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## COMMUNITY BOARD NO. 2, MANHATTAN

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April 24, 2023

The Honorable Kathy Hochul  
Governor of New York State  
NYS State Capitol Building  
Albany, NY 12224

Marie Therese Dominguez, Esq.  
Commissioner  
New York State Dept. of Transportation  
50 Wolf Road  
Albany, NY 12232-0203

Dear Governor Hochul and Commissioner Dominguez:

At its Full Board meeting on April 20, 2023, Community Board #2, adopted the following resolution:

### **Resolution in Support of the Creation of an Additional Protected Travel Lane on the Hudson River Greenway**

#### **Whereas:**

1. The Hudson River Greenway includes America's busiest bicycle thoroughfare under the jurisdiction of the New York State Department of Transportation (NYSDOT); and
2. NYSDOT is in the process of planning for the repaving of the Hudson River Greenway; and
3. NYSDOT has not provided a schedule for when or where the resurfacing efforts will begin or how it will alert users to the timetable and/or detour plans; and
4. Guidance has been requested by the Hudson River Park Trust and Community Boards 1, 2, and 4 to provide proper notice of the resurfacing schedule and locations so that advance word can be communicated to users of the Greenway and those who live and work alongside the Greenway's route; and
5. Heavily attended events are scheduled in Hudson River Park for Spring and Summer 2023 that may be impacted by closing areas of the Greenway, leading to confusion and unsafe conditions for participants on their way to and taking part in Hudson River Park events; and
6. The Hudson River Park Advisory Council, Community Boards 1, 2, and 4 have written resolutions in support of conducting traffic studies to mitigate unsafe conditions on the Greenway that are a result of both increased traffic on the Greenway and newly constructed high volume venues such as Little Island, Gansevoort Peninsula, Pier 57 and other attractions that mix pedestrians crossing the

Greenway with fast moving cyclists, including eBikes and scooters, crowding the Greenway Bikeway and endangering all; and

7. There's been an exponential increase in eBike delivery bikes equipped with acceleration throttles often reaching speeds of up to 30 mph versus the typical human powered traditional bicycles with speeds averaging up to 12 mph, creating unsafe conditions that can lead to dangerous conflicts on the shared Greenway; and
8. 15 foot long permanent bollards installed along the Greenway at every pedestrian crossing as a response to the 2017 deadly terrorist attack have become an added hazard when fast moving eBikes "play chicken" as they pass slower cyclists at high speeds, racing to pass before going through the bollards which often requires users coming from the opposite direction to stop and pull over to avoid a head on collision; and
9. The Greenway is having more and more difficulty accommodating the increase of all this conflicting and often dangerous activity that crowds its confines, an increase that calls for an additional lane to handle the overflow, specifically for the fast-moving eBike traffic that disrupts and should be separated from the slower moving traditional bicycles for which the Greenway was intended; and
10. The upcoming Greenway resurfacing project presents a rare opportunity to create a provisional added Greenway lane to test relieving the heavy, disrupting and unsafe influx of fast moving cyclists, including eBikes, scooters and eBike delivery bikes, by providing special accommodations for them, using 9A; and
11. Renovating the Hudson River Greenway in small, disruptive segments can be both costly and dangerous, economically by expending extra unnecessary time and effort starting and stopping piecemeal work, dangerously by causing confusion with detour signage and unexpected changes for cyclists crossing 9A at different points up and down the Greenway; and
12. Repaving the Greenway in its entirety simultaneously from its origins at Chambers St. to where it terminates at W. 58th St., and establishing one singular straight path aside the renovation that doesn't require cyclists to cross into 9A avoids the pitfalls of the piecemeal approach by saving time and reducing hazards, while testing a needed additional high-speed travel lane; and
13. Manhattan Borough President Mark Levine, held a press conference last Spring on the Hudson River Greenway near Pier 26 that representatives from Community Boards 1, 2, and 4 attended in support of the plan he presented promoting the creation of an additional lane adjacent to the Greenway dedicated to fast moving eBikes;

**Therefore, be it resolved that Community Board 2, Manhattan (CB2) urges New York State** through its Department of Transportation to create an additional protected travel lane in each direction to form a part of the network known as the Hudson River Greenway, including without limitation the use of space in the roadbed of West Street/Route 9A as is necessary for this purpose and to test this much-needed lane as part of its Hudson River Greenway resurfacing project; and

**Be it further resolved** that CB2 asks that the Hudson River Greenway resurfacing project be conducted holistically, i.e. in its entirety simultaneously from its origins at Chambers St. to where it terminates at W. 58th St., and

**Be it finally resolved** that CB2 asks that NYSDOT provide a schedule of the Hudson River Greenway resurfacing work, where it will take place at what times, and plans for detours and closing of any areas.

Vote: Unanimous, with 41 Board members in favor.

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

Sincerely,



Susan Kent, Chair  
Community Board #2, Manhattan



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

SK/em

Hon. Dan Goldman, Congressman

Hon. Brad Hoylman-Sigal, NY State Senator

Hon. Deborah J. Glick, NYS Assembly Member

Hon. Mark Levine, Manhattan Borough President

Hon. Erik Bottcher, NYC Council Member

Adam S. Levine, Traffic Safety & Mobility Director, NYS DOT

Craig Ruyle, Regional Director, NYS DOT

Thomas Bayer, Asst. to Regional Director, NYS DOT

Noreen Doyle, President & CEO, Hudson River Park Trust