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The City of New York
Community Board 8 Manhattan
Transportation Committee
Wednesday, September 2, 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: (T301/R139) Revocable Consent – 51 East 73rd Street
Item 2: (T320/R140) NYCDOT Proposed School Zone Speed Restrictions

Minutes:

Present: Michele Birnbaum, Lori Bores, Alida Camp, DJ Falkson, Sebastian Hallum Clarke, Paul Krickler, Craig Lader, Gopi Malathi, Lavinia Mancuso, John McClement, Judy Schneider, Todd Stein, Charles Warren

Absent: Valerie Mason

Approximate Number of Public Attendees: 60

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

Item 1: PUBLIC HEARING: A New DOT Revocable Consent Application to install a stoop at 51 East 73rd Street (Between Madison Avenue and Park Avenue)

James Ramsey and Mike House (RAAD Studio) presented on behalf of the owners of 51 East 73rd Street a revocable consent application to install a stoop. The property is a townhouse originally built in 1886 that was originally two separate townhouses before being combined into a single unit immediately after World War II. The project seeks to restore the historical condition of the lower façade, which contained staircases leading to the separate entranceways; upon combining the units a sunken entranceway was built and remains today. The revocable consent request to restore one of the stoops is being made due to the fact that the exact original historical stoop location would be too close to an existing street tree well and would not meet current New York City Department of Transportation (NYCDOT) clearance standards. The proposed solution will remain within the existing footprint of the sunken entranceway; only the width has been reduced to accommodate tree clearance.

There were no major concerns raised by meeting participants regarding the revocable consent request given that the proposed modifications were taking place within the existing footprint of the current entranceway. There was some discussion regarding the design of the stoop as it related to aesthetics, and

there were some questions about whether there were any former tenants displaced as a result of any of the work being performed.

Sebastian made a motion to approve the application and the Committee voted in favor of Resolution R139.

R139: Revocable Consent – 51 East 73rd St.

> **WHEREAS** NYCDOT has received a revocable consent application from the owner of 51 East 73rd Street to install a stoop; and
>
> **WHEREAS** the project seeks to restore the historical façade and character of the 1886-constructed townhouse by installing a stoop at the street-level entrance; and
>
> **WHEREAS** the original historical stoop location would be positioned too close to an existing street tree well, and the applicant has proposed a compromise design that reduces the stoop width by approximately one foot to accommodate the tree well; and
>
> **WHEREAS** the stoop will remain within the footprint of the existing void where a sunken entranceway is currently located; and
>
> **WHEREAS** the proposed design complies with NYCDOT clearance standards;
>
> **THEREFORE, BE IT RESOLVED** that Community Board 8 Manhattan approves the Revocable Consent application to install a stoop at 51 East 73rd Street.

Yes (12): Birnbaum, Bores, Falkson, Hallum Clarke, Krickler, Lader, Malathi, Mancuso, McClement, Schneider, Stein, Warren

No (0) None

Abstain (1): Camp

Item 2: NYCDOT Proposed School Zone Speed Restrictions – East 76th St. Between York Ave. and FDR Drive (Lycée Français de New York and The Town School)

CB8M's district office received a letter from NYCDOT stating that it planned to reduce the speed limit on East 76th Street Between York Avenue and the FDR Drive. This block, which dead-ends at the FDR Drive and operates bi-directionally, is home to two schools: Lycée Français de New York and The Town School. This speed limit reduction to 15 MPH is being done under Sammy's Law, which provides NYCDOT the authority to lower speed limits near schools. The speed limit would be in effect 24 hours a day, 365 days a year. The notification follows the 60-day advance notice that is required to be provided to Community Boards.

There was discussion whether a resolution was needed, as the mayor has announced a goal of installing slow zones in front of all schools by the end of 2030; a committee member suggested that implementation of these slow zones should be expediated. Another Committee member requested NYCDOT look at the block where P.S. 267 is located (East 63rd St. between Second Avenue and Third Avenue), which NYCDOT's Liaison to CB8M indicated would be done.

