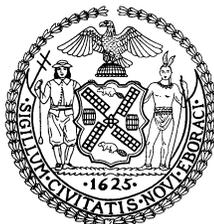


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The City of New York
Manhattan Community Board 8
Transportation Committee
Wednesday, July 1, 2015, 6: 30 PM
Lenox Hill Hospital
131 East 76th Street, Einhorn Auditorium

Minutes

Present: Elizabeth Ashby, P. Gayle Baron, Michele Birnbaum, Lori Bores, Daniel Dornbaum, A. Scott Falk, Andrew Kalloch, Craig Lader, David Menegon, Sharon Pope, Rita Popper, M. Barry Schneider, Charles Warren, Hedi White; Jordan Wouk (Public Member, Transportation) & Judith Schneider (Public Member, Parks)

The Meeting was called to order at 6:30 PM.

1. A discussion by the East River C.R.E.W. on the purchase and placement of a 2nd shipping container to be located under the FDR drive at East 96th Street (*joint with Parks Committee*).

Mary Nell Hawk of the nonprofit organization East River C.R.E.W. (Community Recreation & Education on the Water) made a presentation regarding their efforts to obtain a second shipping container/boathouse under the FDR Drive at East 96th Street. The organization has outgrown the existing shipping container that they currently have underneath the FDR Drive on the south side of East 96th Street, and construction activities do not allow room for a second shipping container on the south side, so they have filed a lease application for space on the north side of this street. The north side of East 96th Street at the FDR Drive is within Community Board 11, which has voted to support C.R.E.W.'s application and to recommend that the group should be charged minimal or no rent for the space. There was some discussion of a potential future beautification project to decorate the outside of the containers.

The Committee passed the following resolution to support CB11's resolution by a unanimous vote:

Resolution on Item 1:

WHEREAS East River C.R.E.W. is a nonprofit organization that offers free rowing and educational activities in the East River; and

WHEREAS Citizens Committee of New York has provided a grant to East River C.R.E.W. for the purchase of a second shipping container/boathouse for their boats and equipment; and

WHEREAS current construction work near East 96th Street and the FDR Drive limits the amount of available space on the south side of East 96th Street where East River C.R.E.W.'s first shipping container is located; and

WHEREAS Community Board 11 has passed a resolution in support of East River C.R.E.W.'s lease application;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan supports Community Board 11 Manhattan's resolution in support of East River C.R.E.W.'s lease application; and

BE IT FURTHER RESOLVED that Community Board 8 Manhattan suggests that East River C.R.E.W.'s new lease be granted at the most favorable terms possible.

Approved: 12 yes, 0 no, 0 abstention, plus 2 Public Members voting Yes.

Yes: Ashby, Baron, Birnbaum, Dornbaum, Falk, Kalloch, Lader, Menegon, Popper, B. Schneider, Warren, White; J. Schneider (Public Member, Parks), Wouk (Public Member, Transportation)

NOTE: Prior to the discussion of item 2, Council Member Ben Kallos spoke briefly regarding a few items, including funding for repairs to the East River Esplanade, the upcoming expansion of the bike share program to our district, and efforts to improve safe bicycling.

2. A discussion of a Bus Lane on 5th Avenue between 96th and 86th Streets

Ann Marie Doherty of NYC DOT made a presentation regarding a proposed new bus lane to be installed on Fifth Avenue, north of 86th Street. Recently the city permanently closed the Central Park Drives north of 72nd Street to traffic, and they are looking to improve the flow of traffic on Fifth Avenue in the wake of this change. A bus lane currently exists on Fifth Avenue below 86th Street (in effect from 7 AM to 7 PM weekdays), and DOT proposes to extend the bus lane north to 110 Street only between the hours of 7 and 11 AM on weekdays. DOT would upgrade the pavement markings on Fifth Avenue between 59th and 110th Streets.

Between 86th and 110 Streets, this plan would see a total of 86 metered and 76 alternate side parking spaces affected during the four AM peak hours, but only about 62 spaces would be affected within CB8 (between 86th & 96th Streets). The Committee suggested adjusting the alternate side parking hours for those blocks within this area that fall outside of the new bus lane hours, and DOT agreed to look into this.

