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COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

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

February 23, 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 February 19, 2015, Community Board #2, adopted the following resolution:

Resolution in response to DOT Proposed Alternative Pedestrian Safety Improvements on W. 4th St. bet. Christopher and Grove Sts.

Whereas the NYC Department of Transportation (DOT) presented a proposed alternative to improve pedestrian safety on W. 4th St. bet. Christopher and Grove Sts. (instead of closing W. 4th St. which could divert traffic) in response to Community Board 2, Manhattan's (CB2's) request for this change to DOT's previously presented plan for improvements on 7th Ave. S. at W. 4th and Christopher Sts. and Waverly Pl. (which CB2 otherwise fully supports), also including additional improvements that CB2 requested; and

Whereas this alternative proposal includes the following:

- A dedicated, marked left-turn lane on the east side of 7th Ave. S. leading into W. 4th St.
- Sidewalk corner curb extensions (neckdowns) on the west side of 7th Ave. S. at the north and south sides of Christopher St., the north side of W. 4th St. and the north side of Grove St., in response to CB2's request for these treatments to increase pedestrian crossing safety there (and CB2 greatly appreciates DOT's responsiveness), in addition to the already proposed and supported neckdown at the northeast corner of Christopher St. at 7th Ave. S. The neckdowns, of epoxied gravel, would be defined by flexible delineators; in order for them to be implemented, DOT would require a community maintenance partner (resident or business or both) to clean the narrow space between the curb and the delineators that couldn't be reached by a sanitation truck.
- Extension of the subway island sidewalks on W. 4th St. bet. Christopher and Grove Sts. (also contingent upon a community maintenance partner) and on 7th Ave. S. bet. Christopher and Grove Sts. (wide enough for cleaning by a sanitation truck), for shorter, safer crossing distances and better buffering of the island's space.
- Traffic signalization changes to correct conflicting signals and coordinate traffic lights

on 7th Ave. S., allowing for 16 seconds of conflict-free pedestrian crossing time on W. 4th St. bet. Christopher and Grove Sts. aided by a red arrow holding back vehicles in the 7th Ave. S. left-turn lane (while 7th Ave. S. thru traffic proceeds on green), followed by a flashing yellow arrow for the left turn; and

Whereas CB2 recognizes the benefit these proposed improvements will bring in helping safeguard pedestrians crossing the street while also organizing and rationalizing vehicular traffic movement; and

Whereas DOT reports their tests show that all fire trucks, tractor trailers and other large vehicles can easily turn and get through on W. 4th St. bet. Christopher and Grove Sts. as proposed; and

Whereas CB2 is in favor of the proposed corner curb extension on the northwest corner of Grove St. and 7th Ave. S., but believes its envisioned shape could foster dangerous pedestrian crossing activity, away from the crosswalk and into the intersection; and

Whereas the proposed design does not include advance notice barring left turns from the thru lane adjacent to the proposed 7th Ave. S. left-turn-only lane; in particular, there is only a dashed line crossing Christopher St. which would indicate erroneously that changing lanes to make left turns into W. 4th St. is a legal maneuver, and CB2 is concerned that vehicles in the thru lane could veer left to turn into W. 4th St., impeding the separate pedestrian crossing phase and greatly endangering crossing pedestrians;

Therefore be it resolved that CB2 sincerely thanks DOT for responding to CB2's request for an alternate proposal for pedestrian safety improvements on W. 4th St. bet. Christopher and Grove Sts. as well as to CB2's call for corner curb extensions (neckdowns) on the west side of 7th Ave. S.; and

Be it further resolved that CB2 supports the proposed improvements that DOT has put forth; and

Be it further resolved that CB2 asks DOT to modify the design of the corner curb extension (neckdown) on the northwest corner of Grove St. and 7th Ave. S. to prevent pedestrians crossing into the intersection instead of in the crosswalk, possibly by tapering the neckdown to the 7th Ave. S. crossing only or using another configuration to avoid dangerous crossing activity; and

Be it further resolved that CB2 requests that the lane markings be a solid line indicating No Lane Changes Permitted for the entire length of 7th Ave. S. from the start of the left-turn-only lane at W. 10th St. to the point where the turn onto W. 4th St. begins, especially including the small section of 7th Ave. S. crossing Christopher St. where a solid line would clearly indicate that this late lane change/turn is unlawful; and

Be it further resolved that CB2 urges DOT to also consider the following to further define the left-turn-only lane and channel traffic in the thru lanes to move forward on 7th Ave. S. and not turn left:

- Apply arrows on the thru lanes pointing straight ahead in advance of W. 4th and Christopher Sts.
- Locate a red light on the southeast corner of Christopher St. and 7th Ave. S.
- Install signage in advance of the left-turn only lane on 7th Ave. S. stating "Left-turn-only Lane for W. 4th St." to alert eastbound drivers ahead of time to pull into the left-turn lane.

