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COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE
NEW YORK, NY 10012-1899

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

April 28, 2014

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 April 24, 2014, Community Board #2, adopted the following resolution:

Resolution in support of a parking-protected bicycle lane upgrade on Hudson St. from W. 14th St. to W. Houston St.

Whereas the NYC Department of Transportation (DOT) is proposing a protected bicycle lane with buffer on Hudson St. from W. 14th St. to W. Houston St. to replace the current un-protected one that has serious safety problems (the lane being frequently violated) and severe fading, in response to Community Board 2, Manhattan (CB2)'s request for such an upgrade in November 2011; and

Whereas the Hudson St. corridor from W. 14th St. to W. Houston St. has heavy volumes of motor vehicles and bicycles, as well as pedestrians whose safety is greatly compromised by the overly wide street width there (50-52 ft., curb to curb) creating long pedestrian crossing distances, and, with scant markings or delineations, allowing for overlapping and disorganized bicycle and vehicular traffic movement; and

Whereas the upgraded lane will involve reconfiguration of the street bed and other changes that include:

- Primarily curbside bike lane, then widened buffer, then floating parking, two travel lanes and another (curbside) parking lane (wider between W. Houston & Bank Sts. to allow more room to get out of cars), with some reallocation of parking spaces for protected pedestrian crossings and seven mixing zones for clearer visibility; 76% of parking spaces retained.
- Pedestrian islands in all crosswalks where there are no turning or utility conflicts, shortening pedestrian crossing distance, planted with trees and also able to house planting beds (if there are maintenance partners).
- Moving lanes kept at the same current 10 and 11 ft. widths (more appropriate for urban environments than wider highway standard widths), promoting safety and also accommodating the M20 bus; and existing number of lanes (two) preserved.

- Daylighting applications for unobstructed views at intersections.
- Lane northbound between W. Houston & Bank Sts. (on west side of street).
- Lane southbound between W. 14th St. & 8th Ave. (on east side of street).
- Extending existing 9th Ave. protected bicycle path southbound on Hudson St.
- Extending existing 8th Ave. protected bicycle path by connecting Hudson St. protected path to 8th Ave. protected one; and

Whereas DOT presented figures showing notable decreases in crashes and injuries after parking-protected bike lanes like the one proposed for Hudson St. were installed on 1st, 2nd, 8th and 9th Aves., and studies have shown that more bicyclists use protected lanes than un-protected ones, keeping bikes moving in the right direction (as opposed to a contra flow) and out of the way of automotive traffic, better organizing the street; and

Whereas DOT indicates that it has reviewed parking regulations and is intending to keep them as they are, since they will permit deliveries as is, however some people have expressed concern about access for deliveries and the need for sufficient loading/unloading accommodations; and

Whereas there are two elementary schools on Hudson Street between Morton and Christopher Streets, Public School 3 (John Melser Charrette School) and the St. Luke's School, whose entrances are directly across Hudson Street from each other and traffic and school crossings in relation to the new bike path need some evaluation; and

Whereas the Art Strickler Garden on the southwest corner of Hudson and Bethune Sts. was created right along the Hudson St. curblin, displacing pedestrians who, as a result, have to go quite far out of their way to walk along the sidewalk from Bank St. to Abingdon Sq., and who might be tempted to walk in the protected bike lane; and

Whereas CB2's November 2011 resolution requested a protected bike lane on Hudson St. south to Canal St., but the Hudson Sq. Connection BID, in coordination with DOT, has designed an enhanced bike lane below Houston St. to Canal St. that will connect to the DOT protected bike lane north of Houston, implementation expected by 2016; and

Whereas a number of community people turned out in favor of the protected bike lane, and letters of support were received; and

Therefore be it resolved that Community Board 2, Manhattan (CB2) supports installation of the parking-protected bicycle lane upgrade on Hudson St. from W. 14th St. to W. Houston St.; and

Be it further resolved that CB2 Man. asks the DOT to consider signage alerting drivers and bicyclists to the school zone created by the two above-referenced schools; and

Be it further resolved that CB2 appreciates DOT's sharing their proposed plan for this lane with and inviting input from the community, and encourages DOT to continue to inform, communicate and work with the community as the project progresses, consulting not only with CB2 but with all local stakeholders, the two above-referenced schools, St. Luke's School and Public School 3, merchants and other businesses, property owners and residents, on local needs, potential refinements, timetables, impacts and other concerns, giving ample advance notice; and

