

A meeting of the New York City Transit Riders Council (NYCTRC) was convened at 12:00 pm on Thursday, January 29, 2020 in the 20th floor Board Room at 2 Broadway, New York, NY 10004.

Member Attendance

Andrew Albert (Chair)	Present
Burton M. Strauss Jr. (Vice Chair)	Present
Stuart Goldstein	Present
Christopher Greif	Present
William K. Guild	Absent
Marisol Halpern	Present
Sharon King Hoge	Absent
Trudy L. Mason	Present
Scott R. Nicholls	Present
Edith Prentiss	Present

Staff Attendance

Lisa Daglian (Executive Director)	Present
Ellyn Shannon (Associate Director)	Present
Bradley Brashears (Planning Manager)	Present
Sheila Binesh (Transportation Planner)	Present
Deborah Morrison (Administrative Assistant)	Present

Non-member Attendance

<u>Name</u>	<u>Affiliation</u>
Andy Byford	NYCT
Alex Elegudin	NYCT
Deborah Hall-Moore	NYCT
Rachel Cohen	NYCT
Debra Greif	BFSSAC
Ann Mannino	BFSSAC
Andrew Kurzweil	RUN
Jasmine Melzer	Good Neighbors of Park Slope
Joyce Jed	Good Neighbors of Park Slope
William Stanford, Jr.	Concerned citizen
Yvonne Morrow	Concerned citizen

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**Approval of Agenda for February 27, 2020 meeting.
Approval of Minutes for January 29, 2020 meeting.**

Chair's Report attached.

Board Report Discussion Points: (To view full discussion visit PCAC Youtube Channel)

- Andy Byford and Pete Tomlin resign from MTA-NYC Transit effective February 21st.
- CBTC is moving along on Queens Boulevard, eventually on 8th Ave., etc...
- Group Station Manger program – under Andy has improved station conditions.
- Accessibility – next group of stations you will hear about from our presenter today.
- Livonia – Junius stations will become connected and made accessible.
- Subway ridership and OTP (84%) increases resulting from the Save Safe Seconds program.
- Penn Station Master Plan - eight additional tracks – no decision has been made on repairs of the Hudson River tunnels. However, the East River tunnels will be addressed by Amtrak.
- R179 fleet is back and functioning.
- The R42s are gone, with some R32s left.
- TWU 100 contract was approved.
- Six-person mobility panel has yet to be appointed.
- RPA's Triboro RX proposal being studied by the MTA.
- Andy Byford's farewell and thank you letter given to him – he thanks and addresses the Council.
- NYCTRC fare evasion study preliminary work being done.

Old Business

D. Greif: Wants to volunteer for the fare evasion study after having experienced being pushed through the auto gates. Stillwell Avenue station auto gate is problematic – the doors don't open when the card is swiped.

Action Item: Report Stillwell auto gate not opening issues.

T. Mason: Fare evasion – With Fair Fares in effect, will it help? Is there any way to see the correlation between the Fair Fares program and fare evasion counts? Will fare evasion go down?

A. Albert: I think they will be looking into this, and observations of fare evasion in general.

C. Greif: There needs to be more work on safety issues – dancers hitting disability people onboard trains. This is a problem for the senior and disability communities. We need to have updates on these types of incidents and need to know where the police are going to be stationed.

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E. Shannon: We should be asking for an incident report. Reports on the lines where it happens would be helpful for us to have.

Mr. X: Burnside station – fare evasion is a problem – people reselling tickets. 3rd Ave & 149th Street station the machines are inactive.

S. Goldstein: Inquires about Council Action Item list.

L. Daglian: Yes, we do have that created, just didn't bring it with us today.

S. Goldstein: Progress on station cleanings – these new wayfinding stripes are obscured by dirt or are wearing away. These things have to be cleaned.

A. Elegudin: The strips are being piloted. The next will be at Grand Central using different designs. It is a difficult thing to pull off – when they power wash the stations it washes away the stripes, etc... – it is challenging finding the right materials so they don't deteriorate – need to find standard materials to use across the system.

T. Mason: The construction work happening at Grand Central makes wayfinding extremely difficult. The signage sucks! Had a friend visiting from Los Angeles and she couldn't find her way out of the station. We need to make a request – the mezzanine level is the worst.

R. Cohen: They are working on improving wayfinding and signage – we should be doing daily checks, which may be a GSM thing to do.

