

Nicholas Viest
Chair

Latha Thompson
District Manager



505 Park Avenue, Suite 620
New York, N.Y. 10022-1106
(212) 758-4340
(212) 758-4616 (Fax)
www.cb8m.com - Website
info@cb8m.com - E-Mail

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

Wednesday, July 11, 2012
New York Blood Center
310 East 67th Street (Conf. Room 1 & 2)
New York, NY
6:30pm

Minutes

Present: Michele Birnbaum, A. Scott Falk, Larry Hockert, Jonathan Horn, Rita Popper, David Rosenstein, Barry Schneider, Judith Schneider, Helene Simon, Charles Warren, Hedi White, Michael Dillon (public member) & David Menegon (public member).

Excused: Roy Carlin.

The Meeting was called to order at 6:35 PM by Co-Chairs Charles Warren & A. Scott Falk.

1. Request by MTA contactor Skanska Traylor JV for truck layover lanes on the east side of 2nd Avenue between E. 88 – E. 89th Streets and E. 89th – E. 90th Street, and a request from MTA contractor SSK JV for truck layover lanes between E. 74 – E. 75th Streets for the adjacent traffic lane and from E. 75 – E. 76th streets for adjacent traffic lane only. (Joint item with Second Avenue Subway Task Force)

Part I: 88th to 91st was presented by Phil Rice, MTA Capital Construction Manager. Mr. Rice stated that up to fourteen muck trucks could be operating at peak times, which would involve 70 to 72 truck trips per day. The Committee was concerned about the issues of truck idling, the potential for tying up traffic, and the ability of people to use the parking lanes when the trucks are around. There was also concern about the use of two spaces between East 90th and East 91st Streets on the west side of Second Avenue. Mr. Rice stated that these lanes, which are No Standing lanes, would only be used in unusual circumstances and only from 10 a.m. to 4 p.m. and from 7 p.m. to 10 p.m., both non-rush hour times. It is expected that the primary location would be between East 88th and East 89th Streets with less use of the spaces between East 89th and East 90th Streets. The muck truck operations are expected to last for approximately one year.

The following resolution was adopted by a vote of **8 yes** (*Birnbaum, Falk, Hockert, Popper, B. Schneider, J. Schneider, Warren, White*), **1 no** (*Rosenstein*), **1 abstain** (*Simon*). **Public members 2 yes** (*Dillon, Menegon*).

WHEREAS, it is necessary that truck layover lanes be available for muck truck operations on the east side of Second Avenue between East 88th Street and East 90th Street, and

WHEREAS, it is also necessary to have truck layover lanes on the west side of Second Avenue between East 90th and East 91st Streets as a contingency measure, and

WHEREAS, the MTA and its contractor have committed to make efforts to control the flow of trucks using the layover lanes and to enforce the no idling rules,

THEREFORE RESOLVED, that Community Board 8M approves the MTA proposal to use the curb lane on Second Avenue from East 88th Street to East 89th Street as a muck truck queuing lane from 7 a.m. to 7 p.m. Monday through Friday and to use the travel lane adjacent to the curb lane on Second Avenue between East 88th Street and East 89th Street as an additional muck truck queuing lane from 7 a.m. to 10 p.m.

Monday through Friday, and

FURTHER RESOLVED, that Community Board 8M approves the MTA proposal to use the curb lane on Second Avenue between East 89th and East 90th Streets as a muck truck queuing lane from 7 a.m. to 10 a.m. Monday through Friday and to use the travel lane adjacent to the curb lane on Second Avenue between East 89th and East 90th Streets as an additional muck truck queuing lane from 7 a.m. to 10 a.m.

Monday through Friday, and

FURTHER RESOLVED, that Community Board 8M approves the MTA proposal to use the "No Standing" zone on the west side of Second Avenue between East 90th and East 91st Streets as a muck truck queuing lane from 10 a.m. to 4 p.m. and 7 p.m. to 10 p.m. Monday through Friday. The use of this area should only be in the event of a contingency situation.

Part II: 74th Street to 76th Street was presented by Dan Mando, MPT Coordinator for MTA Capital Construction. Muck truck operations could involve up to 24 trips per day. Community Board 8M had already approved use of certain lanes only for muck truck operations. These operations are expected to last until February 2013. However, concrete truck operations are just beginning and are expected to last for one year until July 2013. The concrete trucks, will service three drop locations (66th, 68-69, 72nd Street Shaft). To pour 200 yards per day, involves about 20 trucks, 4 - 5 trucks per hour (per site) from 7 am to 2 pm. At peak periods there could be up to 500 yards poured daily, 4 to 6 trucks per hour (per site), from 7 AM to about 6 PM. Every effort will be made to move the trucks out as quickly as possible since concrete trucks have to keep their motors running at all times.

The committee adopted the following resolution by a vote of **10 Yes**

(Birnbaum, Falk, Hockert, Popper, Rosenstein, Simon, J Schneider, B Schneider, Warren, White.) **Public Members 2 Yes** *(Dillon, Menegon).*

WHEREAS, it is necessary for the MTA to have access to additional lanes on Second Avenue between East 74th Street and East 76th Street to help the traffic flow in connection with the continuing muck truck operations and the beginning concrete truck operations; and

WHEREAS, the MTA will only use the lanes that are necessary for these operations and will come back to us after the muck truck operations are over in February, 2013;

THEREFORE, RESOLVED, that Community Board 8M approves the MTA proposal to use the lane adjacent to the curb lane on the East side of Second Avenue between East 74th Street and East 75th Street for truck queuing operations from 7am to 10 pm, Monday through Friday and to use the lane adjacent to the curb lane on the East side Second Avenue between 75th Street and 76th Street for truck queuing operations from 7am to 10 pm, Monday through Friday.

