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The City of New York
Community Board 8 Manhattan
Transportation Committee
Wednesday, October 7, 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 3: Central Park Drive Traffic Calming for Bikes

Minutes:

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

Absent: Paul Krickler, Valerie Mason

Approximate Number of Public Attendees: 35

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

Item 1: Project Update from MTA Construction & Development- 86th Street 4/5/6 Station ADA Upgrades [YouTube Timestamp 5:36]

Danny Randell, Assistant Director of Government and Community Relations for the MTA, along with members of the project team, presented a project update for the accessibility upgrades at the 86th Street 4/5/6 Subway Station.

The project was originally scheduled for completion in late 2026 but is now delayed approximately one year to late 2027.

The primary cause of delay was an extended construction scaffold that occupied the northwest corner (in front of Best Buy) blocking the two planned elevator locations. A design decision in late 2024 was made to "flip sides" and begin work on the northeast side simultaneously while continuing planning for the northwest side, incurring additional costs to expedite work through expanded daily operations (7 AM – 4 PM, plus day-swing shifts during heavy rock demolition) and increased storage footprint. Other contributing factors to the delays included Con Ed electrical distribution system constraints and multiple communication, electrical, and water lines that required coordination and rerouting.

The project has completed significant structural work including excavation of 650+ cubic yards of rock, installation of structural steel and concrete for the three new elevators, staircase reconstruction, and platform edge tactile strip installation. Northeast side work is approximately 65 feet below street level with all structural completion near completion; concrete work and electrical installations continue on the northwest side. Remaining work includes commissioning, electrical installation, elevator final fit-out, and architectural finishes. Northeast side barricades are expected to be removed before year-end 2026 or early 2027, expanding passenger mezzanine space. The barricades outside of Best Buy are projected to remain through Q1 2027. The extended timeline primarily consists of finishing work that requires smaller footprints than structural work, allowing incremental reduction in street-level impact before completion.

Committee Co-Chair Craig Lader presented photographs documenting severe passenger congestion and flow issues resulting from constrained conditions caused by the station. He reported regularly witnessing sever congestion on both sides of the turnstiles, which even impacts passengers exiting trains – this makes for dangerous conditions and creates evacuation safety concerns. There are also pinch points near the blue construction walls, especially on the platforms where the widths are very narrow and requires passengers to walk perilously close to the edge of the tracks.

There were multiple public commenters that expressed concern about the crowded conditions and frustration about the project delays. Mr. Randell acknowledged the congestion is a real issue but emphasized that removing barricades before structural completion would compromise worker and public safety. He also reported that a stairwell closure exacerbating the capacity constraints that was caused by a water leak from an adjacent building was rapidly resolved. MTA committed to accelerating barricade removal once structural phases conclude and to transparently communicating any disruptive events to CB8M.

Item 2: General Updates from MTA/NYC [YouTube Timestamp 44:28]

Danny Randell introduced himself as the new Assistant Director of Government and Community Relations covering Manhattan, replacing Alberto. The following topics were raised by board members and the public:

- Congestion Pricing - A meeting attendee asked for data on how many vehicles immediately exit the congestion zone via the 59th Street Bridge after entering it from blocks immediately north of it. Mr. Rendell said he would follow up and noted that there is extensive information available from the MTA's open data portal (metrics.mta.info).
- New fare gates: Mr. Rendell noted an announcement of new fare gate technology rollout at select stations that have been shown to reduce fare evasion; more details are to follow. News reports indicated the 86th Street 4/5/6 Station is included on the list of initial stations.
- Second Avenue Subway Extension (Phase 2): Design and heavy construction is underway, and all Phase 2 contracts are now in place. Utility relocation contracts were prioritized early in this phase, which was a lesson learned from Phase 1 - this will save significant time and money.
- Bus Network Speed Improvements: Mr. Rendell said that August 2026 saw the fastest bus speeds in years (pre-pandemic speeds exceeded). Multiple routes had significant bus speed increases: M96 increased by 0.5 mph with 75% of segments showing improvement; M86 SBS had 80% of segments with speed increases, which was in part aided by ACE (automated camera enforcement); 85% of M79 SBS segments improve, and the M4 and M101 also had modest gains. He noted that every improvement helps even if increases are incremental.

