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Daniel Miller, *First Vice Chair*
Susan Kent, *Second Vice Chair*
Bob Gormley, *District Manager*



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

November 17, 2017

James Patchett
President and CEO
New York City Economic Development Corporation
110 William Street
New York, NY 10038

Dear President Patchett:

At its Full Board meeting November 16, 2017, Community Board #2, adopted the following resolution:

Resolution requesting a study for implementing ferry service on the west side of Manhattan as part of the NYC Ferry network.

Whereas Community Board 2, Manhattan (CB2) has been observing and appreciating the successful initiation and response to the NYC Ferry program, with an unanticipated number of riders now using the ferry service (over a million) both on a daily basis and for frequent other trips; and

Whereas NYC Ferry offers an alternative option to other public transportation modes (frequently over capacity) that reduces air pollution and traffic congestion, while often providing quicker more direct trips to destinations. Demand for it is quickly growing, especially in areas, such as the west side of Manhattan, that are not served or not well served by public transit; and

Whereas with zoning changes and the ebbing of industrial uses, the residential population on Manhattan's far west side has been steadily increasing in recent years, along with new commercial activities and a growing working population, much of this occurring within the CB2 district; and

Whereas large new rezonings in the far west side area of CB2 have now occurred, including the Hudson Square rezoning and approval for the development of 550 Washington St. (St. John's Terminal), which promises to bring thousands of new residents and office workers, who will need convenient public transit access; and

Whereas CB2 is discussing future uses for Pier 40 and the construction of one million s.f. of office space, with the potential for thousands more daily visitors there, in addition to a large new stream of visitors to the lately opened Whitney Museum and to various other new activities in the area, plus an increasing number of visitors to the Hudson River Park, all needing convenient access to public transportation; and

Whereas there is no close-by public transit in this far western portion of CB2, yet the Hudson River is just a stone's throw away across West St.; and

Whereas currently the far west side relies too heavily on for-hire vehicles and private cars for accessible transportation, which cause congestion and denigrate the environment; and

Whereas NYC Ferry service has the potential to provide a convenient and accessible public transportation opportunity right in the nearby Hudson River from this far west area to other areas of the City as well as laterally along the far west Manhattan shore on a much-needed north-south route; and

Whereas the speedy expansion of NYC Ferry Service to Manhattan's far west side can help reduce motor vehicle use and ease the current load on subways while serving existing public transit needs and effectively anticipating more such needs from oncoming robust development both in CB2's far western portion and other communities along the corridor there; and

Whereas already existing piers (such as Piers 40, 45 and 46 in CB2) might provide some of the needed infrastructure;

Therefore be it resolved that Community Board 2, Manhattan (CB2) strongly urges that the NYC Economic Development Corporation study the expansion and implementation of ferry service on the west side of Manhattan as part of the NYC Ferry network; and

Be it further resolved that CB2 recommends including census data, rezonings, land use, density and population changes, commuter habits, feasible user hours, among other factors, as part of the study; and

Be it finally resolved that, in view of the ever-growing population on Manhattan's far west side and its growing need for convenient public transit access, CB2 asks that this study be completed as soon as possible.

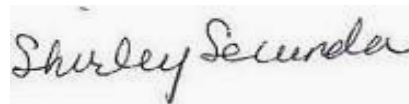
Vote: Unanimous, with 34 Board Members in favor.

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. Deborah J. Glick, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Corey Johnson, Council Member
Luis Sanchez, Manhattan Borough Commissioner
Lynn Guey, Manhattan Director, EDC

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November 17, 2017

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

Dear Manhattan Borough Commissioner Sanchez:

At its Full Board meeting November 16, 2017, Community Board #2, adopted the following resolution:

Resolution requesting installation of two speed humps on Spring St. bet. Mott and Elizabeth Sts.

Whereas automobiles, taxis and trucks all speed excessively down Spring St. bet. Mott and Elizabeth St., many of them rushing forward to make the light on the Bowery (one block east of Elizabeth), all seriously endangering pedestrians; and

Whereas a great many elderly people and children live and/or walk on this stretch of Spring, a particularly vulnerable population that needs protection from these speeding vehicles; and

Whereas there have been many close and hazardous calls resulting from this high speed driving, the most recent being when a car travelled so fast that it ignored a school bus with flashing lights parked at 21 Spring St. as well as a Stop sign, passing by the side of the bus where a child was entering, and then jumping the sidewalk; and

Whereas crash data in recent years indicates that there also have been injuries on this stretch of Spring bet. Mott and Elizabeth Sts.: from Oct. 2014 to Oct. 2017 there were three crashes on Spring and Mott including five injuries (one bicyclist, two pedestrians, two motorists) and one crash on Spring and Elizabeth (with one pedestrian injury); and

Whereas several speed humps have been installed in the area surrounding Spring bet. Mott and Elizabeth, including Mulberry St. bet. Spring and Prince Sts., Mulberry bet. Prince and Houston Sts., Mott bet. Houston and Prince Sts., and Mott bet. Prince and Spring Sts., and residents have reported that they've helped slow down traffic and promote pedestrian safety; and

Whereas examples in other cities as well as on certain streets in 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 Community Board 2, Manhattan (CB2) requests that the NYC Department of Transportation install two speed humps on Spring St. bet. Mott and Elizabeth Sts.

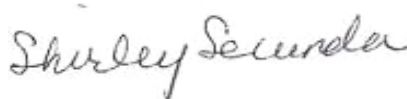
Vote: Unanimous, with 34 Board Members in favor.

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. Nydia Velasquez, Congresswoman
Hon. Yuh-Line Niou, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Margaret Chin, Council Member