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COMMUNITY BOARD NO. 2, MANHATTAN

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May 26, 2026

Hon. Michael Flynn
Commissioner
NYC Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Hon. Danielle Zuckerman
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038-4643

Re: CB2 Resolution Concerning NYC DOT's Proposed Street Redesign Plans for Lafayette Street/4th Avenue, Astor Place, East 8th Street and West 13th Street

Honorable Commissioner Flynn and Borough Commissioner Zuckerman:

At its Full Board meeting on Thursday, May 21, 2026, Community Board 2 Manhattan Adopted the following resolution.

**Resolution in Support of the Proposed NYC DOT Street Redesigns,
Subject to Modifications, for Lafayette Street/4th Avenue, Astor Place,
East 8th Street and West 13th Street**

Whereas:

1. NYC Department of Transportation (DOT) presented proposed *Bike Facility and Network Improvements* on Lafayette Street/4th Avenue, Astor Place, E. 8th Street and W. 13th Street on [March 24](#), [April 28](#) and [May 11](#);
2. On March 24, DOT presented additional changes beyond *Bike Facility and Network Improvements*, including:

- a. Widening and converting the existing northbound bike lane into a protected two-way bike lane from Prince to 14th Streets;
 - b. Reducing certain vehicular travel lanes;
 - c. Adding turn lanes;
 - d. Creating amenity zones between the bike lanes and parking/travel lanes;
 - e. Constructing pedestrian safety improvements including sidewalk extensions and concrete pedestrian islands; and,
 - f. Improving traffic signal timing.
3. After the March 24 presentation, Community Board 2 (CB2) insisted that DOT reach out to residential stakeholders, schools and local small businesses in addition to business improvement districts. In response, within CB2, DOT met with leadership at Grace Church School, Hyatt Union Square, New York University, the Public Theater, the Stewart House board and Wegmans. (Outside of CB2, COT met with Mount Sinai Union Square, Union Square Partnership and Zechendorf Towers.)
4. In [DOT's March 25 press release](#), the city highlighted that the upgrades will create a "two-way bike connection from the Brooklyn Bridge up to the Flatiron District."
5. CB2 recognizes the need to address longstanding deficiencies in the north-south protected bicycle network south of Union Square as well as the lack of protected east-west bicycle connections;
6. **Previous CB2 Resolutions.** CB2 has consistently supported safer cycling and pedestrian infrastructure along this corridor and unanimously passed two resolutions in support of:
 - a. Expanding the two-way bike lane on Lafayette Street from Prince Street to Astor Place, widening the entire two-way bike lane, painting the bike lane on Broadway from Bleecker to W. 14th Streets, and studying other ways to improve pedestrian and cyclist safety on Lafayette Street, [adopted in April 2025](#);
 - b. Safety improvements on Lafayette Street at Jersey Street and study options to pedestrianize Jersey Street, [adopted in August 2025](#).
7. **Public Testimony.** CB2 heard testimony at public hearings on March 24 and April 28 from residents, families, commuters, cycling advocates, businesses, institutions, delivery workers, bus riders and building representatives, reflecting both strong support for safer protected infrastructure and concerns regarding pedestrian crossings, deliveries, emergency access, traffic flow, curb management and two-way bike lane operations

- a. Residents in Soho and NoHo i) opposed the elimination of one travel lane from Prince to E. 9th Streets raising concerns about traffic flow, curb space for deliveries and drop-off/pickup and the impact on emergency vehicle access as well and ii) question how the space allocated to the amenity zone will improve pedestrian, bike, delivery and traffic flow;
- b. Two coops and Grace Church School supported moving the southbound bike lane from 4th Avenue to Broadway between 14th Street and Astor Place; and,
- c. The West 13th Street Block Association (between 6th and 7th Avenues) requested i) gaps in the hardened barrier, ii) eliminating parking on the north side of the street to preserve a through-lane for traffic, deliveries, and emergency access and iii) dedicated loading and drop-off zones.

Summary of Testimony for Lafayette Street /4th Avenue On or After April 28
(CB2 defines local as living, working or attending school in the district, and assigned categories to the best of the board’s ability. Totals as of May 20, 2026.)

	<u>Opposition/Concern</u>	<u>Support</u>
Speakers	25 (24 local)	19 (9 local)
Letters	25 (24 local)	140+ (15 local)
Petitions	500+ petition signatures from residents at Stewart House and 115 E. 9th Street and families at Grace Church School in support of moving the southbound bike lane from 4th Avenue to Broadway between 14th Street and Astor Place	

- 8. DOT returned to CB2 two additional times, and each time made changes based on community feedback, including plans to:

Pedestrian Improvements on Lafayette Street and 4th Avenue

- a. Build a buffer in the concrete between E. 10th and E. 11th Streets;
- b. Install 11 painted pedestrian spaces to existing concrete pedestrian islands;
- c. Install three painted pedestrian curb extensions;

Safety Improvements for Grace Church School to Improve Sightlines, Slow Bicycles and Better Organize Interactions Within the Space

