

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



Antony Wong, *Treasurer*  
Keen Berger, *Secretary*  
Daniel Miller, *Assistant Secretary*

## 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

March 25, 2016

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 March 24, 2016, Community Board #2, adopted the following resolution:

**Resolution requesting a Stop sign on Bedford St. at the intersection of Bedford and Downing St. and other safety measures (such as painted neckdowns, speed humps, and traffic light screens) on Bedford St. west from 6<sup>th</sup> Ave. (Ave. of the Americas).**

**Whereas** Bedford St., from its entry point west from 6<sup>th</sup> Ave. (Ave. of the Americas) through its Downing St. intersection and on to Carmine St., progresses in sharp curves and varied lane sizes, obscuring sight lines, causing abrupt turns and changes, creating confusion and seriously endangering both pedestrians and motor vehicles; and

**Whereas** the Bedford St. entrance from 6<sup>th</sup> Ave. is unusually wide (3 lanes/33' as opposed to the next parallel block, W. Houston St., 24' wide) with no lane markings, a situation that facilitates and encourages high speed vehicular movement from 6<sup>th</sup> into Bedford (even with a 15 mph sign, either not noticed or disregarded) that races forward with a sustained momentum all along the way (even where the street narrows to 24') in a neighborhood environment filled with pedestrians who are constantly put in harm's way as they try to cross the street; and

**Whereas** the danger to pedestrians is particularly pronounced at the intersection of Bedford at Downing St., where an absence of cautionary signage and requisite street markings creates a setting devoid of any restraints to control the speeding traffic and slow it down. The lack of such regulatory devices results not only in perilous road speeds but also in unsafe confusion and conflicts as pedestrians and drivers alike attempt to assess who has the right of way; and

**Whereas** graphic pedestrian signs in advance of the Bedford/Downing intersection are not seen or ignored by drivers, and trucks often parked at the corner interfere with visibility (forcing both pedestrians and vehicles to inch their way out dangerously into Bedford St. to ascertain crossing conditions as vehicles approach with no indication on the pavement of a crossing for people); and

**Whereas** a traffic light on Carmine St. one block ahead further exacerbates the hazardousness of the Downing St. crossing as drivers surge past it to catch the Carmine green light; and

**Whereas** parking was removed in 2009 on Bedford St. entering from 6<sup>th</sup> Ave to facilitate turning for fire trucks from FDNY Engine 25/Ladder 5, and, after consultation, the fire station has suggested to the Bedford-Downing Block Association that flexible plastic markers might be used to narrow the entry-point beyond the current small neckdown already there in order to slow down vehicles while being able to bounce down to allow fire trucks to pass. The BDBA also suggested that the FDNY trucks could swing wide on 6<sup>th</sup> Ave. to turn; and

**Whereas** the Bedford-Downing area has changed significantly with a heavy increase in pedestrians walking on Bedford and Downing Sts. every day, including students from four growing schools, commuters from the W. 4<sup>th</sup> and Houston St. subway stops, more neighborhood residents and workers, as well as more restaurants and their patrons, more delivery people, more construction workers and more tourists, in other words, more and more people at risk from the ever-increasing, in-need-of-control vehicular traffic and speeds; and

**Whereas** there was a large turnout of BDBA members and other members of the community, and many letters were received as well, all expressing concern about the danger from vehicles “whipping down the street as fast as they can go,” threatening pedestrian safety, with many close calls experienced, and all expressing their support for a Bedford at Downing Stop sign and other safety measures on Bedford St.;

**Therefore be it resolved** that Community Board 2, Manhattan (CB2) urges the NYC Department of Transportation (DOT) to install a Stop sign on Bedford St. at Downing St., along with a high visibility crosswalk and a painted “STOP” marker in the Bedford streetbed at that location; and

**Be it further resolved** that CB2 asks that a single street lane be painted on Bedford St. to define a narrower width for channeling vehicular traffic; and

**Be it further resolved** that CB2 requests that DOT install a screen on the lenses of the traffic light at the Bedford/Carmin St. intersection to obscure the light’s color designation from approaching drivers unless directly at the intersection (to discourage drivers from forging ahead from Downing St. to make the light); and

**Be it finally resolved** that CB2 recommends that DOT investigate and consider the following proposals for reducing the speed of motor vehicles entering Bedford St. from 6<sup>th</sup> Ave.:

- A painted or gravel neckdown extending from the existing concrete neckdown on Bedford St. at 6<sup>th</sup> Ave.
- Installation of flexible markers/bollards to define the extended neckdown.
- A speed hump on Bedford St.
- Restoration of parking on the first stretch of Bedford St. after 6<sup>th</sup> Ave. where it was previously removed.
- Additional slow zone measures to highlight and further define the 15 mph zone.

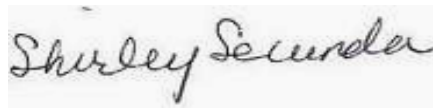
**Vote:** Unanimous, with 34 Board Members in favor.

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

Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting March 24, 2016, Community Board #2, adopted the following resolution:

### **Resolution in support of a sign banning thru trucks from turning onto Minetta Lane from Macdougall St.**

**Whereas**, as indicated on the NYC truck route map, Minetta Lane is not a thru truck route, therefore no trucks should go there except for local deliveries and sanitation; and

**Whereas** large trucks constantly cut through to 6<sup>th</sup> Ave. (Ave. of the Americas) on Minetta Lane which they turn onto from Macdougall St., causing heavy damage on this fragile, extremely narrow street, where they do not belong; and

**Whereas** the tight turn from Macdougall St. onto Minetta Lane results in trucks driving over the sidewalk on Minetta (where there's a vault) and crushing the sidewalk, as well as causing so much deterioration to the curb that at this point it's almost level with the street; and

**Whereas** trucks going up on the sidewalk traversing the narrow street also run over tree guards installed to preserve and protect the trees there, and several of these tree guards have been destroyed; and

**Whereas** pedestrians feel threatened by these trucks and some report almost having been struck by them as they take up the street and overlap the sidewalk;

**Whereas** a large representation of neighborhood residents and businesses came to attest to the damage these thru trucks have caused and to ask for preventative measures. Correspondence was also received concerning this matter;

**Therefore be it resolved** that Community Board 2, Manhattan urges the NYC Department of Transportation to install a sign on the corner of Macdougall St. and Minetta Lane specifying No Thru Truck Traffic, to ban thru trucks from turning onto Minetta Lane from Macdougall St.

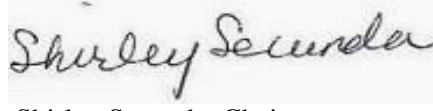
**Vote:** Unanimous, with 34 Board Members in favor.

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

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