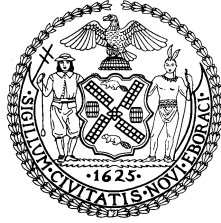


Alida Camp  
Chair

Will Brightbill  
District Manager



505 Park Avenue  
Suite 620  
New York, N.Y. 10022  
(212) 758-4340  
(212) 758-4616 (Fax)  
www.cb8m.com Website  
info@cb8m.com - E-Mail

**The City of New York  
Community Board 8 Manhattan  
Transportation Committee**  
Wednesday July 10, 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:* Lowell Barton, Michele Birnbaum, Lori Bores, Rebecca Dangoor, Billy Freeland, Craig Lader, Rebecca Lamorte, Valerie Mason, Rita Popper, Barbara Rudder, Barry Schneider; Cos Spagnoletti, Tricia Shimamura, Marco Tamayo, Charles Warren, Judy Schneider (Parks Public Member)

*Absent (Excused):* Jordan Wouk (public member)

*Absent (Unexcused):* Peter Borock (public member)

**Resolutions for Approval: Item 1 (unanimous)**

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

**Item 1: Presentation regarding a sidewalk proposal along 2 East End Avenue**

Representatives from 2 East End Avenue presented their proposal to use the “landmarks grey” color for their sidewalk replacement project. They are seeking approval from CB8 as they seek approval from the Public Design Commission on the proposal. The same color is used for sidewalks at some neighboring buildings.

**WHEREAS**, The Board of 2 East End Avenue is seeking approval of the Public Design Commission for a sidewalk replacement project in which the color of the sidewalk would be “landmarks grey”; and

**WHEREAS**, the landmarks grey color would be consistent with the color of the sidewalk at some neighboring buildings;

**THEREFORE, BE IT RESOLVED**, that Community Board 8 Manhattan supports the application of 2 East End Avenue to the Public Design Commission to permit the sidewalk color to be landmarks grey.

*Yes (9):* Lowell Barton, Michele Birnbaum, Lori Bores, Rebecca Dangoor, Craig Lader, Rita Popper, Cos Spagnoletti, Marco Tamayo, Charles Warren

*No (0):* None

**Item 2: Update by the Departments of Design and Construction, Sanitation, Transportation, and Parks and Recreation regarding the 92nd Street ramp for the Marine Transfer Station**

Representatives from the Department of Design and Construction (DDC), Department of Sanitation (DSNY) and Parks and Recreation provided an update on the design process for the proposed 92<sup>nd</sup> Street Ramp for the Marine Transfer Station (MTS). This is the ramp that would be constructed and utilized in place of the existing ramp at 91<sup>st</sup> Street (which must remain in case of emergency and because the utilities for the MTS are built into the 91<sup>st</sup> Street Ramp. The city agencies came together to seek approval from CB8 as they prepare to submit the proposed

design to various city agencies, including the Public Design Commission (PDC), DOT and Parks. The project's design was previously preliminarily presented to CB8 in February 2019; some of the feedback provided at the prior meeting has been incorporated, although most of the details of the project have not changed significantly.

The presentation included renderings and depictions of the proposed realignment of the intersection of 92<sup>nd</sup> Street and York Avenue, the FDR Drive 92<sup>nd</sup> Street entrance ramp, the roadway medians to accommodate the MTS ramp, and the "green screen" comprised of trees and plantings that will visually separate DeKovats Playground from the ramp. Maps depicted the extent of the trees and playground equipment that will be removed to accommodate the ramp; in total, there will be 17 trees removed, along with 2 pieces of toddler playground equipment and a sandbox. There is \$826,000 available for tree restitution; 7 new trees will be planted on site, leaving 406 remaining trees that will be replaced off site, and those locations will be coordinated with the Parks department.

The details of the proposed conversion of 92<sup>nd</sup> Street to 2-way traffic, and the impacts to bus stops and bus layover areas were also provided, although those have yet to be finalized as they await the approval of the associated traffic analysis that is currently under review. The current proposal would result in the relocation of the 91<sup>st</sup> Street/1<sup>st</sup> Ave. bus stop around the corner to 91<sup>st</sup> Street, and the elimination of the bus stop at 92<sup>nd</sup> Street/York Ave (with the first stop for the Southbound M31 and Westbound M86 proposed to be on York Ave. between 91<sup>st</sup> and 90<sup>th</sup> Streets); there would be changes to parking regulations associated with these changes to 92<sup>nd</sup> Street and new bus layover areas. MTS Truck Traffic would generally enter and exit the ramp via 92<sup>nd</sup> Street and turn north on 1<sup>st</sup> Avenue, though the ability for trucks to utilize York Avenue would be maintained and possibly operated in that manner in certain instances or if there was a preference by the community. It was noted that any initial PDC approval would not preclude further discussion of the proposed changes to 92<sup>nd</sup> Street or bus operations.