FURTHER RESOLVED, that the MTA will come back to Community Board 8M after the muck truck operations are completed to review the situation between East 74th Street and East 76th Street in order to restore those areas to regular parking to the extent possible.

2. MTA proposed bus service cuts on the M101, M102, M103

Buckley Yung, Manager of Bus Planning for NYC Transit, attended the meeting to discuss some proposed bus schedule revisions that are scheduled to become effective in September. Mr. Yung indicated that these are not “service cuts” but schedule adjustments that are necessary to better meet MTA guidelines for ridership capacity on the buses and to more closely align service with customer demand. Like most other bus lines in Manhattan, ridership has decreased on the M101, M102, and M103. There was some discussion of whether the launch of the M15 Select Bus Service may have reduced ridership on the Lexington and Third Avenue buses, and there was also discussion of the ratio of local vs. limited buses on Lexington and Third Avenues.

3. Continued discussion: Update on a 2008 request to relocate the local bus stop to East 63rd Street and Lexington Avenue. (Requested by Mr. Steinberg, resident)

Community Board 8M resident John Steinberg had asked the board to revisit a request to locate a Lexington Avenue bus stop in front of the F train station at East 63rd Street. Mr. Steinberg suggested that in addition to local M101, M102, and M103 buses stopping at or near this location, the limited-stop buses should also stop there to allow for connections to the F train.

Marcus Book from New York City Transit indicated that a local bus stop could be relocated one block south, from its current location north of 64th Street to a new stop south of 64th Street (on the same city block as the F train station); however, this would cause irregular spacing between the local bus stops, with an increased distance of four blocks between the new stop and the preceding stop between 67th & 68th Streets.

Regarding Mr. Steinberg’s request to have a limited bus stop closer to the 63rd Street F Train Station than the existing limited stops that are each located approximately four blocks away, Mr. Book indicated that NYC Transit believes there is not currently adequate demand for a limited stop near 63rd Street, although that request could be revisited when the 63rd Street Station becomes a part of the Second Avenue Subway Line.

The committee **DID NOT PASS** the following resolution with a vote of **3 Yes** (*B. Schneider, J. Schneider, Warren*), **4 No** (*Birnbaum, Falk, Popper, Simon*), **1 Abstain** (*White*), **Public Member 1 Yes** (*Dillon*):

WHEREAS there is currently is no limited bus stop close to the East 63rd Street F Train Station,

WHEREAS the Upper East Side has an aging population,

WHEREAS the stated MTA policy is to locate limited bus stops where they will connect with crosstown buses and major destinations, and

WHEREAS the E. 63rd Street F Train Station is for practicable purposes a “cross town” station,

THEREFORE BE IT RESOLVED that Community Board 8M requests that the MTA locate a bus stop at the F Train Station at E. 63rd Street and Lexington Avenue.

This resolution failed to pass.

4. Old Business

We discussed several items of old business:

- In June 2011, Community Board 8M passed a resolution regarding pedestrian safety improvements at 96th Street, the FDR Drive, and the Esplanade, calling on NYC DOT to install or repaint crosswalks at all crossings, install pedestrian crossing lights, and install informational signage. Steve Vaccaro from Transportation Alternatives East Side Committee and Mary Nell Hawk & Katherine Winkleman from East River CREW updated the committee about the conditions at this location. They reported some problems with the crosswalks not being adequately striped, and expressed particular concern that one of the crossing phases has pedestrians crossing directly into the flow of oncoming traffic. Community Board 8M will follow up with DOT about the conditions at this location and request a joint site visit for the committee and a DOT traffic engineer; following that site visit, the committee can revisit this issue in the fall.
- A committee member raised the issue of a fire hydrant on 86th Street just east of York Avenue, outside the Mansion Restaurant, that is often surrounded by several bicycles. The board office will be contacting the business about this complaint.
- The committee briefly discussed complaints about double parking and traffic congestion on First Avenue above 61st Street, where the new protected bicycle lanes have been installed.
- The committee discussed the timing of the upcoming Citi Bike program and the delay of its launch on the Upper East Side until 2013, with the exception of two stations within Community Board 8M: on the west side of Fifth Avenue at 62nd Street, and near the SW corner of East 60th Street & First Avenue. NYC DOT has indicated that they will present proposed station locations for the Upper East Side to Community Board 8M in Fall 2012.

5. New Business

Committee Co-Chair Charles Warren discussed with the Committee a request for information regarding the future of public pay phones and potential alternative or additional forms of telecommunications facilities from the Department of Information Technology and Telecommunications (DOITT). This request for information was just released on July 11, 2012 and responses are due by August 22, 2012. Some of the questions asked dealt with whether the number of public pay phones should increase or decrease, the types of advertising that should be permitted, the designs of the pay phones, and types of alternative communications that might be placed in public spaces, such as free Wi-Fi service. After

discussion, the following resolution was adopted by a vote of **9 Yes** (*Birnbaum, Falk, Popper, Rosenstein, B. Schneider, J. Schneider, Simon, Warren, White*), **Public Member 1 Yes** (*Dillon*):

WHEREAS, some public pay phones are necessary since cell phone use is not universal, and
WHEREAS, there have been problems over the years with poorly maintained pay phones and proliferation of advertising on pay phones,
THEREFORE RESOLVED, that Community Board 8M recommends to DOITT (1) that the number of pay phones in our district be reduced by at least 50 percent, (2) that advertising on pay phones be restricted as much as possible, (3) that the design of the pay phones reduce their presence on the sidewalk as much as possible, and (4) that no licenses be granted to companies that have consistently failed to maintain their existing pay phones.

There being no further business, the meeting was adjourned at 9:40 p.m.

Respectfully submitted,
A. Scott Falk and Charles Warren, Co-Chairs