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THE CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD SIX
211 EAST 43RD STREET, SUITE 1404
NEW YORK, NY 10017

VIA E-MAIL

September 14, 2018

Edward F. Pincar Jr.
Acting Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Resolution in support of the NYC Department of Transportation proposals for bike lanes on 2nd Avenue between East 68th and East 59th Streets

At the September 12, 2018 Full Board meeting of Manhattan Community Board Six, the Board adopted the following resolution:

WHEREAS, Second Avenue, a Vision Zero Priority Corridor, has high traffic volumes between East 68th and East 59th Streets, with 363 total injuries between 2012-2016, including 9 pedestrians, 1 bicyclist, and 16 motor vehicle occupants killed or seriously injured;

WHEREAS, there is currently no protected bike lane on Second Avenue between East 68th and East 59th Streets, creating a gap in one of the longest continuous bike lanes in New York City;

WHEREAS, there is currently no pedestrian or bike crossing on the east side of Second Avenue from East 60th Street to East 59th Street, so pedestrians must use the west side of Second Avenue and southbound bicyclists are forced to merge with left-turning vehicles at the Queensboro Bridge;

WHEREAS, DOT has also proposed several safety measures for Second Avenue at East 60th Street, East 59th Street, and the Queensboro Bridge, including

- five new pedestrian and bicycle crosswalks,
- two new pedestrian islands at East 59th Street (one of which will be shared with bicyclists)
- a new tip extension and cut through at East 59th Street;

WHEREAS, the proposal enables bicyclists and pedestrians to move south along the east side of Second Avenue in three phases, with signals at each phase:

- the first phase features a southbound bike/pedestrian crossing that would be added to allow crossing East 60th Street and the Queensboro Bridge exit, while vehicular traffic on Second Avenue has the green light
- the second phase, when eastbound traffic on East 59th Street has the green light cycle, would allow bikes and pedestrians to continue their southbound movement by crossing onto the new bicyclist/pedestrian island
- the third phase would permit bikes and pedestrians to continue southbound on Second Avenue and to the existing sidewalk and bike lane during the southbound green cycle for Second Avenue, while left turns from Second Avenue onto East 59th Street will be prohibited, thereby avoiding turning conflicts;

WHEREAS, the new island at the intersection of Second Avenue and East 59th Street would separate the two eastern southbound traffic lanes used to enter the Queensboro Bridge from the remaining southbound lanes, and would consist of bollards to provide extra protection from oncoming vehicles, flexible posts in between the bike lane and the pedestrian walkway, and a curvature of the bike lane and a raised ramp to help slow cyclists down as they enter the island;

WHEREAS, the bike lanes at this complex intersection would be clearly demarcated, and separated from the pedestrian crosswalks and pathways;

WHEREAS, this proposal will enable pedestrians to walk continuously along the east side of Second Avenue, and will add a pedestrian refuge island at the south side of East 59th Street and Second Avenue to reduce pedestrian crossing time;

WHEREAS, this proposal will enhance safety for bicyclists and pedestrians who follow the newly designed paths, and for occupants of motor vehicles that follow the redesigned lanes;

WHEREAS, the Transportation Committee of Manhattan Community Board 8 (CB8), which represents the affected area north of East 59th Street, evaluated and unanimously voted in support of DOT's proposal on September 5, 2018;

THEREFORE BE IT RESOLVED that Manhattan Community Board 6 (CB6) supports the proposal presented by DOT, and urges DOT to implement the proposal by the end of 2018;

BE IT FURTHER RESOLVED that CB6 requests that DOT provide monthly updates on the status of this project;

BE IT FURTHER RESOLVED that CB6 requests that DOT, the New York Police Department (NYPD), and other relevant agencies carefully review the newly designed stretch of Second Avenue and the Ed Koch Queensboro Bridge, monitor and enforce traffic laws, and provide monthly reports on safety and traffic law compliance statistics

for a period of two years from the date of implementation of this proposal and quarterly thereafter;

BE IT FURTHER RESOLVED that CB6 urges DOT and the Metropolitan Transit Authority (MTA), which operates the Queens Midtown Tunnel, to continue studying the installation of a protected bike lane in the area along Second Avenue around the tunnel's entrance and exits.

VOTE: 34 in Favor 1 Opposed 3 Abstentions 0 Not Entitled

Best regards,

A handwritten signature in blue ink, appearing to read 'Jesus', with a stylized flourish at the end.

Jesús Pérez
District Manager

Cc: Hon. Gale Brewer, Manhattan Borough President
Hon. Ben Kallos, Council Member
Hon. Keith Powers, Council Member
Colleen Chattergoon, New York City Department of Transportation
Sandra McKee, Chair, CB6 Transportation Committee