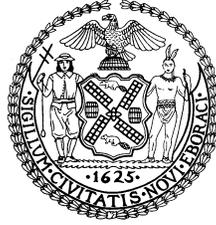


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**The City of New York**  
**Manhattan Community Board 8**

**Transportation Committee**  
**Zuckerman Research Center**  
**417 East 68th Street**  
**Auditorium**  
**Wednesday, June 3, 2015**  
**6:30PM**

Minutes

*Present:* Elizabeth Ashby, Michele Birnbaum, Lori Bores, Lorraine Brown, James Clynes, Daniel Dornbaum, A. Scott Falk, Andrew Kalloch, Craig Lader, David Menegon, Glenn Pandolfino, Rita Popper, David Rosenstein, H. Barry Schneider, Cos Spagnoletti, Charles Warren, Hedi White; Jordan Wouk (Public Member)

The Meeting was called to order at 6:32 PM.

**1. A request by Hampton Jitney for a new bus stop in front of 1272 Lexington Avenue in response to the “No Left Turn” sign at East 86th Street and Lexington Avenue southbound.**

Patrick Condren appeared before the Committee on behalf of Hampton Jitney regarding the impact that a new left-turn ban at 86th Street & Lexington Avenue has had on their operations. On April 20, the NYC Department of Transportation (DOT) implemented a new restriction banning westbound traffic on East 86th Street from turning left on southbound Lexington Avenue, as part of the changes approved by CB8 for the Yorkville Senior Pedestrian Focus Area recommendations.

According to Mr. Condren, this turn ban has caused substantial delays and detours for the Hampton Jitney bus, which originates at Third Avenue and East 86th Street. The temporary detour has these buses continuing west to Fifth Avenue, proceeding south to 72nd Street, and then east on 72nd Street until Lexington Avenue, where the buses resume their former route.

Hampton Jitney is requesting a permanent relocation of their first stop to the existing NYCT bus stop on Lexington Avenue north of 85th Street, in front of 1272 Lexington Ave. In addition, until the change in bus stop can be implemented, they are requesting a temporary change in the signage at 86th & Lexington to say “No Left Turn, *Except Buses.*”

There were some concerns expressed about dwell time at the proposed new bus stop on Lexington Avenue, which is used by both limited and local buses on the M101/M102/M103 routes. In addition, there were complaints raised about idling Hampton Jitney buses at certain Upper East Side locations when laying over.

The Committee split this topic into two separate motions. The Committee first **PASSED** the following resolution:

WHEREAS in April 2015, the NYC Dept. of Transportation implemented a new “No Left Turn” restriction that prohibits westbound traffic on East 86th Street from turning southbound onto Lexington Avenue; and

WHEREAS the Hampton Jitney buses previously turned left at that intersection as part of their standard route, but now detour west to Fifth Avenue, south to 72nd Street, and east to Lexington Avenue; and

WHEREAS Hampton Jitney reports this detour is causing long delays and additional traffic; and

WHEREAS Hampton Jitney has requested to instead share a bus stop in front of 1272 Lexington Avenue between 85th & 86th Streets, where the Lexington Avenue M101, M102, & M103 buses stop, to begin on or about July 1, 2015; and

WHEREAS Hampton Jitney plans to use the new stop as a board-and-go location, without excess loading and dwell time;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan approves Hampton Jitney’s application to share the existing New York City Transit bus stop in front of 1272 Lexington Avenue; and

BE IT RESOLVED that Community Board 8 Manhattan asks NYC DOT to implement this new bus stop expeditiously.

***Approved: 13 yes, 1 no, 1 abstention, plus 1 Public Member voting No.***

*Yes: Ashby, Birnbaum, Brown, Clynes, Falk, Kalloch, Menegon, Popper, Rosenstein, Schneider, Spagnoletti, Warren, White*

*No: Lader; Wouk (Public Member)*

*Abstain: Dornbaum*

Next, the Committee voted on the following motion to approve the request to change the “No Left Turn” sign to read “No Left Turn, *Except Buses*,” which **FAILED TO PASS**:

*WHEREAS in April 2015, the NYC Dept. of Transportation implemented a new “No Left Turn” restriction banning westbound traffic on East 86th Street from turning left on southbound Lexington Avenue, as part of the changes for the Yorkville Senior Pedestrian Focus Area; and*

*WHEREAS the Hampton Jitney buses previously turned left at that intersection as part of their standard route, and the company reports the resulting detour is causing delays and additional traffic; and*

