

**NEW YORK CITY TRANSIT RIDERS COUNCIL**  
**MINUTES OF May 24, 2018**

A meeting of the New York City Transit Riders Council (NYCTRC) was convened at 12:00 noon on May 24, 2018 in the 30<sup>th</sup> Floor Conference Room, 2 Broadway, Manhattan

The following members were present:

Andrew Albert	Sharon King Hoge
Stuart Goldstein	Marisol Halpern
Christopher Greif	Burton M. Strauss, Jr.
William K. Guild	Edith Prentiss

The following members were absent:

Trudy Mason	Scott R. Nicholls
-------------	-------------------

In addition, the following persons were present:

William Henderson	-PCAC Executive Director
Ellyn Shannon	-PCAC Associate Director
Bradley Brashears	-PCAC Planning Manager
Sheila Binesh	-PCAC Transportation Planner
Karyl Cafiero	-PCAC Research Associate
Deborah Hall-Moore	-NYCT
Tim Gianfrancesco	-MTACC
Manan Garg	-MTACC
Rich Mulieri	-MTACC
Hector Santana	-EHCC
Jamel Garris	-Concerned Citizen
Matt Shotkin	-Concerned Citizen
Michael Howard	-Concerned Citizen
Yvonne Morrow	-Concerned Citizen
Bobby Lee	-Concerned Citizen
Ann Mannino	-Concerned Citizen
Ken Stewart	-Concerned Citizen
Eric Wollman	-Concerned Citizen
Pedro Valdez-Rivera	-Concerned Citizen

# NYCTRC MINUTES

- 2 -

## Time Point

<b>Video Part 1</b> 00:07	<b>Approval of Agenda and approval of Minutes</b>
00:27	<b>Chairs report (Attached)</b>
09:00	C. Greif: What about half fare for Atlantic Ticket?
18:30	C. Greif: Brooklyn L train shutdown meeting had different concerns from those in Manhattan
21:39:	E. Prentiss: On the A train during service changes, the signage posted didn't include accessible options.
25:24	A. Albert: Andy Byford's Corporate Plan <ul style="list-style-type: none"> <li>• Accessibility/Elevators</li> <li>• Group station managers</li> <li>• Signal modernization</li> <li>• Different time frames for phases</li> </ul>
31:40	W. Henderson: Plan will mostly start in next Capital Program E. Shannon: The corporate change and accountability built into the plan is special. The Capital Program should be closer to \$50 billion
<b>Video Part 2</b> 02:48	E .Prentiss: The stations on the list in the Plan are the 100 key stations. Broken elevators are supposed to notify Lift Net.
06:28	K. Cafiero: A. Byford is meeting people in lunchrooms, not top down. Recognizes that there are stations without PA systems
	<b>Old Business</b>
08:38	P. Valdez-Rivera: Congrats on Atlantic Ticket. Doing outreach to support SBS B82 bus service C. Grief: DOT issue
13:00	E. Prentiss: Buses are not going where they are supposed to go. Buses are not following routes. A. Albert: Enforcement of bus lanes and approving of cameras. Collaborate with DOT and NYPD M. Howard: Bus lanes are blocked by cars on Cross Bay Blvd on B252 bus. NYPD should give citations <b>Action Item: Support bill for Bus lane Camera</b>
16:34	S. Goldstein: Share presentation on their internal surveys E. Shannon: They won't share the results, but we can ask.
17:23	S. Goldstein: We visited the Culver viaduct over the Gowanus canal (Between Smith 9 <sup>th</sup> St and Carrol St) a few years ago and I was there recently and noticed the super steel structure

## NYCTRC MINUTES

-3 -

	started to rust again. The steel was coated but rust is getting through.
18:42	B. Lee: In Parkchester, Bronx stations are elevated and need signs to note if/when trains are running before walking up the stairs. 177 <sup>th</sup> Street is a problem area.
19:37	B. Lee: 4A Bus (BX) driver skipped a stop and customers had to run to the next stop. Filled complaint with 311
22:08	E. Wollman: Bus drivers on B36 (Sheepsheads Bay) are hiding their badges, flipping them over.
23:00	W. Henderson: NYCTRC Nominations E. Prentiss: Should switch to a 2 year cycle  <b>Action Item: Draft language for next meeting. Read it once and vote on next meeting</b>  M. Halpern: The change would occur for the next term/year. Current term enforced until June  W. Henderson: We will take nominations in advances of the vote next month. (July's meeting)
	<b><i>New Business</i></b>
24:30	B. Strauss: Signage for bus time arrivals are inaccurate and don't work.
24:49	B. Strauss: The lollipops with useful information at bus stops are disappearing. S. Goldstein: Guide-a-ride sign with bus frequency is gone as well A. Albert: Yes, moving towards electronic because those signs are only as accurate as the last printing. Let us know the specific stop numbers that are missing those. E. Prentiss: Doesn't included which type of bus it is: Express, limited, local, SBS, running through a stop. People look at the route map on the lollipop sign.
27:10	C. Greif: I was at the double-decker bus viewing and brought pamphlets.
28:00	<b><i>Introduction of Speaker:</i></b> <b>Presentation by Tim Gianfrancesco and Hector Santana on Phase 2 of Second Ave Subway</b>
<b><i>Video Part 3</i></b>	Presentation
25:30	E. Prentiss: The area of refuge in the 2 <sup>nd</sup> Ave Subway stations feel like a warehouse, are less 'designed' (unlike the South Ferry station), and feel unsafe.

# NYCTRC MINUTES

- 4 -

27.13	C. Greif: I went to the 2 <sup>nd</sup> Ave Subway Community Information Center. There will be many more people transferring once the second phase is built from other lines and buses. T. Gianfrancesco: Yes we have accounted for those numbers
29.46	A. Albert: Is 125 <sup>th</sup> St station going to have three tracks to potentially extend North and West to the Bronx? T. Gianfrancesco: We built the stations with the potential for flexibility. We are positioning the tunnels in alignment that will allow for future platforms west of Lenox Ave.
33.05	E. Prentiss: Is it going to Washington Heights? T. Gianfrancesco: No current plans to do so.
<b>Video Part 4</b>	
02:10	E. Shannon: Fragile buildings along 2 <sup>nd</sup> Ave may be opportunity for real estate community to get involved upfront. T. Gianfrancesco: We have to investigate building conditions right now and not leave it up to the contractors. We are identifying buildings with mitigation needs. E. Shannon: Value Capture is in the thinking? Yes H. Sanatana: Held public meetings and people asked for different functions for the ancillary buildings. M. Garg: Lessons learned: Work with DCP and city agencies early on. E. Shannon: When were the utility issues taken into consideration? T. Gianfrancesco: Mixed throughout the project. Unanticipated utility issues pop up. This scheme sets out early action items
7:15	E. Shannon: How does it work with CBTC? T. Gianfrancesco: It will be used in Phase 2 and reincorporated into Phase 1 section.
<b>Adjournment</b>	

## Action Items:

- Support bill for Bus Lane Camera Bill
- Draft language for 24 month membership cycle.

The meeting was adjourned at 2:00 PM.

