

1 **Transportation Planning Committee**

Item #: 6

2
3 Margaret Forgione
4 Manhattan Borough Commissioner
5 NYC Department of Transportation
6 59 Maiden Lane, 35th Floor
7 New York, NY 10038

8
9 Dear Manhattan Borough Commissioner Forgione:

10
11 Manhattan Community Board 4 (CB4) supports the NYC Department of Transportation's
12 (DOT) efforts to adjust and make permanent the redesign Gansevoort Plaza and Chelsea
13 Triangle to improve pedestrian and bicyclist safety and creates a more rational traffic
14 pattern. We appreciate your outreach to CB4 while still in the preliminary design phase
15 of the project and providing us with traffic and accident data and analysis completed by
16 DOT staff.

17
18 CB4 is disappointed that CB4's long-term request to move the public Plaza area further
19 west adjacent to 9th Avenue western sidewalk between West 14th and West 15th Street is
20 deemed infeasible. Since several of the changes DOT is considering may make this
21 feasible, we request reconsideration. We request also that the new design be much
22 greener than the current one, require minimal maintenance and that the existing bike lane
23 be converted to a protected one, consistent with the rest of 9th Avenue. Proper signage
24 will be critical to streamline the traffic.

25
26 The study includes the area between Gansevoort Street to the South, West 16th Street to
27 the North between 9th and Hudson Avenues. Since the initial 2006 interim redesign and
28 2009 enclosed bicycle lane installation this area has seen substantial changes and become
29 a major both daytime and nighttime destination. The increased pedestrian, bicycle, and
30 vehicle traffic creates new safety, traffic (and related noise) issues.

31
32 There are several elements of DOT's initial proposal we find appealing and hope can be
33 pursued. These include the extension of the Chelsea Triangle approximately 8' further
34 south on W. 14th Street and adding 6' wide bulb outs on both the south east and
35 southwest corners of the Chelsea Triangle at West 14th Streets. Using pavers on the west
36 branch of 9th Avenue, west of the Triangle will slow traffic and give a more pedestrian
37 feel to this section. We also support the proposal, which we understand CB2 endorses,
38 to forbid right turns onto West 14th Street from Northbound 9th Avenue, since this will
39 reduce the delays these turning vehicles cause to southbound traffic.

40
41 We are disappointed CB4's long-term request to move the Triangle area further west to
42 be an extension of the west side 9th Avenue sidewalk between West 14th and West 15th
43 Street is deemed infeasible due to the extra traffic pattern and potential pedestrian safety
44 issues created from having the right turns from Southbound 9th Avenue onto West 14th
45 Street while the pedestrian crossing is further west.

46

47 In March 2009 CB4 wrote:

48

49 *“On a related issue, we propose that DOT consider restricting right turns from Ninth*
50 *Avenue onto West 14th Street. We request volume counts to assist in informing this*
51 *decision. We request that this be considered for several reasons:*

52

- 53 ■ *Our observations show that most cars going south on Ninth Avenue access the West*
54 *Side highway by turning right at West 15th Street. Most of the traffic turning west at*
55 *14th Street, travels to Washington Street and could reach the same destination by*
56 *turning right further south on Hudson Street (Gansevoort, Jane, and Bethune Streets).*
57 *Considering the current state of congestion on the dedicated turn lane west of the*
58 *plaza, restricting the right turn should have a minimal impact, and,*
- 59 ■ *It is our understanding that the pedestrian conflict created by the vehicles turning*
60 *right on West 14th Street was one of the reasons the DOT did not locate the Plaza next*
61 *to the western sidewalk during this temporary phase. This change would eliminate*
62 *that conflict.”*

63

64 As DOT explores moving westbound traffic to West 15th Street (from West 14th Street)
65 and removing north bound right turns we hope the traffic flow we suggested in 2009 can
66 be investigated. We request that when DOT returns to CB4 before finalizing the design,
67 they include a fuller analysis of the westbound movements at the west branch of 9th
68 Avenue and 14th Street and explain more fully whether moving the Plaza area west may
69 now be feasible.

