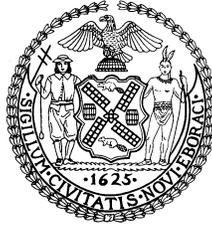


Alida Camp
Chair

Will Brightbill
District Manager



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**The City of New York
Community Board 8 Manhattan
Transportation Committee**
Wednesday February 6, 2019, 6:30 PM
New York Blood Center – Auditorium

Please note: The resolutions contained in the committee minutes are recommendations submitted by the committee chair to the Community Board. At the monthly full board meeting, the resolutions are discussed and voted upon by all members of Community Board 8 Manhattan.

Minutes

Present: Michele Birnbaum, Lori Bores, Alida Camp, Billy Freeland, Craig Lader, Rebecca Lamorte, David Menegon, Margaret Price, Rita Popper, Barbara Rudder, Barry Schneider, Tricia Shimamura, Cos Spagnoletti, Marco Tamayo, Charles Warren, Peter Borock (public member), Jordan Wouk (public member), Judy Schneider (Parks Committee public member)

Absent (Excused): Valerie Mason

Absent (Unexcused): None

Resolutions for Approval:

Item 1 - Presentation by the NYC Departments of Design and Construction; Transportation; Sanitation; and Parks and Recreation on the 92nd Street ramp for the Marine Transfer Station

- **Resolution 1a: DeKovats Playground Funding (unanimous) (page 5)**
- **Resolution 1b: Air Quality Monitoring (unanimous)**
- **Resolution 1c: Traffic Safety Monitors (unanimous)**

Item 2 - Continued Discussion of e-Bike and e-Scooter Legislation

- **Resolution 2a: Separate votes for each specific intro bill (unanimous)**
- **Resolution 2b: e-Scooters**
- **Resolution 2c: Reduction of fines for illegal e-bike use**
- **Resolution 2d: Class 1 e-Bikes**
- **Resolution 2e: Class 2 e-bikes**
- **Resolution 2f: Funding for conversion of class 2 throttle e-bikes to class 1 pedal-assist e-bikes**

The meeting was called to order at 6:36 PM.

ITEM 1 - PRESENTATION BY THE NYC DEPARTMENTS OF DESIGN AND CONSTRUCTION; TRANSPORTATION; SANITATION; AND PARKS AND RECREATION ON THE 92ND STREET RAMP FOR THE MARINE TRANSFER STATION

Jeff Margoles from the NYC Department of Design and Construction (DDC) presented the preliminary plans for the proposed 92nd Street ramp that will provide access to the 91st Street Marine Transfer Station (MTS).

This ramp was proposed in response to community feedback to address and alleviate pedestrian safety, quality of life and environmental conflicts that will result from trucks using the 91st Street ramp. He was joined by representatives from New York City's Departments of Sanitation (DSNY), Transportation (DOT) and Parks, who were on hand to address questions about the proposed ramp and the impending opening of the MTS. 92nd Street Ramp Design and 91st Street Ramp Implications

The design of the 92nd Street is currently at 60% completion. The design is expected to be completed by the end of 2019. Specific details of the proposed design are as follows:

- The ramp will start at street level at 92nd St., and will then rise over the FDR Drive southbound lanes to connect with existing 91st Street ramp.
- The proposed clearance of 92nd Street ramp will be 12' 6" at the entrance, and rise to 14'6" at the 91st St. Bridge. The 12' 6" was permitted as it is equal to the clearance further south on the FDR Drive.
- There will be minor modifications to the FDR lanes, which are necessary to fit the support beams for the ramp that will be located on the median of the FDR Drive.
- The southbound entrance to FDR will move slightly north, as will the DeKovats Triangle grass median that bifurcates the two entrances to the FDR Drive.
- There will be pedestrian safety enhancements to the intersection of 92nd Street and York Avenue.
- Some street lighting poles will be relocated.
- There will be there a gatehouse at the entrance of the ramp for DSNY staff.
- The treatments for the ramp will include a DOT chain linked fence, which is required on any pedestrian or vehicular bridge; the steel will be painted in "GWB Gray".
- Based on PDC feedback, the screening proposed on the 92nd street ramp may differ from what was constructed on the 91st street ramp. There will be concrete barriers and 8-foot chained link wire fence on both sides of the ramp.
- A visual planted screen on north side of ramp is under consideration.
- There will be efforts to introduce appropriate species of trees that can grow higher for visual masking/screening, but will have to consider clearance issues.
- Upon completion of the 92nd Street ramp, the 91st street ramp will be retained as a back-up ramp in case of an emergency or a temporary closure of the 92nd Street ramp. The 91st street ramp is unable to be removed due to the utilities for the MTS having been built into the 91st street ramp structure.

