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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

November 21, 2011

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 November 17, 2011, Community Board #2, adopted the following resolution

**Resolution urging the installation of stop signs and crosswalks on Bleecker St. at Mott and Elizabeth Sts. and crosswalk refurbishment at Mott, Elizabeth, and Mulberry Sts.**

**Whereas** vehicular traffic heading east on Bleecker St. from Lafayette St. toward the Bowery travels at unusually high speeds, enabled on a street without traffic control devices; and

**Whereas** a significant amount of this eastbound traffic makes exceedingly fast and surging right turns onto Mott St. southbound; and

**Whereas** these excessive speeds and turning movements seriously endanger crossing pedestrians; and

**Whereas** the pedestrian population and pedestrian traffic in this area have increased dramatically, as a result of numerous new residential and commercial uses; and

**Whereas** Planned Parenthood is on the southwest corner of Mott and Bleecker Sts., the location where these nonstop, fast-moving southbound turns occur, endangering an additional walking and very vulnerable population; and

**Whereas** the original crosswalks on Mott, Elizabeth and Mulberry Sts. just south of Bleecker St. are so worn down, they are barely visible, presenting a further hazard to crossing pedestrians;

stop signs be installed on Bleecker St., one right before Mott St. and one right before

Elizabeth Street, and that crosswalks be installed on Bleecker St. at Mott and Elizabeth Sts.;  
and

**Be It Further Resolved** that CB2 urges that the crosswalks on Mott, Elizabeth and Mulberry Sts. just south of Bleecker St. be refurbished as soon as possible.

**Vote:** Unanimous with 40 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  
Sandy Myers, CB2 liaison, Man. Borough President's office  
Pauline Yu, CAU

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November 21, 2011

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 November 17, 2011, Community Board #2, adopted the following resolution:

**Resolution in support of upgrading the existing Hudson St. bike lane to a parking-protected bike path, from Canal St. northbound to Bank St. and W. 14<sup>th</sup> St. southbound to the Hudson St. connection with Bleecker St.**

**Whereas** an illustrated presentation was made to the Traffic and Transportation Committee of Community Board 2, Manhattan (CB2) by community members requesting an upgrade of the existing buffered bike lane on Hudson St. to a parking-protected bike path; and

**Whereas** this request is for the section of Hudson St. running northbound from Canal St. to the beginning of the existing protected bike path at Bank St. (i.e., where the 8<sup>th</sup> Ave. protected lane begins) and the section of Hudson St. running southbound from W. 14<sup>th</sup> St. (i.e., from the 9<sup>th</sup> Ave. protected lane) to its connection with Bleecker St.; and

**Whereas** numerous attendees commented on the degraded state of the current roadway markings and on significant trouble with vehicles parked illegally in the existing buffered lane, forcing riders to swerve into the path of moving traffic; and

**Whereas** the proposal contained the following elements:

- A curbside bike lane insulated from the moving traffic lanes by a “floating” parking lane, created by swapping the existing bike lane and buffer zone with the curbside parking lane, leaving the two existing travel lanes unchanged.
- “Mixing zones,” which are common on more-recent protected lane installations, that reduce waiting time for drivers and cyclists and require less infrastructure, at each of the 10
- intersections where Hudson St. traffic making turns onto cross streets would also cross the bike lane (i.e., left turns from Hudson St.).
- Pedestrian refuge islands in crosswalks, effectively shortening crossing distances for pedestrians and enhancing their safety while offering opportunities for greening through tree plantings and neighborhood gardening projects.
- Channelization of southbound traffic into a single lane on the straightaway above W. 12<sup>th</sup> St., replacing the current situation where vehicles aggressively jockey for position in the

playground; and

**Whereas** statistics were cited indicating significant safety benefits of similar street transformations, such as 8<sup>th</sup> and 9<sup>th</sup> Avenues, where injury reports dropped by double-digit percentages for car-car, car-pedestrian and car-cyclist crashes while overall the number of cyclists tripled; and

**Whereas** this project would create northbound and southbound connecting protected bike lane corridors on 8<sup>th</sup> and 9<sup>th</sup> Aves., reaching from Greenwich Village to 59<sup>th</sup> St. once NYC Department of Transportation (DOT) projects are completed in 2012; and

**Whereas** an overwhelming majority of comments from the community regarding this proposal were supportive, citing the safer cycling environment, particularly for families and casual cyclists, the advantages to seniors and mobility-impaired pedestrians in crossing streets, and general traffic-calming safety benefits; and

**Whereas** high occupancy rates of metered parking zones were noted, as well as the need for commercial delivery and livery vehicles to conduct their business without inappropriately blocking travel lanes; and

**Whereas** the small volume of vehicles turning onto Jane St. at the intersection of the existing protected bike path on 8th Ave. (extending north from Hudson St.) makes a mixing zone treatment more appropriate than the current fully-signalized intersection, but DOT had not yet explored using a mixing zone when they installed the lane, one of the city's first-ever parking-protected bike lanes;

**Whereas** there are two elementary schools on Hudson St. between Barrow and Christopher Streets that are attended by approximately 1400 children; and

**Whereas** those schools pose potential concerns for pedestrian safety during the time of arrival and dismissal.

**Therefore Be It Resolved** that CB2 fully supports upgrading the existing Hudson St. bike lane to a parking-protected bike path, from Canal St. northbound to Bank St. and from W. 14<sup>th</sup> St. southbound to where Hudson St. connects with Bleeker St. and requests that DOT study this upgrade, including the design features listed above in the fourth "whereas" statement and return to CB2 to present the results of this study; and

**Be It Further Resolved** that CB2 requests that DOT consider changes to the existing parking rules (e.g., instituting morning-hours parking restrictions to accommodate deliveries) or the implementation of programs such as ParkSmart and commercial muni-meters to ensure that to the extent possible, curb space is available to serve the needs of this commercial corridor; and

**Be it Further Resolved** consideration regarding traffic and pedestrian patterns around the two elementary schools be carefully studied prior to the installation of this new bike lane; and

**Be It Finally Resolved** that CB2 further requests that DOT study converting the existing fully-signalized intersection at Jane St. and 8<sup>th</sup> Ave. (extending north from Hudson St.) to a more-suitable mixing zone treatment, reducing waiting times for drivers, cyclists and pedestrians and report on its findings to CB2.

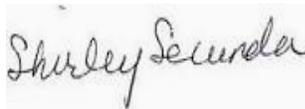
**Vote:** Unanimous, with 40 Board members in favor.

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

Sincerely,



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Community Board #2, Manhattan



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Traffic & Transportation Committee  
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