



THE COUNCIL OF THE
CITY OF NEW YORK

October 12, 2018

Ms. Polly Trottenberg
Department of Transportation Commissioner
55 Water St.
New York, NY 10041

Dear Commissioner Trottenberg:

We are writing to thank the Department of Transportation (DOT) for your work on closing the Second Avenue Gap and to expedite construction of the proposed Second Avenue pedestrian and bike network improvement. As elected representatives of Manhattan's Upper East Side, we are ardent supporters of DOT's plan to close the bike lane gaps between 59th Street and 68th Street, and believe that timely implementation of this plan is imperative for the safety of cyclists, pedestrians and motorists. While we understand that implementing these alterations will be complicated, we implore you to complete the work by the end of 2018.

The recent unanimous approvals of the proposal by both Community Board 6 on September 4, and Community Board 8 on September 5, demonstrate the strong public interest to see these improvements implemented. It is also critical that we work to strengthen alternate methods of transportation, especially as reliable routes like the L train are disrupted. The imminent L train shutdown poses a serious transportation inconvenience for over 50,000 people in Manhattan alone.

Since 2012 there have been 363 accidents on Second Avenue between 59th and 68th Streets that resulted in injuries to pedestrians, cyclists and motorists. These statistics have elevated this corridor to Vision Zero priority status, and it is clear that the high traffic volumes, along with the lack of roadway organization has led to the very dangerous situation we see today.

Thankfully, with DOT's plan to close the bike lane gap, the risk of injury can be minimized. This plan entails filling the gap for one of the largest contiguous bike lanes in New York City, therefore creating a complete route for bikers from 125th to 43rd Street. In addition, the construction of a concrete island would create a shared pedestrian and cyclist space, while

blocking left turns onto 59th Street. Furthermore, this plan would not change signal timing, minimizing back-ups into the surrounding streets.

We thank DOT for designing this thoughtful proposal for Second Avenue, and are eager to see this plan come to fruition. We also understand that DOT has cited potential delays to implementation, relating to high traffic volumes and signal installation approaching the Queensboro Bridge, however we urge you to prioritize this project and ensure its completion by the end of this year.

Thank you for the work you do on behalf of all New Yorkers. Please do not hesitate to reach out to either our offices with any further questions.

Sincerely,

Keith Powers

A handwritten signature in black ink that reads "Keith Powers" with a long horizontal flourish extending to the right.

Ben Kallos

A handwritten signature in blue ink that reads "Ben Kallos" in a cursive style.

CC: Manhattan Borough Commissioner Ed Pincar