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## COMMUNITY BOARD NO. 2, MANHATTAN

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July 20, 2018

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

Dear Manhattan Commissioner Sanchez:

At its Full Board meeting July 19, 2018, Community Board #2, adopted the following resolution:

### **Resolution in support of proposed DOT plans for traffic calming and bike lanes on W. 3<sup>rd</sup> St. and W. 4<sup>th</sup> St., 6<sup>th</sup> Ave. to the Bowery, with additional recommendations.**

**Whereas** Community Board 2 Manhattan (CB2) thanks the NYC Dept. of Transportation (DOT) for responding, at least partially, to CB2's February 2017 resolution requesting a study to implement pedestrian safety measures, including traffic calming and traffic controls, on W. 3rd and Bleecker Sts. btw. LaGuardia Pl. and Mercer St., with presentation of a proposed plan for 3rd St. from 6th Ave. to the Bowery, assurances that a plan for Bleecker St. is forthcoming, and an additional proposal for 4th St. from 6th Ave. to the Bowery (both proposals also extend east beyond CB2's Bowery border); and

**Whereas** the proposed plan for W. 3rd St. btw. LaGuardia Pl. and Mercer St. includes:

- Widening the south sidewalk (to 12') with epoxy cement-gravel treatment.
- Metered commercial parking as well as some alt. side parking on the north side (11').
- Curbside protected bike lane (6') on the south side with 3' buffer.
- Floating alt. side parking next to (and protecting) the bike lane (8').
- A 10' travel lane on the north of the floating parking.
- A speed hump on the east side of the street near Mercer St.
- High visibility crosswalks at LaGuardia Pl., Mercer St. and Wooster St.
- Neckdowns at the southern corners of LaGuardia Pl. and Mercer St. and a mid-block sidewalk extension (bulbout) at Wooster St.'s north side.
- Maintaining overnight parking.; and

**Whereas** proposed plans for the other segments of 3rd St. include:

- Broadway to Mercer St. and LaGuardia Pl. to MacDougal St.: Shared lane markings (sharrows) on a 12' travel lane and two 8' curbside parking lanes.
- Bowery to Broadway: Standard 5' bike lane next to an 8' parking lane on the south curbside with a 17' combined travel lane on the north.

- MacDougal St. to 6th Ave.: Curbside bike lane (6') on the south side with 3' buffer, curbside parking lane (9') on the north side, and 10' travel lane between them.; and

**Whereas** proposed plans for W. 4th St. include a standard 5' bike lane from 6th Ave. to MacDougal St. and from University Pl. to Bowery, continuing on either side of the existing bike lane that goes from MacDougal St. to University Pl., with an 8' parking lane on the street's south side and a 17' combined travel lane on the north side; and

**Whereas** the proposed plan for W. 3rd St. from LaGuardia Pl. to Mercer St. responds to community requests (including a petition with some 600 signatures, at least 95% of them local) for a safer, shortened, less hazardous pedestrian crossing using traffic calming measures, such as sidewalk widening, neckdowns, and a protected bike lane, and addressing delivery, loading and garbage disposal needs with curb regulations allowing for dedicated commercial loading/unloading spaces, metered to improve curb access by encouraging turnover; and

**Whereas** plans for the other 3rd St. segments and for 4th St. calm traffic by visually narrowing the roadway, organize the roadway, improve alignment and visibility, and provide for a more consistent and rational street organization and progression; and

**Whereas** W. 3rd St. from LaGuardia Pl. to Mercer St. is a superblock incorporating both Greene and Wooster Sts., i.e., it is the exceptionally long equivalent of three blocks (Mercer to Greene, Greene to Wooster, Wooster to LaGuardia), which calls for safe pedestrian crossings at both the Greene and Wooster Sts. locations, where in the past there have been crosswalks (now very faded or gone) and where pedestrians have always crossed, not only following their desire lines but also crossing very rationally as they would at any crossing defined by a street. Yet the plan provides a high visibility crosswalk and bulbout at Wooster St. only, also needed at Greene St.; and

