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Daniel Miller, *First Vice Chair*
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Antony Wong, *Treasurer*
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Erik Coler, *Assistant Secretary*

COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE
NEW YORK, NY 10012-1899

www.cb2manhattan.org

P: 212-979-2272 F: 212-254-5102 E: info@cb2manhattan.org

Greenwich Village ∨ Little Italy ∨ SoHo ∨ NoHo ∨ Hudson Square ∨ Chinatown ∨ Gansevoort Market

June 22, 2018

Andy Byford
President
MTA New York Transit
2 Broadway
New York, NY 10004

Dear President Byford:

At its Full Board meeting June 21, 2018, Community Board #2, adopted the following resolution:

Resolution in response to Staten Island Express Bus Redesign Project Plan.

Whereas MTA NYC Transit presented their plan for new Staten Island express bus routes, the presentation focusing mainly on the SIM7 and SIM33 which will travel through streets in Community Board No. 2, Manhattan (CB2); and

Whereas the new route will operate during peak hours, i.e., on weekdays from 5 a.m. to 9 a.m. (into Manhattan) and from 3 p.m. to 7 p.m. (leaving Manhattan) and will run every 12-15 minutes. Between peak hours, the buses will deadhead (travel not in service) to lay over at the MTA NYCT depot uptown; and

Whereas bus stops have not been completely finalized, but in CB2 are expected to be on Prince St/6th Ave., Waverly Pl./6th Ave. and 14th St/6th Ave. heading in (in a.m.), and on 14th St./Park Ave., Waverly Pl./B'way, Mercer St./Houston St., and Varick St./Houston St. heading out (in p.m.); and

Whereas the route followed in CB2 is planned to go north on West St., turn east on Spring St. and north on 6th Ave. to 14th St. in the morning peak; it is planned to go south on B'way, turn west on Houston St. and south on West St. in the afternoon peak; Off-peak and on weekends, the same route as now will be continued (in CB2, north on 6th Ave. and south on Broadway); and

Whereas the route will not cross 14th St. at any time; and

Whereas extensive construction will be taking place on 550 Washington St., which will include removing an overpass on Houston St. at West St., thus blocking access to West St., a consideration for the planned Houston to West St. route; and

Whereas MTA NYCT expects the new scheme to result in less express buses in the CB2 area and indicated that its end goal is to reduce express bus activity; and

Whereas express buses from Staten Island don't run at full capacity during certain hours, especially off peak; and

Whereas MTA NYCT intends to evaluate the new routes in action, including through surveys;

Therefore be it resolved that CB2 thanks MTA NYCT for coming to present the newly redesigned express bus route plan as it will operate in the CB2 area; and

Be it further resolved that CB2 suggests that MTA NYCT look into the plans for removing the overpass on Houston St. and West St. and consider potential alternatives to approaching the planned Houston to West St. portion of the new route; and

Be it further resolved that CB2 welcomes MTA NYCT's goal to reduce express bus activity and encourages that steps be taken toward this goal by channeling express bus passengers to rail service; and

Be it further resolved that CB2 asks that MTA NYCT also consider pooling passengers in Staten Island at times of less ridership to further lessen the number of express buses; and

Be it finally resolved that CB2 urges MTA NYCT to closely monitor the new routes, as intended, and looks forward to the results.

Vote: Unanimous, with 41 Board Members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

TC/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Brian Kavanagh, NY State Senator
Hon. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Margaret Chin, Council Member
Hon. Corey Johnson, Council Member

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June 22, 2018

Luis Sanchez
Manhattan Borough Commissioner
Department of Transportation
55 Water St. 9th Floor
New York, NY 10041

Dear Manhattan Commissioner Sanchez:

At its Full Board meeting June 21, 2018, Community Board #2, adopted the following resolution:

Resolution in support of two speed humps on W. 10th St. btw. 6th and 5th Aves.

Whereas residents of W. 10th St. btw. 6th and 5th Aves. have requested, both through letters and in person, that a speed hump be installed on that block to slow down vehicular traffic; and

Whereas the people living on the block in question, as well as others who pass through frequently, report that cars, trucks and motorcycles speed through too quickly, endangering the many pedestrians who cross the street, including seniors, parents and children, and children on their way to school; and

Whereas the NYC Dept. of Transportation (DOT) has indicated that conditions on W. 10th btw. 6th and 5th Aves. meet the criteria for a speed hump; and

Whereas examples in other cities as well as on certain streets in Community Board 2 Manhattan (CB2) have shown that installing two speed humps on a block helps sustain a steady slow speed in motor vehicles that otherwise go full speed ahead once going over a single speed hump;

Therefore be it resolved that CB2 fully supports speed hump installation on W. 10th St. btw. 6th and 5th Aves. and requests that DOT install two speed humps on W. 10th St. btw. 6th and 5th Aves. (in preference to one speed hump); and

Be it further resolved that CB2 asks that these speed humps be carefully placed at intervals to keep traffic flowing at a consistent slow pace.

Vote: Unanimous, with 41 Board Members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

TC/EM

c: Hon. Carolyn Maloney, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Carlina Rivera, Council Member
Hon. Corey Johnson, Council Member

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June 22, 2018

Paul A. Karas
NYS Commissioner
NYS Department of Transportation
50 Wolf Road
Albany, NY 12232

Dear Commissioner Karas:

At its Full Board meeting June 21, 2018, Community Board #2, adopted the following resolution:

Resolution requesting a traffic study to investigate Hudson River Park Bikeway congestion and the need for safety measures.