Be it finally resolved that CB2 strongly encourages DOT to seek out maintenance partners for the upkeep of all the proposed corner curb and sidewalk extensions (so that they may be implemented) and offers CB2's aid in this endeavor.

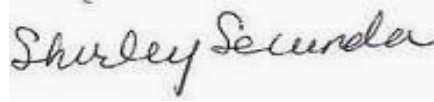
Vote: Unanimous, with 37 Board Members in favor.

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

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting February 19, 2015, Community Board #2, adopted the following resolution:

Resolution in support of DOT recommendations for speed humps, gateways, and markings in the West Village Slow Zone including W. Houston St. to the South, Hudson St. to the West, 8th Ave./Horatio St./Greenwich Ave. to the North, and 7th Ave. S. to the East, and for speed humps bet. 6th Ave. (Ave. of the Americas) and 7th Ave. S. from W. 11th St. to W. Houston St.

Whereas in Spring 2013 an extensive coalition of Greenwich Village schools, service facilities and organizations, as well as the NYPD 6th Precinct, seeking to improve pedestrian safety for children and other vulnerable populations, applied to the NYC Department of Transportation (DOT) for a West Village Slow Zone including W. Houston St. to the south, Hudson St. to the west, 8th Ave./Horatio St./Greenwich Ave. to the north, and 7th Ave. S. to the east, and DOT approved this for a 2015 implementation; and

Whereas a Slow Zone is a community-based program in which the speed limit is reduced in small, self-contained areas of local streets to 20 mph using safety measures such as signs, markings, speed humps and other traffic calming treatments, with priority given to areas with schools, senior centers, daycare centers and small parks. Gateways mark an intersection to announce the presence of a Slow Zone and alert drivers to reduce speed (signs are placed where traffic enters an area); and

Whereas in May 2014, in response to the request of a similarly extensive group of schools, recreational and service facilities spearheaded by P.S. 41, Community Board 2, Manhattan (CB2) submitted a resolution to DOT asking that the West Village Slow Zone be extended from its eastern boundary of 7th Ave. S. to Ave. of the Americas (6th Ave.) as its eastern corridor bounded by W. 11th St. to the north and W. Houston St. to the south, in order to provide safe access to the many school children and other vulnerable populations walking through this area that is filled with dangerous traffic conditions; and

Whereas DOT responded that the West Village Slow Zone couldn't be extended, because it was already underway, and changing it would incur a substantial delay in its implementation; and

Whereas DOT also recognized the feasibility of considering a second slow zone bet. 6th Ave. and 7th Ave. S. in the next round of applications, and indicated that in the meantime they would study the possibility of installing speed humps around schools in the requested expansion area; and

Whereas in February 2015, DOT presented to CB2 the results of an extensive investigation for siting speed humps, gateways and street markings in the West Village Slow Zone, along with results of the speed hump study within the proposed Slow Zone extension, and put forth the following recommendations:

- Install 10 speed humps on residential streets, including W. 11th St. bet. Bleecker and W. 4th Sts., bet. W. 4th St. and Waverly Pl., and bet. 6th Ave. and 7th Ave. S.; Charles St. bet. Bleecker and W. 4th Sts.; Grove St. bet. Bedford and Bleecker Sts.; Washington Pl. bet. 6th Ave. and 7th Ave. S.; Morton St. bet. Hudson St. and 7th Ave. S.; Leroy St. bet. 7th Ave. S. and Bleecker St.; Clarkson St. bet. Hudson St. and 7th Ave. S.; and Carmine St. bet. 6th Ave. and 7th Ave. S.
- Install 16 gateways with signage indicating “Neighborhood Slow Zone” and “Speed Limit 20” along with 20 mph and other pavement markings throughout the zone at Jane St. and Greenwich Ave., W. 12th St and 8th Ave., Bank St. and 8th Ave., W. 11th St. and 7th Ave. S., Perry and Hudson Sts., Charles St. and 7th Ave. S., W. 10th and Hudson Sts., W. 4th and W. 10th Sts., Christopher St. and 7th Ave. S., Hudson and Grove Sts., Barrow St. and 7th Ave. S., Commerce St. and 7th Ave. S., Morton St. at both 7th Ave. S. and Hudson St., St. Lukes Pl. and 7th Ave. S., and Hudson and Clarkson Sts.; and

