

Terri Cude, *Chair*
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

February 17, 2017

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

Dear Commissioner Sanchez:

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

Resolution requesting epoxy-gravel sidewalk widening on both Grove St. and W. 4th St., plus signage, to avoid dangerous pedestrian and vehicular conflicts at the pedestrian island on 7th Ave. S. at Grove St. and add pedestrian space.

Whereas the southern tip of the pedestrian island between Christopher and Grove Sts. on the east side of 7th Ave. S. extends into the Grove St. streetbed partially in the path of motor vehicles coming from the east on Grove; and

Whereas this close configuration of the pedestrian island's edge with vehicles progressing from the east on Grove has led to many vehicles hitting and/or riding over the median tip (especially when it snows and the island end is totally obscured); and

Whereas motorists colliding with the jutting piece of island skid or have the potential to skid in many different directions, greatly endangering both themselves and crossing pedestrians; and

Whereas this danger to both drivers and pedestrians is further intensified by a lack of visibility of both the small white bollard on the island's edge and the small patch of streetbed striping intended to divert drivers away from the island, resulting in drivers suddenly swerving to avoid the island that they only see at the last minute; and

Whereas the sidewalk (subway entrance island) curb on the north side of Grove St. bet. W. 4th St. and 7th Ave. S. (as well as alongside Christopher Park on Grove) does not line up with the southern edge of the 7th Ave. S. pedestrian island, allowing for a curbside northern (right-hand) No Parking lane on Grove to lead directly into the protruding corner of the island, with many motorists following that lane to a virtual dead-end instead of veering to the left away from the island; and

Whereas Grove St. on the east side of 7th Ave. S. goes from east to west, Grove St. on the west side goes from west to east, precluding drivers coming from the east on Grove from directly advancing across 7th Ave. S., their

only option being to turn left and head south on 7th Ave. S., which calls for a more clearly defined left-hand lane and path on Grove; and

Whereas increasing pedestrian traffic at the subway entrance island facing Grove, W. 4th St. and 7th Ave. S. is expected to grow further as programming develops related to the nearby Stonewall National Monument, requiring more pedestrian space; in addition, the community wants to prevent illegal parking of food trucks next to the curb there, especially on W. 4th St.;

Therefore be it resolved that Community Board 2, Manhattan (CB2) asks the NYC Dept. of Transportation to extend the sidewalk on the northern side of Grove St. bet. W. 4th St and 7th Ave. S., i.e., at the subway entrance island, (and preferably also alongside Christopher Park on Grove) with epoxied gravel, so that its edge aligns with the southern/Grove St. end of the 7th Ave. S. pedestrian island, channeling Grove St. traffic coming from the east to the left or south; and

Be it further resolved that CB2 requests that the eastern curb of the subway entrance island on W. 4th St. bet. Christopher and Grove Sts. be similarly extended with epoxied gravel; and

Be it further resolved that CB2 asks that planters be installed in the requested extensions, along with bollards or flexible delineators, to protect and define the space for pedestrians (to be maintained by the 7th Ave. S. Alliance); and

Be it further resolved that CB2 requests that a highly visible sign stating "Keep Left" with a bold arrow pointing to the left (south on 7th Ave. S.) be placed on the southernmost side of the pedestrian median on 7th Ave. S. at Grove St.


Be it finally resolved that CB2 suggests that these improvements be incorporated into the upcoming 7th Ave. S. Complete Streets plan.

Vote: Passed, with 35 Board Members in favor.

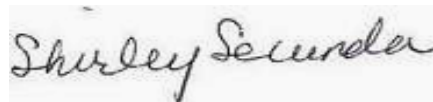
Against, 3 Board Members (D. Gruber, S. Aaron, R. Sanz)

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

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

Dear Commissioner Sanchez:

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

Resolution in support of a No Standing Anytime sign for one space in front of the NobleDEN Hotel, 196 Grand St.

Whereas the NobleDEN Hotel at 196 Grand St. requested a hotel loading zone sign to accommodate guests loading and unloading, but the NYC Dept. of Transportation (DOT) turned them down; and

Whereas DOT rejected the hotel loading zone request, because the NobleDEN Hotel has less than 100 rooms, and 100 rooms or more are required for this designation; and

Whereas DOT can provide No Standing Anytime as an alternative to a hotel loading zone when there are less than 100 rooms at a hotel, which allows for expeditiously dropping off or picking up passengers only; and

Whereas the NobleDEN Hotel needs at least one space to accommodate arriving and departing guests, and there's no other safe and convenient space for this nearby;

Therefore be it resolved that Community Board 2, Manhattan supports the installation of a No Standing Anytime sign for one space in front of the NobleDEN Hotel at 196 Grand St.

