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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

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December 21, 2018

Edward Pincar Jr.
Manhattan Borough Commissioner
Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Dear Manhattan Borough Commissioner Pincar:

At its Full Board meeting December 20, 2018, Community Board #2, adopted the following resolution:

Resolution in support of proposed Broadway (Canal St. to 14th St.) Streetscape Improvement Project with additional recommendations.

Whereas Community Board #2, Manhattan (CB2) thanks the NYC Dept. of Transportation (DOT) for its presentation of plans for its proposed Broadway (Canal St. to 14th St.) Streetscape Improvement Project, which includes a reconfiguration of the street that retains the two 11 ft. travel lanes, maintains two curbside parking lanes, the existing very wide ones narrowed to 9 ft. (from 12 ft.) on the street's west side and to 8-10 ft. (from 10-13 ft.) on the east side, and a new 5 ft. standard bicycle lane btw. 14th and Bleecker Sts. (a southbound pairing with the existing northbound 4th Ave. bike lane) next to the east curbside parking lane, along with 25 painted curb extensions from 9th St. to Howard St.; and

Whereas both Bleecker and Spring Sts. currently experience heavy left-turning (eastbound) vehicular traffic that can jut out and hinder the through traffic in the right-hand/western Broadway lane from proceeding steadily south. The proposed curb extensions at those locations will channel the Broadway left lane east-turning traffic into the intersection before it is able to make a turn, giving sufficient room for turning without hampering forward movement in the western through lane. At the same time, it's important to ensure that the southbound through traffic and left-turning eastbound traffic move along separately in an orderly manner; and

Whereas current parking is from 8 am to 6 pm six days a week, mostly for commercial parking, otherwise general parking, and these regulations are expected to remain the same with one minor exception where Build Studios has requested removal of two parking spaces, but the large number of deliveries and loading on the street, especially in SoHo, can result in trucks double parking; and

Whereas significant pedestrian congestion occurs at intersections, and while the proposed curb extensions will give more room for pedestrians waiting to cross, more room is needed for these platoons as they walk across the street; and

Whereas a bike lane exists on Broadway north of 14th St. which now should be connected to the bike lane proposed on Broadway south of 14th; Broadway currently jogs in an undefined zigzag pattern from north to south of 14th, thus there's no clear transition for a continuous bike lane, which is unsafe both for bicyclists and pedestrians; and

Whereas with the proposed bike lane ending on Bleecker St., cyclists will have to head east to 2nd Ave. for the next closest bike lane south, which can be confusing and unsafe unless that's clarified; and

Whereas although DOT has indicated that the Broadway bike lane might eventually continue south of Bleecker St., there are two crosstown bike lanes already operating south of Bleecker nearby on Prince and on Spring Sts., where extending the Broadway lane to connect with them would provide greater, much needed accessibility; and

Whereas numerous Uber, Lyft and other for-hire vehicles cruise down Broadway waiting for service calls, worsening congestion and impeding movement; and

Whereas there was concern that a standard bike lane would not provide the needed safety for cyclists on this busy commercial corridor that a protected bike lane would;

Therefore be it resolved that CB2 supports the proposed Broadway (Canal St. to 14th St.) Streetscape Improvement Project, including the bicycle lane and painted curb extensions, with additional recommendations; and

Be it further resolved that CB2 requests that signage, streetbed markings and arrows be installed well in advance of intersections where eastbound turns are made (as well as consideration be given to using other methods, e.g., flashing lights/lighted signs) to alert drivers who will be turning left that they should use the left-hand (eastern) travel lane; and

Be it further resolved CB2 asks that more analysis be made concerning parking regulations to ascertain optimum conditions for accommodating multi-modal use and best safety practices on this highly trafficked street, weighing such approaches as removing parking on one side of the street, allowing only commercial parking, shifting loading and unloading activities to alleys, setting aside specific areas for loading/unloading, as well as examining other possibilities including treatment of nighttime deliveries; and

Be it further resolved that CB2 recommends that crosswalks be widened as much as possible, e.g., on Broome, Houston, Spring and Prince Sts.; and

Be it further resolved that CB2 asks that improvements be designed that facilitate a smooth, rational transition from the Broadway bike lane north of 14th St. to the new one south of 14th St.; and

Be it further resolved that CB2 urges that the new bike lane be extended to at least as far south as Spring St.; if this cannot be done immediately, then well-placed, visible signage must be installed where the bike lane ends on Bleecker St. that clearly informs bicyclists of the terminus and directs them east on Bleecker to 2nd Ave. where they can continue downtown; and

Be it further resolved that CB2 suggests that DOT set aside spaces for drop-off/pickup points on Broadway where Uber, Lyft and other for-hire vehicles can wait out of the way of moving traffic, which is done now in Chicago and other cities; and

Be it further resolved that CB2 encourages DOT to consider and explore approaches for installing a protected bike lane on Broadway south of 14th St. (which exists north of 14th St.) in the future; and

Be it finally resolved that CB2 requests that DOT return to CB2 before any implementation of proposed actions to present whatever findings, concepts, recommendations and revisions may be further put forth in response to this resolution.

Vote: Unanimous, with 39 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

TC/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Brian Kavanagh, NY State Senator
Hon. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Margaret Chin, Council Member
Hon. Carlina Rivera, Council Member