

Terri Cude, *Chair*  
Daniel Miller, *First Vice Chair*  
Susan Kent, *Second Vice Chair*  
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*  
Keen Berger, *Secretary*  
Erik Coler, *Assistant Secretary*

## COMMUNITY BOARD NO. 2, MANHATTAN

3 WASHINGTON SQUARE VILLAGE

NEW YORK, NY 10012-1899

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

P: 212-979-2272 F: 212-254-5102 E: [info@cb2manhattan.org](mailto:info@cb2manhattan.org)

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

May 19, 2017

Luis Sanchez  
Manhattan Borough Commissioner  
Department of Transportation  
55 Water St. 9<sup>th</sup> Floor  
New York, NY 10041

Dear Manhattan Borough Commissioner Sanchez:

At its Full Board meeting May 18<sup>th</sup>, 2017, Community Board #2, adopted the following resolution:

### **Resolution in support of proposed 7th Ave. S. Complete St. Safety Improvements/Protected Bike Lane, with modifications.**

**Whereas** the NYC Dept. of Transportation (DOT) presented a proposed plan for Complete St. Safety Improvements including a protected bike lane on 7th Ave. and 7th Ave. S. bet. W. 14th St. and Carmine/Clarkson St. in response to Community Board 2, Manhattan's (CB2) 2014 resolution requesting a Complete Street (with protected bike lane) on 7th Ave./7th Ave. S./Varick St. bet. W. 14th St. and Canal St.; and

**Whereas** the proposal puts forth an overall corridor design that includes, from east to west, a 6 ft. wide curbside bike lane, a 5 ft. wide painted buffer, a 9 ft. "floating" parking (protective) lane with planted concrete pedestrian islands, a 10 ft travel lane, two 11 ft. travel lanes and an 8 ft. curbside parking lane, as well as pedestrian and bicycling safety improvements at the following intersections:

#### Greenwich Ave./W. 11th St.

- A split-phase traffic signal to protect pedestrians and bicyclists from vehicles turning left from 7th onto Greenwich Ave. (With a split phase, pedestrians would have their own, separate green phase to cross Greenwich, while a red light prevents left-turning vehicles from entering there at the same time).
- Realignment of the southern crosswalk on 7th to follow the Greenwich Ave. desire line and be closer and more visible to slowed turning vehicles.
- Increased crossing time on the southern crosswalk.
- Preservation of all existing corner curb extensions.

#### Waverly Pl./Perry St.

- No left turn from 7th Ave. S. to Perry St.
- A pedestrian island on the 7th Ave. S north crosswalk, shortening crossing distance 30%.
- A new traffic signal at the receiving block of Waverly Pl.

- A curb extension at the s.w. corner of Perry at 7th to direct southbound Waverly Pl. traffic to turn left at Perry before turning right onto 7th, slowing Waverly traffic and discouraging fast turns, shortening pedestrian crossing distance 50%, improving traffic signal visibility and giving more crossing time.

W. 4th St./Christopher St.

- A split phase traffic signal (with dedicated red and green light phases separate for pedestrians and for vehicles) to protect pedestrians and bicyclists from vehicles turning left from 7th Ave. onto W. 4th St.
- Conversion of the painted pedestrian space with planters fronting the uptown 1-train entrance bet. Christopher and Grove Sts. to a bicycle lane and painted buffer.

Bleecker St./Barrow St.

- A split-phase traffic signal to protect pedestrians and bicyclists from the heavy volume of aggressively driving motorists turning left onto Bleecker St. from 7th Ave. S.
- Two crosswalks combined and widened on the n. side of Bleecker (to allow split phase).
- A pedestrian refuge island on the southern crosswalk.
- A curb extension on the n.w. corner on 7th Ave. S. at Bleecker.

Clarkson St./Carmine St.

