

COMMUNITY BOARD #1 – MANHATTAN
RESOLUTION

DATE: JULY 31, 2018

COMMITTEE OF ORIGIN: BATTERY PARK CITY

COMMITTEE VOTE: 6 In Favor 0 Opposed 0 Abstained 0 Recused
PUBLIC VOTE: 2 In Favor 0 Opposed 0 Abstained 0 Recused
BOARD VOTE: 0 In Favor 0 Opposed 0 Abstained 0 Recused

RE: South End Avenue West Thames Street Streetscape Design

WHEREAS: Beginning in 2011, NYCDOT, at the request of Manhattan Community Board #1 (CB1), conducted an extensive study of South End Avenue in Battery Park City to assess what, if any, calming measures could be implemented to improve pedestrian, cyclist and driver safety; and

WHEREAS: NYCDOT working closely with members of CB1 (BPC Committee) and local elected officials welcomed robust community engagement and input which resulted in a *“Pedestrian and Traffic Safety Recommendation”* report issued in December 2013, which was subsequently approved by CB1, but BPCA did not support the plans; and

WHEREAS: In 2015, BPCA launched its own South End Avenue study with Stantec, and created plans that resulting in the October 2016 CB1 Resolution requested a cease and desist with their plans and funding measures; and further requested BPCA to work with CB1 and NYC DOT to update the original analysis and work together in a working group and/or Socratic dialog with the community; and

WHEREAS: NYCDOT reported 83 crashes along South End Avenue corridor within the past 3 years; and

WHEREAS: In 2018, BPCA began working with CB1 and NYCDOT to review updated analysis and community needs with presentations and discussions in the BPC Committee meetings, streetscape walk through and meetings with affected stakeholders to create revised plans; and

WHEREAS: The BPCA has divided its planned project changes into three sections:

- North Section: South End Avenue from Liberty Street to Albany Street
- Central Section: South End Avenue from Rector to Albany Street
- South Section: South End Avenue from Rector to the cul de sac and West Thames Street; and

WHEREAS: Changes for the North Section are as follows:

- **Taxi cab line** extended to north west side on Liberty Street
- **Taxi cab line** facing East has been added to the south west side of Liberty Street
- **Daytime commercial and evening alternate side of the street parking** added to the north and south east sides of Liberty Street
- **Daytime commercial street parking** changes from 3 hours to 2 hours on the west side of South End Avenue

- NYC DOT has agreed with BPCA and CB1 to study the commercial parking usage along South End Avenue between Liberty and Albany Streets for potential changes and updates
- **Bike Lanes** will be added to the streetscape, providing safe passage for cyclists in and out of BPC on Liberty Street
- **Curb bump-outs** will be installed at the south east portion of the intersection at South End Avenue and Liberty Street
- **Sidewalk extensions** along the West side of South End Avenue to be extended by a maximum of 5 to 6 feet.
- **Median** is added from a pedestrian refuge island at Liberty Street/South End Avenue to near the entrance to Gateway
- **Left Turn Lane** is added from northbound South End Avenue into Gateway; and

WHEREAS: Some Condominium Buildings along South End Avenue & West Thames Street have voiced opposition to the widening of the sidewalks in the center & south zones due to the financial burden for maintenance and quality of life burden during the construction, there is agreement for need for the curb bump-outs, pedestrian refuge islands & increased safety; and

WHEREAS: Changes for the Center Section are as follows:

- **Daytime commercial and evening alternate side of the street parking** added to the north and south east sides of Albany Street between South End Avenue and West Street where it was no parking previously
- **Bike Lanes** will be added to the streetscape, providing safe passage for cyclists in and out of BPC on Liberty Street
- **Citibike Station** to be added by the Northwest corner of Albany and West Street
- **Curb bump-outs** will be installed at the intersections of South End Avenue & Albany Street & Rector Places
- **Sidewalk extensions** along the West side of South End Avenue to be extended by a maximum of 5 to 6 feet.
- **Raised Table** to be added to South End Avenue between both Rector Places
 - **Crosswalks** will be added to the north/southern-most crossings of the table
- **MTA Bus Changes**
 - MTA M-9 (to BATTERY PK CITY via AV C via PARK ROW)
 - Bus stop added on the east side of South End Avenue and Rector Place
 - MTA M20 (to SOUTH FERRY via 7 AV via BAT PK CITY)
 - Bus stop added to South End Avenue and Rector Place.
 - MTA M20 (to LINCOLN CENTER 66 ST via 8 AV)
 - Bus stop added to South End and Rector Place.
 - MTA M20 (to SOUTH FERRY via 7 AV via BAT PK CITY)
 - Bus stop added to South End and Rector Place
- **Downtown Connection Changes**
 - Downtown Connection (Eastbound) – Bus stop moved north to in between Rector place at raised median; and

