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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

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

October 26, 2010

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 October 21, 2010, Community Board #2, Manhattan, adopted the following resolution:

Resolution in support of new geometric configuration of Gansevoort Plaza areas.

Whereas the NYC Department of Transportation (DOT) presented plans showing the proposed design for changes to the street geometry of the temporary Gansevoort Plaza areas; and

Whereas the new design will give more room for traffic on 9th Ave., while still providing sidewalk extensions (some now revised) and other traffic calming approaches for pedestrian comfort and safety, better organizing and simplifying the traffic flow; and

Whereas DOT is agreeable to working with Community Board 2, Manhattan (CB2) and the Meatpacking Improvement Association (which will manage and maintain these areas) in selecting new furniture and design elements to delineate the spaces and in soliciting public input to help choose these objects; and

Whereas this new design presents revisions of the temporary Gansevoort Plaza spaces in response to previous public input, and DOT also plans an in-depth community design review process for the future permanent, capital reconstruction of these spaces;

Therefore Be It Resolved that CB2 supports DOT's new geometric configuration of the Gansevoort Plaza areas and looks forward to its implementation; and

Be it further resolved that CB2 thanks DOT for its responsiveness to the community and for continuing to work with the Board in refining the Gansevoort Plaza areas plan.

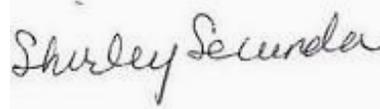
Vote: Unanimous, with 38 Board members in favor.

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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October 25, 2010

Hon. Jerrold Nadler, Congressman
201 Varick Street
Suite 669
New York, NY 10014

Thomas F. Pendergast, President
MTA NYC Transit Authority
2 Broadway
New York, NY 10004

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

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

Dear Congressman Nadler, Mr. Pendergast, President, Commissioner Kelly and Manhattan Borough Commissioner Forgione:

At its Full Board meeting October 21, 2010, Community Board #2, Manhattan, adopted the following resolution:

Resolution reiterating opposition to the one-way toll on the Verrazano-Narrows Bridge and affirming support of cashless tolls and Congressman Jerrold Nadler's efforts to reinstate the two-way toll through federal transportation legislation.

Whereas in 1986 two-way toll collection on the Verrazano Narrows Bridge was converted to a one-way (double) toll on the Brooklyn side in what was to be a temporary experiment, made permanent in 1987, through federal legislation pushed by a Staten Island Congressman to reduce traffic backups for his constituents on the bridge's Staten Island side, a move codified in federal transportation law in 1995 (despite constant protests and environmental impact studies showing severe effects in Lower Manhattan, and the objections of the Metropolitan Transportation Authority/MTA), which only can be changed by an act of Congress; and,

Whereas the one-way toll has resulted in trucks and other motor vehicles skirting the Brooklyn-side charges, driving through Brooklyn and crossing the Manhattan Bridge, thereby depositing an extra-heavy concentration of large truck and other vehicular traffic on Lower Manhattan's already congested streets, all the way to the Holland Tunnel, particularly on Canal St. and such streets as Delancey, Kenmare, Broome, Lafayette, Watts, Hudson, Houston, Church, Varick and Thompson Sts. negatively affecting the air, the health, the businesses, the safety and general quality of life of the traversed communities; and,

Whereas the elimination of the Verrazano Bridge two-way toll has led to a loss of millions and millions of toll revenue dollars for the Metropolitan Transportation Authority (MTA), dollars desperately needed for mass transit; and

Whereas Congressman Jerrold Nadler's district director presented an update of efforts to reinstate the Verrazano two-way toll, indicating that:

- The MTA is now moving towards all electronic (cashless) toll collection, enabling traffic to sustain speeds without stopping at toll plazas, thus eliminating backups (the original rationale given for instituting the Verrazano one-way toll).
- The Congressman is working with the Federal Transportation Committee to integrate the two-way toll requirement into the federal transportation bill (SAFETEA-LU) when it is reauthorized; and

Whereas a strong local police presence to direct traffic and carry out enforcement actions against traffic violations would be of help with current congestion problems in Lower Manhattan;

Therefore be it resolved that Community Board 2, Manhattan (CB2) reiterates its strong opposition to the one-way toll on the Verrazano Narrows Bridge and urges a speedy return to two-way toll collection there; and

Be it further resolved that CB2 thanks Congressman Jerrold Nadler's district director for providing an update of efforts to reinstate the Verrazano two-way toll, and expresses its appreciation and strong support for the Congressman's continuing work to achieve this by integrating the two-way toll requirement into the next federal transportation act; and

Be it further resolved that CB2 urges the MTA to move at all deliberate speed to implement the new toll collection technology, making one-way toll collection obsolete; and

Be it finally resolved that CB2 reiterates its request to local police precincts to devote as many man-hours as possible to directing traffic and carrying out enforcement actions against traffic violations in Lower Manhattan.

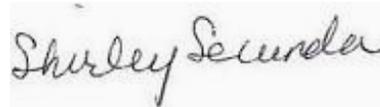
Vote: Unanimous, 38 Board members in favor

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. Charles Schumer, U.S. Senator
Hon. Kirsten Gillibrand, U.S. Senator
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
Ray LaHood, U.S. Secretary of Transportation

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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 October 21, 2010, Community Board #2, Manhattan, adopted the following resolution:

Resolution requesting restrictions on hanging streetlight banners in historic districts.

Whereas promotional banners on light posts have increasingly been appearing in historic districts, first on large streets and now on smaller side streets as well, where they are not only inappropriate and incongruous in character, but often have little or no relationship to the neighborhoods in which they're placed, whether as part of their history (e.g. Community Board 2, Manhattan's (CB2) historic districts like SoHo, NoHo and Greenwich Village never had such banners historically) or in the events they promote; and

Whereas many of these banners exceed the size limits required by the Landmarks Preservation Commission for signs attached to buildings in our historic districts, often obscuring the landmarked facades that New York City's preservation law was designed to protect; and

Whereas the NYC Department of Transportation (DOT) currently allows banners on distinctive streetlights and in historic districts (without receiving revenue for permits), and no criteria are used to determine locations, whether residential or commercial;

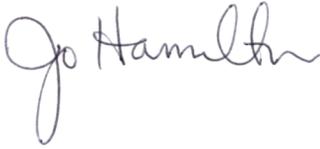
Therefore Be It Resolved that CB2 requests that DOT institute restrictions on hanging streetlight banners in historic districts, especially on small side streets where they're particularly inappropriate, but also on larger vulnerable streets as well.

Be it further resolved that CB2 would welcome working with DOT to develop appropriate restrictions and guidelines.

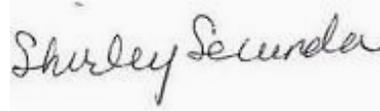
Vote: Passed, with 32 Board members in favor and 6 in opposition-(Keen Berger, Mary Johnson, Heather Campbell, Rocio Sanz, David Reck and Ian Dutton).

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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