Related 92nd Street Ramp Anticipated Traffic Impacts

- For trucks exiting the MTS via the 92nd Street ramp, trucks destined for locations north of the MTS will head west on 92nd Street and turn on 1st Avenue; trucks destined for locations south of the MTS headed southbound will turn left on York Ave., turn right on westbound 86th Street, then turn left onto southbound 2nd Avenue.
- 92nd Street is proposed for conversion to a 2-way street between York Ave. and 1st Avenue. There is an ongoing traffic study of this proposal that is looking at expected impacts on neighboring streets and the broader traffic network. Ultimately, any conversion of 92nd Street to a two-way street will require approval by Community Board 8.
 - Concerns were expressed about this proposal by the community and board members, given the street activity and land uses that exists along 92nd Street, along with the proposed NYCHA/Fetner infill development.
 - When the design process is further along, it is anticipated that a meeting will be held at Isaacs/Holmes to address their residents, who would be among the most impacted by the proposal.
- The M31 and M86 Bus stop layover areas currently located on 92nd Street will need to be relocated. The specific details are not yet finalized; the current proposal has the M31 layover moving to 1st Avenue between 91st and 92nd Streets the M86 layover on York Ave. between 91st and 92nd Streets; the last bus

stop on M31 Northbound/M86 Eastbound moving to 91st Street just east of 1st Avenue; and a yet to be determined location for the first stop of the southbound M31 and westbound M86 will be located.

DeKovats Playground/Tree Removal

The impacts to DeKovats Playground that will result from the construction of the 92nd Street Rams are as follows:

- Until the 92nd St. ramp construction begins, the entire playground will remain open with all existing equipment.
- When construction begins, the age 2-5 Playground equipment will be removed, along with the sandbox.
- During construction, there will be a high fence that provides about 20 feet of separation from the construction zone to protect users of the park.
- Parks will attempt to time their work to rehabilitate the park and replace the age 2-5 playground equipment as soon as possible.
- Parks will be requesting \$3.2 million of additional funding to redo the entire playground once the ramp is completed; this will be a separate project from the 92nd Street ramp.
- The design incorporates a “plant screen” to mask the ramp from the playground.
- There will be the removal of trees in DeKovats Park.
- There will be a tree restitution program, which is a component of every park project. Specific details are still being worked out; the standard tree restitution policy under Local Law 3 of 2010 requires an equivalent amount of wood to be replanted. This would occur in immediate vicinity of the project, or elsewhere in the neighborhood, then within the community district in that order as best as can be accommodated.
 - Concerns were expressed about the broader impacts of the loss of trees at the MTS site along with the potential loss of additional trees nearby with NYCHA/Fetner infill project.
 - A Board Member requested the specific locations of where trees will be replaced; and expressed dismay that Parks’ restitution policy too often results in trees not being replanted in close proximity to the site where they are removed. Parks indicated the amount of restitution will be significant, and it is unlikely all trees will be replaced on site.

Process/Timeline

- The project will have to go through the Public Design Commission (PDC) for approval. The conceptual design has been submitted; a letter of support for the preliminary design will be requested from CB8 at a future meeting in the next two to three months.
- The final design process is to be completed by end of 2019, culminating with approvals from partner agencies and the PDC.
- Following PDC approval, the NYC procurement process averages 9 months to get a low-bid contractor on board.
- Construction is expected to take about 3 years; the length is in part due to the complex nature of the project, the time required for the contractor to obtain all permits, and the time it will take to develop a maintenance and protection traffic plan.
- Construction hours will be limited to overnight by DOT due to required lane closures on the FDR Drive and related traffic impacts.

MTS Operations & Related Traffic/Safety Impacts

- The anticipated opening date of the MTS is March/April 2019. No official opening date has been announced.
- The MTS will be open 24 hours per day, 6 days per week.

