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**The City of New York**  
**Community Board 8 Manhattan**  
**Transportation Committee**  
Wednesday, February 1, 2022 6:30 PM  
*Conducted Remotely on Zoom*

**Resolutions for Approval:**

Item 2: Use of Bus Stop at 1276 Lexington Ave. by MJM Travel Group (unanimous)

**Minutes**

*Present:* Mohit Agrawal, Michele Birnbaum, Lori Bores, Paul Krikler, Craig Lader, Rebecca Lamorte, John McClement, John Phillips, Judy Schneider, Charles Warren, Stephanie Reckler (public member)

*Absent (Excused):* Rebecca Dangoor, Billy Freeland, Valerie Mason, Peter Borock (public member)

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

**Item 1: Update from Fairway Market - 86th Street**

In 2021, Community Board 8's Transportation Committee worked with representatives of Fairway Market at 240 East 86<sup>th</sup> Street to address complaints regarding obstructions of the sidewalk and curbside caused by delivery trucks and the transfer of goods from trucks onto palates and into the retail space, which caused visual blight and unsafe conditions for pedestrians and drivers. In response, and through extensive efforts by the staff of the store and the Executives of Village Supermarkets (owners of this location), many of the issues were largely mitigated.

In recent months, some members of the Committee had noted that some of the same issues that were occurring in 2021 were once again present, and it was requested that Fairway's team provide updates and have a follow-up discussion. Fairway's attendees included Dan McCarthy – General Counsel, Tom Santacrose – Merchandising Director, and Robert Reinisch, District Manager.

Mr. Santacrose acknowledged that there have been some issues with deliveries that have not arrived at optimal times, and that they are trying to work with their vendors to have them arrive later in the day. Mr. Reinisch discussed the need to better stagger deliveries, and is very much aware of double and triple parking that sometimes occurs outside the store. He spoke of the grocery delivery presenting challenges in recent months as it has been arriving earlier than is ideal, given its large size. He explained that a late delivery would impact the community on a broader scale, especially if it resulted in excessive noise during overnight hours, and that splitting the delivery between two trucks would be cost prohibitive to the supplier.

Mr. Reinisch noted that there is always a staff person in place for receiving deliveries, and did not agree with a suggestion that there is a need for more staffing, as the issues are due to limitations inside the storefront, including there being only a single freight elevator and there being little room in the back to store it, which can create a backlog outside along the sidewalk and curbside. Also limiting the speed in which product can be brought in is the fact that Fairway has reduced the number of forklifts to one, along with 1 palate jack, which were done in response to prior CB8 discussions and requests.

Other concerns brought forward included congestion caused by third party delivery partners who use e-bikes that have no place to be stored. Mr. Reinisch indicated that staff has made request to these companies, but they have

not been responsive to these requests. With NYCDOT participating in the meeting, he indicated that he was welcome to having a conversation about allowing a bike parking area outside the store.

Mr. Reinisch also noted that the scaffolding that is currently in place further exacerbates some of the visual issues, and indicated that they are trying to address sidewalk congestion and to install flower beds to improve the appearance. He committed to doing everything in his power to keep the sidewalk clear and get the deliveries inside as quickly as possible, and reiterated that any CB8 member or constituent should contact the store manager directly when concerns arise.

**Item 2: Public Hearing: Intercity Bus Stop Request from MJM Travel Group dba Silver Star Transportation at 1276 Lexington Avenue (west side of Lexington between E85/86 Streets)**

Mario Darocha Jr., owner of MJM Travel Group, doing business as Silver Star Transportation, presented an application to use the bus stop in front of 1276 Lexington Avenue between 85<sup>th</sup> and 86<sup>th</sup> Streets). Mr. Darocha Jr. indicated that there would only be one daily round trip between New York City and the Jersey Shore, with a daily pick-up at the Lexington Ave. bus stop at 8:15AM and a daily drop-off of passengers at 10:00PM; there is a second set of stops in Midtown at Broadway/51<sup>st</sup> Street. He stated that the Lexington Ave. bus stop had been previously used by Hampton Luxury Liner, which is no longer operating at this location; Hampton Jitney also appears to use this location based on their published schedules, but their scheduled trip times don't conflict with the proposed use by Silver Star Transportation. Mr. Darocha Jr. also noted that Silver Star buses begin their trips at their Yonkers facility, and thus there is no need for them to layover in Manhattan; he further indicated that the duration i when the bus will be at the stop will be brief and that passengers will be required to have reservations to board; buses will arrive 5-10 minutes before the scheduled departure time to facilitate baggage loading and on-time departures. NYCDOT indicated that the permit would be for 3 years.

