

Carter Booth, *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

P: 212-979-2272 F: 212-254-5102 E: info@cb2manhattan.org

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

September 20, 2019

Edward Pincar Jr.
Manhattan Borough Commissioner
Department of Transportation
55 Water Street
New York, NY 10041

Dear Commissioner Pincar:

At its Full Board meeting September 19, 2019, Community Board #2, adopted the following resolution:

Resolution requesting installation of speed humps on Jane St. btw. Greenwich Ave. and 8th Ave. plus an in-depth study of the blocks with and/or impacted by design changes related to Jane St. traffic increases, including Jane St. btw. Greenwich Ave. and 8th Ave.; Greenwich Ave. between 8th Ave. and Jane St.; Horatio St. btw. W. 4th St. and Greenwich Ave. and W. 13th St. approaching Greenwich Ave./Horatio St.

Whereas residents of Jane St. btw. Greenwich Ave. and 8th Ave., as well as others who pass through there frequently, including the head of the Jane St. Block Association (representing a sizable contingency of those affected), report that an increasing number of automobiles, taxicabs, limousines and trucks have been racing continuously through that block at high speeds, endangering the many pedestrians there crossing the street, including seniors, parents and children, children on their way to school, people frequenting the commercial establishments and restaurants, and tourists, and speed humps are requested to slow the traffic down; and

Whereas examples in other cities as well as on certain streets in Community Board 2 Manhattan (CB2) have shown that installing two speed humps on a block helps sustain a steady slow speed in motor vehicles that otherwise go full speed ahead once going over a single speed hump; and

Whereas it has been noted (by both those present at the meeting and CB2 members) that recent design, operational and regulatory changes related to reducing the horn honking and danger to pedestrians from motorists entering the Mobil gas station at Horatio St. and 8th Ave., including converting Horatio Street to run one-way eastbound between 8th Ave. and Greenwich Ave. (meeting W. 13th St. which runs westbound) and closing Horatio Street to vehicular traffic between W. 4th St. and 8th Ave., have

led to westbound vehicular traffic from W. 13th St. diverting to Jane St., as well as to other hazardous traffic patterns and odd turns, creating confusion and conflicts that imperil everyone using the street. This situation calls for a broad examination of the streets that have been impacted by these changes, including Jane St. btw. Greenwich Ave. and 8th Ave.; Greenwich Ave. between 8th Ave. and Jane St.; Horatio St. btw. W. 4th St. and Greenwich Ave. and W. 13th St. approaching Greenwich Ave./Horatio St.;

Therefore be it resolved that CB2 strongly supports speed hump installation on Jane St. btw. Greenwich Ave. and 8th Ave. and requests that the NYC Dept. of Transportation (DOT) install two speed humps on Jane St. btw. Greenwich Ave. and 8th Ave. (in preference to one speed hump); and

Be it further resolved that CB2 asks that these speed humps be carefully placed at intervals to keep traffic flowing at a consistent slow pace; and

Be it further resolved that CB2 stresses the need for the installation of these speed humps as quickly as possible to relieve the growing, dangerous flow of speeding traffic on this street; and

Be it further resolved that CB2 urges DOT to conduct a comprehensive study of the blocks impacted by recent design, operational and regulatory changes and the areas around them, in particular, Jane St. btw. Greenwich Ave. and 8th Ave.; Greenwich Ave. between 8th Ave. and Jane St.; Horatio St. btw. W. 4th St. and Greenwich Ave. and W. 13th St. approaching Greenwich Ave./Horatio St., and develop measures to mitigate and better balance the current complex, unpredictable and unsafe mix of street patterns there; and

Be it finally resolved that CB2 asks that DOT consult with CB2 and its stakeholders as the requested study progresses.*

Vote: Unanimous, 42 with Board Members in favor.

** See also Resolution requesting safety measures to protect pedestrians crossing Greenwich Ave. from dangerous vehicular right turns from W. 13th St. onto Greenwich Ave., including split phase signalization, bulbing out and/or daylighting the n.e. corner of W. 13th and Greenwich, plus an in-depth study of the blocks with and/or impacted by design changes related to dangerous traffic conditions at the W. 13th St./Greenwich Ave./Horatio St. intersection, including Jane St. btw. Greenwich Ave. and 8th Ave.; Greenwich Ave. between 8th Ave. and Jane St.; Horatio St. btw. W. 4th St. and Greenwich Ave. and W. 13th St. approaching Greenwich Ave./Horatio St.*

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

Sincerely,



Carter Booth, 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 J. Glick, NY Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Corey Johnson, Council Speaker

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Manhattan Borough Commissioner
Department of Transportation
55 Water Street
New York, NY 10041

Dear Commissioner Pincar:

At its Full Board meeting September 19, 2019, Community Board #2, adopted the following resolution:

Resolution in opposition to request for a "No Standing Zone" in front of 76 Crosby St. btw. Spring and Prince Sts. and requesting instead metered commercial parking on Crosby St. btw. Spring and Prince Sts. with daylighting on the n.w. corner of Spring and Crosby.

