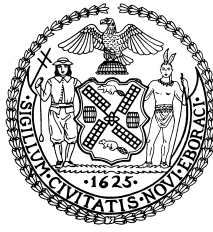


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**The City of New York  
Manhattan Community Board 8  
Transportation Committee**

Wednesday, Jan. 4, 2017, 6:30 PM  
*New York Blood Center, 310 East 67th Street, Auditorium*

Minutes

*Present:* Michele Birnbaum, Lori Bores, Daniel Dornbaum, A. Scott Falk, Craig Lader, David Menegon, Rita Popper, David Rosenstein, Tricia Shimamura, Charles Warren; Jordan Wouk (public member)

*Unexcused:* Andrew Kalloch, Sharon Pope

The meeting was called to order at 6:33 PM.

**Item 1. Discussion of restoration of bus stops on Second Avenue and crosstown streets following commencement of revenue service on the Q subway line. (*Joint with the 2nd Avenue Task Force committee*)**

Two representatives from New York City Transit were in attendance. Marcus Book distributed a limited number of copies of a map showing the locations of bus stops expected to be restored by the end of January along Second Avenue on the M15 & M15-SBS routes, and on the intersecting crosstown M72, M86-SBS, and M96 routes.

For the most part, all of the M15 stops that were disrupted by subway construction will be restored to their former locations by the end of January, now that Q train service is running to the new stations. The exceptions where bus stops are being moved to new locations include a former 100th Street stop that will now be at 99th Street, and the 86th Street stops for both the M15 & M15-SBS, which are being relocated north of 86th Street (although the old stop for the M15 local & limited buses was south of 86th). Crosstown stops at Second Avenue on the M96, M86-SBS, and M72 routes will also be restored to their historical locations.

The majority of the residents present at the meeting attended due to the continuing outpouring of demand for the addition of M15-SBS stops at 72nd Street on both First and Second Avenues, where the former M15 Limited used to stop. Thousands of people signed petitions in support of this request, and both CB8 and several elected officials sent letters urging NYCT to add SBS stations at 72nd Street, but NYCT has not agreed to the request. (A letter has been sent to Councilmember Kallos denying his request, but CB8 has not yet had an official response to our October 2016 resolution.)

Members of the public once again entreated NYCT and CB8 to restore the stop. Board members reminded those present that the Community Board is only advisory, and has already voted to support this effort, so it may be helpful to continue to push various elected officials to work on this issue. The Committee Co-Chairs will re-send our October resolution requesting these 72nd Street SBS stations, and push for a response from NYCT.

There was also quite a bit of discussion about the related issue of inadequate local service on the M15, which has made the lack of SBS access at 72nd Street a more acute issue; the Committee will also re-send

to NYCT our October 2016 resolution 2-B, which was a request for a temporary increase in local M15 service. Mr. Book noted that scheduling of local vs. select service is based on ridership metrics, which are collected at least once annually at each stop in the city. The Committee will request some specific data, including ridership numbers and crosstown transfer numbers. There was also discussion of the safety issues involved if the M 15 bus stops on Second Avenue around 86th Street were located on the north side of the street instead of the south side of the street.

The Committee passed the following resolution:

WHEREAS the M15 local and limited buses shared a downtown stop on Second Avenue between 85th & 86th Streets prior to Second Avenue Subway Construction; and

WHEREAS New York City Transit and NYC DOT ordinarily locate stops across the intersection, past the far corner, to avoid conflicts between turning vehicles and either buses or pedestrians; and

WHEREAS New York City Transit has informed Community Board 8M that the M15 & M15-SBS stops are to be relocated to the block between 86th & 87th Street; and

WHEREAS Community Board 8M is deeply concerned about the safety of riders and pedestrians if these bus stops are installed between 86th & 87th Street, particularly due to vehicles making right turns from Second Avenue onto 86th Street; and

WHEREAS locating the M15 & M15-SBS stops between 85th & 86th Street should minimize the conflicts with turning vehicles and reduce these safety concerns;

THEREFORE BE IT RESOLVED that Community Board 8M asks New York City Transit to install both the M15 local and M15-SBS stops at 86th Street on the block **between 85th and 86th Streets**, where the former M15 local/limited stop was located prior to Second Avenue Subway construction.

*Approved, 10 Yes, 0 No, 0 Abstain, plus 1 Public Member Abstaining.*

*Yes (10): Birnbaum, Bores, Dornbaum, Falk, Lader, Menegon, Popper, Rosenstein, Shimamura, Warren;*

*Abstain (0+1): Wouk (Public Member)*

Phil Speidel from NYCT bus planning confirmed that the former M101, M102, M103 stop at 63rd & Lexington will be restored, but non-subway construction is preventing the stop from being immediately restored to its former location near SE corner of 63rd (by Q train station); a temporary stop will be installed near the NE corner of 63rd & Lexington in the meantime, at approximately the same time M15 stops are being restored on Second Avenue.

## **Item 2. Old Business.**

There was no old business.

## **Item 3. New Business.**

There was no new business.

There being no further business, the meeting was adjourned at 8:11 PM

Respectfully submitted,

A. Scott Falk & Charles Warren, Co-Chairs