



THE CITY OF NEW YORK COMMUNITY BOARD SIX

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Richard S. Bashner
Chairperson

Craig Hammerman
District Manager

*** MEMORANDUM ***

TO: Irene Lo Re, Executive Director, PS 5th Ave BID
Judi Pheiffer

FROM: Craig Hammerman

DATE: February 2, 2009

RE: 5th Avenue Bicycle Lanes

As requested at the last Park Slope 5th Avenue BID meeting of January 21, 2009, enclosed please find a copy of Transportation Alternative's (TA) submission to Brooklyn CB6 dated July 16, 2004 requesting consideration of the installation of a bicycle lane on 5th Avenue. As you may or may not be aware, CB6 did support the installation of the bicycle lane in ~~1994~~ ²⁰⁰⁴ when approached by TA.

(I'm providing both of you with a copy of the July 16 letter with attachments, and giving Irene a copy of the actual petition that was signed by 5th Avenue businesses according to TA. I also have a copy of the petition that was signed by individuals in our files, in addition to the businesses. TA submitted two complimentary petitions.)

I reported at the meeting that my office has met with the Department of Transportation (DOT) in the field to discuss the problem experienced by merchants with the bicycle lanes, specifically with regard to deliveries. We met several months ago, in response to a complaint by Sav-On Fifth. The DOT representatives did not have a solution to propose. We did not ask them to remove the bicycle lane, though they did volunteer that the elimination of the bicycle lane was simply not an option the agency would consider.

It would seem to me that if support for TA's proposal was based on DOT's assurances that the bicycle lane would not "impact customers' and suppliers' abilities to load and unload in front of stores" when in fact they are that presents a very real issue for the agency to resolve. It would also seem to me that if DOT were in a position to consider replacing the striped bicycle lane (class II) with a series of signage, bicycling symbols and chevrons (class III) similar to the treatment they recently installed on Court Street which is already in place on 5th Avenue north of Carroll Street, that such a compromise would eliminate the existing conflict in roadway usage between the bicyclists and the merchant delivery trucks.

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I do not know whether changing the bicycle lanes on 5th Avenue from class II to class III is possible, but by copy of this memo I am asking DOT for their opinion on the matter.

cc: Boro Comm Joseph Palmieri, DOT/Brooklyn Office
Dep Comm Bruce Schaller, DOT

Ben -
Subsequent to receiving this memo DOT, to their credit, has begun fairly extensive conversations with the merchants & community to get a better understanding of the problem and facilitating solution-based discussions. We're not there yet, but I remain hopeful.

Best,
Craig

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