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71 There are several other recommendations we ask to be integrated into the new design:

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- 73 • Plant as many trees and greenery on the Chelsea Triangle as feasible. In
74 particular on the eastern side, a hedge or bushes should be installed to deter
75 pedestrians from jaywalking. If possible include an area for community
76 gardening.
- 77 • Create landscaping that can be maintained at very low cost – for example
78 Incorporate fixed city benches and include automatic drip watering system to
79 reduce on-going maintenance costs;
- 80 • Incorporate fixed city Benches.
- 81 • Convert the bicycle lane between West 14th and West 15th Street to a protected
82 one, with a separate pedestrian North/South crossing time on 14th Street, from 9th
83 Avenue left turning vehicles onto West 14th Street, as the DOT considers and
84 removing 9th Avenue Northbound right turns. A few delivery spaces should be
85 maintained for businesses.
- 86 • Consider a Split Phase or an LPI to make the west pedestrian crossing of 15th
87 Street at 9th Avenue safer. As more traffic is directed to use this route to reach the
88 highway, there will be significantly more pedestrian conflicts with the heavy
89 pedestrian flow going to the rezoned and soon to be enlarged Chelsea Market, the
90 Apple store and historic Gansevoort Plaza area. .

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- Consider a Split Phase or an LPI to make the south pedestrian crossing of 9th Avenue at 16th Street safer. The increased popularity of Chelsea Market and this corridor of 9th Avenue make crossing and safety improvements crucial. We also anticipate increased traffic along West 16th Street related to the expansion of Chelsea Market.
 - Improved signage north of West 17th Street to inform drivers of the fork ahead and their directional options just north of West 16th Street. The current signs close to the division point creates delays as cars seek to figure out which side to drive;
 - Place no-honking signs along 9th Avenue near West 15th Street to encourage increased ticketing and enforcement;
 - All intersections should include accessible audible street signals to enable handicapped accessibility;

104 Again, we appreciate the re-evaluation and proposed improvements for the permanent
105 construction of Chelsea Triangle and Gansevoort Plaza and look forward to continued
106 dialogue with DOT.

107
108 Sincerely,
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DRAFT

1 **Transportation Planning Committee**

Item #: 7

2
3 November 7, 2012

4
5 Margaret Forgione
6 Manhattan Borough Commissioner
7 NYC Department of Transportation
8 New York, NY 10038

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10 Dear Manhattan Borough Commissioner Forgione:

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12 Manhattan Community Board 4 (CB4) requests that the Department of Transportation
13 remove the recently installed 2 hour parking meters along the west side of 9th Avenue
14 between West 40th Street and West 59th Street and along the east side between West 42nd
15 Street and 59th Street. This would enable a return to the free untimed parking that existed
16 after 7pm previous to the installation of the enclosed bicycle lanes.

17
18 We have received a petition signed by 2,000 Broadway worker union members and local
19 businesses. A coalition of the Unions representing performing artists and the Broadway
20 workforce brought the need for the free untimed parking to our attention. Broadway and
21 local musicians, performing artists and workers have been using 9th Avenue for several
22 years as affordable parking, made convenient since 7pm coincides with their typical
23 required arrival time for evening performances and the time the parking becomes
24 available. In addition to the cost - \$9 for two hours - the two-hour time limit eliminates
25 the ability of the musicians and actors, who typically have start up and performances
26 lasting 3 to 4 hours, to use these spaces. The musicians usually carry bulky and expensive
27 instruments. This seriously limits their transportation options.

28
29 The unions who have requested this change include:

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31 Actors' Equity Association (AEA)
32 American Federation of Musicians, Local 802 (AFM)
33 Association of Theatrical Press Agents and Managers, Local 18032 (IATSE)
34 Dramatists Guild
35 International Alliance of Theatrical Stage Employees, International (IATSE)
36 Makeup Artists Hair Stylists Union Local 798 (IATSE)
37 Motion Picture Projectionists, Operators, Video Technicians, Theatrical Employees &
38 Allied Crafts, Local 306 (IATSE)
39 Society of Stage Directors and Choreographers (SSD&C)
40 Service Employees International Union, Local 32BJ Theatre Division (SEIU)
41 Theatrical Protective Union Stage Hands, Local 1 (IATSE)
42 Theatrical Wardrobe Union, Local 764 (IATSE)
43 Treasurers & Ticket Sellers Union, Local 751 (IATSE)
44 Untied Scenic Artists Local 829 (IATSE)

45
46 In addition, Tenant PAC has also endorsed the restoration of free evening parking.

47 In addition, the community has not been sufficiently consulted for such a unique change:
48 While NYC DOT had mentioned in its February 27, 2012 response to our questions that
49 metered parking “may” be added we had anticipated, as is customary, further discussion
50 before their installation. In addition DOT had indicated that any such change would only
51 occur after bicycle lane installation. As it stands the bicycle lane is not yet installed. No
52 other enclosed bicycle lanes installation in Manhattan included such a change in evening
53 parking regulations. 9th Avenue is not unique, as it is not generally considered part of the
54 business district, certainly not when it comes to traffic studies, to midtown pedestrians
55 plans, or to other improvements, so there is no basis for singling out this avenue for such
56 a change.

