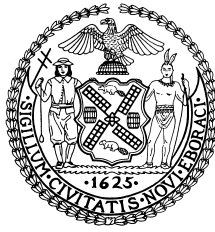


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The City of New York
Manhattan Community Board 8
Transportation Committee
Wednesday, June 1, 2016, 6:30 PM
Church of the Holy Trinity, Draesal Hall
316 East 88th Street

Minutes

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

Excused: Sharon Pope

The Meeting was called to order at 6:33 PM. DOT's new CB8 liaison, Colleen Chattergoon, was in attendance.

1. An update from the Department of Transportation and Department of Design and Construction on Safe Routes to Schools.

Diane Guskin, DDC's Community Construction Liaison for five Manhattan schools in Phase 4 of the Safe Routes to Schools program, presented an update on project construction within our district.

In March 2013, CB8 unanimously approved preliminary plans for construction in the area surrounding three priority schools under DOT's Safe Routes to Schools initiative. The program is designed to reduce pedestrian injuries near schools; each priority school gets an individualized planning study to determine potential safety improvements. Construction was initially scheduled to begin in summer 2015, but the construction is now set to begin this month and conclude next winter.

The improvements around the three priority schools (Ramaz Lower School, St. Joseph's School, and Park Ave. Christian Day School*) include several curb extensions, also known as "neckdowns," which are designed to reduce crossing distances, increase pedestrian visibility, decrease sidewalk overcrowding, and calm traffic. Preliminary plans also called for the installation of concrete bus pads at certain bus stops, which can prevent degrading of asphalt caused by the weight of the buses. The project also includes pavement markings, and the reconstruction of curbs, sidewalks, and pedestrian ramps.

**After the Board's preliminary approval, Park Avenue Christian Day School moved out of the neighborhood, but the improvements in that area remain part of this contract.*

The locations for this project are as follows:

- Madison Avenue (at 83rd, 84th, & 85th)
- Park Avenue (at 85th & 87th)
- Lexington Avenue (at 83rd, 84th, & 87th)
- First Avenue (at 84th)

Work hours permitted are weekdays from 9 AM to 2 PM weekdays at most of the locations, and 8 AM to 4 PM on Saturdays; however, work at 84th & 1st only may begin at 7 AM on weekdays. Fire hydrant work will lead to water service interruptions, for which the affected buildings will be notified 72 hours in advance.

The Community Board will email a copy of the DDC presentation to the CB8 email list to help with notification of the project.

Diane Gruskin may be reached at 212-564-7180 or via email at schoolsafety.med635ccl@gmail.com (Email to sign up for construction notifications.)

2. A request for a new Revocable Consent to install a fenced-in area at 46 East 66th Street
(Requested by DOT, Division of Franchises, Concessions and Consents).

The building at 46 East 66th Street was previously owned by the Republic of Senegal, but is now being converted back to a single-family home. The application is for a 4-foot-high fence, extending 3' 2" deep, for the purpose of privacy and separation. The petitioner noted that there are no tree pits in front of this property. No one from the public spoke on this matter.

Following some discussion, 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 fenced-in area at 46 East 66th Street, as presented.

Approved: 9 yes, 1 no, 0 abstain, plus 2 Public Member voting Yes.

Yes: Dornbaum, Falk, Kalloch, Lader, Menegon, Popper, Schneider, Shimimura, Warren; Gould, Wouk (Public Members)

No: Birnbaum

3. A request to reinstate Alternate Side Parking on the north side of East 66th Street between Second and Third Avenues.

Area resident Martin Fox spoke about the history of his decade-long efforts to restore alternate side parking on the north side of East 66th Street between Second and Third Avenues, in place of unnecessary daytime truck loading regulations. In 2006, he took then newly elected Councilmember Garodnick on a walking tour of the area, after which the Councilmember sent a letter to DOT Manhattan Borough Commissioner Margaret Forgione noting that there were no businesses along that street east of 211 East 66th Street, and asking DOT to study whether the regulations were meeting their intended effect. Commissioner Forgione responded in January 2007 with a letter confirming that DOT's Borough Engineering office's field inspection confirmed the land use on that block to be mainly residential, and finding that removing the weekday parking restrictions would be feasible, but referring the matter to CB8 for its input and approval; CB8 did not act to approve the change.

