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**The City of New York  
Community Board 8 Manhattan  
Transportation Committee  
Wednesday November 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:* Lowell Barton, Michele Birnbaum, Lori Bores, Alida Camp, Rebecca Dangoor, Billy Freeland, Craig Lader, Valerie Mason, Rita Popper, Barry Schneider, Tricia Shimamura, Charles Warren, Peter Borock (public member), Jordan Wouk (public member)

*Absent (Excused):* Rebecca Lamorte

**Resolutions for Approval:**

**Item 1 (unanimous)**

**Item 2**

**Item 3 (unanimous)**

**Item 4 (unanimous)**

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

**Item 1: Request for a Change of Weekday Parking Regulations on East 64<sup>th</sup> Street between Lexington and 3rd Avenues from 8AM to 6PM from No Parking to No Standing**

Susan Mindel, a resident of 64<sup>th</sup> Street speaking on behalf of the East 64<sup>th</sup> Street Lexington to 3<sup>rd</sup> Avenue Neighbors Association, presented a request to change weekday parking regulations from No Parking to No Standing between Lexington and 3<sup>rd</sup> Avenues. Ms. Mendel explained that there is persistent illegal parking in the existing no parking zone, with little enforcement or ticketing. Offenders include for-hire vehicles and cars displaying placards associated with doctors and medical facilities such as Lenox Hill Hospital and the Manhattan Eye Ear and Throat Hospital. A change to No Standing would be a stronger deterrent to illegal parking, allow street sweepers to be more effective, and improve quality of life along the block. It would also deter those possessing placards from parking, which was discussed in depth and viewed as an issue that the City must address. (Note – CB8 passed a resolution in March 2019 supporting measures which would reduce the number of placards and improve NYPD's ability to enforce and crack down on illegal placards).

There was discomfort with the proposal from some residents of neighboring blocks and some Committee members, who questioned why this particular block had more stringent parking regulations than the rest of East 64<sup>th</sup> Street. They believed that new proposed regulations would shift illegal vehicles onto other nearby streets with less strict parking regulations, and expressed the need for more parking in the vicinity of the block. After extensive discussion, the approach that emerged as a pathway forward was to have DOT assess the parking rules along the entirety of East 64<sup>th</sup> Street to determine what would be the most appropriate solution,

and continuing to attempt to address the continuing abuse of placards and the lack of enforcement of illegal placards.

**WHEREAS**, there is an existing No Parking Weekdays 8AM to 6PM regulation on East 64<sup>th</sup> Street between Lexington and 3<sup>rd</sup> Avenues, and

**WHEREAS**, East 64<sup>th</sup> Street Lexington to 3<sup>rd</sup> Avenue Neighbors Association is requesting changes to parking to address regular illegal parking on this block by for hire vehicles and cars displaying illegally issued placards; and

**WHEREAS**, CB8 recognizes that parking placard legislative reform and additional enforcement are integral to addressing illegal parking, but are not viewed as likely to occur in a short-term timeframe;

**WHEREAS**, the existing No Parking regulations are an anomaly along East 64<sup>th</sup> Street, and

**WHEREAS**, the impacts of potential changes to parking on East 64<sup>th</sup> Street between Lexington and 3<sup>rd</sup> Avenues could potentially have adverse impacts on neighboring blocks if done in an uncoordinated manner;

**THEREFORE, BE IT RESOLVED**, that Community Board 8 Manhattan requests that New York City Department of Transportation evaluate parking regulations based on a holistic approach that considers existing parking needs and land use across the entirety of East 64<sup>th</sup> Street between 5<sup>th</sup> Avenue and York Avenue, and report back with recommendations to CB8 in an expeditious manner.

*Yes (13):* Lowell Barton, Michele Birnbaum, Lori Bores, Alida Camp, Rebecca Dangoor, Billy Freeland, Craig Lader, Valerie Mason, Rita Popper, Barry Schneider, Tricia Shimamura, Marco Tamayo, Charles Warren, Peter Borock (public member),

*No (0):* None

**Item 2: Request from Memorial Sloan Kettering Cancer Center for Changes in Parking Regulations on East 73<sup>rd</sup> and East 74<sup>th</sup> Streets between York Ave. and the FDR Drive**

Shelly Friedman of Friedman & Goldman, along with Pam Bosch of Perkins Eastman and Haran Cho of Philip Habib, presented on behalf of the Memorial Sloan Kettering Cancer Center (MSKCC) plans to restore parking signage and regulations along 73<sup>rd</sup> and 74<sup>th</sup> Street east of York Avenue. With construction now complete and staff already working in the building in preparation for the facility's patient opening in January 2020, MSKCC is requesting approval of parking regulations and signage to replace the existing construction signage on portions of these blocks. The plans largely are to reinstate the parking signage that had been in place prior to the start of construction.

