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**The City of New York  
Community Board 8 Manhattan  
Transportation Committee**  
Wednesday, January 7, 2026 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: Big Bus Tours Bus Stop Usage Request 5th Ave. between 83rd/84th Streets**

**Old Business: 3rd Avenue Capital Funding for Construction of Concrete Pedestrian Islands**

**Minutes:**

*Present:* Michele Birnbaum, Lori Bores, Miles Fink, DJ Falkson, Sebastian Hallum Clarke, Paul Krikler, Craig Lader, Valerie Mason, John McClement, Judy Schneider, Todd Stein, Charles Warren.

*Absent:* John Philips

*Approximate Number of Public Attendees:* 35

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

**Item 1: Introduction of new NYCDOT Manhattan Borough Commissioner**

Danielle Zuckerman, the New York City Department of Transportation (NYCDOT) Manhattan Borough Commissioner, formally introduced herself to the Committee. She has been with NYCDOT for about 6 years and worked on the intergovernmental affairs team prior to assuming her current role, first as Interim Commissioner in August 2025; previously, she also worked for State Senator Brian Kavanagh.

In response to questions and prompts from the Committee Co-Chairs, members, and public attendees, the following responses were provided by Borough Commissioner Zuckerman:

- York Avenue Traffic Study: NYCDOT will confirm with the New York City Department of Design and Construction (DDC) whether the water/sewer construction work in the lower East 60s is fully complete; it was scheduled to be done by October 2025. The study will then kick off with traffic counts in the Spring of 2026 to inform corridor analysis.
- East 72nd Street Bike Lanes Proposal: NYCDOT is now working to refine its proposal before bringing it to Community Board 8 Manhattan (CB8M) in the coming months to present it.
- 3rd Avenue Microhub: NYCDOT recently sent a notification letter to CB8M regarding the upcoming installation of a curbside microhub between East 91st/92nd Streets on Third Avenue to be installed in the coming months, which will be for exclusive use by Amazon. This follows

two prior presentations on microhubs to CB8M in September 2024 and July 2025. Although additional potential locations for microhubs are under review, no additional locations have been identified yet within CB8M.

- Corridor Projects: No major street reconfigurations are scheduled within Community District 8 in 2026. NYCDOT expects to complete the offset Lexington Avenue bus lane in Midtown, which includes the block within the district between East 60th and East 59th Streets.
- Third Avenue Signal Timing Changes & Feedback: There are no plans for any corridors to have their signals retimed. NYCDOT is continuing to evaluate the 15-mph signal timing on 3rd Avenue, which numerous members and public attendees further discussed. There were concerns raised about congestion being caused by the slow speeds and potential environmental impacts from vehicles that are now engaging in more stop-and-go activity. There were also comments in support of the changes and the enhanced safety for pedestrians resulting from the signal retiming.
- Third Avenue Redesign: In regard to the project in which bus and bike lanes were introduced on Third Avenue, multiple speakers emphasized that the painted pedestrian islands now in place are insufficient and need to be upgraded with concrete. Borough Commissioner Zuckerman said there are some intersections slated for such upgrades in 2026, and that any specific intersections should be flagged for potential expediting.
- Bike Safety & Enforcement: Numerous speakers brought up matters regarding bike safety and the lack of enforcement, including in the lower 60s, where wrong-way bikers were reported. Borough Commissioner Zuckerman said that safety education street outreach teams could be deployed. Other comments regarded the licensing of e-bikes. The concerns regarding Central Park that were discussed later in the meeting were also previewed.
- Lexington Avenue Street Cleaning: In response to ongoing concerns raised about NYCDOT's decision not to reintroduce street cleaning regulations that were removed when the bus lane was installed, Borough Commissioner Zuckerman reiterated that NYCDOT was following the recommendation from the Department of Sanitation that it wasn't recommended.
- Advance Notice: CB8M requested more advance notice for impactful projects; Borough Commissioner Zuckerman agreed to bolster communications via liaisons and direct outreach.
- Congestion Pricing: A speaker raised objections to the policy and suggested that it has resulted in additional congestion in the lower East 60s; it was emphasized that the program is administered by the MTA and not NYCDOT.
- East 96th Street Bus Lane: A speaker raised a concern that the project hasn't resulted in increased bus speeds, impacted parking, and that Amazon vehicles frequently block the streets near P.S. 198. The Co-Chairs requested a one-year post-implementation analysis presentation from NYCDOT.
- Various items in the Lower East 60s – Numerous issues were reported to NYCDOT, including the need for traffic agents near the FDR Drive and Queensboro Bridge entrance/exits. Concerns about the conditions on East 62nd Street coming off the Bridge were raised, as were potholes on East 64th Street, and the changes to the intersection of East 63rd Street/Second Avenue needed more signage.
- Fox 5 Double Parking: There continues to be persistent double parking by Fox 5 press vehicles on East 67th Street between Second and Third Avenues, and a request was made for NYCDOT to consider taking action that could include removing press parking that is provided but being abused.
- East 72nd Street Second Avenue: CB8M Chair Valerie Mason reported ongoing pooling of water near the accessible entrance to the subway, which has been present since prior to the station's opening in 2017.