Introduction of Speaker: Presentation on FY20-24 Capital Program Station Accessibility Projects: Alex Elegudin, Senior Advisor for Systemwide Accessibility

E. Prentiss: The wide-fare gate will eliminate the need for auto-gates.

L. Daglian: Elevator maintenance is an ongoing issue – hopefully standardization will help to reduce the breakdowns. Is there maintenance within the design-build contracts?

A. Elegudin: Standardization is the second most effective thing we can do. First, is simply replacing the elevators. Standardization does help with maintenance though – it will require testing with outside maintenance contracts – something has to give if we cannot hire new maintainers in-house.

S. Goldstein: Elevator and escalator replacements – are all scopes the same? What is the phasing of these projects to install new elevators? And how will this affect communities along the line?

A. Elegudin: Scope – going out as design-build, which is a significant change. While standardization is needed, there are stations that are different and have physical constraints – standard product will not always work. We will also be looking at how this will impact certain lines and surrounding neighborhoods.

S. Goldstein: Data displayed by line and borough would be useful to have.

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T. Mason: For senior citizens – down escalators should become up escalators when the up escalators are broken.

A. Elegudin: Operations department plans the changing of up and down escalators. Flipping the switch is easy, however operations plans this due to people movement patterns, timing of day, etc...

R. Cohen: Flipping the switch may permanently break the escalator – unintended consequence. They are currently surveying the escalators to see which ones can be easily and safely switched in cases like this.

A. Albert: Clark Street elevators – has a decision about that been made? Will it be one at a time, or two, or all three out at the same time?

A. Elegudin: Janno's team is reevaluating this. It has not been decided yet.

A. Albert: Stations on Central Park West – smaller sized elevators – are you still looking at those?

A. Elegudin: As we get more reports from engineers – they won't work – we are not moving in that direction. ADA also dictates the types of elevators we can use – has to be able to accommodate wheelchairs. We may still pilot one in Washington Heights.

E. Prentiss: Dyckman promoted as the new model – Have we learned anything from those elevators?

A. Elegudin: Not madly in love with the Hudson Yards elevators – they look cool, but are difficult to maintain and have reliability challenges. Plus, those are custom-type elevators, which is the opposite of what we are trying to do.

C. Greif: Construction – Is Ave. H going to have a northbound ramp? Stations have to be closed to do this work. There needs to be community meetings regarding this.

A. Elegudin: Number one thing that closes a station is platform work – don't always have to close the entire station. This is the last thing that we want to do. As long as the track is not impacted, then the station does not have to be closed. Could possibly separate the contracts between platform work and installing elevators.

Adjourned

Action Items

- **Report Stillwell auto gate not opening issues.**

Youtube Video links: [Part 1 of 1](#)

The meeting was adjourned at 2:00 PM.

Respectfully submitted,

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Lisa Daglian
Executive Director