- Manhattan Bus Redesign Timing: NYCT is currently focused on its Brooklyn redesign as part of 10-year systemwide redesign plan, which is 7 years in. Bronx, Staten Island, and Queens redesigns have already been implemented. No specific timeline for Manhattan's redesign has been determined yet, but MTA remains committed to the plan.
- 72nd Street SBS Stop Request from CB8M: Dating back to October 2016, CB8M has supported upgrading the 72nd Street bus stops served by the M15 to be served by Select Bus Service. Mr. Rendell noted it was determined that the ridership at 72nd combined with the closeness of the 67th and 68th stops did not really warrant an SBS stop at both locations. However, he also acknowledged that once MetroCard machines are fully removed and no hardware is needed, more flexibility will exist to revisit SBS routing without requiring street excavation/electrical installation, and CB8M's prior resolution will be reconsidered.
- M15 Local Service: A public attendee and Committee co-chair spoke of the large disparity between the number and frequency of M15 SBS buses versus local buses. It was noted that CB8M's resolution regarding the 72nd Street SBS stop request also included language calling for more M15 local service.
- Bus Driver Stop Behavior: A speaker raised a concern that bus drivers are pulling out from bus stops ahead of schedule (when ahead of schedule and no traffic is present) and passengers must sprint to catch them at the next light. Mr. Randell said that operators typically are diligent to schedules and committed to reviewing this comment.
- OMNY Transition/MetroCard Phaseout: MTA committed to future presentations to CB8M on the completion of the transition from MetroCard to OMNY, fare payment transition, and fare payment enforcement by the MTA's Eagle Team, including future elimination of cash-on-bus fare payment.
- Impacts of redesigned Q102 Route: A request was made for MTA to report on the impacts of the implementation of the Queens Bus Redesign as it relates to Q102 service; MTA will share as part of their outreach to community boards about the broader redesign.
- 96th Street Bus Lane (M96) Results: After implementing the bus lane change about one year ago, speeds increased and 75% of segments improved. A full presentation by both NYCT and NYCDOT was requested so that impacts to non-bus traffic could also be discussed.
- Academic Research/Survey Fatigue: A speaker requested longer survey windows and asked for surveys to be provided through community board.
- Delivery Company Accountability (Citi Bike, Amazon/FedEx): A speaker highlighted frequent blockage of bus lanes by delivery companies that use them as loading areas instead of designated loading zones. Mr. Randell noted ACE cameras issues citations and said that this is primarily a NYCDOT matter as it relates to street design and enforcement); the Co-Chairs also noted that Amazon and other companies are routine violators and the NYC Department of Finance's Stipulated Fine Program allows companies to treat fines as cost of business.
- One of the co-chairs noted that CB8M has previously requested and still seeks data from NYCT regarding bus stop ridership activity and passenger data for all trips operating in Community District 8.

Item 3: Discussion of Central Park "Faster Bike Lane" [YouTube Timestamp 1:26:54]

In the wake of two fatalities that occurred recently in Central Park involving bikes on Park Drive near East 84th Street (one involving a pedestrian that lost his life after being hit by a bike and one involving a cyclist that lost his life after crashing while trying to avoid an off-leash dog), and given CB8M's prior concerns raised following implementation of the redesigned Park Drive that included elimination of traffic signals and creation of separate bike lanes for faster and slower bikes, this item was a late addition to the agenda given its urgent nature.

Over a dozen public speakers, including many from the E-Vehicle Safety Alliance (EVSA), raised consistent concerns: (1) the redesign created a speedway incompatible with pedestrians, seniors, disabled visitors, and children; (2) removal of pedestrian signals and burlap covering of walk signs violates ADA requirements by creating new barriers for disabled users; (3) high-speed bikes routinely run red lights (where lights remain) at 15+ mph with no enforcement; (4) pedestrian crossing is now

unsafe and causes some residents to no longer use the park; (5) the recent deaths are a direct result of design choices that prioritized bike speed over pedestrian safety; (6) enforcement is nonexistent despite existing speed limits. Victims of prior e-bike incidents testified to life-altering injuries and frustration that years of advocacy have not resulted in licensing/registration. Multiple speakers advocated for banning all motorized e-bikes/e-scooters from the park, restoring walk signs and audible pedestrian signals, and prioritizing pedestrian safety.

