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

COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE
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July 11, 2013

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 on June 20, 2013, Community Board #2, adopted the following resolution:

Resolution in support of Alternate Side Parking (street cleaning rules) on east side of Mott St. bet. Bleecker and Houston Sts.

Whereas current parking regulations on the east side of Mott St. bet. Bleecker and Houston Sts. require “No Standing Anytime,” restrictions that originally were for accommodating pickups and drop-offs and loading/unloading for industrial and commercial activities that are mostly long gone; and

Whereas with manufacturing gone and the entire neighborhood becoming residential, not only on Mott St., but on surrounding streets like Elizabeth and Mulberry, residents are requesting that outdated loading/unloading regulations be replaced with alternate side parking/street cleaning rules to accommodate residents; and

Whereas letters of strong support for alternate side parking (street cleaning rules) on both sides of Mott St. bet. Bleecker and Houston Sts. have been submitted by residential buildings there (such as 308 and 310 Mott St.) as well as by the Noho Bowery Stakeholders representing 300 members of the local community; and

Whereas Planned Parenthood, which is on the northeast side of the block, requires “No Parking except for loading and unloading except on Sunday” in front of their facility; a lamp post approximately 75-100 feet from the northeast corner could accommodate the regulatory sign, and it would cover both the facility’s clinic and its office entrance (otherwise there is no business on that side of the block); and

Whereas a great deal of automotive traffic speeds down Bleecker, making a swift turn onto Mott St., and then racing down Mott to make it through the traffic light on Houston St., greatly endangering pedestrians; and

Whereas a row of parking on the east side of Mott St., in combination with the alternate side parking recently approved on the west side of the street, would help to slow down this speeding traffic significantly (by narrowing the passageway) and increase pedestrian safety;

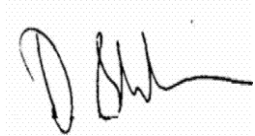
Therefore be it resolved that CB#2, Man. supports the installation of Alternate Side Parking (street cleaning rules) on the east side of Mott St. bet. Bleecker and Houston Sts.; and

Be it further resolved that CB#2, Man. also supports the request for one exception to Alternate Side Parking (street cleaning rules) on the east side of Mott St. bet. Bleecker and Houston Sts., that is, for “No Parking except for loading and unloading except on Sunday” in front of the Planned Parenthood facility at the northeast side of the street.

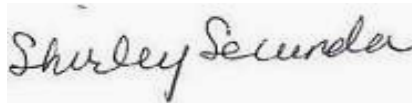
Vote: Unanimous, with 44 Board members in favor.

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/fa

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Daniel L. Squadron, NY State Senator
Hon. Sheldon Silver, Assembly Speaker
Hon. Deborah J. Glick, Assembly Member
Hon. Scott Stringer, Manhattan Borough President
Hon. Margaret Chin, Council Member
Hannah Friedman, Community Liaison, Man. Boro. Pres. Office
Pauline Yu, Community Assistance Unit
Deputy Inspector Elisa Cokkinos, NYPD 6th Precinct

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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 on June 20, 2013, Community Board #2, adopted the following resolution:

Resolution in support of instituting new parking regulations: No Standing on Little W. 12th St. bet. 9th Ave. and West St., N. & S. sides, 11 pm – 6 am, 7 days a week; No Standing on W. 13th St. bet. Hudson and Washington Sts., N. & S. sides, 11 pm – 6 am, 7 days a week; No Standing on Washington St. bet. Little W. 12th and W. 14th Sts., E. & W. sides, 11 pm – 6 am, 7 days a week.

Whereas severe congestion and unnecessary horn honking have been a source of constant complaints in the Meatpacking District; and

Whereas this congestion (and the horn honking resulting from it) is caused by overflow, drop-offs and double-parking particularly pronounced on Little W. 12th St. bet. 9th Ave. and West St., W. 13th St. bet. Hudson and Washington Sts., and Washington St. bet. Little W. 12th and W. 14th Sts., which become extremely slow-moving because of high nightlife-related traffic, with backups extending to the corners of these blocks, that in turn back up north- and southbound traffic on the cross streets; and

Whereas these conditions also render these streets virtually impassable for emergency vehicles, be they police, fire or EMS, at the time of night when emergency services are most likely needed in the area; and

