

PENDING APPROVAL
CB8 Traffic and Transit Committee Meeting
April 11th, 2019
Fort Independence Community Center
3350 Bailey Avenue
Bronx, NY 10463

Committee Members Present:

Dan Padernacht (Chair)
Margaret Donato
Diomarys Escano
David Gellman
Ed Green (Vice Chair)
Myra Joyce
Georgia Santiago

Committee Members Absent:

Sylvia Alexander
Eric Bell (Vice Chair)
Eric Dinowitz
Daniella Fuchs
I. William Stone
Herb Young

Guests:

Jacqueline Carter (MTA, NYC Transit), Delphine Paige (MTA, NYC Transit), Francisca Licon (MTABC), Ryan Zatlin (NYCT), John Stephenson, Peter Lewicki, Darisa Cruz, Nivardo Lopez (Commissioner BX DOT).

Chair Dan Padernacht called meeting to order at 7:08pm.

Chair Padernacht introduced the guests.

- 1) Jacqueline Carter and her team from NYC Transit Bus presented the Bronx Network Existing Conditions Report, which examined the current bus network and determined how effectively and efficiently it serves its customers.

Report Summary:

- In-person survey: Canvassed 12 “key” locations; nearly 2,000 completed surveys.
- Online survey: Open to participants at the workshops; promoted via community outreach and coordination with elected officials; accessible to all via mta.info; nearly 750 completed surveys.

Report Findings:

- Travel within the Bronx: Local bus service is most used; travel outside the Bronx: Subway and local bus service are the most used; small number of respondents never use bus service but would if improvements were made.

Topics discussed:

- Passenger environment: Unclean bus seats, lack of lighting at bus stops.
- Reliability: Congestion; bus bunching; slow bus speed; overcrowding.
- Enforcement: Fare evasion, bus lane obstruction.
- Travel challenges: East-west service; ferry service; allow three-legged transfers.
- Priorities: Technology features 3%; Frequent service 25%; Real-time information 13%; Bus priority 13%; Bus stop amenities 12%; Service after 9pm 9%; Weekend service 8%, Rush-Hour service 8%; Midday service 5%; Comfort 4%.
- Trade-Offs: Coverage (Service spread out on more routes with lower frequency) or Frequency (Service concentrated on high frequency, core routes). Coverage 45% - Frequency 55%. Simple, direct routes (Longer walk, shorter wait and faster trip) vs. Complex, indirect routes (Shorter walk, longer wait and slower trip). Complex, Indirect 30% - Simple, Direct 70%. More Stops vs. Fewer Stops: More Stops (Shorter walk, longer bus ride, less reliable service). Fewer Stops (Longer walk, shorter bus ride and more reliable stops). More stops 37% - Fewer stops 63%.

Key market analysis findings discussed:

- Population and employment is most dense along subway lines
- About 60% of Bronx residents commute by transit
- There are limited number of ADA accessible subway stations in The Bronx
- Average of over 12,000 zero vehicle households per square mile
- Average of over 3,000 low-income families per square mile
- Majority of Bronx workers who take public transit to work have a commute 60+ minutes
- Ten major developments planned for the Bronx
- Four proposed Metro North stations

- Current and future long-term projects along major roadways and bus corridors

Key service analysis findings discussed:

- Roughly 96% of residents have access to bus service
- Nearly 82% of residents live within a quarter mile of express bus stops and a half mile of subway or commuter rail stations
- Bronx bus service is very frequent for most of the day
- 40% of residents live within a quarter mile of frequent midday bus service
- Busses traverse high-activity corridors every 2 minutes during the PM Peak
- Average boardings: 675,000 weekday; 390,800 Saturday; 296,600 Sunday
- Crucial corridors within the bus network: 3rd Ave; E. 149th St.; Fordham Road/Pelham Parkway; Grand Concourse; Tremont Ave
- The Bronx has the most productive bus service in the city, carrying the most passengers per hour of service
- The most productive routes are simple and direct, and serve high-density, high-activity areas
- Less productive routes are very circuitous and travel through low density areas
- The Bronx bus network is less reliable than the system-wide average
- The Bronx bus network has very close stop spacing
- Most customers rely on multiple routes or subway lines to get around

J. Carter stated that MTA plans to release a draft plan and public open houses in June but “nothing is set in stone.” She stated that the discussion of this project would extend into 2020 before anything is finalized because organizers need more information to properly plan bus routes.

