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**The City of New York
Community Board 8 Manhattan
Transportation Committee**
Wednesday, December 3, 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: Revocable Consent Request – 350 East 69th Street

Item 2: Request to Change Parking Regulations – East 62nd Street Queensboro Bridge Exit and 1st Avenue

Minutes:

Present: Bill Angelos, Michele Birnbaum, Lori Bores, DJ Falkson, Sebastian Hallum Clarke, Paul Krikler, Craig Lader, John McClement, Todd Stein, Charles Warren.

Absent (unexcused): Valerie Mason and John Philips.

Approximate Number of Public Attendees: 20

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

Item 1: PUBLIC HEARING: A New DOT Revocable Consent Application to install a stoop and fenced-in area, including steps and trash enclosures at 350 East 69th Street (Between Second and First Avenues)

Staff from the Up Studio presented a Revocable Consent Application on behalf of the property owners of 350 East 69th Street, to install a stoop and fenced-in area that includes steps and trash enclosures. The property is a townhouse that originally had a stoop leading to the front entrance of the home and an adjacent fenced-in area, which were both subsequently removed in the 1940s.

As part of the plan by the current owners to renovate the home and add a floor, they are seeking to install a stoop in the style of the original design, which would replicate the original design that remains in place at the neighboring properties, where it was never removed. The proposal also includes a fenced-in area across the remainder of the front of the property, which would extend between the proposed stairs and the stairs of the adjacent property. The resulting design would result in the stairs extending 6'10" beyond the property line, resulting in 9' of sidewalk space. Effective clearance would be 5'3", as there is a tree pit in front of the property; this would be the same condition that exists elsewhere along the block. There would also be a trash enclosure located under the stoop.

This home is not in a historic district, so it is not subject to any Land Preservation Commission (LPC) reviews.

There was a mixture of support and opposition to this project. Those who supported the project were comfortable with the changes within the context of the sidewalk clearances being similar to those elsewhere along the block, along with the intent to restore the front entrance to the original design that is seen in neighboring properties. Those opposed were not satisfied with the remaining clearance and the loss of what is now public sidewalk space where the fenced-in area is proposed. One member requested that the fenced-in area, which thus far has yet to have a use programmed, be used for greenery for the good of the neighborhood.

A motion was made to disapprove the application; the motion failed by a vote of 4 yes, 5 no, as follows:

Yes (4): Bores, Birnbaum, McClement, and Stein.

No (5): Angelos, Hallum Clarke, Krikler, Lader, and Warren.

The following motion was then put forward:

WHEREAS: the property owner at 350 East 69th Street is seeking a revocable consent to install a stoop and fenced-in area; and

WHEREAS: the application would restore a stoop and fenced-in area, both of which existed when the townhouse was originally built before being removed in the 1940s; and

WHEREAS: a trash enclosure would be included in the stoop beneath the stairs; and

WHEREAS: the stoop would extend 6'10" beyond the property line, which would align with the neighboring townhouses where the original stoops still remain; and

WHEREAS: the effective sidewalk clearance would be 5'3" where the existing tree pits are in place, similar to elsewhere along the block; and

WHEREAS: the restoration of the original conditions of the townhouse's impacts on the sidewalk were deemed acceptable;

THEREFORE, BE IT RESOLVED, that Community Board 8 Manhattan APPROVES a Revocable Consent Application to install a stoop and fenced-in area at 350 East 69th Street.

Yes (7): Angelos, Hallum Clarke, Krikler, Lader, McClement, Stein, and Warren.

No (2): Birnbaum, and Bores.

Abstain (0): None

Item 2: A request to change parking regulations on the south side of East 62nd Street between the Queensboro Bridge exit and 1st Avenue from "No Standing 7AM to Midnight Except Sunday" to "No Standing Anytime"

Committee Co-Chair Craig Lader presented a request to change parking regulations on the north side of East 62nd Street between the Queensboro Bridge Exit and First Avenue. The proposed change would be to make the south curbside “no standing anytime”; it is currently “no standing 7 AM to Midnight, except Sunday”.

This request is due to dangerous conditions that are directly impacted by the existing parking regulations in question, which were left unchanged in the wake of recent upgrades to the bike lane on this segment of East 62nd Street. As of April 2025, the New York City Department of Transportation (NYCDOT) installed a previously discussed 7-foot buffer to provide protection to the bike lane, effectively removing one traffic lane during all day parts (from 3 lanes to 2 lanes except for midnight to 7 AM and Sundays), and from 2 lanes to 1 lane overnights and Sundays.

During times when the No Standing regulation is in effect, the two lanes on the exit ramp of the Queensboro Bridge in which right turns are permitted onto East 62nd Street have dedicated lanes to turn onto; the rightmost lane becomes the “straight only” lane across First Avenue; and the left lane becomes a “left turn only” onto First Avenue, with a delayed left-turn signal. Overnights and on Sundays, when parking is permitted along the south curbside, cars exiting the Bridge must merge while turning into a single lane, which is confusing for drivers and results in vehicles frequently entering the buffer to the bike lane or the bike lane itself. It also results in a single lane that is marked as a left-turn-only lane at First Avenue, which creates further confusion given that the straight-only lane is marked under parked cars, and the delayed left-turn signals prevent cars from proceeding if a left-turning vehicle is at the front of the queue. Those turning vehicles are also endangered by vehicles that illegally use the bike lane buffer to bypass the congestion that ensues.

