

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



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

October 26, 2015

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 October 22, 2015, Community Board #2, adopted the following resolution:

### **Resolution requesting relocation of the Citi Bike installation on Elizabeth St. near Hester St.**

**Whereas** the Citi Bike installation on the southeast side of Elizabeth St. near Hester St. (bet. Hester and Canal Sts.) takes up a hefty amount of street space on a very narrow street, triggering several different safety hazards, among them:

- The installation is in three different sections with stations for 8, 15 and 8 (total: 31) bikes necessitating heavy steel frames and connectors between the stations, causing pedestrian tripping and falling problems and obstructions.
- Difficulty cleaning these stations and their conduits from snow and maintaining them through other bad weather causes puddles and slippery street conditions that endanger not only pedestrians, but bicyclists and motorists alike.
- Although no parking is allowed on the west side of the street, vehicles continually park there, including cars and trucks, many for commercial deliveries and pickups, some for much longer terms, creating one very narrow vehicular traffic lane in the middle with scarce room for trucks to pass which often brush up against the bike stations' flexible bollards, adding to the dangerous conditions.
- The one narrow moving lane makes it difficult for ambulances, fire trucks and other emergency vehicles to get through.; and

**Whereas** the street is heavily occupied by seniors, who don't use Citi Bike, but are highly vulnerable to falling and suffering serious injuries from those falls; and

**Whereas** many people have fallen and been injured with the Citi Bike installation, the most recent on Sept. 13, 2015 when a man tripped and was badly hurt and bloodied. It took the police 45 minutes to get through the narrow and traffic-blocked street to reach him; and

**Whereas** letters were received and a number of people from the surrounding community came to ask for relief from the existing conditions and to move the Citi Bike installation to another location; and

**Whereas** most of the Citi Bike users at this installation are not from the immediate neighborhood; and

**Whereas** Citi Bike stations are not attached to the ground (but held down by heavy steel plates), so they can be easily moved around;

**Therefore be it resolved** that Community Board 2, Manhattan (CB2) requests that the New York City Department of Transportation (DOT) remove the Citi Bike station installation on the southeast side of Elizabeth St. near Hester St. (bet. Hester and Canal Sts.) and relocate it elsewhere; and

**Be it further resolved** that CB2 asks DOT to consider the following possible locations for transfer of the installation (suggested by the community): Forsyth Street Plaza (bet. Christie St. and the Bowery); Centre St. bet. Broome and Grand Sts. (Old Police Headquarters); Chrystie St. outside Sara Delano Roosevelt Park.

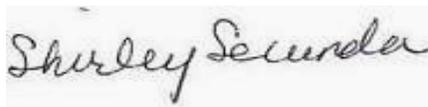
**Vote: Unanimous, with 36 Board Members in favor.**

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. Carolyn Maloney, Congresswoman
- Hon. Nydia Velasquez, Congresswoman
- Hon. Daniel Squadron, NY State Senator
- Hon. Brad Hoylman, NY State Senator
- Hon. Deborah Glick, State Assembly Member
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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 October 22, 2015, Community Board #2, adopted the following resolution:

**Resolution requesting authorized commuter van pick up and drop off signs with two designated parking spots on the northeast side of Elizabeth St. at the corner of Elizabeth and Hester Streets.**

**Whereas** Transpress Services Inc., J & HE Transportation Inc. and BQE Bus Service Inc. have requested authorized pick up and drop off signs for two designated parking spots on the northeast side of Elizabeth St. at the corner of Elizabeth and Hester Streets to accommodate their commuter vans that have operated at that corner with a DOT convenience permit licensed by the Taxi Limousine Commission for over 16 years; and

**Whereas** these vans provide transportation from Chinatown to Flushing, Sunset Park and Elmhurst to commuters, many of whom couldn't easily access public transportation and otherwise would undergo lengthy travel times, from 5:30- 6:00 a.m. for approximately 18 hours a day; and

**Whereas** 1800 passengers are carried per day, with accommodations for 15 people per van; and

**Whereas** there is no public surface transit in this area, and these vans fill a needed transportation gap, especially for those who can't walk long distances and have difficulty navigating the subway system; and

**Whereas** the van operators indicate that pick ups and drop offs are speedy; when one van is full, another van is radioed, so there's no waiting and backup, and therefore no idling; and

**Whereas**, after surveying the Elizabeth/Hester St. site, the New York City Department of Transportation concluded in favor of the requested pick up and drop off location; and

**Whereas** 21 letters of support were submitted by local businesses on Elizabeth St. and Hester St., and a large number of people from the area showed up expressing their support;

**Therefore be it resolved** that Community Board 2, Manhattan supports and requests that two van length (approximately 18 ft.) commuter van parking spots be designated with pick up/drop off signage saying “Commuter Van Stop” on the northeast side of Elizabeth St. at the corner of Elizabeth and Hester Streets, and that the signage include “No Standing Anytime” regulations with arrows pointing to the area between the commuter van spaces and the “No Parking 9:00 a.m.-7:00 p.m.” regulations on the same side of the street.

