

A meeting of the New York City Transit Riders Council (NYCTRC) was convened at 12:00 pm on Thursday, July 25, 2019 on the 16th floor, room 16.08 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	Present
Marisol Halpern	Present
Sharon King Hoge	Present
Trudy L. Mason	Present
Scott R. Nicholls	Absent
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
Uday Schultz (Intern)	Present
Deborah Morrison (Administrative Assistant)	Present

Non-member Attendance

<u>Name</u>	<u>Affiliation</u>
John Santamaria	NYCT
Deborah Hall-Moore	NYCT
Eric Wollman	Concerned citizen
Michael Howard	Concerned citizen
Andrew Kurzweil	Concerned citizen
Kevin Zeng	Concerned citizen

**Approval of Agenda for July 25, 2019 meeting.
Approval of Minutes for June 27, 2019 meeting.**

Chair's - Board Report attached.

- PCAC staff AlixPartners Transformation Plan testimonies
- Next 50 accessible stations
- Approval of MTA-AlixPartners Transformation Plan:
 - Takes key responsibilities away from the agency presidents
 - Consolidation of departments
 - Projects underway will stay with the same group as of now
 - Chief Officer of Accessibility
 - Chief Transformation Officer (CTO) and Chief Operating Officer (COO) – both to be appointed soon
 - 2022-23 MTA deficits
 - Once CTO is appointed the MTA Board and the public will have the opportunity to weigh in. There is an email address on the MTA website now for comments but changes cannot be made until the CTO comes on board.

A.Albert & B. Strauss: Discussion of fare evasion losses (\$256 million/yr) – combining of MTA departments will save the agency money with the possibility of using the savings to combat fare evasion – the hiring of 500 new police, etc...

E. Shannon: Mentions a discussion she had with Chief Delatorre about the need for police presence, action, and reinstalling buzzers at the slam gates to detour people from fare evading. There is a pilot program underway to study the slam gate buzzers – they are reviewing any problems the buzzers may cause.

Action Item: NYCTRC should do a follow-up on the slam gate buzzer pilot program.

L. Daglian: The MTA Financial Plan was online, but is no longer – we will inquire about this. There is dedicated funding stream for capital but not for operations, which is a continuing problem for the MTA.

Action Item: Inquire about making the Financial Plan available on the MTA's website.

B. Strauss: Are there going to be more fare increases and have they been calculated into the Financial Plan?

A.Albert: Yes, they are slated for every other year (2021; 2023).

A.Albert: A police presence has been welcomed at the board in regards to the homeless problem. There is a homeless plan set in place – cameras will be installed. The Bowery Residents Committee is not working and the MTA's Inspector General is on the case now.

M. Halpern: They can't force them to get help – how will they address this issue? Can only do this during a "Code Blue" – weather conditions.

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L. Daglian: That is why this task force has been created – to determine what is the best approach when dealing with the homeless in the system.

C Greif: Adds that the homeless might have special needs that are not being addressed – this is a mental health and hygiene issue.

E. Prentiss: Task forces tend to be heavy with administrators and not with actual workers is the problem. It is simply social work case management - and many just don't want to go to the shelters.

L. Daglian: The homeless task force is to release a detailed plan by September 3rd.

A.Albert: In Transit Committee – service changes have gone into effect – B and W service ending early, which becomes the new schedule – and one C train is being removed from the schedule.

A.Albert: President Byford's changing of the subway speed limits – trains are now going much faster. Apparently, this success story will be brought to the both commuter railroads to look at unnecessary speed limits.

E. Prentiss: What are they doing about the buses though? We have been told that they are not going to be compensating with more buses for the lack of elevators in Washington Heights.

A.Albert: There are some bus additions, but there are more bus reductions than additions.

E. Prentiss: M4, M5 are getting cuts.

A.Albert: Broadway – Lafayette B/D/F/M station – new lighted platform signs are being tested, showing the next trains to come, strip maps, which transfers are available. It is a really good addition.

E. Prentiss: The maps need to show in addition the accessibility the stations where you can make u-turns, as many in the accessible community do, especially when elevators are out.

Old Business

E. Wollman: Fare beating – Chief Delatorre was here, but you should bring in the Chief of MTA Police to see what their plans are. The D.A. has refused to prosecute fare evasion.

L. Daglian: As part of the Reorganization Plan - on August 1st they will implement the Fare Evasion and Worker Safety Taskforce – hiring additional officers, reassigning many, and will retrain officers.

E. Shannon: Does the money for new police come out of Transit's operating budget, or is it a city expense?

A.Albert: We haven't been told.

S. Goldstein: Has there been any progress on the request for LIRR Atlantic Ticket figures?

L. Daglian: They haven't committed to releasing the numbers, but they have committed to extending the program for another year.

S. Goldstein: Previously, we asked for data on the Lex line and the Q line – did they ever provide that ridership data? What the shifts would look like – opening of 2nd Ave Subway? And it

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was weird that they were advertising for the new Chief Operating Officer (CTO) before the approval of the Transformation Plan.

L. Daglian: The CTO was part of what was written in state legislation for the Reorganization Plan. Goes on to discuss and clarify what's in the state legislation and its timeline.

E. Shannon: The data you were requesting is made publicly available so we can look into that.

Action Item: Ask for public data of the Lex & Q lines to see before and after of 2nd Avenue opening.

