

Prioritizing Safety at the Curb

The following facts and concerns were taken into account in arriving at our conclusions:

There are many possible uses of curbside space in our district.

For the past 70 years, the default use has been for the free storage of private vehicles.

Other uses of the curb can promote safety and efficiency on our streets by reducing double-parking, providing easy access to the curb, and increasing visibility for pedestrians and drivers.

Such uses include loading zones and other designated areas where vehicles may pull to the curb temporarily. CB7 has requested loading zones in several prior resolutions.

Daylighting of intersections is another use of the curb that is proven to improve street safety. CB7 has twice requested daylighting of intersections in our district.

Traffic calming treatments such as neckdowns, mid-block bulb-outs and chicanes make streets safer by forcing drivers to be more cautious. CB7 has asked that the unique traffic calming treatments employed on West 94th Street between Amsterdam and Central Park West be replicated on other crosstown streets.

Protected bike lanes that run adjacent to the curb have saved lives and prevented injuries to both cyclists and pedestrians since their first introduction in New York City in 2007. CB7 has voted for protected bike lanes on numerous avenues and crosstreets.

THEREFORE, BE IT RESOLVED THAT when determining how to use curbside space, Community Board 7/Manhattan calls on the city's Department of Transportation to prioritize safety ~~over the storage of private vehicles.~~