

PENDING APPROVAL
CB8 Traffic and Transit Committee Meeting
June 20th, 2019
Riverdale YM/YWHA (Teen Lounge)
5625 Arlington Avenue
Bronx, New York

Committee Members Present:

Dan Padernacht (Chair)
Edward Green (Vice Chair)
Sylvia Alexander
Eric Dinowitz
Daniella Fuchs
David Gellman
Myra Joyce

Committee Members Absent:

Eric Bell (Vice Chair)
Margaret Donato
Diomarys Escano
Georgia Santiago
I. William Stone

Guests:

Nivardo Lopez (NYC DOT), Brendan Fitzpatrick (AM Dinowitz), Rosemary Ginty (CB8), Lisa Daub (CB8), Darisa Cruz, Christopher Rizzo, Daniel Ranells, Maria Centro (DDC), Abdullah Mamon (DDC), Michelle Maturer (PS 307), Melanie Wacker, Christopher Wacker, Will Sherman (NY DOT School Safety), Edgar Razo (NV5), Eli Isaacson, Md Hasan (NYC DOT / CPM), Hugh McCarey, Rob Spalter, Joshua Stephenson

Chair Dan Padernacht called meeting to order at 7:07pm.

Chair Padernacht informed guests that sign-in sheets are public information and subject to Freedom of Information Law (FOIL) requests.

Chair Padernacht introduced guests from NYC Department of Transportation and offices of elected officials.

1. NYC DOT update on rehabilitation of Broadway Bridge.

DOT asked that the presentation on the update be adjourned to the September meeting.

2. NYC DOT presentation of extension of sidewalk on Eames Place between Sedgwick Avenue and Claflin Avenue.

Chair Padernacht explained that part of the proposal was in Bronx Community Board 8 and part was in Bronx Community Board 7. Chair Padernacht stated that the Committee will not comment on any part of the proposal that is in Community Board 7 as it is out of our jurisdiction.

Edgar Razo provided presentation.

- 80 injuries in project area from 2012-2017; 3 severe injuries, 2 fatalities
- Dangerous turns, poor visibility, long crossings, irregular intersections in the subject area
- Areas targeted include: Kingsbridge Ave & Webb / University; W. Kingsbridge Road from Reservoir Ave to Davidson Ave; Eames Place from Webb Ave to University Ave
- Narrowing the road on Eames Place for the purpose of slowing down traffic
- This is a capital project. Construction scheduled to begin in 2021 and conclude in 2022. DOT states it will take approximately eight months of construction for each segment of the project to be completed.
- DOT will only permit construction in front of school during times when school is not in session. It was stated that there is not yet a permit application but this will be DOT's position.
- No contractor has been selected yet for the project.
- Two (2) parking spaces will be lost.
- Traffic lane will be 11 feet wide.

A copy of the presentation is attached to these minutes.

Michelle Maturen, Teacher at P.S. 307, stated that the school was in support of the proposal. Ms. Maturen also stated that the school would like a Playstreet because there is no gymnasium in their building for recess. Chair Padernacht explained that because of the direction of the streets in the vicinity of the school, a playstreet would cut off access to residents of Claflin Avenue. Ms. Maturen asked about changing the direction of the streets. Chair Padernacht stated that such a request could be made before the Committee but the school would have to do extensive outreach to the neighbors in the community and gain significant support for such a proposal.

There was no quorum to take a vote on this item. Chair Padernacht will present a resolution from the floor at the General Board meeting.

3. NYC DOT Presentation of bike lane striping on Mosholu Ave between Broadway and West 256th Street.

Proposal to organize roadway with bike lanes: Visually narrow travel lanes, maintain existing traffic capacity and parking spaces. Topics discussed included:

Mosholu Ave – W. 256th St to W 254th St. / W 254th St – Mosholu to Riverdale Ave

- Goal is to provide “wayfinding” and alert drivers to shared lanes.
- Proposed design: Curb width changes design; install standard width travel lanes to narrow the roadway; add shared lane 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

Mosholu Avenue and W. 254th St

- Goal is to create pedestrian safety improvements by installing safer pedestrian crossings along Mosholu Ave
- Proposed design: Install painted curb extension on Mosholu at Liebig Ave; install high visibility crosswalk on Mosholu at W 256th St; identify other locations for intersection control interventions
- Benefits: Shortens pedestrian crossing distance; creates more visible, safer pedestrian crossings; calms traffic and discourages speeding
- Project background: Request for traffic calming - Received community concerns about speeding / Growth in cycling: 490,000 bike trips per day citywide (2017); 49% growth in Bronx cycling trips (2012-2017) / Connection to existing bike networks: Two-way protected bike lane installed on Broadway in 2018; Mosholu Ave is the main thoroughfare from North Riverdale to Van Cortlandt Park

Christopher Rizzo read a prepared statement from the North Riverdale Merchants Association to support DOT’s proposal. He stated he would e-mail the written statement to the Committee Chair.

L. Spalter stated she has spoken to merchants in the area who are concerned about losing business because of this project.

A community resident stated that cars double-park by businesses on Mosholu Avenue regularly because of lack of parking spaces in the area. DOT Bronx Commissioner Lopez responded by stating the agency cannot design a project based on an illegal activity.

Mike Sullivan suggested bike lanes be put on the residential side of the street and not the business side. DOT responded, stating this type of project is not done that way and lanes are always created for “coming and going” traffic.

The Committee collectively voiced concerns about lack of available data and decided clearly measurable data was needed to justify support for this project. Committee members discussed concerns that DOT represented the primary purpose of the bike lanes was for safety and in response to speeding in the area. However, when asked for data, DOT did not have any statistics or data to support the representation. DOT stated it could send the Committee such information.

A copy of the presentation is attached to these minutes.