Mr. Lader explained how he personally experienced this condition on a Sunday in November when the No Standing regulation wasn’t in effect, and how dangerous it was for all users of this street segment – car passengers, cyclists, and pedestrians. He then visited the area the following Sunday to capture photos and videos depicting the very unsafe and chaotic conditions caused by the presence of the legally parked vehicles, which he played for those in attendance. The video, showing one green light cycle at the bridge exit at 62nd Street, captured all of the conditions he described – congestion building on the bridge ramp as cars struggled to make the turn onto the single lane available on 62nd Street, cars entering and speeding down the bike lane buffer, and entering the bike lane itself, horn honking, and a pedestrian walking across the freshly painted crosswalk at the east side of this exist, even though a pedestrian barrier is in place on the northeast corner.

There was strong support for the proposal. One public attendee, who spoke previously about this very issue and raised concerns about congestion on this segment, agreed that the parking regulations needed to be changed and has experienced these same issues during the overnight periods when the No Standing regulation is not in effect; he also suggested that a Jersey Barrier should be installed to prevent incursions into the bike lane or buffer. Other speakers also found the video compelling and clearly highlighted the dangers of this road segment and agreed that the parking regulations should have been modified when the bike lane upgrades were implemented. There were also speakers who mentioned a lack of enforcement, and suggested that a bike lane on East 62nd Street is inappropriate and should be removed or relocated, though they didn’t disagree with the premise that the parking regulations in place and the ensuing dangerous conditions warrant the proposed change to “no standing anytime”.

WHEREAS: A request has been made for NYCDOT to change parking regulations on East 62nd Street between the Queensboro Bridge and First Avenue from “No Standing, except between Midnight and 7 AM and Sundays” to “No Standing Anytime”; and

WHEREAS: during overnight hours and on Sundays when parking is permitted, two lanes of exiting traffic coming off the Queensboro Bridge must filter into a single lane of traffic on East 62nd Street, causing confusion and ensuing congestion; and

WHEREAS: the lane on East 62nd Street with arrows painted directing vehicles proceeding east through the First Avenue intersection as a straight-only lane is not available on Sundays due to legally parked vehicles; and

WHEREAS: the traffic signal at the intersection of East 62nd Street and First Avenue is programmed for two lanes, including a delayed left turn signal; the single lane of operations on Sunday results in back-ups and vehicles illegally using the bike lane and buffer as the left turn lane, which creates a dangerous condition for cars and bikes alike; and

WHEREAS: the bike lane on East 62nd Street was recently upgraded to a protected lane with a 7-foot painted buffer; and

WHEREAS: cars turning off of the Bridge onto East 62nd Street that expect a dedicated landing lane that is not available on Sundays, have been witnessed crossing into the bike lane or the buffer, creating serious safety issues for cyclists without any additional physical protection being provided; and

WHEREAS: the allowance of parking on the south side of 62nd Street on this road segment is the clear cause of all of these unsafe conditions, and removing the parking would have positive impacts on safety and congestion that especially exist on Sundays; and

WHEREAS: changing parking regulations to “no standing anytime” would restore the second moving lane at all times, align the signal at East 62nd Street/First Avenue with the proper and matching lane configuration, and would also align the painted roadway arrows with traffic signals;

THEREFORE, BE IT RESOLVED, that Community Board 8 Manhattan requests a change of parking regulations on the north side of East 62nd Street between the Queensboro Bridge and First Avenue from “No Standing, except Midnight to 7 AM and Sunday” to “No Standing Anytime”;

BE IT FURTHER RESOLVED, that Community Board 8 Manhattan requests the installation of a Jersey Barrier or a similar type of treatment to provide additional safety to cyclists and to prevent vehicles from entering the bike lane;

Yes (8): Angelos, Bores, Hallum Clarke, Krikler, Lader, McClement, Stein, and Warren.

No (0): None

Abstain (1): Birnbaum

Item 3: Discussion regarding helicopter noise and calls to ban non-essential helicopter flights

This item was postponed due to the advocacy group being slated to present this item, but was not in attendance at the meeting. With the advocacy group not being at the meeting, the item will be held at a future meeting. There was still a short discussion in which there were speakers who expressed potential

support of such proposed bans, and others who didn't think this was an issue within Community District 8.

Item 4: Updates from the NYC Department of Transportation

Rafael Escano, NYCDOT liaison to CB8M, stated that the project previously presented to the Committee at Second Avenue at East 63rd Street is now being implemented.

Item 5: Old Business

- There were multiple speakers who made comments regarding the traffic signal timing changes made earlier in 2025 along Third Avenue, both for and against. A public attendee asked if there was any data on the impact of the changes, and said that there is now more congestion and slower traffic. Other speakers also raised objections to the changes and alluded to increased traffic. A Committee member shared data from the MTA's dashboard showing how bus speeds along Third Avenue have been largely stable, which suggests that congestion has not increased along the corridor. Multiple public attendees praised the changes and how it feels much safer for pedestrians who must cross Third Avenue.

Item 6: New Business

- A member asked NYCDOT to conduct a review of the bike lane on East 62nd Street and to consider removing it. Rafael Escano said that it was likely that the presentation made at the meeting would lead to a review.
- One of the Co-Chairs asked whether Rafael Escano had any updates on an item sent in by email regarding a Citi Bike station on East 84th Street between Lexington Avenue and Park Avenue that was enlarged after it was reinstalled after the road was repaved in October. He said he didn't have any information yet but would look into the matter.

There being no further business, the meeting was adjourned at 8:00 PM.

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