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## COMMUNITY BOARD NO. 2, MANHATTAN

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

November 1, 2024

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 October 24, 2024, Community Board #2, Manhattan adopted the following resolution:

**1. Resolution requesting pedestrian safety upgrades at the intersection of W. 10<sup>th</sup> St. and Greenwich Ave. including Daylighting, signalization changes, curb management and signage, and advocating a comprehensive study of all of Greenwich Ave. from 6<sup>th</sup> Ave. (Ave. of the Americas) to 8<sup>th</sup> Ave.**

**Whereas** on October 3, 2023, Lori Kleinman, a beloved community activist in Greenwich Village, was struck and killed by a car turning left from eastbound W.10<sup>th</sup> St. onto northbound Greenwich Ave. as she crossed Greenwich Ave. at that W. 10<sup>th</sup> St./Greenwich Ave. intersection; and

**Whereas** in the past 15 years or more, Greenwich Ave., once a quiet, easy-to-cross roadway, has become a traffic-filled, disorganized and confusing thoroughfare, hampered by loading/unloading and drop-off/pickup activities that engender double-parking, occupation of crosswalks and disordered driving, endangering pedestrians on a daily basis; and

**Whereas** this unstable activity on Greenwich Ave. that challenges pedestrian safety each day is further intensified on W. 10<sup>th</sup> St. by drivers speeding eastward from 7<sup>th</sup> Ave. S. without interference right through Waverly Pl. to make the light on Greenwich Ave; and

**Whereas** many of these drivers on W. 10<sup>th</sup> St. turn with the green light at Greenwich Ave. while sustaining the same excessive travel speed, oblivious in the absence of any clear line of sight of the potential for hitting pedestrians crossing Greenwich, visibility being obstructed by the clutter of parked and double-parked vehicles; and

**Whereas** the traffic light timing at the Greenwich Ave./W. 10<sup>th</sup> St. intersection allows for a green light for both motor vehicles turning from W. 10<sup>th</sup> into Greenwich and pedestrians crossing Greenwich at the very same time, setting the stage for perilous pedestrian/vehicle conflicts; and

**Whereas** Transportation Alternatives (the pedestrian/bicycling safety advocacy group) presented recommendations for pedestrian safety techniques to prevent the serious dangers to pedestrians that now exist at and around the W. 10<sup>th</sup> St./Greenwich Ave. intersection, including:

- Leading Pedestrian Intervals (LPIs) - timing of lights used on traffic signals to give pedestrians a head start in crossing the street (7 seconds at the minimum) before the light turns green for turning drivers to enter that street.
- Daylighting – carving out street space abutting sidewalks (i.e., in curb lanes) near intersections (typically next to crosswalks) to provide more visibility as vehicles turn from one street into another. This customarily entails removing parking spaces close to the intersection to make it easier for both drivers and pedestrians to see each other on both sides of the turning corner.
- Neighborhood Loading Zones and other Commercial Loading Zones that allocate designated curb space for loading and unloading and drop-offs and pickups that otherwise might entail double-parking or taking up space in crosswalks by delivery trucks and other vehicles.
- Installation of a STOP sign and a crosswalk at Waverly Pl. and W. 10<sup>th</sup> St. to halt and slow down speeding drivers as they progress from 7<sup>th</sup> Ave. S. along W. 10<sup>th</sup> to the corner of Greenwich Ave., not only giving safe crossing to pedestrians at Waverly and W. 10<sup>th</sup>, but also creating a generally calmer, sustained pace that better safeguards pedestrians as these drivers reach W. 10<sup>th</sup> and Greenwich.
- Raised crosswalks, i.e. platforms to cross the street that are level with the sidewalk (sidewalk height above the street) and have regular crosswalk width and markings that are highly visible and are similar to speed humps in the way they slow down approaching vehicles by introducing inclines up from the streetbed and back down that in speed humps curve at the top, while in raised crosswalks the inclines lead to a flat, level walkway; and

