



**MEETING SYNOPSIS OF THE DECEMBER 17, 2020
PROGRAM, FINANCE, AND ADMINISTRATION COMMITTEE MEETING**

A. CALL TO ORDER AND ROLL CALL

The New York Metropolitan Transportation Council's (NYMTC's) Program, Finance, and Administration Committee (PFAC) meeting was called to order by Mr. Ian Francis, on behalf of Ron Epstein, PFAC Chair and Executive Deputy Commissioner for the New York State Department of Transportation. After Mr. Francis completed a roll call of the PFAC members, he declared a quorum under the NYMTC operating procedures.

The meeting was turned over to Ron Epstein.

B. PRESENTATION

"STEP (SAFE TRANSPORTATION FOR EVERY PEDESTRIAN – MAKING CROSSING SAFER ONE STEP AT A TIME)" – PETER EUN, FEDERAL HIGHWAY ADMINISTRATION

Peter Eun of the Federal Highway Administration (FHWA) gave a presentation titled, "STEP (Safe Transportation for Every Pedestrian – Making Crossing Safer One Step at a Time)". The presentation focused on FHWA's efforts to work with states and municipalities to deploy proven but underutilized innovations to address the concern that 72% of pedestrian fatalities occur at mid-block locations. These innovations included vehicular speed reductions, crosswalk visibility enhancements, pedestrian crossing signage and raised crosswalks. The presentation can be found on the NYMTC website at www.NYMTC.org.

C. PUBLIC PARTICIPATION

Chauncy Young of Bronx Council for Environmental Quality and Harlem River Working Group submitted the attached remarks requesting the New York State Department of Transportation to make appropriate space on the NYS Depot Place Bridge for pedestrian and bicycle use.

Dr. Robert Fanuzzi, President of the Bronx Council for Environmental Quality, submitted the attached letter from Community Board #4 requesting the New York State Department of Transportation to increase the width of pedestrian and bicycle access on Depot Place from 5 feet to 10 feet.

Karen Argenti, Bronx Council for Environmental Quality, submitted the attached slides to support her request to increase the width of Depot Place protected Greenway for pedestrians, runners, walkers, bicycles and physically challenged users.

Murray Bodin, Concerned Grandparents, noted that the Federal Highway Administration released a Notice of Proposed Amendments to the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) which contained three crosswalks to be implemented, but believes should only have one—the bar crosswalk. He noted that although the manual was good, enforcement for various agencies was a problem. He said unwinding Robert Moses rules was very difficult.

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D. ACTION ITEMS

1. ACCEPT: OCTOBER 22, 2020 MEETING SYNOPSIS

A motion to accept the October 22, 2020 Meeting Synopsis was made by Craig Lader, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Ann McGrane, representing the New York City Transportation Coordinating Committee. There was no discussion. The meeting synopsis was unanimously accepted.

2. ADOPT: RESOLUTION #512 – ADOPTION OF REVISED MAJOR PROJECTS PROCEDURES

Jan Khan of NYMTC staff introduced the resolution. He said that the NYMTC Compendium of Agreements and Operating Procedures contains Major Projects Procedures that were adopted by the Council in 2008. He noted that upon review of those procedures, the members simplified them and made adjustments based on time that had elapsed for system preservation and enhancement projects.

A motion to adopt Resolution #512, Adoption of Revised Major Projects Procedures was made by Sean Sallie, representing the Nassau/Suffolk Transportation Coordinating Committee, and seconded by Ann McGrane, representing the New York City Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

3. ADOPT: RESOLUTION #513 – SUPPORTING SAFETY PERFORMANCE TARGETS UNDER THE TRANSPORTATION PERFORMANCE REQUIREMENTS

Jan Khan of NYMTC staff said that the federal transportation performance regulation requires that safety targets be adjusted annually by the State and metropolitan planning organization. He noted that the State adjusted its safety targets in August 2020 to meet the requirements and that NYMTC members agreed to support the State's targets; therefore, NYMTC had adjusted its targets by supporting the State's targets.