- The MTS will initially handle 40-60 trucks per day; the majority of trucks are expected during the day shift (7AM to 3PM).
- Commercial trucks are not allowed to use the facility for the first year of MTS operations.
- Although permitted after the first year, there have thus far been no private commercial haulers that have inquired about utilizing the 91st St. MTS, or any of the other MTS sites.
- While commercial trucks have different compliance issues than DSNY trucks, they must follow all DSNY safety regulations on site (i.e. speeding).
- The 91st street ramp is to remain operational until the 92nd street ramp is completed.
- DSNY employees will utilize a portion of the ramp in use for parking; some cars will be parked inside the MTS.
- Trucks using the transfer stations are not permitted to park or queue on the street.
- Scales will be at the top of the facility; if trucks must queue, they will do so on the ramp. Trucks are equipped with transponders, and will be weighed on the scale in 30 seconds.
- There are 6 workable bays inside the facility. When a truck on the scale is included, the MTS can accommodate 7 trucks at a time, or 25 trucks per hour.
- It is not expected that there will be capacity issues at the MTS that will force trucks to circle in the vicinity of the facility.
- 2 supervisors are working each shift – one will be situated by the scale to expedite truck arrival/departure and ensure safety.
- Trucks will need to shut off their engines once they are idling for 3 minutes.
- Sensors will be monitoring speed of trucks on the ramp; stiff penalties for drivers violating rules will ensure enforcement.
- Trucks will include side guards that will prevent people from potentially being run over by trucks; while these are mandated by 2024, DSNY is now in the process of installing side guards, and wants to meet that goal ahead of the 2024 target, and new trucks are equipped with them.
- Drivers have prescribed routes to follow based on the defined districts they operate out of geographically, supervisors will oversee compliance. Drivers going off-route without permission will be subject to disciplinary actions.
- For districts north of the MTS, trucks will exit the facility onto 91st Street and head north on 1st Avenue; for trucks based in districts south of the MTS, they will exit on southbound York Avenue, turn right on 86th Street, and turn left on 2nd Avenue. For inbound traffic, all trucks will travel via 86th Street to northbound York Ave. before entering the MTS. If a truck is coming from within the local district after completing its day shift to unload garbage at the MTS, it may come directly from its day shift route.
- There is a guard booth with a DSNY employee who will help protect the safety of pedestrians at the intersection at 91st Street/York Avenue situations, such as if there are groups of children crossing. Signal timing has already been changed, and other pedestrian amenities have been added to the intersection following a recent upgrade by DOT, including accessible pedestrian signals; sidewalk extensions lane modifications, a speed table/crosswalk, and a speed bump at the ramp entrance.

Air Quality

- Air quality monitoring is required twice per year. Particulate Matter 2.5 (PM 2.5) measurements will take place during 2 week intervals in January/February and June/July; if it is determined the MTS is causing the permissible levels to be exceeded, DSNY must advise the public of the issue and take action to resolve it. When a problem arises, DSNY will go to their consultants, obtain recommendations and take necessary actions. Base reading air samples are now being taken for future comparisons after the MTS is open.
- To comply with DEC requirements, air quality monitors are located around the facility at four locations, but not where kids generally are found such as the playground or on the field. Two will capture upwind measurements, 2 will capture downwind measurements; they are capable of continuous monitoring. The

counterproposal addresses potential relocation of air quality monitors to better measure air quality where children are more typically present.

- The Community Advisory Group (CAG) is asking for continuous air quality monitoring as part of a counterproposal developed by an air quality specialist hired by Pledge 2 Protect. DSNY is reviewing the counterproposal, and is working with their experts to respond to better measure air quality.
- Local Law 145 requires all DSNY trucks to meet emission standards; by 2020, commercial trucks must also meet Local Law 145.
- By the time the MTS opens, all commercial vehicles must be retrofitted to meet DSNY standards; those that don't will be turned away.
- The biodiesel trucks operated by DSNY will emit PM 2.5, though not as much as traditional diesel engines.
- Although there were prior verbal commitments by DSNY to convert to an all-electric fleet of trucks, that has yet to happen, and there is currently no legislative mandate for them to do so.

Board members and attendees expressed frustration that the community has not received regular updates on the status of the MTS and the most recent operating plans for the facility upon opening, as the updates had been provided primarily to the Community Advisory Group of the East 91st Street MTS (CAG). DSNY will work with CB8 to attend an upcoming Board meeting that will provide an opportunity for the public to view a presentation and ask questions. Furthermore, the Board Chair emphasized that CB8 resolutions and mitigations measures are merely "band aids", as this project should not have proceeded given the severe impacts it will have on the community and the inappropriateness of an MTS in a densely populated area with public housing in such close proximity.