**Whereas** studies by both the National Association of City Transportation Officials (NACTO) and the NYC Dept, of Transportation (DOT) show that left-turning vehicles cause serious injuries or fatalities at over three times the rate of right-turning vehicles, borne out by the tragic death of Lori Kleinman, who was hit and killed by a vehicle turning left from eastbound W. 10<sup>th</sup> St. to northbound Greenwich Ave. According to these studies, a major reason why left turns are so dangerous is a blind spot arising from the A-pillar (the vehicle's roof support at the forward left corner of the windshield) when a turn is made, limiting visibility. Daylighting the left (north) side of W. 10<sup>th</sup> St. approaching Greenwich Ave. will increase visibility for left turns there; and

**Whereas** measures are needed to prevent trucks and other vehicles from parking in the Daylighted spaces and blocking that needed visibility. Bollards are sometimes used to define and block such spaces, but they would lack the flexibility needed to accommodate fire engines from Squad 18 at 132 W. 10<sup>th</sup> St. btw. Waverly Pl and Greenwich Ave. as they turn left from W. 10<sup>th</sup> to head north on Greenwich Ave. in what they consider their quickest route to put out fires. A preferred, more flexible measure is placing planters in the Daylighted spaces (that also can provide attractive enhancement while retaining the needed line of sight and, if necessary, can be moved aside); and

**Whereas** LPIs hold automotive traffic from making turns for several seconds at the start of the pedestrian Walk phase, giving pedestrians discernable presence crossing the street before the turning

vehicles can enter but not offering a full pedestrian phase free of vehicles, thus exposing those still crossing the street to moving vehicles and pedestrian-vehicle conflicts, while Split Phase signalization consists of traffic light phases that fully separate pedestrian street crossings from the movements of turning vehicles, providing greater pedestrian safety; and

**Whereas** existing conditions, e.g., the need to accommodate FDNY Squad 18 fire engines as they turn left from W. 10<sup>th</sup> St. to head north on Greenwich Ave. to reach fires as quickly as possible, or Greenwich Ave.'s designation as a truck route, preclude the installation of a raised crosswalk on Greenwich Ave. or W. 10<sup>th</sup>, however, high visibility crosswalks at these crossings, with very defined, visible patterns in reflective thermoplastic tape, with special pavement markings, signage and lighting can help focus drivers' attention on crossing pedestrians; and

**Whereas** there are conflicts between pedestrians, cyclists and motorists on all of Greenwich Ave from 6th Ave. to 8th Ave., with particularly dangerous pedestrian crossings at the southwest corner of 6th Ave. at Greenwich because of cars speeding up 6th Ave. and slipping into the Greenwich northbound lane; and at 7th Ave. S. and Greenwich because of the 5-way intersection, in addition to the dangerous left turn from W. 10<sup>th</sup> St. onto Greenwich northbound and hazardous turns at other similar intersections along Greenwich. This is compounded by the variation in widths of Greenwich Ave. and the general plethora of activities and competitive needs, e.g., large trucks on the two-way truck route and traffic going both ways, loading/unloading and drop-off-pickups, bike riding, the fire engines on their emergency route, dining sheds and even a bus turning right from W. 10<sup>th</sup> St. into Greenwich where it travels to W. 8<sup>th</sup> St. and turns in there;

**Therefore be it resolved** that Community Board 2 Manhattan (CB2) calls upon DOT to immediately implement Daylighting for at least 20 ft. on the left (north) curbside lane of W. 10<sup>th</sup> St. where W. 10<sup>th</sup> St. approaches its intersection with Greenwich Ave.; and

**Be it further resolved** that CB2 encourages DOT to install a planter or planters in the requested Daylighted spaces and inscribe the planter(s) in memory of Lori Kleinman, and suggests that Ms. Kleinman's many loving friends and neighbors compose this inscription and that her devoted fellow board members of the Jefferson Market Garden select the plantings and arrange for their maintenance; and

