

JEFFREY LEFRANCOIS
Chair

JESSE R. BODINE
District Manager

CITY OF NEW YORK

MANHATTAN COMMUNITY BOARD FOUR

424 West 33rd Street, Suite #580
New York, NY 10001

tel: 212-736-4536
www.nyc.gov/mcb4

August 8, 2022

Ed Pincar
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038

Re: MCB4 Curb Usage Survey

Dear Borough Commissioner Pincar,

Manhattan Community Board 4 (MCB4) at its July 27th Full Board meeting, by a vote of 39 in favor, 0 opposed, 0 abstaining, and 0 present but not eligible, requests that the Department of Transportation (DOT) conduct a city-wide survey by borough on the subject of curb usage and codify the results to provide guidance of planning for curb usage. In particular, before locking in new permanent uses for curb lanes, DOT should reserve space for functions such as mass transit, active transportation, and trash containerization, each a critical component to improving the environment and the health of our citizens.

MCB4's Transportation Planning Committee launched a curb usage survey¹ in April-May 2022 to collect input from community members. 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.

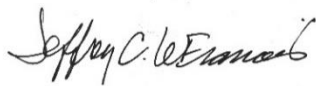
- Public transit, pedestrian, and bike uses tended to be most highly valued by residents. Top uses were similar for citywide and MCD4 respondents.

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

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

We anticipate that the results of a DOT-led citywide survey by borough would yield important guidance, with the understanding that curb usage is a hyper-local topic that requires careful customization. MCB4 will use the results of its survey as a framework to plan the curb lanes in the district and make decisions when new requests arise.

Sincerely,



Jeffrey LeFrancois
Chair
Manhattan Community
Board 4



Christine Berthet
Co-chair
Transportation Planning
Committee



Dale Corvino
Co-chair
Transportation Planning
Committee