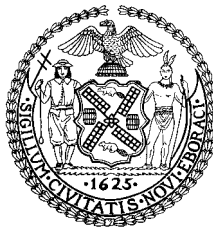


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**The City of New York
Manhattan Community Board 8
Transportation Committee**

Wednesday, May 3, 2017, 6:30 PM
New York Blood Center, 310 East 67th Street, Auditorium

Minutes

Present: Gayle Baron, Michele Birnbaum, Lori Bores, Daniel Dornbaum, A. Scott Falk, Craig Lader, David Menegon, Jane Parshall, Rita Popper, Barry Schneider, Tricia Shimamura, Charles Warren; Jordan Wouk (public member), Judith Schneider (public member, Parks Committee)

Unexcused: Sharon Pope

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

Item 1. Presentation by Parks Department on the designs for ADA access ramps to the John Finley Walk at E. 82nd and 83rd. *(Joint item with Parks and Waterfront Committees.)*

Landscape architect Craig Church from NYC Dept. of Parks & Recreation presented a proposed design for new access ramps to the John Finley Walk section of the East River Esplanade at 82nd and 83rd Streets, using pre-fabricated black powder-coated galvanized steel ramps featuring bracket arms on metal decking. (Previous plans to add an ADA access ramp between East 81st Street and John Finley Walk are currently on hold while Parks reviews an alternate proposal from nearby residents, but the existing 81st Street staircase should be reopened to the public soon.)

Material selection was influenced by a \$100,000 budget for the project, which comes from funding for the East 81st Street Pedestrian Bridge project currently being completed. The ramp project as presented could be completed within less than two years.

Location 1: East 82nd Street, ramp (33 linear feet) descending from John Finley Walk to cul de sac sidewalk. Lands on sidewalk on northern side of street, to avoid manholes and drainage grates. Note: A previous non-compliant ramp at this location has already been removed.

Location 2: East 83rd Street, ramp (26 linear feet) will be constructed on the Esplanade itself, descending from cul de sac down to John Finley Walk.

Concerns from the public and CB8 Members that related to both locations included the following:

- Metal will be noisy and slippery. *[Parks says they will look at materials options to address both of these issues.]*
- The designs are unattractive and inappropriate to the surrounding area. *[Parks says masonry designs could be more attractive, but would require a substantial increase in the project budget (at least double the price). This would need funding sources such as discretionary funds provided by elected officials. Construction of a concrete ramp would also require reconstruction of the existing steps.]*

- Going “cheap” could end up being costly, with more money spent in the long-term to fix a bad design.

The majority of other comments were focused on the design and footprint of the East 82nd Street ramp, particularly the placement of the ramp’s landing on the northern side of the cul de sac, close to the entrance of 1 Gracie Terrace. According to Parks, there is not enough clearance nor adequate sidewalk width for the ramp to land on the south side of the street; the ramp needs to avoid manhole covers, FDR Drive vents, and not block the stairs onto the Esplanade, but they have oriented the ramp to direct pedestrians southward, away from the residential building entrance. Parks is investigating replacement/repair of a portion of the sidewalk at the East 82nd Street cul de sac (due to sinking issues), and will discuss with DOT the possibility of adding a curb cut near the ramp landing.

The Committee asked Parks to come back to us with a budget for redesign of the ramps using better materials and a more contextual design.

Item 2. Continued discussion of “No Standing 7AM to 4PM School Days Teacher Parking” in front of the Kennedy Public School on the south side of East 88th Street between Lexington Avenue and Park Avenue

Principal Susan Finn of P.S. M169, Robert F. Kennedy School at 110 East 88 Street, returned to continue last month’s discussion of how to resolve issues regarding school buses, and questions about the parking regulations in front of the school. This is a District 75 public school serving more than 200 special-needs students; 165 students ride 21 buses (4 large & 17 mini), which the school generally manages to unload in 30 minutes in the morning, and 30-45 minutes in the afternoons (from 2 PM to 2:30/2:45 at the latest). There is currently a no standing zone in front of the school entrance that can fit two mini school buses; next there is an extended faculty parking zone, for which the school has four placards; two large buses might fit in the faculty parking spaces if they were relocated. Some parking was lost when a Citi Bike station was installed on the north curb last summer.

The morning bus unloading had sometimes been delayed due to trash pickup on the block, but the Community Board office was able to assist the school in working with Sanitation to arrange for rescheduling of trash pickup on this block to avoid conflicts with student arrivals, and Principal Finn reported that this is already leading to improvements. Remaining issues to deal with include whether to eliminate, reduce, or relocate teacher parking, and how to get the Citi Bike station relocated.

