

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

March 24, 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 March 23, 2017, Community Board #2, adopted the following resolution:

Resolution in support of 5th Ave. protected bike lane.

Whereas the NYC Dept. of Transportation (DOT) presented a proposed plan for a parking protected bike lane on 5th Ave. in response to Community Board 2, Manhattan's (CB2) 2014 resolution requesting a Complete Street (with protected bike lane) on 5th Ave. bet. 14th St. and Washington Sq. N.; and

Whereas the proposal (which covers 23rd St. to only 8th St., not to Washington Sq. N.) puts forth the following for 5th Ave. in the CB2/District 2 area (south of 14th St.), addressed in two segments because of their differing street widths:

14th St. to 9th St.

- Flipping of the existing bike and parking lanes on the east side of 5th Ave. to create a 6 ft. wide curbside bike lane painted green, a 5 ft. wide painted buffer and 9 ft. wide "floating" parking-protective lane with two 11 ft. wide travel lanes and at the western curb a 9 ft. wide parking lane.
- Mixing zones (bicycles and motor vehicles) at 12th St. and 10th St.
- A split-phase traffic signal operation at 14th St.

9th St. to 8th St.

- Moving the existing bike lane to the eastern curbside lane to create a 6 ft. wide bollard-protected bike lane there (painted green), a 5 ft. wide painted buffer, an 11 ft. turn lane, a 10 ft. travel lane and at the western curb an 8 ft. wide parking lane.
- A split-phase traffic signal operation at 8th St.
- An epoxy-gravel curb extension on the n.e. side of 8th St. at 5th Ave. with flexible delineators.; and

Whereas those in attendance (close to 50 people as well as all Committee members) strongly supported extending the bike lane onto the remaining 5th Ave. block bet. 8th St. and Washington Sq. N. to provide needed protection and continuity there as well as a connection to the bike lane around Washington Sq. Park; and

Whereas DOT indicated that extending the bike lane to Washington Sq. N. would entail providing sufficient width on that narrower stretch by either removing a travel lane which in turn would require elimination of the Barnes Dance signalization (which allows people to cross in all directions at once) at 5th Ave. and Washington Sq. N., or removing parking; and

Whereas almost all present, by a show of hands, demonstrated their preference for retaining the Barnes Dance which provides safe crossing access to Washington Sq. Park, especially for the many children and senior citizens going there, and for removing parking to accommodate the bike lane extension; and

Whereas a split phase traffic signal (with dedicated red and green light phases separate for pedestrians and for vehicles), will greatly protect pedestrians and cyclists crossing at the n.e. side of 8th St. at 5th Ave. from a heavy barrage of left-turning motorists, including both public and tour buses; and

Whereas a carefully placed planter in the epoxy-gravel curb extension at the n.e. side of 8th St. at 5th Ave. (similar to the one at that location previously) will provide additional protection by defining the extension and channeling automotive traffic around it; and

Whereas adding concrete pedestrian islands with mini-plots for planting will help to safeguard crossing pedestrians, further protect bicyclists and enhance the community environment; and

Whereas it was pointed out that a sizable amount of double parking occurs along 5th Ave. bet. 14th St. and Washington Sq. N. obstructing the existing bicycle lane and endangering bicyclists by shunting them into automotive traffic, while additional loading zones could reduce double parking; and

Whereas concern was voiced about the dangers of mixing zones, which cyclists and motorists both occupy to turn at intersections, along with the desire for alternatives, such as using another color in the zone to show the shift to cyclists and alert vehicles to their presence, or employing different signalization motifs; and

Whereas it was agreed that bicyclists need to be discouraged from riding into Washington Sq. Park where bike riding is not permitted; and

Whereas a suggestion to move the public (MTA NYCT) bus stop on 8th St. at 5th Ave. further east (to provide more left turn room) was quickly dismissed, because it would remove convenient access for people getting off as they do now to go to Washington Sq. Park or 5th Ave. or west on 8th St., but having tour buses, which are much larger, stop further east would provide even more turning space;

Therefore be it resolved that Community Board 2, Manhattan (CB2) welcomes and supports the DOT's plan for a protected bicycle lane on 5th Ave. below 14th St., with some additional requests and suggestions for modifications (following); and

Be it further resolved that CB2 urges that the bike lane be extended to Washington Sq. N. (i.e., on the block bet. 8th St. and Washington Sq. No.), and parking removed to accommodate it ; and

Be it further resolved that CB2 strongly favors retaining the Barnes Dance signalization at 5th Ave. and Washington Sq. N.; and

Be it further resolved that CB2 requests that a planter be placed in the epoxy-gravel curb extension at the n.e. side of 8th St. at 5th Ave. with care given to provide optimum visibility of and for pedestrians and vehicles (in addition to the very welcome split phase traffic signal); and

Be it further resolved that CB2 highly recommends that concrete pedestrian islands with mini-plots for planting be placed at the applicable 5th Ave. intersections at the onset of the project; and

Be it further resolved that CB2 strongly supports adding more loading and unloading zones along the 5th Ave. stretch under discussion to avoid double parking; and

Be it further resolved that CB2 asks that DOT explore safer alternatives to mixing zones at intersections and/or additional mechanisms to promote safety, such as using an individual identifying color and/or LPI's and LBI's; and

Be it further resolved that CB2 requests that signage or a suitable barrier be installed near the entrance of Washington Sq. Park that alerts bicyclists not to ride in; and

Be it finally resolved that CB2 unequivocally supports retaining the public (MTA NYCT) bus stop on 8th St. at 5th Ave., but suggests that an official tour bus stop be established further east, perhaps at University Pl. and 8th St., where tour buses are already stopping without authorization.