A motion to adopt Resolution #513, Supporting Safety Performance Targets Under the Transportation Performance Requirements, was made by Jack Schmidt, representing the New York City Transportation Coordinating Committee, and seconded by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

4. ADOPT: RESOLUTION #514 – ADDENDUM TO THE SELECTION OF PROJECT PROPOSALS TO BE FUNDED THROUGH THE FEDERAL FISCAL YEARS 2018 AND 2019 SECTION 5310 ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES PROGRAM

David Drita of NYMTC staff noted that the resolution selected the Center for New Horizon Bus Procurement for funding through the Section 5310 Enhancement Mobility of Seniors and Individuals with Disabilities Program. He noted that the project would purchase four vehicles to provide transportation for individuals with significant disabilities who would be moving into four new group homes in Nassau and Suffolk counties. He noted that these vehicles would be available 24 hours per day/7 days per week for the individuals in these residences.

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A motion to adopt Resolution #514, Addendum to the Selection of Project Proposals to be funded through the Federal Fiscal Years 2018 and 2019 Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, was made by Ann McGrane, representing the New York City Transportation Coordinating Committee, and seconded by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

**5. ADOPT: RESOLUTION #515 – AMENDMENT TO THE FEDERAL FISCAL YEARS 2020-2024
TRANSPORTATION IMPROVEMENT PROGRAM TO INCLUDE THE AIRTRAIN LGA PROJECT**

Jay Shuffield of the Port Authority of New York & New Jersey (PANYNJ) reported that the AirTrain LGA is a Port Authority project to construct and operate a new automated people mover system for air passenger and employee access to LaGuardia Airport. He noted that the project is under environmental review by the Federal Aviation Administration. Mr. Shuffield added that because the project is funded by the PANYNJ, it doesn't affect the fiscal constraints of the Transportation Improvement Program (TIP) but AirTrain LGA does qualify as a project of regional significance, which means that it should be included in the TIP for informational purposes.

A motion to adopt Resolution #515, Amendment to the Federal Fiscal Years 2020-2024 Transportation Improvement Program to Include the AirTrain LGA Project, was made by Sandra Fusco, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Sean Sallie, representing the Nassau/Suffolk Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

**6. ADOPT: RESOLUTION #516 – AMENDMENT TO THE STATE FISCAL YEAR 2020-2021 UNIFIED
PLANNING WORK PROGRAM**

Mr. Seitu Allen of NYMTC staff reported that Putnam County requests to add additional funds for their upcoming Southeast New York to Danbury Connecticut link feasibility and planning study to cover higher than expected professional services cost. He noted that this action required no additional funding.

A motion to adopt Resolution #516, Amendment to the State Fiscal year 2020-2021 Unified Planning Work Program, was made by Christopher Chatterton, representing the Nassau/Suffolk Transportation Coordinating Committee, and seconded by Jack Schmidt, representing the New York City Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

**7. ADOPT: RESOLUTION #517 – RECOGNITION OF SERVICE BY ANN MCGRANE, NEW YORK CITY
DEPARTMENT OF TRANSPORTATION**

Ron Epstein noted that the resolution acknowledged PFAC representative Ann McGrane's departure from the New York City Department of Transportation (NYCDOT) and recognized Ann's dedicated service to PFAC. After the resolution was read, Ron thanked Ann on behalf of the members for her contributions and guidance and wished her well on her future endeavors.

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Jay Shuffield, of the Port Authority of New York & New Jersey (PANYNJ), noted that it was sadly the second time he said goodbye to Ann, after her leaving the PANYNJ for NYCDOT. He added that it was a joy to work with Ann in both capacities.

A motion to adopt Resolution #517, Recognition of Service by Ann McGrane, New York City Department of Transportation, was made by Sandra Fusco, representing the Mid-Hudson South Transportation Coordinating Committee, and seconded by Jack Schmidt, representing the New York City Transportation Coordinating Committee. There was no discussion. The resolution unanimously passed.

E. CONFIRMATION OF NEXT PFAC MEETING

The next PFAC Meeting is scheduled for February 11, 2021.

