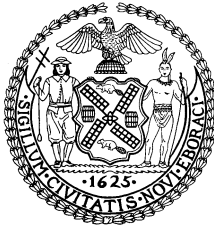


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**The City of New York
Manhattan Community Board 8**

Roosevelt Island Committee

Wednesday, October 22, 2014 - 6:30PM

Manhattan Park Community Room 4 River Road Roosevelt Island, NY

CB 8 Members Present: Jeffrey R. Escobar and Larry Parnes, Co-Chairs, Ellen Polivy

CB 8 Member Excused: Judith Schneider

Public Members Present: Judy Buck, Judy Berdy

CB 8 Transportation Committee Member Present: Scott Falk

Minutes

The meeting was called to order at 6:30 PM.

1. Presentation by the Department of City Planning of the draft recommendations of its Western Queens Transportation Study (held jointly with CB 8 Transportation Committee)

In addition to portions of Community Districts 1 and 2 in Western Queens, the study area also included Roosevelt Island, especially the Roosevelt Island Bridge and the helix from the bridge to Main Street on Roosevelt Island.

The key goal of the study is to improve the study area's overall transportation network including creating and enhancing connections to Roosevelt Island. Among the draft recommendations, those specific to Roosevelt Island include:

- A. Eliminating the Q 102 bus which currently serves the island and replacing it with extensions of 2 other existing routes.
- B. Extending East River ferry service to Roosevelt Island
- C. Improving bicycle access to the island

Attendees questioned the recommendation to replace the Q102 route with two routes. It was pointed that a Roosevelt Committee meeting was held on March 3, 2014 to discuss service on the Q102 bus. The major concern expressed then was the unreliability of service, not the bus' route. Representatives of the MTA at the March meeting agreed to look into the service issue and since then, reliability has improved.

The study presenters was also advised that at the March meeting, a recommendation was made to the MTA to extend the Q103 bus across the Roosevelt Island Bridge so that it could stop at the RI end of the bridge

and then return on its regular route along Vernon Boulevard. It was reiterated again at this meeting that this was preferred to eliminating the Q102 bus.

While support was expressed to a ferry stop on Roosevelt Island, it was noted that all previous proposals for ferry stops were on the east side of the island while the study recommended the stop be on the island's west side. It has been believe that river currents in the west channel are too strong for a ferry dock.

The proposal to improve bike access was also met favorably. It is a major problem when cyclists use the helix ramp. It was pointed out however that there are existing escalators at the Motorgate garage that have not functioned for many years and that constructing new escalators that carry only bikes might not be cost efficient.

DCP is presenting the study to interested groups for comment. The report will be revised based on those comments and a final report will be posted on the DCP website. A more detailed summary of the study along with a link to the entire study presentation is on DCP's web site at:

http://www.nyc.gov/html/dcp/html/transportation/western_queens.shtml

2. Update on weekend F train diversions

Although the MTA could not attend the meeting, Larry Parnes provided information he received from the MTA. The diversions, in which F service in one direction is diverted on weekends to the 53rd Street tunnel are related to the construction of the 2nd Avenue subway which will connect with the F line at the Lexington Avenue/63rd Street station. Diversions are expected through February of 2015 though not necessarily on a weekly basis. After February, diversions should occur with less frequency. A new entrance to the Lexington Avenue/63rd Street station on Third Avenue is expected to open in fall of 2015 prior to the opening of the Second Avenue subway.

The meeting adjourned at 8 PM.

Jeff Escobar and Larry Parnes, co-chairs.