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Susan Kent, *First Vice Chair*  
Valerie De La Rosa, *Second Vice Chair*  
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*  
Eugene Yoo, *Secretary*  
Ritu Chattree, *Assistant Secretary*

## COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE  
NEW YORK, NY 10012-1899

[www.cb2manhattan.org](http://www.cb2manhattan.org)

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Greenwich Village ✦ Little Italy ✦ SoHo ✦ NoHo ✦ Hudson Square ✦ Chinatown ✦ Gansevoort Market

June 27, 2022

Hon. Adrienne E. Adams  
Speaker, NYC Council  
165-90 Baisley Blvd.  
Jamaica, NY 11434

Hon. Selvena Brooks-Powers  
Chair, Transportation & Infrastructure Committee  
NYC Council  
250 Broadway, Suite 1865  
New York, NY 10007

Hon. Christopher Marte  
NYC Council Member  
101 Lafayette St., 9<sup>th</sup> Floor  
New York, NY 10013

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

Dear Council Speaker Adams, Chair Brooks-Powers, Council Member Marte, and Commissioner Pincar:

At its Full Board meeting June 23, 2022, Community Board #2, adopted the following resolution:

**Resolution in support of NYC Council Bill Int. 0340-2022 to ensure each sign in Chinatown has the street name in Chinese and English, and to facilitate placement, replacement or repair of needed bilingual signs (in various languages) in other NYC locations.**

**Whereas** bilingual street name signs in Chinatown have been steadily disappearing ever since the bilingual street naming program was set up in the 1960s and expanded in 1985. Initially, there were at least 155 Chinese/English signs in Chinatown; now there are just about 100, with missing signs replaced by ones in English only; and

**Whereas** the loss of Chinatown's bilingual street signs not only removes a way to navigate the streets for non-English speakers. It also subtracts from the cultural identity and spirit that define this unique neighborhood; and

**Whereas** NYC Council Bill Int. 0340-2022 requires that a program be established by the NYC Dept. of Transportation (DOT) to ensure that all street name signs in Chinatown display their street names in both Chinese and English; and

**Whereas** the program would prescribe that:

- DOT conduct a study to determine Chinatown's borders, distribute it to elected officials, and publish it on DOT's website.
- The Chinese name of each street within those borders be added to any corresponding street name sign that's only in English at a rate of 50 bilingual street name signs annually until everyone of these signs are in both Chinese and English.
- DOT conduct such a study every 50 years thereafter to reassess borders and signs.; and

**Whereas** the Bill (to which, it was indicated, DOT was receptive) also requires DOT to create a program for bilingual street name signs throughout the City and for replacing any damaged ones with new ones. It also provides for a special page on the DOT website with information on all the City's bilingual street name signs, including maps and access for requesting such signs, an approach that underscores the equity and inclusion that NYC seeks; and

**Whereas** the Bill provides for any City Council member or the Public Advocate to request bilingual street name signs. Community boards, who directly represent their communities' recommendations and requests, could also be suitable originators of these signage requests; and

**Whereas** the cost of operations was raised along with the need to ensure that there are adequate funds allocated for implementation and administration of this endeavor, e.g., for technological costs such as printing characters in other languages and setting up a searchable data base and map, or for translation services and extra staff time;

**Therefore be it resolved** that Community Board 2 Manhattan (CB2) wholeheartedly supports NYC Council Bill Int. 0340-2022 and urges that it be passed as soon as possible; and

**Be it further resolved** that CB2 recommends that consideration be given to including community boards in the Bill as initiators of requests for bilingual street name signs on their own; and

**Be it finally resolved** that CB2 asks that attention be given to structuring this much needed and meritable proposed program of actions to ensure that it be carried out in the most cost effective and efficient manner possible.

