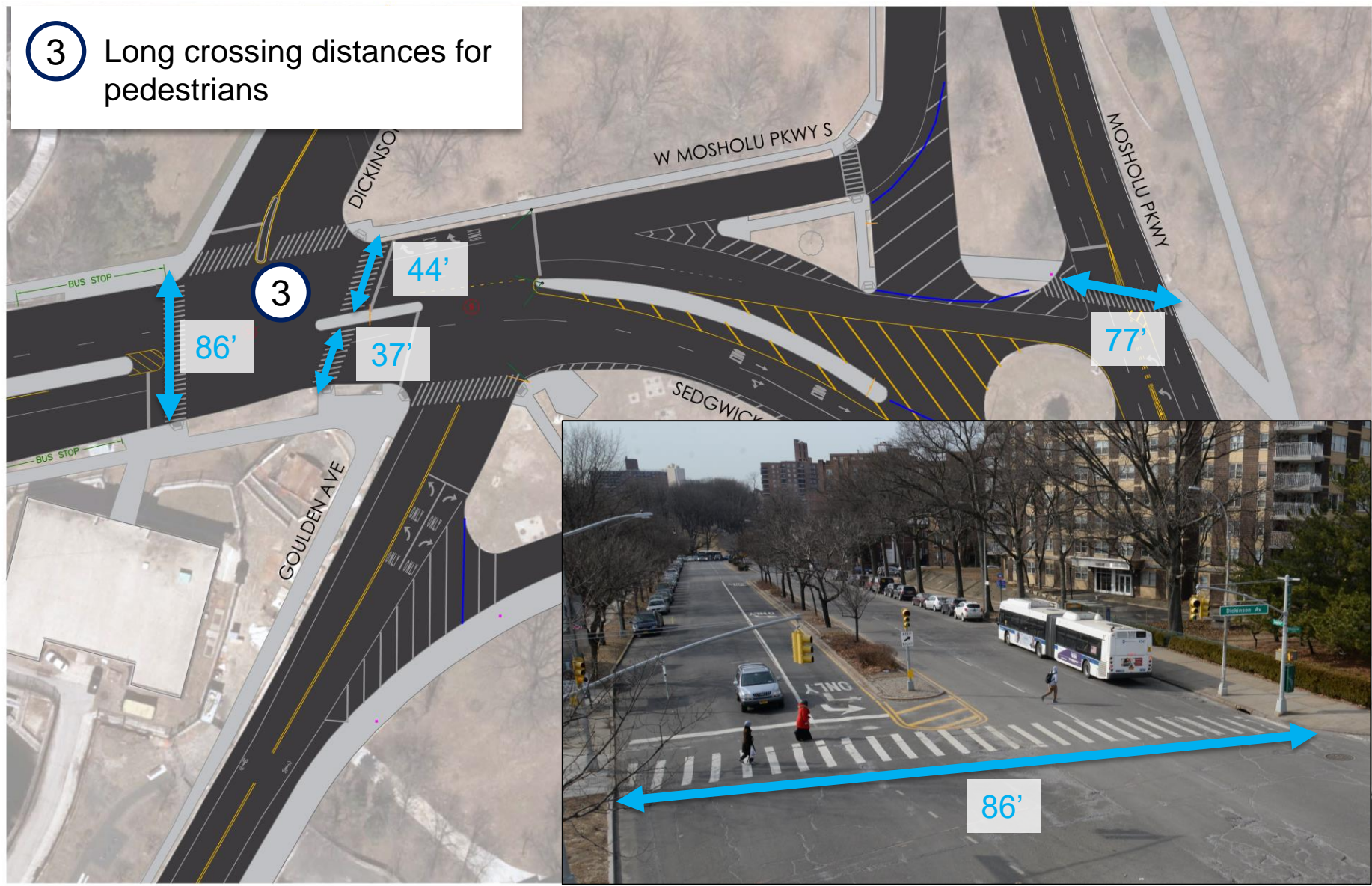
EXISTING CONDITIONS

② W Mosholu Pkwy S and Sedgwick Ave have separate green lights, observations show drivers and pedestrians are confused on how to proceed

