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

Transportation Committee
May 6, 2019, 7:00 PM
433 1st Avenue (NYU School of Dentistry), Room 210

Meeting Minutes

Present: Sandy McKee (Chair), Gene Santoro (Vice Chair), Claire Brennan, Beatrice Disman, Philip Napolitano, Matthew Roberts, Lawrence Scheyer, Brian Van Nieuwenhoven, Ronnie White, Raymond Knowles, James Wilson

Excused: None

Absent: Andrew Gross, Molly Hollister, Joe Parrish, Ann Seligman, Bob Cohen

Guests: Moe Solima, MTA-New York City Transit (MTA-NYCT); Taysha Clark, State Senator Brad Hoylman's office; Robert Thompson, MTA-NYCT; Stephanie Bello, Con Edison; Pedro Carrillo, Council Member Carlina Rivera's office; Matthew Robinson, Resident; Stephen Noveck, Resident; Rebecca Carroll; Resident; Marcus Book, MTA-NYCT; Brian Lafferty, Manhattan Borough President Gale Brewer's office; Vitaly Filipchenko, Resident; Vikram Tadla, MTA-NYCT; Ben Jacobs, Council Member Keith Powers' office; Kimberly Rancourt, NYC Department of Transportation (NYC DOT); Pie Ling He, Resident; Anne Greenberg, Resident; Corey Bearak, Resident; Colleen Chattergoon, NYC DOT, Aaron Sugiura NYC DOT

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

Chair Sandra McKee called the meeting to order at 7:06 PM.

Chair Sandra McKee made a motion to adopt the agenda and hearing no objections the agenda was adopted.

Chair Sandra McKee motioned to adopt the minutes from the April 1, 2019 meeting and hearing no objections the minutes were adopted.

Agenda Item #1: A presentation by the MTA on a rehabilitation project for the Times Square-Grand Central 42nd Street shuttle

Marcus Book, Assistant Director in Government and Community Relations at the Metropolitan Transit Authority (MTA) briefed the committee on the MTA plans to rehabilitate the elevators and escalators leading to the shuttle that runs between Grand

Central and Times Square. The rehabilitation is required to meet access requirements set forth by the Americans with Disabilities Act (ADA).

The project will reduce the number of shuttle tracks from 3 to 2 and there will only be one platform. The reconfiguration will also replace three elevators and create a new stairwell to the shuttle platform. The elevator upgrade won't necessarily impact the elevators accessing the northbound and southbound 4/5/6 platform.

The shuttle will operate throughout the entire project and the MTA estimates that it will improve capacity by 20%. The MTA estimates that the rehabilitation will conclude within 36 months and be substantially complete by March 2021.

The committee asked how the project will be funded and Marcus Book replied that a combination of federal funding and funding specifically earmarked for ADA compliance will be used.

The committee asked what volume of ADA passengers and what transportation options will handicapped people have during construction. Mr. Book replied that maps will be provided upon request and alternative routes will be communicated in advance.

The committee also asked whether the project will include ventilation upgrades and whether the elevator panels will be backlit to assist visually-impaired riders. Mr. Book replied that any necessary ventilation rehabilitation will be performed and he doesn't think the elevator panels will be backlit but would review.

The presentation on this item will be put on the CB6 website once the presentation becomes available.

Agenda Item #2: A presentation by the MTA and the NYC Department of Transportation regarding the implementation of Select Bus Service on 14th Street and transit/truck priority on 14th Street

Rob Thompson of MTA and Aaron Sugiura of DOT updated Community Board Six on the implementation of Select Bus Service along 14th Street. The M14A/D bus route is the second busiest in Manhattan (27,000 daily riders) and also the second slowest. 14th Street is a Vision Zero Priority corridor with seven priority intersections. The average speed of the current buses is 4-5 mph and 60% of trips are spent at bus stops or in traffic. The goal of DOT is to increase ridership.

DOT first prepared for a total shutdown of the L train, but that will no longer occur. As a result, DOT now proposes "Transit and Truck Priority" between 3rd Avenue and 8th Avenue, which means that all vehicles other than buses, trucks and emergency vehicles must make the next, immediate right turn off of 14th Street after loading/unloading, pickup and drop-off and accessing garages. In addition, the M7 bus will be allowed to make a left-hand turn on 6th Avenue. The goal of DOT is a 30% increase in bus trips, improved pedestrian safety, curb access for riders and to keep trucks off of side streets.

Committee Member Beatrice Disman asked what their goals are and how they will measure the achievement of those goals. DOT will monitor and report back on bus performance, traffic volumes, curb activity, enforcement and safety.

A committee member asked what progress has been made since the the lane markings were installed. DOT replied that they did not implement the traffic routes, so there is no data to collect.

Committee members noted concerns outside the district including: University Place & 14th Street bus stop relocated to University and Broadway because it is closer to the subway entrance and shopping. DOT replied that vendors, ventilation grates and Whole Foods make it too crowded. In addition, SBS fare machines will occupy additional space. DOT further replied that while “Tap-And-Go” fare payment for buses will eliminate payment machines, it will not be implemented on buses for several years.

Committee members also asked about the status of eliminating the Avenue C & 14th street bus stop. DOT replied that the Avenue C & 14th street bus stop will remain for now.

Rebecca Carroll, a Stuyvesant Town resident, noted that many children ride the bus to school. Mrs. Carroll asked if DOT would consider coordinating the schedule of M14A and M14D to coordinate with school drop-off and pick-up times. She also asked if DOT would consider installing bus shelters along the route on Avenues C and D (where they don't already exist) so children don't have to wait in inclement weather.

A community member noted that taxis and for hire rides may cause congestion at 3rd Avenue as they pick up people who don't want to ride the bus. DOT replied that they will monitor for congestion east of 3rd Avenue.

The presentation on this item is on the CB6 website.

Agenda Item #3: Update from Colleen Chattergoon and Kimberly Rancourt of DOT regarding ongoing items:

Waterside and 23rd Street: Work will start in June and the work will take approximately 1 month.

Heliport upgrade: DOT cannot use the space in front of the heliport for the bike path.

Queensboro Bridge: Not all of the pedestrian ramps are ADA-compliant due to the depth of the road bed. They will not be available on schedule. The island in the middle of 2nd Avenue (the “pork chop”) is underway and will be available for cyclists in the next few weeks.

23rd and 3rd Avenue: A left-hand turn request was denied. DOT will look again as it has been 3 years from the denial date.

23rd and 2nd Avenue: A left-hand turn request was made. DOT will look again.

24 hour bus lane on 23rd street: DOT evaluates whether the bus lanes is required 24 hours based on ridership and traffic conditions.

Chair's Report

Chair McKee asks committee members to review priority items for next meeting. She thinks that most of the proposed Fiscal Year 2021 items are accurate. Lighting at PS 116 and pavers on Patrick Brown walk will be removed from the budget requests for the next fiscal year because they have been completed.

Old/New Business

There was no old/new business.

Adjournment

Sandra McKee made a motion to adjourn at 8:33 PM. The motion was seconded by Larry Scheyer.

Sandra McKee declared the meeting adjourned at 8:33 PM.

Minutes submitted by: Philip Napolitano