**Whereas** clear, visible signage is needed to alert approaching vehicles to the midblock pedestrian crossings. On-site observations indicate inconsistent placement of the current pedestrian crossing signage as well as its ineffectiveness in slowing down drivers, e.g., signage approaching Greene St. and at Wooster St. is on the north but not the south side (whereas it's on both sides of the street prior to Wooster), and the signage itself (a bright yellow diamond with a black pedestrian silhouette, with or without an arrow or with the word "ahead" below) is ignored by drivers and dangerous for pedestrians who interpret it as a safe signal to cross. The failure of this signage (now used in enhanced crossings) to protect pedestrians has been witnessed and reported by community members on 8th St., Washington St. and other locations; and

**Whereas** signage is needed to prevent parking in the path of pedestrians crossing midblock, and it needs to be consistently placed (e.g., on-site observations showed a No Standing Anytime sign on the north side of the Wooster St. crosswalk, yet none on the south side where a car was parked directly in the crosswalk, dangerously blocking access to the sidewalk); and

**Whereas** fire trucks from the Engine 33/Ladder 9 station at 42 Great Jones St. often come down W. 3rd St., which continues from Great Jones, needing access, and DOT has assured that the commercial parking space can enhance accommodation on the travel lane that already provides sufficient width, however, a speed hump would interfere with a fire truck's progress as well as that of other emergency vehicles and endanger bicycles; and

**Whereas** W. 3rd St. btw. LaGuardia and Mercer is bare and uninviting, but the proposed epoxy/gravel sidewalk widening on the south side offers an opportunity for planters - DOT can provide them, but requires a maintenance partner to keep them up; and

**Whereas** DOT indicates that they will be studying Bleecker St. in the fall and are aiming toward presenting a proposed plan by November;

**Therefore be it resolved** that CB2 supports DOT's proposed plans for traffic calming and bike lanes on W. 3<sup>rd</sup> St. and W. 4<sup>th</sup> St., 6<sup>th</sup> Ave. to the Bowery, but asks for some additions and modifications (following); and

**Be it further resolved** that CB2 urges DOT to install a high visibility crosswalk at Greene St. on W. 3rd St. along with a sidewalk extension (bulbout) on Greene St.'s north side; and

**Be it further resolved** that CB2 strongly favors and requests the installation of clear and highly visible signage alerting approaching vehicles to the midblock pedestrian crossings at both Wooster and Greene Sts. on both the north and south sides of W. 3rd St, but opposes the current ineffective pedestrian crossing signs. Stop signs are preferred, but if DOT is still adamant about meeting Standards (although Standards are flexible), then CB2 encourages installation of Yield to Pedestrian signs; and

**Be it further resolved** that CB2 asks that No Standing Anytime signs be installed on both the north and south sides of W. 3rd St. at the Greene and Wooster St. crossings; and

**Be it further resolved** that CB2 opposes the installation of a speed hump on the east side of W. 3rd St. near Mercer St.; and

**Be it further resolved** that CB2 advocates the installation of planters on the proposed epoxy/gravel sidewalk widening and amd on the neckdowns on the south side of W. 3rd St. btw. LaGuardia and Mercer, and urges DOT to approach and work with NYU to set up NYU as a maintenance partner; and

**Be it finally resolved** that CB2 welcomes DOT's intention to study and devise a plan for Bleecker St. btw. LaGuardia Pl. and Mercer St. starting in September, and looks forward to a presentation of the plan no later than November.

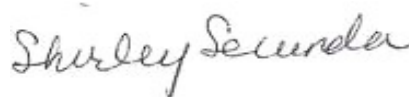
**Vote: Unanimous, with 36 Board Members in favor.**

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. 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

Terri Cude, Chair  
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July 20, 2018

Polly Trottenberg, Commissioner  
Department of Transportation  
55 Water Street  
New York, NY 10041

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

Dear Commissioner Trottenberg and President Byford:

At its Full Board meeting July 19, 2018, Community Board #2, adopted the following resolution:

### **Resolution in response to L-train update presented by MTA NYC Transit and NYC DOT.**

**Whereas** Community Board 2 Manhattan (CB2) thanks MTA NYC Transit (NYCT) and the NYC Dept. of Transportation (DOT) for presenting an update on the L-train-Canarsie Tunnel project; and

**Whereas** plans in the 14th St. area now include commercial loading/unloading, garage parking and local access on every residential block and emergency vehicle access; busway operation 5 am to 10 pm every day; left turns prohibited at most intersections; extending the busway to 10th Ave.;, planning and designing during the project for ADA accessibility at the 6th Ave. subway station; change from a 2-way bike lane on 13th St. to 2 separate one-way bike lanes, west on 13th St./east on 12th St.; a shared street on University Pl. btw. 13th and 14th Sts. instead of a closing; new M14 SBS buses (hopefully electric), and an added L4 shuttle bus route; and