Whereas Deputy Inspector Elisa Cokkinos, Commander of the NYPD 6th Precinct, presented a proposal for the following nighttime parking regulations to be put into effect to address this problem: No Standing on Little W. 12th St. bet. 9th Ave. and West St., N. & S. sides, 11 pm – 6 am, 7 days a week; “No Standing on W. 13th St. bet. Hudson and Washington Sts., N. & S. sides, 11 pm – 6 am, 7 days a week; No Standing on Washington St. bet. Little W. 12th and W. 14th Sts., E. & W. sides, 11 pm – 6 am, 7 days a week”, with support from the NYC Dept. of Transportation; and

Whereas the NYPD 6th Precinct specified that they are planning to dedicate additional resources to do enforcement in this area; and

Whereas a resident from the area confirmed that the horn honking and congestion problem has been a source of constant aggravation to more than 400 area residents, who have shared their grievances with her, and praised the proposed nighttime parking regulations, which she attested would allow for smoother traffic flow, thereby reducing congestion;

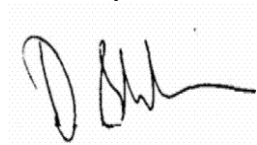
Therefore be it resolved that CB#2, Man. strongly supports the institution of the following nighttime parking regulations: No Standing on Little W. 12th St. bet. 9th Ave. and West St., N. & S. sides, 11 pm – 6 am, 7 days a week; “No Standing on W. 13th St. bet. Hudson and Washington Sts., N. & S. sides, 11 pm – 6 am, 7 days a week; No Standing on Washington St. bet. Little W. 12th and W. 14th Sts., E. & W. sides, 11 pm – 6 am, 7 days a week”; and

Be it further resolved that CB#2, Man. thanks the NYPD 6th Precinct for its intention to dedicate additional resources to do enforcement in this area and urges that these enforcement activities begin as soon as these new regulations are implemented.

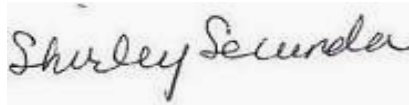
Vote: Unanimous, with 44 Board members in favor.

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/fa

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
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July 16, 2013

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 on June 20, 2013, Community Board #2, adopted the following resolution:

Resolution in response to presentation by NYC Dept. of Transportation proposing pedestrian and bicycle enhancements on University Pl. bet. Washington Sq. No. and E. 14th St.

Whereas the NYC Dept. of Transportation (DOT) is proposing to redo University Pl., (which runs north bet. Washington Sq. No. and E. 14th St. and is currently 37 feet wide curb to curb, without markings, and with No Parking 8 am to 6 pm on both the east and west sides of the street) by instituting the following changes:

- One 10-ft. wide and one 12-ft. wide parking lane.
- One 5-ft. wide bicycle lane on the street's west side, adjacent to parked cars, for bicycle network connectivity.
- One 10-ft. wide travel lane.
- Painted (sidewalk color) curb extensions (with the same 10- and 12-ft. widths of the parking lanes) located at E. 12th St., (N.W. and S.W. corners), E. 11th St. (N.E. corner), E. 8th St. (N.E. corner) and Waverly Pl./Wash. Sq. N. (N.E. corner), which DOT indicates will shorten crossings, add more pedestrian space and provide room for enhancements like seating and planters.
- New parking regulations – East Side, Waverly Pl. to E. 9th St.- 8am-6pm paid commercial, 6pm-8pm paid parking, E. 9th St. to E. 14th St.-8am-8pm paid parking; West Side, Waverly Pl. to E. 9th St.- 8am-8pm paid parking, E. 9th St. to E. 14th St.- 8am-6pm paid commercial, 6pm-8pm paid parking, all using muni- meters.
- Markings to organize bicycle and motor vehicle traffic.

Whereas customary parking lane widths are usually no more than 8-ft. wide (sometimes smaller), and there is no rationale given for the proposed extra-wide 10- and 12-ft. parking lanes, nor any reason why their widths vary from each other; and

Whereas the need for a bicycle lane on this short route was unjustified, especially with the northbound Lafayette St. bicycle lane right nearby; and

Whereas University Pl. is only 37-ft. wide, no wider than many secondary side streets, and way narrower than the truly large avenues in District 2, such as 7th Ave. S. which is 63-ft. wide at Bleecker St. (and whose southern crosswalk was appropriately shortened by curb extensions for pedestrian safety purposes to 36-ft., just one ft. short of University Pl.'s. current width), making University easy and safe to cross as has been attested by the local community who also confirm that its substantially wide sidewalks provide ample pedestrian space; and

