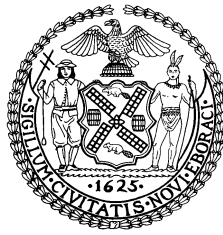


Nicholas Viest
Chair

Latha Thompson
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The City of New York Manhattan Community Board 8

Transportation Committee

Wednesday, November 5, 2014

MSK-Rockefeller Research Laboratories

430 East 67th Street, Room 103

6:30 PM

Minutes

Present: Lowell Barton, Lori Bores, A. Scott Falk, Lawrence Hockert, Craig Lader, Rita Popper, Charles Warren, Hedi White, Timothy Yeo; Michael Dillon, David Menegon (Public Members)

Absent (Excused): Michele Birnbaum, Jonathan Horn

Absent (Unexcused): Rebecca Seawright, Jared Stone

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

1. Continued discussion regarding DOT permits and street obstruction at 57 East 90th Street location.

The problem in front of 57 East 90th Street is that construction, which is putting together three townhouses, has been going on for over four years. During that time, the DOT has issued permits which allow the people responsible for the construction to block the curb lane and remove parking spaces. There have been rodent problems and frequent block closures for deliveries. There have also been repeated complaints from neighbors, and Carnegie Hill Neighbors asked that it be put on a previous Committee Agenda.

Charles Warren indicated that he had spoken to DOT Borough Commissioner Margaret Forgiione about this problem, and she said that DOT takes its cue from the Buildings Department. As long as there is a DOB permit, then DOT will allow the construction people to use the street. The Committee Co-Chairs indicated that they would investigate this further with DOB and DOT and see if there is anything that can be done to deal with this type of situation, which is unusual, since most contractors try to finish jobs as quickly as possible. The construction manager indicated to the Board office that they should be finished in January 2015. It was pointed out that a previous commitment to reduce the footprint of the blockage has not been carried out. The Committee will reach out to Councilmember Garodnick to see if he can be helpful in dealing with this problem.

2. A request for a new Revocable Consent to install a fenced-in area at 117 East 83rd Street.

The petitioner did not appear before the Transportation Committee meeting for the second month in a row. The Committee will notify DOT of this.

3. A request for a new Revocable Consent to install a fenced-in area at 20 East 83rd Street.

Scott De Lello from O'Neill Langan Architects appeared to present the request to install a fenced-in area on either side of the entryway, aligned with a neighboring building's fence.

The Committee unanimously passed the following Resolution to approve the application:

WHEREAS Goyard NY LLC has petitioned for a new revocable consent at 20 East 63rd Street to construct, maintain, and use proposed fenced-in areas; and

WHEREAS petitioner's stated purpose for the request is for beautification, protection, and to align with adjacent properties; and

WHEREAS Community Board 8 Manhattan approved the petitioner's related landmarks application, including a proposed fence, in March 2014; and

WHEREAS no members of the public raised any objections;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan approves Goyard NY LLC's petition for a new revocable consent at 20 East 63rd Street to construct, maintain, and use the proposed fenced-in areas.

*Approved: 10 yes, 0 no, 0 abstain, 0 not voting for cause, plus 2 Public Member Yes votes.
Yes: Barton, Birnbaum, Clynes, Falk, Hockert, Lader, Popper, Slater, Walsh, Warren
Yes (Public Members): Dillon, Menegon*

4. Adjusting the traffic signals at key intersections along the Second Avenue Subway Corridor to allow more time for pedestrians to cross the street.

A Committee member suggested requesting Leading Pedestrian Intervals (LPIs) at certain intersections within the Second Avenue Subway construction zone, including the intersections where East 72nd, 79th, and 86th Streets cross Second Avenue, in order to improve pedestrian safety. LPIs are already in place at a number of locations on the Upper East Side.

A member of the public suggested that Accessible Pedestrian Signals should be added anywhere that non-standard signal timing is employed.

The Committee Co-Chairs will ask the NYC Dept. of Transportation (DOT) to look at whether these three intersections could have LPIs installed expeditiously.

5. A request to relocate the Q32 bus stop closer to 60th St. & Second Avenue.

The East 60th Street & Second Avenue Q32 bus stop was relocated several years ago due to construction. The stop was never relocated after the various construction projects ended.

New York City Transit (NYCT) did not attend this meeting, but notified the Committee via email on October 27 that they would relocate the Q32 stop as close to the corner of 60th St. & Second Ave. as operationally feasible.

A member of the public expressed concern about whether the relocated stop will be able to accommodate two Q32 buses simultaneously, without blocking traffic on Second Avenue. The Committee will check on this, and also will follow up with DOT about the February 2014 request

6. Old Business.

Items raised under old business included the following:

- A request for low-floor buses on the M66: The Committee will follow up with NYCT.
- Reconsidering the flow of 71st & 73rd Street access to/from FDR Drive: The Committee will follow up on the York Avenue traffic study requested in 2013, which is supposed to be funded by the MSK/CUNY 74th Street project.
- Limited ADA access to Entrance 1 (E. 83rd St.) of the Second Avenue Subway East 86th Street Station: The Committee will follow up with the CB8 Second Avenue Subway Task Force about this item.
- M86-SBS: This item will be coming back on the agenda this winter, at a meeting to be held in the vicinity of East 86th Street.

7. New Business.

There was no new business.

There being no further business, the meeting was adjourned at 7:47 PM.

Respectfully submitted,

A. Scott Falk and Charles Warren, Co-Chairs