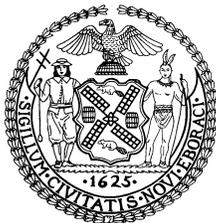


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The City of New York
Manhattan Community Board 8

SECOND AVENUE SUBWAY TASK FORCE

Manhattan Community Board 8

Monday, September 22, 2014

Hunter College Glass Cafe

6:30 PM

Present: James Clynes, Craig Lader, Rita Popper, David Rosenstein, M. Barry Schneider, Timothy Yeo

Excused Absences: Barbara Chocky, Susan Evans, Margaret Price

The meeting was called to order at 6:30 PM

1. Construction Updates

Presented by Tom Peyton. Project Director, MTA Capital Construction
The complete PowerPoint presentation is available at:

http://web.mta.info/capital/sas_pdf/SAS_CB8%20SAS%20Task%20Force_2014Sept22_Final.pdf

2. Discussion and Q & A.

The following are questions raised at the meeting and the answers were subsequently provided to the Community Board by Richard D. Mulieri, Senior Director, Government and Community Affairs, MTA Capital Construction.

When will south side of 86th be freed up so the bus stop can be restored?

The bus stops cannot be reinstated until the final 86th Street and sidewalk restorations take place. Currently this work is scheduled to happen mid-2016.

Storefronts between 69th and 70th look horrible with butcher paper hanging in unoccupied store front windows.

The contractor will replace the paper in the windows with new paper. However, the contractor plans to reconfigure the Entrance 1 work zone in approximately four weeks. At that time, the storefronts be behind the work zone fencing and not visible to pedestrians. A new temp walkway will be added along Second Avenue side of this work zone.

Lighting insufficient at several locations.

Outreach staff will conduct a lighting survey of the entire alignment for lighting concerns by month's end. Any SAS-related areas with deficiencies will be identified and corrective measures taken. MTACC will have a report of findings and schedule of completion for any corrective measures needed shortly after the survey is completed.

Check ramp midblock on the west side of 86th and 87th Streets

The trip hazard on the west side of Second Avenue between 86th and 87th Street will have delineators installed between the work zone and the hydrant to steer pedestrian traffic to the ramp.

Does transferring to 6 from F preclude a free transfer to a bus?

Inquiry was passed on to MTA New York City Transit Public Affairs, which will respond to the CB8 SAS Taskforce directly.

91st -93rd - bevel corners to create better lines of site.

The beveling of work zones to create a better line of sight for pedestrians will need to be investigated on a case by case basis to see if it is safe and feasible.

87th Street - hidden corner where homeless live by Yorkshire.

This issue was referred to the Department of Health Division of Homeless services.

Delay traffic lights to give pedestrians extra time to cross (similar to Lexington and Third Avenues.

This is called a Leading Pedestrian Interval (LPI). Before the Department of Transportation install them, the agency must study the intersection in question to see if it meets the criteria. DOT is checking to see if there were studies done along Second Avenue and if there are plans to introduce LPI there.

Who will Chuck Close portraits be of?

MTA Arts for Transit and Urban Design will make an announcement of the subject for the portraits at the appropriate time.

Did Arts for Transit meet with the community about the art installations?

According to MTA Arts for Transit and Urban Design, the agency utilizes a nationally accepted best-practices process to select art for the subway system, which takes the comments of community representatives into account in the selection process.

In the case of the Second Avenue Subway, images from approximately 30 artists were presented by AFT&UD for consideration. Representatives of the community, including elected officials (or their designees) and community board members were invited to meetings to review the samples for each station. Those meetings were held between 2008 and 2010.

Five voting members, who took into account comments from community representatives, narrowed down the 30 artists to four or five per station. One panel was held for 96 and 86th Streets, one for 72nd Street and one for 63rd Street. These artists developed site-specific proposals, which were presented to the selection panel. A vote among the five voting members made the final selections.

CB8 SAS Taskforce wants NYCT to come to a meeting to discuss their maintenance plans for the stations.

This request was passed on to MTA New York City Transit Public Affairs, which will contact the CB8 SAS Taskforce directly.

Note: Audio recordings of all committee meetings are maintained in the office of Manhattan Community Board 8 and may be listened to by appointment.

Respectfully submitted, James Clynes and M. Barry Schneider, SAS TF Co-Chairs