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COMMUNITY BOARD NO. 2, MANHATTAN

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

March 25, 2026

Hon. Danielle Zuckerman
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 37th Floor
New York, NY 10038-4643

Honorable Borough Commissioner Zuckerman:

At its Full Board meeting of Community Board 2/Manhattan on March 19, 2026, CB2M adopted the following resolution.

Resolution Calling for Street Redesign on West 3rd and Bleeker Streets between LaGuardia Place and Mercer Streets, to Enhance Safety, Access, and Functionality Without Reliance on Routine Traffic Enforcement

Whereas:

Residents Initiate 2017 Redesign to Calm Traffic

1. NYC Department of Transportation (DOT) redesigned West 3rd Street between LaGuardia Place and Mercer Streets in response to a 2017 petition with approximately 600 signatures (at least 95% of them local) requesting traffic calming designs including narrowing the streetbed on W. 3rd Street and adding midblock crosswalks to protect pedestrians crossing these streets;
 - a. [CB2 passed a resolution in February 2017 \(page 53\)](#) requesting that NYC DOT conduct a study of both streets;

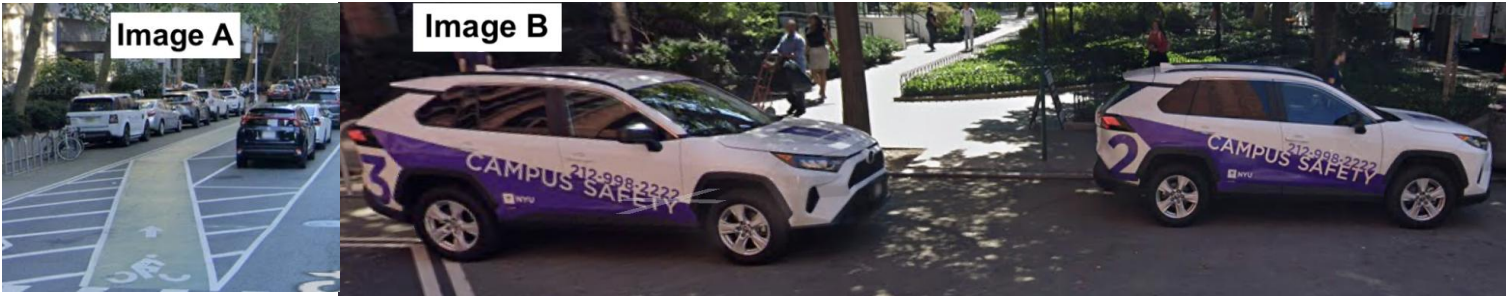
- b. In July 2018, NYC DOT presented plans for traffic calming and bike lanes on West 3rd and West 4th Streets from Bowery to 6th Avenue and [CB2 passed a resolution supporting these and additional changes \(page 49\)](#); and,
- c. Ultimately, on West 3rd Street, NYC DOT also installed a speed hump closer to LaGuardia Place and a signal at new crosswalk at 1 WSV (Wooster Street); and

Design Flaws and Increased Pedestrian Traffic Around NYU Superblocks

2. Since 2022, local residents, elected officials, New York University (NYU) and the NYPD 6th Precinct have identified several design flaws and unintended consequences. In July 2022, [CB2 passed a resolution supporting modifications to address design flaws \(page 50\)](#) but because the city has not made any of these changes;
3. In January 2023, NYU opened The Paulson Center at 181 Mercer Street, significantly increasing foot traffic on and around the NYU superblocks. The building is 735,000 sq. ft. and contains 58 classrooms, a 350-seat proscenium theater, additional spaces for performing arts, practice and orchestra rehearsal rooms, athletics facilities, a 400-bed residence hall for first-year students and 42 faculty apartments;
4. In February 2026, the Washington Square Village Tenants Association, representing more than 1,500 rental units, wrote in support of a redesign of West 3rd Street and the addition of a crosswalk on Bleecker Street between 3 Washington Square Village and Silver Towers;