F. ADJOURN - The meeting was adjourned.

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ATTENDANCE

Voting Members/Alternatives

Christopher Chatterton, Suffolk County Department of Public Works
Ron Epstein, New York State Department of Transportation (*Chair*)
Sandra Fusco, Putnam County Planning Department
Patrick Gerdin, Rockland County Department of Planning & Public Transportation
Naomi Klein, Westchester County Department of Public Works & Transportation
Ann McGrane, New York City Department of Transportation
Sean Sallie, Nassau County Department of Public Works
Jack Schmidt, New York City Department of City Planning
Julia Seltzer, Metropolitan Transportation Authority

Advisory (Non-Voting) Members

David Behrend, North Jersey Transportation Planning Authority
Hannah Greenburg, US Environment Protection Agency
Gautam Mani, Federal Highway Administration
Daniel Moser, Federal Transit Administration
Jay Shuffield, Port Authority of New York & New Jersey

NYMTC Staff and (Contractors*)

Ali Afshar*	Leslie Fordjour	Larisa Morozovskaya
Afolabi Aiyedun	Fidel Garcia *	Robert Mortell
Olayinka Alamu*	Yevgeniy Galinski	Debra Nelson
Seitu Allen	Leokadia Glogowski	Jessica Ortiz*
Gerry Bogacz	Marisol Gonzalez	Munnesh Patel
Joy Britton	Chris Hardej	Chris Rodrigues-Moore
Mary Byrne	Gerald Jonassen	John Simpson
Michael Chiume	Gauri Jumde*	Sherry Southe
David Drits	Jan Khan	Lynne Thisse
Daniel Etkin	Andrea Miles-Cole	
Maura Fitzpatrick *	Ali Mohseni	

OTHERS

Richard Amanna	Eileen Downing	Tina Lund, Urbanomics
Barbara Barosa, Putnam County	Melissa Duchan	Joe Nocerino
Murray Bodin, Concerned	Olver Ernhofer	Nikhil Puri, Cambridge
Grandparents	Ian Francis, NYSDOT	Systematics
Elizabeth Cole	Michael Flynn, NYSDOT	Pamela Sbano, MTA/LIRR
Joseph Cuomo, Nassau County	Vincent Grella, NYSDOT	Ray Tomczak
Cynthia Danza, NYCDOT	Sandra Jobson, NYSDOT	David Viana, Nassau County
Lisa Destro	Harriet Lewis, NYSDOT	Kyle Winslow, WSP

Respectfully Submitted,

Andreá Miles-Cole

**Andreá Miles-Cole
NYMTC Administrative Specialist**

Depot Place Park *Designed 2009*

Tuesday, November 10, 2020

Bronx Community Board 4

Parks Committee

Chauncy Young
Karen Argenti



Highbridge Step Streets Circa 1940



Current Renovations: Highbridge Step Street - 2020





Figure 51. Bird's Eye View: Proposed Greenway Connection Concept over Depot Place Bridge

Greenway
from NYS Harlem
River BOA Step 2
conceptual design
was approved by
NYS DOS, 2016.

Greenway
continues south
up ramp and
across Depot
Place.

