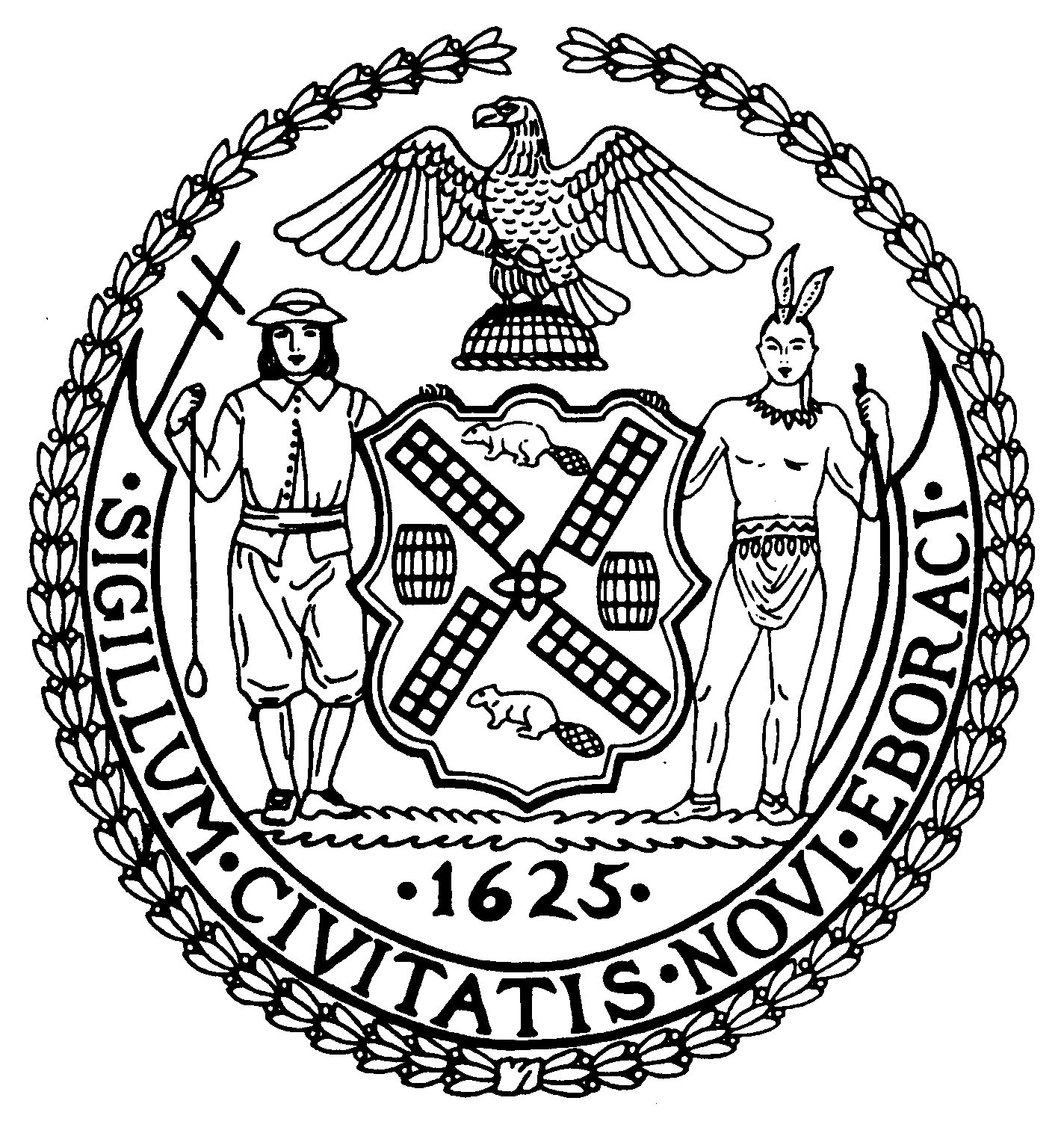
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### The City of New York

**Manhattan Community Board 8**

**Transportation Committee**

**Wednesday, September 7, 2011**

**New York Blood Center, 310 East 67th Street, Auditorium**

**Present: Elizabeth Ashby, Michele Birnbaum, Scott Falk, Lorance Hockert, Jonathan Horn, Rita Popper, Barry Schneider, Judy Schneider, Teri Slater, Alex Tisch, Charles Warren, Hedi White**

**Absent (Excused): Helene Simon**

The meeting was called to order by co-chair Jonathan Horn at 6:35 pm.

