

Carter Booth, *Chair*  
Daniel Miller, *First Vice Chair*  
Susan Kent, *Second Vice Chair*  
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*  
Valerie De La Rosa, *Secretary*  
Amy Brenna, *Assistant Secretary*

## COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

[www.cb2manhattan.org](http://www.cb2manhattan.org)

P: 212-979-2272 F: 212-254-5102 E: [info@cb2manhattan.org](mailto:info@cb2manhattan.org)

Greenwich Village □ Little Italy □ SoHo □ NoHo □ Hudson Square □ Chinatown □ Gansevoort Market

May 4, 2020

The Honorable Bill De Blasio  
NYC Mayor  
City Hall  
New York, NY 10007

The Honorable Corey Johnson  
Council Speaker  
224 West 30<sup>th</sup> St., Suite 1206  
New York, NY 10001

Polly Trottenberg  
Department of Transportation Commissioner  
55 Water Street  
New York, NY 10041

Edward Pincar Jr.  
Manhattan Borough Commissioner  
Department of Transportation  
55 Water Street  
New York, NY 10041

Dear Mayor De Blasio, Council Speaker Corey Johnson, DOT Commissioner Trottenberg, and Manhattan DOT Commissioner Pincar:

At its Full Board meeting April 30, 2020, Community Board #2, adopted the following resolution:

### **Resolution in support of a temporary network of bike lanes during the Covid-19 Crisis in NYC.**

**Whereas** bicycle usage has steadily risen since the start of the novel coronavirus pandemic, some in response to Mayor Bill de Blasio's urging people to bike to work to avoid the risk of contagion in crowded spaces, some looking for an alternative form of transportation to get to their destinations during the crisis, all in recognition of the opportunity bicycling offers to get where you're going in a manner that facilitates safe social distancing while also engaging in healthful exercise and helping to reduce air pollution; and

**Whereas** although most non-essential businesses are subject to a directive to work remotely, essential workers have a crucial need to reach their workplaces in the safest, most comfortable and direct manner, which has led to the rapid growth of bicycle travel by essential workers to their jobs; and

**Whereas** with so many newly minted bicycle riders who are not entirely familiar with navigating streets on two wheels, it is particularly important to have safe, connected bikeways to guide them and facilitate their trips, while at the same time ensuring the safety of pedestrians by defining separate paths for the bicyclists; and

**Whereas** NYC does not yet have a network of protected bicycle lanes that enable people to navigate the City safely on a bicycle; and

**Whereas** the NYC Council has proposed legislation (Int. 1933-2020) to temporarily open up 75 miles of streets for both bicyclists and pedestrians during the pandemic to give New Yorkers fresh air and exercise without having to crowd each other at unsafe distances, and the de Blasio administration has now committed to opening up 100 miles of streets, in concert with the City Council, including temporary bike lanes as part of the plan;

**Therefore be it resolved** that Community Board 2 Manhattan (CB2M) expresses its support of the NYC Council's and de Blasio administration's plan to open up 100 miles of streets for safely distanced bicycling and walking, with temporary bike lanes as part of the plan, during the COVID-19 crisis; and

**Be it further resolved** that CB2M calls upon the City to immediately complete an interim, temporary network of protected bicycle lanes (using temporary emergency infrastructure as necessary) to provide the necessary safe distancing protection and serve the need for bicyclists to get to work and other destinations in a safely connected, direct and secure way during the novel coronavirus pandemic.

**Vote: Unanimous, with 41 Board Members in favor.**

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Carter Booth, Chair  
Community Board #2, Manhattan



Shirley Secunda, Chair  
Traffic & Transportation Committee  
Community Board #2, Manhattan

CB/EM

c: Hon. Jerrold L. Nadler, Congressman  
Hon. Carolyn Maloney, Congresswoman  
Hon. Nydia Velasquez, Congresswoman  
Hon. Brad Hoylman, NY State Senator  
Hon. Brian Kavanagh, NY State Senator  
Hon. Deborah J. Glick, NY Assembly Member  
Hon. Yuh-Line Niou, NY Assembly Member  
Hon. Gale Brewer, Manhattan Borough President  
Hon. Margaret Chin, Council Member  
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Dear Mayor De Blasio, Council Speaker Corey Johnson, DOT Commissioner Trottenberg, and Manhattan DOT Commissioner Pincar:

At its Full Board meeting April 30, 2020, Community Board #2, adopted the following resolution:

**Resolution requesting that Citi Bike docking stations be replenished and rebalanced with greater frequency.**

**Whereas** as people look for safe and convenient ways to move around NYC while minimizing their exposure to the potentially lethal novel coronavirus by keeping the required physical distance, the demand is swiftly growing for the use of Citi Bikes, especially for essential workers to access their jobs; and

**Whereas** as the demand for Citi Bikes grows, Citi Bike docking stations are often lacking in sufficient Citi Bikes to serve people's needs and sometimes are even empty; and

**Whereas** Citi Bikes are serving an important need to access jobs and other destinations in a safe and convenient manner; and

**Whereas** many Citi Bike users are observed without masks on our streets;

**Therefore be it resolved** that Community Board 2 Manhattan (CB2) urges that Citi Bike docking stations be replenished with far greater frequency and that added support be provided to supplement docking station rebalancing efforts; and

**Be it further resolved** that CB2, during this time of crisis, urges Citi Bikes to have prominent signage on all docking stations reminding their users to wear masks in accordance with New York State law.

