

CITY OF NEW YORK  
**MANHATTAN COMMUNITY BOARD FOUR**

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**JEFFREY LEFRANCOIS**  
Chair

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**JESSE R. BODINE**  
District Manager

October 28, 2022

Ed Pincar  
Manhattan Borough Commissioner  
NYC Department of Transportation  
59 Maiden Lane, 37<sup>th</sup> Fl.  
New York, NY 10038

Dan Garodnick  
Chair  
City Planning Commission  
120 Broadway, 31<sup>st</sup> Fl.  
New York, NY 10271

**Re: Incomplete pedestrian and bike projects**

Dear Borough Commissioner Pincar & Chair Garodnick:

Manhattan Community Board 4 (MCB4) is very grateful to the Department of Transportation (DOT) for the numerous pedestrian and bike lane projects underway in our district. At the same time because we have the oldest protected bike lanes in the city, we are experiencing difficulties with resurfacing projects that erase all markings for extended periods of time, putting pedestrians and cyclists in harm's way. We have enclosed a ["detailed punch list"](#) of conditions along 8<sup>th</sup>, 9<sup>th</sup>, 10<sup>th</sup>, and 11<sup>th</sup> Avenues.

Here are some aggregate observations:

**Timing of resurfacing:** Some of these conditions (on 9<sup>th</sup> Avenue) have persisted for 18 months. Others are more recent (four months). Most follow resurfacing, which in some cases were not started until too late in the season. Some are the result of a project started in spring 2022 but not yet completed. While missing markings on the street is inconvenient, missing markings on a bike lane or pedestrian crossing essentially eliminate the bike lane. Vehicles park on the bike lane and the crossing. Even though there is good reason to believe the COVID Pandemic had a negative

effect, it cannot explain why there is such a disconnect between DOT and its resurfacing contractor. With a goal of safety DOT should not tolerate unsafe, unclear markings on our streets for any amount of time beyond what is practically necessary for resurfacing. As bike lanes will be resurfaced more frequently in the future, the problems will be compounded. This calls for a review of resurfacing protocols as they relate to bike lanes and pedestrian crossings.

**Quality:** A lot of the work is half finished: on some blocks parking markings are missing, on others the islands are not in, or the vertical delineators or the hardening of the corners are missing. It does not seem to be linked to a certain subset of contractors, but rather haphazardly as if the contractors left to field another job. Other agencies like the Port Authority adopted policies to include quality and customer satisfaction as selection criteria, for contractors to bid on future jobs. We hope DOT will consider such measures.

**Better design:** While the design quality continues to improve, there is still a lot of room to create higher quality pedestrian and bike space right out of the box and avoid endless revisiting of previous installations. No one enjoys a living a room which is constantly in construction for years at a time! The main area of improvement should be the systematic installation of robust vertical separations of cyclists and pedestrians from vehicles. Even the concept of parking protected bike lanes should be revisited, since drivers are not the “protectors” we envisioned and parking in the bike lanes continues to be a major problem. Another area of improvement is preventing cyclists from biking on sidewalk extensions and preventing drivers from entering bike lanes or pedestrian space at the intersections. Finally shifting the bike lane by one foot from the curb in addition to replacing a foot of striped buffer by green paint should be considered in order to improve the usability width of the lane and offer space to accommodate family biking or different speed of bikes. DOT should be building to accommodate the various micro mobility vehicles - including deliveries - that compete for bike lane space and spill over on the sidewalk.

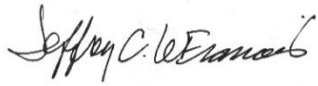
**Enforcement of open restaurant rules:** After an agreement was reached with the Department of Design and Construction (DDC) this year to proceed with the reconstruction of 9<sup>th</sup> Avenue, they removed 35 dining sheds in two weeks. Yet the DOT is unable to remove 10 of them in 6 months to resurface and paint the balance of 9<sup>th</sup> Avenue and 8<sup>th</sup> Avenue. And yet the clause in the Open Dining contract is the same. This results in patchwork installations that cannot be properly upgraded and will require a follow up marshalling of various contractors at great costs. A more aggressive enforcement policy is required to prioritize transportation uses.

We understand the manpower constraints the DOT is currently experiencing and hope that once resolved, these issues will be addressed in priority<sup>1</sup>. Again, thank you for all your work in MCB4.

Sincerely,

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<sup>1</sup> This letter was approved by the Executive Committee on November 27<sup>th</sup> and is subject to ratification at MCB4's November 2<sup>nd</sup> Full Board meeting.



Jeffrey LeFrancois  
Chair  
Manhattan Community Board 4



Christine Berthet  
Co-Chair  
Transportation Planning  
Committee



Dale Corvino  
Co-chair  
Transportation Planning  
Committee

Enclosure

CC: Hon. Erik Bottcher, New York City Council

# **8th, 9th, 10th, 11th Avenue project status**

CB4 punch list as of 10-20-2022



# 8th Avenue

## 31st



A planter or other vertical obstruction should be placed on the new sidewalk north of 31st to help educate bikers to use the new bike lane and not enter the ped space



# 8th Avenue

## 33rd



The marking here is dangerously confusing. It leads the bike lane to a traffic lane. Please remove and correct until construction is complete.



# 8th Avenue

34th / 35th



The New Yorker Hotel is inviting busses to cross the bike lane and park on the new sidewalk. More permanent vertical delineators are needed here and some hard separation between the small outer pedestrian island and the parking area.



# 8th Avenue

## 34th / 35th



This new bike coral needs repair. Please add bike parking to all new sidewalks on 8th Avenue, similar to this one.



# 8th Avenue

35th / 36th



There is illegal placard parking and illegal truck unloading happening up and down 8th on the new sidewalks. Planters or other obstructions are needed at the entrances to these sidewalks.