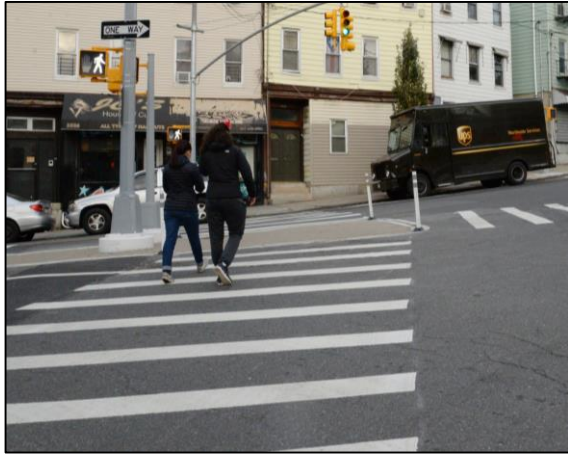


EXISTING CONDITIONS

3 Long crossing distances for pedestrians



TOOLKIT



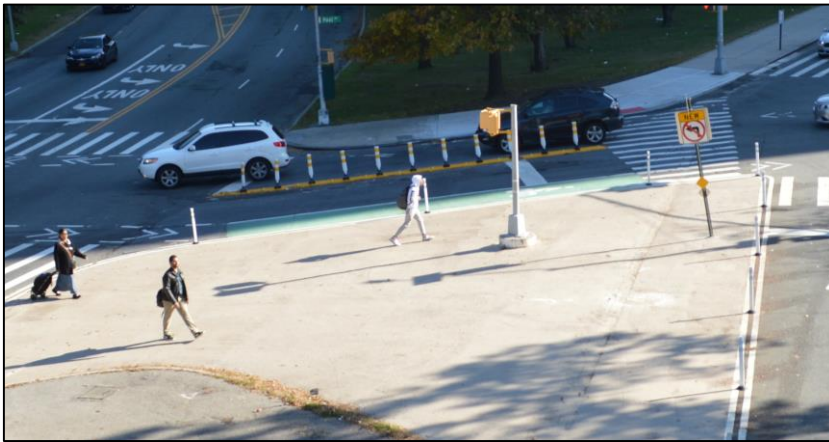
Crosswalks



Signal Timing Adjustments



Curb Regulations and Signage



Painted Pedestrian Space with Flexible Delineators

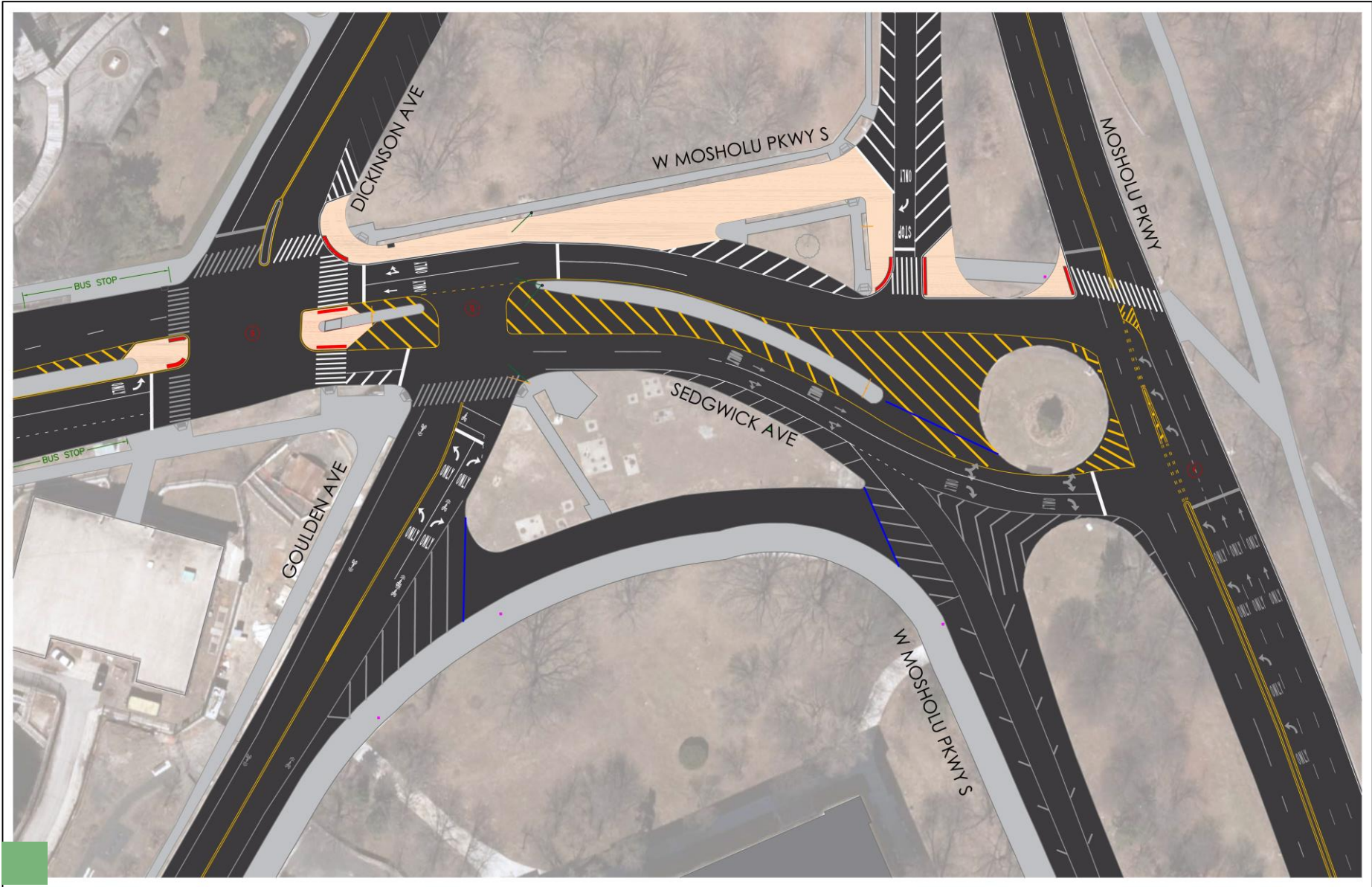