**Vote:** Unanimous, with 34 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, NYS Senator  
Hon. Brian Kavanagh, NYS Senator  
Hon. Deborah J. Glick, NYS Assembly Member  
Hon. Yuh-Line Niou, NYS Assembly Member  
Hon. Mark Levine, Manhattan Borough President  
Hon. Erik Bottcher, Council Member  
Hon. Carlina Rivera, Council Member

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June 27, 2022

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

Jessica S. Tisch  
Commissioner  
NYC Department of Sanitation  
125 Worth Street  
New York, NY 10013

Dear Commissioner Pincar, and Commissioner Tisch:

At its Full Board meeting June 23, 2022, Community Board #2, adopted the following resolution:

**Resolution in support of modifications on W. 3rd St. btw. LaGuardia Pl. and Wooster St. to provide access to the Bobst Library loading dock and recommending design, operational and regulatory adjustments to street changes in that area for improving pedestrian and bicycle safety.**

**Whereas** in February 2017, Community Board 2 Manhattan (CB2), in response to community requests (including a petition with some 600 signatures, at least 95% of them from the immediate local community) for a safer, shortened, less hazardous pedestrian crossing on W. 3rd St. from LaGuardia Pl. to Mercer St. using traffic calming measures, such as sidewalk widening, neckdowns and a protected bike lane, and addressing delivery, loading and garbage disposal needs with curb regulations allowing for dedicated commercial loading/unloading spaces, metered to improve curb access by encouraging turnover, held a hearing (heavily attended by that same community) and adopted a resolution calling for these changes that was submitted to the NYC Dept. of Transportation (DOT); and

**Whereas** in July 2018, in response to CB2's February 2017 resolution, DOT presented a proposed plan for W. 3rd St. btw. LaGuardia Pl. and Mercer St. that included widening of the south sidewalk with an epoxy/gravel treatment, a 6' bike lane next to that widened south sidewalk protected by a 3' buffer and floating alt. side parking (8'), a 10' travel lane next to the floating parking, a north curbside lane for commercial and overnight parking, high visibility crosswalks at LaGuardia Pl., Mercer and Wooster Sts., a bulbout at Wooster St.'s north side, and neckdowns at the southern corners of LaGuardia Pl. and Mercer St.; and

**Whereas** CB2 in agreement with the large community turnout at the July 2018 presentation favored the proposed improvements but also asked for some additions and modifications, among them, a high visibility crosswalk at Greene St. with a sidewalk extension on Greene's north side (to ensure safety for

pedestrians who frequently cross at this major, poorly defined street along the superblock), Stop or Yield to Pedestrian signs in advance of Greene (to alert approaching vehicles of pedestrians crossing there), and the installation of planters on the proposed epoxy/ gravel sidewalk widening as well as on the neckdowns on the south side of W. 3rd btw LaGuardia and Mercer; and

**Whereas** after four years, the plan for W. 3rd St. btw. LaGuardia Pl. and Mercer St. that was presented at the July 2018 CB2 meeting has been in the process of implementation for the last several weeks. While it doesn't appear that implementation is complete, observations have led to considerations that call for certain remedial adjustments (outlined in the following); and

**Whereas** the new floating parking on W. 3rd St.'s south side stops large trucks from accessing the NYU Bobst Library's loading dock to bring in the multiple deliveries Bobst receives each day. For a great many years, 30 ft. to 55 ft. delivery trucks have been backing up along W. 3rd St. to access Bobst's loading dock, using the street's available wide width (or much of it) to turn into that space. The floating parking removes the street space needed for the turning radius required to back in, and NYU is asking for removal of five to six of the floating parking spaces to allow for the turning movement, which would be safer, more direct and more predictable than the original free-form backup pattern because it channels the path of the trucks; and

**Whereas** it was observed that with the new layout, garbage trucks' pickup activities hinder oncoming traffic as well as pedestrians' passage and safety from Schwartz Plaza to cross Wooster when the trucks park at the zebra crosswalk there, however, the new commercial metered 3-hour parking rules, M-F 8am-6pm, west of the crosswalk (and possibly elsewhere on the north side, considering the many delivery trucks that inundate the area) for both garbage pickup and loading/unloading is expected to accommodate these needs. At the same time, bags of garbage pile up just east of and often overlapping on to the Schwartz Plaza path, as well as on the west side of the Bobst loading dock, obstructing pedestrian passage and attracting vermin, not to mention the unpleasant environment they create; and

