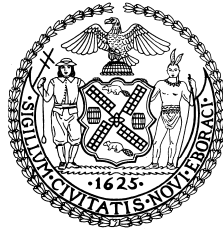


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## The City of New York Manhattan Community Board 8

### Transportation Committee

Wednesday, October 2, 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, Lori Bores, A. Scott Falk, Lorence Hockert, Jonathan Horn, Rita Popper, Judith Schneider, Charles Warren, Hedi White, & Timothy Yeo; Michael Dillon & David Menegon (Public Members).

The Meeting was called to order at 6:37 PM.

#### **1. A discussion of redundant/backup elevators at all new subway stations.**

Previously Community Board 8M passed a resolution in favor of having additional elevators at Second Avenue Subway stations, to avoid having a single elevator outage render a station inaccessible to riders with disabilities. This resolution was sent to MTA Capital, but it was apparently New York City Transit that opposes having the backup elevators. The item was added to the Transportation Committee agenda for discussion of a blanket policy of having at least two elevators per platform for all new stations.

Area resident Jordan Wouk spoke first and presented a slide of the MTA web page showing elevator and escalator outages as of the night before the Committee meeting, and mentioned that the target is to have no more than 11 days of outages per year per escalator or elevator. Mr. Wouk also reported that NYCT opposed extra escalators at new stations out of concern that they might set a precedent that might apply to major renovations at other stations.

Then Assemblyman Micah Kellner spoke about accessibility to the subway system. Currently the MTA is 80 stations into a 200-station program to make the system accessible. Assemblyman Kellner quoted former NYCT head Howard Roberts as saying that that problem was that they had "built Ferraris, not Fords," custom designed for the individual stations. In addition, the MTA had made it overly burdensome for private developers to provide elevators at subway entrances, including making the developer responsible for maintenance in perpetuity, and also not wanting to make only one direction accessible at a single time (but instead requiring both directions to be made accessible simultaneously). He also stated that elevators and escalators maintained by outside developers are out of service more frequently, and that the 63rd St. F station has the highest rate of outages in the system.

Some Committee members mentioned the district's aging population, and suggested that perhaps we should form a task force. There was extended discussion of how to make meaningful progress on this issue. Suggestions included to send the CB8 resolution to NYCT (not MTA Capital), and to copy the MTA's Permanent Citizens Advisory Council, the Federal Transportation Administration (which is funding the project), and the MTA board. Other groups to contact might include the Manhattan Borough Board, our elected officials, the NYC transportation disabled committee, the Mayor's Office for People With Disabilities, NY Academy of Medicine's Age-Friendly New York program, and the City Council's Committee on Aging. The Committee

also discussed possibly including the Health, Seniors & Social Services Committee in future discussions on such issues.

One Board member suggested that the board should review various past resolutions to see what long-standing issues have not been addressed (such as this one), and send them to the new Mayor's staff when the new administration comes in.

## **2. Continued discussion: Update on a 2008 request to relocate the local bus stop to East 63rd Street and Lexington Avenue.**

Community Board 8M resident John Steinberg had asked the board to revisit a request to locate a Lexington Avenue bus stop in front of the F train station at East 63rd Street. In 2012, Marcus Book from New York City Transit had indicated that a local bus stop could be relocated one block south, from its current location north of 64th Street to a new stop south of 64th Street (on the same city block as the F train station); however, this would cause irregular spacing between the local bus stops, with an increased distance of four blocks between the new stop and the preceding stop between 67th & 68th Streets.

Following discussion of a site visit with Mr. Steinberg by one of the co-chairs and another Committee member, the Committee passed the following resolution:

WHEREAS the local M101, M102, and M103 currently does not stop on the same block as the entrance to the 63rd Street F Train Station;

WHEREAS New York City Transit has previously stated their willingness to relocate the local bus stop from its current location between 64th & 65th Streets one block south, to be between 63rd & 64th Streets;

WHEREAS the 63rd Street Station is the only subway station on the Upper East Side with an elevator; and

WHEREAS this relocation will allow passengers to transfer seamlessly between the F Train and the Lexington Avenue local bus without having to cross the street;

THEREFORE BE IT RESOLVED that Community Board 8M requests that the New York City Transit relocate a bus stop south instead of north of 64th Street, on the same block as the F Train Station at E. 63rd Street & Lexington Avenue.

