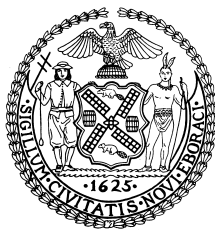


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**The City of New York
Manhattan Community Board 8
Transportation Committee**

Wednesday, July 5, 2017, 6:30 PM
New York Blood Center, 310 East 67th Street, Auditorium

Minutes

Present: Daniel Dornbaum, A. Scott Falk, Craig Lader, Rebecca Lamorte, Valerie Mason, David Menegon, Rita Popper, Charles Warren; Jordan Wouk (public member)

Excused: Michele Birnbaum

1 Unanimous Resolution: Item 1, NYCT Bus Service Reductions

The meeting was called to order at 6:35 PM. Council Member Ben Kallos asked the Committee to reorder the agenda, to discuss the proposed cuts to crosstown bus service first.

Item 1. A discussion of service reductions on the M31, M57, M66, & M72 lines under the proposed September 2017 NYCT bus schedules.

Council Member Kallos reported that after 5 PM on Friday, June 16, his office received an email notice from New York City Transit of bus schedule revisions proposed for September 2017, which included various service reductions on four routes serving the Upper East Side: M31, M57, M66, and M72. Moreover, the notice stated that the informational presentation to the MTA Board's NYC Transit & Bus Committee would be held at 10 AM the following Monday, thus failing to provide any meaningful advance notice (zero business days) and no opportunity for the affected Community Boards to comment on the proposal. That Sunday, June 18, ten elected officials sent a written letter of objection to NYCT Acting President Daryl Irick, urging that no proposed cuts should be approved prior to a public hearing, and recommending rejection of the increased headways on these routes. The letter was signed by Congressional Representatives Carolyn Maloney & Gerald Nadler; Manhattan Borough President Gale Brewer; NYS Senators Brad Hoylman, Liz Krueger, & Jose Serrano, Jr.; NYS Assemblymembers Dan Quart & Rebecca Seawright; and NYC Council Members Dan Garodnick & Ben Kallos.

Marcus Book, NYCT Asst. Director of Government Affairs & Community Relations, explained the schedule revision process—including analysis of how ridership compares to guidelines re: peak loading (seated & standing) vs. capacity, and then adjusting schedules to reallocate resources among different routes—and noted their obligation to comply with Federal Transit Administration rules.

All present were unified in opposition to further cutting service on these routes, and expressing concern about existing service. Notable comments included:

- The specific demographics of the UES make these bus routes critical, including the highest concentration of seniors and the disabled, needing access to the many medical facilities served by these routes and often unable to walk to alternate stops or alternate transportation routes.

- As subway service is collapsing, we need buses as an alternative. The subways literally cannot absorb more riders right now (just based on ridership levels, even without the current crisis), so buses are needed to accommodate riders. Unreliable transit service is leading more people to take motor vehicles, increasing traffic – and thus further degrading the quality of bus service.
- There are no crosstown subway routes north of 63rd Street.
- To encourage bus ridership, we need to make bus service more attractive to riders, rather than degrade service.
- The data used for the schedule analysis had to have been collected during the extended period when several bus stops had been temporarily eliminated due to Second Avenue Subway construction.
- There have been many, many, many anecdotal reports of people waiting so long for a bus that they give up and walk away, causing lost fares, lower ridership counts, and potentially more taxi/Uber trips clogging traffic.
- As in the past, there were several complaints about extreme overcrowding on the westbound M66 during hospital shift changes. During shift changes, there can be more riders waiting to board each new bus at its York Avenue origination point than the bus can hold, which then makes it impossible for any riders to board at First, Second, or Third Avenue. On these overcrowded buses, it generally isn't possible to allow more riders to board until Lexington, where a significant number of riders disembark in order to transfer to the 6 train.
- Would removing parking at places along the M66 route allow it to flow better and more reliably?

