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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

December 28, 2021

Edward Pincar Jr.
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane
New York, NY 10038

Dear Commissioner Pincar:

At its Full Board meeting December 21, 2021, Community Board #2, adopted the following resolution:

Resolution in response to request for a loading zone in front of the Restoration Hardware (RH) Guesthouse at 55 Gansevoort St.

Whereas the RH Guesthouse, a new hotel poised to open at 55 Gansevoort St. (the north side) has requested a hotel loading zone to serve guests primarily in disembarking from vehicles with their baggage when they arrive and in loading their baggage in vehicles when they depart; and

Whereas the applicant has asked for a loading zone measuring 108 ft. 8 in. in length to align with the building's full street frontage and accommodate approximately five cars at once at different times of day, including deliveries (only in the morning before 10 am); and

Whereas the RH Guesthouse will house six 500 s.f. guestrooms, three 1,000 s.f. suites and one 2,600 s.f. residence-style master suite, or a total of 10 rooms, to be occupied by no more than 20 guests (two in each guestroom/suite); and

Whereas loading zone activity would be monitored by the hotel's front office and doorman/porter, who will be trained to manage in-and-out movement of vehicles; and

Whereas although the NYC Dept. of Transportation (DOT) regularly issues loading zone permits in front of hotels of over 100 rooms, but requires community boards to review loading zone requests for hotels less than 100 rooms (assessing local conditions); and

Whereas DOT usually allows a 30 ft. loading zone in front of a 100-room hotel, however, the RH Guesthouse has only 10 rooms; and

Whereas current regulations on Gansevoort St. btw. 9th Ave. and Washington St. (the street where 55 Gansevoort St. is located) are:

North Side (55 Gansevoort side) - 3 Hour Metered Parking, Commercial Vehicles Only (Others No Standing), Monday-Friday, 7am-4pm; 2 Hour Metered Parking, Monday-Friday, 4pm-11pm; No Standing, All Days, 1am-6am.

South Side (across from 55 Gansevoort) - 3 Hour Metered Parking, Commercial Vehicles Only (Others No Standing), Monday-Friday, 7am-4pm; 2 Hour Metered Parking, Monday-Friday, 4pm-11pm., providing ample opportunity for deliveries to load and unload during the morning hours needed and for pickup and drop-off; and

Whereas Gansevoort St. btw. 9th Ave. and Washington St. (the street where 55 Gansevoort St. is located) is part of the Open Streets program and is designated for pedestrian and bicycle use alone from 3pm-12am on weekdays (Monday-Friday), and from 11am-12am on weekends (Saturday and Sunday), allowing only local pickup and drop-off activities during those hours and further affording adequate space for any extra hotel pickups and drop-offs;

Therefore, be it resolved that Community Board 2 Manhattan recommends that DOT grant a 15-20 ft. (one space) hotel loading zone to the RH Guesthouse.

Vote: Unanimous, with 37 Board Members in favor.

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

Sincerely,



Jeannine Kiely, Chair
Community Board #2, Manhattan



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

JK/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah J. Glick, NY Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Council Speaker

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December 28, 2021

Craig F. Ruyle, P. E.
Regional Director
NYS Department of Transportation
New York City Region
47-40 21st Street
Long Island City, NY 11101

Adam S. Levine, P.E., AICP
Traffic Safety and Mobility Director
NYS Department of Transportation
New York City Region
47-40 21st Street
Long Island City, NY 11101

Dear Mr. Ruyle and Mr. Levine:

At its Full Board meeting December 21, 2021, Community Board #2, adopted the following resolution:

Resolution requesting short- and long-term solutions to safeguard pedestrians crossing West Street/Route 9A to and from the Hudson River Park at Spring St. and at Canal St.

Whereas Community Board 2 Manhattan (CB2) has been requesting solutions to safeguard pedestrians crossing West Street/Route 9A to and from the Hudson River Park (HRP) at the highly hazardous intersections at Spring St. and Canal St. for over 10 years; and

Whereas the absence of adequate signalization, crosswalk markings, directional and warning signage, as well as design changes and other applications, to protect pedestrians crossing West St./Route 9A at those perilous locations has just recently led to a vehicular-pedestrian collision resulting in the death of a long-time CB2 resident^{1, 2, 3} and has presented a bitter reminder, once again,⁴ of the need to install the improvements CB2 has long supported to keep people safe from harm; and

Whereas there is only one crosswalk on West St./Route 9A for either the Canal St. or Spring St.

¹ Julianne Cuba, "Driver Kills Elderly Woman Near Gridlocked Canal Street," Streetsblog, Nov. 11, 2021.

² Lincoln Anderson, "Hudson Square Woman, 78, killed by truck while crossing West Side Highway," The Village Sun, Nov. 11, 2021.