For context purposes, the site had previously been the location of a Department of Sanitation parking garage. The property adjacent to MSKCC is the site of a yet to be developed building by Hunter College. The entrance for patients and visitors will be located on 74<sup>th</sup> Street. There is a drive-thru vehicular entranceway under the building that will contain 3 lanes that will be used for passenger pick up, drop off and to access the 250 space valet parking garage; vehicles will exit out onto 74<sup>th</sup> Street. The staff entrance is located on 73<sup>rd</sup> Street, along with an ambulance bay and a loading dock that can accommodate two 35-foot long trucks and enable them to turn around within the dock area so they can avoid making u-turns on the street itself.

MSKCC's proposed plan for the south side of 74<sup>th</sup> Street is for new No Standing Anytime signage in front of the Hunter and MSKCC sites (formerly it was No Parking); the remainder of the block will return to pre-construction signage that is primarily alternate side parking; no changes will occur on the north side of the street. There will also be a standard NYCDOT Hospital Sign placed on 74<sup>th</sup> Street, along with a No Outlet sign

to replace an existing Dead End Sign. On 73rd Street, which also serves as the entrance to the FDR Drive, there also will be a No Standing Anytime zone in front of the MSKCC building, along with Truck Loading weekdays 10AM to 7PM to accommodate any overflow trucks when the loading docks are at capacity.

There were numerous questions regarding the implications of the proposal. Several residents living nearby expressed worry that the congestion on York Avenue will be significantly exacerbated due to the additional traffic generated by MSKCC, along with more horn honking and potential for crashes and pedestrian injuries caused by vehicles turning at the York/74<sup>th</sup> St. intersection. There was a request for the area to be studied, which is in the pipeline pending completion of other projects that impact York Avenue. (Note – a York Ave. Traffic Study has been long-delayed and has been previously supported by CB8; this study will also address issues specific to 73<sup>rd</sup> Street and the FDR Drive entrance).

In response to a question regarding where employees will be parking, it was explained that the 2013 EIS for the project described constrained capacity along 74<sup>th</sup> Street, which was why the facility's garage was limited to 250 vehicles. MSKCC operates a schedule-based jitney shuttle service between facilities, and has encouraged its staff to park elsewhere and access the new facility by the jitney. They indicated that the vehicles will be using the no standing zone for passenger discharge and pick-up, even though there will be no signage indicating the presence of these shuttles. There was also a question if for-hire vehicles would have a dedicated space for passenger drop-off and pick-up; the expectation is that this activity will occur on the driveway. The driveway will be monitored by MSKCC staff dedicated to traffic control.

**WHEREAS**, Memorial Sloan Kettering Cancer Center has completed construction of a new outpatient facility scheduled to open to the public in January 2020, and

**WHEREAS**, the facility is located between East 73<sup>rd</sup> and East 74<sup>th</sup> Streets adjacent to the East River, with public entrances located on East 74<sup>th</sup> Street and staff entrances located on East 73<sup>rd</sup> Street, and

**WHEREAS**, Memorial Sloan Kettering Cancer Center has developed a parking signage plan to be effective at the time of its opening date;

**WHEREAS**, the parking signage plan largely reinstates parking to its pre-construction state, and

**WHEREAS**, Memorial Sloan Kettering Cancer Center will be monitoring traffic conditions in the vicinity of the complex to ensure safety;

**THEREFORE, BE IT RESOLVED**, that Community Board 8 Manhattan approves the parking signage plan for the Memorial Sloan Kettering Cancer Center Outpatient Facility, as presented; and

**BE IT FURTHER RESOLVED**, that representatives of Memorial Sloan Kettering Cancer Center will report back to Community Board 8 Manhattan three months after opening on the status of parking, congestion, and safety resulting from the building opening.

*Yes (10):* Lowell Barton, Michele Birnbaum, Lori Bores, Alida Camp, Rebecca Dangoor, Valerie Mason, Rita Popper, Barry Schneider, Tricia Shimamura, Charles Warren

*No (1):* Craig Lader

*Not Voting for Cause (2):* Billy Freeland, Peter Borock (public member),

**Item 3: Request for a Change of Weekday Parking Regulations at 159/163/165 East 84<sup>th</sup> Street from No Parking 8AM to 6PM to Alternate Side Parking**

Mr. Darius Nemati, a resident of East 84<sup>th</sup> Street, requested a change in the weekday parking regulations adjacent to 159/163/165 East 84<sup>th</sup> Street, as the existing regulations were in effect when there was a parking garage on the block that was converted into a residential building about 15 years ago. The current regulations have created confusion, and resulted in vehicles frequently being ticketed for violating parking regulations that are generally alternate side parking elsewhere on the block. This change would result in consistent parking regulations throughout the entire block and add back approximately 5 parking spaces; the proposal is supported by NYCDOT, and also received favorable feedback from neighbors in attendance.

