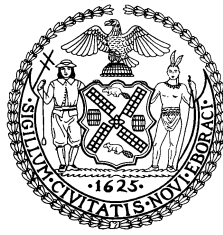


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The City of New York Manhattan Community Board 8

Transportation Committee

Wednesday, June 4, 2014

MSK-Rockefeller Research Laboratories
430 East 67th Street (First-York) Room 103
6:30 PM

Minutes

Present: Lowell Barton, Michele Birnbaum, A. Scott Falk, Lorraine Hockert, Jonathan Horn, Craig Lader, David Rosenstein, Judith Schneider, Barry Schneider, Jared Stone, Charles Warren, Timothy Yeo; Michael Dillon (Public Member)

Absent (Excused): Rita Popper, Hedi White

Absent (Unexcused): Lori Bores, Rebecca Seawright, David Menegon (Public Member)

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

1. A discussion of the truck/bus wheel guard legislation.

During previous meetings in 2013, the Committee had discussed the concept of wheel guards for trucks and buses, which might help to prevent certain pedestrian and bicyclist fatalities. Since that time, related legislation has been introduced in both Albany and the New York City Council.

The discussion began with a recap of testimony on this topic at the April 30, 2014, City Council hearing on Vision Zero; most of the testimony was in support of wheel guard requirements. The City Council legislation has been placed on hold at the request of NYC's Department of Transportation, which is currently studying the issue of wheel guards jointly with the Department of Citywide Administrative Services.

The Committee decided to divide this into three separate resolutions as follows:

- 1A. Support the pending state bill, and urge the city to implement identical legislation.
- 1B. Urge the MTA & NYC to implement side guards on their fleet of trucks, buses, and similar vehicles over 10,000 pounds.
- 1C. Urge the National Highway Traffic Safety Administration to implement the National Transportation Safety Board's safety recommendations regarding underride guards for tractor-trailers.

Due to the timing of the current New York State legislative session, which ends on June 19th (the day after the next Full Board meeting), the Committee determined that the first resolution should be voted on as a Committee Recommendation, which passed unanimously:

#1A (Committee Recommendation):

WHEREAS collisions involving large vehicles such as tractor-trailers are three times as likely to result in pedestrian fatalities than collisions involving only passenger vehicles; and

WHEREAS current federal regulations require rear-impact guards for the wheels of trailers and semitrailer trucks in order to reduce the number of deaths and serious injuries occurring when passenger vehicles crash into the back end of a truck, but there are no national or local requirements

for side guards to protect pedestrians and bicyclists from falling under the sides of trucks and being caught under the wheels; and

WHEREAS side underride guards are required on certain motor vehicles, trailers, and semi-trailers in Japan and in some European Union countries; and

WHEREAS New York City's Vision Zero website supports state legislation to require rear-wheel guard and side guards on trucks;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan calls upon the New York State Assembly to pass A.9415 and calls upon the New York State Senate to pass S.6648; and

BE IT FURTHER RESOLVED that Community Board 8 Manhattan calls upon the Governor to sign the legislation into law; and

BE IT FURTHER RESOLVED that Community Board 8 Manhattan calls upon the New York City Council to pass identical legislation.

Approved (Committee Recommendation): 12 yes, 0 no, 0 abstain, 0 not voting for cause, plus 1 Public Member Yes vote.

Yes: Barton, Birnbaum, Falk, Hockert, Horn, Lader, Rosenstein, J. Schneider, M. B. Schneider, Stone, Warren, Yeo; Dillon (Public Member)

The Committee then passed the following two resolutions, each by a unanimous vote:

#1B:

WHEREAS collisions involving large vehicles such as tractor-trailers are three times as likely to result in pedestrian fatalities than collisions involving only passenger vehicles; and

WHEREAS current federal regulations require rear-impact guards for the wheels of trailers and semitrailer trucks in order to reduce the number of deaths and serious injuries occurring when passenger vehicles crash into the back end of a truck, but there are no national or local requirements for side guards to protect pedestrians and bicyclists from falling under the sides of trucks and being caught under the wheels; and

WHEREAS side underride guards are required on certain motor vehicles, trailers, and semi-trailers in Japan and in some European Union countries; and

WHEREAS several U.S. cities equip their buses with wheel guards, but not New York City; and

WHEREAS New York City's Vision Zero website states, "The fundamental message of Vision Zero is that death and injury on city streets is not acceptable";

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan calls upon the Metropolitan Transportation Authority to equip its buses, trucks, and similar large vehicles weighing more than 10,000 pounds with side underride guards; and

BE IT FURTHER RESOLVED that Community Board 8 Manhattan calls upon New York City to require all city agencies and city contractors to equip buses, trucks, and similar large vehicles weighing more than 10,000 pounds with side underride guards.