1. **Presentation by DOT on Extension of Bike Lanes on First and Second Avenues**

DOT presented an update on the implementation of protected bicycle lanes below 59th Street as part of the Select Bus Service and Complete Streets programs. This included data on traffic volume, travel speeds and safety/accident statistics. They then described the proposed changes to street design on First Avenue in our district. Any changes to Second Avenue will be delayed until after the Second Avenue Subway construction projection is complete in 2016..

Between 60th and 72nd Street, one travel lane will be removed (going from 5 to 4) and a “Parking Protected” bicycle lane will be installed. A total of 5 turn lane/mixing zones will be installed in this segment, along with 13 Pedestrian refuge islands (which will shorten the travel distance for pedestrians crossing First Avenue).

Between 72nd and 96th Street, a buffered bicycle lane already exists. Therefore, there will be no reduction in the number of travel lanes. There will be a total of 19 turn lane/mixing zones and 32 pedestrian refuge islands installed.

In total approximately 20% of existing parking spaces will be repurposed in the project area. However, because some alternate side and other parking hour restrictions will be lifted, the loss of “available parking hours” will be closer to 10%.

If the Community Board approves the project, DOT would hope to install the section from 60th to 72nd Street this fall and the remaining segment in Spring 2012.

The public and the committee spent nearly an hour and a half discussing the proposal and asking the DOT representatives for clarification. After discussing the project in detail, along with possible alternative designs, the following resolution was approved.

**WHEREAS, on October 21st, 2009, Community Board 8M overwhelming approved a resolution supporting DOT’s initiative to create protected bike lanes, and**

**WHEREAS, Community Board 8M is concerned about the safety of all people who use our streets and sidewalks, and**

**WHEREAS, Community Board 8M wishes to encourage safe, responsible cycling within our community, and**

**WHEREAS, traffic and safety violations by bicyclists continue to be an issue of extreme concern to the residents of Community Board 8M, and**

**WHEREAS, the 19th Precinct is usually among the top precincts in the issuance of citations for bicycle violations,**

**THEREFORE BE IT RESOLVED that Community Board 8M approves DOT’s proposed “Complete Streets Extension”, which includes the installation of protected bicycle lanes, from 60th Street through 96th Street on First Avenue, and**

**BE IT FURTHER RESOLVED, that Community Board 8M urges the NYPD and the Traffic Enforcement division to continue and increase their enforcement of bicycle regulations in our district, particularly in the project area, and**

**BE IT FURTHER RESOLVED, the Community Board 8M requests that DOT and other involved agencies increase their education and outreach efforts to the bicycling community and provide an update on those efforts to a CB8M Transportation Committee meeting in early 2012.**

***Approved 9-2-1***

*Yes: Ashby, Falk, Hockert, Horn, B. Schneider, J. Schneider, Tisch, Warren, White*

*No: Birnbaum, Popper*

*Abstain: Slater*

1. **Borough Board resolution on Speed Cameras**

The Borough President’s office has requested that the Borough Board support his proposed resolution urging the state legislature and governor to authorize the use of “automated speed enforcement cameras”. A copy of the proposed resolution is attached to these minutes.

**BE IT RESOLVED that Community Board 8M approves the proposed “Manhattan Borough Board Resolution in Support of Automated Speed Enforcement Cameras”**

***Approved 11-1***

*Yes: Ashby, Falk, Hockert, Horn, Popper, B. Schneider, J. Schneider, Slater, Tisch, Warren, White*

*No: Birnbaum*

1. **Borough Board resolution on Public Pay Telephone contract renewal**

The city-wide contract covering Public Pay Telephones is up for renewal in 2014 and Community Board 4 has worked to develop a proposed Borough Board resolution requesting certain changes and additions to the contract and the phone installations. After a brief discussion, the Committee concluded that more information was needed and that this topic warranted a more extensive discussion. Since the contract is not expiring until 2014, the feeling was that we could suspend this discussion until an early 2012 meeting.

