

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

December 18, 2015

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 December 17, 2015, Community Board #2, adopted the following resolution:

Resolution requesting change in parking regulations on weekdays on the west side of Hudson St. bet. 11th and Bleecker Sts. to 3-hour metered parking for Commercial Vehicles Only, Mon-Fri, 8am-6pm and 2-hour metered parking Mon- Fri, 6pm-10pm.

Whereas current parking regulations on the west side of Hudson St. bet. 11th and Bleecker Sts. are for 2-hour metered parking Mon-Sat, 8:30am-7pm; and

Whereas multiple businesses which have daily deliveries during the week are directly in front of the metered parking spaces; when those spaces are occupied by regular non-commercial vehicles, commercial/delivery trucks are forced to double-park in a moving lane of traffic along Hudson St., causing congestion by stopping the flow of traffic, and making it dangerous for motorists, pedestrians, and cyclists to navigate along Hudson or cross the street; and

Whereas Hudson St. is narrow in this area and often prone to congestion, essentially becoming a single lane of traffic in combination with the bicycle path and racks, commercial truck traffic from Mrs. Green's, D'agostino deliveries, UPS, FedEx and garbage trucks as well as commuter traffic using the street as a major route to Midtown and points beyond, especially during rush hour, and with commercial/delivery trucks double-parked in a moving lane, all contribute to a perfect storm; and

Whereas the delivery trucks double-parked on Hudson obscure pedestrian visibility, making crossing the street nearly impossible without stepping out into oncoming traffic with the possibility of being seriously injured or even killed by a vehicle in the process; and

Whereas these conditions often times lead to aggressive verbal altercations between bus drivers, delivery drivers, taxi drivers, cyclists, regular motorists and pedestrians; and

Whereas providing metered parking for commercial vehicles at this Hudson St. location will both free up the double-parked moving lane for vehicular traffic flow, thus alleviating congestion, and provide the businesses

there with much-needed access for their delivery trucks, as well as create a safer street environment;

Therefore be it resolved that Community Board 2, Manhattan requests that the parking regulations on the west side of Hudson St. bet. 11th and Bleecker Sts. be changed on weekdays to 3-hour metered parking for Commercial Vehicles Only, Mon-Fri, 8am-6pm and 2-hour metered parking Mon- Fri, 6pm-10pm.

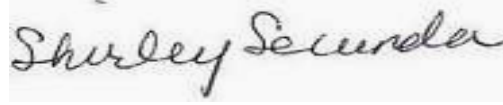
Vote: Unanimous, with 40 Board Members in favor.

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

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, 35th Floor
New York, NY 10038

Hon. Melissa Mark-Viverito
Speaker, NYC Council
250 Broadway, Suite 1856
New York, NY 10007

Hon. Rafael Espinal
Chair, Consumer Affairs Committee
NYC Council
250 Broadway, Suite 1880
New York, NY 10007

Hon. Corey Johnson
3rd Council District
250 Broadway, Suite 1804
New York, 10007

Dear Manhattan Borough Commissioner Forgione, Speaker Mark-Viverito, Councilman Corey Johnson and Councilman Rafael Espinal:

At its Full Board meeting December 17, 2015, Community Board #2, adopted the following resolution:

Resolution supporting passage by the NYC Council of Int. No. 713 to require sight-seeing bus operators to submit operating plans to the Dept. of Consumer Affairs.

Whereas Community Board 2, Manhattan (CB2) thanks the office of NYC Council Member Corey Johnson for presenting an overview of Int. No. 713 requiring sight-seeing bus operators to submit operating plans to the NYC Dept. of Consumer Affairs (DCA), so that the Dept. can monitor the traffic of sight-seeing buses on the road; and

Whereas the proposed bill includes the following requirements:

- All applicants for sight-seeing bus licenses or for renewal of their licenses must submit a separate operating plan for every single bus in every sight-seeing bus fleet or, in the case of one single bus, for that individual bus, to DCA.
- The operating plan must detail proposed routes, days and hours of operation, stops and layover locations for these buses, as well as how many buses in each fleet are expected to use each route, stop and layover location during each hour of operation.
- DCA must forward each operating plan for review and comment within 60 days to the NYC Dept. of Transportation, and the community board(s) and council member(s) in the district(s) traversed.

- Upon reviewing the operating plan and the comments submitted, DCA can approve or deny it outright, or send it back to the applicant to amend to avoid adverse impacts on traffic and public safety that have been determined. When the amended plan is re-submitted, DCA must review it again.
- No sight-seeing bus license can be issued until the operating plan for the bus is approved.
- DCA must post each approved operating plan on its website within 30 days. Each sight-seeing bus must carry a copy of its operating plan at all times.
- Should the sight-seeing bus owner violate an operating plan's terms, each offense is required to be fined from \$500 to \$1,000; and

Whereas huge, sight-seeing (tour) buses travel down our streets, polluting the air, exacerbating congestion, emitting excessive noise, endangering people's safety (all too often injuring and even killing pedestrians), hindering public bus activities as well as deliveries, backing up traffic, making unwieldy and hazardous turns, jumping the sidewalks, destroying trees, and creating vibrations that structurally impact our small-scale buildings and street beds, altogether compromising the health, safety and access of residents and all users of these streets, and there are no measures at this time to monitor and manage their travel along these routes; and

