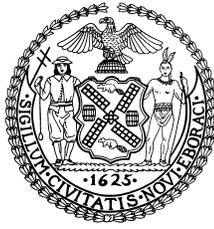


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**The City of New York
Manhattan Community Board 8
Transportation Committee**
Wednesday, Dec. 7, 2016, 6:30 PM
Church of the Holy Trinity, Draesal Hall
316 East 88th Street

Minutes

Present: Lori Bores, A. Scott Falk, Andrew Kalloch, Craig Lader, David Menegon, Sharon Pope, Rita Popper, David Rosenstein, Barry Schneider, Tricia Shimamura, Charles Warren
Excused: Michele Birnbaum, Daniel Dornbaum; Devin Gould (public member), Jordan Wouk (public member)

The meeting was called to order at 6:39 PM.

Item 1. Continued discussion of a new Revocable Consent to install a fenced in area and planters at 48 East 82nd Street. (Requested by DOT, Division of Franchises, Concessions and Consents)

Petition Details: "Proposed fenced-in area & planters"

Petition Purpose: "For protection and beautification of the property."

At the September 7 Transportation Committee meeting, the Committee had disapproved the petitioner's initial application for a new Revocable Consent to install a fenced-in area and planters at 48-50 East 82nd Street. The primary objection was to the size of the fence, which extended the entire 32-foot width of the property. During the Public Session for the September 21 CB8 Full Board meeting, the petitioner reported that they had hired a new architect and that the proposed design had been substantially revised. The matter was sent back to the Committee to be reconsidered.

The revised design has two decorative wrought-iron fences, each 11' 4" wide, with no fence in front of the entryway. In response to a question from the public, the applicant confirmed that this building is not a landmark, nor is it located within a historic district.

The Committee passed the following resolution to APPROVE the application by a unanimous vote:

WHEREAS the applicant seeks a new Revocable Consent to install a fenced-in area and planters at 48 East 82nd Street; and

WHEREAS the applicant had previously proposed a fence that would have run the full 32-foot width of the property, and extending 4' 3-7/8" in front of the residence; and

WHEREAS the applicant now proposes two smaller 11' 4" fences on either side of the building's entryway, in response to the Committee's feedback;

THEREFORE BE IT RESOLVED, Community Board 8M APPROVES the revised application for a new Revocable Consent to install a fenced-in area and planters at 48 East 82nd Street.

Motion carries: 11 yes, 0 no, & 0 abstaining.

Yes (11): Bores, Falk, Kalloch, Lader, Menegon, Pope, Popper, Rosenstein, Schneider, Shimamura, Warren.

Item 2. Discussion of restoration of bus stops on Second Avenue and crosstown streets following commencement of revenue service on the Q subway line. (Joint with the 2nd Avenue Task Force committee)

No representative from New York City Transit was in attendance.

CB's 2nd Avenue Subway Task Force had previously invited NYCT representatives to attend its November 1 meeting to discuss the restoration of bus stops within the subway construction corridor, following the anticipated completion of construction, but NYCT was not able to send anyone. NYCT's liaison to CB8, Marcus Book, had also indicated that prior to the 11/1 meeting they would provide a comprehensive map of bus stops to be restored and/or relocated, but that map was not provided on time.

NYCT did send an incomplete map on November 2, showing 7 of the bus stops: crosstown stops for the M72 and M86-SBS at Second Avenue in both directions, the eastbound M96 stop at Second, and the M15-SBS stops at 96th and 86th Streets. NYCT also indicated the timeline for restoring stops:

...when we (NYCT) receive confirmation from the SAS/MTACC contractor that their work is complete and the area is clear for reinstatement, NYCT will inspect the location, coordinate with DOT to reinstate the bus stop, and also relocate/install the fare machines for the SBS stops. It will generally take about 4 to 6 weeks to fully reinstate the stops.

Marcus Book did not reply to the Transportation Co-Chair's renewed request for a comprehensive list of all stops affected by the subway construction, on various routes. The original request from October 24 included the following:

Is it possible to get a list of all the stops that were moved and suspended, and that are expected to be restored? (That would also include anything on other avenues/other routes, such as the 63rd Street & 3rd Avenue stop on the M101/102/103, and any other crosstown stops affected.)