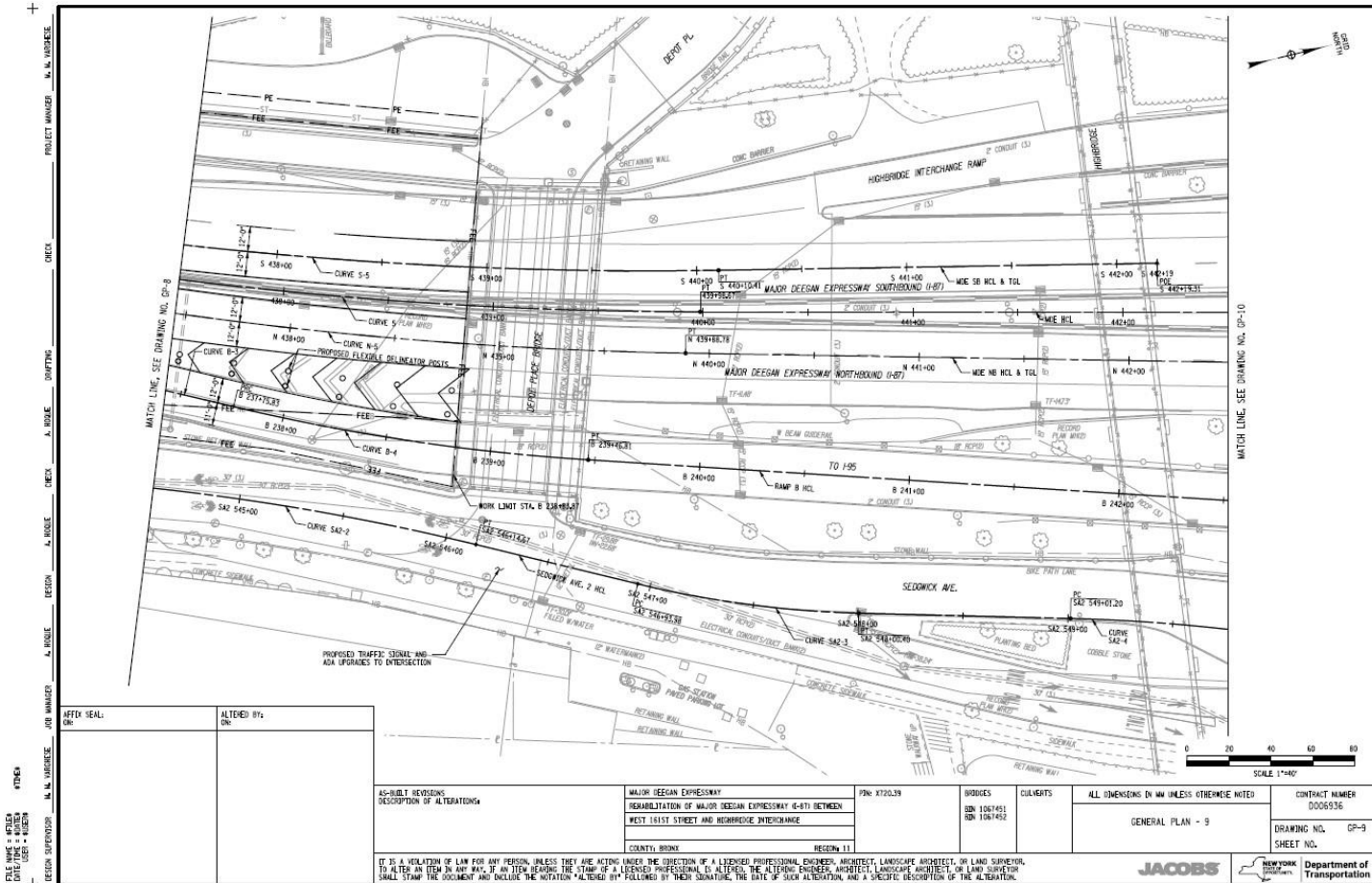
NYC DOT Ramp



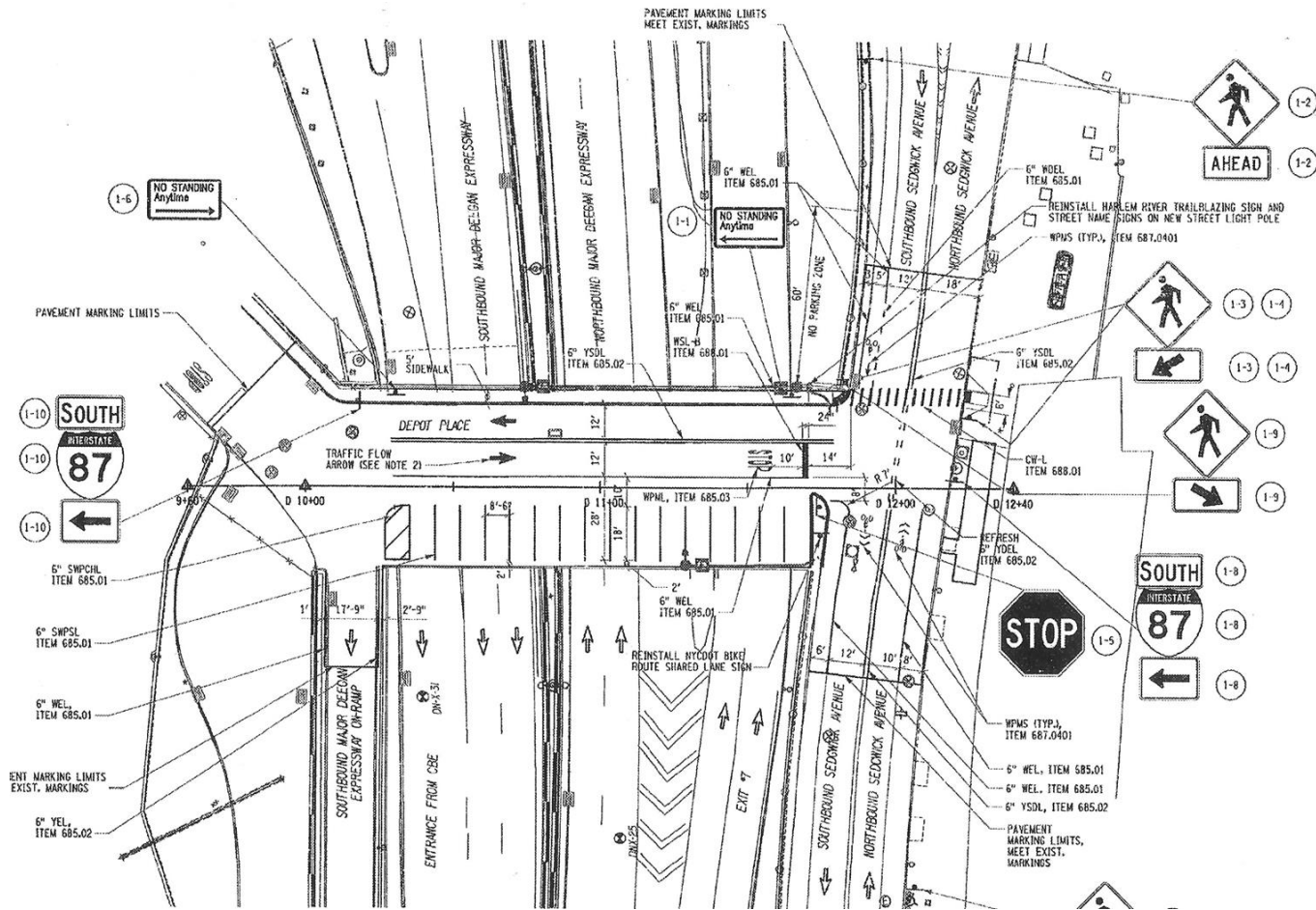
Figure 52. Proposed Greenway Connection Concept over Depot Place Bridge

