

Brad Hoylman, *Chair*  
Bo Riccobono, *First Vice Chair*  
Alison Greenberg, *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)

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

March 28, 2012

Janette Sadik-Kahn Commissioner  
New York City Department of Transportation  
55 Waters Street  
New York, NY 10014

Dear Commissioner Sadik-Kahn:

At its Full Board meeting March 22, 2012, Community Board #2, adopted the following resolution:

**Resolution in support of changing Kenmare St. westbound from the Bowery from a thru-truck to a local-truck route.**

**Whereas** Kenmare St. is a small residential two-way street, only a little more than four blocks long with one moving lane westbound and one eastbound and one parking lane westbound and one eastbound; and

**Whereas** Kenmare St. is inundated, indeed overloaded, with heavy traffic, much of it thru-truck traffic, headed west for the Holland Tunnel, which subjects this tiny corridor to a constant barrage of large, hefty trucks rumbling through, overcrowding lanes, endangering pedestrians, causing severe backups and generally overwhelming the Kenmare streets which are unable to accommodate such excessive, bulky thru traffic; and

**Whereas** Broome St., which continues west from Kenmare St. at Lafayette St. and is wider, with more moving lanes than Kenmare, is already a local-truck route west of Lafayette St., with signage on Lafayette at Broome indicating “Truck Restriction – Except Local Deliveries” and “Truck Route – Local” with an arrow pointing west on Broome; and

**Whereas** thru-trucks coming west from Kenmare St., then jogging south on Lafayette St., often continue to head west on Broome St., although they’re required and directed to go south to Canal St. (a situation that could be avoided with directions to go south at the Bowery before entering Kenmare St.);

**Therefore be it resolved** that Community Board No. 2 Manhattan supports changing Kenmare St. westbound from the Bowery from a thru-truck to a local-truck route with accompanying signage indicating this designation.

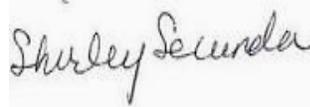
**Vote:** Unanimous with 45 Board members in favor.

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. Rosie Mendez, Council Member  
Jessica Silver, Manhattan Borough President's office  
Pauline Yu, Community Assistance Unit  
Margaret Forgione, Manhattan Borough Commissioner, NYCDOT

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March 28, 2012

Janette Sadik-Kahn, Commissioner  
New York City Department of Transportation  
55 Waters Street  
New York, NY 10014

Dear Commissioner Sadik-Kahn:

At its Full Board meeting March 22, 2012, Community Board #2, adopted the following resolution:

**Resolution requesting that defaced signage be repaired on Broome St. at Lafayette St. and on Lafayette St. bet. Kenmare and Broome Sts. and asking that a signage study be conducted to clarify signs, eliminate duplication and clutter, and identify and repair defaced signs.**

**Whereas** signage installed to direct traffic on the Kenmare/Lafayette/Broome St. corridor and on approaches to that corridor from the east are often contradictory, duplicative, defaced, placed with other signage in a cluttered, difficult to distinguish manner, and confusing for drivers and pedestrians alike, for example, signs advising those driving crosstown to use thru streets appear on corners like the Bowery and Kenmare Sts. and Allen and Delancey Sts. without specifying which thru streets to use, and signs directing thru trucks to use Houston St. are displayed without pointing to where Houston St. is; and

**Whereas** such signage is not only confusing and unattractive, but also is extremely hazardous to both pedestrians and motorists; and

**Whereas** two signs in particular, mounted on Broome St. at Lafayette St. and on Lafayette St. between Kenmare and Broome Sts., are so defaced that they aren't legible, with their cautionary messages so obscured that pedestrians and drivers are constantly endangered, a situation that calls for swift remediation;

**Therefore be it resolved** that Community Board No. 2 Manhattan (CB2) asks the NYC Department of Transportation (DOT) to conduct a study of signage installed to direct traffic on the Kenmare/Lafayette/Broome St. corridor and on approaches to that corridor from the east to identify contradictory, duplicative, defaced and cluttered signage, and repair the defacements, eliminate the clutter and contradictions, and thereby reduce pedestrian and driver confusion and imperilment; and

**Be it further resolved** that CB2 urges the DOT to repair the defaced signs on Broome St. at Lafayette St. and on Lafayette St. between Kenmare and Broome Sts. as soon as possible.

