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**The City of New York**  
**Community Board 8 Manhattan**  
**Transportation Committee**  
Wednesday March 6, 2024 6:30 PM  
*Conducted Remotely on Zoom*

**Minutes**

*Present:* Michele Birnbaum, Alida Camp, Juno Chowla-Song, Rebecca Dangoor, Paul Krikler, Craig Lader, Valerie Mason, John McClement, Rita Popper, Judy Schneider, Cos Spagnoiletti, Charles Warren

*Absent:* Lori Bores, Billy Freeland, Rebecca Lamorte, Peter Borock (public member), Stephanie Reckler (public member)

*Number of Attendees from the Public: Approximately 25*

**Item 1: Continued Discussion of Residential Parking Permit Programs - (6:35PM)**

This item was a continuation of discussions on this topic that occurred at prior CB8 Transportation Committee meetings held first in May 2023 and most recently in February 2024, when a presentation of the residential parking program operated in San Francisco was provided but there was no time remaining for attendees to provide feedback before the discussion had to move on to the next item on the agenda.

The comments made by both public attendees and board members included some speakers expressing strong interest and support for introducing residential parking permits in New York City, while others were less enthusiastic and expressed skepticism that a successful program would be able to be put into place. A common thread and conclusion was that the issue is incredibly complicated, and it will be a huge challenge to develop a framework that would be potentially feasible while achieving program goals and not creating unintended adverse impacts. It was noted that Manhattan Borough President Mark Levine's office is working on a proposal regarding residential parking permit programs, and it was discussed how the Committee would be better positioned responding to a proposal rather than try to develop its own framework.

Comments included the following:

- NYCHA has a parking permit program in use for its residents that may be informative for developing a broader citywide program
- A suggestion that a pilot program be introduced in which one side of street be reserved for those with residential permits
- Discussion of how to verify the residency of those who would be eligible for permits, especially since there are many current residents that may not have updated their vehicle registration
- Discussion of how to ensure that non-residents are afforded sufficient opportunities to park, especially for those who staff or conduct work at residential buildings, medical offices, educational institutions, and for persons making social visits to family or friends (especially elderly populations)
- Residential parking programs should also consider the needs for small businesses, both for customers and employees

- Ensuring that street cleaning isn't adversely impacted if residential parking zones were established;
- Establishing residential parking programs could present problems for shift workers;
- The potential additional bureaucratic needs to implement and operate residential parking programs need to be considered
- Lack of parking in new developments has increased pressures on existing on-street and off-street parking
- The core reason for residential parking programs would be to benefit local residents, and thus the Community Board should be promoting such policies.
- There should be a fee for residential parking permit holders if a program were to be implemented.

## **Item 2: NYCDOT Updates (7:22PM)**

Colleen Chattergoon, NYCDOT Senior Borough Planner and Liaison to Community Board 8, provided the following updates:

- The Dining Out NYC program details have been announced. The NYCDOT website contains program criteria and a link for existing restaurants to apply for the new program. NYCDOT is working on a schedule for presenting the program to Community Boards, and recently presented at a Borough Service Cabinet Meeting. Any sidewalk or roadway shelter previously put up that is not in conformity with the new program guidelines will need to be removed by November 30<sup>th</sup>, which would allow restaurants time to apply to the new program or remove them if they are non-conforming. More enforcement staff will be in place for the new program. A webinar was recently held on the new program, and the webinar will be shared with the CB8 office.
- NYCDOT is working with the Department of Sanitation to develop new street cleaning regulations and signage on Lexington Avenue, which is in response to a CB8 resolution from 2023. Some meters will also need to be reprogrammed. A member reiterated that street cleaning rules have not been in place for 4 years.

## **Item 3: Old and New Business**

A member asked on the status of NYCDOT providing a post-implementation review of the Lexington Avenue bus lanes. Ms. Chattergoon indicated that the presentation is being worked on, and they hope to share it shortly. She also noted that the data indicates positive impacts.

In response to prior questions regarding the apparent illegal permanent sidewalk café installed at a new restaurant at 89<sup>th</sup> Street/2<sup>nd</sup> Avenue, Ms. Chattergoon noted that it will need to be removed.

A member brought up an Amazon truck that was recently parked on multiple occasions at the bus stop on Second Avenue at 79<sup>th</sup> Street. Ms. Chattergoon noted that NYCDOT is having conversations with Amazon about their illegal activities regarding parking in bus lanes/stops and their warehousing activities.

A member requested that the Department of Finance be invited to a future meeting to discuss the stipulated fine program that many companies performing warehousing activities take advantage of.

A public attendee raised concerns about the painted pedestrian islands with plastic bollards that were installed on Third Avenue when the street was redesigned in 2023. Ms. Chattergoon said that NYCDOT will be upgrading these in the future by installing permanent concrete islands – the painted islands are a temporary measure prior to the improvements becoming a NYCDOT capital project.

A member inquired about reports regarding upgrades to the bus and bike lane on Second Avenue. Ms. Chattergoon explained that the project involves creating an offset bus lane and wider bike lane starting south

of 59<sup>th</sup> Street and extending through 14<sup>th</sup> Street, and that there were no plans to present the project to CB8 as it is entirely outside of the district and not expected to be extended into the district at this point.

A member inquired about the rules regarding restaurants that install protected entryways that are oversized and used to provide additional seating as if it were an enclosed sidewalk café. Ms. Chattergoon said that it would need to be removed under the new Dining Out NYC program.

A member raised a concern about delivery trucks serving the Key Food on Second Avenue at 92<sup>nd</sup> Street that prevent buses from being able to fully access the nearby bus stop. Ms. Chattergoon suggested that loading zone regulations may be appropriate to consider in this area to facilitate these deliveries to the grocery store.

A member suggested that a future discussion occur discussing toll evasion resulting from vehicular license plates that are obscured.

There being no further business, the meeting was adjourned at 8:03PM.

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