Colleen Chattergoon, CB8's new DOT liaison, reported that DOT would be willing to remove the daytime truck loading regulations on the north side of this block if the Board sent a resolution to request it. The Committee unanimously passed a resolution to restore alternate side parking on the entire north side of the block.

WHEREAS the north curb of East 66th Street between Second & Third Avenues is currently restricted to Truck Loading Only on weekdays from 8 AM to 7 PM; and

WHEREAS DOT has previously confirmed that this block is primarily residential, and thus it would be feasible to remove the existing parking restrictions; and

WHEREAS DOT has said they would not change the parking regulations without Community Board 8's input and approval;

THEREFORE BE IT RESOLVED that Community Board 8 requests that DOT change all parking regulations on the north curb of East 66th Street between Second & Third Avenues to standard Alternate Side Parking.

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

Yes: Birnbaum, Bores, Dornbaum, Falk, Kalloch, Lader, Menegon, Popper, Schneider, Shimimura, Warren; Gould, Wouk (Public Members)

4. A request for Motorcycle Parking spaces on the Upper East Side.

Vincent Picone, a resident of East 91st Street, asked the Committee to consider whether there was anything that could be done to help with motorcycle parking, which has become progressively more difficult over the years. He reported that area parking garages will no longer rent spaces for motorcycle parking, and his motorcycle is frequently knocked over and damaged when he parks on the street.

Committee Co-Chair Falk reported that he consulted a colleague on Manhattan CB4 to see how they have dealt with motorcycle parking issues in that area, and her suggestion included daylighting (no-parking areas near an intersection), which might permit a motorcycle to park near the edge of the parking zone; and on-street bicycle parking corrals, which might provide space for a motorcycle to park between the corral and the adjacent motor vehicle parking.

A motion was put forward and seconded to request that DOT investigate on-street parking for motorcycles. Other Committee members suggested a broader resolution to also look at bike corrals, daylighting, and other alternate types of parking, perhaps including electric-car charging stations, but no amendment or substitute motion to accomplish this was made; it was noted that we should discuss electric-car charging stations at a future meeting.

The Committee passed the following resolution:

WHEREAS motorcycle riders have reported difficulty in parking, including chronic issues of vehicle damage and difficulty in finding parking in off-street parking garages; and

WHEREAS the removal of parking spaces near an intersection, known as "daylighting," can increase visibility for both pedestrians and drivers, and might also provide options for motorcycle parking at the edge of the parking zone; and

WHEREAS on-street bicycle parking corrals, such as the corral located in front of Il Bilboquet at 30 East 60th Street, might also provide options for motorcycle parking between the corral and the motor vehicle parking zone; and

THEREFORE BE IT RESOLVED that Community Board 8 asks DOT to look at places for motorcycle parking, including but not limited to daylighting, bicycle corrals, and other options.

Approved: 8 yes, 3 no, 0 abstain, plus 2 Public Member voting Yes.

Yes: Bores, Dornbaum, Falk, Kalloch, Menegon, Popper, Schneider, Warren; Gould, Wouk (Public Members)

No: Birnbaum, Lader, Shimimura

5. A request for three designated commercial parking spaces for Matter of Health, 1347 First Avenue to alleviate double parking.

Representatives from the store Matter of Health reported on chronic difficulty with cars parking in the loading spots in front of their store, in addition to lots of trucks double parking and causing big traffic jams. According to the business, many of the cars parking in front of their store are policeman and people with handicapped parking permits. They want the parking signage changed from Commercial Parking to just "loading and unloading."

Currently the parking regulation in front of the business is "3-Hour Metered Parking, Commercial Vehicles Only, Others No Standing, 7AM-7PM except Sunday." DOT is willing to extend the commercial parking hours to be 6 AM to 9 PM (adding one hour in the morning and two hours in the evening), which might prevent overnight parking from extending into the beginning of delivery hours, provided that CB8 makes the request. This would not guarantee the availability of the commercial parking for vehicles delivering to this specific business, however; both Duane Reade and Morton Williams have a lot of deliveries to their nearby stores.

