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Bo Riccobono, *First Vice Chair*  
Alison Greenberg, *Second Vice Chair*  
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*  
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Keen Berger, *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

June 25, 2012

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 June 21, 2012, Community Board #2, adopted the following resolution:

### **Resolution in support of DOT Canal and Hudson Sts. Pedestrian Safety Improvements and Improvements to the Varick St. entrance to the Holland Tunnel.**

**Whereas** the NYC Department of Transportation (DOT) has conducted a study in response to long-term problems concerning major access routes to the Holland Tunnel, including heavy tunnel traffic and turns threatening pedestrians in crosswalks, long crosswalks, poorly aligned intersections, jaywalking, absence of crosswalks where needed, and underutilized roadbed; and

**Whereas** DOT plans improvements to remedy these problems over a short time, using a “rapid response toolkit,” including:

- Converting two unnecessary receiving lanes on Varick St. bet. Broome and Watts Sts. into a painted sidewalk extension protected by granite blocks and planters, shortening Varick crosswalks and enhancing the walking environment.
- Realigning a crosswalk into two shorter crosswalks across a new neckdown at Varick and Broome Sts. on the west, limiting the amount of pedestrian exposure to tunnel-bound vehicles.
- A new crosswalk following a pedestrian desire line (previously at an unmarked crossing) on the Holland Tunnel entrance eastbound from Canal and Hudson Sts.
- A concrete median island shortening the crosswalk on Canal at Hudson St. and an expanded island shortening the crosswalk on Hudson at Canal St.
- Reclaiming an unused triangle of asphalt to add painted pedestrian space with planters on the north sides of the Canal/Hudson St. intersection.
- A planted median on Canal east of Hudson St.
- A new landscaped safety island on Canal St. west of 6<sup>th</sup> Ave. improving crossing, especially by slowing northbound left turns (from 6<sup>th</sup> Ave.).

- New markings on 6<sup>th</sup> Ave. across Canal St. and directly north to clarify alignment of moving lanes and bus lanes.
- New markings, including a left-turn-only lane to improve traffic flow and clarified traffic lanes to improve alignment on Canal St. at Greenwich St., with a new crosswalk on the western side of Canal at Greenwich.

**Whereas** on the west side of Varick St. bet. Broome and Watts Sts., where a painted sidewalk extension is planned for pedestrians in the currently underutilized roadway, there is sufficient room for 40-50 feet of scooter and motorcycle-only parking without impeding the creation of a much more significant pedestrian plaza and future green space (a common configuration in London); and

**Whereas** there currently are no lane markings on Hudson St. bet. Canal and Dominic Sts., making it unclear to drivers how the lanes should merge so as to end up with two lanes north of Dominic and leading to aggressive jockeying for position, and the westernmost lane of Hudson St. north of Canal St. is never a travel lane, presenting the potential to extend sidewalk space there to shorten crosswalk length; and

**Whereas** the intersection of Broome St. and 6<sup>th</sup> Ave. is in the same Holland Tunnel traffic zone as other pedestrian zones to be improved by this project, and crosswalks on the north side there also cross Sullivan St. and “Little 6<sup>th</sup> Ave.,” going across all three streets at an acute angle and making this a long and difficult pedestrian crossing, exacerbated by cars entering the car wash that cross and often block the sidewalk that is effectively part of the crosswalk. There is often heavy and fast moving traffic there, turning north onto 6<sup>th</sup> Ave. from Broome St. and not visible to pedestrians crossing west on the north side of Broome, and there are large numbers of high school students attending schools and after school programs on the northwest and southwest corners of this intersection;

**Therefore be it resolved** that Community Board No. 2, Manhattan (CB2) fully supports the proposed pedestrian safety improvements at Canal and Hudson Sts., Canal and Greenwich Sts. and Canal St. and 6<sup>th</sup> Ave., and at the Varick St. entrance to the Holland Tunnel (bet. Broome and Watts Sts.); and

**Therefore be it resolved** that CB2 requests that DOT consider the possibility of providing scooter and motorcycle parking on the west side of Varick St. between Broome and Watts St.

