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**The City of New York
Community Board 8 Manhattan
Transportation Committee
Wednesday September 1, 2021, 6:30 PM
Conducted Remotely on Zoom**

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: Rit Aggarwala, Elizabeth Ashby, Michele Birnbaum, Lori Bores, Yvette Brown, Alida Camp, Rebecca Dangoor, Billy Freeland, Craig Lader, John Phillips, Rita Popper, Barry Schneider, Tricia Shimamura, Rami Sigal, Cos Spagnoletti, Charles Warren, Peter Borock (public member)

Absent (Excused): Lowell Barton, Rebecca Lamorte, Valerie Mason

Resolution for Approval:

Item 1: Support for NY Senate Bill S7296 (regarding leaving the scene of an accident involving an electric scooter or e-bike)

Item 3: HJ Opco LLC Application for drop-offs/pick-ups at three shared bus stops (unanimous)

The meeting was called to order at 6:32 PM. The co-chairs noted the passing of Jordan Wouk, public member of the Transportation Committee.

Item 1: Discussion of NYS Senate Bill S7296 regarding the leaving of the scene of an accident involving an electric scooter or bicycle with an electric assist system without reporting.

Brad Usher, Chief of Staff for NYS State Senator Liz Krueger, provided information pertaining to NYS Senate Bill S7296. The proposed legislation, introduced by Sen. Krueger, would increase penalties for leaving the scene of an accident involving an electric scooter or bicycle with an electric assist system. The bill was introduced following some recent incidents where users of e-bikes and e-scooters caused injury to pedestrians; the intent of this bill is to make such penalties comparable to those levied on persons who commit similar offenses with automobiles or any other motorized vehicle, based on the seriousness of injuries sustained. The bill was introduced post-session, so it is likely it will not be further considered until the next legislative session begins in January.

There was significant support for this proposal, though there were several comments questioning why this legislation did not go further to include non-motorized bicycles. Some participants remarked that that this effort is misguided and does not address the safety of users of e-bikes and electric scooters, and should not take precedence over other measures to address enforcement of other motor vehicular traffic violations that occur much more frequently than incidents involving electric mobility modes.

The following resolution was put forward by CB8:

WHEREAS; NYS Senate Bill S7296 was introduced by State Senator Liz Krueger in an effort to hold responsible operators of electric scooters and e-bikes that leave the scene of an accident; and

WHEREAS; New York State Law currently does not treat incidents caused by electric scooters and e-bikes in a manner to similar to those caused by other motor vehicles

WHEREAS; S7296 sets penalties for e-bike and electric scooter operators that leave the scene of an accident at levels comparable to those assessed on other motor vehicle operators and would be based on the seriousness of any injuries involved;

THEREFORE BE IT RESOLVED, that Community Board 8 Manhattan supports New York State Senate Bill S7296 and other initiatives to crack down on operators of electric scooters and e-bikes that leave the scene of an accident which causes injury or death.

Yes (14+1): Ashby, Birnbaum, Bores, Brown, Dangoor, Freeland, Lader, Phillips, Popper, Schneider, Shimamura, Sigal, Spagnoletti, Warren, Borock (public member)

No (1): Aggarwala

Item 2: Updates from Revel

Carol Antunez, Government & Community Affairs Manager at Revel, provided updates on the Company's latest initiatives. Since she last appeared at CB8 to present their electric moped program, Revel has introduced additional safety measures, including a community reporting tool allowing anyone seeing a vehicle parked or used in an inappropriate or dangerous manner to provide Revel with information. They have also introduced new product lines, including an all-inclusive e-bike membership plan, electric vehicle charging "superhubs", including the largest fast charging depot in North America located in Brooklyn, and a rideshare program with an all-electric/all-Tesla fleet.

Item 3: Application from HJ Opco, LLC for drop-offs/pick-ups at three shared bus stops.

- 1. 1081 Lexington Avenue (at 76th St.) - 6 daily pick-ups, Mon-Sun 7:10AM - 8:10PM**
- 2. 954 Lexington Avenue – (at 70th St.) - 6 daily pick-ups, Mon-Sun 7:40AM - 9:10PM**
- 3. 1375 Third Avenue (at 64th St.) - 6 daily drop-offs, Mon-Sun 7:15AM - 8:15PM**

Patrick Condren, representing the owners of Hampton Jitney, presented an application to operate bus service utilizing existing bus stops at 1081 Lexington Ave., 954 Lexington Ave., and 1375 3rd Avenue. HJ Opco, a subsidiary of Hampton Jitney, purchased the assets of Hampton Luxury Liner, which previously had operated this service to the east end of Long Island that utilized these stops. HJ Opco plans to provide the same service that had been provided by Hampton Luxury Liner - six daily round trips that will primarily operate seasonally between May and October, with outbound service utilizing the stops on Lexington Ave. and inbound trips utilizing the stop on 3rd Avenue.