Whereas the proposed operating plans requirements in Int. No. 713 provide the opportunity for needed input and regulation on suitable sight-seeing bus routes, assignment of sight-seeing bus pickup/drop-off stops, and facilitation of public bus access in a balanced and equitable manner that accommodates tourism while helping mitigate negative impacts on our communities; and

Whereas the penalty (\$500-\$1,000) put forth for violation of an operating plan's terms is not in keeping with today's costs and current pricing structure, especially for an industry known to earn over \$100 million annually and garner \$25,000 per bus for advertising with an additional one-time \$15,000 set-up fee; and

Whereas no NYC 311 service mechanism currently exists for specifically reporting sight-seeing bus violations and also will be needed for reporting non-compliance with sight-seeing bus operating plans;

Therefore be it resolved that CB2 fully supports Int No. 713 and strongly urges that it be calendared to be heard by the NYC Council as soon as possible and swiftly passed into law; and

Be it further resolved that CB2 suggests that provision be included requiring large, easily visible signage of the operating plan and information on where and how to submit complaints of non-compliance with it to be affixed outside the bus; and

Be it further resolved that CB2 urges that consideration be given to inclusion of a higher penalty for violation of an operating plan's terms that is more in keeping with today's costs and current pricing as well as to provision for escalation of penalties based on the number and severity of violations; and

Be it further resolved that CB2 recommends including provision for license revocation based on the number and severity of infractions; and

Be it finally resolved that CB2 asks that provision be included for assigning a code designation to NYC's 311 service for reporting complaints about sight-seeing bus violations and non-compliance with operating plans.

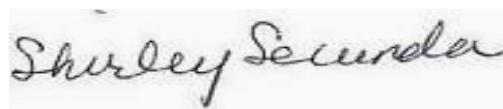
Vote: Unanimous, with 40 Board Members in favor.

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

Sincerely,



Tobi Bergman, Chair



Shirley Secunda, Chair

Community Board #2, Manhattan

Traffic & Transportation Committee
Community Board #2, Manhattan

TB/EM

c:

Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Nydia Velasquez, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Daniel Squadron, NY State Senator
Hon. Deborah Glick, State Assembly Member
Hon. Sheldon Silver, NY Assembly Member
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Hon. Margaret Chin, Council Member
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New York, NY 10007

Hon. Rafael Espinal
Chair, Consumer Affairs Committee
NYC Council
250 Broadway, Suite 1880
New York, NY 10007

Hon. Margaret Chin
1st Council District
250 Broadway, Suite 1882
New York, NY 10007

Dear Manhattan Borough Commissioner Forgione, Speaker Mark-Viverito, Councilwoman Margaret Chin and Councilman Rafael Espinal:

At its Full Board meeting December 17, 2015, Community Board #2, adopted the following resolution:

Resolution supporting passage by the NYC Council of Int. No. 950 to limit the number of sightseeing bus licenses.

Whereas Community Board 2, Manhattan (CB2) thanks the office of NYC Council Member Margaret Chin for presenting an overview of Int. No. 950 to limit the number of licensed sight-seeing buses; and

Whereas the proposed bill includes the following requirements:

- The NYC Dept. of Consumer Affairs (DCA) can issue a total of no more than 225 active sight-seeing bus license plates.
- Without an active license plate, a sight-seeing bus cannot operate.
- A licensed sight-seeing bus operator can be issued either a new or a renewal or replacement license within the 225 limitation; and

Whereas the number of sight-seeing buses has increased fourfold from 57 in 2003 to 229 operating currently, and there are no laws regulating the number of allowable sight-seeing bus licenses; and

Whereas an excessive number of huge, double-decker sight-seeing (tour) buses inundate our streets, polluting the air, intensifying congestion, emitting loud noise, endangering people's safety (all too often injuring and even killing pedestrians), hindering public bus activities as well as deliveries, backing up traffic, making unwieldy and hazardous turns, jumping the sidewalks, destroying trees, and creating vibrations that structurally impact our

small-scale buildings and street beds, exacerbated by their numbers bunching up, and altogether compromising the health, safety and access of residents and all users of these streets; and

Whereas DCA reports that nine more sight-seeing bus companies have applied for new licenses, threatening to increase the already exorbitant number of these buses on our streets; and

Whereas sight-seeing bus licenses are issued for two years at no more than \$250 per license, an obsolete pricing established many years ago that is not commensurate with the current cost of living, especially for an industry known to earn over \$100 million annually and garner \$25,000 per bus for advertising with an additional one-time \$15,000 set-up fee; and

Therefore be it resolved that CB2 fully supports Int No. 950 and strongly urges that it be calendared to be heard by the NYC Council as soon as possible and swiftly passed into law; and

Be it further resolved that CB2 urges that consideration be given to increasing the fee for sight-seeing bus licenses to be commensurate with today's cost of living and current pricing; and

Be it finally resolved that CB2 encourages and is hopeful that the allowable number of sight-seeing bus license plates will be re-evaluated for their negative impact and reduced further in the near future.

