

2
3 January 6, 2014

4
5 Deputy Inspector David Ehrenberg
6 13th Precinct
7 230 East 21st Street
8 New York, NY 10010

9
10 **Re: increased enforcement - illegal trucks on West 15th Street (Sixth and Seventh Avenues)**

11
12 Dear Inspector Ehrenberg:

13
14 Manhattan Community Board 4 (CB4) requests that the assistance of the NPYPD Transportation
15 Bureau, Traffic Enforcement Division, in addressing the illegal use of residential blocks in
16 Chelsea – and particularly West 15th Street between Sixth and Eighth Avenues - by trucks. We
17 request increased enforcement related to these trucks’ use of a non-truck route.

18
19 Local trucks, through trucks and cars routinely use West 15th Street between Sixth and Eighth
20 Avenues as an alternate route to 14th Street (which is the official Truck Route, to reach the west
21 side highway). It is a very residential street with a faculty residence at 120 West 15th (NYU), a
22 church at 144 West 15th Street (Church of the Latter Day Saints), a school at 145 West 15th Street
23 (the Puerto Rican Family Institute), and a church/school at 216 West 15th Street (The Nazareth
24 Nursery). Trucks are using West 15th Street, and other residential blocks in Chelsea, illegally.

25
26 In 2007 and 2008 both DOT and the Police Department worked with the Community Board to
27 address complaints from several block associations and the Chelsea Council of Block
28 Associations. The high volume of truck traffic led to street noise on these streets with low-rise
29 historical residences and higher levels of street deterioration, including busted water pipes on
30 West 15th Street and frequent street repaving. Based on Block Association and Community
31 Board requests, several “Local Truck Only” and “No Thru Truck” signs were installed and
32 police ticketing increased. Both the block association and residents reported reduced truck usage
33 during that time.

34
35 In the last couple of years, particularly with the increase of construction activity, residents are
36 reporting a substantial increase in non-local truck and construction trucks using local streets to
37 get to avenues, rather than truck routes (West 14th). They also reported that signs in several
38 locations were removed for construction projects and not reinstalled on Sixth and Seventh
39 Avenues. CB4’s DOT representative has agreed to review the area and ensure signs are
40 reinstalled after construction projects. We thus request that, similar to 2007 and 2008, NYPD
41 increases enforcement on trucks illegally using West 15th.

42

43 Additionally, CB4 would like to invite the NYPD Transportation Bureau, Traffic Enforcement
44 Division, and other senior Precinct officials to an upcoming committee meeting. We believe an
45 open discussion with the various stakeholders and agencies might yield creative ideas for
46 reducing illegal Truck usage of non-Truck routes.

47

48 Sincerely,

49

50 cc: Manhattan NYPD 10th Precinct

DRAFT

2
3 January 6, 2014

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5 Tyler Morse, Chief Executive Officer
6 MCR Development, LLC aka The High Line Hotel
7 180 Tenth Avenue
8 New York, NY 10011

9
10 **Re: Recommendation to Improve Curbside Issues in Front of Hotel**

11
12 Dear Mr. Morse:

13
14 At its full board meeting, on October 4, 2013 Manhattan Community Board 4 (CB4) voted to
15 deny the installation of parking signs allowing a 100 foot loading zone in front of the High Line
16 hotel, on the east side of Tenth Avenue between West 20th and West 21st Streets.

17
18 The current parking regulation at the curb indicates: “No Standing 7 – 10 AM, except Sunday”
19 and “No Parking 7 AM – 7 PM except Sunday”. For hotels of 100 rooms or less, the Department
20 of Transportation (DOT) does not automatically grant a loading zone and requests the
21 Community Board review and recommendations. In our previous recommendations for smaller
22 hotel loading zones, we have sought to accommodate both the business needs and surrounding
23 parking/traffic needs of the area and residents. In this instance, we are concerned that permitting
24 Hotel Loading/Unloading would have a negative impact on the extensive (and increasing) traffic
25 on Tenth Avenue which is a truck route linking the west side highway at West 14th Street, to the
26 Lincoln Tunnel.