**Be it further resolved** that CB2 urges DOT to change the traffic light signal phasing at the intersection of Greenwich Ave. and W. 10<sup>th</sup> St. to a full split phase cycle that allows for a separate, conflict-free, green light phase dedicated exclusively for pedestrians crossing Greenwich Ave. that operates concurrently with a red light left-turn arrow for W. 10<sup>th</sup> St. that prevents vehicles from turning left/north from W. 10<sup>th</sup> onto Greenwich at the same time the pedestrians are crossing, but with through traffic allowed to proceed east on W. 10<sup>th</sup> St. with a simultaneous green light pointing ahead; and

**Be it further resolved** that CB2 requests the addition of loading zones where needed on Greenwich Ave. and possibly W. 10<sup>th</sup> St. and asks that DOT observe loading/unloading and drop-off/pickup activities along Greenwich Ave. and on W. 10<sup>th</sup> St. and confer in particular with business owners to ascertain loading zone needs; and

**Be it further resolved** that CB2 supports installation of a STOP sign and a crosswalk at Waverly Pl. and W. 10<sup>th</sup> St.; and

**Be it further resolved** that CB2 asks that DOT ensure that the high visibility crosswalks at W. 10<sup>th</sup> St. and Greenwich Ave. have the most defined, visible patterns available installed, in highly reflective thermoplastic tape (refreshing this frequently), along with installation of Yield to Pedestrians signage

and/or STOP or YIELD pavement markings in advance of the marked crosswalks, and overhead lighting placed to clearly illuminate pedestrian activity; and

**Be it further resolved** that CB2 strongly recommends that DOT conduct a comprehensive study of all of Greenwich Ave. from 6<sup>th</sup> to 8<sup>th</sup> Aves., including in relation to its side streets, concentrating on creating a safer Greenwich Ave. with shorter crossing distances and greater pedestrian visibility, with consideration and evaluation of potential improvements suggested by community members, such as relocation of the truck route, installation of an Open Street (and establishing a program that ensures maintenance partners to operate it in a professional manner), converting from two-way to one-way, putting in a bike lane, and conferring with FDNY Squad 18 (the local firehouse rather than FDNY headquarters which DOT usually consults without receiving details about local conditions and concerns) to address access and other needs as well as alternative approaches for FDNY service; and

**Be it finally resolved** that CB2 implores DOT to install with utmost speed the simple, site specific improvements CB2 recommends and requests in the area of concern at Greenwich Ave. and W. 10<sup>th</sup> St., including Daylighting with planters, split phase signalization, suitable loading zone signage, a STOP sign and crosswalk at W. 10<sup>th</sup> St. and Waverly Pl., and well-defined, clearly seen high visibility crosswalks, Yield to Pedestrians signage and street bed markings, with carefully placed, effective lighting, to provide these sorely needed safeguards to pedestrians as quickly as possible, well in advance of the requested comprehensive study which will take a much longer time.

**Vote:** Unanimous, with 33 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

Susan Kent, *Chair*  
Valerie De La Rosa, *First Vice Chair*  
Eugene Yoo, *Second Vice Chair*



Antony Wong, *Treasurer*  
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November 1, 2024

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 October 24, 2024, Community Board #2, Manhattan adopted the following resolution:

**2. Resolution in support of co-naming the northwest corner of Waverly Pl. and Charles St. (or alternatively, another area holding a street post that borders McCarthy Square) Frank Crapanzano Way.**

**Whereas** a great many friends and neighbors who have loved, admired and are grateful to Frank Crapanzano for his many years of work both beautifying and creating a gathering place and sense of community at McCarthy Square (the verdant triangle on the east side of 7<sup>th</sup> Ave. S. formed by 7<sup>th</sup> Ave. S., Waverly Pl. and Charles St.) have gathered to request that the northwest corner of Waverly Pl. and Charles St. (or another corner or spot holding a street post that borders McCarthy Square) be co-named Frank Crapanzano Way to honor his memory and recognize his significant contribution to enhancing community life; and

**Whereas** when Frank Crapanzano, a 45 year resident of 15 Charles St. in Greenwich Village, retired from his position as a guidance counselor in a NYC public high school in 2006, he had more time to look out the window from his 5<sup>th</sup> floor apartment and observe what was going on in the surrounding community. What he saw was a sadly neglected little triangle park (McCarthy Square) and he decided that he would take care of it; and