The November 2 map did not list the 63rd & 3rd stop, for example, nor any M15 local stops, only two stops on the M15-SBS, and five crosstown stops on the M72, M86, and M96 routes. Someone suggested that the comprehensive map needs to list stops just north of CB8's boundaries, including the westbound M96 stop at Second Avenue (which stops on the north side of 96th Street, within CB11) and at least one or two local M15 stops north of 96th Street (e.g., 97th Street), and the expected timing for restoring those stops.

Several members of the public and of the Community Board expressed frustration and anger at NYCT's continuing failure to attend these meetings, receive feedback about restoring the bus stops, and answer questions from the public.

There was also a strong concern about the restored location of the M15 and M15-SBS stops near 86th Street, which are now expected to be located between 86th and 87th Streets, whereas previously the M15 local & limited buses shared a stop south of 86th Street. There was consensus that the M15 local stop must be located on the same block as the M15-SBS stop, both for safety and for rider convenience; a Board member suggests that an email from NYCT confirming that both stops will be on the same block should be made public. Several people wanted the Committee to have the opportunity to review the planned locations of these bus stops, because of concerns about pedestrian safety and the flow of traffic turning right (west) from Second Avenue onto 86th Street.

In response to a question about when the dedicated bus lanes would be implemented on those parts of Second Avenue that are not yet restored, CB8's DOT liaison said that she expected the remaining portions of the Second Avenue bus lane would be completed by next summer.

The Committee discussed the need for a detailed, comprehensive map, showing the precise location of each bus stop on M15 & M15-SBS between 60th Street and 100th Street and all crosstown stop locations on M96, M86-SBS, M79, M72 and M66 from Third to First Avenues.

The Committee passed the following resolution:

WHEREAS many bus stops on the Upper East Side have been relocated or removed due to Second Avenue Subway Construction; and

WHEREAS these displaced bus stops cause a continuing hardship for riders, particularly for seniors and persons with disabilities;

WHEREAS New York City Transit has said all pre-construction M15/M15-SBS bus stops will be restored, but has failed to provide a complete list of the previous bus stop locations and future bus stop locations; and

WHEREAS bus stops have repeatedly been moved to temporary locations over the past ten years of construction; and

WHEREAS NYCT has not attended either the November 1 nor December 7, 2016, Community Board 8M Committee Meetings; and

WHEREAS Community Board 8M is concerned that the permanent bus stops will be sited without the community's input and review; and

WHEREAS Community Board 8M is particularly concerned about the siting of the M15 and M15-SBS stops near 86th Street, and potential safety issues at these stops; and

WHEREAS NYCT has said that the permanent bus stops will be restored within four to six weeks after MTA Capital Construction's contractors notify NYCT that work has been completed at a given location; and

WHEREAS revenue service on the Second Avenue Subway is scheduled to launch within the next few weeks;

THEREFORE BE IT RESOLVED that Community Board 8M urges New York City Transit to attend the Transportation Committee's meeting on January 4, 2017, to present and discuss a comprehensive map showing the precise location of every permanent bus stop on the M15 & M15-SBS routes (between 100th Street and 60th Street), and all crosstown stop locations on the M96, M86-SBS, M79, M72 and M66 routes (from the west side of Third Avenue to the east side of First Avenue); and

BE IT FURTHER RESOLVED that Community Board 8M requests a detailed presentation of the specific siting plans for the M15 and M15-SBS stops near 86th Street; and

BE IT FURTHER RESOLVED that Community Board 8M reaffirms its request for Select Bus Service fare machines to be located facing away from the curb.

Approved, 11 Yes, 0 No, 0 Abstain.

Yes (11): Bores, Falk, Kalloch, Lader, Menegon, Pope, Popper, Rosenstein, Schneider, Shimamura, Warren

Multiple people complained about bus operators not pulling over to the curb at stops, making it difficult for people to board. The Co-Chairs said they would schedule a general review of bus service with NYCT at an upcoming meeting.

Item 3. Old Business.

The Co-Chairs reported that the Committee will continue discussion of the recent pedestrian fatalities (particularly senior pedestrian fatalities) in the new year, following further communication with NYPD.

Item 4. New Business.

A member of the public asked whether NYPD's 19th Precinct issues citations to bicycle riders for excessive speed.

There being no further business, the meeting was adjourned at 7:40 PM

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