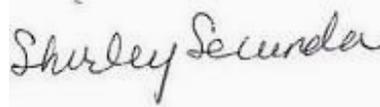
**Vote:** Unanimous with 45 Board members in favor.

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  
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March 26, 2012

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 March 22, 2012, Community Board #2, adopted the following resolution:

**Resolution requesting signage indicating “No Standing Anytime” on Kenmare St. (north side) bet. Cleveland Pl and Lafayette St. and asking that a study be conducted of traffic lane configurations and connections and corresponding parking regulations in relation to traffic flow/delays along Kenmare to Lafayette to Broome St. bet. the Bowery and Broadway and west to the Holland Tunnel.**

**Whereas** Kenmare, Lafayette and Broome Sts. between the Bowery and Broadway and westward to the Holland Tunnel are vastly overburdened by extraordinarily heavy vehicular traffic that squeezes into these streets, weaves in and out of lanes, and generally causes traffic backups and blocking infractions, lack of pedestrian access, lack of emergency access, dangerous conditions for both pedestrians and vehicles, and all-round confusion and mayhem; and

**Whereas** parking regulations on these streets greatly vary, sometimes restricting parking, consequently allowing for more moving lanes; sometimes allowing parking, thus resulting in less moving lanes often at the busiest, most crowded times, for example, parking on Sundays is allowed for the most part on Kenmare St., even though some of the heaviest traffic conditions there occur on Sunday in the late afternoon and early evening; and

**Whereas** an especially glaring omission of a parking sign exists on the north side of Kenmare St. between Cleveland Pl. and Lafayette St., which is the block leading to an especially tight left turn onto Lafayette St. that squeezes and backs up traffic, a location that calls for a “No Standing Anytime” sign, as exists on the south side of the street as well as on all other sides of Petrosino Sq.; and

**Whereas** the number of moving lanes on and approaching these streets vary, with several lanes of traffic feeding into a lesser number of lanes in some places, such as where the four lanes moving west along Delancey St. meld into one or at the most two lanes west of the Bowery on Kenmare St., causing backups, as well as with a lesser number of lanes opening up into a greater number in other places, as where two lanes of traffic, one from Kenmare and Lafayette Sts. and one from Broome, spread out entering Broome St.'s three, and sometimes four or five, moving lanes at Lafayette St., creating an unruly buildup of cars and trucks that then have to squeeze again into two lanes at Watts St., with further backups; and

**Whereas** these lane configurations and parking regulations in the Kenmare/Lafayette/ Broome Sts. corridor do not adequately accommodate current traffic conditions and flow, a situation calling for review and a fresh evaluation leading to appropriate modifications;

**Therefore be it resolved** that Community Board 2 Manhattan (CB2) requests that the NYC Department of Transportation (DOT) install signage indicating “No Standing Anytime” on Kenmare St. (north side) between Cleveland Pl. and Lafayette St.; and

**Be it further resolved** that CB2 urges the DOT to conduct a study of traffic lane configurations and connections and corresponding parking regulations in relation to traffic flow/delays along Kenmare to Lafayette to Broome St. between the east side of the Bowery and west to Broadway on to the Holland Tunnel to ascertain appropriate modifications to improve current traffic conditions and flow, looking into such solutions (as well as others) as:

- Extending “No Parking” and/or “No Standing” regulations on the north side of Kenmare St. to include additional busy and crowded times, such as on Sunday in the late afternoon and early evening;
- Channeling westbound traffic on Broome St. west from Broadway (and possibly west from Lafayette St.) to West Broadway into three lanes at all times, two on the south side of Broome for Holland Tunnel traffic and one on the north side for local traffic;
- Changing the southern traffic lane going straight (with arrow pointing) to the west on Delancey St. and the Bowery (on the northeast side of the street) to a second left-turn lane, and develop suitable recommendations.

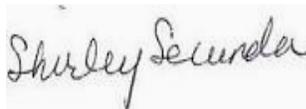
**Vote:** Unanimous with 45 Board members in favor.

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

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Attachment: Chart

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Hon. Thomas K. Duane, NY State Senator  
Hon. Daniel L. Squadron, NY State Senator  
Hon. Sheldon Silver, Assembly Speaker  
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