**Item 2: Request by Taxi Tours Inc. DBA Big Bus Tours New York's, for a sightseeing bus stop on 5th Avenue between 84th and 79th Streets**

Peter Brown, Director of Business Development for Big Bus Tours New York, presented a request to use an existing shared bus stop used by tourism companies on Fifth Avenue between East 83rd and East 84th Streets for passenger pick-ups and drop-offs. Mr. Brown stated that buses operate every 30 minutes between 9:37 AM and 5:07 PM, 7 days a week. The buses are the double-decker tour buses, and already operate along Fifth Avenue, stopping at East 90th Street, East 72nd Street, and East 66th Street, but customers are requesting direct service to the Metropolitan Museum of Art. Mr. Brown acknowledged that his company had partnered with other operators to serve this destination, but that affiliation has now ended. He emphasized that dwell times are typically no more than 2 to 3 minutes and that luggage is not permitted.

The proposal was strongly supported, though some concerns were raised about general congestion in front of the Metropolitan Museum of Art.

**WHEREAS**, a request has been made by Big Bus Tours New York to use an existing bus stop for tour buses on 5th Avenue between East 83rd and 84th Streets; and

**WHEREAS**, Big Bus Tours New York currently operates hop-on/hop-off double-decker tour buses along 5th Avenue 7 days a week between approximately 9:30 AM and 5:30 PM, stopping at East 90th Street, East 72nd Street, and East 66th Street; and

**WHEREAS**, Big Bus Tour Passengers are requesting direct service to the Metropolitan Museum of Art following the end of a prior affiliate partnership that provided such service; and

**WHEREAS**, the buses will stop briefly for passenger pick-up/drop off for approximately 2 to 3 minutes, twice an hour between 9:37 AM and 5:07 PM; and

**WHEREAS**, supporting tourism companies helps support the economy and encourages tourists to arrive in groups, thereby reducing traffic and for-hire vehicle congestion;

**THEREFORE, BE IT RESOLVED**, that Community Board 8 Manhattan supports a request by Big Bus Tours New York to use a tourism bus stop on 5th Avenue between East 83rd and East 84th Streets between 9:37 AM and 5:07 PM, seven days per week.

*Yes (10): Bores, Hallum Clarke, Fink, Falkson, Krikler, Lader, Mason, McClement, Schneider, Warren*

*No (0) None*

*Abstain (1) Birnbaum*

**Item 3: Discussion on the speed limit change at Central Park Drive from 20 mph to 15 mph**

NYCDOT provided an overview of their proposed upcoming plan to reduce speed limits on Central Park Drives from 20 MPH to 15 MPH; this follows the recent reconfiguration of the Drive that resulted in changes to roadway striping and signals. This was originally communicated by letter to CB8M in December 2025.

NYCDOT Senior Planning Coordinator Esteban Doyle provided an overview of the proposal and the ongoing work to reconfigure the Central Park Drives. He reviewed the project's purpose and goals, and the work that resulted in the plan now being completed to reconfigure the roadway. He indicated the proposed speed limit reduction will occur in February 2026, and will align with the various new treatments being implemented, which include bike signal lenses (flashing amber lights) paired with painted rumble strips, "stop for peds" painted messages in the roadway, and "look" stamps for pedestrians crossing the Drive.

