

MOLLY HOLLISTER
CHAIR

CLAUDE L. WINFIELD, FIRST VICE-CHAIR
AHSIA BADI, SECOND VICE CHAIR



JESÚS PÉREZ
DISTRICT MANAGER

BRIAN VAN NIEUWENHOVEN, TREASURER
BEATRICE DISMAN, ASST. TREASURER
KATHY THOMPSON, SECRETARY
DAVID COLBY REED, ASST. SECRETARY

THE CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD SIX
P.O. BOX 1672
NEW YORK, NY 10159-1672

Transportation
2/5/18 7:01pm
433 1st Ave Rm 220

Meeting Minutes

Present: Sandra McKee (Chair), Gene Santoro (Vice Chair), Molly Hollister; Larry Scheyer, Brian van Nieuwenhoven, Amelia Acosta, Fred Arcaro, Matthew Roberts, Andrew Gross, Ronni White, Kathleen Kelly, Bob Cohen, James Wilson

Excused: Joe Parrish

Absent: Ann Seligman, Beatrice Disman, Ray Knowles

Guests: Claude Winfield (CB6 1st Vice Chair), Jesus Perez (CB6 District Manager), Sam Carrigan (CB6 Community Associate), Ben Jacobs (CM Keith Powers' CB6 liaison), John Blasco (from CM Carlina Rivera's office), Edward Pincar (Manhattan Deputy Boro Commissioner DOT), Ted Wright (Designer Manhattan DOT), Eileen Botti (Manhattan DOT), Colleen Chattergoon (Manhattan DOT CB6 liaison), Aaron Segura (DOT), Branko Kleva (NYCT), Jeff Hanft (NYCT), Sarah Wyss (NYCT), Zachary Campbell (NYCT), members of Transportation Alternatives, members of the general public

Call to Order and Adoption of the Agenda/Previous Meeting's Minutes

Chair McKee called the meeting to order at 7:01pm.

Fred Arcaro moved to adopt the agenda. The motion was seconded by Gene Santoro and passed unanimously.

Since the minutes from the joint CB6/CB5 transportation committees' meeting held on 2/1/18 had not yet been submitted, there was no motion to adopt them.

Committee Business

Agenda Item #1: Application from Frank Martz Coach Company for an Inter-City Bus Stop at 135 E. 42nd St. Axel Hellman presented the application, stating that the company's Port Authority spots are at capacity and the company is seeking additional

stops for 7 pickups and drop-offs each weekday in order to service their New Jersey customers, of which he guessed perhaps 30% work on the east side. Committee members reacted negatively and raised many questions, most focusing on serious concerns about increasing traffic on 42nd St, which is already overburdened. Mr. Hellman could not verify how many Martz commuters were going where, or how long each stop would take and how many passengers would be involved. Several committee members observed that Martz's Port Authority slots should be sufficient and expressed the fear that granting the company additional slots on the streets would encourage other bus operators to seek the same. A vote was then taken on the positive resolution of support submitted to the committee; it was defeated 13-0. A vote was then taken to produce a negative resolution; it passed 13-0.

Agenda Item #2: DOT proposal to install crosstown protected bike lanes on E. 26th and E. 29th Sts. Mr. Pincar, Mr. Wright, and Ms. Botti of Manhattan DOT presented the proposal; Mr. Wright was the primary presenter.

<http://www.nyc.gov/html/dot/downloads/pdf/midtown-crosstown-bike-lanes-jan18.pdf> He explained the basic logic behind selecting these streets for this treatment: they are (mostly) 34 feet wide, allowing installation of protected bike lanes without conflicting with DOT's attempts to manage congestion; and they run uninterrupted from 1st Ave to the Hudson River Greenway, allowing cyclists to fully traverse Manhattan east-west and connect with a variety of north-south bicycle routes. He pointed out that midtown Manhattan saw 6 million Citibike trips in 2017, and that these areas were among the highest at-risk zones for cyclists to be killed or seriously injured, which made them priorities for this treatment. In response to committee members' questions, he acknowledged that the entire length of the proposed crosstown bike lanes would not be "protected," due to conflicting needs like pickups and drop-offs for hotels and businesses and anomalies like E. 26 St changing its traffic flow and varying in width. Fred Arcaro questioned reducing traffic on these streets to one lane, suggesting a stall or breakdown would cripple flow; the response was that these streets are, for the most part, effectively a single lane now and already subject to those issues. Mr. Wright highlighted how the proposed street treatments—new pavements with textured green coloring, additional curb markings by NYPD and NYFD to maintain open spaces for fire hydrants and loading zones and so on—would mitigate negative traffic flow and protect cyclists. Jim Wilson strongly urged the need for enforcement to make these plans work effectively and safely, which seemed to express a sentiment shared by many committee members; it was reiterated by Andrew Gross. Jeanette Jones, a wheelchair-bound member of the public who lives at 330 E. 26th St., spoke about the loss of parking spaces resulting from this plan, which would directly affect her ability to park her vehicle in her building's vicinity. The committee urged DOT to investigate possible solutions, which was agreed to. Most members of the public who spoke, many of them Transportation Alternatives' members, lined up to reiterate their views on the virtues of protected bike lanes; a few members of the public spoke in opposition, citing added burdens on small business owners and residents. A resolution of support was proposed. It passed by a vote of 9-2 with 1 abstention.