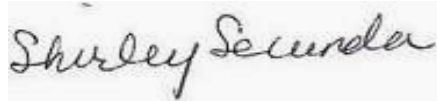
Vote: Unanimous, with 38 Board Members in favor.

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 Velásquez, Congressman
Hon. Daniel Squadron, NY State Senator
Hon. Yuh-Line Niou, Assembly Member
Hon. Gale Brewer, Man. Borough President
Hon. Margaret Chin, Council Member

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

Dear Commissioner Sanchez:

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

Resolution requesting a study by the NYC Dept. of Transportation to determine and implement pedestrian safety measures, including traffic calming and related traffic controls, on both W. 3rd and Bleecker Sts. between LaGuardia Pl. and Mercer St.

Whereas a petition with some 600 signatures (at least 95% of them local) has been submitted to Community Board 2, Manhattan (CB2) by neighborhood representatives requesting traffic calming designs on both W. 3rd and Bleecker Sts bet. LaGuardia Pl. and Mercer St., including narrowing of the streetbed on W. 3rd and midblock crosswalks on both streets, to protect pedestrians crossing these streets; and

Whereas CB2 has long been requesting improvements on both of these streets to make them more pedestrian-friendly, especially on the W. 3rd St block, which bet. LaGuardia and Mercer is exceptionally wide (approximately 50 ft.) and extremely hazardous for pedestrians trying to get across; and

Whereas both streets are heavily used by a numerous and varied pedestrian population, including local residents, families with young children, senior citizens, NYU students and faculty, children of all ages on their way to school, pre-school and play, people on their way to work, neighborhood businesses and their employees, not to mention visitors and tourists, with concerns coming from all of these users about their threatened safety traversing these streets; and

Whereas W. 3rd and Bleecker Sts bet. LaGuardia Pl. and Mercer St. are very different from each other in character, size and configuration, and would require different analyses and treatments, e.g. Bleecker St. is a little over 35 ft. wide (significantly narrower than W. 3rd St.), crowded with trucks and tour buses, with parking on both sides, a bicycle lane, delivery trucks at Morton Williams, and frequent congestion, while W. 3rd is a broad and somewhat desolate expanse that encourages and facilitates motor vehicles speeding and disregard of people in the street; and

Whereas drivers enter W. 3rd St. bet. Mercer St. and LaGuardia Pl. from the much narrower stretch bet. Broadway and Mercer, and seeing this opening, sprint forward from Mercer, racing to catch the green light at

LaGuardia (although W. 3rd St. beyond that becomes narrow again), adding to the hazardous conditions there; and

Whereas both W. 3rd and Bleecker bet. Mercer and LaGuardia are superblocks incorporating Green and Wooster Sts. and therefore are unusually long expanses calling for opportunities to cross in the middle. W. 3rd St. has two zebra-striped midblock crosswalks, both very faded and both ignored by the motorists zipping by. Bleecker offers a direct path between Silver Towers and Washington Square Village when people follow their own "desire lines" to cross midblock from one to the other, although no real, secure crossing exists; and

Whereas the W. 3rd St. block is beset by delivery and waste removal trucks operating at the midblock crosswalks that compromise pedestrian access and safety and obstruct visibility; and

Whereas plans for improvement by NYU are far in the future, but NYU indicates it is not averse to improvements being made to these streets by others in the meantime (and safety improvements are needed as soon as possible);

Therefore be it resolved that CB2 requests that the NYC Dept. of Transportation (DOT) conduct a study of both W. 3rd and Bleecker Sts. bet. LaGuardia Pl. and Mercer St. to determine and implement suitable traffic calming and other street improvement measures for each individually, to make them safe for crossing pedestrians; and

Be it further resolved that CB2 asks that particular consideration be given to narrowing W. 3rd St. (perhaps through sidewalk widening or neckdowns, a protected bike lane, or even street seats) and to providing midblock crossing opportunities on both Bleecker and W. 3rd (e.g. with high visibility crosswalks accompanied by traffic controls, as DOT requires, such as traffic light signals or STOP signs, and installing bulb-outs by the crosswalks); and

Be it finally resolved that CB2 encourages DOT to reach out for input from the community and to work with NYU to study and devise solutions (including with DOT's freight mobility unit), such as parking relocation and re-organization, for accommodating deliveries, loading and garbage disposal needs on W. 3rd St. that will avoid negatively impacting pedestrian and cyclist safety.

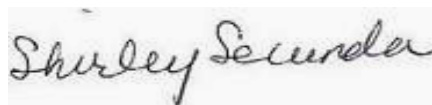
Vote: Unanimous, with 38 Board Members in favor.

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

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