

Tobi Bergman, *Chair*
Terri Cude, *First Vice Chair*
Susan Kent, *Second Vice Chair*
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*
Keen Berger, *Secretary*
Daniel Miller, *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

January 22, 2016

Margaret Forgione
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting January 21, 2016, Community Board #2, adopted the following resolution:

Resolution in support of changing the parking on the west side of Washington St between Morton and Leroy Sts. from “No Standing except Trucks” to 2-hour metered parking 8:30am-7pm, Except Saturday & Sunday

Whereas, this request was made by Jean Luc LeDu, owner of LeDu’s Wine which has been at 600 Washington St. (part of the Morton Square complex) for 10 years. The other business on the block is Gotham Gym in the space next to the wine shop; and

Whereas, there was no one in attendance who opposed the change, and

Whereas, the current “No Standing except Trucks” regulations are a hold-over from when this area was more industrial than residential, and now are simply abused by drivers who park there for hours but have no deliveries in the area, and

Whereas, there is no nearby available parking for retail or gym customers and there have been many cases of customers being towed while attempting to shop,

Therefore be it resolved that Community Board 2, Manhattan (CB2) supports changing the parking on the west side of Washington St between Morton and Leroy Sts. from “No Standing except Trucks” to 2-hour metered parking 8:30am-7pm, Except Saturday & Sunday

Vote: In Favor: 30 Board Members.

Opposed: 6 Board Members (D. Miller, M. Schott, A. Wong, T. Connor)

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

Sincerely,

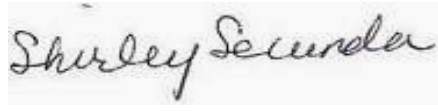


Tobi Bergman, Chair
Community Board #2, Manhattan

TB/EM

c:

Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah Glick, State Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Council Member



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

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59 Maiden Lane, 35th Floor
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Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting January 21, 2016, Community Board #2, adopted the following resolution:

Resolution in support of changing the parking on the west side of Hudson St between W. 11th St and Bleecker St from 2 hr. metered parking 8:30am-7:00pm Except Sunday to 3 hr. metered Commercial Parking 8:30am-7:00pm M-F, 2 hr. metered parking 8:30am-7:00pm Sat.

Whereas, this proposal was heard and voted on at the committee's previous meeting, but it was determined that there were issues with the original resolution so it was added back to the committee's agenda to get those issues resolved; and

Whereas, with the opening of Mrs. Green's Natural Market which takes up the entire retail space in the building between Bank St. and Bleecker St. the number of deliveries to this block has substantially increased; and

Whereas, in many cases the existing metered parking means there is nowhere except the traffic lane for trucks to unload deliveries, which is particularly problematic here as the block curves as it approaches the intersection with Bleecker St; and

Whereas, the existing parking on this and the surrounding blocks – **2 hr. metered parking 8:30am-7:00pm Except Sunday** – means that the parking is at least in part used by regular vehicles and so is not available for loading and unloading of trucks; and

Whereas, the General Manager of Mrs. Green's was consulted before the meeting and said their agreement with the building does not allow for deliveries before 8am, but most of the deliveries occur well after 8:30, Mon.-Fri.; and

Whereas, the committee wants the requested parking to be as similar as possible to the parking on the surrounding blocks, although after some observation, we may request the commercial metering end earlier, perhaps at 5:00pm;

Therefore be it resolved that Community Board 2, Manhattan (CB2) supports changing the parking on the west side of Hudson St between W. 11th St. and Bleecker St. to 3 hr. metered Commercial Parking 8:30am-7:00pm M-F; 2 hr. metered parking 8:30am-7:00pm Sat.

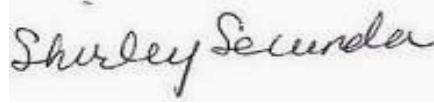
Vote: Unanimous, with 36 Board Members in favor.

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

Sincerely,



Tobi Bergman, Chair
Community Board #2, Manhattan



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

TB/EM

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NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting January 21, 2016, Community Board #2, adopted the following resolution:

Resolution in support of installation of a parking-protected bike lane on 6th Avenue (Ave. of the Americas) from W. 8th St to W. 14th Street

Whereas, NYC DoT presented a plan to institute a Complete Streets design to 6th Ave by adding a parking-protected bike lane to the west side of the street from W. 8th St/Greenwich Ave to W. 14th St. (and from there up to W. 33rd St.; and

Whereas, there were approximately 20 supporters of the protected bike lane in attendance and no opponents, but the CB2 office received one email from a resident of the district not in favor of bike lanes; and

Whereas, DoT said the work should start in June 2016 and be finished within 3 months; and

Whereas, DoT stated that the section south of Greenwich Ave was not included in the current proposal as the street was narrower (60') as versus 66' north of Greenwich Ave. so another design would have to be used as DoT is at this point not willing to reduce the vehicle lanes from four to three; and

Whereas, as the number of vehicle lanes is not being reduced, the design in this proposal is being compromised by reducing the space allotted to buffer between parking and the bike lane as well as the width of the pedestrian refuge islands, which also means there is not enough room to install tree pits in the islands as has been done elsewhere; and

Whereas, the committee questioned the compromise but DoT stated that to properly allot space to one use, they would have to "compromise space for another use". The committee feels this is simply another way to say DoT is willing to compromise the space allotted to bicycles and pedestrians but not willing to compromise the space for vehicles; and

Whereas, DoT stated that with peak vehicle counts of 1800 cars an hour, 6th Ave was too busy to be reduced to three lanes. But 7th Ave South has slightly higher peak counts of 2000 cars per hour and has been successfully reduced to three lanes for it's central portion between W. 10th St and Bleecker St.; and

Whereas, the committee fails to understand why DoT continues to find any reason possible, whether plausible or not, to resist reducing the number of traffic lanes, particularly since their own studies have shown similar reductions on 8th and 9th Aves have not led to additional congestion with similar vehicle counts; and

Whereas, this continued failure to adequately apportion space to bicycle and pedestrian safety makes the committee seriously question DoT's meaningful commitment to Vision Zero; and

Whereas, while DoT proposes an LPI (Leading Pedestrian Interval) for the left turn onto W. 14th St, the committee requested DoT consider this option at W. 11th St. adjacent to PS 41;

Therefore be it resolved that Community Board 2, Manhattan (CB2) strongly supports installation of a bike lane on 6th Avenue (Ave. of the Americas) between W. 8th St/Greenwich Ave. and W. 14th St.; and;

Be it further resolved that CB2 Manhattan requests the installation of an LPI or another more controlled signal type at W. 11th St adjacent to PS 41; and;

Be it finally resolved that CB2 Manhattan requests that in the true spirit of Vision Zero that DoT reconsider its unwillingness to reduce the vehicle lanes from four to three which compromises the size, and safety, of the bicycle and pedestrian spaces, as well as being used as an excuse to not include the section of 6th Ave. from Canal St. to Greenwich Ave.

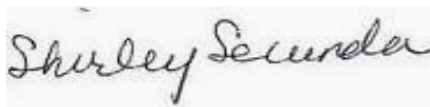
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