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Bo Riccobono, *First Vice Chair*
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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

P: 212-979-2272 F: 212-254-5102 E: info@cb2manhattan.org

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October 28, 2013

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 24, 2013, Community Board #2, adopted the following resolution:

Resolution in support of proposal to create a bicycle lane with or without a modest buffer on the north side of Spring St. bet. Washington & Hudson Sts.

Whereas a proposal on the part of members of the local community was put forth requesting a bicycle lane (with or without a buffer) on the north side of Spring St. bet. Washington & Hudson Sts. to create a much needed west-east connection for the bicycle lanes going north-south on Washington St. and south-north on Greenwich and on Hudson Sts.; and

Whereas bicycle use and pedestrians have increased in this locale, while vehicular traffic has become increasingly disorganized and hazardous to both bicyclists and pedestrians as well as to vehicle drivers themselves; and

Whereas a bicycle lane can help channel vehicular traffic into a more clearly defined area and a smoother, more orderly and safer flow; and

Whereas a demarcated bicycle lane provides safer passage for bicyclists and, in doing so, encourages bicyclists to use and stay within that lane, further organizing traffic and adding to pedestrian safety; and

Whereas letters in favor of the proposed bicycle lane were received from members of the local community (an area of increased residential use and many more children), including from building Board presidents at 315 Hudson St., 330 Spring St., 488 Greenwich St., and 533 Canal St.; and

Whereas preference was expressed by the proposal representative for a standard bicycle lane next to curbside-parked cars, however, protected bike lanes have been shown to provide even safer bicycling passage, encouraging greater use, and can better organize traffic, from parked and moving vehicles to bicycles to pedestrians, such as in the use of floating parking as a buffer; and

Whereas it was suggested that, since the segment of Spring St. east of Hudson to Varick St. is also disorganized and hazardous, it might be beneficial to extend the proposed bike lane up to Varick St.;

Therefore be it resolved that Community Board 2, Manhattan (CB2) supports the installation of a bicycle lane on the north side of Spring St. from Washington to Hudson Sts.; and

Be it further resolved that CB2 asks that DOT weigh the possibility of a protected bicycle lane at the proposed location compared to a standard bicycle lane; and

Be it finally resolved that CB2 suggests that the possibility of extending the bicycle lane up to Varick St. also be investigated.

Vote: Unanimous, with 38 Board members in favor.

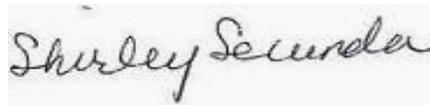
Please advise us of any decision or action taken in response to this resolution.

Sincerely,



David Gruber, Chair
Community Board #2, Manhattan

DG/jrm



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

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah Glick, Assembly member

Hon. Christine Quinn, Council Speaker
Hon. Scott Stringer, Manhattan Borough President
Pauline Yu, Community Assistance Unit

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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 October 24, 2013, Community Board #2, adopted the following resolution:

Resolution in support of request to co-name the southwest corner of Charles & Bleecker Sts. after Officer Brian Murray of the NYPD Bomb Squad.

Whereas Charles St. bet. Bleecker and Hudson Sts. is the primary work place location of the NYC Police Department's (NYPD) Bomb Squad; and

Whereas the NYPD Bomb Squad on Charles St. has long been actively engaged as a member of the local community, including Squad people interacting with neighbors and their children who visit and often stop to admire the Squad's dogs; and

Whereas the NYPD Bomb Squad has requested that the southwest corner of Charles and Bleecker Sts. be co-named for Officer Brian Murray, a Bomb Squad member who was killed in 1976 at the NYPD's Rodman's Neck explosive range while disarming a bomb that exploded and had been originally planted in Grand Central Station by Croatian terrorists and removed by Officer Murray, thereby saving hundreds of lives; and

Whereas a petition in favor of the co-naming was submitted with over 100 signatures from residents of Charles, Bleecker and Hudson Sts. and the surrounding neighborhood, and the Charles St. Block Association has also indicated its support; and

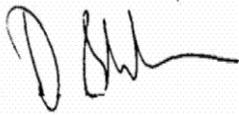
Whereas this request completely meets Community Board No. 2 Manhattan's (CB2) Street Co-Naming Guidelines;

Therefore be it resolved that CB2 supports co-naming the southwest corner of Charles & Bleecker Sts. after Officer Brian Murray of the NYPD Bomb Squad.

