

Jeannine Kiely, *Chair*
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

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

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

May 20, 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 21st Street
Long Island City, NY 11101

Jeffrey C. LeFrancois
Executive Director
Meatpacking District Management Association
32 Gansevoort Street
New York, NY 10014

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

At its Full Board meeting May 19, 2022, Community Board #2, adopted the following resolution:

Resolution in response to presentation by the Meatpacking BID of the first phase of the BID's long-term study of the western area of the Meatpacking District.

Whereas the Meatpacking BID presented the first phase of the BID's ongoing study of the western area of the Meatpacking District (MPD), including findings and preliminary ideas for streetscape treatments, traffic operations, and management, with an emphasis on safety for pedestrians and bicyclists and improvement of the public realm; and

Whereas the goal of the presentation was to receive feedback from the Community Board 2 Manhattan (CB2) community regarding existing conditions and concerns, the MPD BID's preliminary proposals, and suggestions for additional and/or alternative improvements and further opportunities; and

Whereas the BID's study area in CB2 is bounded on the north by 14th St., on the east by Washington St. with an extension on 14th to 9th Ave., on the south by Horatio St. to 10th Ave. and Jane St. from 10th Ave. to West St. and the Hudson River Greenway, and on the west by The Hudson River Greenway; and

Whereas the study has focused on five different areas in CB2 (and a sixth in CB4 not addressed here) with both their challenges and opportunities, including:

- 14th St. and 10th Ave. Interchange - Increasing pedestrian traffic is occurring, conflicting with high vehicular traffic. Motor vehicles (including large, long trucks) have to weave across six lanes to access West St. (Route 9A), while four separate pedestrian crosswalks need to be simplified accessing Little Island as well as a lengthy crossing on separate signal phases toward Chelsea Park. A frequent illegal right turn on red on 10th Ave. must be addressed, as does illegal contra-flow traffic.
- 10th Ave./Meatpacking Cooperative (W. 13th and Little W. 12th Sts.) - There's no westward bike access across W. 13th St. (across the district), but there's a new Route 9A crossing from W. 13th, installed by NYSDOT in 2021, that improves riverfront access. A wide unmarked roadway behind the Meatpacking Coop. (btw. Little W. 12th and Gansevoort Sts.) creates pedestrian and truck conflicts and could accommodate more pedestrian use. A NYS-owned parking lot btw. Little W. 12th and 13th Sts. toward 10th Ave. has public space potential, and it was also pointed out that there's a potential to extend pedestrianization west on Little W. 12th and on W. 13th. Better delivery and waste management are needed.
- Gansevoort Street End - A wide unmarked roadway on 10th Ave. btw. Gansevoort and Horatio Sts. is used for late-night car races, endangering public safety, and offers the potential for a plaza space. A crosswalk is needed on Gansevoort St. over 10th Ave., also West St., to access the Hudson River Park, with additional crossings to accommodate access to the upcoming Gansevoort Peninsula Park; the BID wants to work with NYSDOT and NYCDOT to achieve this. With the huge volume of pedestrian traffic on Gansevoort, extending the open street west to include the Whitney Museum block is also a possibility.
- Washington St. - Deliveries, FHV's and off-hour parking conflict with walkers. The Meatpacking Coop needs courtyard access from Washington. There are no marked east-west pedestrian crossings at Little W. 12th St. (which are needed), and trucks circle the block for 9A access. There's an opportunity to extend open streets further west on W. 13th St. over Washington. Introducing cobblestones (Belgian block) on Washington where it's bare, in keeping with the material texture of the district, is being considered.
- 14th St. Gateway - W. 14th St. from 9th Ave. west toward the Highline is wider than needed based on traffic volumes, making it unwelcoming to pedestrians as well as encouraging to double park. Consideration is being given to expanding pedestrian space, adding a median and pedestrian amenities with one lane of traffic going each way (all that's needed there). The lack of durability of the new cobblestone crosswalk pavers at Washington will have to be addressed.; and

Whereas the presentation to CB2 was part of the BID's Engagement process, which the BID indicated will also include outreach to all major property owners, key businesses, non-profit and other cultural institutions, and the Jane St. Block Association (adjoining the BID area). Next, a Public Realm Framework will be developed, including best practices, design context and toolkit, followed by establishment of objectives and a strategic plan, programmatic pilots, and a final design brief (in the Fall);