The following resolution was put forward by CB8:

WHEREAS; HJ Opco LLC, a wholly owned subsidiary of Hampton Jitney, has purchased the assets of Hampton Luxury Liner; and

WHEREAS; HJ Opco LLC has applied to use bus stops at 1081 Lexington Ave., 954 Lexington Ave., and 1375 3rd Avenue; and

WHEREAS; the bus stops to be serviced already exist and are the same that were used by Hampton Luxury Liner; and

WHEREAS; Hampton Jitney has extensive experience operating within Community District 8 and has a history of being responsive to inquiries and concerns raised by Community Board 8;

THEREFORE BE IT RESOLVED, that Community Board 8 Manhattan supports HJ Opco LLC’s application to operate bus service utilizing existing shared bus stops at 1081 Lexington Ave., 954 Lexington Ave., and 1375 3rd Avenue.

Yes (16+1): Aggarwala, Ashby, Birnbaum, Bores, Brown, Camp, Dangoor, Freeland, Lader, Phillips, Popper, Schneider, Shimamura, Sigal, Spagnoletti, Warren, Borock (public member)

No (0): None

Item 4: Discussion of NYC Council Int. 2385-2021 establishing a photo noise violation monitoring device program for motor vehicles

Adam Bermudez from the office of Councilman Ben Kallos presented NYC Council Intro 2385-2021, which would establish a photo noise violation monitoring device program for motor vehicles. The bill, introduced by Councilman Kallos, would be based on the speed enforcement camera program, and would feature technology that would be deployed along NYC roadways to detect and identify vehicles emitting excessive noise. The legislation is drafted as a pilot program, and the number of locations or cameras has yet to be identified.

Board members who commented generally believed it would be premature to offer support for this program without more details being fleshed out. There was some confusion as to the intent of the program, as media reports suggested it was intended to target dirt bikes, ATVs and vehicles with mufflers that emit loud banging sounds, but the bill didn’t specify this goal. There were also suggestions to address potential issues regarding equity if enforcement is based on 311 data.

Item 5: Bike Licensing/Registration & Proposed State Legislation regarding Bike Safety

- a. Senate Bill S7204 establishing a bicycle and electric scooter operator’s safety manual and licensing requirement.
- b. Senate Bill S7206 requiring license plates for bicycles, bicycles for electric assist and electric scooters. Legislative details.

In response to requests made at previous CB8 Transportation Committee meetings and ongoing concerns regarding bike safety, a discussion was held on the merits of potential registration of bikes and licensing requirements for riding bicycles in New York City. Two New York State Senate proposed bills – S7204 and S7206 were highlighted as example of the form that such legislation may take, though it was recognized that these bills were not likely to see any movement through the legislature and had other shortcomings.

The discussion resulted in a diverse set of opinions. Those supporting the need for licensing and registration coalesced around the idea that this would allow cyclists to be held accountable and enable enforcement of unsafe and illegal bike usage that threatens pedestrians and allow persons violating laws to be penalized for breaking laws; those opposing any requirements wished to see more bike-friendly infrastructure such as protected lanes and safety measures in place, and feared that such requirements would unfairly target certain segments of the population and discourage biking at a time when biking has reached record levels in NYC and is viewed as a clean mode of transportation in the midst of a climate crisis. There seemed to be more potential support for license plates versus licenses for cyclists.

It was agreed upon that this discussion would continue at a future meeting, with potential speakers highlighting examples of how licensing and registration has been implemented elsewhere and if they have been successful.

Item 6: NYCDOT Updates

NYCDOT Community Coordinator Colleen Chattergoon provided the following updates:

- Milling and paving is currently being performed. The season to do so is ending soon;
- NYCDOT is working on traffic mitigation plans for the holiday season. This will be provided to the Board when it is completed.

- NYCDOT continues to enforce outdoor dining compliance under the temporary Open Restaurants programs. Any restaurants not complying are being issued cease and desist orders, giving them time to fix their structures so they can be in compliance.
- The 61st and 62nd Street protected bike lanes are partially completed, with some work still ongoing.

Item 7: New Business

A member suggested regular updates of traffic incidents occurring within the district.

Item 8: Old Business

Village Supermarket, Inc., owners of Fairway Market 86th Street, provided a written update on the progress they have made in minimizing the amount of delivery-related activity on the sidewalk and along the curbside in front of the store. They reported the following:

- They met with third party vendors and informed them not to lock carts or bicycles to the planters in front of the building.
- Installation of the gatekeeper shopping cart containment system to keep shopping carts from leaving the premises and littering the neighborhood has been completed.
- In response to comments raised about pallets on the sidewalk, they implemented procedures to have all pallets removed from the sidewalk within one hour of delivery.
- The sourcing of fall flowers to plant in the planters in front of the store in early September to make the space more inviting is in progress.

Several members commented that conditions in front of the store have improved significantly since Village Supermarket, Inc. first appeared before the Committee in the spring of 2021.

There being no further business, the meeting was adjourned at 8:58PM.

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