27
28 After hearing from neighbors and the local block association who support this change to the
29 curbside regulation, the Transportation Committee decided to once again take the request into
30 consideration. However the discussion revealed that the problem would not be solved by
31 changing the current curbside regulation to a loading zone. Neighbors of the Highline Hotel are
32 concerned about the illegal use of the curbside space by trucks from nearby businesses, and
33 queuing and congestion caused by cars attempting to pull in front of the hotel for guests. The
34 board believes that illegal truck parking will continue to be a problem even if the curbside
35 regulation is changed to a hotel loading zone.

36
37 While CB4 is concerned about the noise and congestion occurring on Tenth Avenue in front of
38 the hotel we believe the hotel must take a more active role in keeping the space clear. The board
39 recommends calling the NYPD traffic enforcement to have the illegally parked cars and trucks
40 towed or ticketed. The hotel’s cooperation in this matter will improve conditions for its
41 neighbors and allow its patrons to pull up to the curb.

42
43 Sincerely,

2
3 January 6, 2014

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5 Chief James Tuller
6 NYPD – Transportation Division
7 One Police Plaza
8 New York, NY 1007
9

10 **Re: Traffic Agents - intersections of Tenth Avenue and West 37th and West 38th Streets**

11
12 Dear Chief Tuller:

13
14 Manhattan Community Board 4 (CB4) requests the assistance of the New York Police
15 Department (NYPD) in improving gridlock and pedestrian safety conditions at the intersections of
16 Tenth Avenue and West 37th and West 38th Streets. Conditions have become a serious safety
17 concern and we thus request that the traffic agents that used to be posted at these intersections
18 during peak hours Monday through Friday 4 p.m. and 8 p.m. return be posted again as soon as
19 feasible.
20

21 There were 56 collisions in the last 12 months at these intersections, New Jersey Transit (NJT)
22 bus drivers block pedestrian crossings at both West 37th and West 38th Streets as they proceed on
23 or turn onto Tenth Avenue. With the buses' large footprint, a blocked crossing often means that
24 the pedestrian cannot cross at all. As you know it is illegal to gridlock the intersection, yet this
25 occurs on a daily basis on Tenth Avenue between West 30th Street and West 40th Street.
26

27 While this area was quite empty of pedestrians in the past, there are now 1,000 newly
28 constructed residences and thousands more under construction on each side of the avenue.
29 In addition, NJT bus drivers frequently do not yield to pedestrians who have the right of way
30 while the buses turn right onto Tenth Avenue. Two pedestrians were injured in the last 12
31 months. A recent pedestrian safety report published by New York City Department of
32 Transportation (DOT) identified that most New York City pedestrian fatalities occur at
33 intersections, and further notes that truck and bus drivers who hit pedestrians do so mostly while
34 turning right.
35

36 Residents have also complained that MTA bus drivers cannot discharge or pick up passengers on
37 Tenth Avenue between West 34th and West 38th Streets between 4 p.m. and 8 p.m., because of
38 the continuous flow of NJT buses blocks access to the bus stops. Local transit users are left
39 stranded with no alternative transportation options at peak hours. We would like to request that
40 the traffic agents currently posted at the intersection of West 34th and Tenth Avenue and the new
41 one proposed for West 37th Street, put their best efforts towards keeping the bus stop on the
42 South East corner of this intersection clear for MTA buses.
43

44 We appreciate your office's help in addressing this intractable problem. We hope that
45 reassigning the traffic agent posted at these intersections will drastically improve the safety for
46 residents of our community

47

48 Sincerely,

49

DRAFT

2
3 January 6, 2014

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5 James Weinstein
6 Executive Director
7 NJ TRANSIT
8 1 Penn Plaza East
9 Newark, NJ 07105

10
11 **Re: New Jersey Transit Safety Concerns and Meeting Request**

12
13 Dear Executive Director Weinstein:

14
15 Manhattan Community Board 4 (CB4) would like to bring to your attention matters of public
16 safety caused by New Jersey Transit (NJT) bus drivers actions in our neighborhood and in the
17 vicinity of the Port Authority Bus Terminal on the west side of Manhattan. Community Board 4
18 requests a meeting in the near future to discuss these concerns. The first concerns pedestrian
19 conflicts and the second illegal idling. We ask that you consider all measures that might
20 contribute to resolving these issues, which put the health and safety of a growing residential
21 population at risk. Such panoply of measures would include incentives, training, audits, and
22 potentially new bus routes to the Port Authority.