Stop Controls

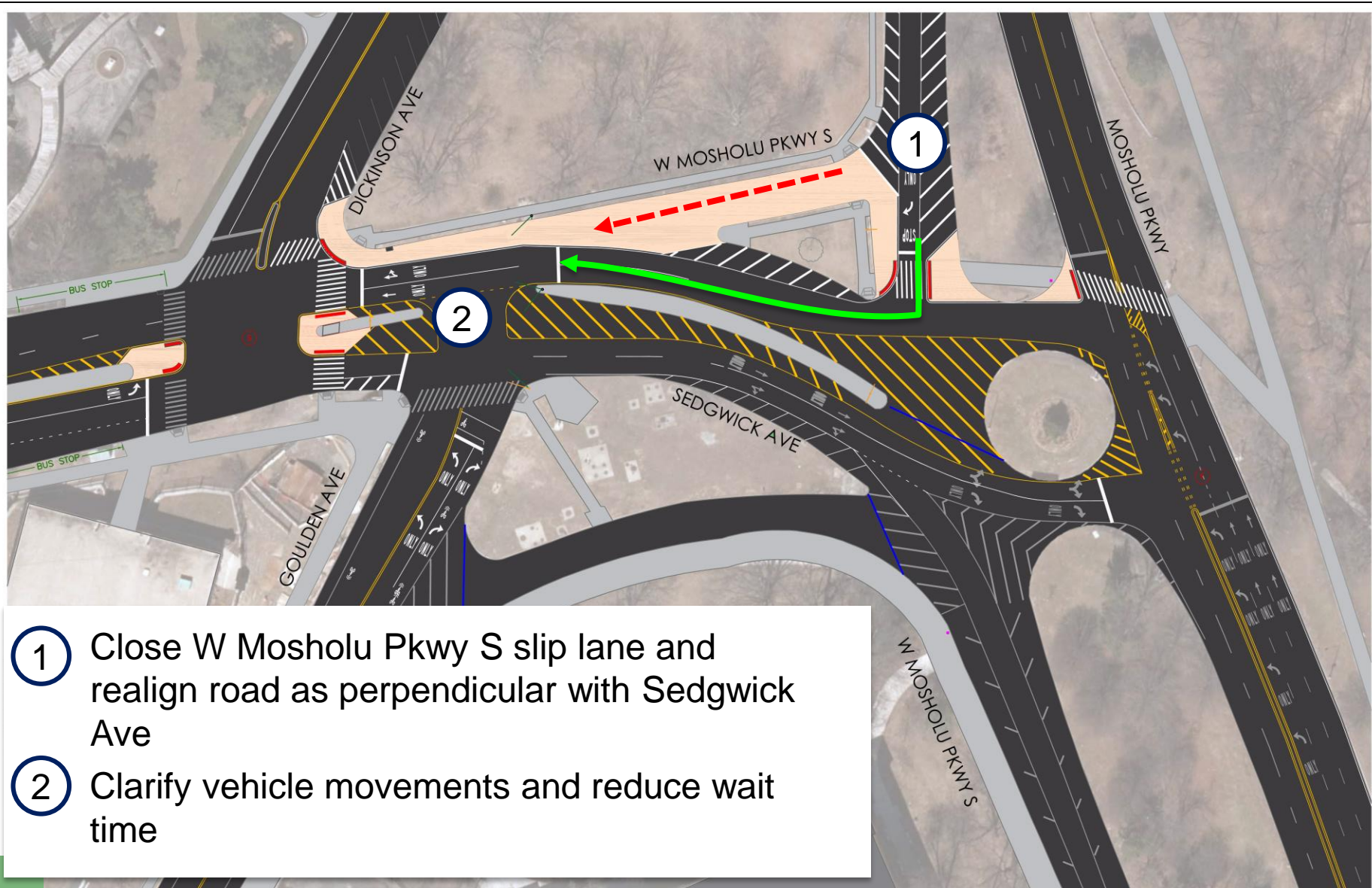
Proposal

3

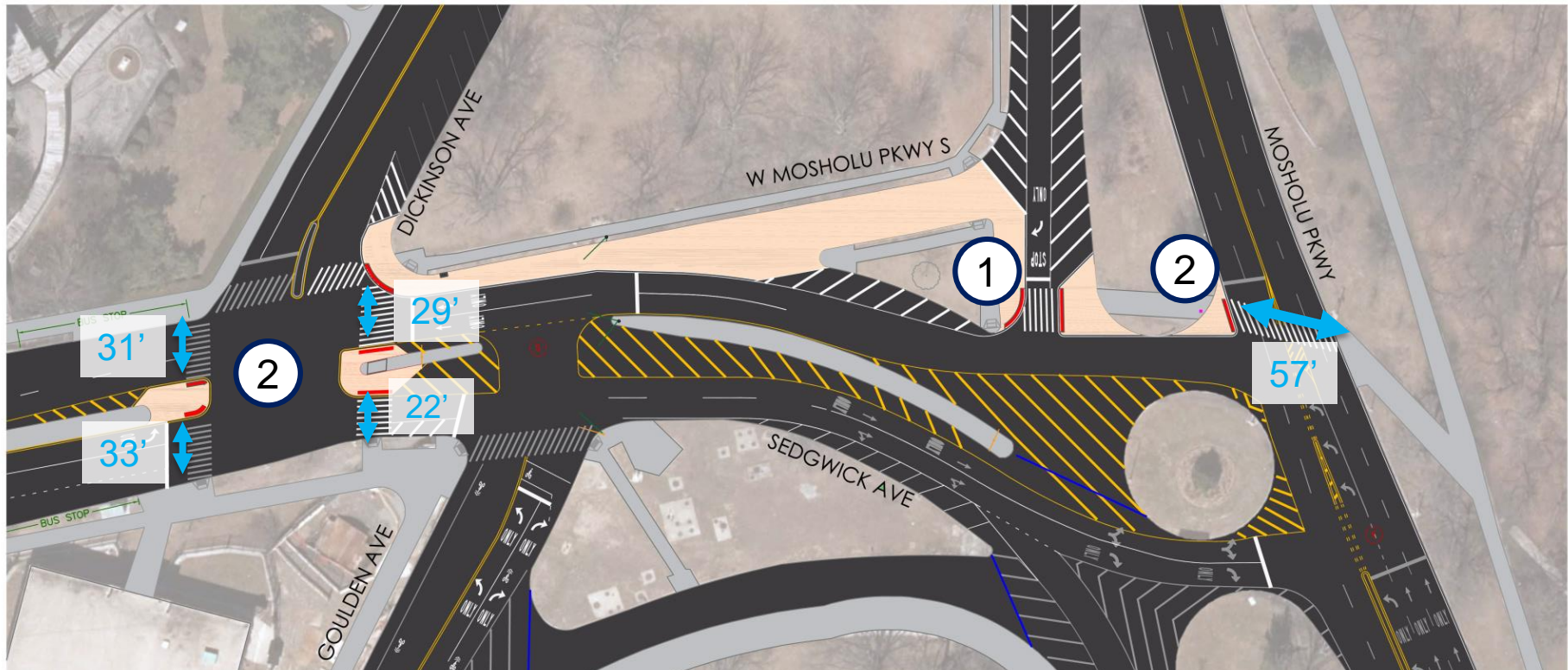
PROPOSED CONDITIONS



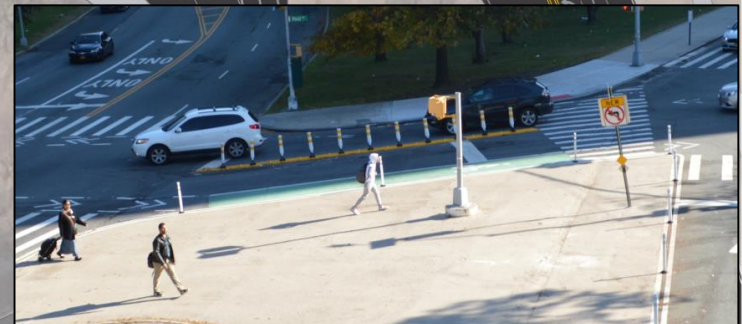
PROPOSED CONDITIONS - VEHICLES



PROPOSED CONDITIONS - PEDESTRIANS



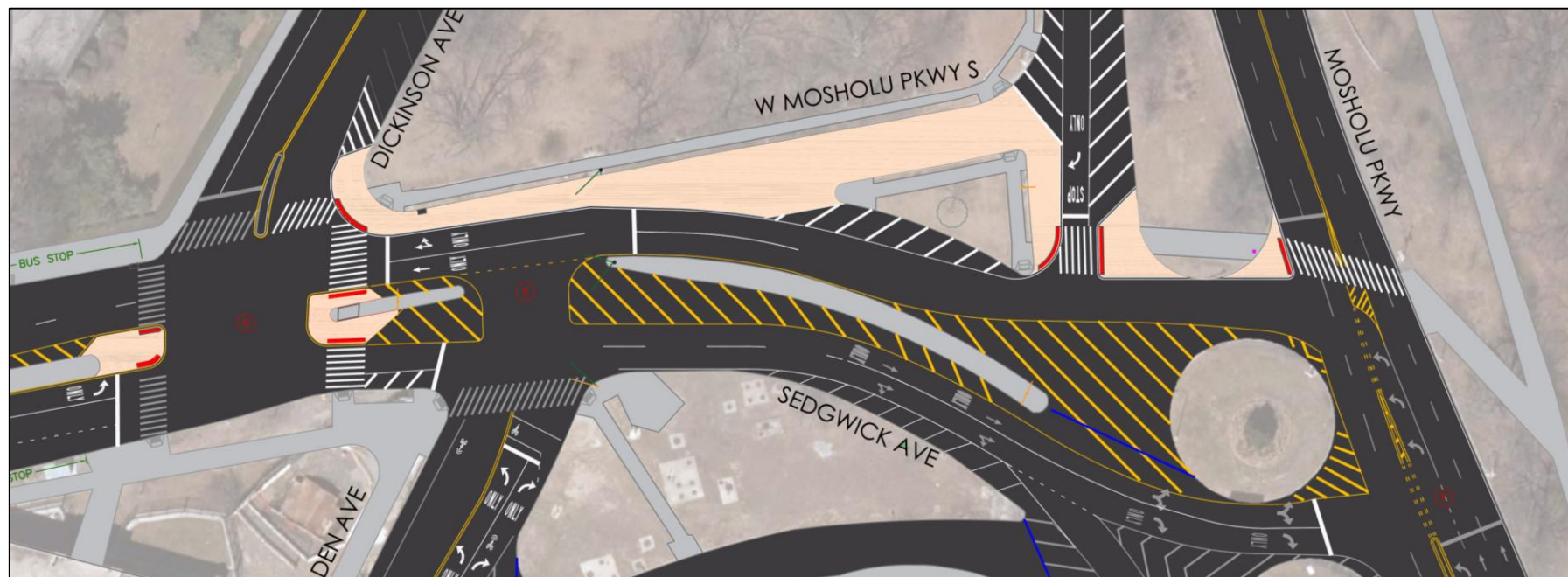
- 1 Relocate pedestrian crossing to stop control
- 2 Paint median tip extensions to shorten pedestrian crossings



Mosholu Pkwy and Paul Ave

PROJECT SUMMARY

- Remove W Mosholu Pkwy S slip lane
- Install W Mosholu Pkwy S right turn only lane with stop control
- Install painted sidewalk/island extension on north curb of Sedgwick Ave
- Install two painted median tip extensions at Dickinson Ave
- Install one painted curb extension at Mosholu Pkwy
- Adjust signal timing at Sedgwick Ave and Dickinson Ave/Goulden Ave



BENEFITS



- Clarifies traffic movements
- Provides safer, shorter pedestrian crossings
- Fills gap in pedestrian network

THANK YOU!