Whereas the haphazard placement of disproportionately large painted curb extensions would create clutter rather than enhancement on the street, reducing rather than adding attractiveness with their pallid gray surfaces and thin, flexible delineators, even with the addition of generic planters (as witnessed at the one failed extension installed on the southwest corner of University Pl. at E. 14th St.) that don't reflect unique local character or of seating that's opposed by the community; and

Whereas a large number of residents indicated that University Pl. is a neighborhood commercial street not in need of passenger paid parking or parking accommodations for neighbors; and

Whereas the established routes of the M2 and M3 buses went up University Pl. (after turning north from 9th St.) until a few years ago, with the M3 northbound service rerouted in 2010 from University Pl. and 9th St. to 4th Ave. and 8th St. in response to the budget crisis, joining the M2 and M1 and unnecessarily duplicating these stops while taking away much needed bus service to the east side uptown from the many elderly and infirm users who have difficulty accessing the more distant route. The community has repeatedly asked for reinstatement of the M3 route on University Pl., and with several other bus routes now being returned, University Pl. street improvements should be created with consideration of how they would work in concert with a bus route, an essential and highly important form of alternative transportation; and

Whereas the large group of local residents in attendance pointed to the serious need for a pedestrian ramp at the curb on the southeast corner of 13th St. and University Pl. to accommodate disabled users, especially those in wheelchairs, and DOT's delay in installing one, and they also pointed out ponding issues that need to be addressed; and

Whereas CB#2, Man. is well on record as enthusiastically supporting such reforms as bike lanes, curb extensions, metered parking and beautification, but such approaches don't fit every single location, and although University Pl. has the potential to be turned into a great place, no one's getting knocked down crossing the street, traffic is manageable, there's no clamor for more parking there, and no records of crashes, complaints or community advocacy have been presented, indicating the need for serious and thorough consideration of how to address the specific conditions there in a long-term coordinated effort;

Therefore be it resolved that CB#2, Man. supports the following actions on University Pl.:

- Installation of a pedestrian ramp at the curb on the southeast corner of 13th St. and University Pl. and repair of ponding problems.

Be it further resolved that CB#2, Man. opposes the following actions on University Pl.:

- Formation of parking lanes with a typically smaller (unless more is specifically required for special application) and consistent width.

- Creation of a 5-ft. wide bicycle lane on the street's west side, protected by the addition of a 2-ft. buffer.
- Installation of paid commercial parking with muni-meters.
- Installation of any and all of the painted curb extensions DOT proposes.
- Setting up a 10-ft. wide travel lane.
- Installation of paid passenger parking.

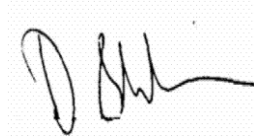
Be it further resolved that CB#2, Man. urges MTA NYC Transit to restore M3 bus service on University Pl. posthaste and work with DOT to assess street design requirements to accommodate the bus as it turns north from westbound 9th St., heads north on University Pl., and turns east on 14th St. and urges DOT to work in coordination with MTA NYC Transit to assess improvements that work in concert with this bus route; and

Be it finally resolved that CB#2, Man. hopes to work with DOT in the future in a coordinated effort to create a holistic, well-considered plan for University Pl., developed through a process of thoughtful evaluation and thorough discussion of alternatives with input from all involved parties.

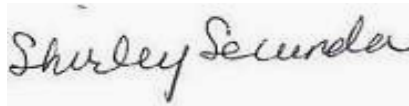
Vote: Unanimous, with 44 Board members in favor.

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/fa

- c:
- Hon. Jerrold L. Nadler, Congressman
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July 11, 2013

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 on June 20, 2013, Community Board #2, adopted the following resolution:

Resolution in response to presentation by NYC Dept. of Transportation: Houston St. and 6th Ave. (Ave. of the Americas) safety improvements.