Daniella Fuchs proposed the following resolution to the Committee:

WHEREAS, the NYC Department of Transportation (DOT) made a presentation on recommended changes to Mosholu Avenue between Broadway and West 254th Street;

WHEREAS, the Traffic and Transportation Committee has numerous questions regarding the data used to support certain changes and notice to the merchants on this corridor;

BE IT RESOLVED THAT, the Traffic and Transportation Committee supports the following proposals by DOT:

1. Shorten the east-west intersection at Liebig Avenue on the north side of Mosholu Avenue at Liebig Avenue;
2. Install “Sharrows” on each direction of Mosholu Avenue between West 254th Street and West 256th Street indicated a shared street between motor vehicles and bicycles;

BE IT RESOLVED THAT, the Traffic and Transportation Committee requests that DOT perform the following:

1. DOT shall investigate all crosswalks on Mosholu Avenue between Broadway and West 254th Street to improve the safety at each crossing;
2. DOT shall provide the data to the Traffic and Transportation Committee that was used to support the proposal for the narrowing of lanes and installation of bike lanes on Mosholu Avenue between Broadway and West 254th Street;
3. DOT shall provide notice to the merchants on Mosholu Avenue between Broadway and West 254th Street of its proposal to install bike lanes on each side of Mosholu Avenue.

David Gellman made a motion to amend the resolution to add the following language to the resolution: “The Committee supports the installation of bike lanes in each direction of Mosholu Avenue between Broadway and West 256th Street”.

In Favor: D. Gellman

Opposed: S. Alexander, E. Dinowitz, D. Fuchs, E. Green, M. Joyce, D. Padernacht

Abstain:

Since the amendment failed, the Committee voted on the original resolution:

WHEREAS, the NYC Department of Transportation (DOT) made a presentation on recommended changes to Mosholu Avenue between Broadway and West 254th Street;

WHEREAS, the Traffic and Transportation Committee has numerous questions regarding the data used to support certain changes and notice to the merchants on this corridor;

BE IT RESOLVED THAT, the Traffic and Transportation Committee supports the following proposals by DOT:

3. Shorten the east-west intersection at Liebig Avenue on the north side of Mosholu Avenue at Liebig Avenue;
4. Install “Sharrows” on each direction of Mosholu Avenue between West 254th Street and West 256th Street indicated a shared street between motor vehicles and bicycles;

BE IT RESOLVED THAT, the Traffic and Transportation Committee requests that DOT perform the following:

4. DOT shall investigate all crosswalks on Mosholu Avenue between Broadway and West 254th Street to improve the safety at each crossing;
5. DOT shall provide the data to the Traffic and Transportation Committee that was used to support the proposal for the narrowing of lanes and installation of bike lanes on Mosholu Avenue between Broadway and West 254th Street;
6. DOT shall provide notice to the merchants on Mosholu Avenue between Broadway and West 254th Street of its proposal to install bike lanes on each side of Mosholu Avenue.

In Favor: S. Alexander, E. Dinowitz, D. Fuchs, E. Green, M. Joyce, D. Padernacht
Opposed: D. Gellman
Abstain:

4. Discussion of Enhanced crosswalk at Palisade Avenue and Kappock Street. This item was on previous agenda and brought back to the Committee.

Chair Padernacht stated that this item first appeared on the Committee’s agenda last month. After that meeting, Chair Padernacht spoke to residents of the area about the possibility of creating a Greenstreet to mitigate potential water run-off issues with the sidewalk extension and to beautify the area. Chair Padernacht spoke with DOT who stated that a “Greenstreet” may be constructed at this location by finding an agency or non-profit entity to enter into a Memorandum of Understanding with DOT to handle the maintenance of the Greenstreet. As such, Chair Padernacht brought the item back to the Committee for discussion.

WHEREAS, the New York City Department of Transportation (DOT) presented a proposal to shorten the intersection at Kappock Street and Palisade Avenue, which would also create hard right turns at the location;

WHEREAS, DOT proposes to extend the sidewalk at the northeast and southeast corners at this location by laying concrete on top of the bed of the roadway;

WHEREAS, the Traffic and Transportation Committee is concerned of water run-off and the aesthetics of the extended sidewalk at this location;

WHEREAS, a “Greenstreet” may be constructed at this location to address the safety and run-off concerns at this location by locating an agency or non-profit entity to enter into a Memorandum of Understanding with DOT to handle the maintenance of the Greenstreet;

BE IT RESOLVED THAT, the Traffic and Transportation Committee supports the DOT proposal to shorten the intersection at Kappock Street and Palisade Avenue by creating a Greenstreet at the location.

In Favor: S. Alexander, E. Dinowitz, D. Fuchs, D. Gellman, E. Green, M. Joyce,
D. Padernacht

Opposed:
Abstain:

5. Resident request for traffic controlling device at W 238th St & Waldo Avenue.

Denise Caraballo, a community resident, asked that the Committee look at the intersection of Waldo Avenue and West 238th Street. Ms. Caraballo stated that the cars do not stop for pedestrians to cross the streets and believes there is speeding through the intersection. Ms. Caraballo stated it is particularly difficult for seniors, students and those with disabilities to cross the street.

Chair Padernacht made a motion to approve the following resolution:

WHEREAS, a neighborhood resident presented a request for stop signs at the intersection of Waldo Avenue and West 238th Street;

WHEREAS, evidence was presented to the Traffic and Transportation Committee of the uncontrolled intersection and the need for stop signs at the location;

BE IT RESOLVED THAT, the Traffic and Transportation Committee requests that the New York City Department of Transportation (DOT) install a three-way stop sign at the intersection of Waldo Avenue and West 238th Street.

In Favor: S. Alexander, E. Dinowitz, D. Fuchs, D. Gellman, E. Green, M. Joyce,
D. Padernacht

Opposed:
Abstain:

6. Planning for committee Bicycle Safety Event on June 23rd, 2019.

Chair Padernacht asked David Gellman to discuss any final details of the upcoming event.