**WHEREAS**, Parking signage in front of 159/163/165 East 84<sup>th</sup> Street is currently No Parking Weekdays 8AM to 6PM; and

**WHEREAS**, There are alternate side parking regulations elsewhere along East 84<sup>th</sup> Street between 3<sup>rd</sup> Avenue and Lexington Avenue; and

**WHEREAS**, The existing parking regulations are a legacy from a prior land use along the block that changed about 15 years ago; and

**WHEREAS**, changing the parking regulations would add about 5 additional parking spaces and create more uniform parking rules along East 84<sup>th</sup> Street between 3<sup>rd</sup> Avenue and Lexington Avenue,

**THEREFORE, BE IT RESOLVED**, that Community Board 8 Manhattan requests that New York City Department of Transportation change the parking regulations and signage in front of 159/163/165 East 84<sup>th</sup> Street to alternate side parking.

*Yes (13):* Lowell Barton, Michele Birnbaum, Lori Bores, Alida Camp, Rebecca Dangoor, Billy Freeland, Craig Lader, Valerie Mason, Rita Popper, Barry Schneider, Tricia Shimamura, Charles Warren, Peter Borock (public member), Jordan Wouk (public member)

*No (0):* None

#### **Item 4: Discussion of Reinstating the Left Turn from 2<sup>nd</sup> Avenue to 59<sup>th</sup> Street**

Keven Danow, president of Landmark Owners, Inc. spoke on behalf of residents of 300 East 59<sup>th</sup> Street to describe how their building has been impacted by the recent elimination of the left turn from 2<sup>nd</sup> Avenue onto East 59<sup>th</sup> Street, and to request that the left turn be reinstated. The change was implemented in conjunction with the construction of a new bike lane, which included new infrastructure and changes to the roadway geometry and the 2<sup>nd</sup> Avenue entrance to the 59<sup>th</sup> Street Bridge that now prevent the turn from physically being able to be performed.

The building's residents have experienced a degradation of their quality of life, as southbound vehicles trying to access the building and garage entrances located on 59<sup>th</sup> Street must now either access 59<sup>th</sup> Street from 3<sup>rd</sup> or Lexington Avenues (there is no vehicular access along 59<sup>th</sup> Street from 1<sup>st</sup> Avenue due to it being a one-way road eastbound in front of the building). As a result, residents, garage customers, for-hire vehicles and delivery services have had much more difficulty getting to that entrance, and those trying to access that entrance from the north now face longer trips. Furthermore, emergency vehicle access is also restricted as a result of the elimination of the left turn, and the lengthier response time is very dangerous when seconds count. The building entrance along 2<sup>nd</sup> Avenue has also become more difficult to access because of the presence of the bike lane that had been installed previously. Mr. Danow also stated that the building has witnessed an adverse financial impact resulting due to impacts on home values and reduced garage revenues.

A group of residents in attendance from 300 East 59<sup>th</sup> Street spoke in support of reinstating the turn and described how they have been personally affected by NYCDOT's changes to the intersection. They also described the challenges presented by bridge access on both 59<sup>th</sup> and 58<sup>th</sup> Streets that make accessing the

garage very difficult, and the frequency in which vehicles who mistakenly enter 59<sup>th</sup> Street from 1<sup>st</sup> Avenue and aren't headed to Queens go the wrong way and make illegal 3 point turns near their building. They also spoke of limited and ineffective traffic enforcement, concerns about safety resulting from the changes, and that it may be less safe now than it was prior to the project being constructed. A community resident who is a cyclist described how much safer he feels when biking the corridor since the infrastructure had been implemented to provide a bike crossing across the 59<sup>th</sup> Street Bridge entrance.

According to NYCDOT Community Liaison Colleen Chattergoon, while it is true that the turn was eliminated as part of the bike lane project, the impetus for eliminating the turn was the designation of the 2<sup>nd</sup> Avenue/59<sup>th</sup> Street intersection as a Vision Zero priority intersection; in the period between 2013 and 2017 prior to the left-turn prohibition being implemented, there were 87 injuries at this intersection due to vehicular crashes, including 3 pedestrians, 2 cyclists and 7 drivers who had sustained injuries considered severe.