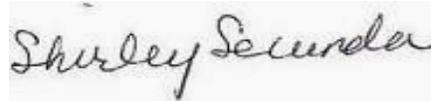
Vote: Unanimous, with 38 Board members in favor.

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

Sincerely,



David Gruber, Chair
Community Board #2, Manhattan



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

DG/jrm

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah Glick, Assembly member
Hon. Christine Quinn, Council Speaker
Hon. Scott Stringer, Manhattan Borough President
Pauline Yu, Community Assistance Unit
Detective Andrew Stimus

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NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting October 24, 2013, Community Board #2, adopted the following resolution:

Resolution in support of Wayfinding signage on Varick & W. Houston Sts., Spring & Hudson Sts., Spring & Varick Sts., and Varick & Canal Sts.

Whereas the NYC Department of Transportation (DOT) has been working with the Hudson Square Connection Business Improvement District (Hudson Sq. BID) to identify sites within the BID's neighborhood that are in need of (and appropriate for) Wayfinding signage to direct pedestrians to their destinations, orient those who often are unfamiliar with the surroundings, and provide a framework of information on the environs (such as places of interest, landmarks, transportation and other facilities, as well as walking time) to help people navigate through the area; and

Whereas DOT and the Hudson Sq. BID walked the whole area intensively, studying both space and users and assessing pedestrian traffic, and thoroughly researched examples of wayfinding systems in both U.S. and international cities, looking to where signs would be most useful (such as at gateways, subway hubs and major destinations) while concentrating foremost on choosing locations with substantial sidewalk clearance and spacing of street furniture to avoid crowding and clutter; and

Whereas as a result of this extensive study, four sites within the Hudson Sq. BID have been identified for Wayfinding "Area" signs (2'10" wide/8'5" high, the medium size of the three-size signage system, deemed to best fit the surrounding context) at: Southeast corner of Varick & W. Houston Sts., Southeast corner of Spring & Hudson Sts., Southeast corner of Spring & Varick Sts., and Northwest corner of Varick & Canal Sts.; and

Whereas the NYC Public Design Commission has specified the need for one standard citywide wayfinding system, and the proposed signage is in keeping with this system, thereby promoting clarity and mutual understanding of directional information citywide; and

Whereas committee members shared their own positive observations of the wayfinding system in London, where the signage has served as a model for New York City’s system and has been highly successful in helping people find their way, and of the new wayfinding signage in Chinatown (in CB3) where it is not only constantly used, but also has displaced illegal vendors, while wayfinding systems in other U.S. cities have also been shown to be successful in guiding people and promoting security; and

Whereas the Hudson Sq. BID will be responsible for maintenance of the signage, paying a fee to DOT for regular monthly cleanings, such as of graffiti, and repair, as well as on-call services with a one to three-day response time, and maps will be updated as necessary; and

Whereas a variety of new types of street furniture have been recently introduced by the City (such as new phone booths, muni meters and the wayfinding signage), with community concern for the clutter these many separate installations can create; and

Whereas to address this potential clutter, community members have suggested merging some of these amenities together, and have put forth a concept that would incorporate wayfinding signage into what is now a sizable blank space in the new muni meter stanchions (example attached), thereby taking up less sidewalk space;

Therefore be it resolved that Community Board 2, Manhattan (CB2) supports installation of Wayfinding signage on the Southeast corner of Varick & W. Houston Sts., Southeast corner of Spring & Hudson Sts., Southeast corner of Spring & Varick Sts. and Northwest corner of Varick & Canal Sts.; and

Be it further resolved that CB2 asks DOT to review and consider the proposal for incorporating wayfinding signage into the new muni meter stanchions (example attached) in appropriate locations; and

Be it finally resolved that CB2 encourages coordination among New York City agencies in the design and placement of street furniture.

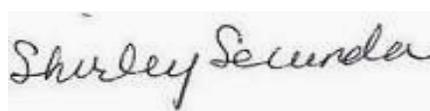
Vote: Unanimous, with 38 Board members in favor.

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

Sincerely,



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Community Board #2, Manhattan



Shirley Secunda, Chair
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Community Board #2, Manhattan

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President Ellen Baer, Hudson BID