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



Antony Wong, *Treasurer*
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Erik Coler, *Assistant Secretary*

COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

www.cb2manhattan.org

P: 212-979-2272 F: 212-254-5102 E: info@cb2manhattan.org

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

September 21, 2017

Luis Sanchez
Manhattan Borough Commissioner
Department of Transportation
55 Water St. 9th Floor
New York, NY 10041

Dear Manhattan Borough Commissioner Sanchez and Commissioner Brownell:

At its Full Board meeting September 19, 2017, Community Board #2, adopted the following resolution:

Resolution requesting alternatives to the use of mixing zones in intersections to provide greater protection for pedestrians and bicyclists from left-turning vehicles.

Whereas Community Board 2, Manhattan (CB2) has received numerous expressions of concern regarding the danger of mixing zones, design features that are commonly placed at intersections with protected bike lanes to facilitate left turns for motor vehicles; and

Whereas within mixing zones, bicycles and motor vehicles are compelled to occupy the same space and have the green light along with pedestrians all at the same time, a situation in which pedestrians and bicyclists are highly vulnerable to and lack protection from drivers turning left; and

Whereas when motor vehicles merge in the same mixing zone space with bicyclists, it is often unclear who has the right of way, and the motorists, as they negotiate left turns, lack visibility of the bicyclists, compromising bicycling safety as well as threatening pedestrians; and

Whereas mixing zone hazards for bicyclists and walkers are further compounded by the absence of any physical boundary separating bikes and vehicles and/or defining a clear path and turning angle, enabling a broader turning radius for motorists, resulting in speedier, more dangerous turns; and

Whereas split phase traffic signals used at intersections have been shown to be far safer than mixing zones, according to data from various studies, including from the NYC Department of Transportation (DOT), such as in *Protected Bicycle Lanes in NYC*, September 2014; and

Whereas DOT has embarked on a study of bicycle intersection safety, with evaluation of bicycle safety and comfort levels at existing bike lane intersections including mixing zones;

Therefore be it resolved that CB2 strongly favors eliminating mixing zones from intersections; and

Be it further resolved that CB2 urges DOT to enhance intersection safety by implementing such measures as the following:


- Physical separation: Install bollards or (preferably) concrete islands to fully separate motor vehicles from bicycle lanes.
- Reduced turning radii: Install physical diverters, such as bollards or concrete islands to tighten turning radii (e.g., to a 90-degree left turn) slowing down turning motor vehicles.
- Time separation: Install Split Phase traffic signals to give each mode its own dedicated red and green phases to avoid conflicts.
- Grade differentiation: Raise bike lanes and crosswalks at intersections (to or near sidewalk level). Raised pedestrian crosswalks particularly ease crossing for seniors.
- Visual clues: Extending the green painted bike lane through the intersection warns drivers that they're approaching an area with bicyclists.
- Tactile differentiation: The use of various textured surfaces can separate and define areas of different functions and uses; and

Be it finally resolved that CB2 thanks and fully supports DOT for conducting a study of bicycle safety at intersections and asks that DOT come to present its findings and recommendations to CB2 as soon as the study is completed.

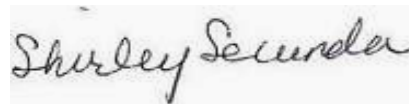
Vote: Unanimous, with 34 Board Members in favor.

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

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan



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

TC/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Nydia Velázquez, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Yuh-line Niou, Assembly Member
Hon. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Margaret Chin, Council Member
Hon. Rosie Mendez, Council Member
Hon. Corey Johnson, Council Member

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September 21, 2017

Luis Sanchez
Manhattan Borough Commissioner
Department of Transportation
55 Water St. 9th Floor
New York, NY 10041

Dear Manhattan Borough Commissioner Sanchez and Commissioner Brownell:

At its Full Board meeting September 19, 2017, Community Board #2, adopted the following resolution:

Resolution requesting "No Standing Anytime" signage and streetbed striping in the current corner "No Parking Anytime" space on the s.w. corner of Greenwich St. at Bank St.

Whereas there's a "No Parking Anytime" sign covering a two-car space on the s.w. corner of Greenwich St. at Bank St. which is virtually ignored: these two spaces are usually occupied (illegally) by either privately-owned or for-hire vehicles (like Uber and Lyft), of all sizes and kinds, including trucks and buses, with the for-hire vehicles' drivers often camping in them for long-term standing and sleeping; and

Whereas with Bank St. intersecting Greenwich St. at an acute angle, it seems obvious that the two-car Greenwich St. space was designated "No Parking Anytime" in order to daylight that corner so that drivers on Bank St. would have visibility of oncoming vehicles on Greenwich St.; and

Whereas under the current cars-frequently-parked in those spaces condition, drivers on Bank St. are unable to see traffic coming up Greenwich St. even when they pull up across the Bank St. crosswalk, a hazardous collision-prone situation where several close calls have been observed (Bank St. is the only intersection on Greenwich St. without traffic controls, further exacerbating the danger); and

Whereas it is clear that the "No Parking" signage, which restricts waiting, but allows dropping off and picking up passengers and loading and unloading packages, has not been effective in keeping clear the two spaces on the s.w. corner of Greenwich St. at Bank St., and that more restrictive signage is needed for at least the one corner space; and

Whereas it has been pointed out that at least one of these two spaces is necessary to accommodate access-a-ride and other vehicles that serve the many disabled residents in the community; and

Whereas "No Standing" signage prohibits waiting as well as loading and unloading and is generally perceived to be more restrictive; and

Whereas the one parking space nearest the corner, by being sufficiently daylighted with “No Standing” signage, would provide the necessary visibility of oncoming vehicles to provide needed safety; and

Whereas striping the streetbed pavement in the one corner space would act as an additional sign of prohibition and discouragement to parking there; and

Whereas moderate-size planters placed in this one corner space would serve as a further preventative to parking there while not obscuring the needed visibility and also providing enhancement, and a close-by resident has offered to do the maintenance;

Therefore be it resolved that Community Board 2, Manhattan (CB2) requests that the current "No Parking Anytime" signage covering the one corner space on the s.w. corner of Greenwich St. at Bank St. be replaced by "No Standing Anytime" signage; and

Be it further resolved that CB2 asks that the street pavement be striped in this one corner space; and

Be it finally resolved that CB2 urges that planters be placed in this one corner space.

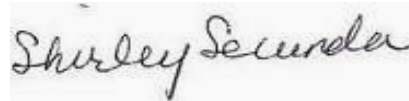
Vote: Unanimous, with 34 Board Members in favor.

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

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
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