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Bo Riccobono, *First Vice Chair*
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Bob Gormley, *District Manager*



Amanda Kahn Fried, *Treasurer*
Susan Kent, *Secretary*
Elaine Young, *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

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Howard H. Roberts, Jr.
President
MTA NYC Transit
2 Broadway
New York, NY 10004

Dear Mr. Roberts, Jr.:

At its Full Board meeting October 22, 2009, Community Board #2, Manhattan, adopted the following resolution:

1. Resolution in support of re-routing the X6, X7 and X9 inter-borough express buses away from Spring St. bet. West and Hudson Sts.

Whereas each weekday, fifty-six X6, X7 and X9 express buses from Staten Island travel on Spring St. from West St. to 6th Ave. (Ave. of the Americas), as part of their trip to Midtown Manhattan, between 5:45 and 10:30 a.m., bringing an exceptionally high volume of traffic (approximately one bus every few minutes) and heightened traffic congestion to this area, along with heavy noise impacts from squealing brakes and revving engines, worsened air quality from exhaust fumes produced by frequent stops and starts, and danger to pedestrians, especially from tight formations of all three bus services at once, obscuring vision and blocking access in crossing local streets; and

Whereas Spring St. between West and Hudson Sts. is now a growing residential neighborhood, increasingly occupied by families with children and people of all ages who both live and constantly walk on this thoroughfare that is more and more a setting for community life, with concern for the community's health and well-being; and

Whereas this area is already overburdened with traffic from UPS and Federal Express trucks coming to and from their facilities there, Holland Tunnel vehicular overflow, and a DSNY garage and depot for City-wide agency vehicles that would be further exacerbated by a planned salt shed and multi-story garage complex housing 95 large vehicles and several small vehicles; and

Whereas City noise level studies in the area document a significantly high noise impact in those early morning hours (between 67 dBA and 75 dBA) that these buses only intensify; and

Whereas the area also suffers extremely poor air quality (exceeding the standard of 15 for annual mean PM2.5 concentration), and these buses add to that burden;

Therefore Be It Resolved that Community Board No. 2 Manhattan (CB2) supports re-routing the X6, X7 and X9 inter-borough express buses away from Spring St. bet. West and Hudson Sts. to alternative routes, preferably with their service being split among three different routes to lessen their impact; and

Be It Further Resolved that CB2 requests that the MTA also consider establishing a bus terminus in Lower Manhattan for Staten Island express buses to drop off all passengers to travel further uptown by subway or local bus, removing express buses' impact; and

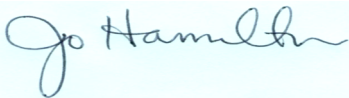
Be It Further Resolved that CB2 requests that the MTA also investigate establishing a central terminal in Staten Island where buses from different routes in that borough with passengers who are bound for Manhattan can terminate for transfer to a single express bus, thereby decreasing the number of buses necessary to traverse the same route in Manhattan; and

Be It Finally Resolved that CB2 urges that all inter-borough express buses, as well as all City buses, be changed to electric/non-polluting vehicles as soon as possible.

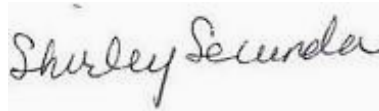
Vote: Passed, with 38 Board members in favor and 1 opposition.

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

Sincerely,



Jo Hamilton, Chair
Community Board #2, Manhattan



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

JH/gh

cc: Hon. Jerrold Nadler, Congressman
Hon. Thomas Duane, NY State Senator
Hon. Deborah Glick, Assembly Member
Hon. Scott Stringer, Man. Borough President
Hon. Christine Quinn, Council Speaker
Hon. Alan Jay Gerson, Council Member
Hon. Rosie Mendez, Council Member
Lolita Jackson, Commissioner, CAU
Sandy Myers, Community Board Liaison, MBPO



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October 28, 2009

Margaret Forgione
Manhattan Boro. Commissioner
NYC Dept. of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting October, 22, 2009, Community Board #2, Manhattan, adopted the following resolution:

Resolution in support of additional markings in bike lanes to clarify their direction and increase their visibility for pedestrians.

Whereas Community Board 2, Manhattan (CB2) fully supports bicycling as an alternative mode of transportation, but seeks to minimize potential conflicts between street users; and

Whereas the bike-related street markings and signage that exist today are all intended to guide the interaction of cyclists with motorists, while little consideration has been given to the bicycle/pedestrian interface, which is of particular concern in the dense street environment of Manhattan; and

Whereas specific concerns that are often expressed to this Board include cyclists riding the wrong direction in one-way bike lanes, perhaps because they are unaware that there is a directional nature to most bike lanes; pedestrians stepping into or standing in bike lanes, particularly those adjacent to sidewalks, without considering bicycle traffic; and pedestrians standing in bicycle lanes while waiting for a “walk” signal or for motor vehicle traffic to clear, because there are no markings on the crosswalks to indicate an intersecting bike lane;

Therefore be it resolved that CB2 requests that the New York City Department of Transportation employ the following or similar marking strategies to minimize cyclist/pedestrian conflicts:

- Current bike lane symbols should be more widely accompanied by directional arrows, such as are currently found in very limited locations, to indicate to cyclists that the majority of bike lanes are intended for travel in a particular direction;
- For bike lanes that are adjacent to sidewalks, and especially for parking-protected bike lanes, more frequent bike symbols should be applied, as current spacing guidelines are based on visibility to motorists and not for the awareness of pedestrians;

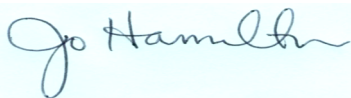
- When a crosswalk intersects a bike lane, some marking such as in the attached figure should be developed and installed to indicate to otherwise-unaware pedestrians that extra attention should be given to bicycle traffic.