- d. Install painted pedestrian space between parking and bike lane;
- e. Add a two-foot edge line adjacent to the west curb;
- f. Narrow the bike lane to 10 feet;
- g. Add LOOK markings at crosswalks with the two-foot edge line;
- h. Narrow the bike lane from E. 9th to E. 12th Streets;

- i. Add a mid-block crosswalk between E. 10th and E. 11th Streets;
- j. Add new SCHOOL signs facing north and south between E. 10th and E 12th Streets to alert cyclists;
- k. Relocate existing signs between E. 9th and E. 10th Streets to be closer to E 10th Street to alert motorists;

Safety Improvements for Stewart House

- l. Include two-foot curblin offset between E. 9th and E. 10th Streets to narrow the bike lane and slow bikes;
- m. Add rumble strips at crosswalks between E. 9th and E. 10th Streets;
- n. Install a pedestrian island at E. 9th Street;

Interventions on 4th Avenue from E. 9th to E. 12th Streets During Implementation

- o. Set up barrels with signs raising awareness for pedestrians and cyclists about the new design during implementation and possibly again in September 2026 when school resumes;
- p. Post new design flyers along the corridor for further awareness of design changes;

Changes to Parking Regulations

- q. Align parking regulations with those on Broadway;
- r. Mid-block crossings in front of Grace Church;
- s. Add significant signage warning cyclists to slow in front of Grace Church School;
- t. Adding rumble strips to bike lanes and hardening the pedestrian zones with granite blocks and adding rumble strips at both Grace Church School and 10th Street;
- u. Committing to the same pedestrian safety improvements at City and Country School on W. 13th Street;

Great Jones Fire House

- v. Further review the addition of a pre-emptive signal at Great Jones and Lafayette Streets.;

Broadway from 14th to Houston Streets

- w. While there currently is “no timeline for improvements on Broadway” south of 14th Street, the DOT has “heard the feedback from the community” and will investigate all options;”

Delivery Worker Rest Area

- x. Investigate two potential locations for siting a rest area with dedicated space outside of pedestrian travel, granite blocks, bike racks, and planters on E. 8th Street between Lafayette Street and 4th Avenue or Lafayette Street near Astor Place;

West 13th Street

- y. Continue to review the existing parking regulations and identify locations that promote best use of the curb, which might include reducing the commercial meters to less than three hours to promote higher turnover of spaces, and identifying locations for micro-hubs and neighborhood loading zones; and,
- z. Commit to design treatments in front of City and Country School 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.

9. As of Monday, May 18, DOT repaved Lafayette Street from Shinbone Alley (between Bond and Bleecker Streets) to 9th Street, repaved Astor Place between Broadway and Lafayette Street, added a bike sign on Lafayette Street at E 4th Street, installed “One Way” and “New, Do not Enter” signage at Astor Place and Lafayette Street and milled Lafayette Street from Shinbone Alley to Houston Street prior to repaving.



10. CB2 believes that public review of street redesigns would be more efficient and productive if DOT would:
- a. Precisely describe the proposed changes;
 - b. Conduct outreach to all stakeholders, including residents and small businesses, prior to presenting final plans; and,
 - c. Share draft presentations with CB2 at least one week prior to public meetings.

11. CB2 believes street redesigns must safely accommodate all users, including pedestrians, cyclists, people with disabilities, transit riders, delivery workers, emergency responders, residents, local businesses, houses of worship and schools.

Therefore Be It Resolved, that Manhattan, Community Board 2 supports NYC Department of Transportation's proposed redesign of Lafayette Street/4th Avenue, Astor Place, E. 8th Street and W. 13th Street to improve pedestrian safety, strengthen the bicycle network, calm traffic and reclaim public space, subject to the following modifications:

Pedestrian Safety

1. DOT should maximize pedestrian safety improvements along redesigned corridors with:
 - a. Additional concrete pedestrian islands where feasible;
 - b. Lengthened Split Phase Signal Timing, where possible, from seven to 10 seconds;
 - c. A NYPD crossing guard at pick-up and drop-off on school days at Grace Church School and City and Country School;
 - d. Additional signage to alert pedestrians and cyclists at all intersections and the school crossings, in both directions; and,
 - e. Rumble strips in bike lanes and other physical traffic-calming measures at all intersections and school crossings, in both directions.
2. DOT should install granite blocks and bollards in and around the two-way bike lane until it installs permanent hardened infrastructure.
3. DOT should prioritize these pedestrian safety improvements near Stewart House, Grace Church School, City and Country School and other locations with significant concentrations of children, seniors and pedestrians.