Mr. Doyle provided some initial analysis of the impacts of the changes, which have thus far been implemented in the southern half of the drive (below East 90th Street on the East Side and East 96th Street on the West Side). Thus far, there have been no significant changes to average speeds or pedestrian safety based on injuries, and there is data suggesting that wait times for pedestrians to cross the Drive has decreased slightly, but it is too early to ascertain any trends given that the project is not yet fully complete and sample sizes of data collection were small. It was reiterated that the Committee will be seeking a presentation after a full year of Phase 1 being fully completed.

Mr. Doyle stated that Phase 2 of the project will commence in March 2026 to complete the reconfiguration of the Drive above East 90th Street, which will continue through the summer.

There was no significant opposition to the proposed change in the speed limit, but there was much discussion regarding the reconfiguration of the Central Park Drive. These included ongoing concerns regarding fast-moving bikes, both traditional and electric, and calls to prohibit e-bikes from operating in Central Park. Among other specific concerns raised by speakers were the removal of traffic and pedestrian signals and whether those actions violate the Americans with Disabilities Act, especially for vision-impaired people. Numerous speakers described their fears when crossing without the aid of signals and questioned the logic of removing traditional signals in favor of flashing amber lenses and other treatments. The use of "look for Peds" messaging was questioned, as "peds" isn't the standard language in the Manual on Uniform Traffic Control Devices, and many people may not understand the meaning. There were requests for more traffic calming to further encourage compliance with the new 15 MPH speed limit, including raised crosswalks and raised rumble strips.

There were also some comments praising the project for widening the pedestrian space on the drives, and the perception that those who used these spaces felt safer and more separated from fast-moving bikes.

#### **Item 4: Updates from the NYC Department of Transportation**

Rafael Escano, NYCDOT liaison to CB8M, didn't have any further updates beyond what was provided by Borough Commissioner Zuckerman earlier in the meeting.

#### **Item 5: Old Business**

- A public attendee reiterated prior requests to reinstate street cleaning regulations on Lexington Avenue.
- A Committee Member revisited the discussion from Item 1 regarding the lack of concrete pedestrian islands following the redesign of Third Avenue that was completed in December 2023. The following resolution was proposed:

**WHEREAS**, the New York City Department of Transportation (NYC DOT) implemented a "Complete Street" redesign on 3rd Avenue between East 59th Street and East 96th Street in 2023, which included the installation of a parking-protected bike lane and offset bus lanes; and

**WHEREAS**, the current infrastructure for pedestrian refuge islands and bike lane separation relies primarily on thermoplastic paint and flexible plastic delineators; and

**WHEREAS**, flexible delineators are frequently damaged, flattened, or dislodged by motor vehicles, requiring constant maintenance and failing to provide physical protection for pedestrians and cyclists; and

**WHEREAS**, painted pedestrian islands, while visually delineating space, offer no physical barrier against turning vehicles and do not provide a raised, safe refuge for pedestrians—particularly seniors and those with mobility impairments—who require longer crossing times; and

**WHEREAS**, concrete pedestrian islands are a proven safety treatment that significantly shortens crossing distances, physically prevents vehicle encroachment, effectively "daylights" intersections to improve visibility, and serves as a permanent traffic calming measure; and

**WHEREAS**, Community Board 8 Manhattan has consistently advocated for permanent, high-quality safety infrastructure that prioritizes the most vulnerable road users over temporary materials;

**THEREFORE BE IT RESOLVED**, that Community Board 8 Manhattan requests that the NYCDOT prioritize capital funding and construction to upgrade the temporary painted and plastic infrastructure on the 3rd Avenue protected bike lane (East 59th to East 96th Streets) to permanent concrete pedestrian islands and hardened protection;

**BE IT FURTHER RESOLVED**, that these concrete upgrades should be designed to include appropriate drainage, greenery where feasible, and ADA-compliant ramps to ensure maximum accessibility and safety for all residents.

*Yes (9): Bores, Hallum Clarke, Fink, Falkson, Krikler, Lader, McClement, Schneider, Warren*

*No (1): Birnbaum*

*Abstain (1): Mason*

#### **Item 6: New Business**

- A public attendee inquired about the M98 bus route and why it ends at East 68th Street rather than continuing further south into Midtown. The Committee will check with MTA/NYC Transit on this question.

There being no further business, the meeting was adjourned at 9:00 PM.

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