

Oct. 5 Transportation Committee Meeting

7th and 8th Avenue conversion

- The board feels the process has just begun. Last night was the beginning of community engagement. We anticipate the DOT returning with an updated project that takes into account the input they have received
- We understand, as does the community, that this corridor merits a very serious study and a rethinking of we approach it.
- The situation along this corridor, especially from 50th street -65th street, have become untenable for all the reasons that the DOT laid out. These issues are of concern to the residents of this district

There are major concerns with the plan-

- The loss of parking is a hot button issue. Ambiguous answers at best about the loading zones and the times those will be enforced.
- The sidewalk expansion seems poorly thought out-

- Why not make the extension permanent instead of just painted?

-This space will be taken over by illegal vendors just as the other spaces have and that is the root cause of the congestion

- The majority of the design would create one lane of travel. There is no way that this is a workable solution. Creating problems of double parking, emergency vehicle access, bus pickup and drop offs.....
- There is room for two travel lanes along the route as shown by the section from 60-65th street
- The necessity of the bike lane was questioned by the audience. This brings in the larger question of what are and what will be permissible by the city. A vast majority of the bikes along this corridor are electric and that is not changing any time soon. Is a bike lane the correct thing to create for this? We certainly need to keep them off the sidewalk.

- The reliance on enforcement by the NYPD is a joke. There is no such thing and doesn't seem like there will be any time in the near future. If this plan hinges on NYPD enforcement then it is dead on arrival
- It was interesting that the DOT was not able to produce any project of similarity in the city. This community does not want to be the test case.
- Most upsetting is the fact that the DOT had to receive a court order in order to engage with the community boards