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THE CITY OF NEW YORK  
MANHATTAN COMMUNITY BOARD SIX  
211 E. 43RD STREET, SUITE 1404  
NEW YORK, NY 10017

## **Manhattan Community Board 6 Transportation Committee Meeting**

Monday, June 4, 2018 – NYU School of Dentistry, 433 1st Avenue, Room 220

**Present: Members:** Sandra McKee (Chair), Gene Santoro (Vice-chair), Amelia Acosta, Andrew Gross, Molly Hollister, Kathleen Kelly, Joe Parrish, Matthew Roberts, Lawrence Scheyer, Ann Seligman, Brian Van Nieuwenhoven **Public Members:** Bob Cohen, James Wilson, Raymond Knowles

**Guests:** Claire Brennan (Member, CB6), Susan Steinberg (Member, CB6), John Blasco (Council Member Carlina Rivera), Ben Jacobs (Council Member Keith Powers), Colleen Chattergoon (NYC Department of Transportation), Lian Farhi, (NYC DOT), Franny Civitano (New York City Economic Development Corporation NYC Ferry Team), Elana Ehrenberg (NYC Ferry Operated by Hornblower, Community Development Supervisor), Radhy Miranda (NYCEDC Assistant Vice President Government & Community Relations), Megan Quirk (Senior Project Manager Ports and Transportation), Norberto Acevedo (NYC Department of Design and Construction, Deputy Director, Office of Community Outreach and Notification), Karen Flores (VRX, Inc./DDC Community Construction Liason), David Frank (Greeley & Hansen/DDC Resident Engineer), Irwin Arieff, Deborah Baldwin (Riders Alliance), Marshall Butt, Neil Cooper, Lynne Haden-Findley, Elizabeth Gil (Stuyvesant Town Resident), Mary Garvey (Stuyvesant Town Resident/Transportation Alternatives), Allison Jacobs, Anton Mallner, Scott Vroubel, Mary Zilg, Bob Zilg,

Sandy McKee called the meeting to order at 7PM. The committee adopted by voice vote the minutes of the May 7, 2018 meeting.

### **NYC FERRY STUYVESANT COVE LANDING:**

Radhy Miranda of the NYC Economic Development Corporation announced [NYC Ferry](#)'s late-summer commencement of a new Lower East Side Route stopping at the new ferry landing being constructed at E. 20<sup>th</sup> St. in Stuyvesant Cove Park, adjacent to Stuyvesant Town and Peter Cooper Village. The route runs from Long Island City (to the left of the Pepsi Cola sign) to Wall Street, Pier 11, stopping en route at the E. 34<sup>th</sup> St. ferry transfer hub, Stuyvesant Cove Park, and Corlears Hook. Costing the same as a subway or bus ride fare (\$2.75), NYC Ferry provides ADA-accessible water-borne transportation over a six-route network stretching from Soundview in the Southeast

Bronx to the Rockaway Peninsula in Queens via the East River and Upper and Lower New York Bay. The ferry service is geared toward New York residents who comprise 92% of all riders, and 76% of riders during weekday peak periods use the ferry for commuting.

Popular mobile ticketing is available via the NYC Ferry app on both iPhones and Android devices, along with schedules, maps, and real-time boat arrival information. Queuing and boarding takes place on an offshore barge reached by a wide gangway. EDC anticipates most passengers boarding at Stuyvesant Cove will arrive on foot, but there is a Citi Bike station nearby and there are racks aboard for taking one's own bicycle (for an extra dollar). M9 and M23-SBS buses have stops at the intersection of Ave. C and E. 20<sup>th</sup> St. The landing barge is protected from weather by a canopy and windscreens, with radiant heating provided in the winter.

During its 15-month L Train shutdown the MTA will operate an independent ferry shuttle service from this same Stuyvesant Cove landing to North Williamsburg.