Whereas Hudson River Greenway is the busiest pedestrian and bicycle path in North America, used by hundreds of thousands of New Yorkers and visitors every year; and

Whereas new and planned commercial and residential development has increased significantly along park borders which is drawing and will continue to draw considerably more users of the bikeway and park; and

Whereas there has been an increase of 49% school seats within a 3 block distance of Hudson River Park (HRP) since the origin of the bikeway that will provide a 98% increase once all seats are filled at 75 Morton Street, adding even more users to the already crowded bikeway; and

Whereas cyclists, runners, walkers, and roller bladers often walk or ride side by side reducing the width of safe navigation for oncoming traffic and increasing the potential for collisions; and

Whereas fast moving electric bikes, scooters, and skateboards with maximum speeds of 30 mph add to the perilous congested conditions posing an imminent danger to pedestrians at bikeway crossings where they walk across the bikeway with dogs and children to access HRP; and

Whereas no records of collisions are kept to record accidents and injuries sustained on the bikeway, however, many accounts of crashes and injuries have been reported by users in the community; and

Whereas there are no signs in place directing traffic to move in a safe and orderly manner; and

Whereas areas of the bikeway are poorly lit because of dysfunctional lighting, adding to the peril in dark areas; and

Whereas the comfort and safety of all Greenway users need to be considered, with close attention to women, children and seniors; and

Whereas the current, temporary, crude, concrete barriers set at 60” apart at all crossings to protect park users from a repeat terrorist attack are creating dangerous conditions for cyclists by introducing a series of choke points that demand that cyclists navigate going from a two-lane bike lane to one lane, resulting in bicyclists crashing into one another and being injured; and

Whereas there are no reflective accents on the current barriers, limiting their visibility; and

Whereas the American Association of State Highway and Transportation Officials (AASHTO) Greenbook cites five feet as a desirable clear width between bollards on shared-use paths (which the current short-term, concrete barrier placement appears to follow); and

Whereas plans to install permanent bollards at a new width of 48” are intended to add protection against any repeat terrorist attack, because the smallest passenger car is slightly over 48” (it is manufactured in Italy); and

Whereas the 60” barriers are already limiting access for the Hudson River Park Trust (HRPT), and the plan to install 48” wide bollards at all park access points will further limit accessibility for HRPT maintenance operations, making it more expensive to service the park because the resulting localized service will replace a more efficient centralized maintenance headquartered at Pier 40 today; and

Whereas tenants of the piers will not be able to service their organizations because of the vehicle ban on the piers aiming to ward off terrorist attacks (even HRPT's electric vehicles can't get through); and

Whereas the proposed bollard spacing will prevent emergency vehicles from accessing the bikeway or the piers, adding precious time to reach distressed park users;

Therefore be it resolved that Community Board 2 Manhattan (CB2) requests that an infrastructure and traffic behavior study be conducted by the New York State Department of Transportation addressing pedestrian, bicycle, and illegal motorized vehicle congestion on the Hudson River Park Bikeway, a lack of appropriate infrastructure measures to handle the increased traffic flow, and a lack of enforcement to mitigate dangerous rider behavior, and that this study includes consideration of maintaining the 60” spacing between bollards, widening the bikeway to accommodate more users, mitigating speeding riders, possibly with rumble strips or other speed reducers, setting a speed limit, installing appropriate and highly visible permanent signage to direct traffic movement in a safe and orderly manner, and assessing other ways to enforce safe speeds and courteous behavior on the greenway; and

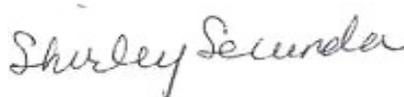
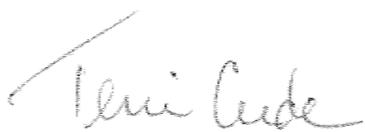
Be it further resolved that the study also should pay special attention to the pedestrian and vehicle crossings and include raised crosswalks or some other infrastructure to reduce speeding conflicts at these locations; and

Be it finally resolved that CB2 also requests that no permanent bollards be installed at 48” widths until the traffic study has been completed and is available for public review.

Vote: Unanimous, with 41 Board Members in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Terri Cude, Chair
Community Board #2, Manhattan

Shirley Secunda, Chair
Traffic & Transportation Committee
Community Board #2, Manhattan

TC/EM

c: Hon. Brad Hoylman, NY State Senator
Hon. Brian Kavanagh, NY State Senator
Hon. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Luis Calderon, Director of Engineering, NYSDOT
Venetia Lannon, Deputy Secretary for the Environment, NYS Governor's Office
Cathy Calhoun, Director, State Operations, NYS Governor's Office
Roger Parrino, Sr., Commissioner, NYS Homeland Security, DHSES
Brian Vaughan, Lieutenant, NYPD Counterterrorism Division
Thomas G Bayer, P.E., Assistant to the Regional Director, NYSDOT, NYC Region
Geoffrey L. Rick, Assistant to the Regional Director, NYSDOT, NYC Region