

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

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

July 21, 2017

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

Dear Manhattan Borough Commissioner Sanchez:

At its Full Board meeting July 20<sup>th</sup>, 2017, Community Board #2, adopted the following resolution:

**Resolution requesting STOP signs, blinking lights, raised crosswalks, painted signs in the streetbed and other pedestrian safety improvements at the Greene and Mercer Sts. crossings on E. 8th St.**

**Whereas** in 2015-2016 the NYC Dept. of Transportation (DOT) installed high visibility crosswalks, along with epoxy gravel neckdowns with flexible delineators and planters, on E. 8th St. at Greene St. and at Mercer St. to shorten and safeguard these crossings for pedestrians, an action that the community supported and still does; and

**Whereas** as part of the original project, STOP signs were recommended to accompany these installations which then were declined by DOT, claiming the Traffic Standards warrant requirements for such signs weren't met, even though these Standards are a set of guidelines only, and, as put forth in the AASHTO Greenbook\* and MUTCD\*\* (the major sources for traffic engineering guidance), are meant to "allow sufficient flexibility to encourage independent designs tailored to particular situations" and open to "the application of engineering judgment,"; and

**Whereas** instead of STOP signs, "Pedestrian Crossing" signs were put up a few feet in advance of the Mercer and Greene St. crosswalks. The surrounding community reports that these signs are ignored by drivers who speed past, failing to yield to pedestrians, a highly dangerous situation, especially in an area filled with pedestrians, including families with young children, school children, college students, senior citizens and all the many other residents, working people and visitors who frequent 8th St.; and

**Whereas** the community also reports that the "Pedestrian Crossing" signs are misleading; that the walking pedestrian image on these signs gives people the false impression that they can safely cross the street at those spots in confidence, which is not the case; and

**Whereas** concerns have been voiced about these signs' lack of visibility, especially at night, and that they're obscured by trees, insufficient lighting, improper height and even by a "No Standing" sign that appears to be redundant, considering that flexible delineators already define the area where vehicles cannot stop; and

**Whereas** the standard STOP sign with its octagonal shape, white lettering and border on a red background is highly visible, very clear, well known and easily recognizable, with a significant capacity to attract drivers' attention and check their advance; and

**Whereas** physical changes in the street can slow vehicles from sprinting ahead to make the light on Broadway; and

**Whereas** the incidence of pedestrian traffic varies with the times of the year, month, week, or day, thus it's important to observe and evaluate conditions at different optimum times;

**Therefore be it resolved** that Community Board 2, Manhattan (CB2) thanks DOT for installing improvements on 8th St. to promote pedestrian safety; and

**Be it further resolved** that CB2 strongly urges DOT to replace the "Pedestrian Crossing" signs on E. 8th St. at Greene and Mercer Sts., with STOP signs (or possibly "STOP Here For Pedestrians" signs), accompanied by flashing lights; and

**Be it further resolved** that CB2 suggests that raised crosswalks (speed tables) level with the sidewalk with high visibility crosswalk markings be installed in place of the existing (flat) high visibility crosswalks on E. 8th St. at the Greene and Mercer crossings; and

**Be it further resolved** that CB2 recommends that DOT trim intruding tree foliage, adjust signage height for better visibility and look into removing the redundant "No Standing" sign; and

**Be it further resolved** that CB2 supports painting PED XING on the 8th St. streetbed in advance of the Greene and Mercer Sts. crosswalks; and

**Be it further resolved** that should DOT favor an alternative to the preferred STOP signs, CB2 asks that the old standard YIELD sign (a downward pointing equilateral triangle with a red border and YIELD in red letters on a white background), which is much more visible, clear and clearly understood than the "Pedestrian Crossing" sign, (or possibly a "Yield Here to Pedestrians" sign) be placed on E. 8th St. at Greene and Mercer Sts.; and

**Be it finally resolved** that CB2 requests that DOT conduct any examination and evaluation of pedestrian conditions and safety requirements on E. 8th St. at Greene and Mercer Sts. in September or October, times of full pedestrian use (including the NYU student body) reflecting optimum needs, and at different times of day on different days of the week.

\*American Association of State Highway and Transportation Officials: *A Policy on Geometric Design of Highways and Streets*.

\*\* Federal Highway Administration: *Manual of Uniform Traffic Control Devices*.

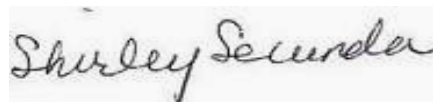
**Vote:** Unanimous, with 41 Board Members in favor.