In the ensuing discussion, wayfinding signage was requested to/from the ferry landing. Regarding crowd control, NYC Ferry operator Hornblower's Elana Ehrenberg represented that her company trains its employees in how to manage orderly queues. They also will put a larger boat in service in anticipation of larger than normal ridership on a particular day, and in response to unanticipated overcrowding they will send an extra boat. Mr. Miranda highlighted that NYC Ferry's custom-built twin-hulled boats generate a low wake and are outfitted with the latest (Tier 3) low-polluting engines that do not discharge fuel into the water. The use of the ships' horn when reversing out of the ferry slip is mandated by the Coast Guard, but in response to past complaints, Hornblower has adjusted the volume and pitch of the horn and directs the sound away from the shore toward approaching vessels to warn them off. Mr. Miranda took note that the NY Skyports parking garage potentially could reflect some sound shoreward, but, he also noted, the frequency of scheduled Lower East Side service is not more than twice an hour.

## DDC – INFRASTRUCTURE UPGRADES ALONG 2ND AVENUE AND SURROUNDING AREAS:

The next presentation was made by Alfredo Acevedo, NYC Dept. of Design and Construction's Deputy Director, Office of Community Outreach and Notification. After giving a short history of the development of the City's water supply system, he explained that the Department of Environmental Protection is replacing ancient (installed before 1950) water mains and sewers as part of the process of making connections to the third water tunnel (which was completed in 2015). The project runs from Summer 2018 through Summer 2021. While the street is opened up, other utility (electric, gas, and communications line, and steam main) owners will also be upgrading their facilities. NYC DOT's allowable work hours are: M-F 7am-10pm/Sat-Sun 8am-

10pm, but typical work hours will be 7am-3:30pm. Aside from the noise and physical impediments caused by street excavation (temporary closure of traffic lanes, relocation of bus shelters and CitiBike stations) the main inconvenience to residents of the affected streets will be brief periods of interruption of water service, for which a 24-hour notice will be given, via email and posting. Those water shutdowns (approximately a half-dozen of them) should begin at 8AM with the goal being to finish for the day at 2PM. Also, there may be tests on the water lines between midnight and 2AM. Work will begin in mid-June 2018, starting on 2<sup>nd</sup> Ave. (between E. 36<sup>th</sup> St. & E. 33<sup>rd</sup> St.) and 3<sup>rd</sup> Ave. (between E 35<sup>th</sup> & E. 33<sup>rd</sup> St.), and it later will involve E. 35th St. between 1<sup>st</sup> Ave. & 3<sup>rd</sup> Ave. and E. 33<sup>rd</sup> St. (between 2<sup>nd</sup> Ave. & 3<sup>rd</sup> Ave.). To the extent possible, contractors will re-use the same construction storage areas that were used for the Queens-Midtown Tunnel reconstruction project, now in its final stage. Excavations taking away traffic lanes during the day will be covered at night by metal plates.

Committee members and affected residents who attended at the meeting complained bitterly about the noise at night caused by vehicles striking metal plates covering holes in the street that have not been properly secured. It was pointed out some of the work will be right in front of the entrance to the Queens-Midtown Tunnel, and there was a request to have "real" police officers to deal with the expected traffic (instead of ineffective "traffic enforcement agents"). It was suggested to the project manager that more and better advance signage could help achieve a smoother traffic flow. This is especially important for the safety for bicyclists as pavement markings and signage need to unambiguously indicate to motor vehicle operators that they must yield and give way to bicyclists in the "shared" lane on 2<sup>nd</sup> Ave. north of 34<sup>th</sup> St. Regarding the water shutdowns, it was promised that an effort will be made to schedule enough work during each shutdown and not to schedule them on Fridays (as this may most severely affect restaurants' business). Also, it was suggested that the project managers take a closer look at coordinating their project with the nearby construction site at the SW corner of 3<sup>rd</sup> Ave. & E. 34<sup>th</sup> St.

Residents are urged to get on the e-mail mailing list for a quarterly newsletter, weekly construction bulletins, and timely updates. Contact Community Construction Liaison Karen Flores: [2ndavecccl@gmail.com](mailto:2ndavecccl@gmail.com). Tel: (646) 768-9105. To register and log complaints, call 311 and provide the Project ID: MED607.

