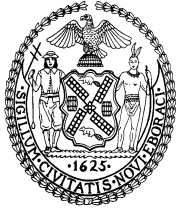


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**The City of New York**  
**Manhattan Community Board 8**  
**Transportation Committee**  
Wednesday, July 6, 2016, 6:30 PM  
*Church of the Holy Trinity, Draesal Hall*  
316 East 88th Street

Minutes

*Present:* Michele Birnbaum, Lori Bores, Daniel Dornbaum, A. Scott Falk, Craig Lader, David Menegon, Sharon Pope, Rita Popper, Barry Schneider, Tricia Shimamura, Sara Solomon, Debbie Teitelbaum, Charles Warren; Devin Gould (Public Member), Jordan Wouk (Public Member)

*Excused:* Andrew Kalloch

The Meeting was called to order at 6:34 PM. Council Member Ben Kallos spoke first, prior to item 1.

**1. A discussion of the East 86th Street Streetscape project.**

Norberto Acevedo from NYC Dept. of Design & Construction (DDC), presented a construction update regarding DDC project #HWMM008, East 86th Street Safety & Streetscape Improvements/Madison Avenue School Safety Neckdowns, a project that has come before the Committee multiple times between 2012 and 2015.

The locations for this project are as follows:

- East 86th Street between Park Avenue & Second Avenue
- Madison Avenue between 84th & 85th Streets

The project elements include:

- M86-SBS bus bulbs and neckdowns
  - 86th Street bus bulbs at NW & SE corners of Lexington, NW & SE corners of Third
  - Neckdowns at NE corner of Lexington, SW corner of Third
- School safety neckdowns
  - NW & SE corners of 86th & Park
  - SW corner of 85th & Madison
  - NW & SW corners of 84th & Madison
- Streetscape improvements
  - Street furniture includes City Benches, bike racks, Bishop's Crook light posts, new trash cans
  - Also includes expanded tree pits
- Replacement of water mains (100+ years old)
- Utility upgrades

Work is scheduled to begin in July, and last for 12 to 14 months, although construction work is not permitted between Thanksgiving and New Year's due to the standard holiday embargo. Work zone 1A will be located primarily on the north side of 86th Street between Lexington & Third Avenues. (They do not plan to take up the entire block at once, but to work on parts of a designated blockface at any given time.) There will be designated storage areas for equipment, most likely on 86th Street.

There will be water service interruptions, for which the affected buildings will be notified 72 hours in advance. M86-SBS bus stops may need to be relocated between permanent and temporary locations multiple times during this project. No night work is planned.

*Amelia Ramos will be the Community Construction Liaison for this project. The field office phone number had not been finalized as of the meeting, but she may be reached via email at **E86StreetCCL@gmail.com** (Email to sign up for construction notifications.) Field Office: 177 E. 87th Street, Suite 300.*

## **2. A discussion of LinkNYC towers.**

Ruth Fasoldt, external affairs manager for LinkNYC, made a presentation in response to the Committee's invitation to DOITT (Dept. of Information Technology & Telecommunications).

7,500 LinkNYC kiosks are replacing many of the old NYC phone booths, providing free 24/7 Wi-Fi access at gigabit speed, free phone calls via Vonage, device charging via power-only USB port, 911 emergency button, and a built-in tablet for web browsing, access to 311, maps, and directions. The kiosks are paid for by advertising, and revenue is split 50/50 with the city; the city is expected to receive \$500 million over the course of the 12-year contract.

The kiosks with advertising screens are 35" deep, 11" wide, and 114" tall; non-advertising kiosks are 16" x 11" x 123". They are currently installed up and down both Third and Eighth Avenues, and installation expands to Queens this month. They are primarily going where old phone booths were located, but not at every old phone booth site (and not closer than 50 feet from each other); when kiosks are being sited on a former phone booth location, they are not seeking CB approval, but they will seek approval for siting where a phone booth was not already located. It is one of the project's goals to provide uninterrupted Wi-Fi service throughout Manhattan, which requires locating LinkNYC kiosks every 150 feet. In response to community comments, the screens are now dimmer at night, and other changes may be incorporated in response to further comments.

Jordan Wouk, a Public Member of the Committee, made a contrasting presentation focusing on a number of substantial impacts he believes the kiosks are imposing on the community, and asking if the benefits outweigh the impacts. Noting that the LinkNYC kiosks are labeled "Beta," he argued that no further kiosks should be installed within our district until DOITT can come before the Committee in the fall to discuss the program.

There were many comments and concerns from both the public and from Board Members, and consensus that we need to have DOITT come before the Committee at an upcoming meeting. Before the Committee moved on to the next item, Ms. Fasoldt noted that the tablet screens can be personalized to a given neighborhood, and it was suggested that perhaps we could investigate using the advertising screens to post CB8 meeting announcements and other notices.

## **3. A discussion of the bus stop locations near Fifth Avenue & East 79th Street for the M1, M2, M3 & M4 and BXM3 & BXM4 bus lines.**

Resident Betty Cooper Wallerstein reported to the Committee that the downtown M1, M2, M3 & M4 buses used to stop near the northwest corner of 79th Street & Fifth Avenue, but a number of years ago the stop was moved a block south to 78th Street. This causes many riders to have to walk a block

north to transfer to the M79, a block that can be difficult to walk due to the poor quality of the paving stones on the west side of Fifth Avenue. She suggested that the Committee should request that the stop be restored to its prior location.

