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**The City of New York  
Community Board 8 Manhattan  
Transportation Committee**  
Wednesday, June 11, 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 (unanimous): Restoration of the Historic Driveway at 1 East 60th Street**

**MINUTES:**

*Present:* Alida Camp, Michele Birnbaum, Sebastian Hallum Clarke, DJ Falkson, Miles Fink, Sahar Husain, Craig Lader, John McClement, Todd Stein, Charles Warren

*Absent (excused):* Valerie Mason

*Absent (unexcused):* Lori Bores, Paul Krikler, John Philips

*Number of Attendees from the Public: Approximately 25*

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

**Item 1: PUBLIC HEARING: Application to the Public Design Commission from 1 East 60th Street (between Fifth Avenue and Madison Avenue) to restore the historic granite paving of the existing driveway**

Michael Doyle and William Collins from ADP Architects presented on behalf of the Metropolitan Club, owners of 1 East 60<sup>th</sup> Street, on an application to the Public Design to restore the historic granite paving of the existing driveway. This project is being done in tandem with ongoing restoration of the property's courtyard and its granite paving.

The project intends to restore the present driveway to replicate the historic cobblestone appearance from when it was constructed in 1894 and used by horse drawn carriages, which was subsequently changed as a result of open-cut subway construction in 1918 that took away many of the original features. It encompasses an area of about 150 square feet, following the area of the current driveway. The original curb cuts remain in place. The restored driveway will utilize accessible cobblestone in 4x4 blocks with less than 1/4 inch transitions that will be thermally treated to prevent slippage; these same stones are used along the perimeter of street trees in nearby Central Park.

There was strong support for the proposal, with those who spoke praising the thoughtfulness and approach of the project.

The following resolution was then put forward by the Committee:

**WHEREAS;** The Metropolitan Club, owners of the property at 1 East 60<sup>th</sup> Street, have submitted an application to the New York City Public Design Commission to restore the historic granite paving of the existing driveway; and

**WHEREAS;** The original driveway, completed originally in 1894, was impacted by the open-cut construction of the New York City Subway in 1918; and

**WHEREAS;** The project seeks to restore the driveway to replicate its original condition; and

**WHEREAS;** There is ongoing work in the property's courtyard that is associated with this project, which has obtained approvals from the Landmarks Commission; and

**WHEREAS;** The restored driveway will utilize accessible cobblestone in 4x4 blocks with less than 1/4 inch transitions that will be thermally treated to prevent slippage; and

**WHEREAS;** The project's materials and appearance were selected to complement similar stones are used along the perimeter of street trees in nearby Central Park;

**THEREFORE, BE IT RESOLVED,** that Community Board 8 Manhattan approves the application to the New York City Public Design Commission to restore the historic granite paving of the existing driveway of 1 East 60<sup>th</sup> Street.

*Yes (10):* Birnbaum, Camp, Hallum Clarke, Falkson, Fink, Husain, Lader, McClement, Stein, Warren

*No (0):* None

*Abstain (0):* None

## **Item 2: Updates from DOT on Third Avenue Signal Retiming between East 60th and East 96th Streets**

Jennifer Sta. Ines, Deputy Manhattan Borough Commissioner for the New York City Department of Transportation, provided an update on the recent retiming of the traffic signals along 3<sup>rd</sup> Avenue between East 60<sup>th</sup> and East 96<sup>th</sup> Streets. This change was introduced in February 2025, and there have been concerns raised about there being no advance notice of the changes being provided to users. The update being presented followed a walk-through that included CB8M Chair Valerie Mason, Council Member Julie Menin and NYCDOT First Deputy Commissioner Margaret Forgiione.

Ms. Sta. Ines explained that there is now a 15-mph progression of signals, and that it was initiated in direct response to bike/pedestrian conflicts along the corridor with a goal of incentivizing bikes and micromobility users to slow down and not exceed 15 mph and to not run red lights. She stated that data collection is ongoing, and that the NYCDOT Bike Unit is currently evaluating speeds along the corridor since the changes went into effect and will continue to analyze data collected in May. Based on early data, she said generally speaking that drivers do not seem to be losing time as a result of changes, as prior to the signal changes the average travel speeds for motor vehicles averaged about 10 mph during peak hours (between 8AM and 7PM).

