

## MEETING MINUTES

**To:** PAC Alternatives Development/Alternate Routes Subcommittee

**Date:** 3/19/99

**From:** John Rozankowski  
Andrea Weiss, ZSC

**Meeting Location:** Dept' of City Planning  
Spector Hall  
22 Reade St.

**Re:** MTA Contract No. 1-01-97054-0-0  
SYSTRA Project # 4351

**Meeting Title: Alternatives Subcommittee Meeting #7 - 3/9/99**

**Attendees:**

Name	Organization
Ms. Florence Daniels	Resident, St. Margarets House & Lower Manhattan
Ms. Tessa DaSilva	NY Eye and Ear Informary
Mr. William Guild	PCAC
Ms. Coco Gordon	CBT
Mr. George Haikalis	Auto Free New York
Ms. Yvonne Morrow	Assembly Member Silver's Office
Mr. Michael O'Connor	Alliance for Downtown NY
Mr. Robert Olmsted	New Urban Trans. Systems
Ms. Meg Reed	NYS Senator Martin Connor's office
Mr. John Rozankowski	FBCC
Mr. Lou Sepersky	MetroEast

Name	Organization
Mr. Jack Dean	MTA
Mr. Shane Ojar	ZSC
Ms. Lara Markenson	ZSC
Ms. Andrea Weiss	ZSC
Ms. Ruby Siegel	SYSTRA
Ms. Nicole Bucich	SYSTRA

**Handouts:**

- **Tuesday, March 9, 1999 Meeting Agenda**
- **PAC Alternatives Development Subcommittee Meeting #6 Minutes**
- **Level 2 Build and TSM Alternatives Memo**
- **Table 1: Level 2 Long List Build Alternatives**
- **Table 2: Level 1 Long list TSM Alternatives**
- **Level 1 Long List TSM Alternative Fact Sheet**
- **Service Delivery Improvements**

**Highlights:**

Jack Dean, MTA welcomed participants to the seventh PAC Alternatives Subcommittee meeting of the *Lower Manhattan Access Study*, and introductions of meeting participants were made. Mr. Dean asked for further comments, questions or additions to the minutes from the sixth Alternatives Subcommittee Meeting. Florence Daniels handed out a comment sheet to clarify her "people mover" proposal. She reminded everyone that the "people mover" should not only run from Fulton Street to the World Trade Center, but from Water Street to the World Trade Center. George Haikalis and John Rozankowski

supported her position. Mr. Dean felt that there was some confusion between a pedestrian passageway along Dey St. and a mechanical people mover. He stated that if worthwhile, it was likely only one of the two could be built (eg: Fulton Street and Dey/John Streets are parallel and one block from the other), but that this decision would not have to be made now. The committee agreed that both should be studied with the objective of facilitating east-west movement.

Nicole Bucich reviewed *Table 1: Level 2 Long List Build Alternatives*, and *Table 2: Level 1 Long List TSM Alternatives* of the memorandum. Yvonne Morrow expressed concern that build alternative LL2 was merely a copy of MESA 2<sup>nd</sup> Avenue shuttle. Mr. Dean assured her that this was not the case with LL2, which is proposing a full-length 2<sup>nd</sup> Avenue subway with linkages to Grand Central Terminal. Ms. Morrow also inquired if the MESA study was still advocating for light rail for the Lower East Side. Mr. Dean responded that it is his understanding that light rail for the Lower East Side is still under consideration in the MESA study.

George Haikalis questioned why build alternative LL8 (running Metro North trains via the BMT Broadway express tracks to Lower Manhattan) was eliminated. Mr. Dean explained that LL8 was eliminated because the BMT Express tracks do not have enough future capacity. Proposals for LaGuardia Airport service, a branch of the 2<sup>nd</sup> Avenue subway, and the re-opening of the Manhattan Bridge all compete to funnel trains down that line. Albert Papp asked if alternative LL8 was dropped because of the LaGuardia Airport link. Mr. Dean responded that this was one of the reasons, but that BMT tracks are considered for use in other projects. The group decided to allow several minutes at the beginning of the next meeting to discuss this issue.

The discussion turned to the Long Island Railroad. One of the PAC long-term build proposals linking the 2<sup>nd</sup> Avenue subway via an East River tunnel to the LIRR at Atlantic Avenue. Many comments have been made about the LIRR abandoning the line from Jamaica Center to Flatbush Avenue, and whether the tracks would then be turned over to subway use. Mr. Sepersky informed the committee about a meeting that he attended where a Long Island Rail Road representative asserted that the LIRR had no plans to abandon the branch.

Turning to the Transportation System Management proposals, Mr. Dean stated that the study team will screen the TSM alternatives and reduce them to 10. These will eventually be winnowed down to 5 in the short list.

Concerning the January 11<sup>th</sup> Joint PAC/TAC meeting, Mr. Rozankowski said that some people were unhappy with the format and voting process. He recommended 1) that a quorum be established at the beginning of the meeting so that if the number of participants drops below a certain threshold, the meeting ends; 2) that the meetings not extend much beyond the time frame originally indicated; 3) that all proposals be voted upon using the same method-preferably a majority vote of all participants. Mr. Sepersky agreed to consider these format changes.

Mr. Dean began to discuss the Service Delivery proposals. He said that these included many good ideas that did not qualify as TSMs, but should not be discarded. Some could even be referred to other agencies. He requested that the PAC members study the list for the next meeting and rate the proposals. The next PAC Alternative Subcommittee meeting is scheduled for Monday, March 15, 1999 from 2PM to 4PM at NYC Department of City Planning.