Sebastian made a motion to approve the application and the Committee voted in favor of Resolution R140.

R140: NYCDOT Proposed School Zone Speed Restrictions

WHEREAS The New York City Department of Transportation has notified Community Board 8 Manhattan of its intent to implement a 15 MPH speed limit on East 76th Street between York Avenue and the FDR Drive; and

WHEREAS the proposed 15 MPH speed limit will be in effect 24 hours a day, 7 days a week; and

WHEREAS East 76th Street is a bi-directional street with a dead end in which two schools are present: Lycée Français de New York and The Town School; and

WHEREAS the proposed speed limit change is permitted under Sammy's Law, which authorizes the city to establish reduced speed zones around schools; and

WHEREAS the dead-end nature of this block and the presence of two schools support a lower speed limit; and

WHEREAS Mayor Mamdani has announced plans to implement 15 MPH slow zones at all eligible NYC Schools by the end of 2030; and

WHEREAS as of September 2026, only three 15 MPH school zones have been implemented in Community District 8;

THEREFORE, BE IT RESOLVED that Community Board 8 Manhattan approves the proposed 15 MPH speed limit on East 76th Street between York Avenue and the FDR Drive as permitted under Sammy's Law, and calls upon NYCDOT to expand such school zone speed restrictions throughout Community Board 8 to as many schools as possible.

Yes (10): Bores, Falkson, Hallum Clarke, Krickler, Lader, Malathi, Mancuso, McClement, Schneider, Warren

No (0) None

Abstain (2): Birnbaum, Camp

Item 3: A request for a loading zone in front of 360 East 88th Street

Dr. David Simpson, representing residents of 360 East 88th Street, presented a request to modify parking regulations in front of the building entrance. The building is requesting a loading zone of about 2 to 3 car lengths to address resident safety and public emergency vehicle access (fire, ambulance) and accommodate wheelchaired-vans, resident vehicle loading/unloading, and delivery vehicles. The building is a 43-story tower with numerous residents with mobility limitations who use wheelchair-accessible vans.

Dr. Simpson displayed photos depicting existing conditions, which include a Citi Bike station that extends from the southwest corner of East 88th Street & First Avenue to just short of the building entrance, followed by general alternate side parking before a no parking zone begins in front of the

Church of the Holy Trinity. He suggested that East 88th Street is more narrow than typical nearby cross streets and contributes to constrained conditions exacerbated when vehicles are stopped or double-parked.

There were numerous residents of 360 East 88th Street who spoke in favor of the request. Committee members were more skeptical of the proposal and expressed concern that allowing a loading zone in this situation would open the door to many other buildings making similar requests; in the past, with rare exceptions, the board has opposed similar requests to avoid setting a precedent.

There were some disagreement and confusion regarding the current parking regulations on the block and street widths, as there was recently completed construction that was still being reflected on the NYC Parking Signs Locator Map, and questions regarding the exact number of legal alternate side parking spaces on both sides of the street. It was decided this item would be laid over until the October 7th meeting to allow for confirmation of the existing conditions and regulations at which time the item will be heard again.

Item 4: Discussion of Proposed NYC E-Bike Safety Legislation to be discussed at a joint hearing of the City Council's Transportation & Infrastructure and Consumer & Worker Protection committees on September 30th

City Council Speaker Julie Menin has announced that there will be a public hearing on September 30th at which time there will be a package of proposed legislation regarding E-Bike Safety, which currently includes 13 bills and one resolution. Committee Co-Chair Craig Lader provided a brief review of the different categories of e-bikes and mopeds, key existing NYC operating regulations, and the areas in which New York City versus New York State has jurisdiction over policy. He highlighted the many resolutions that are relevant to the Council's legislative package that CB8M has passed in recent years, including:

