

Jo Hamilton, *Chair*
Bo Riccobono, *First Vice Chair*
Sheelah Feinberg, *Second Vice Chair*
Bob Gormley, *District Manager*



Erin Roeder, *Treasurer*
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COMMUNITY BOARD No. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

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March 25, 2011

Hon. Michael Bloomberg
Mayor of the City of New York
City Hall
New York, New York 10007

Raymond Kelly, Commissioner
NYC Police Department
One Police Plaza
New York, New York 10038

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

Dear Mayor Bloomberg, Commissioner Kelly and Manhattan Borough Commissioner Forgione:

At its Full Board meeting March 24, 2011, Community Board #2, Manhattan, adopted the following resolution:

Resolution in support of proposed NYS legislation authorizing the use of automated speed enforcement cameras in NYC.

Whereas speeding is the major cause of deadly crashes in New York City, claiming four times more lives than drunken driving and two times more lives than distracted driving; and

Whereas in 2009, 63 people were killed and 2,150 people were injured as the result of speed-related crashes in New York City; and

Whereas pedestrians and cyclists are at a heightened risk of injury in speed-related crashes: if a pedestrian is hit by a car at 40 mph there is an 80% chance the pedestrian will be killed, but if the driver strikes a pedestrian at 30 mph there is a 70% chance the pedestrian will survive; and

Whereas automated speed enforcement cameras, which are already in use in over 70 localities, in the U.S. and many countries in the world, have been shown to reduce all crashes by 14-72% and injuries and fatalities by 40-45%; and

Whereas law enforcement agencies have been given increasing responsibilities without commensurate increases in staffing levels, resulting in chronic under-enforcement of traffic laws, where technology could fill the gap and save lives; and

Whereas automated speed enforcement cameras, when used in conjunction with traditional means of traffic enforcement and public education complement law enforcement's traffic safety efforts; and

Whereas a recently released study by the Insurance Institute for Highway Safety finds that traffic fatalities at intersections equipped with a camera dropped by 26% over a five-year period; and

Whereas legislation is shortly being reintroduced in the New York State legislature to authorize the use of speed cameras in New York City to enforce existing speed limits and complement the efforts of the NYPD; and

Whereas the operations of these cameras are sometimes franchised to third party vendors under an arrangement which creates a vested economic interest in maximizing the quantity of summonses and thus can be seen to provide an incentive to issue summonses under questionable circumstances;

Therefore be it resolved that Community Board No. 2, Manhattan (CB2) fully supports passage of this speed enforcement camera enabling legislation in the New York State Assembly and Senate and calls upon the respective houses to pass it as quickly as possible and for the Governor to sign it; and

Be it further resolved that CB2 asks that the NYC Council, Mayor, Department of Transportation and Police Department fully support this legislation; and

Be it further resolved that CB2 suggests that the cameras be operated by the city and not franchised to third party vendors in a fee-per-summons or other revenue-sharing arrangement; and

Be it finally resolved that CB2 recommends that the NYPD consult with community boards for possible placement of cameras, as the communities are well aware of local conditions.

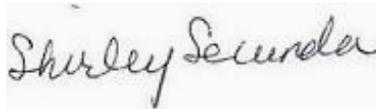
Vote: Unanimous with 40 Board members in favor.

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

Sincerely,



Jo Hamilton, Chair
Community Board #2, Manhattan



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

JH/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. Scott M. Stringer, Man. Borough President
Hon. Christine C. Quinn, Council Speaker
Hon. Margaret Chin, Council Member
Hon. Rosie Mendez, Council Member
Sandy Myers, CB2 liaison, Man. Borough President's office
Lolita Jackson, Manhattan Director, CAU

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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 March 24, 2011, Community Board #2, Manhattan, adopted the following resolution:

Resolution requesting a stop sign at the intersection of Christopher St. & Waverly Pl., and the installation of pedestrian crosswalks.

