

**MEETING MINUTES**

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

**Date:** 1/4/99

**From:** John Rozankowski

**Meeting Location:** Saint Margaret's House Library  
 49 Fulton St.

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

**Meeting Title: Subcommittee Meeting #6**

**Attendees:**

Name	Organization
Ms. Florence Daniels	Resident St. Margarets & Lower Manhattan
Mr. George Haikalis	Auto Free New York
Mr. Leonard Linten	
Ms. Yvonne Morrow	Assembly Member Silver's office
Mr. Robert Olmsted	New Urban Trans. Systems
Ms. Meg Reed	NYS Senator Martin Connor's office
Mr. John Rozankowski	FBCC
Mr. Lou Sepersky	MetroEast
Mr. Jonathan Sigall	PCAC

Name	Organization
Mr. Jack Dean	MTA
Ms. Alexandra Zetlin	ZSC
Ms. Andrea Weiss	ZSC
Ms. Nicole Bucich	LSTS

**I. Highlights:**

The PAC Alternatives Subcommittee meeting began at 2:30 p.m. Jack Dean opened the meeting by reminding everyone that the joint PAC/TAC meeting would be held on January 11. He then turned the meeting over to Lou Sepersky who went through the outline prepared by John Rozankowski. Mr. Sepersky asked attendees for a show of hands on the following alternatives:

**1. Thru Express from Burnside Ave. to 149<sup>th</sup> Street (Received 1 vote)**

Mr. Rozankowski favored this idea based on its ability to speed up service for Southern Westchester and north Bronx riders.

Mr. Olmsted believed this proposal would have riders between Burnside and 149<sup>th</sup> wait longer for trains since the Lexington Avenue line does not have much free capacity.

Mr. Schumacher protested this proposal because the train would skip 161<sup>st</sup> St./Yankee stadium.

Mr. Haikalis believed this alternative would make the #4 train even more attractive and lure more riders onto the already overcrowded Lex. Line.

**2. Diversification on the Bronx IND (Received 6 votes)**

Mr. Rozankowski proposed the resurrection of the “historical C train” which would run express in the Bronx, Central Park West and Eighth Avenue to the northern part of the Wall Street area. This would pull riders from the overburdened #4 train onto the IND since it would be faster. In addition, it would provide a one seat ride.

Mr. Haikalis would prefer that the B train, which currently runs local, run express in Manhattan.

**3. Create a #2 express from E. 180<sup>th</sup> Street to Third Avenue with a corresponding #5 Bronx local (Received 6 votes)**

This proposal would create four services; the #2 and #5 Bronx expresses and the #2 and #5 Bronx locals. Mr. Rozankowski explained that riders from Mt. Vernon and New Rochelle as well as those from the northern Bronx crowd the #5 because the #2 is a Bronx local. Further, some riders prefer to take the #5 to Grand Central and then take the Shuttle to Times Square rather than take the #2 because the #2 is too slow. Finally, he noted that a large number of riders are forced to transfer trains at Third Avenue and 149<sup>th</sup> St./Grand Concourse which increases dwell time. Mr. Rozankowski said that the service diversification would make the #2 more attractive and pull riders from the already overcrowded Lexington line.

Mr. Schumacher voiced objection to this proposal.

**4. The restoration of the BMT express (#84) via the Canal Street Crossover (Received 2 votes)**

This proposal would provide better service for Queens riders and potentially pull riders from the already overcrowded Lexington line.

Mr. Haikalis stated that these tracks would be used when work began on the northern portion of the Manhattan bridge which would re-route the Brooklyn D, B and Q trains onto the BMT.

**5. #130 (Lexington Ave. Subway Signal System Improvements) and #102 (New Technology Train Control)(Received 8 votes each)**

Some attendees believed that the signaling system on the Lexington Avenue is at its full potential and questioned whether it made sense to include one of these alternatives on the top list. Also, attendees questioned whether it is safe to speed up signaling systems on subway lines.

**6. Liberty Loop; #162 (Received 5 votes)**

This proposal would improve circulation in the downtown area. Mr. Haikalis stated that this was probably not a part of the study although he favored it. There was some skepticism noted based on the fact that the trolley was not on the CB#1 agenda.

**7. #140 (New Express Bus Terminal)**

The committee then had a long discussion regarding the possibility of building a bus terminal or a storage facility near South Ferry. There was some confusion over definitions of the two alternatives and no consensus was reached.

**8. Improvements to stations and pedestrian passages (Received 7 votes)**

Mr. Olmsted presented his alternative #108 and also included a “people mover.” This would facilitate pedestrian circulation between the World Trade Center and the Fulton Street subway complex.

Ms. Daniels noted that the “people mover” should be extended to Water Street.

**9. Modifications at 34<sup>th</sup> Street (Received 7 votes)**

“34<sup>th</sup> St./Penn Station complex: Construct southerly (E train) platform extensions to 32<sup>nd</sup> St. to equalize train loads (#167) and construct a new entrance underpass at the south end of the 34<sup>th</sup> St. express platform to connect with the new NJ Transit concourse under construction (B.O.)”

**10. New escalators at 53<sup>rd</sup> Street (Received 4 votes)**

“Lexington Ave./53<sup>rd</sup> St. (E. train station) install new escalators east of the present west end escalators and extend the Lexington Avenue mezzanine to Third Ave. to redistribute and equalize passenger loads (B.O.)”

Other proposals adopted were:

- #4- Connect the Staten Island Ferry Terminal to Whitehall Street and South Ferry stations;
- #189- A connection from the Sunnyside yards to the G and J lines;
- #184- Have west side IRT (#'s 2 &3) run to Flatbush Ave. and all east side IRT (#'s 4 & 5) to Utica Avenue. This was adopted despite objections from Mr. Olmsted, Mr. Rozankowski and Ms. Daniels all of whom believed this would create transfer problems at the Franklin Ave. station;
- #119- Add a fifth track at Atlantic Ave. This would allow trains to terminate there instead of at Bowling Green, resulting in diverting the crowds from the LIRR;
- #116- Construct turnback facilities and a yard at the last stop of the #2 (Flatbush Ave.) This would reduce delays;
- #'s 46 (Long Island Ferry Service) and 83 (New Ferry Service from LIC to Lower Manhattan) were also endorsed.

## **II. Conclusion:**

The meeting was adjourned at 5:30 PM.