Bike Lane Design

4. *"CB2 urges the DOT to expeditiously paint the existing southbound bike line on Broadway from Bleecker to West 14th streets,"* as CB2 unanimously supported in its [April 2025](#) resolution and add a protected bike lane, ideally hardened, as soon as possible, if space permits on the 80 foot wide street.
5. In addition to adding the protected bike lane on Broadway from Bleecker to W. 14th Streets, CB2 requests that DOT expeditiously evaluate the proposal advanced by local stakeholders to locate the southbound protected bike lane to Broadway between 14th Street and Astor Place

Travel Lanes

6. In response to community concerns regarding the DOT's plan to remove one travel lane on Lafayette Street between Prince and 8th sts, DOT will:
 - a. Temporarily remove the lane on a trial basis;
 - b. Continuously monitor and evaluate the changes in conjunction with the Amenity Zone design; and,
 - c. Return to CB2 in fall 2026 with updated design plans and again after nine months to discuss and review the action's impact on traffic, emergency access, pedestrian safety and cycling.

Deliveries, Curb Management and Amenity Zones

7. DOT should design parking regulations to ensure adequate access to the curb and Amenity Zone for passenger drop-off and pick-up, accessible transportation, deliveries by car, truck, micro-mobility vehicles, commercial loading to both accommodate residents, businesses and schools and to prevent illegal double parking and bike lane obstruction.
8. DOT should design the Amenity Zones to prioritize:
 - a. Loading and delivery management and address how this will work with the parking lane immediately east of the Amenity Zone;
 - b. Micro-mobility parking;
 - c. Greening and bioswales;
 - d. Public realm amenities, such as streetseats; and,
 - e. Future trash containerization.

Emergency Access

9. DOT should continue coordination with FDNY, MTA and local institutions to ensure bus operations and curb functionality on all the redesigned streets;
10. CB2 insists that DOT add a traffic signal preemption system to change the traffic signal to green on Great Jones Street at Lafayette Street for Engine 33/Ladder 9 at 42 Great Jones Street, given the size of the fire station, plans to reduce travel lanes and new development on Great Jones Street that will reduce sightlines and during construction, further crowd the intersection;

Delivery Workers and Public Realm

11. CB2 urges DOT and relevant city agencies to improve conditions for app-based delivery workers in the Astor Place area, including the addition of a deliverista hub, seating, weather protection, restroom access and related public amenities.

12. CB2 encourages DOT to study options to pedestrianize:
 - a. Jersey Street on the two blocks between Crosby and Lafayette Streets and between Lafayette and Mulberry Streets, as CB2 previously requested in its [August 2025 resolution](#); and,
 - b. Astor Place between Broadway and Lafayette Street
13. CB2 encourages the DOT to install additional temporary signage as pedestrians, cyclists, cars and trucks adjust to the conversion of Astor Place to one way.

Citibike and Micromobility

14. DOT should relocate Citibike stations and bicycle parking to align with the protected bike lane network, including moving the Citibike station in:
 - a. Petrosino Sq. to the west side of Lafayette and Spring Streets, either north or south of Spring Street, as previously supported by CB2 in [November 2013](#), [January 2022](#), [April 2024](#) and [April 2025](#); and,
 - b. Lafayette Street between Prince and Houston Streets to the west side of Lafayette Street from the east side.

West 13th Street

15. DOT should design parking regulations to ensure adequate curb access for passenger drop-off and pick-up, accessible transportation, deliveries by car, truck, micro-mobility vehicles, commercial loading to both accommodate residents, businesses and schools and to prevent illegal double parking and bike lane obstruction.
16. DOT must provide the same pedestrian safety treatments and loading zones at City and Country School as they propose for Grace Church School.

Be It Further Resolved, that CB2 supports implementation of the project with the above modifications and asks DOT to return to CB2 within nine months with operational feedback and statistics on the impact of *all* of the changes on pedestrians, local students, cyclists, residents, small businesses, emergency vehicles, bus speeds and traffic congestion, including near venues open late at night and with recommendations for potential revisions.

Be It Finally Resolved, that going forward, CB2 urges DOT to precisely describe and communicate its proposed street redesigns, conduct extensive outreach to all stakeholders including residents and small businesses prior to presenting final plans and share draft presentations with CB2 at least one week prior to a public meeting.

CB2 Resolution in Support of the Proposed NYC DOT Street Redesigns, Subject To
Modifications, for Lafayette Street/4th Avenue, Astor Place, East 8th Street and West 13th Street
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Vote: Passed, with 20 in favor; 7 opposed (C. Booth, V. De La Rosa, S. Kent, D. Raftery, C. Spence, A. Wong, E. Yoo), 1 abstaining (S. Aaron), and no recusals.

Community Board 2 Manhattan respectfully requests that the Department of Transportation take action consistent with the detailed provisions of this resolution.

Respectfully submitted:



Valerie De La Rosa
Chair, Community Board 2 Manhattan



Jeannine Kiely
Chair, CB2M Transportation Committee

Copies: Hon. Brad Hoylman-Sigal, Manhattan Borough President
Hon. Christopher Marte, NYC Council, District 1
Hon. Harvey Epstein, NYC Council, District 2
Hon. Carl Wilson, NYC Council, District 3
Hon. Brian Kavanagh, NYS Senate 27th District
Hon. Deborah Glick, NYS Assembly, 66th District

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David Breen – Director of Strategic Initiatives

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