Respectfully submitted,

William Henderson  
Executive Director

May 24<sup>th</sup>, 2018



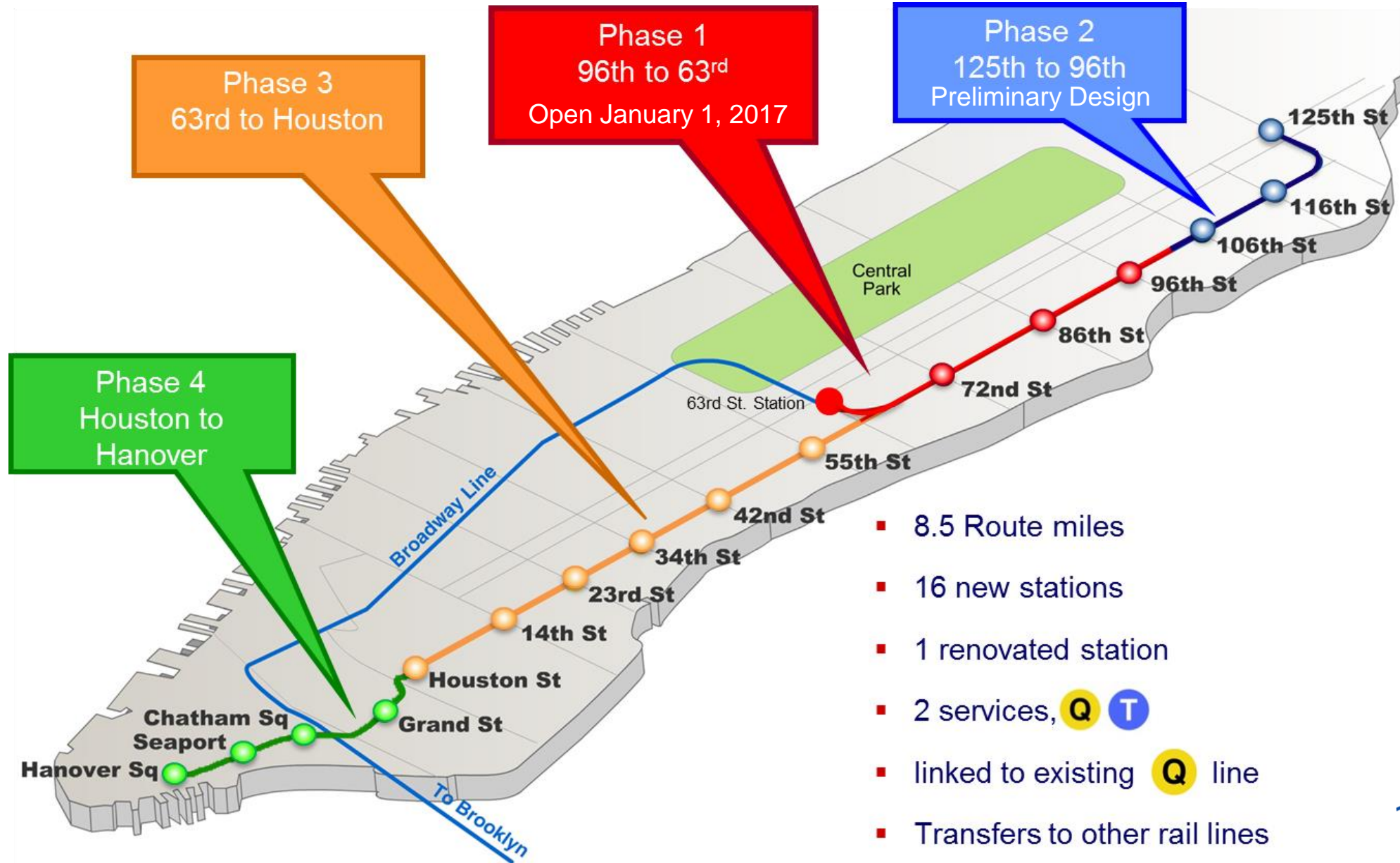
## Second Avenue Subway Phase 2

Presentation to:

Permanent Citizens Advisory Committee



# COMPLETE PROJECT PROFILE



# PHASE 2 PROJECT ALIGNMENT



# Improved Quality Of Life



## Ridership

Phase 1 has drawn nearly 190,000 weekday riders, and Phase 2 is projected to draw another 100,000 riders.



## Time Savings

Phase 1 average time savings of up to 20min/day, 7.2hrs/month and 3.6days/year. Phase 2 will offer similar time savings projections.



## Accessibility

All new stations will have ADA elevator and escalator access.



## Streetscape

We will leave the area better than we found it. Impacted streets, sidewalks and trees will be replaced. Ancillary structures will be designed so that they feature options for vibrant commercial space.



## Modern Stations

Stations will be bright, comfortable, and modern.



## Improved Conditions

Reduce crowding on the 4/5/6, and create a one seat ride from Harlem 125<sup>th</sup> Street to West Midtown, Times Square, Chinatown, and on to Coney Island, Brooklyn