The Committee passed the following resolution by a unanimous vote:

WHEREAS New York City Transit is proposing to reduce service on the M31, M57, M66, and M72 bus routes as of September 2017; and

WHEREAS NYCT did not provide adequate or acceptable public notice of the June 19 presentation to the MTA Board's NYC Transit & Bus Committee,; and

WHEREAS the specific demographics of the Upper East Side make these bus routes critical, given the concentration of seniors and disabled residents who are often unable to walk to alternate stops or alternate transportation routes, and the presence of many medical facilities within Community District 8; and

WHEREAS the subways are not currently able to absorb additional riders, making buses a critical alternative; and

WHEREAS Community Board 8 shares the concerns expressed by ten city, state and elected officials in their June 18, 2017, letter to NYCT Acting President Irick;

BE IT RESOLVED that Community Board 8M objects to the lack of advance public notice of the June 19 meeting of the MTA Board's NYC Transit & Bus Committee, and urges New York City Transit to postpone any implementation of service reductions until after a properly noticed public hearing on this proposal; and

BE IT FURTHER RESOLVED that Community Board 8M does not want our bus service decreased, and asks NYCT to reconsider the proposed service reductions on the M31, M57, M66, & M72 bus routes in light of various factors including the community's demographics, presence of medical facilities, and lack of crosstown subway alternatives; and

BE IT FURTHER RESOLVED that Community Board 8M asks NYCT to share the underlying data used for evaluating bus service, including but not limited to farebox data, and including the age of the data used for the purpose of the current schedule revision proposals.

Approved, 8 Yes, 0 No, plus 1 Public Member voting Yes.

*Yes (8+1): Dornbaum, Falk, Lader, Lamorte, Mason, Menegon, Popper, Shimamura, & Warren;
Wouk (Public Member)*

Item 2. Inter-City Bus Stop applications from M&V Corporate Transportation Inc. for Hampton Luxury Liner service between New York City & Manorville, Southampton, East Hampton, Bridgehampton, and Montauk.

DROP-OFF ONLY:

- 1021 Third Avenue from East 60th to East 61st Streets, east side
- 1391 Third Avenue from East 79th to East 80th Streets, east side
- 1519 Third Avenue from East 85th to East 86th Streets, east side

PICK-UP ONLY:

- 954 Lexington Avenue from East 70th to East 69th Streets, west side
- 1272 Lexington Avenue from East 86th to East 85th Streets, west side

Mark Vigilante of M & V Corporate Transportation introduced himself as the new operator of the Hampton Luxury Liner, which provides service between Manhattan and both the Hamptons and Montauk. After the previous HLL operator went bankrupt and ceased operations, M & V relaunched the service this spring. The previous HLL inter-city bus stop permits had lapsed, so M & V is applying for new permits for the stops where they are currently operating, with drop offs on Third Avenue, and pickups on Lexington. Members of the Committee expressed concerns about the particular stops selected, which are all NYCT bus stops and some of which are also used by competitor Hampton Jitney (with valid permits).

Mr. Vigilante agreed to work with CB8 to determine some alternate locations for a revised permit application, which can then go to the Committee in the fall for approval. They will continue to operate at the existing locations in the meantime.

Item 3. A discussion of converting Street Cleaning regulations to daytime Loading Zones near the following locations:

- 39 East 79th Street
- 136 East 79th Street
- 350 East 79th Street
- 301 East 79th Street
- 435 East 79th Street
- 501 East 79th Street

During our June 2017 discussion of the 79th Street redesign for the M79-SBS, and the resulting traffic impacts, DOT staff had expressed a willingness to look at whether they can add loading zones near affected buildings, but said they would not entertain other changes to the roadway until there has been more time to monitor how things are working. Following that meeting, DOT notified the Co-Chairs that they could possibly convert street cleaning regulations to daytime loading zones at some or all of these locations if CB8 supported the requests, but that they anticipated increased complaints from drivers about the loss of even more parking spaces on East 79th Street.

The Committee generally does not support requests for loading zones in front of individual buildings, but posted this item in order to solicit public feedback and discussion of these specific changes. Speakers

were generally opposed to the proposed loading zones, although they also were displeased with the new roadway configuration. The Committee did not vote on this item, and instead plans to invite DOT to attend our October 4 meeting to continue discussion of the street redesign and traffic issues.

Item 4 A request to relocate ABT Limousine Service Base from 310 East 75th Street to 240 East 92nd Street.

The applicant was not present, and the Committee took no action.

Item 5. Old & New Business.

There was no old or new business.

There being no further business, the meeting was adjourned at 9:01 PM

Respectfully submitted,

A. Scott Falk & Charles Warren, Co-Chairs