³ Rocco Parascandola, "Woman, 78, Killed by SUV After Stepping Into Traffic," New York Daily News, Nov. 11, 2021.

⁴ From Oct. 2019 to Nov. 2021 alone: *According to Crash Mapper, there have been 38 reported crashes on West Street between the two Canal Street intersections since October 2019, causing 15 injuries....* Streetsblog, Ibid.

intersections, i.e., the one for the southern eastbound leg of Canal (also with a pedestrian signal); and

Whereas CB2 has long observed that pedestrians wanting to access or leave the HRP across West St./9A tend to follow their desire lines (quite understandably in view of the contours and the dearth of sufficient accommodation there) which often occurs by the northern westbound leg of Canal St. (where the recent tragic fatality took place) and at Spring St. After the southern Canal St. leg, no West St./9A crosswalk exists all the way to the north side of Houston St., a stretch of five long blocks. Even with a new crossing anticipated just north of Charlton St., many HRP users will opt to cross West St./9A at Spring and at Canal, especially those coming from Little Italy/Nolita, SoHo, the South Village and Hudson Sq. and from the immediate vicinity; and

Whereas in the past, the New York City and New York State Depts. of Transportation (NYC and NYS DOTs) have been reticent to consider a Spring or northern Canal St. pedestrian crossing on West St. because of the desire to accommodate southbound vehicular traffic turning east from West St. or traffic from the west turning north on West St. and to avoid traffic backing up; and

Whereas a new paradigm has developed in recent years that recognizes the need to enhance pedestrian safety and comfort, especially in areas of substantial pedestrian activity, and to give priority to protecting pedestrians by slowing down vehicular traffic and redesigning (or relocating) opportunities for turning movements; and

Whereas the extensive growth of the residential population, commercial endeavors and cultural activities in this area and further new development and improvements that are continuing to occur, along with the constant increase in HRP users, all that are transforming and will further transform this West St. vicinity to a well-used community place, require a fresh look and different approach to handle the movement of vehicular traffic previously served by a highway and to fully meet pedestrian and bicycling needs; and

Whereas when West St. was redesigned in place of the West Side Highway, it was conceptualized as a boulevard, and CB2 (along with many others) approved that concept, visualizing it as a community thoroughfare where neighbors could stroll, meet and interact. Instead, it has been treated as a highway; and

Whereas at the Hudson River Park Advisory Council's November 2021 meeting, it was suggested that after 20 years, it's time to take another look at West St. and evaluate what restructuring needs to be done to improve it. The NYS DOT people who were present indicated that they were contemplating doing this, however, they cautioned that it could not be done immediately but rather in the long term;

Therefore, be it resolved that CB2 continues to support the installation on West St. of an at-grade pedestrian crosswalk with a pedestrian signal at Spring St. or at the northern leg of Canal St. as well as the possibility in the long term of constructing a bridge for pedestrians and bicycles at Spring, as recommended by the Hudson Square Business Improvement District; and

Be it further resolved that in the absence of any commitment in the immediate future to extensive study of existing conditions on West St. and design of improvements that can integrate installation of the crosswalks and signalization that CB2 requests while also including other pedestrian- and bicycle-

friendly approaches, CB2, out of desperation to urgently protect all those who traverse West St. at these hazardous Spring and Canal St. crossings, is asking for simple, short-term safety measures that can be implemented quickly at those locations; and

Be it further resolved that CB2 recommends that these short-term measures include:

- Installation of signage both on the east and west (HRP) sides of West St. and on the median that indicates danger and cautions pedestrians not to cross, sited at the areas where pedestrians attempting to cross on West are unprotected and highly vulnerable, particularly by the northern Canal St. leg, and also on Spring St. Available signage, such as the silhouette of a pedestrian on a white background encircled in a red border with a red diagonal line over the pedestrian image and/or a white rectangular sign with a red frame and letters cautioning "No Ped Crossing " could be used, or other signs might be employed announcing warnings such as "Caution Not a Pedestrian Walkway" or "Caution No Crossing" or a combination of cautionary signage.
- Installation of signage that directs people to the nearest crosswalk (e.g. to the planned crosswalk north of Charlton St. and/or to the south side of Canal St.) with both arrows and words and possibly maps.
- Signs embedded in the West St. roadbed warning "Do Not Walk Here."
- Installation of a chain at the bikeway side of West St. by the small opening north of the HRP basketball courts that leads out from the HRP close to the dangerous Canal St. northern leg, to thwart access to those who may attempt to cross there (similar to a chain that has been used further north at a break in the median for fire trucks).; and