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 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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July 21, 2017

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

Daniel Brownell  
Commissioner/Chair of Business Integrity Commission  
100 Church St., 20<sup>th</sup> Floor  
New York, NY 10007

Dear Manhattan Borough Commissioner Sanchez and Commissioner Brownell:

At its Full Board meeting July 20<sup>th</sup>, 2017, Community Board #2, adopted the following resolution:

**Resolution requesting additional pedestrian safety measures to improve traffic safety conditions and reduce speeding and directional impacts at the pedestrian crossing on the east side of W. 8th St. at 6th Ave. (Ave. of the Americas) and at the complex intersection of W. 8th St., 6th and Greenwich Aves. [See also July 2017 Resolution requesting measures to improve pedestrian safety at the s.w. corner of Christopher St. and Greenwich Ave.].**

**Whereas** in 2015 the NYC Dept. of Transportation (DOT) implemented a pedestrian safety project on 6<sup>th</sup> Ave. (Ave. of the Americas) at 8th St. and at Greenwich Ave., around Ruth Wittenberg Triangle (RWT), and east on 8th St.; and

**Whereas** among the project's improvements were signalization changes, extension of the RWT on all sides, and neckdowns (some textured/painted, some concrete), such as at the n.e. and s.e. corners of 8th St. and 6th Ave., the n.e. and s.e. corners of 9th St. and 6th Ave., and the s.w. side of Greenwich Ave. at 6th Ave., some of which have been working very well, some of which have been shown to need important modifications; and

**Whereas** on May 16, 2017 a woman was fatally struck at 8th St. and 6th Ave. by a private sanitation truck heading east from Greenwich Ave., a tragic and disturbing reminder of the still exceptionally hazardous conditions at that intersection: and

**Whereas** the length and odd angle of the pedestrian crossing on Greenwich Ave. on the western side of 6<sup>th</sup> Ave. continues to be considered one of the most hazardous by the community (also corroborated by NYPD 6<sup>th</sup> Precinct representatives), with constant turning conflicts as motor vehicles turn left at the s.w. corner from 6<sup>th</sup> onto Greenwich while pedestrians try to cross dangerously exposed to and (because of the angle) with limited visibility of the oncoming, fast-moving vehicles, which continue their momentum as they head northwest on Greenwich, more often than not cutting diagonally from the south to north lane; and

**Whereas** even with many welcome improvements, the W. 8th St., 6th and Greenwich Aves. intersection remains an exceptionally wide open, irregular and confusing expanse that facilitates the swift advance of motor

vehicles coming from the west, speeding eastward with ease as well as northward, very often through red lights, endangering pedestrians and running into local structures, e.g., the Jefferson Market Garden fence and the 6th Ave. islands and mini-gardens (as observed and reported by many in the community as well as by the 6th Precinct); and

**Whereas** DOT has indicated that it is planning to extend the current Complete St./Protected Bike Lane on 6th Ave., that now ends at 8th St., down to Canal St. and is working on a design; and

**Whereas** a community member reported that private garbage trucks speed, go through red lights and go on the sidewalk (which was verified by the 6th Precinct representative), a hazardous threat to pedestrians substantiated in a 1999 landmark study, *Killed by Automobiles* by Charles Komanoff, showing that private sanitation trucks have the highest pedestrian kill rate of any type of vehicle in NYC; and

**Whereas** NYC is working on a plan to reform the trash hauling industry and reduce private carting traffic by as much as 15 million miles annually, or 62%, aiming to consolidate redundant routes;

**Therefore be it resolved** that Community Board 2, Manhattan (CB2) thanks DOT for its attention to promoting pedestrian safety on 6<sup>th</sup> Ave. at 8th St. and at Greenwich Ave., around Ruth Wittenberg Triangle (RWT), and for its willingness, as previously expressed, to continue to observe conditions and make necessary modifications to its improvements in that area; and

**Be it further resolved** that CB2 requests that DOT revisit this area as promptly as possible to evaluate conditions and the efficacy of existing measures, to devise new solutions and make modifications where necessary, and implement them in a timely manner; and

**Be it further resolved** that CB2 proposes the following two alternative solutions to improve traffic safety conditions and reduce speeding and directional impacts at the pedestrian crossing on the east side of W. 8th St. at 6th Ave. (Ave. of the Americas) and at the complex intersection of W. 8th St., 6th and Greenwich Aves. and urges DOT to study and compare these two alternatives with an eye toward quick implementation:

- Continuation of the 6th Ave. Complete St./Protected Bike Lane south of 8th St. to Canal St. with a median treatment next to the southwestern corner (and part of the southwest side) of 6th Avenue at Greenwich Ave. The bike lane would continue curbside. Next to the bike lane would be a left-turn lane for motor vehicles and next to that would be the median (preferably concrete), alongside moving traffic. The bike lane would slow down the left-turning vehicles and in combination with the median would minimize and calm the intersection, while the median would serve as a buffer to slow down vehicles heading east. DOT has done this treatment at 14th St. and 8th Ave., including a designated left turn signal and a bike light there. Modification of the signalization at 6th and Greenwich is also recommended for either a split phase or a Split Leading Pedestrian Interval (LPI) with a flashing arrow, joined by a bike light.
- Installation of a traffic diverter on the northside lane of Greenwich Ave. at 6th Ave. preventing left turns from 6th onto Greenwich. The diverter would extend across the width of the northwest-bound lane. It could take various forms, e.g., a median barrier with vertical posts, an epoxy neckdown with flexible delineators, a row of large planters (similar to those on 9th Ave. in the Gansevoort area), even orange traffic cones. Channelization through the diverters could accommodate left-turning bikes. "No left turn" signage should be included. Motorists would be able to turn left on 9th St. While left turns would be prevented on Greenwich at 6th, the 8th St. bus (M8) still would be able to head east, as would emergency vehicles. Eastbound motor vehicles would be slowed by the diverter's delineation.; and

