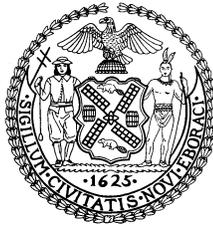


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**The City of New York  
Manhattan Community Board 8  
Transportation Committee**  
Wednesday, Nov. 4, 2015, 6: 30 PM  
*Ramaz Middle School, Falk Auditorium*  
114 E. 85th Street, Ground Floor

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, Hedi White; Devin Gould (Public Member), Jordan Wouk (Public Member)

The Meeting was called to order at 6:37 PM.

**1. Preliminary discussion of the need for crosstown bike routes.**

Co-Chair Scott Falk began the discussion by reviewing Community Board 8's resolution regarding protected bicycle lanes, which had passed by a vote of 38 to 1 in October 2009:

*WHEREAS, Manhattan Community Board 8 is concerned about the safety of all people who use our streets and sidewalks, and*  
*WHEREAS, protected bike lanes have brought measurable safety improvements for pedestrians, cyclists and motorists in other neighborhoods in Manhattan,*  
*WHEREAS, many members of the Upper East Side public, business community, and elected officials have all expressed support for protected bike lanes in petitions, surveys, letters and public testimony, and*  
*WHEREAS, Manhattan Community Board 8 wishes to encourage safe, responsible cycling in to, to, and from this district,*  
***THEREFORE BE IT RESOLVED, that Community Board 8M supports the DOT's initiative to create protected bike lanes and requests that DOT prepare a study for a neighborhood bicycle network for Class 1 protected bike lanes (including information on projected impacts on pedestrian safety, bike safety, parking, truck traffic and neighborhood business) that would be subject to review and comment by Community Board 8M.***  
*Community Board 8M passed this by vote of 38 in favor, 1 opposed and 0 Abstain*

Since that resolution was passed, a protected bike path has been installed along the full length of First Avenue within our district, but no other protected paths have been installed or officially proposed; a protected lane is expected for most of Second Avenue upon streetscape restoration following the Second Avenue Subway construction, but no plan has yet been presented to the Board. The only pair of crosstown bike routes is on East 90th & 91st Streets, and these are not protected paths.

Most of the discussion was supportive of some form of new crosstown lanes, although there were various opinions about the need for protected vs. painted lanes; no members of the public spoke in opposition to bicycle lanes in general. Concerns were expressed regarding adding bike lanes on East 61st, 62nd, or 63rd

Streets due to severe traffic issues in the lower 60s near the Queensboro Bridge, but a member of the public spoke in favor of a bike lane on his block of East 62nd Street, where it might slow the speeding cars.

One resident reported that he was injured by a car door while riding his bicycle last month. Another resident brought copies of the 1997 Manhattan Bicycle Network master plan map, which showed the same proposed crosstown routes on East 72nd Street and on East 61st & 62nd Streets that are listed on the city's current bike map 18 years later.

Multiple people raised the need for crosstown routes through Central Park, including as a way to reach safer bike routes on the West Side. Some spoke in favor of protected crosstown lanes, while others said even a painted lane provides improved safety. One resident stated that protected lanes could set a tone for a streetscape that "sorts" the various uses for the street.

A public member of the Committee suggested we request two-way bike lanes on the Easternmost blocks of East 71st and East 78th Streets, to connect to the Esplanade. Board members generally spoke in favor of some crosstown bike lanes, although some were concerned about the effect on traffic. There was also a mention of the future truck routes to the 91st Street Marine Transfer Station site, which have not yet been publicly revealed.

After further debate, the Committee passed the following motion calling for a two-part approach to crosstown bike routes:

WHEREAS Community Board 8 Manhattan passed the following resolution by a vote of 38-1 in October 2009:

*WHEREAS, Manhattan Community Board 8 is concerned about the safety of all people who use our streets and sidewalks, and*  
*WHEREAS, protected bike lanes have brought measurable safety improvements for pedestrians, cyclists and motorists in other neighborhoods in Manhattan,*  
*WHEREAS, many members of the Upper East Side public, business community, and elected officials have all expressed support for protected bike lanes in petitions, surveys, letters and public testimony, and*  
*WHEREAS, Manhattan Community Board 8 wishes to encourage safe, responsible cycling in to, to, and from this district,*  
***THEREFORE BE IT RESOLVED, that Community Board 8M supports the DOT's initiative to create protected bike lanes and requests that DOT prepare a study for a neighborhood bicycle network for Class 1 protected bike lanes (including information on projected impacts on pedestrian safety, bike safety, parking, truck traffic and neighborhood business) that would be subject to review and comment by Community Board 8M; and***

WHEREAS there has been an increase in bicycling since 2009; and

WHEREAS there is a need for bicycle network connections to the Esplanade and Central Park, and across Central Park to the West Side, and a need for safe crosstown routes within our district;

**THEREFORE BE IT RESOLVED** that Community Board 8 Manhattan asks the NYC Dept. of Transportation to propose a network of painted crosstown bicycle lanes on the Upper East Side, to be implemented in the short-term; and

BE IT FURTHER RESOLVED that Community Board 8 Manhattan asks the NYC Dept. of Transportation to propose for longer-term implementation a network of crosstown bicycle routes on the Upper East Side, using the safest appropriate design.

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

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

*No: Birnbaum*

*Abstain: Wouk (Public Member)*

*Not Voting for Cause: Pope*

## **2. Old Business.**

Devin Gould said that he had reviewed the publicly-available usage data for the CitiBike station at 84th & Park, in light of claims made at last month's meeting that it was not being used, and he reported that the average initial daily usage was in fact 256 trips originating or terminating at this station for the first week following installation.

Craig Lader expressed concern about the bike share station near PS 290, because it is on a block that is closed to cars for a portion of the day as a play street. The Committee will ask DOT to take a look at that station.

## **3. New Business.**

There was no new business.

There being no further business, the meeting was adjourned at 8:03 PM.

Respectfully submitted,

A. Scott Falk and Charles Warren, Co-Chairs