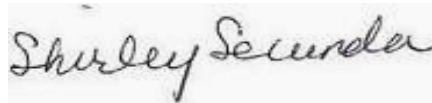
Vote: Unanimous, with 37 Board Members in favor.

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

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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 March 23, 2017, Community Board #2, adopted the following resolution:

Resolution requesting street and sidewalk improvements at the n.w. corner of 8th Ave. and Horatio Sts. and along the west side of 8th Ave. to W. 13th St. (at the gas station location) to provide safe crossing and access for pedestrians and vehicles.

Whereas Mobil Mart on the west side of 8th Ave. bet. Horatio and W. 13th Sts. is the last standing gas station in the CB2 district, which has led to a tremendous influx of motor vehicles of all types coming to this one station for gas refills; and

Whereas this increase in heavy vehicular traffic at that location has exacerbated the already unsafe situation there, where pedestrians must navigate crossing the street and using the sidewalk at the same time that cars, trucks, taxis and all manner of motor vehicles are approaching on and filling the same streets and sidewalk, leading to dangerously close pedestrian/vehicle encounters and potentially harmful pedestrian/vehicle and vehicle/vehicle conflicts; and

Whereas there is no physical separation between private property and the public sidewalk, with nothing to define different pedestrian and vehicular pathways; and

Whereas there's no area to line up to enter the gas station and nothing controlling the access from three different streets (8th Ave., Horatio and W. 4th Sts.), resulting in vehicles gathering in queues on 8th Ave. and on both sides of Horatio St. and blocking the intersection; and

Whereas this chaotic situation occurs mostly during rush hours, but also builds up at many other times of day, leaving both pedestrians and vehicles to find their way in whatever way they can through the gridlock; and

Whereas horns constantly blare down the Horatio St. block with cars being held up there through multiple cycles, a situation that many neighbors have reported as untenable; and

Whereas 13th St. west of 8th Ave. has very little vehicular traffic, offering an opportunity to potentially accommodate some of the overflow traffic;

Therefore be it resolved that Community Board 2, Manhattan (CB2) requests that the NYC Dept. of Transportation (DOT) study conditions at this problematic location with an eye toward incorporating improvements to relieve the frequent gridlock, organizing and separating vehicular and pedestrian activity to avoid endangering conflicts, and facilitating access there; and

Be it further resolved that CB2 suggests that methods of delineation, such as curb cuts and/or barriers, and visual clues, such as signage, be explored for use in defining dedicated areas for pedestrians and for vehicles; and


Be it further resolved that CB2 recommends that DOT consider reversing W. 13th St. bet. 8th Ave. and Hudson St. (or possibly to 9th Ave.) from westbound to eastbound, to allow vehicles to line up and enter the gas station there and alleviate backup on Horatio St; and

Be it finally resolved that CB2 encourages DOT to explore the possibility of scheduling service to different vehicles on different days, perhaps by odd and even license numbers.

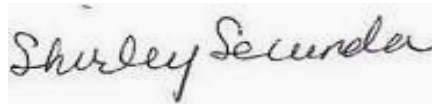
Vote: Passed, with 36 Board Members in favor.
Abstain, 1 Board Member (T. Bergman)

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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Dear Manhattan Borough Commissioner Sanchez:

At its Full Board meeting March 23, 2017, Community Board #2, adopted the following resolution:

Resolution requesting replacement of the overly bright LED street lights with less harsh and glaring street lights and installation of additional street lights on Charlton St. bet. 6th Ave. and Varick St.

Whereas residents on Charlton St. bet. 6th Ave. and Varick St. have reported that new LED street lights that have been placed outside their homes produce a harsh, eerily blue-toned glare that lights up the street in front of where they live "like a movie set" and shines in their windows "like floodlights," interfering both with their ability to sleep and their ability to concentrate; and

Whereas the American Medical Association reports that blue LED lights also can damage retinas in people's eyes, disrupt circadian rhythms (thereby disturbing body clocks and behavior patterns) and cause pain, posing a further concern for harm from their unnatural intensity; and

Whereas other residents on Charlton St. bet. 6th Ave. and Varick St. report that the street there is generally very dark, and that the harsh lighting is affecting separate individual areas at just a few spots on the block where they've been placed, while the rest of the street remains unlit;

Therefore be it resolved that Community Board 2, Manhattan strongly urges the NYC Dept. of Transportation (DOT) to immediately replace the overly bright LED street lights on Charlton St. bet. 6th Ave. and Varick St. with street lights that are warmer in color, lower in wattage and intensity, with a softer aesthetic quality and covered with appropriate shielding; and

Be it further resolved that CB2 also urges DOT to install at least two additional street lights on Charlton St. bet. 6th Ave. and Varick St., also warmer in color and lower in wattage and intensity, with a softer aesthetic quality than the glaring LED street lights that are currently there.

Vote: Unanimously, with 37 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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