*WHEREAS Hampton Jitney has requested to relocate their buses to a shared bus stop in front of 1272 Lexington Avenue between 85th & 86th Streets, where the Lexington Avenue M101, M102, & M103 buses stop, effective on or about July 1, 2015; and*

*WHEREAS 19 pedestrians were struck while crossing at the intersection of East 86th Street & Lexington Avenue during the five years from 2007 to 2011, and*

*WHEREAS the intersection of East 86th Street & Lexington Avenue has very high pedestrian traffic, with subway entrances at all four corners, and several tourist and shopping destinations located nearby; and*

*WHEREAS the 86th Street 4/5/6 Station is the 10th busiest subway station in Manhattan, with separated subway platforms and no available transfer between the uptown and downtown platforms, resulting in all round-trip commuters needing to cross Lexington Avenue; and*

*WHEREAS Hampton Jitney is asking to have the left-turn restriction amended temporarily to say “No Left Turn, Except Buses”; and*

*WHEREAS there is no guarantee that a “temporary” change in the turning traffic regulation to allow buses to make the left turn would be undone after the Hampton Jitney stop is relocated;*

*WHEREAS turning buses pose a significant danger to pedestrians;*

*THEREFORE BE IT RESOLVED that Community Board 8 Manhattan approves the request to temporarily change the left-turn restriction sign to read “No Left Turn, Except Buses.”*

***DID NOT PASS***

***MOTION FAILED by a vote of 3 yes, 12 no, plus 1 Public Member voting Yes.***

*Yes: Clynes, Schneider, Spagnoletti; Wouk (Public Member)*

*No: Ashby, Birnbaum, Brown, Dornbaum, Falk, Kalloch, Lader, Menegon, Popper, Rosenstein, Warren, White*

**2. A request from GrowNYC for 60 feet of additional parking space immediately west of the “No Parking” sign west of the St. Stevens church driveway going toward First Avenue on Saturdays for the 82nd Street Greenmarket.**

Cathy Chambers of GrowNYC came to the Committee with a request for additional parking for their East 82nd Street St. Stephen’s Greenmarket, which operates year-round on Saturdays from 9 AM to 2:30 PM.

St. Stephen’s School has made a small play yard adjoining the parking lot, causing the loss of some parking spaces that were previously used for the Greenmarket. As a result, GrowNYC is requesting 60 feet of additional parking on Saturdays.

In response to a question from the public, Ms. Chambers noted that the potential future closure of the church is not expected to have any impact on the Greenmarket any time soon, and that the school is not currently slated for closure.

The Committee **PASSED** the following resolution to approve the request:

*WHEREAS East 82nd Street St. Stephen’s Greenmarket, which operates year-round on Saturdays from 9 AM to 2:30 PM; and*

*WHEREAS the new play area for St. Stephen’s School has caused a reduction in available parking needed for the Greenmarket’s operations; and*

*WHEREAS GrowNYC is requesting 60 feet of additional parking on Saturdays along East 82nd Street, between 1st and 2nd Avenues; and*

WHEREAS GrowNYC presented letters of support from two neighboring businesses and from the City Council Member for the district, Ben Kallos; and

WHEREAS no members of the public spoke in opposition to the request;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan approves GrowNYC's request for 60 feet of additional parking on Saturdays along East 82nd Street between 1st and 2nd Avenues, for the operation of the East 82nd Street St. Stephen's Greenmarket.

***Approved: 14 yes, 1 no, plus 1 Public Member voting Yes.***

*Yes: Ashby, Brown, Clynes, Dornbaum, Falk, Kalloch, Lader, Menegon, Popper, Rosenstein, Schneider, Spagnoletti, Warren, White; Wouk (Public Member)*

*No: Birnbaum*

### **3. Continuing discussion of the Citi Bike program and the proposed locations for bicycle share stations on the Upper East Side.**

NYC DOT had presented the list of proposed bicycle share station locations for CB8 at the May 6 Transportation Committee meeting. Since then, CB8 has been collecting and forwarding comments and feedback to DOT, but we opened the floor for additional feedback at tonight's meeting.

There were a number of contradictory complaints: Many expressed that these stations don't belong on narrow streets, but others complained about streets they felt were too wide to safely accommodate stations. Congested streets were the topics of numerous complaints, but so were quiet streets. Some wanted to see stations moved from side streets to the avenues, but others wanted stations moved off the avenues onto the side streets. And some wanted the stations moved to the park verge wall, except for those who complained about the danger of putting more bikes on the sidewalk.