WHEREAS: CB 1 notes that proposed changes in the South Section on West Thames Street were the most controversial, but BPCA subsequently revised the proposal based on community feedback:

- Additional load/unloading zones have been added
- Decrease in the size of the sidewalk extension build-out of the North side of West Thames Street side-walk from 24 feet to a maximum of 14 feet;
- Proposed MTA - M-9 Bus Stop has been moved closer to the West Side Highway to clear view of the Stop Sign at Battery Place and West Thames Street;
- Sidewalk Crossing Bump Outs were decreased in depth at the NW Corner of West Thames & South End Avenue
- Median was removed from the cul de sac on South End Avenue
- Full Medians on the area of South End Avenue between Rector and West Thames decreased to Pedestrian refuge islands; and

WHEREAS: The BPCA proposed full medians along South End Avenue, NYC DOT proposed pedestrian refuge islands will work for pedestrian safety; and

WHEREAS: Changes for the South Section are as follows:

- MTA & Downtown Alliance Connection Bus Stops on West Thames Street
 - MTA M-9 (to BATTERY PK CITY via AV C via PARK ROW)
 - Bus stop on West Thames Street will move to East of the Battery Place intersection and will add a stop on the east side of South End Avenue at Rector Place
 - MTA M20 (to SOUTH FERRY via 7 AV via BAT PK CITY)
 - Bus stop at West Thames and South End will be moved to South End and Rector Place
 - MTA M20 (to LINCOLN CENTER 66 ST via 8 AV)
 - Bus stop at West Thames and South End will be moved to South End and Rector Place
 - **Downtown Alliance Connection (Eastbound)** – Bus stop at West Thames and South End will be eliminated
 - **Downtown Alliance Connection (Westbound)** – Bus stop at West Thames and South End will be eliminated
- **Citi Bike Station:** will be moved to the South east side of West Thames Street, closer to the Greenway
- **Bike Lanes** will be added to the streetscape, providing safe passage for cyclists in and out of BPC on West Thames Street
- **Curb bump-outs** will be installed at the intersections of South End Avenue and West Thames Street to ease pedestrian crossings
- **Sidewalk extensions** along the North side of West Thames Street (from South End Avenue to West Street will be extended by a maximum of 14 feet.
- **Citi Bike/Stone Enclosure & Current Pedestrian Refuge Island** – Current islands in the center of West Thames to be removed
- **Daytime commercial and evening alternate side of the street parking** added to the north and south east sides of West Thames Street; and

WHEREAS: Some residents of condominium buildings along West Thames Street have voiced opposition to the widening of the sidewalks in the center & south zones due to the financial burden for maintenance and quality of life burden during the construction, there is agreement for need for the curb bump-outs and increased safety measures; and

WHEREAS: The sidewalk extensions will require maintenance; additional maintenance of the extensions will add to the expenses associated with the building owners/managements; now

THEREFORE
BE IT
RESOLVED

THAT: CB1 requests that additional maintenance expenses associated with the extended sidewalks should be incurred by the BPCA and not passed through to the building owners/managements in any manner, and

BE IT
FURTHER
RESOLVED

THAT: CB1 approved pedestrian refuge islands at crossings and not full medians along South End Avenue from Albany Street to West Thames, and

BE IT
FURTHER
RESOLVED

THAT: CB1 requests that the space between pedestrian refuge islands at all crossings be large enough that a Box Truck can pass but not allow any tractor trailer or semi-trucks to park, and

BE IT
FURTHER
RESOLVED

THAT: CB1 requests that BPCA do a full analysis about relocating the trees and landscaping currently at the curb line to minimize expenses while still preserving the goals of enhanced pedestrian safety and maintaining the urban landscaping with no reduction in trees

BE IT
FURTHER
RESOLVED

THAT: CB1 approves the South End Avenue & West Thames Street Streetscape Design on the condition that the final plan reflect changes set forth above.