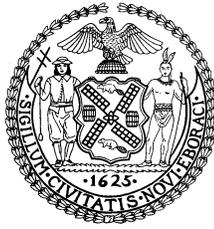


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**The City of New York  
Manhattan Community Board 8  
Transportation Committee**

Wednesday, October 7, 2015, 6: 30 PM

*Hunter College, Hunter West Building*

SW Corner of East 68th St. & Lexington Ave., Glass Café (3rd Floor)

Minutes

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

*Excused:* Hedi White

The Meeting was called to order at 6:35 PM.

Co-chair Scott Falk noted that there would not be discussion of crosstown bike routes at this month's meeting, despite a draft agenda that was circulated in error. The Committee will discuss the potential need for crosstown routes at the November 4 meeting. In addition, there was an announcement that Transportation Alternatives and Bike New York will co-host a "street scan" on October 17 to identify street conditions for potential crosstown routes.

**1. Proposed pedestrian safety improvements for 63rd St & Third Ave; 66th St & Third Ave; 72nd St. & Third Ave; and 66th St. & Second Ave, including the following elements:**

- a. **Enlarge concrete islands at both 66th & Second Ave and 66th & Third Ave**
- b. **Install left-turn lanes on Third Ave at approaches to 63rd, 66th, & 72nd Sts**
- c. **Install neckdowns on the northwest corners of Third Ave & 63rd and Third Ave & 66th (pending Second Ave Subway construction work)**

Elizabeth Wooten from NYC DOT presented a proposal for pedestrian safety improvements at various locations on Third Avenue and on East 66th Street at both Second and Third Avenues. For background:

- In 2010, City Councilmember Dan Garodnick asked DOT to enlarge the medians on E. 66th Street at both Second and Third Avenues.
- Pedestrian safety improvements including "neckdowns" to reduce crossing distances have been installed at three locations along Third Avenue on the UES (60th, 79th, & 86th Streets).
- DOT will be repaving Third Avenue from 64th to 72nd Streets, providing an opportunity for updated road markings for safety.
- Both Second and Third Avenue are priority corridors for the Vision Zero traffic safety initiative.
- Vehicles turning left from Third Avenue have struck multiple pedestrians at both 63rd and 66th Street.

The proposed improvements include:

- Standardizing the width of all travel and parking lanes on Third Avenue to 10' wide (instead of the current 8' parking lane on the west side and 12' parking lane/bus stop lane on the east side of the avenue).
- Adding left-turn lanes on Third Avenue approaching 63rd, 66th, and 72nd Streets.
- Adding a right-turn bay on Third Avenue onto East 66th St. (for traffic turning east).
- Adding a pedestrian neckdown on the NW corner of 63rd & Third, pending completion of Second Avenue Subway construction at that location.
- Adding pedestrian neckdowns on the NW & NE corners of 66th & Third Avenue.
- Expanding the existing concrete medians on the east side of 66th & Third, and the west side of 66th & Second to reduce crossing distances and to reduce conflicts with turning vehicles.

Expected benefits include:

- Clarified vehicular movements and calmed traffic.
- Safer, shorter crosswalks.
- Expanded pedestrian space.

A motion was made to approve the proposals as presented. A request was made to split the motion into two parts, but that was not accepted. A friendly amendment to further request a pedestrian neckdown at the NW corner of 72nd Street & Third Avenue was accepted. The Committee then passed the amended motion by a vote of 10 Yes, 0 No, and 1 Abstention, with 2 public members voting Yes.

WHEREAS Second and Third Avenues are Vision Zero priority areas; and

WHEREAS vehicles turning left from Third Avenue have injured pedestrians at 63rd Street and 66th Street; and

WHEREAS City Councilmember Dan Garodnick requested expanded concrete medians on 66th Street at both Second and Third Avenues; and

WHEREAS NYC DOT proposes several pedestrian safety improvements on Third Avenue, and at the intersections of 66th Street at Second and Third Avenues, including:

- Standardizing the width of all travel and parking lanes on Third Avenue to 10' wide (instead of the current 8' parking lane on the west side and 12' parking lane/bus stop lane on the east side of the avenue).
- Adding left-turn lanes on Third Avenue approaching 63rd, 66th, and 72nd Streets.
- Adding a right-turn bay on Third Avenue onto East 66th St. (for traffic turning east).
- Adding a pedestrian neckdown on the NW corner of 63rd & Third, pending completion of Second Avenue Subway construction at that location.
- Adding pedestrian neckdowns on the NW & NE corners of 66th & Third Avenue.
- Expanding the existing concrete medians on the east side of 66th & Third, and the west side of 66th & Second to reduce crossing distances and to reduce conflicts with turning vehicles; and

WHEREAS Community Board 8 Manhattan has previously listed E. 72nd Street & Third Avenue as a priority intersection for safety improvements; and

WHEREAS the proposed changes clarify traffic movements, calm traffic, reduce crossing distances, and add pedestrian space;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan approves DOT's proposed safety improvements on Third Avenue and on E. 66th Street; and

BE IT FURTHER RESOLVED that Community Board 8 Manhattan urges DOT to add a pedestrian neckdown on the northwest corner of 72nd Street and Third Avenue.

*Approved: 10 yes, 0 no, 1 abstain, 0 not voting for cause, plus 2 Public Members voting Yes.*

*Yes: Bores, Dornbaum, Falk, Kalloch, Lader, Menegon, Pope, Popper, Schneider, Warren; Gould (Public Member), Wouk (Public Member)*

*Abstain: Birnbaum*

**2. Modification of existing revocable consent to install, maintain and use planters on the east sidewalk of Fifth Avenue, north of East 59th Street, in front of the property located at 781 Fifth Avenue.**

Architect David Atcheson appeared on behalf of the Sherry Netherland, 781 Fifth Avenue, to present a proposed modification of their existing revocable consent, in order to install several planters in front of their building for the purpose of beautification. There would be seven rectangular planters spaced 4 feet apart parallel to the curb, plus four square planters beneath the entry canopy; the planters would be tapered and would be designed to complement the building.

The Committee voted to approve the petition by a vote of 11 Yes, 0 No, with 2 public members voting No.

WHEREAS The Sherry Netherland at 781 Fifth Avenue has an existing revocable consent for a clock and for a brass sidewalk insignia bearing the building's logo; and

WHEREAS The Sherry Netherland has applied to modify their existing revocable consent to allow them to install, maintain, and use 11 planters in front of their property for the purpose of beautification; and

WHEREAS these planters would include seven rectangular planters with a maximum size of 4' x 2' 4", and four square planters with a maximum size of 2' x 2';

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan approves the application to modify the existing revocable consent to install, maintain, and use planters on the east sidewalk of Fifth Avenue, north of East 59th Street, in front of the property located at 781 Fifth Avenue.

*Approved: 11 yes, 0 no, 0 abstain, 0 not voting for cause, plus 2 Public Members voting No.*

*Yes: Birnbaum, Bores, Dornbaum, Falk, Kalloch, Lader, Menegon, Pope, Popper, Schneider, Warren*

*No: Gould (Public Member), Wouk (Public Member)*

**3. Discussion of Hampton Jitney operations and proposed stops for Hampton Jitney UES Bus Stops and congestion relief:**

**a. ICBPS 20150821/83 (1082 Lexington Ave.-Lexington Ave bet 77th & 76th Sts.**

**b. ICBPS 20150821/84 (1224 Lexington Ave.-Lexington Ave bet. 83rd & 82nd Sts.**

Hampton Jitney President Jeff Lynch appeared on behalf of the company, accompanied by Patrick Condren who had represented the company at previous meetings. Co-Chair Chuck Warren summarized the history of the issues, explaining that the no left turn at Lexington Avenue and 86th Street had caused problems for Hampton Jitney and DOT and there has been an ongoing effort to find alternative locations for stops for some time. The Committee had previously approved stops between 82nd & 83rd on Lexington and between 76th & 77th on Lexington at our last meeting, but the issue was sent back to the Committee because of numerous complaints about Hampton Jitney operations. The complaints were that Hampton Jitney made illegal turns at 86th & Lexington, ran red lights, idled their engines for a long time,

parked in locations other than their designated layover spots, and failed on many occasions to pull to the curb when loading passengers.

