

David Gruber, *Chair*  
Bo Riccobono, *First Vice Chair*  
Jo Hamilton, *Second Vice Chair*  
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*  
Susan Kent, *Secretary*  
Keen Berger, *Assistant Secretary*

## COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

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

P: 212-979-2272 F: 212-254-5102 E: [info@cb2manhattan.org](mailto:info@cb2manhattan.org)

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December 20, 2013

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

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting December 19 2013, Community Board #2, adopted the following resolution:

**Resolution in support of proposal by the Hudson Sq. Connection to install the new City Lights on Spring St. bet. 6th Ave. and West St.**

**Whereas** the Hudson Square Connection Business Improvement District (BID), working jointly with the NYC Dept. of Transportation (DOT) has proposed installing eleven new City Lights on Spring St. bet. 6th Ave. (Ave. of the Americas) and West St. (nine of them replacing existing street lights and two added where none exist on the western end of Spring St.); and

**Whereas** the City Light design, with a LED arm and sculpted base, won an international design competition in 2004 for new street lighting for NYC, and the BID has chosen this design after conferring with DOT and reviewing other available street lighting as the most appropriate for the District and for helping to enhance Spring St. (the BID's Main St. corridor) as part of the BID's streetscape improvement project; and

**Whereas** the new City Light is more energy efficient with less glare than existing street lights, and its softer glow is more pedestrian-friendly; and

**Whereas** funding for this project has been received from the NYC Council, and the BID is matching these funds;

**Therefore be it resolved** that Community Board 2, Manhattan supports installation of the new City Lights both to replace the existing street lights and add such lighting where none now exists on Spring St. bet. 6th Ave. (Ave. of the Americas) and West St.

**Vote:** Unanimous, with 36 Board members in favor.

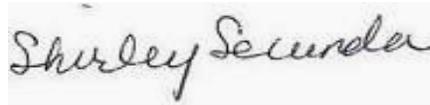
Please advise us of any decision or action taken in response to this resolution.

Sincerely,



David Gruber, Chair  
Community Board #2, Manhattan

DG/ch



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

- c: Hon. Jerrold L. Nadler, Congressman  
Hon. Brad Hoylman, NY State Senator  
Hon. Deborah Glick, Assembly member  
Hon. Christine Quinn, Council Speaker  
Hon. Scott Stringer, Manhattan Borough President  
Pauline Yu, Community Assistance Unit

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59 Maiden Lane, 35<sup>th</sup> Floor  
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting December 19, 2013, Community Board #2, adopted the following resolution:

**Resolution requesting blinking yellow lights, a speed table and a speed hump, an extended slow zone and other safety improvements on Barrow St. bet. 7<sup>th</sup> Ave. S. and W. 4<sup>th</sup> St.**

**Whereas** in 2012, the NYC Dept. of Transportation (DOT) implemented improvements at the dangerous intersection of 7<sup>th</sup> Ave. S., Bleecker and Barrow Sts., which greatly improved pedestrian safety crossing 7<sup>th</sup> Ave. S., but as is often the case with new enhancements, some adjustments in response to resulting conditions have needed to be made along the way, and we thank DOT for their cooperation in making those adjustments that Community Board 2, Manhattan (CB2) has requested thus far; and

**Whereas** in response to illegal double left turns being made from 7<sup>th</sup> Ave. S. into Bleecker St., causing congestion and crashes, and to distinguish the area where left turns (for east bound traffic) could be made, in order to separate traffic and reduce turning speeds, the new installation provided for one left-turn-only lane on 7<sup>th</sup> Ave. S., defined by markings and flexible delineators; and

**Whereas** it now has been ascertained that this left-turn-only lane configuration has led to traffic backing up on 7<sup>th</sup> Ave. S., often for several blocks north where some of the backup forms and is exacerbated by drivers who are unaware that they're in a left-turn lane; and

**Whereas** this backup has led drivers who are heading to turn left (east) on Bleecker St., or are in the wrong lane, to instead make a hard left on Barrow St. to avoid the congestion; and

**Whereas** these abrupt turns and highly accelerated speeds by vehicles then proceeding down Barrow St. from 7<sup>th</sup> Ave. S. to W. 4<sup>th</sup> St. (facilitated by no parking on either side) greatly endanger the large and vulnerable pedestrian population on this block; and

**Whereas** the one-block stretch of Barrow St. bet. 7<sup>th</sup> Ave. S. and W. 4<sup>th</sup> St. is in a school zone that includes Greenwich House (right at the corner where these swift and hazardous vehicular turns occur) which is the home of a nursery school, a senior center, youth programs, a drug treatment center and a theater, as well as five restaurants and five residential buildings, all of which produce a tremendous amount of foot traffic that is severely threatened by the numerous and high-speeding vehicles; and