Whereas the residents of 76 Crosby St. (btw. Spring and Prince Sts.) submitted a petition asking for a "No Standing Zone" in front of their building entrance to provide one space to give safe dropoff/pickup access to the sidewalk (instead of from the uneven Belgian block street where access is difficult and blocked by parking) for the building's residents and their guests, including many elderly and children, and to avoid traffic backup issues; and

Whereas several neighbors expressed their objections to the requested "No Standing Zone" both at the Community Board 2, Manhattan (CB2) Traffic and Transportation Committee meeting and in correspondence, citing the need for the current commercial parking at that location by the many businesses on that street, the existence of a loading zone at the Crosby Hotel across the street (providing space for maneuvering and passing as well as safe sidewalk access), and the limited demand for such a zone from a building with only six units; and

Whereas current parking regulations provide for Truck Loading Only 8am - 6pm Monday through Friday on both sides of the street, except for the one hotel loading zone, to serve the needs of this heavily commercial street; and

Whereas it was reported that trucks stay parked endlessly on the block, barring other trucks and commercial vehicles from needed curb access and setting the stage for double parking and traffic backups; and

Whereas metered parking can provide the space needed for loading and unloading while allowing a steady turnover that frees up space for additional vehicles to load and unload instead of having to double park, as well as for opportunities for people dropping off and picking up to access the sidewalk safely; and

Whereas drivers coming east on Spring St. often turn north onto Crosby St., adding to traffic and congestion on Crosby and forging ahead because their views are obscured by trucks parking at the northwest corner, endangering pedestrians crossing Crosby;

Therefore be it resolved that CB2 opposes the request for a "No Standing Zone" in front of 76 Crosby St. btw. Spring and Prince Sts.; and

Be it further resolved that CB2 is strongly in favor of installing commercial metered parking on Crosby St. btw. Spring and Prince Sts. and asks that the current parking regulations providing for Truck Loading Only 8am - 6pm Monday through Friday on both sides of the street be replaced by 3-Hour Metered Parking for Commercial Vehicles Only 8am - 6pm Monday through Friday on both sides of the street (except for the one loading zone at the Crosby Hotel and a possible daylighted space); and

Be it finally resolved that CB2 recommends that the northwest corner of Spring and Crosby Sts. be daylighted to provide better visibility for turning vehicles while providing a space for people to safely access the sidewalk directly both for residents of 76 Crosby and everyone else on the block.

Vote: Unanimous, with 42 Board Members in favor.

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

Sincerely,



Carter Booth, Chair
Community Board #2, Manhattan



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

TB/EM

c: Hon. Jerrold L. Nadler, Congressman
Hon. Brian Kavanagh, NY State Senator
Hon. Deborah J. Glick, NY Assembly Member
Hon. Gale Brewer, Manhattan Borough President
Hon. Margaret Chin, Councilmember

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Dear Commissioner Pincar:

At its Full Board meeting September 19, 2019, Community Board #2, adopted the following resolution:

Resolution requesting safety measures to protect pedestrians crossing Greenwich Ave. from dangerous vehicular right turns from W. 13th St. onto Greenwich Ave., including split phase signalization, bulbing out and/or daylighting the n.e. corner of W. 13th and Greenwich, plus an in-depth study of the blocks with and/or impacted by design changes related to dangerous traffic conditions at the W. 13th St./Greenwich Ave./Horatio St. intersection, including Jane St. btw. Greenwich Ave. and 8th Ave.; Greenwich Ave. between 8th Ave. and Jane St.; Horatio St. btw. W. 4th St. and Greenwich Ave. and W. 13th St. approaching Greenwich Ave./Horatio St.