- A pedestrian refuge island splitting through Clarkson St. on the west side, separating right-turning traffic from traffic going east to Carmine St. and shortening the Clarkson St. crossing.
- Southern crosswalk realigned to the pedestrian refuge island.; and

**Whereas** CB2 welcomes the split-phase signal at Greenwich Ave./W. 11th St., which provides much-needed relief from left-turning vehicles, and also favors the safer realigned southern crosswalk that goes along the long-established Greenwich Ave. desire line that many people follow. However, there are concerns about the new crosswalk's extra length and the danger from right-turning vehicles from Greenwich to crossing pedestrians there as well as about removal of the old southern crosswalk, a path that some would still follow, but now at risk; and

**Whereas** DOT indicates that the proposed bike lane buffer bet. Christopher and Grove Sts. (adjoining the subway triangle) is intended to safeguard people coming from the subway from entering the bike lane, and that bike racks are being considered as a visible barrier there; and

**Whereas**, as indicated in CB2's February 2017 resolution (*requesting epoxy-gravel sidewalk widenings on both Grove St. and W. 4th St., plus signage, to avoid dangerous pedestrian and vehicular conflicts at the pedestrian island on 7th Ave. S. at Grove St....*), the pedestrian refuge island that will now protect the bike lane at that location juts into Grove St. at its southern tip, where vehicles coming from the east on W. 4th St. can collide, a dangerous situation for both vehicles and crossing pedestrians; and

**Whereas** the sidewalk extension shortening the two 7th Ave. S., crosswalks on the northern side of Christopher St. at W. 4th St. would be removed, lengthening those crosswalks; and

**Whereas** CB2 is very much in favor of the split phase traffic signal which will greatly protect pedestrians and cyclists crossing on the east side of Bleecker St. from a heavy barrage of left-turning motorists from 7th Ave. S. At the same time, concerns have been voiced about the diversion of left-turning vehicles to Barrow St., a small vulnerable street used daily by pre-schoolers and seniors going to and from Greenwich House, and about danger to the many pedestrians crossing that street; and

**Whereas** CB2 supports a pedestrian refuge island splitting through Clarkson St. on the s.w. side to better organize vehicular movement and flow, but there is room to extend it further and shorten the 7th Ave. S. crossing; and

**Whereas** exceptionally long pedestrian crosswalks on the north side of 7th Ave. S. at Clarkson/Carmine and on Carmine St. compromise pedestrian safety and call for shortening, while the s.w. corner of Clarkson should be kept clear of the right-turning traffic; and

**Whereas** for many years, CB2 has been witness to a long and dangerous expanse across 7th Ave. S. at Leroy St. that calls out for a crosswalk and other safety measures to protect pedestrians, a need repeated and vociferously urged to be addressed in the proposed Complete Street plan; and

**Whereas** there's a great deal of concern about fast-moving vehicles turning right from 7th Ave. S. into Leroy St/St. Luke's Pl. and expression of the need for building out the entrance point to create a hard right turn, an issue that calls to be included in the proposed Complete St. plan, as pointed out in CB2's April 2017 resolution (*requesting repair of existing speed hump and the construction of an additional speed hump on St. Lukes Place, between 7th Ave. S. and Hudson St. to mitigate speeding vehicles....*); and

**Whereas** CB2 supports extending the protected bike lane beyond 7th Ave. on Varick St. to Canal St. where it would connect with the bike lane going south on Varick from Canal, and DOT has indicated that its intention is to extend the bike lane further south in the future; and

**Whereas** besides providing for split phase signals at four intersections (which CB2 strongly supports), mixing zones are proposed for all other intersections, an approach that has been seen to be highly dangerous to both bicyclists and pedestrians; and

**Whereas** non-pedal-assisted e-bikes go more than 20 mph, endanger people's lives and are forbidden by law;

**Therefore be it resolved** that CB2 thanks DOT for its proposal and welcomes and supports its plan for 7th Ave. S. Complete St. Safety Improvements and a Protected Bike Lane, with additional requests and suggestions for modifications as follows:

Greenwich Ave./W. 11th St.

