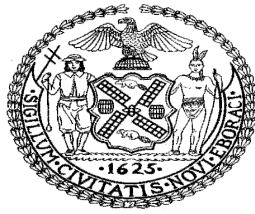


Nicholas Viest
Chair

Latha Thompson
District Manager



505 Park Avenue, Suite 620
New York, N.Y. 10022-1106
(212) 758-4340
(212) 758-4616 (Fax)
www.cb8m.com - Website
info@cb8m.com - E-Mail

The City of New York Manhattan Community Board 8

Transportation Committee

Wednesday, June 6, 2012
Lenox Hill Hospital
131 East 76th Street, Einhorn Auditorium
New York, NY
6:30pm

Minutes

Present: A. Scott Falk, Larry Hockert, Jonathan Horn, Rita Popper, Helene Simon, Charles Warren, Hedi White, Michael Dillon (public member) & David Menegon (public member).

Excused: Michele Birnbaum.

The Meeting was called to order at 6:36 PM by Co-Chairs A. Scott Falk & Charles Warren.

1. Update on a 2008 request to relocate the local bus stop to East 63rd Street and Lexington Avenue. (Requested by Mr. Steinberg, resident)

CB8M resident John Steinberg asked the board to revisit a request to locate a Lexington Avenue bus stop in front of the F train station at East 63rd Street. Mr. Steinberg suggested that in addition to local M101, M102, and M103 buses stopping at or near this location, the limited-stop buses should also stop there to allow for connections to the F train.

In December 2008 CB8M passed the following resolution by a vote of 22 in favor, 10 opposed, and 1 abstention:

WHEREAS, there is currently is no direct bus route to the E. 63rd Street F Train Station, and
WHEREAS, the stated MTA policy is to locate bus stops where they will connect with cross-town bus stops, and
WHEREAS, the E. 63rd Street F Train Station is for practicable purposes a "cross town" station,
THEREFORE BE IT RESOLVED, that Community Board 8M requests that the MTA locate a bus stop at the F Train Station at E. 63rd Street and Lexington Avenue.

Marcus Book provided the following statement from New York City Transit in advance of the June 6 meeting, which he was unable to attend:

NYC Transit's limited-stop service provides stops with spacing of approximately ten city blocks. On Lexington Avenue, the limited stops are located at major cross-town streets and major destination points. Local stops are spaced every three blocks or approximately 750 feet apart.

The M102 and M103 make local stops between 65th - 64th Streets and also between 62nd - 61st Streets. Currently, the stops are one block away from the F 63rd St Station entrances located at the northwest corner and southwest corner of 63rd Street.

It is not recommended to install a local or limited stop on the same block as the F train as they would disrupt the long-established spacing of stops. Additionally, due to the narrow width of the sidewalk, street furniture as well as several trees, we believe that the surge of subway customers exiting the station would create a very congested condition on the sidewalk with bus customers waiting for a bus or getting off a bus at the F train station. On both blocks there is also loading for commercial vehicles.

The M102 and M103 stop at 53rd-52nd Street at the E and M 53rd Street Station.*

*The M101 Limited, M102, M103 stop at 51st-50th Street at the 6 51st Street Station.**

**These two comments were in response to Mr. Steinberg's inquiries about connections between the Lexington Avenue buses and two subway stations located in CB6M.*

Regarding Mr. Steinberg's request to have a limited bus stop closer to the 63rd Street F Train Station than the current limited stops that are each located approximately four blocks away, a member of the committee suggested that the board ask NYCT to provide the committee with the number of passengers transferring from the Lexington Avenue buses to this subway station. The committee decided to delay further discussion until after getting this data; NYCT has now informed us that there are 541 such transfers per weekday on average.

2. A request for the installation of a pedestrian ramp at the SW corner of East 69th Street and First Avenue. (Requested by the East 69th Street Association)

Al Hess, a representative from the East 69th Street Association, came to the committee with their request for a curb cut at the southwest corner of East 69th Street and First Avenue to accommodate strollers, walkers, wheelchairs, etc., and to generally ease access to the sidewalk at this location.

Josh Orzeck from DOT sent the following comments in advance of the June 6 meeting, which he was unable to attend:

We are aware of the location and it is on our list for pedestrian ramps installation. However, because of a catch basin and a signal light, it calls for a complex pedestrian ramp installation. DOT has a contract to have complex pedestrian ramps installed at locations citywide and these installations are expected to be completed within a few years. Unfortunately, I cannot give you a time frame for any specific location.

The committee passed the following resolution to urge DOT to prioritize the installation of the pedestrian ramp at this location:

WHEREAS there is no pedestrian ramp at the southwest corner of East 69th Street and First Avenue;

WHEREAS members of the community have expressed their desire for a pedestrian ramp at this corner;

WHEREAS the Department of Transportation has indicated that the presence of a catch basin and a signal light would necessitate a complex pedestrian ramp at this location, and that DOT intends to install such a ramp within the next few years;

WHEREAS the absence of a pedestrian ramp at this corner makes it difficult for some members of the community to safely cross the street;

THEREFORE BE IT RESOLVED that Community Board 8M calls on the Department of Transportation to prioritize the installation of a complex pedestrian ramp at the southwest corner of 69th Street and First Avenue.

Approved: 7 Yes, 0 No, 0 Abstentions

Yes: Falk, Hockert, Horn, Popper, Simon, Warren, White

Public Member Votes: 2 Yes, 0 No, 0 Abstentions

Yes: Dillon, Menegon

4. Old Business

There was no old business.

5. New Business

There was no new business.

There being no further business, the meeting was adjourned at 7:10 p.m.

Respectfully submitted,

A. Scott Falk and Charles Warren, Co-Chairs