After some discussion, it was clarified that the bus lane would primarily serve the Fifth Avenue local buses, rather than the express buses, but the lane would help prevent the local buses from needing to pull out into the travel lane, because they could just continue in the curbside lane between stops. Other concerns raised by the public and by members of the Committee included double parking near hospitals; school buses parked along Fifth Avenue; and traffic patterns between 86th and 84th Street, where buses from 86th Street need to make a "dog-leg" to follow the M86 route across the Central Park Transverse. (It was mentioned that the M86-SBS plans include some possible signal prioritization for buses through this area.)

The Committee did not take any action at this meeting. DOT will review their plans and follow up with us again later.

3. Continuing discussion of a new stop for the Hampton Jitney: revised application to share existing NYCT stop in front of 1326 Lexington Avenue (west side of the avenue, between 88th and 89th Streets).

At the Committee's June 3 meeting, Patrick Condren had appeared 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, NYC 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 had initially requested 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 could be implemented, they requested a temporary change in the signage at 86th & Lexington to say "No Left Turn, *Except Buses*." The Committee had approved the new stop at 1272 Lexington Avenue, but at the June CB8 full board meeting, a substitute resolution to disapprove of the new stop passed instead; the Committee had disapproved the request to temporarily allow left turns for buses, and the full board concurred.

Hampton Jitney has now applied to stop a new location, an existing NYC Transit local stop in front of 1326 Lexington Avenue, between 88th & 89th Streets.

Several people expressed concerns about this location, particularly about narrow sidewalks on Lexington Avenue, incompatibility with the particular businesses on this block (primarily the greengrocer), and dwell time at the proposed new stop. In addition, there were multiple complaints raised again about idling Hampton Jitney buses at certain Upper East Side locations when laying over, and some objections to certain styles of full-bus advertising "wraps."

More than one person expressed concern about poor scheduling for the Hampton Jitney lines, which schedule multiple departures from the same stop at the same time going to two different destinations.

A motion was made to approve a permanent change in the turn-restriction signage at 86th & Lexington to say "No Left Turn, *Except Buses*." The motion was seconded initially, but after some discussion both the maker and the seconder withdrew the motion regarding the left-turn restrictions.

The Committee then passed the following resolution of disapproval for the proposed new stop by a unanimous vote:

Resolution on Item 3:

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 has requested to instead share an existing bus stop in front of 1326 Lexington Avenue between 88th & 89th Streets, where the Lexington Avenue local buses stop; and

WHEREAS several members of the community have expressed concerns about this proposed location, with its narrow sidewalks and its proximity to a busy greengrocer;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan **DISAPPROVES** Hampton Jitney's application to share the existing New York City Transit bus stop in front of 1326 Lexington Avenue

Approved: 14 yes, 0 no, 0 abstention, plus 1 Public Member voting Yes.

Yes: Ashby, Baron, Birnbaum, Bores, Dornbaum, Falk, Kalloch, Lader, Menegon, Pope, Popper, B. Schneider, Warren, White; Wouk (Public Member)

The Committee noted that they will try to work with the applicant and DOT to seek additional possibilities for a new bus stop before the next application is filed.

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

At the June 3 Committee meeting, members of the Board did not get adequate time to discuss the proposed Bike Share locations due to limitations at our meeting venue, so continuing discussion of this item began with members of the Committee.

CB8 Member Michele Birnbaum read a resolution that she had prepared regarding the proposed bike share locations and station sizes (*copy of this proposed resolution, which was superceded, is attached at the end of these minutes*). The Birnbaum resolution listed several proposed stations locations that raised questions of "appropriateness," which would variously be eliminated or moved to suggested alternate locations. The Committee opened the floor to public comment about each of these stations.

The stations specifically listed in the proposed resolution for elimination and/or moving included the following:

- 91st at Ruppert Park
- 91st Street south west corner of Park Avenue
- 88th Street north east corner of Park Avenue
- 84th Street at Gracie Square
- 84th Street east of Park Avenue
- 81st Street East of Park Avenue
- 72nd Street south west corner of York Avenue
- Second Avenue @ 71st Street
- 59th Street east of Madison Avenue

Two other locations not listed above that were mentioned as additional station locations that should be considered for removal or relocation were as follows:

- 72nd Street south west corner of Park Avenue
- First Avenue between 61st & 62nd Streets

In addition, there was extended discussion about whether the Committee should put forth a blanket policy that no stations would be appropriate on any "transverse streets," meaning streets that are entrances and/or

exits to cross Central Park (i.e., 65th, 66th, 72nd, 79th, 84th, & 85th Streets). Some people complained that the two-way “wide streets” such as 72nd, 79th, and 86th Streets serve as emergency vehicle routes and must not have any stations, but it was also noted that if these streets can accommodate car parking then they may be able to accommodate bike stations as well. The list of “transverse streets” was added to the list of possible locations to include in the resolution.