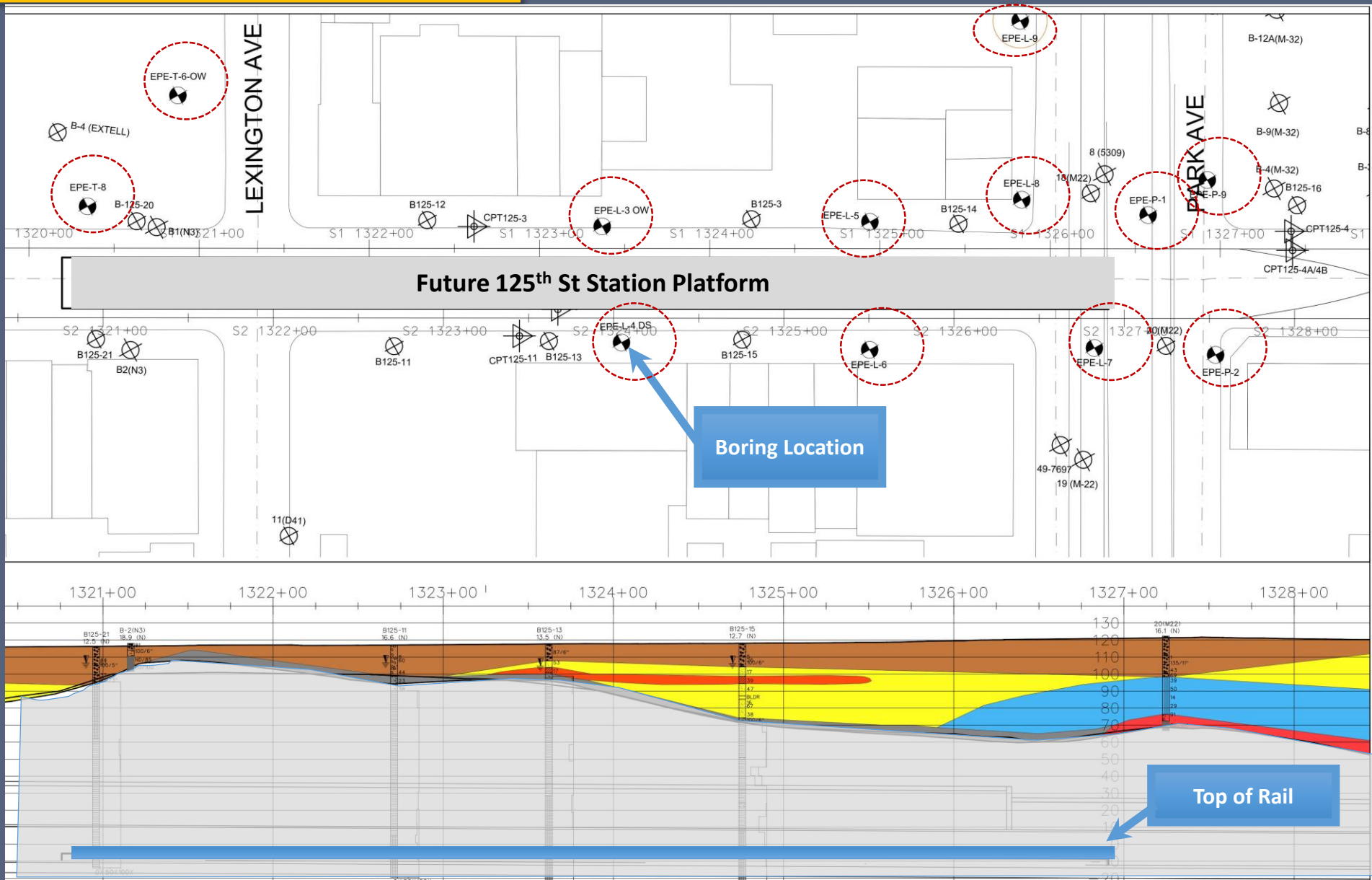
# BENEFITS OF THE SECOND AVENUE SUBWAY



# Project Status

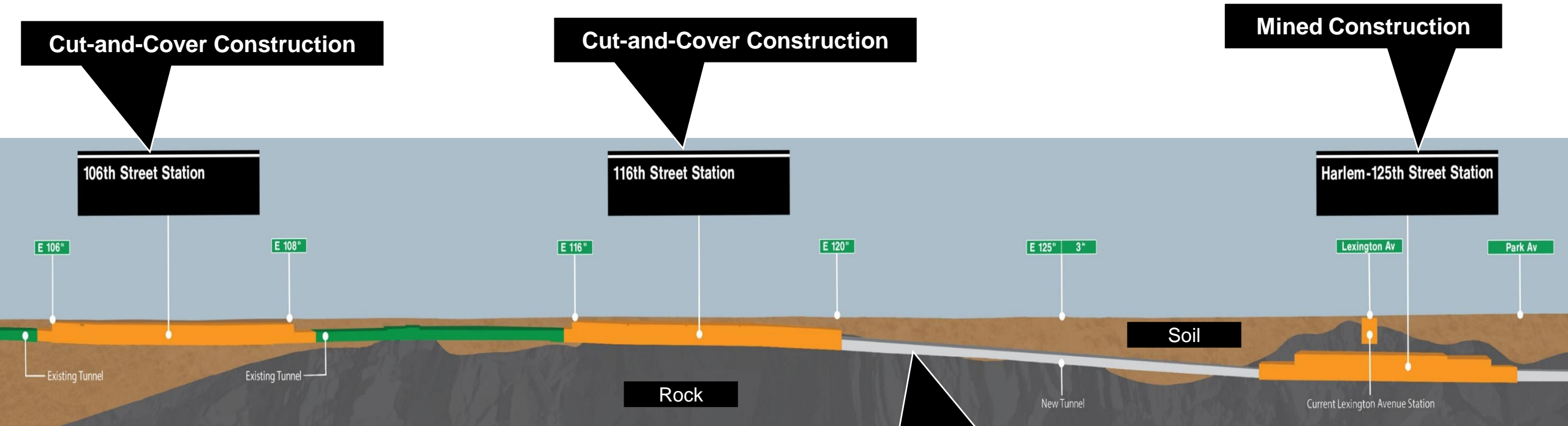
- Ongoing field investigation program
- Goal is to finish preliminary engineering update by third quarter of 2018
- Complete environmental update by third quarter of 2018
- Early utilities relocation contract is planned for second half of 2019
- Start final design in 2019

# Lessons Learned



Cost Containment and Lessons learned: Extensive field investigation program for Optimized Construction Methodology