A pedestrian sign on the ground maybe a good first step. Please engage Times Square Alliance

Asphalt is in very bad shape along the curb and in the middle . Truffle gravel is missing .



# 8th Avenue

36th / 37th



The quick curb bollards are in disrepair in the phase 1 zone of the project. Please replace all busted bollards in all of phase 1.



# 8th Avenue

37th / 38th



The Distinguished Wakamba bar must move their shed so that resurfacing and painting can happen on this sidewalk extension. This shed is illegally located and never used.



# 8th Avenue

38th / 39th



This restaurant shed must be removed.

Please ask NYPD to remove their mobile command unit. If extra police presence is needed on this block, they can have walking patrols that do not take up so much pedestrian space. There is a convenient public plaza adjacent to this location.



# 8th Avenue

## 38th / 39th



The old bike lane markings need to be removed.



# 8th Avenue

39th / 40th



Which City Agency approves the locations for Covid testing and enrollment in Health plans? Docgo is a private company. They should not be located in this very congested corridor



# 8th Avenue

## 41st



Green paint needed here at the end of the block.  
Please extend quick curb further to end of block.



# 8th Avenue

## 41st - 42nd

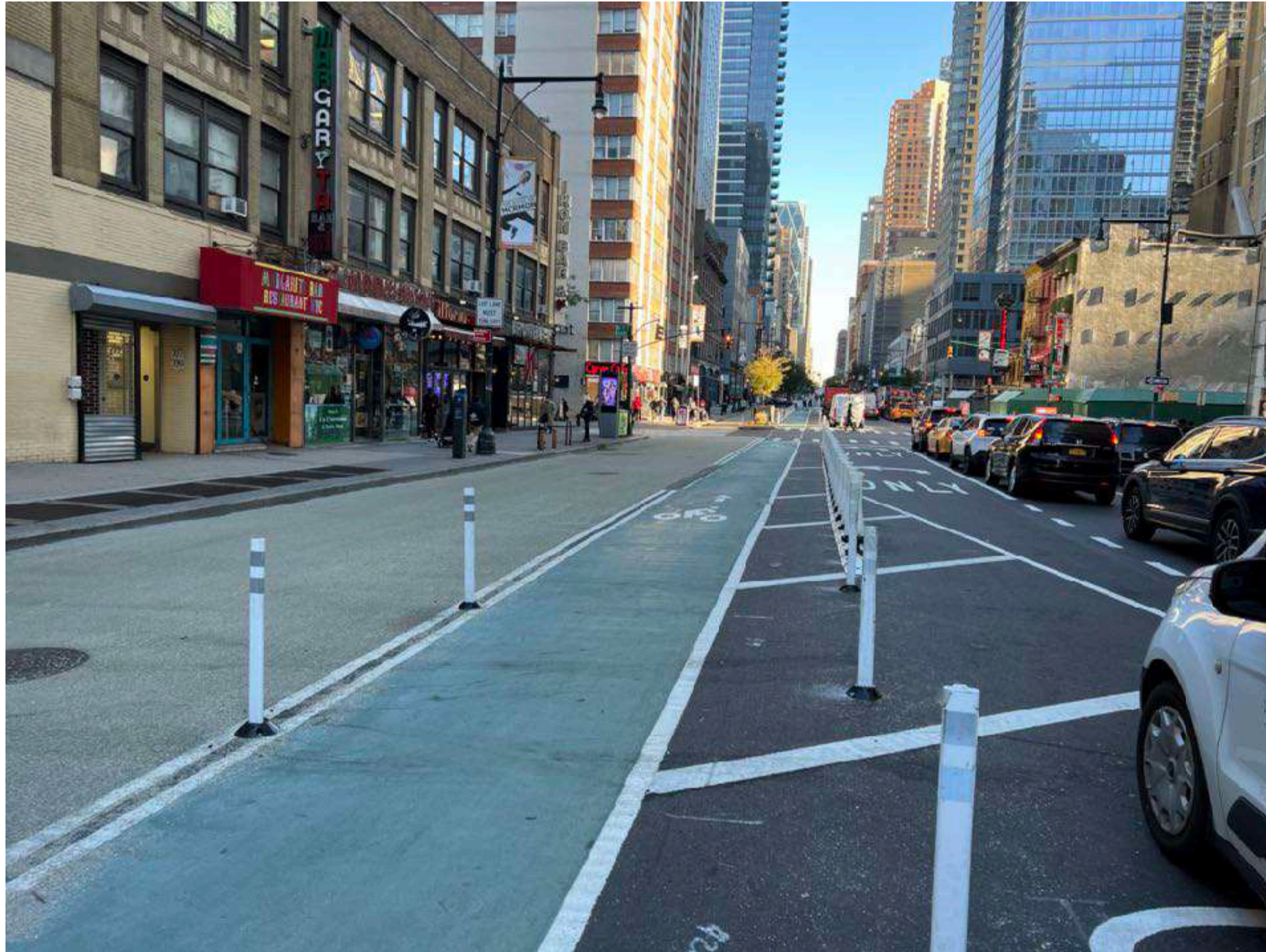


This block is missing green paint



# 8th Avenue

## 44th - 45th



On blocks like this in phase 2 where there is a left hand turn, the flex posts on the left stop when the quick curb begins on the right. Please extend flex posts for the entire length to better separate cyclists and pedestrians.



# 8th Avenue

## 52nd Street



Vehicles are parking on pedestrian islands, even with flex posts installed. This truck just ran over the flex posts. Install harder vertical protection.



# 55th Street

## 8th / 9th Avenues



56th Street between 8th and 9th has been missing green paint for 13 months. Please paint.