Resolution 1a

WHEREAS, construction of the proposed 92nd Street Ramp will result in significant impacts to DeKovats Playground, including the removal of trees and the sandbox and all equipment used by children age 2-5, and

WHEREAS, NYC Parks Department has expressed their intention to rehabilitate the entirety of DeKovats Playground upon completion of the 92nd Street Ramp, including new equipment for children ages 2-5; and

WHEREAS, the rehabilitation of DeKovats Playground is estimated to require \$3.2 million in funding; and

WHEREAS, the DeKovats Playground rehabilitation requires dedicated funding separate from any MTS related project to ensure it is used only for that specific purpose;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan urges the New York City Mayor's office to fully fund in FY 2019 a project to redesign and rehabilitate DeKovats Playground, currently budgeted at \$3.2 million, in coordination with the project to design the 92nd Street Ramp for the East 91st Street Marine Transfer Station

Yes (15+3): Michele Birnbaum, Lori Bores, Alida Camp, Billy Freeland, Craig Lader, Rebecca Lamorte, David Menegon, Margaret Price, Rita Popper, Barbara Rudder, Barry Schneider, Tricia Shimamura, Cos Spagnoletti, Marco Tamayo, Charles Warren, Peter Borock (public member), Jordan Wouk (public member), Judy Schneider (Parks public member)

No (0): None

Resolution 1b

WHEREAS, the air quality in Manhattan Community District 8 is among the unhealthiest in New York City according to the NYC Department of Health data; and

WHEREAS, the Spring 2019 opening of the Marine Transfer Station will worsen air quality with the introduction of biodiesel trucks that emit harmful NO₂, NO, PM_{2.5} and black carbon; and

WHEREAS, DSNY has only committed to two weeks of air quality monitoring twice a year, even though the instruments have the capability to perform monitoring on a continuous basis; and

WHEREAS, there are only four air quality monitors, which are not situated in the locations where community residents and children most commonly congregate or recreate; and

WHEREAS, there are sensitive populations and sites nearby the MTS that are outside of the monitoring zones, including schools and the Isaacs Houses & Holmes Towers housing complex;

WHEREAS, the Community Advisory Group of the East 91st Street MTS has submitted a counterproposal to DSNY's Proposed Air Monitoring Protocol for the East 91st Street Marine Transfer Station that addresses the deficiencies of DSNY's plan to monitor and report on air quality, thresholds for remediation, and mitigation measures;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan supports the Community Advisory Group's Counterproposal to DSNY's Proposed Air Monitoring Protocol and requests its recommendations be implemented immediately;

BE IT FURTHER RESOLVED, that Community Board 8 Manhattan requests the expansion of the areas in which the air quality monitoring takes place to ensure that monitors are installed at locations outside the immediate vicinity of the MTS where children are typically present, including schools and at the playground in the Isaacs Houses & Holmes Towers housing complex.

Yes (15+2): Michele Birnbaum, Lori Bores, Alida Camp, Billy Freeland, Craig Lader, Rebecca Lamorte, David Menegon, Margaret Price, Rita Popper, Barbara Rudder, Barry Schneider, Tricia Shimamura, Cos Spagnoletti, Marco Tamayo, Charles Warren, Peter Borock (public member), Jordan Wouk (public member)

No (0): None

Resolution 1c

WHEREAS, trucks operating en-route to and within the East 91st Street Marine Transfer Station will pose a threat to the safety of children who attend nearby schools and use Asphalt Green; and

WHEREAS, the Community Advisory Group of the East 91st Street MTS has identified schools that located on or near access routes to the MTS that generate significant pedestrian volumes including children; and

WHEREAS, there is a critical need for traffic safety agents to monitor and assist at intersections other than at the MTS entrance at 91st Street and York Avenue;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan requests Traffic Safety Agents/Monitors be in place around all school areas and crossings in the immediate vicinity of the MTS areas during all hours Asphalt Green is open, as identified in the CAG Statement of Concerns

Yes (15+2): Michele Birnbaum, Lori Bores, Alida Camp, Billy Freeland, Craig Lader, Rebecca Lamorte, David Menegon, Margaret Price, Rita Popper, Barbara Rudder, Barry Schneider, Tricia Shimamura, Cos Spagnoletti, Marco Tamayo, Charles Warren, Peter Borock (public member), Jordan Wouk (public member)

No (0): None

ITEM 2: CONTINUED DISCUSSION OF E-BIKE AND E-SCOOTER LEGISLATION

This item is a continuation of discussions held at CB8 Transportation Committee meetings in December 2018 and January 2019, where the following proposed New York City Council legislation was discussed:

Int. No. 1264: A Local Law to amend the administrative code of the city of New York, in relation to the operation of certain electric bicycles - This bill would remove prohibitions in local law against the operation of certain electric bicycles. The bill would allow for the use of electric bicycles incapable of exceeding 20 miles per hour. The bill would also reduce fines for operating motorized bicycles prohibited by local law, provide that only motorized bicycles operated in a manner that endangers safety or property are subject to impoundment and clarify that operators of electric bicycles allowed by local law are subject to the laws applicable to bicycle operators.