- In addition to the very welcome split phase traffic signal and realigned southern crosswalk, CB2 asks DOT to explore adding the old southern crosswalk too or other solutions to safeguard pedestrians looking to cross there.
- Extend the neckdown bet. the s.w. corner of Greenwich Ave. and n.w. corner of W. 11th St. further into 7th Ave. S., to shorten the crossing distance of the realigned crosswalk.

W. 4th St./Christopher St.

- CB2 supports the use of bike racks as a visible barrier to protect people coming from the subway from bike lane conflicts.
- Extend the sidewalk on the northern side of Grove St. bet. W. 4th St and 7th Ave. S., i.e., at the subway entrance island, (and preferably also alongside Christopher Park on Grove) with epoxied gravel, so that its edge aligns with the southern/Grove St. end of the 7th Ave. S. pedestrian island, channeling Grove St. traffic coming from the east to the left or south, as recommended in CB2's February 2017 resolution.
- Explore shortening the northern crosswalks at Christopher and W. 4th Sts., possibly by extending the western neckdown bet. Christopher and W. 4th and/or installing a pedestrian refuge island on the n.e. side of Christopher.

Bleecker St./Barrow St.

CB2 urges DOT to examine potential impacts on Barrow St. and to institute safety measures to guard against left-turning vehicles at the Barrow St. crossing, such as a speed table (raised crosswalk) at the 7th Ave. S. eastern entrance to Barrow. a flashing yellow light and other improvements, as requested in CB2's December 2013 resolution (*requesting blinking yellow lights, a speed table and a speed hump...and other safety improvements on Barrow St. bet. 7th Ave. S. and W. 4th St.*).

Clarkson St./Carmine St.

- Extend the pedestrian refuge island splitting through Clarkson St. further into 7th Ave. S.
- Install a sidewalk extension on the n.w. corner of Clarkson St. to shorten the 7th Ave. S. crosswalk.
- Install a neckdown on the n.e. corner on Carmine St. to shorten crossing Carmine.
- Install a neckdown on Varick St. at the s.w. corner of Clarkson and Varick to divert turning traffic from the curbside lane into the moving lane and align it with the Houston St. neckdown to the south.

**Be it further resolved** that CB2 strongly urges DOT to include the Leroy St. crossing as part of this plan and install both a long called-for high visibility crosswalk on 7th Ave. S. at that location as well as a traffic light; and

**Be it further resolved** that CB2 highly recommends that the right turn into Leroy St./St. Luke's Pl. on the western side of 7th Ave. S. also be included in this plan and that action be taken to narrow the entrance point to slow down turning vehicles along with other improvements as put forth in CB2's April 2017 resolution; and

**Be it further resolved** that CB2 urges that the Complete St. Safety Improvements with the Protected Bike Lane be extended down to Canal St. as quickly as possible; and

**Be it further resolved** that CB2 asks that DOT install from the start safer alternatives than mixing zones at the intersections where they're proposed, preferably split phase signals, and/or other safe mechanisms, such as at 4th Ave. and E. 13th St.; and

**Be it further resolved** that CB2 requests that measures (such as signage and/or other approaches) be taken to ensure that no motorized conveyances, including electric bikes, are allowed on the protected bike lane, in keeping with the law; and

**Be it finally resolved** that CB2 firmly emphasizes its request to DOT to continue to monitor existing conditions on the 7th Ave./7th Ave. S./Varick St. corridor and to sustain these monitoring activities once improvements are implemented, including analysis with pedestrian counts and observations of vehicular, bicycling and pedestrian patterns at peak and non-peak times, and report its findings and further recommendations to CB2 as quickly as possible.

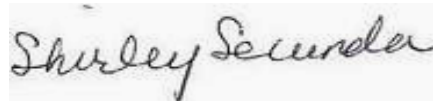
**Vote:** Unanimously, with 32 Board Members in favor.

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

Sincerely,



Terri Cude, Chair  
Community Board #2, Manhattan



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

TC/EM

c:

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