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The City of New York
Community Board 8 Manhattan
Transportation Committee
Wednesday, November 4, 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: 1622 York Avenue Parking Regulation Change
Item 4: Sammy's Law for Schools

Minutes:

Present: Michele Birnbaum, Lori Bores, DJ Falkson, Sebastian Hallum Clarke, Craig Lader, Lavinia Mancuso, Valerie Mason, John McClement, Sharon Pope-Marshall, Judy Schneider, Paul Krikler, Charles Warren, Sam Weinberger

Absent: Gopi Malathi, John Phillips

Approximate Number of Public Attendees: 30

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

Item 1: NYCDOT Overview of the 3rd Avenue Green Wave [YouTube Timestamp 3:58]

In May 2026, NYCDOT issued their "3rd Avenue Green Wave Analysis" report, which highlighted the impacts of the changes that were made in early 2025 to signal timing on 3rd Avenue between 60th Street and 96th Street in which the signal progression was timed for 15MPH speeds. This change was made without any prior notification to Community Board 8 Manhattan. Since the changes were implemented, the only update provided by NYCDOT to CB8M was at its July 2025 meeting at which time only a limited amount of preliminary data was available. With the release of the May 2026 report, the Committee requested that NYCDOT present the data in more detail, but NYCDOT declined to make a subject matter expert available and only provided a written summary to share.

With no presentation or presenter available, Co-Chair Craig Lader went through the report and provided a brief overview of it. According to the report, the purpose of the signal retiming was to reduce conflicts between cyclists and pedestrians, reduce cyclists running red lights, and slow cyclist speeds. The report analyzed six months of data for 2023, 2024, and 2025 and found that daytime effective vehicle speeds were essentially unchanged, averaging under 15 mph; evening and overnight speeds were lower, as intended. The cyclist green-arrival rate increased from 81% to 85%, while the share of bike lane users who did not slow approaching a red light fell from 8% to 4.5%. The report identifies 3rd Avenue as a pilot and lists potential future corridors for green waves elsewhere in New York City.

Following a request from Rafael Escano, NYCDOT Liaison to CB8M, the written NYCDOT response was read into the record. It stated that safety has increased; that vehicle speeds decreased modestly, by as much as 2 mph, with about one extra minute of travel time at 7 PM; that bus speeds remained consistent before and after implementation; that more cyclists are waiting at red lights to take advantage of the green wave; and that injury crashes continue to decline on the corridor. NYCDOT stated it used injury data because NYPD recently changed how it reports non-injury crashes.

Most public attendees who spoke on the topic raised concerns about the "green wave", including frustration that NYCDOT didn't have anyone available to explain the data after the change was implemented without notice and that residents were surprised by it. Questions were raised as to why the data had not been updated since it was first shown in July 2025, why the analysis used only Tuesday through Thursday data; residents also asked was what "similar" daytime speeds mean in numerical terms, and whether the green-arrival rate measures red-light compliance. Speakers also described congested conditions, idling vehicles, honking, and blocked side streets. A representative of a council member's office reported that FDNY Engine Company 44 had raised concerns that backed-up traffic could delay emergency response. One speaker described visibility problems for left turns onto 85th Street, where parked cars in the middle lane block sight lines to cyclists. There was also a speaker who expressed support for the changes, saying it did improve cyclist and pedestrian safety by slowing speeds down and making the green lights more predictable.

One speaker expressed skepticism that compliance improved and also cited crash-mapper data presented at the May 2026 Committee meeting which showed 3rd Avenue crashes increasing by 50% from 40 in 2024 to 60 in 2025, while other avenues declined about 30%, though a Co-Chair stated that the earlier presentation qualified the data as limited to a short period and that one year of data is not necessarily a trend.

Committee Members expressed frustration that NYCDOT has not responded to the Committee, and several echoed the concerns raised by public speakers that the green wave has adversely impacted traffic while generating minimal improvements to cyclist red-light compliance, and that there is a need for more enforcement and more data along with a clear understanding of the metrics that would indicate success. Other members focused on the improved red-light compliance that has been demonstrated without a negative effect on daytime vehicle speeds.

Michele Birnbaum offered a motion to end the current "green wave" program and to return to the signal timing to what was previously in place associated with the 25MPH speed limit.

Motion M396: The committee considered a motion to end the 15MPH Green Wave light timing on Third Avenue and to restore the prior signal timing.

> **Motion Failed** (3-9-0-0)
> **Yes (3):** Birnbaum, Mancuso, Mason
> **No (9):** Bores, Falkson, Hallum Clarke, Krikler, Lader, Pope-Marshall, Schneider, Warren, Weinberger

A member moved a resolution calling on NYCDOT to study expanding the 15 MPH traffic-light timing to all avenues in the district.

Motion M397: A motion to request a study on the expansion of the 15 MPH signal timing to all Community District 8 from DOT.