# SAS PHASE 2 GEOLOGICAL PROFILE

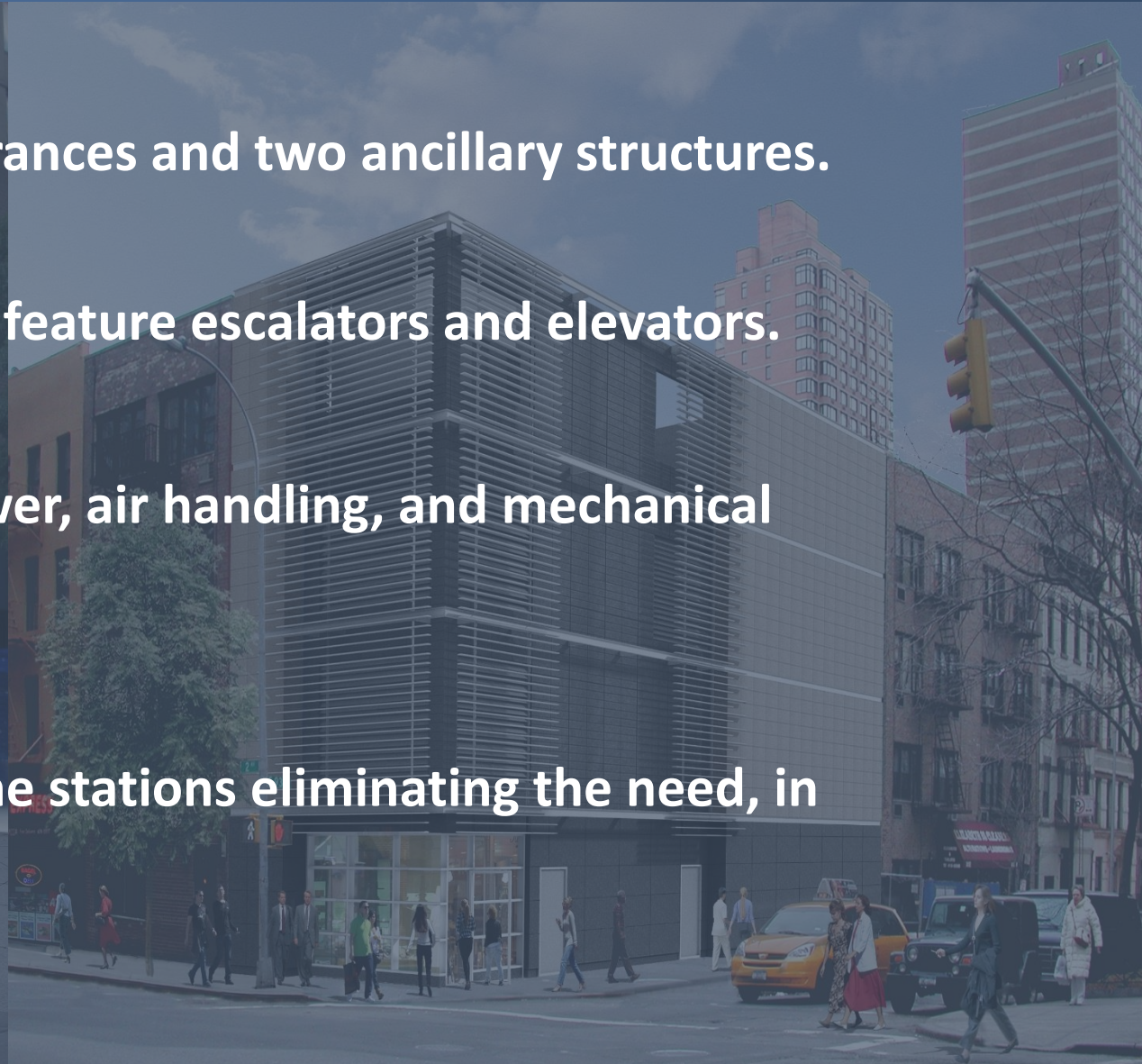


# Ongoing Design Efforts

- Maximize use of existing tunnel segments from the 1970's
- Minimize surface impacts at 125<sup>th</sup> St station area
- Minimize impacts to existing Lexington Avenue Station & facilities
- Adjust alignment to minimize utility relocations
- Plan utility work to minimize risks during station and tunnel construction

