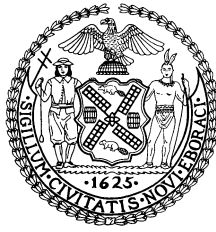


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**The City of New York
Manhattan Community Board 8
Transportation Committee**
Wednesday, May 4, 2016, 6:30 PM
Church of the Holy Trinity
316 East 88th Street

Minutes

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

Excused: Lori Bores

The Meeting was called to order at 6:35 PM. Councilmember Ben Kallos spoke in support of crosstown bicycle lanes.

1. A request for a new Revocable Consent to install a chair lift, steps and landing at 1442 First Avenue (*requested by DOT, Division of Franchises, Concessions & Consents*).

A representative of the Second Avenue Deli, located at 1442 First Avenue (southeast corner of 75th Street), presented a petition for a revocable consent to install a chair lift, steps and landing. This construction along the 75th Street side of the building will provide a new accessible entry route to the raised first floor of the existing restaurant, while maintaining the stepped entry to the adjacent residential lobby. The petitioner said that they are not required to bring the restaurant into compliance with ADA access requirements, but they wish to voluntarily make the space accessible by removing an illegal ramp on 75th Street and building a platform for a new folding chair lift that incorporates the existing risers. Construction should take no more than a week.

Members of the Committee raised concerns about the extreme narrowing of the sidewalk in front of the restaurant on 75th Street, where an existing parking regulation signpost would create a 4' 4" pinch point even when the new lift is folded away. DOT said that they should be able to relocate the signpost to remove the pinch point, but they could not promise to move it to the west (to increase the existing parking by a few feet) rather than to the east (slightly decreasing the parking zone, but avoiding the enclosed sidewalk café altogether). Without the signpost, there would be 5' 7.5" of clearance.

The Committee passed the following resolution to APPROVE the request:

WHEREAS the Second Avenue Deli is seeking a new Revocable Consent to install a chair lift, together with steps and landing, along the south side of East 75th Street at 1442 First Avenue, to voluntarily make their raised first-floor restaurant ADA-accessible; and

WHEREAS the Second Avenue Deli has an enclosed sidewalk café that narrows the south sidewalk on East 75th Street to the east of the southeast corner of First Avenue; and

WHEREAS an existing parking regulation signpost would create an extreme narrowing of the sidewalk to 4' 4", even when the chair lift is folded away and not in use; and

WHEREAS relocating the signpost should provide an additional 15.5 inches of clearance; and

WHEREAS relocating the signpost to the west would not reduce currently available parking;

THEREFORE BE IT RESOLVED that Community Board 8 approves the request for a new Revocable Consent to install a chair lift, together with steps and landing, at 1442 First Avenue, contingent upon the NYC Dept. of Transportation relocating the existing parking regulation signpost by the necessary distance to eliminate the resulting sidewalk pinch point; and

BE IT FURTHER RESOLVED that Community Board 8 requests that DOT relocate the parking regulation signpost further west, toward First Avenue, rather than relocating the signpost to the east.

Approved: 9 yes, 0 no, 0 abstain, 1 not voting for cause, plus 2 Public Members voting Yes.

Yes: Birnbaum, Dornbaum, Falk, Kalloch, Lader, Menegon, Pope, Popper, Warren; Gould, Wouk (Public Members)

Not Voting for Cause: Schneider

2. Continued discussion of painted Crosstown Bicycle Lanes (with no removal of parking spaces or vehicular travel lanes). The Committee will consider alternative options alongside the original DOT proposal on the following three corridors:

- **Corridor A:**
 - **East 67th Street & East 68th Street (original DOT proposal)**
 - **East 70th Street & East 71st Street (alternative option)**
- **Corridor B:**
 - **East 77th Street & East 78th Street (original DOT proposal)**
 - **East 75th Street & East 76th Street (alternative option)**
- **Corridor C:**
 - **East 84th Street & East 85th Street (original DOT proposal)**
 - **East 81st Street & East 82nd Street (alternative option)**

On November 18, 2015, CB8 passed a resolution requesting that DOT propose “a network of painted crosstown bicycle lanes on the Upper East Side, to be implemented in the short-term.” In addition, CB8 asked DOT for a longer-term proposal for “a network of crosstown bicycle routes on the Upper East Side, using the safest appropriate design.”

On February 3, 2016, in response to the first portion of the November 2015 resolution, DOT bicycle program project manager Craig Baerwald had presented the agency’s plan for three pairs of painted crosstown bicycle lanes:

The agency proposes painted bike lanes along 67th, 68th, 77th, 78th, 84th, & 85th Streets, with no lost parking or travel lanes. Those six streets are currently unstriped, with 30' (or more) of width, but under DOT's plan the streets would be striped with the following markings, from left to right:

- *7.5' parking lane*
- *5' painted bicycle lane*
- *10' travel lane*
- *7.5' parking lane*

DOT also proposes the following connections between the East River Esplanade and the crosstown lanes:

- *Shared-lane markings on Gracie Square (East 84th Street, east of East End Avenue) in both directions, East and West.*
- *Shared-lane markings going northbound on East End Avenue between 84th & 85th Street*
- *Shared-lane markings going southbound on York Avenue between 78th & 77th Street*
- *Shared-lane markings going northbound on Cherokee Place between 77th & 78th Street*

Some of the streets had been selected for their connections to the East River Esplanade, Central Park, and/or Lexington Avenue subway stations. In addition, both E. & W. 77th & 78th Street would have crosstown bike lanes, just as both E. & W. 90th & 91st Street have crosstown bike lanes.

