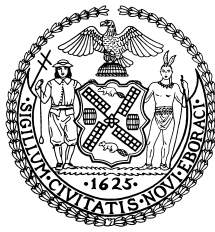


**James G. Clynes**  
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**The City of New York**  
**Manhattan Community Board 8**

**Transportation Committee**

Wednesday, June 7, 2017, 6:30 PM

*New York Blood Center, 310 East 67th Street, Auditorium*

Minutes

*Present:* Michele Birnbaum, Lori Bores, A. Scott Falk, Craig Lader, Rita Popper, Tricia Shimamura, Cos Spagnoletti, Charles Warren; Peter Borock (public member), Jordan Wouk (public member)

*Excused:* David Menegon

*Unexcused:* Daniel Dornbaum, Sharon Pope

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

**Item 1. A discussion of the 79th Street redesign for the M79 SBS and resulting traffic impacts.**

Julie Schipper and Colleen Chattergoon of NYC DOT were present to hear comments and complaints from the community regarding the reconfiguration of East 79th Street for the very recent launch of M79-SBS (Select Bus Service). Residents and representatives from a number of buildings complained about impacts on building access for deliveries and general loading, and asked about the possibility of restoring loading zones in front of their entryways; those buildings included 39 E. 79th St., 136 E. 79th St., 301 E. 79th St., 350 E. 79th St., and 435 E. 79th St.

There were many complaints about traffic flow and congestion, inefficiency, loss of parking, and vehicles intruding into oncoming traffic lanes. Many people emphasized that this is “a residential street,” unlike some other crosstown SBS routes, and someone asked about the possibility of residential parking permits.

A Committee member asked whether the bus lanes could be limited to rush hours rather than 24/7. Another Committee member suggested that the Board needs to work with DOT to look at modernizing parking regulations and loading best practices to accommodate the new realities of a 21st century streetscape and economy.

DOT is willing to look at whether they can add loading zones near affected buildings, but is not going to entertain other changes to the roadway until there has been more time to monitor how things are working. They generally return with a progress report after a year of Select Bus Service on a route, but they might be willing to consider some potential changes somewhat sooner than that, if New York City Transit is on board.

**Item 2. Continued discussion of a request for a Cornell Tech Shuttle Bus stop at 1081 Third Avenue (In front of Tony’s Di Napoli Restaurant) and 1300 York Avenue (In front of the Weill Medical Center) Requested by Cornell University**

Tammy Lopez and Bridgette Brady of Cornell University returned for further discussion a bus stop application for the Cornell Campus-to-Campus express motorcoach service that connects their Ithaca and NYC campuses. There are no added buses proposed, just a new stop along the existing route to allow the bus service to connect to the new Cornell Tech campus on Roosevelt Island via the F train at the 63rd Street F & Q station. CB8M is being asked to approve both the new stop at 1081 Third Avenue (SE corner of 64th, in front of Tony Di Napoli's) and the existing stop at 1300 York Avenue (between 69th & 70th, in front of the Weill Medical Center).

As at the May 3 Committee meeting, there was some initial confusion about the routing and scheduling for return trips from the new stop location, but eventually the applicants were able to clarify the routing:

- Buses from Ithaca will arrive in Manhattan via the Lincoln Tunnel and drop off passengers at the Cornell Club (6 E. 44th St., outside CB8), then at 1081 Third Avenue, and then terminate at Weill Medical Center. Drivers will then proceed to Secaucus, NJ, to lay over overnight.
- Buses to Ithaca will originate in Secaucus, arrive in Manhattan via the Lincoln Tunnel, and pick up passengers at 1081 Third Avenue, then Weill Medical Center, and then the Cornell Club (6 E. 44th St., outside CB8), before leaving Manhattan via the Lincoln Tunnel to travel to Ithaca.
- The 1081 Third Avenue stop is new, but the Cornell Club and Weill Medical Center stops have been in operation for 13 years; no additional buses are being added to this route.