Questions?



NYC DOT



NYC DOT



nyc_dot

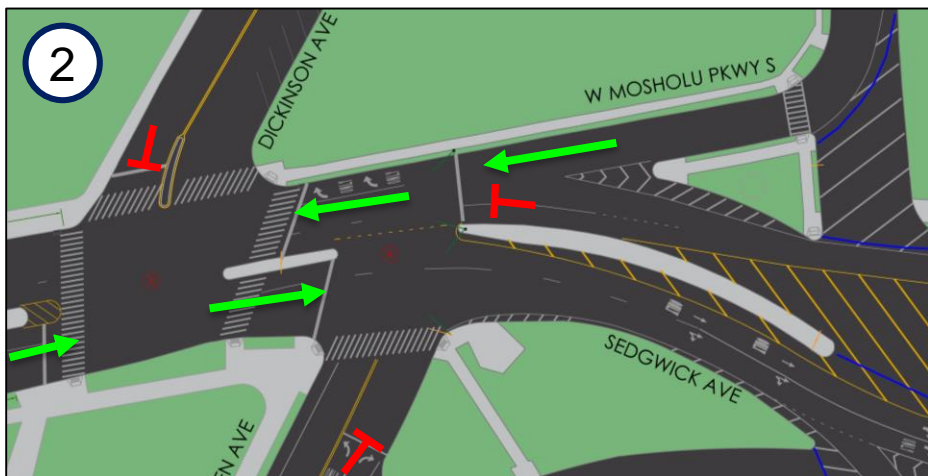
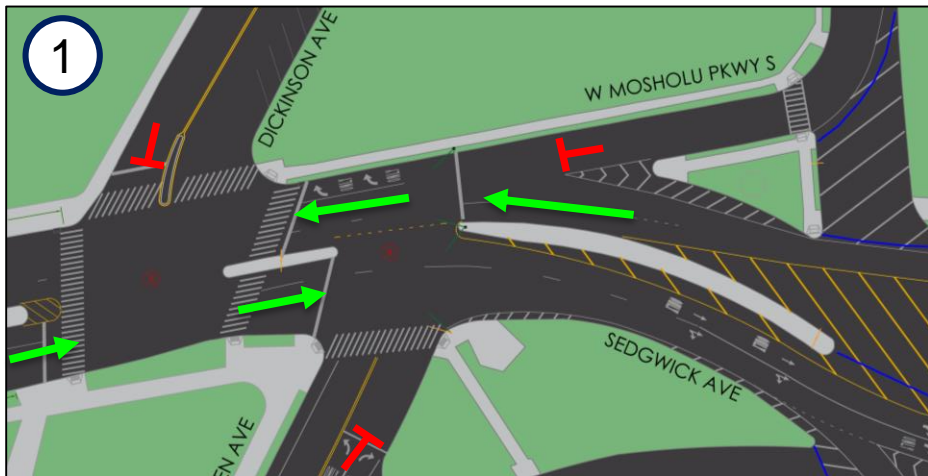