**Vote: Unanimous, with 41 Board Members in favor.**

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Carter Booth, Chair  
Community Board #2, Manhattan



Shirley Secunda, Chair  
Traffic & Transportation Committee  
Community Board #2, Manhattan

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Dear Mayor De Blasio, Council Speaker Corey Johnson, DOT Commissioner Trottenberg, and Manhattan DOT Commissioner Pincar:

At its Full Board meeting April 30, 2020, Community Board #2, adopted the following resolution:

**Resolution in support of opening streets to pedestrians during the coronavirus pandemic in New York City, including Community Board 2 Manhattan, to provide adequate pedestrian space for safe physical distancing.**

**Whereas** increasing concerns have been voiced about insufficient sidewalk space to accommodate the at least 6 feet of safe social distancing required during the novel coronavirus pandemic, forcing people to walk in the streets, where space is now plentiful and also bringing a dangerous upsurge of speeding vehicles that threaten the walkers' safety; and

**Whereas** the NYC Council has proposed legislation (Int. 1933-2020) to temporarily open up 75 miles of streets for pedestrians and bicyclists during the pandemic to give New Yorkers fresh air and exercise without having to crowd each other at unsafe distances, and Mayor Bill de Blasio has now committed to opening up 100 miles of streets, in concert with the City Council; and

**Whereas** there is a preponderance of narrow sidewalks in the Community Board 2 Manhattan (CB2M) area, and even many wider ones don't necessarily provide enough space for safe and comfortable 6-foot separation, e.g., if they have trees or other amenities, if two people are walking together alongside another walker, if garbage bags are out, or if someone has a stroller or wheelchair; and

**Whereas** safe distanced space is needed for walking to the doctor or the drugstore or the grocery or to work (e.g. for essential workers) as well as for outdoor recreation; and

**Whereas** CB2M favors the Shared Streets model of pedestrianization, that already is being put into practice by the NYC Dept. of Transportation and advocated in the NYC Council bill, in which the street is partially closed to vehicles, and pedestrians have priority, with access allowed at 5 mph for first responders, deliveries, sanitation, access-a-ride and other essential local services along with (the street's) residents' vehicles. CB2M is also favorable, as the NYC Council is, to the concept of closing at least one lane on a street to vehicular traffic to extend sidewalk space from the curb; and

**Whereas** shared streets don't require extensive construction or a constant police presence, similarly to block parties, play streets, construction sites, and street fairs. Simple techniques such as orange cones and signage (like "No Through Streets" signs used by Oakland, CA) can provide ample closure and visibility, while local groups such as block associations, BIDs and neighborhood organizations can take part in management; and

**Whereas** CB2M has reached out to the community, asking for their preferences for which streets to open, and many community members have responded enthusiastically with suggestions for different locations; and

**Whereas** with warm weather approaching, the need will be growing for people to be outside more frequently and for adequate pedestrian space for them to social distance; we'll also need to relieve pressure from our parks; and

**Whereas** camps and pools will be closed this summer, and children will need more safe outside space to play;

**Therefore be it resolved** that CB2M thanks the NYC Council and Mayor Bill de Blasio for their plan to create 100 miles of streets open to pedestrians to provide the space New Yorkers need for social distancing and protect their health and safety during the COVID-19 crisis; and

**Be it further resolved** that CB2M requests that streets be opened to pedestrians throughout our community, and that this be accomplished with the City working in concert with our community; and

**Be it further resolved** that CB2M has prepared a set of criteria describing suitable features to guide us in developing a list of potential open streets that would fit the community's needs for adequate safe social distancing space, as follows: Shared Streets; Local Use/Local Traffic; Adjacent to Parks; Connecting Parks; Narrow Sidewalks or Insufficient Capacity; Temporary; Providing a Flexible Design that Allows Ambulances and Other Emergency Vehicles, Sanitation, Deliveries, and Local Vehicles to pass as needed; Low Vehicular Traffic; Protected at Entrance; Special Signage regarding use of, entry to, and speed limit for the street and adherence to COVID-19 guidelines"; Speed Limit 5 mph; Masks Required According to NY State Law; No Outside Vendors; Uniformly Distributed Around CB2 so that Open Streets Don't Become Destinations; Geographically Distributed Locations. Exclusions would include bus routes, streets in immediate proximity to police stations, fire stations or hospitals, emergency vehicle routes, through truck routes, major crosstown and arterial streets, and active construction sites; and

**Be it further resolved** that based on the community suggestions received and further discussion, along with the set of criteria, CB2M has developed the following preliminary list of potential streets suitable to be opened for priority pedestrian use as shared streets, and will continue to work with the community to add further candidates to this initial list, all of which we ask to be considered for open streets installation: University Pl. btw. W. 4th and E. 13th Sts.; MacDougal St. btw. W. 8th and Houston Sts.; Washington Pl. btw. Grove St. and Washington Sq. W., Greenwich St. btw. Horatio and Barrow Sts.; Sullivan St. btw. W. 4th and Houston St.; Thompson St. btw. W. 4th and Houston Sts.; 13th St. btw. 8th and 9th Aves.; Gansevoort St. btw. W. 13th St. and 9th Ave., and Barrow St. btw. Washington Pl and West St.; and

**Be it finally resolved** that CB2M looks forward to working with the City in implementing selected street openings for pedestrians throughout the CB2M community.

**Vote: Passed, with 40 Board Members in favor.  
with 1 Board Member against. (R. Sanz)**

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Carter Booth, Chair  
Community Board #2, Manhattan



Shirley Secunda, Chair  
Traffic & Transportation Committee  
Community Board #2, Manhattan

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