



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR
P.O. Box 2622, New York, NY 10108
www.mcb4.nyc

Lowell D. Kern
Chair

Jesse R. Bodine
District Manager

August 6, 2020

Dermot Shea
Commissioner
NYPD
One Police Plaza
New York, NY 10038

Marie Therese Dominguez
Commissioner
NYS Department of Transportation
50 Wolf Road
Albany, NY 12232

Erik Kulleseid
Commissioner
NYS Office of Parks, Recreation and Historic Preservation
625 Broadway
Albany, NY 12207

Re: Hudson River Greenway Sugar Cubes

Dear Commissioner Shea, Commissioner Dominguez, and Commissioner Kulleseid:

Manhattan Community Board 4 (MCB4) requests an analysis of the Hudson River Greenway and the placement of NYPD concrete blocks, commonly referred to as “sugar cubes,” throughout the greenway at roadway intersections, and especially from 14th Street to 59th Street. At its Full Board meeting on July 22, MCB4 voted with 47 in favor, 0 against, 0 abstaining, and 0 present but not eligible to vote, to request the following:

In 2017, a terrorist drove a pickup truck onto the greenway that killed 8 people and injured 12 others. The City and State acted swiftly to fortify the greenway and make it near impossible to repeat the attack. While those actions prevent a vehicle from being able to easily drive onto the path, they also significantly narrow the bike path and endanger cyclists and pedestrians alike.

While the Board is sympathetic to the City and State's desire to make the space safer and protect it from a future terrorist attack, the placement of sugar cubes three years ago needs to be adjusted and improved. Certain areas of the park have metal bollards, which serve the same purpose of a sugar cube, but do not narrow the path as much. All sugar cubes should be replaced with bollards that provide as little obstruction to the bikeway as possible. We would not see such haphazard placements of barriers were this a roadway for cars and given that the greenway is the busiest bike path in the United States, we expect better treatment.

Earlier this year, MCB4 requested a lane of the West Side Highway be dedicated to the greenway to increase space and make the greenway safer. That request is also attached for your review and context.

Our community has seen a tremendous uptick in cycling during the COVID-19 outbreak and it should be safe to do so. Projections anticipate the number of cyclists to continue increasing as more New Yorkers return to work, seek recreation, and access to other parts of the city as safely and with as much space as possible to do so.

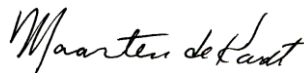
Thank you.



Lowell D. Kern
Chair
Manhattan Community Board 4



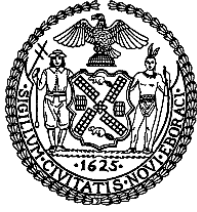
Jeffrey LeFrancois
Co-chair
Waterfront, Parks & Environment Committee



Maarten de Kadt
Co-chair
Waterfront, Parks & Environment Committee

Enclosure: Letter to Governor re: Greenway Expansion

CC: Hon. Jerry Nadler, U.S. Congress
Hon. Brad Hoylman, U.S. Senate
Hon. Richard Gottfried, NYS Assembly
Hon. Linda B. Rosenthal, NYS Assembly
Hon. Corey Johnson, Speaker, NYC Council
Hon. Gale A. Brewer, Manhattan Borough President
Madelyn Wils, President, Hudson River Park Trust



CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

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www.nyc.gov/mcb4

LOWELL D. KERN
Chair

JESSE R. BODINE
District Manager

June 10, 2020

Hon. Andrew Cuomo
Governor, State of New York
State Capital Building
Albany NY, 12224

Re: Hudson River Greenway Relocation

Dear Governor Cuomo,

Manhattan Community Board 4 (MCB4) includes a portion of the Hudson River Park and the Hudson River Greenway from 14th to 59th Streets. At its June 3rd meeting, MCB4's Full Board voted with 36 in favor, 13 against, 0 abstentions, 0 present not eligible to vote, to request that the Hudson River Greenway be expanded from 14th to 55th Streets to provide more space to cycle and practice physical distancing.

The Hudson River Park is a critical component of that open space and a community resource. However, the location of the Hudson River Park Greenway, the busiest bicycle highway in North America, is impeding the ability of cyclists and pedestrians to properly practice physical distancing. MCB4 requests the Greenway be expanded to include the western lane of Route 9A, protected by jersey barriers and cones.

While there may be exits and intersections that need specific treatment, the implementation of this should be done quickly. New Yorkers will be choosing their bikes to get to work more and more as the city reopens. The city needs dedicated infrastructure to provide cyclist commuters and casual bike riders a safe ride along the Hudson.

The State has acted swiftly and boldly to find ways to combat and manage the COVID-19 outbreak. As all levels of government work to meet the needs of its constituents, an effective way of protecting people is ensuring they have space to be physically distant. By shifting the greenway that goal could be achieved.

As the city begins to reopen and New Yorkers go back to work, fewer of them will use public transit and adequate space for walking and cycling for transportation and recreation will be of even greater importance. As such, steps should be taken to accommodate this change and provide dedicated infrastructure so that it can happen safely.

MCB4 looks forwards to working with the State and City to ensure the Greenway can be a safe and thriving mode of transit that allows New Yorkers to practice physical distancing during this pandemic.

Sincerely,



Lowell Kern
Chair
Manhattan Community
Board 4



Christine Berthet
Co-Chair
Transportation Planning
Committee



Dale Corvino
Co-Chair
Transportation Planning
Committee

CC: Hon. Jerry Nadler, U.S. Congressman
Hon. Brad Hoylman, U.S. Senator
Hon. Richard Gottfried, NYS Assembly Member
Hon. Linda Rosenthal, NYS Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon Corey Johnson, New York City Council Speaker
Hon. Bill de Blasio, NYC Mayor
Polly Trottenberg, DOT Commissioner
Ed Pincar, Manhattan Borough Commissioner, DOT
Madelyn Wils, President, HRPT