**Whereas** NYC's new Clean Curbs program will be providing attractive, sealed containers for holding trash bags filled with garbage for pickup by the NYC Dept. of Sanitation (DSNY), helping to keep streets cleaner, and interested NYC groups are invited to apply. NYU is aware of the program, because the Union Square Partnership received funding and is including an NYU building in the Partnership's area as part of their Clean Curbs endeavor; and

**Whereas** floating parking acts as a shield to protect bike lanes, and removal of spaces opens up the bike lane to incursion by motor vehicles and hazardous conditions for cyclists. DOT indicates that hatch marks would be used to define the area where vehicles are prohibited along with No Stopping Anytime signs and vertical elements, such as delineators, but a stronger, heavier deterrent, such as concrete bollards, is also needed to keep cyclists safe; and

**Whereas** DOT has announced a "Better Barriers" program to protect bike lanes through low barricades of harder, stronger materials than the usual flimsy plastic ones and can be installed quickly. A variety of different styles are being tried out, such as curb-height blocks, wave delineators and armadillo-shaped speed bumps, that could help provide the needed protection in the exposed parts of the W. 3rd St. bike lane and other exposed areas; and

**Whereas** the epoxy/gravel sidewalk widening, adding a pedestrian space on the south side of W. 3rd St. btw. LaGuardia Pl. and Mercer St., offers an opportunity to create an attractive amenity for the community as well as for NYU students, staff and faculty. DOT has indicated that they could provide planters there but would need a maintenance partner to care for them, such as NYU (which already tends to its many local plantings in the NYU area). Planters placed along the perimeter of this new pedestrian area would not only enhance the W. 3rd St. environment but also would provide a buffer between bicyclists and pedestrians who often express concern about pedestrian/bicycle conflicts. Chairs and other greenery would further create an enjoyable haven, while clearly conveying that this is no place to park motor vehicles; and

**Whereas** CB2 is pleased to note that there are now traffic lights at both the Mercer and Wooster Sts. crossings on W. 3rd St. With the new bicycle lane on W. 3rd providing a needed crosstown route for cyclists, an increase in bicycling activity is expected, and integrating bike lights would be useful, especially in view of community people's concerns about crossing the street and conflicting with bicycles; and

**Whereas** Greene St. is a major crossing on W. 3rd St., leading to the eastern entry of Washington Sq. Village (Wooster St. leads to the western entry) and is a long block away each from both Mercer St. to its east and from Wooster St. to its west, but in being part of the Superblock it's poorly defined, although frequently (and dangerously) crossed. CB2's resolution of July 2018 urges DOT to install a high visibility crosswalk at Greene St. on W. 3rd St. along with a sidewalk extension (bulbout) on Greene St.'s north side with advance signage, yet no crosswalk markings or sidewalk extension have been installed, nor is there warning signage (Mercer and Wooster both have traffic lights); and

**Whereas** trucks and other motor vehicles have been seen parking in the pedestrian space and traveling in the bike lane; this may call for additional, stronger measures to clear these areas;

**Therefore be it resolved** that CB2 supports removal of the smallest number of floating parking spaces determined to enable delivery trucks to access the NYU Bobst Library's loading dock on W. 3rd St. btw. LaGuardia Pl. and Wooster St.; and

**Be it further resolved** that CB2 favors the new commercial metered 3-hour parking rules, M-F 8am-6pm on the north side of W. 3rd St. west of the Wooster St. crosswalk (to LaGuardia Pl.) as well as applying the same commercial parking rules on the north side of W. 3rd east of Wooster to accommodate as many garbage pickup and loading/unloading spots as are needed; and