"SHARED STREET" PROPOSAL BY THE NYC DEPT. OF TRANSPORTATION,  
WHICH WOULD OPEN E. 43RD ST. BETWEEN LEXINGTON AND 3RD AVENUES  
TO BOTH CARS AND PEDESTRIANS:

Following-up on the discussion at last month's meeting, it was reported that the NYPD's recommendations as to size, shapes, and materials for blocking-off seating areas from vehicle-driving terrorists will not be altered. The committee next approved a resolution supporting the plan, but with the proviso that the potential aesthetic and practical impacts of impeding pedestrian movement and blocking views of persons seated at

tables be assessed and evaluated by the committee following the installation. Gene Santoro is preparing the resolution.

Vote: 10 in favor; 2 opposed; 0 abstentions; 0 not entitled to vote.

**CHAIR'S REPORT:** Sandy McKee told the committee to anticipate voting at the July 2<sup>nd</sup> meeting on a resolution concerning the DOT/MTA's L Train shutdown mitigation plan.

Vice Chair Gene Santoro, who represents CB6 on the new multi-Board L Train Task Force, reported that members strongly support an exclusive busway on 14<sup>th</sup> St. operating 24-hours/7 days-a-week. In addition, to accommodate the 8-9,000 Stuyvesant Towners who currently board the L Train each day at the First Ave. Station, they also recommend extending it eastwardly from 3<sup>rd</sup> Ave. to Ave. C. To head-off an inundation of traffic-choking "Ubers" they urge that the Williamsburg Bridge bus lane and 3+ HOV passenger restrictions be kept in place 24/7, accompanied by high-occupancy requirements (during "peak" periods, only) on the other free East River bridges. (Gene said putting together drivers and riders for bridge "carpools" is much easier – via the Waze app -- and other apps can help put together yellow and green taxi group rides.) But, he was particularly concerned about the narrowness of the sidewalk in front of the proposed L1 shuttle bus terminal on E. 15<sup>th</sup> St. at 1<sup>st</sup> Ave.

The task force criticized the inadequacy of DOT's and MTA's plans, doubting their ability to move the very high volumes of L Train riders who now use the service evenings, nights and weekends. In July, members of the Task Force will be taking a bus trip to visit various sites involved in the L Train mitigation. They will then meet again in August.

Sandy asked John Blasco to speak about a letter dated June 4, 2018 sent by Council Member Carlina Rivera to MTA President Andy Byford and NYC DOT Commissioner Polly Trottenberg (which was unavailable for committee members' review). The council member suggested revising the L Train mitigation plan to allow motorists to drive (and park) in restricted areas along 14<sup>th</sup> Street (i.e., drivers who pay to park in 14<sup>th</sup> St. garages, Access-a-Ride vans, and ADA-compliant taxicabs). She asked for the lifting of vehicular restrictions for everyone else for 13 hours a day – i.e., outside of the hours of 7AM—8 P.M. Also, Council Member Rivera asked DOT to revise its design for creating a high-capacity two-way bike corridor on 13<sup>th</sup> St. and investigate substituting one-way lanes on both 12<sup>th</sup> St. and 13<sup>th</sup> St., instead. (Note: The 13<sup>th</sup> St. lane, however, was intended to provide a very safe – no wrong-way riders – easy, and comfortable alternative to residents summoning on-demand for-hire vehicles to travel across town.)

**OLD BUSINESS:** Colleen Chattergoon said DOT will give a progress report at the Transportation Committee's July meeting on the bicycle safety improvements promised by DOT (and supported by CB 6) for the East River Greenway.

Committee member Kathleen Kelly observed that the newly set aside curb space for MTA buses to lay over on E. 41<sup>st</sup> Street. is being "usurped" by charter buses.

NEW BUSINESS: None.

The meeting adjourned at 8:46 PM.