**Be it further resolved** that CB2 suggests that channelization be provided for northbound traffic on Hudson St. bet. Canal and Dominic Sts., and that the westernmost lane of Hudson north of Canal be converted to an extension of sidewalk space marked in the short term with surface treatments and flexible delineators; and

**Be it further resolved** that CB2 asks DOT to consider adding Broome St. and 6<sup>th</sup> Ave. to the intersections improved in this project, possibly extending a pedestrian area on the south tip of Soho Sq. to allow a less acute crossing of 6<sup>th</sup> Ave. on the north side of Broome St.

**Be it finally resolved** that CB2 asks DOT to thoroughly monitor and evaluate these improvements and report their findings back to CB2.

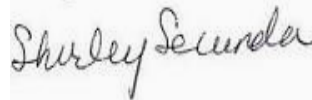
**Vote:** Unanimous with 39 Board members in favor.

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

Sincerely,



Brad Hoylman, Chair  
Community Board #2, Manhattan



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

BH/gh

c: Hon. Jerrold L. Nadler, Congressman  
Hon. Thomas K. Duane, NY State Senator  
Hon. Daniel L. Squadron, NY State Senator  
Hon. Sheldon Silver, Assembly Speaker  
Hon. Deborah J. Glick, Assembly Member  
Hon. Christine C. Quinn, Council Speaker  
Hon. Margaret Chin, Council Member  
Hon. Rosie Mendez, Council Member  
Jessica Silver, Manhattan Borough President's office  
Pauline Yu, Community Assistance Unit



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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 June 21, 2012, Community Board #2, adopted the following resolution:

### **Resolution in support of DOT 7<sup>th</sup> Ave. S./Bleecker St./Barrow St. Pedestrian Project.**

**Whereas** for a great many years Community Board No. 2, Manhattan (CB2) has been requesting that improvements be made to promote pedestrian safety and comfort at the complex, confusing and dangerous intersection at 7<sup>th</sup> Ave. S., Bleecker and Barrow Sts., an area of heavy pedestrian traffic with subways nearby, the M20 bus, retail and restaurant activities and many tourists, and in the top 1% of pedestrian injuries in Manhattan; and

**Whereas** the NYC Department of Transportation (DOT) has now completed a study of this area and found that existing problematic conditions include:

- Long crosswalks with turning conflicts.
- Soft-angle (shallow) turns (right on Barrow/left on Bleecker) when pedestrians have right-of-way with the WALK signal.
- Illegal double-turns causing congestion and crashes.
- Heavy left-turns onto Bleecker St. leaving “shadow” space that pedestrians use.
- Heavy vehicle volume late-night Friday and Saturday; and

**Whereas** DOT plans improvements to remedy these problems over a short time, using a “rapid response toolkit,” including:

- Installation of “painted” neckdowns (or with epoxy and gravel at grade) and high visibility crosswalks to decrease crossing distance by 27 feet on 7<sup>th</sup> Ave. S. and reduce pedestrian exposure while adding 1,215 s.f. of pedestrian space defined either by flexible delineators (small bollards) or planters adding enhancement (if maintenance partners are available).
- Addition of turn-only lanes (with accompanying markings) to prevent double turns from 7<sup>th</sup> Ave. S. onto Bleecker and Barrow Sts., separating vehicles wanting to turn from those wanting to go through.
- Addition of a new right-turn only lane on Bleecker St. and 7<sup>th</sup> Ave. S. in the bus stop.

A marked island with flexible bollards (later to become concrete) on the east side of 7<sup>th</sup> Ave. S. to channel traffic in one left-turn lane onto Bleecker St.; and

**Whereas** the current M20 bus stop on 7<sup>th</sup> Ave. S. northwest of Bleecker St. is right next to the current, severely angled crosswalk, confining that crosswalk in an awkward, difficult-to-cross configuration; and

**Whereas** pedestrians often stand in the Bleecker St. bike lane on the east side of 7<sup>th</sup> Ave. while waiting to cross Bleecker St., making it necessary for cyclists to swerve into the path of vehicles or else collide with the pedestrians;