# 9th Avenue

59th - 58th



This block needs green paint. Add flex posts.



# 9th Avenue

## Flex posts needed



The new flex posts separating parked vehicles and the bike lane on 8th Avenue (left photo) are an excellent addition. Please incorporate this design into 9th (right photo), 10th, and 11th Avenues.



# 9th Avenue

51st - 48th



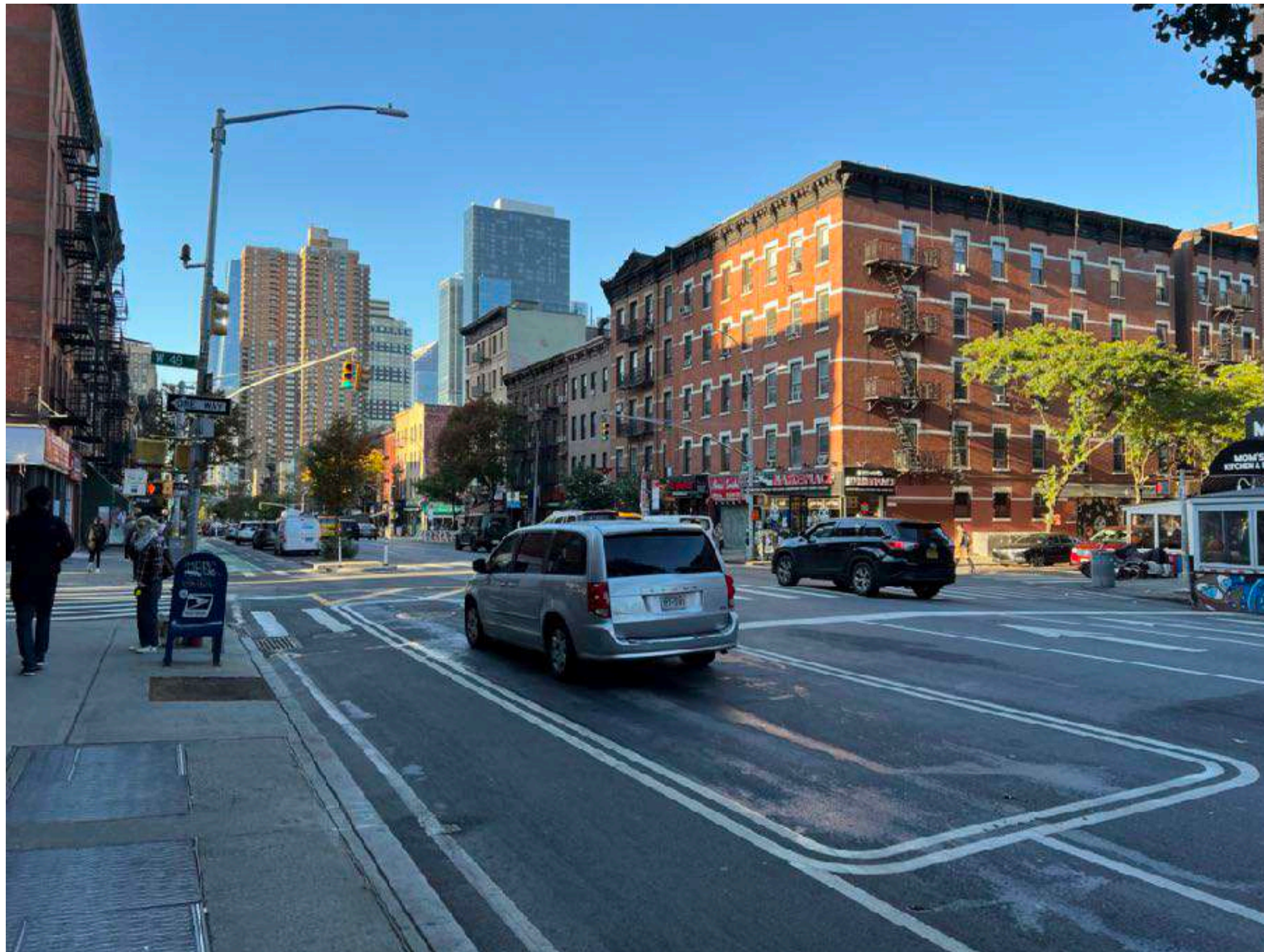
9th Avenue between 51st and 48th has been missing green paint for 13 months. Please paint. Please add the cross lines for the buffer zone.

Please add flex posts as well, as you have done on 8th. Offset crossings are not painted with flex posts and hardened corner



