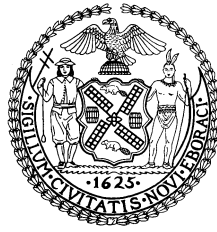


Jim Clynes
Chairman

Latha Thompson
District Manager



505 Park Avenue
Suite 620
New York, N.Y. 10022
(212) 758-4340
(212) 758-4616 (Fax)
info@cb8m.com- E-Mail
www.cb8m.com – Website

The City of New York
Manhattan Community Board 8
Transportation Committee
Wednesday, Dec. 2, 2015, 6: 30 PM
MSK-Rockefeller Research Laboratories
430 East 67th Street (First-York), Auditorium

Minutes

Present: Michele Birnbaum, Daniel Dornbaum, A. Scott Falk, Andrew Kalloch, Craig Lader, David Menegon, Peggy Price, Barbara Rudder, Charles Warren, Hedi White; Devin Gould (Public Member), Jordan Wouk (Public Member), Tricia Shimamura (Public Member, Parks & Recreation)

Absent (Excused): Lori Bores, Sharon Pope, Rita Popper

The Meeting was called to order at 6:34 PM.

1. Presentation by Economic Development Corporation (EDC) on Citywide Ferry Service (*joint w/Parks & Recreation and 197a Committees*).

Justine Johnson, Alex Brady, and Felix Ceballos from NYC Economic Development Corporation (EDC) made a presentation regarding the planned expansion of citywide ferry service. The city is planning to add three new routes in 2017, including the Astoria Line that will service Roosevelt Island, and two new routes in 2018, including the Soundview Line that will service the Upper East Side (at East 90th & East 62nd Streets). EDC plans a competitive operating subsidy for the ferry routes, which are expected to run 7 days per week, year-round.

These new routes will be integrated with the current East River Ferry system and should include free transfers with those other ferries. Because of the expected phase-out and replacement of NYC Transit's MetroCard technology, the new ferries will initially be unable to integrate with the NYC Transit fare system, but the fare is planned to have parity with the standard subway/bus fare (currently \$2.75).

There are two ferry stations planned on the Upper East Side, on barges just off the East River Esplanade at East 90th Street and at East 62nd Street; the Soundview route will service Soundview in the Bronx, East 90th Street & East 62nd Street on the UES, and Wall Street (but will not stop at East 34th Street). The Roosevelt Island ferry station will be location just north of the Ed Koch Queensboro Bridge, on the Queens side of the island; the Astoria route will serve Astoria, R.I., Long Island City, 34th Street, and Wall Street.

All activities and amenities will be confined to the barges, and will not impede the Esplanade. The amenities should include ticket machines, seating/waiting areas, and glass windscreens to protect riders from the elements. The barges will be anchored with spud piles, and will be boarded via ADA-accessible gangways; the East 62nd Street station will have fenders on both sides as a safety and security precaution given its location near an active federal shipping channel.

The draft Environmental Impact Statement (EIS) is expected in February 2016, with a final EIS in April 2016. EDC expects to select an operator early in 2016, but construction of the barges is already underway, and the permitting process is expected to begin in mid-2016.

Nearly all speakers from both the public and the Community Board were in favor of the project, but there were some concerns raised regarding the following items:

- The lack of connections between the Upper East Side stations and the stations at 34th Street, Roosevelt Island, Long Island City, and Astoria, as well as area airports
- The lack of a free transfer between ferries and NYC Transit subways & buses
- At-grade access to the ferry stations, particularly at East 90th Street

EDC noted that the five initial routes are their focus now, but that it is easy to revise routes for ferries and to add service and/or routes if the demand exists.

Additional information regarding the citywide ferry service is available online at: www.nycedc.com/ferry

2. 81st St. Pedestrian Bridge discussion *(joint w/Parks & Recreation)*

Christopher Esposito-Bernard, the liaison from the Project, presented a summary of the status of the Project. They need to remove the current bridge and repair the North Abutment, and they are still working on the micropiles.

Mr. Esposito-Bernard then reported on the status of the items that were being worked on to deal with the concerns of the community, as listed in the Public Design Commission resolution. On the viewing window at the southern end of John Finley Walk, the current concept is for twenty 3' x 3' glass panes. There was a rendering to show how it would look, but not at the proper scale. On the lighting issues, there has been a completely new approach since the old approach did not consider the overall light pollution in connection with the whole project; they are considering several new designs to reduce the overall impacts from the lighting. However, on the ramp up to John Finley Walk from the East 81st Street cul de sac, there has been no change of any kind and DDC does not see a way to make any changes. There will be a meeting of the working group in January to more fully review the plans for all three of the items discussed.

There was substantial public discussion of the presentation, with many people asking the agencies to do better and relook at many elements of the design. There was some discussion that progress had been made on the viewing window and the lighting, but dismay there was no effort to come up with improvements to the ramp considering the effects on 81st Street. A number of community members and Board members asked for more glass since the wire mesh was so ugly. The agencies felt that the weight and the cost would make that difficult to accomplish.

After further discussion the following resolution was passed:

WHEREAS, there is a need to replace the wire fencing in all areas of the 81st Street Pedestrian Bridge where it now exists on the plan;

THEREFORE BE IT RESOLVED that Community Board 8 request that glass panes be used in place of wire mesh wherever there would have been mesh under the original designs (including at the south end of John Finley Walk, both the north and south sides of the pedestrian bridge itself, and on the 452 foot ramp down to the esplanade), and

BE IT FURTHER RESOLVED that the glass panes be 6-foot-tall panes, rather than stacking two 3-foot-tall panes.

Approved: 8 yes, 1 no, 0 abstain, plus 3 Public Members voting Yes.

Yes: Birnbaum, Dornbaum, Falk, Menegon, Price, Rudder, Warren, White; Gould (Public Member), Shimamura (Public Member, Parks & Rec.), Wouk (Public Member)

No: Kalloch

There was further discussion of closing off the 81st Street entrance to the pedestrian bridge which would eliminate the need for the 81st Street ramp altogether but a motion to that effect was withdrawn. This issue will be explored at a future meeting.

3. A request for a new Revocable Consent to install a Telecommunication conduit between 413 East 69th Street and 410 East 69th Street (*Requested by DOT, Division of Franchises, Concessions and Consents*).

Cornell University has applied for a revocable consent to run two 4" fiber-optic telecommunications conduits between a new Weill Cornell research building and a Memorial Sloan Kettering building located across East 69th Street. This will be a hard-wired connection under the street. They will not disturb any of the utilities, and will never fully close the street during construction lasting roughly one week.

The Committee passed the following motion to approve the application by a unanimous vote:

WHEREAS Cornell University has applied for a new Revocable Consent to install two new 4" telecommunication conduits between 413 East 69th Street and 410 East 69th Street;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan approves the application as presented.

Approved: 8 yes, 0 no, 0 abstain, plus 1 Public Member voting Yes.

Yes: Birnbaum, Falk, Lader, Menegon, Price, Rudder, Warren, White; Wouk (Public Member)

4. Old Business.

There was no new business.

5. New Business.

There was no new business.

There being no further business, the meeting was adjourned at __ PM.

Respectfully submitted,

A. Scott Falk and Charles Warren, Co-Chairs