23
24 CB4 made a similar request to NJT In a letter dated October 6, 2010. In this letter we requested
25 the assistance of New Jersey Transit with correcting serious traffic conditions being caused by
26 NJT busses in our community. The conditions have not changed and our community continues to
27 struggle with safety and quality of life concerns caused by the improper operation of your buses.
28 We feel the inaction is unusual and not appropriate for a major bus company. Therefore, CB4
29 would like to request a meeting with New Jersey Transit to address these concerns and discuss
30 possible solutions.

31
32 CB4 is on record as favoring mass transit commuting from New Jersey and acknowledges that
33 NJT provides a mode of transportation beneficial to our city and to our neighborhood. The 2005
34 rezoning of the west side is bringing about conflicts in street usage that must now be addressed.
35 We understand that until recently this area was a manufacturing zone and the continuous ribbon
36 of NJT buses lined up daily on Tenth Avenue's east side, blocking intersections from West 30th
37 to West 40th Streets between 4:00 p.m. and 8:00 p. m., did not interfere with a substantial number
38 of pedestrians. However the 2005 rezoning of Hudson Yards converted Tenth Avenue to a
39 residential zone with substantial residential development.

40
41 CB4 has received formal complaints from some of the 2,000 residents of the large residential
42 buildings newly built on both sides of Tenth Avenue between West 37th and West 38th Streets.
43 They report NJT buses frequently blocking pedestrian crossings. With the buses' large footprint,

44 a blocked crossing often means that the pedestrian cannot cross at all. See Illustration 1. As you
45 know it is illegal to gridlock the intersection in New York City.

46
47 What is less understood is that (1) it is illegal to engage in the intersection if there is not enough
48 space to clear it and (2) both pedestrian crossings must be cleared as well as they are part of the
49 intersection as defined by the law. NJT bus drivers do not yield to pedestrians who have the right
50 of way while the buses turn right onto 10th Avenue. A recent pedestrian safety report published
51 by New York City Department of Transportation (DOT) identified that most New York City
52 pedestrian fatalities occur at intersections, but also notes that truck and bus drivers who hit
53 pedestrians do so mostly while turning right as their visibility is limited. NJT buses should be
54 equipped with special mirrors on the right side as recommended by the DOT. There have also
55 been several reports of NJT buses blocking bus stops – and more specifically, that passengers
56 cannot board the M11 bus at the Tenth Avenue and West 37th Street bus stop between 4:00 p.m.
57 and 8:00 p.m. (high bus cueing hours) and should ensure training to ensure bus drivers
58 understand the unique issues of driving in residential areas of New York City.

59
60 While constant training, testing and clear operational guidelines could begin to address these
61 issues, a more structural change to the bus queuing location would likely be required. We have
62 noted that at our request the queuing of some buses has been successfully relocated to Twelfth
63 Avenue, however, a large number of your buses remain on Tenth Avenue. We would thus
64 propose that the queuing of all NJT buses redirected to Twelfth Avenue from West 33rd Street to
65 West 40th Street. This would reduce from seven to one the gridlock and pedestrian conflict risks,
66 remove all impediments to local MTA bus stops and put the buses in an essentially
67 commercial/highway environment better suited to their operation. In addition two traffic agents
68 that can enforce the gridlock laws are already posted at the intersection of West 34th Street and
69 Tenth Avenue.