New Business

C. Greif: Tomorrow is Disability Awareness Day at the Quill Bus Depot.

Also, we need the F express and we need these stations to be accessible, and safety needs to be addressed for everyone at these stations.

S. Goldstein: As there is bus bunching, we have train bunching on the N (Sea-Beach Line). They make use of the express track in the morning, and they should really make more use of the express track – it is technically possible. We should as a body fight for S. Brooklyn riders. Can we send a letter or is it too late, set in stone?

A.Albert: We can send a letter – it is set to go into effect in November, so there is time.

Action Item: Send a letter advocating for the use of the N Sea-Beach Line express track to circumvent delays – speed up service.

E. Prentiss: The installation of 15 inaccessible elevators in Washington Heights – the answer given is that the plan has been in development for 5 years, therefore we are not going to stop – ADA was already in place, so why was this done this way?! Many letters have been written (to Pat Foye from local elected officials), but the attitude is that it is all set-in stone.

A.Albert: Suggestions for the upcoming NYCTRC fieldtrip:

S. Goldstein: Looking at the next phase of the 2nd Ave Subway.

E. Prentiss: East Side Access.

A.Albert: Harold Interlocking – Moynihan Station.

A.Albert: Kawasaki plant.

T. Mason: Transit Museum

D. Hall-Moore: Makes suggestions on upcoming NYCTRC fieldtrip - Consolidated Revenue Facility; The Print Shop, track geometry train.

Introduction of Speaker: John Santamaria, Vice President and Chief Mechanical Officer, NYCT – Update on new car procurement.

E. Prentiss: We often get to see the buses beforehand, there are pole issues on subway cars for wheelchair users.

J. Santamaria: The layout of poles is done with Operations Planning with limited public outreach. The poles can be moved – they are in the testing phase, so they can be moved.

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T. Mason: The poles are difficult for short people to hold (Short People in Transit - SPIT). Any thought about bringing back the straps?

J. Santamaria: Straps – not sure about that, but they are testing hard handles.

U. Schultz: Are they conducting testing on wider doors and the impacts on dwell times?

J. Santamaria: Can't answer that, but they will be designed to have greater passenger flow. This will be determined during the testing phase.

E. Prentiss: Trains have difficulty lining up with humps (wheelchair boarding areas). There are vertical gaps (3+ inches) that prevent successful wheelchair boarding from accessible station to station. We need to somehow get to a uniformed train.

J. Santamaria: On the A Division, if we have the same car class and automatic lowering/raising of the trains, wheelchair boarding will be successful at stations – this is what we are looking for with the R262s – we are asking the designers for this (automatic leveling design), not sure if it will be possible.

E. Shannon: Water testing – what does that even look like?

J. Santamaria: It basically runs through a shower – sits there for an hour to ensure a tight seal.

E. Shannon: Is there an effort being made to address the weight of the cars on braking – capacity ramifications?

J. Santamaria: There is a braking test requirement at different speeds that we have to test every year for the different car classes. There are issues that increased speeds can have on the car equipment and we have to focus on safety first.

Introduction of Speaker: Uday Schultz – PCAC Intern – Subway De-interlining (Route Simplification)

E. Prentiss: Rerouting trains will have an impact on accessible trips, therefore this needs to be considered during route simplification.

U. Schultz: There would be increased accessibility, for example at Lex-63rd, and this concept would rely heavily on cross-platform transfers that would increase accessibility.

E. Prentiss: we have been asking for this for years – a list of center platforms and turn around locations.

Action Item: Inquire about a complete list of system center-platforms and turn around locations for wheelchair users.

S. Goldstein: 1987 – the R train used to run to Astoria – why was this switched?

U. Schultz: Issue with subway graffiti – trains were stored on the middle track, which made it easy to tag the trains, and the R line did not have a full-sized yard on its route in Astoria.

E. Prentiss: Is there any net sum losses in the outer boroughs as we are seeing with the buses? How does this maintain/improve service at the end of the lines?

U. Schultz: It will be a positive – you will be able to remove critical interlocking maneuvers that will increase the reliability of a line along its entire route – it will reduce the run times and make it possible to add service if needed.

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E. Shannon: This will be a process that has to be unfolded – we see 34th Street as a great place to start and would be the first step before CBTC installation – to help make CBTC more beneficial.

C. Greif: Queens Blvd is problematic – you will still have issues with the F train.

U. Schultz: The F line's major source of delay is when it merges with the E at 36th Street in Queens – getting rid of this merge will be extremely helpful.

(Discussion ensues)

E. Prentiss: People take the route they know – there will have to be training/education so people learn their new route.

E. Shannon: Travel training will have to be a crucial part of this route simplification by NYC Transit.

Adjourned

Action Items

- **NYCTRC should do a follow-up on the slam gate buzzer pilot program.**
- **Inquire about making the Financial Plan available on the MTA's website.**
- **Ask for public data of the Lex & Q lines to see before and after of 2nd Avenue opening.**
- **Send a letter advocating for the use of the N Sea-Beach Line express track to circumvent delays – speed up service.**
- **Inquire about a complete list of system center-platforms and turn around locations for wheelchair users.**

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

The meeting was adjourned at 2:00 PM.

Respectfully submitted,

Lisa Daglian
Executive Director