**Be it further resolved** that CB2 encourages NYU to participate in the Clean Curbs program for garbage storage and pickup on the northern side of W. 3rd St. both east and west of Wooster St. and urges DSNY to work with NYU to establish a Clean Curbs program in that location; and

**Be it further resolved** that CB2 asks that DOT employ the City's new "Better Barriers" program to protect cyclists in the bike lane on W. 3rd St. btw. LaGuardia Pl. and Mercer St. from motor vehicles' encroachment by installing low, hard, strong barricades that the program sponsors, such as curb-height blocks, in addition to the planned hatch marks, No Stopping signage and vertical elements (strong heavy ones are desired) btw. the bike lane and the floating parking lane; and

**Be it further resolved** that CB2 strongly urges DOT to install planters along the border of the epoxy/gravel sidewalk on the south side of W. 3rd St. btw. Laguardia Pl. and Mercer St. and expresses its enthusiastic support for NYU to act as the maintenance partner, while requesting that chairs and other greenery also be considered for that space; and

**Be it further resolved** that CB2 advises that bike lights be incorporated into the traffic signals at Worcester and Mercer Sts.; and

**Be it further resolved** that CB2 again requests (and definitively desires) a high visibility crosswalk at Greene St. on W. 3rd St. with a bulbout to the crosswalk on Greene's north side, as well as a Yield to Pedestrians sign approaching Greene St.; and

**Be it finally resolved** that CB2 recommends that DOT work with the NYC Council to develop and institute stringent regulations that severely deter the illegal infringement by motor vehicles on the W. 3rd St. bike lane and the widened sidewalk pedestrian space, such as No Parking, Standing or Stopping rules and signage with heavy fines (e.g. \$1,000 for blocking the bike lane) and a program that rewards citizens with a percentage of the fine who report these infractions on bicycle and pedestrian space (by taking videos and sending them to DOT), similar to the existing program for reporting exhaust emitted by motor vehicles.

**Vote:** Unanimous, with 34 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, NYS Senator  
Hon. Brian Kavanaugh, NYS Senator  
Hon. Deborah J. Glick, NYS Assembly Member  
Hon. Mark Levine, Manhattan Borough President  
Hon. Christopher Marte, Council Member  
Hon. Carlina Rivera, Council Member  
Lynne P. Brown, Sr. V.P., NYU Univ. Relations & Pub. Affairs  
Arlene Peralta-Avila, Sr. Dir., NYU Community Engagement

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June 27, 2022

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 June 23, 2022, Community Board #2, adopted the following resolution:

### **Resolution requesting a study to improve the traffic light signalization at 9th Ave. and W. 14th St.**

**Whereas** northbound motor vehicles heading up 9th Ave. must turn on W. 14th St., because vehicular traffic is barred from proceeding further north on 9th beyond W. 14th in that area; and

**Whereas** only westbound turns are allowed from 9th Ave. onto W. 14th St.; and

**Whereas** 9th Ave. is the main thoroughfare through the Meatpacking District, and vehicular traffic on 9th approaching W. 14th St. is considerable, exacerbated by the closed streets along this route that prevent motor vehicles from turning west except at W. 14th St.; and

**Whereas** the traffic signal light timing at 9th Ave. and W. 14th St. allows only 15 seconds for motor vehicles to make the needed west (lefthand) turn from 9th onto 14th; and

**Whereas** with only 15 seconds turning time allotted, no more than three, at most four, motor vehicles can get through before the light changes back to red, producing vehicular backups as far south as Horatio St.; and

**Whereas** these constant backups result in heavy street congestion that both prevents and endangers pedestrian passage and leads to horn honking and emissions from idling that negatively impact the environment, and that also obstructs the path of the M11 bus; and

**Whereas** these short-duration, quickly-alternating turning movements cause confusion for pedestrians and bicyclists trying to get across W. 14th St. who often cross at the same time that motor vehicles turn



and enter the crossing path, endangering those who are crossing 14th, which, like the backup, illustrates the need for a light cycle change; and