Whereas the NYC Dept. of Transportation (DOT) presented a plan to improve safety at the intersection of Houston St. and 6th Ave. (Ave. of the Americas) in response to CB#2, Man.'s resolution of Sept. 20, 2012 (sent to DOT Sept. 24, 2012) requesting intensive traffic safety measures there in the wake of Jessica Dworkin's killing by a flatbed truck turning north from westbound Houston onto 6th Ave. and a series of other crashes and to address continuing hazards at this exceptionally dangerous intersection; and

Whereas DOT's findings from their study of this intersection and their recommendations to address these findings include:

- **Conditions:** Heavy pedestrian crossing volumes and poor visibility. **Recommendations:** Improve pedestrian visibility with concrete extensions on the corner where Houston and Bedford Sts. meet on the west side of 6th Ave. and at the median toward the southeast corner of Houston St. Add a flashing yellow right-turn arrow on Houston's southeast side for the right turn onto Houston from 6th to alert drivers to pedestrians.
- **Conditions:** Long crossings for pedestrians. **Recommendations:** Proposed concrete extensions (see above) and a safety island added at the middle of the northeast side of Houston shorten crossing distances, break up crossing and provide waiting areas.
- **Conditions:** Heavy westbound turning volumes from Houston St. with turning vehicles often failing to yield to pedestrians. **Recommendations:** Hold right-turn vehicles from Houston north onto 6th Ave. with 24-second red signal, in a signal phase change that allows for a separate, conflict free pedestrian crossing more than triple the existing protected crossing time. Add 51 seconds of protected crossing time on the Houston east side crosswalk.

- Conditions: Difficulty in predicting movements. Recommendations: Formalize double right turns (which are now “stolen”) from westbound Houston onto northbound 6th Ave., including a northbound right only lane, and delineate two westbound through lanes with the concrete safety island separation to clarify movements. Also use advance signage.

Whereas CB#2, Man. thanks DOT for developing this commendable plan and favors the recommendations it puts forth, but believes some fine-tuning can further strengthen the proposed safety features based on the following concerns from community input and discussion among the committee and other CB2 members:

- There is still vulnerability of pedestrians standing at the northeast corner of Houston St. and 6th Ave. from vehicles turning the corner too tightly and encroaching on the sidewalk.
- A concrete sidewalk extension (neckdown) on the northeast corner of 6th Ave. at Houston St. would help shorten the long east-west crossing and is feasible if the bus stop can be moved further north on that street.
- The arrows pointing west on Houston St. to Bedford St. would be clearer if they were straight rather than curved.
- People often cross north and south on the Houston St. side west of 6th Ave. in an unmarked area between Houston’s southern corner and west of its northern corner that is away from (west of) the north-south crosswalk to be striped (between the island on the south and the northern corner), presenting grave danger to them from vehicles coming south on 6th Ave. turning left (west).
- Drivers approaching 6th Ave. heading west on Houston St. need to be alerted sufficiently east of the 6th Ave. intersection to take the correct lanes.
- Traffic heading west on Houston at MacDougal St. is prone to surge ahead to beat the red light on 6th Ave. and needs to be short-circuited.
- Aligning the 6th Ave. sidewalks and inserting a perpendicular crosswalk across 6th Ave. on the northeast side of Houston St. might further enhance safety and clarity.
- A rose bush on the southeastern Houston St. median obscures visibility.
- Vehicles rampantly disregard and go through red lights at the Houston St./6th Ave. intersection (a non-working red light camera is presently located there).

Therefore be it resolved that CB#2, Man. is in favor of the recommendations presented by DOT to improve safety at the intersection of Houston St. and 6th Ave. (Ave. of the Americas) with the following suggestions for fine-tuning and adding to the proposed safety features to further strengthen them:

- Install heavy bollards, such as the metal ones used on Wall St. or bell bollards, on the the northeast corner (sidewalk) of the intersection.
- Continue to work with MTA NYC Transit to move the bus stop further up 6th Ave. to enable the installment of a concrete extension (neckdown) on the northeast corner of 6th Ave. at Houston St. with room for the buses.
- Paint the arrows pointing west on Houston St. toward Bedford St. straight rather than curved.
- Paint an angled, striped crosswalk or employ another solution at Houston St’s. southwest corner to protect people who are crossing there from traffic turning left into Houston from southbound 6th Ave.
- Install signage on Houston St. sufficiently east of the 6th Ave. intersection for drivers to take the correct lanes.
- Time the traffic light on Houston at MacDougal St. to control the rush to surge ahead to beat the red light at the 6th Ave. intersection.