**WHEREAS;** MJM Travel Group, doing business as Silver Star Transportation, presented an application to use the bus stop in front of 1276 Lexington Avenue; and

**WHEREAS;** Silver Star Transportation will be providing one daily year-round trip from the bus stop in front of 1276 Lexington Ave. to the Jersey Shore daily at 8:15AM, with a return trip serving the same stop daily at 10:00PM; and

**WHEREAS;** Buses will arrive 5-10 minutes ahead of the scheduled departure time to facilitate prompt loading of luggage and on-time departures that minimize the time buses are at the stop; and

**WHEREAS;** The bus stop in front of 1276 Lexington Avenue is no longer being utilized by Hampton Luxury Liner, and thus is not generating an increase in bus activity at the requested times beyond what has previously been approved by Community Board 8 Manhattan; and

**THEREFORE BE IT RESOLVED,** that Community Board 8 approves the use of the bus stop in front of 1276 Lexington Avenue by MJM Travel Group, doing business as Silver Star Transportation, to provide one daily round-trip to the Jersey Shore with the pick up time at 8:15 am and the drop off time at 10:00 pm.

*Yes (10+1):* Agrawal, Birnbaum, Bores, Krikler, Lader, Lamorte, McClement, Phillips, Schneider, Warren, Reckler (public member)

*No (0):* None

*Abstain (0):* None

**Item 3: Public Hearing: Sightseeing bus company use of an Intercity Bus Stop request from Aurora Tourism Services on the west side of Fifth Avenue between East 61st and 62nd Streets**

This item was not heard, as the applicant was not in attendance.

#### **Item 4: Proposed changes to parking regulations at the cul-de-sacs East of East End Avenue from No Parking to No Standing**

In July 2022, the Committee approved a request from residents at 605 East 82<sup>nd</sup> Street to change parking regulations at the dead end of 82<sup>nd</sup> Street between the East River Esplanade and East End Avenue to No Standing due to concerns about emergency vehicles being unable to turn around and access the street. As a follow-up, the Committee stated they would review the parking regulations on the other dead-end streets to determine if similar changes were needed. Upon a site inspection by the Committee's Co-Chairs, it was decided that a discussion on the need to potentially update parking regulations on East 83<sup>rd</sup> and East 84<sup>th</sup> Streets was warranted, as East 83<sup>rd</sup> Street had a no parking sign at the dead end and East 84<sup>th</sup> Street had no parking on the North Side of the street along the entire curbside to the dead end (with the dead end having a no standing sign).

One constituent spoke in opposition to changes, highlighting the fact that no standing signs would adversely impact people with disabilities who are legally able to park in no parking zones if they possess the required tag or license plate; he also indicated that he hasn't observed any issues with emergency vehicles accessing these streets and being unable to turn around. The Committee further discussed the merits of potential changes, and collectively decided that no changes should be recommended at this time. Also discussed was the broader issue of the lack of parking for people with disabilities, and how many streets entirely lack "no parking" signage that effectively serves this population; this is a potential future discussion item at an upcoming Transportation Committee meeting.

#### **Item 5: NYCDOT Updates**

Colleen Chattergoon reported that NYCDOT is developing their milling and paving schedule for 2023 and asked that anyone who wishes to submit any requests for streets requiring such work to be provided to Community Board 8 Manhattan District Manager Will Brightbill.

#### **Item 6: Old and New Business**

The following old and new business items were brought up:

- A public attendee spoke about issues regarding truck idling and construction activity at the construction site at the northeast corner of 79<sup>th</sup> Street and First Avenue, and requested that the access/egress location be moved to the 1<sup>st</sup> Avenue side from its current 79<sup>th</sup> Street location.
- A member expressed concern about media reports regarding a proposal to reconfigure Fifth Avenue south of 59<sup>th</sup> Street. Ms. Chattergoon indicated that although the proposal is not for any portion of roadway within Community District 8, NYCDOT would present its proposal once it is finalized given its proximity.

There being no further business, the meeting was adjourned at 8:08 PM.

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