Protected shared Greenway with enough room for Bikers, Runners, Walkers, Baby Carriages, and Handicap uses.

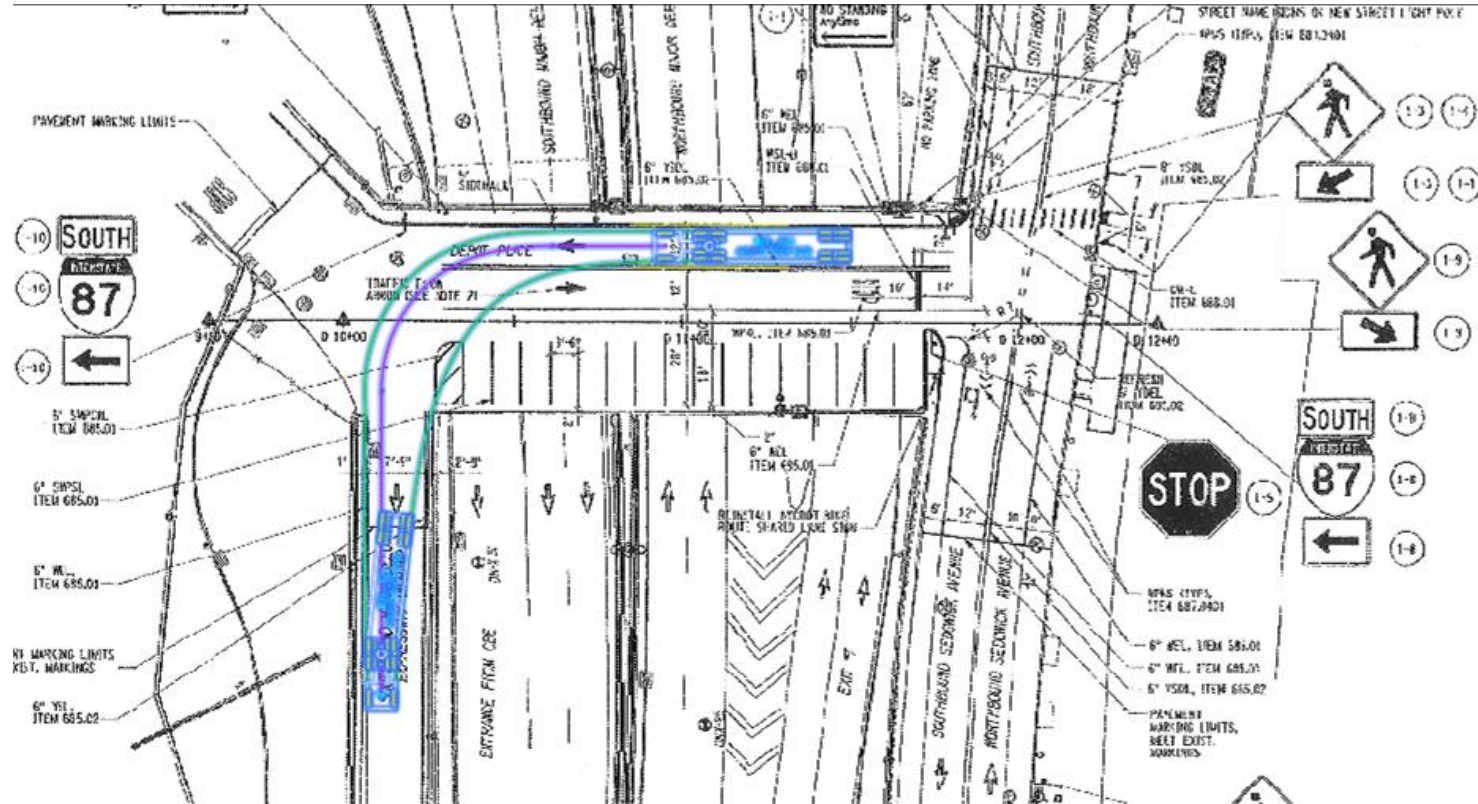
NYS DOT Bridge Rehab

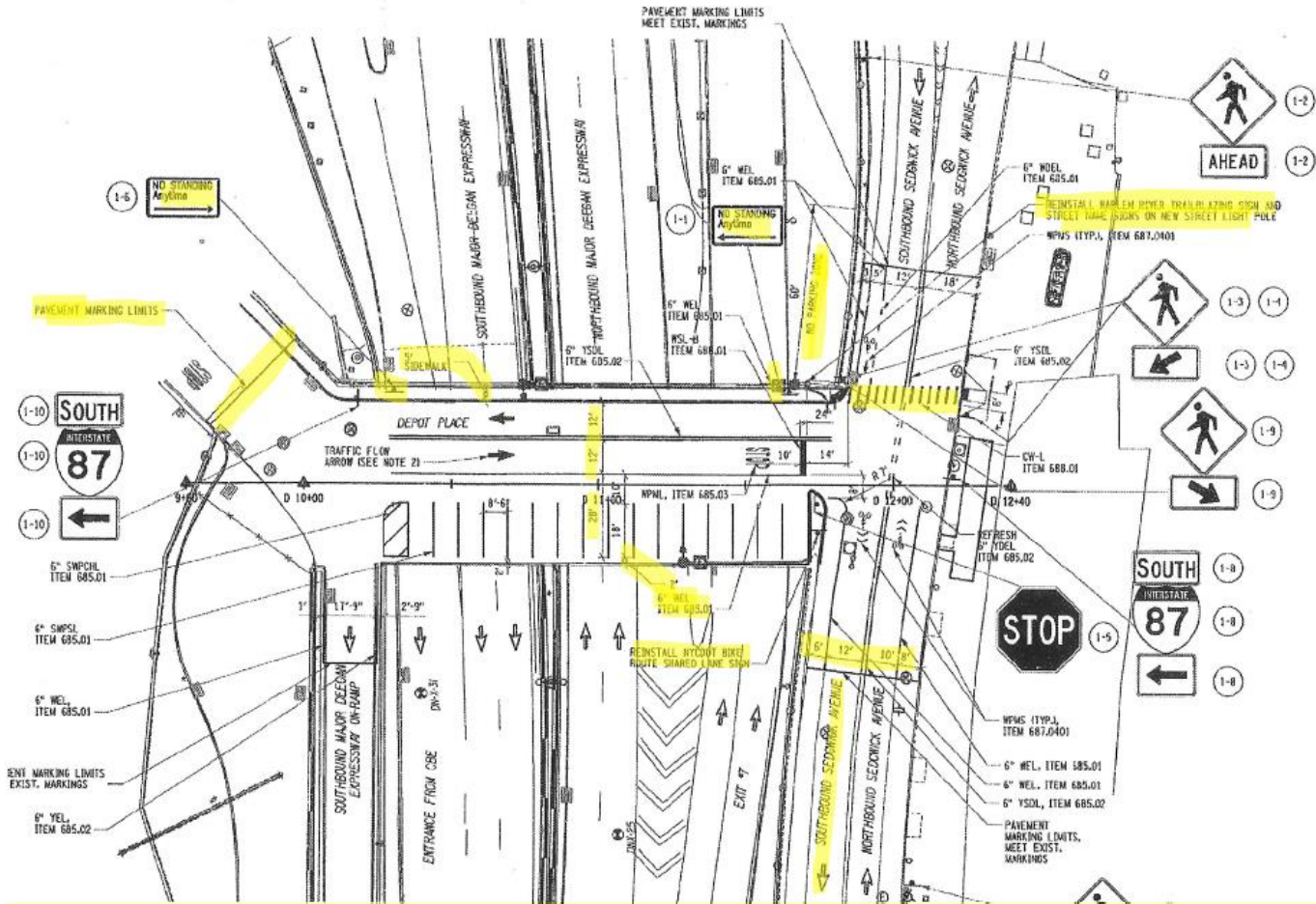


Bridge Close up



Not
enough
room for
trucks
turning
from
Depot
to I-87





From north to south

Pedestrian gets 5'

One way traffic 12'
Other way traffic 12'

Angle parking 18'
Back up area 10'

Bronx residents have limited access to the Harlem River's views or to put into the water with a boat or row.



Press Release

For Immediate Distribution

Contact: harlemriver@bceq.org Chauncy 212-203-1171 or
Transportation Alternatives Bronx Committee - Daniel 646-457-7734

What: Rally to Demand Pedestrian and Bicycle Access on the NYS Depot Place Bridge

When: Friday, October 23, 2020 at 10 a.m.

Where: Sedgwick Avenue at the Corner of Depot Place Bridge (just North of 167th Street)

On Friday, October 23 at 10 a.m., residents and community leaders from Highbridge and the Bronx will join activists and representatives from the Harlem River Working Group, the Bronx Council for Environmental Quality, Transportation Alternatives and local elected officials to call on the New York State Department of Transportation (NYSDOT) to make appropriate space on the Depot Place Bridge renovation for bicycle and pedestrian access.

The Depot Place Bridge is the only southern access point to the Harlem River Greenway, Bridge Park South, Bridge Park North and Roberto Clemente State Park. Yet NYSDOT is planning to replace one of the existing sidewalks, near the on-ramp to I-87 South (the Deegan Expressway), with a five-foot-path for bicycles and pedestrians to share.