Agenda Item #3: L train shutdown proposed mitigations, presented jointly by MTA-NYCT and DOT representatives Aaron Segura (DOT), Branko Kleva (NYCT), Jeff Hanft (NYCT), Sarah Wyss (NYCT), Zachary Campbell (NYCT).

http://web.mta.info/sandy/pdf/L%20Canarsie_30x40%20all%20Boards.pdf This complex and detailed presentation strove to present both an overview of plans to confront the larger interboro travel disruptions expected to result from the fifteen-month L train shutdown beginning in April 2019 and its ground-level effects on CB6's district. While a couple of committee members raised questions about extra-district proposals, the bulk of discussion focused on specifics regarding the impact on CD6. The proposed Busway on 14th St., which will include converting one traffic lane into a "temporary pedestrian area," bus loading zones and "temporary bus boarders," and a bus passing lane to try to ensure minimal bus backups, prompted a variety of reactions from the committee. Members questioned why the eastern end of proposed Busway on 14th St. stopped at 3rd Ave, pushed to have the possibility of extending it to 1st Ave explored, and wanted its "peak hours," when for-hire and private vehicles as well as through trucks will be banned, defined. NYCT representatives, emphasizing that this process is ongoing and will involve multiple consultations and changes, responded that the engineering logic behind stopping the Busway at 3rd Ave. was to funnel car and truck traffic onto that two-way north-south intersection rather than already-overburdened 1st Ave., but agreed to study the issues raised by members and return with more pertinent data and possible revisions. Members also queried the specifics of the L1 bus, which will be transporting passengers from the Williamsburg Bridge to 15th St and 1st Ave: questions included how many commuters will be transferring there, where will the staging area to hold waiting transferees be, what mitigations are planned for the L1 bus "turnaround" on E. 15th St. between 1st and 2nd Aves, with its two schools, park, and college dorm. The siting of the new Avenue A entrance to the L, with its ADA-compliant elevator, on the median strip between the Stuyvesant Town service road and E. 14th St., requiring would-be users to cross the service road and creating additional hazards especially for the handicapped and elderly, was questioned by members and by Karen Reynolds, a Stuyvesant Town resident. The idea of closing all or part of the service road from Ave. B west to 1st Ave and then north to E. 16th St., to create safe space for L1 and Busway transferees and to protect eventual users of the Ave. A entrance, was raised; the presenters agreed to explore those possibilities. Also included in the presentation was a proposed redesign of E. 20th St., which will consolidate the existing bike lanes into a single two-way bike lane on the street's north side and reshape the E. 20th St./Ave. C intersection in order to accommodate the approximately 1200 ferry riders per peak hour expected to disembark at the new ferry slip in Stuyvesant Cove Park. This dedicated ferry will shuttle passengers between the existing South Williamsburg ferry slip, which will be reconfigured, and the forthcoming one at the park; unlike existing ferries, its fare payment system will be integrated with NYCT/MTA services and allow users free transfers between the two. No resolution was submitted or required for this continuing consultative process. Instead, the district office will detail the committee's reactions in a letter to the appropriate parties so that the process can continue to refine the goals and tactics of MTA, NYCT, and DOT in response to CB6's questions and suggestions. The exact date of the next consultation was left open.

Old/New Business

Under old business, the carryover from the joint CB6/CB5 committee meeting of 2/1/18 regarding the potential disbursement of \$38 million—the initial tranche resulting from the East Midtown Rezoning agreements—was discussed. An online straw poll found that most committee members favored using the monies for thoroughfare improvements on Lexington Ave. between E. 41st and E. 57th Sts; creating a “shared street” on E. 44th between Lexington and 3rd Aves placed second. The committee discussed empowering Terrence O’Neal, CB6’s representative on the Capital Group, which governs the disbursement of funds under this plan, to negotiate for CB6’s preferences using all seven of the possibilities offered, while prioritizing Lexington Ave; the vote was 9 in favor, 0 opposed.

There was no new business.

Chair’s Report

The Chair’s Report was waived.

Adjournment

Gene Santoro moved to adjourn. The motion was seconded by Larry Scheyer. Chair McKee declared the meeting adjourned at 9:35pm.

Minutes submitted by Gene Santoro on 2/7/18