MTA representatives stated that all-door bus boarding would eventually replace the traditional boarding practice. MTA’s goal is to increase passenger-boarding speed.

Committee Member Ed Green inquired why the “all stops vs. fewer stops” plan had to be an either-or option. Ed Green stated that fewer stops would be less accessible to elderly and handicapped residents.

Committee Member David Gellman suggested mixed limited and local bus service to accommodate everyone, but recommended the bulk of the routes be fewer stops to cater to the majority of commuters.

Committee Member Diomarys Escano inquired about three-legged transfers. MTA representatives stated this might not be feasible because of budgetary constraints and the three-legged transfer proposal was already vetoed twice.

DOT Commissioner Nivardo Lopez stated DOT would release a report pertaining to bus routing in a few weeks.

Committee Chair Padernacht inquired if there were any programs planned for bicycle racks on buses. MTA representatives stated there were and noted that the Q50 bus already had bike racks.

- 2) Request from Horace Mann and Fieldston Property Owners Association to change parking regulations on the south side of West 244th Street between Waldo Ave and Tibbet Ave to No Parking between 7am and 4pm to accommodate pick-up and drop-off of Horace Mann Lower School students.
 - Josh from City Councilman Cohen’s office stated that Councilman Cohen supported the Horace Mann and Fieldston Property Owners Association’s request.
 - Chair Padernacht proposed the following resolution to the Committee:

WHEREAS, the Fieldston Property Owners Association and the Horace Mann School have requested that the parking regulations on West 244th Street between Waldo Avenue and Tibbett Avenue be changed to No Parking on School Days between 7am and 4pm to accommodate the drop-off and pick-up of students at Horace Mann Lower School; and

BE IT RESOLVED THAT, the Traffic and Transportation Committee requests that NYC DOT change the parking regulations on West 244th Street between Waldo Avenue and Tibbett Avenue to No Parking on School Days between 7am and 4pm; and

BE IT FURTHER RESOLVED THAT, the Traffic and Transportation Committee requests that NYC DOT install No Idling signs on West 244th Street between Waldo Avenue and Tibbett Avenue in connection with the requested changes to No Parking on School Days between 7am and 4pm.

In Favor: Margaret Donato, David Gellman, Edward Green, Myra Joyce,
Dan Padernacht, Georgia Santiago.

Opposed: Diomarys Escano

Abstain:

- 3) Discussion of issues arising in Con Edison Utility Relocation and DDC Water Main Project in general area of West 238th Street and Riverdale Avenue.
 - Chair Padernacht stated that he and the District Manager met with the Contractor to discuss issues in the South Riverdale water main project in late March. Chair Padernacht stated that the Board and elected officials have been following up on several issues including certain key timelines for the NYC Department of Design and Construction (DDC) project in the West 238th Street and Riverdale Avenue area to prevent a summer

shutdown which could be caused if certain work is not completed. The issue is that DEP does not permit the shutdown of certain size water mains after May 1st of each year.

- Chair Padernacht reported that he and Ciara Gannon, the CB8 District Manager, attended a meeting on April 4th with DDC, NYC Department of Transportation (DOT) Con Edison and the offices of State Senator Alessandra Biaggi, City Council Member Andrew Cohen, Assemblyman Jeffrey Dinowitz and Congressman Elliot Engel to discuss the shutdown concern and other issues with the project. All agencies will be working towards the prevention of a summer shutdown.
- Guest Andrea Arnold, a resident of 474 West 238th Street (by Waldo), stated that there was massive noise and debris at the work site that was disturbing the neighborhood residents.

4) Planning for proposed committee Bicycle Safety Event on June 23rd, 2019.

- Chair Padernacht stated that the event planning continued and asked David Gellman to give a brief update from the event working group.
- Committee Member David Gellman stated that the board has obtained a permit from the Parks Department for the event and several vendors had committed their services to the event.
- Committee member Margaret Donato inquired about bicycle helmet giveaways. Josh from Councilman Cohen's office stated that there is no more money in the budget for it and it was used for three previous bicycle events.
- Chair Padernacht stated that he was working with DOT to inquire about bicycle helmet giveaways for the event.

5) Chair Padernacht stated that Wave Hill requested their request for street parking be removed from the agenda for this meeting.

The meeting adjourned at 8:15pm.