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August 9, 2022

Memo to Manhattan Community Board 4

MCB4 Members:

In April-May 2022, the Transportation Planning Committee launched a survey¹ to collect input from community members on the most important uses of curb space. The survey was sent out via MCB4 email newsletter, elected officials' newsletters, local press, MCB4 board members and was further distributed by community groups via social media. Within a month, over 800 responses were received, 400 of which are associated with residential zip codes within Manhattan Community District 4 (MCD4).

The questions distinguished between residential and arterial streets.

- Public transit, pedestrian, and bike uses tended to be most highly valued by residents. Top uses were similar for citywide and MCD4 respondents.
 - For residential streets, MTA bus stops, greenery/bio-swales, and bus lanes were the most valued uses.
 - For commercial arterials, MTA bus stops and bus lanes were deemed the most valuable use, followed by bike lanes.
- The following uses were next in the value rating:
 - For residential streets, [bike lanes](#), [sidewalk extensions](#), and [pedestrian refuges](#).
 - For arterial streets, [greenery](#), [commercial loading/unloading](#), and [sidewalk extensions](#).
- Although they were rated as lower value, MCD4 residents' comments reflected ongoing debates over the use of curb space, including around the topics of parking availability, and outdoor dining.

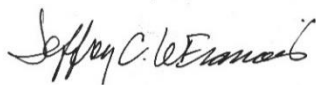
¹ MCB4 Curb Usage Survey: <https://cbmanhattan.cityofnewyork.us/cb4/wp-content/uploads/sites/10/2019/08/Curb-Use-Survey-Results-2022-Presentation.pdf>

- Tour bus stops, NYPD parking, and space for black cars/taxis layovers were among the least valued uses on both types of streets.

MCB4 will use this information as a framework to plan the curb lanes in the district and make decisions when new requests arise. It is understood that curb usage in residential streets is a hyper-local topic that requires careful customization.

MCB4 is also requesting that the Department of Transportation (DOT) perform a similar survey across the city (by borough) and take its results into account in the planning of curb usage. In particular, before locking in new permanent uses for curb lanes, DOT should reserve space for activities like mass transit, active transportation, and trash containerization—all critical to improving the environment and the health of our citizens. These requests were voted on at MCB4's July 27th Full Board meeting by a vote of 39 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible.

Sincerely,



Jeffrey LeFrancois
Chair
Manhattan Community
Board 4



Christine Berthet
Co-chair
Transportation Planning
Committee



Dale Corvino
Co-chair
Transportation Planning
Committee