57
58 Finally there is no community need for this change. There are no deliveries after 7 p.m.
59 and most of restaurant goes come by foot and public transit. There is not a need for
60 turnover.

61 This Community Board actively supported the enclosed bicycle lanes and was pleased by
62 the results of most of our negotiations with DOT regarding their placement. However,
63 given DOT’s policy of changing parking regulations as little as possible when installing
64 enclosed bicycle lanes, we consider this change unwarranted and don’t feel our working
65 artist community, should be penalized gratuitously. We strongly object to this change in
66 evening parking regulations and request that NYC DOT remove these parking regulations
67 for after 7 pm as soon as possible.

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69 Sincerely,

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DRAFT

1 **Transportation Planning Committee**

Item #: 8

2
3 November 7, 2012

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5 City Council Speaker Christine Quinn

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7 Dear Speaker Quinn:

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9 Manhattan Community Board 4 (CB4) supports City Council Intro 435, which changes
10 the structure for administrative violations for Street Vendors from increasing fines for
11 each violation to increasing fines for each violation issued for the same offense. We feel
12 this change increases the fairness of the fine system while enabling disincentives for
13 recidivists. We also support the efforts to simplify the currently very confusing
14 administrative requirements for Street Vendors.

15
16 Intro 435 is part of the legislative agenda of the Street Vendor Project, which includes
17 over 700 Street Vendors. Intro 435 already has 32 City Council sponsors. CB4 has long
18 been supportive of street vendors in our community, though balanced with our concern
19 about street clutter and vendors located in illegal and inappropriate locations.

20
21 There are over 10,000 street vendor licenses and 3,000 permitted vending carts in New
22 York City. Street Vendors have been a regulated part of the New York's street life since
23 1691. A 2006 survey of street vendors found that 83% were foreign born and the
24 remainder were veterans (who receive a priority for licenses). The median income in
25 2006 was approximately \$7,500 and estimated at \$13,000 today. Most vendors worked
26 200 to 250 days a year and almost 9 hours a day. 88% were the primary wage earner for
27 their families. In addition to being part of the street life of New York City, vendors are a
28 part of the entrepreneurial spirit of New York City.

29
30 As has been the case generally for small businesses, the city has increased tickets for
31 administrative violations for street vendors. Last year over 40,000 violations were issued,
32 often for minor offenses such as being an inch off on placement, height limits, and/or not
33 clearly displaying their license. The current law increases the fines for each violation a
34 vendor receives – Intro 434 changes the increase schedule to be based on each fine for the
35 same offense. We believe this is fairer than the current system and enables enforcement
36 to focus on recidivists.

37
38 We also support current City Council efforts to simplify the administrative requirements
39 – making distances from building entrances, for example, uniform and making
40 restrictions similar for each type of vendor (currently it differs by type of vendor).
41 Though not currently proposed, we also would support making the distance from bus
42 stops (25') uniform with the distance to subway entrances (currently 10', we would
43 propose 25'). We also would propose that the rules clarify, similar to other street
44 furniture, that a minimum of 8' clearance for pedestrians be permitted.

45

46 We are, however, concerned that some of the current proposals may be too restrictive –
47 and we would propose they be modified. Specifically, there is a proposal to not permit
48 vendors within 20’ of residential and commercial building service entrances (the current
49 restriction just relates to building entrances) and in front of Hospital No Standing Zones.
50

51 However most service entrances are rarely used during typical vending hours and most
52 Hospital No Standing zones are unrelated to any need for emergency or access-a-ride
53 access. We would propose instead, that any owner could notify DCA that it wants such a
54 restriction and put a plaque near the service entrance/hospital that states “No vending
55 within 20.”” This would enable owners to easily have those restrictions if they desire
56 while not overly restricting vending locations. We are also concerned that a proposal for
57 no vending in taxi stands is too general and should be within approximately 40’ (two car
58 lengths) of the sign.
59

60 We also support proposals to increase the availability of information of Street vendor
61 fines and rules and regulations, as well as proposals to gradually convert carts to electric,
62 rather than gas, operations (as long as the city provides reduced rate loans or grants to
63 enable conversion).
64

65 We appreciate that the City Council is seeking to tackle reforming and simplifying overly
66 complicated administrative requirements for Street Vendors as it seeks to balance the
67 important need to preserve this valuable entryway for New York City entrepreneurs and
68 street life while addressing the increased street clutter.
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70 Sincerely,
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1 **Transportation Planning Committee**

Item #: 9

2
3 November 7, 2012

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5 Margaret Forgione
6 Manhattan Borough Commissioner
7 NYC Department of Transportation
8 59 Maiden Lane, 35th Floor
9 New York, NY 10038

10
11 Dear Manhattan Borough Commissioner Forgione:

12
13 Manhattan Community Board 4 (CB4) requests a protected crosswalk on West 40th Street
14 approximately mid-block between 8th and 9th Avenues. More specifically, this crosswalk
15 would be located on a line between the Port Authority Entrance/Exit on the north side of
16 West 40th Street and the Fairfield Inn & Suites entrance on the south side.