7. Old Business / New Business

Aurora De Armendi, a community resident, expressed safety concerns about the traffic flow on Dash Place if a new building is constructed at 3893 Waldo Avenue. Ms. Armendi stated that Dash Place at this location is similar to an alleyway and that surrounding streets to the site at 3893 Waldo are less than 50', i.e. narrow streets. Ms. De Armendi raised the following questions/concerns:

- a. How is change planned to the width of street and sidewalk for Dash Place, a "minor street" (quoted in city documents).
- b. School buses accumulate on Greystone Road at the end of the school day and Dash Place is a one-way street. If the new building's entrance is on Dash Place, how is the developer going to address the extra traffic in such a narrow road especially when school buses are picking up children at school.
- c. The proposed construction of a driveway from Dash Place into the proposed building appears to abut some apartment windows. This is unseemly, rude, and a potential traffic hazard to the apartment dwellers.
- d. With Dash Place as narrow and as crowded as it is, entering/exiting the proposed garage onto Dash is a traffic concern.
- e. How is there traffic or street space for trash removal from the building?
- f. How is there traffic or street space for construction and demolition material and removal?

Chair Padeernacht explained that the issue was presently in the Land Use Committee. Chair Padernacht stated that he would speak with Land Use Chair Charles Moerdler and the Board leadership to discuss the best venue to discuss these concerns.

Eli Isaacson, community resident, expressed safety concerns regarding traffic at the intersection of the southbound Henry Hudson Parkway service lane at West 246th Street. Mr. Isaacson stated that motorists traveling on Henry Hudson Parkway service lane do so at high speeds. The intersection at West 246th Street and southbound HHP service lane poses a risk because it's wide turn allows motorists to make a right turn onto West 246th Street at dangerous speeds. Mr. Isaacson stated that pedestrians are at risk at this intersection. At this intersection, there is a stop for the express bus line as well as school buses. There is a house of worship (Chabad of Riverdale) nearby, with congregants who routinely walk through that intersection, especially on Saturdays.

Chair Padernacht presented the following resolution:

WHEREAS, a neighborhood resident presented evidence of a safety issue at the north-south crosswalk at the intersection of Henry Hudson Parkway South and West 246th Street to the Traffic and Transportation Committee;

BE IT RESOLVED THAT, the Traffic and Transportation Committee requests that the New York City Department of Transportation (DOT) extend the sidewalk at the northwest corner of Henry Hudson Parkway South and West 246th Street in order to create a hard right angle to slow traffic down;

In Favor: S. Alexander, E. Dinowitz, D. Fuchs, D. Gellman, E. Green, M. Joyce,
D. Padernacht

Opposed:

Abstain:

Chair Padernacht thanked the members and guests for attending.

Meeting was adjourned at 9:00pm

SAFE ROUTES TO SCHOOLS



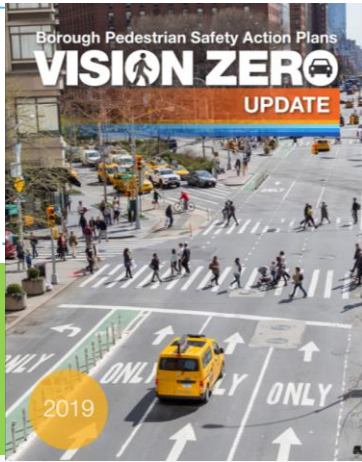
BRONX COMMUNITY BOARD NO. 8
**P.S.307 LUISA PINEIRO FUENTES SCHOOL OF SCIENCE AND
DISCOVERY**

JUNE 20, 2019



**Department of
Design and
Construction**





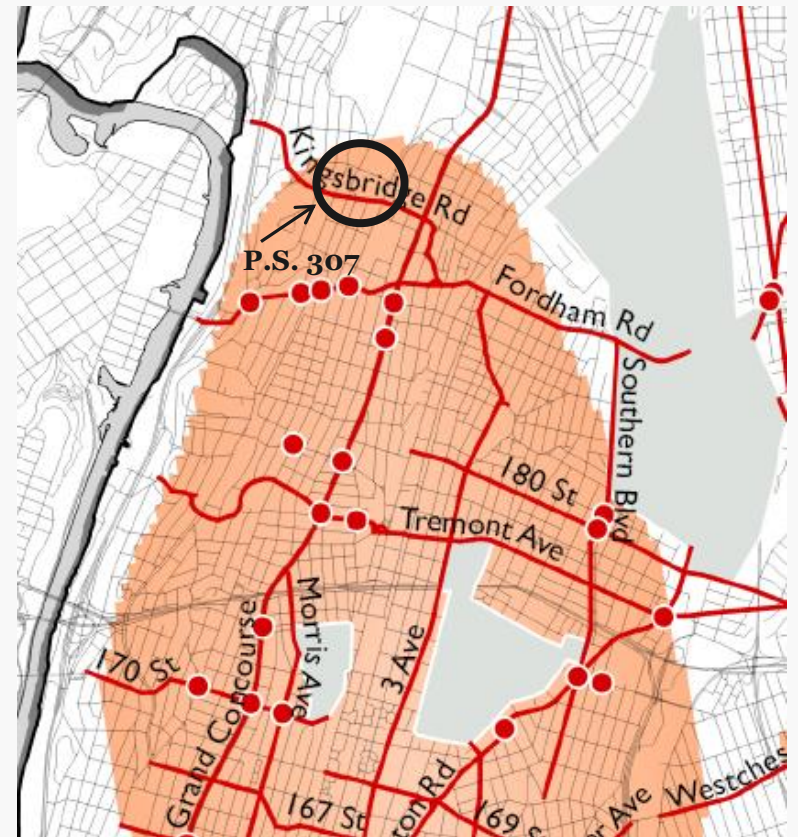
Vision Zero



- Priority Intersections
- Priority Corridors
- Priority Areas

Vision Zero

- Multi-agency effort to reduce traffic fatalities in NYC
- Borough Action Plans released in 2019
- Priority Intersections, Corridors, and Areas identified for each borough.
 - Kingsbridge Rd. from Fordham Rd. to Exterior St. is identified as a Priority Corridor