Int. No. 1265: A Local Law in relation to a conversion program for pedal-assist electric bicycles - This bill would require the Department of Transportation (DOT) to create a program to assist individuals with incomes not in excess of 200% of the federal poverty guidelines with the conversion of throttle-operated electric bicycles to pedal-assist electric bicycles. The bill would require DOT to consider any available public or private resources for the purpose of implementing the conversion program.

Int. No. 1250: A Local Law to amend the administrative code of the city of New York, in relation to the operation of certain electric scooters - This bill would remove prohibitions in local law against the operation of certain electric scooters. The bill would allow for the use of electric scooters incapable of exceeding 15 miles per hour. The bill would also reduce fines for operating motorized scooters prohibited by local law, amend the law to provide that only motorized scooters operated in a manner that endangers safety or property are subject to impoundment and clarify that operators of electric scooters allowed by local law are subject to the laws applicable to bicycle operators.

Int. No. 1266: A Local Law to amend the administrative code of the city of New York, in relation to a pilot program for shared electric scooters - This bill would require the Department of Transportation to create a pilot program for the operation of shared electric scooters in New York City. This bill would provide that neighborhoods underserved by existing bike share programs or affected by the upcoming 2019 Canarsie Tunnel closure will be given priority in determining the geographic boundaries of the pilot program. The bill would also require that the Department of Transportation report to the Council on the progress of the program and would prohibit the operation of shared electric scooters without prior Department of Transportation approval.

At those prior meetings, the general sentiments expressed by attendees and board members were:

- Opposition to e-scooters due to safety concerns;
- Openness towards Class 1 pedal-assist e-bikes that have speed restrictions
- Opposition to Class 2 throttle-assist e-bikes due to excessive speeds and safety concerns for pedestrians; and openness towards supporting conversion of illegal throttle assist e-bikes to pedal assist e-bikes;
- Openness towards conversion of Class 2 e-bikes to Class 1 e-bikes, reducing the steep fines that tend to primarily hurt delivery people with very little disposable income, making businesses responsible for them.

There was hesitation to act until questions of whether New York City would be in violation of state motor vehicle laws if it were to pass the proposed legislation regarding e-bikes and e-scooters, as they are currently illegal as per New York State law. The Governor's proposed budget includes language allowing local jurisdictions to "authorize such operation by local law, ordinance, order, rule or regulation", which would resolve the potential lack of congruence between city and state law.

Since the January 2019 CB8 meeting, the New York City Council held a public hearing on the four pieces of proposed legislation. The Council will likely wait for action to be taken at the State level to address the inconsistencies between the proposed NYC legislation and current State laws prohibiting e-bikes and e-scooters.

Resolution 2a

WHEREAS, the City Council of New York has held a public hearings on four proposed bills related to e-bikes and e-scooters (Intro 1250, 1264, 1265 and 1266) that each deal with very distinct issues independent of each other;

BE IT RESOLVED that Community Board 8 Manhattan recommends to the New York City Council that Intro 1250, 1264, 1265 and 1266 and any related legislation regarding e-bikes and e-scooters be decoupled so they can be debated and voted on separately and not as a package.

Yes (11+2): Michele Birnbaum, Lori Bores, Billy Freeland, Craig Lader, Rebecca Lamorte, David Menegon, Rita Popper, Barbara Rudder, Barry Schneider, Tricia Shimamura, Charles Warren, Peter Borock (public member), Jordan Wouk (public member)

No (0): None

Resolution 2b

WHEREAS, e-Scooters have recently been introduced in certain cities across the United States; and

WHEREAS, e-Scooters have had a high injury rate among users due to their high speeds; and

WHEREAS, dockless e-scooter share programs have resulted in haphazardly placed scooters that cause visual blight and interfere with pedestrians when left on sidewalks;

WHEREAS, e-Scooters are not appropriate on New York City sidewalks due to the threat they pose to pedestrians in dense urban environments,