**Whereas** the 14th St. Coalition gave a short summary of their alternative plan for the greater 14th St. area, which has been presented to the NYC Council and the Manhattan Borough President's L-Train Task Force; and

**Whereas** in response to concerns about the impact of the Cleveland>Lafayette>East Houston shuttle bus loops (L2 and L3) on already over-trafficked and highly stressed streets such as Kenmare and tiny Cleveland Pl., MTA/DOT have proposed two alternatives for bus priority on Kenmare St.:

- Option A - 12' eastbound travel lane at south curb, 8' loading/parking lane north curb next to 11' bus lane next to 11' travel lane, westbound; right-turns onto and off Kenmare constrained.
- Option B - One-way westbound, Bowery to Lafayette St. - 10' travel/parking lane at south curb; 10' loading/parking lane north curb next to 11' bus lane next to 11' travel lane. (Eastbound traffic diverted to another street). *The local community opposes this, because though there's more westbound traffic, the eastbound lane is heavily used all day, and the surrounding streets are already too heavily congested for more eastbound traffic.*
- Other recommendations: With either Option A or B, make Kenmare St. one-way westbound btw. Cleveland Pl. and Lafayette St. by adding pedestrian space next to Petrosino Sq. to stop vehicles driving in the wrong eastbound Kenmare lane to make a left turn to Lafayette and ban left turn from Lafayette

to Kenmare. *The local community feels TEA enforcement there would be easier and more effective, but agrees that the left turn from Lafayette is feasible.*

**Whereas** Option A also is of concern to the local community, which requests consideration of other options, such as one they have submitted that proposes a shuttle bus route from Delancey St. right onto Allen St., left on Houston, right on Lafayette, right on 8th St., right on 2nd Ave., left on Houston, right on Allen and left on Delancey back to the Williamsburg Bridge, entailing travel on wider and less congested streets than Kenmare which are also less residential, avoid fire stations, many are bus routes already, and are close to the subway stop destinations, as well as to the Astor Pl. #6 stop; and

**Whereas** capacity is being increased to run more trains as well as to give more platform space, stairways will be opened and widened at certain subway stations and turnstiles added; and

**Whereas** concerns have been voiced about accessibility for fire trucks from Ladder 22/Engine 13 (Lafayette St.) and #55 station on Broome St. btw. Elizabeth and Mott Sts. (both with proximity to Kenmare St.), and although DOT customarily confers with the central FDNY authorities concerning impacts, it is also important to consult the local firehouses; and

**Whereas** HOV3 will be required from 5 am to 10 pm seven days a week on the Williamsburg Bridge to reduce traffic volumes entering Manhattan, yet nothing has been done to implement HOV on any of the other East River Bridges, which surely will result in single-occupancy and other private vehicles opting to take these non-regulated bridges and then driving over to destinations on our local streets, increasing already heavy congestion, air pollution, noise and safety risks; and

**Whereas** the expectation has been that HOV3 compliance would be monitored and enforced largely by automated means (automated camera enforcement) that can handle large numbers of offenses at once, however, use of this methodology wasn't approved by the NYS legislature, and now only NYPD enforcement (which was expected to be used in conjunction with automated enforcement) will be used to enforce HOV3; and

**Whereas** plans are to employ 200 new diesel buses, each of which emits 3,000 grams of greenhouse gas pollutants (including carbon monoxide toxic fumes poisoning the air we breathe) as opposed to electric buses (650 grams) and even compressed natural gas buses (2,800 grams), presenting a significant threat to community health, especially in view of the frequency buses are expected to run (80 per hour at peak). Although, as we're told, the Michael J. Quill Depot, which was to be used for electric buses, can't accommodate them, the urgency to avoid severe environmental impacts calls for approaches to avert diesel use; and

**Whereas** attention must be given to accommodating the disabled using buses and the busway, e.g. with level boarding and on-board seating and accessibility, and

**Whereas** numerous construction projects as well as film shoots occur throughout the community that often block and/or slow down traffic, adding other congestion-causing conditions; and