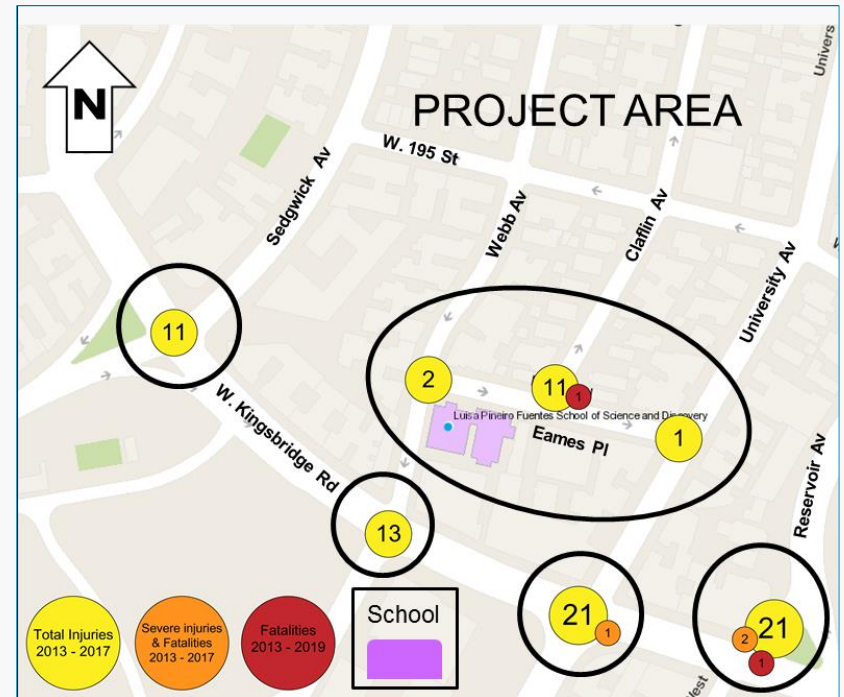
Crash Data (2013 – 2017) at Project Intersections

- **P.S. 307**
 - **80 Total Injuries**
 - **3 Severe Injuries**
 - **2 Fatalities**

Injury Summary 2013-2017	(5 Years)			
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	32	2	2	4
Bicyclist	4	1	0	1
Motor Vehicle Occupant	44	0	0	0
Total	80	3	2	5

Fatalities
01/01/2013-5/6/2019 : 2

Source: Fatalities: NYCDOT
Injuries: NYS DOT
KSI: Persons Killed or Severely Injured



Note: Crash data only shown for intersections where work is planned.

Typical Pedestrian Safety Concerns Identified at School



Dangerous Turns



Irregular Intersections



Long Crossings



Poor Visibility



Types of Safety Improvements



Island

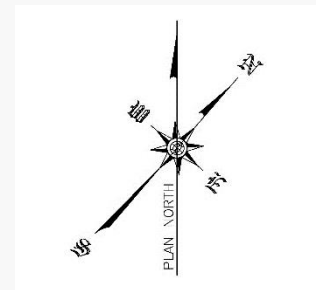
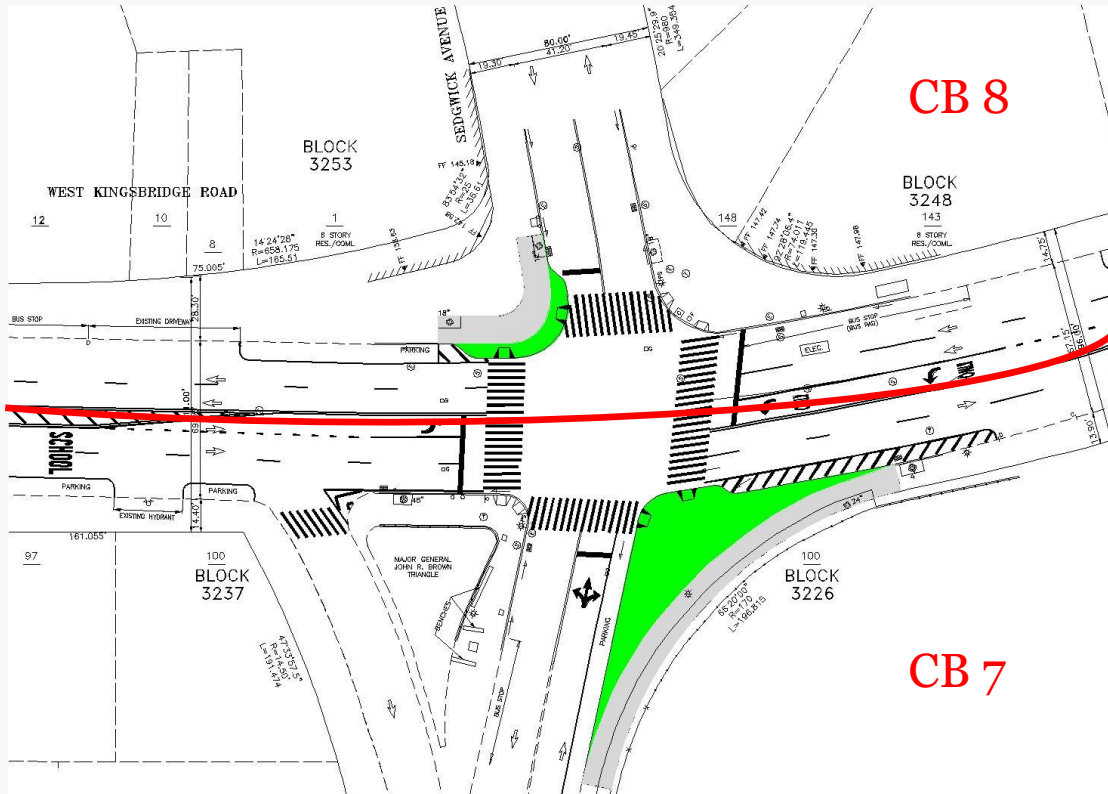


Sidewalk Extension

Benefits:

- Shortens crossing distance
- Increases visibility between pedestrians and drivers
- Calms traffic by physically and visually narrowing the roadway
- Slows turning vehicles

PROPOSED IMPROVEMENTS INCLUDED IN THE Schematic Geometric Design Plans



LEGEND:



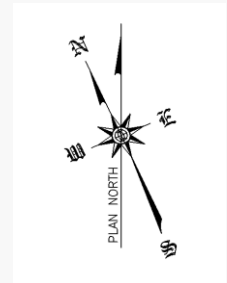
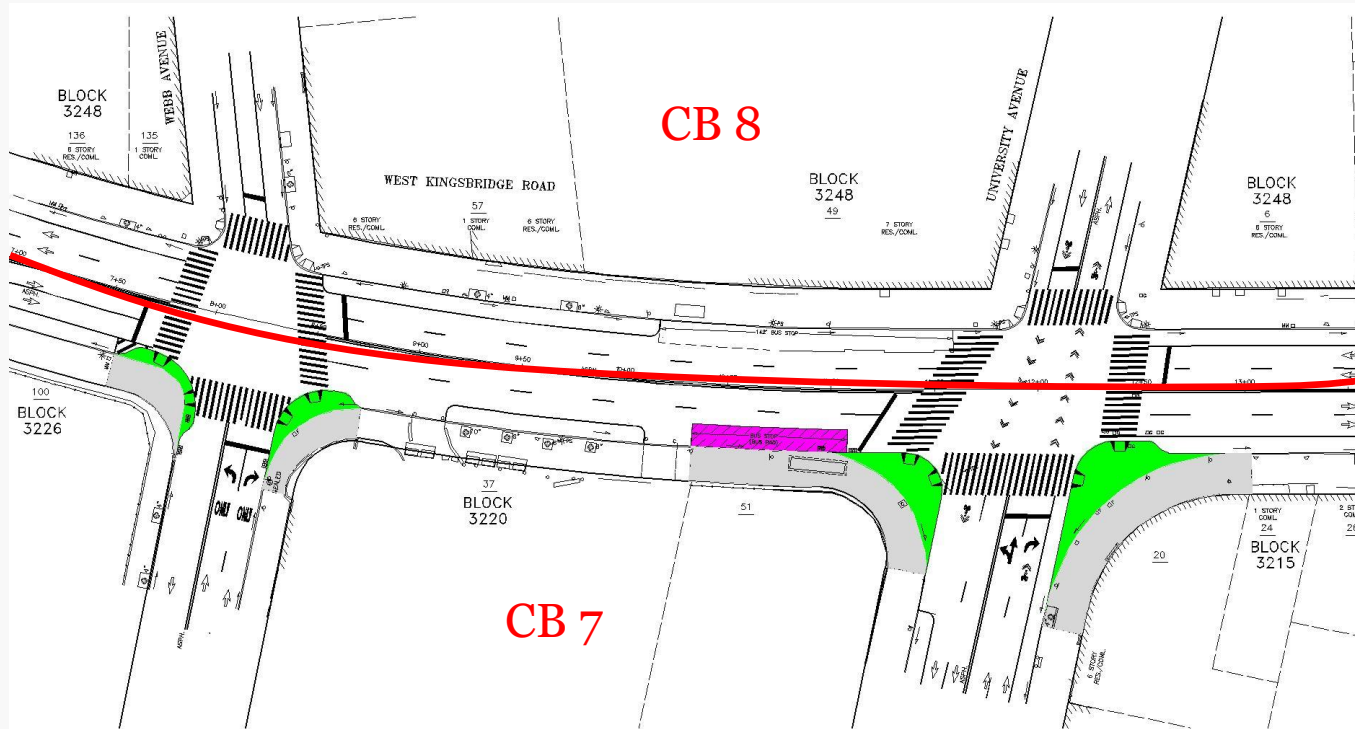
PROPOSED SIDEWALK EXTENSION



EXISTING CORNER/SIDEWALK RECONSTRUCTION

P.S. 307
W. Kingsbridge Rd. at Sedgwick Ave.

PROPOSED IMPROVEMENTS

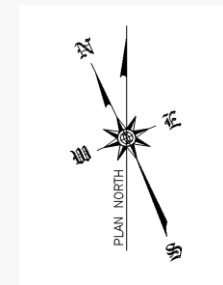
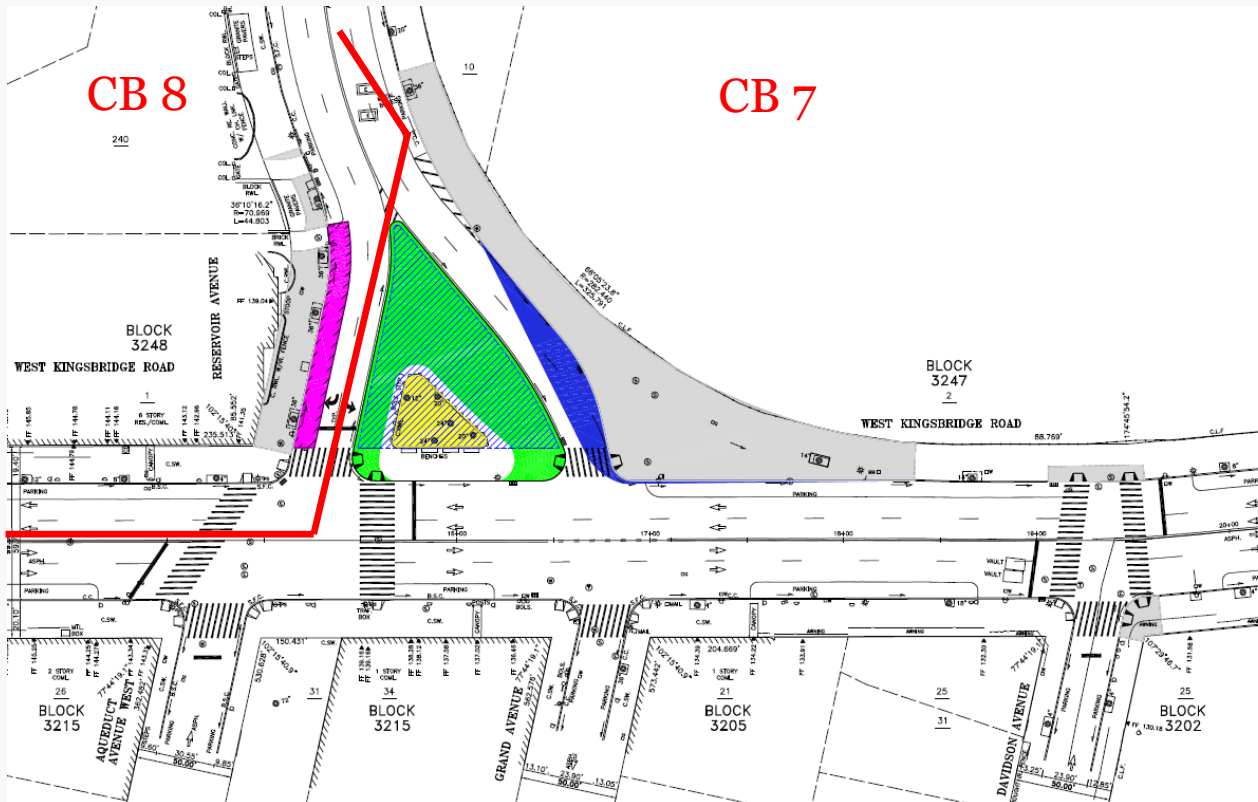


