

Tobi Bergman, *Chair*
Terri Cude, *First Vice Chair*
Susan Kent, *Second Vice Chair*
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*
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Susan Wittenberg, *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 ◻ Little Italy ◻ SoHo ◻ NoHo ◻ Hudson Square ◻ Chinatown ◻ Gansevoort Market

December 22, 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 December 18, 2014, Community Board #2, adopted the following resolution:

Resolution concerning request for a jitney bus stop in front of 48 7th Ave., west side of 7th bet. W. 13th and W. 14th Sts.

Whereas Hampton Jitney, Inc. has applied for a bus stop in front of 48 7th Ave., west side of the street bet. W. 13th and W. 14th Sts.; and

Whereas the proposed inter-city bus stop would be in a location currently regulated with 82 feet of existing bus stop for the MTA bus, and the MTA bus stop would remain; and

Whereas there will be no pick-ups and one drop-off on Wednesdays at 11:31 AM, and the bus will travel from New York City to Long Island; and

Whereas no one was on hand to present this application for a three-year permit, but several people testified to its need in Greenwich Village, to its low impact (it only stops for a minute or two to drop people off, and the bus carries less than 20 people), and to its advantage in reducing the commute for locals and encouraging people not to use their cars; and

Whereas the NYC Dept. of Transportation (DOT) indicated that the jitney operates elsewhere in the City where it has worked and received no complaints, and that the permit is easy to revoke;

Therefore be it resolved that Community Board 2, Manhattan (CB2) has no objection to allowing a bus stop for Hampton Jitney, Inc. only for drop-offs on Wednesdays at 11:31 AM in front of 48 7th Ave., west side of the street bet. W. 13th and W. 14th Sts.; and

Be it further resolved that CB2 asks DOT to monitor the Hampton Jitney's operations at the proposed location and report back to CB2 in one year for a review of the jitney's performance there.

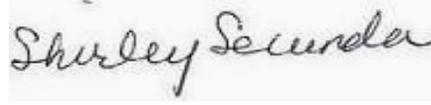
Vote: Unanimous, with 41 Board Members in favor.

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

Sincerely,



Tobi Bergman, Chair
Community Board #2, Manhattan



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

TB/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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NYC Department of Transportation
59 Maiden Lane, 35th Floor
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting December 18, 2014, Community Board #2, adopted the following resolution:

Resolution urging installation of signage, traffic signal changes and other traffic controls at the southeast and southwest corners of Broadway at Houston St.

Whereas the intersection of Broadway and Houston St. is an exceptionally hazardous one with heavy volumes of fast-moving vehicles advancing in several lanes and turning in different directions, causing confusion and posing danger to the large numbers of pedestrians as well as vehicles there, a situation that is further compounded by Houston St.'s jogging right at that point, obscuring visibility and adding to the disorder; and

Whereas the pedestrian crossing on Broadway at the south side of Houston St. is particularly perilous and problematic: Motor vehicles turning left (south) on a dedicated green from the northeast corner of Houston St. onto Broadway take some time to reach the south side of Houston because of the street's large expanse, and pedestrians, unaware of their approach (and seeing most other traffic halted), cross in great numbers (many thousands every day) against the red light, placing themselves in great danger; and

Whereas this endemic jaywalking leads to the oncoming left-turning vehicles stopping short for the crossing pedestrians, preventing eastbound traffic on the south side of Houston St. from advancing when the light turns green, causing tie-ups, congestion and horn honking, and generally exacerbating the overall chaos; and

Whereas many tourists use that crossing, who are unfamiliar with the traffic rules and/or who don't speak English; and

Whereas these misguided pedestrians (many of whom assume the walk signal is broken and proceed on that basis) will no doubt continue their jaywalking in view of current conditions but need to have their safety ensured and be protected from themselves; and

Whereas there are NYPD traffic agents regulating pedestrian and vehicular movement at that intersection from time to time, but not on a regular basis; and

Whereas several people from the surrounding community attended the public hearing on this problem, including the director of the SoHo Alliance, representing a data base of over 1,000 and hundreds of paid community members, and letters from the community were also received, all testifying to the extremely dangerous conditions threatening both pedestrians and vehicles at the Broadway crossing on the southern side of Houston St.;

Therefore be it resolved that Community Board 2, Manhattan (CB2) exhorts the NYC Dept. of Transportation (DOT) to conduct an intensive study of the Broadway/Houston St. intersection, concentrating especially on the pedestrian crossing on Broadway at Houston St.'s south side and pedestrian/vehicle conflicts there and on turning movements at the northeast turning bay on Houston St. at Broadway, in order to develop solutions to eliminate these dangerous conditions; and

Be it further resolved that CB2 strongly urges DOT to institute early action improvements to provide immediate relief by quickly installing one sign at the southeast corner of Broadway and Houston St. facing west, and one sign at the southwest corner of Broadway and Houston St. facing east (on the reverse side of the already existing sign there), at pedestrian visual level, displaying one of the following warnings (or similar appropriate standard warning): "DELAYED GREEN" "WAIT TO WALK" "CROSS WITH CARE" "WATCH (OUT) FOR TURNING VEHICLES" "WAIT FOR WALK SIGNAL" "DANGEROUS INTERSECTION," thereby alerting pedestrians to the approaching traffic; and

Be it further resolved that CB2 suggests that one illustrated sign each be placed on the southeast and southwest corners of Broadway at Houston St. and that an overhead sign for drivers displaying "YIELD TO PEDESTRIANS IN CROSSWALK" be placed on the south side of Houston St. at Broadway; and

Be it further resolved that CB2 highly recommends that the new type Split Phase LPI (Leading Pedestrian Interval) for traffic signalization be installed as soon as possible at the intersection of Houston St. and Broadway, including a lengthy green light phase for pedestrians crossing Broadway on the south side of Houston St. that operates concurrently with a red left-turn arrow on the north side of Houston St. (preventing vehicles from turning left/south from the north side of Houston into Broadway at the same time pedestrians are crossing, but allowing through traffic to proceed east and west on Houston St. with a green light); and

Be it further resolved that, as part of this improvement, CB2 encourages DOT to install countdown signals on both the southeast and southwest sides of the Broadway pedestrian crossing at Houston St. for the pedestrian green phase, along with a flashing red light following the countdown; and

Be it finally resolved that CB2 urgently requests that NYPD traffic agents be stationed at the Broadway-Houston St. intersection on a steady basis at all peak days and times to regulate vehicular traffic movement and enforce pedestrian street crossings.

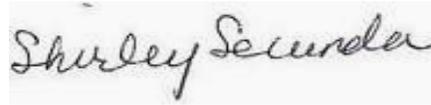
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