Motion Failed (3-9-0-0)
Yes (3): Hallum Clarke, Krikler, Pope-Marshall
No (9): Birnbaum, Bores, Falkson, Lader, Mancuso, Mason, Schneider, Warren, Weinberger

CB8M Board Chair Valerie Mason suggested that the Committee should send a strong letter to NYCDOT requesting data and a response date.

Following the failed votes, the Committee agreed to send a letter to NYCDOT requesting that they return to the Committee as soon as possible with a specific date for an update, including answers to the data questions raised at this meeting.

Item 2: NYCDOT Update on the Neighborhood Loading Zone Program [YouTube Timestamp 1:16:17]

No NYCDOT representative was present to provide an update, and it was noted that a brief NYCDOT summary was provided in writing. The Committee, expressing the importance of having NYCDOT present to provide a substantive update and to answer questions, decided to table this item.

Item 3: Parking Request - 1622 York Avenue (Bristal Assisted Living) [YouTube Timestamp 1:17:07]

Peter Agnostinello, representing Bristal Assisted Living, presented a request to change parking regulations in front of their facility at 1622 York Avenue. This property is a New York State Department of Health licensed assisted living facility with 121 residents who average about 87 years in age. He reported that 87% of residents require transportation assistance, and that 28 residents use wheelchairs, 59 use walkers, and 10 use canes. Many residents also have cognitive limitations and vision impairments.

Mr. Agnostinello stated that Bristal operates a 12-passenger van with a wheelchair lift and a four-door sedan that can carry up to three residents. As the curb in front of the building is currently regular street parking, and wheelchair loading requires the van to double-park in traffic, the facility requests approximately 48 feet of curb space so that both vehicles can be at the entrance at the same time.
The request was received favorably, with speakers citing the safety of residents with disabilities in bad weather and the value of the shortest possible distance to the entrance. In response to a comment that approving this request could invite similar requests from other assisted living facilities and apartment buildings with elderly residents and that the Committee's general policy is not to approve such requests for apartment buildings, it was emphasized that similar requests have been approved previously from institutional facilities with comparable ambulette-type vehicles, and that the steep slope of the block further justifies the need for the parking regulations to prioritize the Bristal's needs. Some questions were raised about whether the tree bed would need to be moved and whether a location on the 86th Street side had been considered; Mr. Agnostinello stated that the tree bed would not be impacted and that the York Avenue curbside is a more direct route for residents and for EMS and safer given the slope of the block.

Board Discussion: A motion to approve the request was made and seconded. Members stated support for the request, citing the safety of residents with disabilities in bad weather and the importance of the shortest possible distance between the entrance and vehicles. Members noted that the facility controls its own entrance and sidewalk. Members asked that any resolution specify sign wording limiting the space to assistance or medical pickups and drop-offs, so that the space is not open to general parking; the presenter agreed the signage should specify assistance or medical reasons. Members stated that "no

standing" rather than "no parking" is the appropriate designation. However, they suggested that NYCDOT should decide on the most appropriate signage in their inventory that meets the needs of the Bristal to ensure that it can support the facility's vehicles and other passenger pick-ups and drop-offs by Taxis and ride sharing vehicles that residents may use.

The following resolution was then voted on:

> **WHEREAS,** Bristal Assisted Living, a New York State Department of Health licensed assisted living facility at 1622 York Avenue, is requesting a change in parking regulations in front of their facility to provide 48 feet of dedicated space;
>
> **WHEREAS,** the facility operates a 12-passenger van equipped with a wheelchair lift and a four-door sedan capable of carrying up to three residents, and both vehicles must be able to reach the entrance at the same time; and
>
> **WHEREAS,** the Bristal has 121 residents with an average age of approximately 87, the majority of whom have mobility impairments and use wheelchairs, walkers, and/or canes, and
>
> **WHEREAS,** wheelchair loading currently requires the van to double-park in traffic on York Avenue; and
>
> **WHEREAS,** the facility has no indoor parking and no curb cut in front of the building, and its vehicles are not parked at the location overnight; and
>
> **WHEREAS,** the proposed location is the flattest part of the block that contains a steep slope, and would provide the most direct route possible for residents and for emergency medical services activity; and
>
> **WHEREAS,** a change in parking regulations would allow the Bristal's vehicles to park there to support safe loading and unloading of their residents from vehicles; and
>
> **WHEREAS,** Community Board 8 Manhattan has previously approved requests from institutional facilities with comparable vehicles in special circumstances; and
>
> **WHEREAS**, the Committee's support is conditioned on the designation being limited to assistance and medical pickups and drop-offs, and on the designation being "no standing" rather than "no parking";
>
> **THEREFORE, BE IT RESOLVED**, that Community Board 8 Manhattan recommends approval of a no standing zone, or a comparable restrictive parking signage recommended by NYCDOT, of approximately 48 feet in front of 1622 York Avenue for Bristal Assisted Living Facility vehicles and other resident pick-up/drop off activity limited to assistance and medical pickups and drop-offs.