Although Ms. Chattergoon stated that there are no current plans to reinstate the left turn, NYCDOT is planning to conduct a site visit in the coming weeks to assess the situation, with community stakeholders and representatives from 300 East 59<sup>th</sup> Street invited to participate. NYCDOT, as it does with all projects, will perform an evaluation of the impacts of the changes, and following sufficient data collection and analysis will return to CB8 at a future date to report on their findings. Since the left turn that was eliminated has primarily affected residents of the 59<sup>th</sup> Street Block between 1<sup>st</sup> and 2<sup>nd</sup> Avenues, Ms. Chattergoon noted that her office has not received any other complaints about the intersection aside from residents of 300 East 59<sup>th</sup> Street, though the CB8 Board Office did receive a petition with about 200 signatures that called for the reinstatement of the left turn.

The members of the committee were sympathetic to the residents of 300 East 59<sup>th</sup> Street, and had an extensive discussion about potential approaches to specifically address their concerns and provide direct access to their building via 59<sup>th</sup> Street. Some members were interested in whether the newly constructed infrastructure could be modified to allow left turns to be able to once again be performed; others thought there were opportunities to look at shifting the bike lane to the west side of 2<sup>nd</sup> Avenue at the 59<sup>th</sup> Street intersection; others noted that access from 1<sup>st</sup> Avenue should be looked into. It became clear that the extremely complex nature of the intersection and the surrounding road network that is affected by the bridge access/egress required NYCDOT traffic engineers to look at all potential solutions that could provide the requested direct access, and that this would need to occur in a very quick fashion.

**WHEREAS**, the left turn from southbound 2<sup>nd</sup> Avenue onto East 59<sup>th</sup> Street was eliminated in the Summer of 2019 in conjunction with the construction of new bike infrastructure on 2<sup>nd</sup> Avenue by the 59<sup>th</sup> Street Bridge and due to the intersection being identified as a Vision Zero priority intersection where many crashes have occurred and resulted in many injuries; and

**WHEREAS**, the elimination of the left turn has disproportionately affected residents of 300 East 59<sup>th</sup> Street (Also known as “the Landmark”), who now must traverse longer and more circuitous routes to access the 59<sup>th</sup> Street building entrance; and

**WHEREAS**, residents of 300 East 59<sup>th</sup> Street face longer response times from first responders; and

**WHEREAS**, fewer taxis and for hire vehicles are now serving 300 East 59<sup>th</sup> Street;

**WHEREAS**, loading and unloading of vehicles and deliveries at the 59<sup>th</sup> Street building entrance have been impacted by the reduced access resulting from the elimination of the left turn; and

**WHEREAS**, property values and garage revenues for stakeholders of 300 East 59<sup>th</sup> Street have been affected by the reduced access; and

**WHEREAS**, direct access to the 59<sup>th</sup> Street entrance of 300 East 59<sup>th</sup> Street is paramount to addressing the needs of building residents; and

**WHEREAS**, the New York City Department of Transportation conducts assessments of all projects post-implementation; and

**WHEREAS**, the New York City Department of Transportation has the experience and expertise to determine solutions to complex multimodal transportation engineering issues;

**THEREFORE, BE IT RESOLVED**, that Community Board 8 Manhattan requests that NYCDOT assess all potential opportunities for direct access from either 1<sup>st</sup> or 2<sup>nd</sup> Avenues to the 59<sup>th</sup> Street building and garage entrances to 300 East 59<sup>th</sup> Street;

**BE IT FURTHER RESOLVED**, that NYCDOT perform the assessment in a very expeditious manner and return to Community Board 8 with a solution that provides the direct access requested.

*Yes (13):* Lowell Barton, Michele Birnbaum, Alida Camp, Rebecca Dangoor, Billy Freeland, Craig Lader, Rebecca Lamorte, Valerie Mason, Rita Popper, Barry Schneider, Tricia Shimamura, Charles Warren, Peter Borock (public member),

*No (0):* None

**Item 6: Updates from the New York City Department of Transportation**

There were no updates provided by NYCDOT Staff.

**Item 7: Old Business**

A resident spoke about bike safety issues and offered her suggestions for administrative and enforcement approaches to addressing cyclist behavior.

**Item 8: New Business**

A resident spoke about street lights that remain on during daylight hours, which are a waste of energy and an unnecessary expense to taxpayers, and suggested sensors and timers be used appropriately to ensure they stay off when it is light outside. The same resident also made a suggestion that traffic flow on the 59<sup>th</sup> Street Bridge and the surrounding roadway network can be improved by reversing the directions of the lanes of the bridge, similar to how some lanes are reversed between 6AM and 10AM.

There being no further business, the meeting was adjourned at 9:38 PM.

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