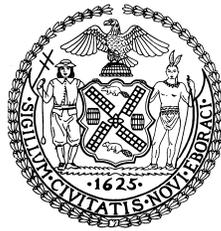


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The City of New York Manhattan Community Board 8

Transportation Committee

Wednesday, November 6, 2013

MSK-Rockefeller Research Laboratories

430 East 67th Street (First-York) Room RRL-B20

New York, NY

6:30 PM

Minutes

Present: Lowell Barton, Michele Birnbaum, A. Scott Falk, Lorance Hockert, Rita Popper, Charles Warren, & Timothy Yeo; David Menegon (Public Member).

Absent (Excused): Lori Bores, Jonathan Horn, & Helene Simon; Michael Dillon (Public Member)

Absent (Unexcused): Hedi White,

The Meeting was called to order at 6:36 PM.

1. DOT Report on Yorkville Senior Pedestrian Focus Area Improvements

Jesse Mintz-Roth of NYC DOT's Safety Division came to present to the committee the Department's recommendation for safety improvements within the Yorkville study area that had been designated a few years ago. This area runs from East 72nd Street to East 91st Street, between York and Madison Avenues.

DOT looked at locations with incidences of senior pedestrian injuries, and proposed the following list of improvements:

- Neckdowns or curb extensions at the following three locations, to shorten crossing distances and to slow turning vehicles:
 - SE corner of E. 82nd St. & York Ave.
 - SE corner of E. 79th St. & York Ave.
 - NE corner of E. 83rd St. & Third Ave.
- One Pedestrian Safety Island, to shorten crossing distances and to slow turning vehicles:
 - on E. 86th St. at 1st Ave., between the NE & SE corners
- New or changed Truck Loading Zones at the following four locations:
 - East side of Lexington Ave. between E. 83rd & E. 84th St. (Duane Reade & D'Agostino; extending existing hours to 1 PM instead of 10 AM)
 - West side of Third Ave. between E. 82nd & E. 83rd St. (Food Emporium)
 - East side of Third Ave. between E. 83rd & E. 84th St. (Duane Reade & delis)
 - West side of York Ave. between E. 79th St. & E. 80th St. (Duane Reade; proposal is to relocate existing loading zone from E. 80th St. onto York Ave.)
- Banning left turns from westbound E. 86th St. onto Lexington Ave. to eliminate pedestrian conflicts and improve traffic flow on 86th St.

DOT also detailed the following completed pedestrian improvements within Yorkville:

- 27 pedestrian safety islands on First Ave. between E. 72nd St. & E. 96th St.
- Painted neckdowns on the NW corners of Third Ave. at both E. 79th St. & E. 86th St.

- Added new 7-second leading pedestrian interval at 86th St. & Third Ave.
- Added additional crossing time at 21 crossing signals
- Modified 140 crossing signals to accommodate slower walking speeds
- Installed countdown times at 20 intersections, with 120 more underway
- Installed 2 CityBenches, with more senior-requested locations being investigated
- Repaired broken pedestrian ramps (curb cuts) at three locations

A member of the public raised concerns about the two proposals near 79th & York, suggesting that the new loading zone on York Ave. between 79th & 80th St. should be in addition to the existing 80th St. loading zone (rather than replacing it) and expressing concerns about how a neckdown at 79th St. might impact the taxi stand and also a variety of school buses loading and unloading students near that intersection.

The committee laid this over until January to allow time for CB8 to post all of the locations where specific changes are proposed.

2. A discussion of pedestrian safety at the intersection of East 79th Street and 5th Avenue

Area resident Warren St. John had raised this issue under new business at the October meeting of the Transportation Committee. In that discussion, the following factors were identified as adding to the specific challenges at the intersection of E. 79th St. & Fifth Ave.:

- 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.

A member of the public suggested that the express bus and local/limited bus stops on 5th Ave. that are located south of 79th St. could be reversed, allowing the local/limited buses to stop closer to 79th St. instead of at 78th St.

There was some disagreement about whether there was in fact a delayed light for the eastbound cars exiting the transverse road, leading to DOT's Josh Orzeck offering to investigate the possibility of a site visit.

3. Old Business

DOT was asked to provide more information about a change in parking regulations at the NW corner of E. 82nd St. & East End Ave.

A resident asked about whether it might present a pedestrian safety issue that the proposed 69th St. subway stairs for the 68th St. 6 train station would not include a mezzanine level crossover between the uptown and downtown platforms.

There was brief follow-up discussion about the lack of a countdown pedestrian timer on the east leg of the intersection of E. 59th St. & Third Ave.

4. New Business

There was a brief discussion of some defaced pedestrian crossing signals at various locations on the east side, as well as some crossing signals that are not aimed correctly to be visible to pedestrians.

There being no further business, the meeting was adjourned at 8:22 PM.
Respectfully submitted, A. Scott Falk and Charles Warren, Co-Chairs