Be it further resolved that CB2 calls upon DOT to consult with adjacent businesses and institutions in establishing pickup and delivery accommodations, including delivery zones on the side streets if needed (as in CB4M) for both larger and smaller stores and for upstairs businesses in larger commercial buildings, and keep the community abreast of any plans for metered 3-hour commercial loading zones and get their input; and

Be it further resolved that CB2 asks that DOT work with the neighboring businesses, other stakeholders and elected officials to ensure that provisions are made for planting and maintaining flowers and other attractive blooms in the pedestrian islands (like those on 9th Ave.), organizing maintenance partners, in order to provide needed enhancement; and

Be it further resolved that CB2 recommends that the Art Strickler Garden be moved west, so that the sidewalk follows the curbline from Bank St. to Bethune St., in that way keeping pedestrians from walking in the protected bike lane; and

Be it finally resolved that CB2 thanks DOT for responding to CB2's November 2011 resolution, but also requests that DOT continue to work closely with the Hudson Sq. Connection BID to ensure a smooth and timely connection from the protected bike lane above Houston St. to the BID's bike lane south of Houston, hopefully well in advance of 2016 to harmonize as soon as possible with the operation of the DOT bike lane which is expected to go into effect Summer 2014, and also hopes that DOT can incorporate some of the same types of landscaping and amenity enhancements being used by the BID.

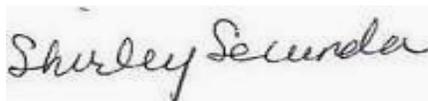
Vote: Unanimous, with 38 Board members in favor.

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

Sincerely,



David Gruber, Chair
Community Board #2, Manhattan



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

DG/jrm

- c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Sheldon Silver, Assembly Speaker
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Council Member

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April 25, 2014

Margaret Forgione
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Carmen Bianco, President
MTA NYC Transit Authority
2 Broadway
New York, NY 10004

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting April 24, 2014, Community Board #2, adopted the following resolution:

1. Resolution in response to MTA NYC Transit presentation on Mulry Sq. subway ventilation plant construction project.

Whereas Community Board 2, Manhattan (CB2) thanks MTA NYC Transit (NYCT) for coming to present an update on construction activities for the Mulry Sq. subway ventilation (fan) plant at 7th Ave., W. 11th St. and Greenwich Ave., as well as on the planned design for housing the fan plant and potential plans for finding a community landscaping partner; and

Whereas the “faux façade” design presented for housing the fan plant at this most recent April 3, 2014 CB2 Traffic and Transportation Committee meeting was wholly opposed by CB2 in its resolutions of both July 23, 2009 and May 20, 2010, because it was an approach “with cutouts in a lifeless, free-floating façade; a structure that lacks connection to the street and fails to enhance the pedestrian experience; a design that lacks any relationship to the surrounding area in terms of rhythm, proportion and articulation of elements; and a lack of sensitivity in incorporating the 9/11 ‘Tiles for America’,” and CB2 still opposes this design for the same reasons; and

Whereas, in combination with the “faux façade” design, the scanty presence of greenery and lack of other amenities renders the fan plant site a cold, uninviting place devoid of community identity, right at the nexus of an important gateway to the heart of Greenwich Village, which particularly merits a community-appropriate treatment; and

Whereas NYCT would require community partners to maintain greenery, and has indicated its intention to reach out to various private organizations and community groups and consult with CB2 for suggestions, and CB2 also strongly believes, as was stated in the Board’s previous resolutions that “the structure and adjacent open space (including plantings, lighting and other street furniture), need to be integrated into a holistic design from the start”; and

Whereas NYCT did not respond to CB2’s requests in its previous resolutions to not consider the “faux façade” design as its final plan and to instead “work together with the Board to produce a handsome, more appropriate, community- and pedestrian-friendly design that respects the area’s historic importance...”, there is still time to rethink the design and an opportunity to refine it so that it suitably and discreetly fits its neighboring context; and

Whereas NYCT reported that its agency is reaching out to the 9/11 Tribute Center and the New York State Museum to partner in completing the “Tiles for America” portion of the housing; and

Whereas no view was presented of the fan plant site and housing from Perry St.;