This press conference will be the second public action our coalition has organized in support of this plan (the first event was a walkthrough with elected officials in November 2019). Despite the many requests from local residents for improved safety and better access, NYSDOT is still moving forward with a design that will utilize half the width of the bridge, provide perpendicular parking for 16 NYPD vans, while providing almost no safe access for bicyclists and pedestrians.

Together, we want to join with our elected officials to address our community concerns and to make safer pedestrian and bicycle access a reality.

Conference attendees will tour the area surrounding Depot Place then hear from concerned residents, representatives from different organizations, and elected officials. Safe Social Distancing will be observed.

“Thousands of Bronx families have one of New York’s most beautiful waterfronts just a short walk from their homes but the Major Deegan Expressway has long served as a “manmade barrier that limits safe access to this extraordinary resource,” Assemblywoman Latoya Joyner (D-Bronx, 77 th AD) said. “Together with my constituents from the Highbridge community, I urge that access to the Harlem River be unlocked by installing the necessary safety enhancements along the Deegan so that local families can safely enjoy the riverfront we all share.”

"During the COVID-19 pandemic, our waterfront parks and greenways have served as a much needed haven for Bronx families. They provide a safe and healthy way for local residents to recreate, and we should do all we can to increase access to these green spaces. Safe pedestrian and bicycle access from Depot Place Bridge to the waterfront is an important step toward ensuring greater parks-equity for our community, while addressing local health disparities."

