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The City of New York
Community Board 8 Manhattan
Transportation Committee
Wednesday, October 4, 2023 6:30 PM
Conducted Remotely on Zoom

Minutes

Present: Michele Birnbaum, Lori Bores, Alida Camp, Juno Chowla-Song, Rebecca Dangoor, Craig Lader, Paul Krikler, John McClement, Sharon Pope-Marshall, Rita Popper, Abraham Salcedo, Judy Schneider, Charles Warren, Stephanie Reckler (public member)

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

The meeting was called to order at 6:32 PM.

Item 1: Request to install a 5G Pole Attachment on an existing street pole within 10 feet of an adjacent building on Madison Ave. between 77th and 78th Streets (West Side of Street)

CB8 received a notification from the New York City Office of Technology & Innovation (OTI) that they intend on installing a 5G pole attachment on the west side of Madison Avenue between 77th and 78th Streets, and was requesting comments as per the requirement that they notify Community Boards of any 5G Street Pole attachments that are located within 10 feet of adjacent buildings. In February 2023, CB8M passed a resolution originating in the Transportation Committee in opposition of such installments.

In regards to the proposed placement, adjacent to the property line between the Mark Hotel and the 1000 Madison Avenue, the lack of proximate residential units resulted in less overt opposition than other recent 5G attachments that have been proposed within the Community District. Matt Bauer, President of the Madison Avenue BID, noted that NYCDOT will at some point be replacing the existing street light poles on Madison Ave. between 73rd and 78th Streets with Bishop Crook style poles, as is common in historic districts, through funding provided by Council Member Keith Powers. Colleen Chattergoon, NYCDOT Senior Borough Planner and Liaison to CB8M, stated that 5G pole attachments are not permitted on Bishop Crook poles, and it will have to be determined later as to where a future attachment will be placed. It was also noted that there likely will be a lag between any impending attachment being installed and the time it is operational, as has been the case with other 5G attachments that have been installed in the District.

Given the past CB8M resolution, the lack of adjacent residences and the anticipated replacement of the current street poles with Bishop Crook style poles, no action was taken on this item.

Item 2: PUBLIC HEARING: Request to modify curbside parking regulations in front of 301 East 64th Street (between 2nd Avenue and 1st Avenue) to No Parking/Standing Zone

Zachary Ganzarski of Orsid Realty Corp. on behalf of the residents and Co-Op of 301 East 64th Street (the Regency) presented a request to modify curbside parking regulations in front of the building. Mr. Ganzarski explained that it is difficult for residents to be able to be dropped off and picked up in front of their building due to frequent double parking resulting from the Avis Car Rental Garage across the street, especially on Sunday evenings when returning vehicles are not able to fully enter the garage and line up along the street. The Regency is requesting a change from alternate side parking to create a 24-foot long no parking or no standing zone in front of their entrance extending from the street light just west of the entrance where the alternate side parking sign is in place to the parking regulation sign just west of their entrance where a commercial parking zone currently exists, that they are also requesting be changed to alternate side parking due to the closure of the Gourmet Garage that was on the block. He also noted that there will be a new school on the street that will further change the conditions on the street and support the removal of the commercial parking zone.

One of the co-chairs explained that it is the general position of the Committee to not grant requests from individual buildings to change parking in front their entrances, except in special circumstances. There were comments from building residents and neighbors both in support and opposition to the request, with those supporting it claiming that the double parking creates unsafe conditions, and those opposing it concerned that further loss of parking spaces would be detrimental and that the double parking was only an issue at specific times such as Sunday nights. There were also comments acknowledging work being done by Con Edison and other conditions along 64th Street that contribute to congestion, and suggestions that Avis be contacted and asked to address their operations that result in double parking. NYCDOT had provided guidance that this matter was considered a quality of life concern that necessitated the submittal of a building petition with over ½ of the units signing on, but there was a crossing of communications between the CB8M District Office and the Regency's representatives, and the petition wasn't completed. It was agreed that there would be time provided to collect the signatures and that this item would be heard at a future meeting of the Committee at that time.

Item 3: Discussion of Residential Parking Permit Programs (postponed from May 2023)

In March 2023, the New York State Senate had put forward a proposal that would authorize a residential parking permit program for New York City. Although this proposal did not get included in the eventual adopted budget, the fact that it was being proposed, combined with prior comments at past Committee meetings from members interested in the concept and past statements by the current NYCDOT Commissioner supportive of such programs, an opportunity to gauge interest in such a policy was present.

One of the Co-Chairs provided background on residential parking permit programs, explaining that there are various large cities, including Boston and San Francisco, which have them in place where vehicles have stickers identifying the zones in which they are permitted to park. There are complicated policy issues in play; the potential benefits to residents could be substantial if competition for on-street parking were to be reduced, and programs could generate significant revenues. However, such programs may make it difficult for non-residents to park, including the staff of residential buildings, contractors, and business owners who don't live locally, and the transient nature of persons living in New York City could make it difficult to ascertain who may be eligible to obtain a permit; these contribute to past NYCDOT leadership describing programs as very challenging from an administrative standpoint.