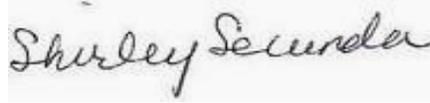
**Vote: Unanimous, with 36 Board Members in favor.**

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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October 26, 2015

Mr. Thomas M. Chan  
Chief, Transportation Bureau  
NYC Police Department  
1 Police Plaza  
New York, NY 10007

Mr. Michael Pilecki  
Commanding Officer  
Traffic Enforcement District  
NYC Police Department  
136 West 36<sup>th</sup> Street  
New York, NY 10018

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, Chief of Transportation Mr. Chan and Commanding Officer Mr. Pilecki:

At its Full Board meeting October 22, 2015, Community Board #2, adopted the following resolution:

**Resolution requesting a full split phase traffic light cycle and other traffic safety measures at the intersection of Houston and West Sts.**

**Whereas** crossing West St. at Houston St. is extremely hazardous at this busy, multi-trafficked and confusing intersection that has a pedestrian crosswalk only on its north side; and

**Whereas** pedestrian/bicycle/motor vehicle conflicts occur regularly, all exacerbated by several unsafe conditions, including:

- Cars and numerous heavy trucks quickly and aggressively turn right (north) from Houston on to West St. at the same time pedestrians are crossing on West St.
- Cars and trucks leaving Pier 40 (on the west side of West St.) turning left to also then drive north on West St. similarly endanger pedestrians crossing on West St. at the same time.
- The short delay that allows vehicles coming south on West St. to turn left to head east across West St. on Houston St., while also allowing pedestrians and bicyclists to cross on West St. at the same time, is not long enough to provide ample time for crossing West St. before traffic from Houston is released to turn north onto West. (People need more time to cross that large West St. expanse).
- Bicyclists on the Hudson River Park bike path aren't motivated to stop at the red light, because the traffic from Pier 40 has a delay in sync with the Houston St. traffic.
- There is a narrow center median on West St. where people crossing often get stuck and proceed without awareness of approaching traffic and its direction.; and

**Whereas** there is an unused lane next to the curb on the east side of West St. from Houston to Clarkson St. that enhances the wideness of the crossing; and

**Whereas** this dangerous West St. crossing is heavily used daily and all day long (from at least as early as 9:30 a.m. to midnight) by a great number of pedestrians of all ages accessing Pier 40 and the Hudson River Park, in particular an exceptionally large amount of children coming from schools, Little League, with families, several non-profit groups (all very vulnerable populations needing protective safety measures); and

**Whereas** a great many emails were received and several community members came to testify to the perils of the West St. at Houston St. crossing, citing several close calls and near misses in trying to get across West St. (with the green light signaling “walk”) while having to dodge fast-moving, non-stop traffic turning in from Houston St., accompanied by their entreaties for measures to ensure pedestrian safety;

**Therefore be it resolved** that Community Board 2, Manhattan (CB2) urges the NYC Department of Transportation (DOT) to change the traffic light signal phasing at the intersection of West and Houston Sts. to a full split phase cycle that allows for a separate, conflict-free pedestrian crossing on West St., so that crossing pedestrians and turning vehicles don’t get green “go” signals at the same time there, but instead an exclusive green light phase for pedestrians crossing West St. that operates concurrently with a red right-turn arrow on Houston St. preventing vehicles from turning right/north from Houston St. on to West St. at the same time pedestrians are crossing, but allowing through traffic to proceed west to Pier 40 and east on Houston St. with a simultaneous green light (forcing bicyclists to stop at the north-south red signal). This also should include more dedicated green time to allow pedestrians extra time to cross West St. while shortening the length of green time given to automotive traffic turning from Houston onto West St.; and

**Be it further resolved** that CB2 asks DOT to install corner sidewalk extensions (neckdowns) with gravel and flexible delineators at the northeast corner of Houston and West Sts., to provide more pedestrian space, slow down right turns and shorten the West St. crossing; and

**Be it further resolved** that CB2 asks that DOT extend the sidewalk with gravel and flexible delineators into the unused lane next to the curb on the east side of West St. from Houston to Clarkson St.; and

**Be it further resolved** that CB2 requests that the center median on West St. be widened (without interfering with the bike lane) and flexible delineators or bollards be installed to define the pedestrian crossing; and

**Be it further resolved** that CB2 asks DOT to evaluate installing a Barnes Dance as a possible alternative solution; and

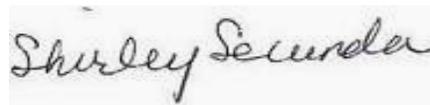
**Be it further resolved** that CB2 asks DOT to consider doing a walkthrough of the site in question with CB2 and other community representatives to review the potential application of the recommendations presented herein; and

**Be it finally resolved** that CB2 requests that the NYC Police Department assign traffic enforcement agents to monitor this dangerous Houston and West St. intersection on a regular basis and enforce safety regulations.

**Vote: Unanimous, with 36 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  
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