WHEREAS, e-Scooters are not appropriate in bike lanes due to the size disparity compared to bikes and the potential conflicts with vehicles and pedestrians;

WHEREAS, the City Council of New York is considering legislation that would legalize e-scooters;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan opposes any City Council legislation that contains language that would legalize e-scooters in New York City

Yes (9+1): Michele Birnbaum, Craig Lader, Rebecca Lamorte, David Menegon, Rita Popper, Barbara Rudder, Barry Schneider, Tricia Shimamura, Charles Warren, Jordan Wouk (public member)

No (2): Lori Bores, Billy Freeland

Abstain (1): Peter Borock (public member)

Resolution 2c

WHEREAS, individuals who are in violation of laws prohibiting operation of e-bikes in New York City are personally liable for a civil penalty (fine) of \$500;

WHEREAS, e-bike penalties have been especially burdensome to immigrant and low-income populations that are most likely to use e-bikes to perform deliveries for local businesses;

WHEREAS, e-bike ownership has been used as a condition of employment delivery persons by business owners;

WHEREAS, the City Council of New York is considering legislation that would reduce fines for illegal use of e-bikes;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan supports City Council legislative action to reduce the fines for illegal use of e-bikes from \$500 to \$100;

BE IT FURTHER RESOLVED, that 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.

Yes (9+2): Lori Bores, Billy Freeland, Craig Lader, Rebecca Lamorte, David Menegon, Rita Popper, Barbara Rudder, Tricia Shimamura, Charles Warren, Peter Borouk (public member), Jordan Wouk (public member)

No (2): Michele Birnbaum, Barry Schneider

Resolution 2d

WHEREAS, Class 1 e-bikes are pedal-assist bikes that rely on human power to engage the electric motor and are limited to a top speed of 20 MPH; and

WHEREAS, Class 1 e-bikes can provide an alternative mobility option for cyclists for first mile/last mile connections;

WHEREAS, the City Council of New York is considering legislation that would legalize class 1 e-bikes;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan is supportive of legislative language that legalizes Class 1 pedal-assist e-bikes.

Yes (9+2): Lori Bores, Billy Freeland, Craig Lader, Rebecca Lamorte, David Menegon, Rita Popper, Barbara Rudder, Tricia Shimamura, Charles Warren, Peter Borock (public member), Jordan Wouk (public member)

No (2): Michele Birnbaum, Barry Schneider

Resolution 2e

WHEREAS, Class 2 e-bikes are throttle powered that can reach accelerate quickly without human intervention;

WHEREAS, Class2 e-bikes are perceived as a serious threat to the safety of pedestrians, cyclists using non-motorized bikes and drivers of motor vehicles;

THEREFORE BE IT RESOLVED that Community Board 8 Manhattan opposes any legislation that would legalize Class 2 e-bikes.

Yes (9+1): Michele Birnbaum, Craig Lader, Rebecca Lamorte, David Menegon, Rita Popper, Barbara Rudder, Barry Schneider, Tricia Shimamura, Charles Warren, Jordan Wouk (public member)

No (1+1): Lori Bores, Peter Borock (public member)

Abstain (1): Billy Freeland

Resolution 2f

WHEREAS, the City Council of New York is considering legislation that would create a program that would provide logistical or financial assistance to individuals with incomes not in excess of 200% the Federal poverty guidelines for the conversion of class 2 throttle operated e-bikes to class 1 pedal assist e-bikes;

WHEREAS, the conversion of class 2 e-bikes to class 1 e-bikes are viewed as a measure that would improve safety for pedestrians and other cyclists;

WHEREAS, financial assistance for low-income individuals would enable them to keep bikes they already have purchased that are often used for delivery purposes;

THEREFORE BE IT RESOLVED that 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.

Yes (10+2): Lori Bores, Craig Lader, Rebecca Lamorte, David Menegon, Rita Popper, Barbara Rudder, Barry Schneider, Tricia Shimamura, Charles Warren, Peter Borock (public member), Jordan Wouk (public member)

No (1): Michele Birnbaum

Abstain (1): Billy Freeland

Item 3: DOT Updates

There were no DOT updates.

Item 4: New Business

A member from the public spoke about the surcharges associated with the 1st phase of congestion pricing that will be levied on for-hire vehicles operating south of 96th Street, and requested a discussion of whether yellow and green cabs should be excluded from the surcharge.

There being no further business, the meeting was adjourned at 9:50PM.

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