*Approved: 8 Yes, 0 No, 2 Abstentions*

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

*Abstain: Birnbaum, Horn*

*Public Member Votes: 2 Yes, 0 No, 0 Abstentions*

*Yes: Dillon, Menegon*

## **3. A request for a new Revocable Consent to install a fenced-in area and steps at 127 East 71st Street.**

Architect Neil Stefano appeared on behalf of the applicant to present a request for a new fenced-in garden area in front of 127 East 71st Street, a residence whose façade is being renovated. The proposed garden will be directly in line with the neighboring buildings to the east of this property, and the new center building entry will be recessed, with steps down to the new entryway. The Committee passed the following unanimous resolution in support of the application:

BE IT RESOLVED that Community Board 8M approves the request for a revocable consent for a fenced-in area and steps in front of 127 East 71st Street.

*Approved: 10 Yes, 0 No, 0 Abstentions*

*Yes: Barton, Birnbaum, Bores, Falk, Horn, Popper, J. Schneider, Warren, White, Yeo*

#### **4. A discussion of the East 60th Street and Third Avenue intersection.**

Following a July 31 pedestrian death in the crosswalk at 60th Street and Third Avenue, resident Genie Zeigler-Lynch contacted the Community Board office regarding a petition for safety improvements at this location, Ms. Zeigler-Lynch was one of the first witnesses on the scene after the collision that killed 16-year-old honor student Renee Thompson, who had just finished her shift working at Dylan's Candy Bar and was heading home to the Bronx when she was struck by a tractor trailer.

The Committee co-chairs announced that DOT's Pedestrian Projects Group is currently looking at this intersection and intends to present proposed safety improvements in the coming months. Committee members discussed whether the problems of this intersection needed to be looked at in the context of the Queensboro Bridge exit at 60th Street and Second Avenue, and whether this location could be considered as located within a Safe Routes to School zone for traffic calming treatments.

There were comments from both Committee members and members of the public regarding a number of safety issues on East 60th Street, including a history of vehicles jumping the curbs, inadequate sidewalk space, cars and trucks traveling at extreme speeds, and parking on both sides of the street.

It was also suggested that a Speed Board should be placed in the area (perhaps at the bridge exit to East 60th Street) as soon as possible, as a temporary measure aimed at reducing the speed of vehicles exiting the bridge onto 60th Street.

This discussion will continue in the coming months.

#### **5. Old Business**

A Committee member asked for an update regarding parking regulations on the East 81st Street cul de sac, east of East End Avenue, which had been changed from No Parking to No Standing Any Time, which created difficulties for a resident who has a disability but could no longer use her NYC disability parking permit there. DOT was not present at this meeting, but the co-chairs will request an update.

#### **6. New Business**

Area resident Warren St. Cloud expressed concerns about pedestrian safety at the intersection of East 79th Street and Fifth Avenue, where the transverse road exits Central Park. Those present agreed this intersection presents particular challenges, including the following factors:

- The entrance to Central Park is located right by the transverse road.
- There are several blocks without a pedestrian entrance to the Park, so there is a lot of pedestrian traffic there.
- Cars traveling west on 79th Street have a dedicated signal to turn left onto Fifth Avenue while eastbound cars exiting the Park have to wait for a delayed green light, frustrating the eastbound drivers. Once the left-turn phase ends for westbound cars, the light changes to green for the eastbound cars; there is no dedicated phase or leading interval for pedestrians to cross on the south side of the intersection, making it difficult to cross.
- The crosswalk is at an angle.
- This intersection seems to have had dozens of crashes, although not many serious injuries.

There was discussion of whether this intersection might be a good candidate for a "Barnes Dance" crossing, and this item will be added to the agenda for either November or December.

A Committee member expressed concern about whether it was safe for parents to transport children via bicycle, and wondered whether it would be appropriate to ban this. The Committee did not act on this suggestion.

There being no further business, the meeting was adjourned at 8:40 PM.

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