Whereas residents who frequently cross Greenwich Ave. from the northeast to the northwest corner where it intersects with W. 13th St. on the eastern side and Horatio St. on the western side expressed their grave concern about speeding vehicles that come west on W. 13th and turn north onto Greenwich, seriously endangering crossing pedestrians (who have a Walk signal while drivers are turning), because drivers lack visibility of both the pedestrian Walk signal and pedestrians crossing the street, resulting in many close calls, with five near-hits experienced in the last few months; and

Whereas in the current configuration where W. 13th St. becomes Horatio St. at Greenwich Ave., drivers coming west on W. 13th St. can go no further west, but must turn either right (north) or left (south) on Greenwich, because Horatio St. goes east, which has increased the number and frequency of turning vehicles; and

Whereas the northeast corner turning radius from W. 13th St. north onto Greenwich Ave. is extremely wide, closer to 180 degrees than to a true corner turning curve, allowing for the continuous flow of advancing vehicles without slowing down (which would occur automatically with a turn at a typically

narrow corner curb), facilitating speeding and leaving little time for pedestrians to see oncoming cars or oncoming cars to see pedestrians; and

Whereas although not as problematic as the right-hand (northbound) turn onto Greenwich Ave., the left-hand (southbound) turn from W. 13th St. also is tricky; the bike lane is in the center of 13th St. with a dedicated left-turn lane, while the intersection is extremely broad and oddly shaped, resulting in directional confusion and a lack of order; and

Whereas it has been noted (by both those present at the meeting and CB2 members) that recent design, operational and regulatory changes related to reducing the horn honking and danger to pedestrians from motorists entering the Mobil gas station at Horatio St. and 8th Ave., including converting Horatio Street to run one-way eastbound between 8th Ave. and Greenwich Ave. (meeting W. 13th St. which runs westbound) and closing Horatio Street to vehicular traffic between W. 4th St. and 8th Ave., have led to westbound vehicular traffic from W. 13th St. having to turn either north or south on Greenwich Ave., as well as to other hazardous traffic patterns and odd turns, creating confusion and conflicts that imperil everyone using the street. This situation calls for a broad examination of the streets that have been impacted by these changes, including Jane St. btw. Greenwich Ave. and 8th Ave.; Greenwich Ave. between 8th Ave. and Jane St.; Horatio St. btw. W. 4th St. and Greenwich Ave. and W. 13th St. approaching Greenwich Ave./Horatio St.;

Therefore be it resolved that Community Board 2, Manhattan (CB2) highly recommends that split phase signalization (which has been very successful at the end of Horatio St. and West St.) be installed at the W. 13th St./Greenwich Ave./Horatio St. intersection to allow for a separate, conflict-free pedestrian crossing on the north side of Greenwich Ave., from W. 13th St. (on the east side) to Horatio St. (Jackson Square) (on the west side), so that the crossing pedestrians on Greenwich and vehicles turning north from W. 13th onto Greenwich don't get green "go" signals at the same time, but instead receive an exclusive green light phase for pedestrians crossing Greenwich Ave. that operates concurrently with a red right-turn arrow on W. 13th St. that prevents vehicles from turning right/north from W. 13th St. onto Greenwich Ave.; and

Be it further resolved that CB2 asks that the northeast corner of Greenwich Ave. and W. 13th St. be bulbed out and the turning radius there be greatly reduced, to slow down vehicles turning right (north) from W. 13th onto Greenwich, increase visibility and shorten the Greenwich Ave. crossing for pedestrians; and

Be it further resolved that CB2 also asks that daylighting be considered for the northeast corner of Greenwich Ave. and W. 13th St. to provide further visibility to vehicles turning right onto Greenwich from W. 13th St.; and

Be it finally resolved that CB2 urges the NYC Dept. of Transportation (DOT) to conduct a comprehensive study of the blocks impacted by recent design, operational and regulatory changes and the areas around them, in particular, Jane St. btw. Greenwich Ave. and 8th Ave.; Greenwich Ave. between 8th Ave. and Jane St.; Horatio St. btw. W. 4th St. and Greenwich Ave. and W. 13th St. approaching Greenwich Ave./Horatio St., and develop measures to mitigate and better balance the current complex, unpredictable and unsafe mix of street patterns; and

Be it finally resolved that CB2 asks that DOT consult with CB2 and its stakeholders as the requested study progresses.*

Vote: Unanimous, 42 with Board Members in favor.

*** See also Resolution requesting installation of speed humps on Jane St. btw. Greenwich Ave. and 8th Ave. plus an in-depth study of the blocks with and/or impacted by design changes related to Jane St. traffic increases, including Jane St. btw. Greenwich Ave. and 8th Ave.; Greenwich Ave. between 8th Ave. and Jane St.; Horatio St. btw. W. 4th St. and Greenwich Ave. and W. 13th St. approaching Greenwich Ave./Horatio St.**

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

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