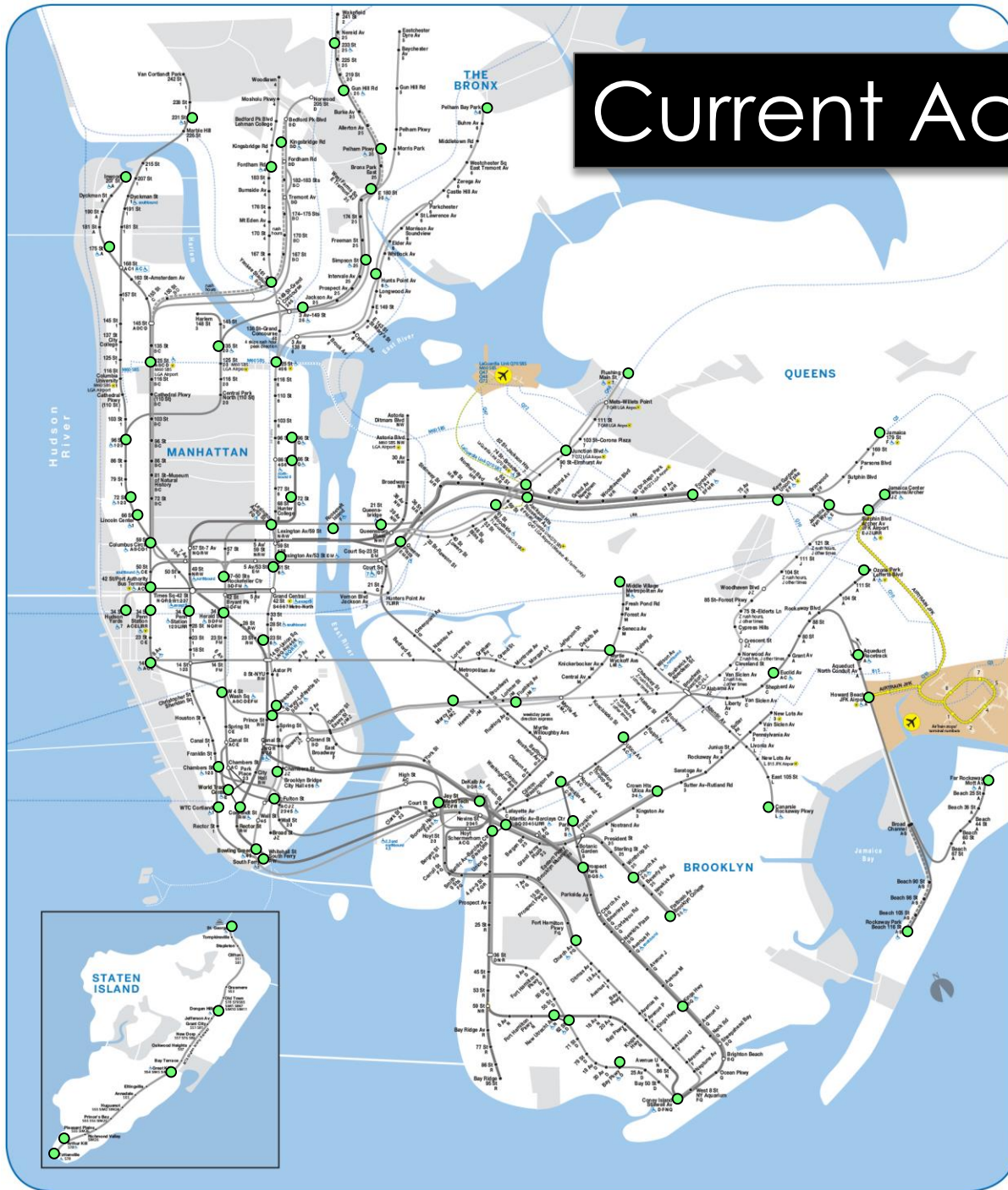
2020-2024 Capital Plan Station Accessibility Projects

New York City Transit Riders Council Update

January, 2020



Current Accessible Stations



- 124 accessible stations:
 - 119 NYCT, 5 SIR
 - 9 accessible in 1 direction
- Serving **44%** of riders

Stations in Design/Construction



● Currently Accessible
● In Design/Construction

Stations serve over 50% of ridership

Manhattan

- 57 Street - 7 Ave (NQRW)
- Chambers Street (JZ)
- 1 Avenue (L)
- 68 Street - Hunter College (6)
- Times Square - 42 Street (S)

Brooklyn

- 59 Street (NR)
- 86 Street (R)
- Bay Ridge - 95 Street (R)
- 8 Avenue (S-bound) (N)
- Bedford Avenue (L)
- Livonia Avenue (L)
- Greenpoint Avenue (G)
- Eastern Pkwy - Brooklyn Museum (23)

The Bronx

- Bedford Park Boulevard (BD)
- Westchester Square - East Tremont Avenue (6)
- 170 Street (4)
- 3 Avenue - 149 Street - Grand Concourse (4)
- 149 Street - Grand Concourse (23)
- Gun Hill Road (5)

Queens

- Astoria Boulevard - Hoyt Avenue (NW)
- Woodhaven Boulevard (JZ)
- Court Square (G)
- Queensboro Plaza (7NW)



Selection Process






Selection Criteria for Next 70 Accessible Stations

- **System-wide coverage:** Fast Forward called for new accessible stations to ensure customers are never more than 2 stops from an accessible station
 - First 48 stations announced meet and exceed this goal
 - Final 20 stations selected focused on some of the city's fastest-growing neighborhoods and major corridors
- **Community input** was key for selecting stations within and beyond coverage groups
- Additional criteria include:
 - Transfer points, connections and terminals
 - Proximity to activity centers
 - Ridership
 - Demographics

Coverage Group Example

Must select 1 station from each group to meet coverage goal

Key

-  Current ADA accessible station
- Highlighted Stations** = Stations in a Fast Forward coverage group
-  ADA upgrade project in progress at this station
-  Priority station based on Fast Forward criteria