Be it further resolved that CB2 encourages the NYS and NYC DOTs to explore accessing the dedicated funds for bollards that are offered by the new Federal Infrastructure Bill and consider how such bollards may be used to enhance safety at these and other West St. locations; and

Be it further resolved that CB2 urges that the NYS DOT conduct a comprehensive study and formulate a plan as soon as possible to restructure West St/Route 9A as a community-friendly thoroughfare with a design that incorporates improvements that can seamlessly integrate installation of the crosswalks and signalization that CB2 requests (as well as needed additional, more frequent crosswalks and signals along West St.) while also including other vastly needed approaches to wholly accommodate pedestrians and bicycles, and speedily implement them, in concert with the NYC DOT where necessary; and

Be it finally resolved that CB2 strongly requests that the NYS DOT consult with CB2 and the community in developing the plan as it progresses.

Vote: Unanimous, with 37 Board Members in favor.

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

Sincerely,



Jeannine Kiely, Chair
Community Board #2, Manhattan

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

JK/EM

c: Edward Pincar Jr., Manhattan Borough Commissioner, NYC DOT
Thomas G. Bayer, P.E., Asst. to Regional Director, NYS DOT
Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah J. Glick, NY Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Council Speaker
Noreen Doyle, Hudson River Park Trust
Samara Karasyk, Hudson Sq. BID
Jeffrey LaFrancois, Meapacking DMA/HRPTAC

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December 28, 2021

Edward Pincar Jr.
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane
New York, NY 10038

Dear Commissioner Pincar:

At its Full Board meeting December 21, 2021, Community Board #2, adopted the following resolution:

Resolution in response to presentation of proposed new Citi Bike Infill Sites by NYC Dept. of Transportation (DOT).

Whereas the NYC Dept. of Transportation (DOT) presented their latest list of Citi Bike station infill locations proposed to be located in Community Board 2, Manhattan (CB2); and

Whereas the following 12 Citi Bike Infill Sites are proposed:

1. South side of Hester St. btw. Bowery & Elizabeth St., southeast corner - In south roadbed (on street) (in front of Bank of America).
2. South side of Kenmare St. btw. Elizabeth St. & Bowery - On south sidewalk.
3. East side of Lafayette St. btw. Grand St. and Broome St. - In east roadbed. (By Butter Restaurant).
4. West side of West Broadway btw. Broome St. & Spring St. - In west roadbed. (By eyeglass store).
5. East side of 6th Ave. btw. Spring St. & Broome St. - On east sidewalk. Reinstallation. (Had been out because of park renovation).
6. West side of Greene St. btw. Prince St. & W. Houston St. - In west roadbed. (Ground floor commercial; residential above).

7. East side of 7th Ave. btw. Bleecker St. & Morton St. - In east roadbed. (Caliente Cab there).
8. W. 3rd St. & MacDougal St. - In south roadbed. Relocation. (From station currently at Sullivan St. and Washington Sq. - for higher capacity and equipment).
9. East side of Washington Sq. East btw. Washington Pl. and Washington Sq. N. (Waverly Pl.). - East roadbed. Reinstallation (after street work). Across from Washington Sq. Park; next to NYU. (Student and park access).
10. 4th Ave. & E. 12th St. - In west roadbed.
11. West side of University Pl. btw. E. 13th St. & E. 14th St. - In roadbed pedestrian space. Equipment swap. (Changing from 45-degree angled bike parking to right angle bike parking to allow for more bikes. 49 bikes now; will get additional 14).
12. South side of W. 12th St. btw. 8th Ave. & Hudson St. - In south roadbed. (Outside Abingdon Sq. Park).

Whereas neighborhood people expressed their concern about (and objection to) the proposed Citi Bike station location in the south roadbed of Hester St. btw. Bowery & Elizabeth St. because of the very narrow street (only 24 feet) and the various activities occurring there that already have difficulty maneuvering in the exceptionally tight conditions, e.g. there's the Hong Kong Supermarket on the north side with a large clientele coming and going that crowds the street and a large number of deliveries that need to be accommodated, along with activity from the Chinese Mission on Elizabeth and Hester and from many other businesses there as well as the overflow from Po Wing Hong, another major supermarket, at 49 Elizabeth St., other grocery stores and commerce in the area. Similar constricting conditions at a Citi Bike station fronting 58-60 Elizabeth St. btw. Hester & Canal Sts. in 2016 led to its removal and relocation after complaints from businesses about trash and lack of access; and

Whereas other more suitable locations with wider streets and thus more room were suggested, especially Grand St. btw. Mott and Elizabeth Sts. where there already is a docking station that has a sizable amount of space still left that can provide the room needed for accommodating additional Citi Bikes (In fact, the Citi Bike station at 58-60 Elizabeth St. btw. Hester & Canal that needed to be moved in 2016 was relocated to this more appropriate Grand St. site), as well as on the Bowery at Elizabeth St. fronting the other side of the Bank of America building. The DOT Citi Bike representatives said they could definitely take another look at the area in question; and