Ms. Sta. Ines noted NYCDOT is coordinating with NYPD and the 19<sup>th</sup> Precinct on enforcement, and emphasized that NYPD has the ability to issue summonses for bikes that don't obey traffic laws. She also urged anyone who wishes to report hotspots where safety issues exist to contact NYCDOT.

One of the co-chairs raised the issue of the lack of notice provided by NYCDOT about the change, a concern that was repeated by many speakers. Ms. Sta Ines said that NYCDOT is constantly making changes to

signals, and such changes don't normally get publicized. She did acknowledge it usually doesn't encompass a corridor as long as the impacted segment of 3<sup>rd</sup> Avenue. She also noted that there has been in-person outreach performed post-implementation, and there are public facing materials that have been distributed.

There was a mixture of views expressed about the changes, with more speakers overall expressing opposition to the changes. They expressed frustration that NYCDOT implemented these changes without prior notice, and objected to the slower travel times for people traveling by car than they anticipated would occur and some claimed to have already experienced. Those opposed objected to the appearance that the needs of bikers and delivery apps were being prioritized at the expense of cars, and that those in cars are being punished with gridlock and slower travel times; there were also concerns raised about buses being slowed by this initiative. There were also numerous speakers that described ongoing disobeying of traffic laws by cyclists, especially e-bikes that continue to go through red lights and continue to speed, even after the changes were introduced. There were also more general complaints expressed about e-bike behavior and lack of licensing/registration, including the recent changes in Central Park.

There were some speakers who expressed support for the changes to signal timing. They spoke about safer conditions as a result of the changes, and appreciated the efforts to slow down speeding e-bikes to 15MPH and the modest amount of potential extra travel time or cars that would result from the signal changes to generate the safety upgrades. Supporters reiterated that there are many bikers that obey traffic rules, and these changes benefit them and all pedestrians. There was a suggestion that signal priority for buses be introduced along this corridor to offset any potential adverse impacts to bus travel speeds. It was also noted that there was an inconsistency expressed in the comments that opposed the efforts to slow down bikes on 3<sup>rd</sup> Avenue, since they were made alongside comments urging broader bike speed limits and initiatives to slow speeding e-bikes.

A motion was made for a resolution requesting that NYCDOT revert traffic signal timing to its prior 25 MPH progression, and for added enforcement to be put in place. A substitute motion was then made to postpone the matter until the first Committee meeting scheduled after NYCDOT releases the results of their analysis of the impacts of the signal changes. The motion to postpone passed by a vote of 7 yes, 3 no. The vote was as follows:

*Yes (7): Hallum Clarke, Falkson, Fink, , Lader, McClement, Stein, Warren*

*No (3): Birnbaum, Camp, Husain*

### **Item 3: NYCDOT Updates**

Rafael Escano, NYCDOT's liaison to Community Board 8, did not have any updates.

One of the Co-Chairs, on behalf of CB8M' Chair Valerie Mason, asked why CB8 did not receive direct notification of the extension of the pilot program permitting e-bikes in Central Park that was recently announced, especially as CB8 had specifically sent a July 2023 resolution calling for its termination, and never received any direct response. Ms. Sta. Ines said she would look into the issue, as she was unfamiliar with the CB8 Resolution.

### **Item 4: Old Business**

- A Committee Member asked about safety of bikes and dangers to pedestrians in Central Park following the recent restriping and introduction of separate bike spaces for faster and slower bikes. It was noted that this is an enforcement issue and Traffic Enforcement has been concentrating on these types of violations.
- A public attendee asked for an update on reintroducing street cleaning regulation on Lexington Avenue, which CB8M called for in a resolution. NYCDOT didn't have any further updates, but is looking into it.

- A public attendee asked about the proposal contained in the Central Park Conservancy Plan for Central Park regarding the Phase 2 concept for potential conversion of the 86<sup>th</sup> Street Transverse sidewalks to bike lanes. One of the Co-Chairs referenced the plan's identification of this as a Phase 2 future concept.
- A public attendee spoke about inconsistent signage on 3<sup>rd</sup> Avenue regarding right turns being permitted from the bus lane, following up on comments made at a prior meeting. One of the Committee Co-Chairs noted that the lanes markings make clear where turns are permitted.

#### **Item 5: New Business**

- A public attendee asked whether NYCDOT makes the costs and budgets of conducting traffic studies and assessments public.

There being no further business, the meeting was adjourned at 8:43PM

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