After further discussion of the current parking regulations and the merits of dedicated parking spaces for teachers, the Committee passed the following resolution:

WHEREAS P.S. M169, Robert F. Kennedy School at 110 East 88 Street is a District 75 school serving more than 200 special-needs students, the majority of whom commute via 21 buses; and

WHEREAS there are no-standing and faculty parking zones in front of the school along the southern curb of East 88th Street east of Park Avenue, and along the northern curb across from the school are a Citi Bike station and some alternate side parking spaces; and

WHEREAS relocating the Citi Bike station can free up space for buses to park for loading and unloading students; and

WHEREAS P.S. M169 has four faculty parking placards and currently has four or five faculty parking spaces on the south curb of 88th Street; and

WHEREAS relocating the faculty parking can also help alleviate bus parking issues;

THEREFORE BE IT RESOLVED that Community Board 8M asks NYC DOT to remove and relocate the Citi Bike Station currently situated on the north side of East 88th Street near the northeast corner of Park Avenue; and

BE IT FURTHER RESOLVED that Community Board 8M asks NYC DOT to simultaneously make the following changes to parking regulations on East 88th Street between Park and Lexington Avenues:

1. Change the parking regulations the first 100 feet east of Park Avenue on the northern curb to “No Standing 7AM-4PM School Days” to accommodate school buses;
2. Change the parking regulations the second 100 feet east of Park Avenue on the northern curb to “No Standing 7AM-4PM School Days Except Faculty Vehicles” to accommodate relocated teacher parking; and
3. Remove the existing Faculty parking zone along the southern curb, changing the regulations in that area as follows:
 - a. The easternmost portion of this zone should become two standard alternate side parking spaces (“No Parking 11AM-12:30PM Tues. & Fri.”);
 - b. Convert the remainder of the former Faculty parking spaces to “No Standing 7AM-4PM School Days” (to extend the existing bus parking in front of the school further east).

Approved, 11 Yes, 0 No, 0 Abstain, plus 1 Public Member Abstains.

Yes (11+0): Baron, Birnbaum, Bores, Falk, Lader, Menegon, Parshall, Popper, Schneider, Shimamura, Warren

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

Item 3. A request for a new Revocable Consent for a fenced-in area, stairs, steps and snowmelt system 14-16 East 67th Street. *(Requested by DOT, Franchises, Concessions and Consents.)*

Proposed stairs, steps, fenced-in area, and snowmelt system at 14-16 E. 67th St. (5th/Madison)

Purpose: Main entrance to building, and to remove snow

Rob Marks appeared on behalf of the building owner to present plans for a Revocable Consent at 14-16 East 67th Street (between Fifth & Madison Avenues). As part of a building renovation, petitioner is planning to modify their steps, convert their bulkhead wall, and modify the basement areaway, as well as to add a sidewalk snowmelt system. The fencing in the current application is 4' 0" high (4' 6" to top of newels), lower than in their previously Landmarks-approved building façade plans, due to reduced height of the masonry on the revised façade. The building will no longer have a sunken entry area inside. It was clarified that a desired tree pit is not in the application, and would be excluded from any resolution to approve the application.

This item was divided into two parts, to separate out the snowmelt system, and the Committee passed the following two resolutions:

WHEREAS petitioner seeks a Revocable Consent to construct, maintain, and use stairs, steps, and a fenced-in area at 14-16 East 67th Street (between Fifth and Madison Avenues); and

WHEREAS the application does not list a new tree pit as part of the Consent, but does incorporate the tree pit into the petition drawings;

PART 3-A, Stairs, Steps, and Fenced-In Area:

BE IT RESOLVED that Community Board 8M approves the portion of the Revocable Consent at 14-16 East 67th Street for the proposed Stairs, Steps, and Fenced-In Area as presented.

*Approved, 10 Yes, 0 No, 1 Not Voting for Cause, plus 1 Public Member voting Yes.
Yes (10+1): Baron, Birnbaum, Bores, Falk, Lader, Menegon, Parshall, Popper, Schneider,
Shimamura; Wouk (Public Member)
Not Voting for Cause (1): Warren*

PART 3-B, Snowmelt System:

BE IT RESOLVED that Community Board 8M approves the portion of the Revocable Consent at 14-16 East 67th Street for the proposed Snowmelt System as presented.