There was some disagreement about whether a resolution should propose specific new locations for relocating stations listed in the draft plan, without having posted a list of these alternate locations for public input. The Committee decided that any stations listed in our resolution should be listed for elimination, but that we would not put forth suggested alternate locations for the eliminated stations.

The Committee was polled about which individual locations to include as marked for elimination before taking a vote on the overall resolution as amended:

- Transverse streets (65th, 66th, 72nd, 79th, 84th, & 85th Streets) – *Vote failed; these streets are not included on the list of locations to eliminate under the amended resolution.*
- 91st at Ruppert Park – *Vote failed; this station is not included on the list of locations to eliminate under the amended resolution.*
- 91st Street southwest corner of Park Avenue – *Vote failed; this station is not included on the list of locations to eliminate under the amended resolution*
- 88th Street northeast corner of Park Avenue – *Vote failed; this station is not included on the list of locations to eliminate under the amended resolution*
- 84th Street at Gracie Square – *Vote failed; this station is not included on the list of locations to eliminate under the amended resolution*
- 84th Street east of Park Avenue – *Vote failed; this station is not included on the list of locations to eliminate under the amended resolution*
- 81st Street east of Park Avenue – *Vote failed; this station is not included on the list of locations to eliminate under the amended resolution*
- 72nd Street south west corner of Park Avenue – *Vote failed; this station is not included on the list of locations to eliminate under the amended resolution*
- **72nd Street southwest corner of York Avenue – *Included on the list of locations to eliminate under the amended resolution***
- Second Avenue @ 71st Street – *Vote failed; this station is not included on the list of locations to eliminate under the amended resolution*
- **First Avenue between 61st & 62nd Streets – *Included on the list of locations to eliminate under the amended resolution***
- 59th Street east of Madison Avenue – *Vote failed; this station is not included on the list of locations to eliminate under the amended resolution*

Following the polling of the Committee, only two stations had been selected for elimination under the amended resolution: 72nd Street southwest corner of York, and First Avenue between 61st & 62nd Street.

At this point a “clean” substitute motion was put forward that removed all of the whereas clauses and station size restrictions from the Birnbaum resolution, listed the two stops that the Committee had voted to mark for elimination, and otherwise supported the bike share program and approved the remaining station locations. The Committee passed the substitute motion as follows:

Resolution 4-A:

BE IT RESOLVED THAT Community Board 8 Manhattan supports the Citi Bike program and approves the proposed bicycle share station locations, with the exception of the following two locations that should be eliminated:

- 72nd Street southwest corner of York
- First Avenue between 61st & 62nd Street

Approved: 10 yes, 2 no, 1 abstention, 1 not voting for cause, plus 1 Public Member voting Yes.

Yes: Baron, Bores, Dornbaum, Falk, Kalloch, Lader, Menegon, B. Schneider, Warren, White; Wouk (Public Member)

No: Birnbaum, Popper

Abstain: Ashby

Not Voting for Cause: Pope

A motion was put forward regarding the size of the bike share stations to be installed, as well as Community Board input regarding additional or alternate station locations and any future community concerns. There was debate over the appropriateness of including the whereas clauses from the Birnbaum resolution, but the Co-Chairs ruled those clauses out of order.

The Committee then passed the following resolution:

Resolution 4-B:

BE IT RESOLVED THAT Community Board 8 Manhattan urges the NYC Department of Transportation to use the smallest workable footprint for the bicycle share stations within this community district; and

BE IT FURTHER RESOLVED THAT the Department of Transportation should not proceed with additional or revised station locations without returning to present these locations to Community Board 8; and

BE IT FURTHER RESOLVED THAT any additional community concerns should be addressed when they arise as the program goes forward, and that all stations should be reviewed within six months after installation.