**Whereas** letters and a petition from neighboring businesses, institutions, residents and other users have been submitted asking for remedies, such as speed humps, to this dangerous situation, with many attesting to the threat from the increase in speeding vehicles on this Barrow St. block and to the close calls they've already had almost being hit by drivers; and

**Whereas** DOT has approved the implementation in 2015 of a Neighborhood Slow Zone within the West Village in Community District 2 that includes Barrow St. west of 7<sup>th</sup> Ave. S. in response to an application from a community activist. In Slow Zones, the speed limit is reduced 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; Barrow St. bet. 7<sup>th</sup> Ave. S. and W. 4<sup>th</sup> St. is located east of 7<sup>th</sup> Ave. S., but being in a school zone with a senior center, the area might qualify for an extension of that Slow Zone;

**Therefore be it resolved** that CB2 requests that DOT implement the following early action improvements to reduce the danger of the current overflow of speeding traffic on Barrow St. bet. 7<sup>th</sup> Ave. S. and W. 4<sup>th</sup> St. and ensure the immediate safety of the many pedestrians who frequent that block:

- Install a flashing yellow beacon at the 7<sup>th</sup> Ave. S. eastern side of Barrow St.
- Install a speed table (raised crosswalk) across Barrow St. at the 7<sup>th</sup> Ave. S. eastern side to not only slow down motor vehicles turning into Barrow at the beginning of the block, but also to discourage the vehicles from turning into that street at all.
- Install a speed hump on Barrow St. bet. 7<sup>th</sup> Ave. S. and W. 4<sup>th</sup> St. further down the block from the recommended speed table to keep vehicles at a sustained slow speed that otherwise might forge ahead once they pass the speed table.
- Install additional signage further north on 7<sup>th</sup> Ave. S. (e.g. at Christopher St.) in the left lane stating "Left-turn Lane for W. 4<sup>th</sup> St. and Bleecker St." to channel drivers heading east to the left lane in advance and to avoid confusion.

**Be it further resolved** that in the long term, CB2 asks that DOT extend the West Village Neighborhood Slow Zone to include all of Barrow St. west of 7<sup>th</sup> Ave. S.; and

**Be it finally resolved** that CB2 also asks that in the long term, other approaches, such as a bulbout (neckdown) at the corner of Barrow St. and 7<sup>th</sup> Ave. S. on the northeast side, be considered.

**Vote:** Passed, with 34 Board members in favor, and 2 in opposition (Sanz & Sweeney)

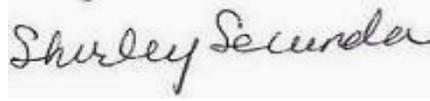
Please advise us of any decision or action taken in response to this resolution.

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Community Board #2, Manhattan

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Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting December 19, 2013, Community Board #2, adopted the following resolution:

**Resolution requesting “No Standing Anytime” sign on the northwest corner of Greenwich St. at Bethune St. covering one parking spot, and to extend the 'No Standing Except Trucks' section a comparable distance on the north end.**

**Whereas** current parking regulations on the northwest corner of Greenwich St. at Bethune St. specify “No Standing Except Trucks Loading & Unloading, 8AM – 6PM, Mon thru Fri” and on the northeast corner specify “No Standing Anytime;” and

**Whereas** currently the M11 Bus route begins on Bethune Street, and when making the right hand turn onto Greenwich Street to head north, it becomes nearly impossible to clear the turn because of the current parking spot on the northwest corner, especially when it’s an accordion type of (articulated) bus, even with the current “No Standing Anytime” sign on the northeast corner; and

**Whereas** Greenwich Street is extremely narrow and often prone to congestion, having a single lane of traffic, a bicycle path, bicycle racks, commercial truck traffic from D’agostino deliveries, UPS, FedEx and garbage trucks as well as commuter traffic using the street as a major route to the Meatpacking District, all of which form a perfect storm when there is a vehicle parked on the northwest corner, especially during rush hour time, further exacerbating the bus’s turning difficulty; and

**Whereas** often the bus becomes stuck and remains stationery, while traffic backs up on Bethune St., with the bus and the other drivers blowing their horns, sometimes leading to aggressive verbal altercations between bus drivers, delivery drivers, taxi drivers, cyclists and regular drivers;

**Therefore be it resolved** that Community Board 2, Manhattan requests the installation of a “No

Standing Anytime” sign on the northwest corner of Greenwich St. at Bethune St. covering one parking spot, and to extend the “No Standing Except Trucks’ section a comparable distance on the north end (taking one ‘regular’ parking spot) to make it easier for the M11 Bus to make a right turn from Bethune Street onto Greenwich Street.

**Vote:** Unanimous, with 36 Board members in favor.

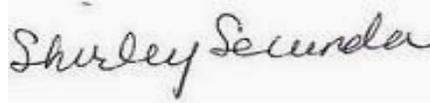
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