# 9th Avenue

## 48th



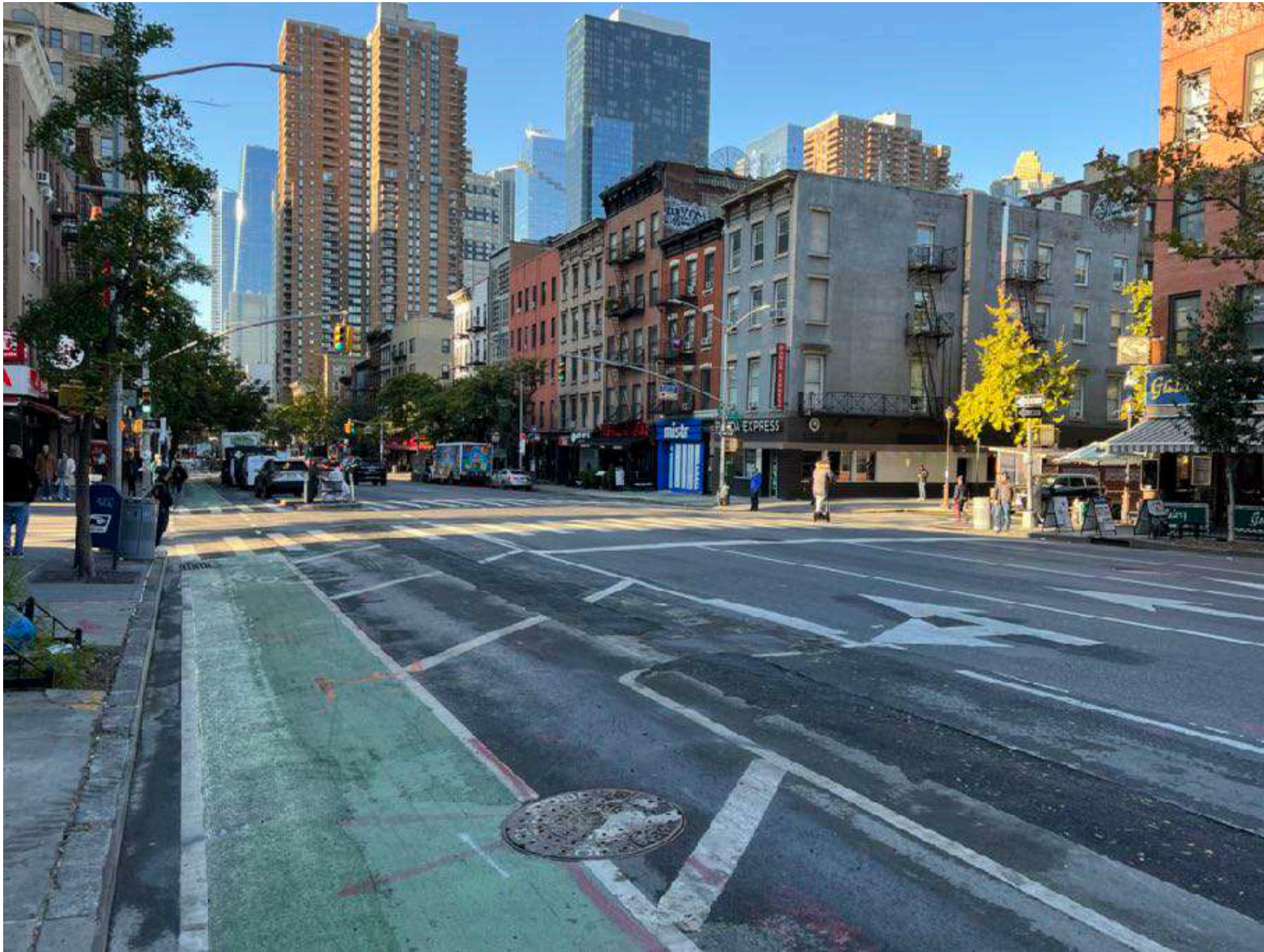
This island is missing paint and it is missing flex post protection (or ideally, harder protection)

Hardened corner missing



# 9th Avenue

## 46th



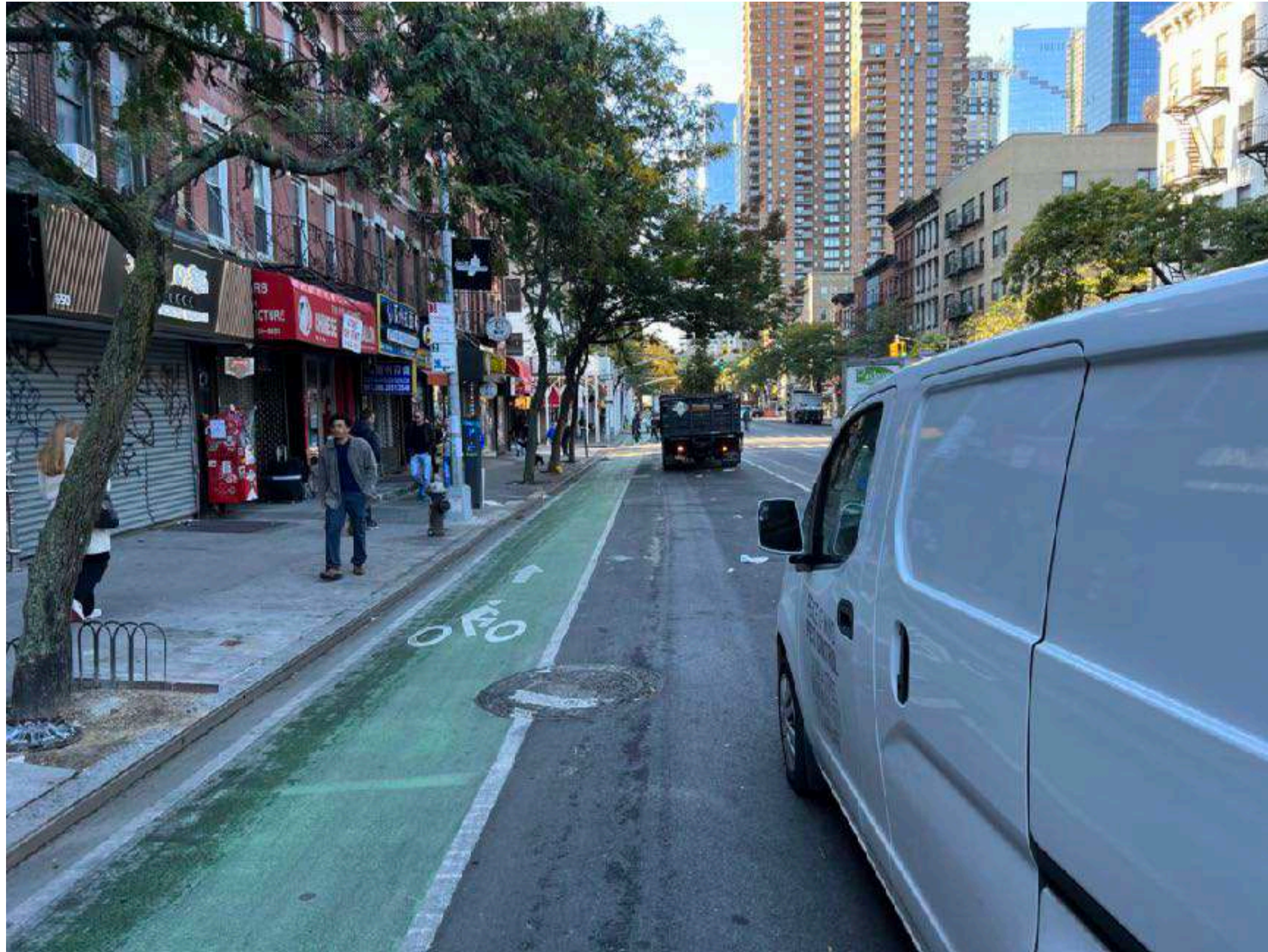
This intersection is missing the pedestrian island entirely. Please add a painted island with vertical protection to create an offset crossing.