Be it further resolved that CB2 suggests that a pilot project with respect to advisory markings in crosswalks that intersect bike lanes (see above bullet) should be conducted at specific problematic locations, to include the northwest corner of Lafayette St. at 8th St., the southeast corner of Fifth Ave. at W. 14th St., the intersection of Bleecker and Christopher Sts., and along Grand St.

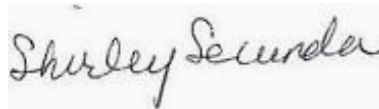
Vote: Unanimous with 39 Board members in favor.

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

Sincerely,



Jo Hamilton, Chair
Community Board #2, Manhattan



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

JH/gh

cc: Hon. Jerrold Nadler, Congressman
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Margaret Forgione
Manhattan Boro. Commissioner
NYC Dept. of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting October, 22, 2009, Community Board #2, Manhattan, adopted the following resolution:

Resolution requesting that the City conduct a comprehensive and accessible educational campaign clarifying rules, symbols and mutual behavior for drivers, bicyclists and pedestrians.

Whereas Community Board 2, Manhattan (CB2) has encouraged and welcomed the installation of new bike lanes as well as the accompanying increased bicycle usage, and fully supports bicycling as an alternative mode of transportation that helps reduce congestion, lessen pollution and altogether create a more equitable balance of street space for pedestrians, bicyclists and drivers; and

Whereas CB2 has received such concerns about the new installations as bicyclists riding the wrong way on one-way lanes and not stopping at red lights, taxis and other motor vehicles stopping in bicycle lanes or opening their doors without looking for oncoming bicyclists, and pedestrians stepping into bicycle lanes from the sidewalk curb against the don't-walk signal without factoring in approaching bicyclists, which points to a lack of awareness of basic rules and common courtesy in this realm; and

Whereas there is confusion as to the meaning of certain bike lane symbols and street markings, such as sharrows, which indicate a bicyclist-motorist shared street, but are interpreted by some as crosswalk markings; and

Whereas the LOOK campaign, coordinated by the NYC Department of Transportation (DOT), has created print, video and web-based materials encouraging safe behavior on NYC streets, but this campaign has only been promoted on a limited scale; and

Whereas Transportation Alternatives' 2009 campaign "Biking Rules" represents a good example of a simple, concise, easy-to-understand educational approach, but it is beyond the means of this member-supported nonprofit to reach the millions of street users in New York City;

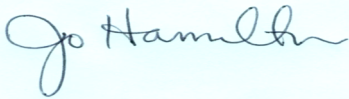
Therefore be it resolved that CB2 requests that the City budget for and conduct a comprehensive and accessible educational campaign clarifying rules, street markings and expected standards of respectful behavior for drivers, bicyclists and pedestrians that reaches a significant portion of the millions of street users in New York City; and

Be it further resolved that CB2 urges the City to use a wide range of traditional and non-traditional communication channels, such as print, television and radio advertising and public service announcements, Internet-based short videos, school curricula, constituent newsletters from elected officials, or enclosures within other government mailings such as vehicle registrations.

Vote: Unanimous with 39 Board members in favor.

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

Sincerely,



Jo Hamilton, Chair
Community Board #2, Manhattan



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

JH/gh

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Margaret Forgione
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NYC Dept. of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting October, 22, 2009, Community Board #2, Manhattan, adopted the following resolution:

Resolution requesting that recently installed dashed "skip-lines" on bike lanes at intersections revert back to solid lines on both sides of the lanes.

Whereas until summer 2009, bike lanes in New York City were marked with two solid white stripes on either side of the bike lane from one end of the block to the other, with minor exceptions such as adjacent to bus stops where a dashed "skip line" might be installed; and

Whereas very recently a change has been observed, whereby the solid stripe nearest the motor vehicle traffic is replaced by a skip line approaching an intersection where vehicles might be expected to turn across the bike lane at the cross street; and

Whereas feedback from the New York City Department of Transportation (DOT) indicates this change was made to make the city's bike lanes more conformant with guidance found in Chapter 9 of the Federal Highway Administration's Manual of Uniform Traffic Control Devices (MUTCD), though DOT has a history of adapting FHWA guidance for the unique challenges presented by the New York City street environment; and

Whereas this change has been observed to create a situation whereby the bike lane becomes a defacto turn lane, with backed-up vehicles waiting for pedestrians to clear the crosswalk, thereby blocking onward travel by cyclists, rendering the bike lane more of a hindrance to cyclists than if the lane weren't there at all; and

Whereas the general feeling has been expressed that this change in markings signals to drivers that it is acceptable to drive in bike lanes as suits convenience, jeopardizing the narrow safety zone afforded cyclists;

Therefore be it resolved that CB2 strongly requests that the New York City Department of Transportation revert to its prior practice of marking bike lanes in New York City with solid

white stripes on either side through the entire block, with exceptions for such specific conditions as bus stops, using the agency's prerogative to deviate from the MUTCD guidance for special circumstances.

Vote: Unanimous with 39 Board members in favor.

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

Sincerely,



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Community Board #2, Manhattan



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