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## COMMUNITY BOARD NO. 2, MANHATTAN

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October 27, 2022

Edward Pincar Jr.  
Manhattan Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane  
New York, NY 10038

Dear Commissioner Pincar:

At its Full Board meeting October 20, 2022, Community Board #2, adopted the following resolution:

**1. Resolution in response to proposed curbside regulations for the northern side of E. 8th St. btw. B'way & Lafayette St. and proposed additional bike racks at the n.e. corner of E. 8th St. & B'way and the s.w. corner of Lafayette St. & Wanamaker Pl. (E. 9th St.) for 2023 Wegmans opening there.**

**Whereas** in conjunction with the anticipated opening of the new Wegmans supermarket at 770 Broadway in 2023, proposed curbside regulations and dimensions for the northern side of E. 8th St. btw. Broadway and Lafayette St. were presented along with proposed additional bike racks near the n.e. corner of E. 8th St. and Broadway and at the s.w. corner of Lafayette St. and Wanamaker Pl. (E. 9th St.) as follows:

E. 8th St. btw. Broadway and Lafayette St. (north side) - proposed regulations

- 80 ft. curb space for truck loading-unloading (east of Broadway to curb cut in middle of block) for delivery of goods to Wegmans. Existing: 80 ft, No Standing Mon-Fri 8am-6pm; Proposed: Truck Loading Only.
- 126 ft. curb cut for loading dock service (east of 80 ft. curb space/middle of block) Existing: 145 ft. curb cut/No Standing Anytime; Proposed: Curb cut shortened by 19 ft. (some regrading involved), No Standing Anytime preserved.
- 124 ft. zone to accommodate customer delivery vehicles (e.g. Instacart, Grubhub, Uber, DoorDash) and delivery cart bicycle vehicles (from the 126 ft. curb cut east to Lafayette St.) Existing: 105 ft. No Standing Mon-Fri 8am-6pm; Proposed: No Parking Anytime (Only to pick up orders from store for delivery to customers). Separate dimensions for each of the two uses to be decided.

N.E. corner E. 8th St. and Broadway - added CityRack (hoop) bike racks proposed to accommodate shoppers coming by bicycle (and other bicyclists)

- Add four more CityRacks east of the six already existing CityRacks that are on the sidewalk next to the subway entrance.

S.W. corner of Lafayette St. and Wanamaker Pl. (E. 9th St.) - Additional CityRack bike racks

- Three CityRacks proposed on the sidewalk near the s.w. corner.; and

**Whereas** 8th St. btw. Broadway and Lafayette St. is both a narrow and exceptionally busy thoroughfare with heavy automotive, pedestrian and bicycle traffic, including considerable gridlock at morning rush hours, 4-9 pm, and other peak times. A bicycle lane and the M8 bus route further constrict passage in the roadbed, while the sidewalk is filled with NYU and Cooper Union students, patrons of local businesses and restaurants along Broadway and on 8th St., people coming back and forth from the Astor Pl. and 8th St. subway stations, and area residents and workers. With Wegmans arrival (and expected popularity), this activity will increase; and

**Whereas** these traffic and parking conditions at this first truly urban Wegmans location (the Brooklyn store has a parking lot and more of a suburban format) require consideration of the distinct challenges they present, and, as such, call for advance study to determine how best to balance street and sidewalk changes, including curb designation, and mitigate negative impacts. To date, no studies have been executed; and

**Whereas** Community Board 2 Manhattan (CB2) seeks to avoid any increase in automotive traffic and its dangerous impacts and appreciates Wegmans' plan to employ delivery cart bicycle vehicles and to add CityRacks to accommodate shopping bicyclists. At the same time, CB2 is concerned about the effects of e-delivery services' motor vehicles which, although they're expected to quickly pull in, pick up orders, and pull out, will also add more automotive traffic and congestion to the street and danger for pedestrians and bicyclists; and

**Whereas** CB2 also appreciates Wegmans' intention to transport goods to the 770 Broadway store in small trucks as opposed to the tractor-trailer type trucks typically used for Wegmans suburban locations. It is not clear whether these smaller trucks would also include other needed safety features, especially "Direct Vision"/"High Vision" cabs that allow truck drivers to see all around outside the truck to avoid collisions resulting from commonly blocked visibility<sup>1</sup>; and

**Whereas** it was indicated that most of Wegmans' deliveries occur overnight and in the very early morning, to stock the store before it opens, although a definitive schedule for 770 Broadway has not been finalized; and