Hardened corner missing



# 9th Avenue

## 46th - 45th

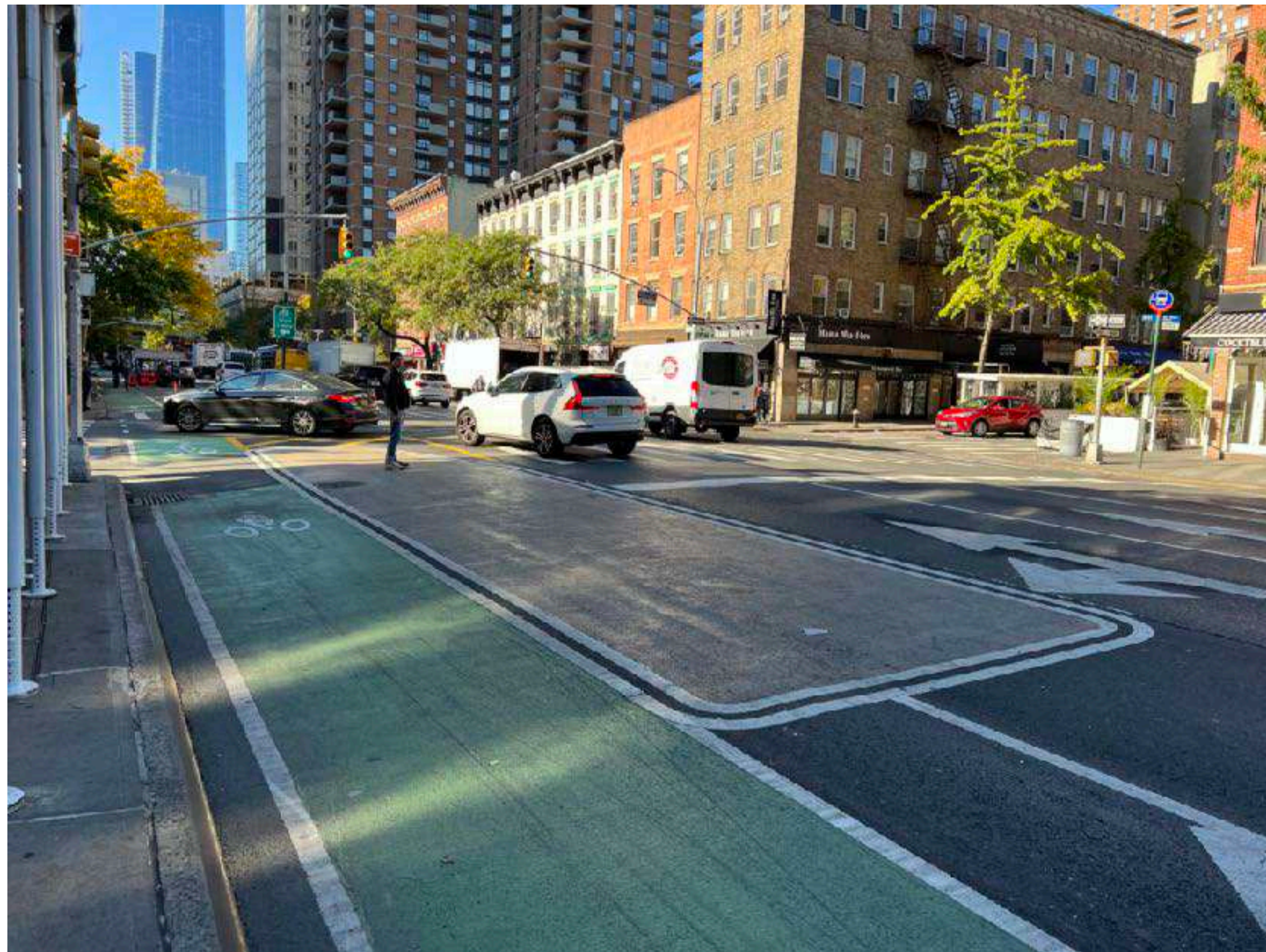


This block is missing a buffer zone. Please paint.  
Please add flex posts as well, as on 8th.



# 9th Avenue

## 45th to 44th



This island is missing vertical protection. Please add flex posts or better. Hardened corner missing



Pedestrian crossing is missing.



