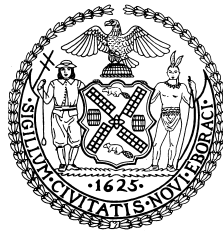


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The City of New York Manhattan Community Board 8

Transportation Committee

Tuesday, September 10, 2013

MSK-Rockefeller Research Laboratories

430 East 67th Street (First-York) Room RRL-117

New York, NY

6:30 PM

Minutes

Present: Lowell Barton, Michele Birnbaum, A. Scott Falk, Rita Popper, Barry Schneider, Judith Schneider, Charles Warren, Hedi White, & Timothy Yeo; David Menegon (Public Member)

The Meeting was called to order at 6:38 PM by Co-Chairs Charles Warren & A. Scott Falk.

1. A discussion of a Playstreet application at East 80th Street between Lexington and Third Avenues for All Souls School (joint with Youth & Education Committee).

Dr. Marjorie Goldsmith, director of the All Souls School at 1157 Lexington Avenue, appeared before the Committee to present the school's request for a playstreet. Over the summer, construction began on a new 22-story building adjacent to the school. The school's playground is located on the fifth floor rooftop, and when the construction reaches that level, it will no longer be safe for the students to play there. The school is requesting to have East 80th Street between Lexington and Third designated as a playstreet on Tuesdays and Thursdays from 9 AM to 11 AM and 1 PM to 2 PM, beginning in January 2014 and continuing for the duration of the construction.

The school plans to have three teachers on duty per class, as well as security guards from an outside firm posted at either end of the block.

The board unanimously passed the following motion to approve the request:

WHEREAS All Souls School is located at 1157 Lexington Avenue, and

WHEREAS construction of a new building adjacent to the school will make it unsafe for the students to use their rooftop playground, and

WHEREAS outdoor physical activity is an important component of a complete educational experience, providing essential healthful benefits to the students,

WHEREAS All Souls School has requested a playstreet on East 80th Street between Lexington and Third Avenues, from 9 AM to 11 AM and 1 PM to 2 PM on Tuesdays and Thursdays beginning in January 2014 and continuing for the duration of construction, and

WHEREAS three teachers per class will supervise the students, and security guards from an outside company will be posted at each end of the block,

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan approves All Souls School's request for a playstreet on East 80th Street between Lexington and Third Avenues, from 9 AM to 11 AM and 1 PM to 2 PM on Tuesdays and Thursdays beginning in January 2014 and continuing for the duration of construction.

Approved: 9 Yes, 0 No, 0 Abstentions

Yes: Barton, Birnbaum, Falk, Popper, B. Schneider, J. Schneider, Warren, White, Yeo

Public Member Votes: 1 Yes, 0 No, 0 Abstentions

Yes: Menegon

2. Pedestrian Safety Improvement Project – 3rd Avenue Turnbays at East 79th and East 86th Streets.

Representatives from NYC's Department of Transportation returned for further discussion of DOT's proposal to improve pedestrian safety at two intersections on Third Avenue, at E. 79th St. and E. 86th St., two locations that have seen 78 injuries and 18 pedestrian injuries in the past five years.

As presented at the June 5 Transportation Committee meeting, this proposal calls for the left-most traffic lane on Third Avenue to be converted to left-turn-only, and to add painted neckdowns on the northwest corner of each of the intersection that would reduce the west-to-east crossing distance by 16 feet (nearly 25%). The 86th Street neckdown would become part of the sidewalk during the capital construction project that will add bus bulbs on East 86th Street, but the neckdown at 79th Street would remain a painted neckdown. DOT confirmed that the flexible delineators protecting the painted neckdowns are spaced 11 feet in order to allow city vehicles to plow the pavement there, and that the city will be responsible for maintaining the neckdown areas. Only one parking space would be removed at each intersection.

The Committee had asked DOT to examine the possibility of adding a left-turn arrow and split phase at each intersection, and to designate the second traffic lane as no left turn. DOT had agreed to incorporate the request for no turning from the second lane, and to consider the split phase and come back with a revised proposal.

