

David Gruber, *Chair*
Bo Riccobono, *First Vice Chair*
Jo Hamilton, *Second Vice Chair*
Bob Gormley, *District Manager*



Antony Wong, *Treasurer*
Susan Kent, *Secretary*
Keen Berger, *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

January 25, 2013

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 January 24, 2012, Community Board #2, adopted the following resolution:

Resolution requesting the NYC Department of Transportation to develop a full set of guidelines for placement of bicycle parking corrals.

Whereas Community Board 2 Manhattan (CB2) thanks the NYC Department of Transportation (DOT) for presenting proposals that were considered by the Board to install two bicycle parking corrals in vehicular street parking curbside spaces, one at 62 Spring St. (on Lafayette St., s.w. corner, using one parking space for 8 bicycles), the other at 30 Prince St. (on Mott St., s.e. corner, using 1 ½ parking spaces for 14 bicycles) (a third, presented without notice, preventing posting of the location to enable community response, was not considered); and

Whereas CB2 recognizes the potential advantages presented by DOT of such corrals in certain situations, such as providing facilities where bicycles that are parked helter-skelter on crowded sidewalks can be shifted to provide more pedestrian sidewalk space, removing blockage of vehicular sightlines at pedestrian crossings for greater safety, enhancement with plantings maintained by adjacent businesses or others who also would clean the sites, reduction of bicycles chained to trees and poles and infringing on private property, and at 7 ½ feet wide, taking up less street space than 8-foot wide parking for motor vehicles; and

Whereas Friends of Petrosino Square, in addition to many other community members, objected to locating a corral at the s.w. corner on Lafayette at Spring St. (in front of Spring St. Natural restaurant), expressing concern about already heavy vehicular and pedestrian congestion there, including double parking, and problems with emergency access for Ladder 20 of the FDNY just up Lafayette St., both of which they've discussed alleviating by eliminating all parking there; and

Whereas community members objected to locating a corral at the s.e. corner on Mott St. at Prince St., (in front of Little Cupcake Bakeshop) citing concerns about safety, accessibility, street cleaning problems, commercial delivery bicycles' overuse and loss of car parking; and

Whereas Spring St. Natural and Little Cupcake Bakeshop submitted petitions they distributed on forms provided by DOT that, upon counting, indicated 29 signatures from neighborhood people supporting the proposed bicycle parking corral at 62 Spring St. and 73 signatures from neighborhood people supporting the proposed bicycle parking corral at 30 Prince St.; and

Whereas when queried about whether guidelines have been established to assess where bicycle parking corrals could be most suitably and advantageously placed, DOT indicated that no formal guidelines have been developed;

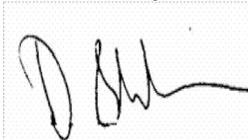
Therefore be it resolved that CB2 requests that DOT develop a comprehensive set of guidelines that prescribe the appropriate placement of bicycle parking in the street and that address the overall goals and structure of the corral program, considering such criteria as pedestrian and vehicular traffic conditions, presence and amount of bicycle parking nearby and in the general vicinity including Bike Share parking, determination of how many parking spaces are needed at a location, number of corrals allowed per block, maintenance partner qualifications, and enforcement; and

Be it further resolved that CB2 asks that further bicycle corral installations be delayed in CB2 until DOT returns to CB2 to present these guidelines along with details clarifying the broader program's goals and structure for the community.

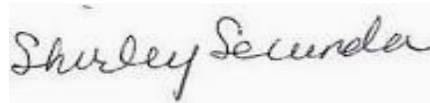
Vote: Unanimous, with 43 Board members in favor.

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/gh

- c: Hon. Jerrold L. Nadler, Congressman
Hon. Brad Hoylman, NY State Senator
Hon. Daniel L. Squadron, NY State Senator
Hon. Sheldon Silver, Assembly Speaker
Hon. Deborah J. Glick, Assembly Member
Hon. Christine C. Quinn, Council Speaker
Hon. Rosie Mendez, Council Member
Hannah Friedman, Community Liaison, Man. Boro. Pres. office
Pauline Yu, Community Assistance Unit

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

Raymond Kelly, Commissioner
NYC Police Department
One Police Plaza
New York, NY 10038

Dear Manhattan Borough Commissioner Forgione and Commissioner Kelly:

At its Full Board meeting January 24, 2012, Community Board #2, adopted the following resolution:

Resolution calling for safety improvements at the intersection of Clarkson St., Carmine St., Varick St. and 7th Ave. S.

