

**Community Board 6  
Transportation Committee  
Monday, March 06, 2017  
NYU Langone, 550 1<sup>st</sup> Ave NY, Coles 101**

**Committee Members present:**

Beatrice Disman, Sandra McKee (Chair), Joe Parrish, Kathleen Kelly, Larry Scheyer, Ann Seligman, Nick Smolney, Ronnie White, Ray Knowles (Public Member), Fred Arcaro, Matt Roberts, Bob Cohen (Public Member), James Wilson (Public Member)

**Committee Member(s) Excused:** Brian Van Nieuwenhoven, Gene Santoro, Molly Hollister

**Presenters:** NYC DOT Rep Colleen Chattergoon , and 17<sup>th</sup> Precinct Captain Aufiero

**Public:**

**The Second Ave Bike Lane and Pedestrian Improvements** which Colleen said would be constructed and open for Fall 2017 is now scheduled for Spring 2017. She is not able to give us a confirmed completion date nor timetable.

**48<sup>th</sup> street & 1<sup>st</sup> Ave:** Safety improvements to the bike lane will be done in the Spring of 2017. At the time of the meeting Colleen was not able to list a completion date.

**East River Greenway:**

The Water Club has the lease on the parking lot adjacent to their restaurant along the East River Esplanade. DOT rep Colleen offered to talk with The Water Club to develop A Memorandum of Understanding (MOU) to allow a safer path for cyclists and pedestrians through the parking lot and in front of the restaurant. A meeting was scheduled for the second week in March 2017 with Police Captain Chris Aufiero from the 17<sup>th</sup> precinct, a CB6 rep (either Gene or Molly), The Water Club and DOT rep Colleen to discuss the MOU.

**Jurisdiction in front of the heliport is DOT, not the EDC.** DOT rep Colleen confirmed that the DOT has the jurisdiction outside the heliport. That means the DOT decides what structures or construction happens outside of the fenced in heliport property. Concerns about blind spots and obstructions in the shared bike path, pedestrian and car lane had been shared.

**59<sup>th</sup> street intersection:** The study should be completed within the next 2 months. Check back on May 6<sup>th</sup> to see if it is completed.

The list below contains dangerous intersections in CB6 as identified by the NYPD based on their accident data:

\*Our committee member Brian; who has been analyzing the data collected from the dangerous Intersection survey, was not able to attend the meeting because he was at his scheduled interview for possible CB6 reappointment.

#### **List of Dangerous Intersections in CB6:**

- **1<sup>st</sup> Ave between 58<sup>th</sup> and 59<sup>th</sup> street**
- **3<sup>rd</sup> Ave between 55<sup>th</sup> and 56<sup>th</sup> street:** The traffic island creates a dangerous situation and accidents have risen.
- **55<sup>th</sup> street & 2<sup>nd</sup> Ave**
- **49<sup>th</sup> street & 2<sup>nd</sup> Ave**
- **42<sup>nd</sup> street & 2<sup>nd</sup> Ave :** Listed by the DOT as The most dangerous intersection
- **37<sup>th</sup> street & FDR Drive:** DOT looking to see if Advanced Signage can be posted. The cars have run over and destroyed the plastic bollard. Can something more permanent yet safe and effective be installed?
- **34<sup>th</sup> street & FDR Drive:** 34<sup>th</sup> street gets flooded out when it rains due to the FDR overpass draining down onto the street below.
- **36<sup>th</sup> street & 2<sup>nd</sup> Ave:** Police Captain Aufiero stated there were 100 collisions (low speed accidents) at that intersection
- **34<sup>th</sup> street & 3<sup>rd</sup> Ave and 34<sup>th</sup> street & Lexington Ave:** Traffic has been diverted due to construction.
- **32<sup>nd</sup> street & 3<sup>rd</sup> Ave:** The new yellow light appears to encourage cars and trucks to speed up rather than slow down.
- **23<sup>rd</sup> street & 1<sup>st</sup> Ave**
- **23<sup>rd</sup> street & 2<sup>nd</sup> Ave. :** The left turn sign/lane was denied for cars. Two lanes of traffic moving west onto 2<sup>nd</sup> ave now currently turn into pedestrians as they try to cross the ave to the recently relocated SBS 23 bus stop on the east side of 2<sup>nd</sup> ave.
- **23<sup>rd</sup> street & 3<sup>rd</sup> Ave:** Need follow up to confirm if left turn lane approved.

The top 3 most dangerous intersections according to the DOT rep were:

57<sup>th</sup> street & 3<sup>rd</sup> Ave

42<sup>nd</sup> street & 2<sup>nd</sup> Ave

34<sup>th</sup> street & 2<sup>nd</sup> Ave

#### **The Second Ave Bus Lane:**

Concern: The 2<sup>nd</sup> Ave MTA commuter bus lane is being used as a parking lane.

Buses are using the commuter bus lane as a layover area. NYPD noted that they do not issue tickets to MTA buses but will call the dispatch to ask them to move.

CB6 is still awaiting the **approved bus layover spots** listed in CB6.

DEP trucks parked on 37<sup>th</sup> street in the bikelane on 37<sup>th</sup> st between 1<sup>st</sup> ave and the FDR exit/service road. Community members learned: Get the license plate number and date/ times that the trucks or buses are parked illegally and report to 311. The driver is then listed as a “habitual offender.” The committee was also encouraged to collect this data for review with officials.

Police Captain Aufiero stated that For-hire cars make up **50% of the cars in the 17<sup>th</sup> precinct** and are disproportionately responsible for the number of accidents in the precinct. There are 4 officers in the precinct that are focusing on keeping the bus lanes clear and illegal parking which causes congestion.

#### **Bike Crash Data:**

A member of the community pointed out that you cannot find **Bike crash data at the incident level**. PO Captain Aufiero said he did not have that data. The data listed by DOT has been aggregated.

According to DOT data: City councilman Dan Garodnick’s district encompasses areas in CB5,6 and 8 which have the highest number of bike collision incidents (outside of Central Park.) These were incidents where pedestrians were injured by bikes.

Presently P.O. Captain Aufiero explained that an officer does not need to be present to file the initial **MD104 report, which is downloadable from the precinct website**, but that unless the report is filed with the police and followed up/investigated by a Police Officer, then the accident (statistic) will not be recorded.

Another Community resident suggested that **updating the online 311 app** with a heading tab “Bike /Pedestrian accident” to make reporting more accessible. Presently it is not easy to find and follow the process.

**Cashless Tolling** has been installed at The Midtown Tunnel. A community member said that some of the tunnel traffic noise had gone down, but the light used for cars to turn into the tunnel only allows for a couple of cars to turn at a time. The cars then “block the box” on 2nd Ave so cars and pedestrians cannot cross, causing congestion and continued honking.

**Construction on the Exit Plaza of the tunnel:** The Subcontractor did not report to the MTA they were doing work. Subcontractor was contacted by the Tunnel Authority and are not to move forward with work without prior approval.

**The funding for the Lexington Line Ventilation Project was reassigned to the 2020 MTA Capitol Budget.** The committee awaits to hear more about the safety concerns regarding the delay of the ventilation project.

**Chair's Report:**

**The Bike NY initiative** supported by CB6 will continue in 2017. In 2016, 95 people attended bike safety training programs sponsored by CB6.

Presently there are no police officers or Auxiliary police officers riding in the bike lanes in the 17<sup>th</sup> precinct.

The meeting adjourned at 8:40PM

Minutes Submitted by Kathleen Kelly.