DOT's Signals Division determined that a split phase was not warranted at either intersection; however, they determined that a leading pedestrian interval was appropriate at East 86th Street due to higher volumes and a greater number of crashes at that intersection. A seven-second leading pedestrian interval for those crossing north-south was installed on August 1, also permitting a slightly longer countdown for those pedestrians crossing east-west at the same time. Jordan Wouk, a resident of the neighborhood, presented some photos

and video footage shot at the intersection, showing that the DOT's proposed changes were consistent with existing traffic patterns and that the left lane of Third Avenue is not used as a through lane during rush hour; the images also showed a large number of pedestrians standing in the intersection and/or beginning to cross before the light changed, in the area that would become a painted neckdown.

After some debate, the Committee passed the following resolution by a vote of 8 Yes to 1 No, with 1 Public Member voting Yes:

WHEREAS in the most recent five-year period there have been 78 injuries, including 18 pedestrian injuries, resulting from crashes at the intersections of East 79th Street & Third Avenue and East 86th Street & Third Avenue; and

WHEREAS the Department of Transportation is proposing to designate the left lane of Third Avenue as a left-turn only lane approaching East 79th Street and East 86th Street, with the adjacent lane designated for through traffic only; and

WHEREAS the Department of Transportation proposes to install painted neckdowns at the north-west corner of East 79th Street & Third Avenue, and at the north-west corner of East 86th Street & Third Avenue; and

WHEREAS neckdowns reduce crossing distances, increase pedestrian visibility, and decrease sidewalk overcrowding;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan approves the proposal to install turnbays on Third Avenue approaching East 79th and East 86th Streets, and to add painted pedestrian neckdowns at the northwest corner of each of these intersections; and

BE IT FURTHER RESOLVED that Community Board 8M requests dedicated traffic enforcement for these two intersections for the first six weeks after installation.

Approved: 8 Yes, 1 No, 0 Abstentions

Yes: Barton, Falk, Popper, B. Schneider, J. Schneider, Warren, White, Yeo

No: Birnbaum,

Public Member Votes: 1 Yes, 0 No, 0 Abstentions

Yes: Menegon

In accordance with CB8M's recently adopted policy of requesting Accessible Pedestrian Signals (APS) whenever non-standard timing is introduced at a crosswalk, DOT will look at the intersection of East 86th Street and Third Avenue to consider whether an APS is appropriate.

3. Continued discussion of current lack of enforcement of Yield to Pedestrian regulation.

The Committee had invited representatives from NYPD to join the further discussion on the enforcement of the failure to yield to pedestrians, but no representatives were in attendance for this meeting from either the 19th Precinct or from Traffic Enforcement.

Several members of the public expressed that they do not feel safe crossing the street. One resident commented: “I was also hit, and I don’t feel I should have to be looking behind me when crossing the street, because someone’s turning.” Another member of the public asserted that Traffic Enforcement Agents are not trained to deal with pedestrians, but only to move vehicular traffic. Several people said that more cameras were needed on the streets to allow for enforcement of traffic rules, including yield to pedestrian regulations,

The Committee brainstormed ideas for dealing with the issue of enforcing yield to pedestrian laws, including the following:

- More traffic enforcement cameras on the streets
- Sideguards on trucks and buses to protect pedestrians and cyclists from getting caught under the wheels during a collision
- Giving traffic enforcement agents the ability to issue violations
- Leading pedestrian intervals at more intersections, to give pedestrians a head-start
- Public-service announcements about yielding to pedestrians

The Committee discussed setting up a forum with our elected officials and representatives from NYPD (both the 19th Precinct and Traffic Enforcement) to discuss the problem and to identify a package of solutions to deal with the issue.

4. A request for a new Revocable Consent to install a snowmelt system at 4 East 75th Street.

The presentation was made by Oliver Link , the architect. The project will involve the installation of 856 linear feet of ½ inch PEX tubing for a hydraulic 30% glycol snowmelt system. The system will be installed beneath the sidewalk, which will be removed and replaced. Tree pits will be avoided and the system will be serviced from inside the building. It is a similar system to those that have been installed in several other locations in our area. The project received a Certificate of No Effect from the Landmarks Preservation Commission.

