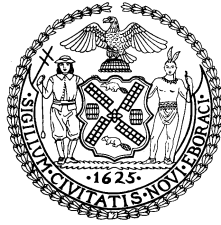


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The City of New York
Community Board 8 Manhattan
Transportation Committee
Wednesday March 6, 2019, 6:30 PM
New York Blood Center - Auditorium

Please note: The resolutions contained in the committee minutes are recommendations submitted by the committee chair to the Community Board. At the monthly full board meeting, the resolutions are discussed and voted upon by all members of Community Board 8 Manhattan.

Minutes

Present: Lori Bores, Billy Freeland, Craig Lader, Valerie Mason, David Menegon, Rita Popper, Barry Schneider, Tricia Shimamura, Charles Warren, Peter Borock (public member), Jordan Wouk (public member)

Absent (Excused): Michele Birnbaum, Rebecca Lamorte

Absent (Unexcused): None

Resolutions for Approval:

- Item 1 – Bus Stop Bench at the M72 Westbound Stop at 3rd Avenue**
- Item 2 – Parking Placard Proposed City Council Legislation (Unanimous)**

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

Item 1 – Discussion Regarding a Proposed Bus Stop Bench for the Westbound M72 Bus Stop (East 72nd Street and 3rd Avenue)

This item was requested by a resident who identified a need for a bench at the M72 Westbound stop at 3rd Avenue and brought the request to the office of Councilman Keith Powers. There are benches at neighboring stops, but no bench has been installed at 3rd Avenue. According to Jenna Klaus, Community Liaison for Councilman Powers, a request was made to the board of the adjacent co-op apartment building, which stated its opposition to installing a bench; DOT responded that it would adhere to the adjacent building's wishes. Recently, planters have been installed in front of the building; since the issue involves the right of way of the public sidewalk, any planters installed by the building can be removed by the City in favor of a bench if a revocable consent is rescinded. In addition, there is room down the street from the building for a bench. Board members were supportive of efforts to install a bench; some members also advocated for a shelter that contained a bench, but the need for a shelter was perceived as secondary to that of a bench that could be installed much more quickly.

Resolution

WHEREAS, a resident and regular passenger of the M72 has requested a bench be installed at the westbound M72 bus stop at 3rd Avenue; and

WHEREAS, other nearby M72 bus stops have benches or shelters with a bench;

WHEREAS, the sidewalk of the M72 bus stop is a public right-of-way under the jurisdiction of the New York City Department of Transportation;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan requests the New York City Department of Transportation install a bench in an appropriate spot adjacent to the westbound M72 bus stop at 3rd Avenue.

Yes (8+1): Lori Bores, Billy Freeland, Craig Lader, David Menegon, Rita Popper, Barry Schneider, Tricia Shimamura, Charles Warren, Peter Borock (public member),

No (0): None

Abstain (0+1): Jordan Wouk (public member)

Item 2: Presentation by Council Member Keith Powers' Office Regarding a Package of Legislation Related to Parking Placards

This item is a continuation of initial discussions held at the September 2018 CB8 Transportation Committee meeting. In February 2019, a package of five City Council bills was introduced, which aimed to address ongoing issues related to illegal or inappropriate use of parking placards. The bill summaries for the package of bills are as follows:

Intro 1393

This bill would require the Police Department to evaluate at least 50 sites a week based on 311 complaints relating to the misuse of parking permits and obstruction of a bicycle lane, bus lane, sidewalk, crosswalk, or fire hydrant by a vehicle. The evaluations would include photographic documentation of vehicles parked at the site and a list of enforcement actions. This information would be submitted to the Council, the Mayor, the Department of Transportation, the Department of Investigation (DOI). DOI would review these evaluations and analyze their effectiveness. By October 15, 2019, DOI would submit a report with any recommendations on enforcement or the use and issuance of parking permits.

Intro 1394

This bill would prohibit official City vehicles from blocking a bike lane, bus lane, crosswalk, sidewalk, or fire hydrant unless it is an emergency.

Intro 1395

This bill would require 311 to accept complaints and photographs related to illegal parking and the misuse of parking permits. The City would be required to respond to complaints about a City vehicle blocking a bike lane, bus lane, crosswalk, sidewalk, or fire hydrant and explain why an emergency existed, making such parking permissible.

Intro 1412

This bill would require enforcement officers to call for towing of any vehicle blocking a sidewalk, crosswalk, fire hydrant, bicycle lane, or bus lane.

Intro 1422

This bill would create a standardized application process managed by the Department of Transportation for City-issued parking permits. Applications would be sponsored by City agencies and each applicant would be required to state why a permit would support such agency. Information on the number of permits requested and issued, disaggregated by sponsoring agency, would be posted online.

Jenna Klaus and Liz Peters from the office of Councilman Keith Powers provided additional detail regarding the proposed legislation and the general issues related to parking placards. It was emphasized that passage of Intro 1422 would help to reduce the number of placards through the creation of a central database, a standardized permitting process for individuals that would only enable them to obtain one placard linked to a city agency that must prove it is being issued to support the agency's critical functions, and require annual renewals (renewals currently are required triennially). Fines for illegal use or sharing of placards would range from \$250 to \$1,000.