- Liability for fines for illegal e-bike use (February 2019): Community Board 8 Manhattan supports legislative action by the City Council to make liable business owners liable for any illegal operation of e-bikes by their employees rather than the delivery person him/herself (22 Yes, 16 no).
- Making businesses responsible for violations (February 2019): Community Board 8 Manhattan supports legislative action by the City Council to make liable business owners liable for any illegal operation of e-bikes by their employees rather than the delivery person him/herself (37 yes, 1 no).
- Funding for conversion of class 2 throttle e-bikes to class 1 pedal-assist e-bikes (February 2019): Community Board 8 Manhattan supports proposed programs to provide assistance for low-income individuals to convert class 2 e-bikes to class 1 e-bikes (32 yes, 5 no).
- Leaving of the scene of an accident without reporting (September 2021): Community Board 8 Manhattan supports initiatives to crack down on operators of electric scooters and e-bikes that leave the scene of an accident which causes injury or death (42 Yes, 0 no).
- E-Bike License Plate/Registration/Insurance Requirements/NYC Park Pilot: July 2023 (32 Yes, 8 no, 2 abstain):
    - Community Board 8 calls for license plate, registration and insurance requirements for e-bikes and mopeds; and
    - Community Board 8 requests laws requiring that all e-bikes and mopeds be registered before they are allowed to leave stores at which they are sold; and
    - Where violators of safety rules are in the course of their employment by a restaurant or delivery service, Community Board 8 calls for the penalty to be enforced against the business/service and not the operator; and

    - Community Board 8 calls for the immediate suspension of the pilot program that now allows e-bikes to be operated within Central Park.
- October 2024: Community Board 8 Manhattan supports state legislation requiring bicycles with electric assist and electric scooters be registered with the Department of Motor Vehicles and have a license plate affixed. (32 Yes, 6 no, 1 abstain).

Mr. Lader then provided an overview of the package of bills to be heard at the public hearing, which he categorized into common themes that included:

- Delivery & Commercial Accountability, which include bills targeting illegal mopeds used in delivery (requiring platforms to verify DMV registration), data retention by delivery apps for enforcement, commercial bike safety requirements, formal licensing for third-party delivery platforms, and liability insurance requirements shifting responsibility from workers to companies.
- Device & Marketplace Safety, which include proposals to ban retail sale of Class 3 e-bikes (throttle-assist, 25 mph capable) with civil penalties up to $2,000 per device, neighborhood buyback programs exchanging illegal/high-speed bikes for compliant models (similar to CB8's 2019 resolution), standardized enforcement tools (dynamometers) to identify illegal high-power devices, and point-of-sale consumer warning placards to distinguish DMV-registered mopeds from e-bikes.
- Information, Enforcement & Pedestrian Safety, which include requirements for retailers to distribute city-produced educational materials on laws/regulations, quarterly public mapping of NYPD micromobility enforcement checkpoints, Citi Bike safety metrics reporting (crashes, thefts, violations), and visual pedestrian safety alerts at 500 high-risk intersections citywide (200 near schools).

Brice Peyre, Director of Community Affairs for Council Member Virginia Maloney, stated that the Council Member Maloney strongly advocates for all listed measures plus expanded street safety infrastructure and enforcement. He emphasized enforcement as "the Achilles heel", speed limit restrictions mean nothing without meaningful enforcement. He noted 500+ e-bike collisions in NYC this year (up 31.7% year-over-year) and highlighted Council Member Maloney's bill (Intro 2026-1004) to paint tactile visual alerts at 500 crossings including 200 at schools.

Public feedback was extensive and reflected the complexity of balancing delivery-worker livelihoods, merchant operations, pedestrian safety, and existing law enforcement challenges. Agreement existed on several points: Class 3 e-bike sales bans are widely supported; delivery platform accountability (insurance, data, verification) is broadly favored, and enforcement of existing laws is critical.