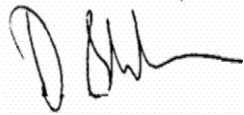
- Review the geometry on 6th Ave. to see if adjusting it to align the sidewalks and adding a perpendicular crosswalk would promote safety.
- Relocate the rose bush on the southeastern Houston St. median to one of the surrounding parks in that location.
- Continue to work with the New York State legislature to authorize the installment of additional red light cameras in New York City, giving priority to installing a red light camera at the Houston St./6th Ave. intersection.
- Add a sign, “No Turn on Red” to supplement the red turning arrow on Houston St. at 6th Ave.; and

Be it further resolved that CB#2, Man. asks that DOT return to the Board to present the updated version of the Houston St. and 6th Ave. (Ave. of the Americas) safety improvements once revisions have been made.

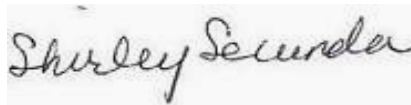
Vote: Unanimous, with 44 Board members in favor.

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
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Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Floor
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Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting on June 20, 2013, Community Board #2, adopted the following resolution:

Resolution in support of co-naming the corner of Elizabeth and Kenmare Sts. “Janet Freeman Way.”

Whereas Janet Freeman’s neighbors, tenant advocacy and other community organizations, fellow local tenant advocates and community activists, her friends and family have proposed to honor her memory and her many contributions to her community by co-naming the corner of Elizabeth and Kenmare Sts., on the block where she lived from 1967 until her death in April 2011, “Janet Freeman Way”; and

Whereas a great many people, including neighbors from Elizabeth St. and the surrounding community, activists from the larger community, community and tenant advocacy organizations, as well as Council Member Rosie Mendez, came to voice their support for the proposed co-naming and to express their gratefulness for Janet Freeman’s dedicated work on behalf of the community (largely uncompensated and done without expecting compensation), including:

- Advocating for tenants’ rights and guiding and organizing tenants, in her building, on her block, and in her surrounding community, to successfully fight rapacious landlords and avoid eviction as well as fight violations and receive rightful repairs.
- Sharing her extensive knowledge of laws and research skills with tenants as well as advocacy and community organizations for guidance in their activities to help protect tenants and preserve affordable housing.
- Working with such groups as Cooper Sq. Committee, Gold Old Lower East Side, Citywide Task Force on Housing (now Housing Court Answers), Metropolitan Council on Housing and Project Home (at the University Settlement) to both advocate for tenants and effect policy change.

- Organizing the Lower East Side Co-op Watch to protect tenants from hazardous conditions created by landlords in illegal, coercive co-op conversions.
- Organizing her neighborhood to fight an oversaturation of bars in the community, including defeat of a burlesque bar in a residential building at Kenmare and Elizabeth.
- Obtaining matching funds in the 1970's for the City to plant the now-mature trees on her Elizabeth St. block between Kenmare and Spring Sts.
- Mentoring the formation and organization of other community organizations with shared concerns, such as the Friends of Petrosino Park.
- Fighting and helping defeat a proposal for an MTA substation at the Houston-Broadway subway station; and

Whereas petitions with more than 250 signatures from local residents and businesses and 50 signatures from the block to be co-named, testimonials and letters from 10 community organizations, one political club, one local church, and 25 individuals were submitted in support of the co-naming and attesting to Janet Freeman's contribution to the community; and

Whereas the Janet Freeman Way co-naming proposal more than adequately meets the requirements of CB#2, Man.'s *Street Co-Naming Guidelines* (see attached); and

Whereas the proposal for co-naming the corner of Elizabeth and Kenmare Sts. "Janet Freeman Way" asks for signage to be placed at the northwest corner of Elizabeth and Kenmare Sts.;

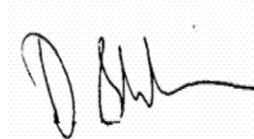
Therefore be it resolved that CB#2, Man. wholeheartedly and enthusiastically supports co-naming the corner of Elizabeth and Kenmare Sts. "Janet Freeman Way; and

Be it further resolved that CB#2, Man. asks, if at all feasible, that the co-name signage be placed at the northwest corner of Elizabeth and Kenmare Sts.

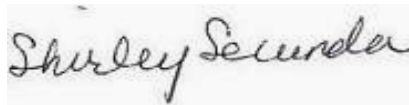
Vote: Passed, with 40 Board members in favor, and 4 in opposition (M. Derr, S. Greene, J. Paul, R. Sanz).

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

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