The Mayor's office also announced a plan to crack down on parking placard abuse, which focuses more on addressing processes going forward; such measures would complement the package of City Council legislation. DOT Liaison Colleen Chattergoon further explained that much of the abuse of placards stems from the widespread issue of placard forgery. Traffic enforcement is thus unable to issue violations since they don't know whether placards on display in vehicles are authentic.

A member expressed concern that the language of Intro 1422 would prohibit vehicles from parking in areas that would block the movement of traffic, including bus stops, which differs from the language in Intro 1412 which would permit vehicles blocking the movement of traffic from being towed but does not include bus stops. Other members expressed frustration with the impacts that parking placards have had, and expressed support for measures that would reduce or even eliminate the use of parking placards. One member expressed opposition to \$45 registration fees that applicants for placards would be subject to paying.

Resolution

WHEREAS, the quality of life in Community Board 8 has been adversely impacted by inappropriate use and lack of enforcement of parking placards issued by the City of New York; and

WHEREAS, the presence of fake placards and inability to differentiate them from authentically issued placards further inhibits enforcement and oversight; and

WHEREAS, the already limited amount of available on-street parking is further restricted by the extensive use of parking placards; and

WHEREAS, the City Council of New York has put forward a package of bills that includes Intros 1393, 1394, 1395, 1412 and 1422 that would address fake placards, inappropriate use of placards, and aim to reduce the number of placards; and

WHEREAS, the proposed City Council package of bills regarding parking placards would create databases and install mechanisms to promote enforcement of placard abuse and prevent the transfer of placards;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan supports the City Council package of bills related to parking placards, comprised of Intros 1393, 1394, 1395, 1412 and 1422;

BE IT FURTHER RESOLVED that Community Board 8 Manhattan requests that the language of the package of bills be consistent to ensure that illegal parking with a placard in a bus stop for non-emergency purposes be subject to towing.

Yes (9+2): Lori Bores, Billy Freeland, Craig Lader, David Menegon, Rita Popper, Barry Schneider, Tricia Shimamura, Charles Warren, Peter Borock (public member), Jordan Wouk (public member)

No (0): None

Item 3: Discussion on Vehicles Blocking Bicycle Lanes, Bus Lanes, Bus Stops, Sidewalks, Crosswalks, and Fire Hydrants

The issue of vehicles blocking moving lanes of traffic, bike infrastructure and pedestrian access, while identified as part of the parking placard package of City Council Legislation, was also perceived to be an issue of critical importance independent of whether parking placard reform moves forward, and thus was broken out into a separate agenda item. Since it was discussed in the context of addressing parking placard abuse, the Committee did not discuss this matter in depth any further. However, there was interest among members of the Committee to revisit this and work to address these issues, and to bring in Traffic Enforcement to learn more about what is being done and what more can be done to help vehicles and people move more freely across the district. It was suggested that there be special attention paid to certain corridors where problems are especially evident such as 2nd Avenue approaching the Queensboro Bridge and near key crosstown intersections. There will be an effort to have a representative from Traffic Enforcement come to a meeting to discuss these issues.

Item 4: DOT Updates

Colleen Chattergoon, DOT Liaison to Community Board 8 Manhattan, provided the following updates:

- Going forward, DOT will advise community boards at least 48 hours in advance of any temporary changes to the Citi Bike station network. There previously had been no notice except to building managers adjacent to the locations of new or relocated stations; Community Board 8 is on record requesting DOT to provide notification for any new docking station or relocation of an existing station. Community Board 8 sent a letter in January 2019 to DOT requesting notice following the emergence of a new station at 72nd Street and 2nd Avenue. It was reiterated to DOT that Community Board 8 would like to receive a formal update and status report on Citi Bike, which has yet to occur since the program was introduced in Community District 8.
- The project to extend the Second Avenue Bike Lane between 68th and 59th Streets and through the intersection with the Queensboro Bridge entrance is being delayed due to an ongoing water main project that is taking place in the area, and which must be completed before construction of the bike lane and related infrastructure can move forward. No timeframe has been identified for the completion of the projects, but it could take up to a year or longer.
- A member identified that the block along Second Avenue at the southwest corner of 91st Street is dark. This has been the case since Second Avenue Subway construction ended and the roadway was restored and improved.
- In response to a February 2018 resolution passed by Community Board 8 requesting a left turn signal on northbound York Avenue at 67th Street, DOT has determined that the existing signals and signal timing is appropriate and most effective from an operational and safety standpoint, and thus declined to implement the request from CB8.
- A member noted that a project to construct a bus pad at 72nd and 1st Avenue, which resulted in the temporary elimination of the bus stop, was put on hold by DDC, and asked for information regarding when the stop would be restored and if the bus pad project would move forward. DOT will investigate.
- A member asked for an update on the southwest corner of 74th Street and 2nd Avenue, where the sidewalk is in a dangerous condition and the curb is in need of repair. DOT indicated that it is the responsibility of the property owner to fix this particular location, and that they would not do the repairs themselves and bill the property owner as was suggested since it is not considered an emergency repair.

Item 5: Old Business

A member asked whether MTA representatives can come to a future Transportation Committee meeting to discuss matters related to improving accessibility, and noted a legal decision that will require the MTA to add elevators when certain station upgrades occur that in the past had not been included such projects. The Co-Chairs noted that this is a priority item and that they hope to have someone attend an upcoming meeting.

There being no further business, the meeting was adjourned at 7:55PM.

Respectfully submitted, Charles Warren & Craig Lader, Co-Chairs