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

Wednesday, July 3, 2013

MSK-Rockefeller Research Laboratories
430 East 67th Street (First-York) Auditorium
New York, NY
6:30 PM

Minutes

Present: Lowell Barton, Michele Birnbaum, A. Scott Falk, Lorence Hockert, Jonathan Horn, Charles Warren, & Timothy Yeo

Excused: Rita Popper, Helene Simon, Hedi White; Michael Dillon (Public Member)

The Meeting was called to order at 6:40 PM by Co-Chairs A. Scott Falk & Charles Warren.

1. Pedestrian Safety Improvement Project – 3rd Avenue Turnbays at East 79th and East 86th Streets.

Representatives from NYC's Department of Transportation returned for further discussion of DOT's proposal to improve pedestrian safety at two intersections on Third Avenue, at E. 79th St. and E. 86th St., two locations that have seen 78 injuries and 18 pedestrian injuries in the past five years.

As presented at the June 5 Transportation Committee meeting, this proposal calls for the left-most traffic lane on Third Avenue to be converted to left-turn-only, and to add painted neckdowns on the northwest corner of each of the intersection that would reduce the west-to-east crossing distance by 16 feet (nearly 25%). The Committee had asked DOT to examine the possibility of adding a left-turn arrow and split phase at each intersection, and to designate the second traffic lane as no left turn. DOT had agreed to incorporate the request for no turning from the second lane, and to consider the split phase and come back with a revised proposal in July or September.

Unfortunately, although DOT had collected the data for the requested signal changes, they had not completed their analysis of each of the two intersections and were not able to present a final proposal. The Committee decided to lay this item over to the September 10 meeting. It was noted that the September 10 agenda item and posting should specify whatever specific treatment (such as a Leading Pedestrian Interval) is being proposed for one or both intersections.

2. Continued discussion on turning signals at the intersection of Park Avenue and East 96th Street.

In May 2012, in response to a request for a left-turn signal at the intersection of East 96th Street & Park Avenue, Community Board 8 unanimously passed a resolution calling on DOT to look at that intersection for ways to improve pedestrian safety there. In April 2013, DOT provided the following response to 1230 Park Owners, Inc., which had made the initial request:

We completed our analysis earlier this month. Factors such as peak hour turning movements, accident experience and the availability of gaps in the opposing traffic stream to accommodate turns were all taken into consideration in making our determination. Based upon an evaluation of the data collected, it is our judgment that a special left turn signal is not warranted for East 96th Street (either direction) or for Park Avenue (southbound).

At our June 5 meeting, the Transportation Committee reminded DOT that the CB8M resolution was not limited to the initial request from 1230 Park for adjustments to the traffic signal, and requested that DOT continue to look at the intersection for other options to improve pedestrian safety and then report back. This location has now been referred to DOT's Pedestrian Projects Group for further study. In addition, DOT reported that they have installed a speed board near the southwest corner of East 96th Street and Park Avenue to notify drivers of their speed as they cross the intersection.

Anthony Farina, a resident of 1230 Park, attended the meeting and expressed frustration with the response from DOT thus far. He also said he had not seen the speed board that DOT claimed to have installed, and also said that southbound traffic was not the problem.

3. Old Business

DOT has announced publicly that Summer Streets will again be held on the first Saturdays in August (8/3, 8/10, and 8/17), and in the same locations as last year. They also announced that the West Drive and East Drive in Central Park will be closed above 72nd Street for the remainder of this summer (7/8 – 9/3); at a meeting with the surrounding community boards, DOT reported that this may become an annual tradition, but that this was not a trial for a Car-Free Central Park. CB8M had voted in favor of a Car-Free Central Park trial at the June 15, 2011, Full Board meeting (35 yes, 8 no, and 2 abstentions).

A member of the Committee reported that the crosswalks to access the East River Esplanade at 96th Street (by the FDR Drive) have been repainted, as requested in June 2011.

4. New Business

There was no new business.

There being no further business, the meeting was adjourned at 7:36 PM.

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