



CITY OF NEW YORK
MANHATTAN COMMUNITY BOARD FOUR

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Chair

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District Manager

March 13, 2024

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

Re: Installation of Vertical Separations at 11th and 10th Avenue Protected Bike Lanes

Dear Commissioner Pincar,

Manhattan Community Board 4 (MCB4) at its March 6th Full Board meeting, by a vote of 33 in favor, 2 opposed, 0 abstaining, and 1 present but not eligible, requests again that vertical separations be installed at critical locations on the 11th and 10th Avenue “protected” bike lanes to prevent further injuries on these corridors.

On February 16, 2024, a cyclist was side swept by a taxi in the 11th Avenue “protected” bike lane. He was taken to the hospital. Over the last few months, many observers have documented the danger posed by cars that are using the bike lanes illegally.¹

In our letter dated October 2022 related to 11th Avenue we asked “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,

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<https://twitter.com/jehiah/status/1758630132363792387?s=61&t=WhvHWnw6nVuLEYniRvGJXA>

since drivers are not the “protectors” we envisioned and parking in the bike lanes continues to be a major problem.”

- In addition to vertical protection adjacent to the lane, we request that vertical flexible bollards be installed at the intersections to prevent cars from entering the bike lane. (This is most urgent at West 46th, West 45th, and West 44th Streets). It is crucial this lane be made safe before there are more injuries or fatalities. It cannot continue to serve as an express lane for scofflaw drivers heading to the Lincoln Tunnel during rush hour.

There is a similar situation on the brand-new bike lane on 10th Avenue. Parked cars are presumed to protect the lane, but no one parks between West 38th and West 39th Streets, therefore the lane is not protected and operates as a mixing zone. Whenever trucks do park, they park in the bike lane because of the lack of protection.²

An MCB4 letter from December 2022, requested vertical separation: “**Safety and Vertical Protection:** Though the bike lane is presented as “parking-protected” as we are learning on Eleventh Avenue, this approach doesn’t work when the parking lane is not consistently occupied, as is the case on Tenth Avenue. We request that the lane be equipped with vertical separations and protections using every approach in DOT’s toolkit, including flex-posts, armadillos, and/or bike rack sleds on painted pedestrian islands to ensure daylighting and prevent illegal parking. The flex-posts installed in the buffer zone along the new Eighth Avenue bike lane north of West 43rd Street are reportedly effective. We understand that the DOT’s Better Barriers pilot is testing hardened lane separation strategies, and we would like to see them implemented along this corridor. This is a critical component of a safe, self-enforcing design.”

It is critical that you install vertical separation on these segments as soon as possible before another crash happens.

Sincerely,



Jessica Chait
Chair
Manhattan Community Board 4

² <https://twitter.com/jehiah/status/1758609096675070415?s=61&t=6eKbPX4JCys7IGrG1enkug>
<https://twitter.com/jehiah/status/1758613401893216750?s=61&t=6eKbPX4JCys7IGrG1enkug>

A handwritten signature in black ink, appearing to read 'Christine Berthet', on a light gray rectangular background.

Christine Berthet
Co-Chair
Transportation Planning Committee

A handwritten signature in black ink, appearing to read 'Jesse Greenwald', on a white background.

Jesse Greenwald
Co-Chair
Transportation Planning Committee