NYC DOT

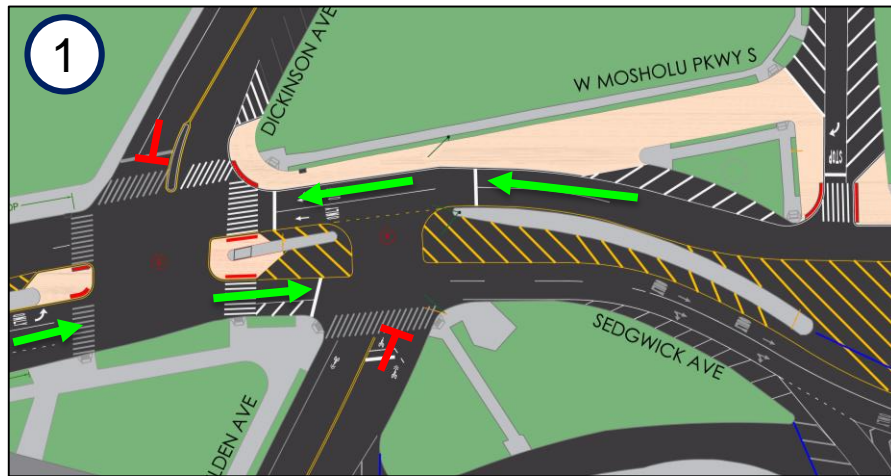
Appendix

SIGNAL TIMING

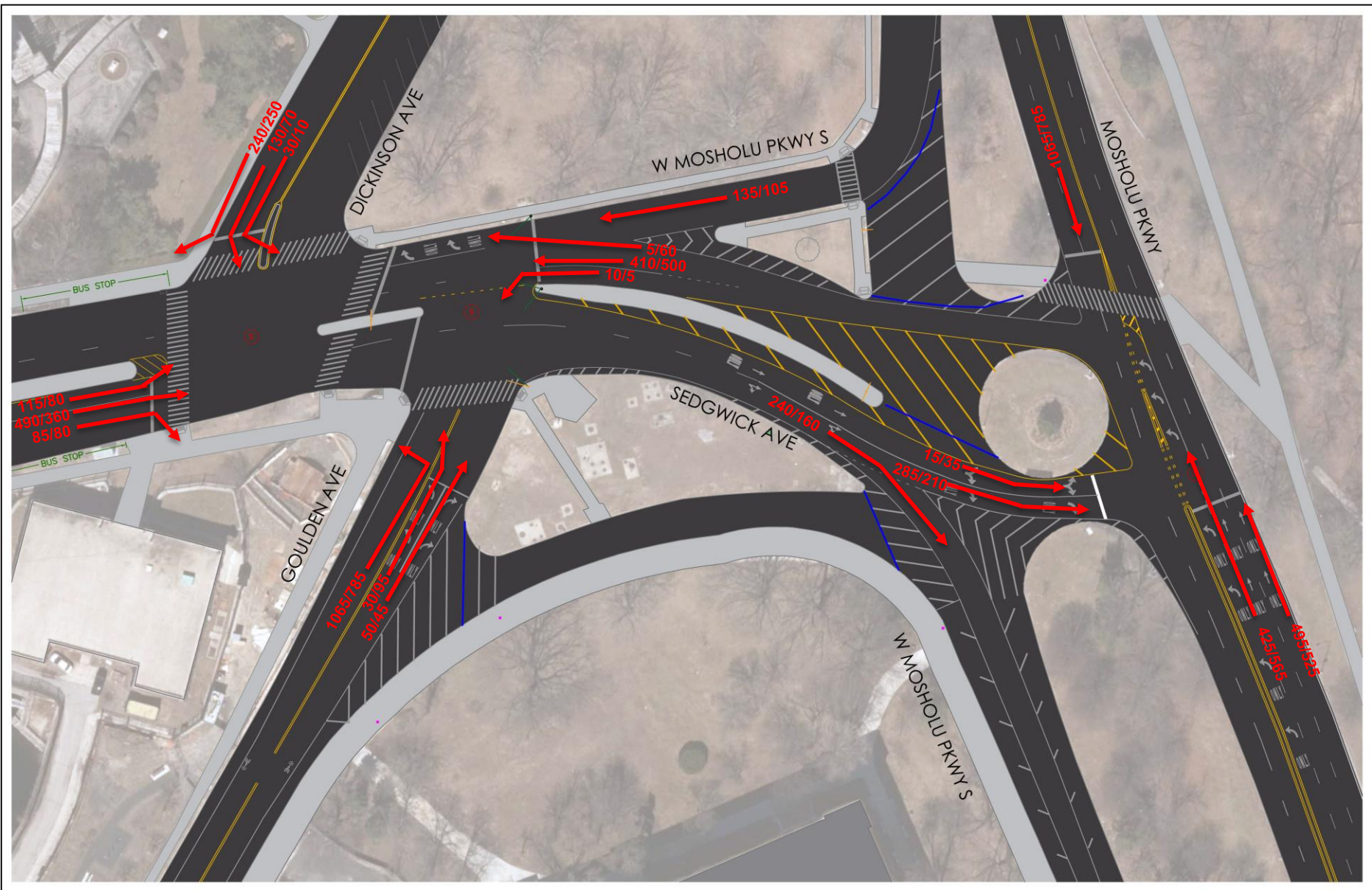
Existing



Proposed

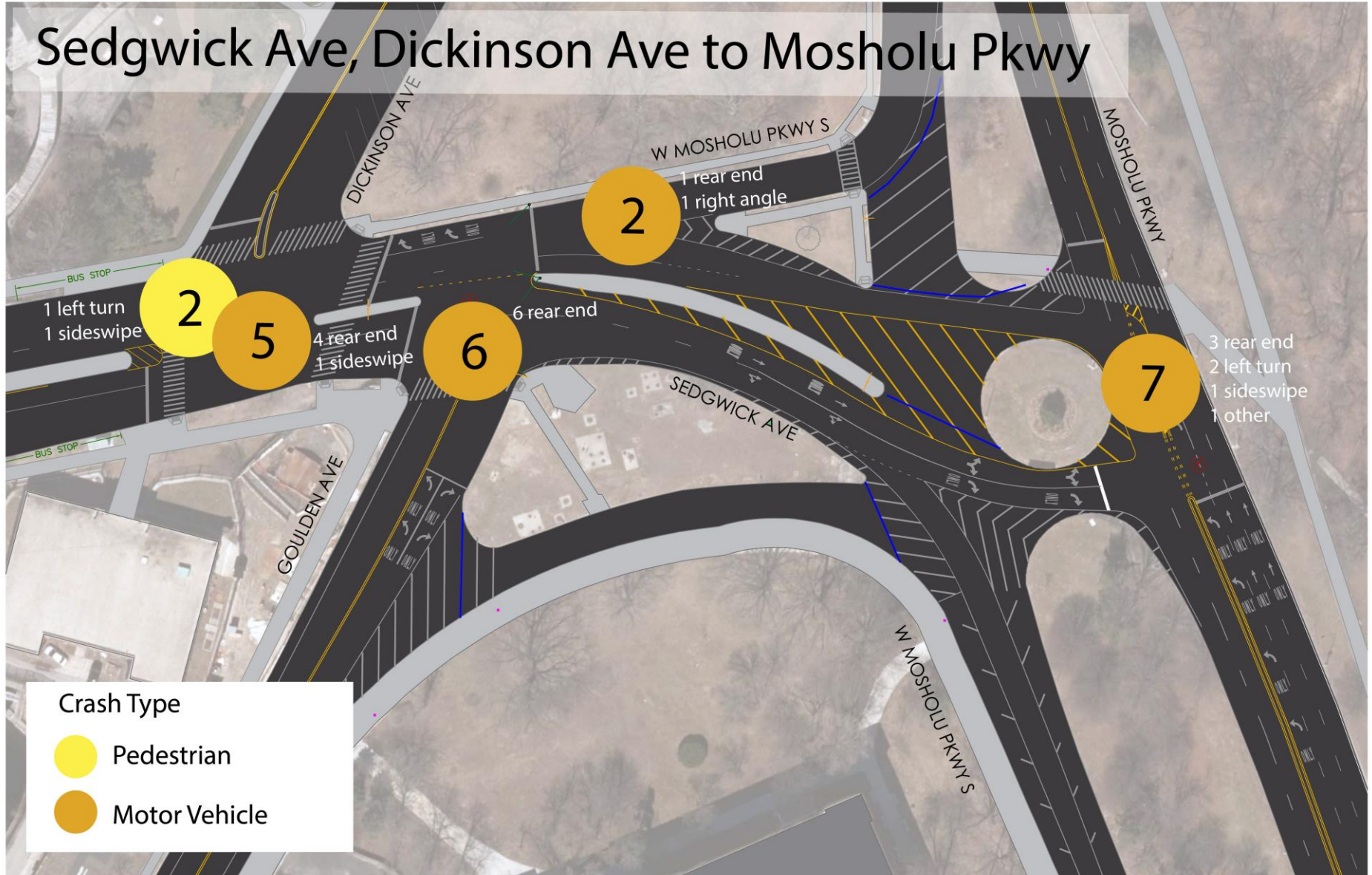


TRAFFIC VOLUMES



SAFETY DATA

Sedgwick Ave, Dickinson Ave to Mosholu Pkwy





Traffic and Transportation Committee Working Group Presentation

Kappock Street and Palisade Avenue Alternate Design Proposal

Working Group Members:

Rosemary Ginty – Chair, Bronx Community Board 8
Dan Padernacht – Chair, Traffic and Transportation Committee
Robert Harrington
Mary Serri
Lew Wunderlich

March 18, 2020

CB8 Traffic and Transportation Committee