# 9th Avenue

## 40th

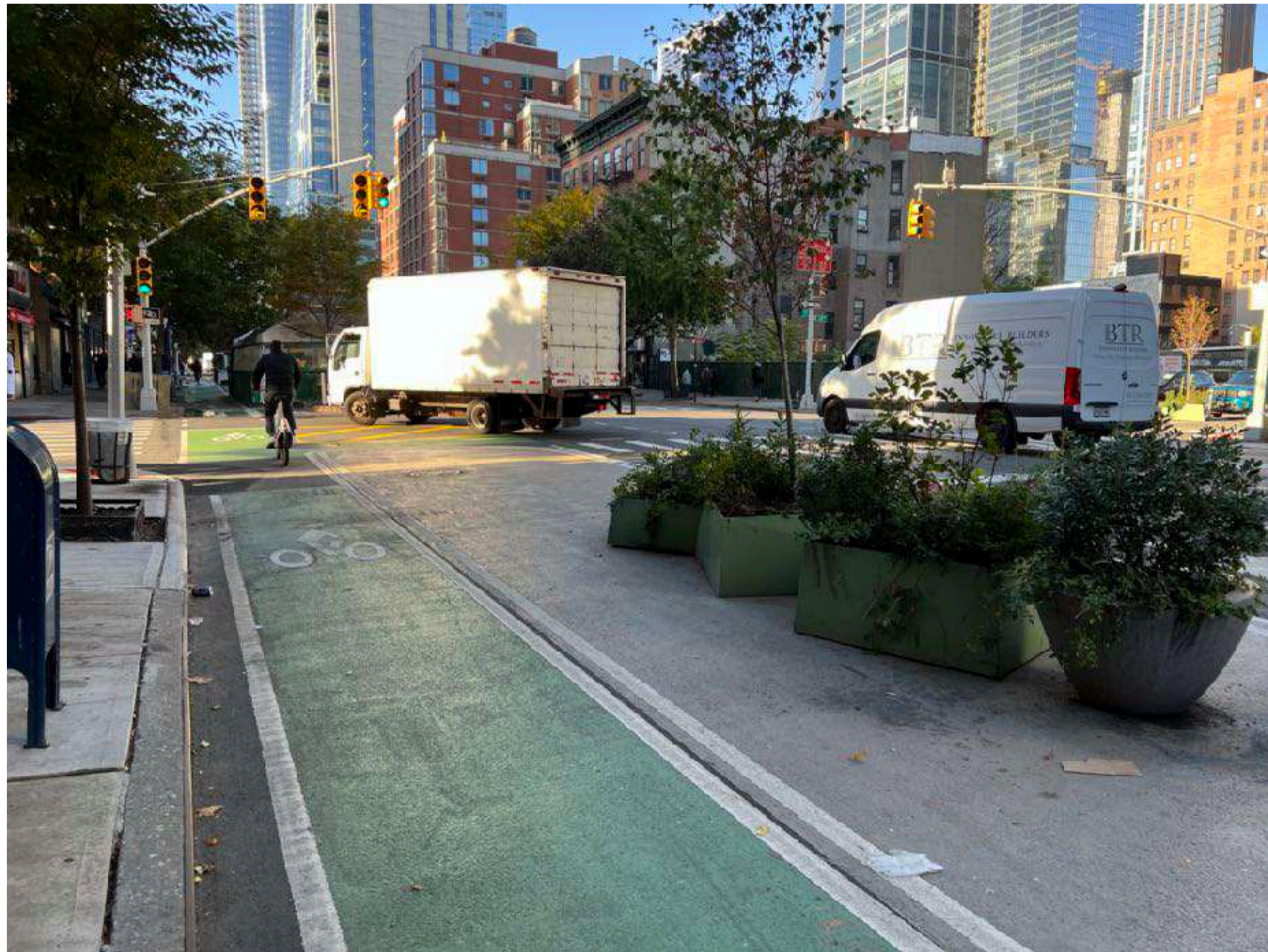


This island is missing vertical protection. Please add flex posts or better. Hardened corner missing



# 9th Avenue

## 38th



This island is missing vertical protection. Please add flex posts or better. The planters are nice, but the far end where vehicles are turning needs to be hardened. Hardened corner missing.



# 9th Avenue

## 36th



This island is missing vertical protection. Please add flex posts or better. Hardened corner missing.



# 9th Avenue

## 36th - 34th



The bike lane is not painted on these two blocks. The buffer zone is not painted. Please paint. Please add flex posts.



# 9th Avenue

## 34th



NYPD uses the turning lane and a thru lane (two lanes of traffic) as a parking lot for their vehicles.



