

NYC DOT's Response to Questions on Plans for West 13th Street

(Received from NYC DOT, May 11, 2026, 4:08 p.m. in response to CB2 questions 1 to 5 sent May 1, 2026, compiled after the April 28, 2026 public hearing and question 6, sent May 11, 2026.)

- 1. We would like for the DOT to be clear on goals. Is it to improve pedestrian and bike safety as well as provide car, truck and micro-mobility deliveries, without blocking the bike or travel lane or impeding emergency services?**

As you note, our goals are to improve pedestrian and bike safety while maintaining access for cars, trucks, and micro-mobility deliveries without obstructing the bike lane, travel lane, or emergency access. The entire segment of 13th St we're hardening is a Vision Zero Priority Area. There were more than 1.7 million Citi Bike Trips in CB 1 and 2 in Q2 2025. Residents in this area also have some of the highest number of delivery orders in Manhattan. Our goal is to ensure that safety improvements DOT has implemented are functional, safe and comfortable. These redesigns have also demonstrated to be effective in improving safety for all road users including our most vulnerable – seniors and children.

- 2. Clarity on location of car/truck and micro-mobility loading zones.**

Much of the corridor is 3 HR metered commercial vehicles only Monday - Friday, and 2 HR metered passenger vehicles on Saturday. As the project advances, we will continue engaging with our Parking and Freight Mobility units to review the existing regulations and identify locations that promote best use of the curb. Such options might include reducing the commercial meters to less than 3 hours in order to promote higher turnover of spaces, and identifying locations for micro-hubs and neighborhood loading zones. We will also look to engage with the NYPD to ensure enforcement of all posted regulations.

- 3. How will emergency vehicles navigate a 7 ft. wide bike lane?**

The proposed design will provide 8 ft clearance between the curb line and barrier which is wide enough to accommodate an ambulance in emergency situations with the barrier itself being low enough for a fire truck to straddle when necessary. Further design details have been provided below.

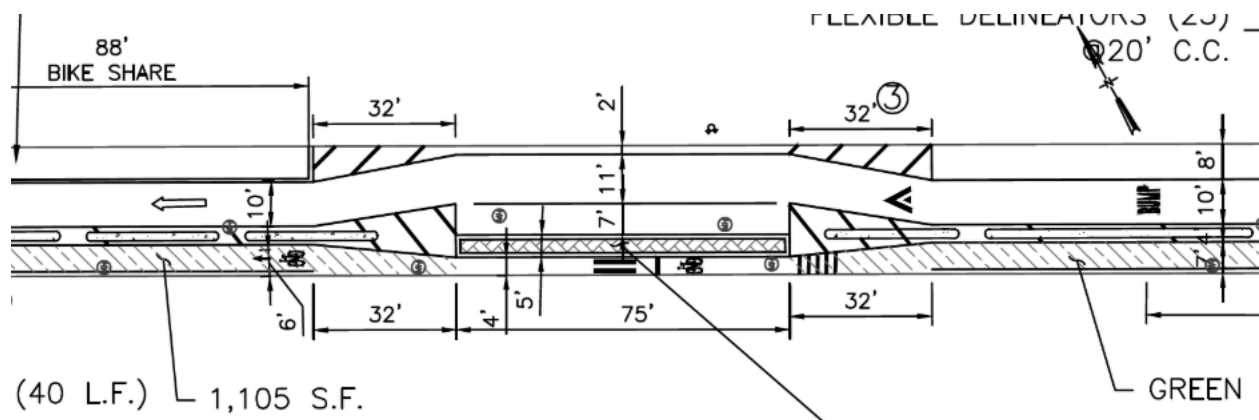
- 4. Are there alternatives to a concrete full block hardening, such as strategically placed granite blocks to prevent parking in the bike lane?**

DOT has used a combination of plastic delineators and kwik-curb which is a more robust plastic alternative. Unfortunately, both these treatments have failed on 13th St and as we have found elsewhere, granite blocks have a tendency to move, which can become very challenging from a

maintenance and operations perspective. An alternative to the proposed treatment would be to protect the bike lane with jersey barriers, however these would become obstructions to pedestrians and deliveries and run counter to the goals of the project.

5. Can the DOT expand the set of safety tools for in-front of City & Country, similar to our request for in front of Grace Church?

Design treatments in front of City & Country will be consistent with treatments proposed in front of Grace Church School including narrowing the bike lane, adding a crosswalk, providing new pedestrian space for pick-up/drop-off, rumble strips, and additional markings and signage. An extract of the proposed design is as follows:



6. We would like to understand the dimensions of the 2-foot concrete barrier. The image shows a 4-foot concrete protected buffer. How high and wide will the barrier be and where will there be breaks for pedestrians and deliveries to pass through it?

A photograph and drawings of the proposed treatment are as follows. The concrete barriers will be 2 ft wide with a curb height of 6 inches. As indicated below there will be breaks in the barriers to allow for pedestrians to cross, deliveries to occur, picking up / dropping off, sanitation access etc.

