

Russell Squire
Chair

Will Brightbill
District Manager



505 Park Avenue, Suite 620
New York, N.Y. 10022-1106
(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 April 7, 2021, 6:30 PM
Conducted Remotely on Zoom

Minutes

Present: Alida Camp, Lowell Barton, Michele Birnbaum, Lori Bores, Brian Correia, Rebecca Dangoor, Felice Farber, Billy Freeland, Craig Lader, Valerie Mason, Rita Popper, Barry Schneider, Marco Tamayo, Charles Warren, Peter Borock (public member), Jordan Wouk (public member)

Absent (Excused): Rebecca Lamorte, Tricia Shimamura

Resolutions for Discussion: Item 1

The meeting was called to order at 6:33 PM.

Item 1: NYCDOT Presentation – Updates to the Proposal for Permanent Protected Bike Lanes on East 61st and 62nd Streets

At the March 2021 meeting, New York City Department of Transportation presented a proposal to make permanent the temporary bike lanes installed along East 61st and East 62nd Streets during the summer of 2020. Following over 3 hours of discussion and debate, it was decided that NYCDOT would return in April after conducting further outreach with certain stakeholders and provide updated plans to address some specific sites and issues brought forward, including pick-ups and drop-offs at the day care center at the 5th Avenue Synagogue and the dialysis center located at 315 East 62nd St. and concerns raised by restaurants using curbside space while the pandemic is ongoing. NYCDOT Manhattan Borough Commissioner Ed Pincar was joined by Kimberly Rancourt - Director of Special Projects, Paula Rubira – Senior Project Manager, and Colleen Chattergoon, NYCDOT Senior Planner and Liaison to CB8 to provide the updates.

The core of the plan remains unchanged; the original presentation is available on the [March 2021 Transportation Committee webpage](#), along with a write-up of the proposal [March 2021 Transportation Committee minutes](#). The updates to the proposal are as follows:

- NYCDOT worked with the staff of the 5th Avenue Synagogue Day Care site and discussed their needs, resulting in a plan to carve out a 50 foot long pick-up/drop-off lane. This would be accomplished by narrowing the bike lane in front of the site, with green paint removed and visual cues such as rumble strips and crosswalk markings added to delineate the passenger loading zone. In addition, the existing parking on the south side of the street would need to be removed to provide the space for the floating loading zone. NYCDOT is continuing to work with the Day Care Center staff to determine the final curb regulations.
- NYCDOT held multiple phone calls with staff at the dialysis center to discuss their needs, resulting in a plan that would double their current 20' ambulette loading zone to 40' in length and provide direct access to the curbside for ambulettes (and any other vehicles conducting passenger pick-up and drop-offs). Due to the location of the dialysis center at the base of the Queensboro Bridge exit, NYCDOT is proposing a design similar to what they use at bus stops along bike routes, featuring a wide curbside shared lane that would allow cyclists to navigate around vehicles conducting pick-ups and drop-offs. The plans are continuing to be finalized, and discussions with the dialysis center will continue.

- NYCDOT has been working with the Madison Avenue BID and restaurants along East 61st and 62nd Streets currently participating in the Open Restaurants program to determine how they may be able to continue to provide outside seating when the bike lane is made permanent. NYCDOT will allow restaurants to continue to provide outdoor seating along the curbside while the current temporary Open Restaurants program is in place; this will be done by using a Maintenance and Protection of Traffic Plan approach, which is similar to how bike lanes are routed around construction sites by utilizing temporary markings and delineators. The Madison Avenue BID expressed appreciation that NYCDOT was responsive to their needs and those of the restaurants along 61st and 62nd Street.

The response to the updates to the bike lane proposal were largely consistent with those that were expressed in March. Among those who support the lanes, speakers continued to express enthusiasm about the increased safety the permanent bike lanes would provide, and there was no opposition to the changes that were presented. Among those who oppose the lanes, while it was appreciated that NYCDOT was responsive to the needs of the day care center, dialysis center and restaurants, speakers otherwise continued to strongly oppose the bike lanes believing that they are ill-advised due to concerns about congestion, pedestrian safety and lack of enforcement, loss of parking and direct curbside access, costs implications and the need for more study of the matter.