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<sup>1</sup> *The use of peep and teardrop windows, sloped-hood cabs, cab-over engine designs, and **high vision cabs** can prevent a common type of fatal pedestrian crash in urban settings where truck drivers cannot see pedestrians crossing in close proximity to them. This is particularly hazardous to children, the elderly, and shorter adults. Long truck fronts, relatively small windows, and obstructed vision from add-ons such as insect shields block visibility of vulnerable road users and increase hazard. In a University of Leeds/Arup study commissioned by Transport for London, researchers concluded that truck drivers in low-entry cabs, with direct sight of pedestrians and cyclists in front and to the side, are involved in 40% fewer collisions than drivers operating traditional cabs. See <https://nacto.org/program/vehicle-design/> and <https://nacto.org/2018/12/06/nacto-volpe-release-best-practices-for-redesigning-large-vehicles/>*

**Whereas** CB2 fully welcomes additional bike racks, however, on Lafayette St. btw. E. 8th St. and Wanamaker Pl (E. 9th St.) the sidewalk is often crowded with the many users of the CitiBike station there and people on their way to many nearby destinations, e.g. Cooper Union, Astor Pl., the two subway stations. NYU, shopping and dining. An alternative location to that proposed for a CityRack at the s.w. corner of Lafayette St. and Wanamaker Pl. may be more fitting and even accommodate more bike racks; and

**Whereas** the Village Alliance Business Improvement District includes the blocks encompassing E. 8th to E. 9th Sts. btw. Broadway and Lafayette Sts., i.e. where Wegmans new store will be located. With extensive knowledge of the area, the Alliance can be a rich source of information about it; and

**Whereas** Wegmans has expressed willingness to monitor conditions as this project progresses and to report back to CB2 at intervals regarding implementation activities and outcomes as well as necessary adjustments, emphasizing the company's long history of responsiveness to the public;

**Therefore be it resolved** that CB2 asks that Wegmans conduct a study of existing conditions primarily on E. 8th St. btw. Broadway and Lafayette St., but also on Lafayette St. btw. E. 8th and E. 9th Sts. (Wanamaker Pl.), including such factors as automotive, bicycle and pedestrian traffic counts and flow, street and sidewalk widths and uses, and truck and delivery frequencies, to evaluate how to best fit Wegman's anticipated activities with those occurring there now and provide a guide to establishing a workable balance between them; and

**Be it further resolved** that CB2 prefers a pickup-for-delivery model that relies on delivery cart bicycle vehicles and other cargo bikes rather than motor vehicles and asks that consideration be given to solely employing cargo bike/delivery cart bicycle vehicles for this purpose; and

**Be it further resolved** that CB2 urges Wegmans to outfit its delivery trucks with "Direct Vision"/"High Vision" cabs and other safety features as recommended by NACTO for safe vehicle design, as well as to use electrically powered vehicles; and

**Be it further resolved** that CB2 encourages Wegmans to do off-hours deliveries, i.e. to continue its practice of overnight deliveries at the new 770 Broadway store to avoid vehicular conflicts and noise that might otherwise occur at more heavily trafficked times, especially in view of its location on a street with purely commercial uses as opposed to mixed use streets in Community District 2 with concerns about nighttime residential impacts; and

**Be it further resolved** that CB2 recommends that the three CityRack bike racks proposed for the sidewalk at the s.w. corner on Lafayette St. at E. 9th St. (Wanamaker Pl.) instead be installed around the corner on the s.w. side of E. 9th St. near the corner at Lafayette in the streetbed, which is wider than that on E. 8th St., where pedestrian and automotive traffic is considerably lighter than on Lafayette St., and where there's enough room to install at least an additional three bike racks, if not more; and

**Be it further resolved** CB2 advises Wegmans to consult with the Village Alliance Business Improvement District for input on assessing conditions and needs in the project area; and

**Be it finally resolved** that CB2 looks forward to conferring with Wegmans about Wegmans' findings as it monitors implementation of the project, and requests that Wegmans report back to CB2 four weeks after the

store's opening with an update, including such items as delivery frequencies and times, modal split, curbside use, traffic conflicts, service provider pickups (day of week, time and type of vehicle), community feedback, and what modifications, as needed, have been applied, and present another update to CB2 four months after that, while also agreeing to be available for a follow-up visit after that should there still be issues needing remediation

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

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

Sincerely,



Jeannine Kiely, Chair  
Community Board #2, Manhattan



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

JK/EM

c: Hon. Jerrold L. Nadler, Congressman  
Hon. Brad Hoylman, NYS Senator  
Hon. Brian Kavanaugh, NYS Senator  
Hon. Deborah J. Glick, NYS Assembly Member  
Hon. Mark Levine, Manhattan Borough President  
Hon. Carlina Rivera, Council Member  
Tyrese Bryant, Wegman's  
Robert Nadramia, Sam Schwartz  
Robert Lerch, Sam Schwartz