LEGEND:







	PROPOSED SIDEWALK EXTENSION
	PROPOSED BUS PAD
	EXISTING CORNER/SIDEWALK RECONSTRUCTION

P.S. 307
W. Kingsbridge Rd. from Webb Ave. to University Ave.

PROPOSED IMPROVEMENTS

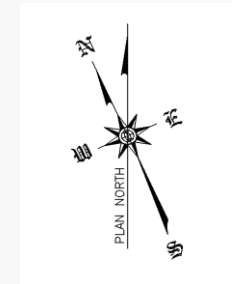
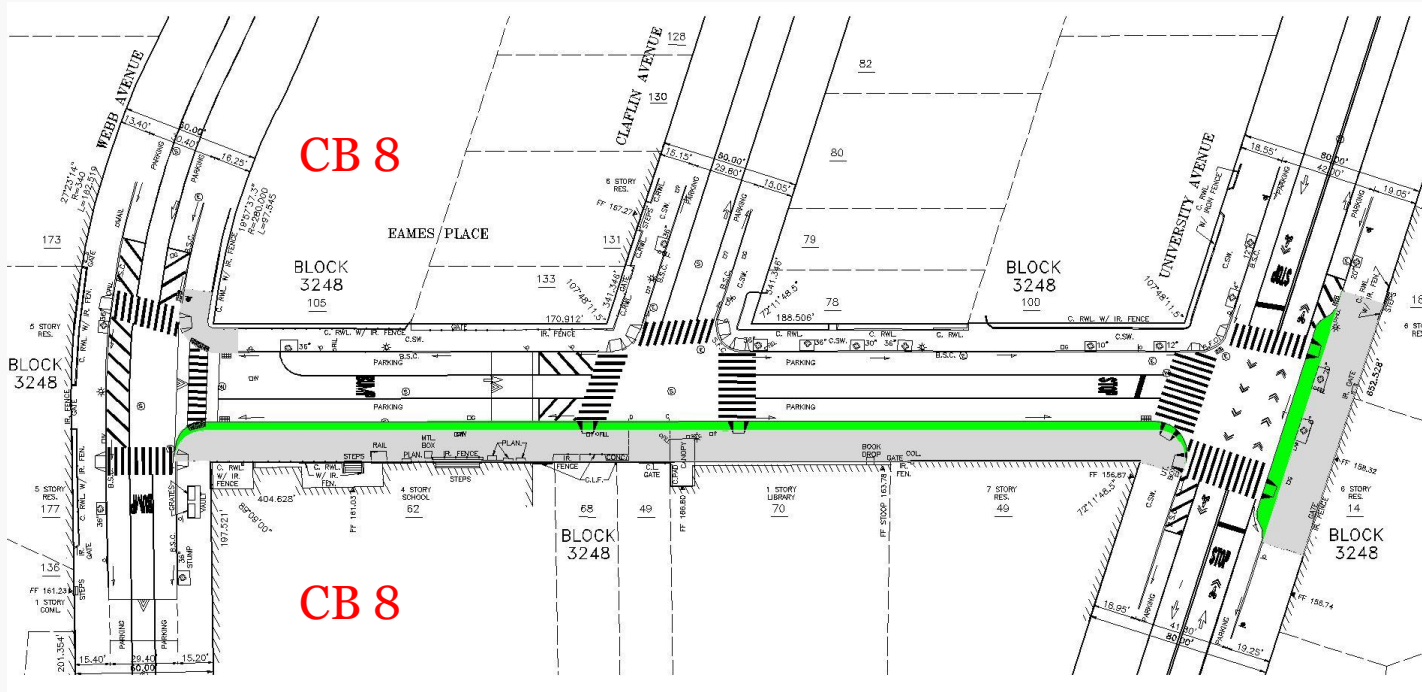


LEGEND:

-  PROPOSED SIDEWALK EXTENSION
-  PROPOSED BUS PAD
-  SIDEWALK REDUCTION
-  EXISTING GREENSTREET AREA
-  POTENTIAL NEW/EXPANDED GREENSTREET AREA
-  EXISTING CORNER/SIDEWALK RECONSTRUCTION

P.S. 307
W. Kingsbridge Rd. from Reservoir Ave. to Davidson Ave.

PROPOSED IMPROVEMENTS



LEGEND:

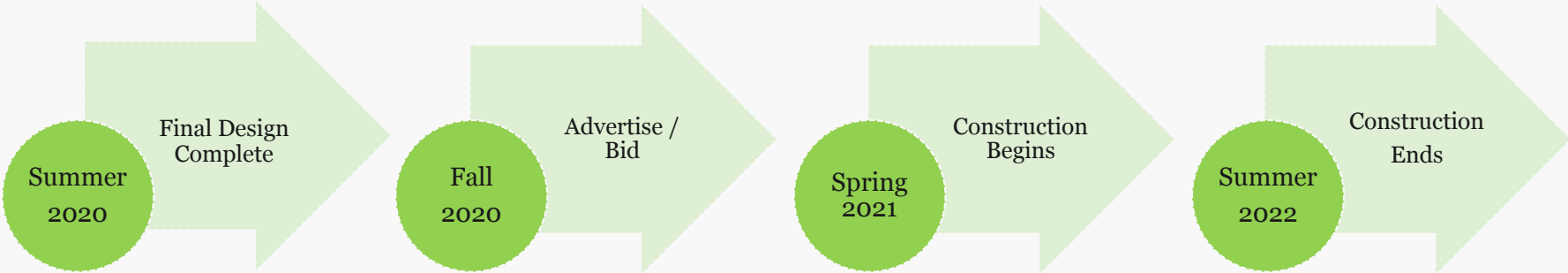
-  PROPOSED SIDEWALK EXTENSION
-  EXISTING CORNER/SIDEWALK RECONSTRUCTION

P.S. 307
Eames Pl. from Webb Ave. to University Ave.