# 9th Avenue

## 34th - 33rd

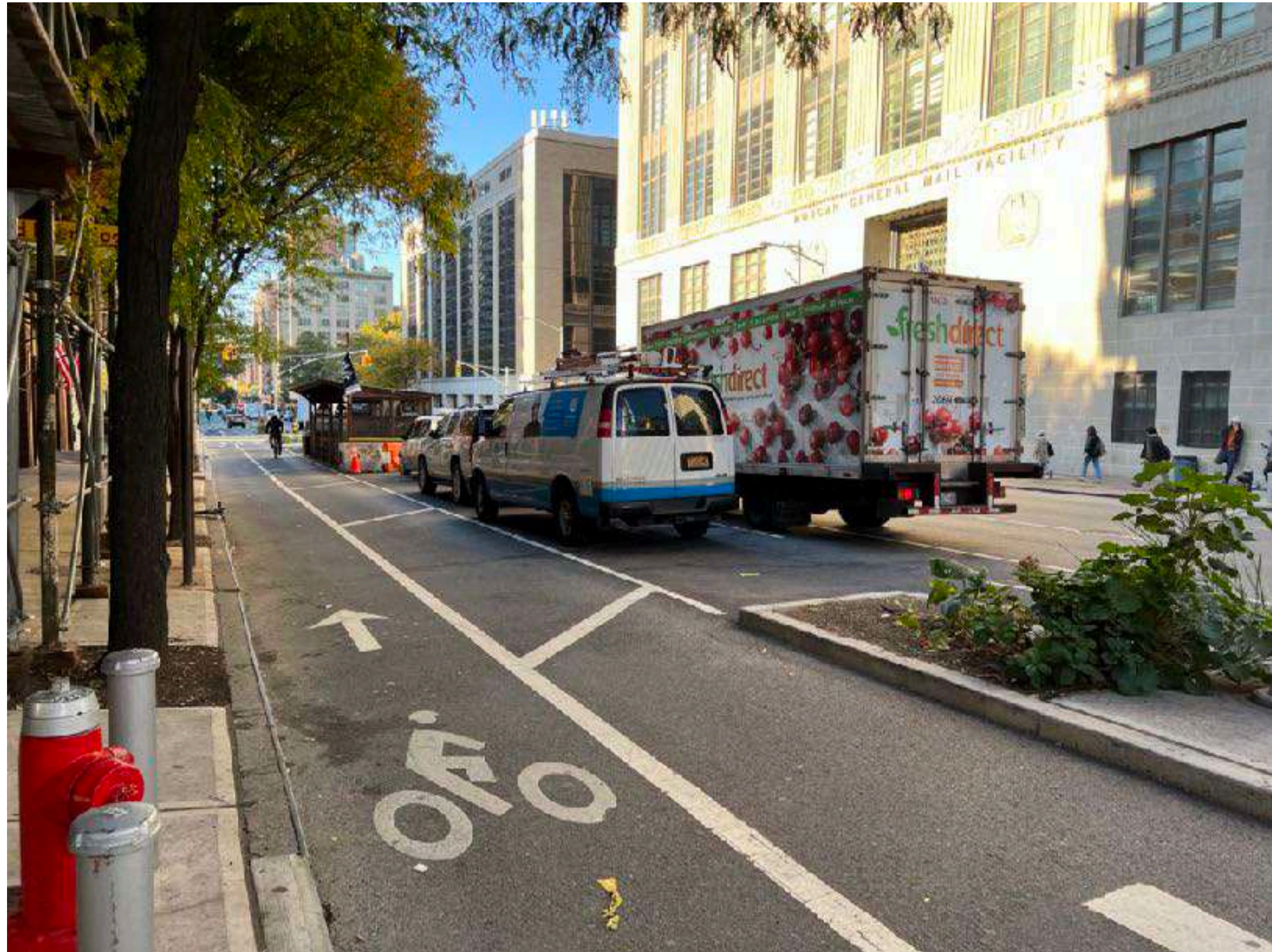


This block needs green paint.