Coverage Group Example

Brighton Beach Group	Average Weekday Riders	Activity Centers	Bus Lines	Senior Population	People with Ambulatory Disabilities (Community District)	Average Weekday Reduced-Fare Riders	Daily AAR Pick Ups
Neck Road Q	4,208	Mellett Playground	none	8,186	3,472	152	160
Sheepshead Bay B Q	14,305	Sheepshead Bay Library, Homecrest Playground, St. Mark School, IS 98, Coney Island Hospital, Manhattan Beach Neighborhood Senior Center	B49, B4, B36	9,413	4,706	455	170
Brighton Beach B Q	12,792	Coney Island Beach, Manhattan Beach, Tilyou Playground, PS 253, Millennium Theatre, NYCHA Haber Senior Center, Brighton Beach BID	B68, B1	10,853	6,026	442	170
Ocean Parkway Q	3,203	Brighton Beach Library, Coney Island Beach, Asser Levy Park, Century Playground, Brighton Playground, PS 100, PS 370, Senior Citizen Care	B68, B1, B36	12,210	6,821	141	170

+ Community support



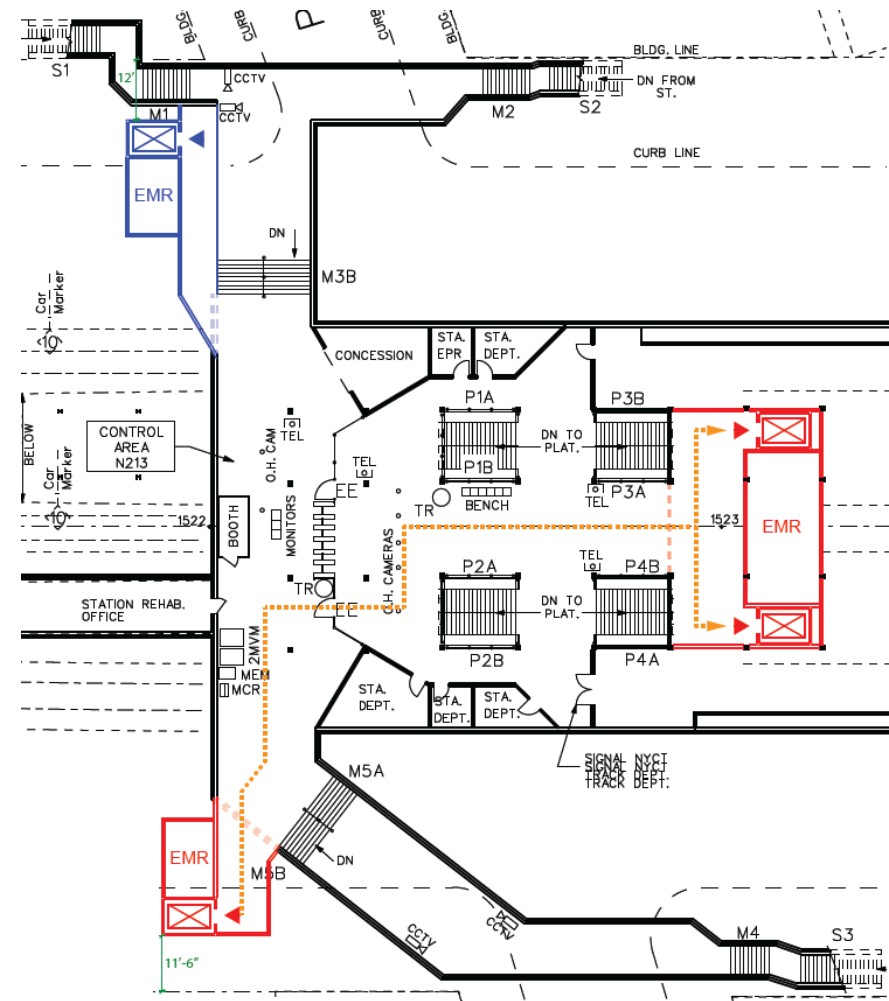
Community Input

- Public event on Feb 6th, 2019 with 100 community members and 2000 online viewers. Reviewed every coverage group
- Letters and other communications from dozens of elected officials, community groups, riders
- On-going discussions with advocates



Evaluation: Cost/Complexity

- Consultants completed evaluation of **all remaining inaccessible stations**
- Evaluating **all accessibility options** (ramps, direct platform access) with several options for each station
- Develop a **conceptual accessibility plan and cost** based on:
 - Utilities; Real estate/acquisition needs
 - Building setbacks, curb depths and sidewalk clearances
 - Platform curvature, edge clearance