Therefore be it resolved that CB2 thanks the MPD BID for presenting the first phase of the BID's ongoing study of the western area of the MPD and inviting input from the CB2 community on issues and

opportunities, community priorities, preferred focus of efforts, ideas for improvement, local insights and knowledge, community engagement, and additional information that may have been overlooked; and

Be it further resolved that CB2 appreciates the visual and verbal clarity of the presentation and its rational organization, as well as its emphasis on pedestrian and bicyclists' comfort and safety and bettering community quality of life, all of which were well received; and

Be it further resolved that CB2 welcomes the MPD BID's efforts to reach out to the community and supports additional efforts to residents, visitors, area businesses, non-profit institutions, Hudson River Park users, schools and other community groups, perhaps through group meetings, interviews, questionnaires, or intercept surveys; and

Be it further resolved that CB2 reiterates the issues and concerns voiced at the meeting at the BID's invitation, including:

- Noise mitigation is needed from dirt bikes, speeding cars, and joy riders, especially after midnight.
- There's a huge flow of people driving in from outside the city who won't use public transportation. Where would they park?
- An incredible amount of garbage with overflowing trash bins needs to be addressed.
- Composting bins are needed.
- Traffic flow up Greenwich St. with a bottleneck at Horatio and Gansevoort Sts. needs attention. Appropriate Stop signs and other signage + signals are needed on Greenwich and Washington Sts.
- Many hired vehicles congregate at the Jane St. Hotel, creating congestion there.
- Black cars are a great problem. They need some quick access to West St. and out of the neighborhood besides only from 14th St.
- There will be more and more bikes. The 9A crossings need space to accommodate them.
- Bikes, e-bikes and scooters on the sidewalks continue to be a problem, blocking and endangering pedestrians.

Be it further resolved that CB2 recaps the following recommendations for added improvement suggested at the meeting in response to the BID's request for input, including:

- Address curbside use opportunities.
- Address the need for improved, clearer signage, including at open streets (e.g., Gansevoort btw. 9th Ave. and Washington St.), and for additional signage at certain locales.
- Look at the possibility of installing neckdowns at particularly dangerous and difficult to cross Washington St. locations.
- In addition to the new Route 9A crossing at W. 13th St., and those recommended at Gansevoort St. and the access to the new Gansevoort Peninsula Park, consideration must be given to installing crosswalks at other locations on Route 9A (West St.). With heavily increased and steadily more increasing use of Hudson River Park and vicinity, the more West St. crossings the better.
- Allow enough crossing time in West St. signalization for those who can cross no more than 3 ft. (no more than 2 ft. in some cases) per second. (NYCDOT has indicated it's possible to do a minimum 40 second crossing time and still coordinate with other West St. signals).

- Widen crosswalks at West St. to accommodate increasing pedestrian and bicycle use. In areas of heavy bike use, consider separate bike crosswalks (as done in Paris).
- Consider using speed tables at West St. crosswalks.
- Investigate Citi Bike infill station options on the east side of West St., extending east to the origin of 10th Avenue, from W. 12th St. to Little West 12th St.
- The Jane-Horatio St. loop is favored because it channels traffic out.
- Consider taking a lane away from West St. for bicycle use and/or added pedestrian space.
- Work with the NYPD to ensure enforcement of traffic rules.
- Guidelines need to be established to limit noise and preserve safety during the project's construction (such as for hours of operation), and signage is needed that alerts users to changes in traffic patterns and directions.; and

Be it further resolved that CB2 is encouraged to learn that the MPD BID will seek to work with NYCDOT and NYSDOT to implement the final plan, including short- and long-term improvements; and

Be it further resolved that CB2 urges both NYCDOT and NYSDOT to work with the MPD BID and confer with CB2 in ensuring implementation of the final desired recommendations; and

Be it finally resolved that CB2 looks forward to further development of the MPD plan and updates on each of the upcoming phases.

Vote: Passed, with 40 Board Members in favor.
2 Abstentions (M. Fitzgerald, C. Wu)

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
Evan Sweet, AICP, Director, Neighborhood Planning & Operations, Meatpacking Dist. Management Association