Vote: In Favor: 39 Board Members
Opposed: 1 Board Member (R. Sanz)

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

c:

Hon. Jerrold L. Nadler, Congressman
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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 December 17, 2015, Community Board #2, adopted the following resolution:

Resolution in support of re-installation of Street Seats on East 13th Street. east of 5th Avenue

Whereas the New School is proposing to re-install a Street Seats amenity on the north side of East 13th Street east of 5th Avenue, in conjunction with the NYC Department of Transportation (DOT) program of that name, to again provide in warmer months some attractive public space, seating and community friendly enhancements in an area that is devoid of these conveniences; and

Whereas the previous Street Seats installation, which was designed and constructed by students from the New School's Parsons School of Design in collaboration with other New School students and was in operation from June to early November 2015, was observed to be well-used and also praised by members of the general public and the community (both residential and business), passers-by, and students; and

Whereas DOT and the New School presented an illustrated slide report (responding to Community Board 2, Manhattan (CB2)'s March 2015 resolution request) showing the extensive use and popularity of the installation and its effectiveness in providing a needed and attractive amenity in a sturdy, well-protected environment, and in traffic calming the street; and

Whereas because of the project's success, an official Street Seats design/construction class is being created for credit; and

Whereas the same base/footprint will be used again for a new design that will be evolved by the new class in keeping with the previous guidelines, e.g., with possibilities such as employing new fabrication techniques, creating an identity and graphics for Greenwich Village, installing benches and additional tables and chairs, using an umbrella, and also integrating and enhancing the adjacent tree pit, possibly with a garden, and taking care of it; and

Whereas, as before, the installation will rest on a platform extending six feet into the street bed from the curb (and level with the sidewalk), claiming new public space where the crowded sidewalk is unable to accommodate

this amenity. The structure will be three feet high, and 40 feet long in keeping with DOT's requirement that maximum length be no longer than the (New School's) building frontage less requisite distance from the surrounding fire hydrant and loading dock; and

Whereas, as before, the installation will be constructed of sustainable, recyclable materials, including chairs, tables, plantings, vegetation and possibly a beacon to provide extra illumination, as well as with photo luminescent elements for nighttime safety that will be highly visible to approaching vehicles; and

Whereas again in keeping with DOT guidelines, the following (and other requirements) will be observed:

- No smoking or alcohol consumption will be allowed. Signage prohibiting this will be provided by DOT. Although NYPD will be responsible for enforcement, a New School Security Desk looks out on the site and can act as a supplementary enforcer.
- The New School will take on liability as well as maintenance. New School staff will clean daily.
- The site will be open to the public from the sidewalk (to everyone, including students, residents, businesses, tourists, non-residents, etc.) and will be disabled accessible.
- Safety measures will include white concrete wheel stop bars protecting and defining each of the two flanking sides, white lane markers, flexible delineators and "No Standing Anytime" signage, all furnished by DOT. Because drivers will slow down in response to the structure and safety measures, there will be a traffic calming effect, making the street safer for all users.
- DOT will provide signage indicating the space is open to the public and with contact information for reporting concerns.
- Collapsible tables and chairs will be stored nightly, and roped off; and

Whereas, as before, students will prefabricate and assemble the construction modules in the New School facilities, allowing for easy and non-intrusive installation on the street; and

Whereas hours will be between 8:00 am and 8:00 pm daily; and

Whereas installation will be seasonal, May to October.

Whereas a petition with 400 signatures was submitted in support of the Street Seats installation, with approximately half of the signatures from the neighboring community and half from New School students, along with seven letters of support from businesses on the block; and

Whereas DOT and the New School have requested support from CB2 to continue the Street Seats project on an ongoing basis, with a pledge to come back to CB2 in the event of any major change or if the project were ended, and have indicated being open to the possibility of having the students who create the designs present them to CB2 once they're in progress;

Therefore be it resolved that Community Board 2, Manhattan (CB2) fully supports the proposed Street Seats re-installation on the north side of E. 13th St. east of 5th Ave.; and

Be it further resolved that CB2 has no objection to continuing the Street Seats project on an ongoing basis at the location on the north side of E. 13th St. east of 5th Ave., with the understanding that DOT and the New School guarantee that they will return to CB2 in the event of any major change or if the project were ended; and

Be it further resolved that CB2 reserves the right to revoke its continuing support should serious concerns develop; and

Be it further resolved that CB2 encourages having the students who create the Street Seats designs present their plans to CB2; and

Be it finally resolved that CB2 reiterates support to continue the Street Seats project on an ongoing basis only for this specific site on the north side of E. 13th St. east of 5th Ave.


Vote: Unanimous, with 40 Board Members in favor.

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

Sincerely,

A handwritten signature in dark ink, appearing to read 'Tobi Bergman', with a stylized, cursive script.

Tobi Bergman, Chair
Community Board #2, Manhattan

A handwritten signature in dark ink, appearing to read 'Shirley Secunda', in a cursive script.

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

TB/EM

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