- **Senator Jose M. Serrano**

"As we've seen on other bridges in New York City, forcing pedestrians and bicyclists to share a narrow right-of-way often has disastrous consequences," said Transportation Alternatives Director of Organizing Erwin Figueroa. "Time and time again, transportation agencies have given too much space to motorized vehicles, while shortchanging the safety and comfort of people walking and biking."

It is outrageous that NYSDOT will not listen to our community. They are literally telling the Bronx that the DOT cares more about providing parking vehicles for NYPD than protecting the lives of the children and family members that use parks along the Harlem River in the Bronx

- **Anita Antonetty, BCEQ Board Member, and Highbridge Resident of 50 years**

Why when New York City has just spent tens of millions of dollars renovating the High Bridge, the High Bridge Step Streets, Bridge Park North, Bridge Park South, and the Harlem River Greenway and New York State has invested over twenty million dollars in renovating Roberto Clemente State Park can't the State Department of Transportation work with New York City Parks and New York City Department of Transportation to allow community members to safely access these parks? It doesn't make any sense!

- **Chauncy Young, Harlem River Working Group/BCEQ**

"It is hard to understand why the State DOT wants to kill our greenway. Between the railroad, the highway system, and the MTA train car cleaning facility, the people already have limited access. As with other EJ areas, this is not just a transportation corridor; people have a right to this waterfront. A Greenway is not a Greenway without access."

- **Dr. Robert Fanuzzi, BCEQ President**



The City of New York
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HONORABLE RUBEN DIAZ, JR.
Bronx Borough President

Ms. KATHLEEN SAUNDERS
Board Chair

MR. PAUL A. PHILIPS
District Manager

December 7, 2020

Dr. Robert Fanuzzi, President
Bronx Council for Environmental Quality
80 Van Cortlandt Park South Ste. E1
Bronx, NY 10463

Please be advised that on November 24, 2020, at its regularly scheduled General Board Meeting, Bronx Community Board Four voted in the affirmative to issue a letter of support for the request by Bronx Council for Environmental Quality/Harlem River Working Group (BCEQ) for New York State Department of Transportation (NYS DOT) to increase the available width of pedestrian and bicycle access on Depot Place (referred to hereinafter as the "Depot Place Green Street" or "Green Street"). Community Board Four requests that the Green Street be widened from the current proposed width of five feet to ten feet. This widening would address safety concerns relating to access issues for newly constructed parks. It also builds upon the longstanding community request for improved safe access to an uninterrupted greenway along the Harlem River. Ten feet of access would greatly reduce the risk of pedestrian/bicycle collisions and injuries compared to five-foot path while retaining sufficient space for vehicular parking on Depot Place.

Once constructed, the Depot Place Green Street will provide the primary means of access into Bridge Park South, Bridge Park, and Roberto Clemente State Park, providing critical community access to the waterfront. It is imperative that the Green Street be wide enough for the anticipated volume of pedestrians and cyclists to pass safely. For 10 years, Community Board Four has advocated for an uninterrupted walkway along the Harlem River. In partnership with state and local leaders, this advocacy has generated the aforementioned park investments. However, in order for the community to fully leverage its long-term value, the parks linked by the waterfront path must be safely accessible from adjacent neighborhoods.

We understand that the work has been recently bid for a plan that envisions a narrow 5-foot-wide access over the Green Street to the waterfront parks. While we recognize that contracting does not require public comment, Community Board Four and other local partners have no record of presentation or notice from NYS

DOT regarding the design of this project. Community Board Four respectfully requests that changes be made to accommodate the wider walkway outlined above. This request aligns with similar requests and letters from state and local elected officials supporting BCEQ's and the community's request for the wider Green Street walkway.

Further, we ask that NYS DOT present any current and future contemplated plans or projects outlines within the New York Metropolitan Transportation Council (NYMTC) Transportation Improvement Plan (TIP) to Community Board Four. The specific area of interest is in the Bronx from the Harlem River in the East to Webster Avenue in the West from the Cross-Bronx Expressway / Interstate 95 in the North to E 149th Street in the South.

Sincerely,

A handwritten signature in black ink, appearing to read "Paul A. Philps". The signature is fluid and cursive, with the first name "Paul" being more prominent.

Paul A. Philps
District Manager
Community Board Four

Cc: Paul Lozito, Parks & Recreation Committee Chair
Mr. Robert Garmendiz, Board Chairperson