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**The City of New York
Community Board 8 Manhattan
Transportation Committee**
Wednesday, May 7, 2025 6:30 PM
Conducted Remotely on Zoom

Please note: The resolutions contained in the committee minutes are recommendations submitted by the committee co-chairs to the Community Board. At the monthly full board meeting, the resolution is discussed and voted upon by all members of Community Board 8 Manhattan.

Resolutions to be voted on:

Item 1: Reporting of Complaints to 311 for Locations without Street Addresses, i.e. Central Park (unanimous)

Item 2: Change of Street Regulations on the east side of 3rd Ave. between 75th and 76th Streets

MINUTES:

Present: Michele Birnbaum, Lori Bores, Sebastian Hallum Clarke, Paul Krikler, Craig Lader, John McClement, Rita Popper, Judy Schneider, Charles Warren

Absent (excused): Valerie Mason

Absent (unexcused): John Philips

Number of Attendees from the Public: Approximately 25

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

Item 1: Presentation by NYPD 19th Precinct's Traffic Enforcement Division

Sgt. Pat Collins gave an overview of the work of the Traffic Enforcement Division of the 19th Precinct of the New York Police Department, made up of himself and five officers. He emphasized the various methods of communication that anyone looking to contact the team can do so, including email, phone, 311 and 911.

Sgt. Collins provided updates on various enforcement efforts that are priorities for the Division, including illegal parking in general and in focus areas such as near high-volume garages where vehicle overflow is an ongoing issue and are being addressed with summonses and even towing. He talked about new efforts by officers on bikes to enforce e-bikes that violate rules, and that criminal court summonses are now being handed out for moving violations. He reported that a recent enforcement effort resulted in 37 summonses in a single day, but no bikes were impounded. They also focused on bikes that failed to yield the right-of-way to pedestrians, which also resulted in 14 summonses. Sgt. Collins said that an upcoming focus would be on motor vehicle speeding, and then there would be more bike enforcement. He emphasized that they aren't equipped to do car stops of bikes, as it would be too dangerous.

Comments from speakers from the public and on the board largely mirrored the items that Sgt. Collins spoke of, including concerns about e-bikes on sidewalks, speeding bikes, double parking, delivery trucks conducting warehousing activities while blocking moving lanes or bus lanes, blocking the box, and pedestrian safety. One speaker expressed confusion which lane a right turn is legally permissible from when

a bus lane is present, and the fact that the overhead signage is inconsistent and specifies that right turns are permissible on some signs but not others.

One speaker raised an issue regarding Central Park, which is covered by the 20th Precinct - if someone witnesses a violation of a traffic law inside Central Park, such as on the East Drive, they don't have the ability to report it to 311. This is because the 311 system requires a street address be provided, and locations such as Central Park or the East River Esplanade don't have actual street addresses. There was widespread concurrence that this was an issue that needs to be addressed.

The following resolution was then put forward by the Committee:

WHEREAS; NYC311 is vital resource for the public to report non-emergency complaints and issues to the Traffic Enforcement divisions of the New York Police Department; and

WHEREAS; NYC311 offers multiple platforms to enter complaints and file reports, including by phone, online, and on apps; and

WHEREAS; all NYC311 reports require an identifiable street address in order for it to be able to be entered into the system; and

WHEREAS; locations such as Central Park and the East River Esplanade do not have street addresses; and

WHEREAS; there are frequent occasions when reports to 311 would be appropriate at locations without street addresses, such as speeding, failure to yield the right of way, malfunctioning signals, among others;

WHEREAS; a technological remedy to this issue should be able to be performed by the Office of Technology and Innovation;

THEREFORE, BE IT RESOLVED, that Community Board 8 Manhattan calls on the New York City Office of Technology and Innovation to ensure that complaints related to locations without street addresses, such as parks and esplanades, are able to be easily reported through all 311 apps, websites, and contact points.

Yes (9): Birnbaum, Bores, Hallum Clarke, Krikler, Lader, McClement, Popper, Schneider, Warren

No (0): None

Abstain (0): None

Item 2: Request to change parking regulations on the east side of Third Avenue between 75th and 76th Street to a loading zone from 6AM to 8PM

Tony Pate, a manager at Citarella's store located at 1313 Third Avenue, presented a request to change parking regulations along an approximately 100-foot portion of the east side of 3rd Avenue between 75th Street and 76th Street to a loading zone from 6AM to 8PM between Monday and Saturday. The bus stop and no standing zones currently on the block would remain unchanged.

Mr. Pate explained that it has become very difficult to park their trucks, and it is causing safety issues. He noted that there are often illegally parked vehicles in the commercial metered parking spaces. He explained that there are 3 deliveries done by box trucks each day – one in the early morning, one midday, and one later in the day. It was emphasized that this zone would not be for the exclusive use of Citarella.

There was strong support for the proposal, as members recognized the need for the change in regulations that was proposed. One member expressed reservations and pointed to the issues that have occurred with a loading zone outside Fairway Market.