*Approved, 10 Yes, 0 No, 1 Not Voting for Cause, plus 1 Public Member voting No.
Yes (10+1): Baron, Birnbaum, Bores, Falk, Lader, Menegon, Parshall, Popper, Schneider,
Shimamura
No (0+1): Wouk (Public Member)
Not Voting for Cause (1): Warren*

Item 4. A discussion of the Hampton Jitney pick-up-only stops at East 83rd Street & Lexington and East 85th & Lexington.

Hampton Jitney's consultant Patrick Condren clarified to the Committee that the permit for the North Fork line East 83rd Street pick-up stop has already been renewed, but the company seeks a permit for a new pick-up-only stop at East 85th Street & Lexington Avenue for the Hampton Jitney South Fork Line. Mr. Condren reminded the Committee that the Jitney used to originate on East 86th Street, but the left-turn restriction at 86th and Lexington required changes to their stops and routes, and the route origination was moved north to CB11 in response to CB8 concerns. They are now looking to going back to their previously temporary stop at 85th Street & Lexington for a pick-up stop for the HJ South Fork line.

The proposal was to share the NYCT bus stop at the northwest corner of 85th Street, but the Committee felt it would be better to locate this new stop north of the existing NYCT stop, i.e. midway up the block between 85th & 86th Streets. Hampton Jitney is willing to amend their application for the midblock location.

The Committee passed the following resolution to approve but a vote of 10 Yes to 1 No, plus 1 public member voting Yes.

WHEREAS Hampton Jitney is requesting a new pick-up-only stop for their South Fork line on Lexington Avenue between 85th & 86th Street; and

WHEREAS the South Fork route will originate north of Community Board 8, and not originate at this location; and

WHEREAS Hampton Jitney has agreed to amend their application to use a midblock boarding location, rather than sharing the NYCT stop at the northwest corner of 85th Street & Lexington Avenue;

THEREFORE BE IT RESOLVED that Community Board 8M approves the application for a new pick-up-only bus stop for the Hampton Jitney South Fork line to be located midblock on Lexington Avenue between East 85th & 86 Streets.

*Approved, 10 Yes, 1 No, 0 Abstain, plus 1 Public Member voting Yes.
Yes (10+1): Baron, Birnbaum, Bores, Falk, Menegon, Parshall, Popper, Schneider, Shimamura,
Warren; Wouk (Public Member)
No (1): Lader*

Item 5. A request for a Cornell Tech Shuttle Bus stop on the SE corner of East ~~63rd~~* Street & Third Avenue. (Requested by Cornell University.)

Note: Due to a miscommunication between Cornell and the Community Board office, this item was publicly posted with the incorrect location for a proposed bus stop. The actual request is for a new bus stop at 1081 Third Avenue, in front of Tony's Di Napoli Restaurant, near the southeast corner of **64th Street rather than 63rd Street.*

Tammy Lopez and Bridgette Brady of Cornell University came to present a bus stop application for the CU:Ride Cornell Executive Bus express motorcoach service that connects their Ithaca and NYC campuses. Under the proposal, there are no added buses, just a new stop along the existing route to allow the bus service to connect to the new Cornell NYC Tech campus on Roosevelt Island via the F train at the 63rd Street F & Q station. This route has some service for public as well as for the Cornell community, and also partners with a cancer center in Ithaca to provide transportation to facilities on the Upper East Side. Unfortunately, the applicants were not able to provide a complete explanation of routing and scheduling for return trips from the new stop location.

Although a Committee Member moved to approve the application, the Committee voted to lay this over until the next meeting on June 7, due to incomplete and inaccurate information about routing, combined with the incorrect location having been posted.

Item 6. Old & New Business.

Betty Cooper Wallerstein from the East 79th Street Neighborhood Association expressed serious complaints regarding the recent 79th Street redesign and traffic impacts. She wants DOT to come back to the Committee at our next meeting to address these issues.

Committee Member Craig Lader asked about a response from DOT re: our resolutions requesting changes on East 78th Street at Cherokee Place, and any update regarding funding and timing for the York Avenue traffic study.

Valerie Mason of the 72nd Street Assoc. complained about Citi Bike stations moving unexpectedly, without notification to CB8. She also had photos of the new Second Avenue bike lane being invaded by motor vehicles. Committee Member Rita Popper mentioned that there is a problem with carting vehicles invaded the bike lanes, and also asked about illumination on Second Avenue; the Co-Chairs reported that DOT is doing an illumination study.

Committee Member Tricia Shimamura asked about follow up to the Board's resolution requesting a DOT Citi Bike liaison.

There being no further business, the meeting was adjourned at 9:27 PM

Respectfully submitted,
A. Scott Falk & Charles Warren, Co-Chairs