**Whereas** the one-way toll on the Verrazano-Narrows Bridge, legislated by the Federal government, has been a key motivation for drivers to use the Williamsburg Bridge to enter Manhattan (which they otherwise wouldn't do), avoiding the toll and getting a free ride through the Holland Tunnel while significantly congesting our local streets, in fact, a just-released Sam Schwartz Engineering study sponsored by the Hudson Sq. BID shows that with two-way tolls on the Verrazano Bridge, as many as 132 vehicles per peak hour would be taken off just three Manhattan through streets. NYCT/DOT's own Kenmare St. study shows some 35% of vehicles on Kenmare St. are traveling to/from the Holland Tunnel; and

**Whereas** a dedicated bus lane is needed on the Williamsburg Bridge to accommodate the up to 80 buses an hour coming over the bridge and ensure that they won't be hindered by the other vehicular traffic, leading to backups and congestion, yet NYCT/DOT has not provided for such a bus lane;

**Therefore be it resolved** that CB2 appreciates NYCT's and DOT's efforts to address community concerns with their recent modifications and additions to the project, such as extending busway operation hours, having a bus

stop at 10th Ave., and planning for ADA accessibility at the 6th Ave. subway station, and encourages them to continue these efforts in further pursuit of workable solutions both in the 14th St. area and in the impacted area around the Kenmare-Cleveland-Lafayette-E. Houston loop, that respond to community needs and ensure for the most effective, least impacting project operation; and

**Be it further resolved** that CB2 advises NYCT/DOT to thoroughly study the plan produced by the 14th St. Coalition and to consider its merits; and

**Be it further resolved** that CB2 asks that NYCT/DOT explore other options for routing the L2 and L3 shuttle buses, including the one proposed by the local community, to avoid as much as possible the negative impacts that are expected under the current proposals on the local community's health, safety, commerce and general quality of life; and

**Be it further resolved** that CB2 is in favor of plans for extending subway capacity and emphasizes the great need for more platform space and expanded access, particularly in view of the increased number of users expected at stations such as Broadway-Lafayette, Prince, and Spring, which are expected to receive far more riders in conjunction with shuttle bus dropoffs; and

**Be it further resolved** that CB2 asks that DOT/NYCT contact the local fire departments (i.e. Ladder 22/Engine 13 (Lafayette St.) and #55 station on Broome St. btw. Elizabeth and Mott Sts. and any others within the project vicinity) to get input and work together on access needs; and

**Be it further resolved** that CB2 urges that HOV3 be instituted on the other East River bridges from the project's beginning to avoid the negative impacts that SOV and other traffic diversions to these bridges (to avoid the HOV3 on the Williamsburg Bridge) will bring; and

**Be it further resolved** that CB2 appeals to our NY State elected officials to press for the State legislature's return to Albany in order to vote on and approve vastly needed automated enforcement (of HOV3 as well as other necessary automated enforcement) and encourages NYCT and DOT to work with them to achieve this; and

**Be it further resolved** that CB2 implores NYCT to explore every avenue possible to use electric buses in this project and hybrids where gaps exist; and

**Be it further resolved** that CB2 advocates developing and defining a protocol for accommodating disabled bus users during the project; and

**Be it further resolved** that CB2 recommends suspending construction permits and considering a moratorium on film shoots in advance of the project and curtailing construction activities as much as possible for the project's duration; and

**Be it further resolved** that CB2 advises NYCT/DOT to pursue restoration of the 2-way toll on the Verrazano Bridge (or even free tolls), at least temporarily, to provide necessary traffic mitigation during the project, by working with our federal lawmakers, both those representing District 2 Manhattan and those representing Staten Island; and

**Be it further resolved** that CB2 strongly supports the installation of a dedicated bus lane on the Williamsburg Bridge as well as sufficient bus lanes on the approaches to the bridge; and

**Be it finally resolved** that CB2 encourages NYCT/DOT to coordinate closely with NYPD in mobilizing police enforcement of vehicular activity throughout the project area.

**Vote: Passed, with 35 Board Members in favor.**

**1 Board Member in opposition. (S. Russo)**

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. Nydia Velázquez, Congresswoman  
Hon. Brad Hoylman, NY State Senator  
Hon. Brian Kavanagh, NY State Senator  
Hon. Yuh-line Niou, Assembly Member  
Hon. Deborah J. Glick, Assembly Member  
Hon. Gale Brewer, Man. Borough President  
Hon. Margaret Chin, Council Member  
Hon. Carlina Rivera, Council Member  
Hon. Corey Johnson, Council Member