Identified Street Redesign Needs

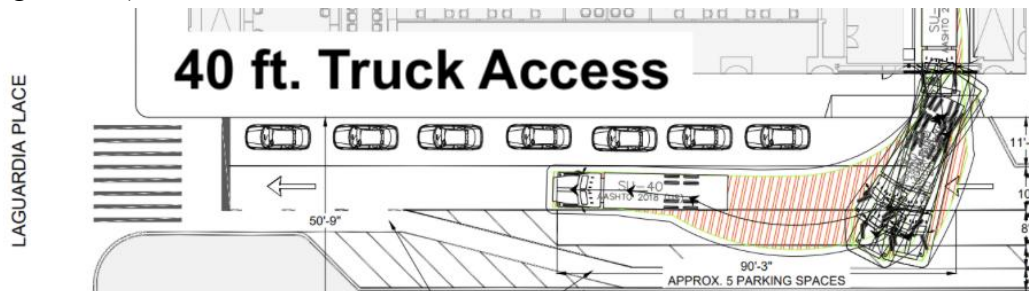
5. West 3rd and Bleecker Streets between LaGuardia Place and Mercer Streets experience frequent conflicts among pedestrians, cyclists, delivery cyclists, delivery vehicles, and motorists;
6. The current street design on West 3rd Street, is confusing and requires ongoing traffic enforcement to manage unsafe conditions, rather than preventing them through design;



- Cars currently park in the “painted, epoxy-gravelled extended sidewalk (Image A) and in the no-parking zone near LaGuardia Place (Image B);
- Delivery, garbage, and moving trucks frequently block bike and car lanes due to lack of loading zones on the street and the low clearance at the entrances to Washington Square Village that prevents large trucks from entering (Image C); and,
- The existing single bike lane is frequently obstructed by micromobility vehicles creating additional unsafe conditions for cyclists (Image D);
- Parked cars near the entrances to Washington Square Village block sightlines for pedestrians, cyclists and drivers (see images below);



- NYC DOT never removed requested parking spaces to permit large delivery trucks to access the NYU’s Bobst Library loading dock on the north side of West 3rd Street (see image below); and,



- b. Install clear physical barriers, including concrete blocks and high-visibility red or zebra striping, to improve safety and sightlines at these entrances; and,
 - c. Eliminate additional floating parking spaces across from New York University's north-side loading dock to allow large truck deliveries; and
- 3. Add metered parking for commercial and possibly some for residential use on the north side of West 3rd Street;**
- 4. Study additional traffic calming and safety enhancements needed with the opening of the 735,000 sq. ft. Paulson Center, including the installation of:**
- a. An additional speed hump near 2 WSV (Mercer Street) to reduce vehicle speeds; and,
 - b. New crosswalks on Bleecker Street at the intersections near 3 WSV (Wooster Street) and 4 WSV (Greene Street) to improve pedestrian safety and connectivity; and,

Be It Further Resolved, CB2 strongly recommends that NYC DOT expeditiously implement redesign improvements that only require painting and signage changes to ensure these critical safety changes do not need to wait for a street repaving several years down the road.

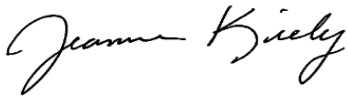
Vote: Unanimous, with 33 Board Members in favor.

Respectfully submitted,



Valerie De La Rosa

Chair, Community Board 2 Manhattan



Jeannine Kiely

Chair, CB2M Traffic and Transportation Committee

Copies: Hon. Brad Hoylman-Sigal, Manhattan Borough President
Hon. Christopher Marte, NYC Council, 1st District
Hon. Harvey Epstein, NYC Council, 2nd District
NYC Council, 3rd District
Hon. Mark Levine, NYC Comptroller
Hon. Brian Kavanagh, NYS Senate, 27th District
Hon. Erik Bottcher, NYS Senate, 47th District
Hon. Grace Lee, NYS Assembly, 65th District
Hon. Deborah Glick, NYS Assembly, 66th District

Hon. Dan Goldman, U.S. Representative, 10th Congressional District