Whereas the intersection at Christopher St. & Waverly Pl. is both busy and confusing to drivers, with Waverly Pl. heading southbound north of Christopher St. and northbound south of Christopher St., so that westbound traffic from Waverly is forced onto Christopher St., while southbound traffic continues along Waverly Pl. into Grove St., while immediately west of the intersection, the traffic is divided, left side for southbound, north side for westbound, all of this creating very limited sight distance and obstructing vision of approaching cars; and

Whereas this unsafe and confusing situation is compounded by relatively high vehicular speeds as drivers approach the intersection from Greenwich Ave. which is a good distance away; and

Whereas there is no crosswalk on Christopher St. at that location, further impairing pedestrian safety and access; and

Whereas there are stop signs for Waverly Pl. traffic on both sides of the intersection, yet there aren't any on Christopher St., and a stop sign on Christopher St. at that location would serve to slow approaching drivers, allowing more time to assess the situation, provide a safer crossing, lessen the potential for vehicular conflicts, and reduce uncertainty; and

Whereas the president of the Christopher East Block Association attended on the Block Association's behalf to support the proposed installation of a stop sign on Christopher St. at Waverly Pl.;

Therefore be it resolved that Community Board No. 2, Manhattan requests that a stop sign be installed on Christopher St. at the intersection of Waverly Pl., creating a 3-way stop, and that pedestrian crosswalks be installed crossing Christopher St.

Vote: Unanimous with 40 Board members in favor.

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

Sincerely,



Jo Hamilton, Chair
Community Board #2, Manhattan



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

JH/gh

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- Hon. Jerrold L. Nadler, Congressman
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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 March 24, 2011, Community Board #2, Manhattan, adopted the following resolution:

Resolution requesting a No Parking sign in front of 128-130 Lafayette St. bet. Canal & Howard Sts. (west side).

Whereas the Pure Land Center, a house of worship, has a clergy parking permit for one space in front of 128-130 Lafayette St., where its temple is located; and

Whereas the current regulation in front of this building is No Standing Any Time, which prevents the permitted clergy parking in an allotted space; and

Whereas a No Parking Any Time regulation for one car length is needed to allow for the permitted clergy parking;

Therefore be it resolved that Community Board No. 2, Manhattan requests that a No Parking Anytime sign be installed in front of 128-130 Lafayette St. to permit one car length for clergy parking.

Vote: Passed, with 26 Board members in favor and 12 against.

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

Sincerely,

Jo Hamilton, Chair
Community Board #2, Manhattan

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

JH/gh

cc: Hon. Jerrold L. Nadler, Congressman
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March 28, 2011

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 March 24, 2011, Community Board #2, Manhattan, adopted the following resolution:

Application to operate a pilot pop-up café for Local (Local Shop Inc.), 144 Sullivan St. bet. Houston & Prince Sts.

Whereas the Local (length 9'7") representative, owner Donald Craig Walker presented his proposal for a pop-up café with 3-4 small tables and 2 chairs per table; and

Whereas Local serves a small amount of wine and beer, but fully understands that no liquor of any kind is allowed to be consumer in the outdoor space and will post signage to this effect and also the recently enacted ban on smoking by the City Council; and

Whereas Local fully understands the requirement for the general public to utilize this café's space along with patrons and will ensure that their signage shows that the space is open to the public, in fact, welcomes their neighbors to participate as part of the local life on this small, intimate, friendly street; and

Whereas Local's operating hours are 7:30am-6pm seven days a week, but there is the possibility of later summertime hours, and they were very agreeable to closing the outdoor space at 9pm; and

Whereas patrons will be required to order food inside and bring it out for themselves; and

Whereas the décor will include umbrella tables and chairs, planters and the use of sea grass similar to that in the garden that Local plants by the tree in front; daily cleaning and hosing (as is done now) will be done with the cafe, and café furniture will be stored nightly indoors and the platform area secured against after hours use; and

Whereas parking regulations are No Parking Mon & Thurs. 11am-12:30pm; and

Whereas a petition signed by just short of 200 residents living within a two block radius was received in support of Local's pop-up café; and

Whereas several letters of support from Local neighbors were received, and many expressions of support were given at the meeting, favoring the pop-up café and attesting to the owner's dedication to the community as a resident of an adjacent block for 22 years, his participation in neighborhood improvement, his provision of a community meeting place and his acting as a caretaker; and

Whereas Local presently has insurance for the restaurant and will investigate extending the insurance for the cafe;

Therefore Be It Resolved that Community Board No. 2 Manhattan recommends approval of a pilot pop-up café for Local (Local Shop Inc.), 144 Sullivan St. bet. Houston & Prince Sts. for 2011-2012 Conditional Upon Their Agreeing to close the outdoor space no later than 9pm.

Therefore Be It Further Resolved Local's pop-up café shall remain open no later than 9 pm and no third party advertising of any kind will be allowed in the space.