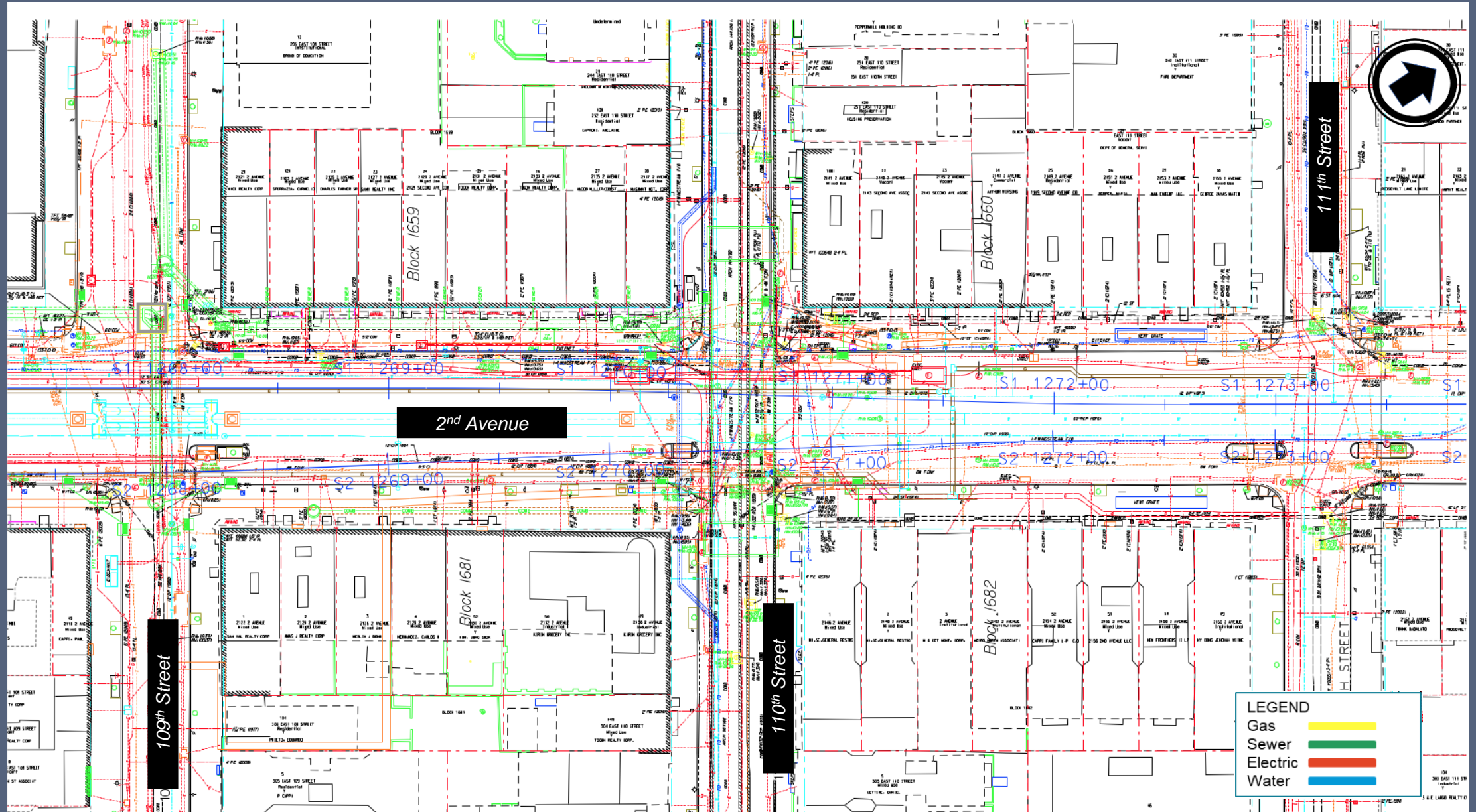
# ▶ Station Components

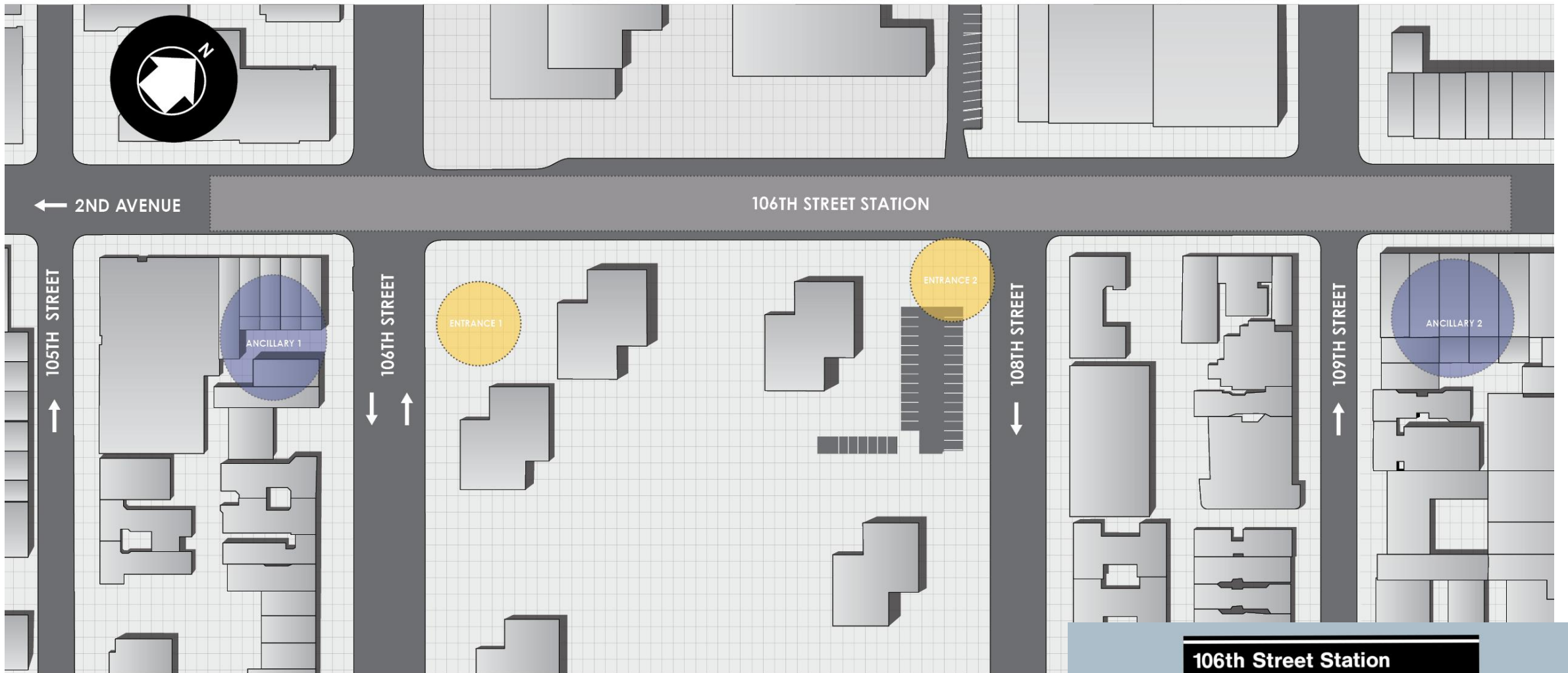
- Each station will have at least two entrances and two ancillary structures.
- All stations will be ADA accessible and feature escalators and elevators.
- Ancillary structures house: station power, air handling, and mechanical equipment.
- Ancillaries push and pull air through the stations eliminating the need, in most cases, for the sidewalk grates.