The following is a representative sampling of specific public comments:

- Lexington Avenue is too narrow and congested, so the roadbed station on Lex. near 63rd Street should be relocated around the corner onto 63rd.
- There is inadequate station density planned for the East 60s.
- Regarding the roadbed station on 1st Ave. near 62nd, there was one positive comment and one negative comment.
- There were at least two complaints about the planned station on 72nd west of Park. Comments included chronic water drainage issues in the roadway that may be worsened by the new docks, heavy traffic in the area, and the safety of patients visiting eye doctors in the adjacent building.
- There were four people complaining about the station on 76th near Park. Their concerns included the Carlyle Hotel as a source of VIP road closures and double parking, children traveling to a playground two blocks west in Central Park, and the narrow width of 76th Street. Another resident countered by asking why the status quo of double parked cars should take precedence over the improvements offered by this program and this station.
- There were five complaints about the planned station location in the roadway on 2nd Ave. at 71st. One resident noted that he lives in a rare first floor apartment, so he feels this will negatively impact his family to a significant degree. Other residents complained that they've suffered through subway construction, will soon have to deal with a sidewalk extension near 69th Street, and now they going to suffer from the installation of these docks. Some suggested moving this south to near the Julia Richmond Education Center, while another person said to move these over to 1st Avenue (with its "wider sidewalks"). There were also concerns about transients and trash if this station is installed.
- The proposed station on 72nd between First and York had one vocal supporter and four people speaking in opposition. Opponents raised concerns about the presence of ambulances, a nursing home, and various medical facilities, and specifically the safety of children, seniors, and orthopedic patients, while the

supporter argued that both workers and users of the hospitals could benefit from having Citi Bikes available near those facilities.

- Several people complained about the three stations proposed for a four-block stretch of 81st Street, noting that for some unknown reason there is no lack of density on this particular street. Those stations, and some specific feedback regarding each of them, are as follows:
  - 81st & 5th: This is the only station along the 5th Avenue corridor not located on the west side of 5th Avenue against the Central Park verge wall. Representatives from the adjacent buildings suggest moving this station to the park verge wall south of 80th Street, and expressed concern about trash pickup on 81st Street as well as the proximity to the Frank E. Campbell Funeral Home (at Madison & 81st).
  - 81st & Park: Some specific concerns included that this street is a school route, that this will impact waste/trash pickup, that the station is too close to a fire hydrant, and that the docks will be located on an “inside turn” (blocking turning traffic from Park Avenue).
  - 81st & 3rd: No complaints were recorded.
- One resident said he wished there would be a station located near 516 East 78th Street, and suggesting he would gladly have one of the 81st Street stations moved to be near his building.
- Several residents complained about the station proposed for 84th Street east of Park, noting that 84th is a Central Park Transverse road that is constantly clogged with traffic and suffers from double parking.
- There were some complaints about the proposed Gracie Square station (84th Street east of East End Avenue), mentioning the presence of multiple schools including a school for deaf students, as well as its adjacency to Carl Schurz Park. Some suggested moving the station around the corner onto East End Avenue in front of the park.
- One person complained 88th Street is too narrow for the proposed station near 1st Avenue.
- One resident complained about stations located by the Central Park verge wall, including the 92nd Street & 5th Avenue station, which she worries will cause an increase in dangerous sidewalk cycling.
- Multiple people complained that a station on 91st Street west of Park is unsafe due to congestion, with more than one person noting that cars routinely drive in the 91st Street bike lane and thus Citi Bike riders are likely to illegally ride on the sidewalk instead. In addition, there were multiple comments regarding the danger to “400 to 600 students” who go to school nearby.
- Multiple senior citizens expressed concerns about the placing a station on the closed roadway of 91st Street west of 2nd Avenue, particularly worrying about the potential loss of curbside benches near the east end of the block as well as potential safety concerns for children, the elderly, and users of the 91st Street bike lane. However, one nearby resident stated that this was an ideal location for a bike share dock because of that bike lane.

Those who did not get to speak due to time constraints were encouraged to email their feedback to CB8’s office for forwarding to DOT.

#### **4. Old Business.**

#### **5. New Business.**

Due to constraints regarding the meeting space, the meeting was adjourned at 8:30 PM without any old or new business being raised.

Respectfully submitted,

A. Scott Falk and Charles Warren, Co-Chairs