# 9th Avenue

30th - 28th

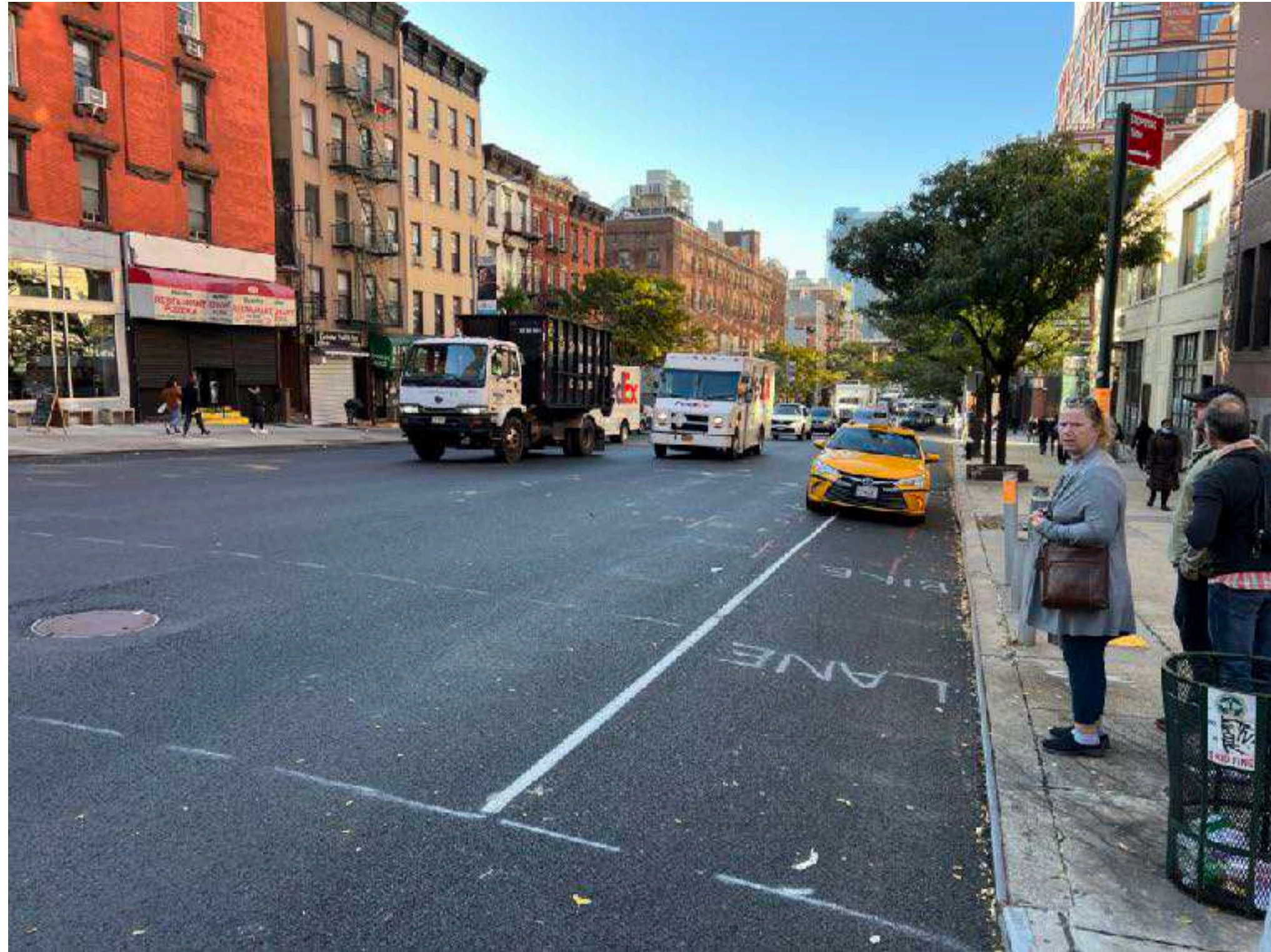


The bike lane is not painted green on these two blocks. Please add flex posts. Please remove mixing zone at 28th at next redesign and convert to offset crossing.



# 10th Avenue

52nd - 56th

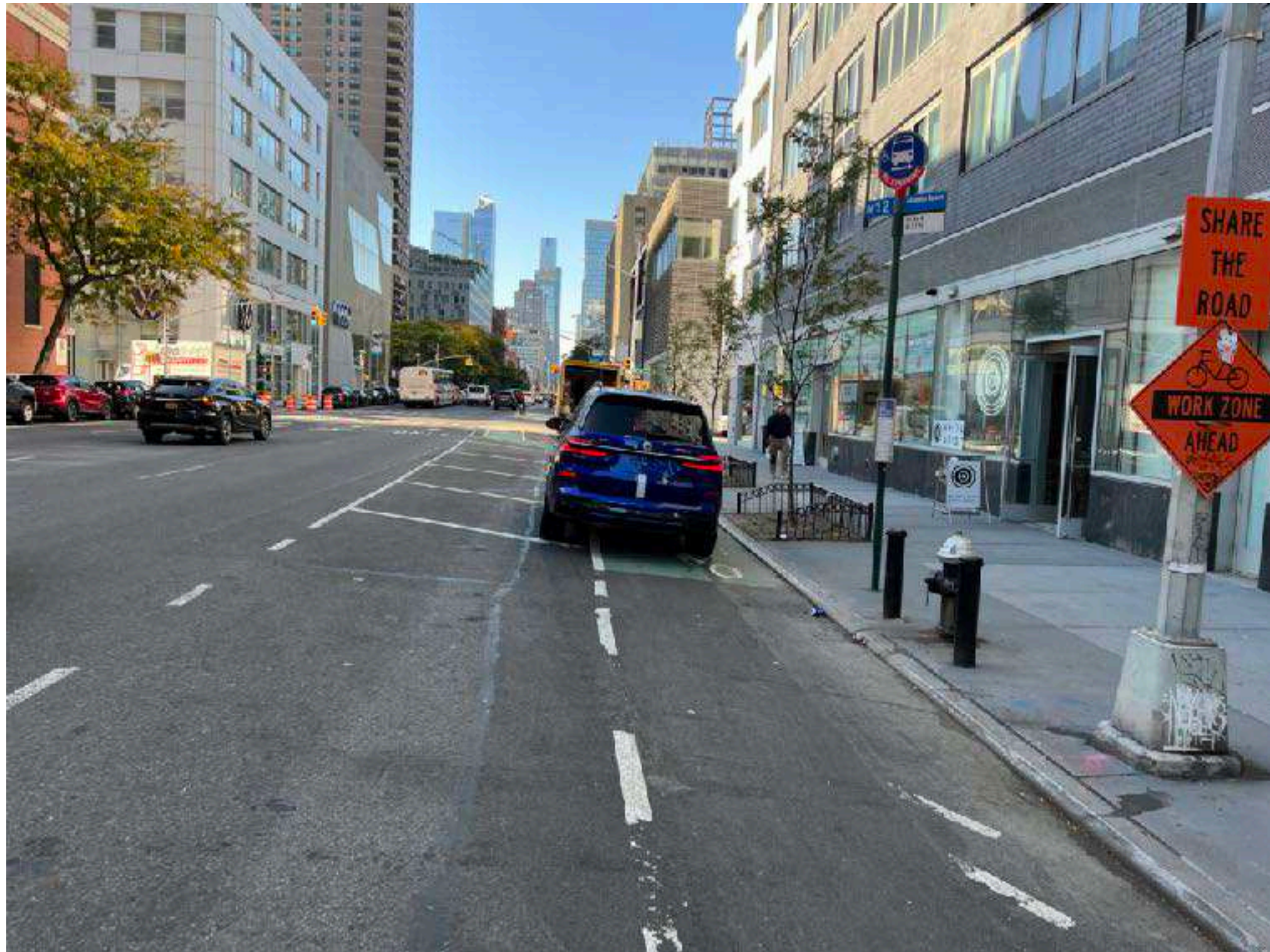


These blocks do not have green paint or buffer zones after this year's repaving. Please paint. Please install flex posts between parking and buffer zone.



# 11th Avenue

57th - 56th



Green paint needed in the northern half of this block. Southern half needs to be fixed as a detour is in place for a construction obstruction that is no longer there.



# 11th Avenue

56th - 55th



Green paint needed. Add flex posts where possible. Add protection for right hand turn so this doesn't mimic a mixing zone.



# 11th Avenue

40s



11th Avenue needs painted green paint in the bike lane in the 40s.

Please consider providing more vertical protection to prevent Lincoln Tunnel traffic from using this bike lane. Please see this video for evidence of cars driving on current bike lane design:

<https://mobile.twitter.com/jehiah/status/1581062235908366336>