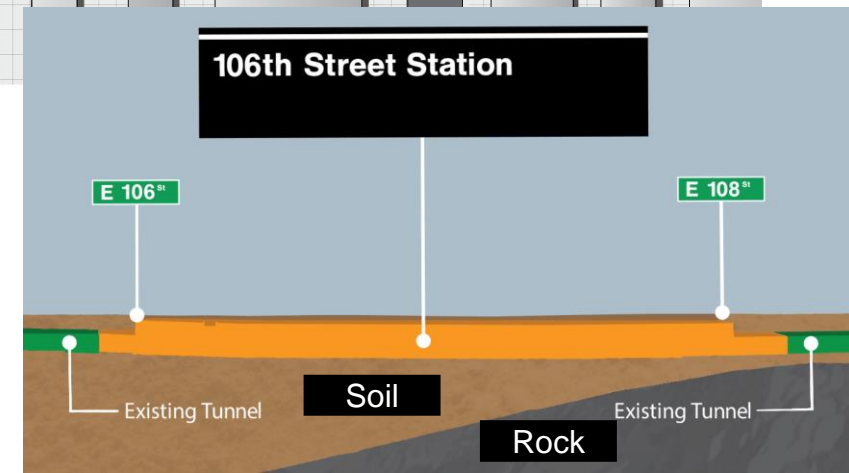
# Lessons Learned

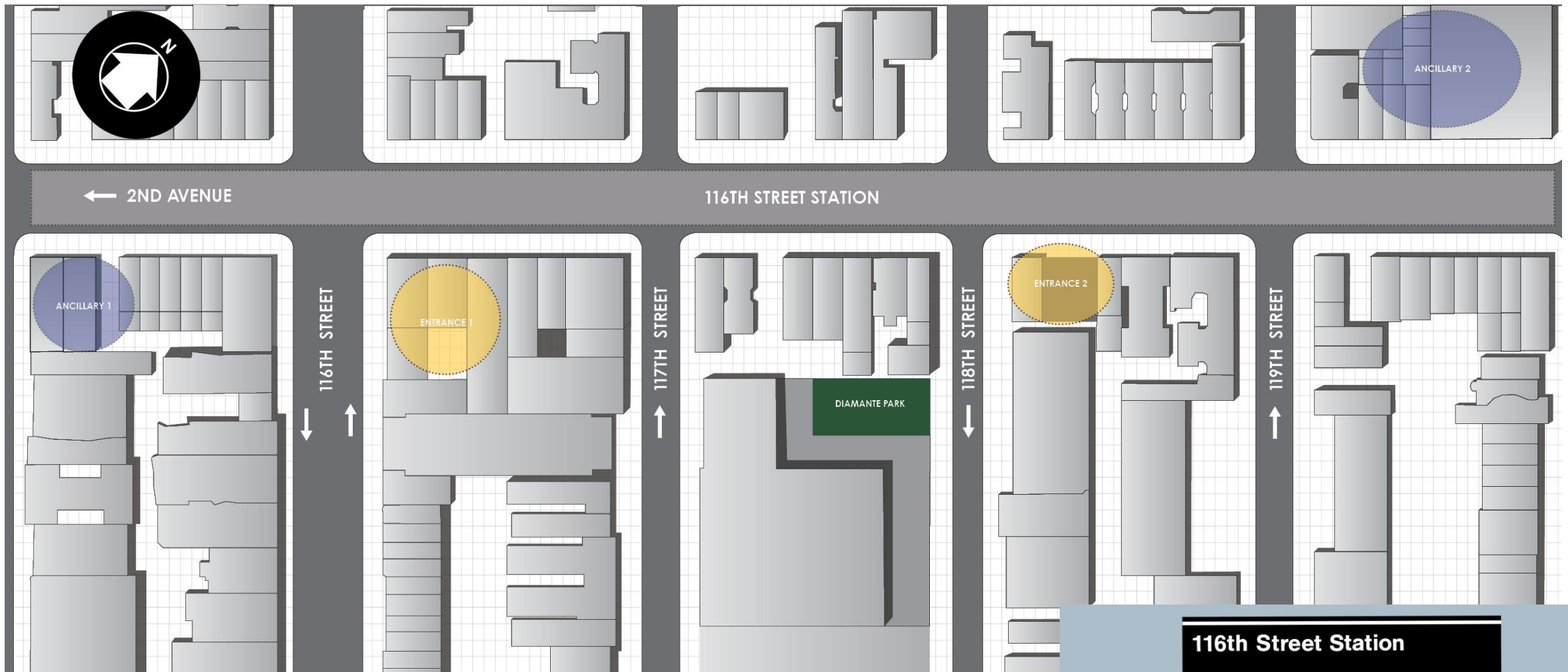
# Draft Composite Utility Plan



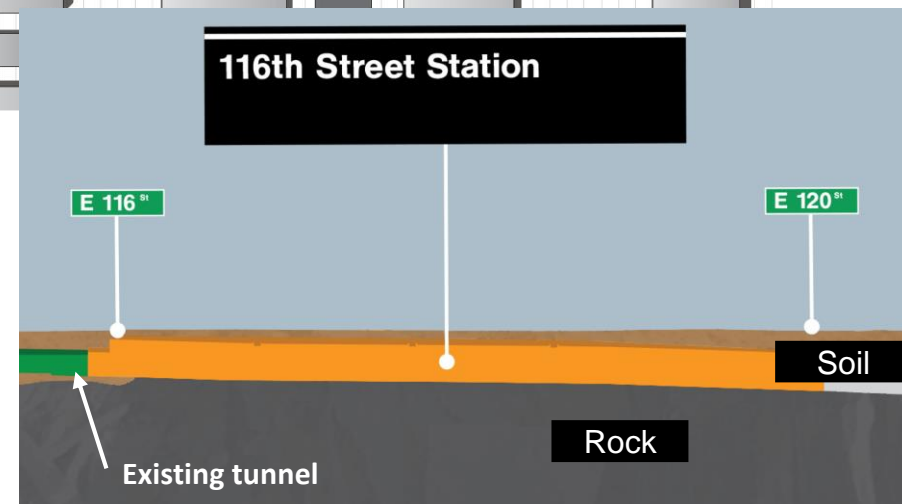


- Proposed Entrances = 2
- Proposed Ancillaries = 2 (ranging in height from 120'–140')





- Proposed Entrances = 2
- Proposed Ancillaries = 2 (ranging in height from 90'140')
- Park