Whereas a great many SoHo residents weighed in, including the Director of the SoHo Alliance representing hundreds of SoHo community people, and there were several written submissions, on the unsuitability of the proposed Citi Bike location in the west roadbed of Greene St. btw. Prince St. & W. Houston St. (which would encourage bicycling activity there), because the street is paved with Belgian blocks which make it difficult to ride a bike, leading cyclists to ride on the crowded sidewalk and endangering pedestrians (e.g., not long ago on Clarkson St., which is paved with Belgian blocks, a teenager walking on the sidewalk was hit by an errant cyclist riding there and was severely injured). Cyclists are endangered too, because of the poorly repaired Belgian blocks having too much space between them, precipitating falls. The street's narrowness was also pointed out and its loading docks that

extend three or four feet out, as well as its constant flow of automotive traffic coming from Church St. funneling into Canal St. where a green arrow directs it onto Greene St. to head uptown; and

Whereas other more suitable locations in the vicinity that could accommodate a Citi Bike station convenient to the Prince St. bike lane and serve the area's needs were suggested, such as on the north side of Houston, between Greene & Wooster Sts., where No Standing is the rule, or anywhere on the south side of Houston between West Broadway & Greene, or possibly Thompson (where there's a narrow-shared bike lane) or Sullivan Sts., both of which are paved, along with others. The DOT Citi Bike representatives said they could definitely take this back into consideration; and

Whereas it was noted that there are already two Citi Bike stations in the area of the proposed site at the south side of W. 12th St. btw. 8th Ave. & Hudson St. (south roadbed), and that the community really needs more Citi Bike stations by 14th St. where people can connect to the subway; and

Whereas concern was voiced again about the absence of proper rebalancing of existing Citi Bike stations leading to a lack of open docks to which to return bikes that replenish the supply and can then be accessed again and also the failure of the system to replace bikes, as well as the need for, lack of and recent removal of valet parking at larger stations such as Duarte Square which used to have valet parkers keeping returned bikes aside to refill empty docks and holding some docks free to return bikes. Users also reiterated that the need is not for more Citi Bike stations but for more and better rebalancing; and

Whereas DOT does not yet have information on the definitive number of bikes that will be in each of the proposed stations, but has indicated that the average Citi Bike station in CB2 is 125 ft. long with 49 docks;

Therefore, be it resolved that CB2 strongly objects to and urges DOT not to install a Citi Bike station at the proposed location in the south roadbed of Hester St. btw. Bowery & Elizabeth St. and instead to install one at a different location in that vicinity, preferably at Grand St. btw. Mott and Elizabeth Sts. where the existing Citi Bike station has room for more docks, or on the Bowery at Elizabeth St. where CB2 encourages DOT to assess the real need there for the occasionally moving traffic lanes that actually may not be necessary; and

Be it further resolved that CB2 also strongly objects to and urges DOT not to install a Citi Bike station at the proposed location in the west roadbed of Greene St. btw. Prince St. & W. Houston St. and instead to install one at a different location in that vicinity, such as the north side of Houston St. btw. Greene & Wooster Sts. or anywhere on the south side of Houston between West Broadway & Greene, or on Thompson or Sullivan Sts. near Houston or Prince Sts. or at any of the following other alternative locations recommended by the community: Mercer St. roadbed, northeast at Houston (where Mercer Street is paved and fairly wide), and the roadbed of LaGuardia Pl. at Houston on the northeast corner or the northwest corner; and

Be it further resolved that CB2 asks that DOT install more Citi Bike stations on 14th St. in locations where the subway can be accessed conveniently; and

Be it further resolved that CB2 reiterates its urgent request to speed up and extend as well as restore any lapsed Citi Bike rebalancing activities including valet parking services at high volume locations; and

Be it finally resolved that CB2 expects that DOT will very soon provide information on the definitive number of bikes that will be in each of the proposed Citi Bike stations in CB2.

Vote: Unanimous, with 37 Board Members in favor.

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

Sincerely,



Jeannine Kiely, Chair
Community Board #2, Manhattan



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

JK/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Carolyn Maloney, Congresswoman
Hon. Nydia Velasquez, Congresswoman
Hon. Brad Hoylman, NY State Senator
Hon. Brian Kavanagh, NY Senator
Hon. Deborah J. Glick, NY Assembly Member
Hon. Yuh-Line Niou, NY Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Council Speaker
Hon. Margaret Chin, Council Member
Hon. Carlina Rivera, Council Member