**Whereas** from 2006 until over 10 years later when he was no longer physically able (and even then continued to be involved until his death in 2021), Frank Crapanzano devoted his time to bringing McCarthy Square back to life, working every day for endless hours, single-handedly cleaning out trash, weeding, and planting a beautiful array of flowers and greenery, most at his own expense; and

**Whereas** Frank Crapanzano not only rejuvenated McCarthy Square’s physical beauty, and with it created a welcoming warmth, but he also transformed it into a special community place by holding events and installing displays that brought people together and enriched community life, e.g., on Halloween he strung up pumpkins and other holiday decorations and invited local school children for refreshments and entertainment, in June he put up lanterns, and at Christmastime, he served hot chocolate and coffee along with setting up colorful Christmas ornamentations; and

**Whereas** in the spirit of the original aim of McCarthy Square and to revive its history, Frank Crapanzano initiated the restoration and rededication of the 1943 monument (granite base and flagpole) that was erected there during World War II, to recognize those who were serving in the U.S. Armed Forces, at the time McCarthy Square was established and named for Bernard James McCarthy, the first Villager to fall in battle in that war, on Guadalcanal, and Frank worked with the American Legion and local residents to raise funds to support that effort. He also arranged for a new plaque on the monument that paid homage to both the “Brave Men and Women who served (women were not acknowledged on the original plaque). Thereafter, he held a ceremony every Veterans Day which included a bugler playing taps, speeches and refreshments; and

**Whereas** a great many neighbors and community friends appeared to support the proposed co-naming, including Vincent Mele, a talented carpenter who, at Frank’s invitation, created birdhouses in a variety of architectural styles for the garden, Ralph Musolino, the Chief Operations Officer of the NYC Dept. of Parks & Recreation (DPR) who at that time was District Manager for the parks in Community Board 2, Manhattan (CB2) and praised Frank’s dedication, and Yurra Sugarman, a poet and neighbor reading a tribute by another poet neighbor, Arlene Nauer, who wrote “...our beloved gardener, Frank...buys all the plants and flowers and seeds...prunes them, waters...dresses up the garden each and every holiday...all this from a volunteer we owe hugs and cheer.”; and

**Whereas** petitions with over 200 signatures from local residents and businesses from within CB2 and many additional non-qualifying signatures from people outside the CB2 district who have admired and enjoyed Frank Crapanzano’s beloved haven were submitted in support of the co-naming; and

**Whereas** the Frank Crapanzano co-naming proposal more than adequately meets the requirements of CB2’s *Street Co-Naming Guidelines*; and

**Whereas** the NYC Dept. of Transportation’s (DOT) liaison to CB2 has indicated that the only requirement for installing a street co-name sign is that it has to be on an existing street post; and

**Whereas** there are existing street posts bordering the McCarthy Square triangle at:

- Northwest corner of Waverly Pl. and Charles St. – This is the preferred location, but it already has three signs: Waverly Pl., Charles St., and McCarthy Square, which appear to leave no room for another street sign (with hopes that one more sign can be added).
- Eastern side of 7<sup>th</sup> Ave. S. btw. Waverly Pl. and Charles St.
- Northeast corner of 7<sup>th</sup> Ave. S. and Charles St.

**Whereas** CB2’s DOT liaison has indicated that DOT’s Borough Engineers have to survey the location where a street co-name is requested and evaluate if it would work and therefore has suggested that alternative co-naming locations at McCarthy Square be submitted;

**Therefore be it resolved** that CB2 wholeheartedly and enthusiastically supports co-naming either the northwest corner of Waverly Pl. and Charles St., or as alternatives, the eastern side of 7<sup>th</sup> Ave. S. btw. Waverly Pl and Charles St. or the northeast corner of 7<sup>th</sup> Ave. S. and Charles St. (or even at the small post on the west side of Waverly Pl. btw. 7<sup>th</sup> Ave. and Charles St.) “Frank Crapanzano Way.”

**Vote:** Unanimous, with 33 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  
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