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Antony Wong, *Treasurer*  
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## COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

[www.cb2manhattan.org](http://www.cb2manhattan.org)

P: 212-979-2272 F: 212-254-5102 E: [info@cb2manhattan.org](mailto:info@cb2manhattan.org)

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

November 21, 2014

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

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting November 20, 2014, Community Board #2, adopted the following resolution:

**Resolution requesting alternate side parking (street cleaning rules) on east side of Elizabeth St. bet. Kenmare and Spring Sts. (No Parking 9:30 am - 11:00 am Tues. and Fri.).**

**Whereas** current parking regulations on the east side of Elizabeth St. bet. Kenmare and Spring Sts. are "No Parking 7:00 am to 6:00 pm Except Sunday," an obsolete regulation that originally provided for accommodation of commercial deliveries, drop-off and pick-up, now serving a use that no longer exists in an increasingly residential area; and

**Whereas** the gap from no parking that these regulations create is filled by illegally parked vehicles, and as a result, the block does not get cleaned; and

**Whereas** street cleaning rules on the east side of the block would allow the block to be cleaned, and this would help address the growing infestation of rodents in the area, much of it caused by garbage left on the street by the drivers of these vehicles; and

**Therefore be it resolved** that Community Board 2, Manhattan requests alternate side parking (street cleaning rules) for No Parking 9:30 am - 11:00 am Tues. and Fri. on the east side of Elizabeth St. bet. Kenmare and Spring Sts.

**Vote:** Unanimous, with 49 Board Members in favor.

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

Sincerely,



David Gruber, Chair  
Community Board #2, Manhattan



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

DG/EM

- c: Hon. Nydia Velasquez, Congressman  
Hon. Daniel Squadron, NY State Senator  
Hon. Sheldon Silver, State Assembly Member  
Hon. Gale Brewer, Manhattan Borough President  
Hon. Margaret Chin, Council Member

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Manhattan Borough Commissioner  
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59 Maiden Lane, 35<sup>th</sup> Floor  
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting November 20, 2014, Community Board #2, adopted the following resolution:

**Resolution in support of Pedestrian Safety Improvements proposed by DOT for 8<sup>th</sup> St. and Ruth Wittenberg Triangle (bet. 8<sup>th</sup> & 9<sup>th</sup> Sts./Greenwich & 6<sup>th</sup> Aves.), plus recommendations for additional safety measures.**

**Whereas** the Community Board 2, Manhattan (CB2) community has long been requesting improvements to safeguard pedestrians as they traverse the exceptionally dangerous street crossings around the Ruth Wittenberg Triangle, as well as on 8<sup>th</sup> St., which are entirely too wide and/or irregular to provide a safe and comfortable pedestrian passage and have a high crash history, including a total of 131 injuries to pedestrians, bicyclists and motorists from 2008-2012; and

**Whereas** the NYC Department of Transportation (DOT) presented a proposal to ameliorate these dangerous conditions, including:

- Extending Ruth Wittenberg Triangle on all sides in concrete to shorten crossing distances, even them out and enhance the Triangle's already growing role as a community place.
- Neckdowns (corner curb extensions) on 6<sup>th</sup> Ave. at W. 8<sup>th</sup> St. (n.e. side - painted), Greenwich Ave. (s.w. side - concrete), and W. 9<sup>th</sup> St. (n.e. side - painted/n.w. and s.e. sides - concrete); on the n.e. side of Greenwich Ave. at 9<sup>th</sup> St. (concrete); on 5<sup>th</sup> Ave. at W. 8<sup>th</sup> St. (n.e. and n.w. sides - painted); on University Pl. at W. 8<sup>th</sup> St. (n.e. and s.w. sides - painted); on W. 8<sup>th</sup> St. at MacDougal St. (s.e. side and n. T-intersection - painted); on E. 8<sup>th</sup> St. at Greene and Mercer Sts. (s.w. sides and n. T-intersections - painted), for shortened, safer, more normalized pedestrian crossings and to calm and channel traffic. Painted neckdowns will have flexible delineators, and those on 8<sup>th</sup> St. will have both flexible delineators and planters to define them.
- Creation of one travel lane for motor vehicles and two wide parking lanes (also allowing for bicycle movement) on 8<sup>th</sup> St. between 6<sup>th</sup> Ave. and Broadway, to provide appropriate travel lane size for motorists on a corridor where traffic often bunches together to try to form two

lanes which the current substandard width is too narrow to accommodate while being too wide for the usually small traffic volume (leading to speeding, which the new configuration would reduce).