Those who commented were all supportive of the concept and interested in discussing it further. The general sentiments were that the loss of both on-street and garage parking across the district in recent

years has created a need to attempt such programs; there were also comments suggesting that the upcoming introduction of Congestion Pricing may increase demand near the 60th Street toll zone boundary, and that residential parking permit zones would help to dissuade such parking to avoid tolls. Given the proximity of Boston and the similar levels of congestion and development patterns, it was viewed as an example of why such a program could work in New York. As a result of this discussion, it was agreed upon that the issue would be discussed again at a future meeting, and that efforts would be made to contact officials involved in the administration of residential parking programs in other large cities and have them present to CB8's Transportation Committee.

Item 4: Presentation of Crash Mapper Data and other Open Source Transportation Data of Interest to Community District 8

Following a recent surge in vehicles hitting pedestrians within Community District 8, Transportation Committee Co-Chair Craig Lader presented a series of publicly available data sets regarding traffic volumes and safety within Community District 8.

The presentation began with an overview of traffic data available on the NYSDOT Traffic Data Viewer, which is an interactive mapping tool that provides information pertaining to Average Annual Daily Traffic (AADT) on many roadways. Within Community District 8, the data highlighted the following information:

- The FDR has traffic volumes over 4x higher than any local street within Community District 8;
- The busiest identified traffic location is at Park Avenue at 59th Street, followed by the Central Park Transverses, and then the wide north/south Avenues (1st, 2nd, 3rd Avenues)
- Crosstown traffic volumes between 60th and 64th Streets are significantly higher than streets further north, except for the 2-way wider cross-streets (72nd, 79th, 86th, 96th Streets);
- Crosstown traffic volumes generally gradually decrease the further north one travels from 59th Street;
- 1st Avenue, 2nd Avenue and 3rd Avenue see the most truck traffic;

Crash Mapper is an online tool that aggregates and visualizes NYPD crash reports for all roadway users and modes, with users able to select specific geographies such as community districts to identify locations of crashes and any related injuries and fatalities and causes. Data gets reported within a few days of the incidents. The database includes over a decade of information. Within Community District 8, the data highlighted the following trends:

- Fewer crashes are occurring in the post-pandemic period, but injuries remain high relative to amount of crashes that are occurring
- Pedestrian injuries are starting to increase again after declining significantly in the years since vision zero was implemented;
- Cycling has become safer relative to amount of cycling activity, but the number of cycling injuries is not declining;
- 2nd Avenue, which had higher rates of crashes prior to 2018, is now equivalent to the other wider avenues (1st/3rd Avenues)
- The rate of crashes with injuries on the FDR drive has not declined significantly;
- High rates of crashes at FDR Drive entrances/exits, especially 73rd Street
- High rates of crashes occur on cross streets between 60th and 64th Streets
- Pedestrian injury rates highest in December; highest in Summer for cyclists;
- Higher rates of crashes (and injuries) in the PM peak; cyclists more vulnerable at night

Following discussion of the data, it was decided that NYCDOT staff would be asked to speak at a future meeting about the data and the concerns highlighted regarding safety and to help identify why certain hotspots have high rates of crashes and even injuries and deaths.

Item 5: NYCDOT Updates

Colleen Chattergoon, NYCDOT Senior Borough Planner and Liaison to CB8M presented the following updates:

- NYCDOT will have a holiday embargo on construction projects between November 15th and January 2nd, except in the event of emergencies. Any observed work should be reported to NYCDOT, and they will send an inspector.
- The current milling & paving season is continuing; the work has been behind schedule to a degree due to the many days with inclement weather that inhibited the ability to perform the work;
- There was an encroachment notice issued to a restaurant in the district that had been illegally constructing a shed;
- No new Open Restaurant self-certifications will be issued by NYCDOT until the new permanent Open Restaurant in Place; if anyone notices new dining sheds, they should notify Ms. Chattergoon;

Item 6: Old and New Business

A Committee member noted that the implementation of the 3rd Avenue Complete Street redesign has been haphazard, with some segments having bike lanes painted while others weren't, but with offset parking lanes striped and without new signage being installed; this is creating unsafe conditions and confusion. Ms. Chattergoon said the project was not fully complete, and would check on the issues with the team overseeing the construction.

A Committee member inquired as to whether there is coordination between NYCDOT and the Parks Department regarding locations where new trees are to be placed on sidewalks. This was after the member noticed locations on 89th Street between York Ave. and East End Ave. where new trees were to be placed but could result in substandard sidewalk clearances. Ms. Chattergoon confirmed that coordination does occur.

There being no further business, the meeting was adjourned at 8:35 PM.

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