Several non-e-bike focused speakers noted that regular pedal bikes at high speeds also pose safety risks and requested traffic calming for all bikes. One speaker noted the redesign creates an ADA violation by materially altering a public facility (Central Park) to disadvantage disabled users who historically relied on it as a safe, vehicle-free space.

One of the co-chairs noted that while recent deaths are tragic and inexcusable, facts about causation are not fully established—both incidents didn't involve e-bikes. He emphasized that pedestrian signals being removed/covered is unambiguously wrong and should be reversed, and highlighted the clear issue caused a 15-mph speed limit existing for e-bikes but not regular bikes, even though both can cause serious injury at high speeds. He also stated that without traffic calming infrastructure (speed bumps, raised crossings), speed limits are unenforceable and meaningless, and that enforcement of existing laws remains the critical gap. He suggested that the focus should be on infrastructure changes that make speed unnecessary rather than relying solely on enforcement.

One member initially proposed a two-part resolution that would 1. Ban all e-bikes and e-mobility devices from Central Park; 2. Implement traffic calming (red lights, speed bumps), restore traffic signals/walk signs and audible pedestrian crossing signals, and extend 15 mph speed limit to all bikes (not just e-bikes). Another member then introduced a substitute resolution (which passed and is stated below) that included much of the second part of the original resolution but excluded the first part regarding a total ban on e-mobility; it was noted that CB8M already has a board resolution from July 2023 stating a position demanding the immediate suspension of the current pilot program that allows e-bikes to operate legally in Central Park.

There was significant debate on the resolutions. Multiple members expressed the need to clearly state support for a total ban, and how the decision to quietly extend the pilot program allowing certain e-bikes to operate in NYC Parks demonstrates disregard for the board's prior positions. Other members noted the resolutions weren't incompatible, while some members suggested separating the votes to attempt to unify the Committee behind the need for traffic calming, speed limits and reintroducing traffic signal controls, as those approaches as a package would force bikes to slow down and would be the most effective solution to prevent crashes regardless of bike type.

The following resolution was then voted on:

WHEREAS, The Central Park Drive redesign completed in 2024-2025 eliminated pedestrian traffic signals, walk signs, and audible crossing signals at numerous crossing locations, creating barriers for disabled pedestrians and eliminating safety infrastructure that had long been present in Central Park; and

WHEREAS, Multiple pedestrians have been struck by bicycles (both pedal and motorized) on the park's drives in recent weeks, including two fatalities in late September 2026, and numerous reports indicate daily crashes and near-misses throughout the park's roadways; and

WHEREAS, the current Park Drive configuration permits high-speed cycling incompatible with safe pedestrian crossing and movement, particularly for elderly, disabled, and young pedestrians who historically relied on Central Park as a safe recreational space; and

WHEREAS, Speed is a critical factor determining injury severity in cyclist-pedestrian collisions, regardless of bicycle type; high-speed regular pedal bikes can cause equally severe injuries as e-bikes traveling at the same speeds; and

WHEREAS, A 15 mph speed limit exists for motorized e-bikes but no comparable limit applies to regular pedal bikes, despite both presenting speed-related safety risks; and

WHEREAS, Enforcement of speed limits or bans of certain vehicle types without accompanying infrastructure changes is inadequate to slow traffic, as enforcement capacity is chronically insufficient, and

WHEREAS, traffic calming infrastructure (speed bumps, raised crossings, flexible delineators) forces speed reduction through physical design rather than reliance on enforcement; and

THEREFORE, BE IT RESOLVED, that Community Board 8 Manhattan calls upon the NYC Department of Transportation, the Central Park Conservancy, and the mayor's office to immediately implement traffic calming measures such as speed bumps and raised pedestrian crossings, restore traffic signals/walk signs and audible pedestrian crossing signals, and extend the 15 mph speed limit on e-bikes to include to all bikes including non-motorized bikes

Yes (7): Bores, Falkson, Hallum Clarke, Lader, Malathi, Schneider, Weinberger

No (5) Birnbaum, Camp, Mancuso, McClement, Warren

Abstain (0): None

Item 4: Continued Discussion – request for a loading zone in front of 360 East 88th Street
[YouTube Timestamp 2:43:28]

At the September 2026 Committee meeting, it was determined that the discussion regarding a request for a loading zone (or otherwise appropriate parking regulation) in front of 360 East 88th Street would be laid over to allow for confirmation of current parking regulation and street widths on the block of East 88th Street between 1st and 2nd Avenues. Dr. David Simpson, representing residents of 360 East 88th Street, provided an updated presentation in which he indicated that the Citi Bike dock measured 103 feet of curb and extends 8 feet from the curb, that the curb-to-curb street width was 29' 6", and that parking regulations adjacent to his building had returned to general alternate side parking after temporary restrictions due to construction had ended.