Mr. Lynch described bus operations and the difficulties of moving passengers, and indicated that the company put a lot of effort into proper operation and that the problem would be mitigated with additional stops. They have just received approval for a new origin stop at the NW corner of 96th Street and Third Avenue, near their designated layover location on 97th Street between First Avenue & the FDR Drive. They would like the next stops to be on Lexington between 82nd & 83rd, and then on Lexington between 76th & 77th. There was opposition to the stop between 82nd and 83rd Street on Lexington Avenue from the public and also concerns from Committee members.

There was first a motion to approve the stops between 76th & 77th Streets on Lexington Avenue:

**RESOLUTION 3-A:**

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 Hampton Jitney has received approval to instead originate their bus route at an existing bus stop north of Community Board 8’s boundaries, and proposes to then stop at two additional existing local bus stops within CB8, namely in front of 1082 Lexington Ave. (between 77th & 76th Sts.) and in front of 1224 Lexington Avenue (between 82nd & 83rd Sts.); and

WHEREAS the multiple new bus stops proposed are intended to reduce congestion at any single location;

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 1082 Lexington Avenue (between 77th & 76th Streets).

*Approved: 11 yes, 0 no, 0 abstain, 0 not voting for cause, plus 1 Public Member voting Yes & 1 Public Member voting No.*

*Yes: Birnbaum, Bores, Dornbaum, Falk, Kalloch, Lader, Menegon, Pope, Popper, Schneider, Warren; Wouk (Public Member)*

*No: Gould (Public Member)*

Next, there was a vote on an unsuccessful motion to DISAPPROVE the stop on Lexington Avenue between 82nd & 83rd Streets. The disapproval motion failed by the following vote:

***DID NOT PASS: 4 yes, 6 no, 1 abstain, 0 not voting for cause, plus 2 Public Members voting No.***

*Yes: Birnbaum, Dornbaum, Lader, Menegon*

*No: Bores, Kalloch, Pope, Popper, Schneider, Warren; Gould & Wouk (Public Members)*

*Abstain: Falk*

Finally, a vote was taken on the motion to APPROVE the stop on Lexington Avenue between 82nd & 83rd Streets, and this approval motion passed.

### **RESOLUTION 3-B:**

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 Hampton Jitney has received approval to instead originate their bus route at an existing bus stop north of Community Board 8’s boundaries, and proposes to then stop at two additional existing local bus stops within CB8, namely in front of 1082 Lexington Ave. (between 77th & 76th Sts.) and in front of 1224 Lexington Avenue (between 82nd & 83rd Sts.); and

WHEREAS the multiple new bus stops proposed are intended to reduce congestion at any single location;

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 1224 Lexington Avenue (between 82nd & 83rd Streets).

*Approved: 6 yes, 4 no, 1 abstain, 0 not voting for cause, plus 2 Public Members voting Yes.  
Yes: Bores, Kalloch, Pope, Popper, Schneider, Warren; Gould & Wouk (Public Members)  
No: Birnbaum, Dornbaum, Lader, Menegon  
Abstain: Falk*

The Committee indicated that it would be monitoring the Hampton Jitney operations going forward and was hopeful that things would improve. Jeff Lynch said they were committed to making sure they operated in the best possible way.

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

There were some concerns raised regarding the size of certain bikeshare stations (particularly the one at 84th & Park Avenue), the timing of installation of additional stations below 86th Street, and the curbside placement of certain stations on the western sidewalk of Fifth Avenue. Josh Orzeck of DOT said he would take the bikeshare concerns back to DOT and they would respond in some way.

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

Barry Schneider announced that the October 13 East Sixties Neighborhood Association meeting will focus on transportation issues.

UES resident Joseph Streich came to the Committee to propose signage in the 86th Street subway station and on local streets to direct tourists to area museums, such as the Metropolitan Museum of Art. The co-chairs said they would add this to the agenda for a future meeting (perhaps December or January) as a joint item with the Parks & Recreation Committee.

There being no further business, the meeting was adjourned at 8:56 PM.

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