Per DOT, the intended benefits of the proposal would be (1) to add critical new connections to the bike network, and (2) to increase safety, by organizing the roadway, increasing awareness of bicycles using the roadway, and reducing speed to calm traffic. As part of DOT's implementation of the new lanes, they would coordinate safety outreach by two programs: The Street Ambassador program safety outreach would include giveaways of lights and bells, and the Commercial Bike Unit would also do safety outreach timed to implementation of the new lanes.

In response to questions from February, Mr. Baerwald's updated presentation on March 2 included additional details on the proposed lane markings for 84th and 85th Streets between Madison and Fifth Avenues, as well as more information about existing bicycle lanes in front of 18 hospitals, 19 police precincts, 36 firehouses, and 482 schools. Also present from DOT were Manhattan Borough Commissioner Margaret Forgone and Ted Wright, Director of Bicycles & Greenways.

At the March 2 meeting, the Committee voted to ask DOT to evaluate the creation of painted bike lanes between Fifth and First Avenues on all crosstown streets (except for any recommended exceptions), and to recommend streets for painted crosstown lanes east of First Avenue. At the March 16 Full Board Meeting, however, CB8 instead voted to request that alternative options – i.e., that for each of the original three pairs of streets proposed for painted crosstown bike lanes, DOT should provide CB8 with an alternative pair of streets for consideration alongside the originally proposed locations.

DOT then provided three pairs of alternative streets for the Board's consideration: 70th & 71st (alternate for 67th & 68th), 75th & 76th (alternate for 77th & 78th), and 81st & 82nd (alternate to 84th & 85th). They noted that the original proposals were all closer to Lexington Avenue Subway stations, but the 70th & 71st Street alternative would better connect to the new 72nd Street Station on the Second Avenue Subway (Q train), as well as connecting to both Central Park and the Greenway. The 75th & 76th Street alternative connects to Central Park. 81st & 82nd Street had no listed advantages over the original proposal, according to DOT's presentation.

Much of the public comment was similar to feedback at the previous meetings. A large number of residents expressed concern that bicycle lanes located in front of schools pose a threat to safety, although Commissioner Forgone reiterated that hundreds of schools are located along bike routes without problems. There were a number of speakers in support of the proposed lanes, and some others who spoke in favor of protected lanes or painted lanes on alternative streets.

After extensive public comment and some debate among Committee Members, the Committee was polled about its preference for each of the three corridors:

- The majority of the Committee's members preferred 70th & 71st Streets (the alternative option) instead of 67th & 68th Streets (DOT's original proposal).
- The majority of the Committee's members preferred the original proposal for 77th & 78th Streets instead of the alternative streets, 75th & 76th.

- The majority of the Committee's members preferred the original proposal for 85th & 86th Streets instead of the alternative streets, 81st & 82nd.

The Committee then passed the following resolution:

WHEREAS in 2009 Community Board 8 voted 38-1 to support protected bicycle lanes; and

WHEREAS in November 2015 CB8 voted 32-8-6 to ask DOT to propose a network of painted crosstown bicycle lanes on the Upper East Side, to be implemented in the short-term, and to propose for longer-term implementation a network of crosstown bicycle routes on the Upper East Side, using the safest appropriate design; and

WHEREAS DOT proposed painted crosstown bike lanes on 67th, 68th, 77th, 78th, 84th, & 85th Streets; and

WHEREAS DOT provided 70th & 71st Streets as an alternative to their original proposal for 67th & 68th Streets; and

WHEREAS DOT proposed shared lane markings on Gracie Square (in both directions), on East End Avenue between 84th & 85th (northbound), on York Avenue between 77th & 78th (southbound), and on Cherokee Place between 77th & 78th (northbound); and

WHEREAS the use of bicycles on the Upper East Side is increasing significantly; and

WHEREAS the City needs to significantly expand its public awareness efforts regarding bike safety and add resources to support greater bike safety in our community; 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 approves DOT's proposal for painted crosstown bicycle lanes on 70th, 71st, 77th, 78th, 84th, & 85th Streets, with no lost parking or travel lanes; and

BE IT FURTHER RESOLVED that Community Board 8 Manhattan approves DOT's proposal for shared lane markings on Gracie Square (in both directions), on East End Avenue between 84th & 85th (northbound), on York Avenue between 77th & 78th (southbound), and on Cherokee Place between 77th & 78th (northbound).

Approved: 7 yes, 2 no, 0 abstain, plus 2 Public Members voting Yes.

Yes: Dornbaum, Falk, Kalloch, Lader, Menegon, Pope, Warren; Gould, Wouk (Public Members)

No: Birnbaum, Popper

3. Old Business.

There was no old business.

4. New Business.

There was no new business.

There being no further business, the meeting was adjourned at 9:10 PM.

Respectfully submitted,

A. Scott Falk & Charles Warren, Co-Chairs