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

WHEREAS Cornell University has operated a Campus-to-Campus Executive Coach Service bus route between Ithaca and Manhattan since 2004; and

WHEREAS the new Cornell Tech campus on Roosevelt Island, located within Community District 8, will open later this year; and

WHEREAS the proposed new bus stop at 1081 Third Avenue (SE corner of 64th, in front of Tony Di Napoli's) will allow the Campus-to-Campus bus to connect the Ithaca and Roosevelt Island campuses via the 63rd Street F & Q subway station; and

WHEREAS Cornell's Campus-to-Campus bus will continue to use the existing stop in front of the Weill Medical Center at 1300 York Avenue (near 69th Street); and

WHEREAS no additional buses will be added to the existing Campus-to-Campus Executive Coach Service; and

WHEREAS no member of the public objected;

BE IT RESOLVED that Community Board 8M approves the request for a new bus stop at 1081 Third Avenue and continued use of a bus stop at 1300 York Avenue, as presented.

*Approved, 8 Yes, 0 No, plus 2 Public Members voting Yes.*

*Yes (8+2): Birnbaum, Bores, Falk, Lader, Popper, Shimamura, Spagnoletti, & Warren;  
Borock & Wouk (Public Members)*

**Item 3. A request for a new Revocable Consent to install a snowmelt system at 12 East 82nd Street.**

*(Requested by DOT, Franchises, Concessions and Consents.)*

*Proposed snow melt system at 12 East 82nd Street.*

*Purpose: melt snow*

12 East 82nd Street is a 21' wide townhouse almost exactly mid-block between Fifth and Madison Avenue, currently undergoing a full renovation. As part of this project, the owner proposes to replace the existing concrete sidewalk with a new sidewalk containing an embedded hydronic snowmelt system (i.e., water-fed system, heated using the townhouse's boiler). The existing tree remains in front of the property, but they have negotiated with Parks to replace the existing low brick barrier around the tree with a new tree grate, level with the sidewalk. An existing sidewalk access hatch to the sidewalk vault is in poor repair and will be replaced in kind. The architect reported that Parks and Landmarks have both approved the renovation plans.

The Committee passed the following resolution to **approve** the application:

WHEREAS petitioner seeks a Revocable Consent for a snowmelt system at 12 East 82nd Street;

BE IT RESOLVED that Community Board 8M approves the Revocable Consent at 12 East 82nd Street for the proposed Snowmelt System as presented.

*Approved, 8 Yes, 0 No, plus Public Members voting 1 Yes & 1 No.*

*Yes (8+1): Birnbaum, Bores, Falk, Lader, Popper, Shimamura, Spagnoletti, & Warren;  
Borock (Public Member)*

*No (0+1): Wouk (Public Member)*

#### **Item 4. Old & New Business.**

This was the first meeting for the Committee's new Public Member, Peter Borock, whom Jim Clynes appointed to a one-year term as of June 1.

One of the Co-Chairs reported that there have been complaints about the Hampton Luxury Liner, which has been using the Hampton Jitney bus stops without a permit.

Craig Lader raised two issues:

- He repeated his desire for the Committee to work with DOT to discuss the new world of parking and loading in this day of rideshare services and e-commerce, to allow complete streets and transit surfaces to function properly.
- He feels very strongly that we need to urge EDC to connect the upcoming Soundview ferry route that will serve the Upper East Side with a stop at the 34th Street Ferry Landing, to connect to the route serving Roosevelt Island and Queens. This would be a joint item with the Waterfront Committee, and the Co-Chairs expressed the need to consult CB 6 (whose district includes the 34th Street Ferry Landing).

DOT has already installed the new No Standing signage near the driveway at 60 East End Avenue in response to our April 2017 resolution.

There being no further business, the meeting was adjourned at 8:36 PM

Respectfully submitted,

A. Scott Falk & Charles Warren, Co-Chairs