SCHEDULE



P.S. 307 Luisa Pineiro Fuentes School Of Science And Discovery





Questions?



MOSHOLU AVENUE TRAFFIC CALMING

Presentation to CB 8 Transportation Committee
June 20, 2019



PRESENTATION OVERVIEW

1. Proposal
2. Background
3. Summary



Proposed Traffic Calming

1

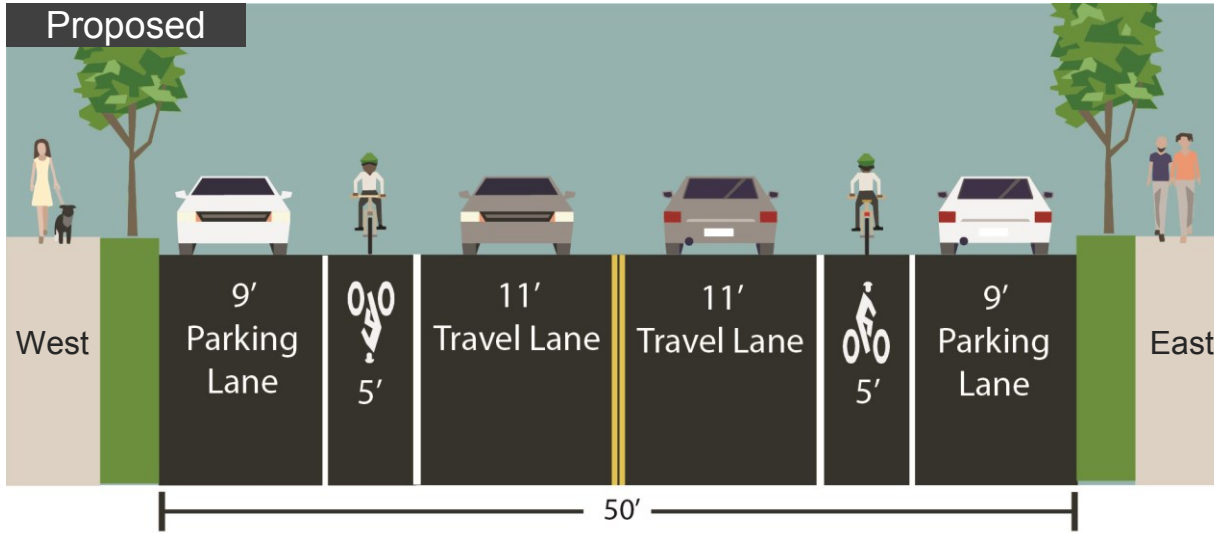
Proposal Organize Roadway with Bike Lanes

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



Mosholu Ave – Broadway to W 256th St

Organize traffic with bike lanes



Proposed Design

- Install standard width travel lanes to narrow the roadway
- Add bike lanes in both directions
- Maintain existing parking capacity

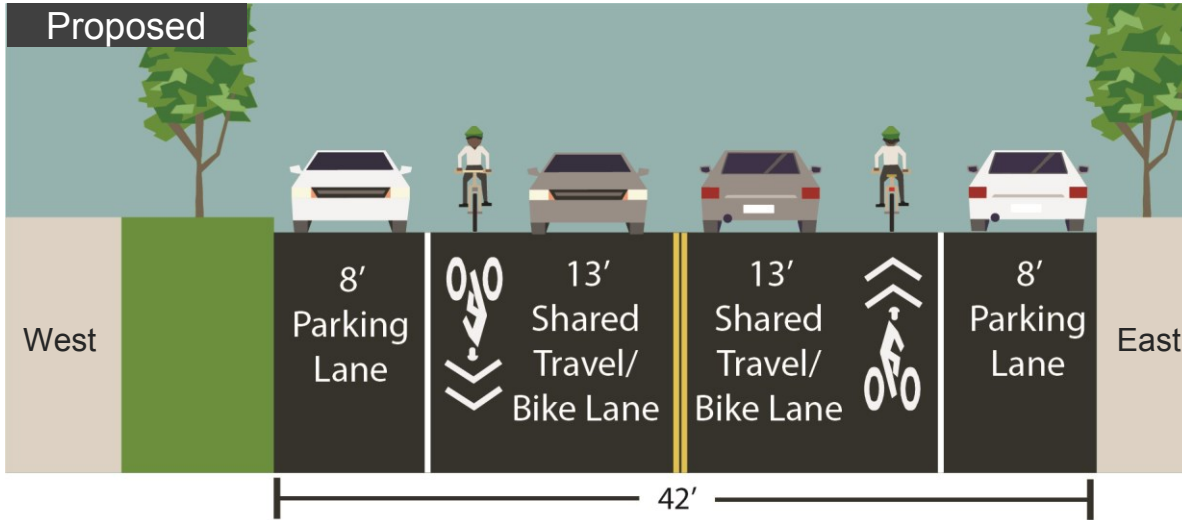
Benefits

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



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

Provide wayfinding and alert drivers with shared lanes



Proposed Design

- Curb width changes design
- Install standard width travel lanes to narrow the roadway
- Add shared lanes markings in both directions
- Maintain existing parking capacity