Therefore be it resolved that CB2 strongly urges NYCT to rethink the design for housing the fan plant, as previously requested, and refine it so that it suitably and discreetly fits its neighboring historic context, working together with the Board to incorporate elements that produce a warm and more fitting, community- and pedestrian-friendly scheme, such as (CB2 earlier recommended) provision of a continuous façade with cornice and base built of brick and concrete, and replacing blank windows with infill that provides naturalistic warmth and depth (a good example of this is at Village Community School on W. 10th St. bet. Greenwich & Washington Sts. where a series of lighted windows were added to a blank wall to foster safety and human connection with Washington St. and have become a place to display art); and

Be it further resolved that CB2 encourages NYCT to reconsider amenities use and placement, like better plantings and shade trees, seating, and public art, and requests (as asked before) that NYCT work with the community and in consultation with the NYC Department of Parks and Recreation to develop a scheme complementary to the fan plant housing design for integrated landscaping, lighting, and other amenities surrounding the proposed building site; and

Be it further resolved that CB2 supports NYCT’s efforts to reach out to partners in completing the “Tiles for America” portion of the fan plant housing and encourages NYCT to work with CB2 and with our elected officials in identifying the sources for these iconic tiles; and

Be it finally resolved that CB2 requests that NYCT provide a view of the fan plant site and housing from Perry St.

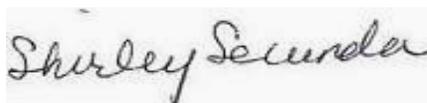
Vote: Unanimous, with 38 Board members in favor.

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

Sincerely,



David Gruber, Chair
Community Board #2, Manhattan



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

DG/jrm

- c: Hon. Jerrold L. Nadler, Congressman
- Hon. Brad Hoylman, NY State Senator
- Hon. Sheldon Silver, Assembly Speaker
- Hon. Gale Brewer, Manhattan Borough President
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April 28, 2014

Margaret Forgione
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

William J. Bratton, Commissioner
NYC Police Department
One Police Plaza
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione and Commissioner Bratton:

At its Full Board meeting April 24, 2014, Community Board #2, adopted the following resolution:

Resolution in favor of pedestrian safety and traffic improvements planned at the intersection of Bowery, Delancey and Kenmare Sts. with suggestions for refinements.

Whereas the NYC Department of Transportation (DOT) presented a plan to alleviate extremely difficult traffic conditions at the intersection of Bowery, Delancey and Kenmare Sts., a location with a high incidence of traffic crashes and congestion, where commercial corridors, dense residential, restaurant and entertainment uses converge, along with M103 bus routes and the J/Z subways; where intense volumes of motorists regularly back up and prevent pedestrians from crossing, and turns are difficult to make; and

Whereas focusing on a study area encompassing the Bowery from Spring to Delancey/Kenmare to Broome Sts., DOT is proposing the following improvements:

- Elimination on the intersection's north side of a thin, concrete, substandard median with no pedestrian waiting area, shifting the southbound left-turning lane to the median's current location to add a southbound through lane, in order to reduce congestion, overflow and pressure, clear the crosswalk at Spring St. from backup, and lower the failure to yield potential.
- Replacement of the substandard island on the south side of the intersection with a narrower, longer, more standard-size island shifted eastward, creating two full time receiving lanes and bus stop/rush hour lanes, helping reduce congestion and backup and allowing for improved left turns from Delancey St. into southbound Bowery, while adding greenery.
- Adding a larger island on the south side of the Spring St. intersection of the Bowery to help shorten the pedestrian crossing and provide a pedestrian waiting area.

- Expanding the neckdown on the southeast corner of the Bowery and Delancey St. to shorten the pedestrian crossing and make it safer.
- Reconfiguring the traffic signal sequence so that pedestrians in the north crosswalks will have 11 seconds head start dedicated cross-time.
- Extending the “No Standing Anytime” area on the northeast side of Delancey St. to allow more space for a useable right turn lane into the Bowery.; and

Whereas there’s a strong possibility that not all left turn traffic would fit in the new third, left turn lane on the Bowery between Spring and Kenmare St., and since Spring St., where it’s planned to start, doesn’t extend east from the Bowery, it might make sense to begin this lane further north, e.g. to Rivington St., which would double its length and capacity; and

Whereas community residents pointed out that although there’s an occasional traffic enforcement agent at the Bowery, Delancey/Kenmare intersection, more of them are needed and all of the time, and more need to be trained, since there are not enough of them, and they need to pay more attention to pedestrians; and