The following resolution was then put forward by the Committee:

WHEREAS; a request has been made to change parking regulations on the east side of Third Avenue between 75th Street and 76th Street from commercial metered parking to a loading zone; and

WHEREAS; the loading zone is located near the entrance to Citarella, at 1313 Third Avenue; and

WHEREAS; Citarella has described ongoing challenges their trucks are facing trying to park safely to load and unload; and

WHEREAS; Citarella has 3 deliveries per day, 7 days per week; and

WHEREAS; a loading zone would at this location would be available for use by vehicles serving other nearby businesses, and would not be for the exclusive use of Citarella;

THEREFORE, BE IT RESOLVED, that Community Board 8 Manhattan approves, as presented, a request to change parking regulations on the east side of Third Avenue between 75th Street and 76th Street from commercial metered parking to a loading zone between 6AM and 8PM Monday through Saturday

Yes (8): Birnbaum, Bores, Hallum Clarke, Krikler, Lader, McClement, Popper, Schneider, Warren

No (0): None

Abstain (1): Birnbaum

Item 3: NYCDOT Updates

Rafael Escano, NYCDOT's new liaison to Community Board 8, introduced himself. He then announced that there was a meeting held in which CB8M Chair Valerie Mason was joined by Council Member Julie Menin, NYCDOT First Deputy Commissioner Margaret Forgiione, and acting NYCDOT Borough Commissioner Jennifer Sta. Ines on Third Avenue to view the signal timing changes that were recently implemented. CB8M Chair Mason asked one of the Co-Chairs to report that NYCDOT said they were going to start a study to assess the effectiveness of the changes, and that they are going to come back to us with the results. They also are going to be asking for feedback from the community. Chair Mason invited NYCDOT to come a future Committee meeting or possibly a full Board meeting of CB8M to provide notification of the study.

One of the Committee Chairs, on behalf of Valerie Mason, provided additional updates on issues that were also discussed during the same meeting:

- The group walked by the Fox 5 offices on East 67th Street, and observed double and triple parking all up and down the street while with a bus was approaching. DOT Deputy Commissioner Forgiione thought this was more of an issue for NYPD and didn't see anything more that NYCDOT could do, but Council Member Menin said that she was going to write a letter to Fox 5 stating that this situation can't continue. In addition, NYCDOT said that they would send a letter to NYPD asking for additional enforcement.
- The group discussed the delayed opening of the Queensboro Bridge pedestrian pathway. NYCDOT commiserated with the frustration that the community has expressed, but indicated that this was a decision by the Mayor.
- The concerns discussed during the April Transportation Committee meeting in regards to the 73rd Street entrance to the FDR Drive were communicated, and it was confirmed that the expected completion of water main project in the lower 60s affecting York Avenue traffic was delayed.

Item 4: Old Business

- A Committee Member described the ongoing issues regarding the lights along James Cagney Place, where only half of the street has had lights changed to halogen and lowered. The other portion has about 4 lights that are incandescent which are not currently working, making it dark. Colleen Chattergoon, NYCDOT Senior Planner and former CB8M liaison who has worked on this issue previously, said that a new contractor is on board, and she shared this issue with NYCDOT's street lighting division to see if it can be repaired.
- A Committee member asked about the status of the request for additional parking for official 19th Precinct vehicles that was approved by CB8M in March 2025. Ms. Chattergoon said the request is still being reviewed; she indicated that it is likely that they will get some additional spaces, but not necessarily the full amount that was requested.
- As a follow-up to a question posed by a Committee member in February 2025 regarding telecommunications equipment installed on a Bishop's Crook lamppost on the south side of 86th Street between Park and Lexington Avenues, one of the Committee chairs provided an update sent by OTI on their mobile telecommunications franchises, which allow certain equipment to be attached to existing poles, including Bishop's Crook poles:
 - This franchise allows attachments to existing poles pursuant to their mobile telecommunications franchises. Infrastructure used for this franchise are either City-owned (streetlights or traffic poles) or utility poles. The purpose of this infrastructure is to enhance cellular service. Their franchisees work with the cellular carriers (AT&T, Verizon, T-Mobile, etc.) to identify areas where coverage is needed.
 - 12 companies have mobile telecommunications franchises with the City. These companies pay the City fees for the use of poles.
 - There are 349 poles reserved by franchisees in CB 8, 215 of which have active equipment attached. For context, there are over 11,000 reservations citywide. All the data is available on NYC Open Data.
 - Notifications to CBs and CMs on proposed installations for these franchises are limited to those that will be 10 feet or closer to a building line.
 - The design of the equipment on the pole Michele had identified, which was approved by the Public Design Commission (PDC) in the early 2000s. Notably, a change to the design was proposed to accommodate 5G in 2020, but it was not approved on historic pole types.

Item 5: New Business

- A member of the public asked when the repaving of Madison Avenue will be completed and commented on the length of time between the milling and the paving; it was also requested that the manhole covers should be flush with the roadway. Ms. Chattergoon explained that they leave time between them so the utility companies can conduct repairs during that time frame; inclement weather can also set back schedules.
- The same member also noted that the traffic signal on the island in the intersection of 96th Street/Madison Avenue was hit on 2/28/25. Ms. Chattergoon noted that the pavement markings were missing, and that NYCDOT is working on a plan to paint markings.

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

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