# Harlem-125th Street Station

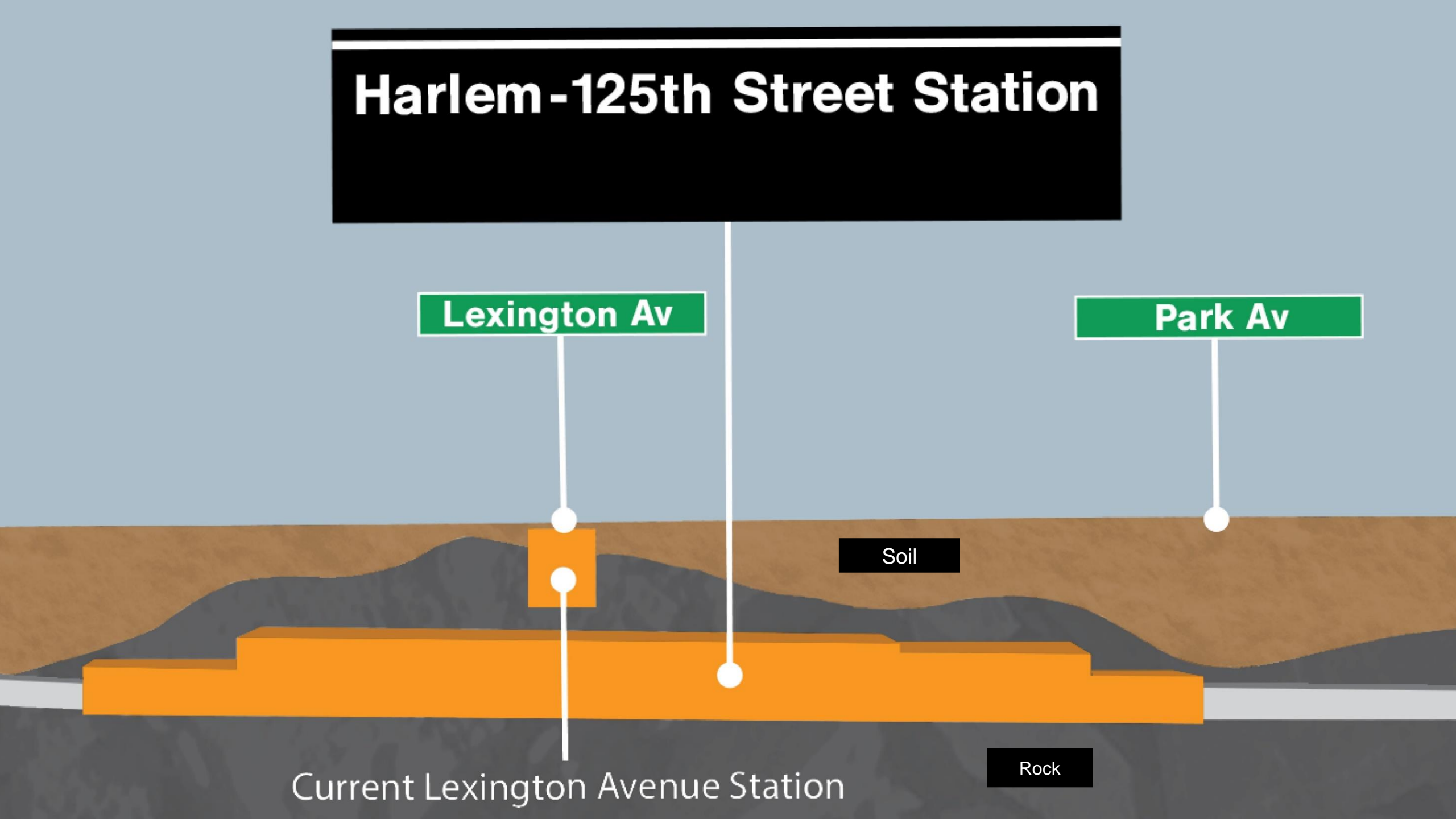
Lexington Av

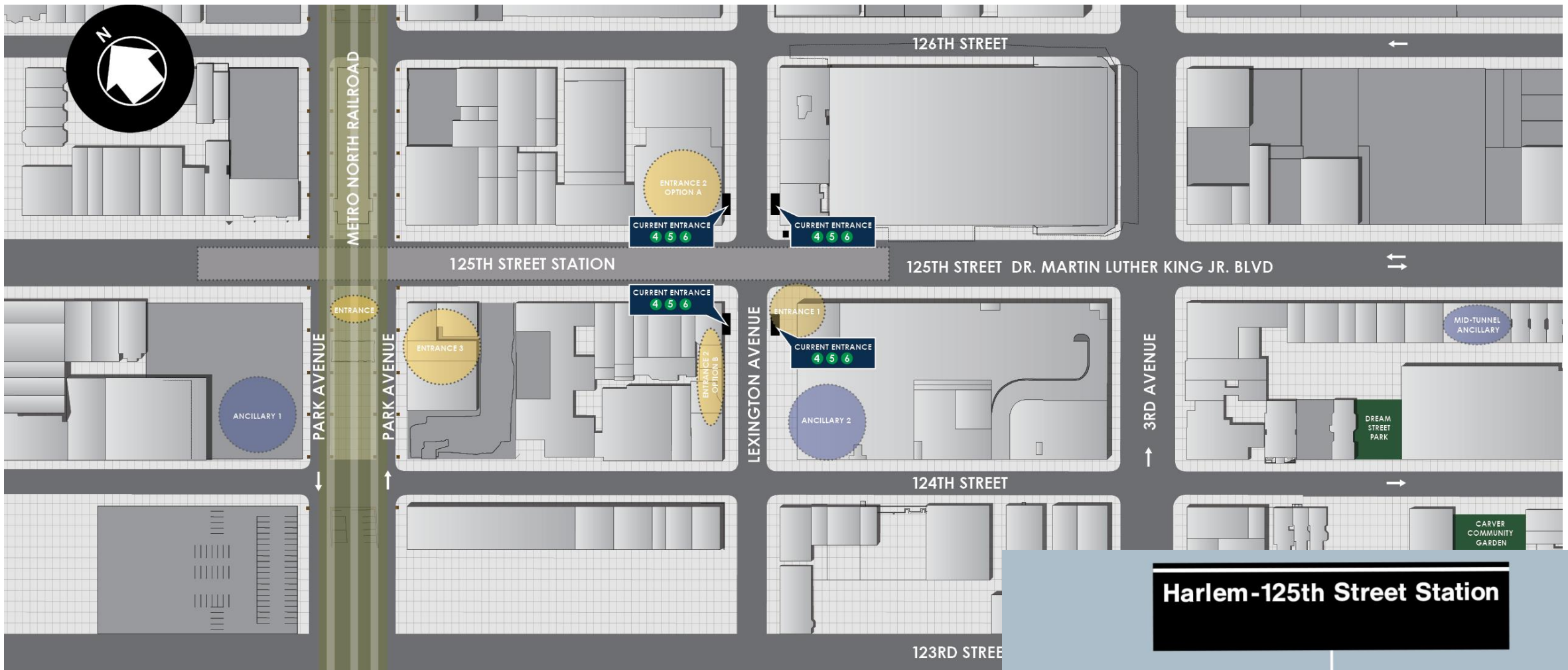
Park Av

Soil

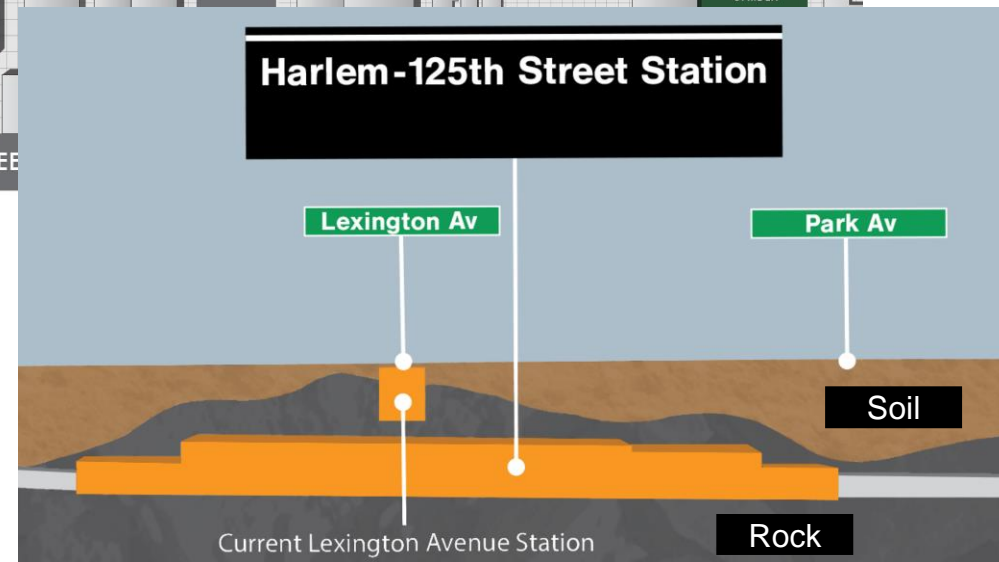
Rock

Current Lexington Avenue Station



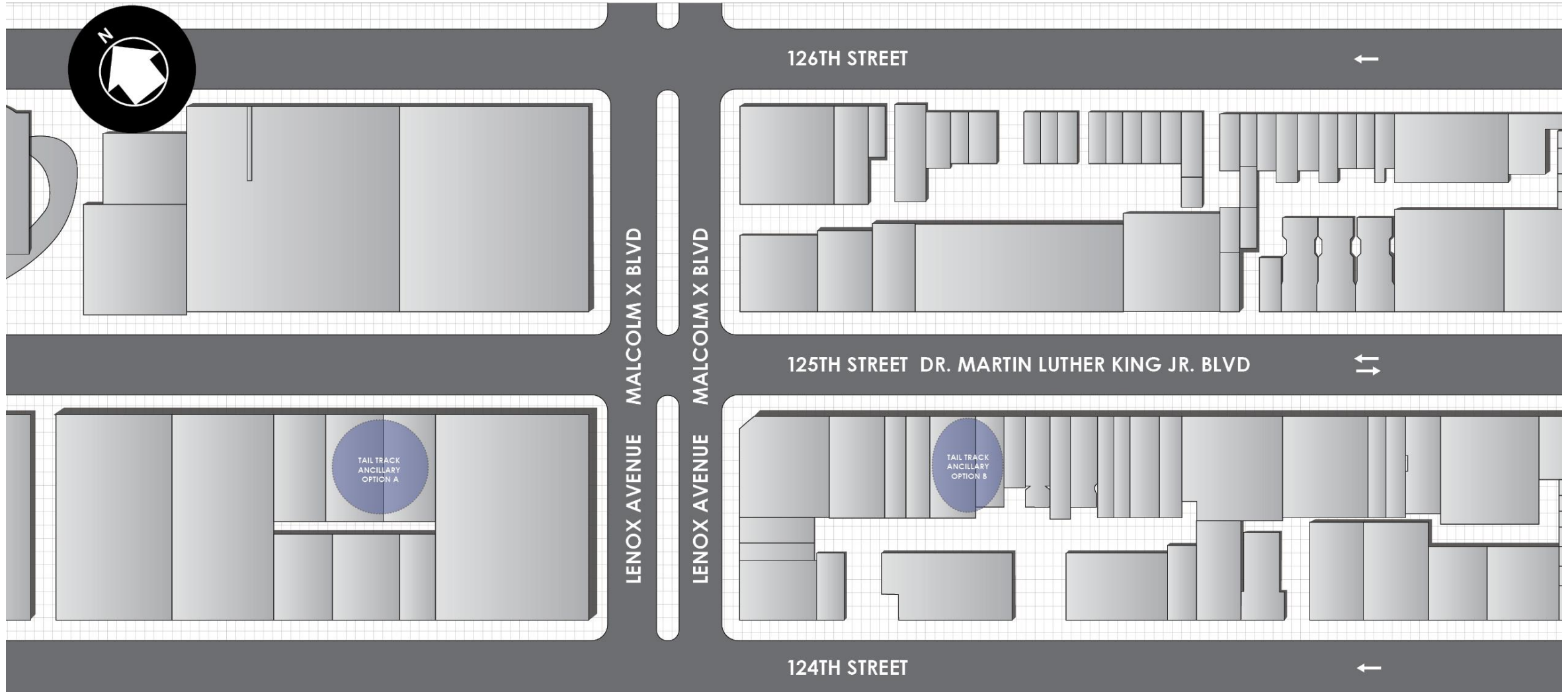


- Proposed Entrances = 2
- Proposed Ancillaries = 2 (ranging in height from 45'–75')
- Park
- Viaduct



