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Valerie De La Rosa, *First Vice Chair*  
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Antony Wong, *Treasurer*  
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Brian Pape, *Assistant Secretary*  
Mark Diller, *District Manager*



## COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

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

September 24, 2024

Demetrius Crichlow  
Interim President  
MTA NYC Transit  
2 Broadway  
New York, NY 10004

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

Honorable Interim President Crichlow and Commissioner Pincar:

At its Full Board meeting on September 19, 2024, Community Board #2, Manhattan adopted the following resolution:

**Resolution requesting a continuous bus route moving both north and south of W. 14th St. along Route 9A, by extending the M12 bus route south of W. 14th St., preferably to Chambers St.**

**Whereas** the Hudson River Park (HRP) sits adjacent to Route 9A and receives 17 million visitors annually, but MTA NYC Transit (NYCT) does not provide a 9A bus route between major venues along 9A like Little Island and Pier 40 in Community Board No. 2 Manhattan (CB2) and connecting them to Chelsea Piers, Pier 57, and to other points north or south, yet tour bus companies operate and have stops along 9A, including a new stop between Houston and Spring Sts. beside the new Google building; and

**Whereas** it has been increasingly recognized that there's a need for a continuous public bus route that connects the entire length of the HRP, but there's no such service below W. 14th St.; and

**Whereas** resolutions from neighboring community boards along 9A and the HRP Advisory Council document that the HRP Greenway, America's busiest bikeway, is unsafe for slower riders such as young children and the elderly, and a bus route would provide a safe alternative for them to get from place to place along 9A and comfortably access the HRP's many facilities (as it would for all users); and

**Whereas** organizations such as the Downtown United Soccer Club and the Greenwich Village Little League have requested a public bus route to provide access to ballfields along the 9A route, including the Gansevoort Peninsula and Pier 40 within CB2, citing the long walk from 8th Ave., and Little Island supports a bus route to improve access for seniors and families with children; and

**Whereas** Route 9A's design originated before the HRP existed, when manufacturing and shipping dominated buildings that now house thousands of residents and high-end hotels joined by substantial new construction for residential and commercial uses, and the Meatpacking District, once industrial, is now a vibrant hub for art and nightlife with institutions like the Whitney Museum and connections to the High Line all along the 9A route; and

**Whereas** all this new activity and dense residential settlement calls for a public bus route to provide direct, continuous and reliable access and transport for these many new Far West Side populations neighboring 9A and the HRP in addition to serving the manifold HRP users; and

**Whereas** the closest public transportation (affordable) access below W. 14th St. for West St. (Route 9A) and the HRP is at 8th Ave. subway stops, a long distance to walk and especially challenging for seniors, families and children; and

**Whereas** the M12 bus goes north from W. 14th St. on 11th and then 12th Ave. following a route adjacent to the HRP up to W. 57th St. with the potential for a logical and easy extension of the route south on 9A; and

**Whereas** MTA NYCT is currently in the process of bus network redesigns for Queens and Brooklyn, and the Manhattan bus network study and redesign is anticipated to ensue following that, however, the simple process of extending the M12 south of W. 14th St. on Route 9A to fill in the existing gap and the extensive, constantly growing and urgent need for service there does not require a study or network change; and

**Whereas** the irregularity of the M12 bus service where it now exists on 11th and 12th Aves. above W. 14th St. as well as the need for frequent and reliable bus service along a 9A route has been noted by members of the communities adjacent to Route 9A;

**Therefore be it resolved** that CB2 calls upon MTA NYCT to immediately implement a continuous bus route moving both north and south of W. 14th St. along one of New York's most traveled residential and tourist corridors, i.e., Route 9A, by extending the M12's route (which now proceeds north of W. 14th St. to W. 57th St.) south of W. 14th St., preferably to Chambers St.; and

**Be it further resolved** that CB2 urges that MTA NYCT establish a frequent and consistent schedule for this much needed 9A north-south route, especially during peak hours, with buses arriving at 10-minute intervals.

**Vote:** Unanimous, 30 Board Members in favor.

We respectfully request that your agency take action consistent with the positions expressed in the above.

Sincerely,



Susan Kent, Chair  
Community Board #2, Manhattan



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

SK/em

cc: Hon. Dan Goldman, U.S. Representative  
Hon. Brian Kavanagh, NYS Senator  
Hon. Brad Hoylman-Sigal, NYS Senator  
Hon. Deborah Glick, NYS Assembly Member  
Hon. Mark Levine, Manhattan Borough President  
Hon. Erik Bottcher, NYC Council Member  
Melissa Farley, MTA Govt & Commun. Relations

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

Honorable Commissioner Pincar:

At its Full Board meeting on September 19, 2024, Community Board #2, Manhattan adopted the following resolution:

**Request for a study addressing the hazardous conditions at Mulry Sq. (the intersection of 7th Ave. S., Greenwich Ave. and W. 11th St.) to identify and implement solutions to safeguard crossing pedestrians and clarify vehicular movement, including design, signalization, and pavement marking changes.**

*“There is no logic that can be superimposed on the city; people make it, and it is to them ... that we must fit our plans” - Jane Jacobs*

**Whereas** Mulry Square, the complex intersection where 7th Ave. S., Greenwich Ave. and W. 11th St. meet, forming six different spokes of converging traffic lanes, has long been a problematic street configuration that both endangers and confuses pedestrians trying to navigate its divergent crossings; and