**Whereas** the existing traffic light phasing at 9th Ave. and W. 14th St. goes back to when 9th Ave. above 14th St. there was still functioning as a street for traffic movement and before there were closures for open streets and other changes in traffic patterns in that area which now render that timing obsolete and call for modifications;

**Therefore be it resolved** that Community Board 2 Manhattan (CB2) strongly recommends and requests that the NYC Dept. of Transportation (DOT) conduct a study of the 9th Ave. & 14th St. intersection, including the volume of pedestrians and bicyclists crossing W. 14th St. and the number of motor vehicles turning west, to assess the effects of light signal timing there and determine how it can be rephased and coordinated to allow enough green for turning from 9th Ave. into W. 14th St. without excessive backups and other negative impacts that now occur and to ensure safety for pedestrians and bicyclists as they cross the street and navigate the area by incorporating changes such as split phase signalization and LPIs (Leading Pedestrian Intervals).

**Be it further resolved** that CB2 asks DOT to conduct this study as soon as possible and present its results and recommendations once they are completed to CB2, for quick implementation.

**Vote:** Passed, with 29 Board Members in favor.  
with 5 Against (K. Berger, C. Dignes, R. Kessler, Z. Roberts, A. Zeldin)

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, NYS Senator  
Hon. Deborah J. Glick, NYS Assembly Member  
Hon. Mark Levine, Manhattan Borough President  
Hon. Erik Bottcher, Council Member  
Jeffrey Le Francois, Exec. Dir. MPD BID  
Evan Sweet, Planning/Oper. Dir. MPD BID

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June 27, 2022

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

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

Dear Commissioner Pincar, and Traffic Safety and Mobility Director Levine:

At its Full Board meeting June 23, 2022, Community Board #2, adopted the following resolution:

**Resolution requesting a study to improve 10th Ave. btw. Gansevoort and Horatio Sts. for safe public use and to safeguard the crossings at Gansevoort and Horatio Sts. to Hudson River Park.**

**Whereas** drag racing commonly occurs in the night on the wide roadway of 10th Ave. btw. Gansevoort and Horatio Sts., threatening people's safety while also emitting loud, disturbing noise and heavy fumes that damage the environment, causing the community great discomfort and concern; and

**Whereas** many community constituents in the surrounding area have expressed their desire for 10th Ave. btw. Gansevoort and Horatio Sts. to be remodeled to serve community needs, promote public safety and enhance pedestrian use, e.g., with a parklet or a plaza; and

**Whereas** 10th Ave. btw. Gansevoort and Horatio Sts. was originally designed to provide enough space to accommodate long Meatpacking District trucks as they turned and backed up to the warehouses there, which are now largely gone. Meatpacking activities for the most part have been replaced by residences, technical businesses, galleries, restaurants and the Whitney Museum, although a few meatpacking businesses remain which require some tractor trailer access, and the Whitney needs space to move art to its loading dock, but not nearly the amount of excessive road area on 10th that exists there now is needed; and

**Whereas** 10th Ave. btw. Gansevoort and Horatio Sts. is exceptionally wide, up to 60-70 feet, easily allowing for a lane or two of vehicular traffic while also providing sizable space that offers the opportunity for a substantial pedestrian-friendly area for community use and public enjoyment; and

**Whereas** the numbers of people using the Hudson River Park are steadily increasing along with their need for safe, direct and well-marked access to the park;

**Therefore be it resolved** that Community Board 2 Manhattan requests, with much enthusiasm and support, that the New York State and New York City Departments of Transportation work together to conduct a study to improve 10th Ave. btw. Gansevoort and Horatio Sts. to allow for a substantially large portion to be repurposed for safe pedestrian- and community-friendly use, along with the needed road connection, and to safeguard the crossings at Gansevoort and Horatio Sts. to the Hudson River Park.

**Vote:** Unanimous, with 34 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  
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