70
71 We would also like to discuss the severe idling problems related to NJT buses. New York City
72 has strict laws that limit idling to 3 minutes maximum, and 1 minute in the proximity of a school.
73 There are five large parking areas for NJT buses located on lots on Tenth Avenue going from
74 West 37th to West 38th, and West 38th to West 39th, and West 39th to West 40th Streets, and on
75 West 40th Street between Ninth and Tenth Avenues, and on West 40th Street between Tenth and
76 Eleventh Avenues. At around 5:00 p.m. every day, hundreds of buses fire up their engines at the
77 same time as they prepare to leave the parking lots. While the few buses in the front rows leave
78 immediately, the buses parked at the back of the lots leave 15 and sometimes 30 minutes later,
79 thus collectively idling for hours every day. Strict directives should be given to the drivers and/or
80 technology should be employed to notify them individually of their hours of departure from the
81 parking.

82
83 CB4 actively supports the Port Authority (PA) efforts to build a new Bus Garage on the far west
84 side or in Secaucus, NJ, which would mitigate these problems. However, building the garage is
85 likely several years away and these matters of safety cannot wait.

86 We look forward to meeting with you in the near future, as well as hearing about your plans to
87 address these safety issues.

88

89 Sincerely,

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DRAFT

1 **TRANSPORTATION PLANNING COMMITTEE**

Item #: 9

2
3 January 6, 2014

4
5 Thomas F. Prendergast
6 Chairman and Chief Executive Officer
7 Metropolitan Transportation Authority
8 347 Madison Avenue
9 New York, NY 10017

10
11 **Re: Request for New Bus Stop NEC of West 40th Street and Tenth Avenue.**

12
13 Dear Chairman Prendergast:

14
15 Manhattan Community Board 4 (CB4) requests a new bus stop on the M11 bus route in
16 Manhattan at the North East corner of West 40th Street and Tenth Avenue.

17
18 Bus stops are typically two blocks from each other, but in this section there is a 5 block gap.
19 Currently a bus stop exists on the Northeast corner of West 37th Street and Tenth Avenue, and
20 the next bus stop is not until West 42nd and Tenth Avenue.

21
22 Furthermore, due to the Port Authority bound New Jersey Transit traffic on Tenth Avenue in the
23 West 30's during four peak hours of the day the West 37th Street stop is inaccessible. This
24 creates an eight (8) block gap in stops for M11 bus riders.

25
26 A stop at the Northeast corner of West 40th Street and Tenth Avenue would allow the buses to
27 bypass the queue of New Jersey Transit Buses and improve access to the bus service for the
28 numerous new residents of affordable apartments on Tenth Avenue

29 .
30 We understand a stop was not previously needed at this location due to the lack of residential
31 building in the area. A new stop at this location is needed because of the significant increase in
32 residential buildings recently developed on the surrounding blocks, with more planned for the
33 next few years. However, as this area changes and develops we hope that the MTA will assist us
34 in updating access to public transportation.

35
36 Sincerely

1 **TRANSPORTATION PLANNING COMMITTEE**

Item #: 10

2
3 January 6, 2014

4
5 Margaret Forgione
6 Manhattan Borough Commissioner
7 NYC Department of Transportation
8 59 Maiden Lane, 37th Floor
9 New York, NY 10038

10
11 **Re: request for Trailing Turn Signal at West 57th Street and Ninth Avenue**

12
13 Dear Borough Commissioner Forgione:

14
15 Manhattan Community Board 4(CB4) requests pedestrian safety improvements at the
16 intersection of West 57th Street and Ninth Avenue, where the current signal timing does not
17 allow for safe pedestrian crossing of Ninth Avenue on the south side. We recommended such
18 improvements in our comments to the West Side Traffic Study, in a letter dated June 2012.

19
20 West 57th Street is a two way street and as a result pedestrians who cross West 57th Street with
21 the walk signal, are in conflict with drivers turning southbound onto 9th Avenue. In fact there
22 have been ten (10) pedestrian injuries over the last 12 months at this dangerous intersection.
23 The green arrow for the westbound traffic to turn south onto Ninth Avenue, should be changed
24 from leading to trailing, to remove the conflicts with the pedestrians crossing on the south side of
25 Ninth Avenue. A similar configuration was recently installed at West 42nd Street and Ninth
26 Avenue with very satisfactory results.

27
28 We appreciate your cooperation in expediting this request to improve the safety and traffic
29 conditions at this dangerous intersection.