Approved: 12 yes, 0 no, 0 abstain, 0 not voting for cause, plus 1 Public Member Yes vote.

Yes: Barton, Birnbaum, Falk, Hockert, Horn, Lader, Rosenstein, J. Schneider, M. B. Schneider, Stone, Warren, Yeo; Dillon (Public Member)

#1C:

WHEREAS on April 3, 2014, the National Transportation Safety Board issued Safety Recommendations (H-14-001 through -007) to the National Highway Traffic Safety Administration that included new regulations for Side Underride Protection Systems and revised regulations for Rear Underride Protection Systems;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan calls upon the National Highway Traffic Safety Administration to adopt the National Transportation Safety Board's Safety Recommendations regarding Side and Rear Underride Protection Systems; and

BE IT FURTHER RESOLVED that Community Board 8 Manhattan urges our elected officials in Congress to support these Safety Recommendations with any necessary legislation.

Approved: 12 yes, 0 no, 0 abstain, 0 not voting for cause, plus 1 Public Member Yes vote.

Yes: Barton, Birnbaum, Falk, Hockert, Horn, Lader, Rosenstein, J. Schneider, M. B. Schneider, Stone, Warren, Yeo; Dillon (Public Member)

2. A discussion of DOT's recent layoff of bridge painters.

The Committee discussed recent reports, both in the New York Daily News in fall 2013 and from Sam Schwartz at two recent Community Board 8 meetings, saying that the Bloomberg Administration had laid off most of the NYC DOT bridge-painting staff. However, CB8's DOT liaison said in an email that the agency had not laid off any painters recently.

The Committee co-chairs will do more research and revisit this issue. Members of the Committee noted that maintenance is critical to keeping our bridges in safe and usable condition.

3. A discussion of the mass training runs on East 91st Street between Second and Third Avenues.

Community Board 8 David Rosenstein spoke about his concern regarding the use of East 91st Street between Second and Third Avenues—the closed play-street block—for mass training runs by the New York Road Runners (NYRR). According to Mr. Rosenstein, the runners occasionally train aggressively, in large waves, making the street unusable for others; after witnessing one such training run on February 27, 2014, he spoke to a NYRR coach without satisfaction.

Before the Committee meeting, Philip Santora of NYRR sent an email to the CB8 office stating that his group only uses the 91st Street block a few times a year; however, if the Board prefers that NYRR does not use East 91st Street for training runs, then they will no longer use the block for group training.

The Transportation and Parks Committees plan to discuss at a future meeting the Board's options to try to keep this block closed permanently, whether through demapping, designation as a public pedestrian plaza, or other possibilities.

4. Old Business.

CB8 member Jared Stone presented a report listing crash data for our district from April, 2014. There was some question about what was meant by the NYPD designation listing "Other Cars" as a cause for certain collisions; the Committee will inquire as to how NYPD compiles their reporting and how they determine the cause of a crash. In addition, for future reports, we will seek to include Roosevelt Island as well.

5. New Business.

A Board member complained about motorcycles that are frequently parked on the sidewalk near 92nd Street & 3rd Avenue with their license plates removed to avoid parking tickets. The Board office will contact Community Affairs at NYPD's 19th Precinct to deal with this issue.

A Board member suggested that the Committee write a letter to the Commissioner of NYC DOT suggesting a Public Service Announcement campaign to encourage drivers to stop their cars behind the stop bar, short of the crosswalk, at red lights.

There being no further business, the meeting was adjourned at 7:45 PM.

Respectfully submitted,

A. Scott Falk and Charles Warren, Co-Chairs