Supporters of comprehensive regulation emphasized that individual accountability via licensing and registration is essential for enforcement and victim identification, as without plates, hit-and-run victims cannot identify perpetrators and have no recourse. They advocated for "Priscilla's Law" (registration/licensing for all e-bikes) and removal of e-bikes/e-scooters from parks, plus age verification on Citi Bike. There were also some speakers who expressed concern that blanket licensing and registration of legal low-speed bikes creates unnecessary bureaucracy and would not be effective in improving enforcement or safety.

It was decided that rather than trying to pass a new resolution, the framework for strong testimony was in place with the package of resolutions that CB8M has passed in regard to e-bikes. The committee agreed that CB8M’s chair would prepare a letter and/or testimony for the September 30th public hearing, which would include all relevant CB8 resolutions as attachments.

Item 5: Updates from the NYC Department of Transportation

Rafael Escano, NYCDOT Liaison to Community Board 8 Manhattan, provided the following updates:

- York Avenue Traffic Study - Data collection will commence in late September/early October 2026; the study will take approximately 12 months to complete.
- East 63rd Street/Second Avenue: In response to a CB8M resolution from March 2026, NYCDOT is evaluating whether the center lane of westbound traffic on East 63rd Street entering the intersection of Second Avenue should remain left-turn-only or be converted to through traffic, with a decision expected to be made the week of September 7th. Additionally, NYCDOT will install channelization on Second Avenue between East 60th and 62nd Streets to separate bridge-bound traffic from through traffic. One board member noted that the signage indicating left-turn-only at this intersection is too small and frequently missed by drivers and suggested larger, more visible signage if the left-turn lane is retained.

Items 6 & 7: Old and New Business

- Second Avenue Milling/Repaving:
    - Multiple speakers raised concerns about the extended timeline between milling and repaving, with streets remaining unpaved for weeks in poor condition, and the unsafe conditions faced by people who must cross the street and the danger for those who are prone to falls. Questions were raised as to why prior NYCDOT had better practices historically, with Brice Peyre noting that Council Member Maloney is introducing legislation to require repainting of repaved roadways promptly and coordinated utility scheduling to expedite repaving. Mr. Escano acknowledged the concerns but stated repaving timelines depend on multiple variables (weather, utilities) making firm schedules difficult.
    - A public speaker raised concerns that when Second Avenue (the only protected south-bound bike lane from Upper East Side) is milled, there is no alternative route downtown. He requested DOT coordinate milling schedules with alternate bike lanes or create temporary detours (similar to subway construction accommodations on Second Avenue itself).
- Central Park Traffic Signals: Multiple commenters reported confusion and safety issues with Central Park traffic signals. After it appeared that all traffic signals were converted to flashing yellow, there are now some intersections such as by East Drive and East 84th Street that are currently fully operational with green/red lights - this inconsistency causes confusion, as some road users believe lights are non-functional citywide when some clearly operate. One commenter noted DOT was creating contradictory messages, and another noted that audible pedestrian crossing signals have been disabled. NYCDOT was asked to clarify the policy and for Mr. Escano to investigate and report back on the inconsistency.
- Third Avenue Pedestrian Islands: CB8M was promised raised pedestrian islands at Third Avenue crossings following bike lane installation but has seen only plastic bollards and paint. Mr. Escano acknowledged the delayed islands should have been completed and committed to investigating.
- Summer Streets:
    - A Committee member expressed opposition to the program and expressed frustration at the disruption and inconvenience the closure of Park Avenue causes, especially for users of Access-a-Ride.

    - A public attendee raised concerns about lack of notice provided to alert those who have parked cars along the Summer Streets route about the time in which cars had to be removed; another speaker expressed frustration about the suspension of parking now starting at 12AM on Friday - a full day earlier than in past years.
- Parking Meter Repair: A resident reported that broken meters at 811 Lexington Avenue remain unfixed after five weeks.

There being no further business, the meeting was adjourned at 9:27PM.

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