- Installation of bike corrals on the s.e. neckdown at 8<sup>th</sup> and MacDougal Sts. and the s.w. neckdown at 8<sup>th</sup> and Greene Sts., in response to local business requests for bicycle parking.
- A right turn only lane from 6<sup>th</sup> Ave. on to W. 8<sup>th</sup> St. and one from W. 8<sup>th</sup> St. on to Broadway to organize the traffic flow and reduce vehicular conflicts.
- A left turn only lane from 5<sup>th</sup> Ave. on to E. 8<sup>th</sup> St., to organize the large volume of left-turning vehicles.
- Consideration of traffic signals with new-style Split Leading Pedestrian Intervals (LPIs) that keep vehicles from turning while pedestrians cross (sometimes using flashing yellow arrows indicating “yield to pedestrians”) at 6<sup>th</sup> and Greenwich Aves., 5<sup>th</sup> Ave. and 8<sup>th</sup> St., and Broadway and 8<sup>th</sup> St.; and

**Whereas** the length and odd angle of the pedestrian crossing on Greenwich Ave. at the western side of 6<sup>th</sup> Ave. is exceptionally hazardous (considered by the community as one of the most dangerous), with constant turning conflicts as motor vehicles turn left from 6<sup>th</sup> onto Greenwich at the s.w. corner while pedestrians try to cross, totally exposed and vulnerable to the oncoming, fast-moving vehicles, a situation that calls for immediate remediation of traffic signal control with installation of the new Split LPI, as well as channelization of the left-turning traffic in an orderly manner; and

**Whereas** the heavy volumes of quickly moving motor vehicles turning left from 5<sup>th</sup> Ave. onto E. 8<sup>th</sup> St. (n.e. corner) greatly imperil the large numbers of pedestrians crossing 8<sup>th</sup> St. at the same time, another case that necessitates the quick application of the new Split LPI, as does the corner of E. 8<sup>th</sup> St. and Broadway, where similarly, vehicles turn right at the s.w. corner concurrently with pedestrians walking across Broadway (a dangerous threat to the walkers); and

**Whereas** traffic turning right from 9<sup>th</sup> St. onto 6<sup>th</sup> Ave. (n.e. corner) while pedestrians are crossing on 6<sup>th</sup> causes dangerous pedestrian-vehicle conflicts, with pedestrians forced to stop or rush forward to avoid swiftly turning vehicles, an additional place with pedestrians at risk that needs the new Split LPI; and

**Whereas** there are high pedestrian volumes crossing on 8<sup>th</sup> St. at MacDougal, Greene and Mercer Sts., and crosswalks at the planned painted neckdowns at these locations would help slow down approaching traffic and safeguard the crossing pedestrians. DOT indicates the numbers of pedestrians don't meet the Traffic Standards warrant requirements, however, these Standards are a set of guidelines only, meant to be flexible but in the past too often applied using a “one size fits all” approach that emphasized easing vehicular movement that has been replaced by a new paradigm emphasizing flexibility in street design to avoid impacts on the quality of life in communities; and

**Whereas** CB2 has requested a Complete Streets re-design on 6<sup>th</sup> Ave. that would cover the area of improvement, and DOT has indicated they are studying its feasibility; and

**Whereas** the need for brighter lights on 8<sup>th</sup> St., especially on the sidewalks, was pointed out, and DOT indicated that they can do an illumination study there; and

**Whereas** CB2 favors concrete neckdowns in all cases, but understands that structural conditions (such as catch basins) in certain locations merit more intensive and costly capital reconstruction; and

**Whereas** several people from the surrounding community attended who were in favor of the proposed improvements, including members of the 8<sup>th</sup> St. Block Association and the director of the Village Alliance;

**Therefore be it resolved** that CB2 thanks DOT for their timely and responsive plan for pedestrian safety improvement for 8<sup>th</sup> St. and the Ruth Wittenberg Triangle area and expresses our full support for this initiative; and

**Be it further resolved** that CB2 strongly urges that the new type Split LPI for traffic signalization, along with a pedestrians-only green light phase (specifically for crossing pedestrians) that operates concurrently with a red left-turn arrow (preventing vehicles from turning at the same time) be installed as soon as possible at the western side of 6<sup>th</sup> and Greenwich Aves., together with a left turn only lane at the s.w. corner; and

