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## COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

[www.cb2manhattan.org](http://www.cb2manhattan.org)

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

February 21, 2014

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

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting February 20, 2014, Community Board #2, adopted the following resolution:

**1. Resolution urging a (traffic light) signal phase change that allows for a separate, conflict free pedestrian crossing on 8th St. at the east side of 5th Ave.**

**Whereas** the traffic signal at 8th St. and 5<sup>th</sup> Ave. permits traffic going south on 5<sup>th</sup> Ave. to turn east (left) on 8th St. when the light is green at the same time pedestrians also have the green light to cross 8th St.; and

**Whereas** this eastbound traffic does not usually give pedestrians the right of way, and crossing pedestrians are put in danger; and

**Whereas** 8<sup>th</sup> St. affords the last opportunity coming south on 5<sup>th</sup> Ave. for motor vehicles to make a left turn to go directly to the east side of Manhattan, consequently there's a heavy volume of vehicular traffic turning east on this corner, including several fast-moving buses such as the M1, M3, and M5 as well as many taxis and other motorists, often with limited visibility; and

**Whereas** recent census data shows an increase in senior citizens living in the immediate vicinity of this intersection, many who have to cross this street to get to the Caring Community Senior Center as well as to Washington Sq. Park and other destinations; and

**Whereas** many mothers/caretakers and children en route to the Park or school, NYU and other university and lower school students must cross this intersection on a daily basis, while tourists and other neighborhood Park users make frequent use of this crossing; and

**Whereas** the safety of all of these vulnerable users needs to be ensured; and


**Whereas** recent research (Li Chen, Cynthia Chen, Reid Ewing – Journal of Transport Policy) has shown that “split-phase timing” of signals involving a third phase of the traffic cycle that stops all turns so pedestrians can cross (but not vehicular movement in all directions as in a “Barnes Dance”) is extremely effective in protecting crossing pedestrians;

**Therefore be it resolved** that Community Board 2, Manhattan calls upon the NYC Department of Transportation to change the traffic light signal phase for the left turn from 5th Ave. to 8th St. to “split phase timing” for a separate, conflict-free pedestrian crossing on 8th St. at the east side of 5th Ave., i.e., so that crossing pedestrians and left-turning vehicles don’t get a green “go” signal at the same time.

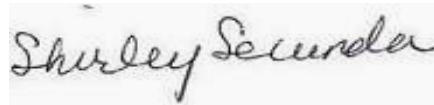
**Vote: Unanimous, with 37 Board members in favor.**

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/ch

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

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59 Maiden Lane, 35<sup>th</sup> Floor  
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting February 20, 2014, Community Board #2, adopted the following resolution:

### **1. Resolution requesting consideration and incorporation of additional community recommendations in DOT's Bowery-Houston-Bleecker Transportation Study.**

**Whereas** the latest draft report of findings and recommendations in the NYC Department of Transportation's (DOT) Bowery-Houston-Bleecker Transportation Study (Boundaries in Community Board 2, Manhattan (CB2): 8<sup>th</sup> St.-N./Mercer St.-W./Broome, Kenmare Sts.-S./Bowery-E.) that has been ongoing for several years was presented to the community on November 20, 2013; and

**Whereas** in response to this latest report and presentation, members of the community expressed their concerns and suggestions for revisions and improvements at certain locations within the study's boundaries at CB2's Traffic and Transportation Committee's February 6, 2014 meeting, including:

- Houston St. and Crosby St. –Although there are traffic lights on both the west and east sides of Crosby St. at Houston St. (north and south sides), DOT recommends a crosswalk across Houston St. only on the western side. A crosswalk is sorely needed on the eastern side as well. The east side crossing on Houston St. is heavily used by pedestrians, including those entering and leaving the subway station entrances on both the north and south sides there. What's more, there's a subway elevator on the northeast side accessed by numerous disabled people who need a safe crossing right at that spot. There also are two large new buildings coming up at that location which will add substantially greater population there, necessitating both the east and west side crossings on Houston to avoid further crowding.

Lack of a crosswalk on the east side will not deter people from crossing there, but it will make it more dangerous.

- Houston St. between Crosby and Lafayette Sts. – On the south side of Houston St. between Crosby and Lafayette Sts. the two subway stairs constrict pedestrian passage on an already narrow sidewalk, creating not only pedestrian congestion and difficulty passing by, but also endangering those trying to walk there. More sidewalk room is needed for pedestrian access in that location.
- Prince St. and Broadway – Improvements are needed at this intersection which is intensively used by pedestrians, yet this problematic area hasn't been addressed. With high pedestrian volumes pouring from the subway, sidewalk crowding is exacerbated, and heavy vehicular traffic compounds this stressful and dangerous situation. A bicycle rack on the southwest corner (just to the west of the SW subway stair) further impedes pedestrians' passage, often forcing them into the street when the rack is filled with bikes. (There also are bike racks on the other three corners of the intersection, all installed behind the subway stairs, but these are not as obtrusive or problematic as the southwest rack, which is overly large for the space there).
- Bleecker St.-Bowery-1<sup>st</sup> St. crossings – Southbound vehicular traffic on the Bowery (much of it heading to the bridges) tends to get backed up from 4<sup>th</sup> St. south to Houston St., which is aggravated by the confluence of traffic coming east on Bleecker St. and west on E. 1<sup>st</sup> St. both turning south onto the Bowery. While the eastbound Bleecker St. traffic makes a simple right turn south on the Bowery, an opening in the Bowery median allows the westbound 1<sup>st</sup> St. traffic to cross over to and make a left turn in the Bowery southbound lane, causing further congestion and jams. 2<sup>nd</sup> Ave., just one block east of the Bowery, can provide uncongested southbound access for the traffic coming from E. 1<sup>st</sup> St. Northbound Bowery traffic is light.

**Therefore be it resolved** that CB 2 asks that DOT further examine the above locations of concern and consider the following recommendations for incorporation in DOT's Bowery-Houston-Bleecker Transportation Study:

- Houston St. and Crosby St. – Install a high visibility crosswalk across Houston St. (north-south) on the eastern side of Crosby St. in addition to the western side.
- Houston St. between Crosby and Lafayette Sts. - Widen the sidewalk along the south side of Houston St. between Crosby and Lafayette Sts., preferably for the full block front, so that it matches the width of the sidewalk at the east end of that block (southwest corner of Houston and Lafayette) where a “bulbout” (neckdown) extends out into the street and crosswalk.
- Prince St. and Broadway – Relocate the bicycle rack at the southwest corner of Prince St. and Broadway, possibly to Lafayette St. Look into installing a “bulbout” (neckdown) at the southwest corner and/or at the northeast corner, as well as a dedicated left turn lane on Prince St. into Broadway.
- Bleecker St.-Bowery-1<sup>st</sup> St. crossings – Close off the median on the Bowery at E. 1<sup>st</sup> St. to prevent turning movements south on the Bowery from E. 1<sup>st</sup> St. (but still allow turning movements north on the Bowery from E. 1<sup>st</sup> St.). Create and install signage to alert

southbound vehicular traffic coming west on E. 1<sup>st</sup> St. that 2<sup>nd</sup> Ave. is the last southbound access and direct these drivers to turn south on 2<sup>nd</sup> Ave.

**Be it further resolved** that CB2 thanks DOT for conducting this important study and for welcoming our community's input on it.

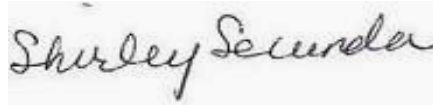
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