17 The owners of the 4 hotels on that block, all clustered near the proposed crosswalk
18 originated this request. The hotel owners also received the support of the Port Authority.

19
20 We support this request to improve pedestrian safety on this block. The pedestrian traffic
21 has increased significantly on this street with the opening of four twenty-story hotels in
22 the last few years. Since the tourists are frequently carrying luggage from the Port
23 Authority and may not walk to the Avenue corners to cross, we feel this crosswalk would
24 increase pedestrian safety.

25 Further many tourists cross in the middle of the block to avoid the serious pedestrian
26 congestion on the south side of W. 40th Street near 8th Avenue due to the presence of a
27 Parole Center for Manhattan, the subway entrance, street vendors and the normal volume
28 of commuters..

29
30 Our observation is that vehicular traffic is frequently backed up along this block during
31 the day and early evening and a protected crosswalk would thus not interfere with traffic.
32 We propose the crosswalk be protected by a striped speed bump, a stop sign or a yellow
33 blinking signal.

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35 Thank you for your consideration.

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37 Sincerely,

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1 **Transportation Planning Committee**

Item #: 10

2
3 Ms. Margaret Forgione
4 Manhattan Borough Commissioner
5 New York City Department of Transportation
6 37 Maiden Lane Water Street
7 New York, New York 10038

8
9 **Re: Audible Crosswalk Installation to Accommodate Senior Community in 10th, 9th,**
10 **8th Aves at 50th & 51st Streets**

11
12 Dear Commissioner Forgione:

13
14 Manhattan Community Board 4 would like to request the installation of several audible
15 crosswalks. The Encore Senior Center is located at 239 West 49th Street. *It serves free*
16 *and low-cost meals to hundreds of senior citizens daily within Community District 4.*
17 *Specifically, there is a significant community of senior citizens throughout the Hudson*
18 *View Terrace which encompasses 747 10th Avenue and the surrounding city block.*

19
20 *Everyday hundreds of senior citizens brave dangerous intersections on Tenth, Ninth and*
21 *Eighth Avenues in order to receive their meals and additional senior services. Concerns*
22 *have also been raised citing the particular safety concerns of seniors living with limited*
23 *vision and blindness. Manhattan Community Board 4 therefore respectfully requests*
24 *that the Department of Transportation install audible crosswalks at the following*
25 *intersections, as feasible:*

26
27 *10th Avenue at 50th & 51st Street*
28 *9th Avenue at 50th & 51st Street*
29 *8th Avenue at 50th & 51st Street*

30
31 *Manhattan Community Board 4 commends the Department of Transportation for its*
32 *sustained commitment to pedestrian safety and looks forward to working together on this*
33 *issue.*

34
35 *Sincerely,*

36
37 *Cc: Encore Senior Center*
38

1 **Transportation Planning Committee**

Item #: 11

2
3 November 7, 2012

4
5 Jonathan Mintz
6 Commissioner
7 Special Application Unit
8 Department of Consumer Affairs
9 42 Broadway, 5th Floor
10 New York, N.Y. 10004

11
12 **RE: Proposed newsstand, Southwest corner West 34th Street and 11th Avenue**
13 **(License #1447360)**

14
15 Dear Commissioner Mintz:

16
17 Manhattan Community Board #4 approves the proposed newsstand on the south side of
18 West 34th Street, approximately 20 feet west of 11th Avenue. The applicant's brother and
19 father appeared at the public hearing to present their proposal and the applicant appeared
20 at the full Community Board meeting. The location across the street from the Javitts
21 Convention Center and the recently relocated Mega-bus stop and near future High-Line
22 entrance/exit and Hudson Yards West is appropriate for a newsstand. The location meets
23 both Community Board and DCA requirements for a newsstand location.

24
25 We also note that the applicant's father was recently approved for a newsstand on 9th
26 Avenue near West 17th Street. We have been assured that both the father and daughter
27 will be working full time at their respective newsstands – and thus welcome the family to
28 the neighborhood.

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30 Sincerely yours,
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