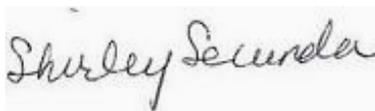
Vote: Passed, with 33 Board members in favor, 5 against-(Diether, Riccobono, Sweeney, Johnson, Sanz), and 3 abstentions-(Booth, Derr, Stewart).

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

Sincerely,



Jo Hamilton, Chair
Community Board #2, Manhattan



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

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c: Hon. Jerrold L. Nadler, Congressman
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March 25, 2011

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 March 24, 2011, Community Board #2, Manhattan, adopted the following resolution:

Resolution in support of the revised Jane St. Triangle re-design plan, Alternative #1 (with granite blocks).

Whereas Community Board No. 2, Manhattan (CB2) thanks the New York City Department of Transportation (DOT) for their responsiveness in re-designing the Jane St. Triangle and then working with CB2 to revise and refine the design, based on community input; and

Whereas DOT presented two alternative plans, both with a curb extension providing more pedestrian space and safety, both with distinctive paving, tinted concrete, and a colorful planting bed with native species, perennials and shrubs capturing storm water, filtering noise and cleaning air, both with tree trunks limbed up to 7 ft., as requested, providing better sightlines and opening views, and both with standard city circular bike racks (specifications: very solid, durable, securely bolted and embedded in concrete) at the end of W. 4th St. on Jane, to alert approaching motorists that the street ends and provide bicycle parking, with reflectors to add further visual cues at night, and either one will be maintained by the Green Streets program; and

Whereas both contain a granite band referencing the historic street grid of W. 4th St., and DOT will go before the Landmarks Preservation Commission for review of the plan's historical appropriateness in this historic district; and

Whereas Alternative #1 has more trees than Alternative #2 and features granite blocks with a rough surface organically integrated into the landscape and planting bed (which would grow over them) to provide temporary seating for individuals to stop and rest a while before continuing on their way, as opposed to accommodating lengthy stops; and

Whereas Alternative #2 has fewer trees than Alternative #1 and features a bench group hugging the planting space, giving a sense of intimacy and more conducive to long-term congregation; and

Whereas some of the proposed granite blocks combine as double stones (together 8 ft. long), which could overwhelm the planting bed, encourage spreading out and stepping into the plantings; and

Whereas softer lighting is preferred, but DOT has indicated no funds are available for this, but it might be considered down the road and a different bulb might be used for the cobra post in the meantime (there is no funding for historic light posts); and

Whereas two community members representing 31 Jane St. expressed their concern that seating would attract loitering and noise and opposed any seating, but were otherwise in favor of the plan;

Therefore Be It Resolved that CB2 supports the revised Jane St. Triangle re-design plan, Alternative #1 (with granite blocks) with the following provisos:

- The granite strips delineating the historic roadbed need to be clearly visible, yet not in a way to give false clues to drivers that W. 4th St. continues on the Triangle, and, as DOT suggested, something closer to a concrete color should be considered.
- The 8 ft. double granite blocks extruding on the n.e. and n.w. sides need to be cut down to two smaller blocks with planting continuous in between and the other double stone 8 ft. set completely reduced, while all the blocks need to be abbreviated and/or further submerged under the planting bed soil and concealed further by the planting bed growth, providing a more integrated whole and a bare minimum of single seating opportunities for brief resting points.
- A tiny fence around the planting bed, as DOT suggested, should be considered.
- A different bulb for the cobra post that softens lighting should be installed, as DOT suggested, and the use of metal halide lighting should be investigated.
- If the traffic signal overhanging the plaza space cannot be re-accommodated by mounting on posts, its position should be readjusted so as to overhang the intersection and not the pedestrian area.

Be it further resolved that, while we are very grateful for the funding already allocated to this project from Speaker Christine Quinn, CB2 requests that other elected representatives consider applying discretionary funds to the replacement of the existing cobra head light fixture with a more historic alternative better suited to this pedestrian plaza.

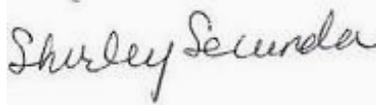
Vote: Passed, with 38 Board members in favor and 2 against-(Hearn, Diether)

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

Sincerely,



Jo Hamilton, Chair
Community Board #2, Manhattan



Shirley Secunda, Chair
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