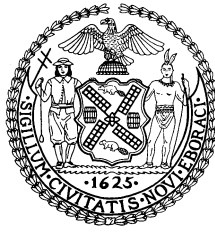


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The City of New York
Manhattan Community Board 8
Transportation Committee
Wednesday, March 2, 2016, 6:30 PM
New York Blood Center
310 East 67th Street, Auditorium

Minutes

Present: Michele Birnbaum, Lori Bores, Alida Camp, Sarah Chu, Daniel Dornbaum, A. Scott Falk, Andrew Kalloch, Craig Lader, David Menegon, Sharon Pope, Rita Popper, Barry Schneider, Charles Warren; Devin Gould (Public Member), Jordan Wouk (Public Member)

The Meeting was called to order at 6:31 PM. Councilmember Ben Kallos spoke regarding the Vision Zero and the proposed crosstown bicycle lanes.

1. A request for a new Revocable Consent to install a snowmelt system, fenced-in area and seven planters at 132 East 73rd Street. (*Requested by DOT, Division of Franchises, Concessions & Consents*)

This item had been carried over from the February 3 meeting, in order for the applicant to provide answers to several questions regarding the snowmelt system. Between the February 3 and March 2 meetings, the petition was updated to expressly list the seven planters that had been shown on the plan drawings. Following a few additional questions regarding the snowmelt system, the Committee passed the following resolution to APPROVE the application:

BE IT RESOLVED that Community Board 8 approves the request for a new revocable consent to install a snowmelt system, fenced-in area and seven planters at 132 East 73rd Street, as presented.

Approved: 10 yes, 1 no, 0 abstain, plus Public Members voting 1 Yes & 1 No.

*Yes: Birnbaum, Bores, Falk, Kalloch, Lader, Menegon, Pope, Popper, Schneider, Warren;
Gould (Public Member)*

No: Camp; Wouk (Public Member)

2. A request to allow for overnight street closure to construct a crane on East 82nd Street between Park and Lexington Avenues. (*Requested by DOT, Office of Construction Mitigation Coordination*)

Roger Watkins appeared on behalf of the Moise Safra Center, which has been under construction for more than two years at 130 East 82nd Street. Whenever they require a crane in order to erect steel, the city has required them to remove the crane by 4 PM each time it is used. This has severely limited the hours during which they can erect steel on a given day, and extended the overall length of construction.

The Moise Safra Center seeks permission to leave the crane in place overnight only when the crane is needed to erect steel for more than two days (every two to three weeks). They say this would speed the work and reduce the number of times the crane will need to be erected and removed, and reducing the inconvenience to the neighborhood. In return, Mr. Watkins says they have already hired a 24-hour

pedestrian crossing guard for the intersections of 82nd Street & Park Avenue and 82nd Street & Lexington Avenue, which they will keep in effect for the duration of construction.

The Committee unanimously passed the following resolution to APPROVE the request:

WHEREAS the Moise Safra Center has requested support from Community Board 8 for their request to allow their construction crane to remain in place overnight periodically, as needed for erecting steel; and

WHEREAS the Moise Safra Center has hired crossing guards to assist pedestrians at both 82nd Street & Park Avenue and 82nd Street & Lexington Avenue, which they have promised to provide around the clock for the duration of the Center's construction; and

WHEREAS no member of the public spoke in opposition to the request,

THEREFORE BE IT RESOLVED that Community Board 8 approves the request to allow the Moise Safra Center's construction crane to remain in place overnight during steel-erection operations.

Approved: 11 yes, 0 no, 0 abstain, plus 2 Public Members voting Yes.

Yes: Birnbaum, Bores, Camp, Chu, Falk, Kalloch, Lader, Menegon, Pope, Popper, Schneider, Warren; Gould (Public Member), Wouk (Public Member)

3. A discussion of Fox 5 parking issues on East 67th Street between Second and Third Avenues.

During the Committee's February 3 meeting, following discussion of crosstown bike lanes on East 67th Street, some residents asked the Committee to revisit chronic issues of double parking near Fox 5's studios at 205 East 67th Street, and abuse of press placards and the press parking zone. Although the Committee invited representatives from Fox 5 to discuss the complaints, no Fox 5 representatives showed up to this meeting.

Residents from 220 East 67th Street presented a series of photographs documenting a number of longstanding complaints, including persistent double parking by Fox 5 vehicles, personal cars parked in the press zone that was intended for Fox news vans, and other cars (alleged to belong to Fox employees) that were formerly parked in the press zone that are now left parked for several days in the No Parking 7 AM - 7 PM zone.

Some examples provided for the effects of the severe and chronic double parking included a report that a yellow taxi hit the marquee of 220 East 67th Street when the cab driver went up onto the southern sidewalk of 67th Street, in an effort to get around Fox-related vehicles blocking the street; and multiple people stating that during a fire emergency two ambulances were unable to access this block of 67th Street, instead having to park around the corner on Third Avenue.

Neighbors asked that the press parking area be reduced, and that the No Parking 7-7 zones be restored to standard alternate-side parking regulations. Residents noted that removing press parking on East 68th Street had previously proven effective in resolving many problems on that block.

The Committee co-chairs noted that it would not be in order to vote on a resolution to change the parking regulation without clear advance notice being posted in the area, prior to any vote being taken. Therefore, the Committee will continue this discussion at the April 6 meeting, when the agenda item will be clearly posted. In addition, a member of the Committee suggested that we have a broader discussion in future of how to deal with the issue of double parking throughout the District.