Overview of Selected Stations



First 48 Stations (Announced September, 2019)

Manhattan

137 Street - City College ①

14 Street ①②③

14 Street ⑤⑥

168 Street ①

42 Street - Bryant Park ②③④⑤⑥

5 Avenue ⑦

6 Avenue ⑧

81 Street - Museum of Natural History ⑨⑩

86 Street ⑪⑫⑬

96 Street ⑭⑮

Delancey Street ⑯

Dyckman Street (North Bound) ⑰

Essex Street ⑱⑲⑲

Brooklyn

36 Street ⑳㉑㉒

7 Avenue ㉓㉔

Avenue H (North Bound) ㉕

Avenue I ㉖

Borough Hall (South Bound) ㉗㉘

Broadway Junction ㉙

Broadway Junction ㉚㉛

Church Avenue ㉜㉝

Classon Avenue ㉞

Grand Street ㉟

Hoyt & Schermerhorn ㊱㊲㊳

Junius Street ㊴

Kings Highway ㊵

Kings Highway ㊶

Lorimer Street ㊷

Metropolitan Avenue ㊸

Myrtle Avenue ㊹㊺㊻

Neptune Ave ㊼

New Lots Avenue ㊽

Norwood Avenue ㊾㊿

Sheepshead Bay ㊿

The Bronx

Brook Avenue ㊿

East 149 Street ㊿

Moshulu Parkway ㊿

Parkchester - E 177 Street ㊿

Tremont Avenue ㊿

Van Cortlandt Park - 242 St ㊿

Queens

Beach 67 Street - Gaston ㊿

Briarwood - Van Wyck Boulevard ㊿

Broadway ㊿

Rockaway Boulevard ㊿

Steinway Street ㊿

Woodhaven Boulevard ㊿

Staten Island

Clifton

Huguenot

New Dorp

Meets coverage goal in every borough, with additional priority stations identified



Next 20 Stations (Announced, December 2019)

Manhattan

- Harlem - 148 Street ③
- 110 Street ⑥
- 59 Street ④ ⑤ ⑥
- 181 Street - Fort Washington Avenue ①
- 7 Avenue ② ④ ⑤
- Lexington Avenue - 59 Street ① ② ③

Brooklyn

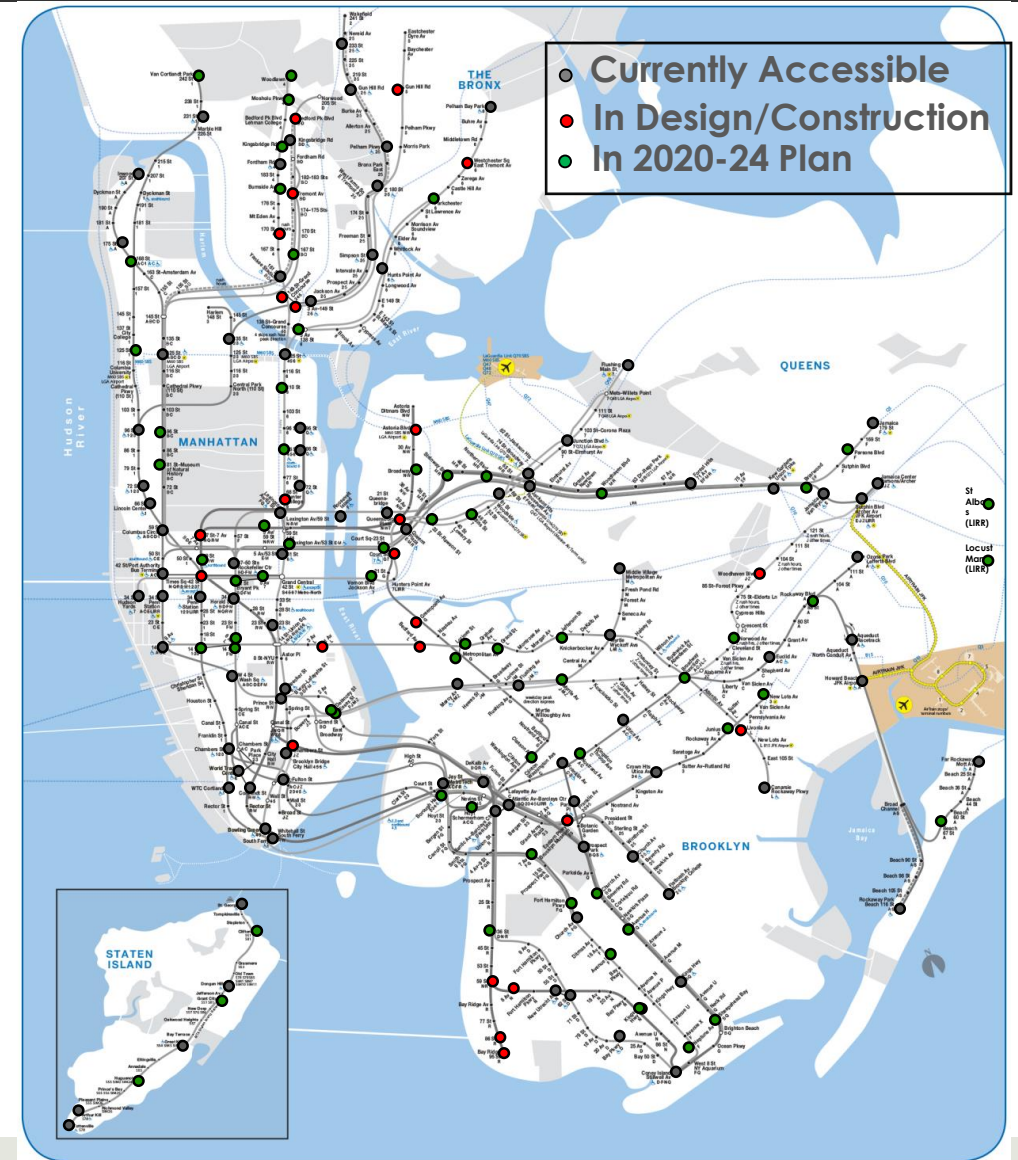
- Nostrand Avenue ① ②
- Broadway Junction ① ②
- 18 Avenue ③
- Jefferson Street ④