The presentation is available on the CB8 website, and additional details of the proposal can be found in the minutes for the February 2019 Transportation Committee Meeting.

In addition to general comments and questions regarding the first three months of operations of the MTS, there were various issues related to the design of the proposed 92<sup>nd</sup> Street Ramp identified by those in attendance and members of the Committee, both related to the design and the potential impacts and mitigation of construction of a new ramp. Those issues included:

- The lack of details of the off-site restitution of removed trees,
- The possibility that some replacement trees will be planted outside CB8's boundaries, as location of tree plantings are determined by the central forestry division;
- The lack of finality for the traffic analysis, and the need to precisely determine how a 2-way 92<sup>nd</sup> Street would be used for truck traffic and the need to determine the routings for all trucks entering/exiting the new 92<sup>nd</sup> Street Ramp;
- The lack of guarantees that the DeKovats Playground toddler play equipment being removed will be replaced on-site at the conclusion of the project;
- The impacts to the businesses and residents of 92<sup>nd</sup> Street between York and 1<sup>st</sup> Avenues caused by additional truck traffic, the conversion of the street to bi-directional traffic, and the removal of the bus stop that would result in longer walks to access the M31 and M86;
- The impacts on school bus traffic and student drop-off at the schools on 92<sup>nd</sup> Street;
- The height of the fence on the ramp, which doesn't provide protections against objects being thrown over the fence and onto the FDR Drive
- The need for a sound wall or added protection from exhaust and sound on the south wall of the 92<sup>nd</sup> Street Ramp;
- A request to close off with solid material the proposed gated storage area rather than with a fence that could be cut open;
- The need to have additional traffic safety agents in place along 92<sup>nd</sup> Street to protect pedestrians;
- The anticipated cost of the project;

Given the extent of proposed elements of the ramp that relate to design that are still either yet to be finalized or are not viewed favorably, it was decided that CB8 would hold off on taking any action. A letter summarizing the critical questions and issues that must be addressed before revisiting the matter will be drafted and submitted to DDC, Parks, Sanitation and Transportation.

**Item 3: MTS - 91st Street/York Avenue Safety Discussion**

This item was discussed in response to two vehicular crashes involving at the intersection of 91<sup>st</sup> Street & York Avenue at the entrance to the MTS. Anthony Bianco of DSNY described the incidents; one involved a DSNY truck that attempted to make a right turn into the MTS from the left-hand northbound lane of York Avenue, which resulted in the truck hitting a vehicle that was headed straight on York Avenue traveling in the right-hand northbound lane. The truck driver was disciplined for this incident. The other involved a sanitation worker commuting to the MTS; she was making a left into the MTS from southbound York Avenue and was hit by a car making a left turn from Northbound York Avenue onto East 91<sup>st</sup> Street. The incidents are under investigation, and DOT will be responding and providing potential remedies to further improve the intersection.

It was also noted by the Transportation Committee Co-Chairs that a request was made by Asphalt Green to use a portion of East 90<sup>th</sup> Street between York Avenue and East End Avenue for bus loading/unloading for Asphalt Green Summer Camp children. DOT has indicated that any changes can't be seasonal in nature, and thus it was decided that the change would be made temporarily and a discussion of a permanent change of 7 parking spaces to No Parking 7AM to 7PM on weekdays would be held at a future CB8 Transportation Committee Meeting.

**Item 4: NYPD Traffic Enforcement – Overview**

This item was not discussed, as there were no representatives from NYPD Traffic Enforcement in attendance. A request will be made for them to attend a future meeting.

**Item 5: A discussion on improving the safety of "Mixing Zones" (where bike lanes intersect with vehicle turn lanes)**

This item was brought to CB8's attention during the public session of the May 2019 Full Board meeting, as a constituent described being injured while riding a in the protected bike line on 1<sup>st</sup> Avenue due to a driver that did not yield in the "mixing zone", which is the area where bike lanes intersect with the left turn lanes. Cyclists have described these mixing zones as a flaw in the design of protected bike lanes that compromises safety. There have been efforts made by DOT in other Manhattan Community Districts to address these mixing zones, and Community Board 4 has recently implemented new measures using flexible bollards that eliminate the mixing and help slow turning vehicles to reduce the chances of vehicle/bike crashes. Following brief discussion, it was decided that DOT would be invited to a future meeting do present further on the action taken in Community Board 4, and other possible approaches to minimize the risk bikers face in mixing zones.

**Item 6: A discussion on adding Leading Pedestrian Intervals along Lexington Avenue in the 60s**

This item was not discussed, as no one in attendance was on hand to discuss this item.

**Item 7: Updates from the New York City Department of Transportation**

There were no other updates provided by DOT.

**Item 8: New Business**

There was no new business discussed.

**Item 9: Old Business**

There was no old business discussed.

There being no further business, the meeting was adjourned at 9:05 PM.

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