Based on those existing conditions, Dr. Simpson explained how a car that is double parked for passenger or delivery activity, combined with parked cars on both sides of the street, limits available clearance to 8 feet 10 inches, which creates back-ups and blockages, along with pedestrian safety concerns and added challenges for people with limited mobility. He also noted that a similar resolution was passed for 205 East 92nd Street in January 2021 to allow for creation of a no standing area in front of its front entrance.

Co-Chair Craig Lader provided additional context –88th Street approximate 30 feet curb-to-curb is consistent with most other one-way cross streets from 80th-95th Streets between 1st and 2nd Avenues (84th, 89th, 91st are slightly wider), the 205 E. 92nd Street resolution was unique due to the steep slope creating ADA accessibility issues specific to that location, and standard parking lane width is 8 feet city-wide, which matches the width of the Citi Bike docking station outside 360 East 88th St. He also confirmed that after the docking station, the south side of the block has ~9 general parking spaces before

the no-parking zone in front of the church. He offered up a neighborhood loading zone as a potential compromise solution.

Following a short discussion and after it became clear that there was little appetite from the Committee to grant a change to the existing regulations at this time, it was determined that this item would be tabled while the Committee seeks an update from NYCDOT on the Neighborhood Loading Zone program, including how the program has worked and how it may be expanded. Such information would allow the Committee to determine whether it is a potentially viable option since multiple members expressed openness to it. The Committee will also seek to get NYCDOT to provide an update on the Citi Bike program, as there were questions regarding whether the 103' of docking station is the appropriate size for this location given proximity to other nearby stations.

Item 5: NYCDOT Updates [YouTube Timestamp 3:15:04]

Colleen Chattergoon, Senior Borough Planner for NYCDOT, provided the following updates:

- NYCDOT is launching a $5 million initiative, funded from MTA congestion pricing revenue, to incentivize delivery companies to shift deliveries from peak daytime hours (7 AM – 6 PM) to off-peak hours (7 PM – 6 AM). The goal is to shift 62,000 delivery trips by 2040. NYCDOT will work with BIDs and stakeholders to identify high-delivery-volume locations. One speaker raised concerns about noise at night; another speaker asked about potential parking impacts. Ms. Chattergoon said that noise mitigation will be addressed under this program, and that commercial parking spaces will be designated.
- NYC Council Speaker Julie Menin's office will be hosting a bike helmet fitting event on October 22nd. Details will be provided to the CB8 office.
- 63rd Street/2nd Avenue Intersection Update: NYCDOT completed its evaluation of the intersection after CB8M passed a resolution asking for a second through lane on 63rd Street to be restored and concluded that it would not make the requested changes.
- Their analysis found that there are trade-offs at certain times of day, and on an overall basis the current setup would allow for the best possible traffic flow. Ms. Chattergoon said that NYCDOT will explore signage to better alert drivers to appropriate lane assignments, and that flexible delineators will be installed between 62nd and 60th Streets on 2nd Avenue to separate bridge-bound traffic from through traffic; she added that NYCDOT will continue to evaluate the configuration as additional treatments are implemented.
- Multiple speakers expressed disagreement, and it was reiterated that a full-time traffic agent at the intersection is much needed and that there is frequent loading and unloading of passengers in front of 301 and 305 East 63rd Street, and that 305 East 63rd Street now contains a school that closes at 6PM.

Item 6: Old and New Business [YouTube Timestamp 3:39:50]

- A member raised concerns regarding recent fatal incidents involving trucks that didn't have safety guards in which people were run over, and whether NYCDOT can extend requirements for safety guards that are in place for municipal fleets to private vehicles.
- A member raised a concern that many taxis are now SUVs with high steps, making it difficult for elderly and mobility-impaired passengers to enter.

- A member noted that many buildings place barricades or cones in front of entrances claiming to reserve city curb space for residents.

There being no further business, the meeting was adjourned at 10:13 PM.

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