**Be it further resolved** that CB2 strongly recommends installation of these same new Split LPIs (with dedicated green pedestrian phase and simultaneous red turning light arrows) at 5<sup>th</sup> Ave. and 8<sup>th</sup> St. (left turn from 5<sup>th</sup> to 8<sup>th</sup> – n.e. corner), 8<sup>th</sup> St. and Broadway (right turn from 8<sup>th</sup> to Broadway – s.w. corner), and 9<sup>th</sup> St. and 6<sup>th</sup> Ave. (right turn from 9<sup>th</sup> to 6<sup>th</sup> – n.e. corner); and

**Be it further resolved** that CB2 asks that high visibility crosswalks be installed on E. 8<sup>th</sup> St. at Greene and Mercer Sts. and on W. 8<sup>th</sup> St. at MacDougal St.; and

**Be it further resolved** that CB2 requests that DOT keep the potential Complete Streets 6<sup>th</sup> Ave. re-design in mind for proper coordination; and

**Be it further resolved** that CB2 requests that an illumination study be done as soon as possible on 8<sup>th</sup> St. between 6<sup>th</sup> Ave. and Broadway; and

**Be it finally resolved** that CB2 asks that concrete neckdowns that require capital reconstruction be installed in the near future in the areas now designated for painted neckdowns.

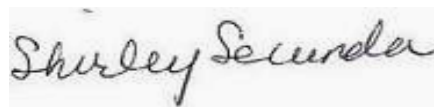
**Vote:** Unanimous, with 49 Board Members in favor.

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

Sincerely,



David Gruber, Chair  
Community Board #2, Manhattan



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

DG/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

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

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting November 20, 2014, Community Board #2, adopted the following resolution:

**Resolution requesting Stop signs on Washington St. southbound at Bank St. and crosswalks across the north and south sides of Washington St. at that intersection.**

**Whereas** the intersection of Bank and Washington Sts. is the only one that lacks traffic controls on the stretch of Washington St. from the Meatpacking District to Spring St., making it especially vulnerable to fast-moving traffic that whizzes by without stopping; and

**Whereas** there is a traffic light one block immediately north of this Washington/Bank St. intersection, at Bethune St., and one block immediately south at W. 11<sup>th</sup> St. that exacerbates the tendency for cars to speed up, surging ahead to catch the next green light, and putting crossing pedestrians (which the drivers fail to take into account) at serious risk; and

**Whereas** this area is particularly crowded with pedestrians going back and forth all day: the many local families who reside there, people on their way to and from the Hudson River Park, children from the West Village Houses and Westbeth crossing Washington St. on their way to and from P.S. 41, P.S. 3 and other local schools, students going to the New School branch at Westbeth, pre-schoolers and their parents coming to the Perry Nursery School ½ block away, patrons of the Westbeth Theater, people walking to art events at the Westbeth galleries, as well as bicyclists accessing the Citi Bike station on Bank St. to the intersection's west who then try to cycle across Washington St., all exposed to the constant danger of oncoming, non-stopping, swift vehicular traffic; and

**Whereas** the Westbeth building juts out extremely far on the Washington St. sidewalk, obscuring visibility, which further compromises safety and calls for discernible signposts; and

**Whereas** close to 50 letters were received from the surrounding community, all testifying to the gravely hazardous crossing conditions at the Washington/Bank intersection, some recounting close calls as well as actual impacts, all calling for traffic controls, especially Stop signs;

**Therefore be it resolved** that Community Board 2, Manhattan (CB2) urges that Stop signs be installed on the northeast and northwest corners of Washington at Bank St.; and

**Be it further resolved** that CB2 requests that high visibility crosswalks be installed across Washington Street on both the north and south sides; and

**Be it finally resolved** that CB2 asks that the crosswalk across Bank St. on the west side be refurbished as a high visibility one.

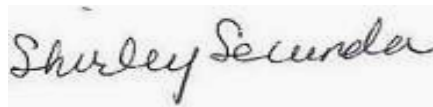
**Vote:** Unanimous, with 49 Board Members in favor.

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

Sincerely,



David Gruber, Chair  
Community Board #2, Manhattan



Shirley Secunda, Chair  
Traffic & Transportation Committee  
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