In regard to the need of traffic enforcement agents, NYCDOT indicated that they closely coordinate with NYPD, which has authority over the posting of agents. NYCDOT also noted that there have been agents during peak hours in place on 62nd St. at 2nd Ave., at the Queensboro Bridge exit at 62nd and 63rd Streets, and at 61st St. at 1st Ave.

NYCDOT has not finalized an implementation date for the permanent bike lanes, but anticipates it would likely occur in the late spring/early summer timeframe.

Following an initial motion to approve the bike lanes, a member put forward a substitute motion to disapprove the bike lanes. This vote failed by a vote of 5 yes, 7 no and 2 abstentions. The roll call was as follows:

Yes (5): Barton, Birnbaum, Mason, Schneider, Tamayo

No (5+2): Bores, Correia, Farber, Lader, Warren, Borock (Public Member), Wouk (Public Member)

Abstain (2): Camp, Popper

After the vote to disapprove failed, a vote occurred on the motion to approve the bike lanes.

This vote failed by a vote of 7 yes, 5 no and 3 abstentions. The roll call was as follows:

Yes (5+2): Bores, Correia, Farber, Lader, Warren, Borock (Public Member), Wouk (Public Member)

No (5): Barton, Birnbaum, Mason, Schneider, Tamayo

Abstain (3): Camp, Dangoor, Popper

Item 2: Bike Parking - Overview of NYCDOT Programs and Recently Announced Initiative to add 10,000 Bike Parking Racks in NYC

Borough Commissioner Pincar provided background on NYCDOT efforts to increase the number of bike parking spaces available across New York City by 10,000. The program was announced by Mayor Bill de Blasio and NYCDOT Commissioner Henry Gutman. NYCDOT is developing the plan, and intends to return to Community Boards in the future with details on how they intend to install new biker racks, bike corrals within roadbeds, and other types of bike parking. Since this effort was in the early phases, discussion was limited and it was determined that the Committee would have NYCDOT return once the program details are more fully fleshed out, though a question was raised about how the 10,000 spaces figure was determined and two comments regarding the amount of curb space being used for Citi Bike parking (which is unrelated to the 10,000 bike parking spaces proposal).

Item 3: NYCDOT Updates

There were no updates from NYCDOT unrelated to 61st/62nd Street bike lanes.

Item 4: New Business

A member brought forward concerns about gas powered mini-motorcycles that are road-approved often used for delivery purposes but lack license plates, and was seeking info from NYCDOT on which motor vehicle laws apply to their use.

A public participant inquired about packs of people on bikes, motorcycles and all-terrain vehicles that have been traversing streets and interfering with traffic and causing pedestrian safety concerns.

Item 5: Old Business

A member spoke on the ongoing issue of truck double parking, and addressed the need for specific details and plans to address the matter, whether it be escalating penalties or other approaches.

A member asked for an update on the status of CB8s request to change parking regulations in front of Fairway Market – 86th Street. Representatives from Fairway have been in communication with CB8, and a letter was sent to Fairway inviting them to the May 2021 meeting to discuss the resolution passed by CB8 and the concerns that the Community has expressed both recently and over the past decade.

A member provided an update on the broken pavers on James Cagney Place (East 91st St. between 2nd and 3rd Avenues). NYCDOT has made site visits and removed some of the paving bricks and installed temporary blacktop, and there is optimism that the barriers that have been in place will be removed shortly.

A member brought forward concerns that the NYC Department of Finance has announced that they were not going to assess penalties for any traffic tickets that were assessed after March 22, 2020, which disincentives payment and could adversely impact revenues.

A member expressed interest in NYCDOT developing a public service announcement targeted to cyclists to alert them to issues regarding how their behavior impacts pedestrian safety.

There being no further business, the meeting was adjourned at 8:30 PM.

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