1. **Fox 5 Parking and Placard Issues**

Brian Quinn, head of Technical Operations for Fox 5 was present. He explained that NYPD is no longer issuing Press Parking Placards. If his employees are putting expired Press Placards in their windshield and parking illegally, then Traffic Enforcement should (and often does) issue a ticket. Even their press trucks with NYP license plates are often ticketed by NYPD.

Mr. Quinn agreed to talk to the employees of Fox 5 and urge them not to display invalid placards in their windshields. Traffic Enforcement will be reminded by the CB office that there are no valid NYPD Press Placards anymore and that vehicles displaying them should be ticketed.

The committee also raised the matter of the press trucks unnecessarily double parking for long periods of time, idling excessively and otherwise blocking traffic flow on the block.

Mr. Quinn committed to having himself or one of his employees monitor the situation during the times when many of these vehicles are present outside the studio. He stressed that he wants to work with the community and be a good neighbor.

1. **Update on 78th Street Pedestrian Bridge Reconstruction**

Due to some scheduling confusion on her part, the Community Liaison for this project was not present. Based on information obtained from other sources, the Chairs reported that new bridge span will be delivered by barge around September 25th. It was learned subsequent to the meeting that this has been delayed until the weekend of October 15th and 16th. It is still hoped that full pedestrian access to the esplanade will be restored by late November.

1. **Discussion of NYC Council Introduction 0627-2011 to require a bicycle lane master plan**

This is a proposed law by Council Transportation Chairman James Vacca to require the development of a master plan by DOT for future installations of bicycle lanes. DOT will be required to consult with various city agencies, including community boards before completing the plan. It would be updated at least every five years.

**WHEREAS, there is a benefit to having future infrastructure plans be made public at the earliest possible date, and**

**WHEREAS, DOT has not put forward a comprehensive presentation of their plans for bicycle lane installations for the next 5 years,**

**THEREFORE BE IT RESOLVED that Community Board 8M supports Council Introduction 0627-2011 Requiring bicycle lane master plans provided that the introduction be amended to require consultation with community boards at least 90 days prior to finalization and a public comment period of at least 90 days prior to submission of the master plan to the council**

***Approved 11-0-1***

*Yes: Ashby, Birnbaum, Falk, Hockert, Horn, Popper, B. Schneider, J. Schneider, Slater, Tisch, Warren*

*Abstain: White*

1. **Old Business**

There was no old business.

1. **New Business**

There was no new business.

The meeting was adjourned at 9:15 pm

Respectfully submitted,

Jonathan Horn and Charles Warren, Co-chairs



**NYC Council Introduction No. 0627-2011**

By Council Members Vacca, Chin, Comrie, Ferreras, Fidler and Koo

A Local Law to amend the administrative code of the city of New York, in relation to requiring bicycle lane master plans.

Be it enacted by the Council as follows:

Section 1. Subchapter 3 of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-187 to read as follows:

§19-187 Master plan for bicycle lanes. a. For purposes of this section, the following terms shall have the following meanings:

1. “bicycle lane” shall mean a marked lane in the roadbed for the exclusive use of bicyclists;

2. “protected bicycle lane” shall mean a bicycle lane that is separated from moving motor vehicle traffic by a parking lane, physical boundary or distance in excess of five feet for all or part of the length of such bicycle lane.

b. The commissioner shall draft and submit a plan for bicycle lanes to be installed on roads under the jurisdiction of the commissioner. Such plan shall indicate the proposed locations of future bicycle lanes, and any changes to existing bicycle lanes. The plan shall indicate, to the extent practicable, whether such bicycle lanes would be protected bicycle lanes. The plan shall also indicate, to the extent practicable, where such bicycle lanes are anticipated to require the elimination of a motor vehicle travel lane and/or the loss of parking. Not less than thirty days prior to the finalization of such plan, the commissioner shall consult with the police department, the fire department, the department of small business service, the mayor’s office for persons with disabilities, community boards, borough presidents and council members.

c. The first plan submitted pursuant to the provisions of this section shall be presented to the council, to all borough presidents and to all community boards via electronic mail no later than June 30, 2012. Thereafter, an updated plan shall be sent to the council, all borough presidents and to all community boards via electronic mail not later than June 30, 2017 and on or before June 30 every five years thereafter.

§2. This local law shall take effect immediately upon enactment.