

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

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

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

April 24, 2015

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 April 23, 2015, Community Board #2, adopted the following resolution:

Resolution in support of installation of a bike lane on Spring Street from Washington Street to Bowery which then extends a short distance into CB3 Manhattan to connect with an existing bike lane

Whereas at the request of residents in the area of Spring Street and Washington Street, CB2 Manhattan passed a resolution in October 2013 requesting NYC DoT install a bike lane on Spring Street between Washington Street and Varick Street, and study the possibility of extending the lane east from there; and

Whereas after studying the entire Spring Street corridor DoT determined that even without a bike lane there was already substantial – and growing – bike usage, particularly through the heart of SoHo, and the agency has, as presented by Nick Carey of the DoT Bike Program, proposed to implement a bike lane of varying composition extending from Washington Street to Bowery where it will connect to an existing east-bound bike lane in the CB3 Manhattan district; and

Whereas the meeting was attended by more than 40 members of the community who appeared to be roughly 2-1 in favor of the bike lane and the Board office received 20+ emails which were roughly evenly divided between supportive and not supportive; and

Whereas in designing the bike lane, DoT made the decision to not remove any parking for the bike lane throughout the length of Spring Street, but reallocate the space used by what is a single traffic lane throughout the length; and due to that decision and because the width of Spring Street varies considerably, progressively narrowing as it goes further east the street widths and bike lane is proposed as follows:

Section	Width	Proposed layout (looking west at oncoming traffic)
Washington St – Greenwich St	43'	extra-wide 14' south parking lane, 11' travel lane, 3' buffer, 5' bike lane, 10' north parking lane
Greenwich St – 6th Ave	32-35'	8' parking, 10' travel, 5' bike, 9' parking
6th Ave – Wooster St	32-35'	same as above
Wooster St – Broadway	30'	8' parking, 13' shared traffic/bike, 8' parking

Broadway – Lafayette St	25'	9' parking, 10' travel, 6' curbside bike lane (parking/loading lane will be moved from the north side to the south side)
Broadway – Bowery	25'	17' combined parking and shared traffic/bike lane, 8' north parking lane

; and

Whereas there were many opponents of the bike lane who were concerned about the lane adding to traffic and pedestrian congestion along Spring Street but Mr. Carey reiterated the proposal was an attempt to address bike traffic that is already using Spring Street without removing any parking along the route in order to provide guidance to all users of the street as to where bikes and vehicles should be. The newly marked, more clearly aligned lanes will hopefully better organize traffic to make it safer; and

Whereas, another concern was the construction currently going on between Mercer Street and Broadway and Mr. Carey responded that as is DoT's standard practice, the bike lane will be implemented there once the construction is completed; and

Whereas, supporters of the lane asked why a parking-protected lane was not proposed for the very wide segments west of 6th Avenue and Mr. Carey explained that there are several large loading docks on the north side of those blocks and the change of alignment at 6th Avenue would require a confusing change in the bike lane's relationship with vehicular traffic; and

Whereas much of the opposition to the bike lane reflected general frustration and anger at the lack of enforcement of traffic rules, particularly for drivers and cyclists but at times for pedestrians as well; and

Whereas several supporters of the bike lane, including a majority of the committee wondered why DoT chose not to remove some of the parking, particularly on the most congested central segments where parking has been maintained on both sides of the street, in order to provide safer traffic, and it appeared DoT leadership is not prepared for that level of commitment, regardless of any stated goals under Vision Zero;

Therefore be it resolved that Community Board 2, Manhattan (CB2) strongly supports installation of a bike lane on Spring Street from Washington Street to Bowery, which then extends a short distance into CB3 Manhattan to connect with an existing bike lane on Stanton St.

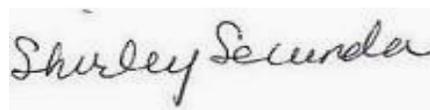
VOTE: Approved: 37 Board Members
Against: 2 (R. Rothstein, J. Frost)
Abstain: 2 Board Members (S. Russo, S. Sweeney)

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. Daniel Squadron, NY State Senator
- Hon. Deborah Glick, State Assembly Member
- Hon. Sheldon Silver, Assembly Member
- Hon. Gale Brewer, Manhattan Borough President
- Hon. Corey Johnson, Council Member
- Hon. Margaret Chin, Council Member

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Margaret Forgione
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NYC Department of Transportation
59 Maiden Lane, 35th Floor
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Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting April 23, 2015, Community Board #2, adopted the following resolution:

Resolution in support of installation of a left turn lane from eastbound Spring Street to northbound Lafayette Street

Whereas, Nick Carey of NYC DoT presented a proposal to a left turn lane from eastbound Spring Street to northbound Lafayette Street which would require the removal of approximately six loading zone spaces and a slight realignment of the bike lane proposed for Spring Street; and

Whereas, this proposal originated in part with the FDNY which hopes it will facilitate better access to the fire house on Lafayette north of Spring Street; and

Whereas, roughly 2/3 of the loading/parking on the north side of Spring Street between Crosby and Lafayette Streets would be removed to implement a left turn lane and the new Spring Street bike lane would shift slightly south to share the through-traffic lane; and

Whereas, there was concern with some members of the community and the committee that this arrangement might be more confusing than beneficial, it was decided that there was virtually no way to know for sure without implementing the change;

Therefore be it resolved that Community Board 2, Manhattan (CB2) supports installation of a left turn lane from eastbound Spring Street to northbound Lafayette Street.

Further be it resolved that the Board requests DoT carefully assess the impact of this change on vehicular, bicycle and pedestrian movement to ensure it does not decrease safety at this corner.

VOTE: Approved: 37 Board Members

Against: 2 (R. Rothstein, J. Frost)

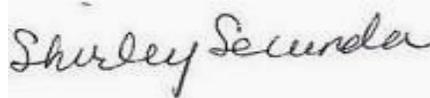
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Dear Manhattan Borough Commissioner Forgione:

At its Full Board meeting April 23, 2015, Community Board #2, adopted the following resolution:

Resolution in support of restoration of rush hour parking on the east side of Varick Street north of Spring Street and the installation of a Leading Pedestrian Interval left-turn signal from Varick Street eastbound on Spring Street

Whereas, Nick Carey of NYC DoT presented a proposal to improve pedestrian safety at the dangerous corner of Varick Street and Spring Street, particularly in the crosswalk across Spring Street on the east side of Varick; and

Whereas, parking on Varick Street in the block north of Spring Street has been banned during evening rush hours for many years, but Mr. Carey stated that traffic on that section of Varick Street, which is already separated from Holland Tunnel traffic by bollards, is not sufficient to justify the parking ban, and that the lack of parking encourages drivers turning left onto Spring Street to do so at higher speeds; and

Whereas, DoT proposes to reinstate parking on that side of Varick Street in order to narrow the area of vehicular movement and somewhat shield pedestrians, and to implement a Leading Pedestrian Interval of seven seconds on the traffic light to allow pedestrians to establish their presence in the Spring Street crosswalk before vehicles are provided a green light;

Therefore be it resolved that Community Board 2, Manhattan (CB2) supports restoration of rush hour parking on the east side of Varick Street north of Spring Street and the installation of a Leading Pedestrian Interval left-turn signal from Varick Street eastbound on Spring Street.

VOTE: Approved: 37 Board Members

Against: 2 (R. Rothstein, J. Frost)

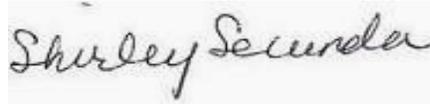
Abstain: 2 Board Members (S. Russo, S. Sweeney)

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

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