A member of the public expressed the view that these systems wasted energy and should be discouraged in our Community Board area. The applicant is going to get information on the energy use and present it at the Board Meeting.

After some debate, the Committee passed the following resolution approving the Revocable Consent:

WHEREAS the Applicant has proposed installing a snowmelt system beneath the sidewalk at 4 East 75th Street, and

WHEREAS these systems reduce the use of salt and chemicals necessary to deal with snow in front of buildings; and

WHEREAS Community Board 8 has approved a number of similar systems in the recent past;

THEREFORE: Community Board 8 approves a Revocable Consent for the installation of a snowmelt system at 4 East 75th Street.

Approved: 5 Yes, 0 No, 2 Abstentions

Yes: Barton, Popper, Warren, White, Yeo

Abstain: Birnbaum, Falk

5. A request for a new Revocable Consent to install steps and fenced-in area at 121 East 94th Street.

Architect Eduardo LaCroze appeared before the Committee with a request for a revocable consent to construct, maintain, and use steps and a fenced-in area on the north sidewalk of East 94th Street, between Park & Lexington Avenues, in front of the property located at 121 East 94th Street.

This building, located in the Expanded Carnegie Hill Historic District, was originally constructed in 1878-79. In 1921, the original front stoop was removed and the entrance was relocated to the basement; in 1947 independent access to the parlor was reinstated by installing a coiling spiral iron staircase and the ornaments were stripped off. The applicant is now restoring elements of the building's front elevation and extending the front areaway to its original dimensions, restoring the stoop and reinstating the 1921 basement entrance. The proposed extension of the front areaway will be of the same dimensions as the adjacent areaway at 123 East 94th Street in an attempt to recreate the original alignment of railings and gardens.

CB8M heard the landmarks portions of this renovation in October 2011 and passed a resolution approving the landmarks application as presented by a vote of 40 Yes, 0 No, with 1 Abstention, Due to an impending deadline from the applicant's mortgage insurer for the completion of work, which was delayed by Super Storm Sandy, as well as a delay in the Committee hearing this item due to the August break, the applicant requested an expedited approval.

The following resolution was approved unanimously and submitted as a Committee Resolution due to the time constraints.

WHEREAS, the applicant has been significantly delayed in obtaining a revocable consent because of Super Storm Sandy and will be greatly prejudiced unless the application is approved in the near future,

THEREFORE BE IT RESOLVED THAT Community Board 8 Manhattan approves a Revocable Consent to install steps and a fenced-in area at 121 East 94th Street.

Approved: 7 Yes, 0 No, 0 Abstentions

Yes: Barton, Birnbaum, Falk, Popper, Warren, White, Yeo

6. Old Business

There was some discussion of a CityBench installed earlier this year near the M86 bus stop just east of the southeast corner of 86th Street & Lexington Avenue, in front of H&M and Barnes & Noble. A Committee member complained that the bus was located in a way that caused problems for the line of passengers waiting to board the bus. DOT will take a look at where the bench has been sited.

The Committee discussed possible locations for school zone speed cameras under the new pilot program approved in Albany. DOT reminded the board that there are only 20 cameras

permitted citywide under the current legislation, and DOT will be looking for those school zones with the highest number of crashes or injuries. Among the areas mentioned by the Committee for consideration are near 96th & Park (near The Hunter Schools) and at 63rd & 2nd (near PS 267).

7. New Business

Josh Orzeck of DOT reported that the Safe Streets for Seniors program now has funding for repairs to existing pedestrian ramps and curb cuts. Previously, the city has had funding only for new curb cuts. The Committee once again asked DOT to come back with a presentation regarding the Yorkville Safe Streets for Seniors zone.

There being no further business, the meeting was adjourned at 8:45 PM.

Respectfully submitted,
A. Scott Falk and Charles Warren, Co-Chairs