Motion M398: A motion to request a no standing zone of approximately 48 feet in front of 1622 York Avenue for Bristal Assisted Living Facility vehicles and other resident pick-up/drop off activity limited to assistance and medical pickups and drop-offs.

> **T399: Parking Change Request at 1622 York Avenue**
> **Motion Passed** (10-1-0-0)

Yes (10): Birnbaum, Bores, Falkson, Hallum-Clarke, Krickler, Lader, Mason, Pope-Marshall, Schneider, Warren
No (1): Mancuso

Item 4: Discussion of Sammy's Law for Schools [YouTube Timestamp 1:37:45]

This item was being reintroduced after a prior Committee resolution was tabled at the September 2026 Full Board Meeting. It is in response to concerns raised that although the mayor has committed to school-area speed reductions permitted under Sammy's Law at all eligible schools by the end of his current term in 2030, there have thus far only been two NYCDOT actions in our District to implement 15MPH speed limits thus far, both of which were on blocks with private schools. Because the law itself authorizes DOT to implement these reductions and it doesn't require Community Board action or input, a question was raised whether a committee resolution is duplicative.

Members generally supported lower speed limits in front of as many District 8 schools as possible, with emphasis on public schools since they have not been proposed yet. Members stated that children are traveling on streets that are more dangerous than necessary and that the 2030 deadline is too far away, and that slower speeds generally reduce collisions. It was suggested that proposals come to the Committee for review, as the program should be implemented with discretion and with attention to details. One member was not fully supportive of the extent to which this program is a mandate.

The following resolution was then voted on:

> **WHEREAS,** Sammy's Law authorizes the New York City Department of Transportation to reduce speed limits on streets near schools; and
>
> **WHEREAS,** NYCDOT has presented requests to implement school-area speed reductions for a small number of schools in Community Board 8 to date, primarily private schools; and
>
> **WHEREAS,** the Mayor has committed to implementing school-area speed reductions at all schools by the end of his current term; and
>
> **WHEREAS,** Community Board 8 members stated that children attending schools in the district travel on streets that are more dangerous than necessary, and that implementation should proceed sooner; and
>
> **WHEREAS,** Community Board 8 members stated that implementation should account for the conditions of individual streets, and that community review of proposals is valuable; and
>
> **WHEREAS,** members of the public raised questions about enforcement and about the application of school-area speed limits to bicycles;
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> **THEREFORE, BE IT RESOLVED,** that Community Board 8 Manhattan calls on the New York City Department of Transportation to present proposals to Community Board 8 to lower speed limits in front of as many schools in Community Board 8 as possible, as soon as possible.

Motion M399: Request DOT to present proposals to Community Board 8 to lower speed limits in front of as many schools in Community Board 8 as possible

> **T420: Request DOT to present proposals to Community Board 8 to lower speed limits in front of Schools in Community Board 8**

Motion Passed (11-0-1-0)
Yes (11): Bores, Falkson, Hallum Clarke, Krikler, Lader, Mancuso, Mason, Pope-Marshall, Schneider, Warren, Weinberger
Abstained (1): Birnbaum

Item 5: NYCDOT Updates [YouTube Timestamp 1:51:25]

Rafael Escano, NYCDOT Manhattan Borough Planner, didn't have any formal updates.

Item 6: Old and New Business [YouTube Timestamp 1:47:23]

- 63rd Street and 2nd Avenue: Multiple speakers raised concerns in regard to the recent changes to the intersection of 63rd and 2nd Avenue, including that the changes aren't working, and that the signs that have been installed are too small. It was requested that signage be placed on both sides of East 63rd Street, and that NYCDOT staff do a walk-thru to observe conditions.
- A public attendee observed that the recent milling and paving on 2nd Avenue between 70th and 71st Streets was either left incomplete or was done poorly. Mr. Escano said that NYCDOT was aware and that they would be addressing the deficiencies shortly.

- A public attendee questioned why offset bike lane crossings weren't implemented along 2nd Avenue where repaving was recently completed. He referred to a January 2020 CB8M resolution that called on NYCDOT to accelerate their installation of offset crossings on 1st and 2nd Avenues, and NYCDOT, and expressed frustration that less safe mixing zones were put in at 62nd, 64th, and 65th Streets and that they lack signage for yielding to cyclists and pedestrians.

- A member of the public reported that streetlights on the FDR Drive, including in tunnels near Gracie Mansion and in segments south of 42nd Street and north of 96th Street, are not working. Mr. Escano asked for exact locations.

- A Committee member asked for an update on the York Avenue Traffic Study; Mr. Escano noted that NYCDOT had committed to collecting data in the autumn of 2026, and that he would check on its progress and report back.

- A Committee member reiterated the need for NYCDOT to act on a January 2026 CB8 resolution calling for concrete pedestrian islands on 3rd Avenue in place of flexible posts, which vehicles are running over. Mr. Escano stated he has brought the matter to the relevant units and will request an update.

- A member of the public reported that the parking meter in front of 811 Lexington Avenue has been broken for four months

There being no further business, the meeting was adjourned at 8:38 PM.

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