**Be it finally resolved** that CB2 entreats the City to speedily complete its plan to reform the trash hauling industry and reduce redundant private carting traffic, and to implement it posthaste.

**Vote:** Unanimous, with 41 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 Nadler, Congressman  
Hon. Brad Hoylman, NY State Senator  
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Luis Sanchez  
Manhattan Borough Commissioner  
Department of Transportation  
55 Water St., 9<sup>th</sup> Floor  
New York, NY 10041

Dear Manhattan Borough Commissioner Sanchez:

At its Full Board meeting July 20<sup>th</sup>, 2017, Community Board #2, adopted the following resolution:

**Resolution requesting measures to improve pedestrian safety at the s.w. corner of Christopher St. and Greenwich Ave. [See also July 2017 Resolution requesting additional pedestrian safety measures to improve traffic safety conditions and reduce speeding and directional impacts at the pedestrian crossing on the east side of W. 8th St. at 6th Ave. (Ave. of the Americas) and at the complex intersection of W. 8th St., 6th and Greenwich Aves.].**

**Whereas** on April 20, 2017, a woman crossing on the s.w. side of Christopher St. at Greenwich Ave., with the light and in the crosswalk, was struck by a taxi that had turned left from 6th Ave. (Ave. of the Americas) onto Greenwich Ave. and then turned left again on Christopher. The woman suffered multiple injuries, including a broken ankle and foot, broken rib, damaged knee and herniated disc, plus bruises; and

**Whereas**, as reported by community members, CB2 people and an NYPD 6th Precinct representative, the Christopher St./Greenwich Ave. intersection is difficult to maneuver safely because:

- The green light on 6th Ave. that gives the go-ahead for turning left onto Greenwich Ave. (n.w. bound) does not coordinate effectively with the traffic light at the Christopher/Greenwich intersection, which is red at first but quickly turns to green, causing confusion and encouraging motorists to quickly surge ahead on Greenwich from 6th to a swift left turn on Christopher at the same time pedestrians have the green light to cross there.
- Although the NYC Dept. of Transportation has made some modifications (such as small neckdowns) to slow down left-turning vehicles at the s.w. corner of 6th and Greenwich Aves., speeding still continues. Motorists turning left from 6<sup>th</sup> onto Greenwich sustain this speeding momentum as they head northwest on Greenwich, more often than not cutting diagonally from the southside to the northside lane and then cutting diagonally again from the northside to the southside lane to turn left on Christopher, typically without pause.
- Visibility is blocked by at least one parked car on the s.w. side of Greenwich Ave. at Christopher, making it difficult to see pedestrians crossing Christopher.;

**Therefore be it resolved** that Community Board 2, Manhattan (CB2) asks DOT to again look at conditions at the s.w. corner of 6th and Greenwich Aves. and at Greenwich Ave. and Christopher St. to assess what further steps may be taken to ensure pedestrian safety at these dangerous intersections; and

**Be it further resolved** that CB2 requests traffic signal modifications to minimize pedestrian/vehicular conflicts at these locations, e.g., a delayed green light at the s.w. corner of 6th and Greenwich Aves. with a flashing arrow, or split phase signalization there, and a split phase with a dedicated green light for pedestrians on Christopher St. at the same time Greenwich Ave. has a dedicated red, or a flashing arrow with a delayed left turn from Greenwich Ave. to Christopher St.; and

**Be it further resolved** that CB2 asks that at least one space be daylighted at the s.w. corner of Greenwich Ave. at Christopher St. to provide better visibility; and

**Be it finally resolved** that CB2 recommends as an alternative approach installation of a traffic diverter on the northside lane of Greenwich Ave. at 6th Ave. preventing left turns from 6th onto Greenwich ( as outlined in the July 2017 Resolution requesting additional pedestrian safety measures to improve traffic safety conditions and reduce speeding and directional impacts at the pedestrian crossing on the east side of W. 8th St. at 6th Ave. (Ave. of the Americas) and at the complex intersection of W. 8th St., 6th and Greenwich Aves.), which also would eliminate the problematic left turn from Greenwich Ave. on to Christopher St.

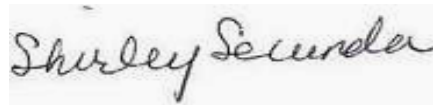
**Vote:** Unanimous, with 41 Board Members in favor.

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  
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