Whereas those in the community also commented on the timing of the traffic lights which don’t allow enough time to cross and don’t give a clear indication of who has the right of way, with drivers turning at the same time people are crossing, and recent research (Li Chen, Cynthia Chen, Reid Ewing – Journal of Transport Policy) has shown that “split-phase timing” of signals involving a third phase of the traffic cycle that stops all turns so pedestrians can cross (but not vehicular movement in all directions as in a “Barnes Dance”) is extremely effective in protecting crossing pedestrians;

Therefore be it resolved that Community Board 2, Manhattan (CB2) supports the proposed pedestrian safety and traffic improvements planned at the intersection of Bowery, Delancey and Kenmare Sts. with the following suggested modifications:

- Look into extending the new left turn lane on the Bowery (suggested between Spring and Kenmare Sts. in the current plan) further north of Spring St., probably right after Rivington St.
- Install signage alerting drivers to this new left turn only lane and of its leading to the Williamsburg Bridge.
- Add flexible bollards to delineate and help separate the new left turn lane to prevent vehicles in the lane next to it from merging into the left lane.
- Consider adding a left turn red arrow eastbound onto Delancey St. from the Bowery.
- Investigate changing the traffic light signal phase for the left turn from the southbound Bowery to Delancey St. and the right turn from Delancey St. to the northbound Bowery to “split phase timing” for a separate, conflict-free pedestrian crossing on the Bowery at the north side of Delancey St., i.e., so that crossing pedestrians and turning vehicles don’t get green “go” signals at the same time there. (CB2 has requested this same “split phase timing” approach for the left turn from Kenmare St. to Lafayette St. and the right turn from Lafayette St. to Broome St. and asks that, in addition to considering these locations, that their coordination with the suggested Bowery-Delancey “split phase timing” be taken into account).; and

Be it further resolved that CB2 asks the NYC Police Department to deploy more traffic enforcement agents (TEAs) at the Bowery, Delancey/Kenmare intersection, on a steady, continuous basis, and to provide training for additional TEAs, with an emphasis on ensuring pedestrian safety and alerting these and all TEAs of the necessity to focus on safeguarding pedestrians’ passage (and not just on moving motor vehicles).

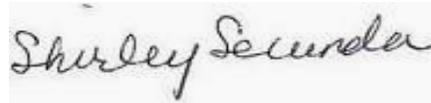
Vote: Unanimous, 38 Board members in favor.

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

Sincerely,



David Gruber, Chair
Community Board #2, Manhattan



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

DG/jrm

c: Hon. Jerrold L. Nadler, Congressman
Hon. Daniel Squadron, NY State Senator
Hon. Sheldon Silver, Assembly Speaker
Hon. Gale Brewer, Manhattan Borough President
Hon. Margaret Chin, 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 April 24, 2014, Community Board #2, adopted the following resolution:

Resolution in support of investigating solutions to traffic congestion on Spring St. bet. West and Washington Sts.

Whereas the installation of a median on Spring St. between West and Washington Sts. has been requested, with an accompanying large number of letters of support from both residents and businesses in the surrounding community (including several from building boards representing hundreds of occupants), citing the need to control and channel the heavy volumes of traffic that overrun this section of Spring with multiple lanes (three or more taking up a two-way, two lane street) caused by northbound West St. traffic diverted from using Canal St.; and

Whereas at present there is heavy construction on this section of Spring St., obscuring any clear picture of what conditions will be once construction is finished, making it difficult to assess whether a median is the appropriate solution for this problem; and

Whereas at the same time, a solution, even if temporary, is needed to provide relief from this relentless onslaught of traffic that even prevents the advance of westbound traffic coming off of Washington St.;

Therefore be it resolved that Community Board 2, Manhattan (CB2) cannot recommend the installation of a median on Spring St. between West and Washington Sts. at this time, which should be evaluated once construction is finished; and

Be it further resolved that CB2 asks the NYC Department of Transportation to begin right now to examine these untenable traffic conditions, with an eye toward relieving the impact of diverted Canal St. traffic, first, to provide early action solutions to ease the current situation, and then to start assessing long-term solutions, including the proposed street median, in anticipation of the completion of construction.

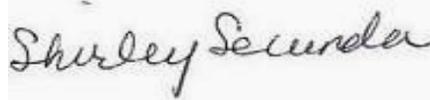
Vote: Unanimous, with 38 Board members in favor.

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