# SECOND AVENUE SUBWAY: 125<sup>TH</sup> STREET & LENOX

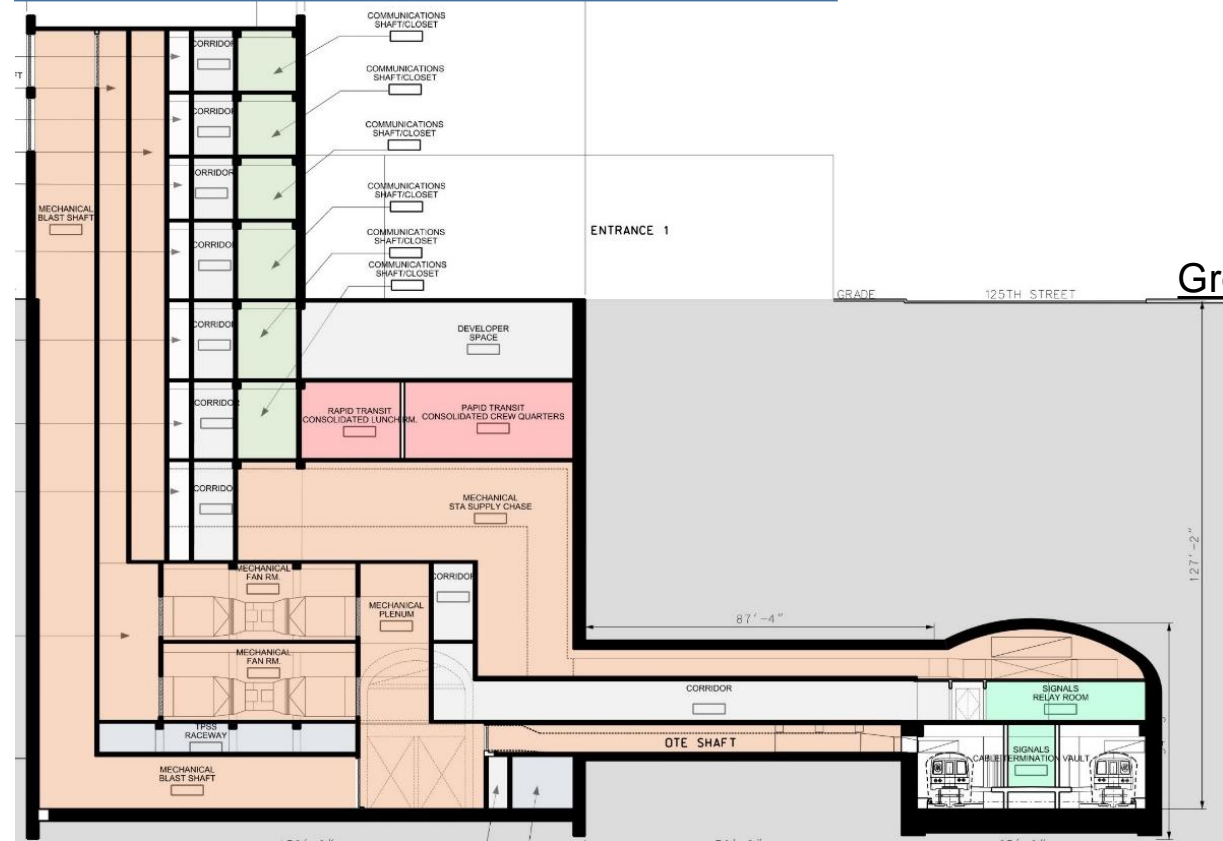
(TAIL TRACK PLAN)



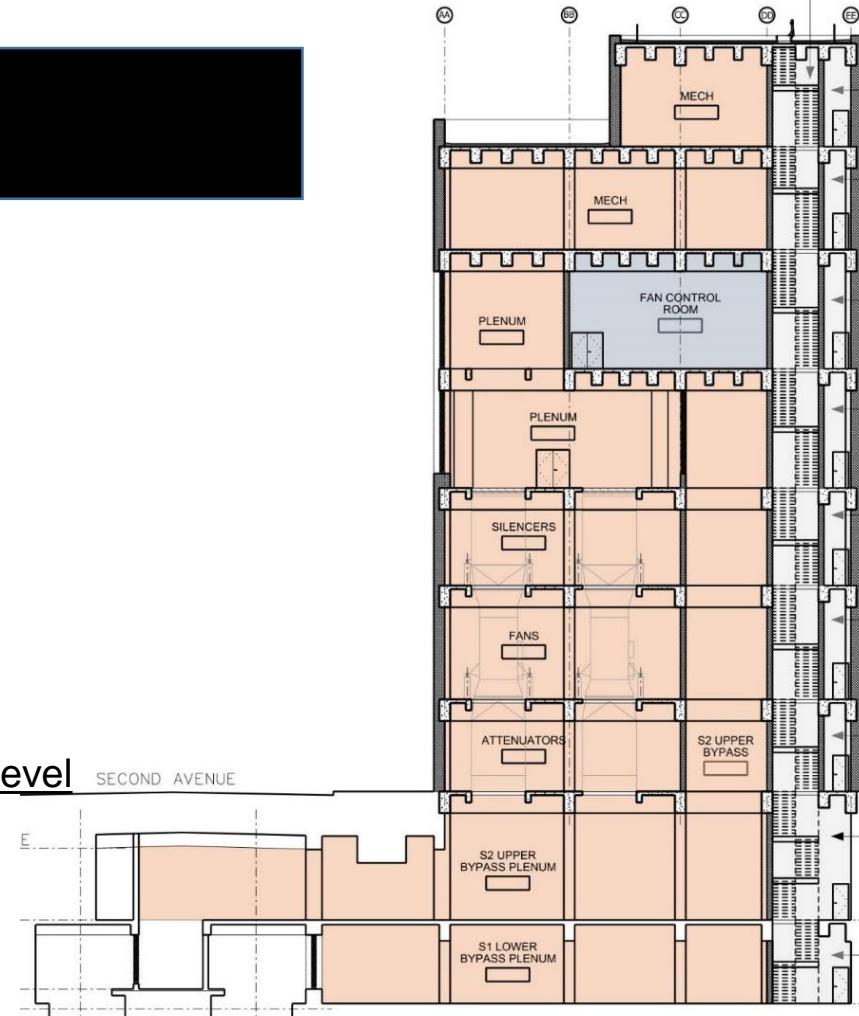
■ Proposed Ancillaries = 2 (ranging in height from 45'–60')

# Ancillaries for Phase 2

## Ancillary for mined station



## Ground Level SECOND AVENUE



## Ancillary for cut-and-cover station

### LEGEND

- |   |                      |   |                   |   |                                 |
|---|----------------------|---|-------------------|---|---------------------------------|
|  | COMMUNICATION SPACES |  | MECHANICAL SPACES |  | PUBLIC / NON PUBLIC CIRCULATION |
|  | ELECTRICAL SPACES    |  | PLUMBING          |  | SIGNALS                         |
|  | TPSS                 |  | FIRE PROTECTION   |  | STATION OPERATIONS              |



**Second Avenue Subway**

**Community  
Information Center**

**Partnering with the  
Community**



**Thank You!**