John Antiokos, a neighbor of this business who is also a transportation planner at Sam Schwartz Engineering, made a presentation regarding a number of issues on this block, including incomplete striping of the bicycle and floating parking lanes, double parking, invaded bike lanes, and a history of deaths and injuries. He suggested striping of the block, dedicated drop-off space, more parking, and enforcement, and asked if it would be possible to use a side street for loading. Colleen said DOT will check on the status of restriping the block now that construction at the corner of 72nd Street has been completed.

Several people expressed concerns about serious danger for pedestrians on this block. Complaints included the following:

- Double parking of trucks delivering to the Morton Williams grocery store (former Food Emporium on the block to the south) causes visibility issues.
- School buses can't pull over properly due to the double parking issues, so there should be a loading zone.
- It's dangerous: There are large trucks, bikes coming downhill from 72nd to 73rd, difficulties navigating from the curb to hail a cab.
- A resident of 1374 and customer of the store showed photos that demonstrated that the tractor trailers delivering to other businesses were too large to fit in the existing commercial parking, and blocked far more than just those few spaces.
- A resident of the block said that it was unique in having residential entrances on First Avenue with many children.

During Committee discussion, the co-chairs wondered whether these spaces should be designated a loading zone instead of commercial parking. When asked how long their delivery trucks take to unload, the store said 30-45 minutes. Colleen reported that loading regulations require active loading, but does not limit the length of loading time.

A Committee member suggested the Board should urge DOT to evaluate raising the price of commercial parking to increase churn. Another member said there is a problem wherever you have loading near a bike lane, deliveries need to be scheduled, and that the city should not give free loading but instead increase the hours for paid commercial parking.

After some more debate, the Committee passed the following resolution:

WHEREAS the lane markings on First Avenue between 72nd and 73rd Streets have not been properly restored following years of construction near the corner of 72nd and First; and

WHEREAS Community Board 8 has received many complaints about double parking and unsafe conditions on the west side of this block; and

WHEREAS the current parking regulation in front of 1374 First Avenue is “3-Hour Metered Parking, Commercial Vehicles Only, Others No Standing, 7AM-7PM except Sunday”; and

WHEREAS the management of the store Matter of Health (1374 First Avenue) have requested a change in regulations to Loading & Unloading; and

WHEREAS other nearby businesses including Duane Reade and Morton Williams receive deliveries using large trucks; and

WHEREAS DOT has expressed a willingness to expand the hours of Metered Commercial Parking by three hours per day, to 6 AM – 9 PM;

THEREFORE BE IT RESOLVED that Community Board 8 urges NYC DOT to properly restripe First Avenue between 72nd & 73rd Street; and

BE IT RESOLVED FURTHER RESOLVED that CB8 asks DOT to expand the hours of Paid Commercial Parking on the west side of this block to extend from 6 AM to 9 PM; and

BE IT RESOLVED FURTHER RESOLVED that CB8 asks DOT to evaluate whether some or all of this block should instead be designated for Loading & Unloading, rather than Paid Commercial Parking; and

BE IT RESOLVED FURTHER RESOLVED that CB8 asks DOT to evaluate the feasibility of Commercial Parking nearby on East 72nd Street.

Approved: 8 yes, 3 no, 0 abstain, plus 2 Public Member voting Yes.

Yes: Bores, Falk, Lader, Menegon, Popper, Schneider, Shimimura, Warren; Gould, Wouk (Public Members)

No: Birnbaum, Dornbaum, Kalloch

Colleen says DOT would be unlikely to put both Commercial Parking and Loading on the same block.

6. Old Business.

During the discussion of item 3 (East 66th Street), DOT Liaison Colleen Chattergoon also confirmed that East 67th Street between Second and Third will be restored to alternate side parking regulations after conclusion of some construction in the area.

Committee Member Rita Popper asked when we should invite NYCT back to discuss low-floor buses for the M66 again. A Co-Chair noted that the Board received heights for the Transverse roadways, but has not yet obtained some of the other information desired.

7. New Business.

A member of the public reported seeing Greenway signage on the west side of York Avenue between 59th & 60th, by the Queensboro Oval, but also seeing an official MTA bus layover in the same area.

The Co-Chairs reported that nine additional new Citi Bike stations are being proposed for the Upper East Side, with some existing stations to be shrunk at the same time. DOT is expected to present this at the July 6 Transportation Committee meeting.

There being no further business, the meeting was adjourned at 8:42 PM.

Respectfully submitted,

A. Scott Falk & Charles Warren, Co-Chairs