Whereas there are certain constraints for locating Slow Zones, e.g. speed humps must be placed 150 ft. from intersections and away from utilities and manholes, can’t be placed by traffic signals, on cobblestone streets, on boundary streets (because they have much more volume) or on bus routes; and

Whereas the CB2 Schools and Education Committee presented an overview of the planned Slow Zone improvements at their meeting on Feb. 9th, which were enthusiastically received and are fully supported by the committee and their constituency; and

Whereas the streets designated for speed humps in the area between 6th Ave. and 7th Ave. S., i.e., W. 11th St., Washington Pl., Leroy and Carmine Sts., are around schools, with schoolchildren traversing them daily who are especially vulnerable to speeding traffic, and the addition of markings and signage is needed to alert drivers to proceed slowly in order to protect the children’s safety; and

Whereas, the community remains concerned about the Barrow/Commerce St. corridor, which is the only westbound residential segment in the studied area to be left without speed humps. This pair of streets is already a heavily traveled route for taxis and delivery vehicles attempting to avoid traffic and signals, and its lack of speed humps will almost certainly exacerbate that use, and

Whereas DOT has indicated that it is agreeable to CB2’s request to examine applying additional speed humps, signage and markings as well as other traffic calming improvements in the Slow Zone areas of concern and intends to continue to work with CB2 and consult as the project progresses; and

Whereas slower speeds save lives, and the odds of pedestrian death are four times lower at 20 mph compared with 30 mph; streets with speed humps show a 40% reduction in injury crashes and a 20% reduction in speeds; and

Whereas implementation, which will take about a month, is expected to proceed in late Spring 2015, depending on weather conditions, and speed humps will be implemented in the area between 7th Ave. S. and Ave. of the Americas (6th Ave.)/ W. 11th and W. Houston Sts. at the same time as in the West Village Slow Zone;

Therefore be it resolved that CB2 thanks DOT for its timely and responsive actions toward implementation of the West Village Slow Zone and extends particular thanks to DOT for including the area between 7th Ave. S. and Ave. of the Americas (6th Ave.)/ W. 11th and W. Houston Sts. in its speed humps study and for its recommendations to place speed humps around schools in that area; and

Be it further resolved that CB2 fully supports DOT’s recommendations to implement speed humps, gateways, signage and markings in the West Village Slow Zone area and the area between 7th Ave. S. and Ave. of the Americas (6th Ave.)/ W. 11th and W. Houston Sts.; and

Be it further resolved that CB2 requests that Slow Zone signage and markings be placed on W. 11th St., Washington Pl., Leroy St. and Carmine St. bet. 6th and 7th Aves; and

Be it further resolved that CB2 asks DoT to add gateways, markings and signage for 20 mph to Barrow St. and Commerce St. and to work with CB2 and the Barrow/Commerce St. community on carefully monitoring that corridor once the other installations have been made to assess the impact of any additional through traffic; and

Be it further resolved that CB2 requests that DoT institute changes to make the "No Turns for Trucks" signs installed on Barrow & Commerce Sts. on the west side of 7th Ave S. more visible; and

Be it further resolved that CB2 strongly favors placing gateway signage and pavement markings wherever there are speed humps; and

Be it further resolved that CB2 looks forward to continue working with DOT as the West Village Slow Zone project progresses and to conferring about adding additional improvements and refinements; and

Be it finally resolved that CB2 also looks forward to the timely completion of this project within the anticipated timeline for implementation.

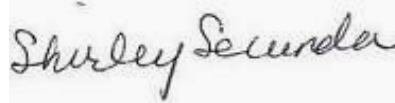
Vote: Unanimous, with 37 Board Members in favor.

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
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