**Whereas** for many years, at least going back to the 1990s, various attempts to improve conditions at the Mulry intersection have been made, e.g., neckdowns (sidewalk corner extensions) were installed to shorten street crossings, crosswalks were reworked and traffic signals changed; reversing W. 11th St. btw. 6th Ave. and 7th Ave. S. was also considered but not done; and

**Whereas** an early study revealed that an exceptionally large number of pedestrians were crossing 7th Ave. S. in the unmarked, non-signalized, and very lengthy (and therefore dangerous) expanse btw. the southeast corner of 7th Ave. S. at the southwest side of Greenwich Ave. and the northwest corner of Greenwich Ave., 7th Ave. S. and W. 11th St., following their desire lines for the most direct, efficient route to continue north (or vice versa) on Greenwich Ave. (on its western sidewalk) in a straight, logical direction; and

**Whereas** at some point (estimated to be around 2017-2019) a crosswalk with zebra-striped markings was installed that followed these desire lines, along with corresponding changes in traffic signalization, officially formalizing and providing safety measures at the 7th Ave. S. crossing btw. the southeast corner of 7th Ave. S. at the southwest side of Greenwich Ave. and the northwest corner of Greenwich Ave., 7th Ave. S. and W. 11th St. This crossing was (and is) parallel with the 7th Ave. S. zebra striped crossing btw. the northeast corner of 7th Ave. S. at W. 11th St. and the northeast corner of Greenwich Ave. on the northwest side of 7th Ave. S., leading north on Greenwich Ave.'s eastern sidewalk; and

**Whereas** within that same timeframe when the 7th Ave. S. crosswalk btw. the southwest and the northwest sides of Greenwich Ave. was installed, the crosswalk traversing 7th Ave. S. btw. the southeast side of 7th Ave. S. at the southwest side of Greenwich Ave. and the southwest side of 7th Ave. S. and W. 11th St. (and vice versa) was removed along with its corresponding signalization, thereby creating a void where, similar to the previously unregulated 7th Ave. S. crossing btw. the north and south of Greenwich Ave., pedestrians now cross without safety measures; and

**Whereas** it has been observed by constituents who live nearby and walk the Mulry intersection regularly that pedestrians will continue to follow both these pathways with or without crosswalks and signalization, and measures are required that respond to their needs and provide safeguards; and

**Whereas** there are concerns that vehicular traffic heading west from W. 11th St. that needs to jog south across 7th Ave. S. to continue further west on W. 11th St. directly crosses the 7th Ave. S. crosswalk that is btw. the southwest and northwest sides of Greenwich Ave., with the potential for pedestrian/vehicular conflicts there that call for a thorough analysis of signalization and adjustments where necessary; and

**Whereas** southbound vehicles on 7th Ave. S. have the green light and/or a green left turn arrow to Greenwich Ave. at the same time pedestrians have a red light for the north/south W. 11th St. crossing on the east side of 7th Ave. S., although there's no conflict at this W. 11th crossing with the vehicles going south on Greenwich Ave. and on 7th Ave. S.; and

**Whereas** constituents who frequently use this intersection attested to the confusing, chaotic and dangerous conditions, with some suggesting that a Barnes Dance (also called Scramble), in which all vehicular traffic stops at once, and pedestrians can cross in any direction, should be considered; and

**Whereas** constituents also have observed how faded the crosswalk markings are, with some barely visible, and pointed to the need to refurbish them to provide needed clarity;

**Therefore be it resolved** that Community Board No. 2 Manhattan (CB2) urges the NYC Dept. of Transportation (DOT) to speedily conduct a thorough study of the Mulry Sq. intersection and the movements, interactions and conflicts that occur there that affect the safety and well-being of pedestrians as well as of the confusing pattern of directional motifs that hinders the safe conduct of bicycles and motor vehicles, to once and for all create a clear and well-coordinated framework of design, pavement markings, signalization and signage that guides all users safely and easily through; and

**Be it further resolved** that CB2 requests that DOT include the following objectives as part of this much needed study:

- Restoration of the crosswalk traversing 7th Ave. S. btw. the southeast side of 7th Ave. S. at the southwest side of Greenwich Ave. and the southwest side of 7th Ave. S. and W. 11th St.
- Retention of the crosswalk traversing 7th Ave. S. btw. the southeast corner of 7th Ave. S. at the southwest side of Greenwich Ave. and the northwest corner of Greenwich Ave., 7th Ave. S. and W. 11th St. (i.e., the 7th Ave. S. crossing btw. the southwest and northwest sides of Greenwich Ave.)
- Provision for a green light phase for the north/south W. 11th St. crossing on the east side of 7th Ave. S. at the same time southbound vehicles on 7th Ave. S. have the green light and/or a green left turn arrow to Greenwich Ave.
- Consideration of a possible Barnes Dance (Scramble) for the intersection.; and

**Be it finally resolved** that CB2 asks that DOT refurbish the Mulry Sq. crosswalks with fresh paint right now to give clear visibility of the current paths and reduce some of the confusion until more effective improvements are installed.

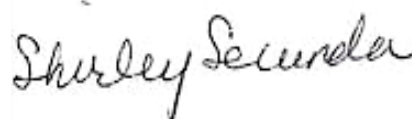
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Sincerely,



Susan Kent, Chair  
Community Board #2, Manhattan



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Community Board #2, Manhattan

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