Whereas the intersection of Clarkson St., Carmine St., Varick St. and 7th Ave. S., with its extreme misalignment, is exceptionally dangerous for both pedestrians and motorists, plagued by pedestrian and vehicular conflicts, congestion, dangerous pedestrian crossings, haphazard turns and confusion, in particular by the following problematic conditions:

- The Don't Walk Signal on the southeast side of Varick St. is located too far south, i.e., south of the crosswalk, eluding pedestrian sightlines.
- At the northeast corner of 7th Ave. S. and Carmine St., drivers make a quick left turn into Carmine from 7th Ave. S., endangering crossing pedestrians.
- At the southwest corner of Varick and Clarkson Sts., drivers make a very fast turn and park in the crosswalk. Driver visibility is obscured while making a turn there because of the odd angle of the crosswalk.
- Crossing 7th Ave. S. from the northwest side of the intersection is long and dangerous for pedestrians.
- The left hand turn that must be made on to Varick St. from Carmine St. is extraordinarily hazardous, with the misaligned "dog leg" extension of Clarkson St. putting traffic head on into the cars emerging from Carmine St.
- There are gridlock and blocked crosswalks on Varick, Clarkson, and some on Carmine St.; and

Whereas motor vehicles form multiple, non-defined and disorderly lanes of traffic on 7th Ave. S./Varick St., disregarding traffic signals and crosswalks, especially at rush hour heading for the Holland Tunnel, creating more congestion, confusion and danger; and

Whereas these conditions are highly threatening to the vulnerable user population of the Dapolito Recreation Center at that location and a school, library, and the Hudson River Park a stone's throw away, including children of all ages and seniors (as well as many other users), not to mention the hazards encountered by the large residential, working and tourist populations, who pass by and often frequent the many restaurants in the area; and

Whereas the Hudson Square Connection Business Improvement District, who studied this intersection as part of their Interim Traffic Management Plan in 2011 and found it to be very unsafe and pedestrian-unfriendly, urged that improvements are needed to make it safer for the people who live and work in the area; and

Whereas a request was presented to consider the following safety improvements:

- Relocation further north of the traffic light signal on the s.e. side of Varick St. in keeping with pedestrian sightlines.
- Installation of a bulbout (neckdown) on the n.e. corner of 7th Ave. S. & Carmine St. (preferably on both sides) to shorten the pedestrian crossing and slow down turning drivers, discouraging sweeping turns from 7th Ave. S. onto Carmine.
- Daylighting (installing a "No Parking" space) at the s.w. corner of Clarkson at Varick St., so that pedestrians can be seen by drivers turning into Varick.
- Installation of a bulbout (neckdown) on the n.w. corner of 7th Ave. S. at Clarkson St. for a shorter, safer pedestrian crossing.
- Conversion of Carmine St. bet. Bedford St. & 7th Ave. S. to one-way northeastbound to eliminate the danger of quick-turning cars into Varick St. hitting crossing pedestrians or colliding with vehicles turning south from Clarkson St.
- An integrated set of geometric (street design) and operational (light signal, signage, etc.) improvements addressing the functioning of that intersection holistically; and

Whereas a large representation of local community people (also submitting a 1,000 signature petition) voiced their opposition to converting Carmine St. bet. Bedford St. & 7th Ave. S. to one-way northeastbound, expressing their concern about diversion of more traffic to Bedford St. and to other streets in the area, traffic backups on Carmine, Bedford and other streets, increased emissions and the possibility of head-on collisions, but were completely supportive of the other suggested safety improvements and additionally suggested the possibility of a left turning arrow from Carmine onto Varick and a leading pedestrian interval to give people crossing the street a head start and more visibility before vehicles speed around the corner; and

Whereas it was reported that at one time there were two NYPD officers who directed traffic at the intersection in question, which helped promote safety as well as no horn honking there, but they were long since gone, and with their departure, traffic conditions there are now highly treacherous;

Therefore be it resolved that Community Board No. 2, Manhattan (CB2) requests that DOT institute the following traffic safety improvements at the intersection of Clarkson St., Carmine St., Varick St. and 7th Ave. S.:

- Relocation further north of the traffic light signal on the s.e. side of Varick St.
- Installation of a bulbout (neckdown) on the n.e. corner of 7th Ave. S. & Carmine St., preferably on both sides, i.e. in both directions.
- Daylighting (installing "No Parking") at the s.w. corner of Clarkson at Varick St., and inserting planters or bicycle or motorcycle parking or other similar uses in that space that would prevent motorists parking and standing there while still affording visibility.
- Installation of a bulbout (neckdown) on the n.w. corner of 7th Ave. S. at Clarkson St.
- Traffic signal changes, such as a left-turn arrow at Varick St. and a leading pedestrian interval (LPI).

- Comprehensive integrated geometric and operational improvements at the Carmine/Clarkson/Varick Sts./7th Ave. S. intersection (similarly holistic to those at the 7th Ave./Bleecker St. intersection), incorporating the above recommendations and others based on DOT observations; and

Be it further resolved that CB2 asks DOT to investigate the problematic conditions created by motorists en route to the Holland Tunnel forming multiple, non-defined and disorderly lanes of traffic on 7th Ave. S./Varick St., without regard for traffic signals or crossing pedestrians, and implement measures to create a safer, more orderly flow of traffic; and

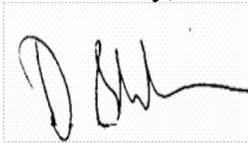
Be it further resolved that CB2 does not support conversion of Carmine St. bet. Bedford St. & 7th Ave. S. to one-way northeastbound; and

Be it finally resolved that CB2 urges that NYPD dispatch police to the Carmine/Clarkson/Varick Sts./7th Ave. S. intersection to manage the movement and disposition of traffic there on a regular basis.

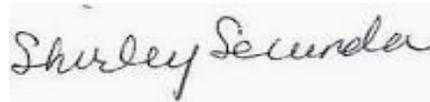
Vote: Unanimous, with 43 Board members in favor.

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
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