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Transportation

October 2014

Re: E. 37th Street Connection to East River Greenway

Whereas, Community Board 6 has identified increasing river access for our community whenever possible as a high priority;

Whereas, DOT has identified E. 37th St as a conduit for growing pedestrian and cyclist traffic to connect to the East River, Glick Park, and the ferry terminal at E. 35th St., whose ridership has exceeded expectations by 23%, with its heavily used Citibike docking station;

Whereas, DOT has determined this will also aid cyclists to avoid the dangerous 2nd Ave. entrance to the Midtown Tunnel;

Whereas, DOT has proposed a comprehensive plan with the following elements:

- the existing eastbound bike sharrow on E. 38th St. between 2nd and 1st Aves. will connect with a new two-way bike path on 1st Ave. between E. 38th and E. 37th Sts., replacing the one-way-northbound bike path and allowing cyclists to travel southbound on 1st Ave. for one block;
- a bicycle crossing in parallel with the pedestrian crosswalk on the north intersection of 1st Ave. and E. 37th St. will feed directly into a protected two-way bike lane, buffered by parked vehicles, on the north side of E. 37th St.;
- DOT shall appropriately restrict parking in front of Horizon Condominiums at 410 E. 37th St, the medical offices at 406 E. 37th St., and the Rivergate veterinary clinic at 405 E. 37th St, to allow residents and patients to load and unload from temporarily parked vehicles;
- DOT shall ensure that these building entrances are clearly visible across the bike path, with appropriate signage and pavement markings to alert pedestrians and vehicles exiting the Horizon driveway to look both ways before attempting to cross the bike path between vehicles and sidewalk;
- at the intersection of the southbound FDR Drive service road and E. 37th St., the pedestrian crossing buttons for the traffic light will be repaired; a sidewalk extension ("bulb") marked by reflective bollards will be installed at the northwest corner to protect cyclists and pedestrians from tight-turning vehicles; and convex mirrors will be installed at both east and west FDR Drive underpass entrances to allow pedestrians and cyclists to see traffic flows more easily;

- signage and street markings will be installed along the southbound FDR Drive service road between E. 39th and E. 37th Sts. to slow traffic and warn drivers of the heavily used crossing to the FDR Drive underpass; and the underpass and its lighting will be cleaned and renovated;
- the path between the northbound FDR Drive service road and Glick Park will be resurfaced to create a two-way bike path connecting the east side of the underpass with the ferry terminal and bike path at E. 35th St.; additional lighting along the new bike path will be installed;
- signage and Jersey barricades will be installed at E. 35th St. in the roadway adjacent to the ferry terminal leading to Glick Park and the bike path, to prevent cars from mistaking it for the northbound FDR Drive service road;
- a bicycle crossing in parallel with the pedestrian crosswalk on the north intersection of 1st Ave. and E. 37th St. will feed directly into a protected two-way bike lane, buffered by parked vehicles, on the north side of E. 37th St. between 1st Ave. and the FDR Drive service road;

Therefore, be it

Resolved, that Community Board 6, Manhattan, supports the DOT plan to connect the East River Greenway with 1st Avenue via E. 37th St.

And be it further resolved,

that the DOT formally include in its final design plan the elements recited in the third and fourth bulleted paragraphs in the fifth whereas clause that were proposed by CB6's Transportation Committee and orally agreed to by DOT's representative in connection with DOT's presentation at the Committee's October 6, 2014 meeting. In addition, NYPD need to improve its enforcement of the parking rules.