**Therefore be it resolved** that CB2 fully supports the proposed improvements in DOT's 7<sup>th</sup> Ave. S./Bleecker St./Barrow St. Pedestrian Project and looks forward to their implementation; and

**Be it further resolved** that CB2 suggests that the M20 bus stop on 7<sup>th</sup> Ave. S. northwest of Bleecker St. be relocated further north to allow for a less acutely angled, more direct crosswalk; and

**Be it further resolved** that CB2 recommends that pavement markings, such as the oval "look" markings used in some NYC bike lanes, be placed in the Bleecker St. curbside bike lane on the east side of 7<sup>th</sup> Ave. to indicate its presence to otherwise unaware pedestrians; and

**Be it finally resolved** that CB2 asks DOT to thoroughly monitor and evaluate these improvements and report their findings back to CB2.

**Vote:** Unanimous with 39 Board member in favor.

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

Sincerely,



Brad Hoylman, Chair  
Community Board #2, Manhattan



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

BH/gh

c: Hon. Jerrold L. Nadler, Congressman  
Hon. Thomas K. Duane, NY State Senator  
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Hon. Sheldon Silver, Assembly Speaker  
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June 25, 2012

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 June 21, 2012, Community Board #2, adopted the following resolution:

**Resolution in support of retaining a protected pedestrian walkway in the parking lane (street) on the east side of 7<sup>th</sup> Ave. S. bet. W. 11<sup>th</sup> & W. 12<sup>th</sup> Sts. for the duration of the Rudin West Village Residences construction project.**

**Whereas** the Rudin organization has requested a full closing of pedestrian access, i.e., not only closing of the sidewalk (already approved and implemented), but also closing of the pedestrian walkway currently set up in the parking lane, on the east side of 7<sup>th</sup> Ave. S. bet. W. 11<sup>th</sup> & W. 12<sup>th</sup> St. during construction of the Rudin West Village Residences project, citing safety concerns if pedestrians try to bypass the walkway barriers when they're stopped temporarily for trucks moving equipment and debris there; and

**Whereas** the NYC Department of Transportation (DOT) has denied this request, citing its policy to not require pedestrians who want to remain on one side of a street to cross a 72-ft., heavily trafficked roadway (such as 7<sup>th</sup> Ave. S. is at this location) to the far opposite side, because of extreme danger to these pedestrians who often choose to walk in the street rather than cross; and

**Whereas** the roadway on 7<sup>th</sup> Ave. S. bet. W. 11<sup>th</sup> & W. 12<sup>th</sup> St. has an exceedingly high traffic volume (feeding into the Holland Tunnel and filled with downtown commuter motorists) and speed, making it extremely hazardous for pedestrians who prefer staying on the east side of 7<sup>th</sup> Ave. S. and who would choose to walk in the street in the absence of an unprotected east side walkway; and

whereas for safety purposes, the Rudin organization has employed flag persons to temporarily stop pedestrians on the east side walkway when their construction equipment and debris trucks are moving across that area;

**Therefore be it resolved** that Community Board No. 2, Manhattan (CB2) strongly supports retaining the protected pedestrian walkway in the parking lane (street) on the east side of 7<sup>th</sup> Ave. S. bet. W. 11<sup>th</sup> & W. 12<sup>th</sup> Sts. and keeping it open for the duration of the Rudin West Village Residences construction project; and

**Be it further resolved** that CB2 asks that every effort be made to minimize the time that pedestrians in the east side walkway have to stop to accommodate the equipment and debris trucks' passage; and

**Be it finally resolved** that, in addition to having flagpersons stationed to temporarily stop pedestrians at interim east side walkway locations at the time of equipment and debris truck movement, CB2 asks that consideration be given to posting flagpersons at the crosswalks flanking the east side walkway at the same time, so that those pedestrians who might choose to go across the street also can be alerted and have an opportunity to cross safely.

**Vote:** Unanimous with 39 Board members in favor.

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

Sincerely,



Brad Hoylman, Chair  
Community Board #2, Manhattan



Shirley Secunda, Chair  
Traffic & Transportation Committee  
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