Approved: 11 yes, 1 no, 1 abstention, 1 not voting for cause, plus 1 Public Member voting Yes.

Yes: Baron, Birnbaum, Bores, Dornbaum, Falk, Lader, Menegon, Popper, B. Schneider, Warren, White; Wouk (Public Member)

No: Kalloch

Abstain: Ashby

Not Voting for Cause: Pope

Following the passage of the two bike share resolutions, there was a bit of reaction from members of the public who were unhappy with the outcome, and some response from the Committee.

There was also a bit of discussion about making alternate vehicles available along the lines of a “tricycle share” or “hand-bicycle share” that might better accommodate people with disabilities or who are

otherwise unable to use the Citi Bikes. The Committee expressed interest in discussing this idea further in future.

5. Old Business.

There was no old business raised.

6. New Business.

There was no new business raised.

The meeting was adjourned at 9:54 PM.

Respectfully submitted,

A. Scott Falk and Charles Warren, Co-Chairs

The following is the text of the original draft resolution (prior to any amendments) written by CB8 member Michele Birnbaum and presented at the July 1, 2015, meeting of CB8's Transportation Committee. This draft resolution is presented for informational purposes only, but was not voted on by the Committee. (A substitute motion passed before this resolution received a vote.)

Citi Bike Share Resolution- July 1, 2015

Whereas, the Department of Transportation has advised Community Board 8 that the City is extending the Citi Bike share program in to our district, and

Whereas, the City and the Department of Transportation presented the community with a map divided into 1000 foot by 1000 foot grids with suggested Citi Bike station locations within each grid, and

Whereas the City and the DOT mandated that each grid must contain at least one bike share location, and

Whereas the DOT advised the community that it could have input as to the locations of the modular racks, and

Whereas, members of the community and community groups attended the mapping sessions so as to give input as to these locations, and

Whereas, the DOT was reasonably responsive to these suggestions, and presented the community with a map (attached) reflecting its input, and

Whereas, Community Board 8 still has reservations about the appropriateness of certain locations, as follows:

- *91st at Ruppert Park*
- *91st Street south west corner of Park Avenue*
- *88th Street north east corner of Park Avenue*
- *84th Street at Gracie Square*
- *84th Street east of Park Avenue*
- *81st Street East of Park Avenue*
- *72nd Street south west corner of York Avenue*
- *Second Avenue @ 71st Street*
- *59th Street east of Madison Avenue, and*

Whereas, Community Board 8 suggests elimination or re-location of these stations, as follows:

- *Eliminate the 91st Street and Park location and move to 95th Street, the north west side of Park.*
- *Eliminate the 84th Street at Gracie Square location, as there is a proposed location on 89th south west corner of East End.*
- *Eliminate the 84th Street west of Park location, as this is a transverse through Central Park*
- *Move the 81st Street and Park location to 79th @ Fifth Avenue against the Central Park wall.*

Draft resolution by Michele Birnbaum, for reference only

- *Eliminate the 72nd and York Avenue location as it will interfere with the Mary Manny Walsh Service entrance and the New York Presbyterian Medical Building.*
- *Move the 2nd Avenue and 71st Street location to the east side of Second Avenue between 67th and 68th Streets (The JREC Building).*
- *Eliminate the 59th Street, east of Madison location, as this street is the approach to the Koch Queensboro bridge, and there is already a bike share rack on 59th Street, and*

Whereas, there are other locations, such as the cross street through Central Park, that might be problematic, and

Whereas, the community remains concerned about the elimination of already scarce street parking spaces, and

Whereas, further decreasing the amount of street parking will yield a greater demand, and therefore, higher prices for the already very expensive indoor parking garages, and

Whereas, the elimination of street parking and the current lack of demonstration of demand, the community would like to have stations installed that have the smallest workable footprint

THEREFORE BE IT RESOLVED that Community Board 8 approves the current Citi-Bike Share locations within its district which incorporates the changes listed above, and

BE IT FURTHER RESOLVED, that no station be installed that exceeds 40 feet in length, and that small modules be installed where possible which could be expanded if need is demonstrated, And

BE IT FURTHER RESOLVED, that additional community concerns be addressed as they arise as the program goes forward.

This proposed resolution did not receive a vote by the CB8 Transportation Committee.