The Bronx

- Wakefield - 241 Street ②
- Burnside Avenue ④
- Kingsbridge Road ④
- 3 Avenue - 138 Street ⑥
- 167 Street ② ④

Queens

- 33 Street - Rawson Street ⑦
- 46th - Bliss ⑦
- Court Square - 23 Street - Ely Avenue ⑤ ⑥
- Parsons Boulevard ⑦
- Northern Boulevard ⑧ ⑨



Accessibility by Borough

Borough	Total Stations	% ADA Today	% ADA After Current Program	% ADA After 2020-2024 Capital Program
Bronx	70	19%	27% (19)	43% (30)
Brooklyn	170	18%	22% (38)	36% (61)
Manhattan	151	36%	40% (61)	52% (78)
Queens	81	25%	30% (24)	43% (35)
Staten Island	21	24%	24% (5)	38% (8)

After 2020-2024 Plan, accessible stations serve over 60% of ridership

Project Delivery



2020-2024 Capital Program

- The 2020-2024 Capital Plan invests **\$51.5 billion** across the region's subways, buses, commuter rail systems and bridges and tunnels
- Historic Capital Plan includes:
 - **\$40b** for New York City Transit
 - **\$37b** for subways
 - **\$5b** for station accessibility
 - **\$4b** for other station improvements

Strategic Project Delivery

Innovative approaches to Project Delivery include:

- Design Build Contracts
- Bundling Stations
- Creative design solutions and efficiencies
- Working with City partners
- Aggressive procurement schedule

Project delivery managed by new C&D team

RFQ Out for First 23 Stations



● Currently Accessible
● Package A

Manhattan

- 137 St-City College ①
- 181 St A
- Dyckman St ①
- Harlem-148 St ③

Staten Island

- Clifton
- Huguenot
- New Dorp

Queens

The Bronx

- Beach 67 St A
- Brook Av ⑥
- E 149 St ⑥
- Wakefield Metro-North
- Wakefield-241 St ②

Queens

- Beach 67 St A
- Broadway N W
- Court Sq-23 St E M
- Locust Manor LIRR
- Saint Albans LIRR
- Steinway St M R
- Woodhaven Blvd M R

Brooklyn

- 7 Av F G
- Classon Av G
- Grand St L
- Lorimer St L
- Metropolitan Av G



Additional Capital Plan Items for Discussion

- Timeline
- Other accessibility features
- 65 elevator & 78 escalator replacements