

David Gruber, *Chair*
Bo Riccobono, *First Vice Chair*
Jo Hamilton, *Second Vice Chair*
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*
Susan Kent, *Secretary*
Keen Berger, *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 v Little Italy v SoHo v NoHo v Hudson Square v Chinatown v Gansevoort Market

November 22, 2013

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 November 21, 2013, Community Board #2, adopted the following resolution:

Resolution denying support for alternate side parking (street cleaning rules) on the south side of W. 12th St. bet. Greenwich & Hudson Sts.

Whereas a request was received for changing the current parking rules on the south side of W. 12th St. bet. Greenwich & Hudson Sts. from “No Parking 8 am - 6 pm, Monday - Friday” to alternate side parking (street cleaning rules), because the senior center that was previously there has been replaced by a residential building, thought to be no longer in need of commercial deliveries that the current parking accommodates; and

Whereas it has been observed and was reported that commercial vehicles still park at that location, including D’Agostino delivery trucks, trucks doing repair work in the neighboring residences and other smaller delivery vehicles; and

Whereas it was also pointed out that the street there is highly congested, with the M11 bus, the Greenmarket and a generally large amount of vehicular activity, which would be further blocked by cars pulling in and out of spaces and double parking during street cleaning in anticipation of pulling back in; and

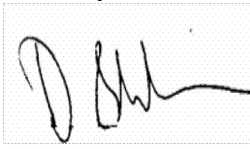
Whereas this block is in transition and outcomes of changes have yet to be clearly determined but could be revisited in the future;

Therefore be it resolved that CB2 does not support alternate side parking (street cleaning rules) on the south side of W. 12th St. bet. Greenwich & Hudson Sts.

Vote: Unanimous, with 33 Board members 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/jrm

- c: Hon. Jerrold L. Nadler, Congressman
 Hon. Brad Hoylman, NY State Senator
 Hon. Deborah Glick, Assembly member
 Hon. Christine Quinn, Council Speaker
 Hon. Scott Stringer, Manhattan Borough President
 Pauline Yu, Community Assistance Unit

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Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting November 21, 2013, Community Board #2, adopted the following resolution:

Resolution in support of moving the Citi Bike station at Petrosino Sq. to the northeast corner of Lafayette St. at Spring St.

Whereas Lieutenant Petrosino Square is a small park that provides much needed open space and enjoyment to its community in an area sorely lacking in such space. In all of Community District 2, there are only .40 acres of parkland per 1,000 people, while New York City's benchmark for sufficient open space is 2.5 acres per 1,000; and

Whereas Community Board 2, Manhattan's (CB2) resolution adopted on May 10, 2012 in support of New York City Bike Share (Citi Bike) stations emphatically requested that Bike Share (Citi Bike) docking stations not be located in any of the parks, large or small, within the CB2 district, because they would take up valuable park space where a severe dearth of park space already exists, would encourage people to bike ride in these parks (both a hazard and an obstruction to users of these concentrated spaces), and would interfere with people's access and enjoyment of the parks; and

Whereas since 1984, Petrosino Sq. has been the site of public art installations as part of the Art in the Parks program of the NYC Department of Parks and Recreation (DPR), and the exhibition area has now been occupied by a Citi Bike station, leaving no viable room for public art presentation, which DPR continues to support as does the community; and

Whereas in January 2009, at the request of CB2, the NYC Department of Transportation (DOT) enhanced their plan for allocating street space to enlarge Petrosino Sq. to include extending the northern end of the park to the Spring St. crosswalk, so that all pedestrians using the park's northern section, including people in wheelchairs and others who are disabled, could safely access and use as

well as exit the park there. Now the addition of a Citi Bike station undoes that safe haven with ongoing bicycle activity and crowding of that space by cyclists removing and returning bikes and moving back and forth there, obstructing pedestrian passage (contradicting the Bike Share program's goals) and, exacerbated by the station's being too close to tree pits, eliminating ADA compliance; and