30
31 Sincerely,

32

1 **NEW BUSINESS**

Item #: 22

2
3 January 6, 2014

4
5 Anthony Borelli
6 Vice President, Planning & Development
7 Edison Properties
8 100 Washington Street
9 Newark, New Jersey 07102

10
11 **Re: HLP Properties remediation of a brownfield in Chelsea**

12
13 Dear Mr. Borelli:

14
15 Manhattan Community Board 4 (CB4) appreciates HLP Properties presentations to both the full
16 board and to the Waterfront Parks and Environment Committee informing us of its site
17 remediation plan for the 1.75 acre parcel it owns surrounded by Tenth Avenue and West 17th
18 Street, and Eleventh Avenue and West 18th Street. Clearly, remediation of a brownfield is a good
19 thing. Nevertheless, we express several concerns below.

20
21 The property which is currently repaved to serve as a parking lot was in the late 1800s through
22 the early 1900s one part of a larger parcel housing a Manufactured Gas Plant (MGP). Coal was
23 the primary ingredient of manufactured gas and the site remains contaminated with the
24 byproducts of the MGP process, primarily coal tar. Indeed, the properties stretching between
25 West 20th Street and West 16th Street, West of Tenth Avenue all have some coal tar
26 contamination. Con Edison seems to be the primary organization responsible for the remediation
27 of these properties. HLP Properties has taken on the remediation site.

28
29 HLP Properties told the Waterfront Parks and Environment Committee a geophysical survey, at
30 least 50 test borings, and survey using ground penetrating x-ray has been completed on this
31 property. The site remediation monitoring plan includes: a perimeter construction fence, with
32 Jersey barriers to protect pedestrian walkways; air quality monitoring; optical surveying and
33 vibration monitoring of adjacent buildings and the High Line; and protection of the High Line
34 columns.

35
36 As coal tar is too difficult to remove HLP Properties has instituted a two-phase
37 remediation/containment plan. Phase 1 is all but complete. 3 feet of topsoil have been removed
38 from underneath the high line and replaced with clean soil. A community board member's
39 observation on December 17, 2013 confirms that this part of the project has already been topped
40 with an asphalt surface.

41
42 Phase 2 of the project includes an in situ stabilization area in which contaminants are combined
43 with concrete down to the clay layer. A second area will be surrounded by a containment wall

44 down to the clay layer. The committee was told the remediation design meets the goals of New
45 York State Department of Environmental Conservation for restricted residential and commercial
46 use. This project is part of the DEC's Brownfield remediation program.

47
48 CB4 is pleased that HRP Properties is doing desperately needed work to remediate this site. Even
49 with all the information we received we have some ongoing concerns:

50
51 While the property in question is being remediated we remain concerned that coal tar and other
52 contaminants are properly contained, not only on the specific piece of property, but on the
53 properties between West 16th Street and West 20th Street. as well. We have no sense of the
54 remediation plan for the entire area.

55
56 While the architect involved with this remediation assured us that the immediate future use of the
57 site continues to be a parking lot and that the planned remediation is more than adequate for that
58 purpose we are concerned that the property's future will include some edifice and that its
59 construction will disperse the contained contaminants in our neighborhood. In particular we are
60 concerned about the potential of an underground garage and other future penetration of the
61 containment now being installed. This concern is informed by the 2005 rezoning that permits the
62 construction of residential buildings of 290 and 380 feet on this property.

63
64 While HRP properties was clear that they would be monitoring for the motion of nearby
65 buildings as well as air monitoring during the remediation program we are concerned that there
66 is no monitoring for water both during the remediation process and after it. HRP Properties did
67 not explain how the remediation would prevent contamination of our neighborhood by a future
68 storm Sandy. Nor did they indicate how the movement of tides would affect this nearly
69 waterfront property.

70
71 We look forward to continuing conversations about this ongoing remediation project with the
72 hope that you will also address our concerns.

73
74 Sincerely,

75
76 cc: NYC DEP
77 NYS DEC
78 Elected Officials
79 Con Edison
80
81