

David Gruber, *Chair*
Bo Riccobono, *First Vice Chair*
Teri Cude, *Second Vice Chair*
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*
Susan Kent, *Secretary*
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COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

www.cb2manhattan.org

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

October 27, 2014

Margaret Forgione
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting October 23, 2014, Community Board #2, adopted the following resolution:

Resolution requesting a bus shelter on 7th Ave. S. at the M20 stop just north of Bleecker St. and City Benches at M20 bus stops on 7th Ave. and 7th Ave. S. from W. 14th St. to Houston St.

Whereas there are very few bus shelters at stops along the M20 bus route on 7th Ave. and 7th Ave. S. from W. 14th to Houston Sts., depriving M20 users there of needed seating and other accommodation, particularly difficult in view of the long waits these users (especially those using the many senior facilities in this area) must undergo because of the M20's infrequency; and

Whereas the M20 bus stop on 7th Ave. S. just north of Bleecker St. is central to the many senior centers and activities as well as children's programs in the area, is right in the heart of the Village business strip, and is located midway along the W. 14th to Houston Sts. segment of the route, a bus stop location eminently in need of and suited for a bus shelter to serve the large constituency. There is ample sidewalk space there to accommodate a bus shelter, absent of obstructions such as subway grates and with a defunct enclosed sidewalk café that should be removed and that upon removal, will provide further clearance; and

Whereas a bus shelter that previously existed at 7th Ave. and W. 12th St. was removed and never restored, although it is greatly needed at that location, and the NYC Department of Transportation (DOT) reports that the new (Cemusa) bus shelters could not be installed there, because their deep foundation plates would conflict with the existing sidewalk vault; and

Whereas the following bus stops along the W. 14th to Houston Streets segment of the M20 route also are in need of bus shelters, but DOT has indicated that the City is approaching the maximum number (3500) of bus shelter installations under their contract with Cemusa, and is no longer accepting bus shelter requests, however has offered to see if these locations are feasible for stand

alone City Benches: 7th Ave. at W. 14th St., 7th Ave. S. at Waverly Pl./Perry St., 7th Ave. S. at W. 4th St./Sheridan Sq., 7th Ave. S. at Bedford St., and 7th Ave. S. at Clarkson St./Houston St.; and

Whereas DOT has indicated there will be another Cemusa contract in the future;

Therefore be it resolved that Community Board 2, Manhattan (CB2) urges that a bus shelter be installed as soon as possible on 7th Ave. S. at the M20 stop just north of Bleecker St., i.e., that the installation of this shelter be included in the remaining allocations under the current Cemusa contract; and

Be it further resolved that since the current Cemusa bus shelter model is unsuitable for the 7th Ave./W. 12th St. bus stop, CB2 asks that a City Bench (or Benches) with back(s) be installed at the M20 bus stop at that location and that DOT consider installing a less intrusively designed bus shelter there in the future; and

Be it further resolved that CB2 requests that City Benches with backs be installed at the following M20 bus stop locations: 7th Ave. at W. 14th St., 7th Ave. S. at Waverly Pl./Perry St., 7th Ave. S. at W. 4th St./Sheridan Sq., 7th Ave. S. at Bedford St., and 7th Ave. S. at Clarkson St./Houston St. and that these locations be considered for bus shelters in a future Cemusa contract; and

Be it finally resolved that the long unoccupied, defunct sidewalk café enclosure opposite the M20 bus stop on 7th Ave. S. just north of Bleecker St. be removed as soon as possible.

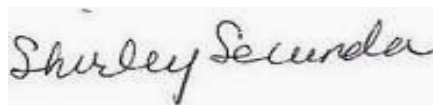
Vote: Unanimous in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



David Gruber, Chair
Community Board #2, Manhattan



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

DG/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Deborah Glick, State Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Council Member

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Margaret Forgione
Manhattan Borough Commissioner
NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting October 23, 2014, Community Board #2, adopted the following resolution:

Resolution asking to daylight (remove a parking space) on the south side of Washington Sq. S. just west of Sullivan St., put in All-Way Stop signage at that intersection and install neckdowns at the crosswalks on the s.e. and s.w. sides to provide visibility to turning vehicles and safety to crossing pedestrians.

Whereas motor vehicles traveling on northbound Sullivan St. and turning right (as they must) at the eastbound Washington Sq. S. T-intersection have great difficulty seeing oncoming traffic from the west, because parking on the Square's southwest side obscures visibility, forcing drivers to slowly inch forward to look for approaching vehicles and diverting their attention from people crossing the street, endangering both motorists and pedestrians; and

Whereas the Sullivan St./Washington Sq. S. intersection is particularly busy and problematic, what with fast-moving vehicular traffic coming by from the west on Washington Sq. S., a CitiBike station on the west side of Sullivan, and heavy pedestrian traffic going to or coming from the park, including many children and seniors, as well as NYU students coming to and from class, all further compounding this dangerous situation; and

Whereas daylighting (i.e. removing a parking space) on the south side of Washington Sq. S. just west of Sullivan St. can provide the sorely needed line of sight for vehicles coming north on Sullivan; measures also are needed to prevent trucks and other vehicles from temporarily parking in the daylighted space and blocking the needed vision. Legal motorcycle and scooter parking can insure these spaces are kept clear of vision-blocking vehicles, while providing necessary parking for these congestion- and carbon-reducing modes (three or more of these two-wheeled vehicles fit into one parking space); and

Whereas there are Stop signs on Washington Sq. S. for the vehicular traffic heading north on Sullivan St., but no Stop signs for the fast-moving traffic traveling east, and the south-north pedestrian crossing there is lengthy;

Therefore be it resolved that Community Board 2, Manhattan (CB2) asks that one parking space be daylighted, i.e., totally removed, on the south side of Washington Sq. S. just west of Sullivan St. (next to/west of the western south-north crosswalk); and

Be it further resolved that CB2 requests that All-Way Stop signage be installed at the Washington Sq. S./Sullivan St. intersection; and

Be it further resolved that CB2 asks for painted neckdowns at the crosswalks on the s.e. and s.w. sides of Washington Sq. S. at Sullivan St.; and

Be it finally resolved that CB2 asks that motorcycle/scooter parking be provided in the daylighted space that is requested on the south side of Washington Sq. S. just west of Sullivan St.

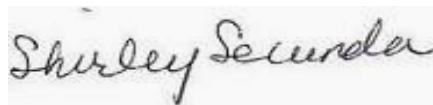
Vote: Unanimous in favor.

Please advise us of any decision or action taken in response to this resolution.

Sincerely,



David Gruber, Chair
Community Board #2, Manhattan



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

DG/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
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