Whereas in June 2013, the community submitted a petition to DOT with over 600 signatures as well as more than 130 letters from April through June 2013 asking that the Citi Bike station be removed from Petrosino Sq. and relocated to a spot nearby, sentiments that were echoed by every one of the community's local elected representatives (Council Member Chin, Senator Squadron, Assembly Member Glick and Borough President Stringer) in letters to DOT and in meetings; and

Whereas the community has determined after much deliberation that the most feasible area for relocating the Citi Bike station from Petrosino Sq. is the northeast corner of Lafayette St. at Spring St., because the road widens considerably there and traffic calms, providing safety for Citi Bike users, many of whom have indicated their preference for this location (just across the street from Petrosino Sq.) as the safer one, and there are no businesses whose deliveries would be impacted, while Chief Edward Kieron of FDNY Battalion 2 has confirmed that a Citi Bike station located there would not interfere with FDNY rescue efforts; and

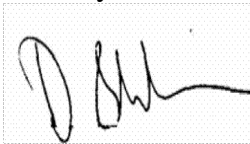
Whereas in presentations and meetings with the CB2 community, DOT Bike Share representatives pointed out that the stations are not attached to the ground (but held down by heavy steel plates), so that they can be easily moved around;

Therefore be it resolved that CB2 strongly supports moving the Citi Bike station at Petrosino Sq. to the northeast corner of Lafayette St. at Spring St. and urges that it be moved as soon as possible.

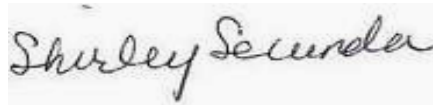
Vote: Unanimous, with 33 Board members in favor.

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/jrm

- c: Hon. Jerrold L. Nadler, Congressman
Hon. Daniel Squadron, NY State Senator
Hon. Deborah Glick, Assembly member
Hon. Margaret Chin, Council member
Hon. Scott Stringer, Manhattan Borough President
Pauline Yu, Community Assistance Unit

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59 Maiden Lane, 35th Floor
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Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting November 21, 2013, Community Board #2, adopted the following resolution:

Resolution in support of Stop signs on the southeast and southwest sides of Greenwich St. at Charles St.

Whereas Greenwich St. from W. Houston to Gansevoort Sts. has traffic controls at every intersection except Charles St., where vehicular traffic surges through at high speeds, endangering the many pedestrians who cross there, and resulting in numerous collisions and near misses; and

Whereas the Charles St./Greenwich St. intersection is heavily used by bicyclists, runners and pedestrians, including residents, business people, tourists and other visitors as well as a large, especially vulnerable population of children (many from the local school down the block), senior citizens, and mothers with strollers, all who are threatened by speeding vehicles that rush up Greenwich through the intersection without stopping; and

Whereas this situation is exacerbated by horn honking and the screeching of abruptly-stopping vehicles; and

Whereas the people in the surrounding community have asked that Stop signs be installed on both the southeast and southwest sides of Greenwich St. at Charles St. to slow down and control the exceedingly heavy, fast moving, dangerous flow of traffic there and provide them some protection; and

Whereas the Charles St. Association, representing hundreds of people in that area, both residents and businesses, has strongly voiced their support for installing the requested Stop signs, citing the

danger from accelerating vehicles and the need to increase pedestrian safety at that hazardous intersection; and

Whereas at present there are no crosswalk markings on Greenwich St. at Charles St., and crosswalks (placed in addition to the requested stop signs) would provide defined areas for crossing the street that would help alert drivers to pedestrian activity and the need to slow down, while giving pedestrians a clearer, safer path to cross;

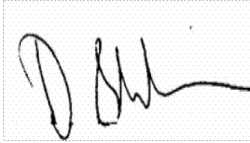
Therefore be it resolved that Community Board 2, Manhattan (CB2) strongly supports the installation of Stop signs on the southeast and southwest sides of Greenwich St. at Charles St.; and

Be it further resolved that CB2 also asks that high visibility crosswalks be installed across Greenwich St. at Charles St. on both the north and south sides.

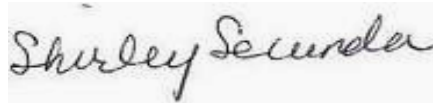
Vote: Unanimous, 33 Board members in favor.

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

Sincerely,



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