4. Continuing discussion of painted Crosstown Bicycle Lanes (with no removal of parking spaces or vehicular travel lanes) on the following streets:

- **East 67th Street between York and Fifth Avenues**
- **East 68th Street between Fifth and York Avenues**
- **East 77th Street between Cherokee Place and Fifth Avenues**
- **East 78th Street between Fifth Avenue and Cherokee Place**
- **East 84th Street between Fifth Avenue and FDR Drive**
- **East 85th Street between East End and Fifth Avenues**

On February 3, DOT bicycle program project manager Craig Baerwald had presented the agency's plan for three pairs of painted crosstown bicycle lanes, in response to CB8's November 2015 resolution requesting a proposed "network of painted crosstown bicycle lanes on the Upper East Side, to be implemented in the short-term." (CB8 also asked for a longer-term proposal for "a network of crosstown bicycle routes on the Upper East Side, using the safest appropriate design.") To recap the DOT proposal:

The agency proposes painted bike lanes along the six streets listed above, with no lost parking or travel lanes. Those six streets are currently unstriped, with 30' (or more) of width, but under DOT's plan the streets would be striped with the following markings, from left to right:

- *7.5' parking lane*
- *5' painted bicycle lane*
- *10' travel lane*
- *7.5' parking lane*

DOT also proposes the following connections between the East River Esplanade and the crosstown lanes:

- *Shared-lane markings on Gracie Square (East 84th Street, east of East End Avenue) in both directions, East and West.*
- *Shared-lane markings going northbound on East End Avenue between 84th & 85th Street*
- *Shared-lane markings going southbound on York Avenue between 78th & 77th Street*
- *Shared-lane markings going northbound on Cherokee Place between 77th & 78th Street*

Some of the streets had been selected for their connections to the East River Esplanade, Central Park, and/or Lexington Avenue subway stations. In addition, both E. & W. 77th & 78th Street would have crosstown bike lanes, just as both E. & W. 90th & 91st Street have crosstown bike lanes.

Per DOT, the intended benefits of the proposal would be (1) to add critical new connections to the bike network, and (2) to increase safety, by organizing the roadway, increasing awareness of bicycles using the roadway, and reducing speed to calm traffic. As part of DOT's implementation of the new lanes, they would coordinate safety outreach by two programs: The Street Ambassador program safety outreach would include giveaways of lights and bells, and the Commercial Bike Unit would also do safety outreach timed to implementation of the new lanes.

In response to questions from February, Mr. Baerwald's updated presentation included additional details on the proposed lane markings for 84th and 85th Streets between Madison and Fifth Avenues, as well as more information about existing bicycle lanes in front of 18 hospitals, 19 police precincts, 36 firehouses, and 482 schools. Also present from DOT were Manhattan Borough Commissioner Margaret Forgione and Ted Wright, Director of Bicycles & Greenways.

The majority of public comment was similar to the feedback at the previous meeting. A large number of residents expressed concern that bicycle lanes located in front of schools pose a threat to safety, although Commissioner Forgione reiterated that hundreds of schools are located along bike routes without

problems. There were a number of speakers in support of the proposed lanes, and some others who spoke in favor of protected lanes or painted lanes on alternative streets. Some members of the Committee asked whether DOT could show us some of the alternative options for the streets that would get painted bike lanes, and if DOT could explain how or why the agency settled on the specific streets in this proposal.

A representative from Civitas presented an alternate proposal to instead use three pairs of “quiet” crosstown streets (70th & 71st, 75th & 76th, and 80th & 81st Street), although these three pairs are all clustered much closer together than the DOT’s proposed routes. Several people stated that they support bike lanes, but not these particular proposed lanes.

Quite a few people asked whether DOT should consider putting painted bike lanes on all crosstown streets on the Upper East Side, rather than the proposed six bike lanes that might serve to funnel an increased amount of bike traffic onto just those particular streets; this had also been suggested at the February meeting. Consistent with these comments, the Committee passed the following resolution:

WHEREAS striped bicycle lanes increase safety for all users of the street; and

WHEREAS there is bicycle traffic on almost every cross street in Community Board 8; and

WHEREAS creating striped bicycle lanes on only a few cross streets will increase the bicycle traffic on those specific cross streets, and this increased bike traffic is perceived by a number of community members on those specific streets as highly undesirable; and

WHEREAS if striped bicycle lanes are limited to only a few cross streets, then most trips will still include cycling on unstriped cross streets which lessens overall safety,

THEREFORE BE IT RESOLVED that Community Board 8 requests NYC DOT to evaluate the creation of striped bicycle lanes on all cross streets in CB8 between Fifth Avenue and the First Avenue bicycle lane, and recommend exceptions to those striped cross streets between Fifth and First Avenues with the rationale for those exceptions; and

BE IT FURTHER RESOLVED that Community Board 8 asks NYC DOT to recommend the creation of striped bicycle lanes on certain cross streets east of the First Avenue bicycle lane, and provide the rationale for those specific striped lanes.

Approved: 8 yes, 3 no, 2 abstain, plus 2 Public Members voting Yes.

Yes: Bores, Dornbaum, Falk, Kalloch, Lader, Menegon, Pope, Schneider; Gould (Public Member), Wouk (Public Member)

No: Birnbaum, Popper, Warren

Abstain: Camp, Chu

6. Old Business.

There was no old business.

7. New Business.

There was no new business.

There being no further business, the meeting was adjourned at 9:28 PM.

Respectfully submitted,

A. Scott Falk & Charles Warren, Co-Chairs