Committee Co-Chair Scott Falk mentioned that there is a local stop for these buses north of 80th Street, so he thought the northwest corner of 79th Street might not be the best option, but suggested that the stop for these four buses could be swapped with the drop-off-only stop for the BxM3& BxM4 express lines at the southwest corner of 79th Street & Fifth Avenue.

Following some discussion, the Committee passed the following resolution by a unanimous vote:

WHEREAS the downtown local and limited M1, M2, M3, and M4 buses used to stop near the northwest corner of 79th Street & Fifth Avenue, before the stop was relocated to the northwest corner of 78th Street & Fifth Avenue; and

WHEREAS the current M1, M2, M3, and M4 stop at the northwest corner of 78th Street & Fifth Avenue is inconvenient, and whereas the sidewalk paving stones on the west side of Fifth Avenue between 78th & 79th Streets are in poor condition; and

WHEREAS there is a drop-off-only stop for the BxM3& BxM4 express buses at the southwest corner of 79th Street & Fifth Avenue;

THEREFORE BE IT RESOLVED that Community Board 8 requests that New York City Transit and the NYC Department of Transportation swap the locations of the M1/M2/M3/M4 stop and the BxM3/BxM4 stop, so that the downtown local and limited M1, M2, M3, and M4 buses will stop near the southwest corner of 79th Street & Fifth Avenue while the BxM3 and BxM4 will stop near the northwest corner of 78th Street & Fifth Avenue.

*Approved: 11 yes, 0 no, 0 abstain, plus 2 Public Member voting Yes.*

*Yes: Birnbaum, Bores, Dornbaum, Falk, Lader, Menegon, Pope, Popper, Schneider, Shimamura, Solomon, Teitelbaum, Warren; Gould, Wouk (Public Members)*

#### **4. A request for “No Parking” signs from 7AM to 4PM on the east side of East End Avenue between 82nd & 83rd Streets.**

The person who had requested that this item be added to the agenda was unable to attend the meeting, and discussion was postponed to a future meeting.

#### **5. A discussion of neighborhood traffic concerns related to Sotheby’s operations on East 72nd Street between York Avenue & the East River.**

*Residents at 515 East 72nd Street came before the Committee to complain about the traffic situation around Sotheby’s on 72nd Street east of York Avenue, which is a cul de sac. Because of a number of medical offices, apartment buildings, and Sotheby’s, the traffic situation is very chaotic. Gridlock is a common condition. The suggestion was made that the Committee look at making changes in the parking regulations affecting Sotheby’s to help the situation. There was concern about 72nd Street being closed for limousines and trucks related to Sotheby’s events and operations. There was also a suggestion that 71st Street be used to alleviate some of the problems related to Sotheby’s operations. Representatives from Sotheby’s attended the meeting and expressed a willingness to work with the Committee and the residents to alleviate some of the problems on 72nd Street.*

*The Committee decided to look into the traffic situation with DOT and see what could be done. Any proposed future changes in parking regulations would be posted, and there would be a hearing with all parties invited to comment on any changes in parking regulations.*

**6. A discussion of 9 NEW infill bike share stations:**

- **NS of East 65th Street midblock between Second & Third Avenues**
- **SS of East 66th Street west of Madison Avenue**
- **NS of East 68th Street east of Madison Avenue**
- **WS of Third Avenue north of 72nd Street**
- **SS of 74th Street east of First Avenue**
- **NS of 78th Street west of Second Avenue**
- **ES of Madison Avenue between 81st & 82nd Streets**
- **SS of East 83rd Street west of East End Avenue**
- **SS of 92nd Street between Lexington & Third Avenues**

**The following existing bike share stations will each be REDUCED in size:**

- **First Avenue and 62nd Street**
- **67th Street and Park Avenue**
- **Third Avenue and 71st Street**
- **81st Street and York Avenue**
- **East End Avenue and 86th Street**
- **85th Street and York Avenue**
- **84th Street and Park Avenue**

John Frost and Jennifer Sta. Inez from NYC DOT's bike share program came to present plans for expanding the Citi Bike network on the Upper East Side. The additional stations north of 86th Street that were previously approved by CB8 in 2015 are scheduled for installation beginning in August.

Nine additional "in-fill" stations are being added within CB8, to be created through the reduction of docks at seven of the existing stations. Per DOT, there will be a net zero change in the total number of docks planned for our district, and the reduction of old docks/addition of new stations is expected to begin in September.

Both the public and the Committee asked questions and provided comments about the program and the proposed new stations. DOT was reminded that so far they have not done an adequate job of communicating with the Board about changes in station locations, and urged to do better going forward.

**7. Old Business.**

There was no old business.

**7. New Business.**

There was no new business.

There being no further business, the meeting was adjourned at 9:22 PM.

Respectfully submitted,

A. Scott Falk & Charles Warren, Co-Chairs