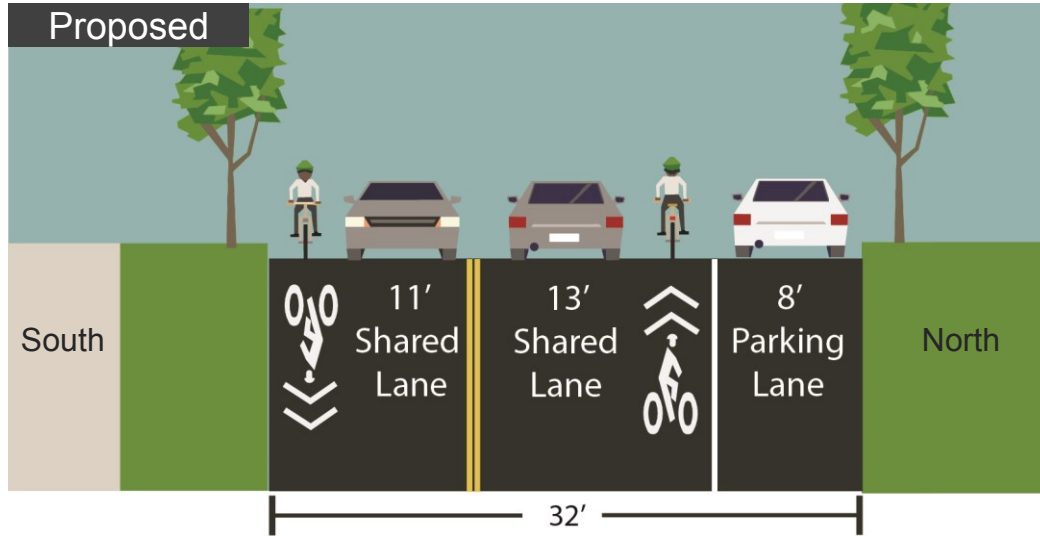
Benefits

- 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 standard width travel lanes to narrow the roadway
- Add shared lanes 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

Proposed



Proposed Design

- Install painted curb extension on Mosholu at Liebig Ave
- Install high visibility crosswalk on Mosholu at W 256th St
- Identify other locations for intersection control interventions

Benefits

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



Background

2

PROJECT BACKGROUND

Request for Traffic Calming

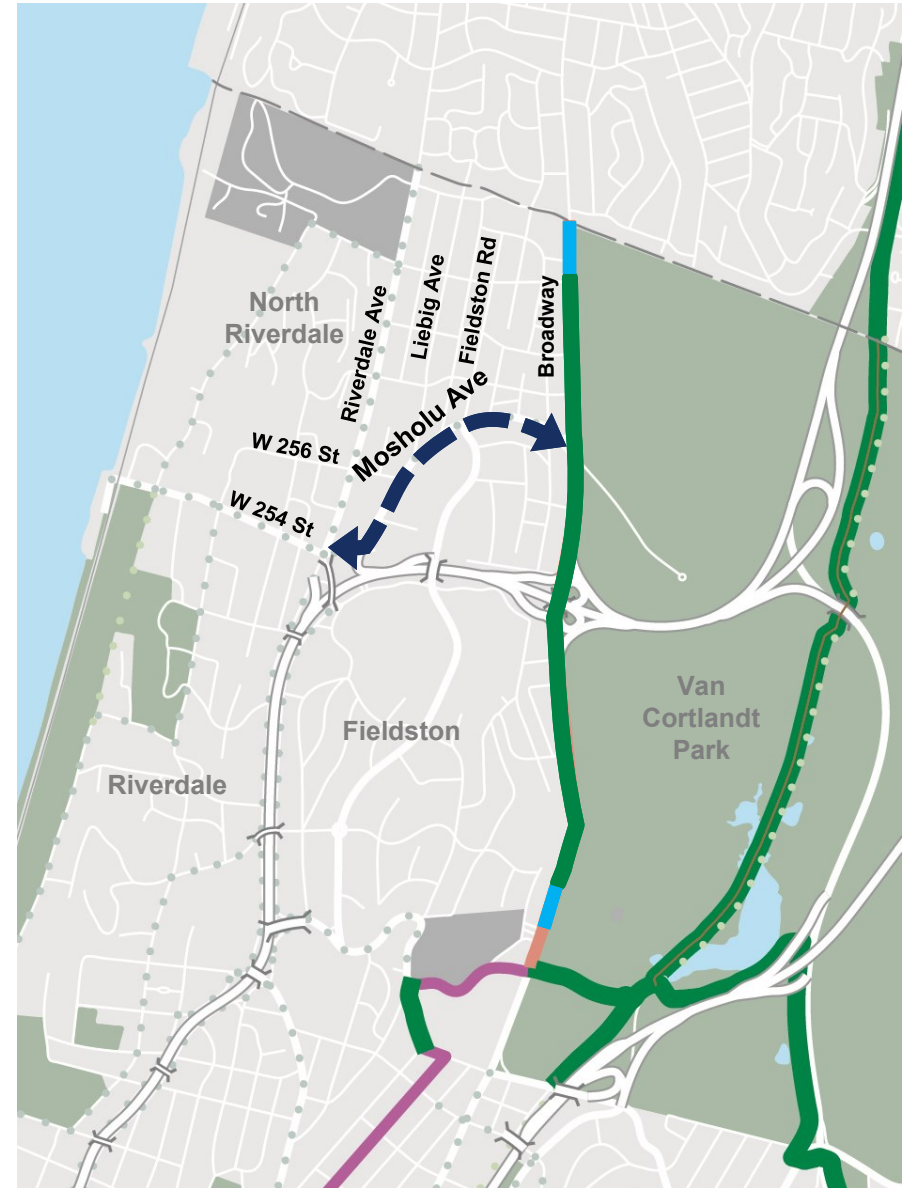
- Received community concerns about speeding

Growth in Cycling

- 490,000 bike trips per day citywide (2017)
- 49% growth in Bronx cycling trips (2012-2017)

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 Liebig Avenue

Summary

3

SUMMARY OF BENEFITS

All Road Users

- Calms traffic, discourages speeding
- Organizes the roadway, increases predictability

Pedestrians

- Creates more visible, safer pedestrian crossings
- Shortens the crossing distance at Liebig Ave and other potential locations

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

THANK YOU!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT