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Bo Riccobono, *First Vice Chair*
Alison Greenberg, *Second Vice Chair*
Bob Gormley, *District Manager*



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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 27, 2011

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

Dear Manhattan Borough Commissioner Forgiore:

At its Full Board meeting October 20, 2011, Community Board #2, adopted the following resolution

Resolution in support of the NYC Department of Transportation's Bike Share program.

Whereas the NYC Department of Transportation (DOT) presented an overview of its new Bike Share program which was enthusiastically received by a large turnout from the community and with no opposition; and

Whereas the DOT presentation encompassed salient details of the program, all well-thought-out and obviously planned with care, including:

- 10,000 bikes at 600 stations conveniently located every few blocks to accommodate pick-up and return at different stations in a program designed to increase transit access and serve other local trips.
- Flexible modules, approximately 10 ft., that can be combined to increase spots at higher demand locales as well as organized in a variety of configurations to fit different areas.
- Wireless/solar power technology enabling quick installation and if necessary, easy removal and relocation based on needs.
- Affordable prices – Annual Pass \$60-\$90; Week Pass \$20-\$25; Day Pass: \$5-\$10.
- Siting guidelines - can be on sidewalks, streets and other public spaces such as plazas, parks and medians in accordance with extensive specific siting requirements (such as no sidewalk location narrower than 16 ft. allowed).

- High-level service company with contract including fines if timeliness requirements aren't met.
- Sponsorships that will eliminate need for public funding (no taxpayer expense).
- Use of large handlebars with bells built in and displaying rules of the road; and

Whereas demonstrations and an intensive participatory planning process are being undertaken by DOT, including community workshops and open houses, as well as dialogue with community boards, elected officials, business improvement districts and other stakeholders to ensure that the program responds to community needs and to refine it where necessary in advance of the Summer 2012 launch;

Therefore Be It Resolved that Community Board No. 2, Manhattan fully supports DOT's new Bike Share program and looks forward to working with DOT in conducting community workshops and outreach, gathering input on preferred locations, and location selection.

Vote: Unanimous, with 41 Board members in favor.

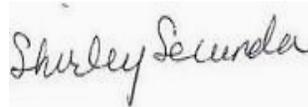
Please advise us of any decision or action taken in response to this resolution.

Sincerely,



Brad Hoylman, Chair
Community Board #2, Manhattan

BH/gh



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

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
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October 27, 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 October 20, 2011, Community Board #2, adopted the following resolution:

Resolution recommending extension of the hotel loading zone for the Trump Soho Hotel from the southeast corner of Spring St. to the front eastern edge of the hotel building.

Whereas since the Trump Soho Hotel opened in the spring of 2010, it has been observed that the hotel's loading zone and adjacent curbs are frequently fully occupied by waiting vehicles, often unattended, for long periods of time, forcing other drop-off/pick-up traffic to double-park, thereby causing backups in the moving lane; and

Whereas a troubling number of crashes, many involving pedestrians, have been reported in front of the hotel and are likely attributable to backups and congestion due to the illegal parking activity at the hotel; and

Whereas the Trump Soho has suggested extending its hotel loading zone to the end of its property with Community Board 2, Manhattan (CB2), and CB2 has pointed out that with a No Standing Anytime zone directly adjacent to the hotel's loading zone and extending east on the block, there is ample space for dropping off and picking up passengers, and that the problem is the need for active management by the hotel door staff to keep the area clear of vehicles, particularly black cars, that remain in these spaces for extended times; and

Whereas the Trump Soho indicates that its hotel door staff has been directed to keep the area clear of illegally parked vehicles (but this doesn't appear to be done consistently, if at all) and that the door staff is usually perceived as having jurisdiction over the hotel loading zone only; and

Whereas a study addressing these issues was conducted by the Trump Soho and resulted in a Traffic and Parking Management Plan that proposes, in addition to enlarging the hotel loading zone area and managing the hotel zone to ensure it's kept clear for drop-off/pick-up activities, recommendations that include approaches such as giving parking vouchers at nearby commercial off-street parking facilities to black cars, providing hotel guests with information on nearby public transportation options and directions to major destinations, and distributing a fact sheet for door staff that emphasizes the need to keep the hotel loading zone clear and includes NYC rules for hotel zones, taxi zones and No Standing areas;

Therefore be it resolved that CB2 recommends extending the hotel loading zone for the Trump Soho Hotel (which is along the south curb of Spring St., adjacent to the hotel's front entrance) from the southeast corner of Spring and Varick Sts. to the front eastern edge of the hotel building; and

Be it further resolved that CB2 urges the Trump Soho to ensure that its door staff vigorously manages this space to keep it clear for drop-off/pick-up activities and to keep the moving traffic lane free of encumbrance; and

Be it further resolved that CB2 suggests that the Trump Soho Hotel assign supervisory personnel dedicated to overseeing and directing the door staff in its management of hotel loading zone activities; and

Be it finally resolved that CB2 strongly encourages the Trump Soho to pursue its recommendations to provide parking vouchers to black cars, give information to hotel guests on nearby public transportation options, and distribute a fact sheet to hotel door staff, as well as seriously consider offering guests at least a limited number of free transit passes.

Vote: Unanimous, with 41 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
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